Road Safety Strategy and Action Plan 2025-2034

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MANNINGHAM

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Acknowledgement of Country

Manningham Council acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the land and waterways now known as Manningham.

Council pays respect to Elders past, present and emerging, and values the ongoing contribution to enrich and appreciate the cultural heritage of Manningham.

Council acknowledges and respects Australia's First Peoples as Traditional Owners of lands and waterways across Country, and encourages reconciliation between all.

Statement of diversity

Manningham Council also values the contribution made to Manningham over the years by people of diverse backgrounds and cultures.

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1 Our vision and strategic objectives

Our vision is to ensure that all travel within our road network for our local community and visitors is safe, accessible, and environmentally responsible.

We'll continue using a Safe Systems principles approach by prioritising road design, safe speeds and responsible road use behaviours to reduce road trauma. Our objective is to achieve zero fatalities and serious injuries on our roads, in line with state and federal road safety objectives.

Our Road Safety Strategy supports our Council Plan 2021-2025 and compliments other related strategies and polices, including the Liveable City Strategy, Transport Action Plan and Road Management Plan.

1.1 Developing the Road Safety Strategy

To develop an effective road safety strategy, we conducted a comprehensive analysis of key challenges affecting road use. Through extensive stakeholder engagement, we identified critical issues and the most effective measures to enhance road safety. This collaborative, data-driven approach ensures our strategy is tailored to local needs.

To gain valuable community insights, we conducted an online public survey, gathered feedback, and engaged with residents. This input helped us understand the most pressing concerns of road users.

Additionally, we analysed road crash data to identify trends, high-risk locations, and contributing factors. This evidence base allowed us to develop targeted interventions that address key safety concerns and improve road conditions for all users.

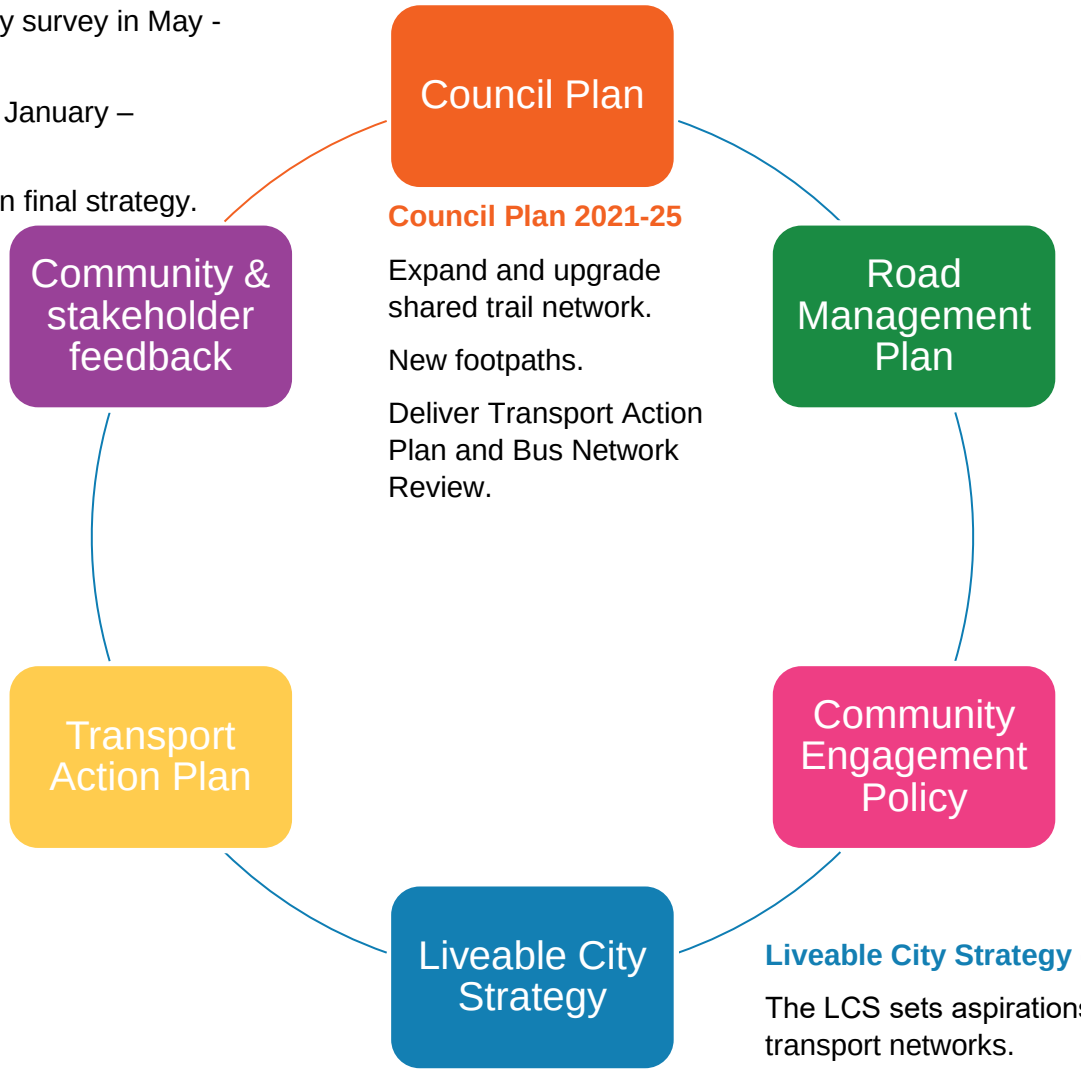
Further consultation with the community was undertaken to validate the draft action plan, and feedback was considered and adopted as appropriate.

Community & Stakeholder Feedback

Targeted workshops and community survey in May - June 2024.

Public exhibition of draft strategy in January – February 2025.

All feedback collated and included in final strategy.



Council Plan 2021-25

Expand and upgrade shared trail network.

New footpaths.

Deliver Transport Action Plan and Bus Network Review.

Road Management Plan

Establish management system for road management functions.

Asset management system.

Maintenance targets and operational objectives.

Transport Action Plan

High frequency busway solution between Doncaster and CBD.

Advocacy for an improved bus network including higher frequency buses that are more reliable and connect more locations.

Implement an express bus route that minics the future SRL North alignment.

Managing impacts from construction of North East Link.

Implement active transport walking and cycling initiatives.

Undertake a review of all active transport strategies to be consistent with new Road Safety Strategy.

Community Engagement Policy

Inform community and stakeholders of upcoming projects.

Gather information, review all feedback and consider diverse points.

Accountability and transparency.

Close the loop.

Liveable City Strategy (LCS) 2040

The LCS sets aspirations for Manningham's transport networks.

Create high quality public spaces and vibrant main streets, with a focus on safety.

Develop greenways.

Figure 1 : How road safety links into our other plans, strategies and initiatives

MANNINGHAM

2 Manningham

Manningham is located to the east of Melbourne, encompassing an area of 113 square kilometres. Without any train or tram services, residents rely heavily on roads for transportation by bus and private vehicles.

Popular destinations in the area include Westfield Doncaster, The Pines Shopping Centre, Doncaster Park and Ride, Mullum Mullum Stadium, Westerfolds Park, and several local shopping areas including Jackson Court, Bulleen Plaza, Devon Plaza and Macedon Square.

The Eastern Freeway and Eastlink (M3) run along the southern boundary of Manningham.

Figure 2: Manningham and surrounds.

Manningham's population is large and diverse, including people of all ages, abilities, incomes, lifestyles, and experiences, each with unique needs and priorities.

As of 2021, Manningham had a population of 125,827 – an increase of 2.4% since 2016. This is projected to reach approximately 148,000 by 2036, as indicated in Figure 3 below.

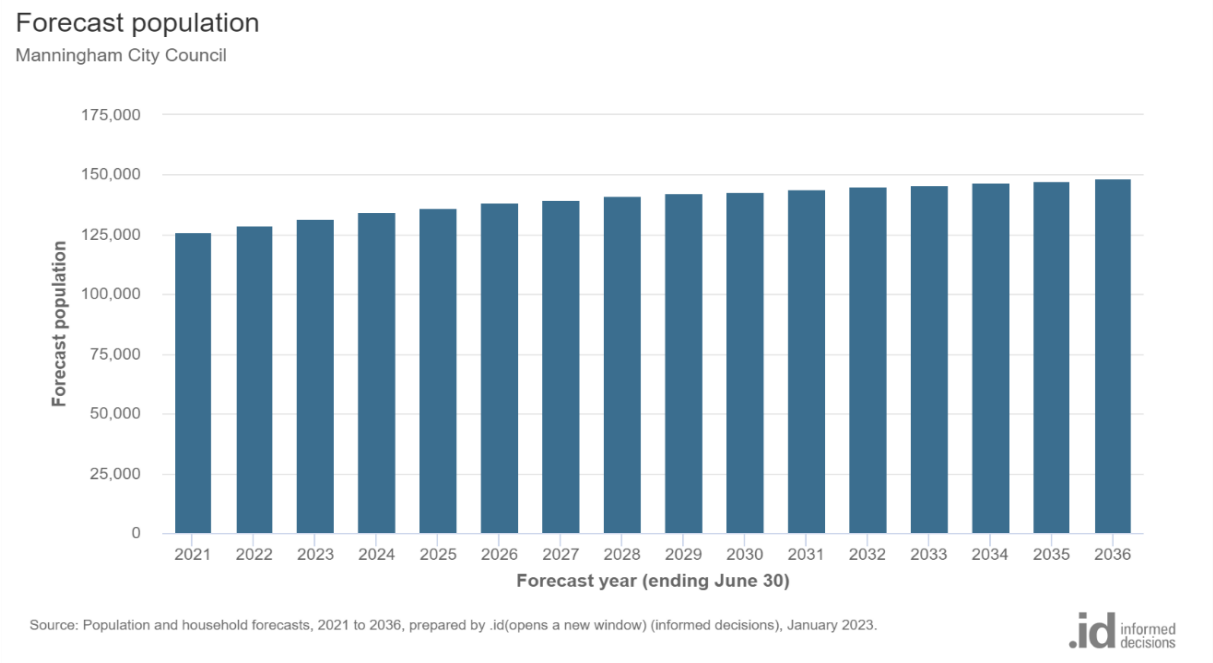


Figure 3: Population forecast for Manningham

Suburban Rail Loop

Despite being located approximately 12 kilometres from the CBD, Manningham remains the only municipality in metropolitan Melbourne without a tram or train line. Although the Suburban Rail Loop (SRL) North project plans to build a train station in Doncaster, it is not expected to be completed until the 2050s and is currently un-funded. In the meantime, the community will continue to rely heavily on road-based vehicles for transportation.

Bus network

Buses play a crucial role in our public transportation infrastructure, and we aim to further improve this network in accordance with the Manningham Transport Action Plan 2021. Council continues to work with and advocate to the Department of Transport and Planning (DTP) for improvements to our bus network to increase frequency, reliability and connectivity for Manningham residents and visitors.

North East Link

The North East Link Project (NELP) is the largest road infrastructure project in Victoria's history. NELP is a State-run project and Council is a key stakeholder. The project will include construction of the North East Link Tunnels, which will connect the Metropolitan ring road (M80) and Eastern Freeway (M3), as well as:

- the completion of the Ring Road in Greensborough
- an overhaul the Eastern Freeway
- Melbourne's first dedicated busway
- the North East Trail – more than 34km of walking and cycling paths.

NELP is due for completion in 2028 and will connect in with Manningham's existing road network. We must continue to ensure our road infrastructure is adequate and safe for all road users, including for when NELP is connected in. We are continuing to seek a commitment from the State government to address increasing congestion and road safety issues during and post construction of NELP. This Road Safety Strategy will be a key part of this ongoing advocacy and will help guide all future transport policies and projects.

3 Federal and state context

Our goal to ensure that no one is seriously injured or killed on our roads aligns with both state and national road safety objectives. We want to ensure that everybody can participate in all Manningham offers. To do this, we must have a safe transport system in place, one that protects us from our own mistakes and the mistakes of others.

The *Towards Zero 2021 – 2030 Road Safety Strategy* (also known as Vision Zero) is a collection of road safety principles in place across most Australian states and territories. It aims to eliminate fatalities and serious injuries on our roads by 2050, with an interim goal of halving fatalities and reducing serious injuries by 30% before 2030.

The *National Road Safety Strategy 2021 – 2030* closely aligns with the path to Vision Zero, aiming to create a road-transport system where a mistake does not cost a person their life or health.

The related National Road Safety Action Plan 2023 – 2025 identifies nine priority areas where data indicates the greatest reduction in road trauma can be achieved over the 10 year period. These are outlined in Table 1 below.The *Make Every Day Matter* Strategy (TAC initiative) is a a six year roadmap to promoting road safety and providing support to those who have been injured in a caring, efficient and financially responsible way

National Road Safety Action Plan priority areas	
Infrastructure planning and investment	Vulnerable road users
Vehicle safety	Remote road safety
Addressing the over representation of Aboriginal and Torres Strait Islander people in road trauma	Workplace road safety
Regional road safety	Risky road use
Heavy vehicle safety	

Table 1: National Road Safety Action Plan priority areas

These priorities align with the United Nations' Second Decade of Action for Road Safety (2021 – 2030), a continuation of the first Decade of Action for Road Safety. This strategy aims to improve global road safety by reducing 50% of road traffic deaths and injuries by 2030.

The aims and priority areas identified by the *National Road Safety Strategy* have a clear trickle-down effect for State and Local Governments, as shown in Figure 4: Visual breakdown of Australia's National Road Safety Strategy 2021 - 2030 over the page.

Figure 4: Visual breakdown of Australia's National Road Safety Strategy 2021 - 2030

The *Victorian Road Safety Strategy 2021 – 2030* aligns with relevant national strategies. It highlights that 38% of fatal crashes occur in midblock sections (between intersections) on high-speed rural roads. In comparison, 23% of fatalities occur at intersections, and a further 19% on midblock urban arterial roads. Of these fatalities, 22% are young drivers, and a further 22% are older drivers, highlighting a significant presence of these age groups. Additionally, speeding contributes to 30% of road fatalities. With these figures in mind, the Victorian Government identified the following strategic focus areas, outlined in Table 2 below.

Victorian Government Strategic focus areas		
Supporting and enforcing safer driving behaviour	Vulnerable and unprotected road users	Increasing safety for those using the road for work or at work
Removing unsafe vehicles from our roads	Improving safety on high-speed roads and at intersections and reducing the underlying risk	Recognising the importance of post-crash care
Levers of Change		
Policy development	Safer vehicles	Safer travel speeds
Infrastructure improvements	Enforcement	Innovation and technology
Public information campaigns	Data and research	Education programs

Table 2: Victorian Government Strategic Focus Areas

The *Victoria Police Road Safety Strategy* (July 2024 to June 2028) has implemented its guidelines that everyone should be safe, and feel safe, on Victorian Roads, which approaches road safety with the following principles:

- Prevent - Prevention of road trauma focuses on fostering community partnerships, leveraging data, and using a proactive, collaborative approach to address road safety issues, enhance infrastructure, support at-risk individuals, and continuously improve practices through education and research.

- Enforce - Addressing habitual non-compliance through targeted, intelligence-led approaches, increased roadside testing, automated enforcement, and strategic efforts to reduce high-risk offending and promote long-term behavioural change.
- Deter - Change road user behavior through general deterrence, which relies on visible enforcement and consistent messaging to make individuals believe they may be caught, and specific deterrence, which targets offenders with penalties, legal consequences, rehabilitation, and management of high-risk road users to prevent repeat offenses.
- Engage - Fostering strong partnerships across communities, government, and businesses to address local road safety concerns, enhance crime prevention, and promote safe driving through tailored communication, direct engagement, and strategic collaborations.
- Enhance - continuous process improvement, leveraging innovative technologies, advanced equipment, and data-driven insights to optimise prevention, deterrence, enforcement, and engagement efforts.

These principles aim to ensure that all Victorians feel safe on and around our roads, embed a culture of safety and achieve a reduction in fatalities and injuries. Victoria Police have focused on speed, distraction, impaired driving, seatbelts and restraints, rural roads, high risk driving and unauthorised drivers.

4 What's happening on our roads?

To understand where the risks are on our roads and paths, we carried out an extensive analysis of road safety data for the past five years (2017 – July 2023). This provided insights into the types of crashes occurring, when and where they were happening, the conditions at the time, and the road users involved.

Over this period, there have been 367 serious injury crashes and 10 fatal crashes (see Figure 5), resulting in 409 serious injuries and 11 fatalities (see Figure 6), respectively. There has been a downward trend in serious injuries. However, it is noted that there was a marked decrease in fatal and serious injury crashes (FSI crashes) in 2020 and 2021 due to Melbourne's COVID-19 lockdowns. Further, it is noted that the lower fatal and serious injury crashes have continued in 2022 and 2023. This may be due to more people working from home and, thus, travelling less.

