

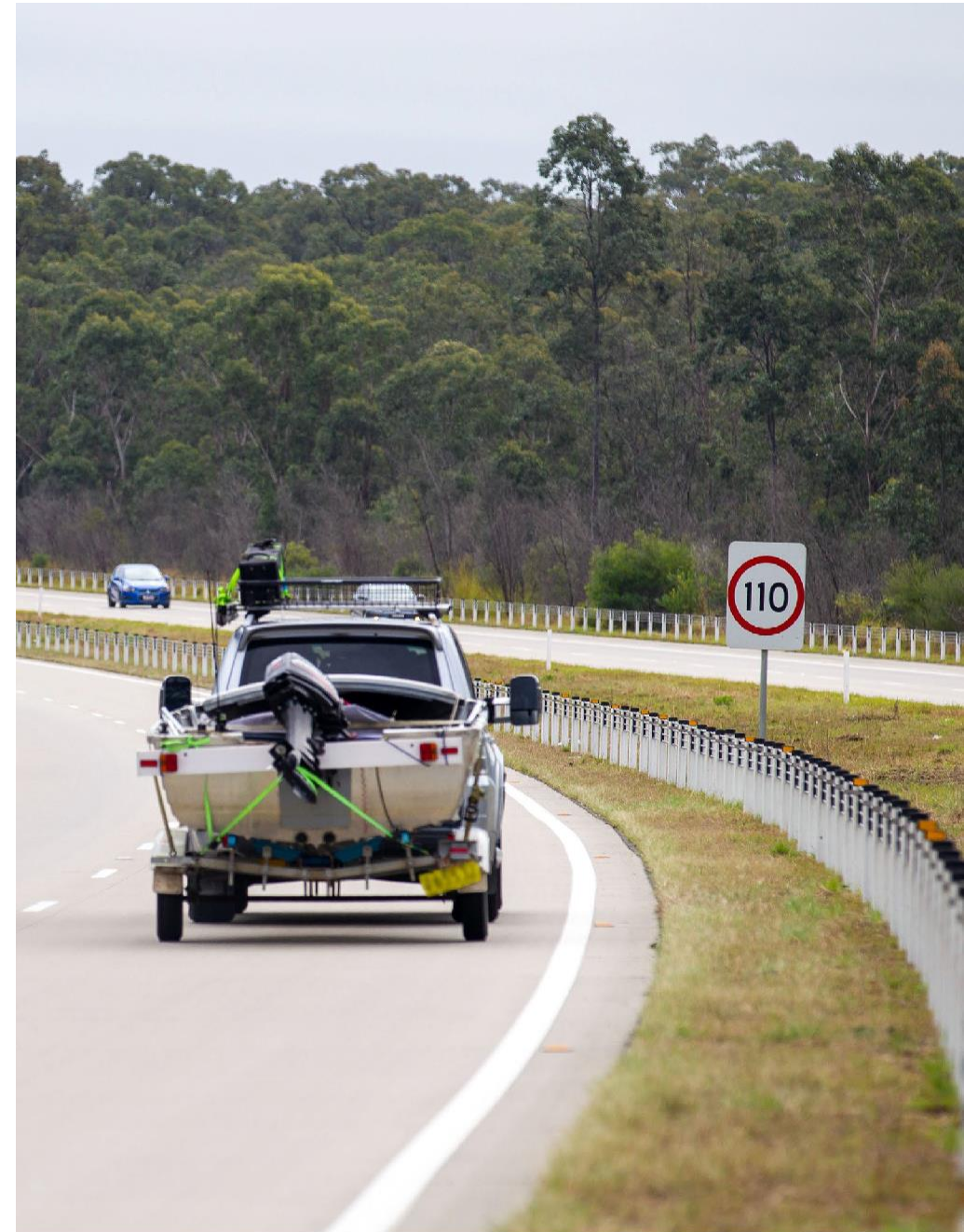
Council information session

Black Spots & TZSRP High Pedestrian Activity Area Programs

August 2025



transport.nsw.gov.au/roadsafety





Acknowledgement of Country

Transport pays respects to Elders past and present, and recognises and celebrates the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

Agenda

1 Australian Government Black Spots Program

2 Towards Zero Safer Roads HPAA Sub-Program

3 Safer Roads Portal Demonstration

4 Questions

01

Australian Government Black Spots Program overview



Program overview

Road crashes are a major cost to Australians annually.

Black Spot projects target dangerous road locations to reduce crash risks.

The Australian Government Black Spots Program (AGBSP) is a road safety infrastructure program that is fully funded by the Australian Government and is administered by Transport.

