



Q. What is the Towards Zero Safer Roads Program?

The Towards Zero Safer Roads Program is a road safety infrastructure and speed management treatment program that aims to deliver sustainable and long-term reductions in road trauma through upgrades of the existing road network.

The Program is funded by the NSW Government and administered by Transport for NSW.

The Towards Zero Safer Roads Program Round 2 covering FY24/25 - FY26/27 makes available \$70 million to councils across NSW.

Q. Who is eligible to apply for Towards Zero Safer Roads Program Round 2 funding?

Transport and all local government areas within NSW can apply for funding under this Program. This includes the unincorporated areas in western NSW as well as the Lord Howe Island Board.

Q. When do applications for the Program Round 2 open and close?

Applications for council projects open on 12 April and close on 10 May 2024. These dates align with the Road Safety Program launched in March 2024. Applications must be submitted through the Safer Roads Portal Management System (Safer Roads Portal) by midnight on 10 May 2024.

Applications must be at 'Under Review' status in the Online Portal by this date to be considered for funding.

Q. Were Councils eligible to apply for Round 1 funding?

No. The business case for this Program determined separate allocations of funding for state and local government managed roads and Round 1 was focussed on higher traffic volume State Roads.

Round 2 is open for applications for funding from Transport and local government. Pre-determined funding allocations have been assigned. \$70 million has been made available to NSW councils.

Councils will not be competing with Transport for the funding set aside for Local and Regional Roads.

Q. What are the criteria for a Towards Zero Safer Roads application?

The Program has three criteria:

- Road safety outcomes
- Risk
- Construction readiness

Please refer to the Program Guidelines for more information on Program criteria.

Q. What are the differences between the Towards Zero Road Safety and the Road Safety Program?

The application process for both programs is the same, with both programs requiring applicants to submit via the Safer Roads Portal, however there are differences in the criteria for each Program. You will need to check both the Program boxes on the Project Details (first) page of the Safer Roads Portal nomination when making your submission to be assessed for both Programs. You will only need to make one application but make sure both the Program boxes are ticked.

The Road Safety Program is funded equally by the Australian Government and the NSW Government, the Towards Zero Safer Roads Program is fully funded by the NSW Government.

The Towards Zero Safer Roads Program requires nominations to include at least one of the Safe System Interventions listed in the tables in the program guidelines. A Safe System intervention(s) from the tables must form the majority of the project scope/cost. These tables were provided to councils via email to assist with the project development within the Road Safety Program.

The calculation of the Safety Performance Index (SPI) to determine the number of fatalities and serious injuries prevented per \$100M spent is required under the Towards Zero Safer Roads Program. In contrast, having an SPI is not mandatory for projects under the Road Safety Program.

Additionally, the Towards Zero Safer Roads Program includes a speed management component that finances speed zone reviews, the implementation of new speed limits, and related infrastructure.

The Road Safety Program mandates that projects achieve a minimum 3-star risk rating using the AusRAP/iRAP Star Rating Demonstrator tool for the main program. Additional supporting evidence is required for sub programs.

Q. What are the next steps for applications for the Program after applications close?

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

Transport will undertake an integrity review of each application, which includes eligibility and technical review/assessment.

Eligible applications will then be reviewed by the Safe Systems Review Committee (SSRC) for final assurance, where projects will be either endorsed or not endorsed to progress to prioritisation for the Program.

Following the SSRC, Transport will make recommendations to appropriate governance committees on a prioritised list of projects for funding consideration. The Transport Deputy Secretary, Safety Environment and Regulation is the final decision maker for approved projects as the Program Sponsor.

Following final approval, Transport will contact all applicants to inform them of the outcome of their project proposal.

During the assessment process applicants may be contacted if there is additional information required. For nominations requiring additional information, applicants will need to prioritise their resubmission within the timeframes provided by Transport.

Q. What are the delivery timeframes for the Program?

The delivery timeframe for Round 2 of the Program is across three financial years, 2024/25 – 2026/27.

