

8.12. Road Safety Action Plan 2020-21

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ATTACHMENTS:

1. Road Safety Action Plan [8.12.1 - 19 pages]
2. Crash Analysis Report 2013-17 [8.12.2 - 20 pages]

PURPOSE:

This report provides information pertaining to the preparation and content of the North Sydney Council Road Safety Action Plan for 2020-21.

EXECUTIVE SUMMARY:

The North Sydney Council Road Safety Action Plan 2020-21 (the Action Plan) is a requirement of Transport for NSW (TfNSW) under the Local Government Road Safety Behavioural Program (LGRSBP). It sets out proposed projects based on local crash data analysis, council priorities, community feedback, and the road safety priorities set out in the NSW Road Safety Plan 2021.

The NSW Road Safety Action Plan recognises the critical role Councils play in reducing crashes and road trauma. It includes a commitment to delivering and refining the LGRSBP, providing funding to Councils for projects and initiatives to assist in reducing the likelihood of deaths and injuries from road trauma in local communities.

This report and accompanying Action Plan provide an outline of the major road safety projects implemented in 2019/20 and the major road safety projects and initiatives planned for the current 2020-21 financial year.

FINANCIAL IMPLICATIONS:

Total budget allocation for the 2020-21 Road Safety Program at North Sydney Council is \$25,000 including an \$11,500 contribution from Transport for NSW. Council's \$13,500 contribution comes from the Roads Safety Programs Budget which is part of the Traffic and Parking Operations business unit at Council. For 2020-21 a total of 5 x Projects has been identified to be funded. Refer to the 2020-21 Road Safety Action Plan for 2020-21.

RECOMMENDATION:

- 1. THAT** the information regarding the Road Safety Action Plan 2020-21 be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.3 Sustainable transport is encouraged

4. Our Social Vitality

4.1 North Sydney is connected, inclusive, healthy and safe

BACKGROUND

Each year, Transport for NSW (TfNSW) has funding available for Councils under the Local Government Road Safety Behavioural Program (LGRSBP) for educational and behavioural projects to address demonstrated local road safety priority issues. The priority issues are identified through the preparation of an annual Crash Analysis Report which provides an analysis of the current crash data and statistics to help identify the road safety priority projects for the North Sydney LGA.

The Crash Analysis Report is also a requirement for funding and is taken into consideration by the RMS – a directorate of TfNSW when assessing project funding applications. The most current Crash Analysis Report 2013 -2017 can be found in Attachment 2 of this Report.

In addition to outlining the major road safety projects for the current financial year 2020/21 and those implemented in the 2019/20 financial year, the attached Action Plan incorporates all road safety projects funded over the last five (5) years from TfNSW and Council and additionally, the many non-funded TfNSW and Council road safety initiatives that are also promoted to the community throughout the year. Included for each project is a project description, objectives, actions, and evaluation results.

CONSULTATION REQUIREMENTS

Community engagement is not required.

DETAIL

Annual TfNSW and RMS funding for all Councils in the Sydney Metropolitan Region and in Regional NSW is capped at around \$11,500 for road safety projects. Under the LGRSP Guidelines, Council's must also provide financial contributions towards road safety projects.

Table 1 below shows that Council has received the maximum amount of funding from TfNSW under the Local Government Road Safety Behavioural Program (LGRSBP) for 2020 –21 and will be contributing a further \$13,500 from Council’s Road Safety projects budget for the five identified projects outlined in the plan for the 2020-21 Financial Year. These projects include:

- A “*Safety around Schools*” campaign
- A “*Be Truck aware*” campaign
- A “*Safer Driving for Seniors Free Workshop*”
- The Road Safety Calendar
- Child restraint checking days

For detailed information on all the Road Safety Initiatives undertaken in 2019/20 refer to Attachment 1 of this Report.

Consideration is also being given to Road Safety Initiatives for 2021/22, including an education campaign around the roll-out of 40km/h high pedestrian areas and 10km/h shared zones and an evaluation of these programs.

The prioritisation of road safety initiatives in North Sydney is undertaken through the preparation and review of an annual Crash Analysis Report which is prepared by Council’s Road Safety Officers. This report is based on information provided by the Centre for Road Safety and details all of the current crash data and statistics to help identify the road safety priority projects for the North Sydney LGA. Council receives updates on crash data and statistics throughout the year from the Centre for Road Safety which can be between 6-12months old. Refer to Attachment 2 of this Report.

Last year’s Council Report on the Road Safety Action Plan 2019-2020 which included the Crash Analysis Report identified that there were 203 crashes in 2017. Council has received updated Crash Data from the Centre for Road Safety for 2018/19 which identified that there had been a total of 160 crashes for that 12-month period in the North Sydney LGA which is a significant decrease from the previous year.

Between 2017 – 2019 there were three (3) x fatalities, two of which occurred in May 2019 and both of which were pedestrian related. Since May last year there has been two (2) x fatalities in the North Sydney LGA, one of which was identified as pedestrian related.

It is important for Council to continue to implement the road safety initiatives from the Action Plan to help educate the community and ultimately reduce the incidence of crashes in North Sydney.

Table 1 - Road Safety Budgets North Sydney Council 2019/20-2020/21

Funding and Project Description	2019-20		2020-21	
Project	Council	<i>TfNSW</i>	Council	<i>TfNSW</i>
Child Restraint Checking Days	\$2,000	<i>\$4,500</i>	\$3,000	<i>\$4,500</i>
Safety Around Schools	\$7,000		\$9,000	
Pedestrian Safety				
Road Safety Calendar	\$3,000			
Speeding				
Drink Driving				
Learner Drivers	\$750		\$1,500	
Driver Distraction	\$0			
Heavy Vehicles (new project)		<i>\$3,000</i>		<i>\$4,000</i>
Community engagement/workshops		<i>\$3,000</i>		<i>\$3,000</i>
TOTAL	\$12,750	<i>\$10,500</i>	\$13,500	<i>\$11,500</i>
	\$23,250		\$25,000	

Note: For detailed information on all the Road Safety Initiatives undertaken in 2019/20 refer to Attachment 1 of this Report.



ROAD SAFETY ACTION PLAN

North Sydney Council



Traffic & Transport Operations
August 2020

Contents

Executive Summary.....	2
1 Links to Council Plans.....	3
1.1 North Sydney Community Strategic Plan.....	3
1.2 Delivery Program	3
1.3 Operational Plan	3
1.4 Crash Analysis Report (see Attachment 1).....	3
2 Links to State Government Plans	3
2.1 The NSW Road Safety Plan 2021.....	3
3 Road Safety Projects	4
3.1 Current Road Safety Projects 2020/21	4
3.2 Road Safety Projects 2019/20.....	9
3.3 Other Council and TfNSW Non-Funded Initiatives	15
4 Road Safety Budget Allocation 2016 – 2021.....	17
5 References	18

Executive Summary

The Road Safety Action Plan (the Action Plan) is a requirement of Transport for NSW (TfNSW) under the Local Government Road Safety Program (LGRSP). It sets out proposed projects based on local crash data analysis, council priorities, community feedback, and the road safety priorities set out in the NSW Road Safety Plan 2021 (The Plan).

The Plan recognises the critical role Councils play in reducing road trauma. It includes a commitment to delivering and refining the LGRSP, providing funding to Councils for projects and initiatives to assist in reducing the likelihood of deaths and injuries from road trauma in local communities.

TfNSW partly funds the Road Safety Officer positions within Councils under current three-year funding arrangements that coincide with the Program Funding Agreement (PFA). In 2021, TfNSW proposes to extend the PFA to four years for better integration into Council's strategic planning and budget cycles.

The Action Plan is completed annually in the LGRSP database and provides a clear and succinct overview of Council's road safety projects and activities over the period. It provides details on how Council proposes to address key road safety issues, in partnership with TfNSW, by addressing road safety issues at the local level. Funding for road safety projects is received both from TfNSW as part of the LGRSP and Council. Included in the Action Plan for each project on the LGRSP database is an outline of proposed strategies, outcomes, evaluation measures, timelines and budgets.

The Action Plan also provides an opportunity to form partnerships with other stakeholders who have similar road safety objectives to integrate road safety actions into local planning, build a safety culture and accelerate innovative local road safety solutions. It links council and community activities in the achievement of road safety objectives within the broader framework of the Council's Community Strategic Plan and related delivery and operational plans.

1 Links to Council Plans

1.1 North Sydney Community Strategic Plan

The North Sydney Community Strategic Plan 2018-2028 sets the future direction for the community of North Sydney. The plan identifies the community's main priorities and aspirations for its future, and details strategies for achieving them. The North Sydney Community Strategic Plan 2018-2028 outcomes for road safety includes:

2.3.5 *Improve safety for pedestrians, motorists and bus and bike riders*

1.2 Delivery Program

Council's Delivery Program 2018/19-2020/21 sets out what Council will do over the next three years to deliver on the strategic directions, outcomes and strategies of the North Sydney Community Strategic Plan 2018-2028. The Delivery Program outcome for road safety includes:

2.3.5.1 *Implement the Road Safety Action Plan*

1.3 Operational Plan

Council's Operational Plan details the projects and services to be delivered in the Delivery Program 2018/19-2020/21. The Operational Plan outcome for road safety includes:

2.3.5.01 *Implement the Road Safety Action plan including education and awareness programs*

1.4 Crash Analysis Report (see Attachment 1)

The Crash Analysis Report is updated annually and includes an analysis of the most recent five-year crash data and a review of LGA wide crashes. The report assists in determining if tasks and activities outlined in the Action Plan are meeting local needs. A copy of the Crash Analysis Report for North Sydney LGA 2013 – 2017 can be found in Attachment 1.

2 Links to State Government Plans

2.1 The NSW Road Safety Plan 2021

The Road Safety Plan 2021 sets out priority areas to address recent increases in the road toll and to move us towards achieving the NSW Government's State Priority Target to reduce fatalities by 30 per cent by 2021. The aspirational long-term goal is zero trauma on the NSW road network. The Plan recognises the critical role local councils play in reducing road trauma and includes a commitment to delivering and refining the Local Government Road Safety Program (LGRSP) which assists NSW councils to reduce the likelihood of deaths and injuries from road trauma in their local communities.

3 Road Safety Projects

3.1 Current Road Safety Projects 2020/21

Table 1 outlines the major current road safety projects planned to be implemented in the 2020/21 financial year. Included for each project is a project description, objectives, actions and evaluation results. Images of road safety projects can be found after Table 1.