The Australian Government provides approximately \$40 million a year to NSW for the Black Spots Program.

Funding is provided for measures like roundabouts, pedestrian facilities, and safety barriers.

Projects are nominated and reviewed annually by consultative panels, including MPs, community, and industry representatives.

Applications are open now and close **31 October 2025**.

Aim of the Program

The intent of the Program is to reduce the social and economic costs of road trauma by:

- Identifying and applying cost-effective treatments at locations with a record of crashes causing serious injury or death.
- Placing significant focus on the need to reduce rural road trauma, in accordance with national road safety policy objectives.
- Using a proportion of funds to treat sites identified as potential crash locations (proactive projects), and to implement other road safety measures.

Update on FY25/26 Program

- The 2025/26 Black Spots Program Consultative panel meeting was postponed due to the federal election. A new date is yet to be confirmed.
- Transport will notify councils of any 2025/26 projects not prioritised to the Federal Government for funding, allowing time to revise and resubmit them for the 26/27 round.

02

Nomination process

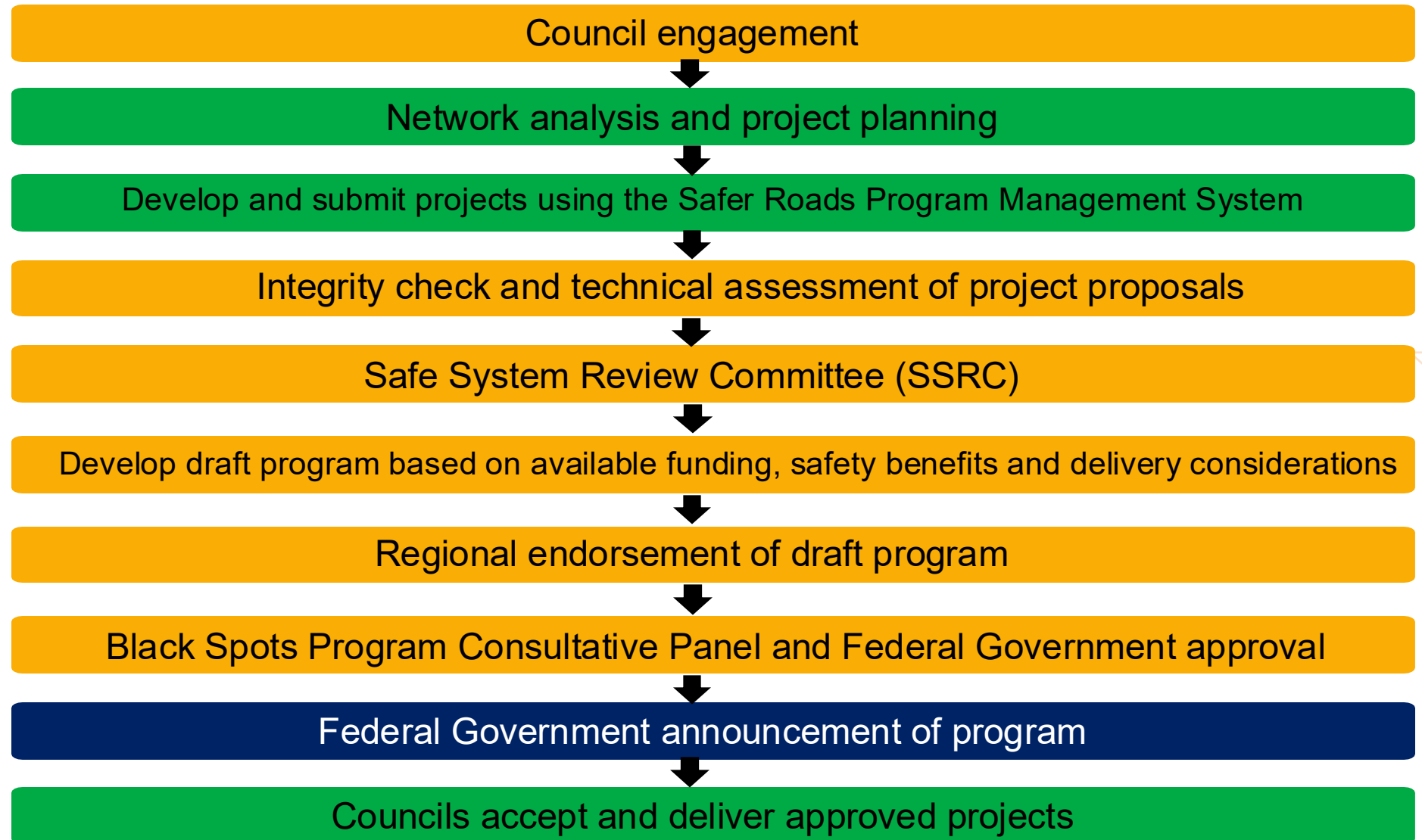


Who can apply?

