



**DEPARTMENT OF PLANNING, TRANSPORT AND
INFRASTRUCTURE**

STATE BLACK SPOT PROGRAM GUIDELINES

Issue Date
August 2014



Government of South Australia
Department of Planning,
Transport and Infrastructure

DOCUMENT CONTROL

DOCUMENT STATUS

Document Owner: Executive Director, Road Safety Registration and Licensing			
Action	Name and Position	Doc. KNet Reference	Version
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Document ReviewSchedule: As required			

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1 PURPOSE

These guidelines provide information on the administration and operation of the State Black Spot Program that is funded by the South Australian Government through Department of Planning, Transport and Infrastructure (DPTI). The guidelines provide guidance on project eligibility, the project nomination, assessment and prioritisation process and project reporting requirements.

2 BACKGROUND

The State Black Spot Program was introduced by the SA State Government in 2002/03 to complement the Australian Government funded Black Spot Program. Together, these programs are directed at bringing about significant reductions in crashes and fatalities by the identification and treatment of locations and sections of road that have a poor casualty crash record or that have a significant crash potential identified by safety audits.

3 SAFE SYSTEM APPROACH

The Safe System approach is the framework used for improving road safety and to understand the human tolerance to physical force by

- Recognising that human error is inevitable
- Informing and educating road users on their responsibilities for using the road transport system and taking action when those responsibilities are not met
- Making allowances for human error in the design and management of roads and vehicles, and in setting speed limits

The investment under the program will be focussed on the most effective treatments that can be applied to the key crash types, consistent with Safe System principles. The Safe System approach to road safety is built on several key principles:

Human Factors

- No matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this

Human Frailty

- The finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration

Forgiving Systems

- Roads that we travel on, vehicles we travel in, speeds we travel at, and communities we live in, need to be more forgiving of human error

Shared Responsibility

- Everyone has a responsibility to use the road safely and organisations, businesses and communities have a responsibility to design, manage and encourage safe use of the road transport system

4 ROLES

The State Black Spot Program consists of funding for road infrastructure Black Spot improvements.

The Road Safety Registration and Licensing Directorate of the Transport Services Division of DPTI is responsible for

- setting broad road safety policy and strategy for the State Black Spot Program
- seeking the necessary program approvals

The Road Asset Policy and Programs Section of the Infrastructure Division of DPTI is responsible for

- Coordinating the development of the annual program for road safety improvements including the seeking of nominations
- Checking of submissions, and
- Prioritisation of projects in line with these guidelines

The Cycling and Walking Unit of the Infrastructure Division manages the development of the program for cycling safety projects. Guidelines relating to the cycling projects are contained solely within Section 10 of this document.

It is the responsibility of Councils, DPTI, organisations and individuals to submit Black Spot project nominations in line with these guidelines.

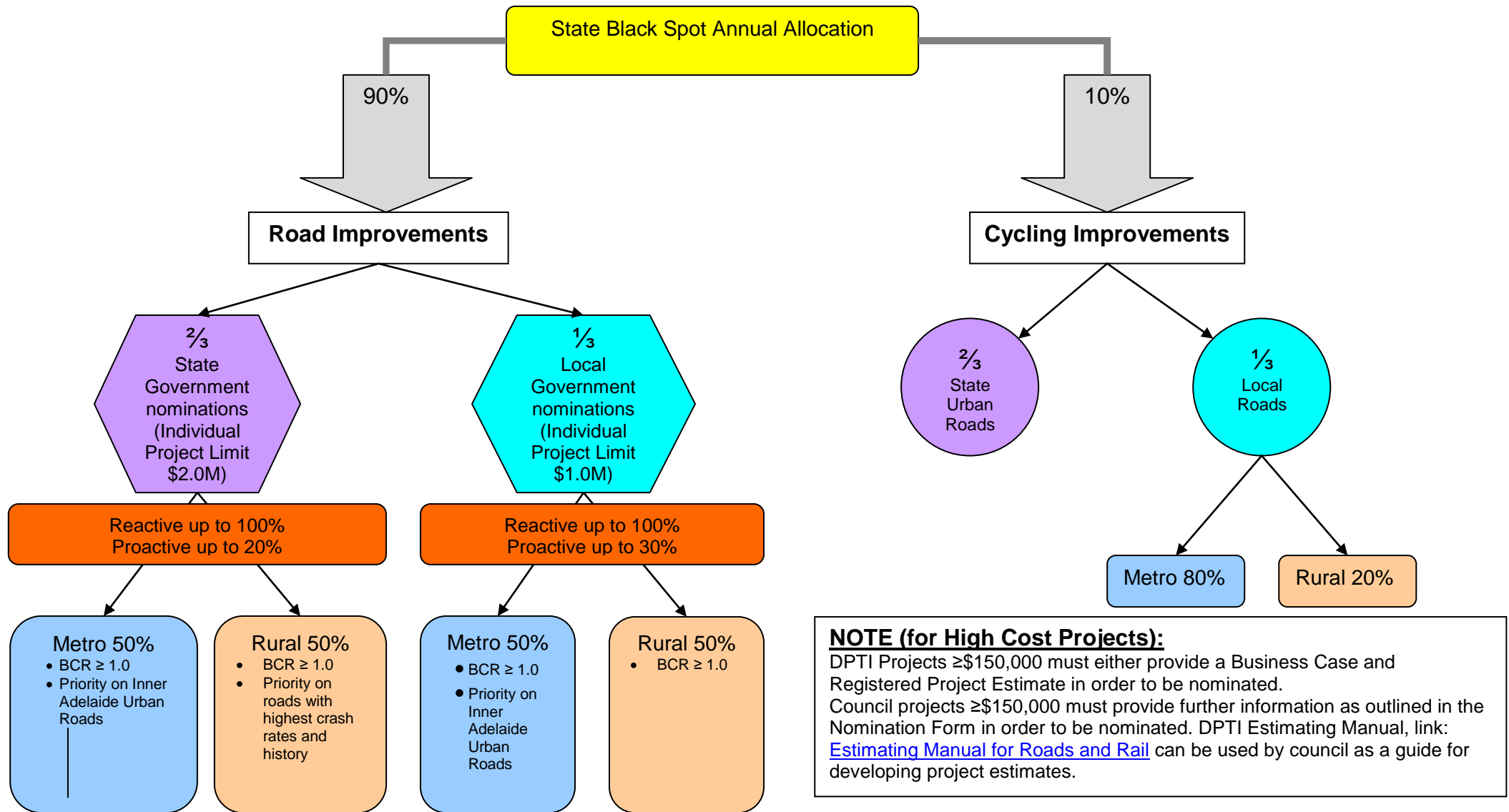
The annual State Black Spot Program will be subject to the approval by the Minister for Road Safety. Annual cycling projects will be subject to the approval by the Minister for Infrastructure and Transport.