Table 1 Current Road Safety Projects 2020/21

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
1	Child Restraint Checking Days	<p>3 child restraint checking days are held per year (February, May and September) to:</p> <ul style="list-style-type: none"> • Improve the safety of children in vehicles and • Provide practical advice and support for parents and carers. <p><i>Due to the impacts of COVID-19 a voucher program is being investigated to minimise face-to-face interactions. The free vouchers would allow clients to attend an authorised fitting station at a time convenient for them and potentially at their own home if a mobile fitter were engaged.</i></p>	<ul style="list-style-type: none"> • Book authorised restraint fitters for 3 checking days per year. 3 fitters required per day for 4 hours. • Update promotional material and send out to local childcare centres, post on social media and update website. • Update and manage online booking form, respond to enquiries, send out booking confirmations. • Hold event 3 times per year. • Send out survey to all participants. 	Although restraint use is high, these checking days highlight the need for this event as a significant number of child restraints are incorrectly installed.
2	Safety Around Schools Campaign	Parents and carers are the target of the Safety Around Schools road safety campaign. This campaign targets primary schools within North Sydney and aims to:	<ul style="list-style-type: none"> • Develop content and organise artwork and design for the Road Safety Newsletter produced each term. The newsletter reinforces road safety 	A good working relationship is maintained with all local primary schools who are grateful for the road safety newsletter and information they receive each term,

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
	<ul style="list-style-type: none"> • Newsletters • Fact Sheets • Kiss'n'Drop Banners • Walk Safely resources 	<ul style="list-style-type: none"> • Raise awareness of road safety issues around schools. • Improve the safety of children around schools. • Increase knowledge and awareness of parents and carers of the importance of driving and parking safely around schools. • Encourage active travel to and from school. 	<p>messages and addresses issues faced around schools. Topics include reminders about road rules, encouraging active travel to and from school, reinforcing the importance of road safety around schools. The newsletter is sent to all primary schools and distributed to all families.</p> <ul style="list-style-type: none"> • Promote back to school and bus safety at the start of each term, promote Walk Safely to School Day each May. • Develop and distribute road safety resources for schools promoting road safety and active travel e.g. rulers, magnets, slap bands, pens etc. • Engage with schools, maintain good working relationships and respond to road safety issues and enquiries. • Continue to encourage schools to utilise the Kiss and Drop flag banners. 	<p>as well as any road safety resources that are distributed.</p> <p>Information and resources reach all 10 local primary schools with a combined total of approximately 6000 students and 4000 families.</p>
3	2021 Road Safety Calendar	The 2021 Road Safety Calendar is a collaboration of North Sydney, Hornsby, Ku-ring-gai, Lane Cove, Northern Beaches and City of Ryde Councils. Due to the impact that COVID-19 had on the ability of the project team to meet and collaborate, it was decided to create a "best of" calendar celebrating some of the	<ul style="list-style-type: none"> • Analyse past evaluations, investigate current road safety issues and decide on topics to include for each month of the calendar. • Prepare a detailed content and design brief. • Develop media plan and evaluation survey. 	<p>It is projected that 38,000 calendars will be distributed over northern Sydney, including approximately 4000 in the North Sydney Council area.</p> <p>The eye-catching retro-inspired Road Safety Calendar has become a well-known resource and is very popular amongst the community. There is great anticipation for</p>

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
		<p>favourite road safety messages from the past four year.</p> <p>The objectives of the Road Safety Calendar are to:</p> <ul style="list-style-type: none"> • Raise awareness of and contribute to the reduction of the incidence and severity of pedestrian and motor vehicle crashes involving road users in the northern Sydney area. • Further enhance and develop Council's road safety presence in the community and continue to provide current, concise and relevant road safety information responsive to the needs expressed by residents. 	<ul style="list-style-type: none"> • Arrange printing, proofs and delivery of all calendars. • Collate survey results. 	its release every year with numerous requests received from the community prior to its distribution date.
4	Be Truck Aware Safety Around Heavy Vehicles Campaign	<p>Crashes involving heavy vehicles are often serious because of their size and weight, regardless of who is at fault. Heavy vehicle usage has increased significantly in the North Sydney LGA with several large developments and the Sydney Metro Project. There has also been a fatality involving a pedestrian and heavy vehicle highlighting the need for a road safety project targeting these road user groups.</p> <p>The objectives of this project are to:</p>	<ul style="list-style-type: none"> • Develop a map of crashes involving heavy vehicles and a map of constructions sites in the North Sydney LGA. • Determine heavy vehicle travel routes through LGA. • Investigate crash sites, intersections, travel routes for possible engineering solutions. • Develop promotional campaign and resources to engage with and distribute to the community, construction site foremen and heavy vehicle operators. 	<p>An evaluation will be completed once the project is finalised. The evaluation will involve:</p> <ul style="list-style-type: none"> • Number of site inspections and recommendations completed. • Number of construction sites and heavy vehicle operators targeted and level of engagement with them. • Level of engagement with the community.

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
		<ul style="list-style-type: none"> Educate all road users on the importance of being safe around trucks. Investigate possible engineering treatments to improve road safety. Engage with the community and heavy vehicle operators to improve road safety around trucks. 		
5	<p>Safer Driving for Seniors Free Workshop</p> <p>Community Engagement / Workshops</p>	<p>A variety of community engagement projects and workshops will be run throughout the year targeting different road user groups including older road users, young drivers, school communities and other high-risk groups identified.</p> <p><i>Due to the impacts of COVID-19 a move to online workshops and information will be investigated.</i></p> <p>The objectives of this project are to:</p> <ul style="list-style-type: none"> Educate the community and raise awareness about road safety issues. Help change behaviour, create a safer road environment and decrease crashes. Identify and develop appropriate strategies to improve road safety. 	<ul style="list-style-type: none"> Hold workshops for senior drivers and pedestrians, including one during Senior's Week. Use social media, website, information boards etc to promote workshops and other road safety messages. Liaise with schools to target and address young driver issues. Identify other avenues for targeting high-risk road user groups. 	<p>The evaluation will include:</p> <ul style="list-style-type: none"> Number and types of workshops held. Feedback received and number of attendees at workshops. Level of coverage and engagement on social media and other activities undertaken.




Road Safety Images 2020/21

SAFETY AROUND SCHOOLS

FACT SHEET 1
Parking Safely Around Schools: Parking Signs

The Facts!

Parking signs are planned with children's safety in mind. If you break the rules in a school zone you are not only putting your child at risk but other children too. North Sydney Council patrols school zones to ensure people are driving and parking safely. Please, always choose safety over convenience.

PARKING SIGN	WHAT DOES IT MEAN?	PENALTIES & DEMERIT POINTS
	<ul style="list-style-type: none"> You can stop in a NO PARKING zone (or Kiss and Drop zone) for a maximum of 2 minutes to drop off and pick up passengers. You must stay within 3 metres of your vehicle. No Parking zones provide a safe place to drop-off and pick-up children quickly. When picking up your children, only pull into the zone when you see your child waiting on the footpath and there is a free space. Do not queue - drive around the block if need be. 	<p>EXCEEDS: \$191+ 2 DEMERIT POINTS</p>
	<ul style="list-style-type: none"> You cannot stop in a NO STOPPING zone for any reason (including queuing or waiting for a space). No Stopping zones keep sight lines clear between drivers and children/pedestrians. 	<p>EXCEEDS: \$344+ 2 DEMERIT POINTS</p>
	<ul style="list-style-type: none"> You cannot stop in a BUS ZONE for any reason. Bus Zones provide a place for buses to drop-off and pick-up children safely. 	<p>EXCEEDS: \$344+ 2 DEMERIT POINTS</p>
	<ul style="list-style-type: none"> Parking signs with specified time limits allow drivers to park their vehicle for a maximum period of time e.g. 5 minutes, 2 minutes, 1 hour etc. 	<p>EXCEEDS: \$114</p>

If times of operation are shown on parking signs, the restriction applies only at those times e.g. 8am-9.30am and 2.30pm-4pm.

These fines and demerit points apply in school zones and are current as of March 2020.

SAFETY AROUND SCHOOLS

ROAD SAFETY MONTH

Term 3, 2020

Safety in and around school zones

Welcome back to Term 3! With a challenging start to the year and the return of all students to school, we need to remember the importance of road safety when doing the school drop-off and pick-up. Most schools have adapted well, managing staggered pick-up times, but traffic around all school zones has increased. It is important to reduce congestion at the school gate and improve road safety for students. By using common sense and following the road rules, school zones can be a much safer place for everyone.

Now is a great time to try walking or riding to school!

Walking or riding to school

- Reduces congestion
- Promotes physical activity
- Reduces our carbon footprint
- Improves road safety around the school

Walking or riding even just one or two days a week can make a big difference if you find walking or riding all the way to school too difficult or too far, drive some of the way and park at least a block or two away and walk or ride with your child the rest of the way.

Tips to remember if you do need to drive:

- Park legally, away from the school, and walk to the school gate holding your child's hand.
- Flags need to be on and drop use the designated drop-off and pick-up area, usually a No Parking zone.
- Use the Safety Door (your footpath side) to help your child in and out of the car.
- Keep your parking and drop-off time to a minimum.
- Avoid the school carpark and driveway and never double park.
- Stick to the 40kmph speed limit.
- Give way to pedestrians and stay aware of crossings.
- Never perform U-turns and 3 point turns in school zones.

Remember: parking signs are planned with children's safety in mind. North Sydney Council and the local Police patrol school zones to ensure people are driving and parking safely.

Please, always choose safety over convenience.

2021 Road Safety CALENDAR

Free

THE 'BEST OF' COLLECTION



HORNSBY * KU-RING-GAI * LANE COVE * NORTH SYDNEY * NORTHERN BEACHES * CITY OF RYDE



SAFER DRIVING FOR SENIORS FREE WORKSHOP



Look out, trucks about



BE TRUCK AWARE

NSW GOVERNMENT **TOWARDS ZERO**

3.2 Road Safety Projects 2019/20

Table 2 provides a list of the major road safety projects implemented in 2019/20. Included for each project is a project description, objectives, actions and evaluation results. Images of road safety projects can be found after Table 2.

Table 2 Road Safety Projects 2019/20

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
1	Child Restraint Checking Days	<p>3 child restraint checking days are held per year (February, May and September) to:</p> <ul style="list-style-type: none"> • Improve the safety of children in vehicles and • Provide practical advice and support for parents and carers. <p>Only two checking days were held in 2019/20 due to the COVID-19 pandemic. The first day was held on 28 September 2019 and the second day was held on 8 February 2020. The third day planned for May was cancelled due to government restrictions.</p>	<ul style="list-style-type: none"> • Book authorised restraint fitters for 3 checking days per year. 3 fitters required per day for 4 hours. • Update promotional material and send out to local childcare centres, post on social media and update website. • Update and manage online booking form, respond to enquiries, send out booking confirmations. • Hold event 3 times per year. • Send out survey to all participants. 	<p>Although restraint use is high, these checking days highlight the need for this event as a significant number of child restraints are incorrectly installed.</p> <p>For 2019/20:</p> <ul style="list-style-type: none"> • 123 participants (cars) were registered and 192 child restraints were installed, checked or adjusted. • 95% of respondents to the survey found the checking day to be "very useful", agreed that the day had increased their understanding about the installation of child restraints, and felt more confident about their child/children's safety in the car. • Very positive feedback received from participants e.g. "Great initiative from council. We are very thankful council provides this service. Well organised from Cassie." "It is a wonderful service, it makes us feel that the child in our car is safely secured, it gives us peace of mind. Thank you for

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
				providing this free service, it is most appreciated.”
2	Safety Around Schools Campaign <ul style="list-style-type: none"> • Newsletters • Kiss’n’Drop Banners 	Parents and carers are the target of the Safety Around Schools road safety campaign. This campaign targets primary schools within North Sydney and aims to: <ul style="list-style-type: none"> • Raise awareness of road safety issues around schools. • Improve the safety of children around schools. • Increase knowledge and awareness of parents and carers of the importance of driving and parking safely around schools. • Encourage active travel to and from school. 	<ul style="list-style-type: none"> • Develop content and organise artwork and design for the Road Safety Newsletter produced each term. The newsletter reinforces road safety messages and addresses issues faced around schools. Topics include reminders about road rules, encouraging active travel to and from school, reinforcing the importance of road safety around schools. The newsletter is sent to all primary schools and distributed to all families. • To improve the efficiency of No Parking (or Kiss and Drop) zones around schools, flag banners were developed. The colourful ‘Kiss’n’Drop’ flags were designed to highlight these zones and, together with education, encourage safe and proper use of these zones. • Promote back to school and bus safety at the start of each term, promote Walk Safely to School Day each May. • Engage with schools, maintain good working relationships and respond to road safety issues and enquiries. 	A good working relationship is maintained with all local primary schools who are grateful for the road safety newsletter and information they receive each term, as well as any road safety resources that are distributed. Information and resources reach all 10 local primary schools with a combined total of approximately 6000 students and 4000 families.

