

## **Assets**

### **Asset Operations & Services**

#### **4.6 State & National Blackspot Program 2024-2025**

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File Ref: 45842 – 23/227346  
Responsible Officer: Director Assets  
Attachments: 2

### **Issue**

To consider projects submitted for funding through the 2024/2025 State and Federal Government Accident Black Spot Programs.

### **Background**

The State and Australian Federal Governments have both committed to reductions in casualty crashes on Australian roads through Accident Black Spot Programs. These programs are primarily reactive and target road locations where crashes have occurred, although some allowance is made for proactive applications supported by a formal Road Safety Inspection (RSI).

### **Detail**

An invitation for submissions for the 2024/2025 State and Australian Government Black Spot Programs was issued by Main Roads WA (MRWA) in March 2023, with a closing date of 7 July 2023. To assist with the preparation of submissions, the MRWA Crash Analysis Reporting System (CARS) provides annual crash data for a five-year period which currently extends from January 2018 to December 2022. The crash data is provided to MRWA by the WA Police and the Insurance Council of Australia.

The Black Spot Program Development and Management Guidelines require Black Spot projects based on crash data to meet a minimum Benefit Cost Ratio (BCR) to ensure the proposed remedial works are cost effective. The BCR is the ratio of the benefit to the community of the expected reduction in crashes versus the cost of the proposed remedial treatment.

Successful State Government Black Spot projects are funded two-thirds by the Program and one-third by local government and are based on all recorded crashes, fatalities, casualties and property damage. The criteria for the program are as follows:

- For intersections, mid-block or short road sections (<3kms), the crash criterion is five crashes over a five-year period;
- For road lengths (>3kms), the crash criterion is average of two crashes per kilometre per five-year period;
- Value of works between \$2,000 and \$3,000,000; and
- Minimum Benefit Cost Ratio (BCR) = 1.0.

Successful Australian Federal Government Black Spot projects are fully funded by the Program and are based on casualty crashes, fatalities or personal injury. The criteria for the program are as follows:

- For intersections, mid-block or short road sections (<3kms), the crash criterion is three casualty crashes over the five-year period;
- For road lengths (>3kms), the crash criterion is 0.2 casualty crashes per kilometre over the five-year period;
- Value of works between \$2,000 and \$2,000,000; and
- Minimum Benefit Cost Ratio (BCR) = 2.0.

Administration has investigated the qualifying crash locations for both programs to determine the appropriate remedial treatments and associated costs. Dependent on the proposed treatment, cost and the resultant BCR, projects are nominated for either or both the State and Australian Government Black Spot programs.

Alternatively, another option to secure funding is available through a supporting Road Safety Inspection for projects where the minimum crash criterion is met, but the cost of an appropriate submission may not return a BCR > 1.0.

It is anticipated that the Metropolitan Regional Road Group (MRRG) will assess nominations between July and October 2023 and the Minister for Transport is anticipated to announce the approved projects in May 2024.

The projects submitted to Main Roads WA for funding consideration on or before the 7 July 2023 deadline, including their traffic/road safety issues and proposed remedial treatments, are as follows:

**1. Wanneroo Road/Elliot Rd intersection, Wanneroo – Southbound Left Turn Auxiliary Lane Installation (Attachment 1)**

Wanneroo Road at Elliot Road is an existing T-Junction intersection with a central median seagull island on Wanneroo Road. Wanneroo Road is a four-lane dual carriageway Primary Distributor Road carrying approximately 25,000 vehicles per day and is under the care and control of Main Roads WA. Elliot Road is Local Distributor Road carrying approximately 5,700 vehicles per day under the care and control of the City. The five-year crash data indicates a total of 37 crashes occurred at the intersection, 1 of which required Hospital admission and 8 requiring medical attention.

The intersection qualifies for both State and Federal Blackspot Funding.

**Treatment**

A road safety inspection highlighted there is a need for auxiliary left turn lane for vehicles turning left into Elliot Road. This will alleviate masking of southbound vehicles by left turning vehicles. The road safety inspection also raised concerns that the existing seagull island in the Wanneroo Road median is substandard. The proposal submitted includes installation of a 65m long auxiliary left turn lane approaching Elliot Road from the north and minor modification of the central seagull island to improve sight lines for vehicles stored in the central median on Wanneroo Road waiting to turn right.

The project cost for the work is estimated at \$417,237 and is both a Road Safety Inspection and BCR supported submission.

