

8.8. Road Safety Action Plan 2022-23 and Crash Report

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ATTACHMENTS:

1. Photos and Examples of Road Safety Projects [**8.8.1** - 7 pages]
2. Final Statistical Analysis for North Sydney LGA 2022 (2016-2020) [**8.8.2** - 30 pages]
3. Road Safety Action Plan 2022 -2023 and results from 2021 -2022 [**8.8.3** - 19 pages]

PURPOSE:

This report provides information pertaining to the preparation and content of the North Sydney Council Road Safety Action Plan for 2022-23.

EXECUTIVE SUMMARY:

The North Sydney Council Road Safety Action Plan 2022-23 (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 Action Plan 2026.

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 North Sydney Road Safety Action Plan provide an outline of the major road safety projects implemented in 2021-22 along with the major road safety projects and initiatives planned for the current 2022-23 financial year.

FINANCIAL IMPLICATIONS:

Total budget allocation for the 2022-23 Road Safety Program at North Sydney Council is \$26,000 including an \$11,000 contribution from TfNSW. Council's \$15,000 contribution comes from the Roads Safety Programs Budget which is part of the Traffic and Parking Operations business unit at Council. For 2022-23 a total of nine projects have been identified to be funded. Refer to the 2022-23 North Sydney Road Safety Action Plan.

RECOMMENDATION:

1. **THAT** the information regarding the Road Safety Action Plan 2022-23 be received.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.3 Prioritise sustainable and active transport

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 Transport for NSW when assessing project funding applications. The most current Crash Analysis Report 2016-2020 (which is the most current data that is finalised and allowed to be used), can be found in Attachment 2 of this Report.

In addition to outlining the major road safety projects for the current financial year 2022-23 and those implemented in the 2021-22 financial year, the attached Action Plan incorporates all road safety projects funded over the last year 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 funding for all Councils in the Sydney Metropolitan Region and in Regional NSW is capped at around \$11,000 for road safety projects. Under the LGRSP Guidelines, Councils must also provide financial contributions towards road safety projects.

Table 1 below shows that Council has applied for the maximum amount of funding from TfNSW under the LGRSBP for 2022-2023 and will be contributing a further \$15,000 from Council's Road Safety Projects budget for the nine identified projects outlined in the Action Plan for the 2022-2023 financial Year.

Consideration and planning are currently being undertaken for the current Road Safety projects for 2022-2023, 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.

These projects include:

- A “Safety around Schools” campaign
- A “Be Truck aware” campaign
- Walk Safe pedestrian campaign
- A “Safer Driving for Seniors Free Workshop”
- Senior pedestrian presentations
- The Road Safety Calendar
- Care Seat Checking Vouchers
- Drink Driving campaign
- Share the Road campaign – Bicycle and Motorcycle safety

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 Co-ordinator. 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 which can be between 6-12months old. Refer to Attachment 2 of this Report.

In 2020 there were a total number of 115 crashes in the North Sydney LGA which included 2 fatal crashes (one being a motorcyclist and the other being a pedestrian). Of these crashes 29 were serious crashes that involved people being seriously hurt and 21 were moderate crashes with minor injuries. The number of crashes in 2020 had decreased from 2019 by 23 crashes and has been on the decline since 2016.

Between 2016 – 2020 there have been five (5) fatalities in the North Sydney LGA of which 4 were pedestrians and one a motorcycle related and had trucks, pedal cycles, cars and a bus involved in the crashes. This obviously has a dramatic effect on people, families and their lives and the main aim of the road safety action plan to reduce these incidences through, the safe systems approach of: Safer People, Safer Roads, Safer Speeds and Safer Vehicles through education, engineering and enforcement.

The main priority areas that were found in the report were:

- The highest percentage of crashes for North Sydney occurred in the **30-39-year age group** with 21.9% and also highest age group in casualties.
- **Speed** and **Fatigue** were 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 2020, significantly below the five-year average of 9.1%.
- **Motor vehicle driver casualties** are significantly higher than other road casualties for North Sydney (38%) which is significantly lower than Greater Sydney (61%).

- **Pedestrians** are the second highest road user group for casualties for North Sydney at 19%, which is significantly higher than Greater Sydney's casualties at 8%. There were two fatalities in 2020 and one in 2019.
- **Helmet use and Restraint** use is high but there were a lot of unknown crashes as to if restraints or helmets were actually being worn.

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: Funding Amounts and Projects for 2021-22 and 2022-23

Project	2021-22		2022-23	
	Council	TfNSW	Council	TfNSW
Child Restraint Checking	\$3,000	\$5,500	\$4,000	\$4,000
Safety Around Schools	\$5,000	\$1,500	\$7,000	
Pedestrian Safety	\$1,000			\$4,000
Road Safety Calendar	\$3,000		\$3,000	
Speeding				
Drink Driving	\$1,000		\$500	
Motorcycles			\$500	
Heavy Vehicles				\$3,000
Community engagement/workshops		\$4,000		
TOTAL	\$12,000	\$11,000	\$15,000	\$11,000
	\$23,000		\$26,000	

Results from Previous Projects 2021 - 2022

Project Name	Evaluation/Results	Comments
Child Restraint Checking Vouchers	<ul style="list-style-type: none"> • 120 participants (cars) were registered, with 170 car seats checked. Of these seats 127 were refitted, adjusted or checked and 43 were new seat installations. • 45% of participants had not attended one of Council's car seat checks before. • 98% of participants found the day excellent and very useful. • 92% found that they had learnt something new from attending the 	<p>Comments from participants:</p> <ul style="list-style-type: none"> • This is a wonderful program and I commend the council on its excellent work - thank you! • This is an excellent program. Please continue it. Absolutely love it. • Please keep the service going. It is wonderful and provides great peace of mind. The restraint fitter provided excellent service and is very knowledgeable.

Project Name	Evaluation/Results	Comments
	<p>fitting and that it had increased their understanding of child restraints.</p> <ul style="list-style-type: none"> • No money was spent on advertising the days, majority of people found out via word of mouth or visiting our website. • These vouchers are very well received by the community and people feel very grateful for the service. 	<ul style="list-style-type: none"> • The whole process was very easy. Great and friendly service and left feeling confident with child's sitting in their car seats. • Very good service, quick, easy to book and efficient. They checked my car seats and explained what was properly done and what needed a twist. Very professional. • An absolutely brilliant service. So grateful for the amazing customer service and attention given by the staff and Bec at North Sydney Council. Even with the kids in the car, they have been absolutely wonderful. Thank you
<p>Safety Around Schools Campaign</p>	<ul style="list-style-type: none"> • The Road Safety Newsletter was distributed every term during 2021 to all 10 primary schools. • Information and resources reach all 10 local primary schools with a combined total of approximately 6000 students and 4000 families. • Kiss 'n' Drop banners and pole wraps printed and distributed to schools on request to help with drop-off/pick-up to help educate. • Car line name visors to help pick up programs run more efficiently. • Banners and signs on school fences to promote and educate No parking & No stopping rules. • Working with two schools on Traffic Management Plans and Active Transport Plans. • The Road Safety Co-ordinator has had meetings with three school principals in order to understand the specific issues and provide individual road safety education materials. 	<p>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.</p> <p>This year's 2022-23 project will focus on:</p> <ul style="list-style-type: none"> • Meeting with other Principals of schools to help understand road safety issues. • Working with schools on Traffic Management Plans and Active Transport Plans. • Providing specific road safety education and resources to promote good behaviour around schools.
<p>2022 Road Safety Calendar</p>	<ul style="list-style-type: none"> • Over 40,000 calendars were distributed over northern Sydney, to 189 distribution points, including 	<p>The calendar this year was recognized by TfNSW in their Road Safety Towards Zero Newsletter.</p>

Project Name	Evaluation/Results	Comments
	<p>4000 that were distributed in the North Sydney Council area.</p> <ul style="list-style-type: none"> • 37 delivery locations in North Sydney including: community centres, library, civic centre, Coal Loader, youth centre, police station, seniors centre. • Social media posts on the release and also road safety tips. 	
Road Rule Awareness	<ul style="list-style-type: none"> • During Road Safety Awareness week and National Road Safety week information was placed on Council's website, Facebook and also via the bulletin and Council's newsletter. • Staff information around fatigue and double demerits via emails and staff newsletter. • Reviewing staff policies: Mobile phone policy, e-bike, Safe Work Method Statements 	
Safer Driving for Seniors Free Workshop	<ul style="list-style-type: none"> • A Safer Driving for Seniors workshop was held in June 2022. • 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 had 15 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. 	<ul style="list-style-type: none"> • The workshop was promoted with a flyer distributed through Probus Clubs, community centres, hospitals, the library, and customer service, information on Council's website, social media.
High Pedestrian Areas 40km	<ul style="list-style-type: none"> • The implementation of 40km speed limit in Kirribilli and education of residents to the change. • Shared zone 10km in Grosvenor Lane, upgrade of surface and improvements to pedestrian safety has shown that 	<ul style="list-style-type: none"> • This has shown to be welcomed by majority of residents to improve the safety of pedestrians and feeling of being safe when out walking. • It's too early to show the true impact and to see if it has reduced crashes but this will be assessed in the future

Note: There are three (3) accompanying attachments to this report:

- Examples of road safety projects and infrastructure completed over the last 12 months
- North Sydney Road Safety Action Plan 2022 - 2023
- Statistical Analysis 2016 – 2020 (Crash Data Report)

Examples of Road Safety Social Media Posts in 2022

North Sydney Council
1 February · 🌐

School is back for 2022, and so are 40km school zones between 8am-9.30am and 2.30pm-4.00pm.

Children can be unpredictable - remember to slow down and stay alert around schools.

[#towardszero](#)

North Sydney Council
20 December 2021 · 🌐

Double demerits are in force over the Christmas and New Year period starting Friday 24 December 2021 until Monday 3 January 2022 (inclusive).

Get caught speeding, using a mobile phone illegally or not wearing a seatbelt or helmet and you'll face double demerit points.

Speeding is the biggest killer on our roads and most speeding deaths occur at no more than 10km/h over the speed limit. This Christmas don't risk it, stick to the speed limit, take your time and stay alert... [See more](#)

North Sydney Council
18 May · 🌐

This week is **National Road Safety Week** - Around 150 people are killed and 1,270 seriously injured from speeding every year in NSW.

If it's a local road its 50km/h, remember school zones and every kilometer over counts. Please slow down. [#NRSW](#) [#DriveSOS](#).

North Sydney Council
12 November 2021 · 🌐

Don't miss out on your free copy of the 2022 Road Safety Calendar 📅🗓️📆 Look for tips on visibility for vulnerable road users, getting to school using active travel, safe parking tips and more!

