

Community engagement summary report

Safer speeds on Napoleon Road

Prepared by: Traffic and Transport, Knox City Council

Date: May 2026

Project background

From Monday 18 August to Sunday 14 September 2025, Council asked the community for feedback on proposed safety improvements to reduce the risk for pedestrians, cyclists and drivers to Napoleon Road in Boronia.

The current speed limit along this section of road is 80 km/h. Pedestrians face life-threatening injury if struck by vehicles traveling at this speed. Driving slower would reduce the risk of accidents occurring.

Feedback gathered from the community during this engagement was presented as part of a proposal to the Department of Transport and Planning (DTP) formerly VicRoads for a speed limit reduction along Napoleon Road between Kellett's Road and Wellington Road.

Participation

The community were invited to provide feedback via:

- an online survey on the Have Your Say page - <https://haveyoursay.knox.vic.gov.au/napoleon-road-school-crossing>
- phoning, emailing or writing to Council.

Flyers were distributed to around 2,500 households within 1km of the school crossing, as well as local schools and kindergartens, advising residents that they can provide feedback using Council's Have Your Say page. Posters and temporary signage were also distributed in the area. Other communications conducted include:

- 18 August 2025 – a news article was shared on the Council website and in the Knox e-news which had 573 views.
- 19 August 2025 – a paid social media post on the Council Facebook was shared which had 42 views and 244 interactions.
- August 2025 – advertisement in the Rowville-Lysterfield community newspaper.

Online survey

828 individual contributors responded to the online survey with 1,030 contributions received. The Have Your say page received 2,175 page visits, 2,463 page views and 51 project followers.

Emails

Council received 33 emails providing feedback on the consultation.

Who we heard from

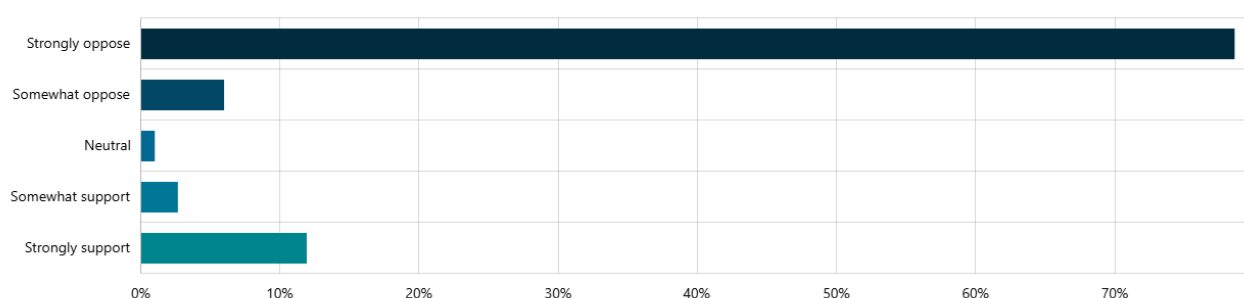
Demographic information about is not available as participants were not required to register or sign-into the online survey to participate.

Findings from engagement activities

Of the 1026 online participants, most respondents were opposed to the introduction of a 60km/h speed limit on Napoleon Road, with 79% of online respondents indicating they are strongly opposed and 6% somewhat opposed.

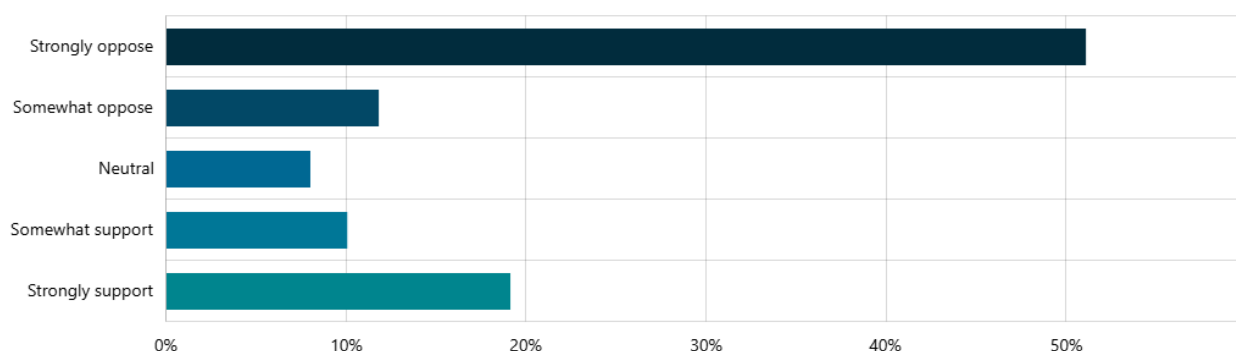
The majority respondents are opposed to 40km/h school zones being introduced near the two school crossings, with 51% of online respondents strongly opposed, and 12% somewhat opposed.