**2. Shorehaven Boulevard from Shipmaster Avenue to Leeward Avenue, Alkimos - Traffic Management Scheme (Attachment 2)**

Shorehaven Boulevard is defined as a 'Local Distributor' road in the City's Functional Road Hierarchy and has a cross-section consisting of a 2.4m concrete shared path on the southern verge, a 1.8m concrete footpath on the northern verge, with 2.5m indented parking embayments on both sides, 1.2m unprotected asphalt red cycle lanes, 3.2m trafficable lanes and a 5.0m wide planted raised median.

The section submitted starts from Shipmaster Avenue, a full movement T-intersection to the east, and ends at the four-leg roundabout of Leeward Avenue to the west

The 85<sup>th</sup> percentile speed, the speed at which 85 percent of motorists are travelling at or less, also known as the operating speed, is in the range of 59 – 62km/hr for the road section. The five-year crash data indicates a total of 8 crashes occurring between Shipmaster Avenue and Leeward Avenue.

The Western Australian Planning Commission's *Liveable Neighbourhood Guidelines* is an operational policy for the design and assessment of subdivisions for new urban areas in the metropolitan area. Whilst Shorehaven Boulevard has been provided in general accordance with the guidelines, there are road environmental factors which may be contributing to high operating speed of the road section.

The road section of Shorehaven Boulevard between Shipmaster Avenue and Broadside/Bulwark Avenue is approximately 500m long, includes a slope of approximately 5% through horizontal curves. Both eastbound and westbound traffic lanes have sections where residential development is set back from the road reserve either from additional verge planting and/or public open space. This distance reduces the effectiveness of the vertical property frontage to create a more enclosed space, which may be a contributing factor to the excessive vehicle speeds. Additionally the road section of Shorehaven Boulevard between the roundabouts of Broadside/Bulwark Avenue and Leeward Avenue is a straight section of road approximately 550m long with a slight slope and with uninterrupted sightlines to either roundabout, which may also be a contributing factor to excessive vehicle speeds.

The five-year crash data indicates a total of 8 crashes occurred along this section of road, 2 of which required medical attention.

The intersection qualifies for State Blackspot Funding only.

### **Treatment**

The proposed treatment consists of vertical traffic calming devices designed in accordance with Austroads Guidelines and MRWA standards, consisting of "Watts Profile" type road humps and a raised asphalt intersection plateau at Helmsman Avenue where multiple right-angle crashes have occurred, in order to reduce vehicle speeds and crash severity.

The traffic calming devices have been located immediately adjacent to existing street lighting, to not incur substantial cost to install new lighting or the delays associated with Western Power works. Additionally, the location of the existing parking embayments have been considered, so that motorists cannot veer into the parking embayments to avoid the road humps. Whilst the maximum spacing of 200m exceeds the Austroads recommended 80 – 120m, Administration has considered this appropriate given the road's classification as a Local Distributor Road serving a higher traffic function than a Local Access Road.

Shorehaven Boulevard scores above 62 when assessed using the City of Wanneroo Local Area Traffic Management Policy and is already listed in the City's Capital works program for planning and construction. As such, community engagement with properties on Shorehaven Boulevard impacted by the proposed Traffic Management Scheme was carried out in March 2023, with all responses received in support of the project. Detailed design was completed in May 2023.

The project cost for these works is estimated at \$150,000 and is a BCR supported submission for funding under the WA State Accident Black Spot program.

## Consultation

Subject to the project receiving a funding allocation and being included in the City's Capital Works Program, community engagement for the Elliot Road project will be undertaken during the projects' development and delivery phases.

Community consultation has already occurred for the Shorehaven Boulevard project, with all submissions received supporting the design. No further consultation is proposed for this project, other than the standard advice before project delivery.

## Comment

The projects selected have been identified to maximise the opportunity for the City to address the traffic safety concerns at these locations by utilising funding under the competitive selection process.

