Pedestrian Crash Density Maps

Regional Integration - 14 August 2025

Preface

Speed is the biggest single factor involved in road deaths, contributing to around 40% of road fatalities each year in NSW. Speed limits are one of the simplest and most proven strategies for controlling and regulating driving speeds.

This document outlines identified pedestrian crash clusters by undertaking crash density analysis (aka, kernel density) of pedestrian crashes. This analysis identifies locations with a higher concentration of casualty crashes to review and consider road safety treatments to address the crash history.

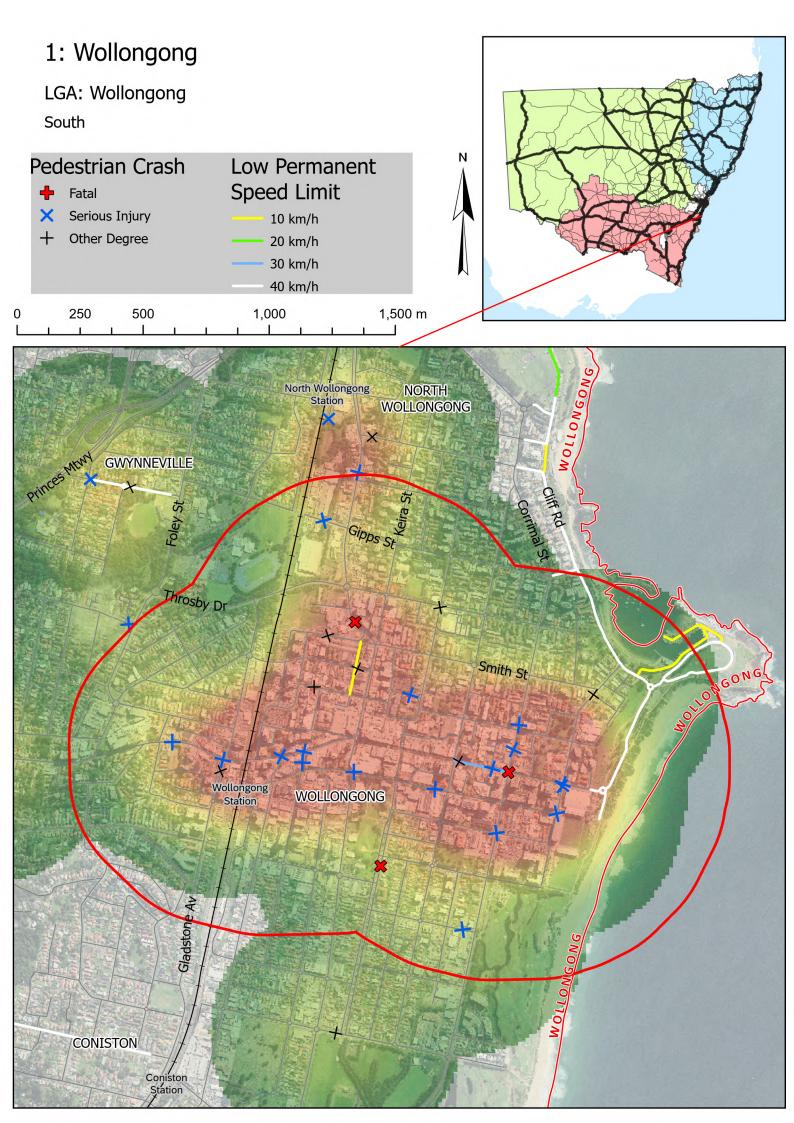
Pedestrian crash density maps have been compiled using Transport for NSW crash data (from July 2019 to June 2024). All pedestrian related crashes have been captured within the identified years. The kernel density using a 500-metre radius calculated and then applied to the selected crashes. Resulting in a crash density level (crashes per square kilometre into relevant polygons). The crash density polygons underwent a process of elimination to only show the top 50 pedestrian crash clusters with the the highest level of pedestrian related crashes for both Regional Integration and Sydney Integration.

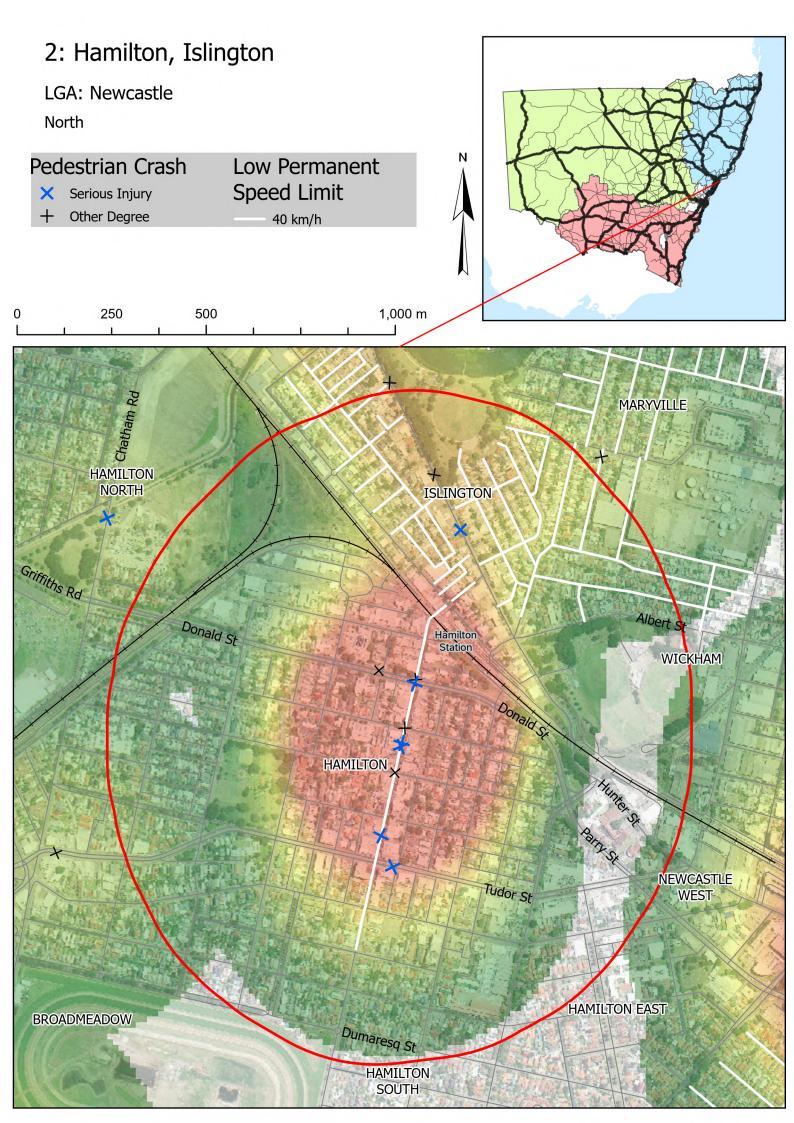
Note that the lists produced does not weight Fatal or Serious Injury crashes above all other crashes, therefore ranks all pedestrian crashes as equal.

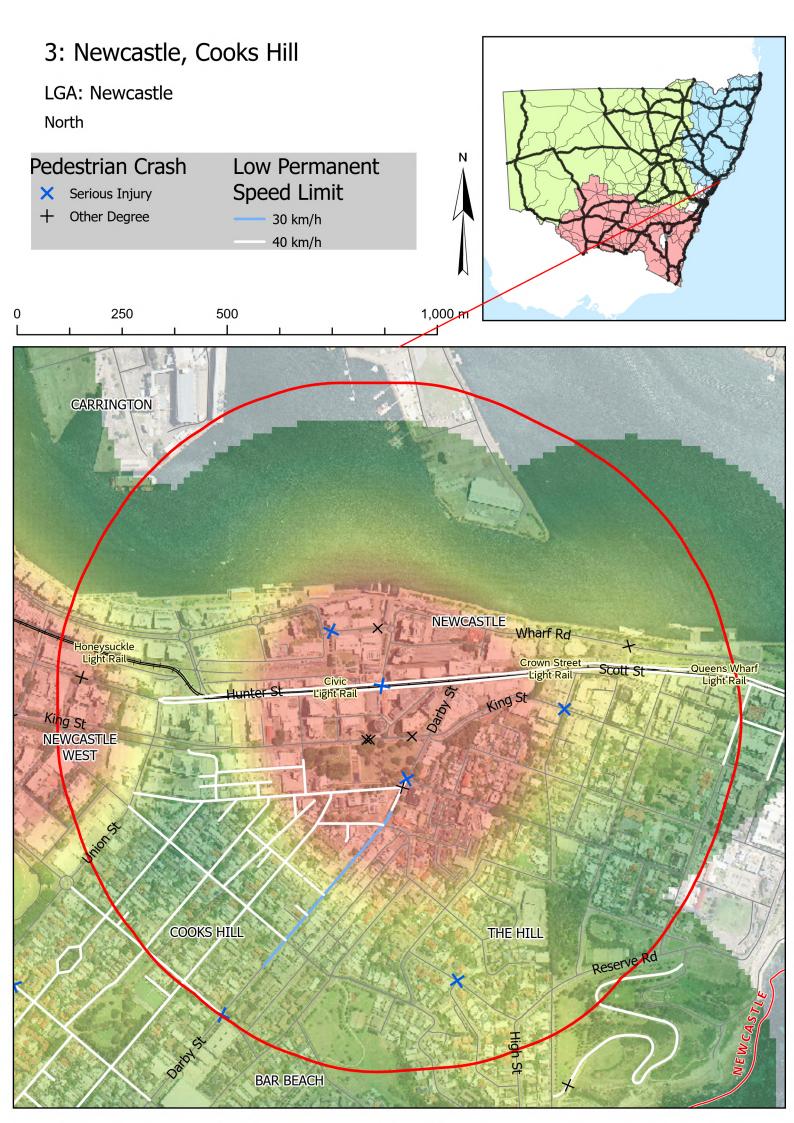
It is up to RI or to Local Governments to review the locations identified. Identified pedestrian crash cluster locations may have an existing High Pedestrian Activity Area (HPAA). It is recommended that these sites be reviewed to ensure the pedestrian crashes before and/or after the HPAA implementation have been addressed, as well as ensuring the HPAA is operating effectively. This review may result in the identification to increase the HPAA length/area, further reducing the HPAA speed zone (i.e. 40km/h to 30km/h) and/or by installing additional primary safe system interventions or additional secondary interventions.

