



**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

# **ROAD SAFETY PROGRAM GUIDELINES**

**2023-24 to 2024-25**

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# 1. INTRODUCTION

## 1.1 Overview

Under the Infrastructure Investment Program, the Australian Government is making funding available through the Road Safety Program (the Program), to deliver road safety upgrades and improvements which align with the key priorities of the [National Road Safety Strategy 2021-30](#) (the Strategy) and the [National Road Safety Action Plan 2023-25](#) (the Action Plan). The intent is to deliver road safety treatments to reduce the risk of fatal and serious injury road crashes across four key streams: regional roads<sup>1</sup>; remote roads<sup>2</sup>; urban roads<sup>3</sup>; and footpaths and cycleways<sup>4</sup>.

Under the Program, unless otherwise agreed, the Australian Government contributions will be based on 50:50 contributions towards the total cost of eligible projects that meet the Program objectives. Proposals will be assessed against Program criteria, with a total funding pool of \$976.4 million available over two financial years (2023-24 and 2024-25). The Program will terminate on 30 June 2025.

Funding will be available to proponents to roll out lifesaving road safety treatments, including larger transformational projects. Works may include projects such as roundabouts, intersection upgrades, truck bays or other treatments related to roads safety infrastructure improvements. Funding will continue to support the delivery of works such as shoulder widening, shoulder sealing, the installation of barriers and wide center lines.

All project contributions will be as per clause 28a of the National Partnership Agreement on Land Transport Infrastructure Projects (Infrastructure NPA). The Australian Government will apply a policy of 50:50 funding contributions for regional, remote and urban areas and footpath and cycleways projects.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts will use the information provided in the Project Proposal Report (PPR) to check eligibility and assess proposals for funding. A recommendation will be made to the Minister responsible for the Infrastructure and Transport portfolio who has powers to approve a project under Part 3 (Investment Projects) of the *National Land Transport Act 2014* (NLT Act).

The Road Safety Program Guidelines (the Guidelines) apply to all proposals seeking funding under the Program. The Guidelines outline the objectives and desired outcomes of the Program, eligibility and assessment requirements, the submission process, assessment process, funding arrangements, and roles and responsibilities of the proponent and the Department.

## 1.2 Legislative and funding authority

These Guidelines must be read in conjunction with Part 3 of the NLT Act, and the Infrastructure NPA.

If any inconsistencies arise between the terms and conditions contained in the Guidelines, the NLT Act and the terms and conditions contained in the current and future Infrastructure NPA will prevail.

The Program is funded from the Infrastructure Investment Program with payments facilitated under the

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<sup>1</sup> Regional roads are those in areas classified as inner or outer regional as per the 2021 Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system. Refer to the [Australian Bureau of Statistics website for remoteness structure](#).

<sup>2</sup> Remote roads are those in areas classified as remote or very remote as per the 2021 Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system.

<sup>3</sup> Urban roads are those in areas classified as Major Cities as per the 2021 Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system.

<sup>4</sup> For the purposes of these Guidelines, ‘footpaths and cycleways’ should be considered broadly, and may include treatments to protect vulnerable road users such as pedestrians and cyclists, for example improved safety in school zones.

Infrastructure NPA and under the provisions of the *COAG Reform Fund Act 2008*. The Program is administered under Program 1.9: National Partnership Payments to the States.

The Program is only open to state and territory governments as eligible funding recipients under the NLT Act and parties to the Infrastructure NPA.

The amount of funding that can be sought by each proponent is set out in Section 3.2.

Any proponent that submits a PPR seeking funding from the Program will be assumed to have read and agreed to the conditions of the funding outlined in the Guidelines and NPA, and must abide by all funding conditions. Proponents submitting a PPR must agree to comply with the data reporting requirements for the life of the Program.

### **1.3 Program objectives and outcomes**

The objectives of the Program are to:

- deliver lifesaving road safety treatments on remote, regional, and urban roads, and footpaths and cycleways
- support the delivery of infrastructure priorities from the National Road Safety Action Plan 2023-25.
- Outcomes sought from investments under this program include:
- improved risk ratings on roads, preferably to a minimum of 'three star' rating on high-risk highways and arterial roads
- improved protection for vulnerable road users, particularly on urban footpaths and cycleways.