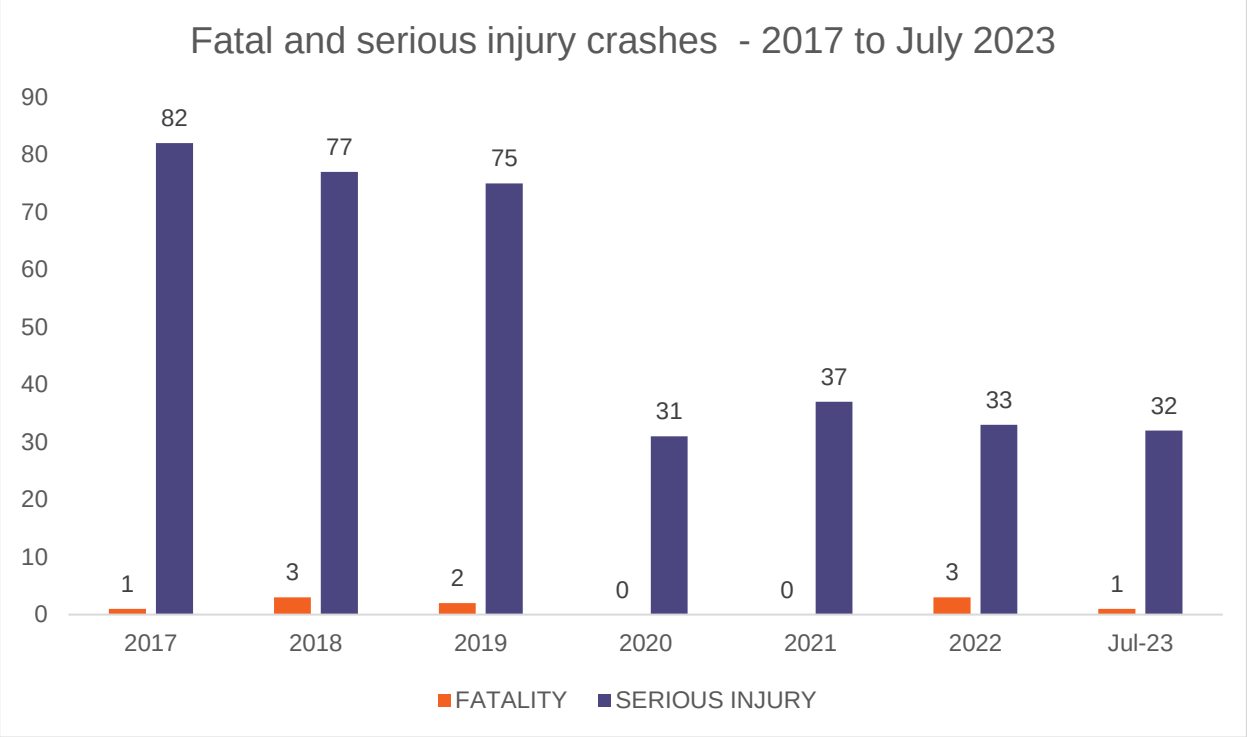


Figure 5: FSI crashes in Manningham per annum

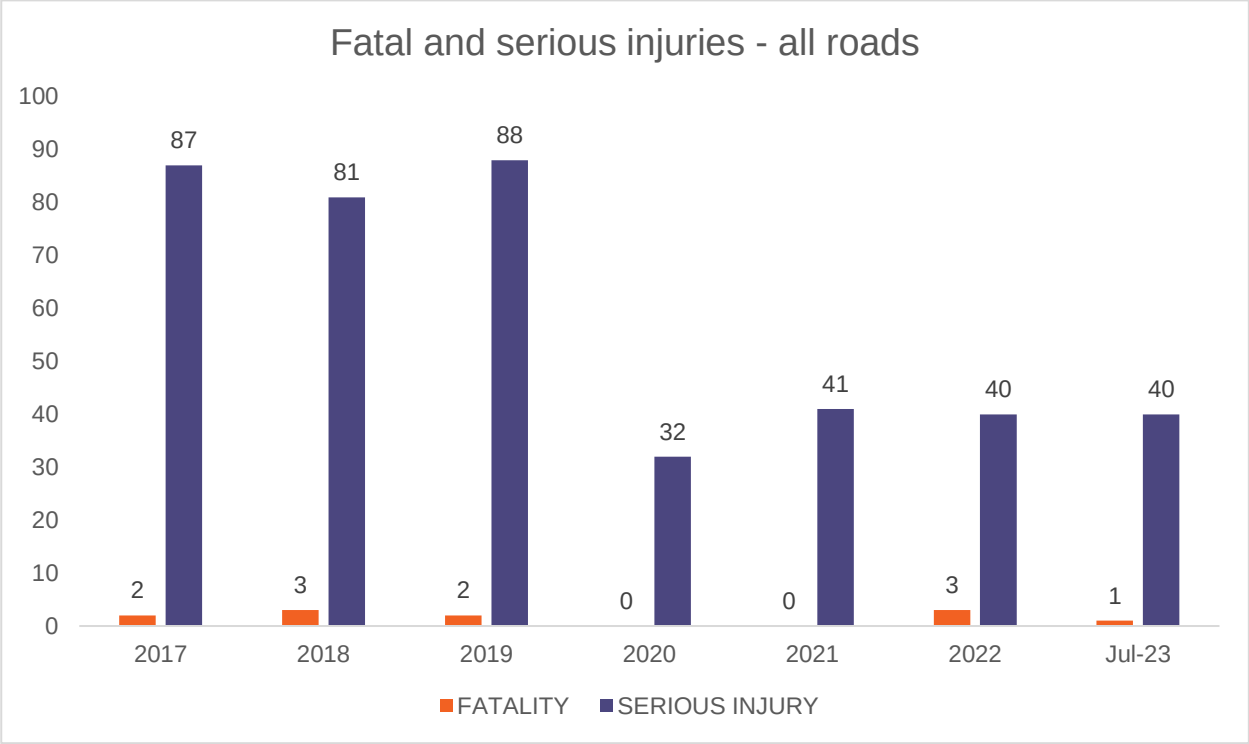


Figure 6: FSI injuries in Manningham annually

Although we are making improvements, progress towards the state target of halving lives lost by 2030 will be challenging. This strategy will help us to concentrate our efforts on immediate road safety concerns while preparing for and welcoming innovative opportunities.

4.1 How Manningham compares

In developing this strategy, we have analysed crash data from the Victorian Government's open data source, DataVic (data.vic.gov.au), to understand the trends of incidents on Manningham roads.

We have compared ourselves with State averages and an adjacent municipality (Maroondah City Council). Generally, our roads, and the use of those roads, compare well. However, everybody is susceptible to being injured and road safety needs to continuously improve to reduce trauma. In particular, we know that some parts of the road system are incompatible with achieving zero trauma as shown in Figure 7 and Figure 8.

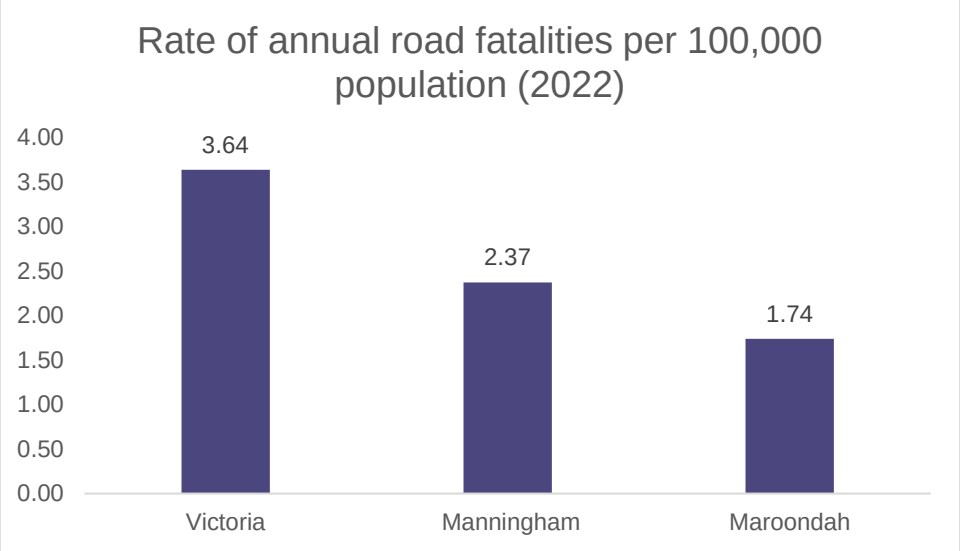


Figure 7: Rate of annual fatalities per 100,000 population (2022, note based on estimated population)

https://forecast.id.com.au/australia/about-forecast-areas?WebID=110)

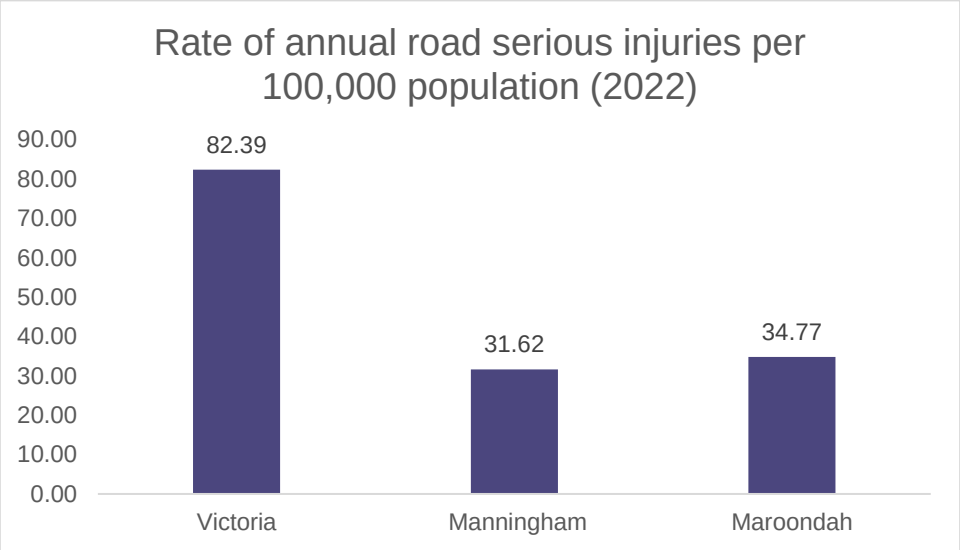


Figure 8: Rate of annual serious injuries per 100,000 population (2022, note based on estimated population)

https://forecast.id.com.au/australia/about-forecast-areas?WebID=110)

4.2 What does the crash data show?

Where are the crashes happening?

Between 2017 and 2023 there were 409 serious injuries and 11 fatalities on our roads.

Fatal and serious injury crashes are most likely to happen in two types of location:

1. Where high volumes of traffic are moving at high speed and vehicles are able to cross paths – for example, on an arterial road and at major intersections (e.g. Bulleen Road/Manningham Road, Williamson Road/Doncaster Road); and
2. Where there are significant movements of motor vehicles in close proximity to pedestrians and cyclists – for example, higher speed local roads.

Figure 9 and Figure 10 show maps of crash hotspots for all crashes and fatal and serious injury crashes in Manningham, respectively.

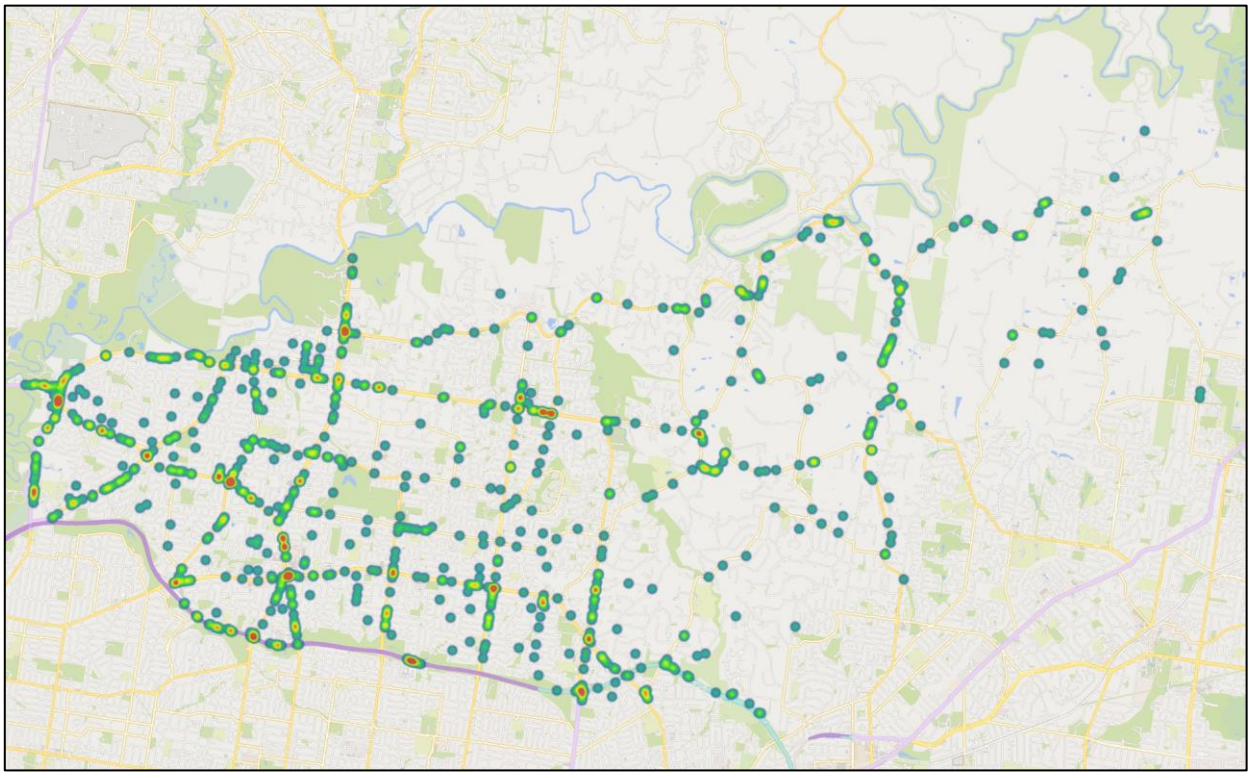


Figure 9: Heat map showing all crashes in Manningham (2017 to 2023)

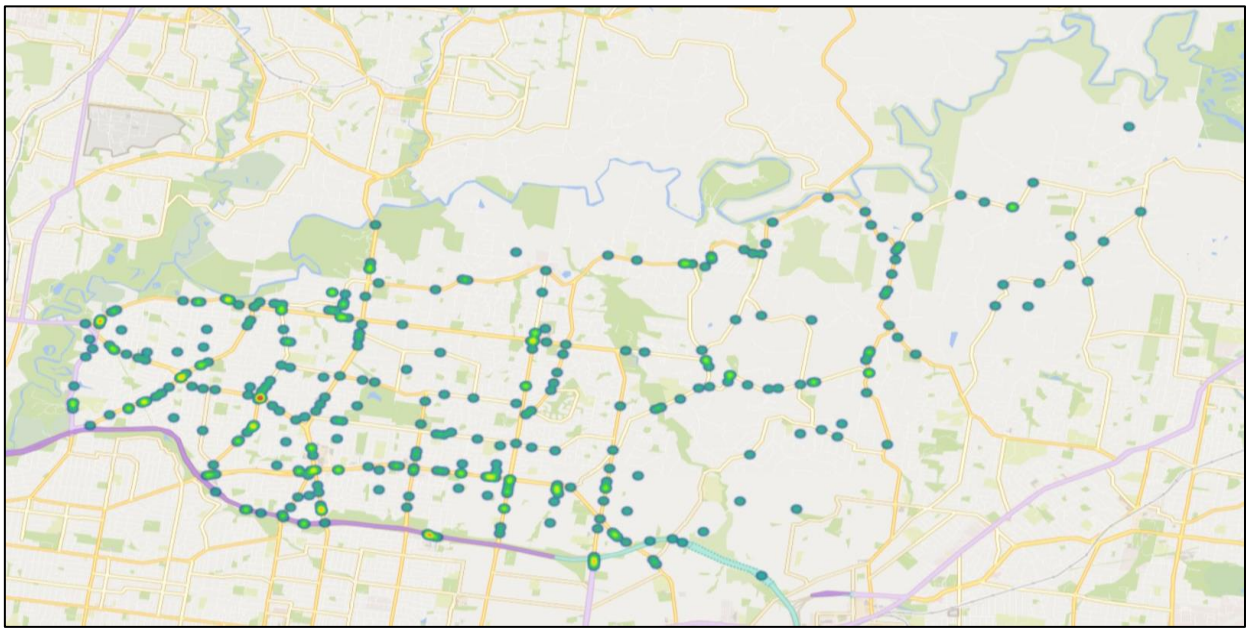


Figure 10: Heat map showing FSI crashes in Manningham (2017 to 2023)

From an analysis of the type of roads on which crashes occur we have found that 60% of all fatal and serious injury crashes (225 crashes) occur on main roads (Figure 11). This is followed by 30% (113 crashes) that occur on local roads and 7% (28 crashes) that occur on freeways (Figure 11).

Further, we also look at how these crashes are distributed between Council-owned and operated roads versus those owned and operated by Victoria's Department of Transport and Planning (DTP). This analysis found that 70% of crashes (258 crashes) occur on DTP roads. In comparison, 30% (113 crashes) occur on our roads (Figure 12). This highlights our need to work closely with DTP to improve safety for the local community.

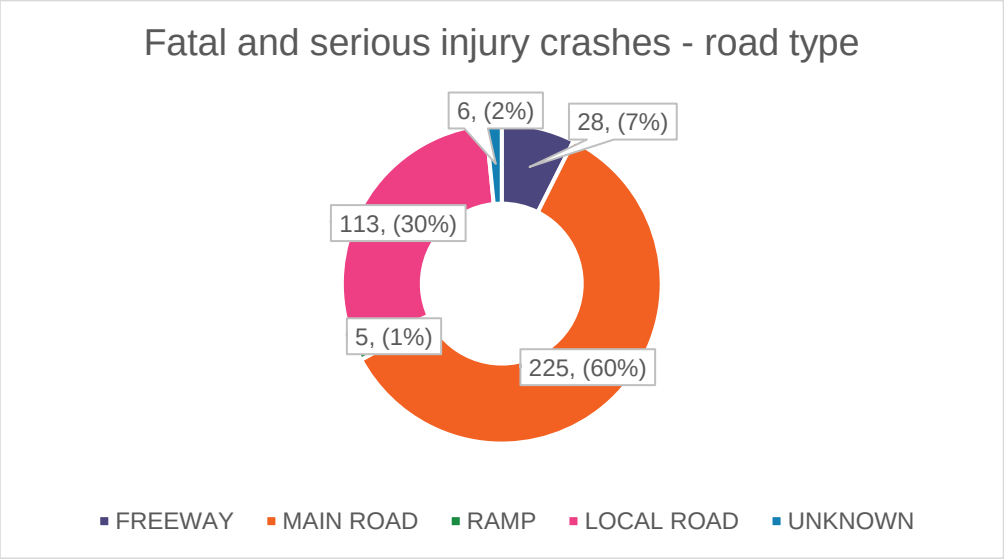


Figure 11: FSI crashes by road type in Manningham

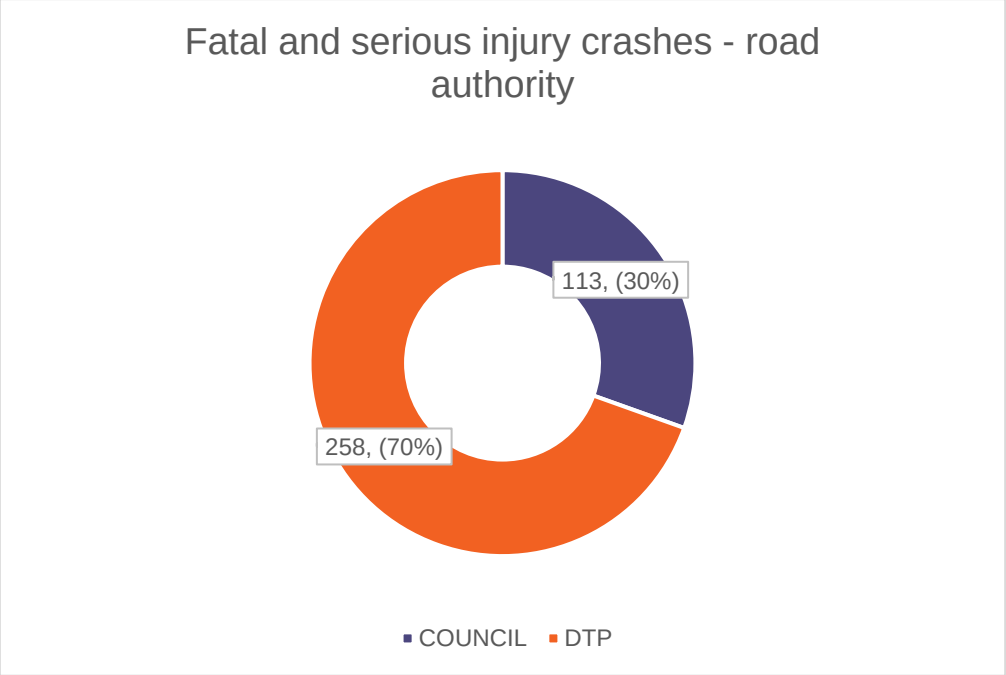


Figure 12: FSI crashes by road authority in Manningham

When looking at crashes from a speed zone perspective, we note that most (155 crashes) occur in 60 km/h speed limit zones, followed by 70 km/h speed limit zones (113 crashes) as shown in Figure 13. It is noted that there are limited roads with a speed limit of 80km/h and higher in Manningham, and hence, crashes occurring in these zones are relatively low. However, this does not mean that we can ignore these crashes. For us to achieve the 2030 targets, we must address all crashes.