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
3	2020 Road Safety Calendar	<p>The 2020 Road Safety Calendar is a collaboration of North Sydney, Hornsby, Ku-ring-gai, Lane Cove, Northern Beaches and City of Ryde Councils. It uses 1950s inspired vintage road safety posters to convey an important and different road safety message each month.</p> <p>The objectives of the Road Safety Calendar are to:</p> <ul style="list-style-type: none"> • Raise awareness of and contribute to the reduction of the incidence and severity of pedestrian and motor vehicle crashes involving road users in the northern Sydney area. • Further enhance and develop Council's road safety presence in the community and continue to provide current, concise and relevant road safety information responsive to the needs expressed by residents. 	<ul style="list-style-type: none"> • Analyse past evaluations, investigate current road safety issues and decide on topics to include for each month of the calendar. • Prepare a detailed content and design brief. • Develop media plan and evaluation survey. • Arrange printing, proofs and delivery of all calendars. • Collate survey results. 	<p>38,000 calendars were distributed over northern Sydney, to 189 distribution points, including 4000 in the North Sydney Council area.</p> <p>An online evaluation survey was available and showed that:</p> <ul style="list-style-type: none"> • 89% of people agreed the calendar is an excellent resource. • 83% agreed the calendar messages reminded them to take responsibility for their own actions on the road. • 92% agreed the calendar is a valuable tool for creating road safety awareness for all road users. <p>The eye-catching retro-inspired Road Safety Calendar has become a well-known resource and is very popular amongst the community. There is great anticipation for its release every year with numerous requests received from the community prior to its distribution date.</p>
4	Plan B Drink Drive Campaign	The drink drive awareness campaign targets patrons of pubs and clubs and those purchasing alcohol from participating bottle shops.	<ul style="list-style-type: none"> • Gain support from local licensed venues and bottle shops and liaise with the Liquor Accord. • Liaise with and gain support from local Police. 	21 bottle shops and 17 licensed venues participated in the campaign and promoted the 'Plan B' message.

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
		<p>The objectives of this project were to:</p> <ul style="list-style-type: none"> • Reduce the incidence and severity of drink drive related crashes and casualties. • Reduce the rate of PCA charges. • Promote the presence of RBT. • Promote the consequences of drink driving. • Encourage patrons who are drinking to think about alternatives to driving. 	<ul style="list-style-type: none"> • Arrange resources including drink coasters and posters for licensed venues and bottle bags, beer carton stickers and posters with the 'Plan B' message for bottle shops. • Develop detailed media plan and evaluation survey. • Collate survey results. 	<p>23,000 bottle bags, 11,500 coasters and 500 beer carton stickers were distributed.</p> <p>Feedback received was very positive with managers happy to promote such an important message.</p>
5	Be Truck Aware Safety Around Heavy Vehicles Campaign	<p>Crashes involving heavy vehicles are often serious because of their size and weight, regardless of who is at fault. Heavy vehicle usage has increased significantly in the North Sydney LGA with several large developments and the Sydney Metro Project. There has also been a fatality involving a pedestrian and heavy vehicle highlighting the need for a road safety project targeting these road user groups.</p> <p>The objectives of this project are to:</p> <ul style="list-style-type: none"> • Educate all road users on the importance of being safe around trucks. • Investigate possible engineering treatments to improve road safety. • Engage with the community and heavy vehicle operators to improve road safety around trucks. 	<ul style="list-style-type: none"> • Develop a map of crashes involving heavy vehicles and a map of constructions sites in the North Sydney LGA. • Determine heavy vehicle travel routes through LGA. • Investigate crash sites, intersections, travel routes for possible engineering solutions. • Develop promotional campaign and resources to engage with and distribute to the community, construction site foremen and heavy vehicle operators. 	<ul style="list-style-type: none"> • There were a small number of crashes involving heavy vehicles over the five-year period and these did not correlate with major construction sites in North Sydney. • Areas with known major construction sites including Crows Nest and North Sydney were targeted and over 130 'LOOK' and 'Look Out Before You Step Out' stencils were installed in these areas to remind pedestrians to be aware of their surroundings before stepping out onto the road. • An extensive promotional campaign was developed and implemented over 3 weeks and included social media posts, website updates and information in newsletters.

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
6	<p>Safer Driving for Seniors Free Workshop</p> <p>Community Engagement / Workshops</p>	<p>A variety of community engagement projects and workshops will be run throughout the year targeting different road user groups including older road users, young drivers, school communities and other high-risk groups identified.</p> <p>The objectives of this project are to:</p> <ul style="list-style-type: none"> • Educate the community and raise awareness about road safety issues. • Help change behaviour, create a safer road environment and decrease crashes. • Identify and develop appropriate strategies to improve road safety. 	<ul style="list-style-type: none"> • Hold workshops for senior drivers and pedestrians, including one during Senior's Week. • Use social media, website, information boards etc to promote workshops and other road safety messages. • Liaise with schools to target and address young driver issues. • Identify other avenues for targeting high-risk road user groups. 	<ul style="list-style-type: none"> • A Safer Driving for Seniors workshop was held during Seniors Week in February 2020. • The free workshop helped provide a greater understanding of confusing road rules; driving assessment process; risk factors; practicalities of driving; skills for staying calm and stress free; and what to do when thinking about giving up their licence. • The workshop was well attended with 30 participants and survey results indicated that it was very well received and beneficial to all in attendance. • All participants found the workshop valuable and agreed that the information they learnt would help to improve their driving. • The workshop was promoted with a flyer distributed through Probus Clubs, community centres, hospitals, the library, and customer service as well as in the Senior's Week booklet, information on Council's website, social media and in the local paper. • Information on Helping Learner Drivers Become Safer Drivers was sent to local high schools.

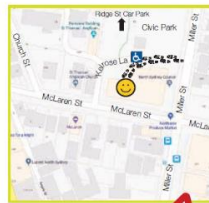
Road Safety Images 2019/20



North Sydney Council is holding a free Workshop for Seniors to help provide you with a greater understanding of confusing road rules; the driving assessment process, risk factors, the practicalities of driving and getting in and out of your car safely, skills for staying calm and stress free, and what to do when you're thinking about the possibility of giving up your licence. Come along and ask all the questions you need to, get involved and hear from a professional in the industry about all this and much more.

WORKSHOP DETAILS
FRIDAY 14 FEBRUARY 2020 / 11.30AM – 1.30PM
 North Sydney Council, Hutley Hall, Entrance off Civic park, Miller Street
BOOKINGS ARE ESSENTIAL
 Book on-line at the link below:
<https://www.trybooking.com/ZZXE>
 or call Stella Stefan 9736 8246.
 Light Lunch will be provided

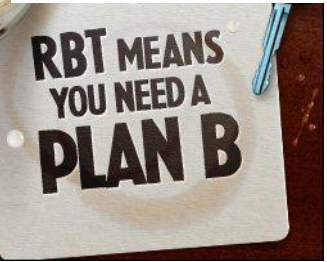
HOW TO GET HERE



- LOCATION MAP, PARKING & BUS STOPS**
- SMILEY FACE DENOTES THE VENUE LOCATION
 - ENTRY FROM MILLER STREET JUST PAST THE COUNCIL BUILDING
 - CLOSEST BUS STOPS ARE ON MILLER STREET NEAR MCLAREN STREET
 - METERED ON-STREET PARKING AVAILABLE CLOSE TO THE VENUE ON MILLER STREET, MCLAREN STREET, WEST STREET, CHURCH STREET, RIDGE STREET
 - RIDGE STREET CAR PARK IS AVAILABLE FOR PARKING – FEES APPLY
- MOBILITY PARKING PERMITS**
- VEHICLES DISPLAYING VALID PERMITS CAN PARK IN METERED, COUPON OR TICKET PARKING AREAS AT **NO CHARGE**
 - IN PARKING AREAS WHERE TIME-LIMITED PARKING IS **MORE THAN 30 MINUTES – PARKING IS UNLIMITED**
 - IN PARKING AREAS WHERE TIME RESTRICTIONS ARE LIMITED TO **30 MINUTES – PERMIT HOLDERS CAN PARK FOR 2 HOURS**
 - THERE ARE **2 DESIGNATED PARKING SPACES** AVAILABLE FOR PEOPLE WITH A DISABILITY IN KELROSE LANE NEXT TO THE VENUE.



BE TRUCK AWARE



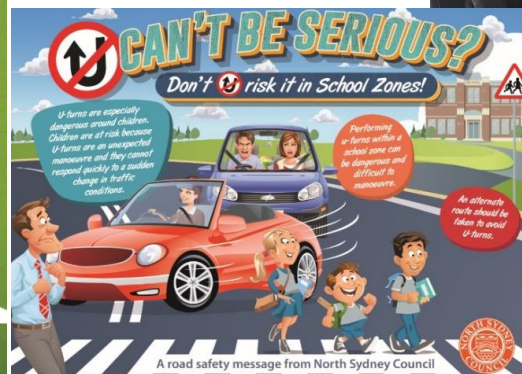
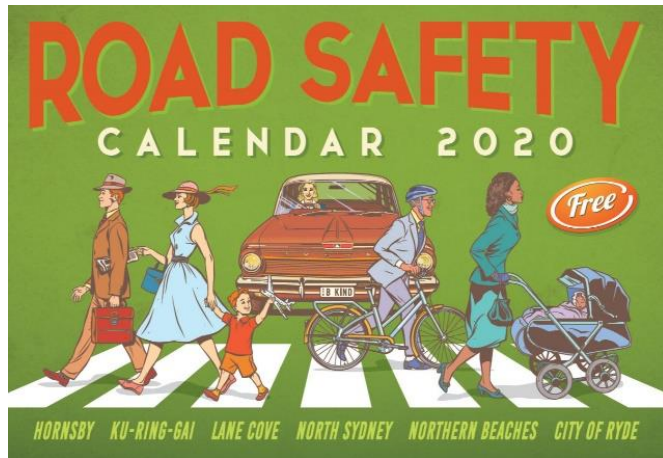
Keep Children Safe – Do the Right Thing!

