

## Consultation Summary

### Overview

As part of Council's commitment to road safety we undertook an engagement project with the community aimed at identifying ways to improve pedestrian safety and drop off areas around schools, kindergartens, pre-schools and child care centres throughout the shire.

Council sought submissions from the community via the 'Participate Nillumbik' website, from 21 March 2018 to the 27 April 2018. Submissions were also received via email and over the phone.

In total, Council received a total of 144 submissions from 70 respondents. These responses resulted in the identification of 88 sites across the municipality where Nillumbik residents had concerns regarding the safety of pedestrians accessing schools and preschools, or locations where drop off facilities might be improved.

### Review of Responses

Council has reviewed the 88 sites identified and prepared responses to each of the issues that has been identified.

Council's responses are summarised in the table provided on the following pages.

Where an issue identified is the responsibility of another authority (ie VicRoads/another Local Government Authority), Council will forward the concerns raised for their consideration.

### Ongoing

From Council's review, we have identified 17 projects which will now be considered for funding under various Council programs. It should be noted, that whilst these projects have been listed for funding consideration, they will need to be prioritised against other previously identified projects throughout Nillumbik Shire.

There has also been a total of 15 concerns identified by the community, which Council has, or will be able to resolve without needing to seek additional funding.

Finally, 27 of the concerns raised were the responsibility of another authority, and these have been forwarded on to the relevant parties for their consideration.

Location	Suburb	Summary of concerns	Council response
<b>Broad Gully Road</b> (At intersection with Gibson Street)	<b>Diamond Creek</b>	The school crossing located on Broad Gully Road is unsafe due to the two intersecting roads (Gipson Street and Hillington Drive) in close proximity to the crossing. Relocation of the crossing needs to be considered. Cars also travel at unsafe speeds along Broad Gully Road.	Council will review the crossing with consideration for improving safety either through installing kerb outstands, a pedestrian refuge or relocation of the crossing. Works have been listed for funding consideration.
<b>Clyde Street</b> (At school crossing)	<b>Diamond Creek</b>	Drivers often ignore this un-manned crossing and drive straight through.	Council will review signage in the vicinity of the crossing to encourage drivers to slow down.
<b>Cowin Street</b> (At school crossing)	<b>Diamond Creek</b>	Drivers are driving too fast during school times and are failing to stop at the school crossing. They are also driving at excessive speeds in the surrounding streets.	Council will review signage in the vicinity to encourage vehicles to drive slower. Council will review the crossing with consideration for improving safety either through installing kerb outstands or a pedestrian refuge. Works have been listed for funding consideration.
<b>Diamond Creek Road</b> (At intersection with McLaughlans Lane)	<b>Diamond Creek</b>	There is no safe location to cross Diamond Creek Road. Students who get off school buses at this location need to cross the 4 lane highway but there is no safe, designated, crossing point.	This is a VicRoads road. The request will be forwarded to them for consideration. Council has been actively advocating for a signalised pedestrian crossing to be installed in this location.
<b>Diamond Creek Road</b> (On roundabout at intersection with Main Road)	<b>Diamond Creek</b>	Dangerous roundabout, with vegetation creating sight distance obstructions, and the arrows line marked on the road are misleading. Request review of line marking and clearing of vegetation.	Both Diamond Creek Road and Main Road are VicRoads roads. The request will be forwarded to them for consideration.
<b>Elizabeth Street</b> (At crossing near intersection of Gipson Street.)	<b>Diamond Creek</b>	Cars speed around this corner where the crossing is, sometimes stopping at the last minute. Speed bumps would be good as it seems the permanent 40km/h limit is rarely adhered to.	Council has undertaken a traffic count and did not find speed to be an issue at this corner or along Gipson Street. No further action is proposed currently.
<b>Elizabeth Street</b> (Gipson Street to Main Hurstbridge Road)	<b>Diamond Creek</b>	There is no available footpath along the north side of Elizabeth Street between the pool and Main Hurstbridge Road	This section of footpath is included on Council's identified missing footpath program. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>George Street</b> (Across Hurstbridge rail line)	<b>Diamond Creek</b>	There is no pedestrian crossing across the Hurstbridge Trail Line between George Street/Diamond East Primary/Diamond Valley College and Gipson Street Reserve.	Council is currently in a scoping phase for a crossing across the rail line.
<b>Main Hurstbridge Road</b> (Near Phipps Crescent)	<b>Diamond Creek</b>	There is fencing along the island broken. People walk through from the school to drop/pickup kids.	This is a VicRoads road. The request will be forwarded to them for consideration.