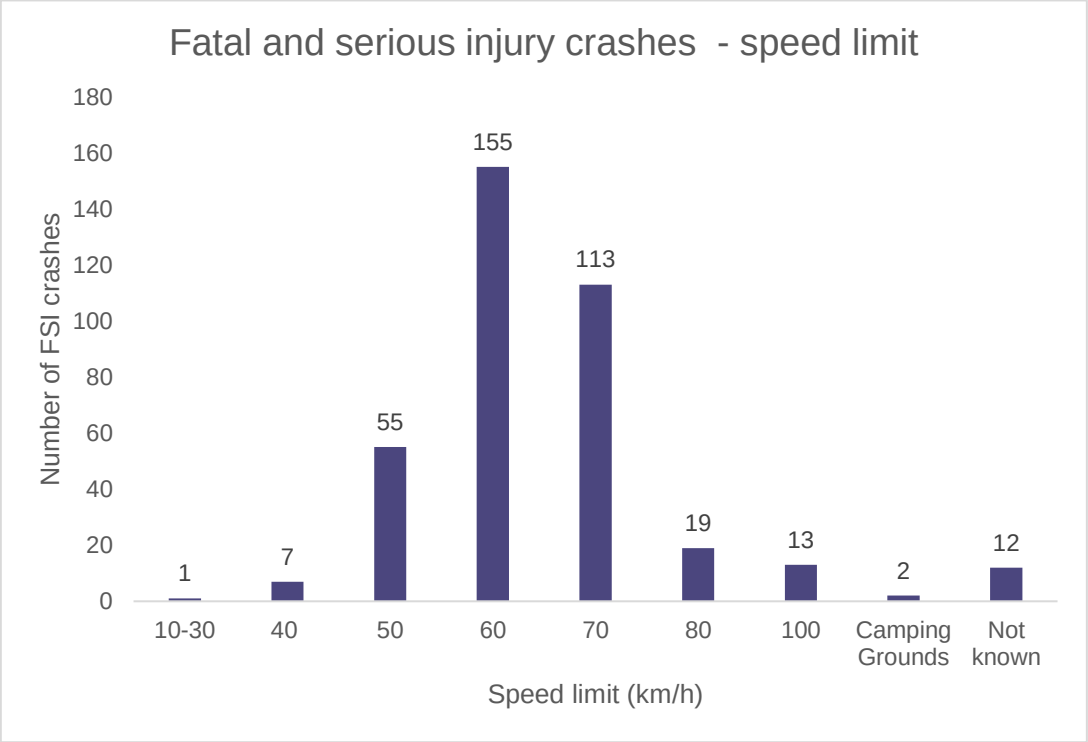


Figure 13: FSI crashes by speed limit in Manningham

The most common crash type for all crashes was 'right through crashes' (Figure 14). Right through crashes involve a vehicle turning right into the path of, or into, a vehicle approaching from the right.

The next most common crash type was rear end crashes (Figure 14). This was followed by vehicles travelling off the road and impacting an object or another vehicle and head on crashes (Figure 14).

Note that the fatalities occurring on local roads involved vehicle or pedestrian crashes, head-on collisions and vehicles striking parked cars.

What are the most common types of crash?

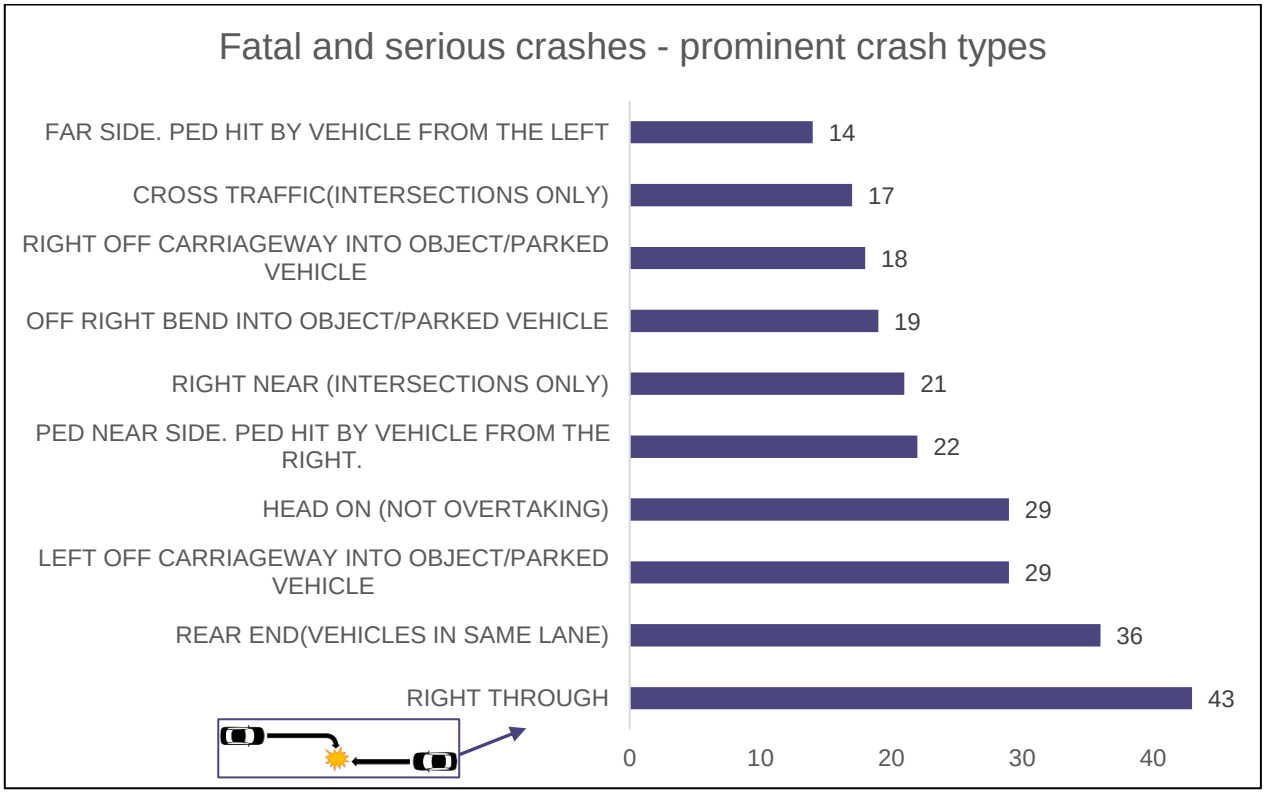


Figure 14: Fatal and serious injury crash types in Manningham

Who is involved in crashes?

Figure 15 shows how the total number of fatal and serious injuries are distributed across different road users. Most crashes involve light vehicles (565 crashes, 78%), followed by pedestrians (54 crashes, 8%) and then motorcyclists (47, 7%). We aim to significantly decrease crashes, so that people feel safe, and our local streets and centres of activity are attractive places to be.

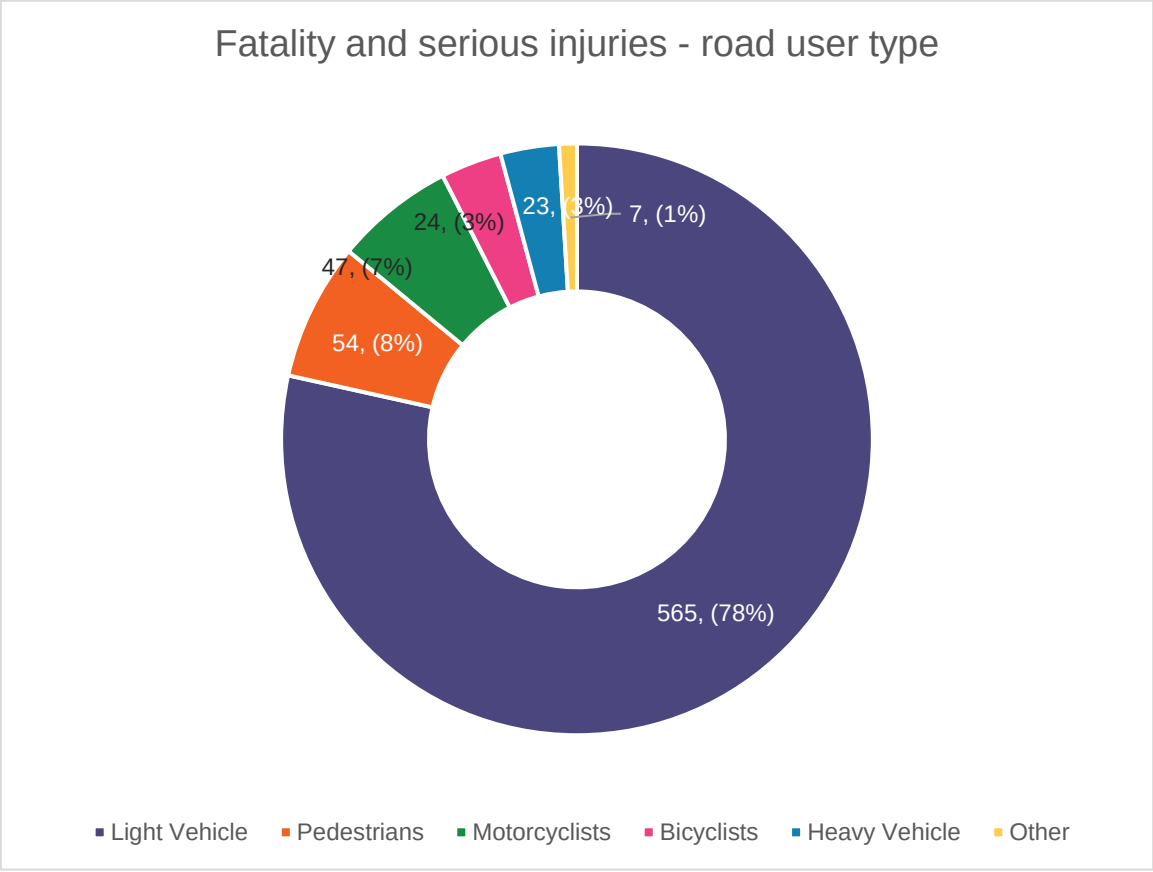


Figure 15: Proportion of FSI crashes by road user type in Manningham

When analysing the age groups involved in fatal and serious injury crashes (Figure 16), we found that the most affected age groups were 70+ years; those in the 40 to 49, 30 to 39, and 50 to 59 years; and then those in the 18 to 21 years.

Tthe 70+ year age group is by far the highest represented age group in fatal and serious injury crashes. People in this age group have a lower tolerance for injuries, and what could cause a moderate injury in a younger person is more likely to result in a fatality for someone aged 70+.

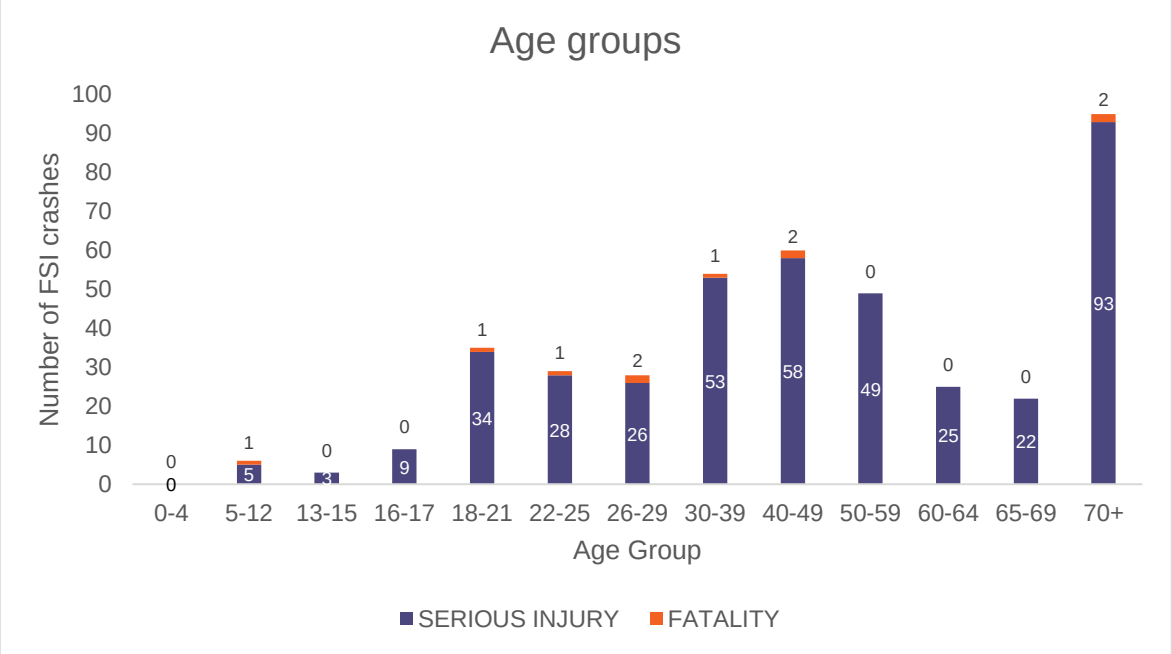


Figure 16: Number of FSI crashes by age group in Manningham

Other crash characteristics

Data shows that it is often isolated, exceptional or unusual circumstances that lead to crashes. As such, we know we need to be bold and creative with our solutions moving forwards. Notably, some key findings for the seven years between 2017 and 2023 were:

- FSI crashes were spread throughout the week, with most occurring on Mondays and Wednesdays (Figure 17).
- Most FSI crashes were during clear and dry conditions Figure 18 and Figure 19.

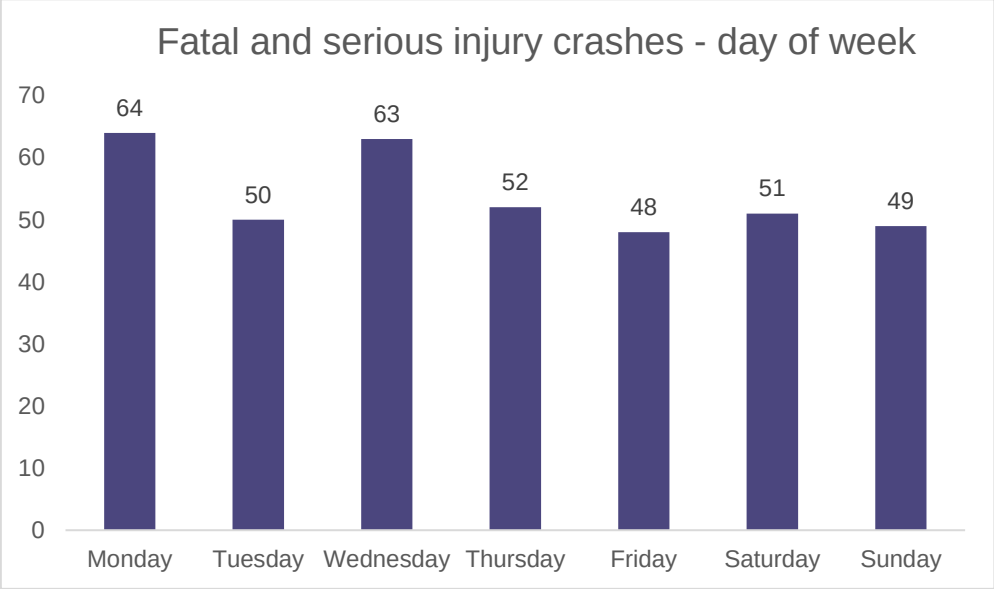


Figure 17: FSI crashes by day of the week in Manningham

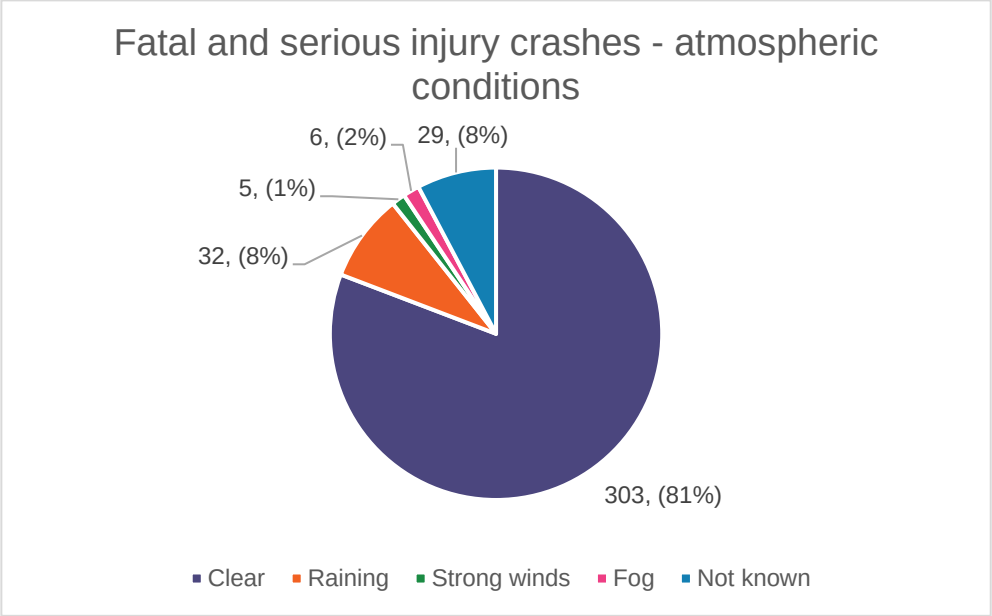


Figure 18: FSI crashes by atmospheric conditions in Manningham

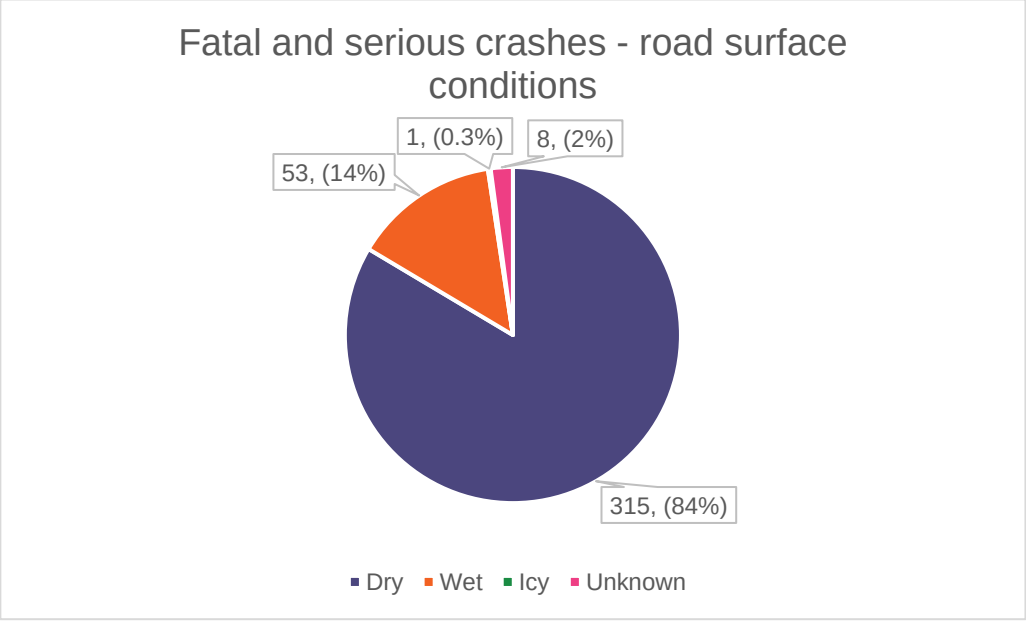


Figure 19: FSI crashes by road surface condition in Manningham

4.3 What did you tell us?

We designed and conducted an online survey for the local community to express their views on road safety in Manningham. The survey was active for one month from 16 May 2024 to 17 June 2024 and a total of 217 respondents completed the survey.

The online survey provided valuable information to supplement crash data, which enabled us to identify road safety issues that matter to the community.

A summary of the community feedback received is provided below.

Travel within Manningham

Respondents from the survey indicated that two primary modes of transport used on a daily/weekly basis were driving or walking at 48% and 33%, respectively.

We found a significant shift in modal use for monthly/yearly travel, with bus use at 35% and active modes of transport following closely, with cycling and walking at 23% and 19%, respectively.

