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Juristiction Victoria	Project name Midland Hwy (A300) Stage 5	Installation of continuous safety barriers including road widening and associated works on up to 6km of road between Cosgrove Sth	Fotal contribution \$18,890,000.00	State contribution \$3,778,000.00	\$15,112,000.00	Safety barriers prevent run off road crashes, collisions with Stage I commenced in Tranche 2, fixed objects (such as trees) and reduce the severity of Stage II commencing Tranche 3
Victoria	Great Ocean Road & Inland Routes- Part 3	and Benalla. Pavement rehabilitation including installation of safety barriers at targeted locations, and other safety improvements. Road treated	\$14,375,000.00	\$2,875,000.00	\$11,500,000.00	injury when a crash occurs. Safety barriers prevent run off road crashes, collisions with fixed objects (such as trees) and reduce the severity of
		includes - Colac Lavers Hill Road (Targeted Safety Barrier works and Pavement Rehabilitation)				injury when a crash occurs. Improved surface condition improves journey experience with a reduction in swerving and hard braking, thereby improving road safety.
		 Cobden Port Campbell Rd (Pavement Rehabilitation and other treatment works) Princetown Road (Pavement Rehabilitation) 				
Victoria	Traralgon - Maffra Road between Heyfield and Maffra - Stage 3	Installation of targeted safety barriers and shoulder sealing at selected locations.	\$5,850,000.00	\$1,170,000.00	\$4,680,000.00	Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers there is a greater
Victoria	Narrow seals: Robinvale-Sea Lake Road - Stage 3	Road widening and other safety improvements	\$5,040,000.00	\$1,008,000.00	\$4,032,000.00	opportunity to prevent run off road crashes & reduce the severity of injury should a crash occur. Road widening allows for a safe correction to driver error Commencing Tranche 3
						when there is an unintentional departure from the travel lane as well greater comfort for all drivers when the mix of vehicles includes heavy vehicles.
Victoria	Graham St & Murray St, Wonthaggi	Areawide Treatments through implementation of Local Area Traffic Management (LATM) and other safety improvements	\$1,760,000.00	\$352,000.00	\$1,408,000.00	Local Area Traffic Management measures and treatments reduce the likelihood of a crash and the severity of injury
Victoria	Bendigo-Redesdale Road (C327) & Kairn Rd, Bendigo	Construction of new traffic signals including raised Safety Platforms, shared users path and other associated works.	\$1,440,000.00	\$288,000.00	\$1,152,000.00	should a crash occur. Raised safety platforms provide greater visibility of pedestrians and combined with pedestrian operated signals
Victoria	Central Ave/Midland Highway, Shepparton East	Preconstruction of new roundabout which include land acquisition and service relocation and other associated works	\$5,030,000.00	\$1,006,000.00	\$4,024,000.00	improve pedestrian behaviour and compliance resulting in Roundabouts reduce travel speed at their entry point, and avoid conflicts between vehicles, thereby eliminating the
						opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury.
Victoria	Southern Mallee area various locations	Widening the road and other safety improvements at various locations	\$15,440,000.00	\$3,088,000.00	\$12,352,000.00	Road widening allows for a safe correction to driver error when there is an unintentional departure from the travel Stage I commenced in Tranche 2, Stage II commencing Tranche 3
		C223 Nhill - Jeparit Road C221 Promonal Road C242 Warracknabeal - Birchip Road				lane as well greater comfort for all drivers when the mix of vehicles includes heavy vehicles.
Victoria	Tarwin Lower Road/Buffalo-Tarwin Lower Road, Tarwin Middle	Construction of new roundabout and associated works	\$3,980,000.00	\$796,000.00	\$3,184,000.00	Roundabouts reduce travel speed at their entry point, and avoid conflicts between vehicles, thereby eliminating the opportunity for right turn and head on crashes at
Victoria	Brandy Creek Road/Old Sale Road, Brandy Creek	Construction of new roundabout and associated works	\$3,860,000.00	\$772,000.00	\$3,088,000.00	intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Roundabouts reduce travel speed at their entry point, and Commencing Tranche 3
			, , ,		, , ,	avoid conflicts between vehicles, thereby eliminating the opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is
Victoria	Geelong-Bacchus Marsh Road, Corio Shops to Elcho Drain Line,	Improvement of off-road bicycle facilities and other safety	\$2,290,000.00	\$458,000.00	\$1,832,000.00	greatly reduced, reducing the severity of injury. Separation of cyclists from on road travel lanes eliminates Commencing Tranche 3
	Lara	treatments				the potential for conflict between vehicles and riders - removing the risk of on road travel where cyclists have little to no protection.