Important safety rules to remember in school zones:

- U-TURNS/THREE POINT TURNS:** These can be dangerous and difficult to manoeuvre and should be avoided.
- DRIVEWAYS AND FOOTPATHS:** It is illegal to park on or across driveways and footpaths.
- DOUBLE PARKING:** Blocks visibility and forces other cars to go around you.
- SPEEDING:** A 60km/h speed limit applies in school zones.
- NO STOPPING ZONES:** You can stop here for a maximum of 2 minutes and must stay within 3 metres of your vehicle. They are used as a drop-off and pick-up area.
- NO STOPPING ZONES:** You cannot stop in a No Stopping zone for any reason.
- BUS ZONES:** You cannot stop in a Bus Zone for any reason.
- PEDESTRIAN CROSSINGS:** You must not park on or too close to a pedestrian crossing.
- SCHOOL ZONES:** It is illegal to use mobile phones while driving and the penalty for doing so in a school zone is substantial.
- MOBILE PHONES:** It is illegal to use mobile phones while driving and the penalty for doing so in a school zone is substantial.
- BUSES:** Slow down to 40 when bus lights flash.

Children can be unpredictable, so expect the unexpected. Rules and parking signs are in place with children safety in mind. Significant penalties apply for committing an offence in a school zone.

Why not reduce traffic and improve road safety around your school, as well as assist the use of time, and try walking all or some of the way to school?



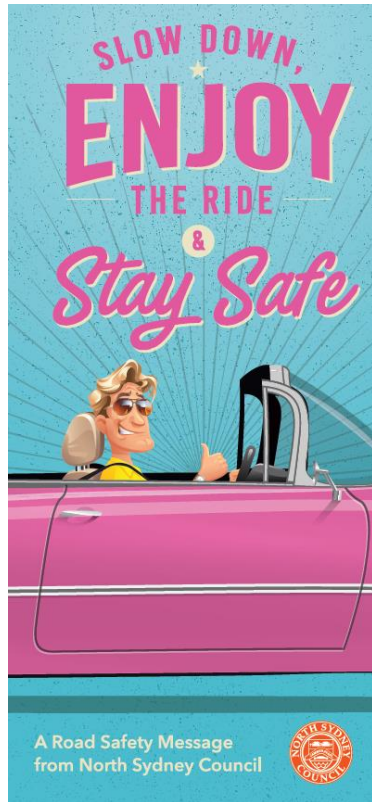
3.3 Other Council and TfNSW Non-Funded Initiatives

Table 3 gives an overview of the many non-funded road safety initiatives that are also promoted to the community throughout the year.

Table 3 Other Council and TfNSW Non-Funded Initiatives

	Council-directed Road Safety Initiatives	Funding	Details
1.	Kiss 'n' Drop Banner Flags Slow Down Bollard Wraps Road Safety Flag Banners	These projects were not included as part of the annual Road Safety Action Plan thus no road safety funding had been allocated towards their implementation. They were a Council-directed initiative so funds had to be sourced from alternative budgets within the Traffic and Transport Operations budget and the Engineering and Property Services budget.	More details on these projects can be found in Tables 1 and 2.
	TfNSW-directed Road Safety Initiatives	Funding	Details
1.	Road Rules Awareness Week Yellow Ribbon National Road Safety Week Be Bus Aware Be Truck Aware Senior Pedestrian Presentations Driver Distraction Driver Fatigue Motorcycle Awareness Month Road Safety in Your Workplace Campaign Safer Vehicles Campaign School Holiday Campaign New Road Rules / Announcements Double Demerits	These are state-wide initiatives developed by TfNSW that Council is expected to promote to the community. These are not included as part of the annual Road Safety Action Plan and have no funding allocated to them. The nature of these initiatives is that funding is not required to promote them, however they are still time consuming to implement.	Details for these state-wide initiatives are sent out to local Councils only a few days before they are launched leading to tight turn-around times. Several avenues are used to promote these initiatives including social media, website and intranet updates, information in both internal and external Council newsletters including e-newsletters, information at Council customer service counter and community centres, distribution to external stakeholders including school, local businesses and community groups.

Road Safety Images – non-funded initiatives



4 Road Safety Budget Allocation 2016 – 2021

An outline of funding received for road safety projects over the last five years, from both TfNSW and Council, can be found in Table 4 below. Every year there is a cap on the funding that can be received for road safety projects from TfNSW. This is usually around \$11,500. Under the LGRSP Guidelines, Council's must also provide financial contributions for road safety projects. Table 4 demonstrates how this has fluctuated significantly over the last five years, and this has had an impact on the type and number of road safety projects that have been implemented.

Table 4 Road Safety Budgets 2016-2021

Road Safety Budgets 2016-2021										
	2016-17		2017-18		2018-19		2019-20		2020-21	
Project	Council	<i>TfNSW</i>	Council	<i>TfNSW</i>	Council	<i>TfNSW</i>	Council	<i>TfNSW</i>	Council	<i>TfNSW</i>
Child Restraint Checking Days	\$1,500	\$2,700	\$2,000	\$2,000	\$2,000	\$3,000	\$2,000	\$4,500	\$2,000	\$4,500
Safety Around Schools	\$5,000		\$8,000		\$9,000		\$7,000		\$8,000	
Pedestrian Safety	\$20,000	\$4,000	\$25,000	\$3,000						
Road Safety Calendar	\$2,500		\$5,000		\$3,000		\$3,000		\$3,000	
Speeding	\$6,000		\$15,000							
Drink Driving	\$1,000	\$3,000	\$8,000	\$4,000	\$1,000	\$5,000				
Learner Drivers	\$1,000	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$750		\$500	
Driver Distraction						\$3,000				
Heavy Vehicles (new project)								\$3,000		\$4,000
Community engagement/workshops								\$3,000		\$3,000
TOTAL	\$37,000	<i>\$11,200</i>	\$64,500	<i>\$10,500</i>	\$16,500	<i>\$12,500</i>	\$12,750	<i>\$10,500</i>	\$13,500	<i>\$11,500</i>
		\$48,200		\$75,000		\$29,000		\$23,250		\$25,000

5 References

- I. NSW Road Safety Plan 2021
<https://towardszero.nsw.gov.au/roadsafetyplan>
- II. North Sydney Community Strategic Plan
https://www.northsydney.nsw.gov.au/Council_Meetings/Policies_Plans/Integrated_Planning_Reporting/Community_Strategic_Plan
- III. North Sydney Council Delivery Program
https://www.northsydney.nsw.gov.au/Council_Meetings/Policies_Plans/Integrated_Planning_Reporting/Delivery_Program_Operational_Plan
- IV. North Sydney Council Operational Plan
https://www.northsydney.nsw.gov.au/Council_Meetings/Policies_Plans/Integrated_Planning_Reporting/Delivery_Program_Operational_Plan
- V. North Sydney Council Crash Analysis Report 2013 – 2017
https://www.northsydney.nsw.gov.au/Community_Services/Safety/Road_Safety/North_Sydney_Crash_Analysis_Report



Crash Analysis Report
NORTH SYDNEY LGA
2013 - 2017

PART 1

INTRODUCTION

North Sydney Local Government Area (LGA) is committed to making its roads a safe environment for all road users. Better understanding of road safety issues and solutions is important in achieving our goal.

In North Sydney LGA there are four main concerns when dealing with road safety. They are:

- Pedestrians
- Speed
- Motorcyclists
- Pedal Cyclists

Promoting community-based action addresses these issues at the local level.

North Sydney LGA commenced involvement with the NSW Local Government Program in 1996 with the employment of a full-time Road Safety Officer.

CHALLENGE

The challenge is to identify road safety issues within North Sydney LGA, to address those issues and to make roads safer by raising community awareness through enforcement, education and engineering efforts.

OBJECTIVES

Road safety is an issue for all members of the North Sydney community. North Sydney LGA is committed to road safety and the Road Safety Action Plan will help to ensure our objectives are met. These objectives are stated in each road safety project initiative outlined in the Action Plan. They have been decided upon based on the crash data evaluation of North Sydney LGA. The activities of the Road Safety Action Plan aim to reduce the casualties on North Sydney roads by educating the community and thereby changing driver and pedestrian behaviour.

The actions outlined in the Plan reflect both the commitment of the State Government and that of North Sydney LGA.

PART 2

NORTH SYDNEY DEMOGRAPHIC DATA

North Sydney LGA has an area of 10kms² and lies in the inner northern suburbs of the Sydney Metropolitan area, approximately 3kms from the centre of Sydney.

North Sydney LGA is bounded by Willoughby City in the north, the Municipality of Mosman in the east, Port Jackson in the south and the Lane Cove Council area in the west. It has 14 suburbs within its boundaries. +

The traditional Aboriginal owners of the land are the Cammeraygal clan of the Guringai tribe.