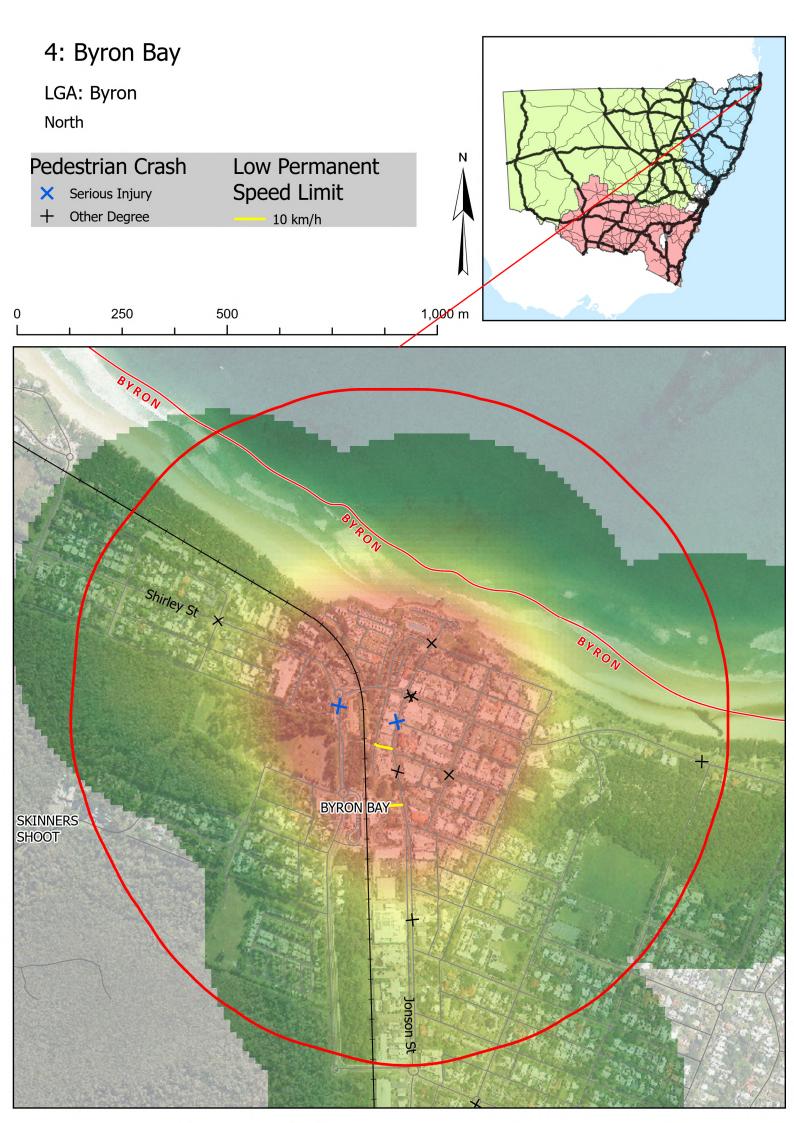


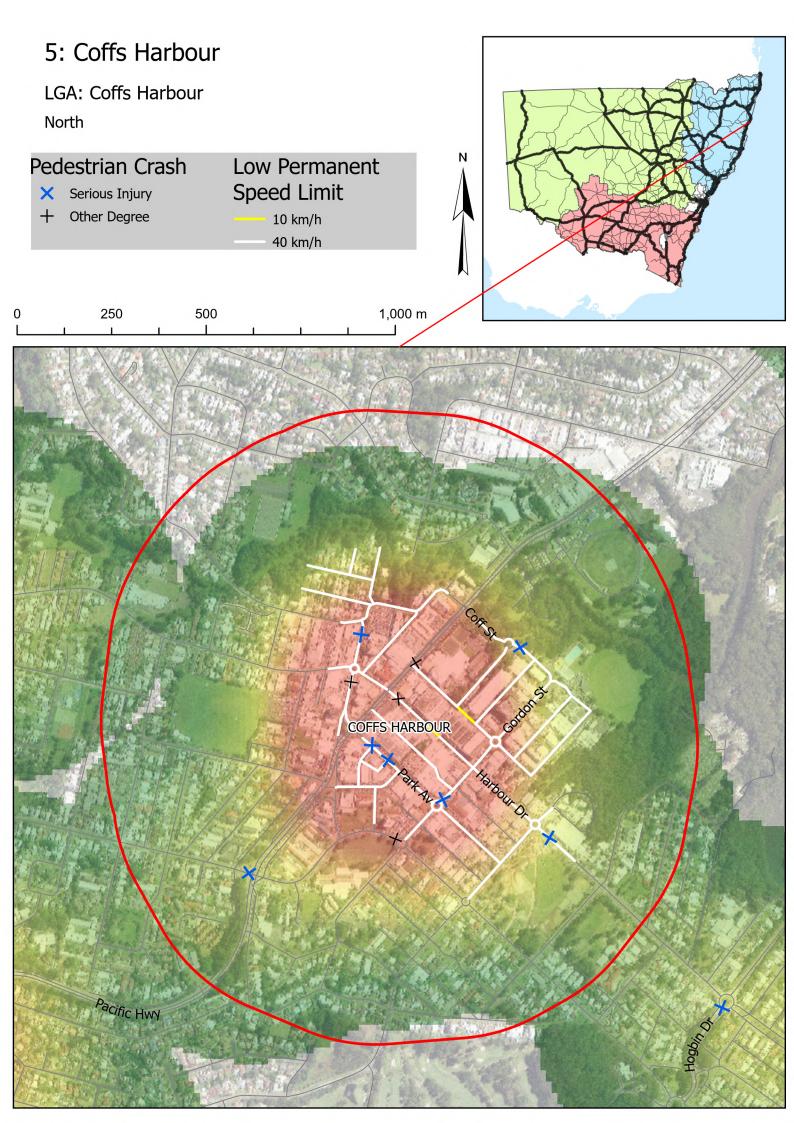


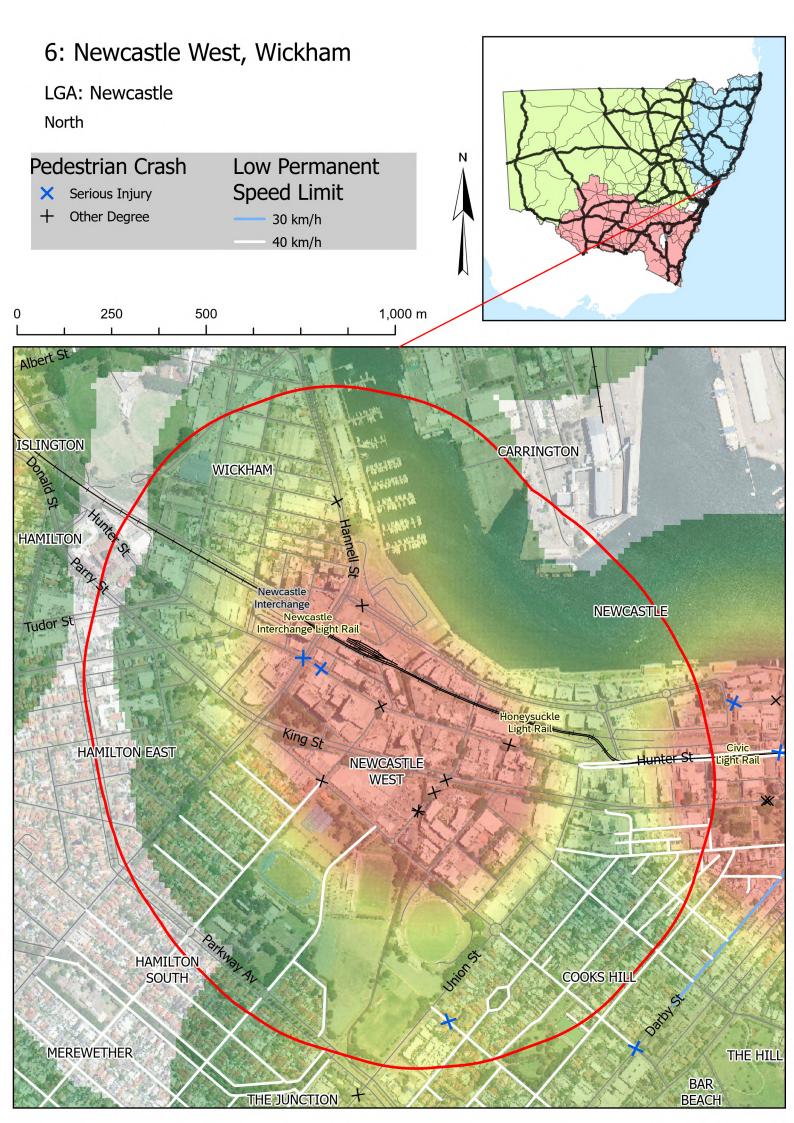


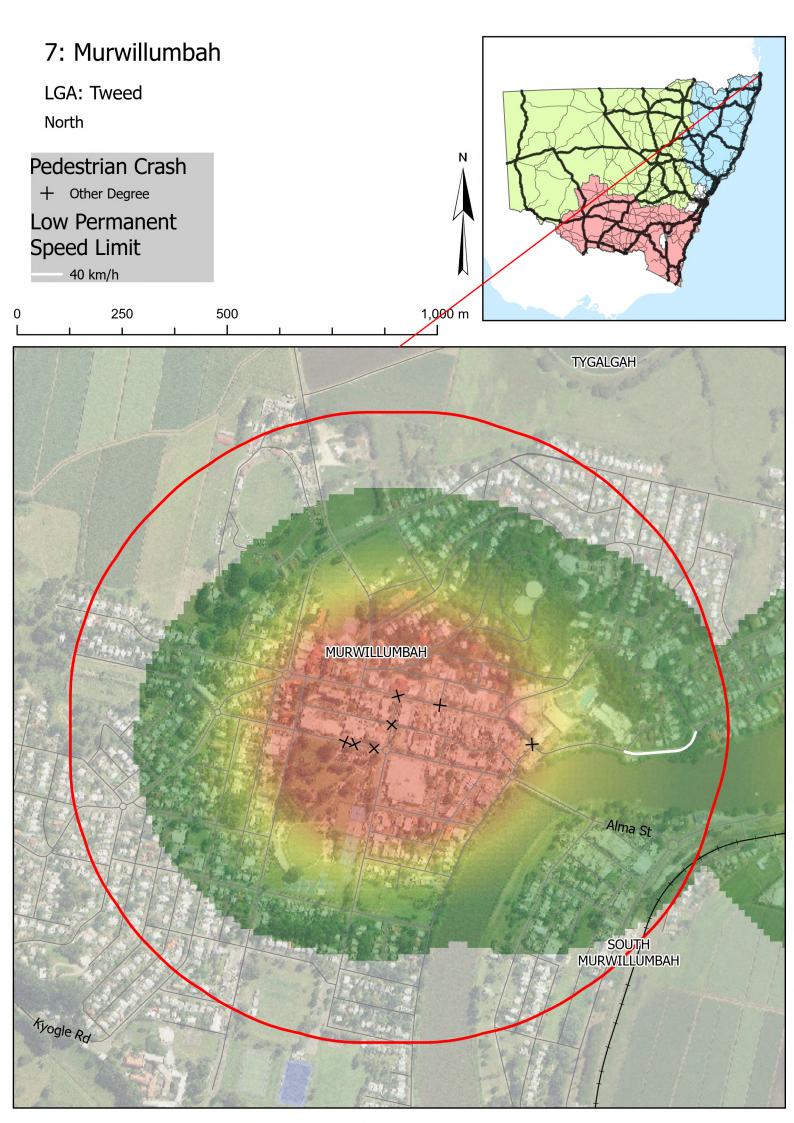