All proposals must:

- be additional to works already funded, so that Australian Government funding is not being used to substitute planned works
- apply the Safe Systems approach
- be clearly aligned with one or more of the priority areas in the Strategy
- deliver on an action in the Action Plan
- be evidenced by data identifying historical need and projected locations of fatal and serious injury
- be able to be delivered and a Post Completion Report (PCR) submitted by 30 April 2025
- outline how works have been prioritized to reduce fatalities and serious injuries in the relevant stream (regional, remote, urban and footpaths and cycleways).

Where appropriate, proposals should:

- outline how states and territories will consult with the relevant local government or associations of local government to determine the road safety priorities
- provide for local employment and Indigenous participation consistent with the objectives in the Infrastructure NPA.

## 2. Table 1: KEY DATES

EVENT	SCHEDULE
Program opens	From 1 July 2023
Submission of PPR	From 1 July 2023 to 31 December 2023 <sup>1</sup>
Program works to commence	From 1 July 2023
Final Project Completion R and data to be submitted for approval	30 April 2025
Program closes	30 June 2025

1. Delivery of PPR's may vary across proponents, this date can be negotiated on a case by case basis. It is the intention of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) to allow a maximum of two PPR's to be submitted by each jurisdiction.
2. The commencement of works may also vary across proponents this date can be negotiated on a case by case basis with the Department. It should be noted that all approved projects must be completed with PCRs submitted by 30 April March 2025.

## 3. HOW TO APPLY

### 3.1 Project Proposal Overview

Each proponent is required to submit up to two Project Proposal Reports nominating projects in priority order that will be delivered within the Program timeframes as outlined in Section 2 – Table 1.

Replacement projects may be considered for substitution in the event that approved works are withdrawn or unable to be delivered within the required delivery timeframe. Proponents must seek written approval from the Department prior to commencing work on a substitute project.

Project lists within a proponents PPR must clearly articulate whether the projects are being delivered across regional, remote, or urban roads or footpaths and cycleways.

Project lists must include a proportion of works that improves safety for vulnerable road users, particularly footpaths and cycleways in urban locations. Where proponents are planning **urban** works, a minimum of 20% of total funding for urban works must be allocated to 'footpath and cycleway' projects, noting that this may include broader projects to protect pedestrians and cyclists.

Proponents are also strongly encouraged to consider works to protect vulnerable road users in regional and remote locations. Noting no minimum threshold will be applied to funding these type project in regional and remote areas.

Mass action and multi-phased project works are to be listed as one project with one start and end date. Only once all the phases are complete will the project be considered complete.

Variations to approved projects must be delivered within the approved funding envelope and will be considered on a case-by-case basis at the discretion of the Australian Government

### 3.2 Road Safety Program funding

Total available Australian Government funding of \$976.4 million is available nationally across 2023-24 and 2024-25.

Funding envelopes have been allocated to proponents based on historical data of fatalities and serious injuries on Australian roads, as well as existing state and territory priorities, previous allocations and history in delivering the program.

**Table 2: Road Safety Program funding**

	2023-24 (\$m)	2024-25 (\$m)	TOTAL (\$m)
<b>ACT</b>	\$ 2,500,000.00	\$ 2,500,000.00	\$ 5,000,000.00
<b>NSW</b>	\$ 135,000,000.00	\$ 135,000,000.00	\$ 270,000,000.00
<b>NT</b>	\$ 22,500,000.00	\$ 22,500,000.00	\$ 45,000,000.00
<b>QLD</b>	\$ 127,884,500.00	\$ 127,884,500.00	\$ 255,769,000.00
<b>SA</b>	\$ 42,000,000.00	\$ 42,000,000.00	\$ 84,000,000.00
<b>TAS</b>	\$ 11,000,000.00	\$ 11,000,000.00	\$ 22,000,000.00
<b>VIC</b>	\$ 93,724,805.00	\$ 93,724,805.00	\$ 187,449,610.00
<b>WA</b>	\$ 53,610,000.00	\$ 53,610,000.00	\$ 107,220,000.00
<b>Total</b>	<b>\$ 488,219,305.00</b>	<b>\$ 488,219,305.00</b>	<b>\$ 976,438,610.00</b>

### 3.3 Unapproved projects

Should proponents proceed with road safety works that have not been approved by the Australian Government, all costs associated with these projects will be the responsibility of the proponent.