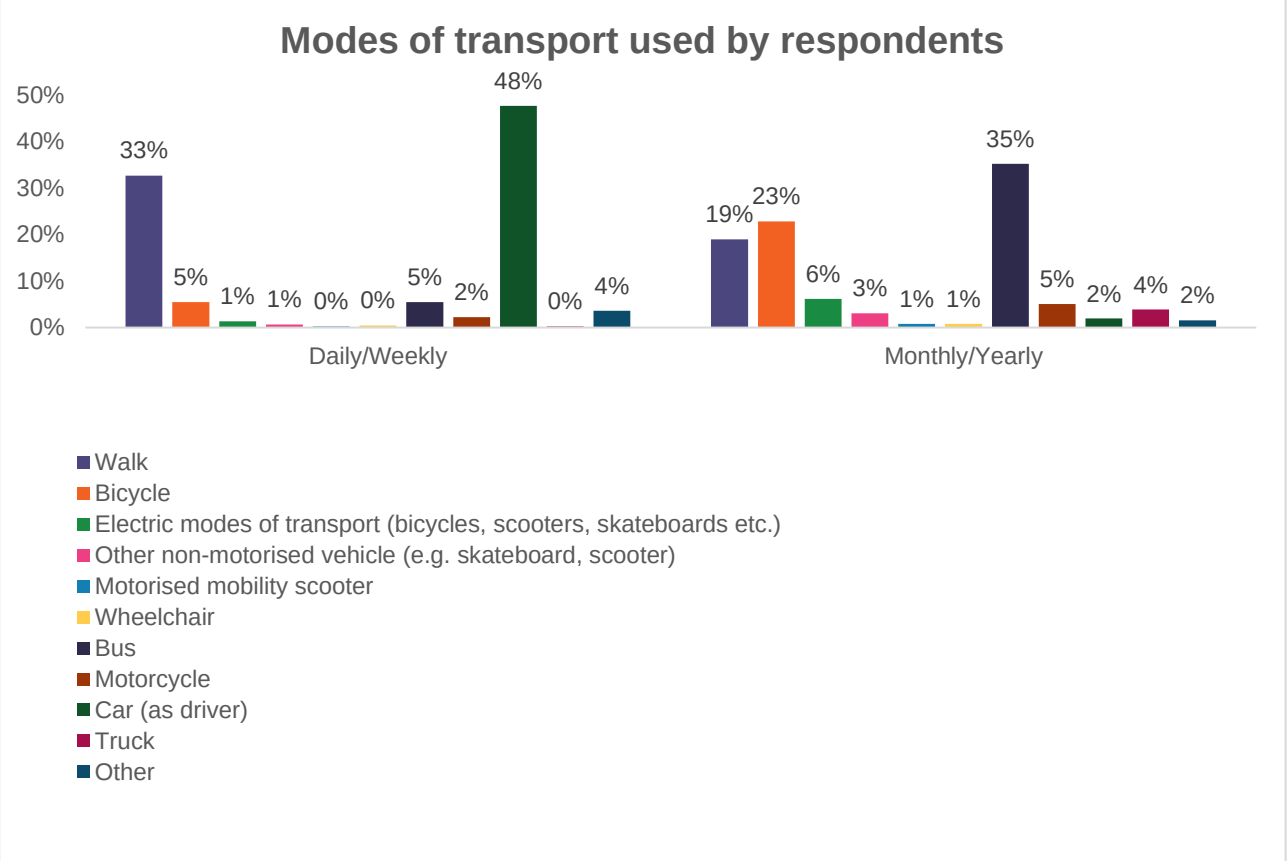


Figure 20: Modes of transport used by respondents

Perceptions of safety

With regards to the level of safety on roads, shared use paths (SUP) and footpaths, the survey results indicate that the user groups that felt less safe were cyclists and motorcyclists travelling on the road, with 72% and 37% respectively feeling either unsafe or very unsafe. Other user groups felt relatively safe, although there are still concerns considering significant proportions of people felt unsafe or very unsafe. As shown in Figure 21 and Figure 23, there was no major significant difference in perceived levels of safety in urban compared to non-urban areas.

Figure 22 and Figure 24 indicate similar reasons for feeling unsafe due to concerns regarding the existing active infrastructure (SUPs, walking trails), road user behaviour, road infrastructure and maintenance, with the rural concerns indicating a significant lack of pedestrian and cyclist infrastructure as expected. Below are some of the specific issues noted, which reflect the themes identified in both urban and rural sections:

- Inadequate width of shared paths, and perceived poor cyclist behaviours when sharing the space with pedestrians.

> **"Shared paths are not wide enough"**
>
> Community feedback

- Lack of pedestrian facilities, including footpaths and crossings at key locations.

> **"…not enough pedestrian crossing along Blackburn Road"**
>
> Community feedback

- Lack of adequate cycling facilities and safety in on-road bicycle lanes with driver behaviour and vehicles parking in bicycle lanes.

> **"road does not have proper cycling infrastructure, cars often drive and park over bike lanes"**
>
> Community feedback

- Maintenance of paths and roads, with potholes and vegetation noted as key concerns.

> **"The footpaths in Park Orchards are a tripping hazard."**
>
> Community feedback

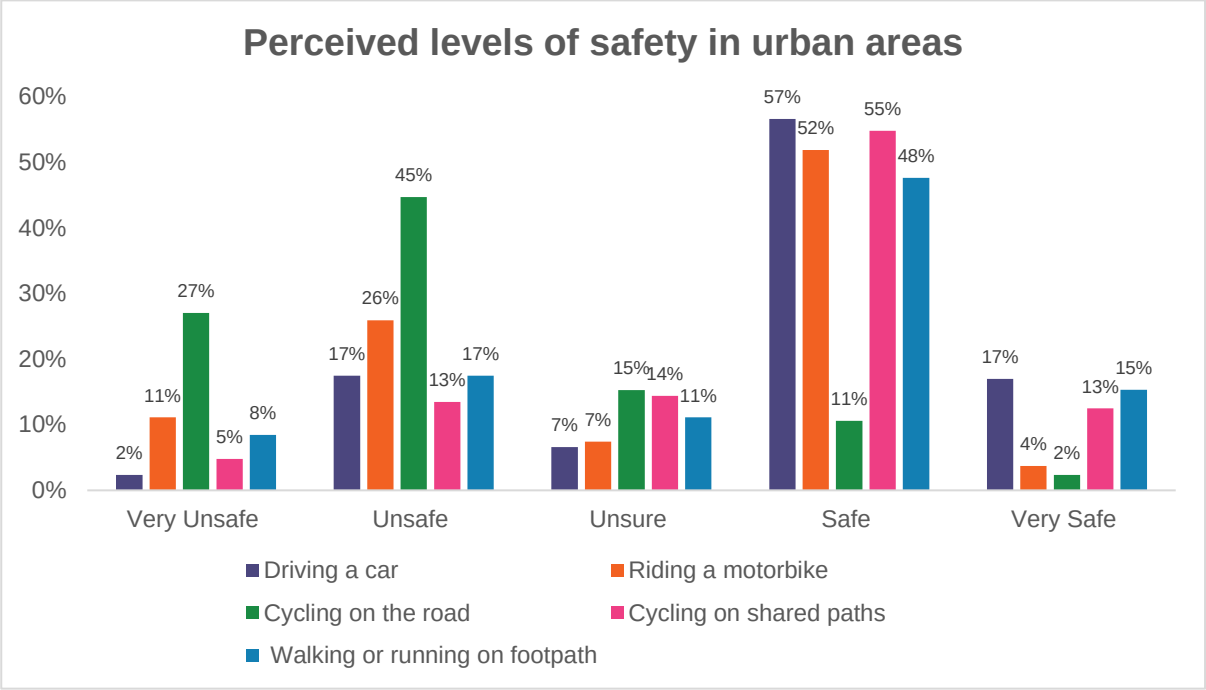


Figure 21: Perceptions of road safety (urban)

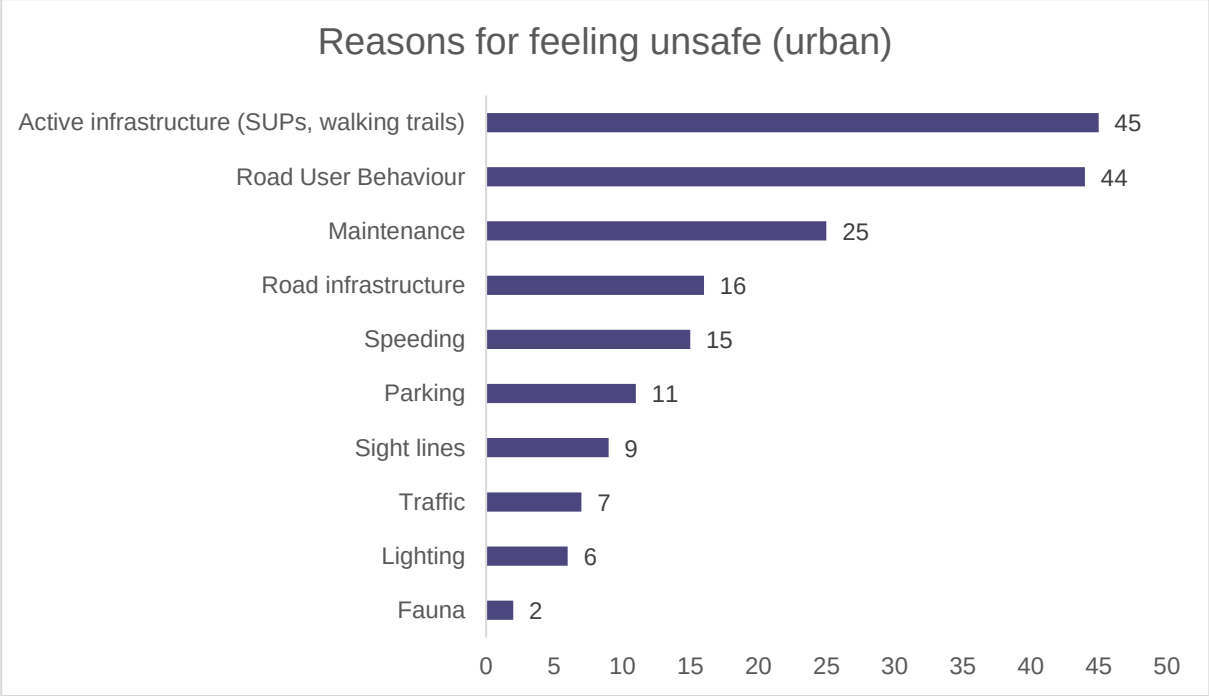


Figure 22: Reasons for feeling unsafe (urban)

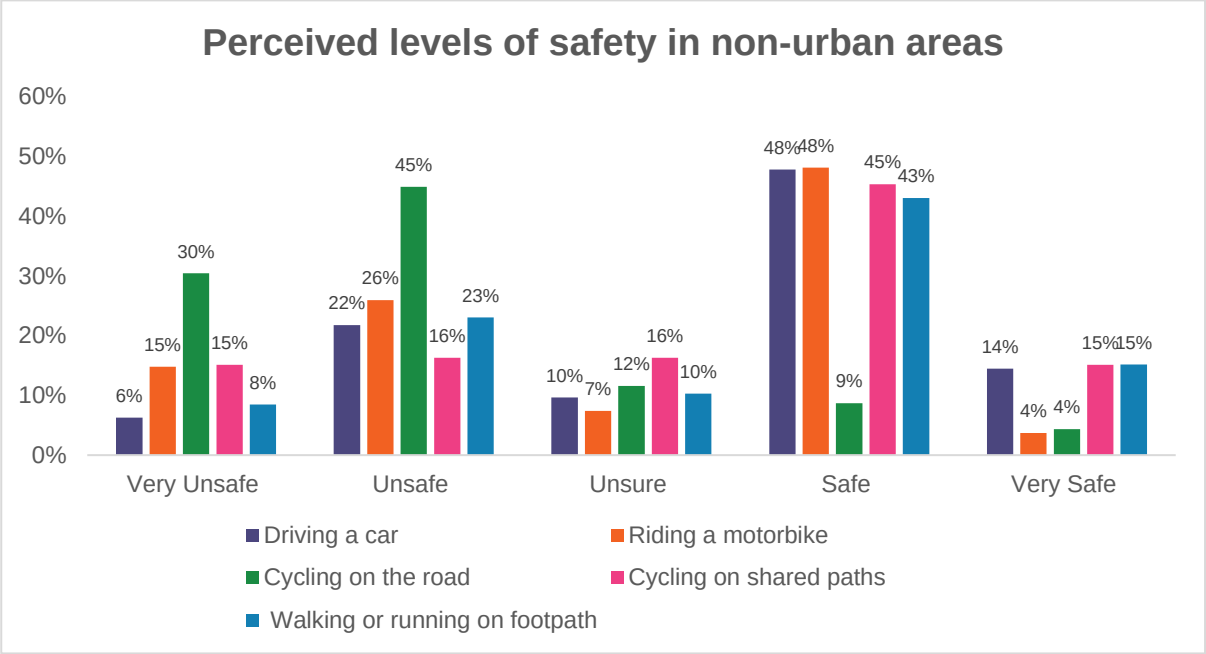


Figure 23: Perceptions of road safety (non-urban)

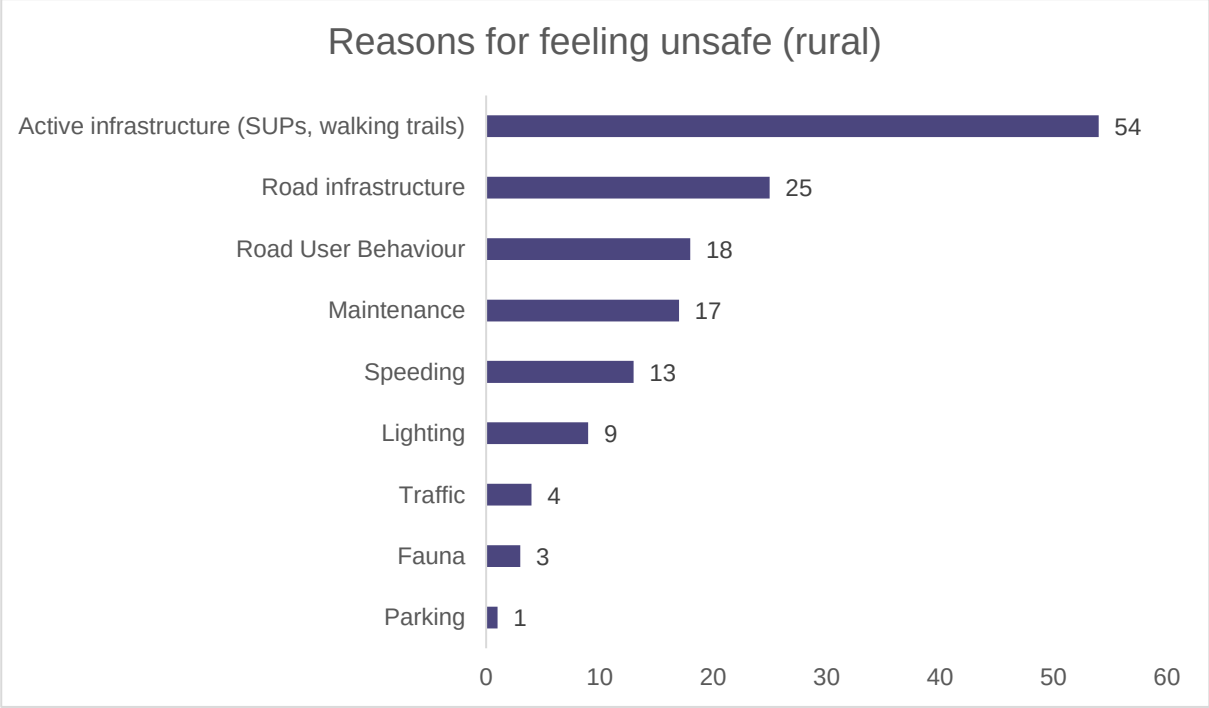


Figure 24: Reasons for feeling unsafe (non-urban)

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Perceptions of speed limits

Approximately two-thirds of participants felt that the speed limit on arterial roads was about right, with most of the remaining respondents feeling it was either too high or low.

There was no significant difference in the distribution of respondent responses between arterial roads in urban and non-urban areas. However, slightly more respondents felt that the speed limit was too slow in non-urban areas, as shown in Figure 25.

"More consistent speed limits on the same road"

Community feedback

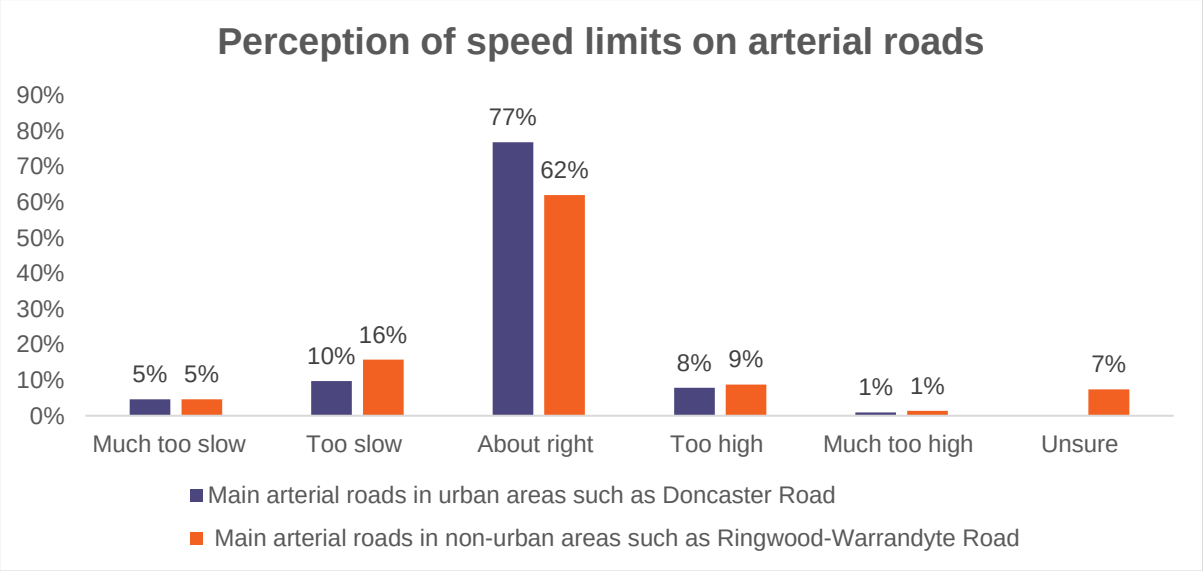

Figure 25: Perception of speed limits on arterial roads

This trend was largely the same across local and connecting roads. However, there was no significant distinction between urban and rural areas, as shown in Figure 26 over the page.

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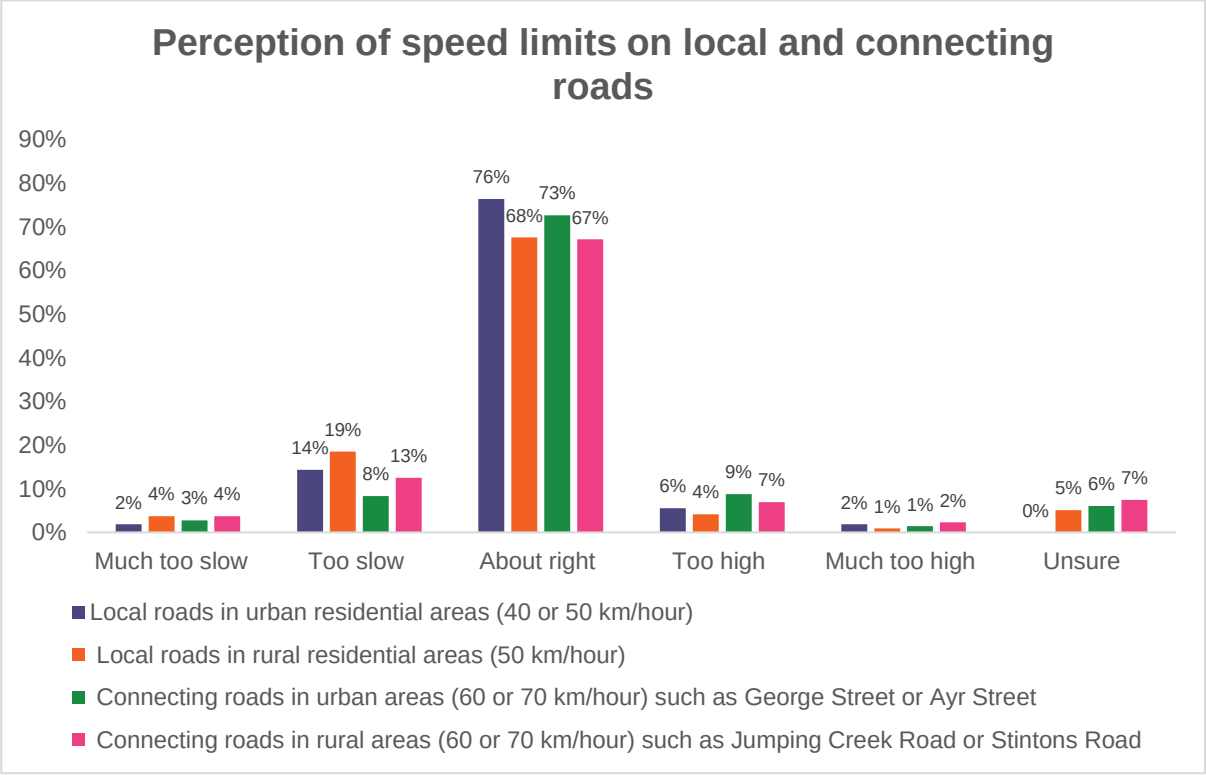

Figure 26: Perception of speed limits on local and connecting roads

Perceptions of road user behaviour

Road user behaviour was consistent across all road user types, with approximately 50% indicating that behaviour was 'about right'.