5 FUNDING

5.1 Funding Allocations

Funding for the State Black Spot Program will be allocated in DPTI's annual budget. The guideline in Figure 1 below outlines the broad funding distribution and eligibility criteria for projects. The final program distribution may differ each year subject to eligible projects.

Figure 1 - DISTRIBUTION OF STATE BLACK SPOT and CYCLING PROJECTS FUNDING



5.1.1 Road Safety Improvements

The State Black Spot Program is targeting Road Safety Improvements (90% of funding) and Cycling Improvements (10% of funding). Approximately two thirds of funding is allocated to State roads and one third to Council roads under the “Safer Local Roads Program”, subject to eligible nominations received. This split is based on the proportions of casualty crashes that occur on arterial roads and local roads.

The criteria for the State Black Spot Program have been updated to reflect crash trends in recent years. Analysis of crash data trends in the last 5 years indicates that the proportion of fatalities and serious injuries in the Adelaide Metropolitan Area is slightly higher in comparison to the rest of South Australia. This is reflected in the funding distribution guidelines for projects on State roads.

Geographic Definitions

This program distinguishes between inner and outer urban Adelaide roads. The whole Adelaide Metropolitan Area is based on the Adelaide Statistical Division boundary.

The Inner Urban Adelaide is defined as the inner most part of the metropolitan Adelaide with boundaries at Waterloo Corner Road/ The Grove Way in the north and Majors Road/ Black Road in the south. Outer Metropolitan Adelaide is the remaining area within the Adelaide Statistical Division boundary. Rural is defined as being outside of the Adelaide Statistical Division.

A map is provided on the Black Spot website.

5.1.2 Projects on State Roads

Maximum funding limit for individual projects nominated by DPTI on state roads is \$2.0 million. This recognises the increasingly complex nature of arterial road projects in urban areas.

State projects on state roads that are greater than or equal to \$150,000 are required to submit a registered cost estimate (i.e. registered with DPTI Project Office) and additional information (to be included in the nomination form).

Reactive/proactive projects

Up to 100% is allocated to reactive projects with a record of casualty crashes - with priority given to Inner Urban Adelaide roads and rural roads with the highest crash rates and history.

Up to 20% may be allocated to proactive projects where a significant crash risk potential is determined from Road Safety Audits. These projects are assessed using the Road Safety Risk Manager assessment software tool.

The suitable standard for completion of Road Safety Audits is described in the Austroads Publication Part 6 – Road Safety Audit. Proposed treatment(s) for proactive projects need to ensure they are related to safety issues or hazards identified in the Road Safety Audit.

Urban/Rural Split

Approximately 50% is allocated to projects in the Adelaide Metropolitan Area - with priority to inner urban Adelaide arterial roads (both intersections and mid-blocks) where feasible. The remaining 50% is allocated to projects in non-metropolitan areas.

Other considerations

Project nominations on strategically important DPTI arterial roads or on signalised intersections, will also take traffic efficiency impacts into consideration. This is to ensure that projects do not create significant traffic flow or congestion problems, or create potential for other safety issues or additional road infrastructure.