### 3.4 Funding construction period

Australian Government funded construction activity should commence from 1 July 2023 and be completed by 31 March 2025. It is up to each proponent to manage the delivery schedule to ensure all approved projects are completed and PCRs submitted by 30 April 2025.

Program funding ends on 30 June 2025. Proponents should plan for circumstances such as COVID-19 outbreak, extreme weather conditions, unexpected delays, and incorporate these risks into the project planning and delivery. If construction cannot be completed during the required timeframe (see Table 1 above), the Australian Government has discretion to determine how to treat unspent funding associated with the Program.

The funding recipient PPR must incur the project expenditure between the project start and end date for it to be eligible. The Australian Government is not responsible for any expenditure you incur prior to approval by the Ministers of your PPR, project lists and funding instruments. The Australian Government will not be liable, and should not be held liable, for any activities undertaken before receiving formal approval by the Minister.

### 3.5 Variations

Proponents proposing to substitute or vary approved project lists must do so in writing and seek formal approval from the Minister. Written agreement must be sought to amend project lists prior to proponents contracting works or commencing construction on new or substitute projects.

In instances where proponents wish to cancel or withdraw projects from an approved project list, and or

replace a cancelled or withdrawn project with a project nominated on the reserve list, they must inform the Department in writing, and seek formal approval. Supporting documentation must be provided to the Department, including justification for why works cannot be delivered, or require scope change.

Where the cancellation of works results in a reduction in Australian Government funding, the proponent must provide the Department with the cost of the reductions for each project. The funding instrument will also be reduced accordingly, unless otherwise agreed.

Total actual funding is dependent on project delivery performance by each of the proponents. The use of unallocated or unspent funding will be at the discretion of the Australian Government and will generally be required to be returned to the Australian Government.

### **3.6 Proposal Report - requirements**

Proponents must provide all information relating to the funding request in the PPR. Incomplete proposals may be deemed ineligible.

Only completed PPRs submitted and signed by an authorised state/territory officer (e.g. Senior Manager, Chief Executive Officer, Director of Engineering) of the organisation will be accepted and assessed. Proponents should make submissions based on funding allocations, and programmed in accordance with the Program timelines.

It is a requirement of the Program that all proposals be accompanied by:

- A list of projects (this may also include a substitute list), in priority order using the template provided.
- A Network Safety Plan, developed using the process outlined in the Austroads publication “Network Design for Road Safety (Stereotypes for Cross-sections and Intersections): User Guide” or the Australian National Risk Assessment Model (ANRAM)/Australian Road Assessment Program (AusRAP) analysis that provides a change in the risk rating with the application of treatments.
- Evidence the project/s can start construction and be completed within the Program timeframes.
- Certification the nominated projects are not being funded by other Australian Government programs.
- Agreement to provide standardised supporting data as outlined in Section 6.2 of these Guidelines
- An Indigenous Participation Plan as per the Indigenous Employment and Supplier-use Infrastructure Framework agreed under the Infrastructure NPA. State-based Indigenous Participation Plans will be considered for the Program – for more information on meeting this requirement email [Indigenousparticipationplans@infrastructure.gov.au](mailto:Indigenousparticipationplans@infrastructure.gov.au).
- A signage and recognition plan as per clause 29 of the Infrastructure NPA, and consistent with the updated guidelines available on the Department’s website at [Resources for funding recipients | Infrastructure Investment Program](#).

### **3.7 How to submit a PPR**

PPRs must be submitted via email to <mailto:RoadSafetyProgram@infrastructure.gov.au>. To support timely evaluation and approval, the proponent must ensure that all information provided within the template and associated attachments is complete and accurate.

### **3.8 Confirmation of submission**

A confirmation receipt for each PPR submitted will be sent via email.