Collect your copy from customer service, Stanton Library and other community locations or contact Council for a copy. While stocks last [#2022RoadSafetyCalendar](#)

Photos of Road Safety Projects 2021 -2022



SAFER DRIVING FOR SENIORS FREE WORKSHOP

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
WEDNESDAY 22 JUNE 2022
9.30AM – 11.30AM
 North Sydney Council, Hutley Hall, Entrance off Civic Park, Miller Street

BOOKINGS ARE ESSENTIAL
 Email: Bec.thomas@northsydney.nsw.gov.au or call 9936 8295

NSW GOVERNMENT | TOWARDS ZERO | NORTH SYDNEY COUNCIL



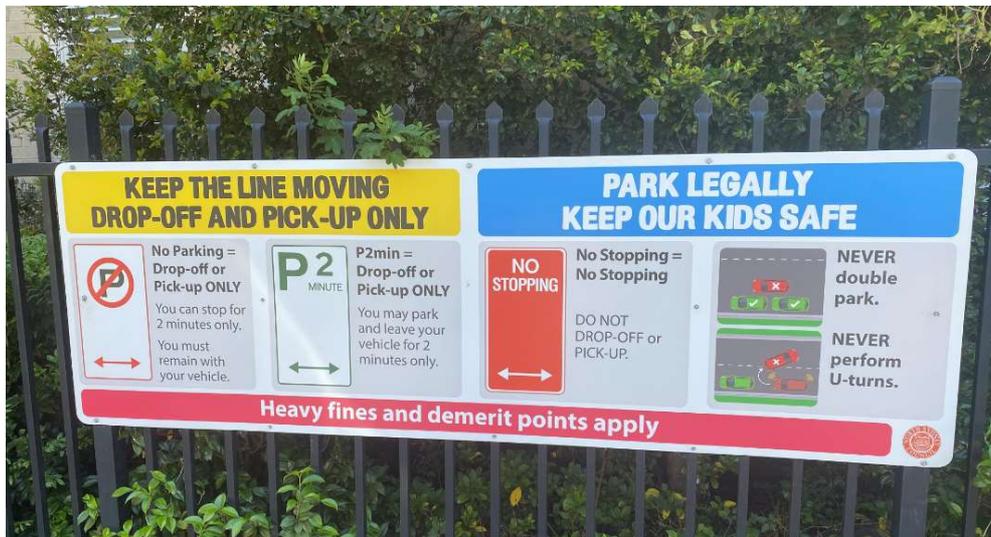
SAFETY AROUND SCHOOLS
 ROAD SAFETY NEWSLETTER
 TERM 1 2022

Road rule reminders for school zones:

- NO PARKING 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.
 Penalty = \$196 + 2 Demerit Points
- NO STOPPING ZONES**
 You cannot stop in a No Stopping zone for any reason.
 Penalty = \$352 + 2 Demerit Points
- BUS ZONES**
 You cannot stop in a Bus Zone for any reason.
 Penalty = \$352 + 2 Demerit Points
- DOUBLE PARKING**
 Blocks visibility and forces other cars to go around you.
 Penalty = \$352 + 2 Demerit Points
- DRIVEWAYS AND FOOTPATHS**
 It is illegal to park on or across driveways and footpaths.
 Penalty = \$352 + 2 Demerit Points
- U-TURNS/THREE-POINT TURNS**
 These can be dangerous and difficult to manoeuvre and should be avoided.
 Penalty = \$352 + 3 Demerit Points
- INTERSECTIONS**
 It is illegal to stop in or within 10m of an intersection with no traffic lights.
 Penalty = \$469 + 2 Demerit Points
- PEDESTRIAN CROSSINGS**
 You must not park on or too close to a pedestrian crossing.
 Penalty = \$469 + 2 Demerit Points
- MOBILE PHONES**
 It is illegal to use mobile phones while driving.
 Penalty = \$469 + 5 Demerit Points
- SPEEDING**
 A 40km/h speed limit applies in school zones.
 Penalty = from \$205 up to \$2,704 and 2 Demerit Points up to 7 Demerit Points

Remember, rules and parking signs are in place for the safety of all children. Reduce traffic, improve road safety, and avoid the risk of a fine by walking all or some of the way to school.

These fines and demerit points apply in school zones and are current as at January 2022.



KEEP THE LINE MOVING
DROP-OFF AND PICK-UP ONLY

No Parking = Drop-off or Pick-up ONLY
 You can stop for 2 minutes only. You must remain with your vehicle.

P2 MINUTE
 P2min = Drop-off or Pick-up ONLY
 You may park and leave your vehicle for 2 minutes only.

NO STOPPING
 No Stopping = No Stopping
 DO NOT DROP-OFF or PICK-UP.

NEVER double park.
NEVER perform U-turns.

Heavy fines and demerit points apply

Some Examples of Road Safety Infrastructure & Education Projects

High Pedestrian Area

A 40km speed zone was implemented in Kirribilli, with infrastructure to slow cars, safer intersections for pedestrians and an education campaign to inform residents as well as road



users of the change and road safety reminders.

North Sydney Council
14 October 2021 · 🌐

New 40km/h zones are being introduced from 25 October in Milsons Point and parts of Kirribilli to improve safety for pedestrians. These new zones have been delayed a week due to the weather.

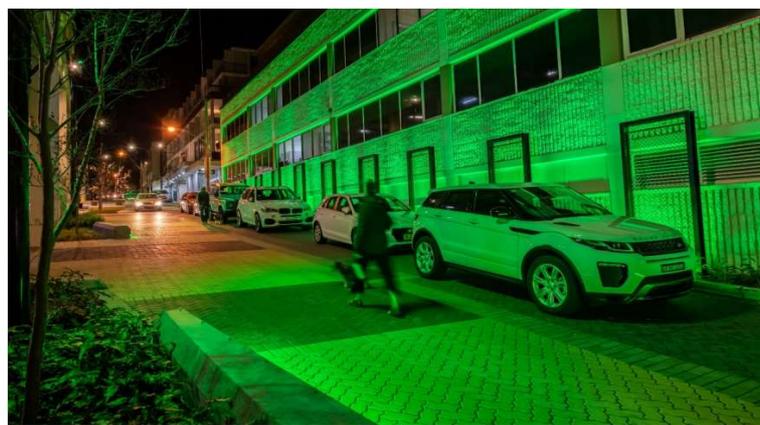
The new 40km/h speed limits create a safer road environment for everyone, particularly vulnerable groups such as older road users and children.

Drivers are urged to look out for the new 40km/h speed limit signs and slow down to keep our community safe. The 40km/h speed limit is enforced... See more



Shared Zone

A 10km Shared zone was implemented in Neutral Bay in Grosvenor Lane, with infrastructure to allow Pedestrians to have right of way, speed deterrents to slow cars, safer intersections for pedestrians and an education campaign to inform residents as well as road users of the new rules, changes and road safety reminders. It also created an environment that allowed pedestrians to feel safe as well as beautifying the area and supporting local shops.



Grosvenor Lane – Neutral Bay – After



Education Precinct – Charles and Napier Street Shared Zone - (LATM Zone 1)





Atchison Street – new Traffic Calming and Pedestrian Crossings / Intersection upgrade (LATM Zone 2)

Spencer Road at Military Road - Continuous Footpath & Look Stencils



Clark Rd at Anderson Park – North Sydney – Raised Pedestrian Crossing



Raised Pedestrian Crossings around Schools

As part of an ongoing effort to support young children walking to school and doing it safely, upgrades to pedestrian crossings around schools is a priority. It also encourages safer routes to school and active transport. Road safety education on pedestrian safety is conducted at the same time to help reinforce and support the new infrastructure.

Palmer St at Abbott St – Cammeray – Refuge Island and Intersection Upgrade & Speed Humps



Clark Rd at Anderson Park – North Sydney – Raised Pedestrian Crossing



Carabella St at Fitzroy St, Kirribilli – Raised Pedestrian Crossing



Yeo Street at Watson Street – Raised Pedestrian Crossing



Local Government Road Safety Program

2022-23 Statistical Analysis Report North Sydney Council



May 2022

PART 1**INTRODUCTION**

The Road Safety Plan 2026 sets out priority areas and actions to move us towards achieving the NSW Government's State Target to reduce fatalities by 30 per cent by 2030. The TfNSW aspirational long-term goal is zero trauma on the NSW road network. Road safety actions over decades have saved thousands of lives, but more can be done. NSW has set a target of zero fatalities and serious injuries on our roads by 2056 as part of TfNSW Future Transport Strategy. The Local Government Road Safety Program plays a strategic role in contributing the attaining this target. It is based on the proven Safe Systems approach to road safety, so that initiatives to deliver safer roads, speeds, people and vehicles work together to keep us protected.

The 2026 plan will deliver on five priority areas:

- Creating safer country roads and urban places
- Enhancing road safety in local communities
- Increasing the safety of light vehicles, heavy vehicles and protective equipment
- Making safer choices on our roads
- Ensuring the safety of vulnerable and other at-risk road users.

Actions under each of these priority areas represent targeted and proven initiatives that will help us progress towards our road safety goals, addressing key trends, trauma risks and the types of crashes occurring on NSW roads.

Reducing road trauma is a key priority for the NSW Government. Towards Zero represents the NSW Government's commitment to reducing road trauma and achieving the ultimate goal of zero deaths and serious injuries on NSW roads. We've adopted a 'safe system' approach to ensure safe roads, safe vehicles, safe speeds and safe road user behaviours work together to create a road system that not only keeps us moving, but keeps us safe.

The crash statistics included in this Action Plan are confined to those crashes which conform to the national guidelines for reporting and classifying road vehicle crashes and are based on the following criteria:

1. The crash was reported to the police
2. The crash occurred on a road open to the public
3. The crash involved at least one moving road vehicle
4. The crash involved at least one person being killed or injured.

Reports for some crashes are not received until well into the following year and after the annual crash database has been finalised. These amount to less than 1% of recorded crashes and are counted in the following year's statistics.

PRIORITY ROAD SAFETY ISSUES IN NORTH SYDNEY LGA**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.

ROAD SAFETY PROJECTS TO ADDRESS PRIORITY AREAS

Priority Area	Project Outline	Effectiveness/key steps/comments
<p>Child Restraints Who: Parents of children aged 0-7 years What: Child restraints Why: Incorrectly used child restraints not fitted correctly</p>	<ul style="list-style-type: none"> Run Child Restraint Voucher program 	<ul style="list-style-type: none"> On site free Child Restraint Fitting days are effective at educating and ensuring child restraints are fitted correctly
<p>Speed Who: All drivers What: Speed information & reminders Why: To deter speeding and reduce speed as a contributing factor to casualty crashes</p>	<ul style="list-style-type: none"> VMS trailers will be used in nominated streets to make drivers aware to check their speed. Council will liaise with local police on speeding issues and request enforcement on selected streets. Network with local Police on local speeding issues. Conduct audit of streets and suitable locations for VMS to be utilised during this project. 	<ul style="list-style-type: none"> Feedback from the community. Reduction in fines issued and reduction of speed in nominated streets. <ul style="list-style-type: none"> Speed information to motorists
<p>Pedestrians Who: All Pedestrians What: All pedestrian information Why: Reduce pedestrian crashes and fatalities</p>	<ul style="list-style-type: none"> Use of social media and website to disseminate information Install LOOK stencils at black spot intersections or crash areas, schools. Install posters, flag banners targeting pedestrian safety in bus shelters or use flags in 40km areas or shared zones Council will use social media platforms to target both young and older pedestrians. Distribution of Transport for NSW pedestrian safety brochures which are available in a number of community languages during senior driver workshops/stepping on. Walking safely presentations to community groups, including Senior citizen centres/retirement villages 	<ul style="list-style-type: none"> LOOK stencils are effective as it's at the point of decision making Social media posts are low cost but provide wide reach. They can be tailored to specific situations e.g. football games. Develop social posts in advance and seek approval from comms team Older pedestrian workshops allow this vulnerable group the opportunity to ask questions to an expert
<p>Motor Vehicle Drivers Who: All drivers What: Drink diving information Why: Reduce alcohol related crashes</p>	<p>Information disseminated through social media, council newsletters, councilor bulletins, emails to staff and on the website.</p>	<ul style="list-style-type: none"> Reminder on road rules especially during road rule awareness week, road safety week and seniors week and at various time throughout the year. Double demerits and fatigue information.