5.1.3 Projects on Local Roads

The Safer Local Roads Program is a component of the State Black Spot Program. For projects on local roads under the Safer Local Roads Program, Councils are required to contribute a minimum of one third of the total project cost. Councils are encouraged to contribute up to 50% of the project cost where a project is considered a particular local priority. A higher Council contribution may assist in the funding of additional projects.

The maximum project cost for individual Council projects on local and state roads is \$1.0 million.

Approximately 50% is allocated to projects in the Adelaide Metropolitan Area and the remaining 50% is allocated to projects in non metropolitan areas.

Up to 30% may be allocated to proactive projects where a significant crash risk potential is determined from Road Safety Audits and the remaining 70% or more is allocated to reactive projects with a record of casualty crashes.

Local Government nominated projects on either state or local roads that are greater than or equal to \$150,000 are required to provide more detailed information (as outlined in the nomination form). DPTI Estimating Manual, link: [Estimating Manual for Roads and Rail](#) can be used by council as a guide for developing project estimates.

Project nominations by Council on state roads shall be supported by the relevant DPTI region, as well as all concept plans and estimates developed in accordance with DPTI standards and estimating manual, prior to the project nomination.

5.1.4 Cycling Safety Improvements

Cycling safety projects are funded in a separate sub-program under this State Black Spot Program. The cycling projects have a key safety focus - which reflects the fact that in South Australia about ten percent of those seriously injured in road crashes are cyclists (based on hospital injury surveillance data).

Approximately two thirds of this funding is allocated for works on state arterial roads and one third for works on local roads. Councils must contribute one third of the cost of projects conducted on local roads and council off road paths.

The maximum total project cost for individual cycling projects on local roads is \$100,000.

6 ELIGIBLE ROAD SAFETY WORKS

6.1 General

The State Black Spot Program and Australian Government Black Spot Program have consistent criteria for eligibility (in terms of crash history). Both the State Black Spot Program and Australian Government Black Spot Program are available for safety improvement works on the state arterial roads and council roads.

Under the Australian Government Black Spot Program, eligible nominations on national highways can be submitted. These must not duplicate projects submitted or funded under other Australian Government National Roads programs.

Eligible road safety works are those designed to treat sites with a recorded history of casualty crashes in accordance with the eligibility criteria. Eligible cycling improvements are those designed to treat cycling safety issues and also to improve the cycling network.

Sites which do not meet the crash history criteria but have been the subject of an official road safety audit are eligible.

Eligible works include:

- Safety improvement works and traffic control devices including traffic signals
- Work on adjacent road environments –e.g. hazard protection works
- Safety improvement works that may include speed reduction treatments as part of the treatment

Ineligible works are:

- Purchase of road building plant and equipment
- Purchase of law enforcing equipment such as speed and red light cameras
- Maintenance activities
- Area, network or route based speed treatments

6.2 Eligibility Criteria

The following table summarises Program Criteria between the different programs, and is explained in more detail in this chapter.

BLACK SPOT PROGRAM CRITERIA

	Australian Government Infrastructure Investment Black Spot	State Black Spot State Government Nominations	State Black Spot Local Government Nominations	State Black Spot Cycling Projects
Eligible Roads	Up to 25% of funding on National Highways. State and Local Roads	State and Local Roads		
Endorsement of Recommended Projects	SA Consultative Black Spot Panel – Australian Government representative	DPTI	DPTI	State Black Spot Cycling Projects Selection Committee
Funding & Project Cost Criteria				
Program Funding Overall Funding Split	Australian Government 100% \$4.8m and additional \$8m annually for 2015/16 and 2016/17	State Government 60% of the State Black Spot Program	State and Local Government Up to 30% of the State Black Spot Program	State and Local Government 10% of the State Black Spot Program
Contributions to Project Cost	Yes – encouraged	N/A	Yes 1/3 of Total Project Cost Mandatory from Councils, Up to 50% optional	Yes - 1/3 Total Project Cost Mandatory from Councils
Funding Distribution • Metro / Rural	Up to 50% - minimum 50%	50% - 50%	50% - 50%	80% - 20%
Reactive Projects Proactive Projects	Up to 100% Up to 40%	Up to 100% Up to 20%	Up to 100% Up to 30%	N/A
Maximum Project Cost	\$2,000,000 (DPTI Nominations) \$1,000,000 (Council Nominations)		\$1,000,000	\$100,000 (Council Nominations)
Minimum Project Cost	\$20,000			N/A
Cost Estimate requirements	Registered DPTI estimate required for DPTI projects >=\$ 150,000 Detailed cost estimate required for Local Government projects >= \$ 150,000 – refer nomination form and DPTI Estimating Manual.			N/A
Eligible Costs	All direct costs including capital and design costs			
Ineligible Costs	Purchase of road-building plant or equipment / Costs involved in the preparation of Road Safety Audits / Maintenance costs; and Costs incurred after installation			

