

Road Safety Program 2023-24 to 2025-26 NSW Supplementary Guidelines

Local Government Edition

February 2024



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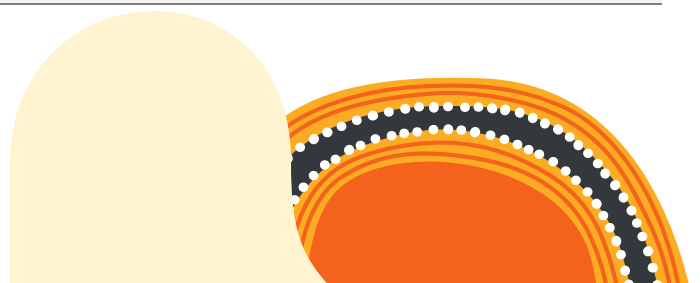
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Author/s:	Marc Desmond – Safe Systems Manager; Amanda Burgess – Program Manager
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1. About the Program

The Australian and NSW Governments are helping to improve road safety throughout NSW by making funding available over three financial years (2023/24 to 2024/26).

The Road Safety Program 2023/24-2025/26 aims to deliver road safety upgrades and improvements across urban, regional and remote areas of NSW.

These guidelines were developed by Transport for NSW (TfNSW) to supplement the Australian Government’s Road Safety Program Guidelines. Both sets of guidelines should be read together.

Program objectives and outcomes

The objectives of the Program are to:

- deliver lifesaving road safety treatments on remote, regional, and urban roads.
- 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 to a minimum of ‘three star’ rating on high-risk highways and arterial roads
- improved protection for vulnerable road users, particularly on urban footpaths, shared pathways, cycleways and road crossings.

The Road Safety Program provides funding within the main program (these guidelines), as well as under the following sub-programs:

Table 1: Sub-Programs funded under the Road Safety Program

Sub-Program		Available to:	Location:
Walking and Cycling Infrastructure Sub-Program	WCIP	TfNSW, Local Government	Attachment A
School Zone Infrastructure Sub-Program	SZIP	TfNSW, Local Government	Attachment B

Program funding

Projects within the Road Safety Program will be jointly funded by the Australian Government and NSW State Government on a 50:50 basis. A total program value of \$540 million is available in FY2023/24-2025/26 state-wide with \$91.8 million of funding available to councils across NSW.

Who can apply for funding?

TfNSW, Unincorporated Far West, Lord Howe Island Board and all NSW councils are eligible to apply for funding subject to the following minimum criteria being met:

- Construction works must be fully complete by 31 March 2026 and the Post Completion Report, along with all supporting documentation and evidence, must be submitted by 15 April 2026.
- Works must align with Section 1.1 to 1.6 of this document.

1.1 Program criteria

The Australian Government’s Program Guidelines for the Road Safety Program (Attachment E) detail the four criteria that a project will need to address. Projects will be appraised equally against each criterion. The following is NSW supplementary guidance against these criteria.

Refer to Appendix 2, for further information on the merit and assessment criteria, project assessment details and project status information in the Portal.

1.1.1 Criteria 1 – Road Safety Outcomes

Treatments that deliver improved Road Safety Outcomes linked to the National Road Safety Strategy 2021-30 (the Strategy) and the National Road Safety Action Plan 2023-25 (the Action Plan).

This criterion links the remoteness classification to the demonstration of road safety improvement.

1.1.1.1 Remoteness classification

The remoteness classification refers to the Australian Bureau of Statistics (ABS) classification of remoteness, refer to <https://maps.abs.gov.au/>. To determine classification, select boundary types of Remoteness Areas (RA) and Local Government Areas (LGA) to view the remoteness category of the area under consideration.

The Australian Government require the categorisation of remoteness areas into the categories of Urban, Regional, Remote and Footpaths and Cycleways. For the location-based categories, these relate to the ABS classifications in the following table.

Table 2: ABS classifications

ABS category	Australian Government category
Major Cities of Australia	Urban
Inner Regional Australia	Regional
Outer Regional Australia	
Remote Australia	Remote
Very Remote Australia	

The Safer Roads Portal has recently been updated to populate the ABS remoteness data automatically during project mapping. Projects entered prior to December 2023 will have to be updated.

The Footpaths and Cycleways category will cover projects within the sub-programs:

- Walking and Cycling Infrastructure Sub-Program
- School Zone Infrastructure Sub-Program

1.1.1.2 Road Safety Improvement

The Australian Government Program Guidelines provide the option to demonstrate the road safety improvement through a Network Safety Plan, ANRAM or AusRAP tools (section 1.1.4).

TfNSW recommends AusRAP be the tool of choice for the Road Safety Program to provide a consistent comparison of applications. Please note:

- Applicants must undertake their own star-rating of all state and regional roads throughout NSW in the main program of the Road Safety Program, and this information is available within the Safer Roads Risk Assessment (SRRA) tool (section 1.1.5).

