

1.1 Program overview

What is the Towards Zero Safer Roads Program High Pedestrian Activity Area Sub-Program?

The High Pedestrian Activity Area (HPAA) Sub-Program (the Sub-Program) is a component of the NSW Government's Towards Zero Safer Roads Program (TZSRP). The Sub-Program's purpose to deliver infrastructure and reduce speed zones in areas with high pedestrian activity. HPAA's play a vital role in ensuring that vulnerable road users are protected in identified high pedestrian activity areas that facilitate a high vehicle movement function whilst also creating a vibrant place that prioritises the safe movement of pedestrian and cyclists.

The aim of the Sub-Program is to reduce the risk of fatal or serious injury vulnerable road user crashes within areas of high pedestrian activity.

Who is eligible to apply for funding?

NSW councils, Unincorporated Far West, and Lord Howe Island Board are eligible to apply for funding from the Sub-Program subject to meeting the Sub-Program's eligibility criteria.

1.2 Timeframes

What is the sub-program delivery timeframe?

The Sub-Program is a three-year program spanning 2026/27 to 2028/29. All projects must be completed by 30 June 2029. Development needs to be completed by the end of 2026/27.

When do applications open and close?

Applications opened on **20 August 2025**. Councils will have about ten weeks to submit applications, which will close at **midnight 31 October 2025**.

Can the deadline for applications be extended?

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

Please reach out to your local Transport representative for assistance with your application.

1.3 Eligibility criteria

What are the eligibility criteria for projects?

Applications must be one of the following:

- A Transport identified pedestrian crash cluster site
- A site identified by Council as a priority for a HPAA within relevant council plans such as council's Pedestrian Access and Mobility Plan (PAMP), strategic and/or road safety plans
- An already developed HPAA site that is construction ready
- An existing HPAA site with additional traffic calming treatments proposed.

For detailed eligibility criteria please refer to the High Pedestrian Activity Area Sub-Program Guidelines.

Is there a minimum Safety Performance Index (SPI)?

There is no minimum SPI for the Sub-Program.

Do projects need a Safe System Assessment (SSA)?

Proactive HPAA projects applications are required to complete and provide a Safe System Assessment.

1.4 Applications

Can I submit the same project to be considered for both the Australian Government Black Spots Program and the High Pedestrian Activity Area Sub-Program?

Yes. Some projects may be eligible for both programs.

You will need to ensure that requirements are met for each program when submitting your application. Please refer to the guidelines for both programs for more details.

You will need to check both program boxes on the Project Details tab of the Safer Roads Portal when completing an application to be considered for funding for both programs. You will only need to make one application but make sure both program boxes are ticked.

How many projects can Council submit in the Portal?

There is no limit to the number of projects Council can submit however please note there is limited funding available so councils should focus on priority projects.

Does a Speed Zone Review need to have been completed before an application for a High Pedestrian Activity Area (HPAA) is submitted?

No, HPAA applications are eligible provided there is evidence attached with concurrence from Transport that a Speed Zone Review will be undertaken to support the speed management changes should the HPAA, when fully developed, be agreed. All HPAA applications must complete all mandatory criteria for assessment.

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

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

Can HPAA design cost be included in the application?

Yes, as long as the project application includes both design and delivery.

Do 'shovel ready' projects get prioritised?

Shovel ready applications may receive higher assessment scores than projects that are not shovel ready in Program criteria 2 – Delivery risk and Program criteria 3 – construction readiness application questions.

What contingency are councils required to include in their project application?

Applications should include a detailed risk-based cost estimate including a P50 and P90 contingency. The project should be analysed to determine the possible risks associated with the project and include appropriate P50 and P90 levels of contingency.

If a project on a Local Road intersects with a State Road, should Transport have input for the application?

Council is required to collaborate with the local Transport representative regarding applications for projects of this type to establish the correct process for submitting an application. Engaging and collaborating with Transport will help to ensure the proposed treatment/s provide the best outcome for the respective roads for the surrounding environment and road users.

Where can councils locate the relevant crash data?

The latest five-year period of complete crash data is the base period required to calculate the SPI for project applications and is available in the Safer Roads Program Management System (Online Portal). The five-year crash data period for HPAA project applications is 1 July 2019 to 30 June 2024.

Any crashes following this period such as fatal crashes, can also be included in the application (such as in relevant fields on the 'Existing Conditions' tab of the Online Portal and/or as attachments) however, cannot be included in the project's SPI calculations.