Location	Suburb	Summary of concerns	Council response
<b>Main Hurstbridge Road</b> (No. 104-106)	<b>Diamond Creek</b>	There is no way to cross the road safely outside of the times that the crossing is supervised. Requesting a signalised pedestrian crossing.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Main Hurstbridge Road</b> (No. 105-109)	<b>Diamond Creek</b>	Needs pedestrian crossing with lights. Plenty of cars exit the service station causing a hazard	Council will organise for pedestrian crossings to be installed at these locations following consultation with the service station owner.
<b>Main Hurstbridge Road</b> (Outside Diamond Valley College)	<b>Diamond Creek</b>	Outside Diamond Valley College you can only park after 3.30pm. It is a bus zone until this time. If the zone could be changed to parking from 3.15pm would make it a lot easier to get into the school to pick up kids.	The bus time zones were set in agreement with Diamond Valley College to meet their requirements for buses. Council will discuss the current times with the school and adjust if possible.
<b>Ryans Road</b> (Near Diamond Creek Road/Main Road)	<b>Diamond Creek</b>	There is no safe crossing location across Ryans Road from Old Diamond Creek Road, for pedestrians heading into Diamond Creek	Council will investigate the area with the view of recommending a location for a crossing to be installed. As Ryans Road is a VicRoads road, once a suitable location is identified, it will be forwarded to them for consideration.
<b>Station Street</b> (At entrance to train station car park)	<b>Diamond Creek</b>	Unsafe crossing location due to the high volume of cars and buses, and the lack of traffic signals or a school crossing supervisor.	The location is already a pedestrian crossing with priority given to pedestrians. Traffic signals are not required at this location. Council will undertake a survey to see if the location qualifies for funding of a school crossing supervisor.
<b>Bell Street</b> (Between Ely Street and Withers Way)	<b>Eltham</b>	Consider making Bell Street one way, from south to north. This will stop traffic cutting through in the mornings and substantially reduce congestion at school drop off.	Council is installing traffic calming in Ely Street and Falkiner Street to aid in lowering the amount of through-traffic using these local streets. Council believes that Bell Street would be unable to function as a one way street and therefore does not support this proposal.
<b>Brougham Street</b> (At intersection with Susan Street)	<b>Eltham</b>	There are many students that cross at Brougham Street, but there is no formalised crossing facilities.	Council will investigate options for improving the crossing (possibly installing a pedestrian refuge), and will list the improvements to be considered for funding.
<b>Brougham Street</b> (Pedestrian crossing east of Susan Street)	<b>Eltham</b>	Drivers frequently speed through this crossing, or do not bother to look to see if pedestrians are crossing.	Council will review the visibility and signage for the crossing, and install additional signage as deemed necessary to improve driver awareness of the crossing.

