




Transport
Roads & Maritime
Services



Australia Government
 Nation Building Program
 Black Spot Program

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Federal Black Spot 2014-15

SUMMARY OF PROJECT NOMINATIONS

NSW Black Spot Consultative Panel Meeting
 RMS North Sydney Office February 7th 2014
 Position at 6th December 2013

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Roads and Maritime Services

FEDERAL BLACK SPOT

Summary of Project Nominations for the 2014-15 Program
December 2013

Prepared by

Roads and Maritime Services

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Document controls

Title	Summary of Federal Black Spot Nominations 2014-15 Program New South Wales
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SF2013/027696	Federal Blackspots Program

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Date	Version	Change Description	Author
02/12/2013	Draft v1.0	Initial Version	RMS
06/12/2013	Draft v2.0	Pre-panel meeting	RMS

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Section I.0 ASSESSMENT PROCESS

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1.1 Assessment process: An Explanation

A total of 327 proposals have been considered for the 2014 – 15 Program. These proposals also include a number of updated nominations.

The assessment process involves:

1. Verify crash data and crash type trends
2. Determine if site meets crash criteria, or if accompanied by a road safety audit, if it is acceptable.
3. Determine if the proposed road safety treatment is appropriate and will reduce crashes at the site.
4. Estimate the construction costs.
5. Calculate a Benefit Cost Ratio (BCR) for crash conforming projects.
6. Rank crash conforming projects by (1) benefit cost ratio and (2) construction cost.
7. Council's to be allocated funding for no more than 5 projects - this is due to past construction delivery problems.
8. Rank road safety audit projects by the risk management method described below.

1.2 A process for ranking road safety audit proposals

Up to 20% of funds may be allocated to project nominations based on a formal road safety audit. To rank these audit nominations, a risk assessment process has been identified based on a Standards Australia publication "Australian & New Zealand Standards: Risk Assessment". The process entails the assessment of risk on 3 criteria.

1. Exposure to risk
2. Probability of an incident occurring
3. Likely outcome or severity of an incident

For road safety purposes, where exposure is highly correlated with probability, the 3 criteria condense to 2, exposure and severity.

The outcomes of these assessments are summarised in risk ratings from 1 to 6 with a level of 1 (best) indicating a high risk proposal with a low treatment cost through to a level of 6 (worst) indicating a low risk proposal with a high treatment cost.

The Standard also provides guidance on project cost. For the Federal program the issue is whether it is appropriate to spend large amounts of money on one costly high risk project or fund a greater number of lower cost significant and medium risk proposals. RMS proposes an upper limit for HIGH risk projects of \$300,000, an upper limit for SIGNIFICANT risk projects of \$100,000 and an upper limit for MEDIUM risk projects of \$30,000.