How do I open the Transport Identified Pedestrian Crash Clusters .kmz file on my computer?

This file can be opened in either the Google Earth desktop application or in the Google Earth web interface application.

Instructions for opening in Google Earth desktop application:

1. Download the Transport Identified Pedestrian Crash Clusters.kmz file provided to Council to your computer
2. Open Google Earth desktop application
3. Open the folder on your computer where you have downloaded the Transport Identified Pedestrian Crash Clusters.kmz file to
4. Drag and drop the Transport Identified Pedestrian Crash Clusters.kmz file into the Google Earth desktop application screen (the file may take some time to load)

Instructions for opening in Google Earth web interface application:

1. Download the Transport Identified Pedestrian Crash Clusters.kmz file provided to Council to your computer
2. Enter earth.google.com in web browser address bar
3. Log in or create a google account
4. From the 'File' drop down menu, select 'Open local KML file'

Select the downloaded Transport Identified Pedestrian Crash Clusters.kmz file and select Open (the file may take some time to load)

Are applicants able to edit their application?

Applicants can make changes to their application if it is within the application period.

If the application has been submitted in the Safer Roads Portal and is in 'Under Review' status and the applicant wishes to make changes whilst the application period is still open, the applicant will need to contact srp.support@transport.nsw.gov.au and request the application to be 'Returned to Applicant'.

Once the application period has closed, the application will be assessed, and any recommendations will be provided to the applicant. Applicants are then able to make the recommended changes.

No new projects will be accepted after the application period closes.

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
- review application to ensure it contains all requirements as detailed in the guidelines.

What are the next steps for applications for the Sub-Program after applications close?

Each project application will be subject to a competitive merit-based selection process based on eligibility criteria and assessment criteria to enable the selection of projects that meet the Sub-Program objectives.

Transport representatives will undertake an integrity review of each application, which includes eligibility and technical review/assessment.

Eligible applications will be reviewed by the Safe Systems Review Committee (SSRC) for final assurance, where projects will be either endorsed or not endorsed to progress to prioritisation for the Sub-Program.

Following the SSRC review, recommendations will be made to appropriate governance committees on a prioritised list of projects for funding consideration. The Transport Deputy Secretary, Safety, Policy, Environment and Regulation is the final decision maker for approved projects as the Program Sponsor.

Following final approval, Transport will contact all applicants to inform them of the outcome of their project proposal.

During the assessment process applicants may be contacted if there is additional information required. For applications requiring additional information, applicants will need to prioritise their resubmission within the timeframes provided by Transport.

When will announcements be made on successful applications for the Sub-Program?

It is anticipated that successful applications will be announced in mid-2026.

Unsuccessful applications will also receive written advice at this time.

1.5 Funding

Can HPA funding be combined with other funding sources?

Yes. Co-funded projects are strongly encouraged within the Sub-Program. 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 sub-program time frames.

1.6 Safer Roads Portal

How do I get access to the Safer Roads Portal?

For access to the Safer Roads Portal please use the following form <https://forms.office.com/r/seNCw7WfEB>

Once approved you will be sent a link to the Portal.

I'm having technical difficulties with the Safer Roads Portal. What should I do?

Please take a screenshot of the error you are encountering and send the image with a description of the problem and your details to srp.support@transport.nsw.gov.au.

1.7 Program Delivery

How will payments be made to councils?

Council will receive payments upon completion of project milestones. Council will be required to provide evidence at the completion of each milestone before payments are made.

Further details on milestones and payments will be provided to successful applicants.

What happens if the project requires more funding?

The Safer Roads Portal requires entering values for the base cost, P50, and P90, which must also be supported by an attached cost estimate. When inputting the total project cost, which includes treatments and deliverable years, on the Safety Benefit Options tab of the Safer Roads Portal, it should match the P90 cost estimate amount.

Successful projects will receive funding to the P50 cost estimate level. If a project receives funding and exhausts the Base + P50 contingency but remains within the P90 cost estimate, the applicant must submit a cost variation to request all or part of the additional P90 contingency. However, there is no guarantee that this funding will be provided. Councils should not rely on this additional contingency when submitting a proposal to the Sub-Program.

More information on using contingency and requesting funding above the contingency through a variation submission will be given to successful applicants.

What is the process for submitting a change to the project if it involves adjustments to cost, scope, schedule, or a combination of these factors?

The applicant will be required to submit a formal request with evidence and justification for the change.