- NSW councils.
- Councils are responsible for submitting nominations for Local and Regional Roads.
- Community groups, associations, road user groups, industry and individuals can submit suggestions to their local council.

Note: Transport has received a number of submissions from the community ahead of this information session and these will be shared with council.

Project nomination and assessment process



Colour	Action By
	Transport
	Council
	Federal Government

03

Program criteria

Black Spots Program criteria

Demonstrate a Benefit Cost Ratio (BCR) of at least 2 for all reactive nominations

Maximum funding per project: \$3 million

Project delivery timeframe: two years, up to three by exception

Urban vs. rural: 50/50 split of funding

Reactive vs. Proactive: 70/30 (flexible split)

5-year crash data to be used: 01/07/2019 to 30/06/2024

Rural crash rates: two casualty crashes over five years for spots, 0.13 crashes per km per year for lengths

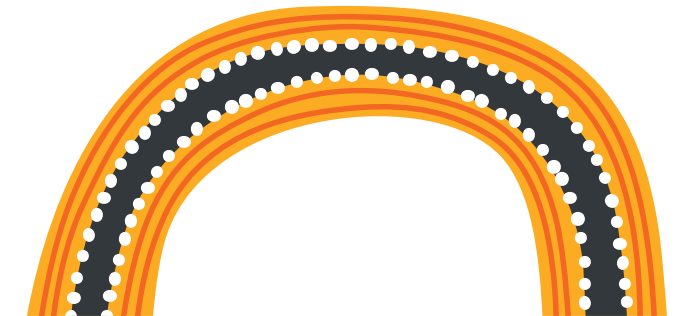
Urban crash rates: three casualty crashes over five years for spots, 0.2 crashes per km per year for lengths

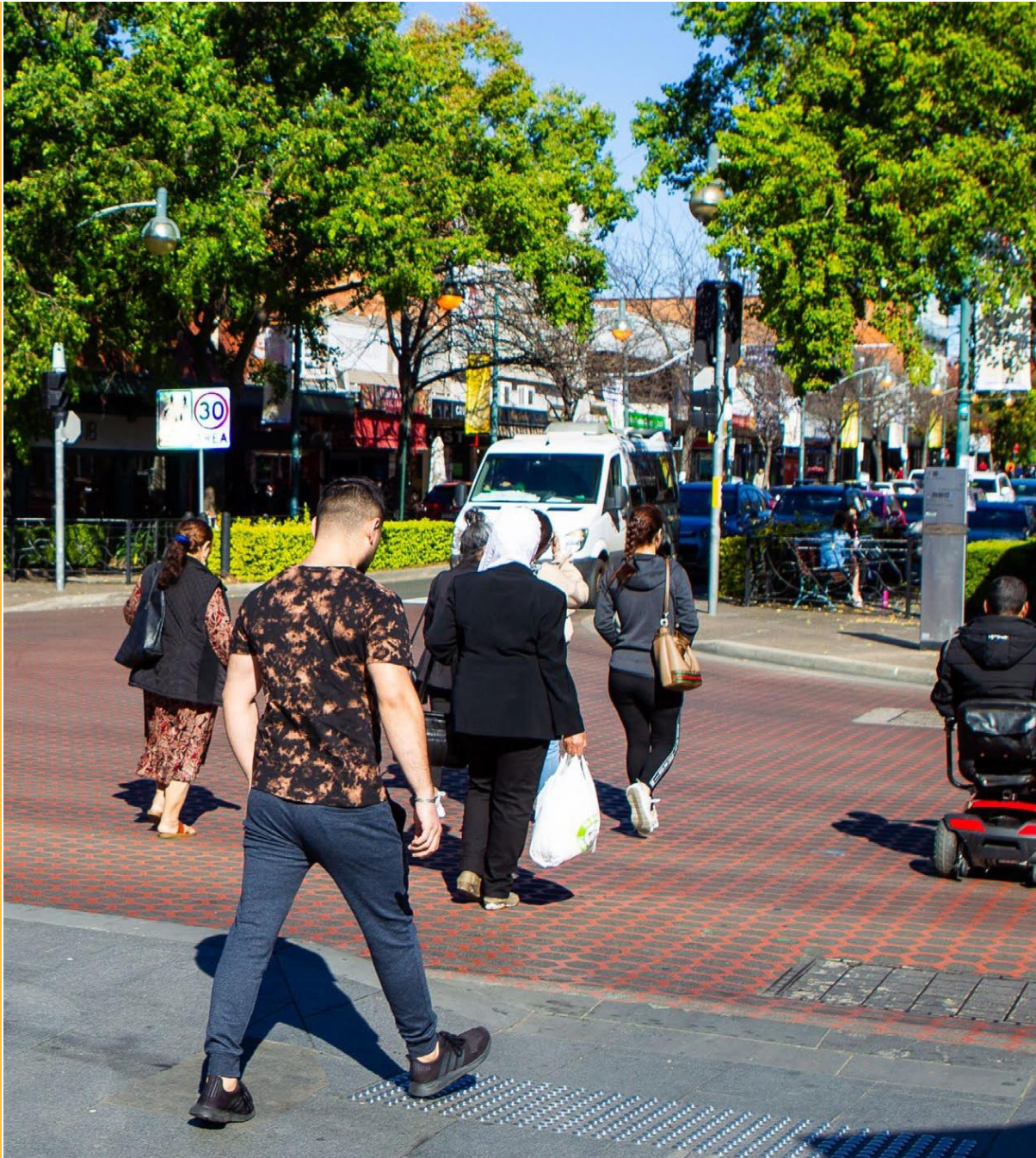
Safe System Assessment: for proactive nominations