Applying for projects under the State and National Accident Black Spot program enables the City to use available municipal funds more effectively, so that more improvement works and upgrades can be completed annually and identified accident Black Spots can be made safer. The table below summarises the projects being submitted for the 204/2025 funding round:

PROJECT	BCR	Project Cost 2024/25	CoW Cost 2024/25	State Cost 2024/25	Federal Cost 2024/25
1. Wanneroo Road/Elliot Rd intersection, Wanneroo	6.99	\$413,737	\$137,912	\$275,825	\$413,737
2. Shorehaven Boulevard from Shipmaster Avenue to Leeward Avenue, Alkimos	13.05	\$150,000	\$50,000	\$100,000	Not Eligible

## Statutory Compliance

Nil

## Strategic Implications

The proposal aligns with the following objective within the Strategic Community Plan 2021 – 2031:

*5 ~ A well planned, safe and resilient City that is easy to travel around and provides a connection between people and places*

*5.5 - People feel safe in public places*

## Risk Appetite Statement

In pursuit of strategic objective goal 5, we will accept a Medium level of risk, extended to High in the areas of Community / Reputation & Financial / Commercial impacts. Shifting transport modes and usage in the City may require short term pain for longer term gain as the City supports the development, maintenance and connection of alternatives to car use (e.g. cycle ways) and the supporting infrastructure.

## Risk Management Considerations

Risk Title	Risk Rating
ST-S04 Integrated Infrastructure & Utility Planning	Moderate
Accountability	Action Planning Option
Director Assets and Director Planning & Sustainability	Manage

Risk Title	Risk Rating
ST-G09 Long Term financial Planning	Moderate
Accountability	Action Planning Option
Director Corporate Strategy and Performance	Manage

Risk Title	Risk Rating
CO-O04 Asset Management	Moderate
Accountability	Action Planning Option
Director Assets	Manage

The above risk/s relating to the issue contained within this report has been identified and considered within the City's Strategic risk register. Action plans have been developed to manage this risk to support existing management systems.

## Policy Implications

Nil

## Financial Implications

The budget required to fund the City's Black Spot submissions depends on the success of the proposed submissions. Successful projects may receive full funding by the Australian Federal Government or two-third funding by the State Government.

The total cost of the submitted projects is \$563,737 with a maximum municipal component of \$187,912 (if all submitted projects are successful in obtaining State funding). The draft Long-Term Capital Works Program currently lists \$187,912 municipal funding for the projects listed in this report. If any project is successful in receiving Australian Federal Government funding, the Municipal component will be reduced. The exact funding requirements will be considered and listed for Council's consideration in the 2024/2025 budget process.

## Voting Requirements

Simple Majority

## Recommendation

That Council:-

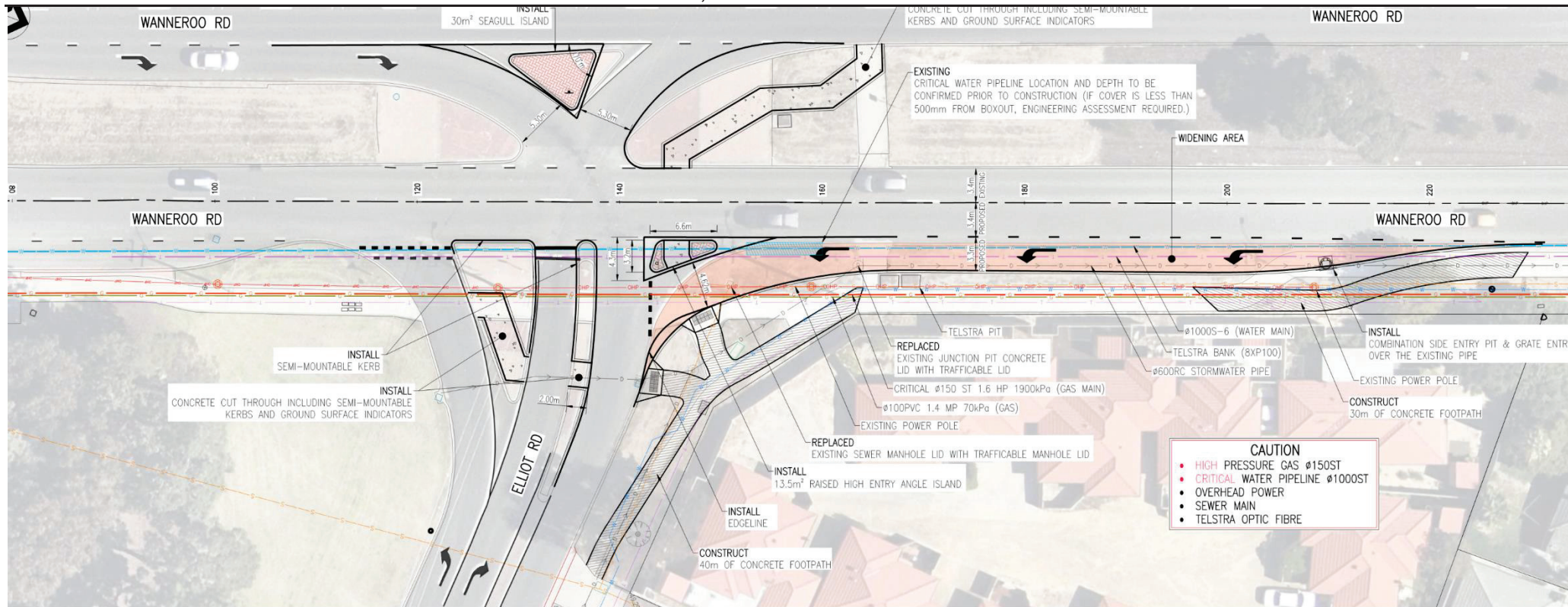
1. **ENDORSES** the submission of the following City of Wanneroo projects for funding consideration as part of the 2024/25 State and Australian Government Black Spot Programs:
  - a) **Wanneroo Road / Elliot Rd intersection, Wanneroo – Southbound Left Turn Auxiliary Lane Installation;**