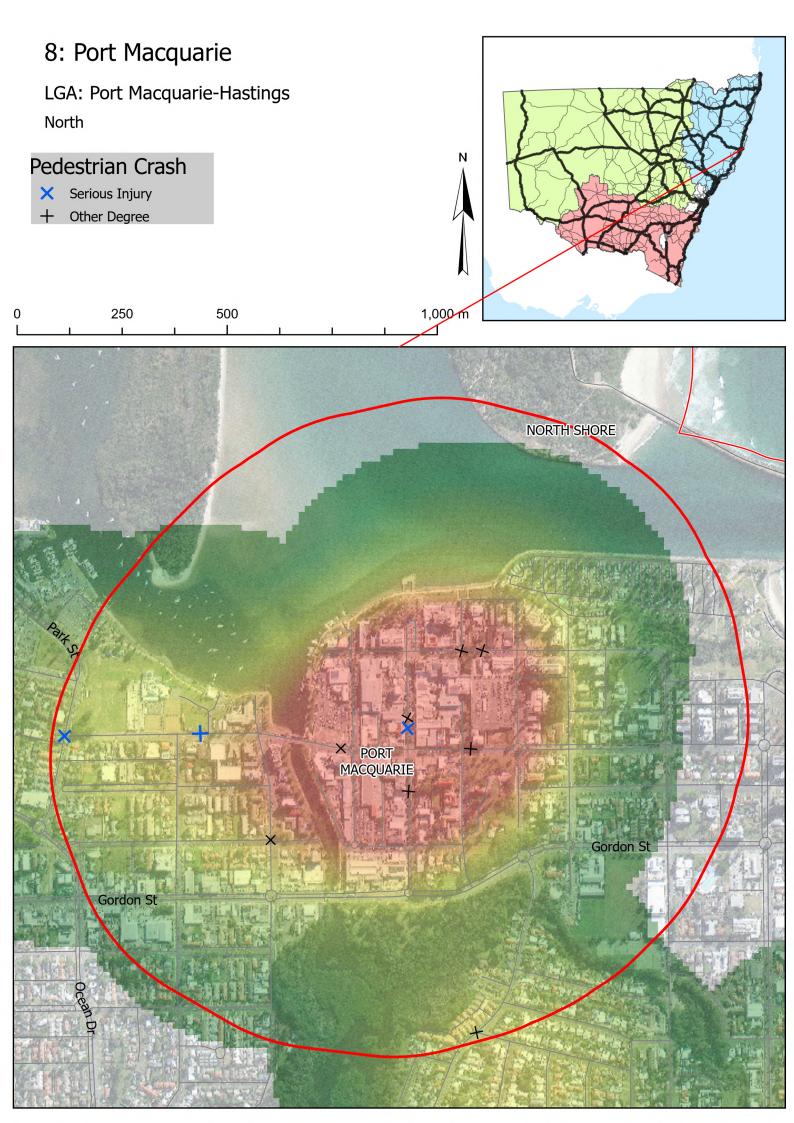


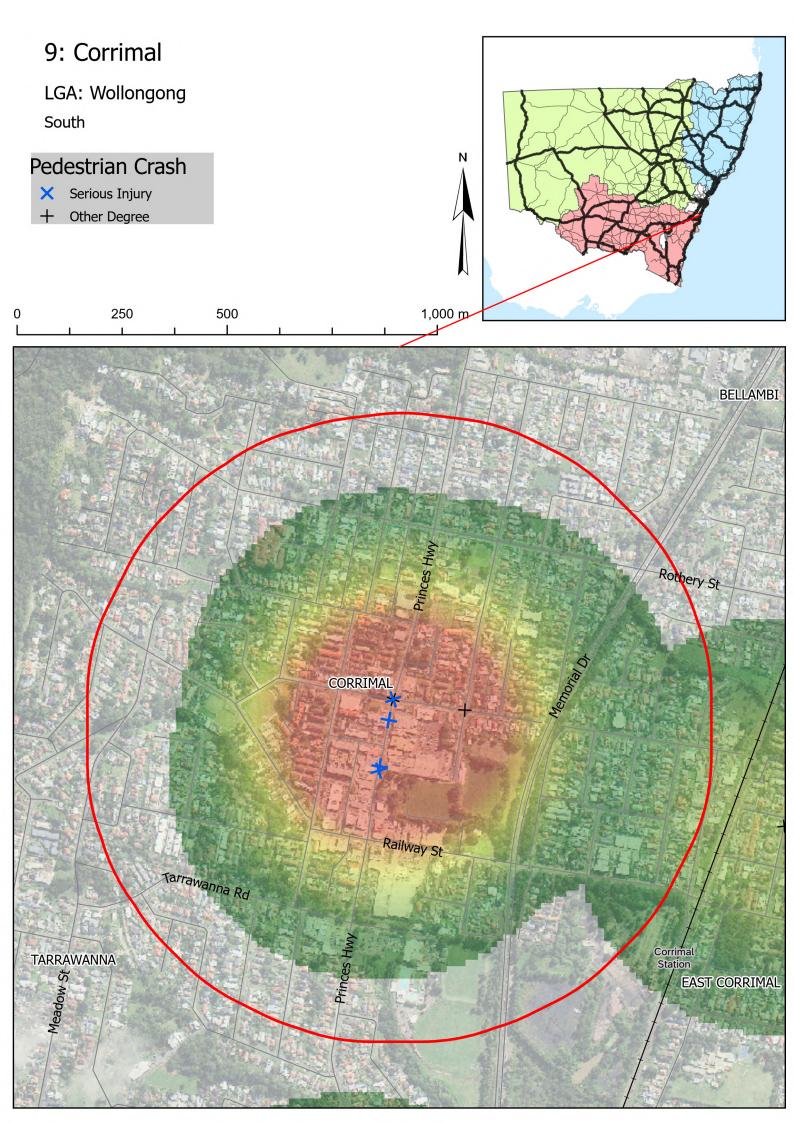


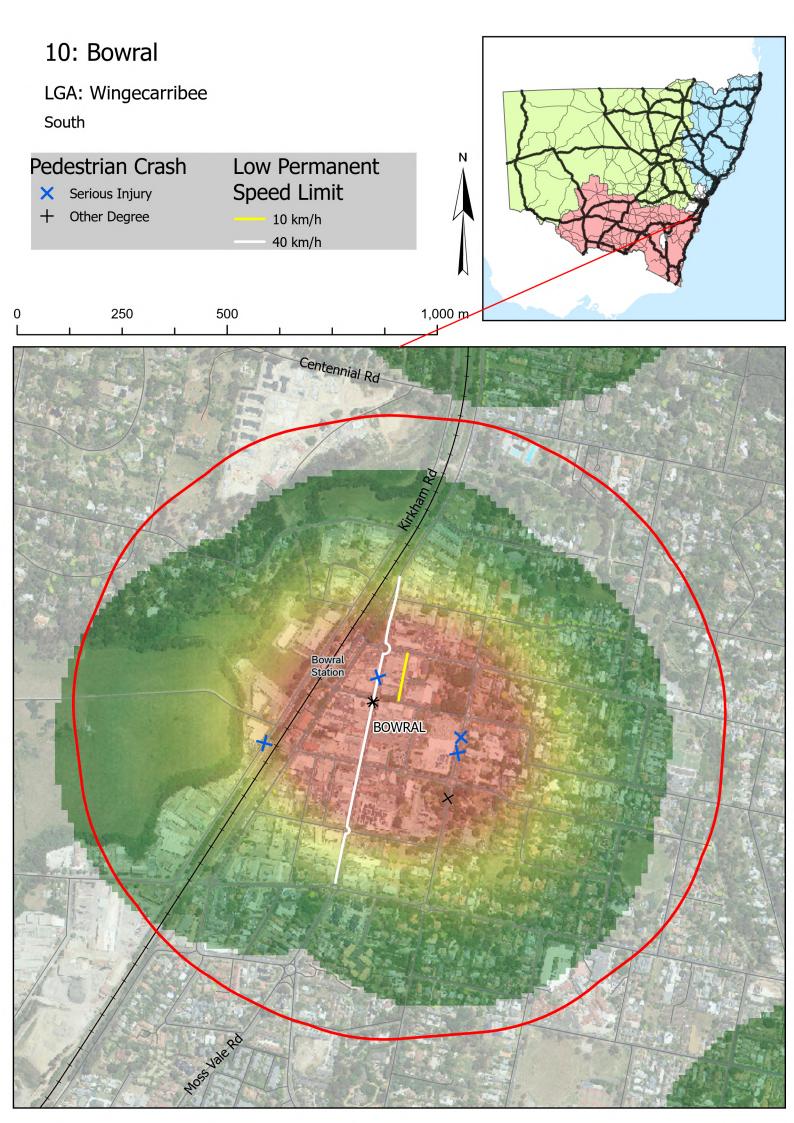


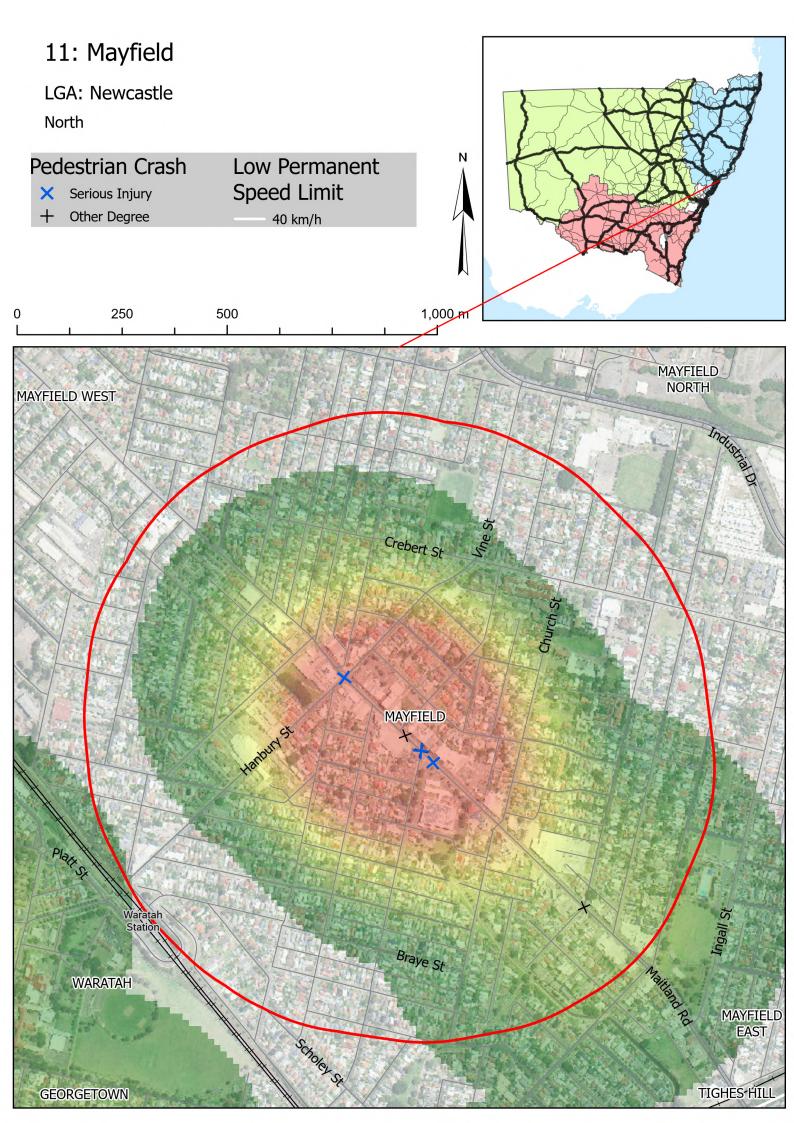