BLACK SPOT PROGRAM CRITERIA

	Australian Government Infrastructure Investment Black Spot	State Black Spot State Government Nominations	State Black Spot Local Government Nominations	State Black Spot Cycling Projects
Crash Criteria				
Intersection or Mid Block (< 3km)	2 casualty crashes in the last 5 years	3 casualty crashes in the last 5 years		N/A
Road Length (≥ 3km)	0.13 crashes/km/year over last 5 years	0.2 crashes/km/year over last 5 years		N/A
Crash Period	Recent 5 years (i.e. From 2009 to 2013 for 2015-2016 program)			N/A
Benefit Cost Ratio (BCR)	≥ 1.0	≥ 1.0	≥ 1.0	N/A
Discount Rate	7%			N/A
Crash Reduction Factors	From Australian Government Black Spot Notes on Administration and DPTI BCR calculation spreadsheet			N/A
Prioritisation (Reactive Projects)	Based on BCRs (using BITRE mythology)			N/A
Prioritisation (Proactive Projects)	Based on ARRB Risk Reduction Cost Ratio			N/A
Proactive projects	Require Road Safety Audit			N/A

BLACK SPOT PROGRAM CRITERIA

	Australian Government Infrastructure Investment Black Spot	State Black Spot State Government Nominations	State Black Spot Local Government Nominations	State Black Spot Cycling Projects
Project Delivery				
Funding Deed needed between Council and DPTI	Yes	Yes	Yes	Yes
Time Frame	Project to be completed within the financial year unless approved as specified in Funding Deed			
Approvals	Design and technical approvals from DPTI for works on National and State Roads Environment, Heritage and Aboriginal clearances where required			
Signs	Yes for projects value ≤ \$100,000 during construction ≥ \$100,000 for 1 year	Yes During the construction and one year after construction		N/A
Reporting	<ul style="list-style-type: none">• Status reporting as specified• Variation Form - in case of variations to scope and /or cost• Project Completion Report, and• As specified in Deed or other			
Recognition	All media releases to acknowledge that funding is from Australian Government. Australian Government approves media releases	All media releases to acknowledge that funding is from State Government.		

6.2.1 Location and Extent

For discrete sites (e.g. an intersection, mid-block or short road section less than 3 km), the minimum eligibility criterion will be a history of at least three (3) under State Black Spot Program and two (2) under Australian Government Black Spot Program, reported casualty crashes in the last five years at the site.

For road lengths ≥ 3 kms, the minimum eligibility criterion is an average of 0.2 under State Black Spot Program and 0.13 under Australian Government Black Spot Programme, casualty crashes per kilometre per annum over the length in question measured over five years or the length must be amongst the top 10% of sites identified in the State which have an identified higher crash rate than other roads.

6.2.2 Crash and Safety Considerations

Measures of casualty crashes should be provided from the most recently available five year period.

For works recommended by an official Road Safety Audit Report, the report must have been undertaken by an Accredited Road Safety Auditor.

6.2.3 Benefit Cost Ratios

For the Australian Government Black Spot Programme, projects must demonstrate the following:

- Benefit Cost Ratio shall be greater than or equal to 1.0

For the State Black Spot Program, projects must demonstrate the following:

- For metropolitan Adelaide arterial roads
 - Benefit Cost Ratio shall be greater than or equal to 1.0
 - Priority will be given to roads within the Inner Urban Area
- For rural arterial road sections
 - Benefit Cost Ratio shall be greater than or equal to 1.0
 - Priority will be given to roads with highest crash rates and history
- For local roads,
 - Benefit Cost Ratio shall be greater than or equal to 1.0
 - Priority will be given to roads within the Inner Urban Area

A discount rate of 7% shall be applied in the calculation of the BCR. Additional guidance on BCR calculations and crash reduction factors are available on the DPTI Black Spot website.

6.3 Safe System Principles Considerations

During 2014/15, the development of a Safe System Assessment Framework will continue to be developed by DPTI to translate Safe System principles into practice. The objective will be to enable practitioners to identify and assess projects to ensure that Safe System principles are embedded in planning, design, construction, operation and maintenance processes – including black spot projects.

In the meantime, the concept development and scoping of the nomination should consider Safe System principles - including issues such as different road users, vulnerable users, creating a more forgiving road treatment or environment and safer speed environments.

The key is that Safe System principles should be considered where feasible in the project scope prior to nomination.

6.4 Staged Construction

Complex projects should be submitted on the basis of delivery and funding over a two year period. Eligibility criteria apply to the project as a whole.

These are projects where a detailed design needs approval of an authority or where land acquisition, service relocations or availability of contractors necessitate longer project duration.

In such cases, the nomination should detail the staging and the required funding and scope of works for each year must be stipulated.

Projects that have not commenced in the first year of funding will be reviewed to determine if the project is still feasible or recommended for withdrawal or deferral.