Further information will be made available to successful project applicants.

What will the reporting requirements be for this Program and how often are they required?

At a minimum, monthly reporting is required on all projects as per existing reporting processes.

From time-to-time Transport may request specific or detailed information on a project. It is a requirement for applicants to provide this in a timely and efficient manner when requested to do so.

Further information on reporting requirements will be provided to successful applicants.

1.8 Questions from the information session held on Wednesday 20 August 2025

Is the Towards Zero Safer Roads Program open for projects other than HPAA?

No. This current round is for the HPAA Sub-Program only and therefore includes only HPAA projects.

Under the HPAA Sub-Program, if section of street/road is a State Road, do we need approval from TfNSW to submit the application?

All HPAA project applications need to be conditionally approved by Transport. You should discuss your HPAA site/location with your local representative from Transport. Please refer also to the Program Guidelines for more information relating to this.

Are school crossings upgrades considered under HPAA Sub-Program?

If the school crossing is within an existing or proposed HPAA area (permanent speed zone of 30km/h or 40km/h), upgrade of the school crossing can be considered under the HPAA Sub-Program. If the school crossing is not within an existing or proposed HPAA area, the school crossing cannot be considered under the HPAA Sub-Program and you should consider applying under an alternative program, subject to that program's guidelines.

Can we submit HPAA projects under the sub-program without a HPAA study? Is the HPAA study within the scope of the project 'development' component, or is this for design only?

Yes. HPAA applications can be submitted without a HPAA study however, the development component of project application must also include detailed design and community support and development of the HPAA (if approved for funding) must be completed in year 1 of the sub-program (i.e. by end of financial year 2026/27).

Does that mean councils cannot apply for HPAA Study or Design only funding?

Yes. Planning and/or design only projects are ineligible under the HPAA Sub-Program and therefore, all application must include a construction component.

Can you apply for a HPAA project without changing the speed limit? Such as installation of traffic calming infrastructure that create slow speeds without the speed reduction.

If there is not an existing HPAA area (permanent speed zone of 30km/h or 40km/h), project applications for traffic calming infrastructure without a new proposed HPAA (with speed limit reduction) are not eligible under the HPAA Sub-Program. Council should consider applying under an alternative program, subject to that program's guidelines.

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

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 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.

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 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 (refer below contact details table) via email who can help with finding a transport representative to assist.

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.

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.

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

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

Have there been any changes on 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.

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.

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.

Can we nominate HPAA's under both the Australian Government Blackspots Program 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 program's guidelines to determine whether the HPAA project is eligible for each program.

Is the funding timeframe for HPAA Sub-Program the same as the AGBSP?

No. The Australian Government Blackspots Program (AGBSP) funding timeframe is 2 years (2026/27 - 2027/28), 3 years by exception (2026/27 - 2028/29). Whereas, the HPAA Sub-Program funding timeframe is 3 years (2026/27 - 2028/29) with the requirement within this timeframe for development of the HPAA (if approved for funding) to be completed in year 1 of the sub-program (i.e. by end of financial year 2026/27).

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

1.9 Contacts

Please direct your questions to the appropriate email address below:

Request to access Safer Roads Portal	srp.support@transport.nsw.gov.au
For technical issues with the Safer Roads Portal	srp.support@transport.nsw.gov.au
For details on the overarching Towards Zero Safer Roads Program	SRPGA@transport.nsw.gov.au
Project proposal assistance including cost estimation template, star rating and other technical information (Regional)	pmsafety@transport.nsw.gov.au or contact your regional local Transport team. South Region - LGSouth@transport.nsw.gov.au North Region - LGNorthern@transport.nsw.gov.au West Region - LGwestern@transport.nsw.gov.au
Project proposal assistance including cost estimation template, star rating and other technical information (Sydney)	sydney.blackspot.nominations@transport.nsw.gov.au

1.10 Key documents

- [026/2027 - 2028/29 Towards Zero Safer Roads Program - High Pedestrian Activity Area \(HPAA\) Sub-Program guidelines](#)
- [NSW Speed Zoning Standard](#)

Additional useful resources

- [Design of Roads and Streets Manual](#)
- [Movement and Place - Practitioner's Guide](#)
- [NSW Government Towards Zero Collaboration Hub](#)
- [National Road Safety Strategy 2021-2030](#)
- [2026 Road Safety Action Plan](#)
- [Towards Zero Safer Roads program webpage](#)