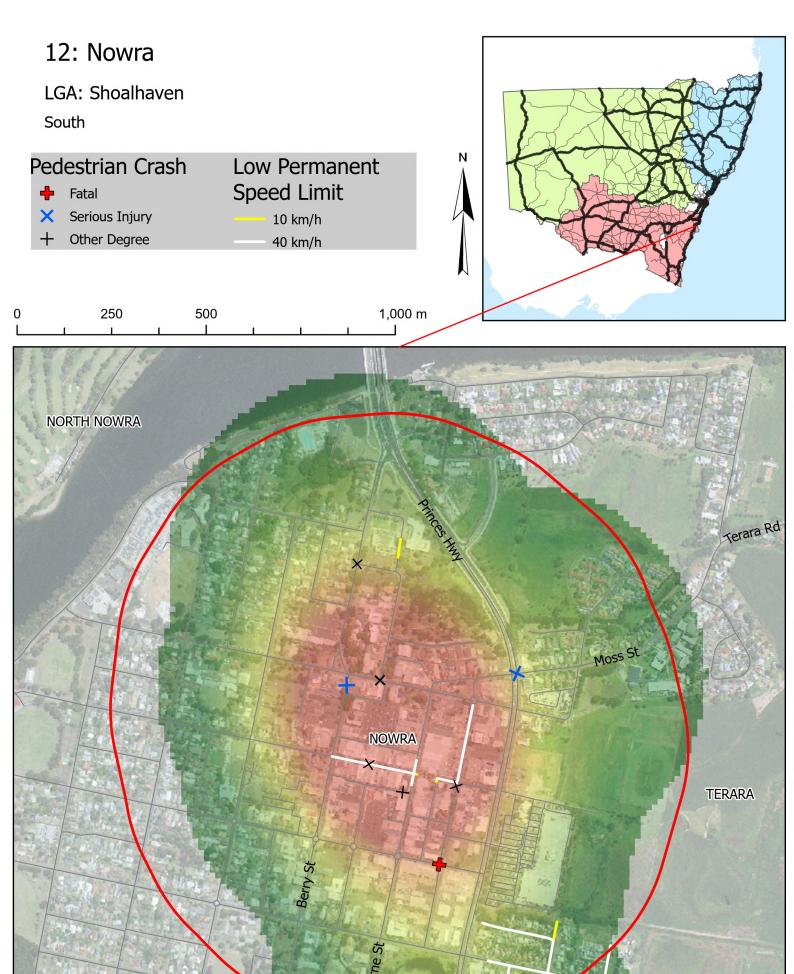


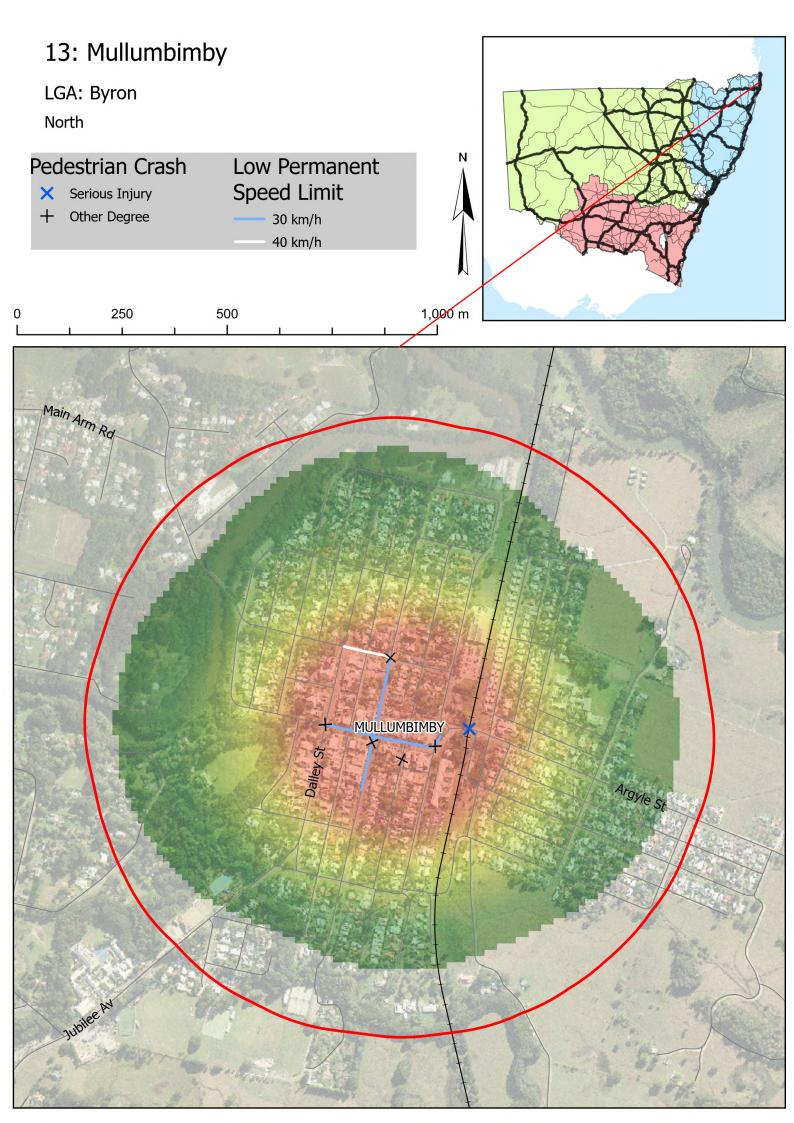


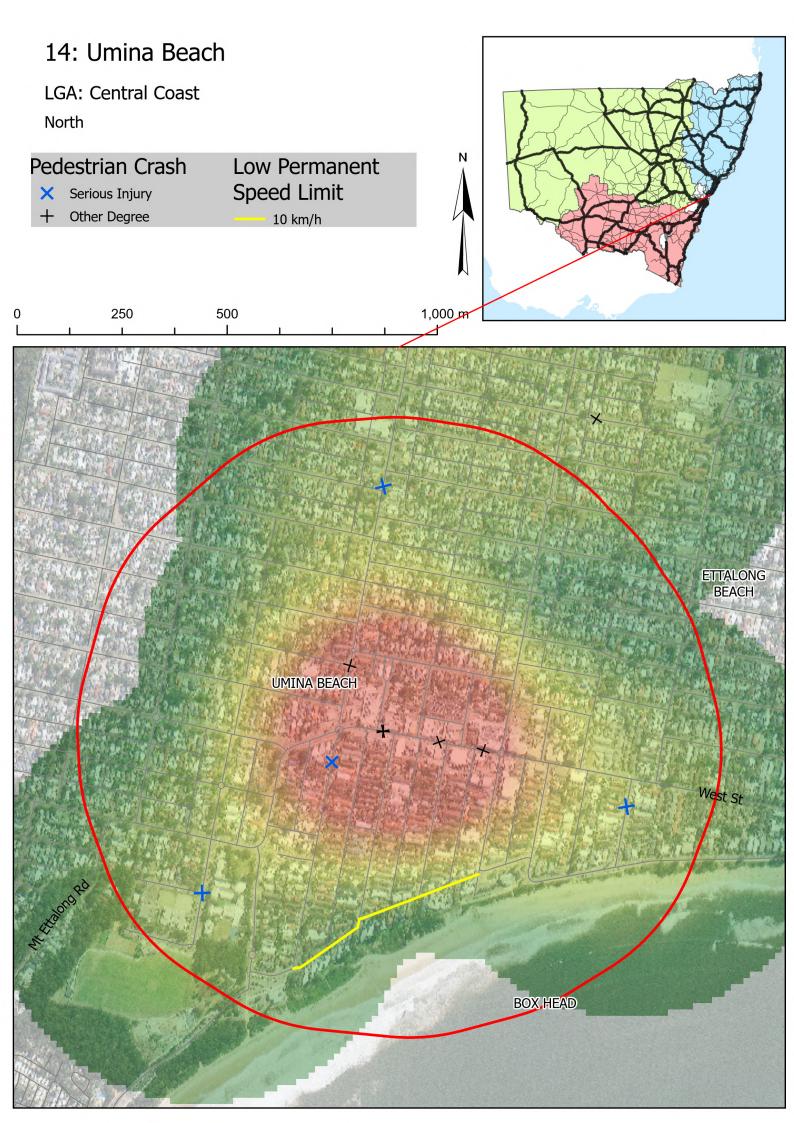


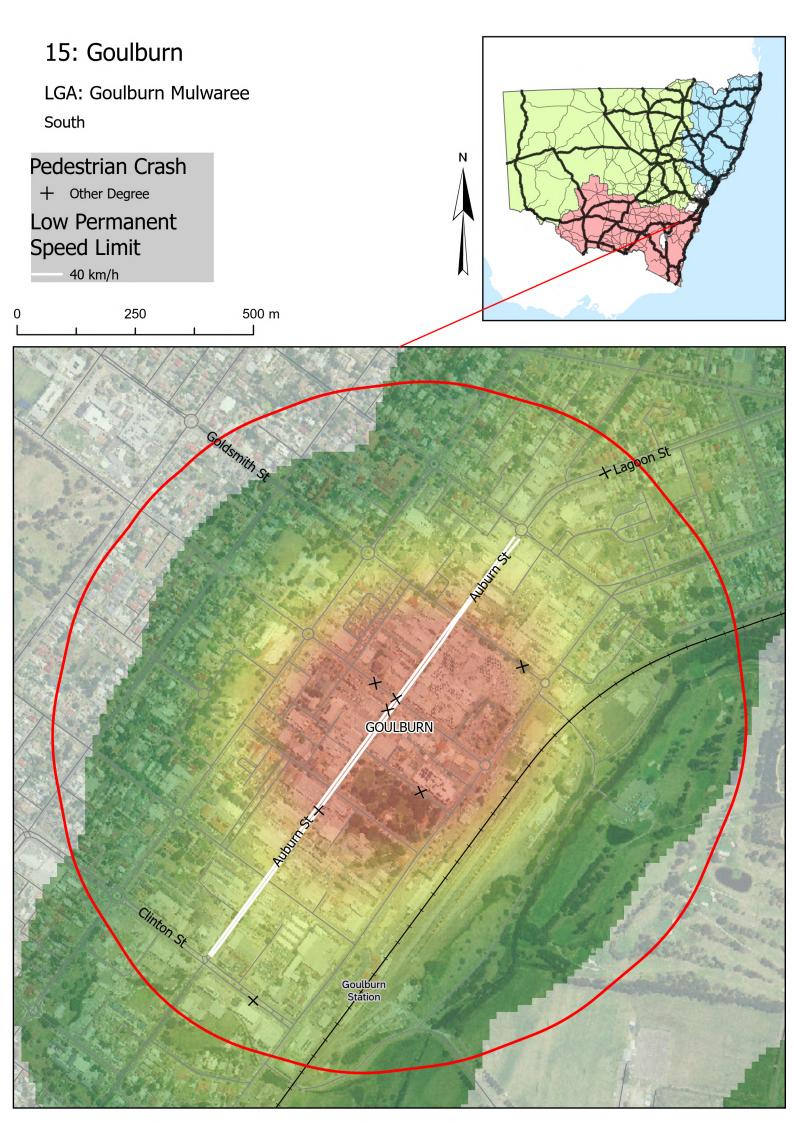