Q. How much funding is eligible for councils?

\$70 million is available to councils across NSW.

Q. Can the closing date for applications be extended?

No. Due to the strict timeframes of the Program, applications must be submitted by midnight 10 May 2024. However, please reach out to your local Transport team using the contacts below for assistance with your nominations.

Q. When will announcements be made on successful applications for the Program?

It is anticipated that successful applications will be announced in mid-2024.

Unsuccessful applications will also receive written advice at this time.

Q. Can Towards Zero Safer Roads Program funding be combined with other funding sources?

Yes, but not with funding from the Road Safety Program. Funding will be provided from only one of these two safety programs but can be combined with other program funding sources. Information should be provided in the application about all co-funding sources for the proposed work including the status of the co-funding (approved, pending, not approved). Timing of other funding sources

needs to be considered to ensure the project can be completed within the specified timeframe of this Program.

Q. Can I submit the same project to be considered for both the Road Safety Program 2023/24-2025/26 and the Towards Zero Safer Roads Program Round 2?

Yes. Some project types are eligible for both programs.

You will need to ensure that Program requirements are met for each Program when submitting your application.

You will need to check both the Program boxes on the Project Details (first) page of the Safer Roads Portal nomination when making your submission to be assessed for both Programs. You will only need to make one application but make sure both the Program boxes are ticked.

Q: If I've already submitted a proposal for the Road Safety Program, can I revisit that application and select an option to also submit the same project for the Towards Zero Safer Roads Program?

If you submitted your proposal for the Road Safety Program before the launch of the Towards Zero Road Safety initiative, you can request your local Transport representative to return the application through the Safer Roads Portal. This will allow you to check the Towards Zero Safer Roads box, update any necessary project details, and resubmit the application before the deadline.

Q: Are High Pedestrian Activity Areas (HPAAs) and speed zone reviews included as eligible projects in the Towards Zero Safer Roads Program?

Yes, HPAAs are eligible projects under this Program. Development activities may be included in the first/second year of a two/three-year project, with construction scheduled for the following second/third year(s).

HPAA proposals are **eligible** with concurrence from Transport that a Speed Zone Review will be undertaken to support the necessitated speed limit change.

Standalone speed zone reviews with no proposed infrastructure can be suggested to Transport however the review will be undertaken by Transport staff in consultation with councils in accordance with the NSW Speed Zoning Standard. These are not submitted through the Safer Roads Portal. More guidance on this critical component of Towards Zero Safer Roads will be released at a future date.

Q: What is Safe System Future/Interim State Alignment?

The intervention options selected for the Program (detailed in the Program Guidelines) are based on a hierarchical risk management approach using the Safe System Assessment Framework.

Several risk exposure bands broken down by Annual Average Daily Traffic (AADT) volumes and speed limits for rural and urban applications, guide the level of suitability of an intervention based on the risk exposure band including whether the intervention is considered future state or interim state acceptable.

The rural and urban risk bands and intervention options tables can be found in the Program Guidelines and must be used when developing an application for the Program.

Q. What is a Star Rating?

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 divided carriageways, good line marking, wide lanes and lower speed limits have a higher star rating. Lower-rated roads are likely to be undivided with poor line marking, high speed limits and hazards such as trees, poles and steep embankments close to the edge of the road.

The iRAP ViDA Star Demonstrator tool can be used to assess and compare the before and after road and roadside risk Star Rating of a length of road when implementing safety treatments.

Please see links for:

- [iRAP ViDA Star Rating tool and Safer Roads Portal frequently asked questions](#)
- [iRAP ViDA Star Demonstrator tool quick user guide](#)
- [Star Rating and Safer Roads Portal technical workshop webinar recording](#)

Q. Am I required to complete my own Star Rating before making a formal submission?

Yes, applicants are required to complete their own before and after Star Rating to support their application.

A link to the iRAP demonstrator tool can be found here – [Star Rating Demonstrator \(irap.org\)](#).