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, Mosman Council 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 suburbs that make up North Sydney LGA include:

- Cammeray
- Cremorne
- Cremorne Point
- Crows Nest
- Kirribilli
- Kurraba Point
- Lavender Bay
- McMahon's Point
- Milsons Point
- Neutral Bay
- North Sydney
- St Leonards (part)
- Waverton
- Wollstonecraft

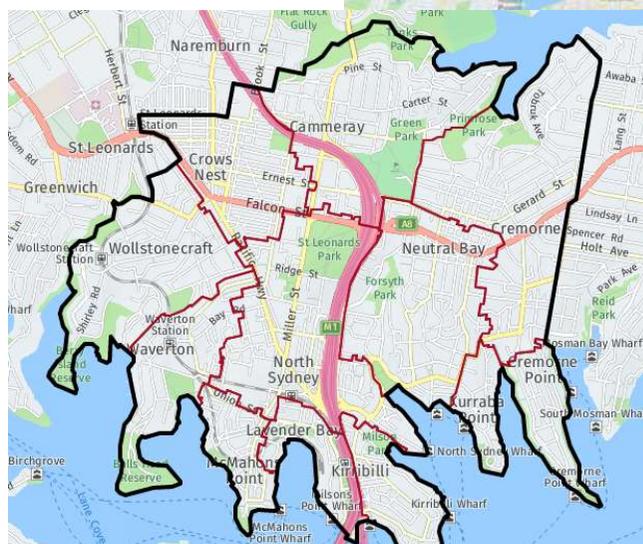
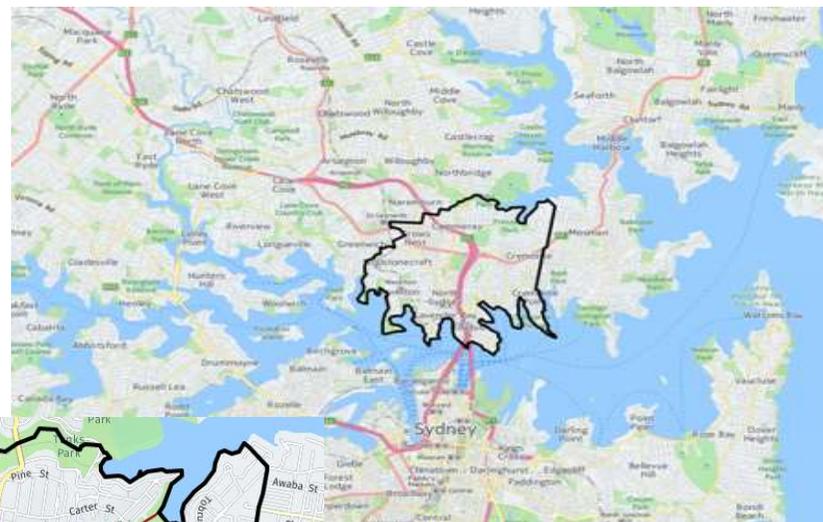


Figure 1: North Sydney LGA Location and Suburbs

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

The People

The residential population for North Sydney LGA, as at the 2016 Census, was estimated at 67,658 (with an estimated 2021 population of 73,712). 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 2). North Sydney Council area's population increased by 5365 people from 2011 to 2016.

The largest changes in age structure in this area between 2011 and 2016 were in the age groups:

- Parents and homebuilders (35 to 49) (+1,630 people)
- Seniors (70 to 84) (+1,165 people)
- Primary schoolers (5 to 11) (+895 people)
- Empty nesters and retirees (60 to 69) (+657 people)

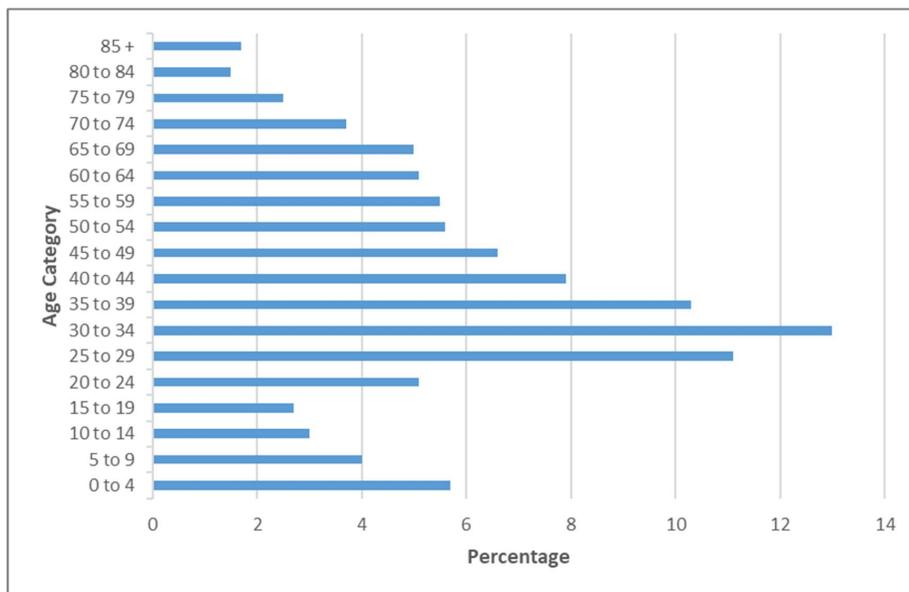


Figure 2 shows:

- 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.

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 2: Age Category Percentage North Sydney LGA (ABS 2016 Census of Population and Housing)

Figure 3 shows the country of birth numbers in North Sydney LGA

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 37.8% were born overseas. The most common overseas birthplaces are shown below (Figure 3).

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 4).

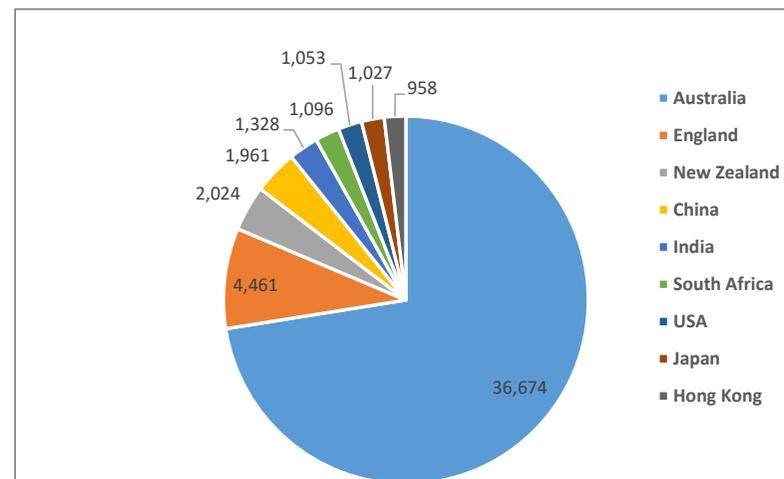


Figure 3 Country of birth North Sydney LGA (ABS 2016 Census of Population and Housing)

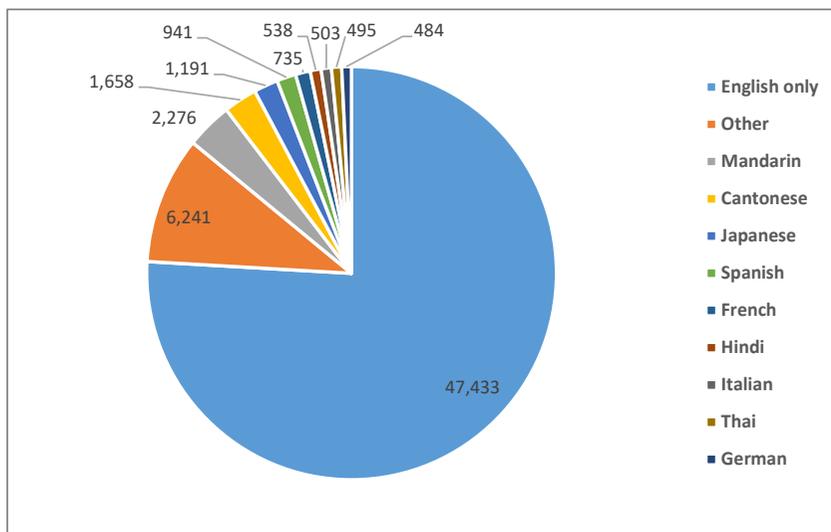


Figure 4: Language spoken at home North Sydney LGA (ABS 2016 Census of Population and Housing)

Key Transport Context

North Sydney's position on the north shore of Sydney Harbour, opposite the Sydney CBD means that North Sydney transport infrastructure not only accommodates the travel demands of its 71,000 residents and 66,000 employees, it also accommodates more than half a million through trips per day to and from destinations across greater Sydney. While the dense multi-modal transport network required to accommodate these journeys provides high levels of mobility for North Sydney residents and workers, the scale of transport infrastructure required on the approach to the harbour bridge and tunnel creates barriers to movement that significantly undermine the amenity, live-ability, walkability, lifestyle and travel choices of the North Sydney community.

In 2030, transport will play a positive role in supporting a happy, healthy and prosperous North Sydney community.

To achieve this, transport will be planned and managed to deliver the following community priority of "Safe Travel - Trips will be made safely, regardless of travel mode. This will be achieved by reducing traffic speeds to address human physiological limitations and increasing driver awareness of more vulnerable road users". Along with social well-being, active health, fair access to parking, environmental sustainability, local environments, transport affordability, congestion, and business activity. These priorities will be delivered directly through Council led education, encouragement, enforcement, and engineering initiatives as well as advocacy to NSW Government transport planners and managers: TfNSW, RMS, NSW Police, etc.

Active Transport

North Sydney has a Transport Strategy talks about the following North Sydney mode share statistics, based on 2016 census data:

- Census data suggests that only 6.4% of journeys are undertaken by "walking only". Given that walking facilitates almost every other journey type: travel to and from bus stops, train stations, ferry wharfs, car parks, etc., this grossly understates the true value of walking. In North Sydney's commercial, mixed use and neighbourhood centres, short walking journeys make up a far greater proportion of total trips.

- Cycling is a growth market. While the number of bicycle commuter trips in North Sydney is still low compared to international standards, cycling mode share doubled from 2006 to 2011 and is expected to do the same again as a result of the delivery of North Sydney's Integrated Cycling Strategy.

- 71.3% of residents and 71.1% of workers walk, cycle, use public transport or ride share to travel to and from work. • More workers arrive in the North Sydney LGA by train (34.2%) than single occupant vehicle journeys (28.9%). • Walking, cycling and public transport patronage is growing at rates well in excess of population growth.

- 16.5% of North Sydney households do not own a car, while only 24% of households own more than 1 car. Population growth and associated travel demand continues to put pressure on all of North Sydney's transport infrastructure. However, walking, cycling and public transport demand is growing at a significantly higher rate than private vehicle travel demand.