Urban and rural areas are classified by the Australian Bureau of Statistics:

Urban: Category 1 (Major cities)

Rural: Categories 2-5 (Inner regional, outer regional, remote, very remote).





Submitting a nomination

All proposals must be submitted in the Safer Roads Portal.

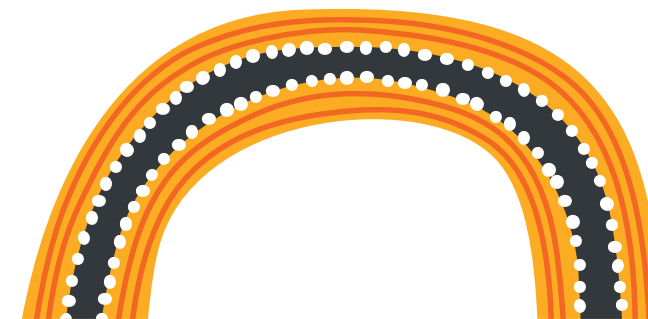
Proposals must include:

- All required data including site mapping
- Crash data for 01/07/2019 to 30/06/2024 including a crash diagram (reactive projects only)
- Cost estimate showing base cost and contingency
- Site sketch showing all proposed treatments, including length, location, and type, or design (if available)
- Proactive proposals require a **mandatory Safe System Assessment**.

Cost estimate

- P50 and P90 contingencies are **NOT** required for this program.
- In the portal under the Project Details tab, the cost estimate information has been changed. Please enter base cost (without contingency) and Other (base cost + other contingency) for the cost estimate category using the standard contingency range as outlined in the table.
- Councils may submit their own cost estimate template.
- Councils can use the TfNSW cost estimate template that will be included in the briefing pack.

Design stage	Estimate components	Typical contingency
Strategic Design	Strategic design, site sketch	40-70%
Concept Design	Preliminary assessments, initial design and planning	25-40%
Detailed Design	Complete engineering drawings, specifications, procurement planning	16-25%
Construction-ready Development Only	Construction cost estimate	10-15%



Excluded project types and treatments

Excluded project types

- Speed zone reductions
- Stand-alone footpaths, shared paths, or kerb ramps
- Planning-only projects without delivery
- Projects completed before approval

Unsupported treatments

- Cosmetic purposes like planting or landscaping
- Enforcement technology (e.g. red light cameras)
- Unapproved safety measures

Refer to the Guidelines for a full list.

High Pedestrian Activity Areas (HPAA)

- High Pedestrian Activity Areas (Treatment codes 104 and 105) are eligible but must have the following:
 - design to at least strategic design stage
 - community engagement showing general support for the proposal
 - in principle agreement for a speed zone reduction from Transport.

Traffic signals and speed zones

- Proposals for traffic signals must have in principle agreement from Transport and warrant assessment which must be attached to the submission.
- Speed zone reductions (treatment codes 26 and 27) cannot be included as a treatment in the Safety Benefits Options for a Black Spot nomination.
- Councils should reach out to their local Transport representative to discuss proposals for a speed zone review.



Proactive proposals

Proactive projects at sites that don't meet the crash history or BCR criteria must be supported by a **Safe System Assessment (SSA)**.