Anyone wishing to complete their own before and after Star Rating will need to register to use the tool, which can be accessed through the above link.

Once completed, the information will then need to be uploaded in the ‘notes and attachment’ section as part of the application in the Safer Roads Portal.

Q. How do I get access to the Safer Roads Portal?

For access to the Safer Roads Portal please use the following form
<https://forms.office.com/r/seNCw7WfEB>

Once approved you will be sent a link to the Portal.

Q. I’m having technical difficulties with the Safer Roads Portal. What should I do?

Please take a screenshot of the error you are encountering and send the image with a description of the problem and your details to srp.support@transport.nsw.gov.au.

Q. Are applicants able to edit their application?

Applicants can make changes to their application if it is within the nomination period.

If the application has been submitted in the Safer Roads Portal and is in ‘Under Review’ status and the applicant wishes to make changes whilst the nomination period is still open, the applicant will need to contact srp.support@transport.nsw.gov.au and request the application to be ‘Returned to Applicant’.

Once the nomination period has closed, the application will be assessed, and any recommendations will be provided to the applicant. Applicants are then able to make the recommended changes.

No new projects will be accepted after the nomination period closes.

Q. What other funding is available if the project is not successful under this Program?

Transport will advise councils of new programs as they become available. Council can determine the suitability of projects for submission into these programs.

Q. Can councils include the cost of using a specialist consultant to draft applications as part of project applications?

No, funding does not include consultant fees for preparing applications. However, if you need help with your nomination, please contact your local Transport team using the contacts below.

Q. Can I submit more than one application?

Yes, applicants can apply for funding for more than one project. When completing the application in the Safer Roads Portal applicants will be asked to advise if more than one application is being submitted. If the answer is yes, the applicant will then be asked to advise the priority of the project (i.e. priority 1 of 3).

Funding allocation will be determined by scoring the project against the assessment criteria. While council priorities will be taken into account, they will not influence the approval assessment process.

Each project will need to have a separate application in the Safer Roads Portal and will each have a unique project identification (i.e. Project-1234).

Q. Can allocated funds be used for administrative or labour costs associated with the delivery of the project?

Yes. Grant funding may be used for administration and/or management costs associated with the delivery of projects under the Program. These costs will need to be itemised and built into the project cost estimate.

Q. If I am successful with multiple projects, am I able to transfer the funding between projects if there is an underspend in one and an overspend in another?

No, any underspends will need to be returned to the Program and any overspends will need to follow the Program's variation process.

Further information will be provided to successful applicants.

Q. How will payments be made to councils?

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

Further details on milestones and payments will be provided to successful applicants.

Q. What happens if the project requires more funding?

The Safer Roads Portal requires entering values for the base cost, P50, and P90, which must also be supported by the attached cost estimate. When inputting the total project cost, which includes treatments and deliverable years, on the Safety Options Screen, it should match the P90 cost estimate amount.

If a project receives funding and exhausts the Base + P50 contingency but remains within the P90 cost estimate, the applicant must submit a cost variation to request all or part of the additional P90 contingency. However, there is no guarantee that this funding will be provided. Councils should not rely on this additional contingency when submitting a proposal to the Program.

More information on using contingency and requesting funding above the contingency through a variation submission will be given to successful applicants.

Q. What is the process for submitting a change to the project if it involves adjustments to cost, scope, schedule, or a combination of these factors?

The applicant will be required to submit a formal request with evidence and justification for the change.

Further information will be made available to successful project applicants.

Q. What will the reporting requirements be for this Program and how often are they required?

At a minimum, monthly reporting is required on all projects as per existing reporting processes.

From time-to-time Transport may request specific or detailed information on a project. It is a requirement for applicants to provide this in a timely and efficient manner when requested to do so.

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

Questions from the information session held on Friday 12 April 2024

Q: Why do both programs have the same deadline for submissions?

