

Toward Zero Safer Roads Program Guidelines

Round 2 – Local Government

April 2024



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Introduction

Released in April 2022, the NSW 2026 Road Safety Action Plan (RSAP or the Plan) seeks to continue the accomplishments of the Road Safety Plan 2021 and focuses on enhancing education and local engagement, transforming the safety of the road network, and accelerating safety features in vehicles. The Plan was developed following extensive engagement and community consultation, as well as analysis of research, trauma trends, and best practice approaches. In particular, the Plan calls out the fact that two-thirds of fatalities happen on country roads, where the fatality rate is significantly higher than in the urban network.

The Plan adopts a Safe System Approach and aligns with both the Future Transport Strategy 2056 and the National Road Safety Strategy 2021–2030 and sets out the following five priority areas for the next five years:

- Creating safer country roads and urban places
- Enhancing road safety in local communities
- Increasing the safety of light vehicles, heavy vehicles, and protective equipment
- Making safer choices on our roads
- Ensuring the safety of vulnerable and other at-risk road users.

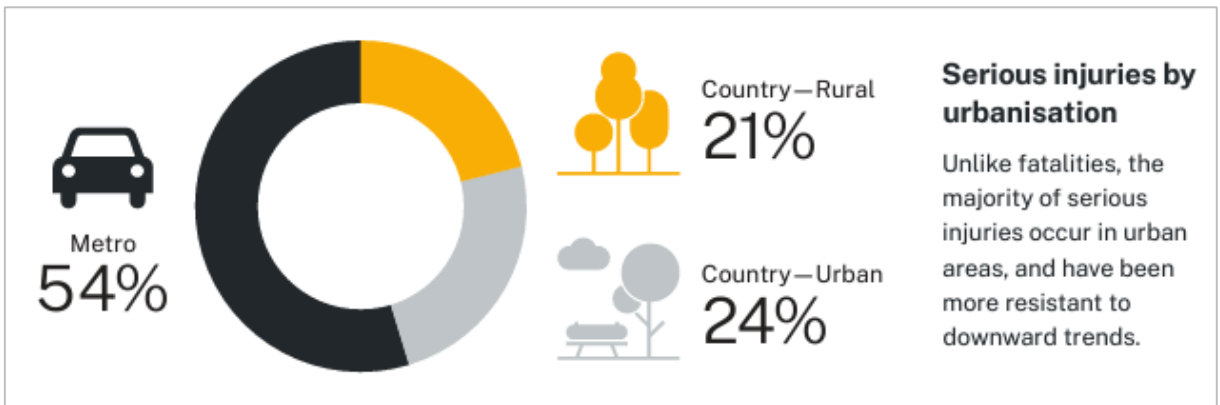
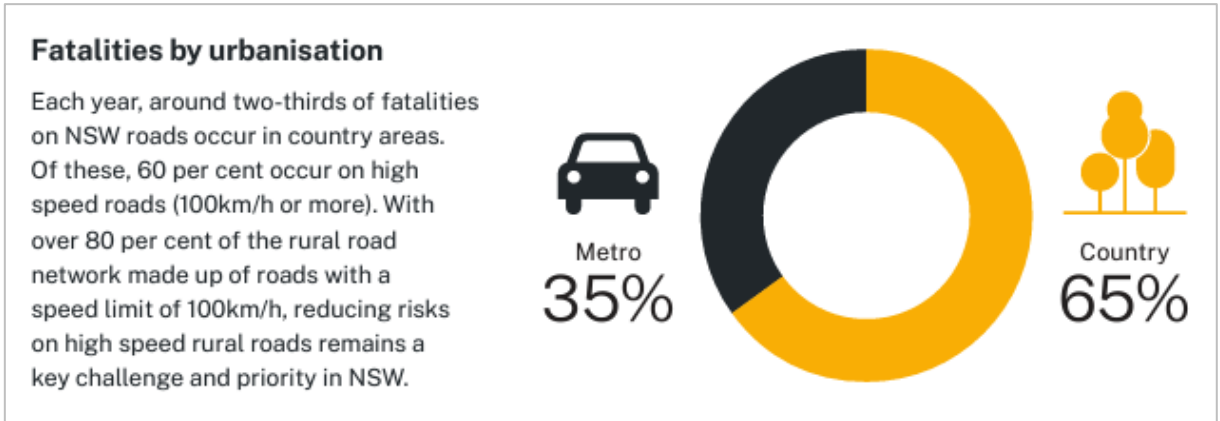
As a key program within the Plan, the Towards Zero Safer Roads Program (TZSRP or the Program) is specifically tasked with improving road safety outcomes through the delivery of road safety infrastructure and speed management initiatives. The Program responds directly to the Plan's first and fifth priority areas:

- Creating safer country roads and urban places
 - Deliver a new Towards Zero Safer Roads Program by 2031 to systematically build a safer road network through safety infrastructure and speed management, with much of this investment going to the Saving Lives on Country Roads Initiative.
- Ensuring the safety of vulnerable and other at-risk road users
 - Treat urban places and local streets with safety measures such as pedestrian crossing facilities, raised safety platforms, and safer speed settings particularly 30km/h and 40km/h zones.

The Towards Zero Safer Roads Program is a road safety infrastructure and speed management treatment Program to deliver sustainable and long-term reductions in road trauma through upgrades of the existing NSW road network from 2022/23 to 2030/31.