The remainder were mostly split across 'very poor', 'poor' and 'good'. However, exceptions to this trend were seen among horse float drivers, equestrians and pedestrians, which had significantly higher proportions of 'very good' behaviour, as shown in Figure 27.

"Education is needed for pedestrians for their own safety"

Community feedback

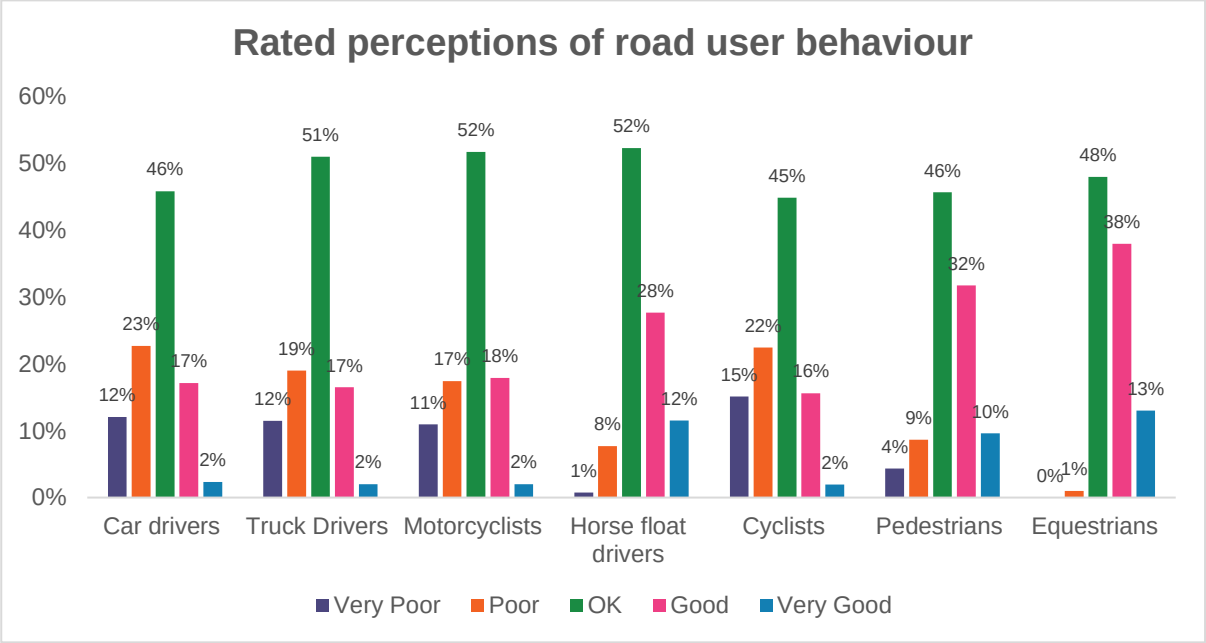

Figure 27: Perceived levels of road user behaviour

Recommended areas to improve road safety

Figure 28 shows that the most prominent factors listed for improving road safety were enhanced maintenance of roads and paths, improved road user behaviour/education, road infrastructure (e.g. removal of bus lanes, synchronisation of traffic signals, lack of gutters and drainage of roadways, unsafe intersections) and pedestrian infrastructure (lack of footpaths and crossings).

"Potholes, narrow roads and not enough footpaths"

Community feedback

"Road rage, traffic and lack of footpaths"

Community feedback

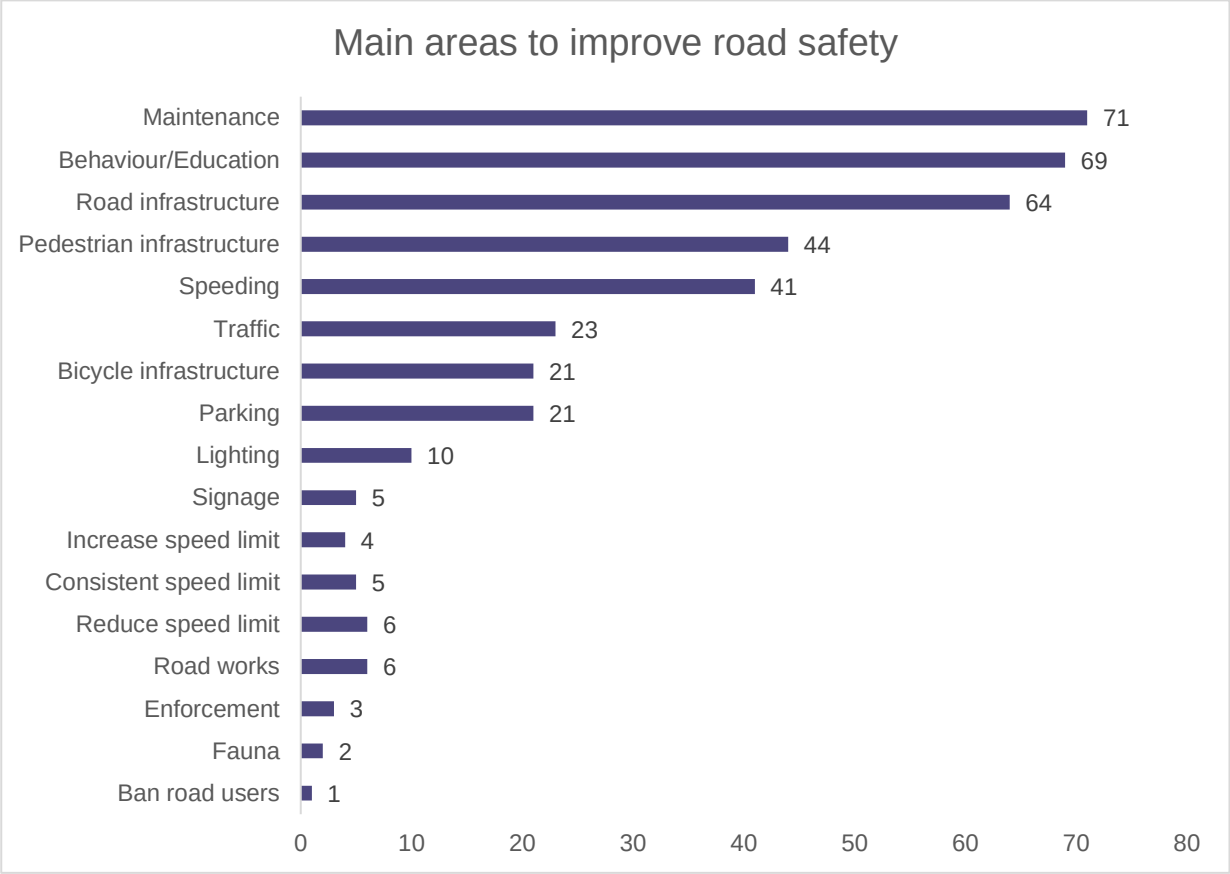

Figure 28: Key areas recommended to improve road safety

5 How we'll progress towards zero trauma – The Safe System

The Safe System is an internationally recognised framework to reduce road trauma, based on the success in Sweden, which achieved a reduction of fatal and serious injuries by 40% over 10 years (see Figure 29).

This has been recognised in Australia and many other countries as best practice, and we're committed to using the Safe System in all our road safety projects and practices.

Figure 29: The Safe System

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5.1 Principles of the Safe System

1. **The only acceptable fatality or serious injury count on our roads is zero (zero tolerance)**

   Everyone is susceptible to injury; no one is exempt from being missed. Road safety must focus on reducing fatal and serious injuries.

2. **People are vulnerable**

   If vehicles crash at high speed, our bodies are subject to forces they cannot withstand. The approximate tolerances for the human body under different crash conditions are:

   - Head on crash: 70 km/h
   - Side impact crash with another vehicle: 50 km/h
   - Side impact crash with a tree: 30 km/h
   - Pedestrian crash: 30 km/h

   While our natural tolerance to physical forces is outside of our control, there is a lot that we can do to reduce or avoid physical impacts greater than can be withstood by the human body.

3. **People make mistakes**

   Human error is inevitable, and human error can result in crashes and trauma on our roads. However, crashes need not (and should not) result in death or serious injury.

   The Safe System recognises the unavoidable nature of human error. Rather than blaming the road user, it recognises the need for those involved in road design, road maintenance, and road use to share responsibility for the large variety of factors contributing to a crash.

4. **Shared responsibility**

   Creating a safe road network is everyone's responsibility. Businesses, organisations, communities, individuals, and our Council, all have a role in moving towards zero trauma on our roads.

5.2 Elements of the Safe System

The Safe System comprises four interacting elements that encompass all the factors that contribute to a crash:

1. **Safer roads**

   Road infrastructure plays a vital role in helping to reduce crashes and minimise the severity of injuries if there is an accident. Our roads should be designed and maintained so that risk is avoided or minimised for road users and the severity of crashes is reduced. Our roads should be forgiving of errors by road users and provide the safest possible outcome in adverse circumstances.

2. **Safer speeds**

   When a crash occurs, the weight and speed of the vehicle at the moment of impact determine how much force is transferred to the people involved. Even a small difference in speed can mean the difference between life and death for our fragile bodies. The ‘Safe Speeds’ element aims to ensure that speed limits are appropriate and that road users travel at safe speeds for the conditions.

3. **Safer people**

   Crashes often involve an element of human error. We should all pay care, attention and reasoning to how we use the roads. This also means that we must be aware of the road rules and other road users - for all modes of transport.

4. **Safer vehicles**

   Better safety features are continually being introduced to vehicles. These features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately or by reducing the impact forces on those involved in a crash. Safe vehicles are increasingly playing an important role in improving personal safety and reducing road trauma.

5.3 Post-crash care

Emergency services are required to attend the scene when a serious crash occurs. The time between when the crash happens and when emergency treatment is received is a critical factor in the severity of crash outcomes. Emergency response times and accessibility for emergency vehicles must be considered in our road safety planning.

6 What does and doesn't work

There is a lot of information available on road safety and the effects of different safety measures. This gives us an excellent starting point for deciding what results we want to achieve.

Research[1] has shown that road trauma can be reduced when:

- ✓ **We see a commitment from leaders.**
- ✓ **We commit to a methodical approach.**
- ✓ **The community is involved in planning and delivering road safety outcomes.**
- ✓ **We adopt safety measures that have shown to be effective in the past.**

The following approaches and initiatives have proven to be effective in addressing some of the most common problems on our roads, and as such, they have influenced our strategy and our Action Plan.

Safer Roads

- ✓ Identifying and addressing high risk locations with infrastructure to reduce the likelihood and consequence of crashes.
- ✓ Installing proven safety measures such as pedestrian and cycle friendly roundabouts, separated cycling facilities, pedestrian crossing and roadside barriers.
- ✓ Gateway treatments on the approach to lower speed areas.

Safer Speeds

- ✓ Reducing speeds where the crash risk is high.
- ✓ Reducing travel speeds to below 30 km/h in locations where there is a risk of a crash between a pedestrian/cyclist and a car/truck.
- ✓ Supporting new speed limits with road infrastructure such as traffic calming measures, road surface changes or visual cues to drivers.
- ✓ Supporting speed limits with enforcement.
- ✓ Reducing the number and frequency of speed limit changes.

[1] Fylan F., Hempel. S., Grundelf, B., Conner, M., Lawton, R. (2006), *Effective Interventions for Speeding Motorists. Road Safety Research Project No.66.* London: Department for Transport.
Darnton, A. (2008) *Lessons from theory to practice: Summary of Findings from GSR Behaviour Change Knowledge Review.* London: University of Westminster.
Health Communication Unit (2003). *Changing Behaviours: A Practical Framework.* Toronto: Centre for Health Promotion, University of Toronto
RACV (2007) *The Effectiveness of Driver Training as a Road Safety Measure*. Monograph.
VicRoads (2014) *Youth Road Safety – Effective Practice,* www.vicroads.vic.gov.au

Safer People

- ✓ Road safety programs that are evidence based.
- ✓ Promoting a safer driving culture in local communities.
- ✓ Engaging the youth, their parents, and other partners who can deliver road safety messages to young drivers.
- ✓ Involving schools in road safety education and programs.
- ✓ Ensuring that educators on road safety are properly trained.
- ✓ Ensuring that programs are interactive, age appropriate and engaging.
- ✓ Delivering programs, especially for teenagers, that help people develop good judgement, resilience, coping strategies and refusal skills enabling them to act responsibly and safely.
- ✓ Using resources available from Department of Transport, the TAC and other road safety agencies.
- ✓ Ensuring that an adequate driving experience (120 hours or more) with a supervising driver is achieved by learner drivers.
- ✓ Targeted campaigns addressing road safety issues and identifying actions for road user groups.
- ✓ Enforcement at locations with high risk of crashes.
- ✓ Providing information to the community about relevant road safety laws, enforcement level, and legal consequences.
- ✓ Aligning enforcement activities with education and media campaigns.
- ✓ Having a visible enforcement presence.

Safer Vehicles

- ✓ The promotion of Five Star safety rated vehicles.
- ✓ Intelligent speed assist devices that inform drivers of the speed limit.
- ✓ Company policies that promote the safest vehicles and safe driving practices.

Knowing what doesn't work is just as important as knowing what does work to ensure that the time, resources and money spent investing in an approach do not result in declining safety outcomes.

Based on previous implementations' statistics, we know some things are ineffective in reducing road trauma.

What's not effective in reducing road trauma

- × A culture of blame instead of looking at what can be done to improve the system as a whole

- Training that involves off-road driver training and especially any driving skill-based programs such as ‘advanced driver training’. This has been shown to increase risk taking behaviour by drivers.[2]
- Stand-alone one day or one-off events, forums and expos run in isolation of evidence based strategy.
- Fear appeals such as trauma ward visits, or testimonials from crash victims or offenders.
- Relying on driver simulators.
- Unnecessarily restricting the movement of pedestrians or cyclists
- Adjustments in speed limits which are not evidence based.
- Undertaking road safety work in isolation - without support from relevant State Government authorities such as TAC, the Department of Transport and Public Transport Victoria.

[2] RACV (2007) *The Effectiveness of Driver Training as a Road Safety Measure*. Monograph. VicRoads (2014) *Youth Road Safety – Effective Practice,* www.vicroads.vic.gov.au

7 What we'll do

7.1 Our responsibilities

We have important roles to play in improving road safety, including:

- As a Road Authority, we are primarily responsible for the safety of the roads we own and manage, including a duty of care towards road users.
- As a Planning Authority, we must consider the implications of decisions regarding land use and developments and ensure that road safety is not compromised.
- As an employer and fleet operator, we must ensure the safe operation of our staff and vehicles (applying these principles and practices to our contractors) and provide leadership to other organisations and the broader community in improving standards.
- Lobbying higher levels of government for funding transport infrastructure and services that will benefit the community and for changes to legislation that may have a particular impact on its community, e.g. statewide initiatives to improve safety around E-Mobility devices.
- Engaging and empowering with our community regarding road safety issues, encouraging safe road user behaviour, and coordinating local resources for better road safety outcomes.

We will drive road safety improvements through all of these roles. Still, we rely on other government levels to fund and provide the infrastructure and services our community needs to prosper. This includes arterial roads, public transport and major projects (North East Link and future projects). The split of responsibilities between different levels of government is shown in Table 3 below.

Manningham Council	Victorian Government	Australian Government
• building and maintaining local roads • local bike and pedestrian networks • Coordinating community road safety programs	• building and managing freeways and arterial roads • building and maintaining public transport networks • provision of bus services • strategic bike networks • speed limit policy (for all roads) • Road Rules/Legislation/Law • Public health and wellbeing	• funding for national highway network • city shaping transport projects • program funding for local government transport projects • Vehicle standards

Manningham Council	Victorian Government	Australian Government
• Work with all tiers of Government to implement road safety initiatives and projects		

Table 3 Responsibilities of road safety at different levels of Government

7.2 Action themes

We will play our role in reducing serious injury and road trauma on the network by focusing actions around the four pillars of the Safe System.

The actions have been shaped by working collaboratively with key stakeholders, Council officers and, most importantly, the community. A summary of the actions we have developed are summarised below. Refer to the full Action Plan table, which is listed at the end of this document.

1. **SAFE PEOPLE**
   - Continual road user education
   - Enhance safety for younger and older drivers
   - Enhanced enforcement in conjunction with Victoria Police
   - Engagement with Road Safety Grant opportunities

2. **SAFE SPEEDS**
   - Review speed limits throughout the network to ensure they are consistent and appropriate
   - Enhanced enforcement in conjunction with Victoria Police

3. **SAFE ROADS**
   - Enhanced engagement with emergency services
   - Provide infrastructure upgrades and maintenance on the road and path network
   - Conduct investigations into safe activity areas and innovative treatments
   - Continue engagement with existing Federal and State Road Safety funding programs
   - Update our existing documents relevant to road safety

4. **SAFE VEHICLES**
   - Ensure safe vehicles are supported throughout the Council
   - Advocate for initiatives to manage emerging transportation modes such as E-Mobility devices

8 What you can do

We all have a responsibility to make our roads safer. Here are some of the ways that we can all make a difference.

1. **Safe roads and paths**
    - Report all road faults and hazards on local roads to us, and on arterial roads to Department of Transport.
    - Report any crashes or incidents to Victoria Police so that they can be added to the State Government database of crashes.
    - Report hoon behaviour (driving in a reckless antisocial manner) to the Crime Stoppers Hoon Hotline on 1800 333 000 or online and **report.crimestoppersvic.com.au**

2. **Safe speeds**
    - Travel at a safe speed that is appropriate to the conditions.
    - Never exceed the speed limit, but also remember that it's a limit, not a target, and always drive to the conditions.
    - Allow plenty of time for your trip so you do not feel the need to rush.
    - If you have concerns about speeding vehicles on your residential street, contact us to review using tube counters.

3. **Safe people**

    <u>For everybody</u>
    - Role model the travel behaviour you want to see in our community.
    - Share roads and paths by being mindful of other road users.
    - Concentrate when you are driving, riding, and walking, and beware of distractions.
    - Do not use your mobile phone whilst driving, riding or crossing the road.
    - Watch out for cyclists when driving, parking and opening your car door.
    - Always wear full safety gear if you travel on a motorbike or scooter.

For younger drivers

- Visit the Transport Victoria (transport.vic.gov.au) website to find out about programs that help young drivers while they are on their Ls, including Learner Kits, Your Ls, myLearners, Road Smart, Fit to Drive, keys2drive, DriveSmart.
- To reduce the risks in their first years of driving, young drivers should be directed to **SaferPplaters.com.au.**

4. Safe vehicles

- Make sure that your next car is ANCAP Five Star Safety Rated (**howsafeisyourcar.com.au**).
- Consider purchasing an Intelligent Speed Assist device to ensure you don't exceed the speed limit.
- Ensure your car is always in roadworthy condition and is regularly maintained.
- Lobby your employer to provide the safest car in its class as your work vehicle.