1.1.1.3 Australian Road Assessment Program (AusRAP)

Australian Road Assessment Program (AusRAP) adopts collective risk measures and individual risk measures to assess the crash risk of a given section of road. Star ratings measure the inherent safety of the road infrastructure. They show the degree to which built-in safety features prevent crashes from occurring and reduce the severity of those crashes that do occur. Sections of road are rated on a scale of 1 to 5-stars, with 1-star being the least safe and 5-star being the safest. Safe roads with design elements such as dual lane divided carriageways, good line marking, and wide lanes have a higher star rating. Lower-rated roads are likely to have single lanes and be undivided with poor line marking and hazards such as trees, poles and steep embankments close to the edge of the road.

AusRAP originates from the International Road Assessment Program ([iRAP](#)), which believes that improving the world's roads to a 3-star or better standard is a key way to achieve the United Nations Sustainable Development Goals target of halving road deaths and injuries by 2030. This is reflected in Australia's National Road Safety Strategy and related action plan, National Road Safety Action Plan 2023-25, as well as the NSW 2026 Road Safety Action Plan.

For applications within the main program of the Road Safety Program, it is required that a star rating minimum 3-star and above be achieved. While training and accreditation is available for AusRAP, the AusRAP demonstrator tool (<https://demonstrator.vida.irap.org/>) can be used by practitioners to assess how infrastructure and risk mitigation of the road network affects the star rating of the road.

It is recommended that practitioners consider using the AusRAP demonstrator tool to set up a typical cross section for the road they are investigating and apply various infrastructure treatments to estimate the star rating change. This will provide greater confidence that the application is approaching the 3-star minimum requirement.

1.1.1.4 Safer Roads Risk Assessment light (SRRA-light) tool

The Safer Roads Risk Assessment light (SRRA-light) application is specifically built to provide complex spatial and textual query capabilities in a simple manner.

The platform is a single user interface that incorporates the pro-active and emerging road infrastructure risk assessment models, with the ability to simultaneously utilise the re-active traditional crash-based analysis approach. It is designed to inform decision making for strategic planning, concept development right through to detailed engineering treatment selection.

The system was designed to provide a one-stop shop where road infrastructure and risk data can be accessed and analysed, that would also identify road sections with the highest risk of severe crashes.

By consolidating and automating the Crash Risk Models, SRRA-light minimises the cost and resources necessary to conduct complex road safety risk analysis.

The aim of SRRA-light is to put road safety risk assessment at the heart of evidenced based, strategic decision making for all road investments.

For access to SRRA-light, please contact srra.support@transport.nsw.gov.au

Additional commentary for the minimum 3-star rating

The Australian Government Program Guidelines require any upgrade to raise the star rating of the road to minimum 3 stars. TfNSW highlights:

- A minimum of 3 stars will reduce the roadside risk of the road and reduce the incidence of Fatal and Serious Injuries (FSI). It should be noted that 3-star minimum roads alone will not meet the trauma reduction targets set out in the NSW Government 2026 Road Safety Action Plan. Where possible, the AusRAP demonstrator should be used to consider additional cost-effective treatments to continue improving the star rating above the 3-star minimum (see section 1.1.3)
- If the improved section of road is part of a longer route, changes along the length route should be considered to improve the overall route star rating. Further, the upgrade should not be out of context of the remainder of the route. Where possible, provide a consistent cross section
- Practitioners should consult with Austroads Guidelines to align with safe system interventions, reducing exposure, likelihood and severity, using primary safe system treatments where suitable.
- Speed zone reductions are not to be included as a treatment unless prior written agreement has been provided from TfNSW Community Partnering (ROM) or Network Safety (GS).

1.2 Criteria 2 – Evidence of economic benefits

Applications will need to address local employment opportunities, Indigenous participation including Indigenous employment or supplier-use opportunities and engagement of local businesses. Successful grantees will need to report against this criterion throughout the life of the project and in the Project Completion Report (PCR).

1.3 Criteria 3 – Construction readiness and risk

The Road Safety Program has a project construction completion deadline of 31 March 2026, including the submission of a Post Completion Report. No extensions past this date will be considered by TfNSW.

Submission requirements include:

- Confirmation of other funding sources
- Demonstration 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.

1.4 Criteria 4 – Evidence of Road Safety Risk Rating Improvements

Additional evidence may include:

- Network Safety Plans for the Local road network, produced in accordance with the Austroads Guidelines or other agreed material
- Details of how projects will deliver lifesaving road safety treatments on regional and remote roads, urban areas or increased protection for vulnerable road users

- 3-star rating, where applicable
- Safe System Assessments (Section 1.4.1)
- Road Safety Audits (Section 1.4.2).

1.4.1 Safe System Assessments

A Safe System Assessment assists practitioners with considering safe system objectives for road infrastructure projects. In other related programs such as the Australian Government Black Spot Program, Safe System Assessments are required to justify proactive proposals. For the Road Safety Program, a Safe System Assessment is not a requirement however can be used:

- To consider the proposed treatment against the existing road conditions
- To consider alternative treatments (optioneering) in alignment with Safe System objectives.

A Safe System Assessment provides a score which the project team can consider to determine the most appropriate treatment, which can be provided as evidence to demonstrate that the applicant has fully considered the proposal and options.

1.4.2 Road Safety Audits

Road Safety Audits provide a way of managing road safety by identifying risks associated with road and traffic works. Road Safety Audits are a device to assist project managers to ensure improved road safety outcomes.