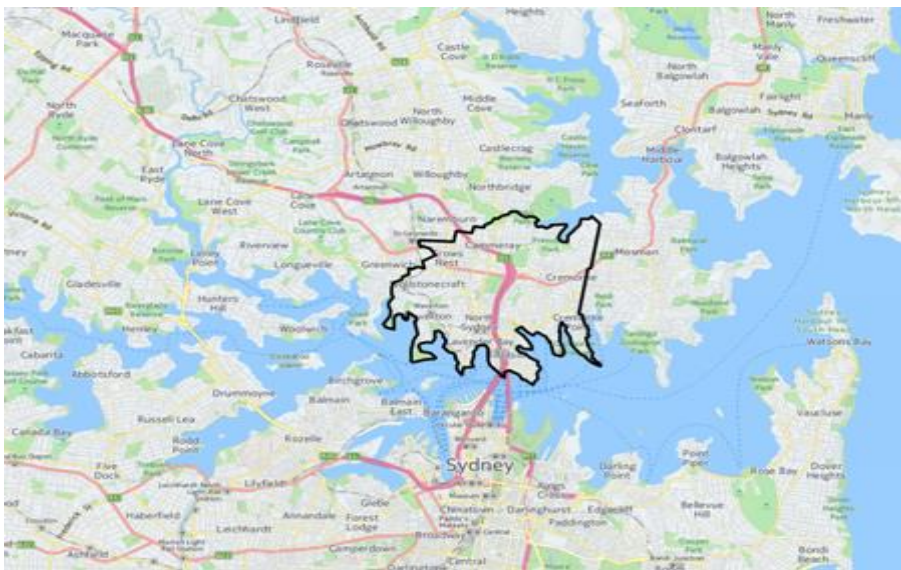


Figure 1: Location of North Sydney LGA

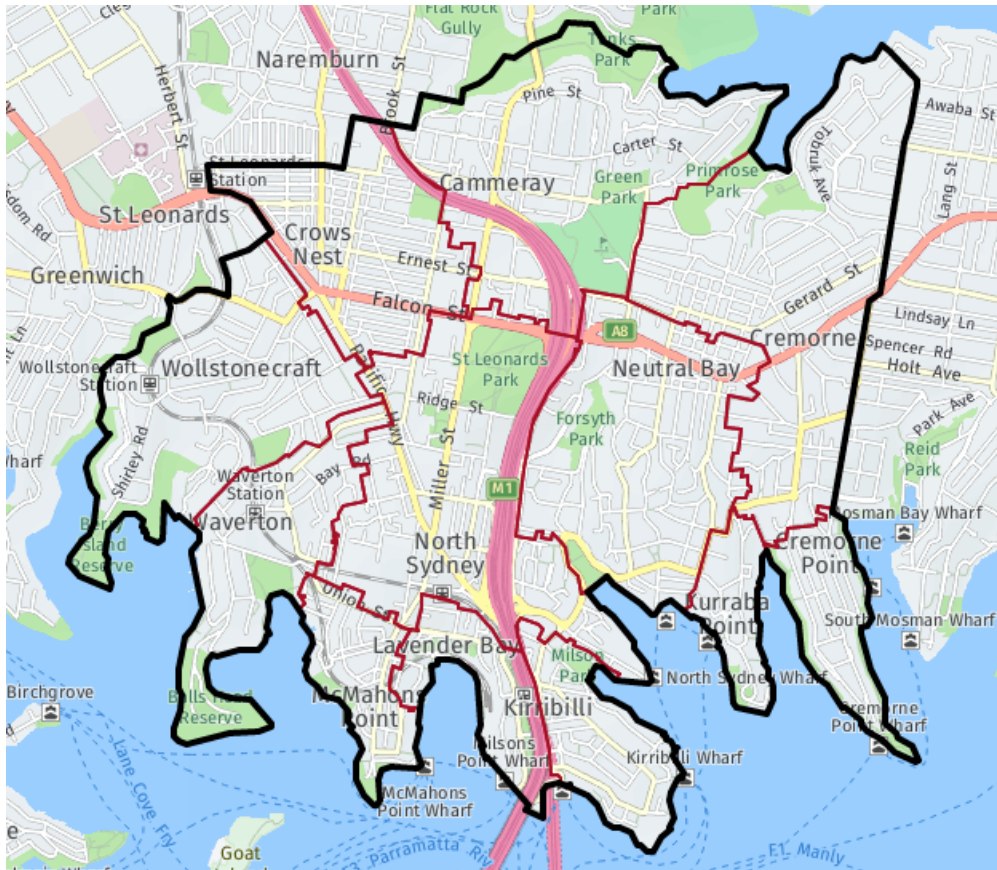


Figure 2: North Sydney LGA Suburbs

The People

The residential population for North Sydney LGA, as at the 2016 Census, was estimated at 67,658. The largest age-group in the community is adults in their prime working age from 25–54 years, who make up 54.5% of the population (Figure 3).

Notable changes from the previous Census (2011 to 2016) are:

- North Sydney Council area's population increased by 5368 people.
- The largest changes in age structure in this area between 2011 and 2016 were in the age groups:
 - 5 to 14 (+1113 persons)
 - 35 to 44 (+966 persons)
 - 45 to 54 (+827 persons)
 - 65 to 74 (+1404 persons)

Figure 3 shows:

- The largest age group is adults aged 25-49 years who make up 48.9% of the population;
- Young people, 24 years and under, represent one fifth of the population (20.5%);
- Those aged 65 years or more make up 14.4% of the population.

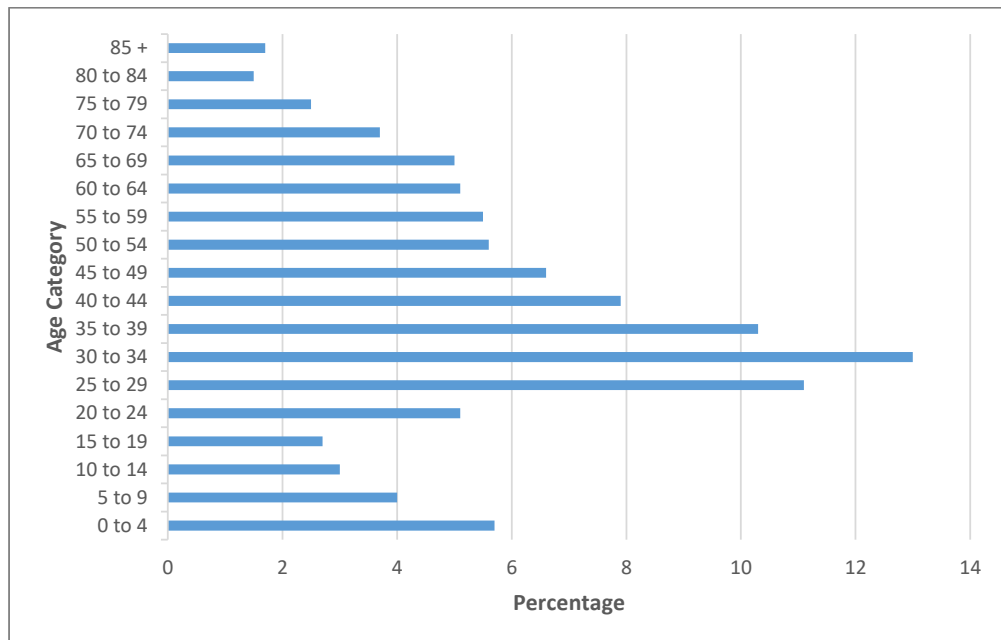


Figure 3: Relative size of age groups North Sydney LGA (ABS 2016 Census of Population and Housing)

Of the population:

- 41.9% are married couples;
- 11.5% are dependant children under 15 years;
- 35.4% live alone.

In the North Sydney LGA in 2016, there were 31,910 (47%) males and 35,744 (53%) were females (Figure 4).

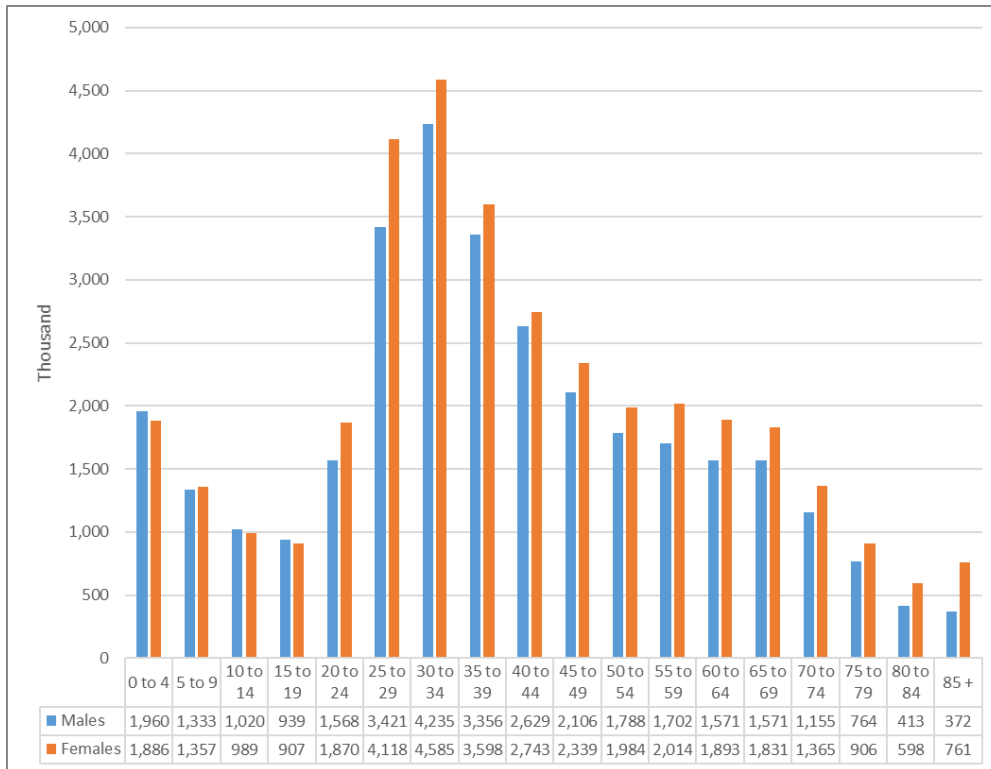


Figure 4: Relative size of age groups according to sex North Sydney LGA (ABS 2016 Census of Population and Housing)

The LGA’s Aboriginal and Torres Strait Islander population in 2016 was 199 persons.

In 2016, 54.2% of the LGA’s people were born in Australia and 33.2% were born overseas. The most common overseas birthplaces are shown below (Figure 5).

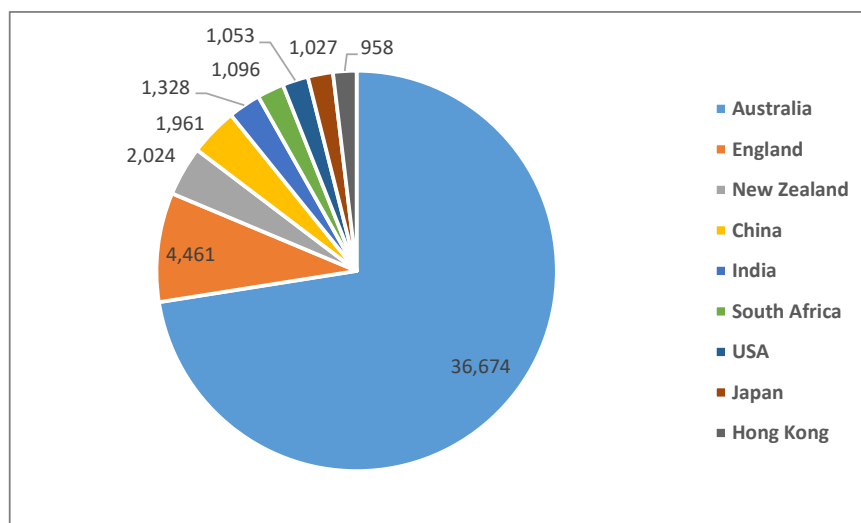


Figure 5: Country of birth North Sydney LGA (ABS 2016 Census of Population and Housing)

People who spoke a language other than English at home made up 24.7% of the population. The most common of these languages was Mandarin with 3.4% of the population or 2,276 persons (Figure 6).

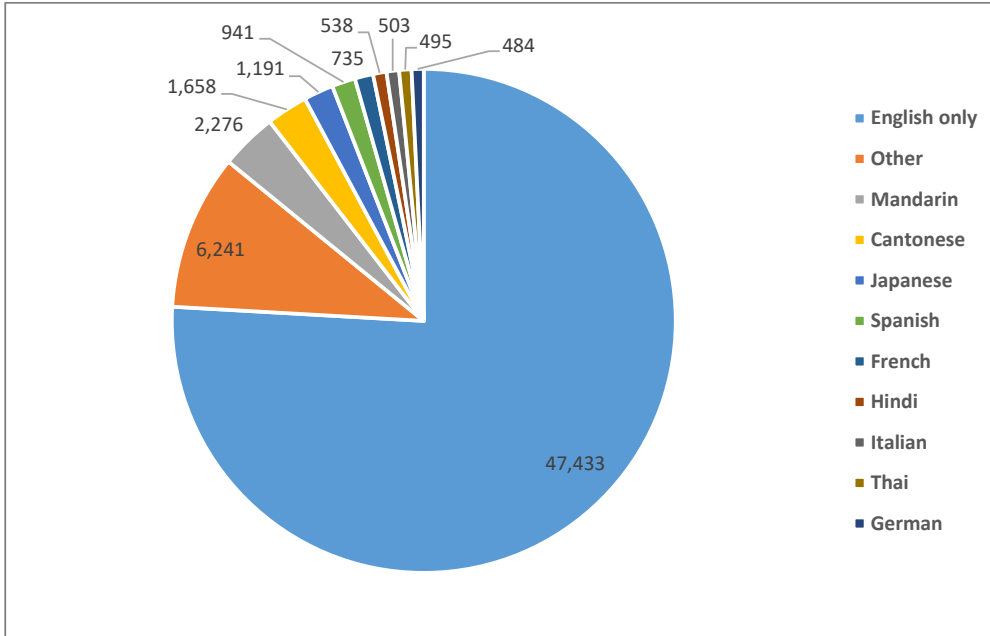


Figure 6: Language spoken at home North Sydney LGA (ABS 2016 Census of Population and Housing)

PART 3**North Sydney LGA Crash Analysis, 2013-2017**

The following information provides a statistical overview of the road crash data for North Sydney LGA for the period 2013 to 2017.

