

Black spot funding nomination
T intersection of Whitehill Road with Arthurs Seat Road
Red Hill 3937



- Priority intervention is required at the T-intersection of Whitehill and Arthurs Seat Roads. This proven high-risk location has a documented history of severe crashes (refer Attachment 1) and presents an ongoing and unacceptable risk of serious injury.
- Crash history indicates a pattern consistent with turning and visibility-related incidents.
- The intersection's unusual geometry results in severely restricted sight lines, requiring drivers on Whitehill Road to make a greater than 90-degree head turn when turning left to identify oncoming traffic. Right-turning movements from both Arthurs Seat Road and Whitehill Road are further compromised by sun glare, which can obscure visibility altogether, significantly increasing the risk of serious crashes.
- The current layout creates multiple conflict points, particularly for right-turning vehicles crossing opposing traffic under constrained visibility.
- These major arterial roads, in the rural (metropolitan designated) setting, carry high traffic volumes and a diverse mix of users including local residents, cyclists, school buses, heavy agricultural vehicles, and tourist traffic, including unfamiliar and international drivers travelling along the scenic route, increasing the complexity and unpredictability of movements through the intersection. Traffic volumes increase significantly during peak event periods, including Red Hill market days (nine Saturdays annually, generating approximately 2,500 to 3,000 additional vehicle movements) and the annual Red Hill Show in March. (6,000 to 8,000 additional vehicles)
- Repeated concerns about the safety of this intersection have been formally raised (ref Attachments 2,3)
- The intersection has been identified by the community as a major safety priority of the Mornington Peninsula Shire (ref Attachments 4).
- This submission is lodged by the Red Hill Community Association with strong written support from key community organisations, including:
 - Red Hill CFA
 - Red Hill Football and Netball Club
 - Red Hill Lions Club
 - Red Hill Agricultural and Horticultural Society
 - Red Hill Consolidated School, and school council
 - Main Ridge Men's Shed
 - Mornington Peninsula Vignerons
 - Mornington Peninsula Tourism
 - Mornington Peninsula Beyond the Bays Tourism

- A two-lane roundabout supported by improved advance warning signage, would significantly reduce conflict between through-traffic and turning vehicles, particularly during peak traffic periods and major events. The roundabout would also reduce approaching speeds, lowering both the likelihood and severity of crashes.
- Without intervention, increasing traffic volumes and ongoing growth in the visitor activity will further elevate the likelihood of serious injuries and crashes at this location.
- Previous applications for Black Spot funding have been unsuccessful (refer Attachments 5,6,7,8), and this resubmission reflects strengthened evidence, community support and a clearly defined, evidence-based and preferred treatment response.

Attachments:

Attachment 1 Road crash data Arthurs Seat Rd & White Hill Rd 1/2/20 to 31/12/24

Attachment 2 MPS fact sheets based on 2025 community consultation

Attachment 3 Red Hill Traffic Management Study March 2019

Attachment 4 MPS DTP Road Safety Advocacy List March 2026

Attachment 5 MPS Road Safety Funding Applications and Priorities part 1 Public June 2025

Attachment 6 MPS Road Safety Funding Applications and Priorities part 2 Public June 2025

Attachment 7 MPS BCR Spreadsheet, based on 2025 FBS program

Attachment 8 23-24 Blackspot funding scope – Arthurs Seat Road.