TfNSW's current position aligns with *Austrroads Guide to Road Safety Part 6, Road Safety Audit*. Road Safety Audits shall be conducted at the following stages:

- Feasibility (concept) stage or preliminary stage
- Detailed design stage.

This is the minimum number of audits required and does not negate the need for further audits to be undertaken where the project team considers it necessary, for example a pre-opening Road Safety Audit may be considered necessary.

TfNSW requires that any completed Road Safety Audits be submitted with the completion report. Applicants should ensure that adequate funds have been allowed for the provision of essential audits.

A decision on the road safety requirements is at the discretion of TfNSW. Further guidance on Road Safety Audits is being developed to consider the Austrroads Harmonisation of Road Safety Audit project.

1.5 Works not covered under the Program

The following are not covered under the Program:

- Stand-alone planning and design only proposals
- Maintenance projects. There must be a safety benefit upgrade in the project
- Stand-alone projects providing like-for-like replacement of infrastructure are not supported, however an upgrade of infrastructure can be submitted. An example of an infrastructure upgrade is the replacement of guardrail with wood support posts and

fishtail ends with Manual for Assessing Safety Hardware (MASH) accredited flexible barrier

- Replacement or installation of new signs and lines only
- Mature landscaping and decorative treatments. While the aesthetics of the final product is important, the installation of mature landscaping such as advanced trees and decorative treatments such as public art, granite or sandstone kerbing, decorative concrete footpaths and so on is not supported. The Road Safety Program will provide for the standard equivalent, and the cost difference for anything above minimum standard is to be fully funded by the applicant organisation. Exclusions:
 - Colour threshold treatments on road pavements, colour concrete infill on refuges and the like which can improve motorist comprehension and is considered a safety improvement
- Road Safety Program funding will not be made available for road design, safety in design, and Road Safety Audit non-conformances identified in projects from other programs or the previous Federal Road Safety Program
- No works may occur on private roads. Each authority (Council, TfNSW) may only construct work on roads which are the responsibility of the authority - that is Local or Regional roads for Council and State roads for TfNSW
- Works must not have started, or be scheduled to start, and tenders must not have been awarded before Australian Government approval. 'Works' means actual on ground works at the project site and/or the fabrication of major components off-site
- Projects currently approved, funded or under construction within Council's or TfNSW's 2023/24 to 2025/26 work plans
- All undelivered projects from previous iterations of the Program that have been brought forward will be considered a new project and will compete for funding against other submitted projects
- Construction work that cannot be completed within the Program time frame
- Proposals that do not provide the evidence and data required as part of the application.

1.6 Co-funded projects

Co-funding of projects is encouraged within the Road Safety Program.

- Co-funding can be considered to extend the scope of projects from other programs (such as road rehabilitation projects), or to provide enhancements outside the scope of this Program.
- Funding will not be made available for road design, safety in design, and Road Safety Audit non-conformances identified in projects from other programs or previous Federal Road Safety programs.
- Co-funding arrangements must be indicated in the project submission.

Key dates

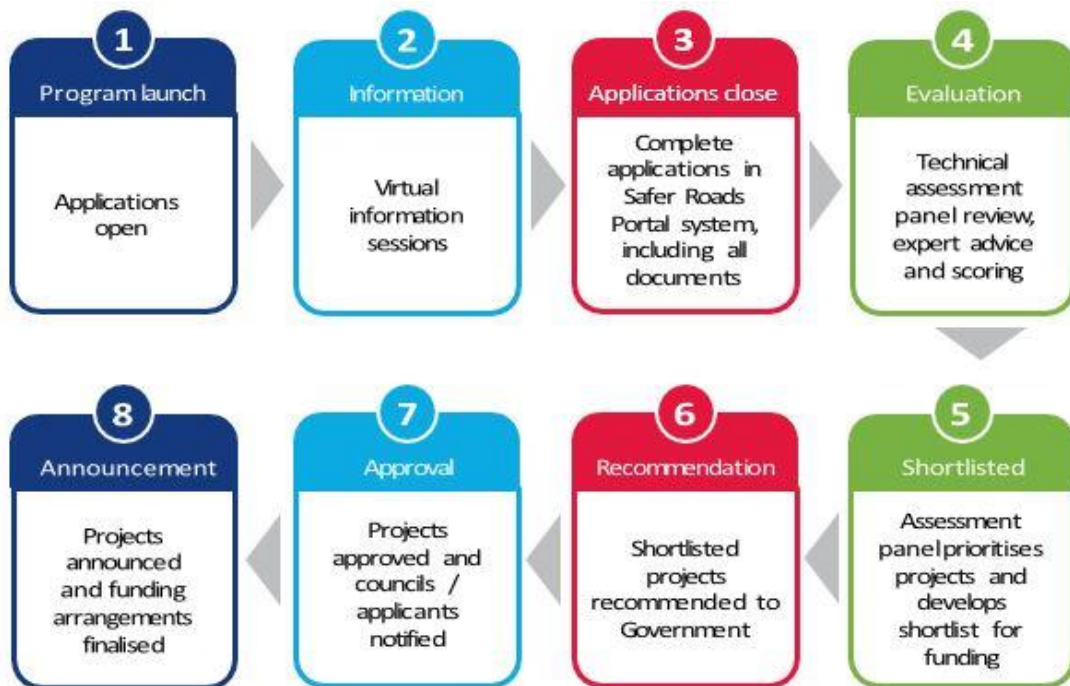
Table 3: Key dates

Applications open	4 March 2024
Applications close	10 May 2024
Successful projects announced	From July 2024
Projects open to traffic and to be fully complete	31 March 2026
Project Completion Reports and supporting evidence due	15 April 2026
Program Completion Report due to Australian Government	30 April 2026
Program close	30 June 2026