5. Active and Sustainable Transport

- Consider walking, cycling, scooting and using public transport to reduce congestion and to improve health.
- Identify a safe route to school for your children and teach them to use that route.
- Keep your nature strip clear of obstructions, allowing your community to walk around your neighbourhood safely and ensure clear sightlines when exiting and entering driveways.
- Always wear a helmet when cycling and be "bright at night" by fitting lights to your bike.
- When cycling, scooting or walking on shared paths, be courteous and mindful of other users, and remember that erratic behaviour might lead to a collision.
- Road Safety Victoria (Department of Transport) has produced a series of fact sheets to support the safe use of motorised scooters and powered wheelchairs (**transport.vic.gov.au/road-rules-and-safety/motorised-mobility-devices**)

6. Working Together

- Encourage your sporting club to undertake a 'Looking After Our Mates' education session (**transport.vic.gov.au/news-and-resources/education-resources**)

9 Moving Forwards

9.1 Future review of the strategy

This document, particularly the Action Plan, will be reviewed every three years to maintain alignment with evolving road safety priorities. This would also include any updated State and Federal Road Safety Strategies and Action Plans.

This process will incorporate the latest developments, updates and initiatives from state and national road safety strategies. This will ensure our objectives, policies, and initiatives remain consistent with current best practices and regulatory frameworks, enhancing our commitment to improving road safety outcomes.

9.2 Future considerations

Technology, infrastructure and ideas in the road safety space are continuously evolving. We acknowledge that there are technology developments for both vehicles and roads that will create new opportunities and challenges in progessing the objectives and actions in the Action Plan.

Key considerations will include how the introduction of public electric vehicle charging may influence traffic and parking behaviour. This is planned for 2025 in Manningham with the intention of encouraging mode-shift to more sustainanble transport options.

Data collection and analysis methods are also expected to improve into the future, such that more detailed information on trends and/or crash influences may become available. For the next review of the strategy, data on the time of day that crashes are occurring should be targeted to inform additional actions to achieve vision zero.

Manningham is experiencing ongoing population growth and increasing urban density, particularly in key activity centres and residential precincts. While this development supports economic vitality and housing availability, it also presents challenges for road safety. Increased traffic volumes, higher numbers of pedestrians and cyclists, and greater demand for transport infrastructure require a proactive and strategic approach to ensure our roads remain safe for all users.

Manningham is seeing a growing demand for cycling and e-mobility options as residents seek more sustainable and efficient ways to travel. However, community feedback has highlighted concerns regarding the lack of appropriate cycling infrastructure and the impact of e-mobility devices, such as e-scooters and e-bikes, on other road users. Ensuring a balanced and integrated

transport network that accommodates cyclists, pedestrians, and motorists is critical to enhancing road safety and encouraging active transport.

10 Action Plan

	Objective	Action	Performance Measure	Timeframe	Delivery Team	Partners
SAFER PEOPLE	**Objective 1.1** Continual road user education	**1.1.1 -** Improve publicity and outreach of driver awareness and driver educational programs.	Four promotional campaigns per year, with specific targeted promotions to Manningham's ageing community.	Current and ongoing	Infrastructure & Sustainable Operations, Engaged Communities	DTP / TAC / Dept of Education
		1.1.2 - Improve communication, digital and social media outreach, and partnerships with Department of Transport and Planning and law enforcement to reinforce compliance through education.	Ensure communication and education campaigns associated with any of our road projects, including non-standard treatments. Campaigns must also include targeted promotions to Manningham's ageing community.	Ongoing	Infrastructure & Sustainable Operations and City Projects	DTP
		1.1.3 - Improve safety and behaviours on shared use paths (SUPs) via education and clear signage or line marking. Support law enforcement and community groups to promote safety and behaviour on shared use paths.	Installation of pavement markings/signage to promote courteous behaviour and communication campaigns advocating for positive behaviour on SUPs. Robust investigation and further measures will also be determined by the refresh of Manningham's active transport strategies throughout 2025/26.	Current and ongoing	Infrastructure & Sustainable Operations, Integrated Planning, Engaged Communities	-
		1.1.4 - Strengthen coordination with community road safety groups and support safety initiatives that promote safer road use.	Meet a minimum of three times per year. Highlight specific Manningham considerations including cyclist/pedestrian conflict and Manningham's ageing community.	Current and ongoing	Infrastructure & Sustainable Operations	RoadSafe Eastern Metro, Migrant Information Centre etc.
		1.1.5 - Improve and provide information on the website for Manningham residents about common safety and operational concerns on local roads.	Provide information on our website and ensure key community groups are aware of the resources.	Years 1 to 3	Infrastructure & Sustainable Operations, Engaged Communities	-

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		1.1.6 - Continue improvement of safety around schools, and promote safe walking and cycling routes.	Collaborate with schools to develop or update their active transport plans (subject to their interest and acceptance). Continue to apply for School Crossing Supervisor Subsidy Schemes. Support and encourage increased notification/education of the importance of obeying road rules to protect children from vehicles.	Ongoing	Infrastructure & Sustainable Operations, Integrated Transport	School Communities, DTP, Victoria Police
	Objective 1.2 Safer Young Drivers	**1.2.1 -** Supporting and incentivising young driver/road user education programs.	Encourage local schools to incorporate existing or new road user behaviour programs in their curriculum.	Current and ongoing	Infrastructure & Sustainable Operations	Schools, DoE, Program Providers
		1.2.2 - Promote the TAC Road to Zero Exhibit (free program) to local Schools	Encourage local schools to conduct excursions as part of their curriculum	Years 1 to 3	Infrastructure & Sustainable Operations	TAC
	Objective 1.3 Safer Senior Drivers	**1.3.1 -** Support any State Government initiatives regarding education for senior drivers. Support senior drivers in exploring alternative transport options such as public transport and Manningham Community transport services.	Internal working groups to develop appropriate actions to support our residents in line with our Age Friendly City Strategy and Action Plan (in development). Continue to support community transport operators in providing assisted transport for eligible senior residents. Ensure all campaigns and promotions are circulated to Manningham's ageing community - e.g. through direct provision of communications material to residential aged care facilities.	Ongoing and as opportunities arise	Infrastructure & Sustainable Operations, Community Wellbeing and Partnerships	Department of Health, DTP

	Objective 1.4 Enforcement	**1.4.1 -** Liaise with DTP/Vic Police for enhanced enforcement of road rules.	Meet four times per year	Ongoing	Infrastructure & Sustainable Operations	DTP, Victoria Police
	Objective	**Action**	**Performance Measure**	**Timeframe**	**Delivery Team**	**Partners**
SAFER SPEEDS	**Objective 2.1** Speed reviews	**2.1.1 -** Develop a program for area-wide speed zoning review for areas or roads, assist DTP with assessment of arterial roads that have inconsistent speed limits and ensure the speed limits are consistent with the Victorian Speed Zoning Guidelines.	Develop a program that identifies areas that require speed limit reviews. Conduct at least one speed limit review per year.	Ongoing	Infrastructure & Sustainable Operations	DTP, Victoria Police
		2.1.2 - Monitor road environments by having a traffic survey program to understand speed issues across the road network.	- Undertake a traffic survey (such as tube count) for streets with traffic complaints or known speed or operation issues if one has not been undertaken for the past 24 months unless substantial changes to the road environment have been identified. - Repeat surveys within 12 months if road operating speeds exceed thresholds. - Develop a traffic survey program for the Council Link and Collector Roads.	Ongoing	Infrastructure & Sustainable Operations	Community feedback
		2.1.3 - Advocate for lower speed limits in activity centres and environments with high pedestrian and cycle activity.	Identify activity centres that would meet the Victorian Speed Zoning Guidelines for a lowered speed limit and undertake speed zoning assessment.	Years 1 to 5	Infrastructure & Sustainable Operations	DTP
	Objective 2.2 Enforcement	**2.2.1 -** Liaise with DTP/Victoria Police on a regular and as-needed basis for enhanced enforcement and targeted road safety improvements at identified high-risk areas.	Meeting four times per year.	Ongoing	Infrastructure & Sustainable Operations	DTP, Victoria Police

	Objective	Action	Performance Measure	Timeframe	Delivery Team	Partners
SAFE ROADS	**Objective 3.1** Engagement	**3.1.1 -** Ensure emergency service groups are consulted when changing the road environment.	Meeting with emergency services throughout any major road environment changes.	Ongoing	Infrastructure & Sustainable Operations and City Projects	Emergency Services Providers
		3.1.2 – Undertake advocacy actions and stakeholder engagement to seek improvements on State managed roads.	Engagement by DTP (State) and Federal government in meetings and correspondence on key advocacy priorities including 5-ways intersection and Jumping Creek Road upgrade.	Ongoing	Infrastructure & Sustainable Operations and Integrated Transport	DTP, TAC
	Objective 3.2 Infrastructure upgrades and maintenance	**3.2.1 -** Continue to improve the footpath and shared path network, crossings, and completion of missing pedestrian/cycling links, with a focus on separating pedestrian and cyclist paths where possible. Target areas of high active transport usage, such as schools, activity centres, parklands, etc. with consideration of separating pedestrian and cyclist paths (where warranted and possible).	Pedestrian and cycle projects delivered per financial year. Identify projects that align with TAC's Local Government Grant Program for funding opportunities.	Current and ongoing	Infrastructure & Sustainable Operations and City Projects	TAC
		3.2.2 - Ensure consistent maintenance of road assets, and vegetation on the road network/off road paths. Consider removal if significant risk. Factors to be considered include bus and cycling routes etc.	Review and update the Road Management Plan and conduct maintenance as outlined in the plan.	Current and ongoing	Infrastructure & Sustainable Operations, Integrated Planning, Parks	Community feedback, Stakeholders
		3.2.3 - Continue rolling out raised pedestrian crossings and raised intersections per state guidelines to enhance safety.	Monitor the performance of recently constructed sites and expand the treatments on the road network.	Ongoing	Infrastructure & Sustainable Operations	DTP

		3.2.4 - Review and update lighting in key activity areas to ensure perceived safety for pedestrians, cyclists and drivers as per the Public Lighting Guidelines.	Review crash history and community feedback on unsafe low-lighting areas to target lighting improvements.	Ongoing	Infrastructure & Sustainable Operations	-
	Objective 3.3 Investigation	**3.3.1 -** Assess opportunities to improve safety and amenity at activity centres, noting major safety upgrades have already been completed for several key activity centres within the municipality (such as Macedon Square, Jackson Court, and Tunstall Square).	Continue to identify activity centres with safety issues and undertake investigations as operational issues arise.	Current and ongoing	Infrastructure & Sustainable Operations, Integrated Planning, City Projects	Traders, Community
		3.3.2 - Explore opportunities to install further innovative road safety treatments.	Identify activity centres that would benefit the trials of innovative road safety treatments.	Ongoing	Infrastructure & Sustainable Operations	DTP
		3.3.3 - Investigate options to improve safety for Council-owned children's facilities.	Identify road safety treatments, landscaping features and/or other physical measures to increase protection of children from vehicles.	Ongoing	Infrastructure & Sustainable Operations	DTP
		3.3.4 – Investigate options to use parking restrictions to improve safety.	Identify opportunities where parking restrictions may assist in reducing conflict between vehicles and pedestrians. Examples may include clearways in appropriate locations or process improvements for parking around construction sites.	Years 1 to 5	Infrastructure & Sustainable Operations and City Safety	-
		3.3.5 – Investigate opportunities to increase safety through evolving road safety treatment techniques and technology.	Explore emerging road safety treatment techniques such as raised safety platform, compact roundabouts and properitary road safety infrastructure products (guard rails etc) for any Council infrastructure projects. Leverage initiatives such as Council's public EV charging infrastructure roll-out to incentivise the adoption of newer and safer vehicles.	Ongoing	Sustainable Futures, Infrastructure & Sustainable Operations	

	Objective 3.4 Continue improvements and assessments through existing federal and state road safety programs	**3.4.1 -** Undertake Safe System Assessments for all capital works projects that change the road environment.	Engage an independent Safe System Assessor to undertake a Safe System Assessment for each major road project developed.	Ongoing	Infrastructure & Sustainable Operations and City Projects	Consultant
		3.4.2 - Conduct Road Safety Audits in areas identified as higher risk, via specialist observations and community feedback.	Engage an independent Road Safety Audit team to investigate identified high-risk areas.	As required	Infrastructure & Sustainable Operations	Consultant
		3.4.3 - Identify projects that could be funded under TAC's Local Government Grant Program.	Submit applications for TAC LGG program based on the four funding streams available: Analysis ($30k), Infrastructure ($100k – must be a 1:1 match) and VMS stream ($30k)	Current and ongoing (if practical)	Infrastructure & Sustainable Operations and City Projects	TAC
		3.4.4 - Develop a program that identifies projects that could be funded under the Federal Government BlackSpot program.	Submit applications for BlackSpot based on significant crash locations or known high risk locations. Apply for BlackSpot funding annually.	Current and ongoing (if practical)	Infrastructure & Sustainable Operations and City Projects	DTP
	Objective 3.5 Update our existing documents	**3.5.1 -** Review and update the *Manningham Bicycle Strategy 2013*	Develop and update Manningham active transport strategy.	Years 1 to 3	Integrated Planning and Infrastructure & Sustainable Operations	DTP/Community/ TAC
		3.5.2 - Review and update the *Walk Manningham Plan 2011-2020*	Develop and update Manningham active transport strategy.	Years 1 to 3	Integrated Planning and Infrastructure & Sustainable Operations	DTP/Community/ TAC

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	Objective	Action	Performance Measure	Timeframe	Delivery Team	Partners
SAFE VEHICLES	**Objective 4.1** Safe vehicles	**4.1.1 -** Ensure our fleet policy will continue to require five star ANCAP vehicles, employees trained to use vehicle safety features, consistent maintenance, maximum vehicle/fleet age.	Commitment to the ongoing compliance of our fleet policy.	Current and ongoing	City Assets	-
		4.1.2 - Ensure road network is of high standard to allow for safe vehicles to read the road - lane keep assist, autonomous vehicles etc.	Respond to industry requirements for line marking and signage for autonomous vehicles (various stages of autonomy).	Ongoing	Infrastructure & Sustainable Operations	-
	Objective 4.2 Advocacy and education	**4.2.1 -** E-Mobility devices - management and safety.	Aligning our strategy with any statewide initiatives to ensure these devices can operate safely in the community.	Emerging	Integrated Planning and Engaged Communities	-

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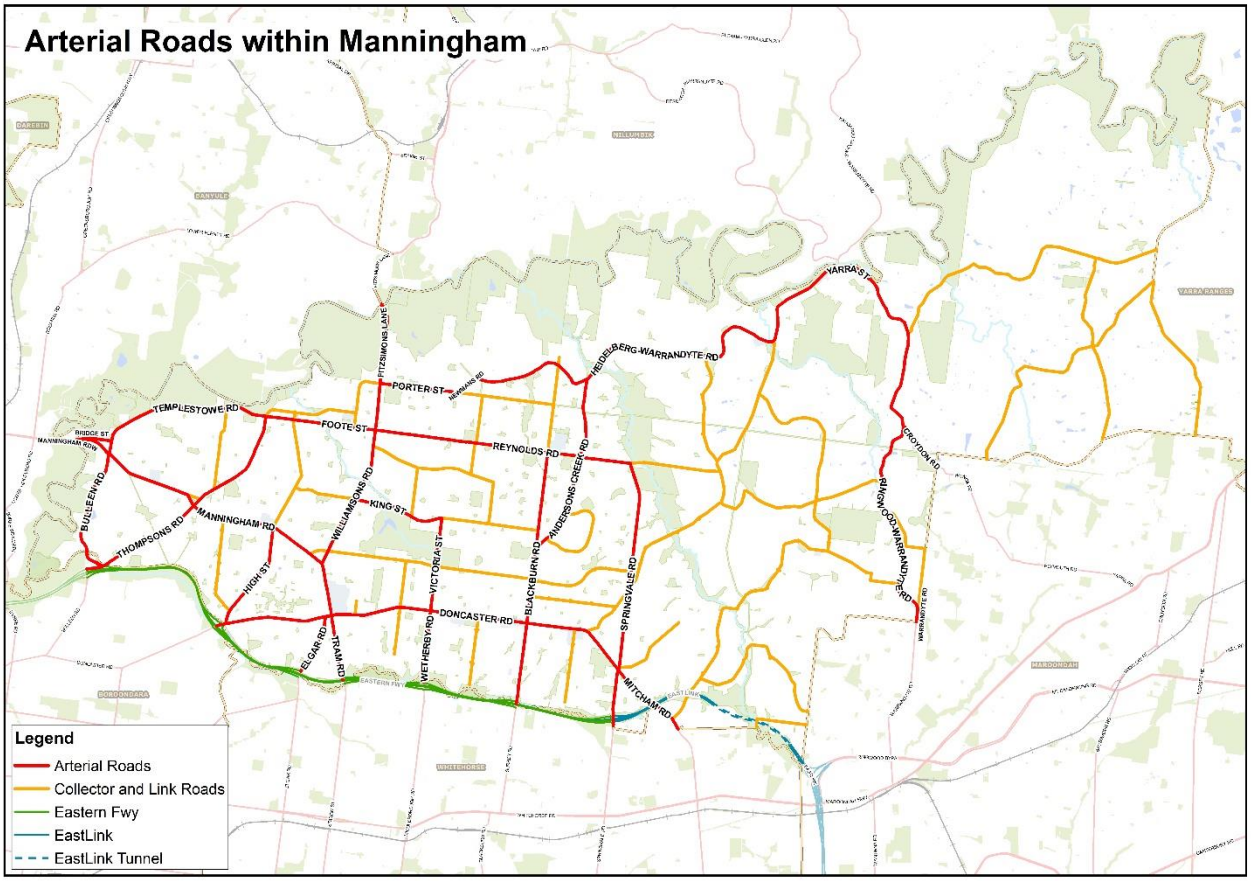
11 Glossary of Terms

Term	Definition
Active infrastructure	Infrastructure designed to support active transport, such as walking and cycling, including features like footpaths and shared user paths.
Arterial road	Arterial roads are major roads designed to facilitate the safe and efficient movement of both people and freight across regions. These roads are managed by the State's Department of Transport and Planning to ensure optimal connectivity and traffic flow.
Carriageway	The portion of the road designated for vehicle travel.
Connecting road	These roads service as connections for traffic between residential, industrial, and commercial areas, linking them to the arterial and Council road network.
Gateway treatment	Gateway treatments delineate transitions from higher-speed to lower-speed environments or mark a change from a major to a residential road. This is achieved using raised pavements, speed signs, coloured pavements and different pavement types.
Light vehicle	A passenger or commercial vehicle with a gross mass of 4.5 tonnes or less. Examples include sedans, wagons, SUVs, utes, and small vans.
Local road	These roads primarily provide direct access to abutting properties and are managed by local Council.
Major intersection	A location where two major roads intersect. Traffic flow at these intersections is typically managed by traffic signals or roundabouts.
Midblock sections	The segments of a road located between intersections.
Road infrastructure	The physical components that make up a road system, such as the carriageway, kerbing, footpaths, signage, drainage, and bus stops.
Road Safety Audit (RSA)	This is a formal and detailed assessment of the potential road safety risks associated with a new road or road improvement project, carried out by an independent team of qualified auditors. The evaluation considers the safety of all road users and proposes measures to eliminate or mitigate identified risks. It does not offer recommendations for changes to the project's scope.
Safe System Assessment	This is a tool to evaluate road project proposals, focusing on identifying infrastructure and speed-related factors that could contribute to an increased risk of fatal and serious injury (FSI) crashes. Typically conducted early in the project development

	process, it aims to find design or scope adjustments to better align the project with Safe System principles.
Shared User Path (SUP)	An off-road pathway intended for shared use by pedestrians and cyclists, typically wider than a standard footpath.
Traffic calming measures	Physical interventions aimed at reducing the negative impacts of motor vehicle use and improving driver behaviour. Common measures include road humps, chicanes, road narrowing, and roundabouts.
Urban arterial road	A high-capacity road in a built-up area under the management of the State (currently Department of Transport and Planning).