If you do not receive a receipt for your submission, please contact the Department at [RoadSafetyProgram@infrastructure.gov.au](mailto:RoadSafetyProgram@infrastructure.gov.au) attention Kat Yuile, Director – Safer Roads Programs.

**Please note lodgement of the proposal signifies each proponent's:**

- a. confirmation/acceptance that all information provided by the proponent is true and accurate
- b. agreement to comply with the Program Guidelines, including adherence to Program timelines and provision of data.

## **4. ELIGIBILITY**

### **4.1 Eligibility**

To be eligible for funding under the Program the proponent must:

- be a state or territory government eligible for funding under Part 3 of the NLT Act
- be a Party to the Infrastructure NPA
- agree to a Schedule to the NPA which includes the Program.

### **4.2 Projects eligible for funding under the Program**

For funding under the Program, and consistent with Section 10 and 11 of the *NLT Act* examples of road safety projects are:

#### Regional areas (ASGS-RA 2-3):

- The retrofitting of road safety treatments, including shoulder sealing
- Overtaking lanes
- Installation of audio tactile line marking
- Physical barriers to prevent run-off-road crashes
- Median treatments to prevent head-on vehicle collisions
- School zone safety treatments
- Technology based enforcement works, this includes complimentary components of larger projects and infrastructure to enable the safe deployment of enforcement technology.
- Integrated speed management treatments such as intersection activated variable speed warning signs.

#### Remote Areas (ASGS-RA 4-5):

- Heavy Vehicle rest stops
- The retrofitting of safety treatments, including shoulder sealing
- Installation of audio tactile line marking
- Physical barriers to prevent run-off-road crashes
- Median treatments to prevent head-on vehicle collisions
- Technology based enforcement works, this includes complimentary components of larger projects and infrastructure to enable the safe deployment of enforcement technology.
- Integrated speed management treatments such as intersection activated variable speed warning signs.

#### Urban areas (ASGS-RA 1):

- Low cost treatments, such as tactile line making, raised pedestrian intersections
- School zone safety treatments
- Projects for the installation of or upgrading of enforcement technology
- Technology based enforcement works where they are complementary components of larger projects and infrastructure to enable the safe deployment of enforcement technology such as fixed speed cameras
- Other traffic calming infrastructure.



#### Footpaths and Cycleways:

- Safety treatments to improve protections for pedestrians and cyclists
- Separation of cyclists from vehicles and pedestrians
- Separation of users of mobility vehicles from vehicles, cyclists and pedestrians
- School zone safety projects.

Road safety treatments for regional, remote, and urban roads would preferably raise the roads to a '3- stars' (or equivalent risk rating) safety rating. Proposals for treatments associated with footpaths, cycleways and enforcement technology should be able to demonstrate how they will increase safety for vulnerable road users.

Further, for a project to be considered for funding:

- It must be additional to existing infrastructure work planned or underway under other Australian Government funded projects.
- It must not have commenced prior to Ministerial approval.

Please note, in some instances, jurisdictions have received advice in writing from the Minister for Infrastructure that their Tranche 1-3 withdrawn or cancelled projects may be considered under the redesigned program. In these circumstances jurisdictions may submit these works for consideration – noting that some may have commenced.

### **4.3 What is ineligible for funding?**

- Projects currently approved, funded or under construction on a jurisdictional project list, pertaining 2020-21, 2021-22 and 2022-23 work plans.
- Projects which substitute the Road Safety Program funds for the jurisdiction's funding and all other sources of funding.
- Planning and design only proposals (while planning and design may be included as a small portion in a capital expenditure proposal, it is ineligible as a stand-alone project).
- Construction work that has not commenced within the Program timelines.
- Standalone enforcement technology projects for the purpose of revenue raising (e.g. mobile speed cameras).
- Research and technology development for commercialisation purposes.
- Inspections and structural assessments.
- Maintenance programs and works.

## **5. ASSESSMENT CRITERIA**

The Department will assess each proponent's projects against the Program criteria as outlined in these Guidelines. The Department will make recommendations to the Minister who has powers to approve a project as an Investment Project under Section 9 of the NLT Act.