The Program will strive for new road trauma reduction targets to 2030 and progress towards goals set in the Transport for NSW Future Transport Strategy 2056. These targets are also consistent with the Australian Government's National Road Safety Strategy 2021-30 and are as follows:

- 50 per cent reduction in annual road fatalities in NSW by 2030
- 30 per cent reduction in serious injuries in NSW by 2030.



Source: Transport for NSW. 2026 Road Safety Action Plan. https://towardszero.nsw.gov.au/sites/default/files/2023-05/TNSW10046-Road-Safety-Action-Plan-2026_1.pdf

Program Objectives and Outcomes

The NSW Government has committed to a reduction of 50 per cent in fatalities and 30 per cent in serious injuries by 2030 as part of the 2026 NSW Road Safety Action Plan and as a signatory of the National Road Safety Strategy 2021-30. The key objective of the Program is to build a safer NSW road network by systemically targeting high-risk components. This will in turn deliver significant medium and longer-term sustainable reductions in road trauma. Specific objectives of the Program include:

- Contribute to the reduction of fatalities to less than 164 per year (-50 per cent) by year 2030, and serious injuries to less than 7,796 per year (-30 per cent) by year 2030 as outlined in the Plan
- Generate approximately 11,000 jobs, supporting a stronger economy
- Provide greater protection for all road users, including vulnerable users, through road safety upgrades.

The strategic objectives of the Program are aligned to the 2026 NSW RSAP. The ‘safe roads’ and ‘safe speeds’ pillars of the Safe System approach are the focus of the Program, contributing towards broader 2026 NSW RSAP aims. The Program contributes to target fatal and serious injury (FSI) reduction through the delivery of improved road safety infrastructure, which reduces road infrastructure risk and thus contributes to FSI reduction. The Program’s road safety infrastructure and speed management

improvements are expected to contribute to 60 per cent of the total FSI reduction target of the 2026 NSW RSAP.

A target total FSI reduction of **2,804 (319 lives saved and 2,485 serious injuries reduced)** by the year 2031 has been set as the strategic objective of the Program through the delivery of road safety infrastructure and speed management initiatives.

RSAP 2026 Initiatives Addressed

The Program addresses two initiatives of the Road Safety Action Plan 2026: Saving Lives on Country Roads and Safe and Liveable Urban Communities.



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Saving Lives on Country Roads Initiative (Rural Infrastructure and Speed Management Sub-Programs)

The **Saving Lives on Country Roads** initiative will deliver route-based, mass action road safety engineering treatments and targeted crash location treatments that reduce road fatalities and serious injuries on high-speed roads in country/rural areas. This includes reducing high risk crash types commonly related to lane departure, through the delivery of flexible safety barriers, audio-tactile line marking, wide centrelines, improved curve signage, shoulder widening, sealed shoulders, vehicle activated signs and speed management with a heavy focus on speed limit reduction on high-speed, high-risk rural roads.

For further information on suitable treatments which can be funded under Saving Lives on Country Roads, please refer to section 3.3 below and see the Route Safety Review Practitioner’s Guide which can be found on the Safer Roads Program Management System (Online portal).

Safe and Liveable Urban Communities Initiative (Urban Infrastructure and Speed Management Sub-Programs)

The **Safe and Liveable Urban Communities** initiative will deliver area-based mass action treatments and targeted crash location treatments that reduce fatalities and serious injuries resulting from crashes in urban, high pedestrian activity areas. To improve the safety of road users in our urban places, the Towards Zero Safer Roads Program will:

- Install traffic calming, pedestrian refuges, and crossings in busy urban places across NSW, including the expansion of 30 km/h and 40 km/h high pedestrian activity and local areas
- Explore options to accelerate safety upgrades at intersections:
 - Works that deliver safer and more controlled vehicle turning
 - An ongoing review of new technology and signal changes for safer pedestrian and bicycle rider movement
 - Raised intersection platforms, profile treatments, and innovative roundabout designs at more urban intersections to reduce serious injuries.

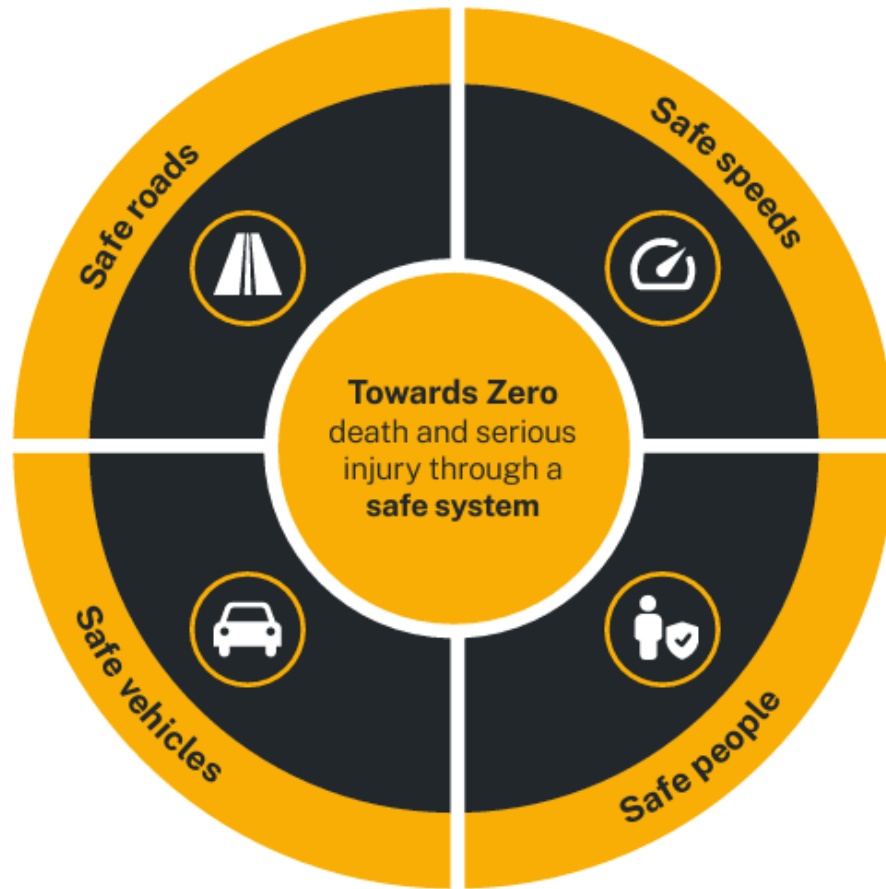
Saving Lives on Country Roads is a key priority area of the NSW 2026 Road Safety Action Plan and delivery of rural interventions at identified high risk locations forms the most critical component in achieving the targeted reduction of 2804 fatal and serious injuries by 2031 under this Program. To reflect this, most of the Program funding is being allocated to sub-programs that will deliver rural interventions under the Saving Lives on Country Roads initiative, and the remainder to deliver urban interventions under the Safe and Liveable Urban Communities initiative.