6.5 Costs

All costs directly associated with a project are eligible for funding. The following costs cannot be claimed as part of project costs:-

- Administrative overheads and other indirect costs
- Cost incurred after installation i.e. operating and running costs
- Purchase of road building plant and equipment
- Purchase of law enforcement equipment such as speed and red light cameras
- Costs involved in undertaking Road Safety Audits
- Costs involved in preparation of nominations

6.6 Performance

Recent years have seen increased interest in the Black Spot programs. However, risk of annual under-expenditure for new road projects through project withdrawals or under-expenditure remains a concern. Previous performance in management, communication and delivery of projects to budget and timeline will be an assessment criterion.

7 PROJECT NOMINATIONS

7.1 Nominations

DPTI shall invite nominations for projects from:-

- Local Councils
- DPTI Regions
- Various other organisations or the public having an interest in road safety

Nominations must be forwarded, with the relevant supporting documentation, to DPTI by the closing date. Current nomination forms shall be used.

Nominations from Councils and DPTI must be endorsed by the Chief Executive Officer (Councils) or Regional Manager (DPTI) and include:

- Details of the crash history – (to be included in the BCR calculation spreadsheet)
- The proposed treatment including sufficient details and drawings for accurate cost estimating and to clearly show what is proposed
- An accurate cost estimate, including clear identification of risk/contingency factors and time schedule
- DPTI project nominations greater than or equal to \$150,000 must provide copy of registered estimate.
- Local Government project nominations greater than or equal to \$150,000 must provide copy of formal estimate or the DPTI Estimating Manual can be used as a guide for developing project estimates, as well as any additional information (as per the nomination form)
- The Benefit to Cost Ratio calculation for reactive projects
- A copy of the Road Safety Audit Report for proactive project nominations
- Any other information that contributes to the details and justification of a project
- If works impact DPTI's roads, Councils must contact DPTI's relevant regional office to obtain approval in principle and attach supporting correspondence to the nomination
- Project nominations by Council on state roads shall be supported by the relevant DPTI region, as well as all concept plans and estimates developed in accordance with DPTI standards and estimating manual, prior to the project nomination

- For any nominations involving speed reduction as part of a treatment, Councils shall contact the DPTI Metropolitan Region (Traffic Solutions Unit) to obtain approval in principle and attach supporting correspondence to the nomination. Such proposals will need to demonstrate compliance with DPTI speed limit standards and guidelines.

Any nomination that is not from a Council or DPTI shall be assessed to ensure it meets program criteria and then referred to the relevant Council or DPTI region to endorse the nomination, if applicable.

7.2 Call for Nominations

Project nominations will be sought in August - September for both the Australian Government and the State Black Spot programs for the following financial year.

At the time of call, DPTI will provide supporting documentation on the Road Safety website in the form of nomination forms, BCR pro-formas and crash reduction factors to be applied in assessment of projects. Supporting information including crash maps will also be available from the DPTI internet at the following link -

http://www.dpti.sa.gov.au/roadsafety/safer_roads/black_spot_program_2

Black Spot programs are fully allocated programs with little allowance for cost or scope variations. Any cost variation must be contained within the overall project and program budget. Project estimates must therefore be accurate to ensure delivery of the program without having to defer projects.

Nominations are to be forwarded to:

Manager, Road Asset Policy and Programs
Infrastructure Division
Department of Planning, Transport and Infrastructure (DPTI)
GPO Box 1533,
Adelaide SA 5001

Copies of nominations with supporting documents can also be forwarded by email to:
DPTI.SABlackspots@sa.gov.au

7.3 Closing Date for Nominations

The closing date for nominations will be as specified in the letter calling for nominations and as published on the DPTI internet weblink.

Late or incomplete nominations will not be accepted.

8 APPROVAL PROCESS – ROAD SAFETY PROJECTS

8.1 Assessment of Nominations

DPTI will assess nominations for completeness and accuracy in accordance with these guidelines. Where necessary, DPTI shall consult with the nominees directly. Nominations that fail to meet the eligibility criteria or are not supported by an official Road Safety Audit Report or have insufficient information provided will not be considered.

Upon completion of the assessment, projects nominated based on crash criteria are ranked by their BCR. Proactive projects supported by an official Road Safety Audit Report are ranked by their Risk Reduction Cost Ratio from ARRB's Road Safety Risk Manager.

8.1.1 Australian Government Black Spot Programme

The South Australian Black Spot Consultative Panel meets to make recommendation to the Minister for Infrastructure and Regional Development for approval of the Australian Government Black Spot Program, equal to the funding available, from the list of the eligible ranked projects.

8.1.2 State Black Spot Program

DPTI will assess remaining ranked and eligible projects equal to the indicative State funding available, and recommend to the Minister for Road Safety for approval. The approved program will be announced by the Minister. A shortlist of eligible proposals (both local and arterial) that missed being recommended will also be prepared as a reserve list and be submitted for pre-approval of the Minister. The proponents of these projects will be advised that these projects may be brought forward should funds become available as a result of other approved projects being cancelled.

9 INFORMATION AND RECOGNITION

9.1 Funding Deed

Councils successful in obtaining funded projects are required to enter into a funding deed with DPTI. This deed outlines funding arrangements, project details, conditions and reporting requirements.