Victoria	Northern Hwy (B75), Kilmore	Implementation of 40km/h speed limit reduction through installation of Electronic Speed Limit Signs (ESLS) and other associated works.	\$1,360,000.00	\$272,000.00	\$1,088,000.00	Reduced speeds and provision of greater visibility of pedestrians and cyclists reduce the likelihood of a crash and the severity of injury should a crash occur.
Victoria	Great Ocean Road - Moonlight Head, Wattle Hill	Motorcycle safety improvements including installation of signage, audio tactile line marking and safety barriers	\$5,180,000.00	\$1,036,000.00	\$4,144,000.00	Signage and audio tactile line marking provide additional signals to riders of the risk present, and if they have
		g ,				steered outside of the travel lane. This improves the opportunity to correct rider error, and should a crash occur safety barriers can prevent the vehicle running off the road
						and reducing severity of injury should a crash occur.
Victoria	Goulburn Valley Highway/Hayes Street, Shepparton	Pre-construction of new traffic signals and associated works	\$750,000.00	\$150,000.00	\$600,000.00	New traffic signals will improve traffic flow, increrase road user awareness and reduce the risk of road crashes.
Victoria	Portland-Nelson Road Safety, Mount Richmond	Shoulder sealing and other safety improvements	\$4,020,000.00	\$804,000.00	\$3,216,000.00	Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane, thereby reducing the risk of run off road crashes.
Victoria	Anglesea Road & Grossmans Road, Bellbrae	Intersection improvements including left-in left-out treatments, and other safety treatments	\$990,000.00	\$198,000.00	\$792,000.00	Intersection improvements reduce the likelihood of crashes and the severity of injuries should a crash occur.
Victoria	Hamilton Highway, Geelong to Inverleigh	Shoulder sealing and other safety improvements	\$5,870,000.00	\$1,174,000.00	\$4,696,000.00	Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel
Victoria	Horsham CBD Areawide	Areawide Treatments through implementation of Local Area	\$1,400,000.00	\$280,000.00	\$1,120,000.00	lane, thereby reducing the risk of run off road crashes. Local area traffic management establish the priority of Commencing Tranche 3
1 U		Traffic Management (LATM) and other safety improvements	, _, .55,000.00	- <u> </u>	,*£0,000.0U	people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved
						resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur.
Victoria	Hume Freeway/Jones Road/Tarcombe Road, Avenel	Safety improvements including improved signage and line	\$720,000.00	\$144,000.00	\$576,000.00	Signage and line marking provides a greater opportunity for Commencing Tranche 3
Victoria	Hume Freeway/Jones Road/Tarcombe Road, Avenel	marking	\$720,000.00	\$144,000.00	\$576,000.00	drivers and riders to correct their actions before an accident occurs. It is expected that improving sognage and
Nistoria	Curanavaia Huru Minara Bast	Installation of Cida Dood Activated Cigna (CDAC) and accordated	¢650,000,00	¢120.000.00	¢530,000,00	line markings g these corridors will result in a reduction in serious injuries and fatalities Side Board Activated Sizes (SBAS) reduce the risk of the serious in Translate 2
Victoria	Sunraysia Hwy , Miners Rest	Installation of Side Road Activated Signs (SRAS) and associated works	\$650,000.00	\$130,000.00	\$520,000.00	Side Road Activated Signs (SRAS) reduce the risk of collissions at intersections, in particularly in rural areas.
Victoria	Regional shoulder sealing package	Shoulder sealing and other safety improvements	\$8,345,000.00	\$1,669,000.00	\$6,676,000.00	Shoulder sealing allows for a safe correction to driver error Commencing Tranche 3 when there is an unintentional departure from the travel lane, thereby reducing the risk of run off road crashes.