They require a complete SSA, a rapid SSA will not be accepted.

Link to Austroads guide - [AP-R509-16 | Safe System Assessment Framework](#).

Transport will provide an example of an SSA assessment.

04

Examples of good projects and applications

City of Canterbury-Bankstown

Funded under the 2023/24 AGBS Program

Safety concerns

- The crash history indicates visibility is limited due to skewed alignment approaching Chelmsford Avenue and speeding issues along Northam Avenue due to straight alignment.

Treatments

- Installation of 1-lane roundabout to reduce approach speeds and likelihood of adjacent approach crashes at this intersection.
- Pedestrian refuge islands to improve pedestrian safety, as there are St. Brendan's Catholic Primary School and an early childhood education centre in the close vicinity.



Looking west on Chelmsford Ave

Before



After

Blue Mountains City Council

Completed March 2024

Safety concerns

- Leura Mall is a collector road that runs through the Leura Town Centre. The segment in question is located within a 40 km/h High Pedestrian Activity Area (HPAA). The corridor experiences consistent levels of vehicular traffic, on-street parking demand, and high pedestrian activity.

Treatments

- The pedestrian crossing north of Railway Parade has been upgraded to a raised pedestrian crossing with integrated lighting. This enhancement has contributed to traffic calming, supports key pedestrian desire lines, and addresses previous pedestrian safety concerns and crash history at this location.
- Additionally, threshold and intersection treatments have been implemented at the Leura Mall and Craigend Street intersection to further improve safety and amenity.



Before



After

What makes a good application?

- Detailed and accurate information in the Portal relating to:
 - existing site conditions, nature of concern, project proposal details
 - identification of project risks that may impact delivery, cost and time and the mitigation measures
 - alignment to Safe System treatments.
- Good quality site sketches showing treatment types and location or copies of designs.
- Detailed cost estimates including contingencies which align to project risks and mitigation measures.

Mapping: ensure that the segments for Project, Treatment, and Site are drawn correctly. Refer to SRP User Manual sections 3.2-3.3 for guidance. Treatment boundaries (brown) must be drawn within Site boundaries (green), and Site boundaries (green) must be drawn within Project boundaries (purple).

Selecting relevant crashes: uncheck crashes that are not addressed by the treatment type, do not receive a reduction benefit, are non-injury crashes, or are not targeted by the treatment direction.

Crash period and financial year: use 01/07/2019 to 30/06/2024 and select the 2026-2027 financial year in both the Project Details and Safety Benefits tabs.

Location details: ensure all entered information is accurate, including State and Federal Electorates, and ABS Remoteness classifications.



Common mistakes made in applications

- Insufficient information and poor-quality site sketches.
- Treatments that are not eligible under the program.
- Cost estimate breakdown not provided and total cost in the safety benefits options tab not aligning to the cost estimate attachment.
- Incorrect crash period.
- Inconsistent financial year under Projects details tab and Safety Benefit options tab (If unsure, the dates within the financial year can be entered (01/07/2026 to 30/06/2027). For multi year project nominations the dates within the financial years can be entered (01/07/2026 to 30/06/2028). FY on project details tab to match with Project deliverables under Safety Benefits option tab.
- Use updated treatment codes from the list provided within the portal.
- Avoid using RUM codes that do not deliver any benefits.

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Key dates

AGBS Program timeline



Key contacts and support

For questions about the Program, please contact:

- Regional councils:

pmsafety@transport.nsw.gov.au

- Sydney councils:

Sydney.blackspot.nominations@transport.nsw.gov.au

Email SRP.support@transport.nsw.gov.au for assistance with the Safer Roads Portal

If you require access to the Safer Roads Portal, please complete this form: [SRP Portal - New User Access Form \(office.com\)](#)

For project specific technical support:

- C&P contact in your region
- Greater Sydney contact your Local Traffic Committee representative

Further information

- SRP User Manual -see “Support docs” in the Safer Roads Portal
- [2026 Road Safety Action Plan](#)
- [National Road Safety Strategy 2021-2030](#)
- [Black Spots Program | Infrastructure Investment Program](#)
- [Transport for NSW | Supplementary Guidelines](#)
- [Austroads | Safe System Assessment Framework](#)

06

High Pedestrian Activity Area (HPAA) Sub-Program – funded through the Towards Zero Safer Roads Program