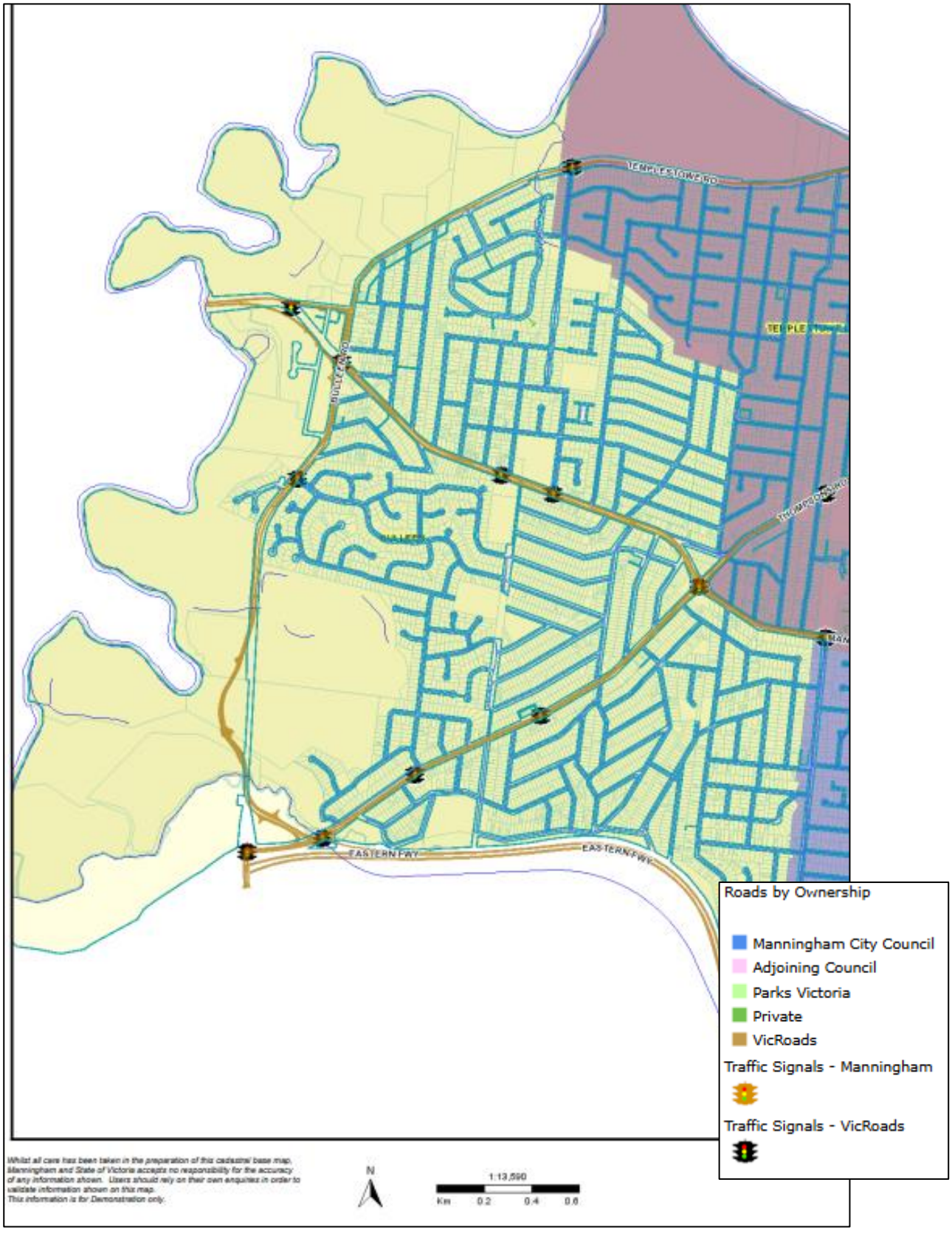
Appendix A: Maps of Local vs State Roads

Map of Major Road within Manningham



MANNINGHAM

Bulleen


TEMPLESTOWE RD
BULLEEN RD
EASTERN FWY
EASTERN FWY
Roads by Ownership
Manningham City Council
Adjoining Council
Parks Victoria
Private
VicRoads
Traffic Signals - Manningham
Traffic Signals - VicRoads
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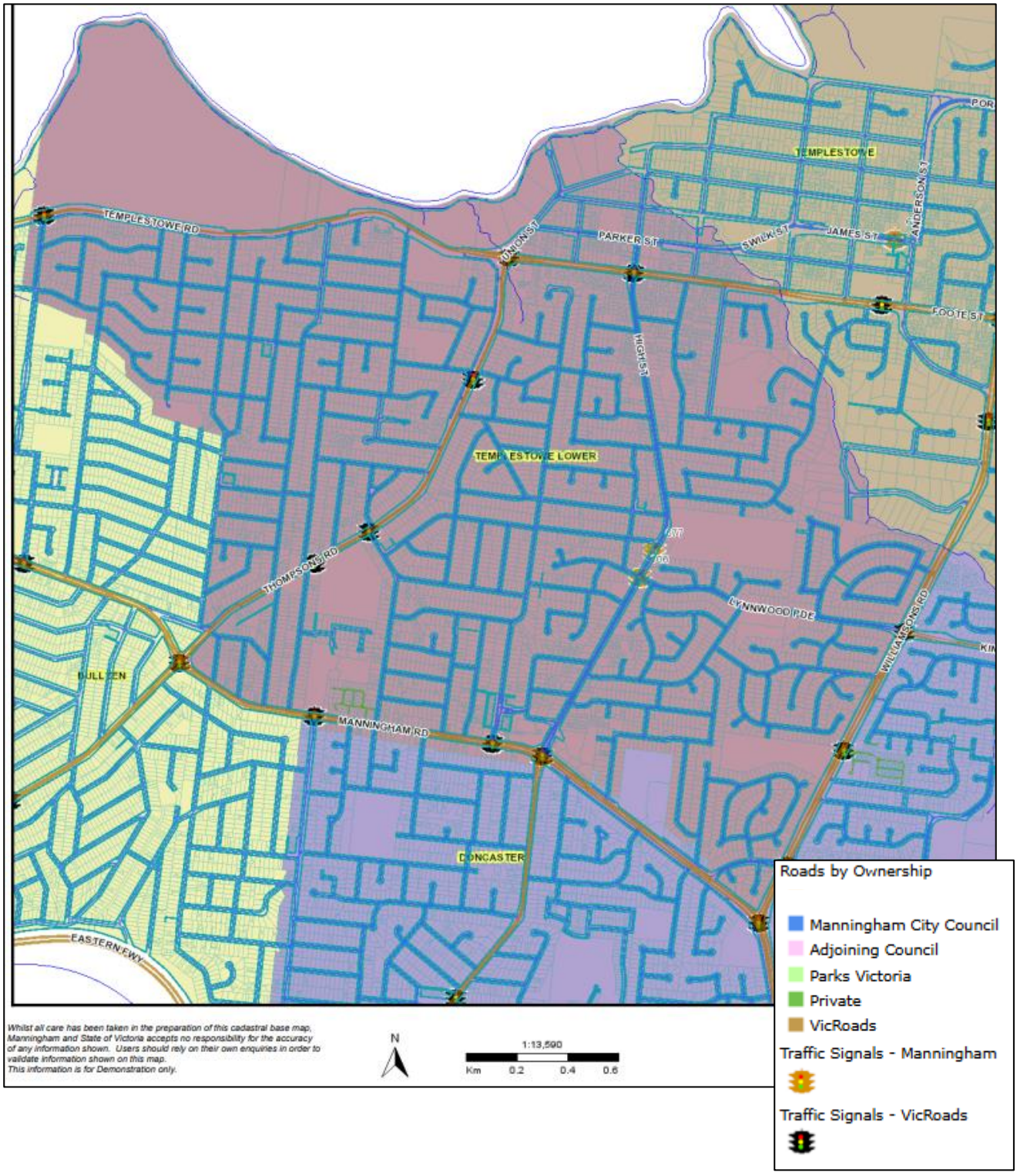
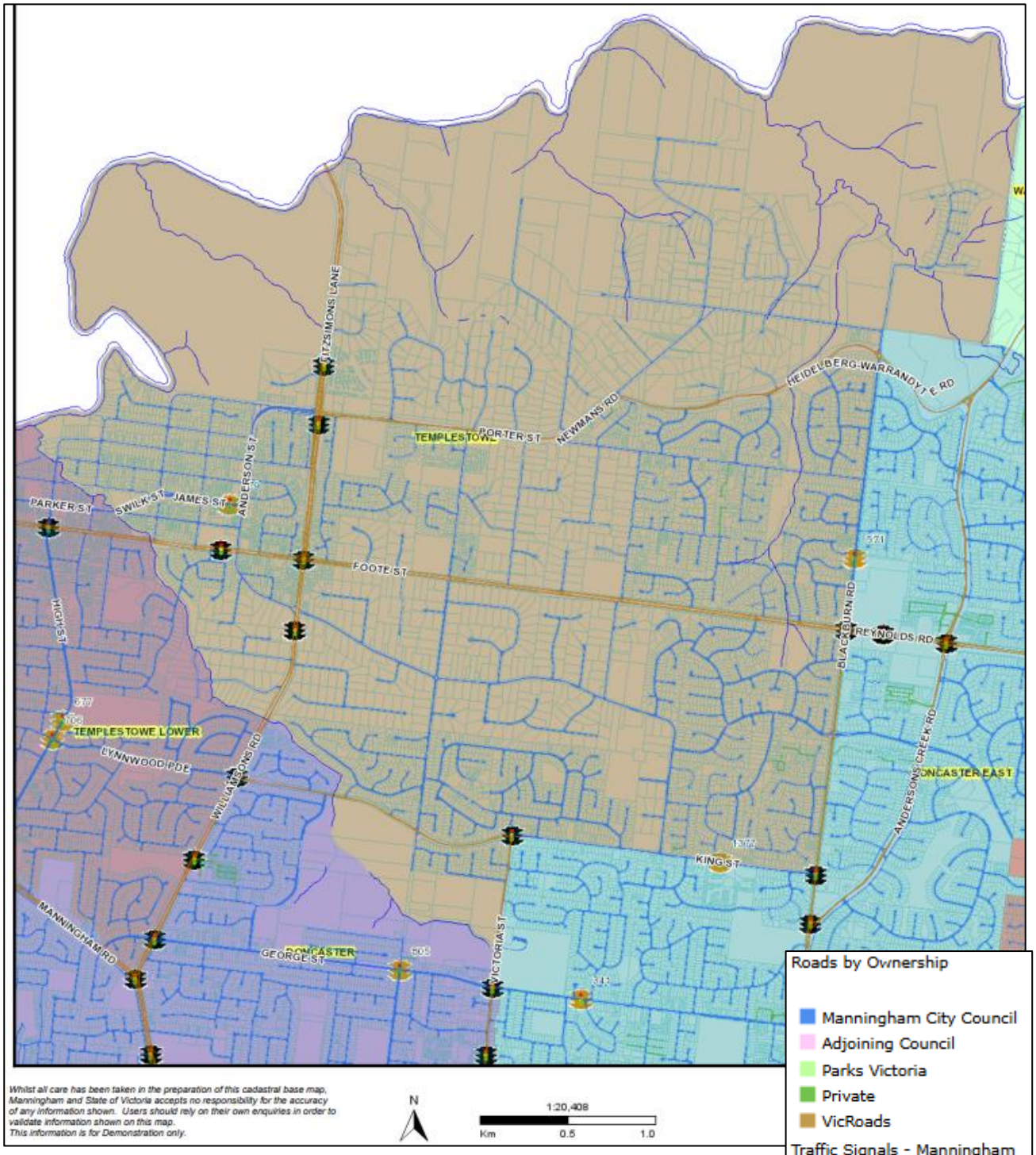
N
1:13,590
Km 0.2 0.4 0.6

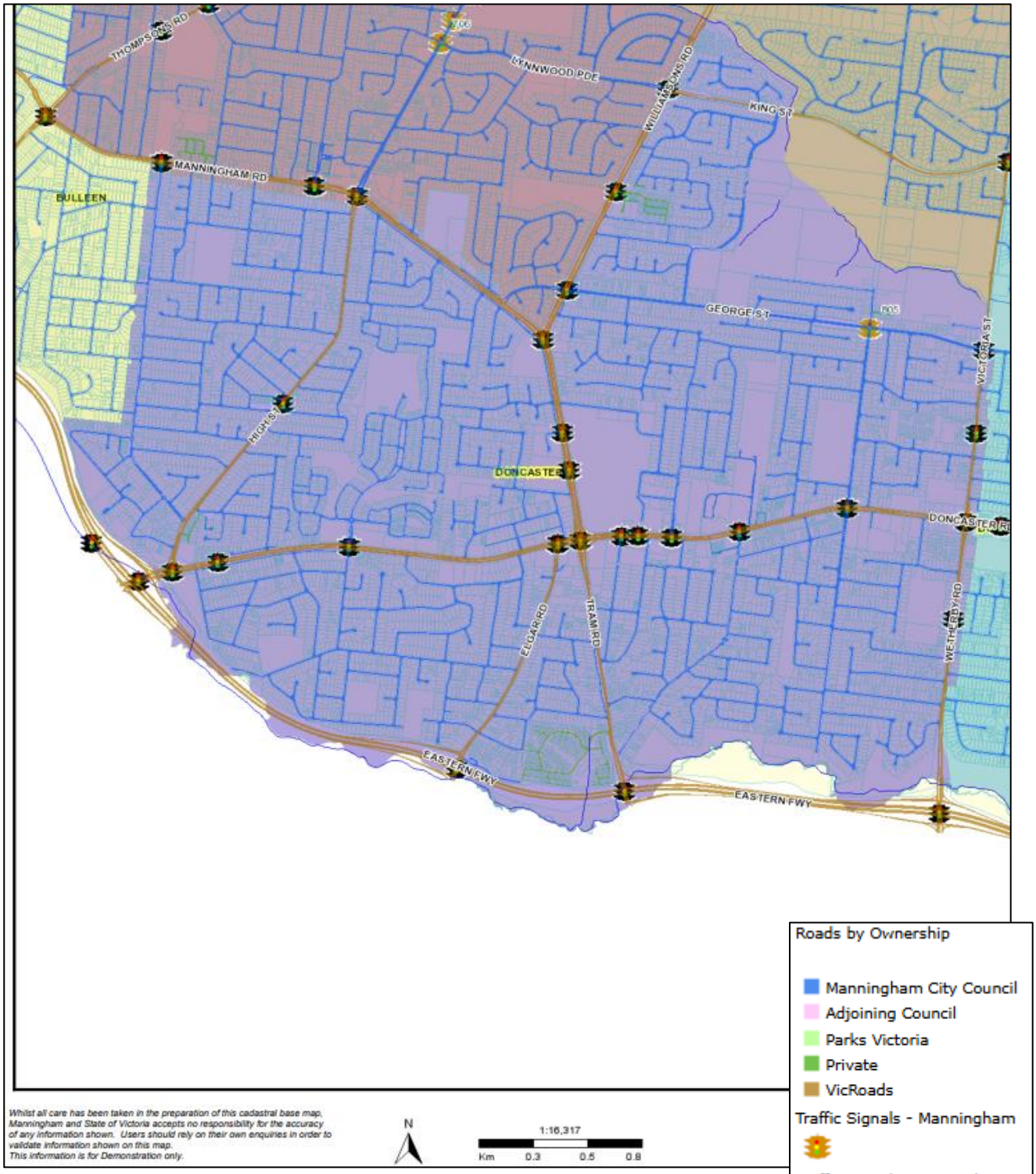
Templestowe Lower



Templestowe



Doncaster


THOMPSONS RD
LYNNWOOD PDE
WILLIAMSONS RD
KING ST
MANNINGHAM RD
BULLEEN
GEORGE ST
VICTORIA ST
HIGH ST
DONCASTER
DONCASTER RD
ELGAR RD
TRAM RD
WETHERBY RD
EASTERN FWY
EASTERN FWY
Roads by Ownership
Manningham City Council
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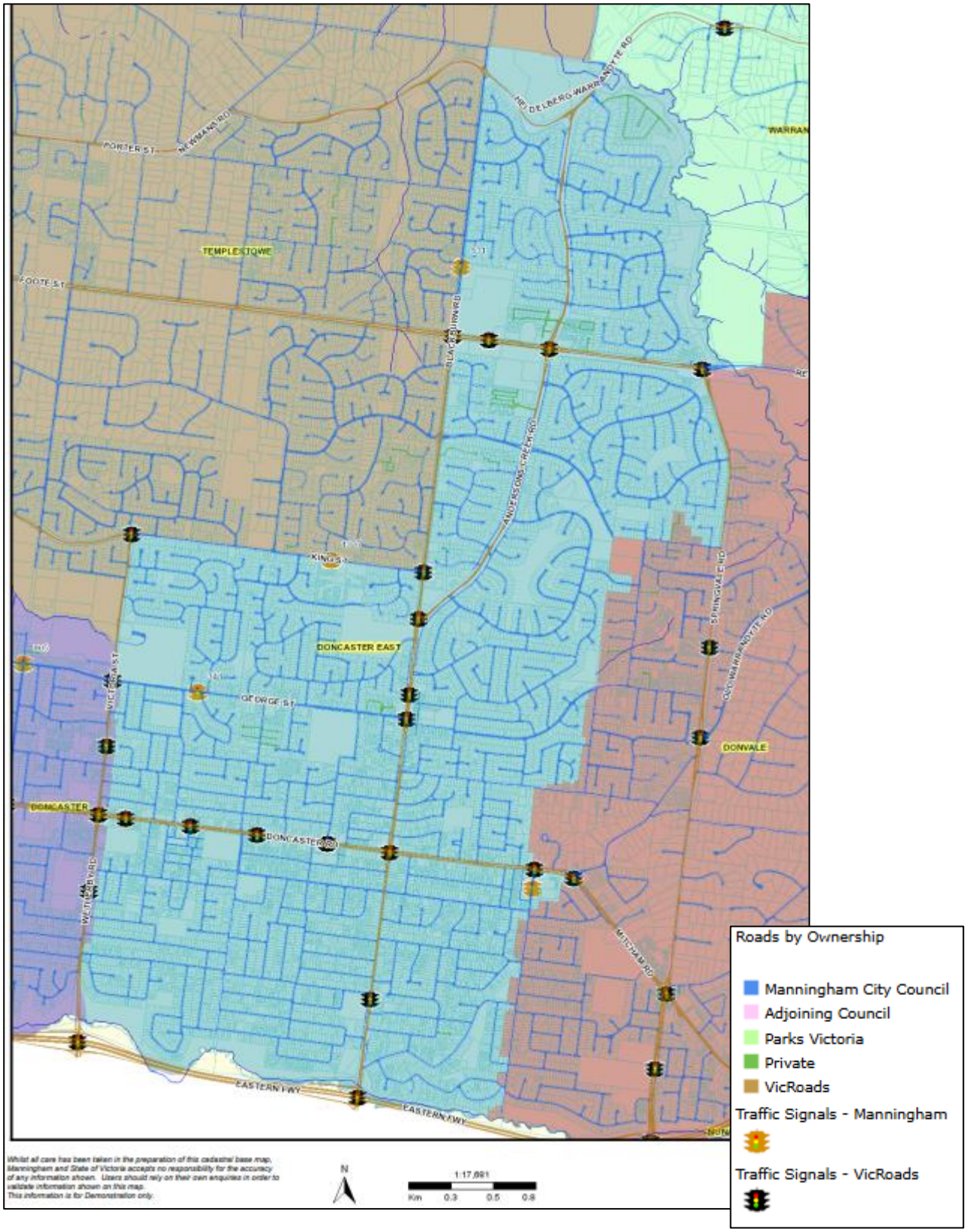
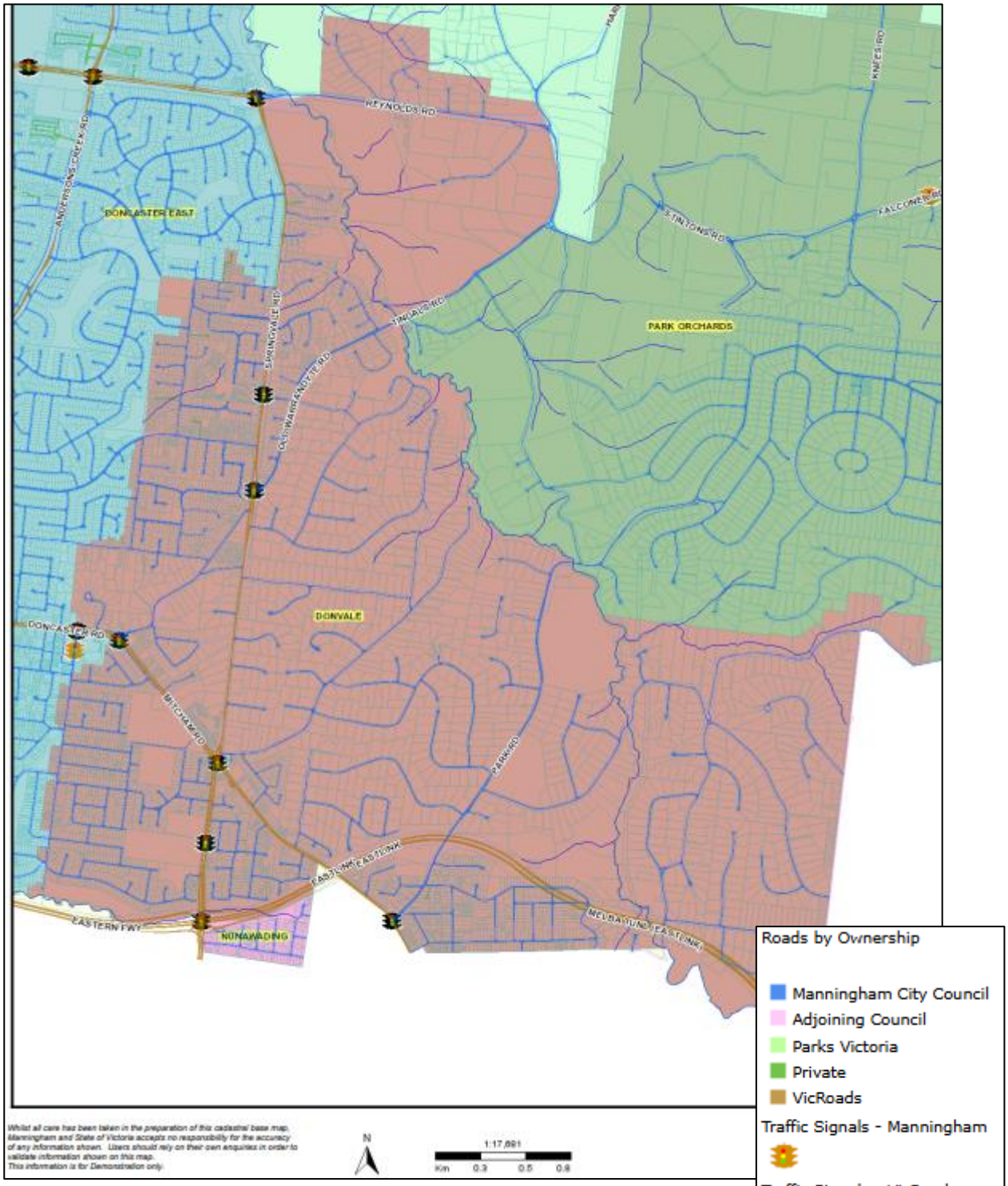
N
1:16,317
Km
0.3
0.5
0.8