A recommendation will only be approved if the Minister is satisfied the project is eligible for approval, having regard to the list of eligible projects in Section 10 of the NLT Act and if the Minister considers that it is appropriate to approve the project. Approval of the provision of funding (project instrument) is provided under Section 17 of the NLT Act.

The value for money assessment and recommendations to the Minister may consider the overall mix and funding source of proposals.

Projects will be appraised equally against each of the following assessment criteria:

- Assessment Criterion 1 – Treatments that deliver improved Road Safety Outcomes linked to the Strategy 2021-30 and Action Plan 2023-25
- Assessment Criterion 2 – Evidence of Economic Benefits
- Assessment Criterion 3 – Construction Readiness and Risk
- Assessment Criterion 4 – Evidence of Road Safety Risk Rating Improvements.

## 6. COMPLETING THE PROJECT PROPOSAL REPORT

Please ensure you read all the notes in the Project Proposal Report before commencing your response.

### 6.1 Criteria

#### Criterion 1 – Road Safety Outcomes

The degree to which the road will be improved to reduce fatal and serious injury crashes. Improvements can be demonstrated by the provision of:

- For regional and remote roads: a 'Network Safety Plan' developed using the process outlined in the Austroads publication '[Network Design for Road Safety \(Stereotypes for Cross-sections and Intersections\): User Guide](#)' or ANRAM or AusRAP analysis that estimates a change in the risk rating with the application of treatments.
- For urban areas: a 'Network Safety Plan' developed using the process outlined in the Austroads publication '[Network Design for Road Safety \(Stereotypes for Cross-sections and Intersections\): User Guide](#)' or ANRAM or AusRAP analysis that estimates a change in the risk rating with the application of treatments.
- Footpaths and cycleways: description of how the works will target increased protection of vulnerable road users and what safety outcomes are expected to be achieved.

Claims against these criteria should be specific and measurable, identifying the expected reductions in both fatal and serious injury road crashes and increased protections for vulnerable road users as a result of projects.

#### Criterion 2 – Evidence of Economic Benefits

The economic benefits of the project may include (but is not limited to):

- creating local employment opportunities
- Indigenous employment or supplier-use opportunities via the submission of an Indigenous Participation Plan
- local business engagement through the construction period
- actual benefits and outcomes of specific treatments completed in previous tranches.

#### Criterion 3 – Construction Readiness and Risk

The ability of the proponent to undertake the project, including potential risks and proposed mitigating actions should the project proceed. This may include:

- Past experience in delivering similar proposals within the required timeframes
- Confirmation of other funding sources
- Demonstrating that risks have been adequately considered and mitigating actions identified
- Completed project costing, planning, design work and proof of concept activities that have been undertaken
- The progress of approvals and when all approvals are expected to be completed.

## Criterion 4 – Evidence of Road Safety Risk Rating Improvements

Evidence may include:

- Actual data, analysis and outcomes gathered from treatments completed in previous tranches that have improved the risk profile of roads to demonstrate that the proposed works will be of benefit. Data provided should be measured by the number of kilometres with safety attributes, and note any changes in risk profile as safety measures were applied.
- Details of how projects will deliver lifesaving road safety treatments on regional and remote roads, urban areas or increased protection for vulnerable road users.
- Information relating to risk rating improvements.

### 6.2 Data Requirements

Improving road safety data and strengthening program evaluation are priorities for the Australian Government.

All jurisdictions are working together with the Australian Government through the Road Safety Data Working Group (NRSDWG) to improve the accessibility of road safety data and develop a National Road Safety Data Collection and Reporting Framework and a minimum national dataset to measure progress against the Action Plan and National Road Safety Strategy 2021-30 (Strategy) by the end of 2024.

The Action Plan includes a commitment for state and territory governments to undertake safety risk assessments on their road networks, including on regional and remote roads, and to utilise road network safety plans, wherever possible, to assist in the planning, design and upgrades of their road networks.

The Infrastructure NPA outlines that the Commonwealth and States and Territories must have regard for Safe System principles and road safety treatments when considering road infrastructure investment proposals. It also highlights ‘improved data sharing between the Parties as measured by provision of standardised data sets in Project Proposal Reports’ as a key Performance Indicator (Clause 36e).