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<b>Dalton Street</b> (At intersection with Bible Street)	<b>Eltham</b>	There is no crossing available for people to cross Dalton Street, coming from Bible Street, to access Metery Road. Crossing here is unsafe due to cars coming down the hill. It is not practice to walk down to the school crossing and back to Metery Road.	There is no safe location to install a crossing to the east of Metery Road on Dalton Street due to the vicinity of the intersections with Metery Road and with Bible Street. There is insufficient sight distance for cars coming around the bend. Council believes the existing school crossing is the most appropriate location for a crossing across Dalton Street.
<b>Diamond Street</b> (Near Handfield Street)	<b>Eltham</b>	There is no safe crossing location across Diamond Street for pedestrians walking from Handfield Street. Diamond Street is a busy and dangerous road to cross at school times.	Council will review the location with the view of installing a crossing on Diamond Street (near Stanhope Street) along with a footpath running from the crossing to Handfield Street. This project will be prioritised against other identified footpath projects throughout the shire.
<b>Ely Street</b> (Near Falkiner Street)	<b>Eltham</b>	There is no safe crossing across Ely Street to get from Eltham High school. There is a grass gutter so the students can't get off the road.	Council has reviewed the location and will install an elevated crossing, including installing drainage and removing the grass gutter.
<b>Grove Street</b> (Outside No. 55)	<b>Eltham</b>	The asphalt, which was laid after the NBN network works were completed in this area, is very uneven and after a bit of rain this patch of footpath is completely covered in thick mud.	Council will inspect the location and carry out works as necessary.
<b>Livingstone Road</b> (At intersection with Renshaw Drive)	<b>Eltham</b>	Students of Eltham East Primary cross across Livingston Road to access the surrounding local streets. There is no designated crossing location and the approach from Livingstone Road is steep and curved.	Council has inspected the location and based on recent traffic counts does not qualify for the installation of traffic management devices, such as speed humps. Pedestrian crossing warning signs have been installed. No additional works are proposed.
<b>Lower Road</b> (Entire length)	<b>Eltham</b>	The left hand section (along the school side) should all be drop off and pick up only (no parking at all not even for 5 mins). Too many parents are parking there for lengths of 30-40mins , causing major traffic congestion along Lower Rd and into Wattletree Rd.	The parking times along this section were agreed upon following discussions between Eltham North Primary School and Council. Council officers will organise for Ranger Services to enforce the parking restrictions in this location to ensure that cars are not parked for longer than the designated parking times.
<b>Main Road</b> (At intersection with Beard Street)	<b>Eltham</b>	This point is a drop off spot for the St Helena school bus. However, there is no safe crossing location to cross over Main Road.	This is a VicRoads road. There is funding committed to install signals at Leane Drive which will include pedestrian signals to cross over Main Road.

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<b>Main Road</b> (At intersection with Reynolds Road)	<b>Eltham</b>	The intersection of Reynolds Rd and Main Rd needs either a roundabout or intersection upgrade. Turning right from Reynolds Rd into Main Rd is very dangerous. There are a lot of near misses and accidents. There is also no safe crossing across Main road for pedestrians, who need to cross to access bus stops.	This is a VicRoads road. The request will be forwarded to them for consideration. Council is continually advocating for a crossing to be installed and for the intersection to be upgraded to a roundabout.
<b>Main Road</b> (Lower Eltham car park)	<b>Eltham</b>	The Lower Eltham Park car park is a major hazard as, during morning peak hour, cars speed through the unmade car park next to the bus stop creating dust making breathing difficult for the children waiting for the bus. It's also dangerous as these cars speed through unimpeded on a short cut through to Hohnes Road to join Fitzsimons Road further up and thereby bypassing the blocked round-about.	The car park is on Council's current 5 year capital works program to be sealed. There is also already turn bans in place from Honhes Road to Homestead Road to prevent drivers from undertaking the cut-through. Council will request Victoria Police enforce the existing turn ban to prevent cut-through traffic.
<b>Main Road</b> (Near Dalton Street)	<b>Eltham</b>	The footpath runs immediately next to the road. There is no barrier between the road and pedestrians	Installation of a barrier at this location that would provide protection to pedestrians would narrow the footpath and/or create a safety hazard to vehicles. Officers have inspected the site and do not believe any works need to be done at this time.
<b>Main Road</b> (Near Falkiner Street)	<b>Eltham</b>	There is no crossing across Main Road near Falkiner Street to access not only the bus stop but also Lower Eltham Park.	Council is advocating for pedestrian signals on Main Road at Falkiner Street. Main Road is a VicRoads road, and therefore they are responsible for installing a crossing at this location. The request will be forwarded to them for consideration.
<b>Meruka Park</b>	<b>Eltham</b>	There is no footpath to the Meruka Childcare Cooperative.	Council will add this footpath to our missing footpaths program for consideration for funding.
<b>Mount Pleasant Road</b> (At school crossing)	<b>Eltham</b>	While there is a crossing supervisor here in the mornings and after school (but not after kinder) and cars still don't stop. It's a highly trafficked area with cars looking to avoid the traffic through Main road Eltham.	Council has listed this road for road safety improvements including works in the vicinity of the crossing, and the intersection of Metery Road, to improve safety at the crossing.
<b>Mt Pleasant Road</b> (Crossing near Metery Road)	<b>Eltham</b>	The school crossing guard only operates until 4pm, but with the Eltham South kinder running until 4pm on two days, this means there is no help for young children and parents crossing Mount Pleasant Road when it's quite busy.	Council will investigate the timing of the school crossing supervisor at this crossing and assess if it is possible to alter the times that the crossing is manned.
<b>Reynolds Road</b> (Near Griffin Court)	<b>Eltham</b>	Footpath not fixed after works undertaken by service authority. Surface very uneven.	Council will inspect the location and carry out works as necessary.