Safe System in the Towards Zero Safer Roads Program

The Program adopts the Safe Systems approach, a shift away from traditional reactive approaches to road safety interventions. The core Safe System principles are:

- **Fatal and Serious Injuries (FSIs)** are not acceptable on our roads. Every road user has the right to travel safely on the road network and this right should not be traded for other gains
- **Humans are fallible.** Human error is inevitable and therefore, crashes are inevitable
- **Humans are vulnerable.** We must acknowledge that all road users have limited tolerance for energy in a crash before it becomes a fatal or serious injury
- There is a **shared responsibility** for road safety between system managers and road users. In decision making, system managers must acknowledge that FSIs are not acceptable, humans make mistakes and humans are vulnerable. Road users must use the road safely.

Figure 1: The four pillars of the Safe System



When addressing road safety issues, the Safe System requires a change in approach and mindset from traditional road safety approaches:

Table 1: Safe System Approach to Road Safety Issues

FROM	TO
Prevent all injury crashes	Prevent fatal and serious injuries
Focus mainly on blackspots	Focus on high-risk corridors/areas
Base risk analysis on crash history	Evidence-based (scientific) / predictive assessment
Assume that crashes result from human failure (blame the victim and stick to the standards)	Look at what part the system played in creating the error and the severity of the outcome
Focus on the roads	Focus on roads and roadsides, user & vehicle.
Focus on the infrastructure	Think about how the human uses the infrastructure
Mitigate crash frequency	Mitigate crash severity and frequency

A **Safe System Checklist** is available on the Safer Roads Program Management System (Online portal) and can be used to help demonstrate the level of alignment a project has with the Safe System approach. It is appreciated that some effective road safety measures might not affect both likelihood and severity outcomes, and these are accepted.

Program Funding

The Safer Roads Program, and now the Towards Zero Safer Roads Program, has been funded by the NSW Government and NSW Community Road Safety Fund since its establishment in 2014/15 and prioritises funds to develop and deliver road safety projects across NSW. Transport for New South Wales (Transport), directly delivers or coordinates local councils to deliver projects under the Program as Road Authorities. Projects within the Towards Zero Safer Roads Program are fully funded by the NSW State Government.

The Towards Zero Safer Roads Program is a road safety infrastructure and speed management treatment Program to deliver sustainable and long-term reductions in road trauma through upgrades of the existing NSW road network from 2022/23 to 2030/31.

The Program includes several sub-programs including; Rural Infrastructure, Rural Speed Management, Urban Infrastructure, and Urban Speed Management.

The proportion of funding allocated to each sub-program in Round 2 will be dependent on the competitiveness and availability of eligible proposals received in each category and their ability to reduce fatal and serious injury crashes.

Funding will be allocated on a round basis, with each round duration running for three financial years. The total funding available in each financial year of a round's duration may not be fully allocated to that round with all unallocated funding reserved for future Program rounds.

Round 1 Funding

Round 1 funding for NSW was a total of \$45.5 million for Transport projects only and the round will run until the 2024/25 financial year. Regional NSW Round 1 of the Program was announced on 6 July 2023 by the Minister for Regional Transport and Roads. The media release can be found on the following page: [\\$41 million to improve road safety in the regions](#). The urban component of Round 1 provided \$4.5 million towards road safety improvements.

Key Dates – Round 2

As Round 2 is multi-year from 2024/25 to 2026/27 (TBD*), the primary target of the timeframes below is to finalise the Program early in the first financial year of the round to enable planning and delivery of funded projects within the round duration.

