



My Melbourne Road

2025

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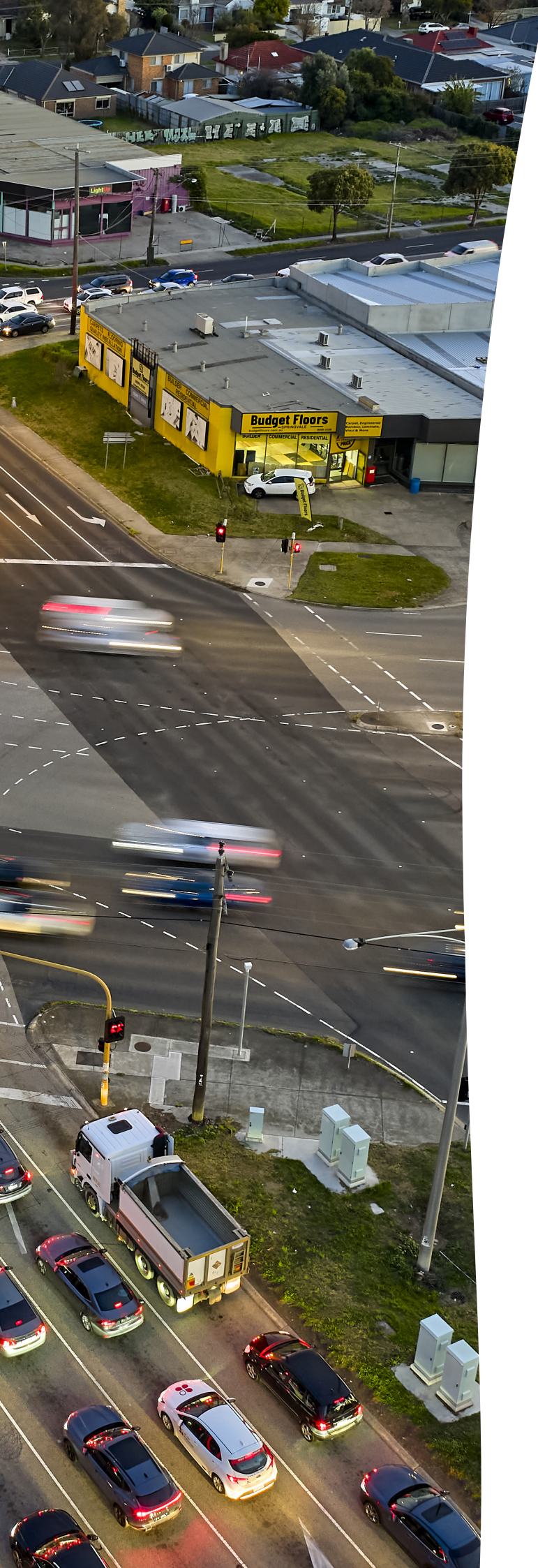
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Foreword by Phil Turnbull

The 2025 *My Melbourne Road* survey has been a collaborative effort and I would like to thank the 12,400 road users who took the time to provide us with their feedback.

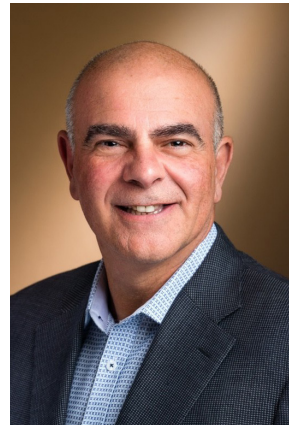
We know that intersections are inherently risky with about 40 per cent of all crashes in Melbourne occurring at an intersection. This year's survey has been a much needed opportunity to identify and highlight the intersections that concern you the most.

The results of this year's survey are evidence-based and reflect community attitudes, providing clear priorities for safety improvements.

From here, RACV will engage with the Victorian Government to address the findings. Thankfully, not all the proposed solutions are high cost. Upgrades like improved line markings and traffic signalling are all actionable in the short-term and cost-effective..

