

1.1 Program overview

What is the Australian Government Black Spots Program?

The Australian Government Black Spots (AGBS) Program is a federally funded infrastructure program targeting road locations where crashes occur or are at risk of occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the Program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

Who is eligible to apply for black spot funding?

Nominations for black spot projects are invited from:

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

When do applications for the 2026/2027 Australian Government Black Spots Program open and close?

- Applications for the 2026/2027 Program opened on **20 August 2025**. Councils will have about ten weeks to submit applications, which will close at **midnight 31 October 2025**.

1.2 Eligibility criteria

What types of projects are funded under the Program?

The Program funds black spot projects which focus on locations where the most significant safety improvements can be made. Eligible works include safety related construction.

What are the eligibility criteria for projects?

Urban

- Must have at least three casualty crashes over a five-year period for locations less than three kilometres long.
- For locations three kilometres or longer, the average casualty crash rate must be at least 0.2 crashes per kilometre per year.

Rural

- Must have at least two casualty crashes over a five-year period for locations less than three kilometres long.
- For locations three kilometres or longer, the average casualty crash rate must be at least 0.13 crashes per kilometre per year.

General requirements for both urban and rural areas

- A Benefit-Cost Ratio (BCR) greater than two for reactive nominations.
- The total project cost must be \$3 million or less.
- Multi-year projects including development and delivery are eligible however development only proposals are not eligible.

Proactive project eligibility

Proactive proposals may be nominated where the above crash and BCR criteria are not met. They will be considered a proactive project where the following minimum requirements must be met:

- the total project cost must be \$3 million or less
- a Safe System Assessment must be completed and attached to the project nomination.

How are 'urban' and 'rural' areas classified?

- Urban: classified as Category 1 under the [Australian Bureau of Statistics](#) (ABS) remoteness classification which includes major cities of Australia.
- Rural: classified as Categories 2-5 under the ABS remoteness classification, which include inner regional, outer regional, remote, and very remote areas.

What if a project location extends across more than one ABS remoteness classification?

If a project extends across more than one remoteness classification, the longer length should be used to determine the remoteness classification. The longer length should also be used in the drop-down box in project details in the Safer Roads Portal.

For example, a project is 4km in length with 2.5km within Category 1 Major Cities and 1.5km within Category 2 Inner Regional. In the Safer Roads Portal, you will select Major Cities in the drop-down box which will categorise the project as an urban area and apply the urban criteria rates.

If the site is an urban area in a regional town is that classified differently?

This will depend on the classification, as per the Australian Bureau of Statistics Remoteness classification. Most urban areas within regional towns are classified as inner regional or regional and would therefore be classified as rural. The Safer Roads Portal includes layers that display remoteness classifications. To view these classifications in the Map in the Safer Roads Portal, select Tools >Content>Reference Layers>Remoteness areas.

Can traffic signals be included as a project?

Yes, councils will need to gain in-principal agreement from Transport for NSW for the installation of new traffic signals or modifications to existing traffic signals. Documentation to this effect should be submitted with the application.

Please consider the approval process required for installing or modifying traffic signals and ensure that the installation aligns with the Program's delivery timeframes.

Can speed zone reductions be included as a treatment?

No. Speed zone reductions (treatment code 26 and 27 in the Safer Roads Portal) cannot be included as a treatment option.

In NSW, the setting of speed zones is the responsibility of Transport, undertaken through a separate process. As such, speed zone reductions cannot be included as a specific 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 if required.

Are High Pedestrian Activity Areas (HPAAs) an eligible treatment?

Yes, High Pedestrian Activity Areas (Treatment codes 104 and 105) are eligible, but must have the following additional information attached to the project nomination to be considered:

- design to at least strategic design stage
- community engagement showing general support for the proposal
- in-principal agreement for a speed zone reduction from Transport.

Are Town Entry Gateway Treatments an eligible treatment?