1. CRASHES

Table 1 identifies the total number of crashes in North Sydney LGA by fatal/injury/non-casualty classification during the period 2013 to 2017.

Table 1: Number of crashes by fatal/injury/non-casualty classification in North Sydney LGA, 2013-2017

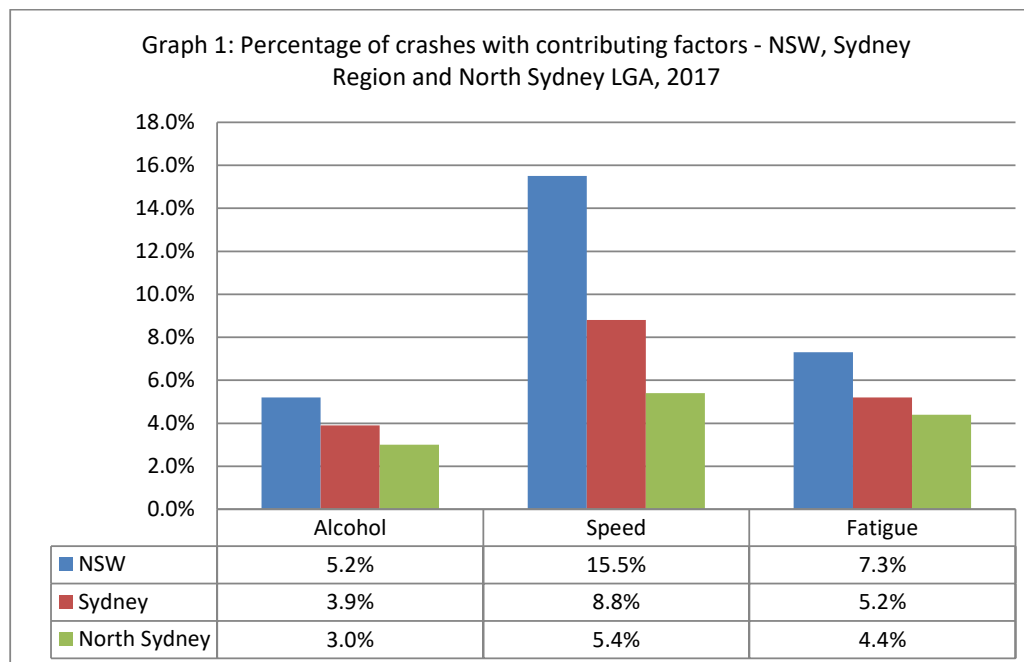
	2013	2014	2015	2016	2017	5-year Av.
Fatal Crashes	2	2	3	0	1	1.6
Injury Crashes	166	136	153	154	157	152
Non-casualty Crashes	155	130	64	62	45	91
Total Crashes	323	268	220	216	203	246

Table 1 indicates that:

- In 2017 there were 203 crashes in North Sydney, which is lower than 2016 and the five-year average of 246.
- There was one fatal crash in 2017.
- The number of injury crashes increased slightly from 2016 and was slightly higher than the five-year average of 152.
- Non-casualty crashes were significantly lower than the five-year average and in fact the lowest in the five-year period since 2013. However, the introduction of self-reporting of crashes from October 2014 has resulted in a decrease in the number of crashes recorded by NSW Police. Care should therefore be taken when making comparisons with data from previous years.

2. CONTRIBUTING FACTORS IN CRASHES

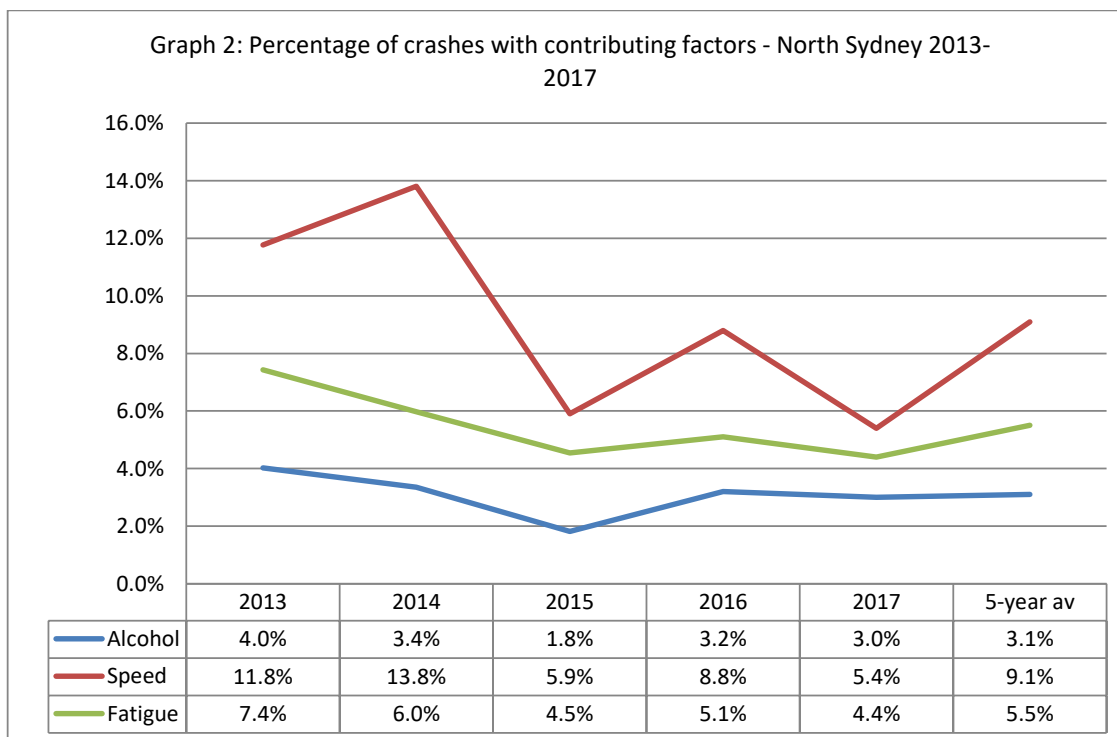
Graph 1 shows the percentage of crashes with contributing factors in NSW, Sydney Region and North Sydney LGA during 2017.



Graph 1 indicates that:

- **Speed** is the greatest contributing factor for all crashes locally, regionally and across the state with North Sydney's percentage of speed related crashes (5.4%) significantly lower than that of NSW (15.5%) and slightly lower than Sydney (8.8%).
- **Fatigue** was identified as the second highest contributing factor for North Sydney, Sydney and NSW. North Sydney had a lower proportion of fatigue related crashes (4.4%) in comparison to NSW (7.3%) and Sydney (5.2%).
- **Alcohol** related crashes overall were the lowest contributing factor locally, regionally and across the state and lower in North Sydney (3.0%) than in Sydney (3.9%) and NSW (5.2%).

Graph 2 shows the percentage of crashes with contributing factors in North Sydney LGA during the period 2013 to 2017.



Graph 2 indicates that:

- **Speed** is currently the highest contributing factor in North Sydney with 5.4% of crashes involving speed in 2017. As indicated by the graph, over the past five years the percentage of crashes has fluctuated. Crashes involving speed peaked at 13.8% in 2014 before a significant drop in 2015 to 5.9%. There was an increase again in 2016 to 8.8% but crashes involving speed dropped and were at their lowest in 2017 at 5.4%, which is significantly below the five-year average of 9.1%.
- The percentage of crashes involving **fatigue** in 2017 (4.4%) were at the lowest in the five-year period.
- **Alcohol** related crashes decreased slightly in 2017 (3.0%) and were below the five-year average (3.1%).

3. CASUALTIES

Table 2 shows the total number of casualties in North Sydney LGA by killed/injured classification during the period 2013 to 2017.

Table 2: Number of casualties by killed/injured classification in North Sydney LGA, 2013-2017

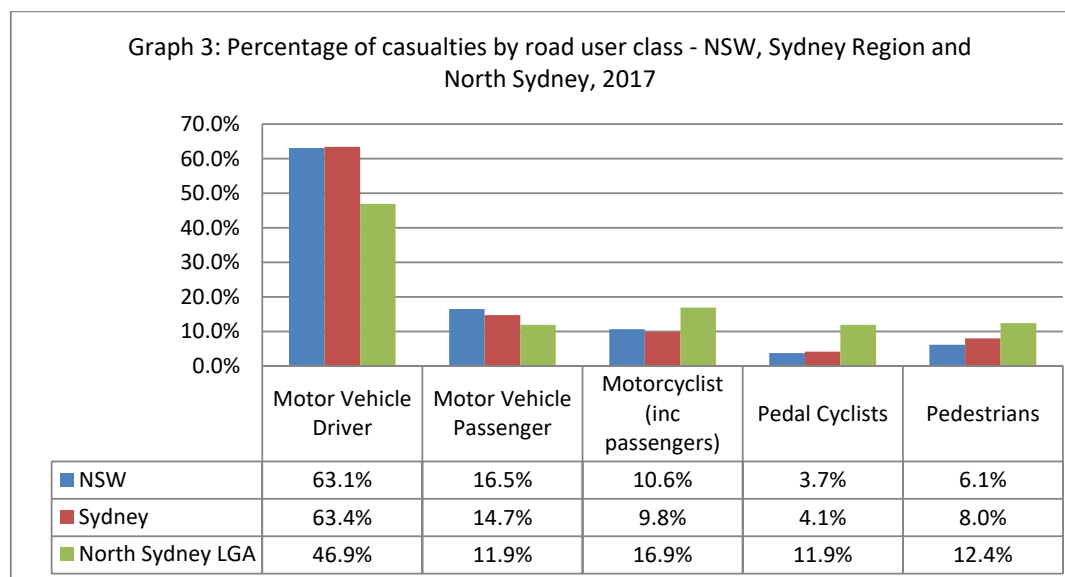
	2013	2014	2015	2016	2017	5-year Av.
Killed	2	2	3	0	1	1.6
Injured	194	161	173	177	176	176
Total	196	163	176	177	177	178

Table 2 indicates that:

- The average casualty rate for the five-year period 2013-2017 was 178.
- The number of casualties in 2017 (177) was similar to 2016 (177), 2015 (176) and the five-year average (178).
- There was one fatality in 2017.