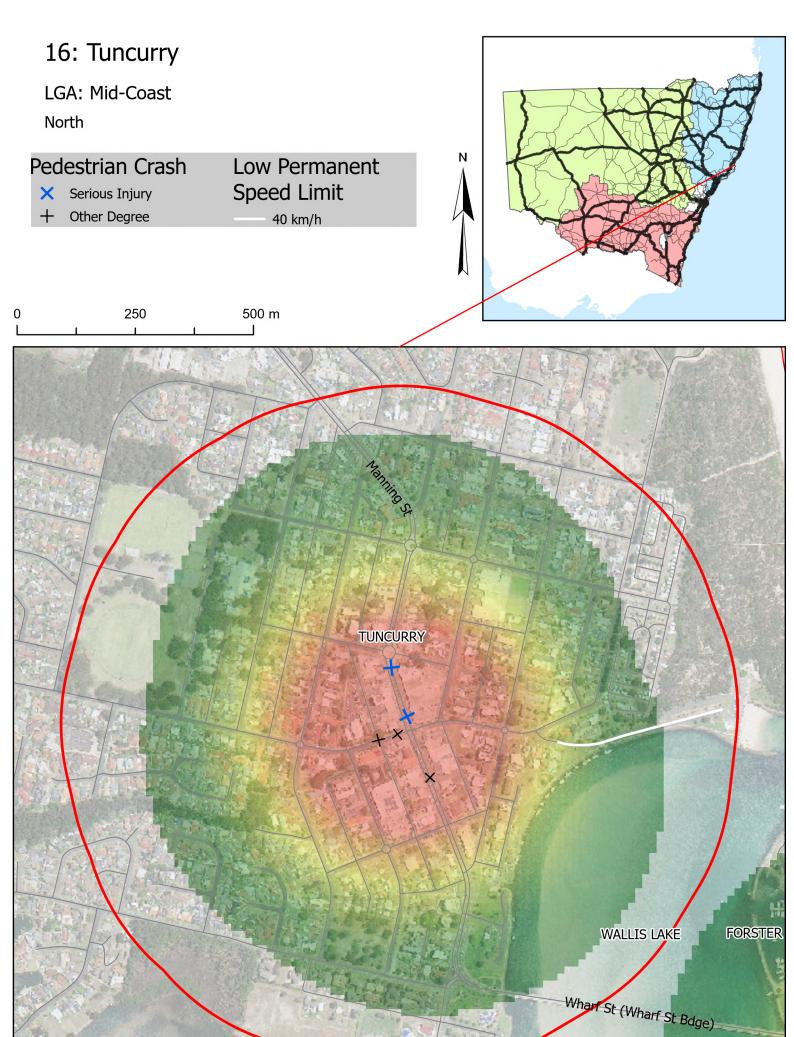


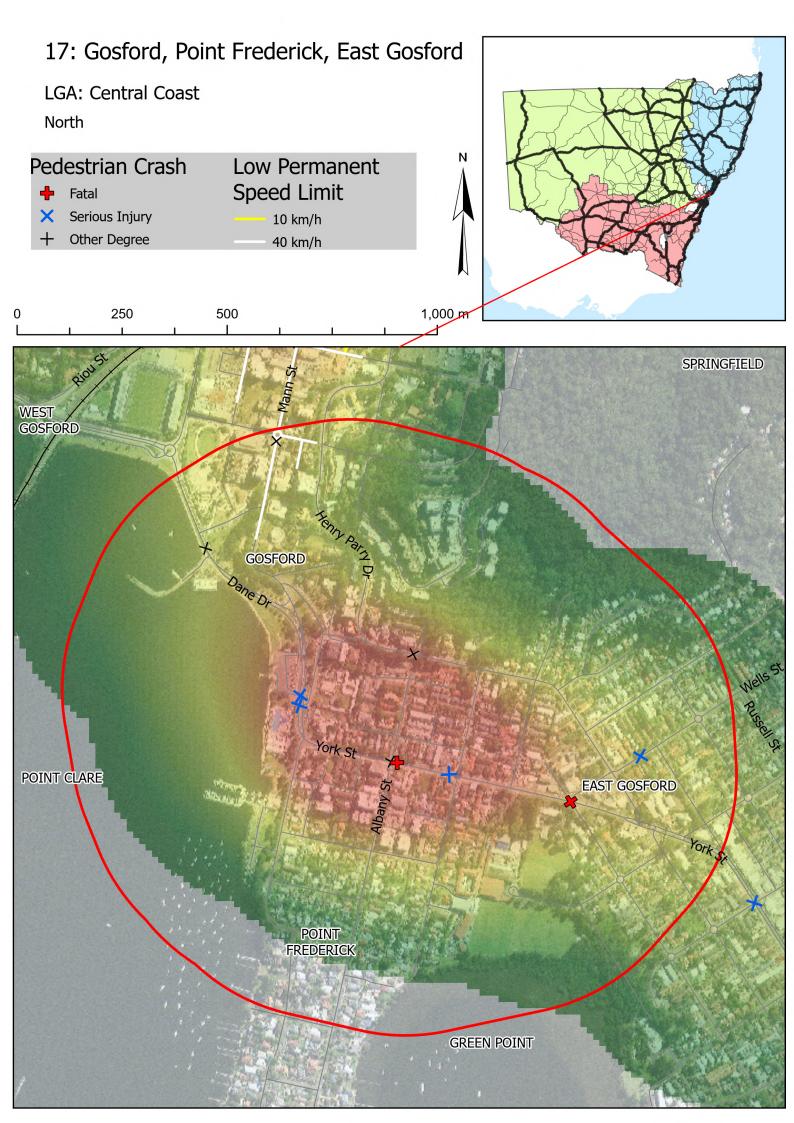


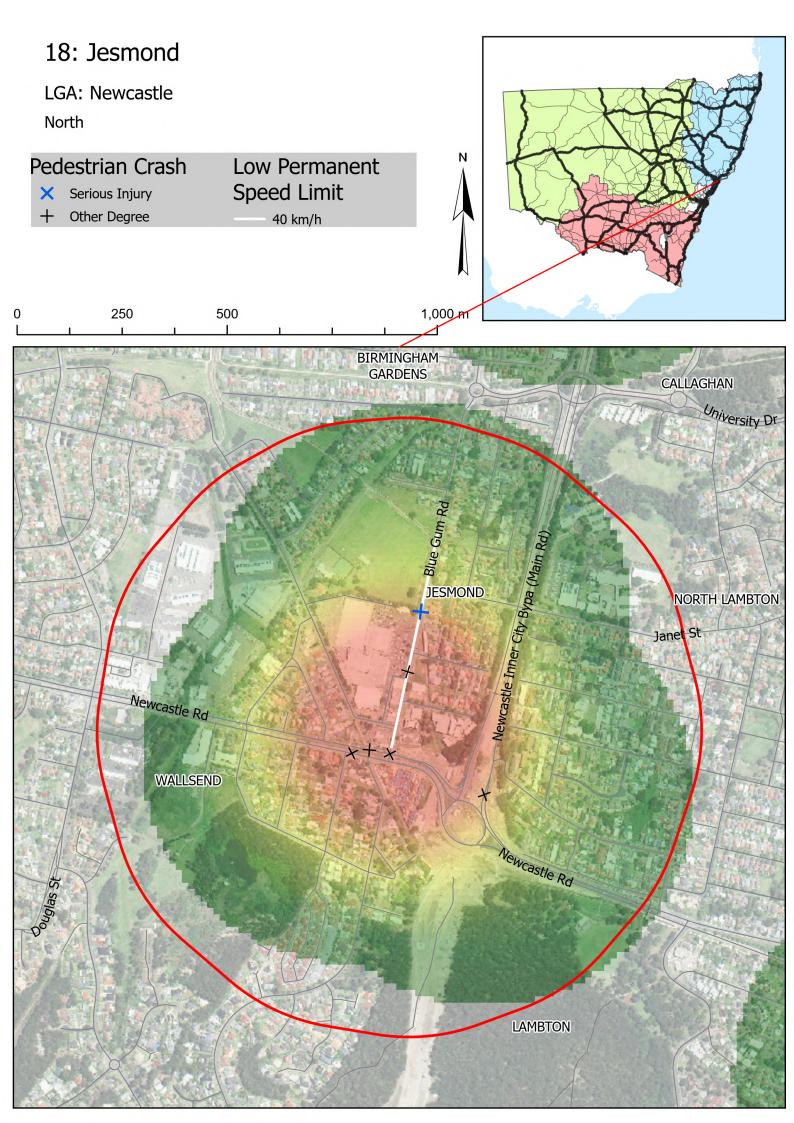


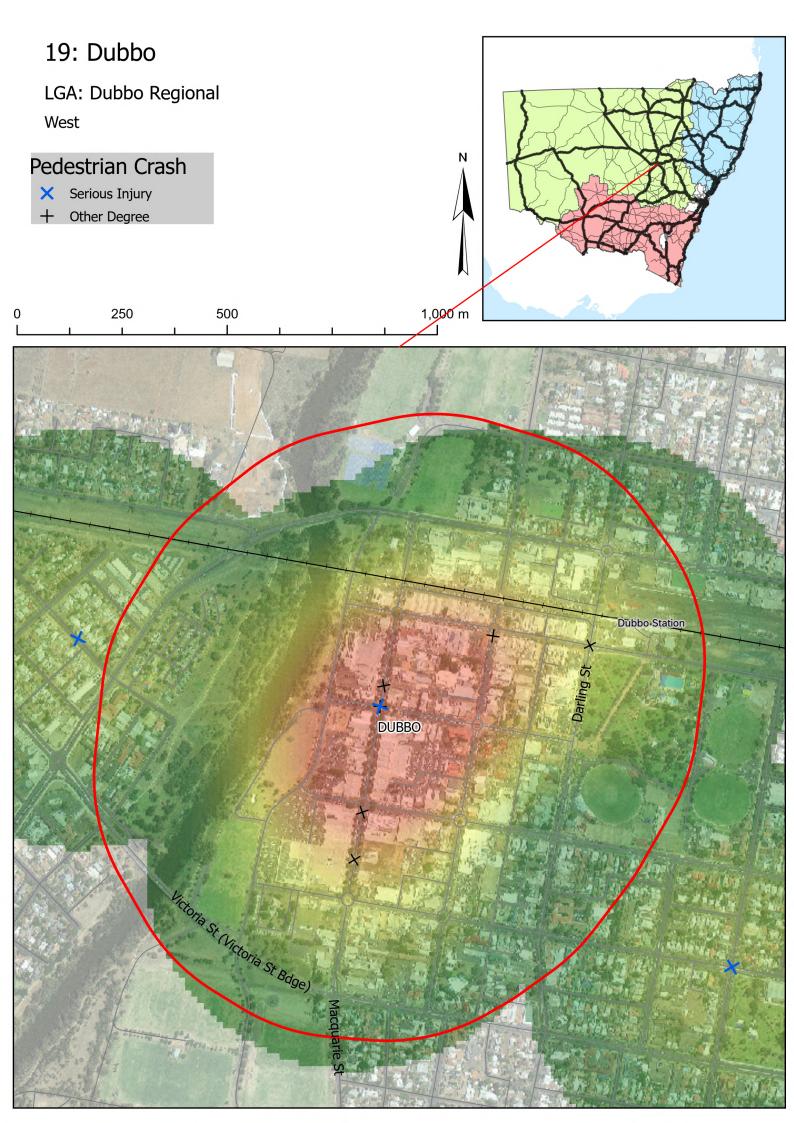