HPAA Sub-Program

- 1 Program overview
- 2 Program details
- 3 Key information
- 4 Key dates



07

HPAA Sub-Program overview





HPAA Sub-Program overview

- The HPAA Sub-Program is funded through the NSW Government's Towards Zero Safer Roads Program provides funding for applicants to nominate and implement infrastructure and reduced speed zones in areas with high pedestrian activity. The intent of the Program is to reduce the social and economic costs of road trauma by enhancing road safety infrastructure and reduced speed zones in areas of high pedestrian activity.
- Funding is provided for measures like intersection treatments, pedestrian facilities, changes to speed limits, raised safety platforms, kerb blisters, pedestrian fencing, stop/give-way treatments with kerb extensions or raised islands and line marking.
- Each project application will be subject to a detailed assessment based on eligibility criteria, mandatory data requirements and technical review to enable selection of projects that meet with program objectives.
- Applications are open now and close
31 October 2025.
- NSW local councils, Unincorporated Far West & Lord Howe Island Board can apply.

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HPAA Sub-Program application process and key dates

HPAA project application process

1. Council engagement

2. Network analysis and project planning

3. Develop and submit projects using the Safer Roads Program Management System (20 Aug to 31 Oct 2025)

4. Integrity check and technical assessment of Project proposals (Nov 2025 – Jan 2026)

5. Safe System Review Committee (Feb 2026)

6. Develop draft Program based on available funding, safety benefits and delivery considerations

7. Prioritisation and endorsement of draft Program (approx Mar 2026)

8. TfNSW Program Approval (approx Apr 2026)

9. Announcement of Program (May 2026)

10. Councils accept and deliver approved projects

Colour	Action by
	Transport
	Council

09

HPAA Sub-Program details



HPAA Sub-Program

- Program delivery timeframe FY2026/27 to FY2028/29 (development needing to be completed by end of FY2026/27).
- Statewide funding of up to \$20 million.
- Indicative 60/40 funding split between TfNSW identified pedestrian crash cluster sites ('targeted') and other risk-based and/or previously developed applications ('open').
- Please refer to the Program Guidelines for details about the assessment criteria (Multi Criteria Assessment Matrix - MCAM).

HPAA Sub-Program application categories

Targeted (Transport identified pedestrian crash cluster sites)	Open (Other risk-based and/or previously developed sites)
<ul style="list-style-type: none"> • Transport has identified pedestrian crash clusters by undertaking crash density analysis of pedestrian crashes over the period of 01/07/2019 to 30/06/2024. • Identifies locations with a higher concentration of casualty crashes to review and consider road safety treatments to address the crash history. • Some of the identified pedestrian crash cluster locations may have an existing High Pedestrian Activity Area (HPAA). These sites should also be reviewed to ensure the pedestrian crashes before and/or after the HPAA implementation have been addressed and to ensure the HPAA is operating effectively. 	<ul style="list-style-type: none"> • All other sites not identified in the Transport pedestrian crash cluster sites, such as sites identified by council as a HPAA priority through relevant council plans (i.e. Pedestrian Access and Mobility Plan (PAMP), council Strategic and/or Road Safety Plans) and/or already developed HPAA projects that are construction ready.
<ul style="list-style-type: none"> • Approximately 60% of available funding has been indicatively allocated to this category of applications. This allocation is to be noted as indicative and subject to the number and quality of nominations received and the program prioritisation process. 	<ul style="list-style-type: none"> • Approximately 40% of available funding has been indicatively allocated to this category of applications. This allocation is to be noted as indicative and subject to the number and quality of nominations received and the program prioritisation process.

Eligible treatments

Safe System hierarchy – typical HPAA treatments*

Treatment	Tmt ID	Primary	Tmt ID	Supporting
CRF Matrix	15	Raised pedestrian crossings (Wombat)	14	Install mid-block slow point raised threshold / horizontal deviation
	102	Raised safety platforms – unsignalized intersections	17	Kerb blisters
	106	Raised safety platforms signalized intersections	18	Pedestrian refuge
			21	Pedestrian refuge with kerb blisters
			23-24	Pedestrian fencing – median or kerb
			30	Move stop or giveaway line forward using kerb extensions
			31	Install raised islands with additional give way/stop

**Note: These are typical treatments for HPAA. Other treatments may be applied where suitable – refer to the Guidelines for more details.*



Ineligible costs and treatments

- ✗ Development only applications. All projects must have a delivery component.
- ✗ Projects that do not have a HPAA component or are not within an existing HPAA zone (i.e. Local Area Traffic Management - LATM proposals). LATM type treatments should be nominated through alternative safety programs and speed zone change undertaken through standard speed zoning (community).
- ✗ Town “beautification” works.
- ✗ Costs associated with preparing applications (i.e. Safe systems assessment for proactive projects).