Section 2.0
OVERVIEW OF
NOMINATIONS RECEIVED

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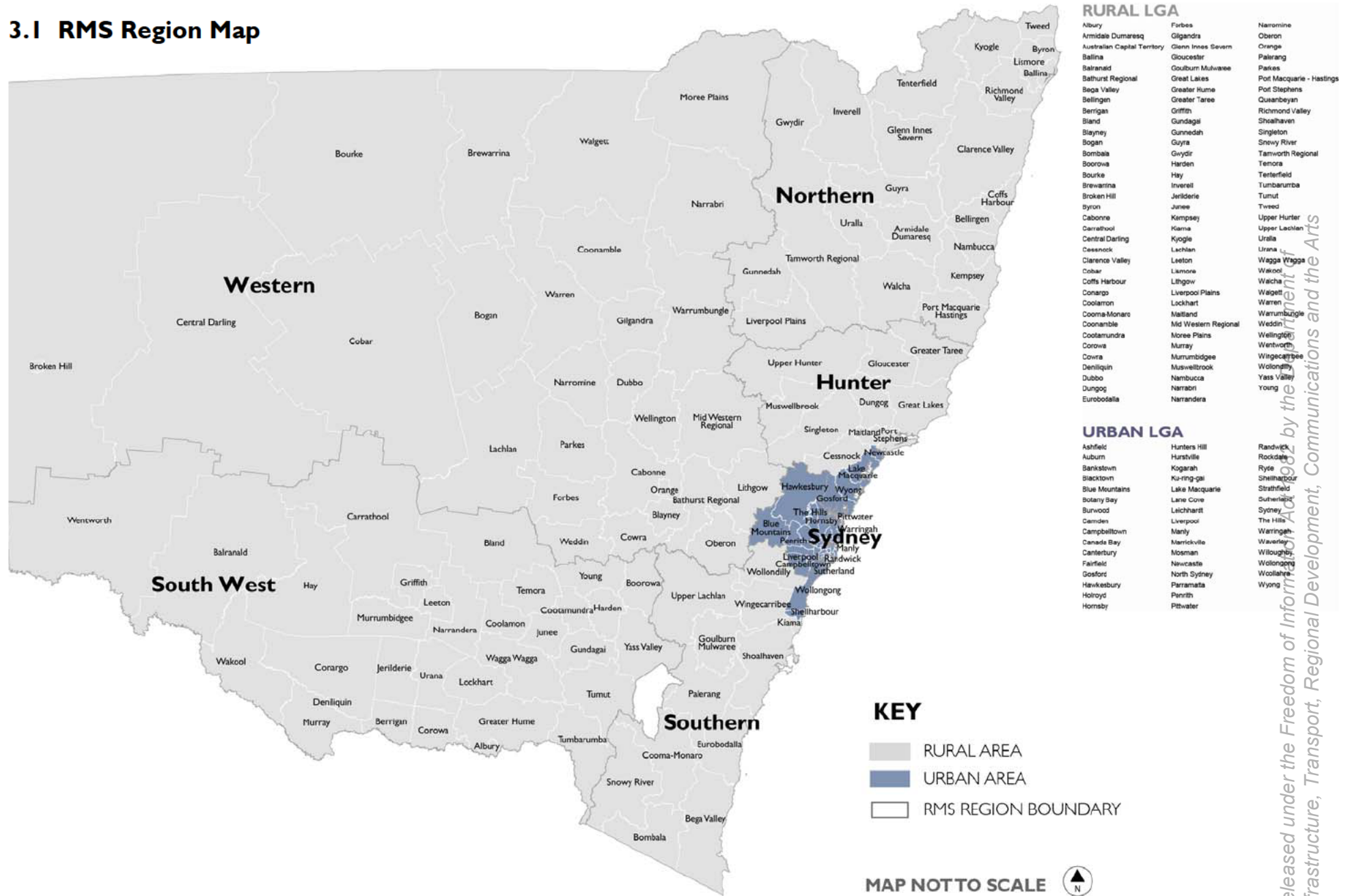
Pages 9 to 10 have been removed under section 22(1)(a)(ii) of the *FOI ACT 1982*.

Section 3.0

RMS ADMINISTRATIVE BOUNDARIES

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3.1 RMS Region Map



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Section 4.0

SUMMARY OF NOMINATIONS

Projects are ordered by Roads and Maritime Services (RMS) Office (location bracketed)

1. Hunter (Newcastle)
2. Northern (Grafton)
3. Southern (Wollongong)
4. South West (Wagga Wagga)
5. Sydney (Parramatta)
6. Western (Parkes)

Each RMS Office is further ordered as Urban/Rural as applicable and sorted by descending BCR and/or ascending Road Safety Audit Rank.

4.1 EXPLANATORY NOTES

No. (Rank)	Line number in the section. (Ranking-where the nomination sits amongst all conforming nominations)
PROPONENT	Source of project nomination shown as: COUNCIL RMS INDIVIDUAL (from the Community)
LGA (No.)	Local Government Area, and RMS Reference Number.
LOCATION	Suburb or District
PRIMARY ROAD	Road and location nominated for treatment.
INTERSECTING ROAD	Road intersecting with the Primary Road nearest to the location of the Treatment.
TREATMENT	Treatment proposed for the nominated site.
SPOT	
FATAL	Number of Black Spot fatal crashes
INJURY	Number of Black Spot injury crashes.
TOT CAS	Total of Black Spot fatal & injury crashes.
LENGTH	
FAT/km	Fatal Crash rate per kilometre
INJ/km	Injury crash rate per kilometre
CAS/km/yr	Total casualty crash rate per kilometre per year
YRS	Number of years of crash data.
BCR	Benefit Cost Ratio, an indicator of the economic worth of the project.
PROGRAM COST	Amount sought from the National Black Spot Program to treat the proposed site.
OTHER FINANCE	Contributions made from other sources eg. Councils, RMS etc.
COMMENTS	Why the project was considered ineligible or was unsupported.