Table 5: Key Dates for Round 2

Applications open for Council project proposals	12 April 2024
Applications close for Council project proposals	10 May 2024
Eligibility and technical review/assessment of Council project proposals	May - June 2024
Safe System Review Committee (SSRC) for all project proposals assurance	June - July 2024
Prioritisation of suitable assured projects into the prioritised Program Round 2 list of projects	June - July 2024
Endorsements and approval of Round 2	From July 2024
Announcement of successful Round 2 projects	From July 2024
Round 2 delivery (including completion of projects)	July 2024 to June 2027

Program Criteria

For a proposal to be submitted for review and progress to prioritisation it must meet the following eligibility criteria:

1. Proposal must include either rural or urban Safe System Intervention Options as listed below, and one or more of these interventions (treatments) form most of the scope and cost of the project.
2. Proposed interventions must align as either future state or interim state interventions according to the risk banding of the site as shown on page 13. Justification will be required for interim state interventions as to why the future state intervention cannot be achieved.
3. Proposal must be supported by a risk-based cost estimate that allows determination of P50 and P90 project contingency (Outturn) to be applied should the proposal be prioritised for funding.
4. Proposal must be supported by detailed treatment and crash diagrams that show crash details and proposed interventions throughout the entirety of the proposed site.
5. Proposal must generate a Safety Performance Index value in the Safety Benefit Options screen in the SRPMS Online Portal. The Safety Performance Index (SPI) will be used to support prioritisation of submissions into the program.
6. Proposal must provide a before and after star rating.

7. Proposal must have a construction component (required to generate an SPI and after star rating) with development components allowed but ‘development only’ proposals are not permitted.
8. Proposal may be entered as a multi-year proposal with project costs split over no longer timeframe than the 3 years specified for Round 2.
9. Proposal must include all required information to satisfy all mandatory fields in SRPMS Online Portal for a TZSRP proposal to successfully submit from Draft status to Under Review status.
10. Proposal must not exceed a P90 Outturn cost of \$10 million.

Program Criteria 1 – Road Safety Outcomes

Project proposals must provide the following details/documents to enable assessment of the road safety benefits against the Program criteria:

- Inclusion of Safe System Intervention Options and alignment of selected options with the Safe System Hierarchy Risk Banding tables
- Determination of a Safety Performance Index value for the proposal to determine it’s relative ability to reduce fatal and serious injuries per dollar spent
- Determination of an AusRAP Star Rating to compare the before and after road and roadside infrastructure risk rating at the project proposal site.

Safe System Intervention Options

To be eligible for funding under the TZSRP, a project proposal entered into the SRPMS (online portal) must consist of at least one or multiple of the following intervention (treatment) options and these interventions must form the majority of the project scope and cost.

Additional treatments can be selected from those available in the Safer Roads Portal and are detailed in the Safe System Crash Reduction Factor Matrix.

Sub-Program		Intervention Options		
Rural		Transformational	Supporting	Other
Infrastructure	Midblock	<ul style="list-style-type: none"> • Full containment (continuous median + roadside barrier) • Continuous median barrier 	<ul style="list-style-type: none"> • Targeted centre and/or roadside barrier • Wide centre line 	<ul style="list-style-type: none"> • Audio tactile line marking • Enhanced centre line (BB1) • Curve delineation signage
	Intersection	<ul style="list-style-type: none"> • Roundabout 	<ul style="list-style-type: none"> • Channelised right turn 	<ul style="list-style-type: none"> • Rural intersection

		<ul style="list-style-type: none"> • Raised safety platform • Close intersection 	<ul style="list-style-type: none"> • Left-in / left-out • U-turn treatment 	<ul style="list-style-type: none"> • activated warning signage • Vehicle activated signage
Speed Management		<ul style="list-style-type: none"> • Reduced speed limit with supporting traffic calming infrastructure 	<ul style="list-style-type: none"> • Reduced speed limit signage with delineation, etc 	<ul style="list-style-type: none"> • Reduced speed limit signage with delineation, etc

Urban		Transformational	Supporting	Other
Infrastructure	Midblock	<ul style="list-style-type: none"> • Divided median • Traffic calming devices • Raised pedestrian crossings 	<ul style="list-style-type: none"> • Wide median • Midblock signalised pedestrian/ cyclist crossings 	<ul style="list-style-type: none"> • Separated cycling facilities
	Intersection	<ul style="list-style-type: none"> • Roundabout • Raised safety platform • Close intersection 	<ul style="list-style-type: none"> • Intersection signalised pedestrian/ cyclist crossings • Pedestrian protection at signals • Fully controlled right turn at signals • Left-in / left-out 	<ul style="list-style-type: none"> • Advanced intersection warning signals

<p>Speed Management</p>	<ul style="list-style-type: none"> • Reduced speed limit with supporting traffic calming infrastructure 	<ul style="list-style-type: none"> • Reduced speed limit signage with delineation, etc 	<ul style="list-style-type: none"> • Reduced speed limit signage with delineation, etc
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Safe System Hierarchy Risk Bands

The above TZSRP road safety intervention options are selected based on a hierarchical risk management approach based on the Safe System Assessment Framework. The below tables outline different risk exposure bands based on AADT volumes and speed limits separately for rural and urban applications and provides guidance on the level of suitability of an intervention based on the risk exposure band.

Future state interventions are the end-goal for a given part of the NSW road network, in that they will sustainably over the long term provide the appropriate level of risk management and reduction in fatal and serious injury crashes to align with the RSAP 2026 targets. Interim state interventions may be appropriate where the future state intervention cannot be achieved due to site constraints or cost benefit infeasibility and should be designed in a manner that accommodates upgrading to the future state intervention at a later stage (where possible).

Use the **Safe System Hierarchy Risk Bands** tables below (rural and urban) to determine what intervention options can be considered for the project proposal to achieve future-state alignment (eligible and favourable) or interim-state alignment (eligible with justification).

Always consider if the speed limit is appropriate first before considering infrastructure and consider adding speed management as an additional treatment to infrastructure - particularly where only the interim intervention can be achieved. **Note:** speed zone reviews are undertaken by Transport for NSW in accordance with the NSW Speed Zoning Standard and requests for reviews must be submitted separately to the infrastructure component.

