

## What is the aim of the Program?

The aim of the Level Crossing Improvement Program - Regional Council Minor Works Program (LCIP-RCMW) is to improve safety around public level crossings in regional NSW by funding minor, low-cost engineering works and safety improvements on local and regional road approaches to these crossings.

## Who is eligible to apply?

Only councils with public level crossings in regional NSW are eligible for funding. This includes Newcastle, Central Coast, and Wollongong. Level crossings located in councils in Greater Sydney are not eligible.

## Update to guidelines – works in the rail corridor

Based on feedback from councils and the Office of the National Rail Safety Regulator, Transport for NSW (Transport) has updated the guidelines to allow project proposals for works in the rail corridor. For these works to be eligible for funding, a letter of support from the relevant Rail Infrastructure Manager (RIM) must be included with the nomination.

Details on what constitutes the rail corridor are provided in section 2.4 of the updated Program guidelines. Where the corridor is not fenced, the rail corridor can be considered to extend 15 metres from the outermost rail on both approaches to the level crossing unless otherwise stated in the interface agreement.

## When do works need to be completed by?

All projects must be finalised (including completion of delivery and submission of Post-Completion Report) by 30 June 2026.

## Is there an opportunity to extend the project completion deadline?

Applications for extensions may be considered but must fall within the 2025/26 financial year. All projects must be finalised (including completion of delivery and submission of Post-Completion Report) by 30 June 2026.

## Why is there only \$1 million available?

This program supplements the existing Level Crossing Improvement Program (LCIP), with a focus on low-cost high benefit works on approach to public level crossings. The current funding allocation of \$1 million for the 2025/26 financial year is based on the LCIPs budget and priorities. Transport) aims to maximise the impact of these funds across a range of safety improvements and awareness and education initiatives.

## **Will there be more rounds of this Program in the future?**

Eligible applications unsuccessful in this round may be considered for future opportunities should more funding become available. Councils with eligible projects may be contacted by Transport if additional funding becomes available. Please stay updated with Transport announcements for new rounds or similar programs.

## **What is the assessment process for the Program?**

Each project undergoes a competitive merit-based assessment process based on eligibility and assessment criteria. The goal is to select projects that improve road safety around public level crossings. Applications are reviewed by a panel within Transport consisting of technical and policy experts who assess project eligibility, adherence to timeframes, and funding guidelines. The panel prioritises eligible applications and submits recommendations to the Chief Centres for Road Safety and Maritime Safety as the Chair of the NSW Level Crossing Strategy Council for approval.

## **Who makes up the assessment panel?**

The assessment panel is formed within Transport and includes technical subject matter experts.

## **How are projects prioritised and allocated funding?**

The assessment panel prioritises eligible applications based on the principles and priorities outlined in the guidelines. Project allocations aim to maximise the safety improvements within the Program budget.

## **Why are projects capped at \$200,000?**

The cap of \$200,000 per project is to balance high safety benefits with equitable funding distribution across multiple projects and councils. This means that the available funds can support a larger number of safety improvement initiatives.

## **Council has high priority level crossing works exceeding \$200,000. Is there an option for these larger scale projects?**

This Program is specifically for minor, low-cost works. Councils cannot apply for more than \$200,000 under this Program. For projects exceeding the cap councils are encouraged to seek co-contributions from other organisations or funding sources. Collaboration and additional funding can help cover the costs of larger projects.

## **Can funding be transferred or additional funding requested?**

Funding is specific to the project and cannot be transferred. Additional funding beyond the approved amount is not available. Any variations to project scope or extensions of time must be approved by Transport and should not seek additional funding.

## **How is benefits realisation measured?**

The Program measures benefits throughout project delivery and post-completion. Councils may be required to provide substantiating evidence regarding the realisation of key benefits and project outcomes. Certain projects may be chosen for a comprehensive assessment of benefits both during delivery and after completion.

## Who is the final decision maker for project approvals?

The final decision maker is the Chief Centres for Road Safety and Maritime Safety, as the Chair of the Level Crossing Strategy Council (LCSC). The Chief may also choose not to award funding to projects that meet the criteria depending on funding availability.

## Can the grant terms and conditions be modified?

Yes, the Chief Centres for Road Safety and Maritime Safety as the Chair of the NSW Level Crossing Strategy Council may introduce modifications to grant terms, conditions, or allocations consistent with the guidelines at their discretion.

## Can multiple crossings with similar treatments be included in a single application, or is it limited to one crossing per application?

If Council has a group of level crossings where it's planned to apply similar treatments, such as upgrading the signage at those level crossings, Council can submit them under one nomination.

## Is it possible to get a copy of the Australian Level Crossing Assessment Model (ALCAM) ratings for all the crossings?

Councils can request ALCAM ratings from Transport:

1. Councils should submit a written request to Transport detailing the specific level crossings for which they need ALCAM ratings. This request should be sent to [CouncilLXMinorWorks@transport.nsw.gov.au](mailto:CouncilLXMinorWorks@transport.nsw.gov.au)
2. The request needs to include details like the location of the level crossings, the purpose of the request, and any additional information that may support the request.
3. Transport will review the request and provide a response based on the specific circumstances.

## Does the Program apply to inactive level crossings?

The Program can apply to both passive and active level crossings. However, rail lines that are no longer in use are out of scope.

## Is there any priority allocated depending on the type of rail line?

No. Applications are assessed based on the criteria and weighting outlined in the program guidelines.

## Do you have a map that you could share with localities of public crossings?

The [Level Crossing Finder](#) is a public portal showing all public road level crossings in NSW.

## Will there be alignment and communication with ARTC, UGL Regional Linx, or Sydney Trains about the projects they are funding and can we get funding from both sources?

A copy of the guidelines has been forwarded to ARTC, UGL Regional Linx and Sydney Trains. Any works proposed within the rail corridor (definition provided in section 2.4 of the Program guidelines) must be discussed with the relevant RIM and written support included with the project nomination.

The approved Program of Works will be submitted to the Level Crossing Strategy Council for endorsement. ARTC, UGL Regional Linx and Sydney Trains, being members of the council, will have visibility of the approved projects in the Program. The Program guidelines have been distributed to ARTC, UGL Regional Linx and Sydney Trains to ensure they are fully informed about the Program and its scope.

## Is it possible for councils to obtain the level crossing safety incident data from Transport?

Level crossing incident data can be requested from the [Office of the National Rail Safety Regulator](#).

### **Is the installation of boom gates in urban areas an eligible expense?**

Rail infrastructure associated with the interface that are the responsibility of the RIM, such as primary traffic controls including boom gates, are not listed as eligible treatments under this Program.

### **Is there a favourable percentage for a co-contribution?**

No, there is no favourable co-contribution percentage to ensure fairness and equity for all regional councils including those unable to contribute. However, if funding availability becomes an issue, co-contributions may assist in securing funding for some projects,

### **What are the types of work eligible under the Program, and do you have an indication of the cost of each treatment?**

The Program focuses on low-cost projects which can be delivered quickly. Any works proposed to be carried out within the rail corridor will need to include the written support of the relevant RIM. Transport does not have a detailed list of costings as costs can vary due to several factors. Most Councils will have typical costs and rates that they use for other programs seeking to upgrade their road network.