

ATTACHMENTS

ATTACHMENT – TABLE 1 - BLACK SPOT PROGRAM – PROJECT CRITERIA

| Criteria | Australian Government Black Spot State and Local Roads | State Black Spot Highways and Main Roads | State Black Spot Local Roads |
|----------------------------|---|--|--|
| General | | | |
| Owner | Department of Infrastructure, Transport, Regional Development and Communications and the Arts | WA State Government | WA State Government and Local Government |
| Co-ordination | Program Development Coordinator | Program Development Coordinator | Main Roads Regional Directors and Regional Road Groups Program Development Coordinator |
| State Panel Meeting | Yes | N/A | N/A |
| Recommendation | Director Portfolio Investment Planning | Manager Project Programming | Director Portfolio Investment Planning |
| Endorsement | WA Black Spot State Consultative Panel | Director Portfolio Investment Planning | State Road Funds to Local Government Advisory Committee |
| Endorsement | Managing Director of Main Roads | Managing Director of Main Roads | Managing Director of Main Roads |
| Approval | Federal Minister for Transport | State Minister for Transport | State Minister for Transport |
| Period | On-going | On-going | On-going |

| Criteria | Australian Government Black Spot State and Local Roads | State Black Spot Highways and Main Roads | State Black Spot Local Roads |
|---|--|--|---|
| Funding Allocation | Estimated \$14-\$16 million annually | Estimated \$10 million annually | Estimated \$25 million annually (including Local Governments contribution) |
| Distribution <i>Metro</i> <i>Rural</i> | 50% 50% | 50% 50% | 50% 50% |
| Contributions | Yes – encouraged | Yes (e.g. Developers – service roads) | Yes 2:1 mandatory (State and Local Govt) |
| Over Programming | Yes | Yes (decided at the programming stage) | Yes (decided at the programming stage) |
| Variations | Yes, within the total allocated funding limit to WA | Fully allocated - Managed by Main Roads | Fully allocated - Managed by Regional Road Group |
| Project Min Cost Project Max Cost | ≤ \$ 3 000 000 | ≥ \$ 2 000 ≤ \$ 3 000 000 | ≥ \$ 2 000 ≤ \$ 3 000 000 |

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|--|---|---|--|
| Funding Cont. Components paid for successful projects: <i>Administration Overheads</i> <i>Road Safety Audit</i> <i>Design/Land/Services and Design Audit (Where Required)</i> <i>Capital Costs</i> <i>Specific & Routine Maintenance</i> <i>Cosmetics Purposes (planting/landscaping)</i> | No, paid by Main Roads No Yes Yes Yes No No | No, paid by Main Roads Yes Yes Yes No No | No, paid by Local Government. Yes Yes Yes No No |
| Roads <i>National Land Transport Network</i> <i>Road of National Importance</i> <i>State Roads</i> <i>Local Roads</i> | Yes Yes Yes Yes | Yes Yes Yes Yes (for intersection treatments only) | Optional Optional Optional Yes |

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|--|---|--|--|--|--|
| | | Metro | Rural | Metro | Rural |
| Crash Criteria Intersection or Mid-Block or Short Road Section (< 3 kilometers) Road Length (≥ 3 kilometers) | 3 casualty crashes over five years in Metropolitan Region 2 Casualty crashes over five years in Rural Regions Average of 0.2 casualty crashes per km per annum over five years in Metropolitan Region 0.13 casualty crashes per km per annum over five years in Rural Regions | 10 crashes over 5 years Average of 3 crashes per km over 5 years | 3 crashes over 5 years Average of 1 crash per km over 5 years | 5 crashes over 5 years Average of 2 crashes per km over 5 years | 3 crashes over 5 years Average of 1 crash per km over 5 years |
| Crash Period | 5 years (e.g. 2019 to 2023 for 2025-2026 program) | 5 years (e.g. 2019 to 2023 for 2025-2026 program) | | 5 years (e.g. 2019 to 2023 for 2025-2026 program) | |
| Reactive Projects Benefit Cost Ratio (BCR) Minimum Discount Rate Costs for Calculating BCR | ≥ 2.0 5% Includes capital costs, contributions by others, and Operating cost estimate (for BCR Calculation only) | ≥ 1.0 5% Includes capital costs, contributions by others, and Operating cost estimate (for BCR Calculation only) | | ≥ 1.0 5% Includes capital costs, contributions by others, and Operating cost estimate (for BCR Calculation only) | |

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|--|---|---|---|
| Proactive Projects Road Safety Inspection (RSI) | | | |
| Road Safety Inspection Score | Yes | Yes | Yes |
| BCR / RSI Allocation | Flexible 70/30 | Flexible 50/50 | Flexible 50/50 |
| Project Delivery Period | One re-programming year is allowed. Two years under exemption. | One re-programming year is allowed. Two years under exemption. | One re-programming year is allowed. Two years under exemption. |
| Staged Construction | No | Yes | Yes |
| Recognition | | | |
| Signage | Yes – prior to construction. All Projects. | \$50,000 - \$100,000 during construction only. | \$50,000 - \$100,000 during construction only. |
| Signage Drawings | Refer to MRWA Website for a link. | Over \$100,000 – permanent signage for 1 year | Over \$100,000 – permanent signage for 1 year |
| Environment, Heritage, Aboriginal Clearances | Yes | Yes | Yes |
| Design and Technical Clearances | Yes | Yes | Yes |
| Roundabouts and Pedestrian Facilities | Ensures needs of cyclists and pedestrians are properly catered for. | Ensures needs of cyclists and pedestrians are properly catered for. | Ensures needs of cyclists and pedestrians are properly catered for. |
| Traffic Control Signals | Main Roads approval required | Main Roads approval required | Main Roads approval required |
| Detailed Design Audits | Yes for all projects | Yes for all projects | Yes for all projects |
| Pre-Opening Audits | Yes over \$100,000 | Yes over \$100,000 | Yes over \$100,000 |

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|--|--|--|------------------------------------|
| Evaluation of Completed Projects/Programs | DITRDC | Independent Research Consultant | Independent Research Consultant |