Program termination

The Program will terminate on 30 June 2026. However, to align with Australian Government program deadlines, all projects must be completed and the Project Completion Report (PCR) submitted by 15 April 2026. There will be no extensions to time for project delivery. Any projects that are not completed by 31 March 2026 are at risk of not being funded through this Program, in part or in full. If a project is not fully complete with required completion documentation submitted, the applicant organisation will be responsible for funding the project in part or in full at TfNSW's discretion.

2. The Application and Assessment Process



2.1 How to apply for funding

All project proposals must be prepared and submitted through the Safer Roads Portal (the Portal), TfNSW's online safety program management system.

Only those approved to use the Portal can access it. Once approved you will be sent a link to go into the Portal. If you don't have access or are unable to access the Portal through an existing link, contact the portal support team at SRP.support@transport.nsw.gov.au.

More information about accessing the Portal and how the Portal works can be found in Appendix 1.

Applicants must submit one application per site unless otherwise agreed.

2.2 Mandatory data

The Australian Government has mandatory data requirements.

The Portal will prompt applicants to add information about the project and documents to support an application. Some of the information requirements include:

- Remoteness classification
- Volumes, being pedestrian and vehicle volumes relevant to the project
- Full details of the proposal
- A map of the project
- Coordinates for the start and end point (latitude and longitude)
- Relevant strategy document(s)

- Project concept/detail design documents
- Consultation summaries/reports, letters of support from school/community
- Cost estimates, which must include P50 and P90 contingency
- Planning/approvals documents and studies e.g., REF, Traffic Committee, relevant strategies etc. (where required)
- Plans - these can be strategic, concept or detailed depending on the stage of the project development
- A commitment to complete construction and be open to traffic before 31 March 2026, including evidence that the project can be completed within the timeframes
- Details of the safety benefits for each site
- Detail related to any mandatory question within the Portal.

2.3 How applications will be assessed

Each project will be subject to a competitive merit-based selection process based on eligibility criteria and assessment criteria to enable selection of projects which meet the program objectives.

As each key milestone passes, the applicant will receive an automated email on the submissions journey through the Portal.

Refer to Appendix 2, for further information on the merit and assessment criteria, project assessment details and project status information in the Portal.

Upon completion of the application assessments, TfNSW will make recommendations to the Australian Government on applications for funding.

The Minister for Infrastructure, Transport, Regional Development and Local Government from the Australian Government will make the final decision on which projects are funded.

2.4 Conflicts of Interest

TfNSW staff must comply with the following policies to manage conflicts of interests relating to grants to support probity and transparency:

- Code of Ethics and Conduct for NSW Government Sector Employees
- Transport Code of Conduct
- Transport Conflicts of Interest Policy

Policies on conflict-of-interest management are consistent with policies relating to gifts and benefits and reinforce the importance of declaration.

2.5 Fraud and Corruption

TfNSW has a zero-tolerance approach to fraud and corruption and all staff are expected to call out behaviour which may be corrupt or unethical.

TfNSW commits to fraud and corruption prevention by:

- Proactively identifying and managing corruption risks and applying appropriate controls

- Honouring and embedding the Transport Code of Conduct and the Code of Ethics and Conduct for NSW Government Sector Employees by promoting staff awareness of fraud and corruption and its triggers
- Fostering a culture of ethical safety by supporting and protecting people who report misconduct, and praising those who identify ethical safety risks and issues.

3. Notification of application outcomes

Following the Australian Government's decision, TfNSW will contact all applicants to inform them of the outcome of their application.

3.1 Successful applications

Successful applicants will receive a formal letter of offer, funding deed and other supporting documents with further information about the Program.

3.2 Unsuccessful applications

Unsuccessful applicants will receive written advice.

Applicants may seek feedback on applications that were unsuccessful.

4. Program requirements

4.1 Payments to councils

Council will receive payments upon completion of project milestones. Council will be required to provide evidence at completion of each milestone before payments are made.

Further details around the milestone payments will be provided to successful applicants.

4.2 Reporting requirements

Applicants undertaking road safety infrastructure projects must provide comprehensive monthly progress reports to the relevant teams at TfNSW. These reports should include a project status commentary, highlighting achievements and challenges, as well as reporting requirements identified in project assessment criteria such as employment opportunities and Indigenous participation. Additionally, they should identify potential risks and their mitigation strategies. Updated milestone dates and financial forecasting/expenditure breakdowns must be included to ensure transparency and accountability. This information will enable stakeholders to make informed decisions and facilitate successful project execution.

4.3 Variations

Applicants proposing to vary an approved project must do so in writing and seek formal approval from the relevant TfNSW team. Written agreement must be received before contracting works or commencing construction. Where a project has already commenced and a variation is sought, approval of the variation must be received in writing before the construction commencing on works that are the subject of the variation.