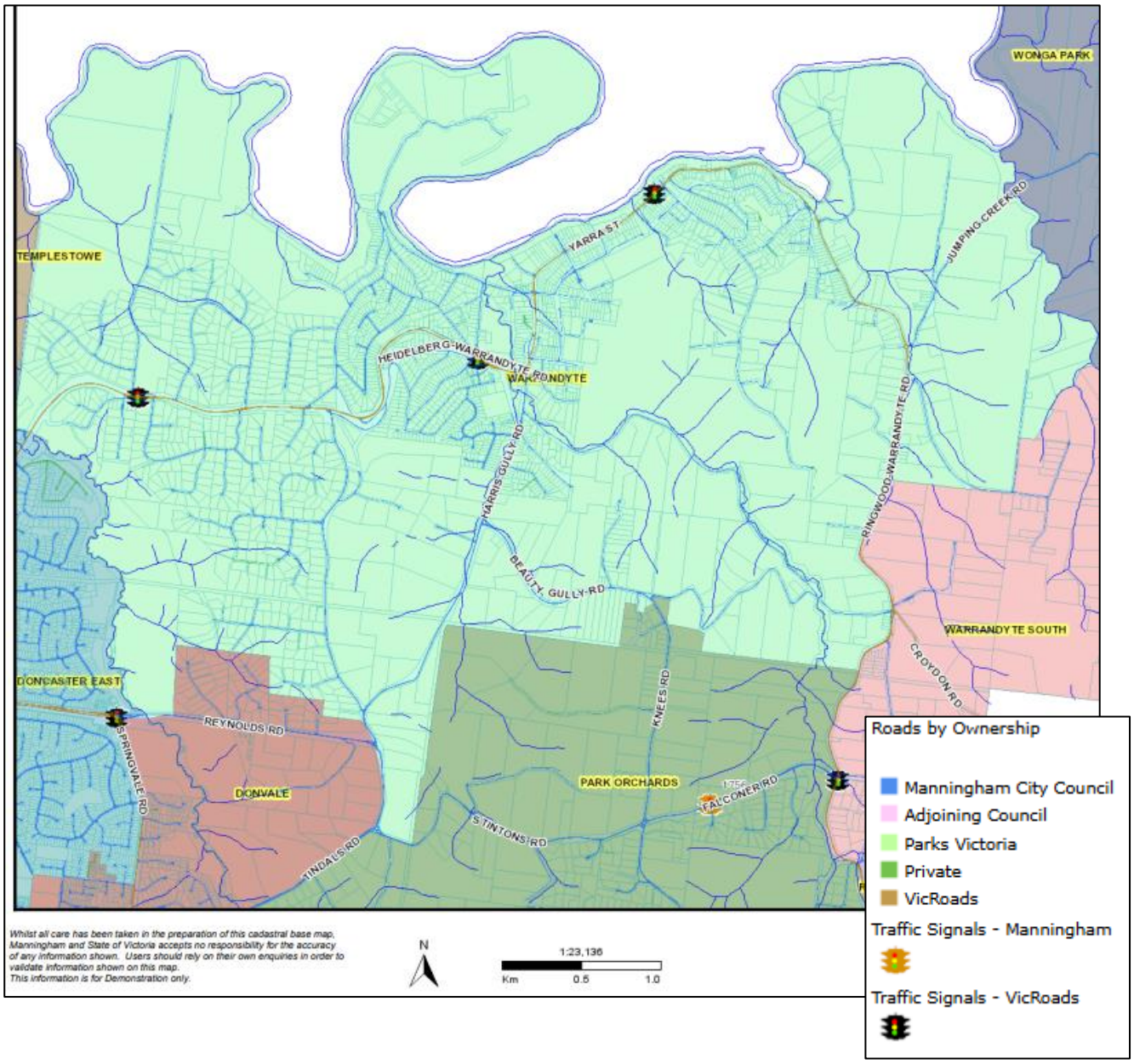
Doncaster East



Donvale / Nunawading



Warrandyte


WONGA PARK
TEMPLESTOWE
YARRA ST
JUMPING CREEK RD
HEIDELBERG-WARRANDYTE RD
WARRANDYTE
HARRIS GULLY RD
RINGWOOD-WARRANDYTE RD
BEAUTY GULLY RD
WARRANDYTE SOUTH
CROYDON RD
DONCASTER EAST
REYNOLDS RD
KNEES RD
SPRINGVALE RD
DONVALE
PARK ORCHARDS
FALCONER RD
STINTONS RD
TINDALS RD
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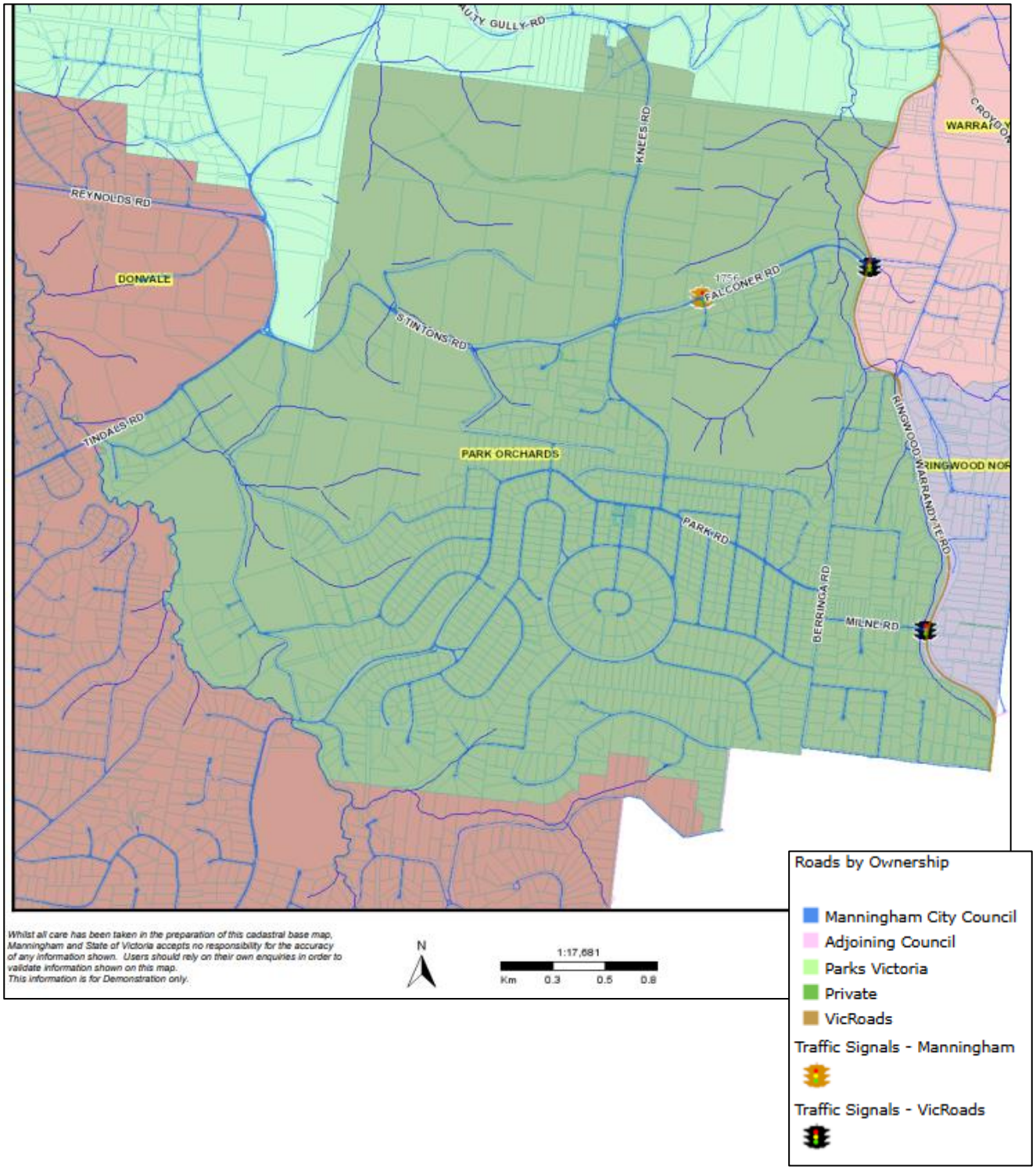
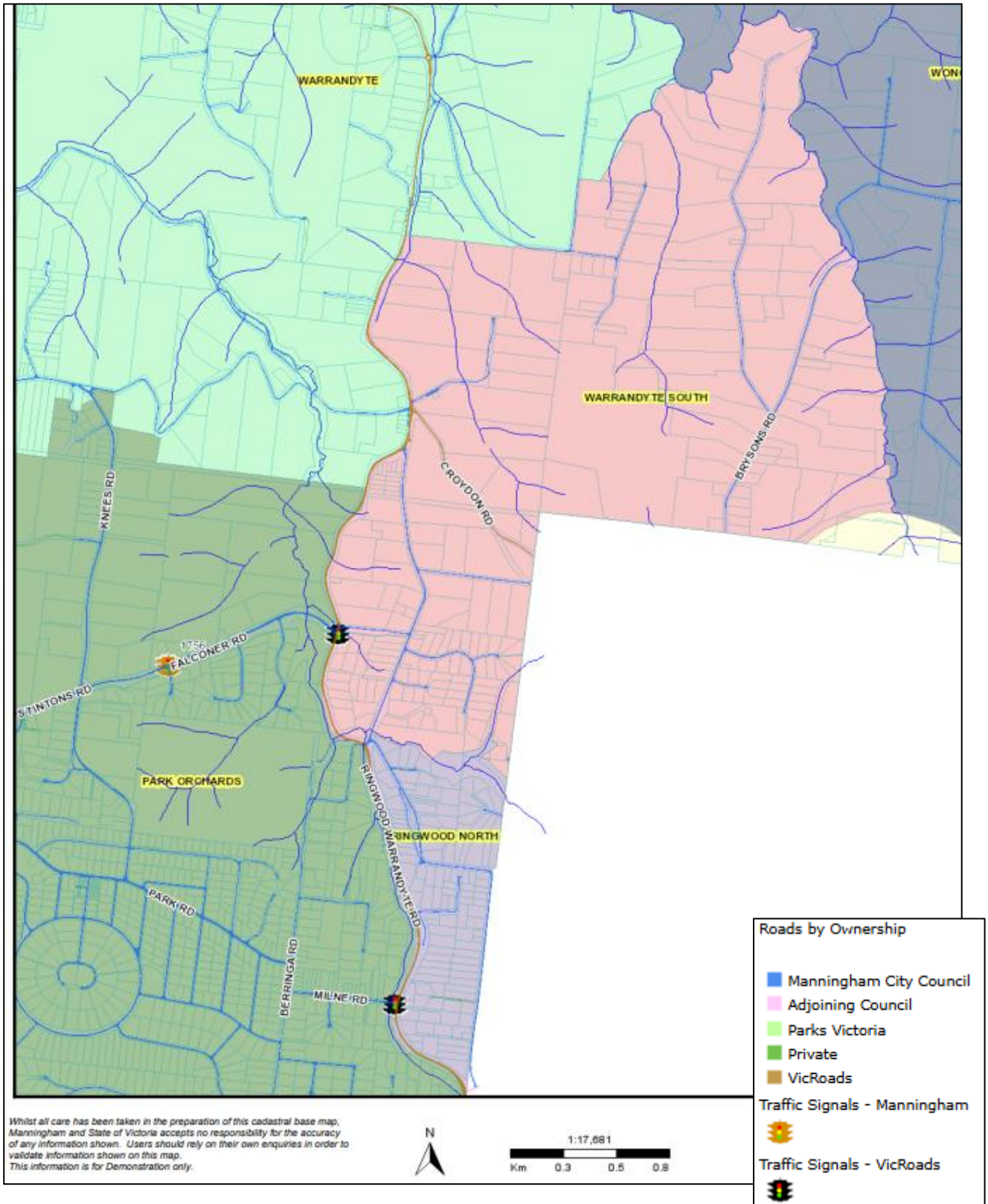
N
1:23,136
Km
0.5
1.0

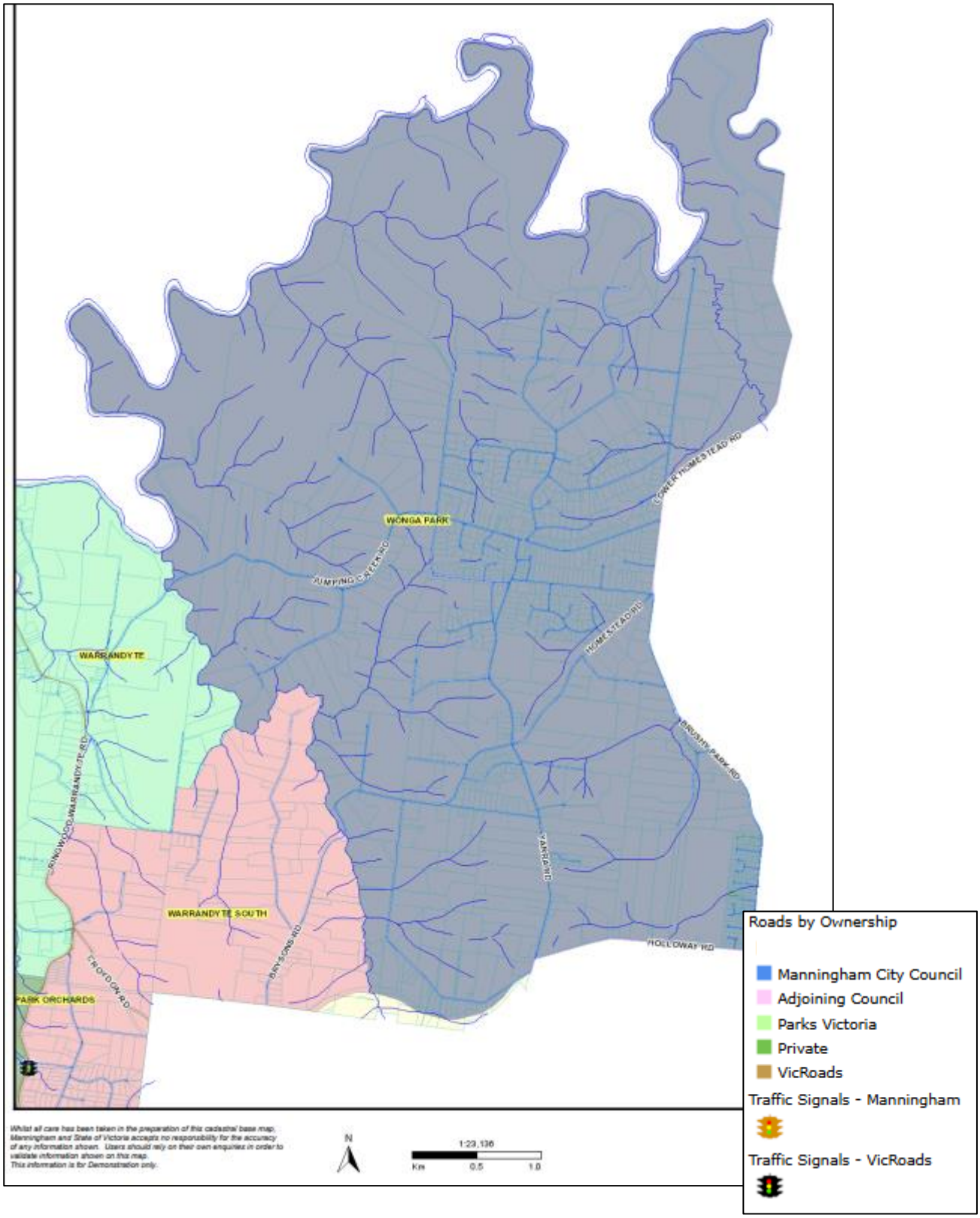
Park Orchards



Warrandyte South / Ringwood-North



Wonga Park


WONGA PARK
WARRANDYTE
WARRANDYTE SOUTH
PARK ORCHARDS
LOWER HOMESTEAD RD
HOMESTEAD RD
BRUSHY PARK RD
YARRA RD
HOLLOWAY RD
BRYSONS RD
CROYDON RD
RINGWOOD-WARRANDYTE RD
Roads by Ownership
Manningham City Council
Adjoining Council
Parks Victoria
Private
VicRoads
Traffic Signals - Manningham
Traffic Signals - VicRoads
N
1:23,136
Km
0.5
1.0

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MANNINGHAM