The results also remind us that safety is not just about infrastructure, but driver behaviour. We are seeing a direct link between drivers taking increased risks when there are high levels of traffic congestion, while most of the 84 intersections identified in the campaign identified the need for improved safety for pedestrians and bike riders.

Once again, I'd like to thank everyone who responded to the survey, as well as the National Transport Research Organisation (NTR) for assisting us with options analysis. The support of local councils has also been refreshing and a good reminder that everyone wants to see a reduction in fatalities and serious injuries on our roads. If we are to reach our Towards Zero target of halving fatalities and serious injuries by 2030, we will need the support of Victorian drivers, riders and pedestrians. This campaign has demonstrated the value of listening to those who use our roads every day.



Phil Turnbull
RACV Executive General
Manager, Insurance and
Roadside



How we listened to you

The 2025 *My Melbourne Road* campaign uses evidence-based sentiment research to raise awareness of road safety and reinforce the connection between RACV and safer roads.

Melbourne has been divided into seven urban areas – Western, Inner, North-Western, North-Eastern, Eastern, Inner South-Eastern, and Outer South-Eastern—with 12 intersections highlighted in each.

RACV worked with the National Transport Research Organisation (NTRO) to identify the 12 intersections for each urban area based on a calculated crash rate that uses Victorian road crash data, traffic volumes of each intersection, and intersection design.

In July 2025, all road users were invited to participate in an online survey to identify the most dangerous intersections in their area. This approach gave participants the opportunity to voice concerns about unsafe speed limits, poor road conditions, and other safety issues affecting their local streets.

Now that the results have been finalised, proposed safety solutions have been developed for the top-voted intersection in each urban area. RACV will use these solutions to advocate for road safety improvements to the Victorian Government.

Indicative price range of solutions

\$	Less than \$1 million
\$\$	Between \$1–\$2 million
\$\$\$	Between \$2–\$10 million
\$\$\$\$	Between \$10–\$100 million
\$\$\$\$\$	Over \$100 million



12,400

responses



84

intersections identified



7

urban areas

The 2025 *My Melbourne Road* survey identified 84 intersections across seven urban areas in Melbourne. The survey received 12,400 responses from Victorians, providing valuable insights into road user experiences and concerns. Participants were also asked to rank their top road safety concerns during their daily travel.

The three **most cited issues** were:



Risky behaviour
by other drivers



Confusing
intersection design



Poor road
conditions

Most **dangerous intersections** in Melbourne by urban area.

1	Greensborough Bypass and Diamond Creek Road Roundabout Greensborough, Banyule/Nillumbik	North-Eastern Melbourne
2	Mount Alexander Road, Keilor Road and Lincoln Road Essendon, Moonee Valley	North-Western Melbourne
3	Western Freeway On/Off Ramps and Hopkins Road Deanside, Melton	Western Melbourne
4	Mountain Highway, Wantirna Road and Boronia Road Wantirna, Knox	Eastern Melbourne
5	Dandenong Road (Princes Highway) and Warrigal Road Malvern East, Stonnington/Monash	Inner South-Eastern Melbourne
6	Princes Highway, Springvale Road and Centre Road Springvale, Greater Dandenong/Monash	Outer South-Eastern Melbourne
7	Flemington Road and Racecourse Road Parkville, Melbourne	Inner Melbourne

Most dangerous intersections in

Inner Melbourne



Melbourne, Yarra, Port Phillip, Stonnington



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Flemington Road and Racecourse Road	Parkville	Melbourne
2	Epsom Road and Racecourse Road Roundabout	Flemington	Melbourne
3	Hoddle Street and Victoria Street	Collingwood	Yarra
4	Alexandra Parade and Brunswick Street	Fitzroy	Yarra
5	Princes Street and Lygon Street	Carlton	Melbourne
6	Racecourse Road and Boundary Road	North Melbourne	Melbourne
7	Dandenong Road (Queens Way) and Chapel Street	Windsor	Stonnington
8	King Street and La Trobe Street	CBD	Melbourne
9	Victoria Street and Church Street	Richmond	Yarra
10	Dandenong Road and Williams Road	Prahan	Stonnington
11	Kooyong Road and Wattletree Road	Armadaale	Stonnington
12	Canterbury Road and Albert Road	South Melbourne	Port Phillip

Additional intersections identified by participants

1	Elizabeth Street and Flemington Road (Haymarket)	Melbourne	Melbourne
2	Montague Street and Lorimer Street	Docklands	Melbourne



Most dangerous intersection

Flemington Road and Racecourse Road, Parkville, City of Melbourne

Problems

- Tram delineation causing confusion for motorists.
- Difficulty for e-mobility riders.
- Traffic build-up contributing to aggressive and distracted driver behaviour.