Yes. Town Entry Gateway Treatments (treatment code 34 in the Safer Roads portal) are an eligible treatment but must have in-principal agreement from Transport and be in accordance with Transport for NSW Standard for Town Entry Treatment: TS 00020:1.0.

Can councils use crash data from crashes which occurred after July 2024, if so, how do they calculate a BCR, or does this fall under the proactive category?

If the crashes are not recorded within the five-year crash history within the Safer Roads Portal, then the project must be considered a proactive proposal. Please include details of any recent crash under the site description tab while submitting the application in the Safer Roads Portal.

In addition, if a fatal crash occurred after this time period and the project was not submitted under Fatal Crash Response Program, please feel free to attach fatal crash investigation report to support the proactive nomination.

Can councils include the cost of using a specialist consultant to draft applications as part of project applications?

No. Funding allocated under the Program does not cover the cost of consultants to prepare applications. However, please reach out to your local Transport representative for assistance with your nominations if required.

Can the project include both reactive and proactive elements?

Proactive proposals with a crash history that do not meet the Program's eligibility criteria should be classified as proactive, accompanied by a Safe System Assessment. Any crashes within the project site should still be included.

Transport encourages councils to take a comprehensive approach to the project site. Projects can be categorised as either proactive — preventive measures taken before crashes occur — or reactive — responses to existing issues that meet the Program's eligibility criteria. A project can include both proactive and reactive elements if that enhances its effectiveness.

For example, a reactive project might also incorporate a safety assessment framework to strengthen its overall proposal.

Can councils submit projects for zebra and wombat crossings as a proactive proposal?

Yes. Councils can submit for these types of projects, noting that a wombat crossing is a preferred treatment to a zebra crossing and should be considered where the road environment is suitable. As per standards, lighting must be included.

What other safety measures are supported by black spot projects?

In addition to construction, black spot projects support the implementation of safety-related traffic management techniques and other road safety measures. This includes installing traffic signs, line marking, and street lighting.

1.3 Timeframes

Can the deadline for applications be extended?

No. To allow for assessment and commencement of the Program, applications will close at midnight 31 October 2025.

Please reach out to your local Transport representative for assistance with your nominations. Given the limited amount of funding under this Program, we would strongly advise that councils put effort into the highest priority projects.

What is the program delivery timeframe?

Projects nominated under the 2026/27 Black Spot Program have a two-year delivery timeframe and must be completed by 30 June 2028.

As outlined in the Guidelines, proponents can seek an extended delivery timeframe of three years in exceptional circumstances. This must be indicated at the time of project nomination and must include justification with detailed reasons for the extended delivery period. For further information on what is considered as an exceptional circumstance, refer to the Australian Government Black Spots Program Guidelines and the NSW Supplementary Guidelines.

Will the two-year delivery timeframes be the default option in the Safer Roads Portal or does this have to be selected?

The delivery timeframe will need to be selected within the Portal under the Safety Benefits Options Tab.

1.4 Nominations

Can Council resubmit projects to the Program which were previously unfunded?

All previously submitted unfunded projects can be re-considered under this Program if they meet the criteria.

Is an AusRAP assessment required?

An AusRAP assessment is not required for the Program.

If there are multiple intersections or crossings which require the same treatments, such as lighting, should councils submit one application per intersection or a combined application?

Please submit one application for each individual site, intersection, or crossing. If multiple crossings are part of the same cycling or road corridor, they can be combined into a single application. However, if they are at separate locations, individual applications are required.

Where can councils locate the relevant crash data?

The crash data for the period required, 1 July 2019 to 30 June 2024 is available within the Safer Roads Portal and is updated when the applicant selects the relevant crash period.

How many projects can Council submit in the Portal?

There is no limit to the number of projects Council can submit. Please note there is limited funding available so councils should focus on the priority projects within the Local Government Area.

Is there a minimum Safety Performance Indicator (SPI)?