The colour coding in the tables below should be interpreted as follows:

- **Green:** The intervention option is **future-state aligned** in this risk band and therefore inclusion of at least one (or more) of these interventions forming the majority of project scope will achieve eligibility and a more favourable score in the assessment stage
- **Amber:** Intervention option is **interim-state aligned** in this risk band and requires justification as to why the future state intervention is not feasible at the identified location for High and Moderate risk bands. Intervention may also be inappropriate for Low and Very Low risk-banded sites and justification for the higher order intervention is also required in this case, e.g. recent fatal crashes have occurred

- **Red:** Intervention option is not appropriate to address the risk level. Consider a higher order Safe System treatment (transformative or supporting) to achieve future state or interim state alignment and consider speed management.

Rural Safe System Hierarchy Risk Bands

Safe System Hierarchy		Midblock				Intersection		
		Transform	Supporting	Other	Speed	Transform	Supporting	Other
Risk Band	High (AADT > 9000)	ROR / HO	ROR / HO	ROR / HO	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
	Moderate (AADT = 4500-9000)	ROR / HO	ROR / HO	ROR / HO	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
	Low (AADT = 2000-4500)	ROR / HO	ROR / HO	ROR / HO	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
	Very Low (AADT < 2000)	ROR / HO	ROR / HO	ROR / HO	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
Intervention Options		<ul style="list-style-type: none"> Full containment Continuous median barrier Includes audio tactile line marking (ATLM) Widening as required 	<ul style="list-style-type: none"> Targeted median barrier (or wide centreline where barrier cannot be achieved) Targeted roadside barrier (or clear zones where barrier cannot be achieved) Includes ATLM Widening as required 	<ul style="list-style-type: none"> Shoulder widening Isolated barrier installation Enhanced centre line (BB1) ATLM Speed advisory signs and/or curve alignment markers 	<ul style="list-style-type: none"> Speed limit reduction 	<ul style="list-style-type: none"> Roundabout Signals with raised safety platform Close intersection 	<ul style="list-style-type: none"> Channelised right turn Left-in / left-out U-turn jug handle treatment 	<ul style="list-style-type: none"> Rural Intersection Activated Warning Signage (speed) Vehicle Activated Signage (VAS)

Key:

Safe System Hierarchy	Risk Band	Key crash risk type	Intervention is acceptable & future stage aligned	Interim intervention, requires justification	Intervention is not appropriate to the risk level
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Urban Safe System Hierarchy Risk Bands

Safe System Hierarchy		Midblock				Intersection		
		Transform	Supporting	Other	Speed	Transform	Supporting	Other
Risk Band	Freeway / Highway (>=80kph)	ROR / HO Rear End	ROR / HO Rear End	ROR / HO Rear End	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
	Highway / Arterial (60-70kph)	ROR / HO Rear End	ROR / HO Rear End	ROR / HO Rear End	All	Adjacent Turning	Adjacent Turning	Adjacent Turning
	Main Streets (50-60kph)	VRUs	VRUs	VRUs	All	VRUs / Adjacent	VRUs / Adjacent	VRUs / Adjacent
	Civic Spaces (<=40kph)	VRUs	VRUs	VRUs	All	VRUs	VRUs	VRUs
	Local Streets (<=50kph)	VRUs	VRUs	VRUs	All	VRUs	VRUs	VRUs
Intervention Options		<ul style="list-style-type: none"> Divided median High pedestrian activity areas (with traffic calming) Local area traffic management (with traffic calming) Raised pedestrian crossings 	<ul style="list-style-type: none"> High pedestrian activity areas (gateway treatments only) Local area traffic management (gateway treatments only) Midblock signalised pedestrian crossings 	<ul style="list-style-type: none"> Separated cycling facilities 	<ul style="list-style-type: none"> Speed limit reduction 	<ul style="list-style-type: none"> Roundabout Signals with raised safety platform Close intersection Left-in / left-out Network / corridor approach including all of the above 	<ul style="list-style-type: none"> Signalised pedestrian / cycle crossings at intersections Pedestrian protection at signals Fully controlled right turns at signals New signals without raised safety platform Ban right turn movements (in / out) 	<ul style="list-style-type: none"> Advanced intersection warning signage Other signage and delineation

Key:

Safe System Hierarchy	Risk Band	Key crash risk type	Intervention is acceptable & future stage aligned	Interim intervention, requires justification	Intervention is not appropriate to the risk level
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Crash Data Period

For each round of project proposals, the latest five-year period of complete crash data is the base period required to calculate the SPI of project proposals. Any finalised crashes following this period such as fatal crashes, can also be included in the project proposal's SPI calculations (with the crash period extended to a six-year period in calculations).

The latest five-years of complete crash data period is available in the Safer Roads Program Management System (Online Portal).

The five-year crash data period for **Round 2** project proposals is **1 July 2018 to 30 June 2023**.

Safety Performance Index (SPI)

Project proposals will be assessed and prioritised based on their Safety Performance Index as the main criteria. The SPI is a ratio that measures the cost-effectiveness for the estimated crash prevention a project is expected to achieve annually:

$$\text{Safety Performance Index (SPI)} = \frac{\text{Annual FSIs Prevented}}{\text{Project Cost} \times \$10^8}$$

To achieve a higher SPI, projects must be focused on maximising the road safety benefit of a project (Fatality and Serious Injury prevention) at the lowest reasonable cost. The Safety Performance Index is used because it is aligned with the Safe System approach to maximise FSIs saved rather than traditional BCR calculation methods.