What we heard

“The frequency of red-light runners has increased dramatically in the last couple of years. Cars are not giving way to people exiting trams, especially on Racecourse Road Flemington shop strip.”

Solutions

Short-term

- Upgrade tram line delineation to improve vehicle positioning e.g. clearer chevron delineation to ensure motorists know which lane they need to be in as they cross the intersection. (\$)

Medium-term

- Provide improved advance warning to ensure motorists are in the correct lane on Flemington Road (southbound) before it splits into two, to avoid sudden merging. (\$\$)
- Explore the potential to remove carparking that may cause queuing and sudden merging on the western side and enforce clearways. (\$)

Long-term

- Explore additional right turn lanes from Elliot Avenue into Flemington Road. (\$\$)

Most dangerous intersections in

North-Eastern Melbourne



Whittlesea, Nillumbik, Darebin, Manningham, Banyule



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Greensborough Bypass and Diamond Creek Road Roundabout	Greensborough	Nillumbik/Banyule
2	Dalton Road and Settlement Road Roundabout	Thomastown	Whittlesea
3	Metropolitan Ring Road On/Off Ramps and Plenty Road	Bundoora	Banyule
4	Bell Street and Plenty Road	Preston	Darebin
5	High Street and Settlement Road	Thomastown	Whittlesea
6	Boldrewood Parade and Broadway Roundabout	Reservoir	Darebin
7	Ringwood-Warrandyte Road and Falconer Road	Warrandyte South	Manningham
8	Plenty Road and Murray Road	Preston	Darebin
9	Plenty Road and Kingsbury Drive	Bundoora	Darebin
10	St Georges Road and Spring Street	Preston	Darebin
11	Kingsbury Drive and Waiora Road	Macleod	Banyule
12	High Street and Rufus Street Roundabout	Epping	Whittlesea

Additional intersections identified by participants

1	Plenty River Drive and Diamond Creek Road	Greensborough	Nillumbik/Banyule
2	Ringwood Warrandyte Road and Croydon Road	Warrandyte South	Manningham



Most dangerous intersection

Greensborough Bypass and Diamond Creek Road Roundabout Greensborough, Nillumbik/Banyule

Problems

- A “failed roundabout” too big and complex for the scale and volume of traffic.
- With limited use of traffic lights, the dominant flow of one road makes it difficult for smaller roads to enter.
- Sloped roundabout creates added complexity.
- 10,000 more vehicles a day expected when North-East Link completed and major feeder from growth suburbs to the north.

What we heard

“My daughter had a collision here. I am extra cautious to take a risk and enter this intersection on a daily basis. It’s extremely dangerous and needs to have proper traffic lights to save drivers’ lives. It is the ‘be quick or be dead’ policy each time you use this roundabout. With the introduction of the North East Link, even more traffic coming through will endanger all motorists who use the roundabout, putting more lives at risk.”

Solutions

Short-term

- Declutter signage to simplify guidance for motorists and review consistency of speed limits through the roundabout. (\$)

Medium-term

- Ensure advance warning of signals and improve signal coordination with pedestrian flows. (\$\$)
- Explore the potential to remove conflicting movements between different road users such as full pedestrian separation and restricting right turn movements. (\$\$ - \$\$\$)

Long-term

- Full grade-separation of Greensborough Bypass and Diamond Creek Road, ensuring existing local access can be safely accommodated. (\$\$\$\$\$)