North Sydney Council also has a 'Walking Action Plan', 'Public Transport and Advocacy Action Plan' and 'Integrated Cycling Strategy' to advocate for Active Transport options throughout the LGA.

PART 3

North Sydney LGA Crash Analysis, 2016-2020

The following information provides a statistical overview of the road crash data for North Sydney LGA for the period 2016 to 2020.

1. CRASHES

Table 1 identifies the total number of crashes in North Sydney LGA by fatal/serious injury/moderate injury/minor/other crashes classification during the period 2016 to 2020.

Table 1: Number of crashes by fatal/serious injury/ moderate injury/ minor/other injured classification in North Sydney LGA, 2016-2020

	2016	2017	2018	2019	2020	5 year average
Fatal Crashes	0	1	0	2	2	1
Serious Injury Crashes	47	46	40	37	29	40
Moderate Injury Crashes	45	55	38	22	21	36
Minor/Other Crashes	62	56	36	37	36	45
Non Casualties	62	45	46	40	27	44
Total Crashes	216	203	160	138	115	166

Trend Graph - North Sydney

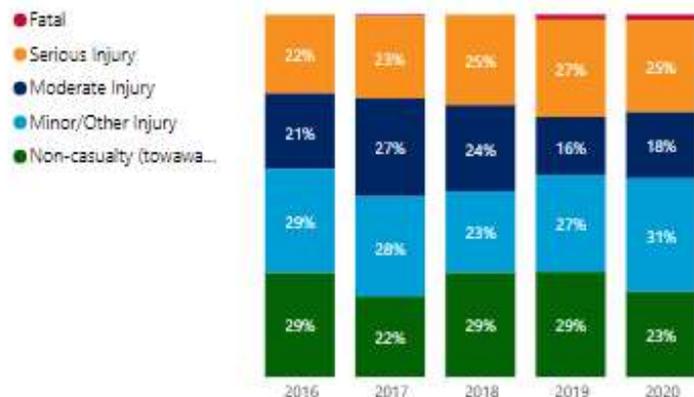


Table 1 indicates that:

- In 2020 there were 115 crashes in North Sydney, which is lower than 2019 and the five-year average of 166.
- There were 2 fatal crashes in 2020 and in 2019.
- The number of serious and moderate injury crashes decreased slightly from 2019 and lower than the five-year average of 152.
- Minor/other crashes has stayed consistent for 2018, 2019 and 2020.
- Non-casualty crashes were significantly lower than the five-year average and 2019

Graph 1 shows percentage of degree of crashes in North Sydney from 2016 to 2020

2. CONTRIBUTING FACTORS IN CRASHES

The following graphs show crashes with contributing factors in North Sydney LGA, Greater Sydney and NSW.

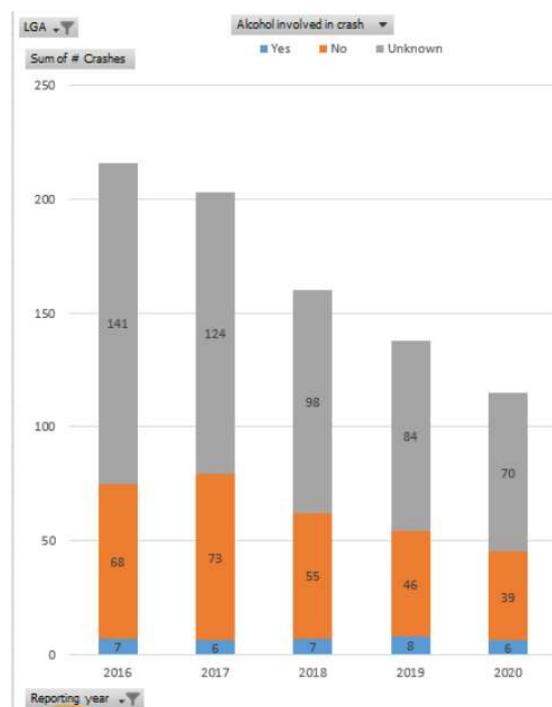
Alcohol crashes contributed to 5% of all crashes in North Sydney in 2020 and have stayed consistent over the 5 year period.

Speed crashes contribute to 6% of all crashes which is considerably lower than both Greater Sydney (12%) and NSW (20%).

Driver fatigue as a contributor was present in 6% of all crashes in North Sydney which is on par with Greater Sydney (7%) and lower than NSW (9%)

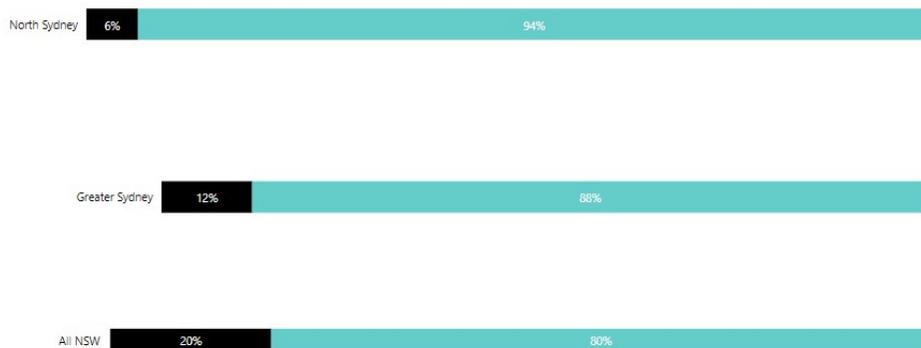
Both Speed and Fatigue are the highest contributing factor in North Sydney, but speed crashes in North Sydney are considerably lower than NSW and Greater Sydney. Alcohol crashes over the 5-year period are consistently the same.

Crashes with Alcohol as a Contributing Factor in North Sydney



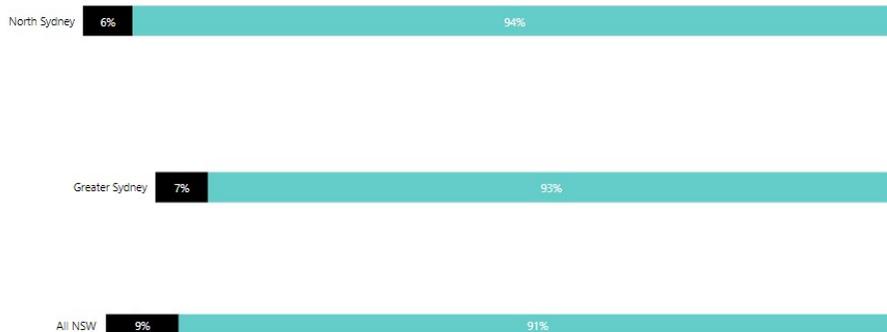
Graph 2 shows number of crashes in North Sydney with alcohol as a contributing factor from 2016 to 2020

Crashes with Speed as a Contributing Factor in North Sydney, Greater Sydney and All NSW 2020



Graph 3 shows the percentage of crashes with speed as a contributing factor (crashes shown in back) in North Sydney, Greater Sydney and NSW.

Fatigue



Graph 4 shows the percentage of crashes with Fatigue as a contributing factor (crashes shown in back) in North Sydney, Greater Sydney and NSW

2020 Top LGAs of Controllers Residence of Contributing Factors of Speed and Fatigue in Crashes

The following table shows the top LGA's of where drivers/controllers lived and that crashed in North Sydney and if speed or fatigue were involved in those crashes.

Speed	Fatigue
Canterbury-Bankstown	Northern Beaches
North Sydney	Inner West
The Hills	The Hills
Bayside	North Sydney
Cumberland	Randwick
Mosman	Sydney
Sutherland	

Table 2: 2020 Top LGAs of Controllers Residence of Contributing Factors of Speed and Fatigue in Crashes

3. CASUALTIES

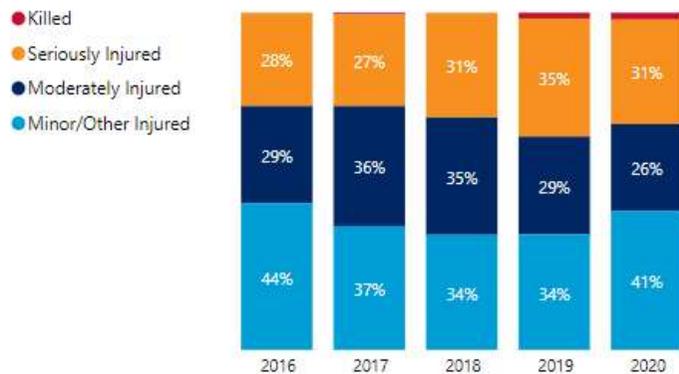
Table 3: Number of casualties by killed/seriously injured/ moderately injured/ minor/other injured classification in North Sydney LGA, 2016-2020

	2016	2017	2018	2019	2020	5 year Av.
Killed	0	1	0	2	2	1
Seriously Injured	49	48	41	41	30	42
Moderately Injured	51	63	46	34	25	44
Minor/Other injured	77	65	45	40	40	53
Total	177	177	132	117	97	140

Table 3 indicates that:

- The average total number of casualties over a 5-year period of 2016 to 2020 is 140.
- In 2020 the seriously injured casualties were the biggest reduction and decreased from 41 in 2019 to 30 in 2020 which is also lower than the 5-year average of 42.
- There were two fatalities in both 2019 and 2020.
- The total number of casualties reduced by 20 from 2019 to 2020.

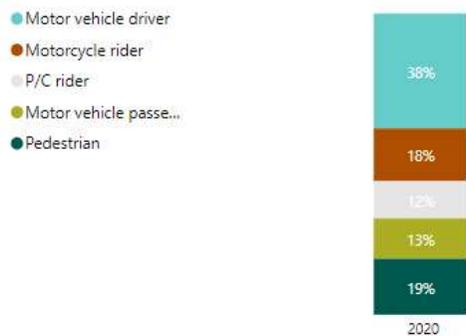
Trend Graph - North Sydney



Graph 5 shows the percentage of casualties and degree of crash in North Sydney from 2016 to 2020.

4. ROAD USER CLASS

Trend Graph - North Sydney



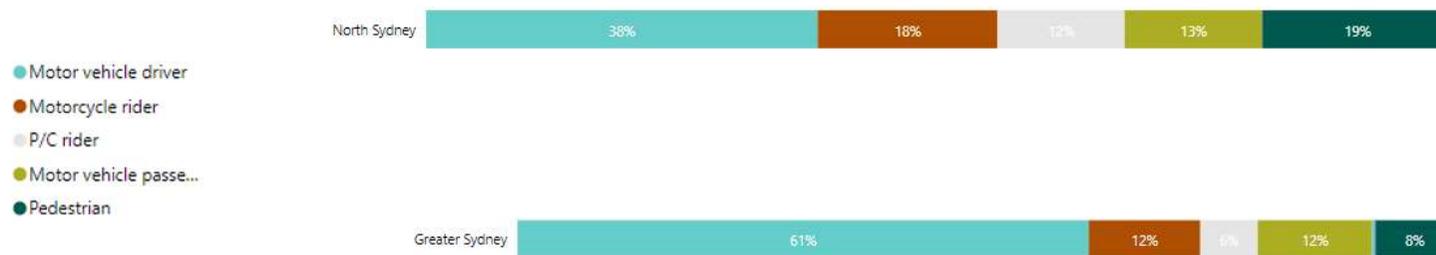
Graph 6 below shows the percentage of casualties by road user class in 2020 North Sydney LGA.

Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Killed		1		2	2	5
Seriously Injured	49	48	41	41	30	209
Moderately Injured	51	63	46	34	25	219
Minor/Other Injured	77	65	45	40	40	267
Total	177	177	132	117	97	700

Trend Table - North Sydney

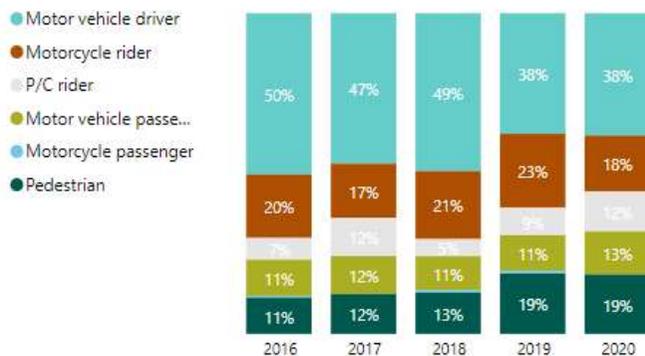
Display by Value	2020	Total
Motor vehicle driver	37	37
Motorcycle rider	17	17
P/C rider	12	12
Motor vehicle passenger	13	13
Pedestrian	18	18
Total	97	97



Graph 7 shows the percentage of casualties by road user class in 2020 North Sydney LGA and Greater Sydney.

- **Motor vehicle driver** casualties are significantly higher than other road casualties for North Sydney (38%) which is significantly lower than Greater Sydney (61%).
- **Pedestrians** are the second highest road user group for casualties for North Sydney at 19%, which is significantly higher than Greater Sydney’s casualties at 8%.
- **Motorcycle** casualties are the third highest casualties in North Sydney (18%) which is higher than for Greater Sydney (12%).
- **Motor vehicle passengers** are the second lowest road user group for casualties for North Sydney with 13% which is lower than Sydney and NSW with 14.7% and 16.5% respectively.
- **Pedal cyclists** for North Sydney (12%) are the lowest group but they were double that of Greater Sydney (6%).

Trend Graph - North Sydney

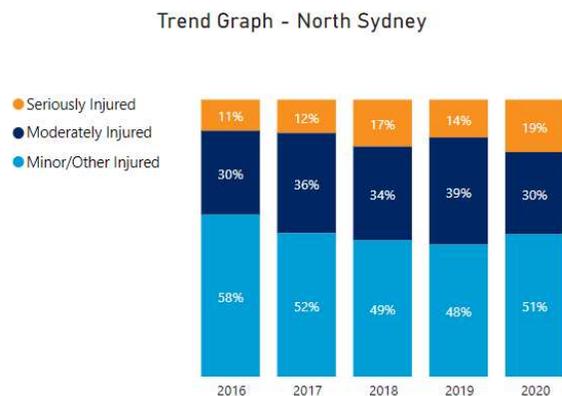


Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Motor vehicle driver	89	83	65	44	37	318
Motorcycle rider	35	30	28	27	17	137
P/C rider	12	21	7	10	12	62
Motor vehicle passenger	20	21	14	13	13	81
Motorcycle passenger	1		1	1		3
Pedestrian	20	22	17	22	18	99
Total	177	177	132	117	97	700

Graph 8 shows the percentage of casualties by road user class during the period 2016 to 2020 in North Sydney LGA.

4a. Motor Vehicle Driver Casualties



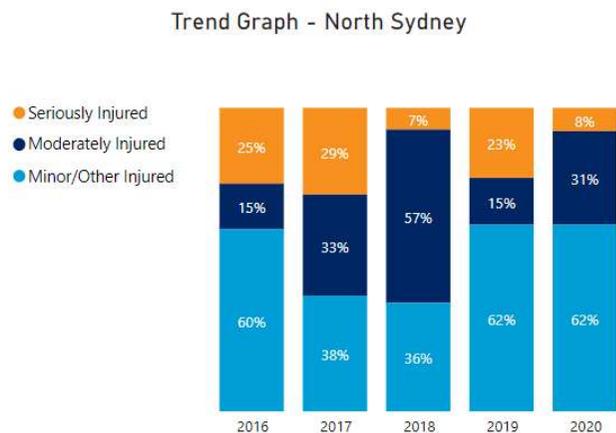
Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Seriously Injured	10	10	11	6	7	44
Moderately Injured	27	30	22	17	11	107
Minor/Other Injured	52	43	32	21	19	167
Total	89	83	65	44	37	318

Graph 9 shows the percentage of motor vehicle casualties by degree of crash during the period 2016 to 2020 in North Sydney LGA.

Driver casualties in 2020, majority of casualties were minor/other injured (51%) which have decreased over the 5-year period. With Moderately injured at (30%) and Seriously Injured (19%) in 2020. Over the 5-year period the total number of driver casualties have reduced dramatically.

4b. Motor Vehicle Passenger Casualties



Trend Table - North Sydney

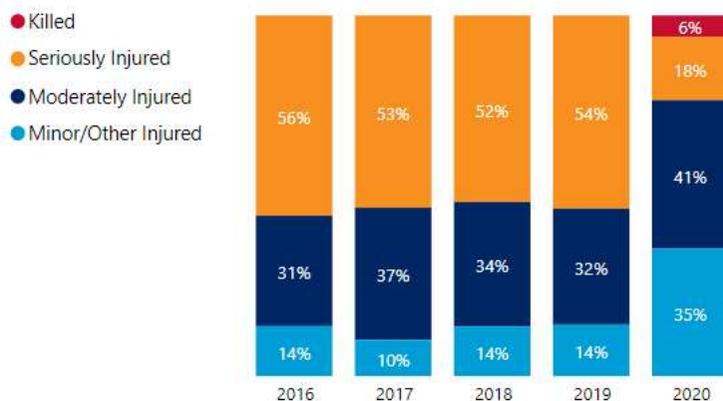
Display by Value	2016	2017	2018	2019	2020	Total
Seriously Injured	5	6	1	3	1	16
Moderately Injured	3	7	8	2	4	24
Minor/Other Injured	12	8	5	8	8	41
Total	20	21	14	13	13	81

Graph 10 shows the percentage of motor vehicle passenger casualties by degree of crash during the period 2016 to 2020 in North Sydney LGA.

Motor Vehicle Passenger casualties in 2020, majority of casualties were minor/other injured (62%). With Moderately Injured at (31%) and Seriously Injured (8%) Seriously injured passengers in 2020 which dropped significantly from 23% to 8%, which means that Moderately injured passengers increased to 31% in 2019 from 15% in 2020.

4c. Motorcyclist Casualties

Trend Graph - North Sydney



Trend Table - North Sydney

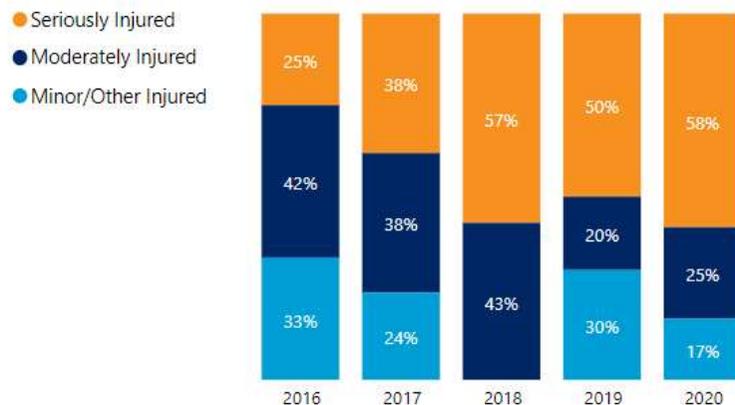
Display by Value	2016	2017	2018	2019	2020	Total
Killed					1	1
Seriously Injured	20	16	15	15	3	69
Moderately Injured	11	11	10	9	7	48
Minor/Other Injured	5	3	4	4	6	22
Total	36	30	29	28	17	140

Graph 11 shows the percentage of motorcyclist casualties by degree of crash during the period 2016 to 2020 in North Sydney LGA.

Motorcyclist casualties in 2020 there was a fatality of a motorcyclist. The largest group of casualties were moderately injured (41%). With minor/other Injured at (35%) and seriously injured (18%). Seriously injured motorcyclists in 2020 dropped significantly from 54% to 18%, which means that moderately injured motorcyclists increased to 32% in 2019 from 41% in 2020.

4d. Pedal Cyclist Casualties

Trend Graph - North Sydney



Graph 12 shows the percentage of pedal cyclist casualties by degree of crash during the period 2016 to 2020 in North Sydney LGA.

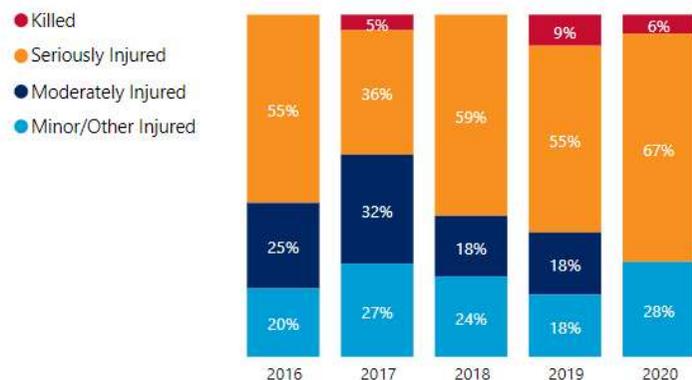
Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Seriously Injured	3	8	4	5	7	27
Moderately Injured	5	8	3	2	3	21
Minor/Other Injured	4	5		3	2	14
Total	12	21	7	10	12	62

Pedal Cyclist Casualties The largest group of casualties were seriously injured at 58%. With moderately injured at 25% and minor/other injured 17%. Seriously injured pedal cyclists in 2020 increased from 50% to 58%, which means that minor/other injured decreased from 30% in 2019 from 17% in 2020.