The **Safety Performance Index** supports the prioritisation of projects in the Program. There is **no minimum SPI cut-off** for a project; however, the Program will be required to meet its KPI reduction in fatalities and serious injuries per dollars spent.

AusRAP Star Rating

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.

While training and accreditation is available for AusRAP, the iRAP 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.

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 proposal is achieving positive road safety outcomes.

Project proposals for the Program must provide a before and after star rating.

Program Criteria 2 – Risk

Project proposals must provide the following details/documents to enable assessment of the project risk against the Program criteria:

- Cost estimate, which must include P50 and P90 contingency for assessment of the P90 risk ratio of the project (i.e. percentage contingency in P90 cost estimate against the base estimate). The cost estimate included in the project application must be the P90 Outturn cost estimate
- Details of all project risks that will or may impact the delivery of the projects (such as heritage, property, environmental, deliverability, resources, community)
- Demonstration that risks have been adequately considered and mitigating actions identified.

Program Criteria 3 – Construction Readiness

Project proposals must provide the following details/documents to enable assessment of the project's construction readiness against the Program criteria:

- What stage the project is currently including details of work completed on the project to date. (Note: completed design/site sketch needs to be attached in the Safer Roads Portal as part of application)
- Whether the project is to be completed in conjunction with other works and if the proposal is dependant on other works to be completed
- Confirmation of other funding sources (if applicable)
- The progress of approvals and when all approvals are expected to be completed
- Confirmation of available resources.

Multi-year Projects

The Program will provide funding for multi-year projects, up to three years, to mitigate delivery risks such as time requirements to address heritage, property, environmental, engineering, community and other considerations.

High-cost projects of \$500,000 and above are strongly encouraged to be submitted as a multi-year project (no greater than three years), allowing time for project development and construction within the approved round duration.

Multi-year projects do not need to be resubmitted for funding in subsequent years.

Co-funded Projects

Co-funded projects are strongly encouraged within the Program to align road safety project proposals with existing Transport/Council works programs to combine resources, integrate transport outcomes and reduce project overheads resulting in cost efficiencies.

- Towards Zero Safer Roads Program funding can be utilised to extend the scope of projects from other programs to provide road safety enhancements outside the scope of those projects
- Towards Zero Safer Roads 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
- The SPI calculation will be based on the safety treatment cost component only
- Co-funding arrangements must be detailed in the project proposal within the Safer Roads Program Management System (Online Portal) on the 'Project Details' tab.

Mandatory Project Proposal Data

The Program has mandatory data requirements for all project proposals. The Online Portal will prompt applicants to add information about the project and documents to support the proposal. Some of the data requirements include:

- Full details of the proposal (to be entered into relevant data fields within the Online Portal)
- Mapping of the project site and treatments (supported by the Online Portal mapping function)
- Coordinates for the start and end points of the project site
- Project design/plans/treatment diagram documents (as appropriate for the project phase, ie. strategic, concept, detailed)
- Traffic volumes (Annual Average Daily Traffic) for all road users at the project site
- Cost estimate, which must include P50 and P90 (Outturn) costs for all project proposals
- Details of all safety treatments proposed at the project site including quantities of each
- Details of how the safety treatments proposed align with the safe system treatment hierarchy future state or interim state including justification why the proposed treatments have been selected
- Details of the safety benefits for each site (reactive safety benefits supported by the Online Portal safety benefits calculations functions)
- Details of all project risks and risk mitigations (such as heritage, property, environmental, deliverability, resources, community) and ensuring risks have been appropriately built into the cost estimate
- A commitment to complete the project within the nominated round duration
- Any relevant documents to support the proposal (such as a strategy document, consultation summaries/reports, letters of support, planning/approval documents and studies).

Proposal Assessment and Prioritisation

Project Proposal Application

All project proposals must be prepared and submitted through the Safer Roads Program Management System (Online Portal), Transport's online safety programs management system. Applicants must submit one project proposal per site unless otherwise agreed.

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.

The Online Portal is designed to support effective program management ensuring record control of project proposals, variations and project post completion reports throughout the project life cycle. Its primary objectives include enhanced transparency and efficiency of project development and monitoring and continuously improving user experience. Key priority areas for future development of the portal are currently focused on supporting Program delivery including reporting and risk management.

Project Proposal Assessment

Each project proposal 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 as their proposal progresses through the Online Portal.

Refer to Appendix 1, for further information on the merit and assessment criteria.

Integrity Reviews

The integrity review of each project proposal includes an eligibility and technical review/assessment to provide assurance that project proposals have been submitted with correct and mandatory information and is in alignment with Safe System principles. It will include assuring that the proposed treatments address the road safety risk at the project site as reasonably as possible.

Integrity reviews are supported by the Integrity Check Details tab in the Online Portal. If a project proposal is determined as eligible and has been assured, the project proposal will be submitted to the Safe System Review Committee (SSRC) for assessment to complete a final assurance review.

Integrity reviews of project proposals are completed by Transport staff, in accordance with sections 5.5 and 5.6 of these guidelines.

Safe System Review Committee

The Safe System Review Committee (SSRC) is a Transport committee with membership and attendance from Transport staff including but not limited to the Program Management team and technical subject matter experts. The SSRC undertakes a final assurance review of project proposals submitted for assessment for their alignment with Safe System principles. SSRC recommendations will relate to the project's conformity to Safe Systems principles. Projects are determined to be:

- **Endorsed:** The project proposal is deemed suitable for the Program and endorsed to progress to prioritisation for Program funding
- **Not Endorsed:** The project 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 in the Online Portal explaining the SSRC decision and giving guidance as to how the project can be improved to be favourably considered in a future round of funding.