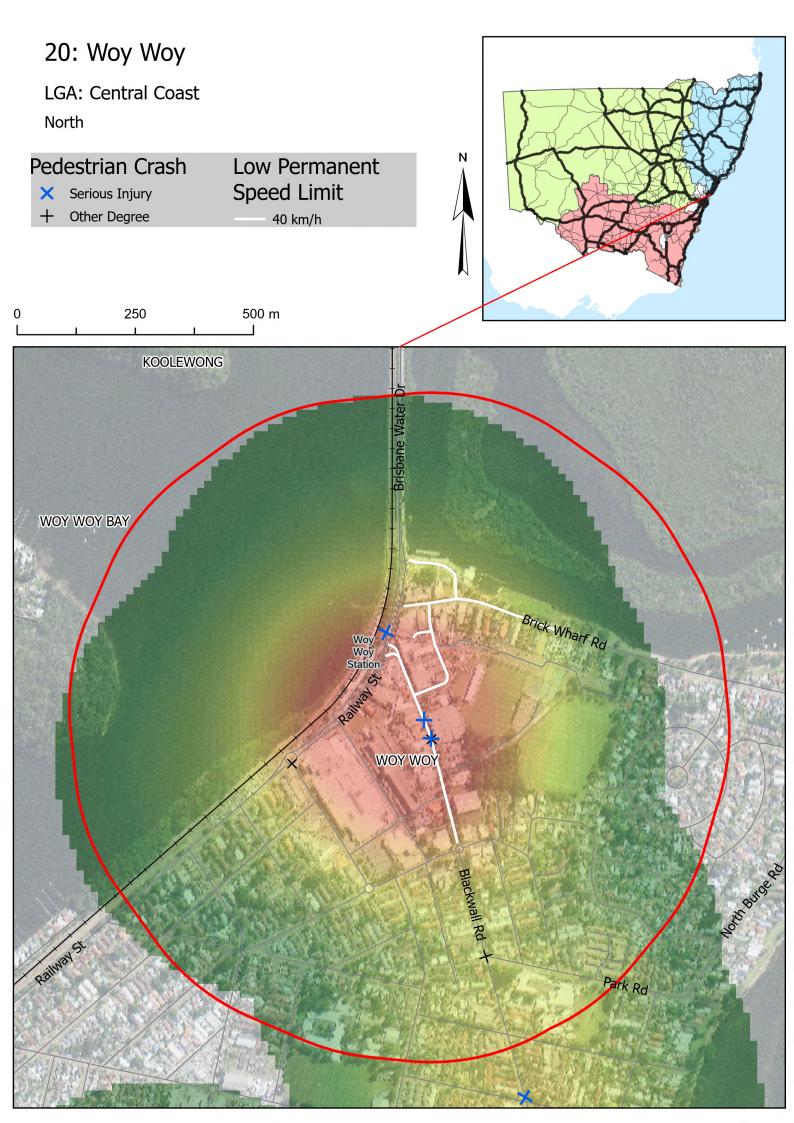


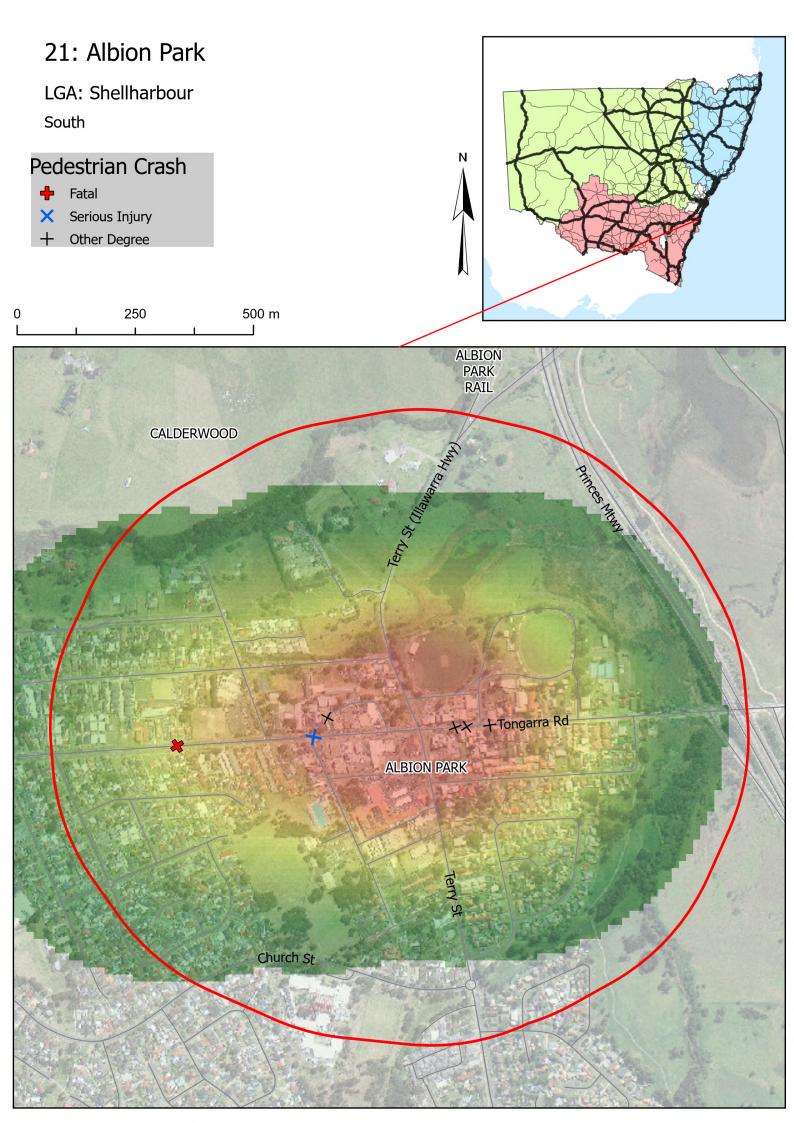


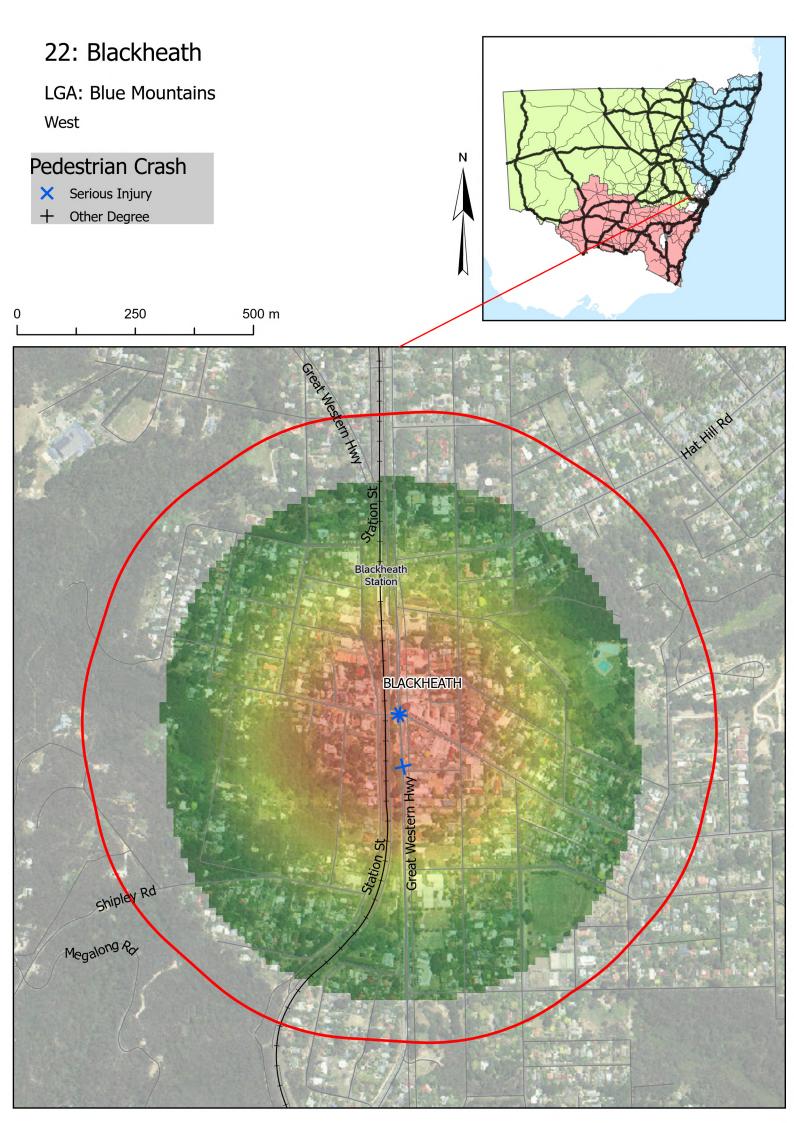


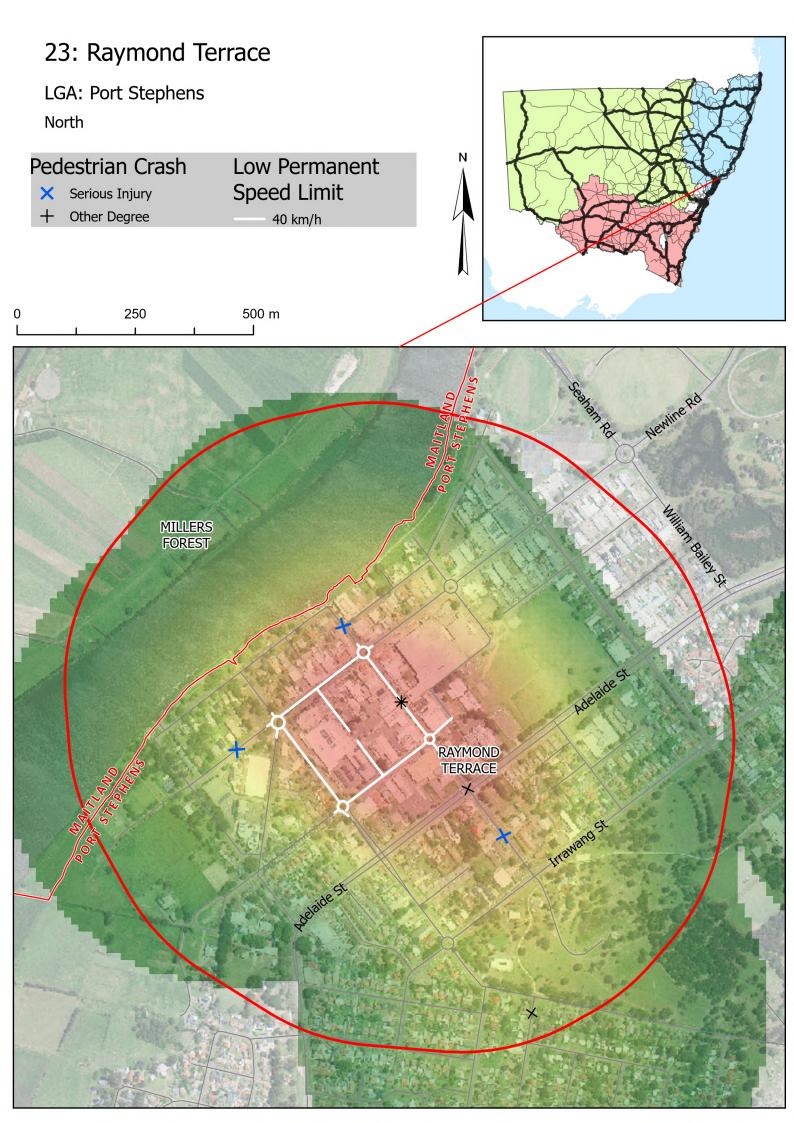