- b) **Shorehaven Boulevard from Shipmaster Avenue to Leeward Avenue, Alkimos – Traffic Management Scheme;**
2. **NOTES that the Long-Term Capital Works Program will require amendment to reflect the funding of projects approved through the 2024/25 State and Australian Government Black Spot Programs.**

*Attachments:*

1. [PR-4225 Wanneroo Road-Elliot Road - Balckspot Project Drawing](#) 23/172453
2. [Detailed Design - Shorehaven Boulevard Alkimos - Black Spot Program Report Attachment](#) 23/231709



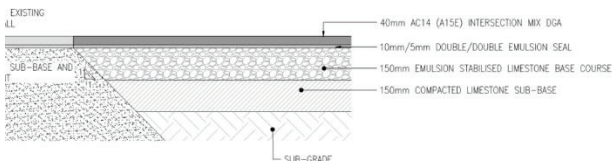
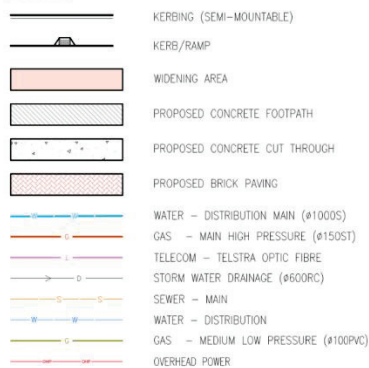


PLAN "A"  
SCALE 1:200

NOTES:

1. CADASTRAL INFORMATION APPROXIMATE ONLY.
2. SERVICE LOCATIONS DIAGRAMMATIC ONLY. CONTACT SERVICE AUTHORITIES FOR EXACT IN GROUND LOCATIONS.
3. KERBING TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF WANNEROO DRG. No TS 05-1 AND TS 05-3.
4. DISTANCES SHALL NOT BE SCALED FROM THE DRAWINGS. ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
5. SHOULD DISCREPANCIES EXIST BETWEEN THE SITE AND DRAWINGS PLEASE CONTACT DESIGNER.
6. SHOULD THE DESIGN REQUIRE CHANGES, PLEASE ADVISE THE DESIGNER SO THE DRAWINGS CAN BE AMENDED.
7. ANY AFFECTED VERGE AREA AND RETICULATION MUST BE REINSTATED AS PER PREVIOUS CONDITION.
8. ALL VEGETATION AND TREES SHALL BE PROTECTED DURING CONSTRUCTION WORKS UNLESS OTHERWISE NOTED.

LEGEND



DOUBLE/DOUBLE TWO COAT SEAL PAVEMENT  
SCALE 1:20

REV	REGION	BY	DATE	AUTH	NO.	REGION	BY	DATE	AUTH	SCALE	2 0 2 4 6 8 10	SHEET NO.	1	DATE	08/08/2023	DRAWN	C. CARRILLO	DATE	08/08/2023	APPROVED	L. NICHOLSON	DATE	28/08/2023	FRANCE CODE	PR-4225	TRM NO.	0000	DRAWING NO.	1000 01 0	SHEET	1	REVISION	
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**CITY OF WANNEROO ASSETS**

**WANNEROO RD - ELLIOT**  
BLACKSPOT SUBMISSION FOR SEAGULL ISLAND UPG AND AUXILIARY LEFT TURN INSTALLATION WANNEROO

CONCEPT PLAN  
SHEET 1 OF 1