4.2 GLOSSARY OF TERMS

ADVISORY SPEED SIGNS	Black on yellow signs indicating the safe travel speed through a curve, that are placed on the approach to the curve where the safe travel speed is less than the signposted legal speed limit.
ANNULUS	Circulating central island.
BENCH	A ledge constructed in a cut batter or natural slope to improve sight distance around a curve or to assist in batter drainage.
CAMS	Curve Alignment Markers – signs showing black chevrons on a yellow background installed on the outside of a curve to show its direction of travel.
CHANNELISATION	A system of controlling traffic by using islands and/or pavement markings to direct vehicles along a predetermined path.
CLEAR ZONE	A distance that varies according to the signposted speed limit, beginning at the outer edge of the travel lane and including the shoulder, that is cleared of obstructions to provide a safe recovery area for errant vehicles.
DELINEATION	The use of paint and other devices on the road pavement to provide information, guidance and control for drivers.
ELSHOLZ KERB	Low profile kerbing to redirect vehicles travelling at low operating speeds.
ENHANCED DELINEATION	The upgrading of the existing linemarking to improve the guidance and control through an intersection or road section.
KERB BLISTERS	Also known as kerb extensions - installed to reduce the pavement width at an intersection to slow traffic and reduce the distance pedestrians are required to travel to cross the road.
LOCAL AREA TRAFFIC CALMING SCHEME	A suite of various treatments installed to reduce vehicle speeds through a local area.
MINI ROUNDABOUT	A poached egg style roundabout with a small central island that allows vehicles to turn over the top of it.
MIST	Minor Intersection Safety Treatment – generic term for the installation of stop or give way signs and improved delineation.
NON-SKID PAVEMENT	Open graded asphaltic concrete that is installed to improve the surface friction of the road and reduce rear end and loss of control crashes.
PEDESTRIAN REFUGE	A raised median island with delineation signs to enable pedestrians to cross multi lane roads more safely.
PELICAN CROSSING	A signalised pedestrian crossing where the lights flash orange after a set period allowing vehicles to proceed if no one is on the crossing.
PROFILE LINEMARKING	Ribbed linemarking designed to alert drivers from straying outside their lane – having both an audible and tactile effect on the vehicle and driver.

4.2 GLOSSARY OF TERMS

RAISED THRESHOLD	A flat-topped speed hump that is installed at the entrance to a street to indicate to drivers that they are entering a slow traffic area.
RIGHT TURN BAY	A short protected lane to hold stationary vehicles waiting to turn right at an intersection.
RRPMs	Retro Reflective Pavement Markers – raised markers that reflect light and delineate linemarking at night.
SEAGULL JUNCTION	A T-junction where a triangular island is used to separate turning traffic from through traffic in the same carriageway – can be painted or raised and has a seagull shape.
SKID RESISTANT (NON-SKID) PAVEMENT	Open grade asphaltic concrete that drains water from the pavement and helps eliminate vehicles from aquaplaning on ponding surface water
S-LANE CHANNELISATION	Painted channelisation at a t-junction that merges the kerbside lane and allows the installation of a protected right turn bay for turning vehicles.
SPLITTER ISLAND	A short median island installed on the approach to an intersection, especially a roundabout.
SUPERELEVATION	The reversal and increase of the normal road crossfall over the length of a horizontal curve to reduce side friction and improve driver guidance.
TCS	Traffic Control Signals.
VARIABLE SPEED SIGNS	Electronic signs that vary the legal travel speed along a section of road in response to changing road and traffic conditions.
WOMBAT CROSSING	A pedestrian crossing comprising of a raised flat-topped speed hump with white stripes painted on the top.
ZEBRA CROSSING	A pedestrian crossing comprising of white stripes painted onto the road pavement.

