

## Frequently Asked Questions

# iRAP ViDA Star Rating Demonstrator Tool Safer Roads Portal Information Session

transport.nsw.gov.au

March 2024



### iRAP ViDA Star Rating Demonstrator tool

#### Q. What is the iRAP ViDA Star Rating Demonstrator tool?

ViDA is a free online platform developed by the International Road Assessment Programme (iRAP). It is the data processing engine for Star Ratings, FSI Estimates and Investment Plans, hosting data and analysing results, and the portal for iRAP's tools: SR4D and the Star Rating Demonstrator.

The Star Rating Demonstrator tool (the Tool) is used to demonstrate and visualise the potential impact of road safety treatments on the Star Rating of roads. The Tool allows users to input data about a road, such as its geometry, traffic volume, and crash history, and then simulate the impact of different road safety treatments, such as installing barriers or improving signage.

The Star Rating is a measure of the safety performance of a road and demonstrated on a scale of 1 to 5, with a higher star rating indicating a safer road.

#### Q. How do I input data into the Tool?

Data can be input into the Tool through an interface that allows you to enter information about the road geometry, traffic volume, crash history, and other relevant factors.

#### Q. What types of road safety treatments can be simulated?

The Tool can simulate a wide range of road safety treatments, including installing barriers, improving signage, upgrading intersections, and implementing traffic calming measures.

### **Q. How accurate are the Star Rating predictions?**

The Tool provides a reliable estimate of the potential Star Rating of a road segment based on the input data and the simulated safety treatments. However, results may vary based on implementation and other factors.

### **Q. Can the Tool be used for different types of roads (e.g. urban, rural, highways)?**

Yes, the Tool is designed to be flexible and can be used to assess the safety of various types of roads.

### **Q. How do I interpret the results of the simulations?**

The Tool provides visualisations and reports that summarise the potential safety improvements of different treatments and their impact on the Star Rating of the road segment.

### **Q. Can the Tool account for factors such as weather conditions or driver behaviour?**

The Tool focuses primarily on the physical characteristics of the road and its infrastructure. It may not directly account for factors such as weather conditions or driver behaviour but can assess how safety treatments may mitigate these risks.

### **Q. How can I use the Tool to prioritise road safety interventions?**

The Tool can help prioritise interventions by simulating the potential safety benefits of different treatments and identifying high-risk road segments where interventions are likely to have the greatest impact.

### **Q. Is there a fee for use of the Tool or a cap on users per council?**

There is no fee, user cap or need to upgrade to a creator account for the Star Rating Demonstrator tool.

### **Q. Are applicants required to hold Road Safety Auditor accreditation to use the Star Rating tool?**

No, anyone can create an account and use the Tool and develop a Star Rating.

### **Q. Is use of the Tool compulsory for all project submissions or is this just an option for roads with no crash data?**

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

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

All project outcomes must result in a minimum 3-star rating for the main Road Safety Program 2023/24-2025/26.

A Star Rating is not mandatory for the School Zone Infrastructure Sub Program and Walking and Cycling Infrastructure Sub Program of the Road Safety Program 2023/24-2025/26. It is strongly recommended that a before and after star rating is completed for Walking and Cycling Infrastructure Sub-Program and School Zone Infrastructure Sub-Program projects, as additional supporting evidence for the project.

## Q. Are applicants required to submit any photos of the locations?

Photo requirements are as per the Program Guidelines. Google Street View can be used for the before photo.

## Q. Does every 100 metre section of the project need to be Star Rated? A length of road may have various cross sections (eg shoulders / no shoulders), do we use the worst case in the iRAP assessment i.e.: no shoulders or an average?

If the road cross section and roadside environment varies significantly along the chosen route it is recommended that they be dealt with as separate segments and each section should be uploaded and clearly detailed in the submission. However, where the cross section and roadside environment is generally consistent you only need to create one standard Star Rating for the existing road conditions and another for the road after the treatments have been applied. This is to measure the improvement in Star Rating. An image (Google Street View is sufficient) of the selected cross section should be uploaded into the Star Rating file. Refer to the ViDA Tool user guide on how to achieve this.