Most dangerous intersections in

Eastern Melbourne



Boroondara, Whitehorse, Maroondah, Knox



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Mountain Highway, Wantirna Road and Boronia Road	Wantirna	Knox
2	Burwood Highway and Springvale Road	Forest Hill	Whitehorse
3	Burke Road and Doncaster Road	Balwyn North	Boroondara
4	Barkers Road and Kew Tram Depot (Findon Crescent)	Hawthorn	Boroondara
5	Burke Road and Canterbury Road	Camberwell	Boroondara
6	Mount Dandenong Road and Beaufort Road	Croydon	Maroondah
7	Mountain Highway and Liverpool Road Roundabout	Boronia	Knox
8	Blackburn Road and Highbury Road	Burwood East	Whitehorse
9	Eastlink On/Off Ramps and Burwood Highway	Wantirna South	Knox
10	Kelletts Road and Wyandra Way	Rowville	Knox
11	Burke Road and Cotham Road	Kew	Boroondara
12	Riversdale Road and Wattle Valley Road	Canterbury	Boroondara

Additional intersections identified by participants

1	Earl Street and Willsmere Road	Kew	Boroondara
2	Maroondah Highway and Yarra Road	Croydon	Maroondah



Most dangerous intersection

Mountain Highway, Wantirna Road and Boronia Road Wantirna, Knox

Problems

- Large and complex intersection mixing heavy through-traffic with local access to fast food restaurants.
- Excessive speeding.
- Dangerous for pedestrians.
- Observed aggressive and impatient driving, driver distraction.

What we heard

“The light sequence at Boronia Road, Mountain Hwy, and Wantirna Road is a mess and forces cars to crowd the intersection. A small change to this would help with traffic flow through here immensely.”

Solutions

Short-term

- Improvements to pedestrian provisions e.g. footpath remediation, improvement to increase green time and fix pedestrian signal sound. (\$ - \$\$)
- Improve consistency of linemarking to avoid driver confusion. (\$)

Medium-term

- Review signal timings and coordination for all movements at the Boronia Road/Wantirna Road intersection, with consideration of potential removal or signalisation of the left turn give way on Wantirna Road. (\$\$)
- Consider restricting/removing right turn movements at Boronia Road/Ainsdale Avenue intersection to eliminate dangerous manoeuvres. (\$\$\$)

Long-term

- Review suitability of land uses to the intersections to reduce short term, high turnaround traffic. (\$\$)
- Consider implementing a dual signalised left turn on Wantirna Road (North). (\$\$\$)

Most dangerous intersections in North-Western Melbourne



What you said are the most dangerous intersections

	Intersection	Suburb	LGA
1	Mount Alexander Road, Keilor Road and Lincoln Road	Essendon	Moonee Valley
2	Mount Alexander Road and Ormond Road	Ascot Vale	Moonee Valley
3	Maribyrnong Road and Epsom Road	Moonee Ponds	Moonee Valley
4	Bell Street and Sydney Road	Coburg	Merri-bek
5	Sydney Road and Mahoneys Road	Fawkner	Merri-bek
6	Sydney Road and Brunswick Road	Brunswick	Merri-bek
7	Boundary Road and Sussex Street	Pascoe Vale	Merri-bek
8	Sydney Road (Hume Highway) and Somerton Road (Cooper Street)	Somerton	Hume
9	Sydney Road and Bakers Road	Coburg North	Merri-bek
10	Brunswick Road and Lygon Street	Brunswick East	Merri-bek
11	Camp Road and Blair Street	Broadmeadows	Hume
12	Pascoe Vale Road and Opera Boulevard (Retirement Village and ServiceStation Access)	Coolaroo	Hume

Additional intersections identified by participants

1	Murray Road and Elizabeth Street	Coburg	Merri-bek
2	Murray Road and Outlook Road	Coburg North	Merri-bek



Most dangerous intersection

Mount Alexander Road, Keilor Road and Lincoln Road Essendon, Moonee Valley

Problems

- Confusing set of traffic lights.
- Complex roundabout with a tram line through the intersection.
- High activity centre causes too many variables for road users to look out for.