<b>Location</b>	<b>Suburb</b>	<b>Summary of concerns</b>	<b>Council response</b>
<b>Lower Road</b> (South of Short Road)	<b>Eltham North</b>	Cars parking in no standing zones close to the roundabout or completely straddling the edge of the road and most of the footpath.	The location will be forwarded on to Council's Ranger Services to inspect and book any illegally parked vehicles.
<b>Short Road</b> (At intersection with Wattletree Road)	<b>Eltham North</b>	Vehicles turning right from Short Road onto Wattletree Road clog traffic. Perhaps should be left turn from Short Road onto Wattletree Road during drop off and pick up times	Council does not support the installation of turning restrictions. Council has requested VicRoads install a 'Keep Clear' area on Wattletree Road but was informed it did not meet requirements for the use of a 'Keep Clear'.
<b>Civic Drive</b> (At intersection with Civic Circuit)	<b>Greensborough</b>	Crossing this part of the road there is vegetation on the side that blocks vision of small children.	Vegetation will be inspected and cleared where sight lines are obstructed.
<b>Civic Drive</b> (Carpark)	<b>Greensborough</b>	Parking spaces are too narrow.	Parking spaces will be widened when the car park is due for line marking renewal.
<b>Civic Drive</b> (Carpark out the front of the Council building)	<b>Greensborough</b>	It was always an unwritten rule that everyone treated it as a one way car park. Can the car park be signed as one way.	The car park is designed to allow two way traffic if required. Council is satisfied with how the car park is currently operating, however will continue to monitor.
<b>Crana Grove</b> (Entire length)	<b>Greensborough</b>	Cars speed on Crana Grove, and it needs signage to designate it as a school zone. Speed Humps would slow cars down.	Crana Grove is not currently a school zone and does not meet the requirements to be designated as a school zone. Council will undertake a traffic count on the road and consider the installation of traffic calming devices (such as speed humps) if the traffic count indicates a speeding issue on the road.
<b>Diamond Creek Road</b> (On roundabout at intersection with Greensborough Bypass)	<b>Greensborough</b>	The signalised pedestrian crossing locations at the roundabout are dangerous, with many cars not stopping for the red lights. Requesting relocation of the pedestrian crossings further north away from the roundabout.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Plenty River Drive</b> (At intersection with Brentwick Drive)	<b>Greensborough</b>	There is no safe location to cross Plenty River Drive to get from Brentwick Drive to Sunrise Drive. This location can be difficult to cross due to the two t-intersections in close proximity to each other.	Location has been listed for funding to install either a pedestrian refuge, or to look at the installation of a supervised school crossing (subject to the location meeting funding requirements).
<b>Sugargum Boulevard</b> (At intersection with Melliodora Crescent)	<b>Greensborough</b>	A number of children use this location to cross, and high levels of traffic make it difficult to do so.	There is a pedestrian refuge provided, and there is unlikely to be the number of children crossing required for the installation of a school crossing. Therefore no further works are proposed at this location.