4. ROAD USER TYPE

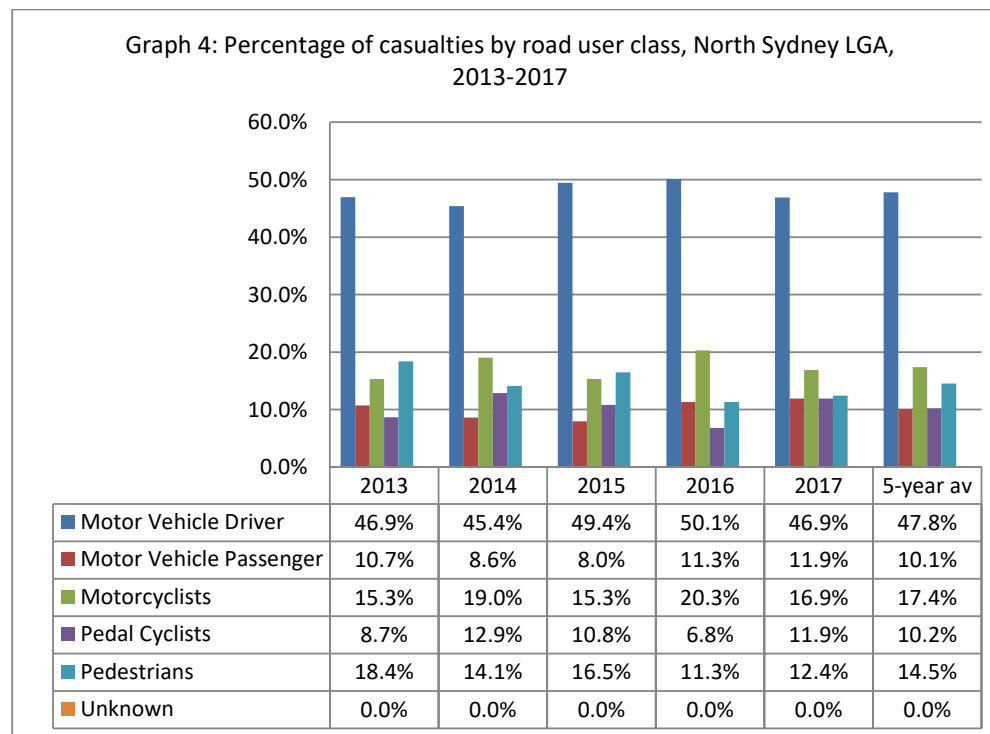
Graph 3 shows the percentage of casualties by road user class in 2017 for NSW, Sydney region and North Sydney LGA.



Graph 3 indicates that:

- **Motor vehicle driver** casualties are significantly higher than other road casualties for North Sydney, Sydney and NSW but North Sydney has fewer casualties with 46.9% compared to 63.4% for Sydney and 63.1% for NSW.
- **Motorcycle** casualties are the second highest casualties in North Sydney (16.9%) which is significantly higher than for Sydney (9.8%) and NSW (10.6%).
- **Pedestrians** are the third highest road user group for casualties for North Sydney at 12.4%, which is higher than Sydney’s casualties at 8% and NSW casualties at 6.1%.
- **Motor vehicle passengers** are the equal lowest road user group for casualties for North Sydney with 11.9% which is lower than Sydney and NSW with 14.7% and 16.5% respectively.
- **Pedal cyclists** also had the lowest casualties for North Sydney (11.9%) but they were triple that of Sydney (4.1%) and NSW (3.7%).

Graph 4 shows the percentage of casualties by road user class during the period 2013 to 2017 in North Sydney LGA.



4a. Motor Vehicle Driver Casualties

Driver casualties consistently remain higher than other road user casualties. In 2017, casualties had dropped (46.9%) and were slightly lower than the five-year average (47.8%).

4b. Motor Vehicle Passenger Casualties

In 2017, **motor vehicle passenger casualties** were at their highest at 11.9% and higher than the five-year average of 10.1%.

4c. Motorcyclist Casualties

Motorcycle casualties decreased in 2017 to 16.9%, lower than the five-year average of 17.4%.

4d. Pedal Cyclist Casualties

Pedal cycle casualties increased again in 2017 to 11.9%, a significant increase from 6.8% in 2016. They are now above the five-year average of 10.2%.

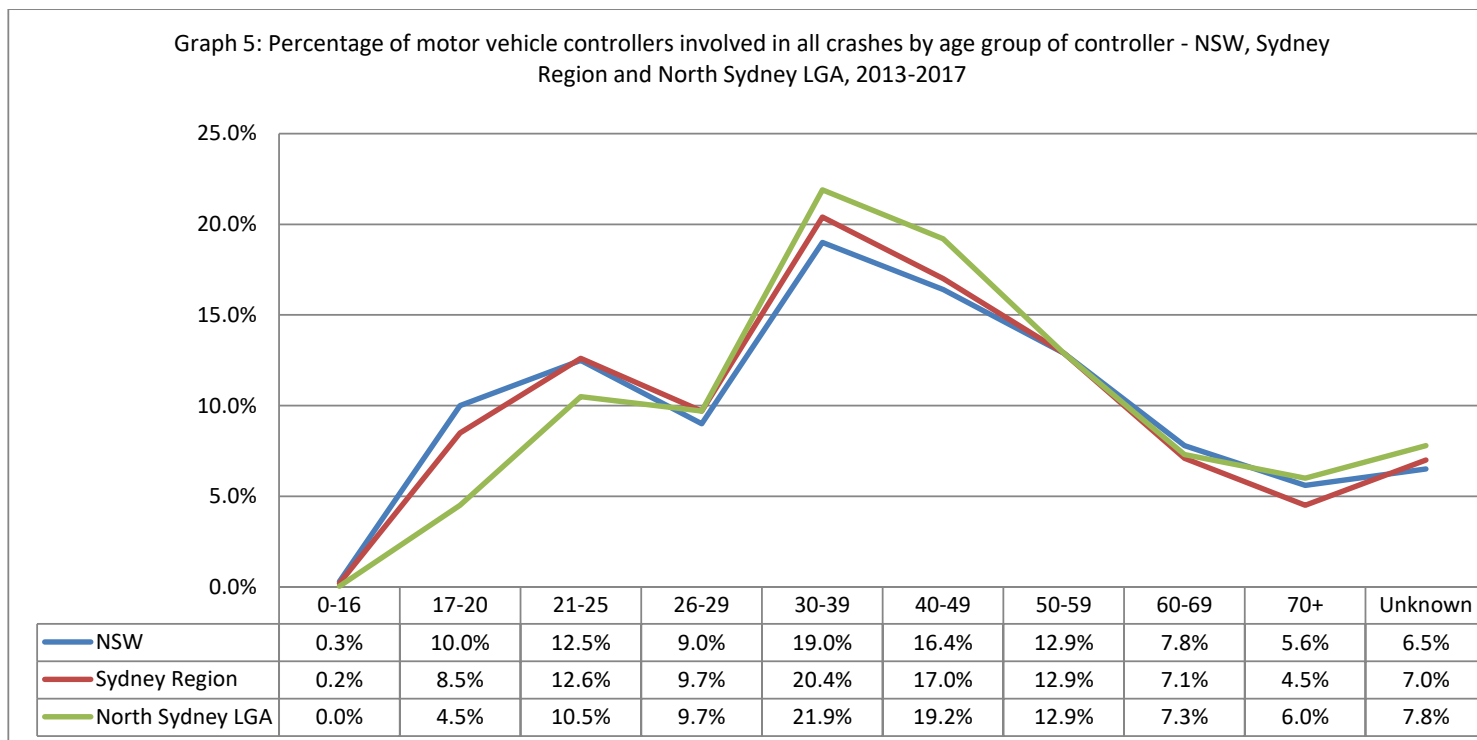
4e. Pedestrian Casualties

In 2017, **pedestrian casualties** increased slightly to 12.4% but remain below the five-year average of 14.5%.

5. AGE GROUPS AND GENDER FOR ALL CRASHES

5a. Crashes by Age Group of Motor Vehicle Controller

Graph 5 shows the average percentage of Motor Vehicle Controllers involved in all crashes by age group of controller for NSW, Sydney Region and North Sydney LGA during the period 2013 to 2017.

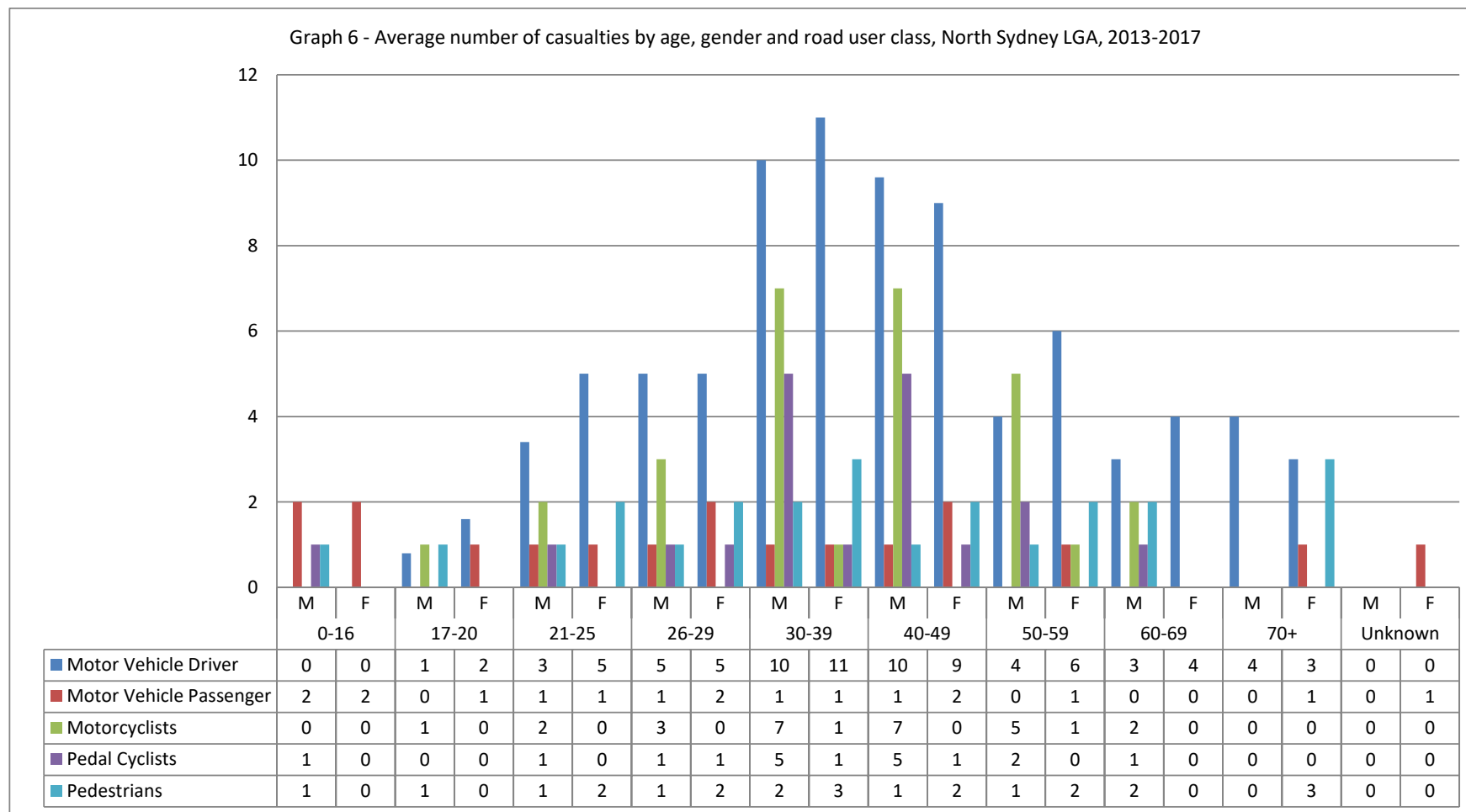


Graph 5 indicates that:

- The highest percentage of crashes for North Sydney occurred in the 30-39-year age group with 21.9% which was higher than the NSW and Sydney averages of 19% and 20.4% respectively.
- North Sydney average percentages for crashes were also higher than for NSW and Sydney region averages in the age groups 30-39, 40-49 and 70+ years.
- The 17-20-year age group for North Sydney had the lowest average percentage of crashes with 4.5% compared to 8.5% for Sydney and 10 % for NSW.
- North Sydney also had lower average percentages in the 21-25-year age group.