4e. Pedestrian Casualties

Trend Graph - North Sydney



Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Killed		1		2	1	4
Seriously Injured	11	8	10	12	12	53
Moderately Injured	5	7	3	4		19
Minor/Other Injured	4	6	4	4	5	23
Total	20	22	17	22	18	99

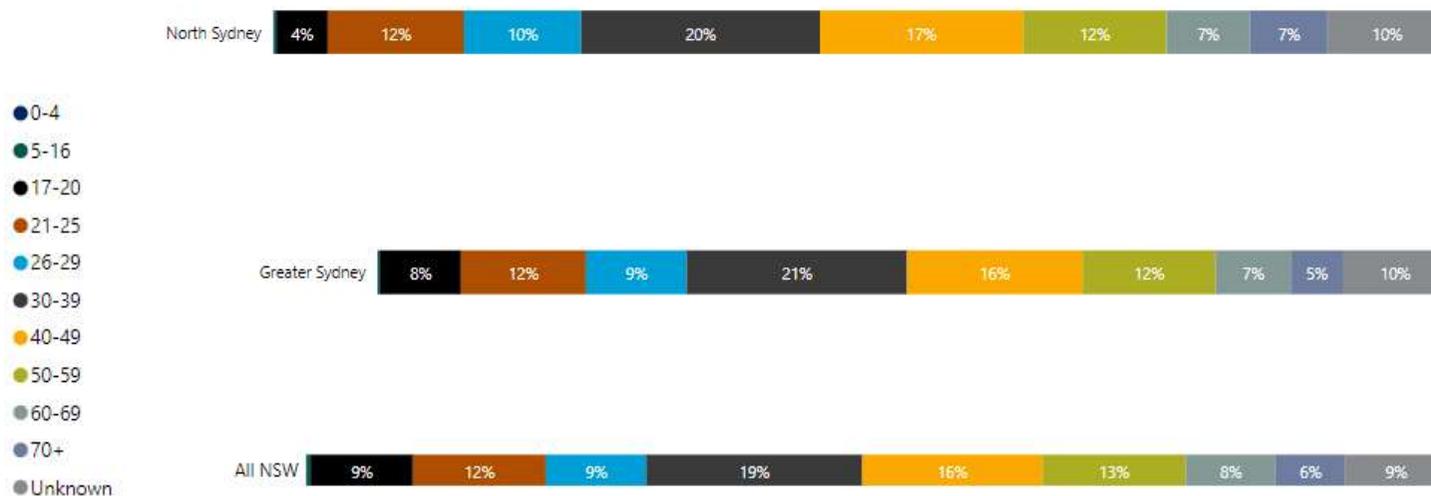
Graph 13 shows the percentage of pedestrian casualties by degree of crash during the period 2016 to 2020 in North Sydney LGA.

Pedestrian Casualties in 2017, 2019 and 2020 there were pedestrian fatalities. The largest group of casualties were Seriously Injured (67%). With Minor/other Injured at 28%. Seriously injured pedestrians in 2020 increased from 55% to 67%, There were actually no Moderately Injured and Minor/other injured increased from 18% in 2019 to 28% in 2020.

5. AGE GROUPS AND GENDER

5a. Crashes by Age Group of Motor Vehicle Controller

The below graph shows that in North Sydney the largest age group of crashes is in the 30–39 year-old age group at 20% with 40-49 year olds being next highest at 17%. Which is in line with both Sydney and NSW.

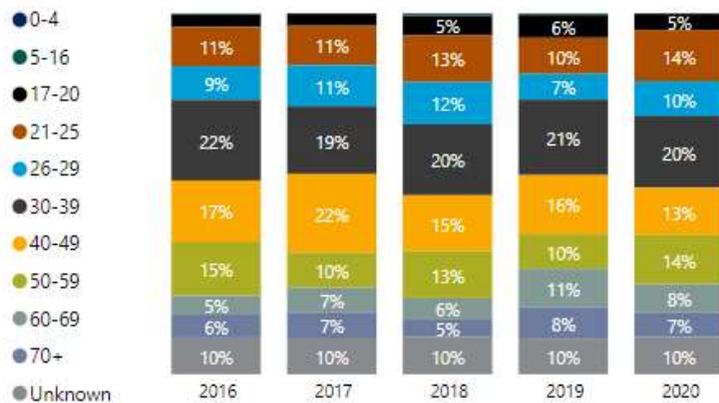


Graph 14 shows the percentage of Motor Vehicle Controllers involved in all crashes by age group of controller Greater Sydney Region, NSW and North Sydney LGA during the period 2016 to 2020.

5bi. Motor Vehicle Driver Casualties

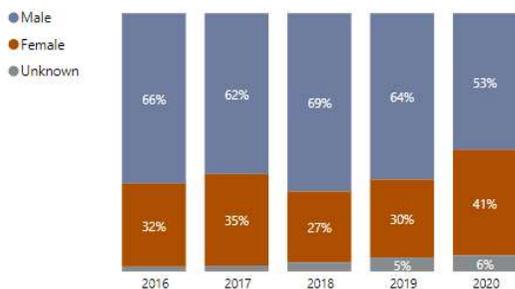
30-39 year old's are the most highly represented as motor vehicle driver casualties in North Sydney (20%, with 21-25 and 40-49 year old's being the next highest at (14%). And is consistent over the 5 year trend that 30-39 year old's are the highest casualties. Men are more highly represented as motor vehicle driver casualties (53% versus 41% in 2020).

Trend Graph - North Sydney



Graph 15 shows the percentage of motor vehicle driver casualties and age groups during the period 2016 to 2020 in North Sydney LGA

Trend Graph - North Sydney



Trend Table - North Sydney

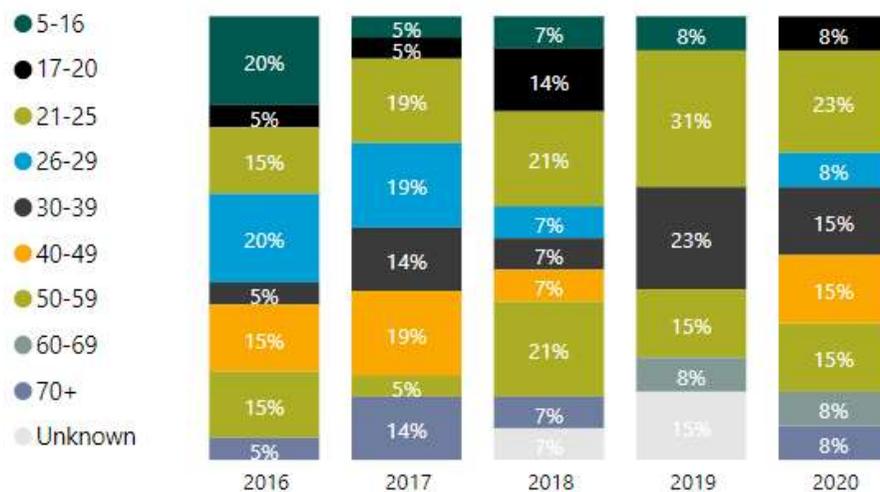
Display by Value	2016	2017	2018	2019	2020	Total
Male	248	223	196	154	93	914
Female	121	127	78	72	72	470
Unknown	7	8	10	13	11	49
Total	376	358	284	239	176	1,433

Graph 16 shows the percentage of casualties and gender during the period 2016 to 2020 in North Sydney LGA

5bii. Motor Vehicle Passenger Casualties

21-25 year old's are the most highly represented as motor vehicle passenger casualties in North Sydney (23%). With 30-39, 40-49 and 50-59 year old's being the next highest at (15%). With 21-25 and 26-29 year old's being the highest casualties majority of the time over the 5 year trend.

Trend Graph - North Sydney

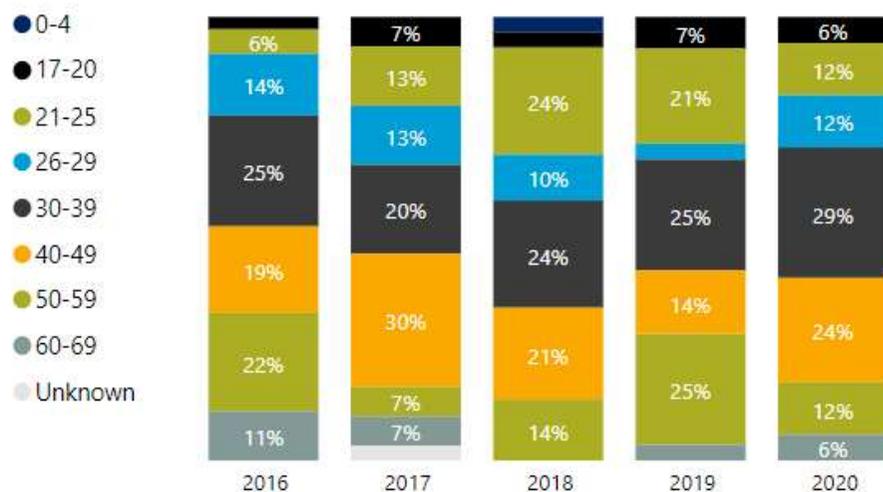


Graph 17 shows the percentage of motor vehicle passenger casualties and age groups during the period 2016 to 2020 in North Sydney LGA

5biii. Motorcyclist Casualties

30-39 year old's are the most highly represented as motorcyclist casualties in North Sydney (29%). With 40-49 year old's being the next highest at (24%). With 30-39 and 40-49 year old's being the highest casualties majority of the time over the 5 year trend.

Trend Graph - North Sydney

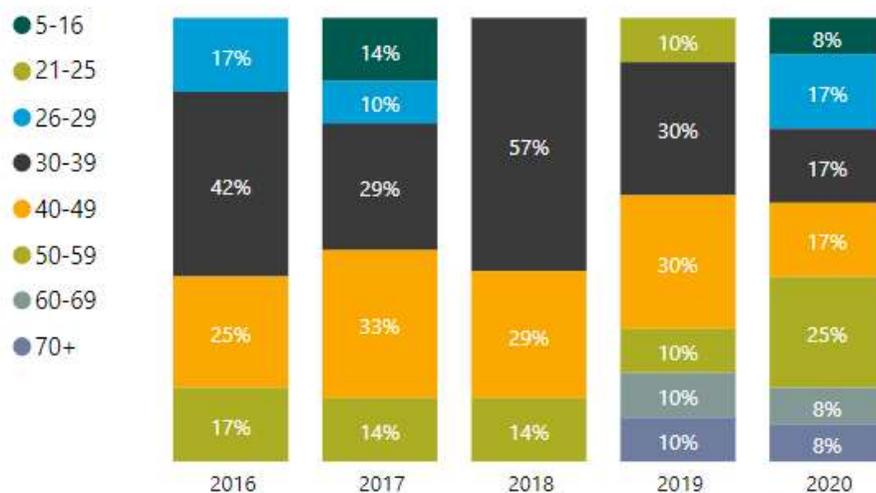


Graph 18 shows the percentage of motorcyclist casualties and age groups during the period 2016 to 2020 in North Sydney LGA

5biv. Pedal Cyclist Casualties

50-59 year old's are the most highly represented as pedal cyclist casualties in North Sydney (25%). With 26-29, 30-39 and 40-49 year old's being the next highest at (17%). With 30-39 and 40-49 year old's being the highest casualties majority of the time over the 5 year trend.

Trend Graph - North Sydney

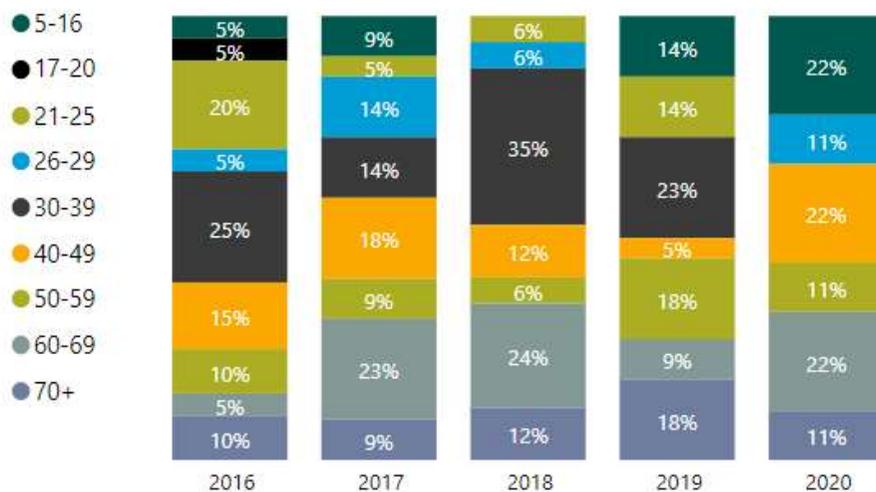


Graph 19 shows the percentage of pedal cyclist casualties and age groups during the period 2016 to 2020 in North Sydney LGA

5bv. Pedestrian Casualties

5-16, 40-49 and 60-69 year old's are the most highly represented as pedestrian casualties in North Sydney (22%). With 40-49 and 60-69 and 30-39 year old's being the highest majority of the time over the 5 year trend.