Location	Suburb	Summary of concerns	Council response
<b>Gosfield Road</b> (At intersection with Heidelberg-Kinglake Road)	<b>Hurstbridge</b>	There is no safe way to cross over Gosfield Road when walking along Heidelberg-Kinglake Road	A footpath is included on Council's identified missing footpath program from Bambara Road to Gosfield Road, which can include looking at improving the crossing across Gosfield Road. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>Graysharps Road</b> (Entire length)	<b>Hurstbridge</b>	There is an issue with the speed of vehicles driving down Graysharps Road and the availability of car park during peak times. There is also no safe location to cross the road.	Graysharps Road is currently going through a master planning process including looking at parking in the area. Any changes would be undertaken as part of these works. Council has done a traffic survey on Graysharps Road and did not identify a speeding issue. A pedestrian crossing has been installed to assist people crossing Graysharps Road.
<b>Graysharps Road</b> (Near childcare centres)	<b>Hurstbridge</b>	Parking is limited for access to childcare	Graysharps Road is currently going through a master planning process including looking at parking in the area. Any changes would be undertaken as part of these works.
<b>Heidelberg-Kinglake Road</b> (Manuka Road Gully Creek)	<b>Hurstbridge</b>	There is no footpath on the bridge to allow for pedestrians to safely cross over the creek.	A footpath is included on Council's identified missing footpath program from Bambara Road to Gosfield Road, which will include looking at providing a safe crossing location for pedestrians over Manuka Road Gully Creek. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>Heidelberg-Kinglake Road</b> (Near Bambara Road)	<b>Hurstbridge</b>	The speed zone changes from 80 to 50 several metres up the road and a lot of vehicles do not slow down before Bambara Road. There is no formal pedestrian crossing across Heidelberg-Kinglake Road, and this location is used by many children to cross and enter Hurstbridge Primary School via the back ovals.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Banning Road</b> (At Research-Warrandyte Road)	<b>North Warrandyte</b>	Footpath doesn't lower to road level which poses a problem for people with prams	Council will organise to have pram crossings installed at this location
<b>Bradleys Lane</b>	<b>North Warrandyte</b>	Requesting a footbridge across the Yarra River	Council does not support installation of a footbridge due to the environmental impacts and budgetary constraints.
<b>Dingley Dell Road</b> (Entire length)	<b>North Warrandyte</b>	There is no footpath on Dingley Dell Road.	At the moment this location is considered a low priority for a footpath to be installed and therefore it will not be listed for funding at this time.

Location	Suburb	Summary of concerns	Council response
<b>Kangaroo Ground-Warrandyte Road</b> (At intersection with Research-Warrandyte Road)	<b>North Warrandyte</b>	The current crossing across Kangaroo Ground-Warrandyte Road is unsafe.	Crossing will be upgraded and signalised as part of VicRoads works to upgrade the bridge.
<b>Kangaroo Ground-Warrandyte Road</b> (From Dingley Dell Road to Floods Road)	<b>North Warrandyte</b>	There is no footpath on Kangaroo Ground-Warrandyte Road beyond Dingley Dell Road. Needs to be extended north to Floods Road and Pidgeon Bank Road	Footpath to be added to Council's identified missing footpath program. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>Kangaroo Ground-Warrandyte Road</b> (On approach to North Warrandyte)	<b>North Warrandyte</b>	Cars are not slowing down when they enter the 60km/h speed zone soon enough.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Kangaroo Ground-Warrandyte Road</b> (Research-Warrandyte Road to Aton Street)	<b>North Warrandyte</b>	This footpath is far too close to the road with little space between the pedestrians and cars. This continues until the path stops at Aton Street	Issues with grades when the path was constructed meant that it could only be constructed in the location that it is currently. Path is on Council's program to extend past Aton Street.
<b>Kangaroo Ground-Warrandyte Road</b> (Research-Warrandyte Road to Aton Street)	<b>North Warrandyte</b>	For children to get to school safely from Nillumbik to Warrandyte, footpaths on both KG Rd and Research Rd need to be truly re-designed with your "Getting to School Safely" campaign at the front of mind. The image attached shows bollards made from recycled plastic that are not too ugly for the North Warrandyte streetscape. This can at least offer some sort of barrier between motorists and pedestrians.	Bollards of this type are not effective in stopping a vehicle and create more of a hazard for pedestrians as they narrow the footpath and also if they are struck by an errant vehicle. Council does not support the installation of bollards
<b>Pidgeon Bank Road</b> (At the intersection with Kangaroo Ground-Warrandyte Road)	<b>North Warrandyte</b>	There is no safe crossing across Pidgeon Bank Road.	There are no plans to improve the crossing in this location, until after the footpath has been extended to Pidgeon Bank Road from Dingley Dell Road.
<b>Research-Warrandyte Road</b> (At intersection with The Boulevard)	<b>North Warrandyte</b>	More footpaths are needed in this area.	Council agrees with the need for additional footpaths in this location. This project will be prioritised against other identified footpath projects throughout the shire.