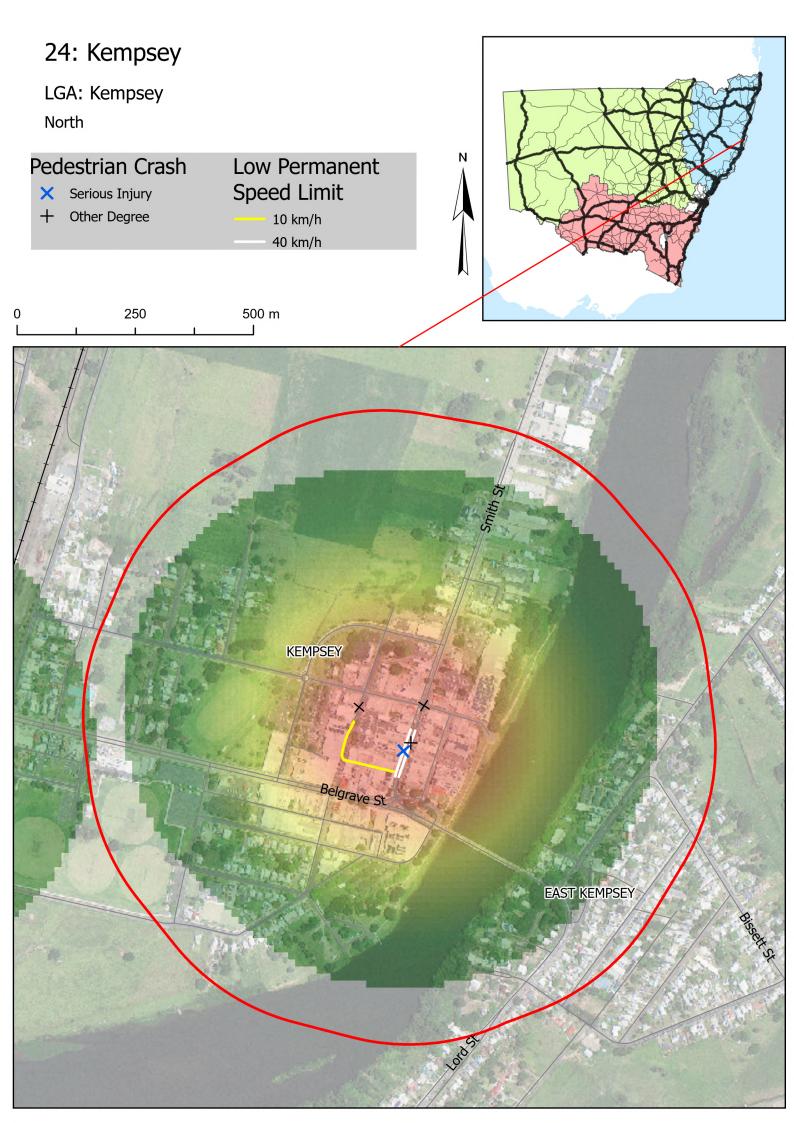


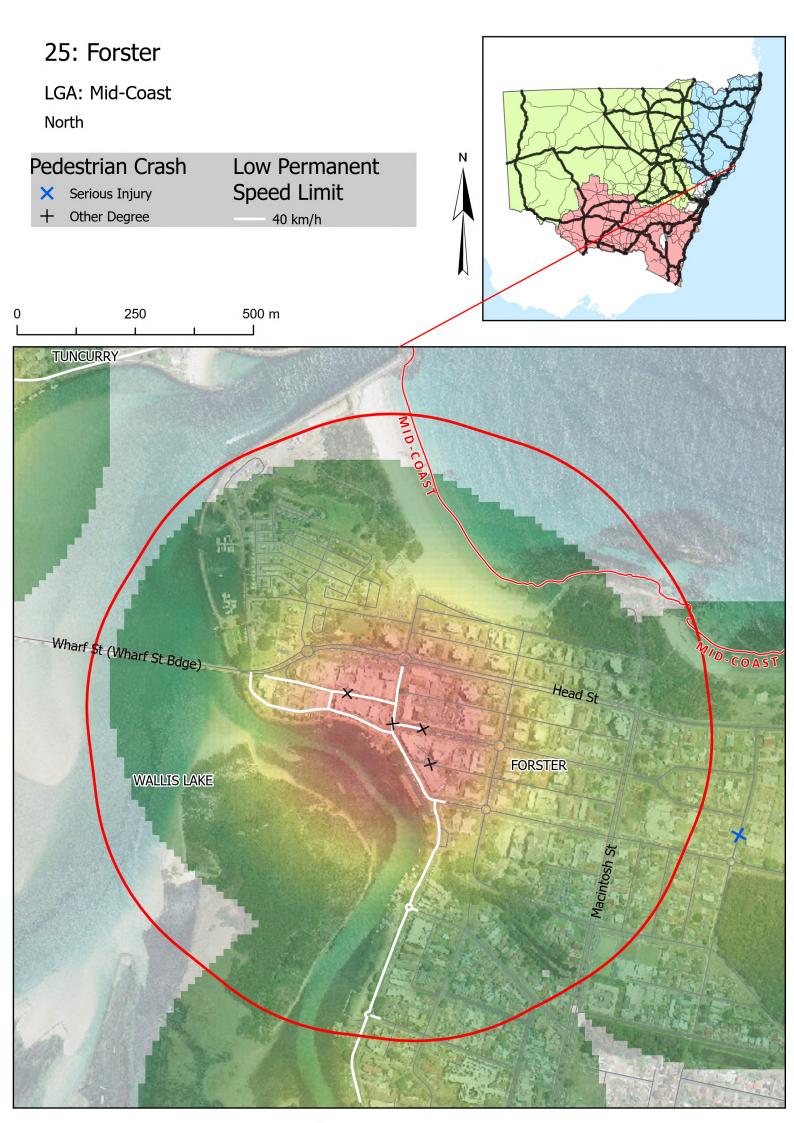


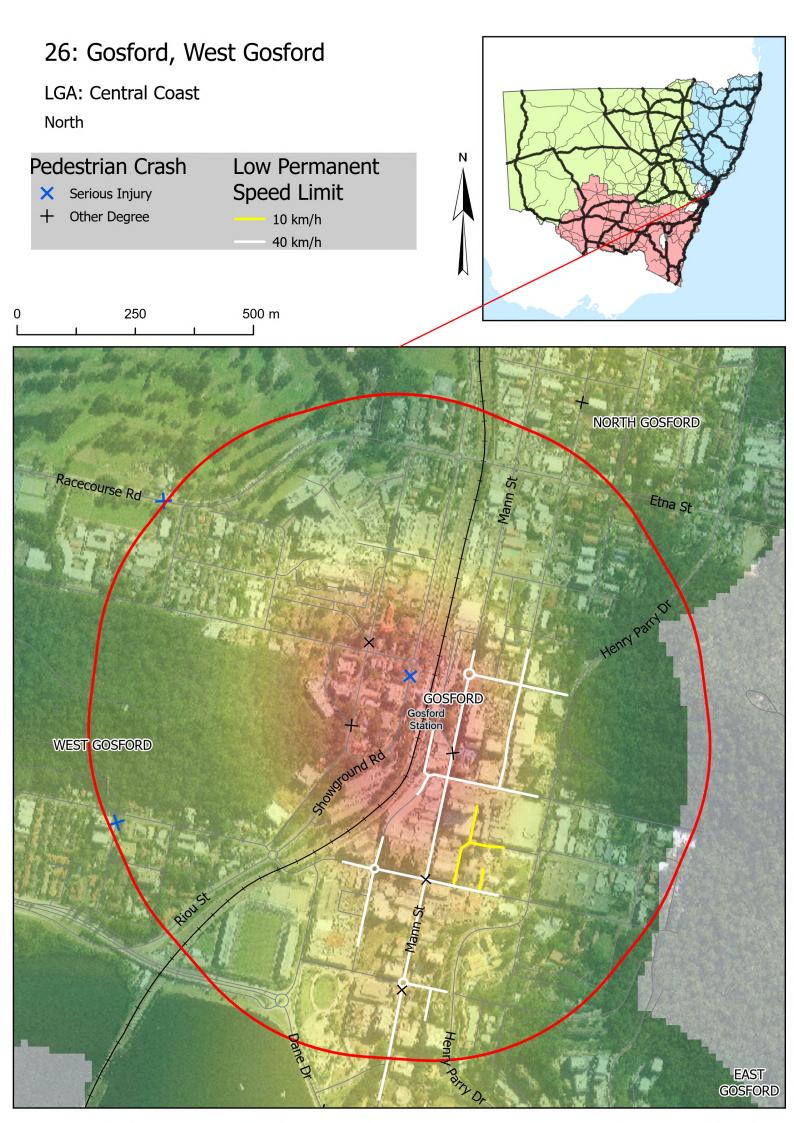


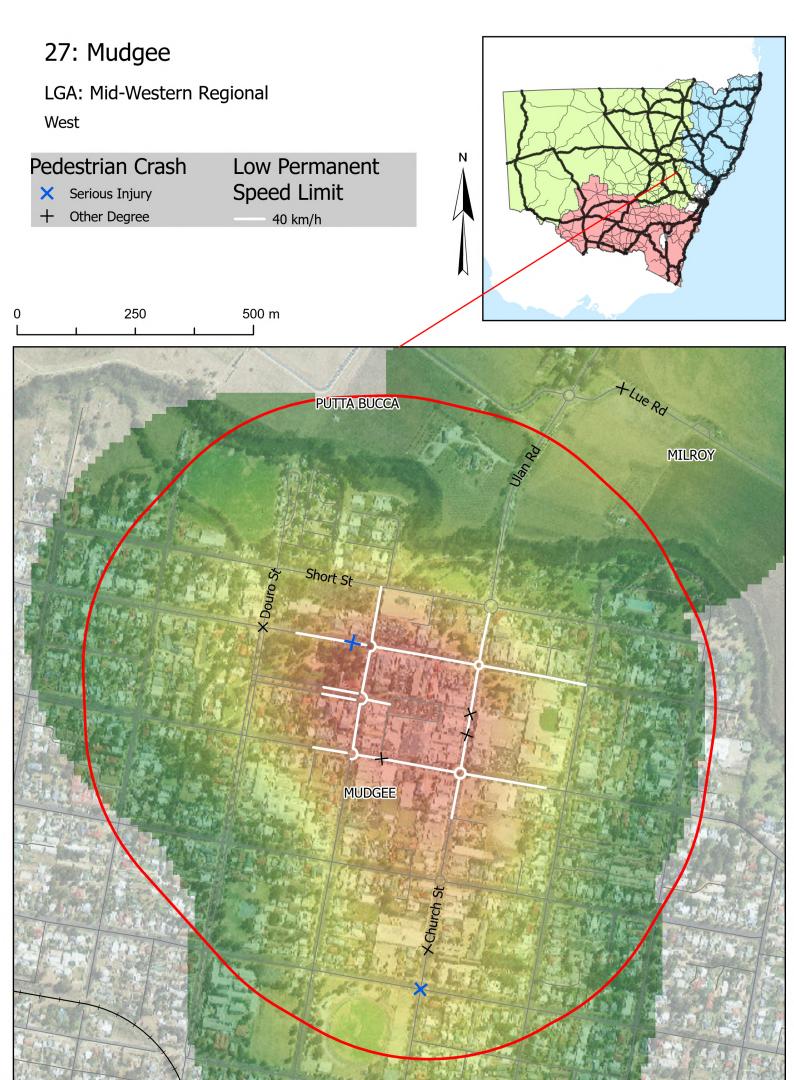