4.4 Contingency

In every project, a P50 and P90 contingency amount must be included in the estimated cost to address unforeseen risks, uncertainties, scope changes, and market fluctuations. This contingency is utilised when the project cost exceeds the original budget, subject to a formal variation submission to TfNSW for review and justification.

4.5 Unapproved projects

Should applicants 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 applicant. This includes where a project has been altered without a variation being sought and approved.

If work outside of the approved scope is completed then payment of this work is at the discretion of TfNSW.

5. Finalisation requirements

5.1 Road Safety Audits

Applicants are responsible for undertaking a Road Safety Audit, as required in Section 1.4.2, and addressing all corrective actions. Any audits must be undertaken by an accredited and independent audit team.

5.2 Program signage requirements and public announcements

Each project will require signage to be installed to acknowledge the Program and funding sources. Further information on signage requirements will be provided to successful applicants.

Council must notify TfNSW before making any public announcement regarding the approved projects.

5.3 Post Completion Reports

The Safer Roads Portal is used to capture the project details at completion and determine the final benefits realised to the Road Safety Program. Post Completion Reports must be completed within three months of project completion but no later than 15 April 2026, whichever comes first.

Applicants will also need to submit other supporting evidence and photographs as part of the project close out process.

Further information on the requirements will be provided to successful applicants.

6. Maintenance

6.1 Ongoing maintenance

Council will be responsible for the maintenance of all completed assets except for the following:

- Traffic signals
- VAS signage
- Where the asset is not owned by TfNSW or Council

- Any asset where TfNSW has formally accepted ownership and maintenance liability in writing. For TfNSW to accept ownership/maintenance of an asset, the asset must be designed and constructed in accordance with all TfNSW specifications.

7. Further information

Questions about the Road Safety Program, including eligibility and the application process, can be emailed to safer.roads@transport.nsw.gov.au

Complaints handling

Transport for NSW is committed to responding appropriately to customer complaints and feedback.

Written complaints can be sent to the Program email safer.roads@transport.nsw.gov.au and verbal feedback provided in person or over the phone will be recorded in a feedback register to ensure they are addressed.

Complaints will be responded to within 21 days of receipt. Where this is not possible, due to the nature of the enquiry, Transport for NSW will:

- inform the stakeholder of the time needed to provide a final response
- provide a name and telephone number to call for further queries.

Any personal information shared through the complaints process will only be used to investigate and respond to that feedback in accordance with the Transport for NSW Privacy Policy. For more information visit our privacy page: [Transport privacy | Transport for NSW](#)

Appendix 1 – Safer Roads Portal

The Safer Roads Portal (the Portal) manages all project nominations, variations and completion reports within all the Safer Roads Programs including the Road Safety Program and related sub-programs.

The Portal is designed to support effective program management and ensure record management of the project throughout the project life cycle. This includes specific documents required to be submitted, including plans, cost estimates, variations, and close-out documentation.

Accessing the portal

If you do not have access to the Safer Roads Portal, please provide your contact details (name, email, phone number, position, organisation, region) to srp.support@transport.nsw.gov.au and request access. On approval you will be sent a link to the Portal.

Project Status – Under Review

When the project is under review, it is undergoing integrity review. The integrity review provides assurance that project proposals have been submitted with the most correct information reasonably possible, in alignment with Safe System principles.

Integrity reviews are conducted by TfNSW.

Project Status – Safe System Review Committee (SSRC)

The SSRC will review project proposals for their alignment with Safe System principles. SSRC recommendations will relate to conformity to Safe Systems principles. Projects are determined to be:

- Endorsed: project proposal is deemed suitable for funding under the Program and endorsed for prioritisation and potential funding
- Not Endorsed: proposal is not deemed suitable for the Program based on non-conformance to Safe Systems principles or Program Guidelines. Projects that are not endorsed will be returned to the applicant with notes attached explaining the SSRC decision and to give guidance as to how the project can be improved to be favourably considered in a future round of funding.

Project Status – Funded

When a project is approved by the Australian Government, it will be moved into the Funded status in the Portal. If a project is not approved for funding, it will stay in Endorsed status. It will be the responsibility of the applicant to consider options for future submissions with the project.

Project Status – Withdrawn

The applicant can apply to withdraw a project if they no longer wish to seek funding through the Road Safety Program.

Appendix 2 - Assessment criteria and question weightings

Program Criteria	Application Questions	Criteria Weighting	Question weighting
1. Road Safety outcomes	<p>Does the project result in reduced exposure, the reduction in likelihood or severity of a crash in accordance with the Safe Systems Framework? Provide a detailed response.</p> <p>Is safe system approach included in your strategic planning?</p> <p>Consider providing additional supporting road safety evidence such as:</p> <ul style="list-style-type: none"> - Safe System Assessment demonstrating the improvement of the intervention against the existing situation, - Road Safety Audit of the proposed works, - Network Safety Plan extract. 	25%	100%
2. Evidence of economic benefits	<p>Will this project create local employment opportunities, including Indigenous participation and use of verified Indigenous suppliers / businesses (eg, Supply Nation)?</p> <p>If yes, explain how. If no, explain why not</p>	25%	70%
	<p>Does the applicant commit to tracking and reporting on employment numbers throughout the project?</p>		30%
3. Construction Readiness and Risk	<p>What stage is this project currently at? Please provide details of the work completed on the project to date. (Note: completed design needs to be attached in the Safer Roads Portal as part of application)</p>	25%	25%
	<p>What time contingencies have you factored into your schedule? (i.e. delays with wet weather, natural disasters etc.).</p>		20%
	<p>Is this proposed project to be completed in conjunction with or dependant on other works to be completed? If yes, please provide details.</p>		10%
	<p>Are there any environmental or heritage issues with this project that might impact delivery within the selected program's timeframe? If yes, please provide details (i.e. has an environmental review been completed including any estimated delays</p>		15%