In addition to the work set out above, and the existing crash and enforcement data provided by jurisdictions to the Bureau of Infrastructure and Transport Research Economics, data is required for the approval of projects and evaluation of this program. The department will consider the cost of data collection, curation and publication as open data as part of each proponents’ funding allocations, these costs should be included in the Project Proposal Report for consideration.

It is a requirement of this program that project proponents must provide the department with the data set out below:

- as part of the Project Proposal Reports, or as soon as possible after the provision of the project proposal reports, with an agreed data supply schedule
- as part of the Project Completion Reports.

The data provided should be the most up to date and complete data held by the proponent.

A data dictionary is provided as part of the Project Proposal Report Template to support provision of nationally standardised data sets.

### 6.3 Provision of data

Data is to be provided:

- electronically
- spatially enabled

- with the date collected or derived
- by 100m road segments, including each proponents' road network and link IDs
- on dual carriageways, data is required for both carriageways, with each carriageway individually referenced

#### *Network wide data*

- Average Annual Daily Traffic Counts (AADT), for light and heavy vehicles as per the [Austroads 12 class classification system](#) or closest available classification system
- Pedestrian, cyclist and personal mobility device counts (where available)
- Road safety risk profile – pre and post treatment (ANRAM preferred)
- [Rest area locations and facilities](#)

#### *Project locality or site specific data*

- Pedestrian, cyclist and personal mobility device counts (where available for relevant projects)
- Coordinate points or shapefile/line of exact location of proposed / delivered works

#### *Program Data*

- Km of median treatments proposed/installed
- Km of barriers proposed/installed
- Km of separated cycleways proposed/installed
- Km of on-road cycleways proposed for replacement / replaced

## **7. ASSESSMENT OF PROPOSALS**

As proposals are received, they will be checked for eligibility. Once the eligibility checks are completed, proposals will be subject to a Quality Assurance (QA) process to ensure all proposals have been assessed consistently. Following QA, a consolidated list of eligible projects and a summary of the assessments will be recommended to the Minister seeking the approval of funding.

If the Department requires any further information in relation to Project Proposal Reports it may contact proponents to seek further information or clarification.

## **8. DECISIONS**

### **8.1 Decisions on projects to be funded**

The Minister will consider applications and determine which projects are approved. Proponents will be provided with a legislative approval instrument detailing the amount of funding approved and the number of projects. An approved project list will also be shared with each jurisdiction.

As the decision maker, the Ministers decision is final.

Information on approved projects may be published on the Department's website at <http://www.infrastructure.gov.au>.

A quarterly report on the progress of all projects will be required detailing the status of projects and what works have been achieved.

When milestones are scheduled for payment, evidence documenting the achievement of the milestone must be submitted for payment consideration. The Department will make recommendations for milestone payments based on evidence provided by proponents. Evidence will be assessed for suitability by the

Department and payments will be approved as per the funding approvals under the NLT Act.

## 8.2 Public information conditions

Formal public statements, media releases or statements, displays, publications and advertising made by jurisdictions must acknowledge and give appropriate recognition to the contribution of the Australian Government to that project. If jurisdictions propose to issue any public announcements/media release relating to an approved project under the Road Safety Program, they must:

- Invite the relevant Australian Government representative to participate in the public information activity.
- At least five business days prior to its proposed release, unless otherwise agreed by the Department, provide a copy of the proposed media release to the Department and obtain the Department's agreement to the media release.

## 8.3 Signage

Jurisdictions must erect signage in accordance with the updated signage guidelines available on the Department's website at [Resources for funding recipients | Infrastructure Investment Program](#).

## 8.4 Project Events

If a jurisdiction proposes to hold a works commencement ceremony, opening ceremony, or any other event in relation to an approved project they must inform the Department, the Minister for Infrastructure, Transport, Regional Development and Local Government, and the relevant Australian Government representative of the proposed ceremony or event at least four weeks before the proposed ceremony or event is to be held.