In some instances, the SSRC may request modifications to a project proposal to achieve an endorsed status. These decisions will be documented in the Online Portal and are visible to the applicant.

Program Prioritisation

All SSRC endorsed project proposals will be considered for prioritisation into the Program. Transport will complete the prioritisation of suitable assured projects into sub-programs for the Program round being developed.

Upon completion of the project proposal assessments, Transport will make recommendations to the Program Sponsor for each round of funding including the prioritised list of projects.

The Transport Deputy Secretary, Safety Environment & Regulation as the Program sponsor will make the final decision on each Program round of funding.

Conflicts of Interest

Transport staff must comply with the following policies to manage conflicts of interest to support probity and transparency for both Transport and Council projects:

- 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.

Fraud and Corruption

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

Program Approval

Transport Regional Outer Metropolitan (ROM)/Greater Sydney (GS) Endorsement

The prioritised Program round project list will be submitted through appropriate ROM and GS governance committees for endorsement and then will be submitted to the Safe Systems Program Assurance Committee (SSPAC) for final endorsement. The reserve project list will also be submitted to appropriate ROM and GS governance committees and Safe Systems Programs Assurance Committee (SSPAC) for final endorsement.

Safe System Programs Assurance Committee

The Safe System Programs Assurance Committee (SSPAC) is responsible for ensuring the effective assurance of the Program and establishing best practices in accordance with latest road safety infrastructure research. The SSPAC provides Program oversight for the road safety infrastructure programs funded through the Community Road Safety Fund and ensures that appropriate processes have been applied in identifying and developing each new Program round of works that represents the best safety return for the investment, prior to being submitted to the Program Sponsor for funding approval. The SSPAC is chaired by the Director Safe Systems and Programs.

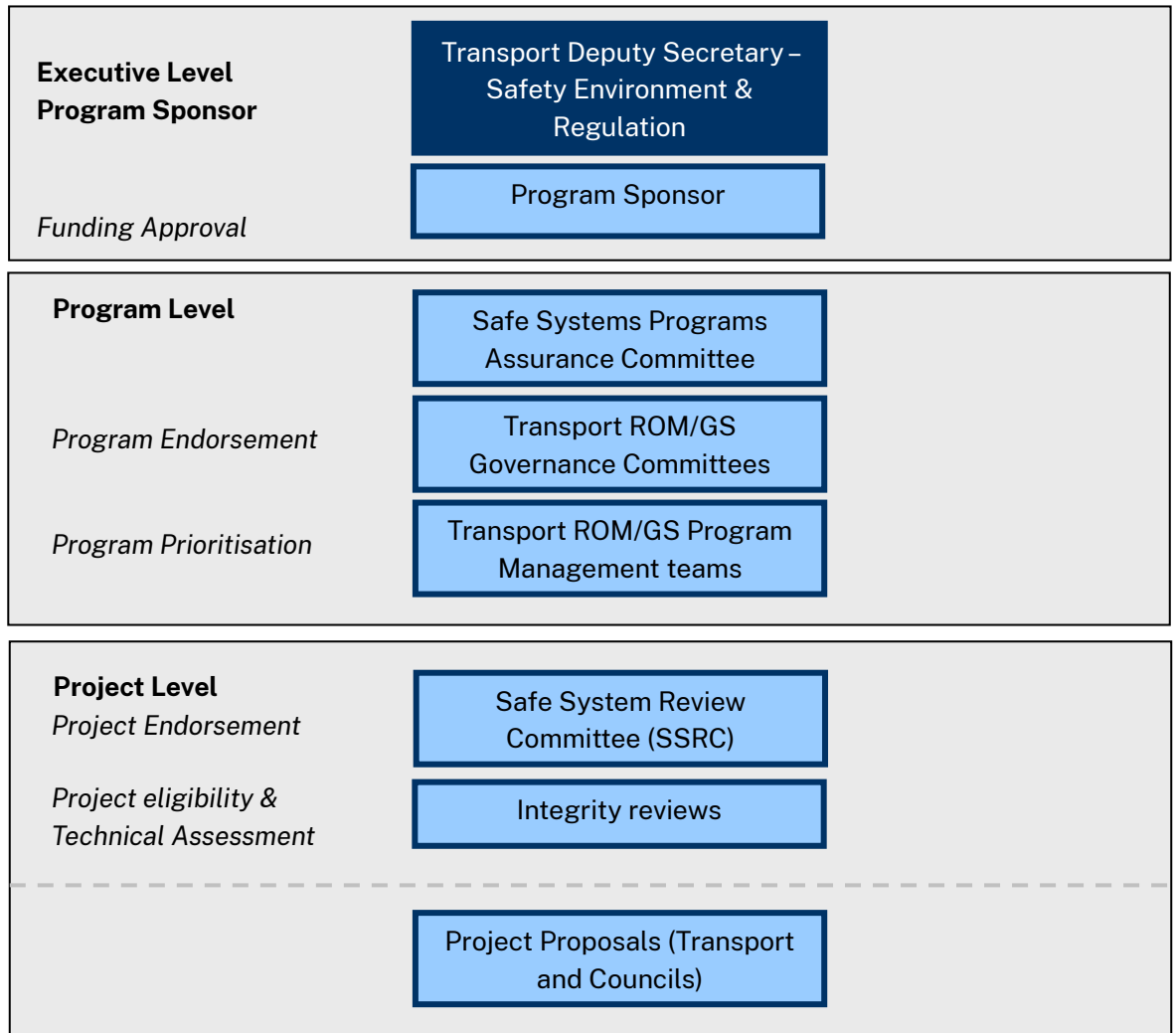
Program Sponsor

The Program Sponsor is the Transport Deputy Secretary, Safety Environment & Regulation. The Program Sponsor is responsible for giving final approval and allocating funding for the program of works as endorsed by the Safe System Program Assurance Committee.