5.0 CONFORMING NOMINATIONS WITH HIGH PRIORITY BASED ON BCR

This section presents a list of 85 projects, totalling \$19,306,294, which are the proposals that conform to all Program criteria and have the highest safety benefits.

NB: Councils have only been allocated funding for their five (5) highest priority projects.

5.1 HUNTER REGION

Hunter Region Urban: Conforming Crashes - High Priority BCR

No. (Rank)	Proponent LGA	Location	Primary Road	Intersecting Road	Proposed Treatment	BCR	Estimated Cost	Other Finance (\$)	Years	Fatal	Injury	Total Cas	Total Cas /km/Yr
s22(1)(a)(ii)													

Hunter Region Urban: Conforming Crashes - High Priority BCR (continued)

No. (Rank)	Proponent LGA	Location	Primary Road	Intersecting Road	Proposed Treatment	BCR	Estimated Cost	Other Finance (\$)	Years	Fatal	Injury	Total Cas	Total Cas /km/Yr
8 (76)	Council Newcastle MHT1295	Adamstown	Glebe Road	between Park Avenue and Bruncker Road	Install traffic control signals at Glebe Road and Park Avenue. Improve lighting at the intersections of Park Avenue and Teralba Road. Close intersection with a median at Glebe and Wood Street. Install pedestrian refuge on Glebe Road at Teralba Road. Ban right turns onto Glebe Road at Date Street and Teralba Road.	9.31	914,000		5	0	35	35	

s22(1)(a)(ii)

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8.0 NOMINATIONS NOT ELIGIBLE OR NOT SUPPORTED

This section lists the 65 proposals that have been identified as being outside the scope of the program, not supported by the RMS or have subsequently been treated under some other program.

8.1 HUNTER REGION

Hunter Region Urban: Not eligible and not supported

No.	Proponent LGA	Location	Primary Road	Intersecting Road	Proposed Treatment	BCR	Estimated Cost (\$)	Other Funding (\$)	Years	Fatal	Injury	Total Cas	Total Cas /km/Yr	Comment
s22(1)(a)(ii)														
3	Council Newcastle MHT1212	Adamstown	Glebe Road	between Brunker Road and Park Avenue	Provide traffic control signals at the intersection of Glebe Road and Park Avenue, banning all right turn movements from Glebe Road into side streets between Park Avenue and Brunker Road. Introduce a right turn phase to the existing traffic control signals at Glebe Road and Brunker Road to enable east bound vehicles on Glebe Road to turn right at Brunker Road.	10.37	914,000		5	0	35	35		Superseded by MHT1295. Proposed signalisation will require further development with respect to how the level crossing will be incorporated. RMS also does not support the right turn phase at Glebe Road and Brunker Road due to existing poor performance of this intersection.
s22(1)(a)(ii)														

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The Hon Jamie Briggs MP

Assistant Minister for Infrastructure
and Regional Development
Member for Mayo

PDR ID: MS14-000050

The Hon Duncan Gay MLC
Minister for Roads and Freight
Level 35 Governor Macquarie Tower
1 Farrer Place
SYDNEY NSW 2000

Dear Minister *Duncan*

I am pleased to advise of Australian Government funding under the Black Spot Programme for 86 projects within NSW for the 2014-15 programme year.

Under Section 70 of the *Nation Building Program (National Land Transport) Act 2009* (the Act), I have approved the projects listed in the schedule to the attached approval instrument as Black Spot Projects for the purposes of the Act and approved the provision of funding for these projects under Section 78 of the Act. Details of the approved projects are set out in the attached instrument and schedule.

The Black Spot Programme is administered by the States and Territories with Australian Government funding under Part 7 of the Act and in accordance with the Notes on Administration. I seek your agreement that the projects will be administered accordingly.

Please note that payment of Australian Government funding for these projects will commence once the new National Partnership Agreement for the Infrastructure Investment Programme, to be negotiated between the Australian and NSW Governments, comes into effect.

I look forward to working with you on these important safety works.