Victoria	Sunraysia Hwy, Tanwood Stage 1	Shoulder sealing and other safety improvements	\$1,980,000.00	\$396,000.00	\$1,584,000.00	Shoulder sealing allows for a safe correction to driver error Commencing Tranche 3 when there is an unintentional departure from the travel
Victoria	Regional intersection package	Safety improvements to various regional intersections. Treatment	\$2,965,000.00	\$593,000.00	\$2,372,000.00	Safety improvements at regional intersections on high-
		may include improved signs and delineation, splitter islands, electronic signs etc.				speed roads with a speed limit between 80km/h and 110km/h, will increase the safety of occupants of vehicles by installing items such as splitter islands that separate
Victoria	Point Nepean Road near Tyrone Ave (Rye) and Holyrood Ave	Installation of pedestrian facilities such as Pedestrian Operated	\$3,300,000.00	\$1,650,000.00	\$1,650,000.00	turning vehicles therefor reducing the risk of crashes and injuries. Pedestrian operated signals improve pedestrian behaviour Commencing Tranche 3
Victoria	(Sorrento) Coolart Road/Myers Road, Intersection Upgrade Bittern	Signals, and associated works at two locations. Development and pre-construction of new roundabout and	\$1,260,000.00	\$630,000.00	\$630,000.00	and compliance resulting in a calmer environment to safely cross the road. Roundabouts reduce travel speed at their entry point, and avoid conflicts between vehicles, thereby eliminating the
		associated works				lavoid connicts between venicles, thereby enninating the
						opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is
Victoria	Burwood Road & Camberwell Road, Hawthorn	Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other	\$1,450,000.00	\$725,000.00	\$725,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver Commencing Tranche 3
		installation of Electronic Speed Limit Signs (ESLS) and other associated works				opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites.
	Burwood Road & Camberwell Road, Hawthorn North Road between Booran Road and Grange Road, Ormond	installation of Electronic Speed Limit Signs (ESLS) and other	\$1,450,000.00 \$1,110,000.00	\$725,000.00 \$555,000.00	\$725,000.00 \$555,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and
Victoria		installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other				opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and
Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St,	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from	\$1,110,000.00	\$555,000.00	\$555,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Commencing Tranche 3 Commencing Tranche 3 Introduction of reduced speed limits reduce the likelihood Commencing Tranche 3
Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works	\$1,110,000.00	\$555,000.00 \$395,000.00	\$555,000.00 \$395,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Commencing Tranche 3 awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilites on road provides safer Commencing Tranche 3
Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h	\$1,110,000.00 \$790,000.00 \$250,000.00	\$555,000.00 \$395,000.00 \$125,000.00	\$555,000.00 \$395,000.00 \$125,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Commencing Tranche 3 awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilites on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area
Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2,850,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Commencing Tranche 3 Commencing Tranche 3 Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilites on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and
Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2,850,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Commencing Tranche 3 introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. Commencing Tranche 3 of a crash and severity of injury should a crash occur. Commencing Tranche 3 Electronic Speed Limits reduce the likelihood of a crash and severity of injury should a crash occur.
Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2,850,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a
Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility Commencing Tranche 3 Commencing Tranche 3 Commencing Tranche 3 Commencing Tranche 3
Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian awareness of speed limits
Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilites on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage Commencing Tranche 3
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Victoria Victoria Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian awareness of speed limits during school times. This reduces the likelihood of a crash and the severity of injuries to pedestrians should a crash occur. Delivering clear vehicle movement instructions at intersections is reducing the risk of crashes, building the awareness of driver req
Victoria Victoria Victoria Victoria Victoria Victoria Victoria Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00 \$470,000.00 \$270,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$815,000.00 \$285,000.00 \$135,000.00 \$105,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$285,000.00 \$235,000.00 \$105,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilites on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian awareness of speed limits during school times. This reduces the likelihood of a crash and the severity of injuries to pedestrians should a crash occur. Delivering clear vehicle movement instructions at intersections is reducing the risk of crashes, building the awareness of driver requ