What we heard

"Cars going in all directions. Cars trying to enter quickly, cutting you off as you try to exit onto Keilor Road. Cars cutting you off as they try to enter. Two entry points (from Lincoln Road and Mt Alexander Road). Lincoln Road entry cutting off Mt Alexander Road entry cars as they try to turn right. Add in pedestrian crossings everywhere and trams. It's a nightmare and a death trap waiting to happen."

Solutions

Short-term

- Declutter roadside signage and improve linemarking and delineation e.g. keep clear hatches to ensure vehicles are in the correct lane and position to avoid dangerous swerving movements. (\$)

Medium-term

- Improve signal coordination with pedestrian flows and turning movements. (\$\$)

Long-term

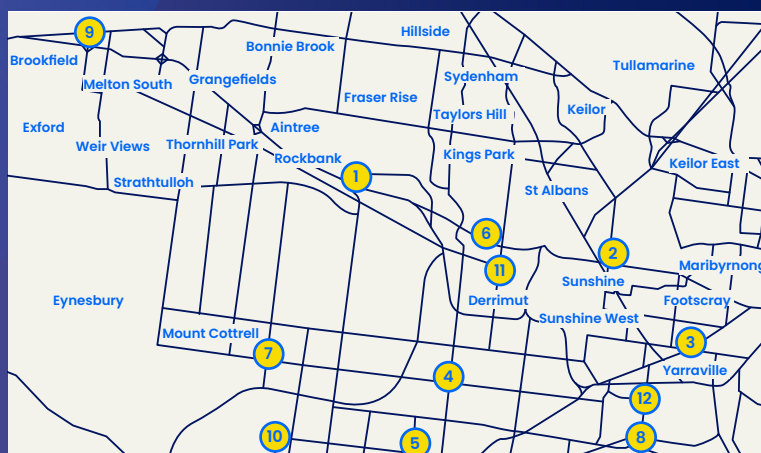
- Explore the closure of various exit legs to remove complex movements e.g. closure of Lincoln Road access will result in the removal of the signalised right turn within the intersection, allowing for roadspace to be reallocated to other users such as pedestrians. (\$\$)
- Explore replacement of roundabout with signalised intersection and tram crossing. (\$\$)

Most dangerous intersections in

Western Melbourne



Brimbank, Hobsons Bay, Maribyrnong, Melton, Wyndham



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Western Freeway On/Off Ramps at Hopkins Road	Deanside	Melton
2	Ballarat Road and McIntyre Road	Sunshine	Brimbank
3	Geelong Road and Somerville Road	West Footscray	Maribyrnong
4	Dohertys Road and Palmers Road	Truganina	Wyndham
5	Sayers Road and Forsyth Road	Williams Landing	Wyndham
6	Ballarat Road and Meager Street	Deer Park	Wyndham
7	Dohertys Road and Davis Road	Mount Cottrell	Hobsons Bay
8	Millers Road and Cabot Drive	Altona North	Hobsons Bay
9	Coburns Road and Codman Road	Melton	Melton
10	Sayers Road and Babele Road	Tarneit	Wyndham
11	Mount Derrimut Road and Foleys Road	Derrimut	Brimbank
12	Chambers Road and McArthurs Road	Altona North	Hobsons Bay

Additional intersections identified by participants

1	Western Freeway and Leakes Road	Rockbank	Melton
2	Melton Highway and Sunshine Avenue Roundabout	Taylors Lakes	Brimbank



Most dangerous intersection

Western Freeway On/Off Ramps at Hopkins Road Deanside, City of Melton

Problems

- Existing infrastructure not keeping pace with significant growth area – during peak the exiting traffic banks up onto the freeway.
- Traffic turning right off the freeway must cross over traffic turning right onto the freeway.
- Lack of traffic signals and motorists taking risks results in high number of observable near misses.
- Poor line markings and lanes converging unexpectedly.
- Mismatch of speeds across the overpass.

What we heard

“Council is happy to build new estates, so more traffic but not update the roads in the area. The Hopkins Road exit in Deanside is crazy. If they have someone at the temple, the whole area is gridlocked. Bad planning.”