## Q. Do applicants require approval from Transport for NSW to reduce the speed limit before submitting an application?

Applicants will need an approved Speed Zone Review from Transport to include the speed reduction as a treatment for the Road Safety Program. If this is not provided, the nomination will have to proceed with the existing speed zone.

## Q. What attributes are defined in the Tool?

Road condition is one of the attributes. For the full list and their definitions, please refer to the iRAP Coding Manual: Drive on the left edition  
[https://resources.irap.org/Specifications/iRAP\\_Coding\\_Manual\\_Drive\\_on\\_Left.pdf](https://resources.irap.org/Specifications/iRAP_Coding_Manual_Drive_on_Left.pdf)

\*Note – the previous link is for a downloadable PDF. Please save this PDF to a device for access.

## Q. Does Star Rating need to be 3 Star or above for after treatment for a project to be eligible for funding?

A Star Rating of 3 Star or above for after treatment is mandatory for a project nomination in the main program. While not mandatory, it is strongly recommended that a before and after star rating is completed for Walking and Cycling Infrastructure Sub-Program and School Zone Infrastructure Sub-Program projects, as additional supporting evidence for the project.

## Q. What Star Rating information is required for an application?

Please refer to the iRAP ViDA Star Rating Demonstrator tool quick user guide for this information.

## Q. Regional and State Roads have already been assessed and have a Star Rating. If there is an existing rating, do I have to do anything to create the before star rating??

The current Star Rating of all classified Regional and State Roads is available through the Safer Roads Portal. If the 'before' Star Rating is available for the subject location, then you are able to use it without

creating an additional 'before' rating. If the 'before' star rating has not been auto populated within the Portal (local roads) you will be required to do a **before** and **after** star rating to submit to the Portal.

## **Q. Where can applicants view the Star Ratings for State and Regional Roads within our LGA. Is there a map view?**

Applicants can view information on Star Ratings for State and Regional Roads through the TransPortal (Mapping) section of the Portal for project nominations by selecting "AusRAP" under SRP Layers. The "I" information tool can be used to see more details by clicking on the length of road. Note: this layer is not currently available in Assessments.

## **Q. Is Star Rating required for Fatal Response Projects?**

There is no Fatal Crash Response Program under the newly launched Road Safety Program 2023/24-2025/26. The Fatal Crash Response Program is an ongoing Program and councils can apply for funding through the Safer Roads Portal. Proponents should contact their local Transport representative for more information on guidelines and how to apply. Star Ratings are not currently required under the Fatal Crash Response Program.

## **Q. Do applicants need to do this analysis for projects around schools?**

Applicants are required to enter each project in the Portal. Treatments like footpaths and shared paths have been added in the Crash Reduction Matrix available within the Portal. These types of projects will likely be proactive, and applicants will need to provide additional evidence to support the treatment, such as a council determination or documents (e.g., footpath strategy) supporting the proposal.

The same applies to school zone infrastructure, where additional criteria are required and detailed within the Program Guidelines to further support the project's road safety improvement.

While not mandatory, providing the Star Rating for the Walking and Cycling Infrastructure Sub-Program and School Zone Infrastructure Sub-Program can serve as additional evidence of the road safety benefits for vulnerable road user groups (pedestrians, cyclists). It is important to note that these categories differ from the standard vehicle category used for pre-rating State and classified Regional Roads. It is strongly recommended that a before and after star rating is completed for Walking and Cycling Infrastructure Sub-Program and School Zone Infrastructure Sub-Program projects, as additional supporting evidence for the project.

## **Q. Minor crashes are generally not captured in the crash data, meaning that the Tool may under-estimate benefits of certain projects, even in high pedestrians/cyclists areas. In the funding evaluation criteria, are there considerations for such circumstances?**

Information about minor crashes can be included in the "What are the concerns" field under the "Existing Conditions" tab.