The application process for both programs is identical, as applicants are required to submit through the Safer Roads Portal. However, there are differences in the criteria for each program. When making your submission, you must check both program boxes on the Project Details page of the Safer Roads Portal nomination to be assessed for both programs. Only one application is necessary but ensure that both program boxes are ticked.

Q: What is the maximum cost per project?

There is a \$10 million cap for each project.

Q: Does a Speed Zone Review need to have been completed before a nomination for a High Pedestrian Activity Area (HPAA) is submitted?

No, HPAA nominations are eligible provided there is evidence attached with concurrence from Transport that a Speed Zone Review will be undertaken to support the speed management changes should the HPAA when fully developed be agreed. All HPAA nominations must complete all mandatory criteria for assessment.

Q: Can HPAA design cost be included in the application?

Yes, as long as the project nomination includes both design and delivery.

Q: If a project on a Local Road intersects with a State Road, should Transport have input for the application?

Council is required to collaborate with the local Transport representative regarding applications for projects in this location type in order to establish the correct process for submitting an application. Engaging and collaborating with Transport will help to ensure the proposed treatment/s provide the best outcome for the respective roads for the surrounding environment and road users.

Q: If we are planning longer or improved routes for transporting to and from schools (e.g., within a 500m radius of the school zone), must the proposed pedestrian crossings meet warrant numbers?

Pedestrian crossings should be developed and installed in accordance with the relevant standards and guidelines. Refer to [Pedestrian Crossing Guideline](#) for further information.

Q: Can proactive projects still be submitted under the Towards Zero Safer Roads Program (with no recorded crashes), if a Road Safety Audit or Safe System Assessment supporting documents are included?

The Towards Zero Safer Roads Program (TZSRP) supersedes the Safer Roads Program, however unlike the Safer Roads Program these types of proactive proposals will not be accepted in Round 2. Proactive elements are built into the road safety criteria and this program focusses on higher risk parts of the network that should have at least one treated crash over a larger scale route or area-based project. You will be able to apply for proactive projects through the Road Safety Program which is currently also within nomination period, and Australian Government Black Spot which will be launching later in the year.

Q: If the Towards Zero Safer Roads Program permits projects to include strategic planning and development costs, how can the same application be eligible for the RSP where design cost was deemed ineligible?

Projects for both Towards Zero Safer Roads Program and Road Safety Program require a construction component. No development only projects are permissible in either program, but development and design costs are allowed as part of a construction project in both programs.

Q: Can traffic signals be included as a project for the TZSRP?

Yes, councils will need to gain in-principal support from Transport for any changes to traffic signals.

Q: Can a submission deadline extension be granted?

Deadlines for submission for both Programs is 10 May 2024 because of the tight turnaround times for assessment, prioritisation, and approvals ready for announcements within the Programs.

Q: We have many unsealed roads within our network that require various treatments. These roads have low average daily traffic (ADT) but experience higher usage on weekends and holidays. Is it feasible to create a separate category to address the treatment needs of these roads, potentially with lower Safety Performance Index (SPI) and Star Rating requirements?

While these lower volume parts of the network are eligible, they will be aligned with lower order treatments including speed management. This Program does not aim to seal unsealed roads, it is required to maximise fatal and serious injuries saved per dollar invested and that correlates with higher SPI and larger STAR rating improvements.

Contact information

Please direct your questions to the appropriate email address below.

Request to access Safer Roads Portal	SRP.support@transport.nsw.gov.au
For technical issues with the Portal	SRP.support@transport.nsw.gov.au
Advice on Towards Zero Safer Roads program	Safer.roads@transport.nsw.gov.au
Project proposal assistance including cost estimation template, star rating and other technical information (Regional)	pmsafety@transport.nsw.gov.au or contact your Regional Community Partnering Lead.
Project proposal assistance including cost estimation template, star rating and other technical information (Greater Sydney)	Sydney.Blackspot.Nominations@transport.nsw.gov.au or your Greater Sydney Road Safety Team contact.