	<p>associated with this, offsetting requirements, endangered species).</p>		
	<p>Are there any known or potential risks to the delivery of the proposed treatments which may impact on project development and/or delivery?</p> <p>If yes, please provide details of the risk as well as how the applicant will address this risk. (i.e., risks could include the relocation of existing services, land acquisition, traffic committee approval, community consultation, work authorisation deeds, changes to traffic signals).</p>		15%
	<p>Has any consultation been completed about the type of treatment and location of the proposed work? If yes, what was the outcome?</p>		10%
	<p>Is the project being co-funded? If yes, is the project awaiting co-funding approval? If yes, provide details of co-funding waiting to be approved as well as evidence of approval for other funding sources (including council contribution).</p>		5%
4.Evidence of Road Safety Risk Rating Improvement	<p>For all projects that are part of the main Road Safety Program: A mandatory iRAP Star Rating evaluation will be required to address these criteria, which focuses on showing improvements in road safety risk rating. Sites must be improved to a minimum 3 stars. Applicants are required to complete their own evaluation</p>	25%	100%
	<p>For all projects under the sub-programs (School Zone infrastructure & Walking & Cycling) Details on how projects will deliver lifesaving road safety treatments on regional and remote roads, urban areas or increased protection for vulnerable road users. This can be demonstrated through:</p> <ul style="list-style-type: none"> -providing evidence / data gathered from previous works that have reduced the risk for that user group, and/or -support your proposal with a Star Rating change assessment (before and after) for the targeted vulnerable road user type (for example, pedestrians and/or cyclists) 		
Total		100%	

Road Safety Program – Sub-Programs

Attachment A: Walking and Cycling Infrastructure Sub-Program

Attachment B: School Zone Infrastructure Sub-Program

Attachment C: Australian Government Road Safety Guidelines

Attachment A - The Walking and Cycling Infrastructure Sub-Program (WCIP)

The Walking and Cycling Infrastructure Program (WCIP) is part of the Road Safety Program 2023/24-2025/26 aiming to deliver footpath, shared path and cycling infrastructure upgrades and improvements across urban and regional areas of NSW.

The objective of the WCIP is to deliver road safety upgrades and improvements for vulnerable road users across urban and regional areas of NSW, creating a safer road environment for pedestrians and cyclists. The WCIP is closely aligned with the Road Safety Program sub-programs, School Zone Infrastructure Program and Pedestrian Protection Program.

Projects under the WCIP will be jointly funded by the Commonwealth and NSW State Government on a 50:50 basis.

A1 Works covered within the WCIP

Table 4: Description of the treatments supported through the WCIP

Treatment name	Description
Shared pathway	A shared pathway is where pedestrians and cyclists share the pathway.
Separated footpath and cycleway	A separated path provides for exclusive use by pedestrians and cyclists separately. Recommended for higher volume pathways. The path can be separated by physical devices such as fencing, landscaping, or distance where space allows.
Cycleway	An exclusive bicycle path that is one-way or two-way, preferably provided with minimal interaction with crossing motor vehicles into private accesses. Can be provided on-road or off-road.
Footpath	A footpath is for use by pedestrians, people in wheelchairs or on mobility scooters or other mobility devices.

Projects must be designed and constructed in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Supplements.

A2 Ancillary treatments

The following ancillary treatments can be provided as part of the project provided it connects with the same facility. If the crossing treatment is within a school zone, it is recommended to apply through the School Zone Infrastructure Sub-Program.

Table 5: Ancillary treatments that can be provided as part of the project

Works	Description
<p>Raised zebra crossing (wombat crossing)</p>	<p>A wombat crossing is a zebra crossing on a raised threshold. Wombat crossings must be installed in accordance with AS1742.10.</p> <p>A wombat crossing is an example of primary safe system infrastructure.</p>
<p>Kerb extensions</p>	<p>Kerb extensions provide localised widening of footpaths through re-alignment of kerb and gutter.</p> <p>Kerb extensions allow the continuation of the footpath onto the roadway which increases visibility to pedestrians for motorists. Kerb extensions are not a formal crossing facility but are considered devices to aid in crossing the road. Kerb extensions can be combined with a wombat, zebra or Childrens Crossing.</p> <p>Kerb extensions must be installed in accordance with TfNSW Technical Direction TDT2011/01a.</p>
<p>Pedestrian refuge</p>	<p>A median traffic island which provides refuge for crossing pedestrians, allowing the road to be crossed in two stages.</p> <p>Pedestrians do not have priority at Pedestrian refuges. Pedestrian refuges must be designed in accordance with AS1742.10 and it is recommended to be installed in accordance with TfNSW Technical Direction TDT2011/01a. TfNSW Technical Direction TDT2011/01a provides increased median length to improve safety.</p> <p>A pedestrian refuge can be combined with a wombat or zebra crossing to provide further lane narrowing and refuge for pedestrians.</p>
<p>Pedestrian fencing</p>	<p>Fencing can be installed on existing medians or on the roadside. Fencing is used to restrict the movement of pedestrians onto the roadway.</p> <p>Note that pedestrian fencing is not a safety barrier to protect pedestrians from vehicles running off road. TfNSW approved fencing must be used where the fencing interfaces between the facility and the roadway.</p>

