

# Infrastructure

## Treatment Guide

This document outlines priority Safe System-aligned treatments under the Local Government Grant Program, including those typically supported and not supported. The lists are not exhaustive, and applicants are encouraged to contact the Road Safety Grants Team to discuss alternate treatments and suitable funding options, and to visit the TAC Local Government Grant Program webpage for more information.

### What will be funded?

Treatments that will be considered for funding include:

- Raised priority crossings (e.g. wombats or yellow-top shared crossings)
- Raised intersections comprising priority crossings if speeds are reduced to 30 km/h at the point of conflict
- Separated on or off-road bicycle lanes/paths
- Bicycle lanes in 40 km/h (or below) speed zones
- Shared use paths
- Footpaths (when filling obvious gaps in the network or connecting crossings to the network)
- Shared zones

### What won't be funded?

Treatments that will not be considered for funding include:

- At grade priority crossings with no speed-reducing component (e.g. zebra crossing)
- Raised non-priority crossings (including school crossings)
- At-grade pedestrian-operated signals
- General LATM with no speed-reducing component (e.g. kerb extensions, refuges, and chicanes)
- Signage improvements without accompanying infrastructure
- Street lighting (without accompanying infrastructure)
- Non-separated bicycle lanes in speed zones above 40 km/h