Yours sincerely *All my bests,*

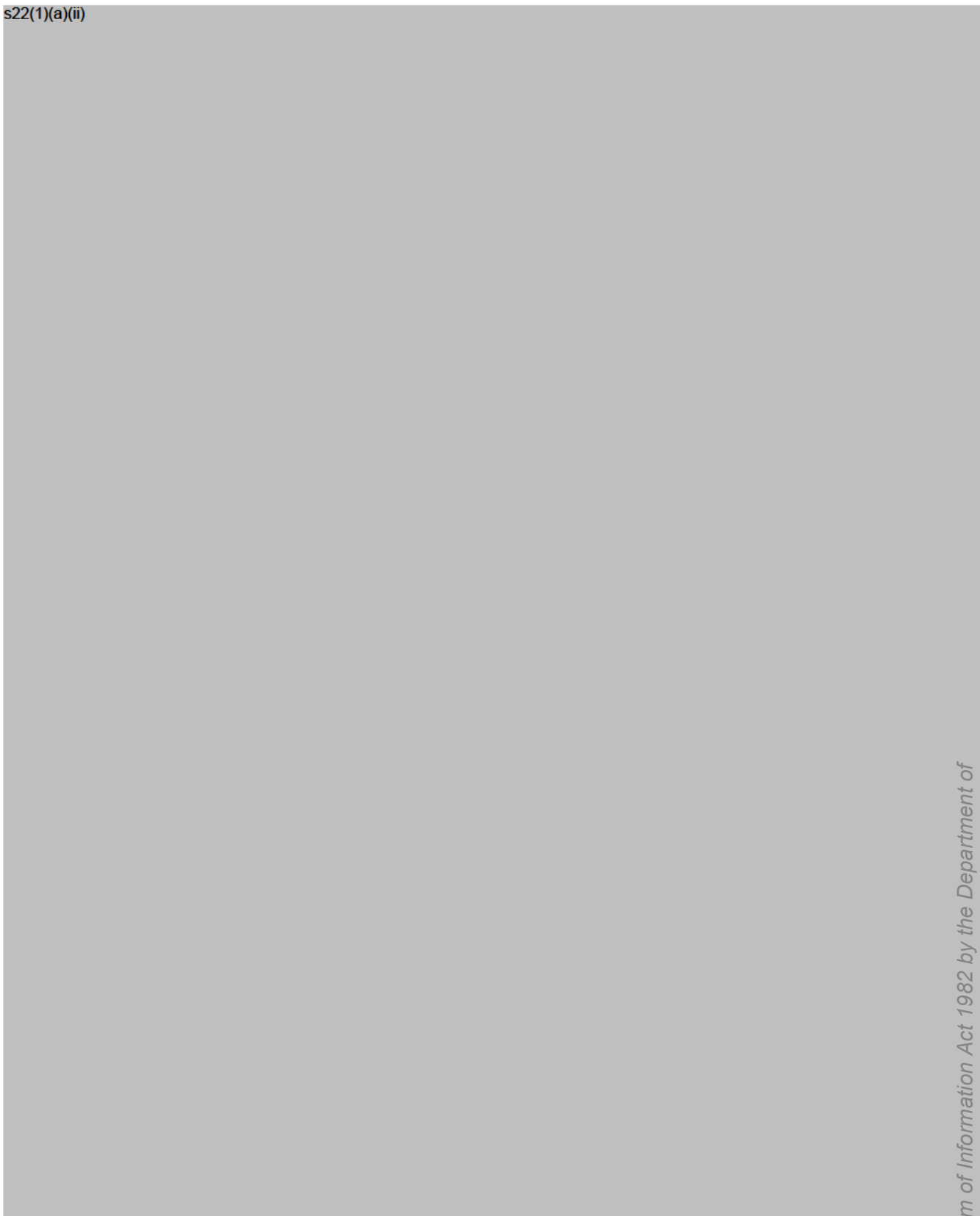
Jamie Briggs
Jamie Briggs

04 JUN 2014

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s22(1)(a)(ii)



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Schedule

State: NSW

Instrument: NPT7177

Project Number and Name	Project Description	Maximum Funding Amount that the Commonwealth may Contribute	Eligible Funding Recipient
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s22(1)(a)(ii)