9.2 Reporting

Councils and DPTI are required to provide DPTI with regular progress reports on approved projects including advice of the commencement and completion dates. These reports are required to be submitted to DPTI in accordance with a reporting schedule which will be advised within the funding deed upon project approval.

9.3 Payments to Councils

Payments to Councils will be made on the basis of progress claims submitted to DPTI for completed stages of projects or as otherwise specified in the funding deed. Council payments are to be submitted to the relevant DPTI regional office for processing, as outlined in the funding deed.

9.4 Signs

The road authority for the approved State Black Spot project shall erect signs on each road approach at the site of the project. The signs shall conform to the design shown in the Appendix A and shall remain in place for one year after the completion of works. The initial cost of the signs can be charged to the cost of the project.

Signs for Australian Government funded Black Spot projects shall comply with the Notes on Administration requirements.

9.5 Information Contact

Enquiries about the Black Spot programs should be directed to:

Strategist, Road Asset Policy and Programs
Phone: 08 8204 8806
E-mail: **DPTI.SABlackspots@sa.gov.au**

10 CYCLING PROJECTS

10.1 Eligible Projects

All cycling infrastructure projects designed to improve cyclists' safety and improve the connectivity and extent of cycling networks, are eligible for funding. Suitable projects include:

- construction of on road bicycle lanes
- construction of off road shared use paths
- construction or modification of median refuges or road crossings that improve safety and the connectivity of the network for cyclists

The maximum project cost for individual projects on local roads is \$100,000.

10.2 Basis of Funding

Approved projects must be completed within the financial year. Whilst projects may be divided into stages, each stage will be considered as a discrete project and compete with other projects submitted for funding in that particular year.

10.3 Costs

All costs directly associated with a project are eligible for funding. The following costs cannot be claimed as part of project costs:

- Administrative overheads and other indirect costs
- Cost incurred after installation i.e. operating and running costs
- Purchase of road building plant and equipment
- Purchase of law enforcement equipment such as speed and red light cameras
- Costs involved in the preparation of Road Safety Audits

For local road projects, Councils are required to contribute one third of the total project cost.

10.4 Project Submissions

The Cycling and Walking Unit (DPTI) shall invite nominations for projects from Local Councils and DPTI. Councils will be invited in writing to submit nominations and the close of nominations will occur approximately three months after this.

The call of nominations will coincide with nominations for the State Bicycle Fund. Councils can apply for funding from both the State Black Spot Program Cycling Projects and the State Bicycle Fund using a single application form.

Councils are required to provide the details as requested in the above mentioned application form.

Late applications will not be accepted.

Nominations are to be submitted to:

Manager, Cycling and Walking Unit
Infrastructure Division
Department of Planning, Transport and Infrastructure (DPTI)
GPO Box 1533,
Adelaide SA 5001

10.5 Approval Process

The Cycling and Walking Unit will assess cycling projects according to specific safety and strategic planning criteria.

The safety criteria consider the safety of the surrounding road environment for cyclists in regard to:

- speed
- traffic volumes (AADT)
- commercial vehicle numbers and
- the history of cyclists crashes over a five year period

The strategic planning criteria consider:

- The contribution of the project to enhancing the safety and convenience of cycling networks
- Whether the project contributes to the connectivity of the cycling network
- The extent of strategic planning that has led to the emergence of the project

A list of prioritised projects will be presented to the State Black Spot Program Cycling Projects Selection Committee who will make recommendations to the Minister for Infrastructure and Transport regarding projects to be approved for funding. The Minister for Infrastructure and Transport will approve a prioritised list of projects to be allocated funding and a reserve list of projects that may be brought forward should funding become available.

10.6 Project Delivery

The project must be carried out as described in the application, or as amended by written agreement between Council and the Cycling and Walking Unit (DPTI). Bicycle facilities must be planned, designed constructed and maintained in accordance with Austroads guidelines including:

- AUSTROADS, Cycling Aspects of Austroads Guidelines (2011)
- AUSTROADS, Guide To Road Design, Part 6A: Pedestrian and Cyclist Paths (2009) and

- AS 1742.9.2000 – Manual of Uniform Traffic control devices - Part 9: Bicycle Facilities
- Installation of Traffic Control Devices must comply with the requirements outlined in the “Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices” Transport SA, February 2012

10.7 Funding Deed

Councils successful in obtaining funded projects valued \$100, 000 or higher, are required to enter into a funding Deed with DPTI. A Funding Agreement will be established for funded Council projects valued less than \$100,000. These Deed and Funding Agreement outlines funding arrangements, project details, conditions and reporting requirements.

10.8 Reporting

Councils and DPTI are required to provide DPTI with regular progress reports on approved projects including advice of the commencement and completion dates. These reports are required to be submitted to DPTI in accordance with a reporting schedule which will be advised within the funding deed upon project approval.

10.9 Payments to Councils

Subject to the successful completion of the Acknowledgement & Acceptance of Offer of Grant, the Minister will pay Council the grant by one lump sum upon receipt of a valid Tax Invoice from Council.