Solutions

Short-term

- Review merge lane markings at the southern roundabout as well as implementation of bright orange paddles at the northern intersection to reinforce correct lane positioning. (\$)

Medium-term

- Consider full signalisation of both the northern and southern intersections to improve traffic flow and safety. (\$\$\$)
- Review alignment of the Western Freeway On/Off Ramps at the southern intersection to ensure adequate space and sight lines. (\$\$)

Long-term

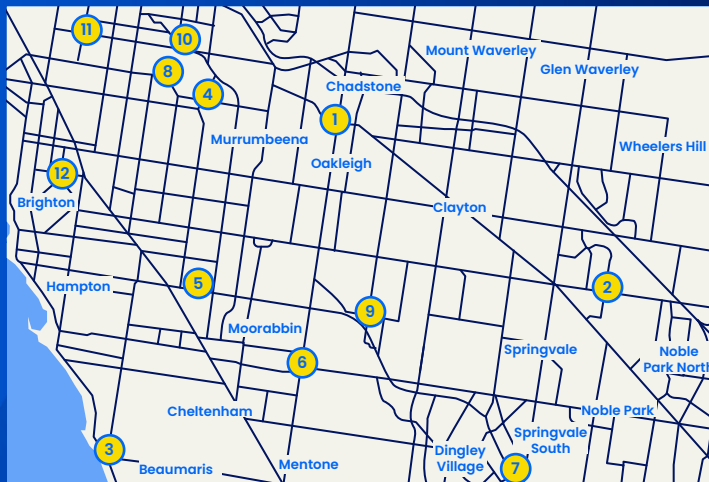
- As part of the Victorian Government's Western Freeway Upgrade plans, consider a complete re-design of the northern intersection, removing the on/off loop and reducing right-turn movements at Hopkins Road. (\$\$\$\$\$)

Most dangerous intersections in

Inner South-Eastern Melbourne



Bayside, Glen Eira, Monash, Kingston



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Dandenong Road (Princes Highway) and Warrigal Road	Malvern East	Monash
2	Police Road and Smith Road	Mulgrave	Greater Dandenong
3	Beach Road and Balcombe Road Roundabout	Black Rock	Bayside
4	Grange Road and Neerim Road	Carnegie	Glen Eira
5	South Road and Linton Street	Moorabbin	Kingston
6	Warrigal Road and Bernard Street (Kingston Centre)	Heatherton	Kingston
7	Westall Road Extension and Rowan Road	Dingley Village	Kingston
8	Glen Eira Road and Kambrook Road Roundabout	Caulfield	Glen Eira
9	Bourke Road and Clarinda Road	Oakleigh South	Kingston
10	Balaclava Road and Kambrook Road	Caulfield North	Glen Eira
11	Balaclava Road and Orrong Road	St Kilda East	Glen Eira
12	St Andrews Street and Durrant Street Roundabout	Brighton	Bayside

Additional intersections identified by participants

1	Nepean Highway and Mcleod Road	Carrum	Kingston
2	North Road and Mackie Road	Bentleigh East	Glen Eira



Most dangerous intersection

Dandenong Road (Princes Highway) and Warrigal Road Oakleigh, City of Monash

Problems

- Insufficient time for traffic to turn right onto Dandenong Road.
- Short slip lanes.
- Confusing line markings.
- Dangerous for pedestrians, with school and shops nearby.

What we heard

“Most people are confused about which lane to get on to turn onto Warrigal Road. During peak hours, motorists line up incorrectly and change lanes dangerously, often cutting off cars in front.”

Solutions

Short-term

- Review traffic signal all red phase timings to allow pedestrians to cross safely on green. (\$)
- Improvements to pedestrian crossings e.g. adequate signage and advance rumble strips to ensure drivers are well aware of the presence of vulnerable road users crossing at the intersection. (\$ - \$\$)

Medium-term

- Relocation of bus stop on Warrigal Road to a more suitable location to avoid sudden reduction in speed and dangerous merging manoeuvres. (\$\$)