Cost estimates

- Applications must have **risk-based project contingency** (P50, P90) calculated in accordance with the HPAA Program Guidelines.
- Applications should include costs for Road Safety Audits as outlined in the NSW Speed Zoning Standard.
- Councils may submit their own cost estimate provided it includes all relevant line items and contingency.
- Councils can use the TfNSW cost estimate template that will be included in the briefing pack.



Entering treatments in the online portal

New applications:

- Select Treatment ID 104 (High Pedestrian Activity Area with gateway) or 105 (High Pedestrian Activity Area with traffic calming). Assign the total project cost and relevant crashes to this treatment.
- For all other treatments within the HPAA, select them with \$0 cost and no crashes assigned.
- This setup shows the specific treatments and locations without double-counting safety benefits.

Existing applications (adding treatments without changing the HPAA speed zone):

- Assign costs to all new treatments.
- Correctly assign crash data to each treatment.
- Do not use Treatment IDs 104 or 105 in this case.

All applications:

- Draw all treatments accurately on the map within the portal.
- Proper placement helps with project assessment and ensures clarity.





Proactive applications

- Proactive applications must be supported by a **Safe System Assessment**.
- A Safe System Assessment is a tool that has been developed to assess the extent to which a proposed infrastructure project aligns with Safe System principles and the objective to eliminate fatal and serious injuries.

What makes a good application?

- ✓ Providing treatments which aim to achieve a self-explaining HPAA environment as per the NSW Speed Zoning Standard especially primary or supporting Safe System hierarchy treatments where relevant
- ✓ Providing crossing facilities that target existing desire lines and connectivity deficiencies
- ✓ Evidence of community consultation and support for the proposed speed zone changes
- ✓ Evidence of TfNSW consultation and support for the proposed speed zone changes
- ✓ Proposals supported with developed Pedestrian Access and Mobility Plans (PAMP), council strategic or safety plans
- ✓ Low project delivery risk
- ✓ Detailed itemisation of cost estimates
- ✓ Project being construction ready and/or high level of confidence in construction readiness



Common mistakes made in applications

- Insufficient information and poor-quality site sketches.
- Treatments that are not eligible under the program.
- Cost estimate breakdown not provided and total cost in the safety benefits options tab not aligning to the cost estimate attachment.
- Incorrect crash period.
- Inconsistent financial year under Projects details tab and Safety Benefit options tab (If unsure, the dates within the financial year can be entered (01/07/2026 to 30/06/2027). For multi year project nominations the dates within the financial years can be entered (01/07/2026 to 30/06/2028). FY on project details tab to match with Project deliverables under Safety Benefits option tab.
- Use updated treatment codes from the list provided within the portal.
- Avoid using RUM codes that do not deliver any benefits.

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HPAA Sub-Program key
information and dates



Summary

Applications are now open for the HPAA Sub-Program.

Integrity checks and technical assessments will take place from November 2025 to late January 2026.

During this time, Transport representatives may contact councils for additional information to prepare proposals for the Safe System Review Committee.

The Safe System Review Committee will meet in February 2026. After the meeting, projects will either be endorsed or not endorsed. Endorsed projects will be prioritised based on the funding allocations as well as the realised safety benefits and submitted to SPER for final approval. It is anticipated that program announcements will be made in **May 2026**.



Key contacts and support

- Request access for Safer Roads Portal:
[Please use this link and fill in the form.](#)
- For technical issues with the Safer Roads Portal:
SRP.support@transport.nsw.gov.au
- Advice on the Program: SRPGA@transport.nsw.gov.au
- Project proposal assistance, including project cost estimation template, star rating and other technical information:
 - Contact your local Transport liaison person or the relevant email address included in the HPAA Frequently Asked Questions document.

Further information

- SRP user manual - see “Support docs” in the Safer Roads Portal
- [2026 Road Safety Action Plan](#)
- [National Road Safety Strategy 2021-2030](#)
- HPAA Sub-Program Guidelines
- [Austroads | Safe System Assessment Framework](#)
- [NSW Speed Zoning Standard](#)
- HPAA Frequently Asked Questions document

11

Safe System Approach

Safe System Approach

Projects should apply Safe System principles in line with the *National Road Safety Strategy 2021-30* and *NSW Road Safety Action Plan 2026*.

- Fatal and Serious Injuries (FSIs) on roads are unacceptable, and every road user has the right to travel safely.
- Human error is inevitable, so crashes will happen.
- Road users are vulnerable and have limited tolerance for crash impact before it leads to fatal or serious injury.
- Road safety is a shared responsibility between system managers and road users. Road authorities must prioritise safety, while road users must act responsibly.