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<b>Research-Warrandyte Road</b> (Browns Road to Kangaroo Ground-Warrandyte Road)	<b>North Warrandyte</b>	There is no separation between the footpath and the road along Research-Warrandyte Road	There is insufficient width to install a barrier between the road and the footpath that would stop a vehicle, as the site is constrained by the retaining wall location. Installation of a fence is likely to introduce additional hazards to vehicles and pedestrians and narrow the footpath.
<b>Research-Warrandyte Road</b> (Somers Road to Kangaroo Ground-Warrandyte Road)	<b>North Warrandyte</b>	Missing footpath link on north side of road allowing children to access bus stop on Kangaroo Ground Warrandyte Road.	Council will add this footpath to our missing footpaths program for consideration for funding.
<b>Research-Warrandyte Road</b>	<b>North Warrandyte</b>	Footpath on south side of Research-Warrandyte Road has sections of the retaining wall falling down.	This is a VicRoads asset. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (At the intersection with The Boulevard and Stoney Creek Road)	<b>North Warrandyte</b>	There is no safe way to cross Research-Warrandyte Road. Parents have to drive and U-turn at bus stops to pick up their children to save them from crossing the road. This spot is very dangerous.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (At the intersection with The Boulevard and Stoney Creek Road)	<b>North Warrandyte</b>	Cars speed up and down the hill on Research-Warrandyte Road, putting people at risk when trying to cross the road. This is a very dangerous part of the road.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (Near Glynns Road)	<b>North Warrandyte</b>	No footpath along the road at this location.	This section of the road is in a rural environment and Council does not have plans to install a footpath in this location currently.
<b>Research-Warrandyte Road</b> (Near No. 216)	<b>North Warrandyte</b>	The footpath along Research-Warrandyte Road from Banning Road to Kangaroo Ground-Warrandyte Road only runs on the south side of the road from Banning Road to Brown Road, and then switches to the north side of the road. This requires pedestrians to cross Research-Warrandyte Road and the current crossing location is unsafe.	Council has reviewed the location. There is no room to continue the footpath from Banning Road on the same side of the road, and the current crossing location was selected as the location with the best sight distance available along the road. Research-Warrandyte Road is a VicRoads road and therefore improving safety at the crossing location (such as installing a pedestrian refuge) is their responsibility. The request will be forwarded to them for consideration.

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<b>Research-Warrandyte Road</b> (Near Somers Road)	<b>North Warrandyte</b>	There is currently no safe crossing location from the north to the south side of the road.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (Near Somers Road)	<b>North Warrandyte</b>	There have been two accidents in the past 12 months where vehicles have left the road. The Somers Road guardrail has been damaged in one accident and the retaining wall has been damaged in another.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (Near Valias St)	<b>North Warrandyte</b>	A crossing is needed at this location.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (Outside Yarra Warra Preschool)	<b>North Warrandyte</b>	There is no safe location to cross Research-Warrandyte Road outside of Yarra Warra Preschool.	This is a VicRoads road. The request will be forwarded to them for consideration. Council has been actively advocating for a pedestrian refuge to be installed in this location.
<b>Kangaroo Ground-St Andrews Road</b> (Near No. 511)	<b>Panton Hill</b>	Difficulty crossing road due to newly installed safety barriers	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Kangaroo Ground-St Andrews Road</b> (Near No. 511)	<b>Panton Hill</b>	No footpath link from here into Panton Hill.	This is a rural road and Council does not currently have any plans to extend the footpath to this location.
<b>Bells Hill Road</b> (Entire length)	<b>Research</b>	There is no pedestrian path along Bells Hill Road, and pedestrians are required to walk on the road shoulder or road itself. It is also a 60kph zone which is too fast.	Council recently received approval from VicRoads to lower the speed limit to 50km/h. New speed limit signs have been installed. Footpath to be added to Council's identified missing footpath program. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>Main Road</b> (At roundabout at intersection with Ingrams Road)	<b>Research</b>	Unsafe crossing location with primary school and high school students crossing at this location. There have been a number of near misses observed.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Main Road</b> (No. 1660)	<b>Research</b>	There is cracking and damage to the footpath on the south side of Main Road after the driveway for Eltham College	Council will inspect the location and carry out works as necessary.