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Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive Urban Speed Package	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support existing speed limits and associated works	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00 \$570,000.00 \$270,000.00 \$15,390,000.00 \$1,160,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$7,695,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$7,695,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Introduction of reduced speed limits reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management greater driver compliance is achieved resulting in a calmer environment for pedestrians and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian awareness of speed limits during school times. This reduces the likelihood of conflict with a vehicle. Improved signal operations delivers increased safety for all road users. Delivering clear vehicle movement instructions at int
Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00 \$470,000.00 \$270,000.00 \$15,390,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$1,425,000.00 \$815,000.00 \$285,000.00 \$135,000.00 \$1,695,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$7,695,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a vehicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian awareness of speed limits during school times. This reduces the likelihood of a crash and the severity of injuries to pedestrians should a crash occur. Delivering clear vehicle movement instructions at intersections is reducing the risk of crashes, building the awareness of driver requirements and improving safety for all road users. Improving traffic signal operations delivers increased safety Commencing Tranche 3 benefits to all road users. Safety barr
Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive Urban Speed Package	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support existing speed limits and associated works Installation of Pedestrian Refuge near Cordington Street including footpath, lighting improvements, green bicycle pavement at four	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$650,000.00 \$570,000.00 \$270,000.00 \$15,390,000.00 \$1,160,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$7,695,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$7,695,000.00	opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the risk of crashes and improve safety for pedestrians at high-risk sites. Time based Electronic Speed Limit Signs increase driver awareness of speed limits, reduce the likelihood of a crash and severity of injury should a crash occur. The provision of cyclist facilities on road provides safer stopping zones and travel. Local area traffic management establish the priority of people and place versus movement. Where local area traffic management include infrastructure treatments and speed management, greater driver compliance is achieved resulting in a calmer environment for pedestrians and cyclists lowering the risk of a crash, and reducing the severity of injury should a crash occur. Raised safety platforms/crossings provide greater visibility of pedestrians and reduce the likelihood of conflict with a whicle. Improved signal operation also supports improved pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road. School time based speed limits and electronic signage increase driver and pedestrian swareness of speed limits during school times. This reduces the likelihood of a crash and the severity of injuries to pedestrians should a crash occur. Delivering clear vehicle movement instructions at intersections is reducing the risk of
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Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive Urban Speed Package Footscray Road, Docklands Point Nepean Road between Codrington Street and Verdon Street, Dromana Pedestrian projects at Various Locations in Metropolitan Region Tranche 3 Package 2 St Georges Road and Brunswick Street, Fitzroy North Boronia Road between Woodvale Rd & Floriston Road, Boronia South Gippsland Hwy/ Caldermeade Road, Caldermeade Atheldene Drive and Gillespie Road, St Albans	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support existing speed limits and associated works Implementation of time based 40km/h speed limit with Electronic Speed Limit Signs and other associated works Installation of Pedestrian Refuge near Cordington Street including footpath, lighting improvements, green bicycle pavement at four intersections, and other safety improvements Installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of part time 40km/h speed limit through installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit through installation of Electronic Speed Limit Signs (ESLS) and other	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2,850,000.00 \$1,630,000.00 \$1,630,000.00 \$270,000.00 \$1,160,000.00 \$1,160,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$1,425,000.00 \$325,000.00 \$235,000.00 \$135,000.00 \$105,000.00 \$520,000.00 \$1,160,000.00 \$1,160,000.00 \$1,160,000.00 \$200,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$1,425,000.00 \$325,000.00 \$235,000.00 \$105,000.00 \$580,000.00 \$580,000.00 \$1,160,000.00 \$1,160,000.00 \$1,160,000.00 \$200,000.00	opportunity for right turn and head on crashes at interesections. 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Delivering clear vehicle movement instructions at intersections is reducing the risk of crashes, building the awareness of speed in the speed of the speed
Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Blvd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive Urban Speed Package Footscray Road, Docklands Point Nepean Road between Codrington Street and Verdon Street, Dromana Pedestrian projects at Various Locations in Metropolitan Region Tranche 3 Package 2 St Georges Road and Brunswick Street, Fitzroy North Boronia Road between Woodvale Rd & Floriston Road, Boronia South Gippsland Hwy/ Caldermeade Road, Caldermeade Atheldene Drive and Gillespie Road, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 70km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (IATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, raised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and associated works Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support existing speed limits and associated works Reduction of speed limit including installation signs to support existing speed limit including hostpath, lighting improvements, green bicycle pavement at four intersections, and other associated works Installation of Pedestrian Refuge near Cordington Street including footpath, lighting improvements, green bicycle pavement at four intersections, and other safety improvements in various locations of Metropolitan Melbourne Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Intersection safety improvements, green bicycle pavement at four intersections, and other safety improvements in various locations of Metropolitan Melbourne Construction of new roundabout and other saf	\$1,110,000.00 \$790,000.00 \$2,850,000.00 \$1,630,000.00 \$1,630,000.00 \$470,000.00 \$270,000.00 \$210,000.00 \$1,160,000.00 \$1,160,000.00 \$1,140,000.00 \$1,140,000.00 \$1,280,000.00 \$1,280,000.00 \$2320,000.00 \$1,280,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$135,000.00 \$105,000.00 \$520,000.00 \$5105,000.00 \$5115,000.00 \$115,000.00 \$115,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$235,000.00 \$135,000.00 \$105,000.00 \$520,000.00 \$5105,000.00 \$1105,000.00 \$1115,000.00 \$1115,000.00	opportunity for right turn and head on crashes at interesections. 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Victoria	North Road between Booran Road and Grange Road, Ormond Cotham Road between High Street and Kent Street, Kew Springvale Road between West Street and Burnt St, Nunawading Bacchus Marsh Eastern Link Strategic Cycling Corridor Stage 2 LATM at Various Locations in Metropolitan Region Tranche 3 Package 1 Whitehorse Rd/Mitcham Rd, Mitcham South Gippsland Hwy, Cranbourne - near Devon Road Blackburn Road/ High Street Road, Mount Waverley Dandenong Bypass/Hammond Road, Dandenong South Cheltenham Rd/Lake View Bivd, Keysborough Stud Road between Heatherton Road and Dunbarton Drive Urban Speed Package Footscray Road, Docklands Point Nepean Road between Codrington Street and Verdon Street, Dromana Pedestrian projects at Various Locations in Metropolitan Region Tranche 3 Package 2 St Georges Road and Brunswick Street, Fitzroy North Boronia Road between Woodvale Rd & Floriston Road, Boronia South Gippsland Hwy/ Caldermeade Road, Caldermeade Atheldene Drive and Gillespie Road, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans Odessa Avenue and Swindon Crescent, Kellor Downs Walter Street and Conrad Street, St Albans	installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other safety improvements Implementation of a time based 40km/h speed limit including installation of Electronic Speed Limit Signs (ESLS) and other associated works Implementation of a permanent speed limit reduction from 20km/h to 60km/h Construction of bicycle facilities and other safety improvements Implementation of Local Area Traffic Management (LATM) in various locations of Metropolitan Melbourne Intersection improvements which includes realignment, improve signal operation, roised pedestrian crossings and other safety treatments Implementation of school time based 60km/h speed limit including installation of Electronic Speed Limit Signs and other associated works Implementation of partial full control right turn movements at the intersection Improvements of traffic signal operation and other safety treatments Improvements of traffic signal operation and associated works Installation of continuous flexible safety barrier and other associated works Reduction of speed limit including installation signs to support existing speed limits and associated works Reduction of speed limit including installation signs to support existing speed limit signs and other associated works Implementation of time based 40km/h speed limit with Electronic Speed Limit Signs and other associated works Installation of Pedestrian Refuge near Cordington Street including notablation of Electronic Speed Limit Signs (ESLS) and associated works Installation of Pedestrian Operated Signals (POS) including installation of Electronic Speed Limit Signs (ESLS) and associated works Installation of new Pedestrian Operated Signals (POS) including raised safety platforms and other associated works Installation of new Pedestrian Operated Signals (POS) including raised safety platforms and other associated works Installation of new Pedest	\$1,110,000.00 \$790,000.00 \$250,000.00 \$2250,000.00 \$1,630,000.00 \$1,630,000.00 \$15,390,000.00 \$1,160,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00 \$1,140,000.00	\$555,000.00 \$395,000.00 \$125,000.00 \$1,425,000.00 \$815,000.00 \$325,000.00 \$135,000.00 \$105,000.00 \$7,695,000.00 \$520,000.00 \$190,000.00 \$115,000.00 \$115,000.00 \$115,000.00 \$570,000.00 \$115,000.00	\$555,000.00 \$395,000.00 \$1,425,000.00 \$1,425,000.00 \$815,000.00 \$285,000.00 \$135,000.00 \$105,000.00 \$520,000.00 \$1,160,000.00 \$1,160,000.00 \$1,160,000.00 \$1,15,000.00 \$540,000.00 \$540,000.00	supportunity for right turn and head on availant at intersections. 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