There is no minimum SPI for the Program.

For existing roundabouts where there is minimal deflection, is it appropriate to select the specific treatment proposed, such as reducing the roundabout to one lane?

For existing roundabouts councils should select ‘improve deflection of existing roundabout’ for all treatment options.

Can line marking for an updated section of road under design for elimination of a black spot be included?

If it is new or enhanced line marking (e.g. widened centreline or upgrade give way to stop etc.) that does not currently exist at the location, it is considered eligible and may be included as a treatment in the Safety Benefit Options.

Replacement of ‘like for like’ treatments are ineligible and must not be added to the Safety Benefit Options tab. If the proposal includes a treatment that requires removal and replacement of existing line marking, such as widening or resealing with high friction seal, the cost to reinstate the line marking can be included in the cost of the project but must not be included as a new treatment.

Do ‘shovel ready’ projects get prioritised?

Projects are prioritised for funding based on the merit of the application and the safety benefits proposed for the nominated safety treatments.

In reference to crash data should councils include 'finalised data' or 'completed data'?

The five-year period relates to finalised data and is unlikely to change. Currently the term ‘completed’ is preliminary data (subject to change) and only refers to periods of data where additional crashes and the injury categorisation is received.

For this Program please use crash data for the period between 1 July 2019 to 30 June 2024.

Please include details of any recent fatal crashes under the site description tab while submitting the application in the Safer Roads Portal.

Do councils still need to prove a Safe System Assessment if Road Safety Audits were completed at locations which were not supported with crash data?

A Safe System Assessment is mandatory for proactive proposals. The information gathered in the Road Safety Audits can be used in addition to the assessment as further support for the proposal.

1.5 Funding

Can black spot funding be combined with other funding sources?

Yes. Information should be provided in the application about all other funding sources for the proposed site including confirmation that co-funding has been secured. Timing of other funding sources needs to be considered to ensure the project can be completed within the program time frames.

What is the contingency councils should work towards?

Project proposals should include a detailed cost estimate. The project should be analysed to determine the possible risks associated with the project and include an appropriate level of contingency. Further information is available in the Supplementary Guidelines. A P50 or a P90 contingency is not required for projects under the Program.

Should the crash history for applications occur over a five-year period?

Yes. The five-year crash period for the 2026/27 AGBS Program is 1 July 2019 to 30 June 2024.

Councils are encouraged to include information about other crashes (that occurred outside the crash period), safety concerns or near misses under the “existing conditions” tab under “nature of concern” in the Safer Roads Portal as supporting information.

If Council has projects that were returned to applicant by Transport can they be re-submitted?

Yes. Council can edit a "returned to applicant" project. When editing and updating a project in the Safer Roads Portal Council must:

- update the financial year to 2026-2027
- unselect all other programs under “program selection”
- reselect the relevant crash period and crashes using the mapping function
- revise the cost estimate and treatment costs
- update any changes in scope in the mapping function
- update all relevant attachments.

1.6 Questions asked during AGBS and HPAA Webinar Session held on 20 August 2025

Could you please clarify whether TfNSW intends to automatically extend the delivery timeframes for successful projects, or if councils will be required to submit individual applications for time variations, particularly in cases where project delivery is already at risk due to the current tight timeframes?

The Black Spots Program is a two-year initiative, extendable to three years by exception at the time of nominations. Due to delays in the program announcement for the 2025/26 financial year, projects will be assessed on a case-by-case basis regarding the need for time variations. If projects can be completed by June 2027 under the AGBS 2025/26 Program, additional time variations will not be necessary.

Could you please provide an update on the Black Spots projects submitted for the 2025/26 program? Specifically, I noticed some projects are still listed as "SSRCC" in the portal. Will the outcomes be announced before the 31 October deadline, enabling us to submit revised proposals for the next funding cycle?