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<b>Main Road</b> (No. 1660)	<b>Research</b>	Footpath only exists after the Eltham College Driveway on one side of the road. There is no easy way into Research from Crest Road or to Eltham College from the Aqueduct Trail. It is very difficult to cross Main Rd to access the footpath on the south side of the road.	Council will be constructing a pedestrian refuge on Main Road to improve crossing Main Road near the driveway to Eltham College. A footpath will be constructed from this refuge back to the Aqueduct Trail.
<b>Pickwood Rise</b> (At intersection with Ingrams Road)	<b>Research</b>	It is unsafe for children to cross Pickwood Rise at the intersection with Ingrams Road.	There is traffic calming present in the form of a speed hump and a traffic island. There are clear sight lines for vehicles and pedestrians. No further works are proposed.
<b>Research-Warrandyte Road</b> (At school crossing south of Main Road intersection)	<b>Research</b>	The school crossing is un-manned and it is dangerous for children to cross the road at this location.	Council has previously had a crossing supervisor manning this crossing, however the crossing didn't have enough students using it to allow for a crossing supervisor to be employed. Council will recount the crossing to see if a supervisor could be employed. Otherwise Council will pass the request on to VicRoads to improve the crossing, possibly with the installation of a pedestrian refuge.
<b>Research-Warrandyte Road</b> (Near intersection with Bells Hill Road)	<b>Research</b>	No safe crossing location across Research-Warrandyte Road, to access Bells Hill Road	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Research-Warrandyte Road</b> (Near intersection with Bells Hill Road)	<b>Research</b>	There is no safe place to walk along Research-Warrandyte Road	Research-Warrandyte Road is a road in a rural environment and Council does not currently have plans to construct a footpath along this section of road.
<b>Caledonia Street</b> (Outside St Andrews Primary School)	<b>St Andrews</b>	No path from crossing into school	Footpath to be added to Council's identified missing footpath program. This project will be prioritised against other identified missing footpaths throughout the shire.
<b>Caledonia Street</b> (Outside St Andrews Primary School)	<b>St Andrews</b>	Need path here linking existing gravel path and school	This is within the school property boundary and would be the responsibility of the school to construct.
<b>Caledonia Street</b> (Outside St Andrews Primary School)	<b>St Andrews</b>	Dangerous drop of zone, requiring review	This is within the school property boundary and would be the responsibility of the school to construct.

<b>Location</b>	<b>Suburb</b>	<b>Summary of concerns</b>	<b>Council response</b>
<b>Brackenbury Street</b> (Outside Warrandyte Primary School)	<b>Warrandyte</b>	Drop off zone issues	This road is the responsibility of Manningham City Council. The request will be forwarded to them for consideration.
<b>Taroona Avenue</b>	<b>Warrandyte</b>	Hill is dangerous and better to have proper path	This road is the responsibility of Manningham City Council. The request will be forwarded to them for consideration.
<b>Yarra Street</b> (At intersection with Kangaroo Ground-Warrandyte Road)	<b>Warrandyte</b>	While the bridge works are ongoing, this is the only way of crossing the road to get to Warrandyte PS. There are no lights or pedestrian crossing.	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Yarra Street</b> (Near No. 33)	<b>Warrandyte</b>	Unsafe crossing location. Requires supervision.	Supervision of this crossing is the responsibility of Manningham City Council. The request will be forwarded to them for consideration.
<b>Yarra Street</b> (Near No. 56)	<b>Warrandyte</b>	Unsafe crossing location	This is a VicRoads road. The request will be forwarded to them for consideration.
<b>Kangaroo Ground-Wattle Glen Road</b> (Past Reynolds Road)	<b>Wattle Glen</b>	During school pick up and drop off times, wondering if the speed limit can be reduced to 40kph. Some cars still exceeding 60kph through this area in the mornings. Dangerous situations arising at times - especially with increased traffic flow from Doreen area.	Speed limits in Victoria are managed by VicRoads. This section of Kangaroo Ground-Wattle Glen Road does not qualify to have the speed limit reduced to 40km/h during school times.
<b>Reynolds Road</b> (Outside Wattle Glen Primary School)	<b>Wattle Glen</b>	Reynolds Rd is signed as 40km/h. There is obviously insufficient signage given the speeds at which vehicles travel no Reynolds Road.	Council will review signage on the road. The road is also listed for improvements under Council's Local Area Traffic Management Policy.
<b>Sunnyside Crescent</b> (Outside Wattle Glen Primary School)	<b>Wattle Glen</b>	Entry to the school has no footpath at present. Discussed with council in 2017 and was advised work - and extra bollards - would be installed.	Council will organise for the works to proceed as discussed. Council will also install pram crossings to assist in crossing the road.