Long-term

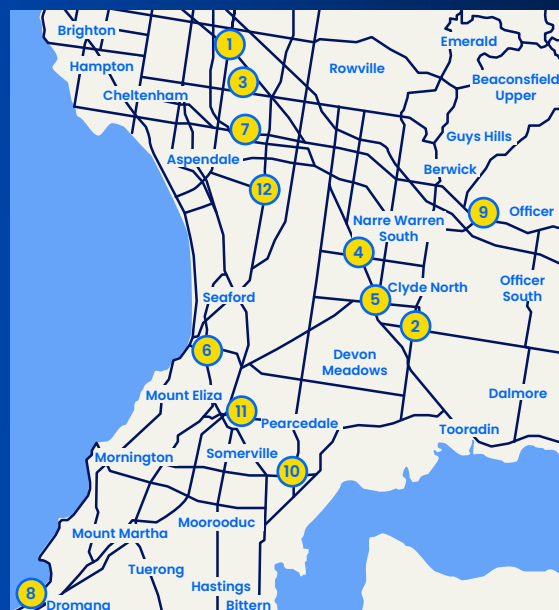
- Better understanding and alignment with State Government plans for the Chadstone Activity Centre to ensure ongoing growth does not continue to significantly impact road safety outcomes at this intersection. (\$\$)
- Consider banning u-turns at this intersection and shifting these movements further down Dandenong Road, at a safer intersection. (\$\$)
- Explore investment for enhanced left-turn slip lanes. (\$\$\$)

Most dangerous intersections in

Outer South-Eastern Melbourne



Cardinia, Casey, Frankston, Greater Dandenong, Mornington Peninsula



What you said are the **most dangerous intersections** 

	Intersection	Suburb	LGA
1	Princes Highway, Springvale Road and Centre Road	Springvale	Greater Dandenong
2	Clyde-Five Ways Road and Ballarto Road	Clyde	Casey
3	Heatherton Road and Douglas Street Roundabout	Noble Park	Greater Dandenong
4	South Gippsland Highway and Cranbourne Home Shopping Centre	Cranbourne	Casey
5	South Gippsland Highway and Sladen Street	Cranbourne	Casey
6	Hastings Road and Foot Street	Frankston	Frankston
7	Cheltenham Road and Perry Road	Keysborough	Greater Dandenong
8	Nepean Highway and Dromana Parade	Dromana	Mornington Peninsula
9	Old Princes Highway and Beaconsfield Avenue	Beaconsfield	Cardinia
10	Western Port Highway and Bungower Road Roundabout	Somerville	Mornington Peninsula
11	Baxter-Tooradin Road and Fultons Road	Baxter	Mornington Peninsula
12	Bangholme Road and Perry Road	Dandenong South	Greater Dandenong

Additional intersections identified by participants

1	Hope Street and Nar Nar Goon-Longwarry Road	Bunyip	Cardinia
2	Clyde-Five Ways Road and South Gippsland Highway	Devon Meadows	Casey



Most dangerous intersection

Princes Highway, Springvale Road and Centre Road Springvale, Greater Dandenong City Council

Problems

- Large and complex intersection where three arterial roads converge.
- High speeds.
- Dangerous for pedestrians.
- Rat running on local streets.
- Confusing right-turns (“double filtering”) that government reportedly unwilling to address because of heavy traffic volumes.

What we heard

“This is the worst intersection in Melbourne. The intersection is confusing for people who have not been there before, and I have witnessed several crashes and near misses due to motorists thinking they have the right of way. The red-light cameras recently installed have not done anything to reduce the risk of these crashes.”

Solutions

Short-term

- Refresh and review linemarking and signage throughout the intersection, particularly at the left turn slip/service lane from Princes Highway onto Springvale Road southbound. (\$-\$-\$)
- Clean pedestrian footpath of debris and other potential hazards, ensuring all pedestrian provisions are to design standard. (\$)

Medium-term

- Ensuring turning movements are clear and easily understood by motorists, through the use of improved linemarking or lane positioning letters. (\$\$)

Long-term

- The Westall Extension will relieve the intersection and surrounding roads of the significant traffic volumes currently experienced, allowing current turning movements such as the dual filtered right turn from Centre Road onto Princes Highway to be reconsidered. (\$\$\$\$)



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