The Program is not solely reactive; even in areas with few or no crashes, nominations should still be submitted. Submitting the 'before' and 'after' Star Rating highlights the change in risk of the road and this will be used as part of the criteria for assessment. Refer to the Program Guidelines for further advice relating to the assessable criteria.

## **Q. Some crashes are not reported and are therefore not shown on the map accordingly. In this case, what should applicants do?**

Details regarding unreported crashes, near misses, and other relevant information can be entered in the "What are the concerns" field under the "Existing Conditions" tab.

## Q. When were the iRAP assessments undertaken on the State/Regional Road network? i.e. what is the currency of the data?

The Regional Roads Star Ratings were completed in 2023. There is a rolling program to refresh 4000km of state roads annually.

## Q. Which Star Rating is used: vehicle, bicycle, motorcycle or a combination?

While not mandatory, it is recommended that you provide the Star Rating, as supporting evidence for your project nomination if your treatment improves the Star Rating for a specific road user group. The default Star Rating is represented by the vehicle icon, which is used for assessing the road network and has been used in the existing star ratings for State and Regional Roads available on TransPortal the mapping section of the Portal. If you are implementing a treatment that targets a specific road user group and improves their Star Rating, you can provide it as additional supporting evidence.

## Q. Does this replace the Safe Systems Assessment method for proactive projects?

The Road Safety Program 2023/24-2025/26 Program Guidelines state that a Safe System Assessment is not required however can be used to consider safe system interventions with the proposal. A Safe Systems Assessment does allow you to consider intervention options for your proposal to determine which options are best aligned with safe system principles. It is good practice to undertake and submit Safe Systems Assessments which can be used as additional evidence to support your proposal.

## Q. Is further training available for Star Rating?

Further Star Rating training is offered through iRAP (International Road Assessment Programme) for a fee. This is an online course and not associated with Transport for NSW. Search <https://irap.org/training/> for further information.

## Safer Roads Portal

## Q. Does the five-year information on the map include only finalised data?

Yes, the crash data included in the TransPortal mapping within the Safer Roads Portal contains the latest five years of finalised crash data. However, it also includes crashes from 2023, indicating that completed crash data is included, not exclusively finalised data.

## Q. Is there a document to summarise the changes from last year's Portal?

The user guide for the Safety Assessment Module can be found under "Supporting Docs" in the Portal. This guide was updated in 2022. Additional fields have also been added to the main screen tabs to capture mandatory data for the Program. Information on Program requirements can be found in Program Guidelines.

## Q. When selecting flexible roadside barrier treatment, does it assume both sides of the road or one side only?

The system will only assume one side - you will need to ensure you clearly identify the location of the barrier in your site sketch or concept plan.

## Q. What if the treatment type is not linear (for example, an intersection-based treatment)?

In the Safer Roads Portal, if the treatment type is not linear, such as an intersection-based treatment, you can use the treatment drawing tool to select a single point in the centre of the intersection, or outline the

intersection area by placing multiple points where the treatment is proposed. This allows you to specify the exact location and dimensions of the treatment on the map, ensuring accurate assessment and analysis of the road safety improvements.

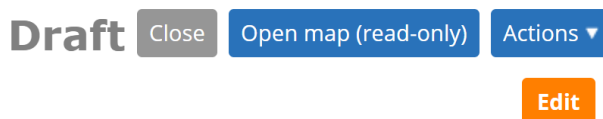
## Q. Can applicants create a crash diagram while under the 'assessment' tab?

No, currently a crash diagram can only be produced in the project nomination, not assessment.

## Q. If one person in a council starts a project in the Portal, can another person from council with access to the Portal be able to see that project and continue to work on that project?

Yes, in the Safer Roads Portal, if one person in a council starts a project, another person from the same council who has access to the portal will be able to see that project and continue to work on it. This allows for collaboration and ensures that multiple users can contribute to a project as needed.