Table 1: Support for a 60km/h speed limit on Napoleon Road between Kellett's Road and Wellington Road



- 12% strongly support
- 3% somewhat support
- 1% were neutral
- 6% somewhat opposed
- 79% strongly opposed

Table 2: Support for 40km/h school zones at the two school crossings on Napoleon Road



- 19% strongly support
- 10% somewhat support
- 8% neutral
- 12% somewhat opposed
- 51% strongly opposed

Of the 33 emails received, 15% supported (85% opposed) the proposal to implement a 60km/h speed limit on Napoleon Road between Kellett's Road and Wellington Road. And 30% supported (64% opposed) the proposal to implement 40km/h school zones near the two school crossings.

Feedback received from respondents in support of the proposed changes include:

Safety

Respondents noted the need to improve pedestrian safety for pedestrians including children and older people, school crossing supervisors, cyclists and motorists.

"For both pedestrians and cars 60km would be much safer"

"Best for both kids and adults to reduce speed to 60. For both cars and those on foot. Please reduce!"

"Traffic along this section is way too fast. It's so hard to cross on foot. Be much safer at 60 for both cars and pedestrians."

"Napoleon is way too fast for cars entering from any street as well as people trying to cross on foot. Bring down to 60!"

Experiences

Some respondents have experienced a motor vehicle accident or close call or have observed instances of a car not slowing down at the school crossing.

"I have witnessed and heard firsthand, situations of serious close calls involving cars and pedestrians. "

"I have seen incidents where cars have not seen the crossing person on the road and have almost skidded into the pedestrians."

Consistency with other speed limits

Some respondents noted the existing speed limit of 60km/h on Napoleon Road between Kellett's Road and Glenfern Road.

"70/40 as aligned with other roads in the area."

Of the respondents who were opposed to the changes, key themes include:

Appropriateness of proposed changes

Do not believe there is risk to pedestrians

Many respondents disputed the need to change the speed limit, as they personally felt the pedestrian crossing was not used much, and having not being aware of car accidents.

"I have used this crossing many times and there has never been any problems."

The proposed 40km/h time-based school speed limit is consistent with speed zone practices and guidelines and is designed to improve safety during peak school times. Lower vehicle speeds significantly reduce the risk of fatal or serious injury to pedestrians by shortening braking distances and improving driver reaction times, increasing the likelihood of survival should a crash occur. While there have been no pedestrian casualty crashes at the two Napoleon Road school crossings in recent years, crashes causing property damage has occurred. If pedestrians had been involved, these incidents could have resulted in serious injury. This proposal is a proactive measure to reduce risk for not only pedestrians, but also for school crossing supervisors, cyclists and motorists.

Speed enforcement revenue

"There has never been an accident with a pedestrian in the many, many years I have lived here and, in all honesty, I believe this a simple ploy for raising revenue, rather than safety."

Council does not collect any revenue from speed enforcement activities on any road within Knox.

Increases in travel times

Many respondents felt that a speed limit reduction would increase travel time.

"No need to change speed limits as it will further delay traffic."

Lowering the speed limit on Napoleon Road may slightly increase travel times. The change is expected to be small, especially during busy times when traffic is already slowed by congestion and the traffic lights at Kellett's Road and Wellington Road.

Alternative safety improvements

Traffic signals and cameras

Some respondents suggested that Council install traffic signals, redlight or speed cameras to manage pedestrian safety.