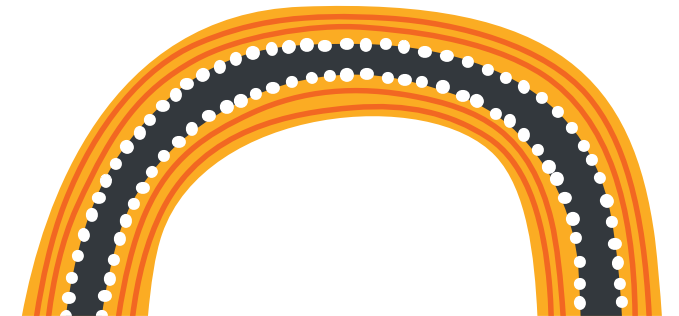
Safe System Approach to road safety

All project proposals should follow Safe System principles to reduce crash exposure, likelihood, and severity.

A Safe System Checklist is available on the Safer Roads Portal to show project alignment.

Some measures may only address likelihood or severity, and that's acceptable.

From	To
Prevent all injury crashes	Prevent fatal and serious injury
Focus mainly on black spots	Focus on high-risk corridor/areas
Base risk analysis on crash history	Evidence-based (scientific) / predictive assessment
Assume that crashes result from human failure (blame the victim and stick to the standards)	Look at what part the system played in creating the error and the severity of the outcome
Focus on roads	Focus on roads and roadsides, user and vehicle
Focus on infrastructure	Think about how the human uses the infrastructure
Mitigate crash frequency	Mitigate crash severity and frequency



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How to apply

Safer Roads Portal - Black Spots projects

Program Selection

▼

Program Selection

Towards Zero Safer Roads : ☐

Aboriginal Communities Project : ☐

Fatal Crash Response : ☐

High Pedestrian Activity Area (HPAA): ☐

Australian Government Blackspot Program(AGBS): ☒

Cost & Contingency

What is the cost breakdown of the amount sought from this nomination? Note: this data should be found in the cost estimate

☐ Base Cost (Without Contingency)

☐ P50 Current (Base Cost + P50 Contingency)

☐ P50 Outturn (Base Cost + P50 Contingency)

☐ P90 Current (Base Cost + P90 Contingency)

☐ P90 Outturn (Base Cost + P90 Contingency)

☒ Other (Base Cost + Other Contingency)

\$

\$

Note:

Please ensure that Base Cost and Other contingency costs are entered
Please ensure that ‘Other’ Cost is ticked

Safer Roads Portal - HPAA projects

Program Selection

▼

Program Selection

Towards Zero Safer Roads : ☐

Aboriginal Communities Project : ☐

Fatal Crash Response : ☐

High Pedestrian Activity Area (HPAA): ☒

Australian Government Blackspot Program(AGBS): ☐

Cost & Contingency

What is the cost breakdown of the amount sought from this nomination? Note: this data should be found in the cost estimate

☐ Base Cost (Without Contingency)

\$

☐ P50 Current (Base Cost + P50 Contingency)

\$

☐ P50 Outturn (Base Cost + P50 Contingency)

\$

☒ P90 Current (Base Cost + P90 Contingency)

\$

☐ P90 Outturn (Base Cost + P90 Contingency)

\$

☐ Other (Base Cost + Other Contingency)

Note:
Please ensure that the Base Cost and all P50 and P90 Cost values are entered
Please ensure that the relevant P90 is ticked in accordance with the Program Guidelines

Safer Roads Portal - combined HPAA & BSP

Program Selection

▼

Program Selection

Towards Zero Safer Roads : ☐

Aboriginal Communities Project : ☐

Fatal Crash Response : ☐

High Pedestrian Activity Area (HPAA): ☒

Australian Government Blackspot Program(AGBS): ☒

Cost & Contingency

What is the cost breakdown of the amount sought from this nomination? Note: this data should be found in the cost estimate

☐ Base Cost (Without Contingency)

☐ P50 Current (Base Cost + P50 Contingency)

☐ P50 Outturn (Base Cost + P50 Contingency)

☒ P90 Current (Base Cost + P90 Contingency)

or

☐ P90 Outturn (Base Cost + P90 Contingency)

☐ Other (Base Cost + Other Contingency)

\$

\$

\$

\$

\$

Note:
Please ensure that the Base Cost and all P50 and P90 Cost values are entered.
Please ensure that the relevant P90 is ticked in accordance with the Program Guidelines. This ticked cost will also be used if funded under the Black Spots Program

50

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Safer Roads Portal demonstration

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Questions