Works	Description
Marked foot crossing (commonly known as a zebra crossing)	A formal pedestrian crossing facility which consists of a series of parallel stripes marked longitudinally across the roadway, installed in accordance with AS1742.10 plus TfNSW supplements.
Pram ramps	Provides disability compliant access to and from the footpath / nature strip. Includes pedestrian ramps required for access across steeper road verges.
Kerb and gutter	Primarily to formalise the separation between vehicles and pedestrians / cyclists. Can be installed as part of a crossing project however cannot be installed as a stand-alone kerb and gutter or drainage project.
Driveway works	Where the installation of a path affects property access, this must be rectified through the WCIP within the road reserve.
Other works	Other pedestrian safety works can be considered on application. Examples of other works could include safety barrier to separate vehicles from the new or upgraded shared pathway / footpath.

All projects must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Supplements.

A3 Works not covered under the WCIP

The following are not covered under the program including:

- Maintenance of existing infrastructure. Stand-alone projects providing like for like replacement of infrastructure is not covered. There must be a safety benefit upgrade in the work
- Stand-alone planning and design only proposals
- Mature landscaping and decorative treatments. Whilst the aesthetics of the final product is important, the installation of mature landscaping such as advanced tress and decorative treatments such as public art, granite or sandstone kerbing, decorative concrete footpaths and so on is not supported by the program. The WCIP will provide for the standard equivalent, and the cost difference for anything above minimum standard is to be fully funded by the applicant. The exclusion to this is colour threshold treatments on road pavements, colour concrete infill on refuges and the like which can improve motorist comprehension and is considered a safety improvement
- Street furniture including seats and bins

- No works may occur on private roads or privately owned land. Each authority (Council, TfNSW) may only construct work on roads which are the responsibility of the authority, that is local or regional roads for Council and State roads for TfNSW
- The proposed work must be identifiable as a priority. This must be confirmed within the evidence provided within the Safer Roads Portal application
- Projects need to be additional to existing infrastructure work planned or underway under other Australian Government funded projects
- Works must not have started, or be scheduled to start, and tenders must not have been awarded before Australian Government approval. Works means actual on ground works at the project site and/or the fabrication of major components off-site
- Projects currently approved, funded or under construction within Council's or TfNSW's 2023/24 or 2024/25 work plans
- All undelivered projects from previous iterations of the Program that have been brought forward will be considered a new project and will compete for funding with all other projects submitted for the new program
- Work conducted before funding approval
- Construction work that cannot be completed within the Program time frame
- Proposals that do not provide the evidence and data required as part of the application.

Attachment B - School Zone Infrastructure sub-Program (SZIP)

The School Zone Infrastructure Program (SZIP) is part of the Road Safety Program 2023/24-2025/26, aiming to deliver pedestrian safety focused infrastructure upgrades within school zones throughout NSW.

Projects under the SZIP will be jointly funded by the Commonwealth and NSW State Government on a 50:50 basis. Please note additional works proposed for routes to schools that fall outside of an approved school zone (that is, the area bounded by the school zone signage and speed zone) can be submitted within the main program or WCIP.

The table below provides a description of the treatments supported through the program.

B1 Works covered within the SZIP

Table 6: Treatments supported through the SZIP

Treatment name	Description
Raised zebra crossing (commonly known as a wombat crossing)	<p>A wombat crossing is zebra crossing on a raised threshold. The wombat crossing must be combined with a Children’s Crossing where a School Crossing Supervisor is present, or where the school agrees to install the Children Crossing flags during School Zone times.</p> <p>Wombat crossings must be installed in accordance with AS1742.10.</p> <p>A wombat crossing is an example of primary safe system infrastructure.</p>
Kerb extensions	<p>Kerb extensions provide localised widening of footpaths through re-alignment of kerb and gutter.</p> <p>Kerb extensions allow the continuation of the footpath onto the roadway which increases visibility to pedestrians for motorists. Kerb extensions are not a formal crossing facility but are considered devices to aid in crossing the road. Kerb extensions can be combined with a wombat, zebra or Children’s Crossing.</p> <p>Kerb extensions must be installed in accordance with TfNSW Technical Direction TDT2011/01a.</p>