"Put pedestrian lights in instead of dropping the speed limit."

"Police need to task speed cameras and traffic patrols in these areas of concern."

Installing traffic lights or road safety cameras will not reduce the severity of impact on pedestrians should a crash occur. Across Victoria, reduced speed limits are commonly used in areas with traffic

signals and pedestrians. This proposal follows the same approach to improving pedestrian safety.

Bridges or removal of school crossings

Some respondents suggested that Council construct a bridge, overpass or underpass, or remove the school crossing completely.

A pedestrian bridge for school pedestrians would be a much safer proposition, while not impeding the average speed of road vehicles."

Building a bridge or underpass is not financially feasible. Building a bridge or underpass to cross Napoleon Road would be expensive and complicated to build. Because of the space needed, nearby environmentally sensitive areas would also likely be affected.

Removing the school crossings completely is considered unsafe for pedestrians and therefore is not a suitable option.

Driver education

Some respondents suggested that Council focus on driver education.

"Better driver education is required rather than continuous reductions."

Driver education plays an important role in improving road safety. [The Victorian Government Safe System approach](#) recognizes that even with driver education, people will make mistakes and crashes will still happen. The goal is to ensure that when crashes do occur, they do not result in serious or fatal injuries.

Driver technology

Some respondents suggested that driver technology makes cars safer.

"Cars have more technology and safe in them today than ever before so we should be putting the speed limit up."

While modern vehicles continue to include safer technology, crashes still happen on Victorian roads. Current technology cannot be relied on to prevent all crashes, which is why other safety measures are still needed.

Improved street lighting

Some respondents suggested that Council install improved street lighting.

"Street lighting is needed, because the highest risk is at nighttime and visibility is low - but it's not speed related."

The improvement to street lighting is not considered central to addressing the safety concerns of the school crossings. Future improvement to street lighting will be considered based on the

operating considerations of Napoleon Road and the need to provide lighting for pedestrians, cyclists and motorists.

Flashing lights to improve visibility of the school crossing

Some respondents suggested that Council install flashing lights to improve visibility of the school crossing.

“If the school crossings are the concerns, then I would suggest flashing lights at the crossings when the crossings are in use - during school times.”

If our proposal to implement a 40km/h time-based school speed zone on Napoleon Road is approved by Department of Transport and Planning, we will use electronic speed zone signage at the school crossings.

Widening of Napoleon Road

Some respondents suggested widening Napoleon Road to two lanes.

“Just widen Napoleon Road like it was supposed to be. There is too much traffic on this road for it to be single lane.”

Widening of Napoleon Road is not considered central to addressing the safety concerns of the school crossings. Increases to traffic volumes and widening of the carriageways are likely to result in further difficulties experienced by school crossing supervisors when controlling traffic.

Road responsibility

Some respondents were confused about who is responsible for the maintenance of Napoleon Road.

The responsibility for Napoleon Road is shared by Department of Transport and Planning and Knox City Council. Council is responsible for the section of road between Kellett’s Road and Glenfern Road. DTP are responsible for the northern section of Napoleon Road between Glenfern Road and Kellets Road. Find out more about responsibility for roads in Knox on our [website](#).

Recommendations

This proposal was driven by best practice and the need for safety improvements for pedestrians, cyclists and drivers to Napoleon Road in Rowville/Lysterfield.

We are still progressing with a safety change, but noting the significant amount of community members who do not support the proposed reduction of speed limits, we have updated the proposal to Department of Transport and Planning to consider:

- a 70km/h speed limit on Napoleon Road between Kellett’s Road and Wellington Road.
- a 40km/h school zones speed limit at the two school crossings, in effect on school days

between 8am to 9.30am and 2.30pm to 4pm.

Next steps

Council submitted a proposal to Department of Transport and Planning in February 2026.

We are awaiting a response from Department of Transport and Planning on whether our proposed changes will be implemented.

Updates will be published on the Have Your Say page:

<https://haveyoursay.knox.vic.gov.au/napoleon-road-school-crossing>

Further information

Any questions can be directed to David Chow from Council's Traffic and Transport team via email david.chow@knox.vic.gov.au or by phoning 9298 8000 during business hours.