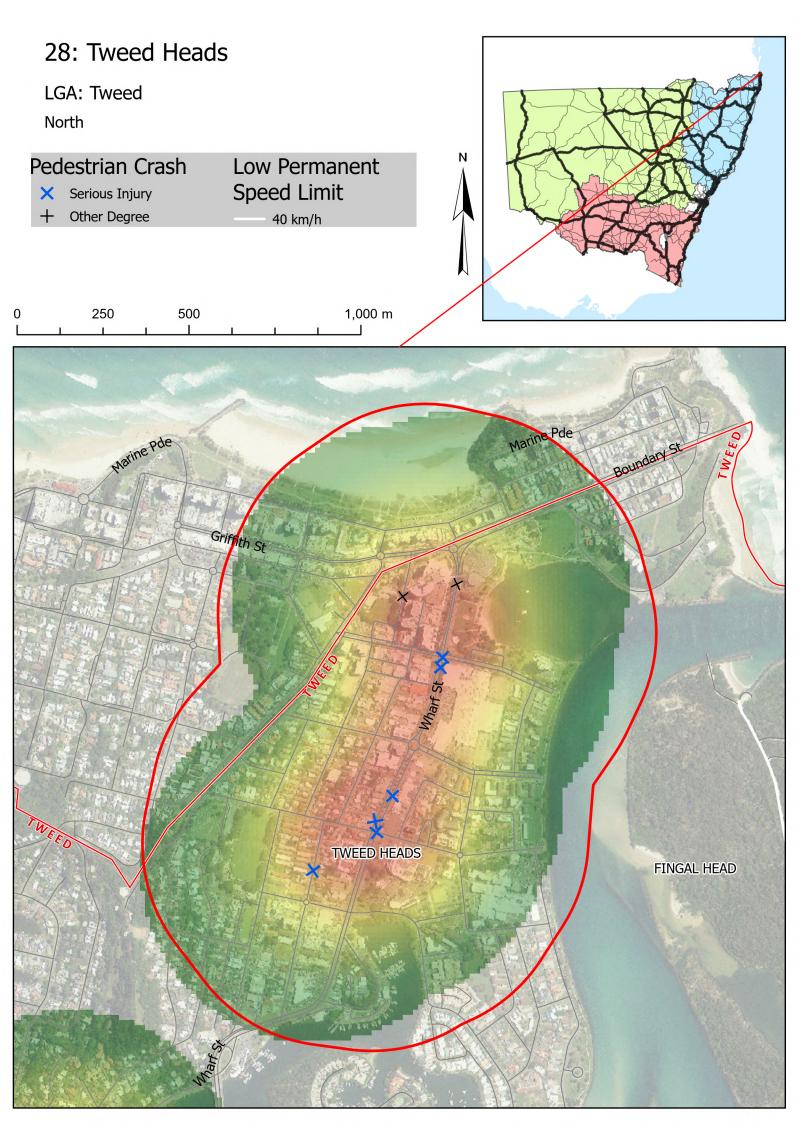


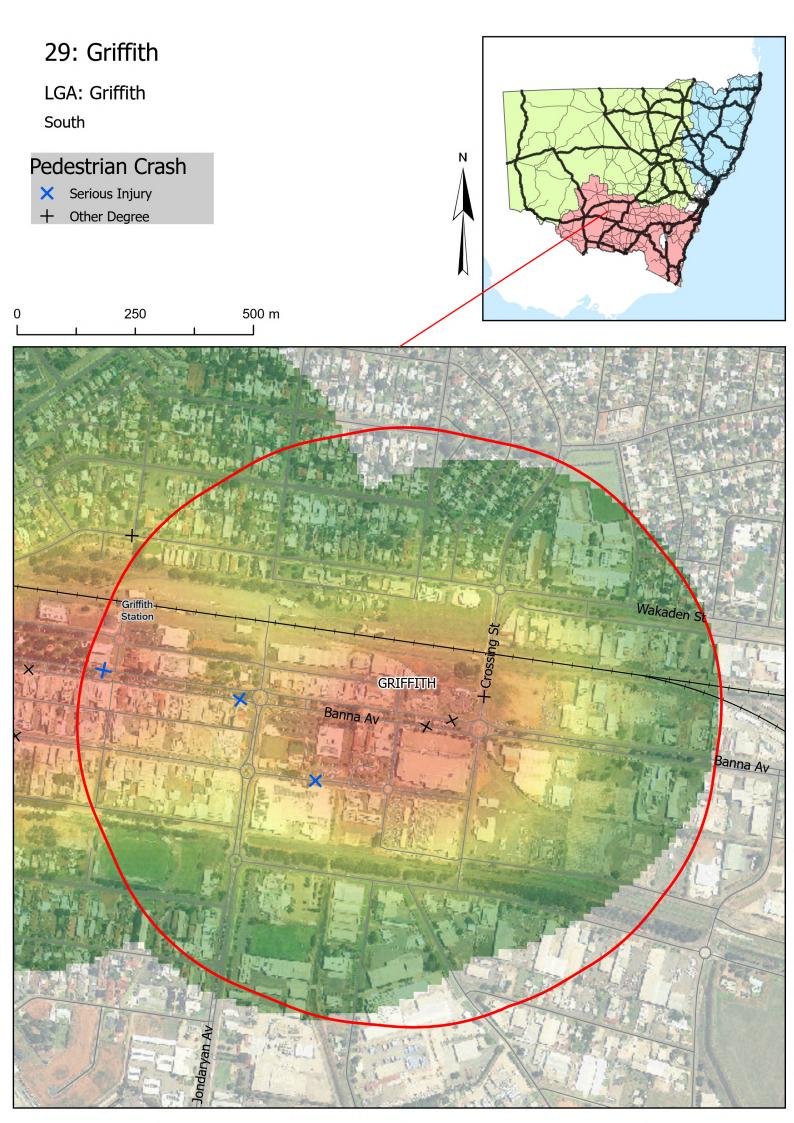


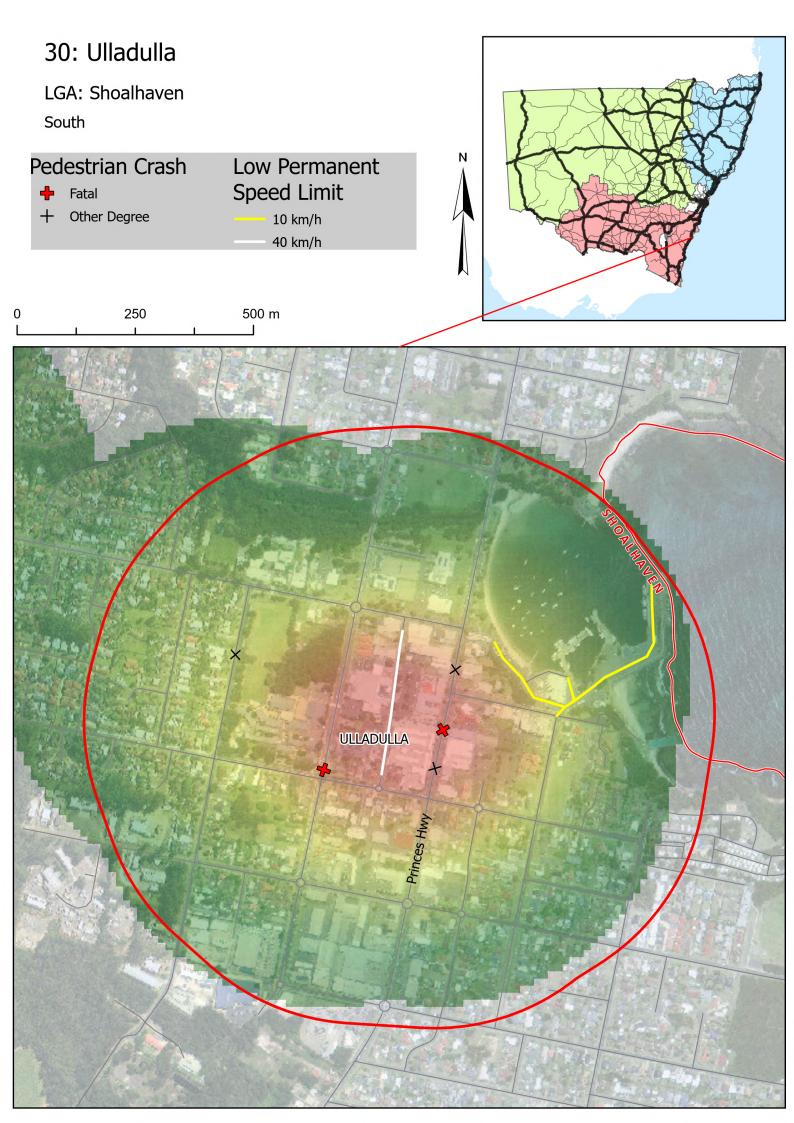














250

0

Low Permanent Speed Limit

500 m