Regarding the 2025/26 Black Spots Program, the Consultative Panel meeting was postponed due to the federal election, and a new date has not yet been confirmed. While we understand your concern, please note that there is no guarantee of specific announcements prior to the funding deadline of 31 October 2025.

Projects that are not prioritised under AGBS 2025/26 are going to be returned to councils by mid-September allowing enough time to revise and resubmit those projects for the 2026/27 round. Councils can rework on those returned nominations by updating the information as per returned to applicant comments and consider resubmitting under the 2026/27 Program.

There is no need to clone or duplicate these projects, councils can work on the returned to applicant projects and resubmit.

If the project doesn't reach BCR of 2 or more, should we submit that project under the Towards Zero Program?

This round of the Towards Zero initiative is exclusively open to applications under the HPAA Sub-Program for councils. Applications that do not align with the guidelines of the HPAA Sub-Program will not be considered for funding.

In terms of the reactive projects what is the maximum lengths for the rural (two crashes in five years) and the urban (three crashes in five years) blocks?

Over a five-year period, rural roads experienced an average of two casualty crashes for intersections, mid-block or short road lengths (less than 3km). When considering road lengths, the crash rate is approximately 0.13 casualties per kilometre per year for road lengths (greater than 3km).

Could you please clarify how the misalignment between successful announcement timelines and the original project schedule or council's initial funding submission impacts project planning?

We understand your concerns about coordinating project timelines with funding announcements. The Australian Government Blackspots(AGBS) Program has a funding period of two years (2026/27–2027/28), with an option for three years (2026/27–2028/29). The HPAA Sub-Program offers a three-year funding period (2026/27–2028/29), with the requirement to complete the HPAA development by the end of the first year (2026/27). We recognise that delays in funding announcements can make it difficult to follow initial schedules or submissions.

Transport is committed to working with councils, and due to delays in program announcements for 2025/26, project timelines will be reviewed individually to allow for any necessary adjustments.

Is there a maximum allowable length for the two crashes within the five-year crash period?

Rural crash rates: two casualty crashes over five years for intersections and mid-blocks blocks or short length (less than three kilometers), 0.13 crashes per km per year for lengths greater than 3km

Urban crash rates: three casualty crashes over five years for intersections and mid-blocks or short length (less than three kilometers), 0.2 crashes per km per year for lengths greater than 3km.

Are the Program Guidelines current as of July 2024?

Yes. However, please note that the NSW Supplementary Guidelines included in the information pack have been recently updated and are now the August 2025 version.

Could you please specify the crash rates and Benefit Crash Ratio (BCR) ratios for the successful projects as presented in the PowerPoint?

A Benefit Cost Ratio (BCR) of at least 2 for all reactive nominations.

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

If the BCR and Crash criteria are not met, a Safe System Assessment needs to be completed to support the proactive nomination.

Will regional areas have an equal opportunity to receive funding for projects, given that programs will be assessed first in Sydney and then in regional areas?

There is an indicative funding split of 50/50 between Urban and Rural sites.

Have there been any changes to Crash Treatment calculation matrix from last year?

Additional treatments have been added to the Crash Reduction Factor Matrix but there have been no changes to the safety benefits calculations. Please ensure to download the updated Crash Reduction Factor Matrix from the Safer Roads Portal that includes the additional treatments.

With regards to reactive applications, crashes post 30 June 2024 will only be accepted for assessment by way of official crash report. As police do not attend all crashes, the absence of an official crash report has the potential to diminish a true representation of crashes at an individual site. Can evidence in the form of photos, reports by residents of minor crashes, council staff attendance at crash sites from 1 July 2019 to beyond 30 June 2024 be used to support an application where no official crash report exists?

Yes, evidence and further detail of crashes within and outside of the mandatory crash data period can be provided with project applications. This information can be captured in attachments to the application (such as a Safe System Assessment report, council reports from attending a crash site) as well as in relevant fields with the project application in the Safer Roads Portal (such as the "what are the concerns" question). However, where possible, crashes occurring after the mandatory crash data period for applications should be substantiated with official crash reports to ensure accurate assessment.