5b. Casualties by Age Group, Gender and Road User Class

This section addresses casualties in North Sydney LGA according to age and road user class. Graph 6 shows the average number of casualties by age group and road user class in North Sydney during the period 2013-2017.



The following has been identified from the data:

5bi. Motor Vehicle Driver Casualties

Graph 6 indicates that:

- Over the five-year period from 2013-2017, **motor vehicle driver casualties** were, on average, much higher for the 30-39-year age category with 21 casualties and females having slightly higher numbers at 11 than males at 10 casualties.
- This was closely followed by the 40-49-year age group with a total of 19 casualties, 9 being female and 10 being male.

5bii. Motor Vehicle Passenger Casualties

Graph 6 indicates that:

- **Motor vehicle passenger casualties** were, on average, fairly consistent over all age groups and genders with slightly more casualties in the 0-16 age group and more female casualties overall.

5biii. Motorcyclist Casualties

Graph 6 indicates that:

- The average number of **motorcycle casualties** was 29, with 27 of these being male.
- The 30-39-year age group had the greatest number of casualties (8) followed by the 40-49 (7) and 50-59-year age groups (6).

5biv. Pedal Cyclist Casualties

Graph 6 indicates that:

- **Pedal cyclist casualties** were highest in the 30-39 and 40-49-year age categories with an average of 6 casualties, 5 of these being male.
- Of all casualties (19), 16 were male.

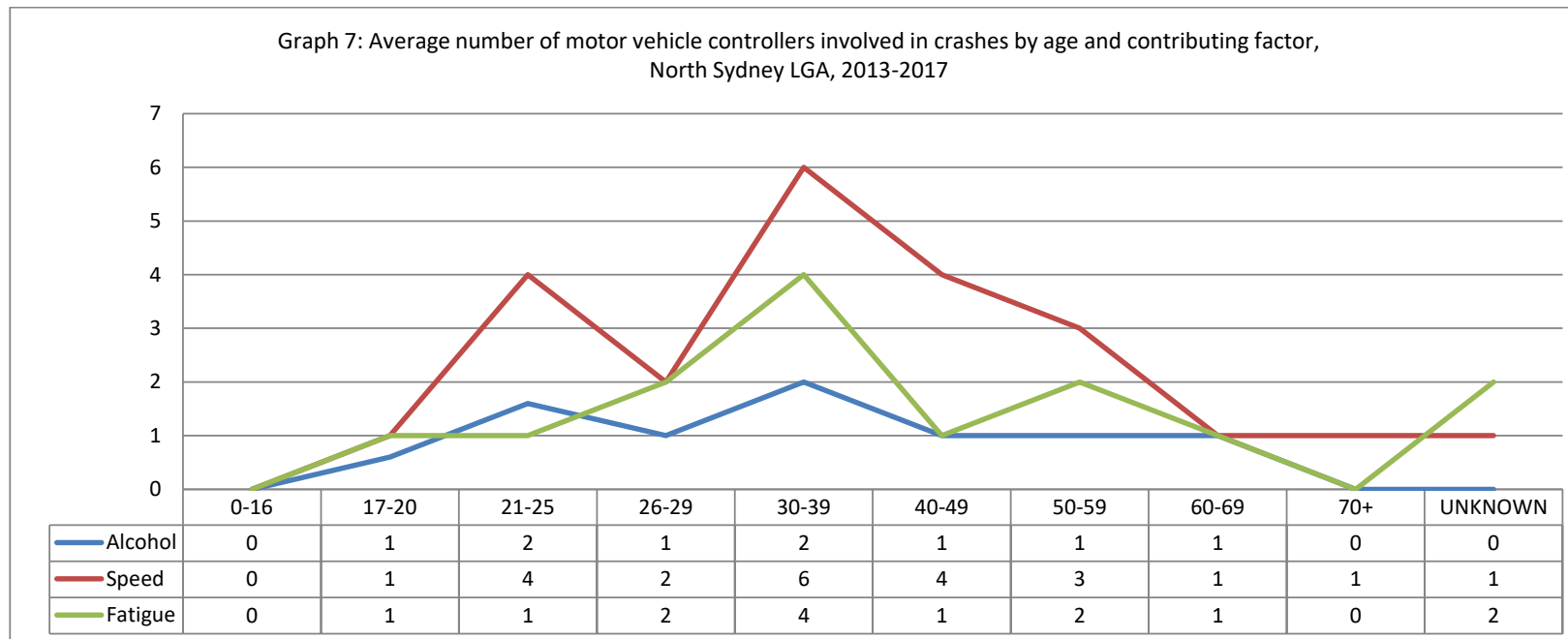
5bv. Pedestrian Casualties

Graph 6 indicates that:

- There were **pedestrian casualties** across all age groups with the 30-39-year-old age category having the highest number of casualties at 5 (2 male and 3 female).
- On average, females are overrepresented with 14 of the 24 casualties being female.

5c. Age Group and Contributing Factors

Graph 7 shows the average number of crashes by age of the motor vehicle controller and contributing factor in North Sydney 2013-2017.



Graph 7 indicates that:

- On average over the five-year period 2013-2017, speed was the greatest contributing factor to crashes in North Sydney over all age groups, peaking in the 30-39 year olds with 6, followed by the 40-49 (4) and the 21-25 (4) year age groups.
- This was followed by fatigue, again peaking in the 30-39-year age group with 4.
- Alcohol was the lowest contributing factor, but was highest in the 30-39-year age group with 4 crashes.

6. OCCUPANT RESTRAINTS

Table 3 shows the use of restraints and indicates that:

- North Sydney had more motor vehicle driver casualties not wearing occupant restraints (0.9%) than Sydney Region (0.7%), but less than NSW (1.2%).
- North Sydney's proportion of motor vehicle passenger casualties not wearing seatbelts was higher with a total of 2.2% compared to 2.1% for NSW and 1.5% for Sydney Region.
- However, it must be noted that numbers are very small for North Sydney with only 1 motor vehicle driver casualty and 1 motor vehicle passenger casualty not wearing restraints.

Table 3: Use of Restraints, 2013-2017 Average

	NSW	Sydney Region	North Sydney
All Motor Vehicle Driver Casualties	15,226	8,882	85
Restraint fitted but not worn	176 (1.2%)	59 (0.7%)	1 (0.9%)
Not known	1,057	555	7
	NSW	Sydney Region	North Sydney
All Motor Vehicle Passenger Casualties	3,795	1,971	18
Restraint fitted but not worn	81 (2.1%)	30 (1.5%)	0.4 (2.2%)
Not known	838	424	4

7. HELMET USE

Table 4 shows helmet use for motorcyclists and pedal cyclists and indicates that:

- North Sydney had a much lower proportion of motorcycle casualties not wearing helmets with 0.6% compared to 2.8% for NSW and 1.9% for Sydney.
- While 3.3% of pedal cyclist casualties in North Sydney were not wearing helmets the proportions were significantly higher for NSW with 12.9% and Sydney with 10.9%.
- Again, numbers are very small for North Sydney with, on average, no motorcyclist casualties and only 1 pedal cyclist casualty not wearing a helmet.

Table 4: Helmet Use, 2013-2017 Average

	NSW	Sydney Region	North Sydney
All Motorcyclist Casualties	2,455	1,362	31
Helmet not worn	69 (2.8%)	27 (1.9%)	0 (0.6%)
Not known	200	119	2
	NSW	Sydney Region	North Sydney
All Pedal Cyclist Casualties	868	555	18
Helmet not worn	112 (12.9%)	61 (10.9%)	1 (3.3%)
Not Known	119	81	2

8. SUMMARY

- In 2017 there were **203 crashes** in North Sydney, which is lower than 2016 and the five-year average of 246.
- There was **one fatality** in 2017.
- The highest percentage of crashes for North Sydney occurred in the **30-39-year age group** with 21.9%.
- **Speed** was the greatest contributing factor for all crashes in North Sydney contributing to 5.4% of all crashes. Crashes involving speed dropped and were at their lowest in 2017, significantly below the five-year average of 9.1%.
- The percentage of crashes involving **fatigue** were at their lowest in 2017 (4.4%).
- **Alcohol** related crashes decreased slightly in 2017 (3.0%) and were below the five-year average (3.1%).
- **Motor vehicle driver** casualties were significantly higher than other road casualties for North Sydney at 46.9%. In 2017, they were slightly lower than the five-year average (47.8%).
- **Motorcycle** casualties are the second highest casualties in North Sydney (16.9%) which is significantly higher than for Sydney (9.8%) and NSW (10.6%).
- **Pedestrians** are the third highest road user group for casualties for North Sydney at 11.4%, which is higher than Sydney's casualties at 8% and NSW casualties at 6.1%.
- **Motor vehicle passengers** are the equal lowest road user group for casualties for North Sydney with 11.9% which is lower than Sydney and NSW with 14.7% and 16.5% respectively.

- **Pedal cyclists** also had the lowest casualties for North Sydney (11.9%) but they were triple that of Sydney (4.1%) and NSW (3.7%).
- Between 2013-2017, the **30-39-year age group** on average had the highest number of casualties across most road user classes with:
 - 21 motor vehicle driver casualties;
 - 8 motorcycle casualties, 7 being male;
 - 6 pedal cycle casualties, 5 being male;
 - 5 pedestrian casualties.
- **Motor vehicle passenger casualties** were, on average, fairly consistent over all age groups and genders with slightly more casualties in the 0-16 age group and more female casualties overall.
- North Sydney had more **motor vehicle driver casualties not wearing occupant restraints** (0.9%) than Sydney Region (0.7%), but less than NSW (1.2%).
- North Sydney's proportion of **motor vehicle passenger casualties not wearing seatbelts** was higher with a total of 2.2% compared to 2.1% for NSW and 1.5% for Sydney Region. Though it must be noted that numbers were small.
- Helmet use for motorcyclists and pedal cyclists indicates that North Sydney had a much lower proportion of **casualties not wearing a helmet** than NSW and Sydney Region.

What issues need to be addressed in 2019/2020 road safety initiatives?

- Pedestrians
- Speed
- Motorcyclists
- Pedal Cyclists

9. SOURCES

- ABS LGA Profile
- RMS Crash Data