Note: Users must “Close” the project on the Portal whenever they are done with their task for another user to access the project, otherwise the Project will be locked (see screenshot below of what the “Close” icon looks like).



## Q. Does combining multiple sites under one project reduce the prospect of getting funding for the site that requires the facility?

Combining multiple sites under one project does not necessarily reduce the potential of receiving funding.

However, it may impact the overall funding allocation and prioritisation of the project. It's important to provide clear justification for why multiple sites are being combined and how this approach benefits road safety outcomes. This can help demonstrate the value of the project and increase its chances of receiving funding.

Generally, there should be one nomination per project or site unless there is a compelling reason to combine multiple sites into one project.

## Q. Does combining treatments at multiple sites count as a "mass action" treatment if it's the same combination of treatments at multiple schools? Can multiple assessments be part of one project?

For the purposes of this Program, combining similar treatments in any one LGA is not considered mass action. Projects at differing locations must be entered into the Portal as separate projects.

## Q. Under Information, each crash cluster has a Review status and Comments. Is there a way for users to edit these fields for other users to see?

Yes, to review and edit these fields please refer to section 9.2.4 Reviewing Crash Clusters in the user guide, found under “supporting docs” in the Safer Roads Portal.

## Q. Some crashes appear on the Transport crash maps but not in the assessment map. Could this be because they occurred more than five years ago?

Yes, this may be due to the selected time frames. Please note that the crash period in the Portal, under the "Sites and Crashes" tab, should display the latest five years of completed data, which for this Program is from 1/7/2018 to 30/6/2023.

## Q. Has Transport updated the treatment types and crash reduction factors since last year's Australian Government Black Spot Program nominations. There were limited treatments for crashes at roundabouts.

Some additional treatment types have been recently added into the Crash Reduction Matrix, some of which do not have associated crash reduction factors. These were added to allow tracking of the types of treatments being delivered through Road Safety programs.

There were no additional treatments added relating to roundabouts. To discuss the appropriate treatment selection contact your local Transport representative for assistance.

## Q. Can pending Endorsed projects in the Portal be edited?

Yes. If applicants would like to edit an existing project that is currently under review, please email [srp.support@transport.nsw.gov.au](mailto:srp.support@transport.nsw.gov.au) and request the project to be returned to applicant.

## Q. Do the treatment codes align between the Tool and Safer Roads Portal? For example, are flexible barrier systems coded/named the same treatment across both platforms for consistency?

The treatments in the Portal and the iRAP Star Rating Demonstrator have not been aligned, as they are managed by different organisations. While some treatments may appear similar, there are differences in how they are described. For instance, in the Portal, barriers are categorized as flexible, semi-rigid, rigid and motorcycle underrun. In the Demonstrator, barriers are described as Safety Barrier – Concrete, Safety Barrier – Metal, Safety Barrier – Motorcycle Friendly, and Safety Barrier – Wire Rope.

## More questions?

Please direct your questions to the appropriate email address below.

Request to access Safer Roads Portal	<a href="mailto:SRP.support@transport.nsw.gov.au">SRP.support@transport.nsw.gov.au</a>
For technical issues with the Portal	<a href="mailto:SRP.support@transport.nsw.gov.au">SRP.support@transport.nsw.gov.au</a>
For access to the iRAP ViDA Star Rating Demonstrator Tool	<a href="#">Click this link.</a>
Advice on Road Safety Program 2023/24-2025/26 for ROM	<a href="mailto:nswfederalroadsafety@transport.nsw.gov.au">nswfederalroadsafety@transport.nsw.gov.au</a>
Project proposal assistance including cost estimation template, star rating and other technical information (Regional)	Contact your Regional Community Partnering Lead
Project proposal assistance including cost estimation template, star rating and other technical information (Greater Sydney)	<a href="mailto:Sydney.Blackspot.Nominations@transport.nsw.gov.au">Sydney.Blackspot.Nominations@transport.nsw.gov.au</a> or your Greater Sydney Road Safety Team contact