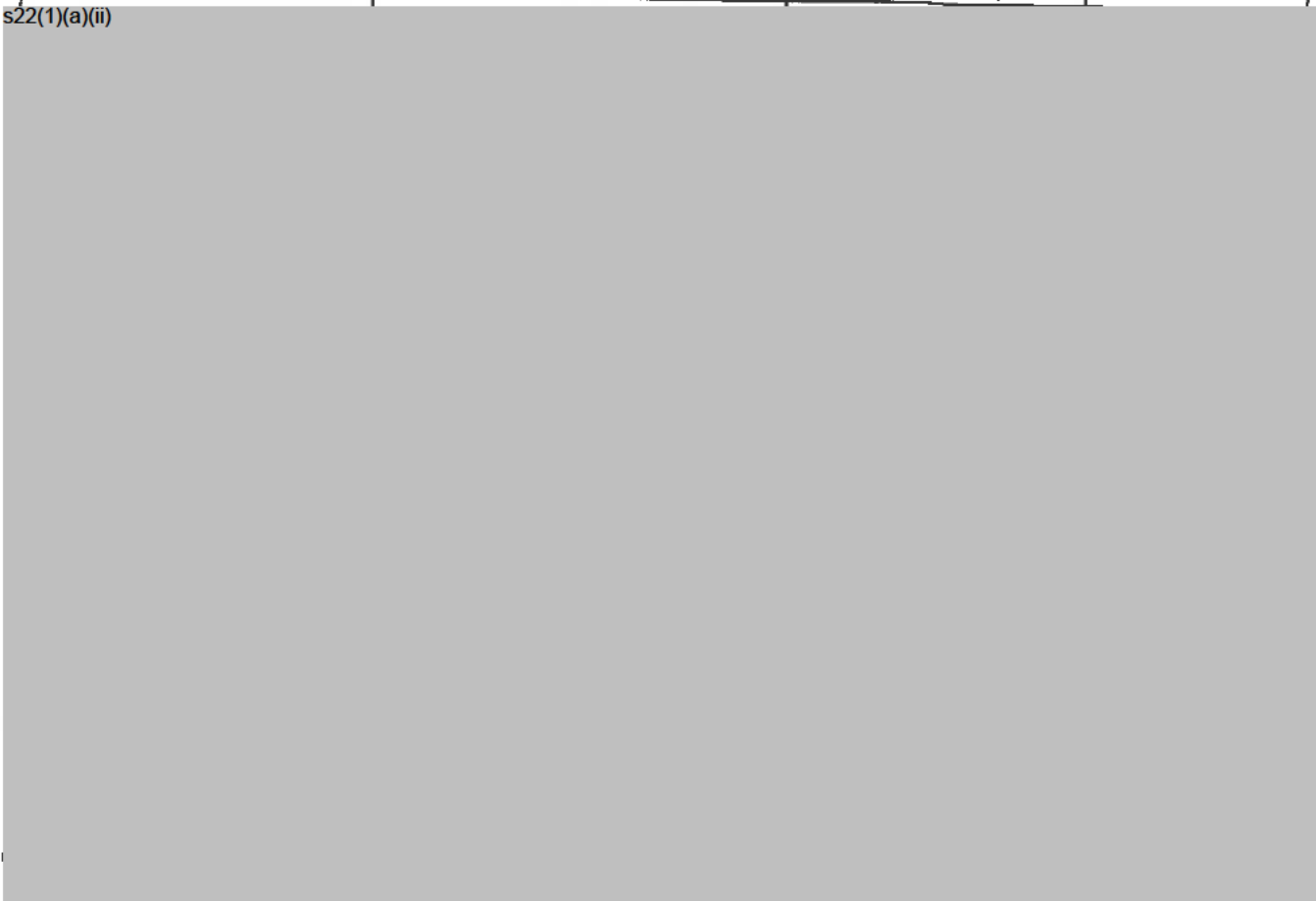


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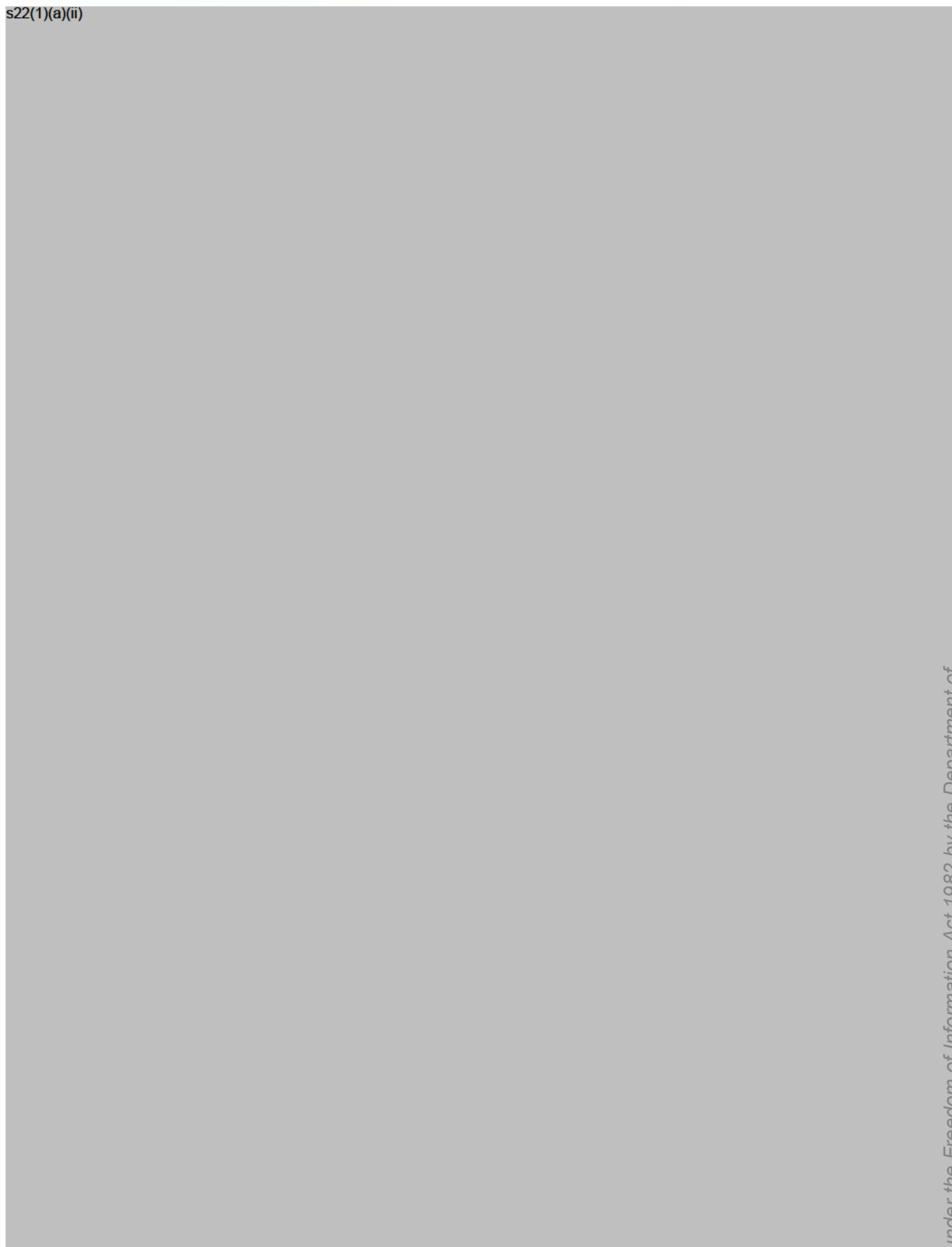
Project Number and Name	Project Description	Maximum Funding Amount that the Commonwealth may Contribute	Eligible Funding Recipient
s22(1)(a)(ii)			
051329-14NSW-BS Glebe Road From Park Avenue to Brunker Road ADAMSTOWN	Install traffic signals at Park Ave. Improve lighting at Park Ave and Teralba Rd intersections. Close intersection with a median at Wood St. Install pedestrian refuge on Glebe Rd at Teralba Rd. Ban right turns onto Glebe Rd at Date St and Teralba Rd	\$914,000	Roads and Maritime Services

s22(1)(a)(ii)



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