10.10 Media and Promotion

When facilities are publicised, the contribution from the Department of Planning, Transport and Infrastructure is to be acknowledged.

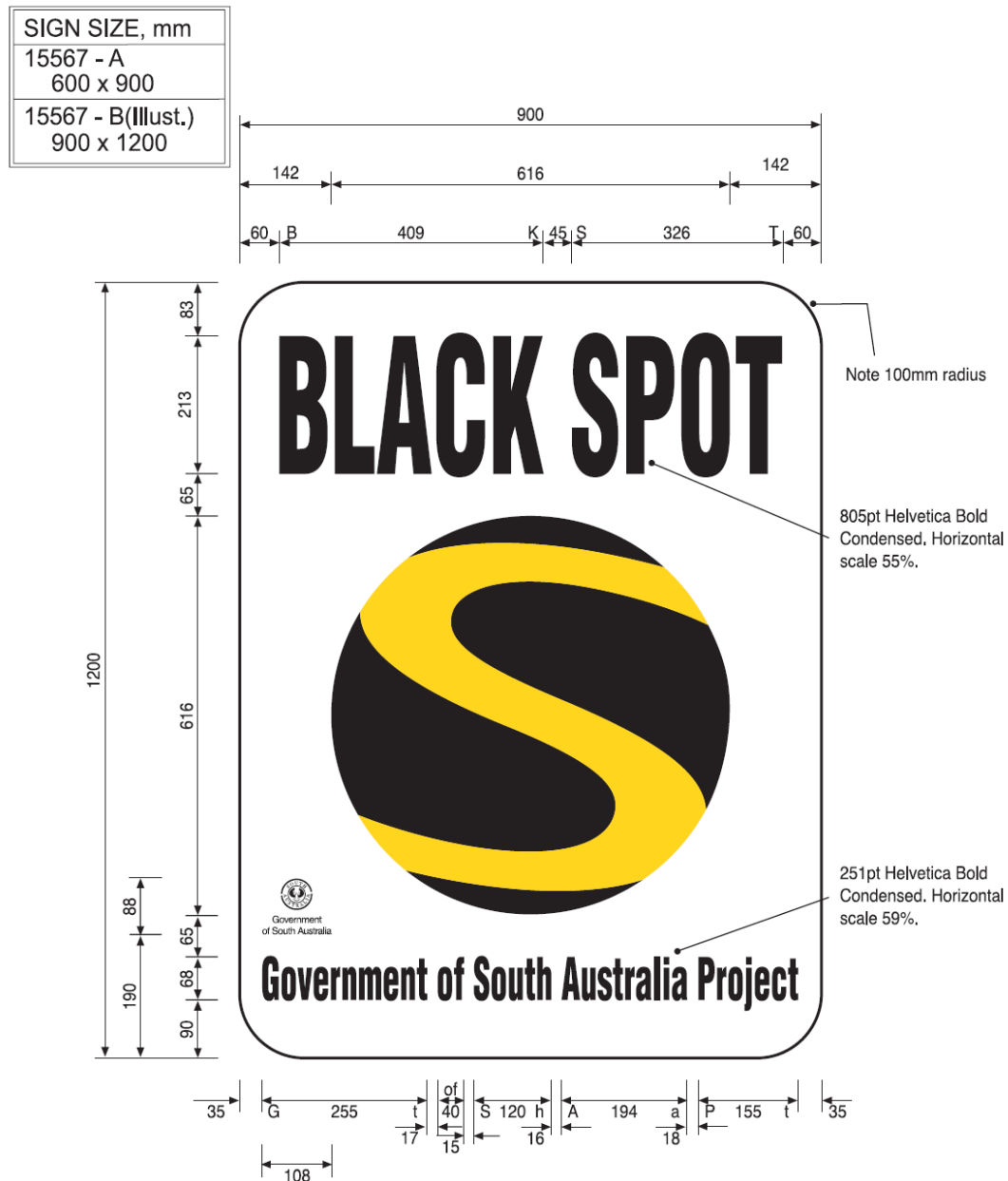
When completed facilities are officially launched or opened, DPTI are to be advised in advance and the contribution from the Department of Planning, Transport and Infrastructure is to be acknowledged. Other requirements are outlined in the funding deed.

10.11 Information Contact

Manager, Cycling and Walking Unit
Infrastructure Division
Department of Planning, Transport and Infrastructure (DPTI)
GPO Box 1533,
Adelaide SA 5001

APPENDIX A SIGNS

Signs erected at approved State Black Spot Sites must conform to the following wording and layout:



NOTES:

Colour: Black legend on white class 1 background.