Are there any further videos or more in-depth training sessions on how to review the crash clusters?

No. At this stage no videos or training sessions have been developed. Please reach out to your local transport representative for assistance with reviewing identified crash clusters in your council area. If you are unable to find a transport representative to assist, please contact the Regional or Greater Sydney program team via email who can help with finding a transport representative to assist.

Is there a maximum length or number of streets that can be considered under a site?

For the Black Spots Program:

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

For the HPAA Sub-Program: No. HPAA project applications can include works proposed on several streets and over any required length for the HPAA area to achieve a self-explaining and physical traffic calming HPAA environment, per the NSW Speed Zoning Standard.

Can council staff write the Safe System Assessment in-house?

Safe System Assessments should be completed per the Austroads Safe System Assessment Framework. Safe System Assessments can be completed and written by council staff in-house however must be completed by a team and not in isolation to ensure a comprehensive assessment. The Safe System Assessment Framework, examples, and the report template are available to support council staff in completing the assessment.

Regarding Safer Roads Portal access, if there is existing access as a Road Safety Officer (RSO), is a separate login required?

If the Road Safety Officer has existing access as a council user with a council email address, then a separate login is not required. Only Transport and council users can have access to the Safer Roads Portal.

How are crashes past July 2024 entered in the Safer Roads Portal to ensure the project map and treatments cover the required area?

Crashes occurring after June 2024 cannot be entered into the Safer Roads Portal, as applications are limited to the mandatory crash data period from 01/07/2019 to 30/06/2024. This is to ensure fairness and consistency among all project applications against the program criteria.

However, in the case of crashes that occur after June 2024, councils may provide supporting investigation documents as attachments (such as a fatal crash report) and note details of these crashes within relevant fields of the project application in the Safer Roads Portal and/or include in the Safe System Assessment report. While these crashes will not be included in the calculated safety benefits, providing this information will assist in the review of project applications.

Are endorsed projects in the Safer Roads Portal priority projects and guaranteed to be funded?

No. Endorsed projects in the Safer Roads Portal (SRP) are not guaranteed funding. An endorsement in the SRP indicates that the project has been endorsed by the Safe Systems Review Committee and will be considered for prioritisation within the relevant program. However, funding allocation is subject to the availability of funds within the program and the project's score relative to the program's criteria. For further details, please refer to the relevant program guidelines.

Can we nominate HPAAAs under both AGBSP and the HPAA Sub-Program?

Yes, HPAA projects can be submitted under both programs, subject to being eligible for each program. Please refer to both programs' guidelines to determine whether the HPAA project is eligible for each program.

If there isn't an AusRAP rating for the project segment, is an AusRAP assessment required?

AusRAP star ratings are not required for either Australian Government Blackspots Program or the HPAA Sub-Program project applications.

Can an AusRAP Assessment be used in lieu of a Safe Systems Assessment for proactive applications?

No. A Safe System Assessment must be provided for proactive nominations.

Can you provide an example of a rural road being mapped in the Safer Roads Portal?

Yes. Please refer to the rural road site example used in the videos below.

- Adding a site and treatment: https://youtu.be/Rc_bAebnGaQ
- Editing or deleting sites/treatments: <https://youtu.be/leu4BuQLDNQ>

- Loading map data: <https://youtu.be/HFHyr3o9WBY>
- Transferring assessment into project: https://youtu.be/gFwb_j_5IHo

1.7 Contacts

Who do I contact for assistance?

If your council is in Sydney areas please contact: sydney.blackspot.nominations@transport.nsw.gov.au

Regional councils should contact: pmsafety@transport.nsw.gov.au

Follow this link to receive access to the Safer Roads Portal as a first-time user.

For support with the Safer Roads Portal please contact srp.support@transport.nsw.gov.au