Treatment name	Description
Pedestrian refuge	<p>A median traffic island which provides refuge for crossing pedestrians, allowing the road to be crossed in two stages.</p> <p>Pedestrians do not have priority at Pedestrian refuges. Pedestrian refuges must be designed in accordance with AS1742.10 and it is recommended to be installed in accordance with TfNSW Technical Direction TDT2011/01a. TfNSW Technical Direction TDT2011/01a provides increased median length to improve safety.</p> <p>A pedestrian refuge can be combined with a wombat, zebra or Children’s Crossing to provide further lane narrowing and refuge for pedestrians.</p>
Pedestrian fencing	<p>Fencing can be installed on existing medians or on the roadside. Fencing is used to restrict the movement of pedestrians onto the roadway.</p> <p>Note that pedestrian fencing is not a safety barrier to protect pedestrians from vehicles running off road.</p>
Speed control devices including speed humps	<p>For the SZIP, speed control devices must be installed within the school zone and designed in accordance with AS1742.13, plus relevant standards. This can include mid-block raised thresholds, raised safety platforms at intersections, roundabouts, and so on.</p>
Footpaths and shared paths (on routes to school, within school zones)	<p>Footpaths and shared paths can be used to connect new crossing infrastructure to the existing footpath network.</p> <p>Footpath and shared pathways can be provided to improve safety within school zones and on routes to school.</p>
Construction of school drop-off pick-up zones or bus bays	<p>Road pavement widening to provide a parking area or bus bay separate to instead of sharing with through traffic.</p>

Projects must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Supplements.

B2 Ancillary treatments

The following works can be provided by the Program to support a proposal but should not be provided in the absence of other pedestrian safety infrastructure.

Table 7: Works that can be provided by the program to support a proposal

Works	Description
Marked foot crossing (commonly known as a zebra crossing)	A formal pedestrian crossing facility which consists of a series of parallel stripes marked longitudinally across the roadway, installed in accordance with AS1742.10 plus TfNSW supplements.
Children's Crossing	<p>A facility to cross children between the school zone times applying to the school, typically 8-9:30am, 2:30-4pm school days however it can vary. A Children's Crossing comprises transverse lines with marker posts to delineate the crossing point, TF stop lines with flag posts to delineate to vehicle stop point, installed in accordance with AS1742.10, plus TfNSW supplements.</p> <p>Note, the installation of a Children's Crossing does not provide a School Crossing Supervisor where there is none currently provided. To apply for a School Crossing Supervisor please review the following links: https://www.transport.nsw.gov.au/roadsafety/community/schools/school-crossing-supervisors/request-form https://www.transport.nsw.gov.au/roadsafety/community/schools/school-crossing-supervisors#How_to_apply_for_a_school_crossing_supervisor</p>
Combined Marked and Children's Crossing	A combined version of the above crossings, installed in accordance with AS1742.10 plus TfNSW supplements.
Lighting	Lighting in accordance with AS1158 at full time pedestrian crossings.
Pram ramps	Provides disability compliant access to and from the footpath / nature strip.

Works	Description
Kerb and gutter	Primarily to formalise the separation between vehicles and pedestrians. Can be installed as part of a crossing project however cannot be installed as a stand-alone kerb and gutter or drainage project.
Other works	Other pedestrian safety works within the School Zone can be considered on application.

All projects must be constructed in accordance with the relevant Australian Standards, Austroads Guidelines and TfNSW Supplements.

Attachment C – Australian Government Road Safety Program Guidelines



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 roads¹; remote roads²; urban roads³; and footpaths and cycleways⁴.

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

¹ 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](#).

² 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.

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

⁴ 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 ¹
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)
ACT	\$ 2,500,000.00	\$ 2,500,000.00	\$ 5,000,000.00
NSW	\$ 135,000,000.00	\$ 135,000,000.00	\$ 270,000,000.00
NT	\$ 22,500,000.00	\$ 22,500,000.00	\$ 45,000,000.00
QLD	\$ 127,884,500.00	\$ 127,884,500.00	\$ 255,769,000.00
SA	\$ 42,000,000.00	\$ 42,000,000.00	\$ 84,000,000.00
TAS	\$ 11,000,000.00	\$ 11,000,000.00	\$ 22,000,000.00
VIC	\$ 93,724,805.00	\$ 93,724,805.00	\$ 187,449,610.00
WA	\$ 53,610,000.00	\$ 53,610,000.00	\$ 107,220,000.00
Total	\$ 488,219,305.00	\$ 488,219,305.00	\$ 976,438,610.00

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.
- 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 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

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 attention Kat Yuile.

Written enquiries can be directed to:

Kat Yuile

Director – Safer Roads Programs Section

Targeted Infrastructure Programs Branch

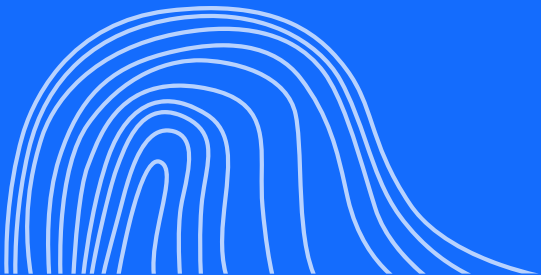
Department of Infrastructure, Transport, Regional Development, Communications and the Arts

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 Australian Bureau of Statistics website for remoteness structure .
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 Australian Bureau of Statistics website for remoteness structure .
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 Australian Bureau of Statistics website for remoteness structure .
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.



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