Program Development Governance Structure

An effective relationship is established between Transport divisions and local council to maintain the strategic focus in the field and to utilise local knowledge of road deficiencies and emerging issues, in strategic considerations. These relationships are summarised in the Figure below, which represents the governance structure of project proposals, and the overall Program through to approval.

Figure 2: Towards Zero Safer Roads Program Development Governance Structure



Program Delivery – Council Projects

Notification of Project Proposal Outcome

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

Successful applicants will receive a formal letter of offer, funding deed and other supporting documents with further information about the Program. Successful project proposals will also progress to Funded status in the Online Portal.

Unsuccessful applicants will receive written advice and notes will be added to the project proposals in the Online Portal.

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.

Reporting Requirements

Applicants undertaking road safety infrastructure projects must provide comprehensive monthly progress reports to the relevant teams at Transport. These reports should include a project status commentary, highlighting achievements and challenges. 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.

Variations

Applicants proposing to vary an approved project must do so in writing and seek formal approval from the relevant Transport 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.

All project variations must also be submitted through the Online Portal on the Variations tab of the original funded project (ie. Project-1234). Variation request and approval documentation must be attached to the variation in the Online Portal.

Contingency

Project P50 and P90 contingency included in the original project proposal cost estimate is to be utilised to address realised project risks, subject to a formal variation submission to Transport for review and consideration.

Further details around the utilisation of contingency via a variation submission will be provided to successful applicants.

Program Signage Requirements

Approved projects may 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 Transport before making any public announcement regarding the approved projects.

Ongoing Maintenance

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

- Traffic signals
- Vehicle Activated Signage
- Where the asset is not owned by Transport or Council
- Any asset where Transport has formally accepted ownership and maintenance liability in writing. For Transport to accept ownership/maintenance of an asset, the asset must be designed and constructed in accordance with all Transport specifications.

Unapproved Projects

Should applicants proceed with road safety works that have not been approved by the Program, 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 Transport.

Post Completion Reports

The Online Portal, Completion Report tab is also used to capture the project details at completion including the final benefits realised to the Towards Zero Safer Roads Program, such as the SPI and treatment outcomes. Post Completion Reports must be completed within three months of project completion to reach Completed status.

Program Evaluation (Benefits Realisation)

The key parameters of the framework which will inform benefits realisation are to achieve the Program total FSI reduction of **2,804 (319 lives saved and 2,485 serious injuries reduced)** by the year 2030.

Under existing organisational arrangements, Roads authorities are responsible for achieving outputs, that is, projects are delivered as intended on time, budget and to the approved scope. Transport as the strategic organisation will be responsible for achieving maximum outcomes with the Program funding. The delivery of the benefits is the responsibility of Transport.

Local governments also have the responsibility to deliver projects which have been approved under the Program to contribute to the program outcomes and benefits.

Further Information

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.

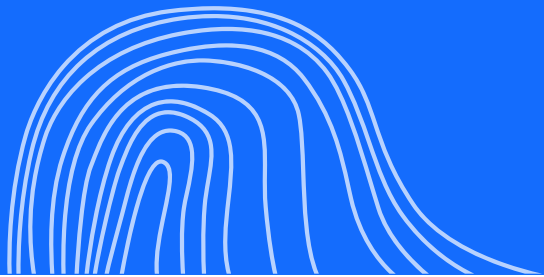
Complaints will be responded to within 21 days of receipt. Where this is not possible, due to the nature of the enquiry, Transport for NSW will:

- 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 – Assessment Criteria and Weightings

Program Criteria	Application Questions	Criteria Weighting	Question Weighting
1. Road Safety Outcomes	Does the project intervention treatment/s align with the Safe System Hierarchy Intervention Matrix Future State or Interim State intervention for the corresponding risk exposure band of the project location.	50%	40%
	A Safety Performance Index value is required to be generated for project proposals to be eligible. What is the relative performance of the project in reducing FSIs per dollar of project cost?		40%
	What is the degree of improvement in AusRAP STAR rating at the project site e.g. increase from 1 STAR to 3 STAR or 4 STAR?		20%
2. Risk	What is the P90 risk ratio of the project? (i.e. percentage contingency in P90 cost estimate against the base estimate)	25%	60%
	Are there any environmental or heritage issues with this project that might impact delivery within the nominated project completion timeframe? If yes, please provide details (i.e. has an environmental review been completed including any estimated delays associated with this, offsetting requirements, endangered species).		20%
	Are there any known or potential risks to the delivery of the proposed treatments which may impact on project development and/or delivery? 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).		20%
3. Construction Readiness	What stage is this project currently at? Please provide details of the work completed on the project to date. (Note: completed design/site sketch needs to be attached in the Safer Roads Portal as part of application)	25%	30%
	Is this proposed project to be completed in conjunction with or dependant on other works to be completed? If yes, please provide details.		20%
	What is the confidence level in the deliverability of the project within the Round 2 timeframe (High, Medium, Low)? (Note: evidence must be provided to support assessment of deliverability, e.g. confirmation of available resources, development completion, co-funding where applicable is approved)		50%
Total		100%	



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