Proponents should provide details of the proposed ceremony or event, including proposed invitees and order of proceedings to [RoadSafetyProgram@infrastructure.gov.au](mailto:RoadSafetyProgram@infrastructure.gov.au)

If requested by the Department or the relevant Australian Government representative, jurisdictions must arrange a joint Australian Government/jurisdictional works commencement ceremony, opening ceremony or any other event.

If requested by the Minister, a member of the Minister's staff or the Department, jurisdictions must invite and, if the invitation is accepted, arrange for an Australian Government representative (nominated by the Minister or a member of the Minister's staff) to participate in any works commencement ceremony, opening ceremony or any other event proposed to be held in relation to a funded project.

## 9. TERMINATING PROGRAM

The Program is due to terminate on 30 June 2025. All works approved under the Program must be completed before this date, with final PCR Payments to be made in the 2024-25 financial year.

Final milestone payments will not be paid until the Department accepts the Post Completion Report and associated program data requirements. If required, the Department may seek further details and clarification from jurisdictions and request revisions to reports and data before acceptance.

In accordance with the Infrastructure NPA, proponents must provide a final Post Completion Report (PCR) within 12 months of project completion. However, in this instance, Program funding is only authorised to 30 June 2025 and any projects that do not have a PCR approved by this date, may be at risk of not receiving

final milestone payments. Therefore, PPRs should only include road safety works that are guaranteed to be completed and PCRs submitted within this timeframe.

Exceptional circumstances, as it existed under previous iterations of the Program will not continue under these Guidelines. Proponents have been operating in a constrained market, with extreme weather events and Covid-19 delivery related issues for some time. These will no longer be considered as a reason for delivery delays and proponents should consider this when proposing works for approval.

## **10. CONTACT DETAILS**

General enquiries can be emailed to [RoadSafetyProgram@infrastructure.gov.au](mailto:RoadSafetyProgram@infrastructure.gov.au) attention Kat Yuile.

Written enquiries can be directed to:

Kat Yuile

Director – Safer Roads Programs Section

Targeted Infrastructure Programs Branch

Department of Infrastructure, Transport, Regional Development, Communications and the Arts

GPO Box 594

CANBERRA ACT 2601

## 11. Definitions

Barriers	Raised medians, median barriers, impact attenuators, crash cushion, safety fences, variable signs and controls.
Delineation	Audio tactile line markings (ATLM, edge and centre), centre/edge line markings, channelisation, bus only lanes.
Footpaths and cycleways	For the purposes of the Program, this includes works that benefit the safety of vulnerable road users such as pedestrians, cyclists, e-scooters and those with personal mobility devices on footpaths, cycleways and roads.
Hazard reduction removal	Lighting, drainage/culverts, sightline improvements, collapsible pole/posts, widening of clear zone distinct from shoulders, sideslope improvements.
Horizontal/vertical alignment	Roundabouts, curve radius changes, traffic calming chicanes/humps.
Interchange/Intersection	Grade separation, major intersection changes. Note: major intersection changes include major works with road changes and multiple treatments at one intersection
Safe System Approach	Adopts a holistic view of the road transport system and the interactions between people, vehicles, and the road environment.
Regional	Regional roads are those in areas classified as inner or outer regional (ASGS RA 2 and 3) as per the Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system. Refer to the <a href="#">Australian Bureau of Statistics website for remoteness structure</a> .
Remote	Remote roads are those in areas classified as remote and very remote (ASGS RA 4 and 5) as per the Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system. Refer to the <a href="#">Australian Bureau of Statistics website for remoteness structure</a> .
Surface Treatments	Resurfacing, shoulder sealing, non-skid treatments
Urban	Urban roads are those in areas classified as Major Cities (ASGS RA 1) as per the Australian Statistical Geography Standard – Remoteness Area (ASGS-RA) system. Refer to the <a href="#">Australian Bureau of Statistics website for remoteness structure</a> .
Vulnerable Road Users	Vulnerable road users are road users who have minimal physical protection, making them more vulnerable in the event of a crash. For the purpose of these Guidelines this includes Pedestrians, Cyclists and people on personal mobility devices (ie electric scooters, skateboards and motorized mobility devices). For these Guidelines it does not include motorcyclists.