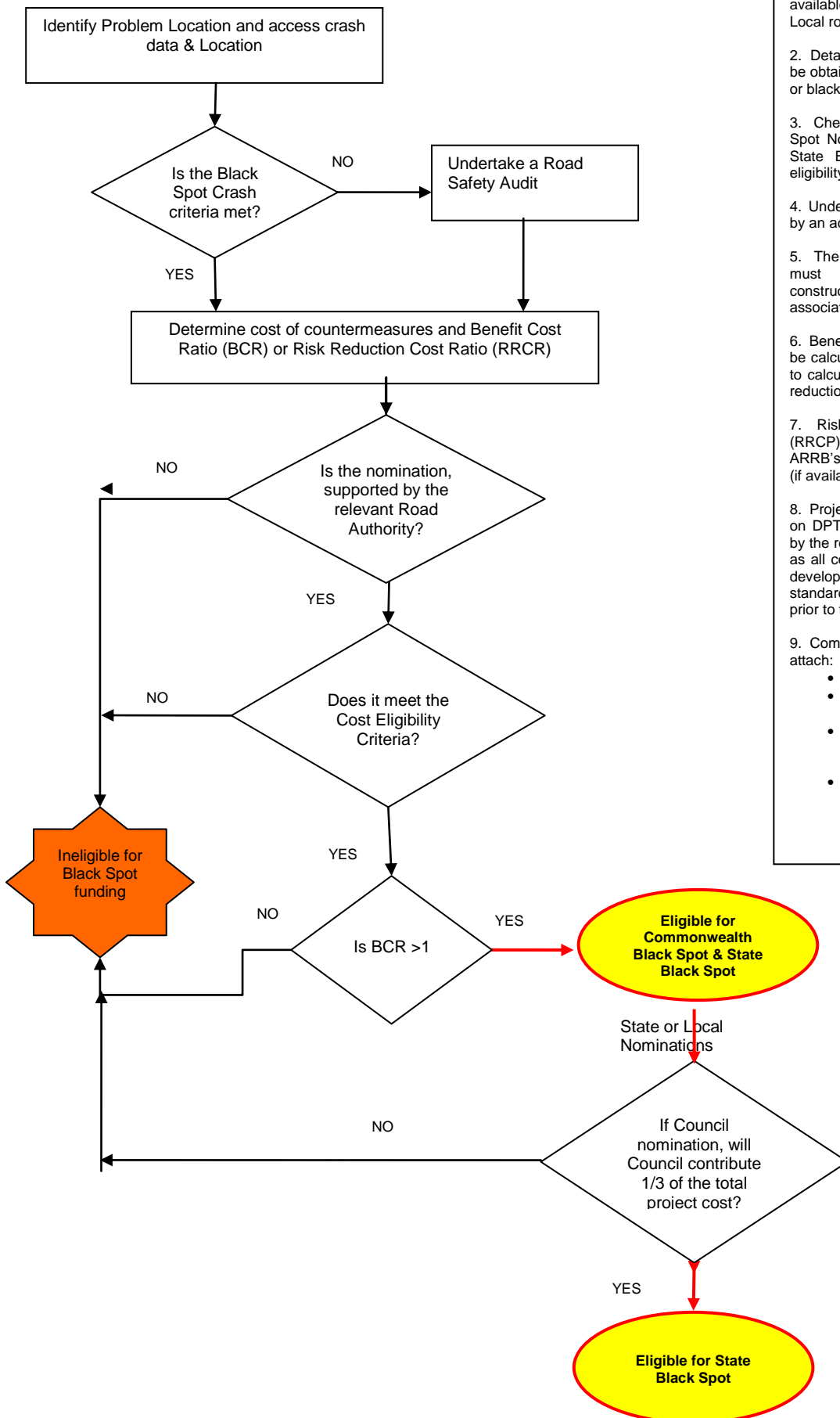
Yellow class 1 symbol.

Logo: Government of South Aust. Logo

Signs erected at approved Australian Government Black Spot sites must comply with Australian Government Black Spot Signage Guidelines, available in Section 8 and Appendix C of the Australian Government 'Notes of Administration' for Black Spot Projects. This document is available on the Australian Government Black Spot website;

<http://investment.infrastructure.gov.au/publications/administration/>

APPENDIX B SOUTH AUSTRALIA ROAD BLACK SPOT PROGRAMS DEVELOPMENT



1. State Black Spot funding is available only for State roads and Local roads.
2. Detailed crash information can be obtained from DPTI's Crash Unit or black spot website.
3. Check Nation Building Black Spot Notes on Administration and State Black Spot Guidelines for eligibility criteria.
4. Undertake a Road Safety Audit by an accredited auditor.
5. The cost of countermeasure must include all design, construction, project management associated costs.
6. Benefit Cost Ratio (BCR) must be calculated as per the guidelines to calculate BCRs and using crash reduction matrix.
7. Risk Reduction Cost Ratio (RRCR) must be calculated using ARRB's Road Safety Risk Manager (if available).
8. Project nominations by Council on DPTI roads shall be supported by the relevant DPTI region, as well as all concept plans and estimates developed in accordance with DPTI standards and estimating manual, prior to the project nomination.
9. Complete nomination form and attach:
 - Crash Data
 - Proposed concept scheme
 - Road safety audit and RRCR or BCR Calculation
 - Other supporting documentation