

Black Spot Project – Arthurs Seat Road – FAQs

What is a Black Spot Program and how are the scopes designed?

The Black Spot Program is a Federal Government initiative that aims to improve road safety by targeting locations with a high incidence of crashes or “black spots” on the country’s road network.

Under the program, eligible road sections and intersection are identified by local governments based on their crash history and assessed for their potential to benefit from safety improvements. Applications for eligible projects are submitted each year for funding consideration. All submitted projects are then prioritized based on a range of factors, including the severity of crashes, the number of crashes and the cost-effectiveness of the proposed safety measures. The highest priorities across each state are then funded.

What is the project scope?

We are installing guard rails on 4 corners and Central Alignment Marker (CAM) signage on those same 4 corners plus an additional 3 corners along Arthurs Seat Road between White Hill Road & Red Hill Road to improve the safety of these corners, particularly during times of low visibility and poor weather conditions. Additionally, there will be threshold pavement marking in the vicinity of Nashs Lane and the commercial area. The pavement will be red with white ‘slow down’ and pedestrian warning sign painted on top. Additional guideposts and raised reflective pavement markers, will also be installed along the project area.

Can the scope be changed?

Under the Program Guidelines the scope of Black Spot projects are fixed and cannot be changed once funded.

What crashes have happened in Arthurs Seat Road?

For this project submission, the Shire used crash data between 2016 and 2021. During this time, there have been 8 crashes recorded on Arthurs Seat Road, 4 of which involve 1 vehicle going off the road. 3 of these 4 crashes occurred during poor visibility of wet weather conditions. CAM signage and guard rails will help improve the safety of these corners in all conditions.

#	Date	Time	Conditions	Injury	Crash type
1	26/08/16	5:59am	Night/Wet	Serious	Off-road crash
2	13/11/16	3:30pm	Day/Dry	Other	2 car collision
3	10/06/17	1:05pm	Day/Dry	Other	2 car collision
4	10/01/18	3:00pm	Day/Dry	Other	2 car collision
5	27/09/18	7:20pm	Day/Dry	Other	2 car collision
6	08/11/18	11:00pm	Night/Dry	Serious	Off-road crash
7	03/01/19	7:45pm	Day/Dry	Other	Off-road crash
8	13/07/20	6:45am	Night/Wet	Serious	Off-road crash

Table 1: Crash summary on Arthurs Seat Road between July 2016 and July 2021

The Shire does acknowledge the recent unfortunate fatality due to a head-on collision crash close to the Mechanics Road intersection. While the proposed treatments in this Black Spot project does not specifically address this crash, the recent speed limit change to this section of road from 70km/h to 60km/h does reduce the chance of a crash like this happening in the future.

Is this project still necessary given the recent speed limit reduction?

While the speed limit has improved the safety of this section of Arthurs Seat Road, the Shire believes more can be done to improve the safety and reduce the likelihood of serious injury off-road crashes that have occurred over the past 5-10 years. As a result, the Shire believes that these works are necessary to protect drivers who navigate this section of Arthurs Seat Road.

Can we reduce the size or number of CAM signs?

Using the Australian Standards for traffic devices, the size and number of CAM signs have been decided based on the road width, speed limit and rural nature. The size of the signs that are being used for Arthurs Seat Rd will match what is being used on other similar roads on the Shire.