Trend Graph - North Sydney

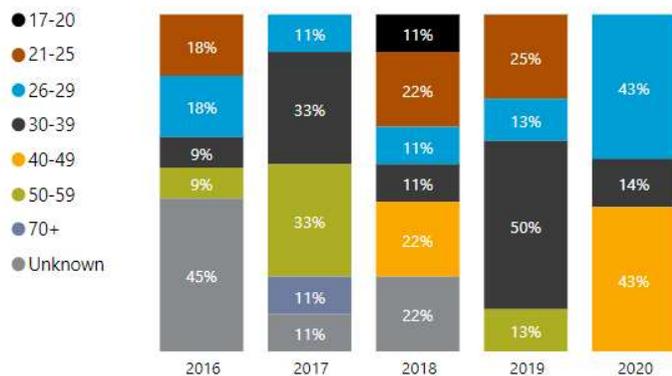


Graph 20 shows the percentage of pedestrian casualties and age groups during the period 2016 to 2020 in North Sydney LGA

5c. Age Group and Contributing Factors Fatigue

26-29 and 40-49 year old's are the highest and majority groups in 2020 that had Fatigue as a contributing factor in North Sydney with 43%. 30-39 year old's seem to be consistently crashing with fatigue over the 5 year trend.

Trend Graph - North Sydney



Trend Table - North Sydney

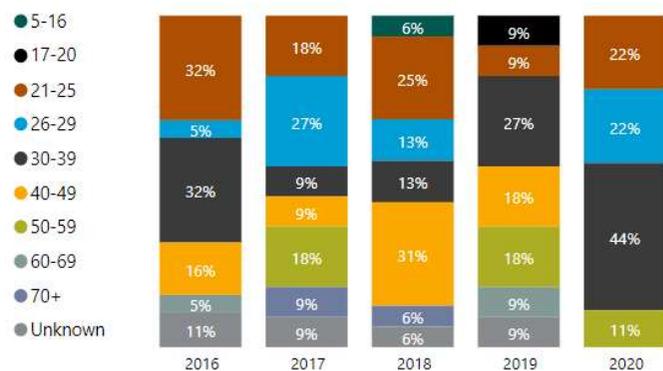
Display by Value	2016	2017	2018	2019	2020	Total
17-20			1			1
21-25	2		2	2		6
26-29	2	1	1	1	3	8
30-39	1	3	1	4	1	10
40-49			2		3	5
50-59	1	3		1		5
70+		1				1
Unknown	5	1	2			8

Graph 21 shows motor vehicle controllers by age group and fatigue as a contributing factor in North Sydney LGA 2016-2020.

5.d Age Group and Contributing Factors Speed

30-39 year old's are the highest and majority groups in 2020 that had speed as a contributing factor in North Sydney with 44%. With 21-25 and 26-29 year old's being the next highest. 30–39-year-olds seem to be consistently crashing with fatigue over the 5 year trend.

Trend Graph - North Sydney



Trend Table - North Sydney

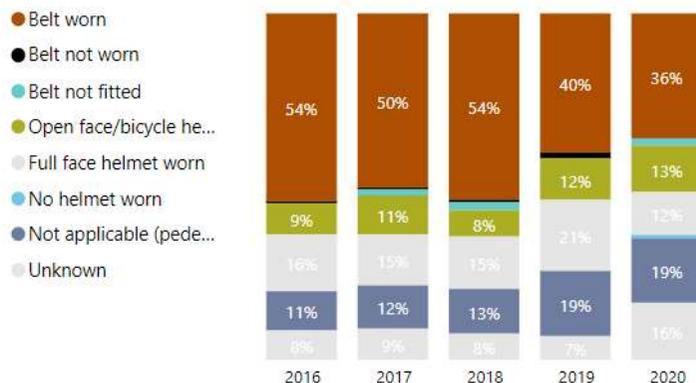
Display by Value	2016	2017	2018	2019	2020	Total
5-16			1			1
17-20				1		1
21-25	6	2	4	1	2	15
26-29	1	3	2		2	8
30-39	6	1	2	3	4	16
40-49	3	1	5	2		11
50-59		2		2	1	5
60-69	1			1		2

Graph 22 shows motor vehicle controllers by age group and fatigue as a contributing factor in North Sydney LGA 2016-2020.

6. OCCUPANT RESTRAINTS

On average there is one crash per year where a seat belt is not worn in North Sydney. There are also 8 crashes over the 5 year trend where a seat belt has not been fitted in the car. In 2020 there was one crash where a helmet was not worn. Over the 5 years there were 65 crashes where it was unknown if a helmet or seatbelt were worn.

Trend Graph - North Sydney



Trend Table - North Sydney

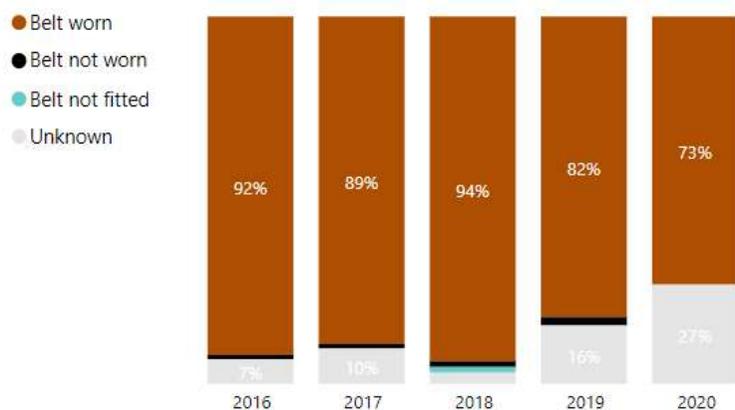
Display by Value	2016	2017	2018	2019	2020	Total
Belt worn	96	89	71	47	35	338
Belt not worn	1	1	1	2		5
Belt not fitted		3	3		2	8
Open face/bicycle helmet	16	20	10	14	13	73
Full face helmet worn	29	26	20	24	12	111
No helmet worn					1	1
Not applicable (pedestrian)	20	22	17	22	18	99
Unknown	15	16	10	8	16	65

Graph 23 shows restraint and helmet use in North Sydney LGA 2016-2020.

Table 3: Use of Restraints, 2016-2020

	2016	2017	2018	2019	2020
All Motor Vehicle Driver Casualties	86	74	61	36	27
Restraint fitted but not worn	1	1	1	1	0
Not known	6	8	2	7	10
	2016	2017	2018	2019	2020
All Motor Vehicle Passenger Casualties	14	15	10	11	8
Restraint fitted but not worn	0	0	0	0	0
Not known	6	3	2	1	3

Trend Graph - North Sydney

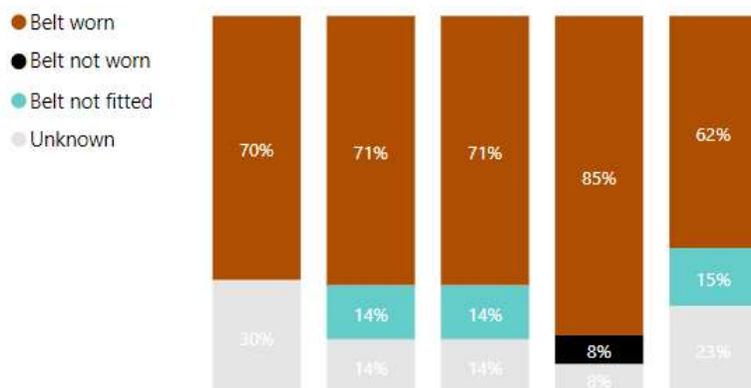


Graph 24 shows motor vehicle driver restraint compliance in North Sydney LGA 2016-2020.

Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Belt worn	82	74	61	36	27	280
Belt not worn	1	1	1	1		4
Belt not fitted			1			1
Unknown	6	8	2	7	10	33
Total	89	83	65	44	37	318

Trend Graph - North Sydney



Graph 25 shows motor vehicle passenger restraint compliance in North Sydney LGA 2016-2020.

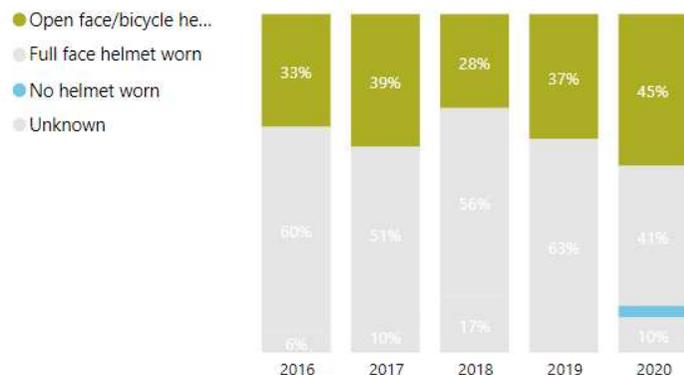
Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Belt worn	14	15	10	11	8	58
Belt not worn				1		1
Belt not fitted		3	2		2	7
Unknown	6	3	2	1	3	15
Total	20	21	14	13	13	81

7. HELMET USE

In 2020 there was one crash where a helmet was not worn and 3 unknown.

Trend Graph - North Sydney



Graph 26 shows motorcyclist and pedal cyclist helmet compliance in North Sydney LGA 2016-2020.

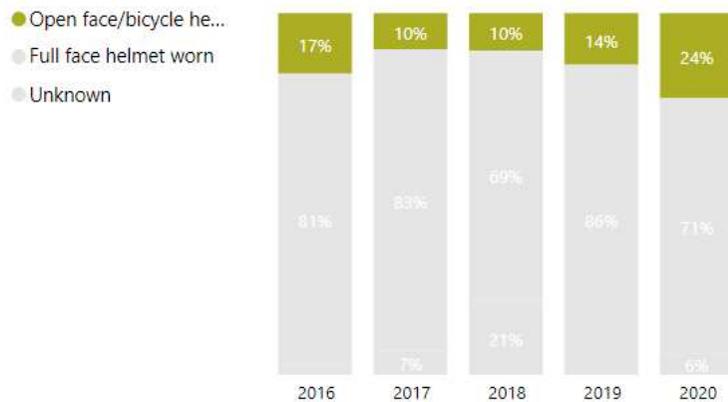
Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Open face/bicycle helmet	16	20	10	14	13	73
Full face helmet worn	29	26	20	24	12	111
No helmet worn					1	1
Unknown	3	5	6		3	17
Total	48	51	36	38	29	202

Table 4: Helmet use, 2016-2020

	2016	2017	2018	2019	2020
All Motorcyclist Casualties	36	30	29	28	17
Helmet not worn	0	0	0	0	0
Not known	1	2	6	0	1
All Pedal Cyclist Casualties	12	21	7	10	12
Helmet not worn	0	0	0	0	1
Not Known	2	3	0	0	2

Trend Graph - North Sydney

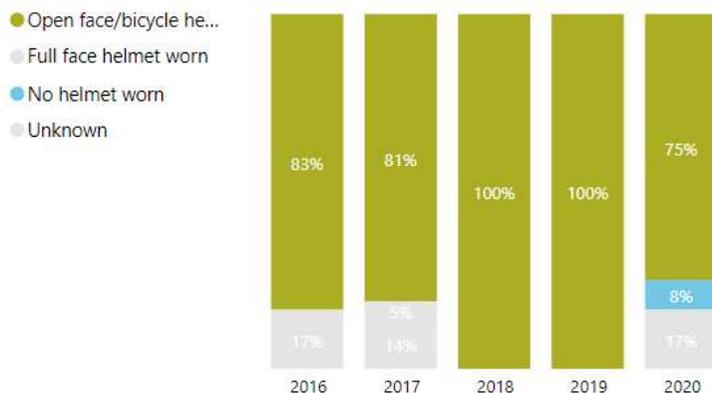


Graph 27 shows motorcyclist helmet compliance in North Sydney LGA 2016-2020.

Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Open face/bicycle helmet	6	3	3	4	4	20
Full face helmet worn	29	25	20	24	12	110
Unknown	1	2	6		1	10
Total	36	30	29	28	17	140

Trend Graph - North Sydney



Graph 28 shows motorcyclist and pedal cyclist helmet compliance in North Sydney LGA 2016-2020.

Trend Table - North Sydney

Display by Value	2016	2017	2018	2019	2020	Total
Open face/bicycle helmet	10	17	7	10	9	53
Full face helmet worn		1				1
No helmet worn					1	1
Unknown	2	3			2	7
Total	12	21	7	10	12	62

8. SUMMARY

- In 2020 there were **115** crashes in North Sydney, which is lower than 2019 and the five-year average of 166.
- There were 2 fatal crashes in 2020 and in 2019. Of these one was a **motorcyclist** and the other 3 were pedestrians.
- The highest percentage of crashes for North Sydney occurred in the **30-39-year age group** with 21.9%.
- **Speed** and **Fatigue** were 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 2020, significantly below the five-year average of 9.1%.
- **26-29 and 40-49 year old's** are the highest and majority groups in 2020 that had Fatigue as a contributing factor.
- 30-39 year old's are the highest and majority groups in 2020 that had speed as a contributing factor
- The percentage of crashes involving **Alcohol** were at their lowest in 2020.
- **Motor vehicle driver casualties** are significantly higher than other road casualties for North Sydney (38%) which is significantly lower than Greater Sydney (61%).
- **Pedestrians** are the second highest road user group for casualties for North Sydney at 19%, which is significantly higher than Greater Sydney's casualties at 8%. There were two fatalities in 2020 and one in 2019.
- **Helmet use** and **Restraint** use is high but there were a lot of unknown crashes as to if restraints or helmets were actually being worn.
- **30-39 and 40-49 year old's** are represented in all the age groups and types of casualties. **20-29 year** old's are the second highest age group.

9. SOURCES

- ABS LGA Profile
- TfNSW Safe Systems Analytics Crash Data
- Include other references

Road Safety Action Plan 2022 – 2023

Bec Thomas, Road Safety Co-ordinator



Traffic & Transport Operations
July 2022

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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 Action Plan 2026 (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 four-year funding (ending in July 2025) arrangements that coincide with the Program Funding Agreement (PFA).

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 2022-2026 sets out what Council will do over the next four 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:

2.3.1.01 *Implement the Road Safety Action Plan including education and awareness programs.*

1.3 Operational Plan

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

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

2.3.2.02 *Implement community education campaigns that encourage use of active, public and other alternative modes of transport*

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 2016 – 2020 can be found in Attachment 1.

2 Links to State Government Plans

2.1 The NSW Road Safety Action Plan 2026

The 2026 Road Safety Action Plan, launched in April 2022, will build on the effective road safety initiatives already delivered through the Road Safety Plan 2021. The 2026 Plan includes new targets to halve road deaths and reduce serious injuries by 30 per cent by 2030. It is based on the proven Safe Systems approach to road safety, so that initiatives to deliver safer roads, speeds, people and vehicles work together to keep us protected.

The plan will deliver on five priority areas:

Creating safer country roads and urban places

Enhancing road safety in local communities

Increasing the safety of light vehicles, heavy vehicles and protective equipment

Making safer choices on our roads

Ensuring the safety of vulnerable and other at-risk road users.

3 Road Safety Projects

3.1 Current Road Safety Projects 2022/23

Table 1 outlines the major current road safety projects planned to be implemented in the current 2022/23 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 Road Safety Projects 2022/23

	Project Name	Project Description and Objectives	Project Actions	Evaluation/Reasoning
1	Child Restraint Checking Vouchers	<p>Free Car Seat Checking Vouchers given to North Sydney residents 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>The free vouchers allow clients to attend an authorised fitting station at a time convenient for them and get their car seats checked and installed.</i></p>	<ul style="list-style-type: none"> • Appoint authorised restraint fitters. • 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. • Send out education material. • Send out survey to all participants. 	<p>Although restraint use is high, these vouchers highlight the need for this event as a significant number of child restraints are incorrectly installed.</p>
2	Safety Around Schools Campaign <ul style="list-style-type: none"> • Newsletters • Fact Sheets • Kiss'n'Drop Banners • Walk Safely resources 	<p>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:</p> <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 	<ul style="list-style-type: none"> • Develop content and organise artwork and design education materials specific to schools: the Road Safety Newsletter, information to distribute in their networks via newsletter and websites, develop resources to put on school fences and also via social media. Topics include reminders about road rules, encouraging active travel to and from school, reinforcing 	<p>A good working relationship is maintained with all local primary schools who are grateful for the road safety information they receive each term, as well as any road safety resources that are distributed or provided to them to help promote safety.</p> <p>Information and resources reach all 10 local primary schools with a combined</p>

	Project Name	Project Description and Objectives	Project Actions	Evaluation/Reasoning
		<p>of driving and parking safely around schools.</p> <ul style="list-style-type: none"> Encourage active travel to and from school. 	<p>the importance of road safety around schools.</p> <ul style="list-style-type: none"> Work with the Police and Rangers on enforcement and education of parents on safety and parking legally. Develop and distribute road safety resources for schools promoting road safety and active travel e.g. rulers, magnets, slap bands, pens etc. 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. 	<p>total of approximately 6000 students and 4000 families.</p>
3	2023 Road Safety Calendar	<p>The 2023 Road Safety Calendar is a collaboration of North Sydney, Hornsby, Ku-ring-gai, Lane Cove, Northern Beaches and City of Ryde Councils.</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. Further enhance and develop and continue to provide current, concise and relevant road safety information 	<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>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 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>

	Project Name	Project Description and Objectives	Project Actions	Evaluation/Reasoning
		responsive to the needs expressed by residents.		
4	Be Truck Aware Safety Around Heavy Vehicles Campaign	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. The objectives of this project are to: <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. As well as Council's depot staff. 	<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, including footpath stencils. 	An evaluation will be completed once the project is finalised. The evaluation will involve: <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.
5	Safer Driving for Seniors Free Workshop Community Engagement / Workshops	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.	<ul style="list-style-type: none"> • Hold workshops for senior drivers and pedestrians. • Use social media, website, information boards etc to promote workshops and other road safety messages. 	The evaluation will include: <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.

	Project Name	Project Description and Objectives	Project Actions	Evaluation/Reasoning
		<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"> • Liaise with schools to target and address young driver issues. • Identify other avenues for targeting high-risk road user groups. • Promotion of road safety education through seniors week activities. 	
6	Walk Safe	<p>This project will address the issues related to: all pedestrians, older pedestrians; safety around schools. Promote safer pedestrian behaviour through increased awareness and ownership of road user attitudes as well as highlight role of 40km High Pedestrian Activity Areas and shared zones in reducing casualties.</p> <p>The objectives of this project are to:</p> <ul style="list-style-type: none"> • Raise awareness of safe pedestrian practices and reduce pedestrian casualties & fatalities in Nth Syd LGA. • Identify risks and educate community through engagement of workshops or other types of engagement. • Identify locations for 40km HPAA or shared zones, look at crash locations and install LOOK stencils. • Install LOOK stencils around schools and educate through school networks. 	<ul style="list-style-type: none"> • Schedule themed messages in council platforms such as newsletter, mayoral column, community safety calendar on pedestrian safety, school newsletters website and social media. • Develop & share newsletter collateral for local schools & childcare centres: Hold My Hand, Keep Me Safe; Always use pedestrian crossings, Getting In & Out of Car Safely, Watch Out for Heavy Vehicles, Navigating intersections. Create specialised traffic flyers on safe pedestrian practices to be distributed in community. • Work with high schools to encourage students to be aware of surrounding not phone while travelling to and from school, particularly mid blocks & intersections. • Review current thermoplastic stencil 	<p>The evaluation will include:</p> <ul style="list-style-type: none"> • Number and types of resources developed. • Feedback received and number of attendees at workshops. • Level of coverage and engagement on social media and other activities undertaken.

	Project Name	Project Description and Objectives	Project Actions	Evaluation/Reasoning
			<p>locations, replace damaged ones and install new ones based on identified issues.</p> <ul style="list-style-type: none"> • Work with NSW health on Stepping Out Work with medical centres, aged care homes, church groups, cultural organisations & health precincts to promote pedestrian safety messages targeted at seniors Organise pedestrian safety workshop for seniors. 	
7	Road Rule Reminders	To educate the wider community and refresh their knowledge of the road rules especially during Road Safety Week and Road Rule Awareness Week.	<ul style="list-style-type: none"> • Schedule themed messages in council platforms such as social media, website, newsletter, mayoral column, school newsletters. 	<p>The evaluation will include:</p> <ul style="list-style-type: none"> • Number and types of resources developed. • Level of coverage and engagement on social media and other activities undertaken.

Road Safety Images 2021/22

SAFETY AROUND SCHOOLS

FACT SHEET 1

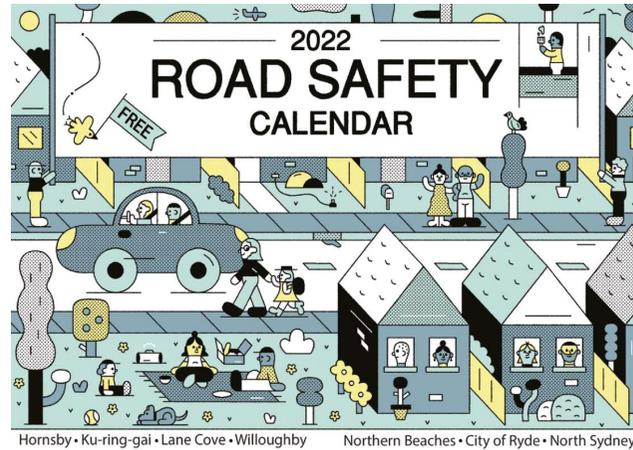
Parking Safely Around Schools: Parking Signs

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. 	EXCEEDS: \$191 + 2 DEMERIT POINTS
	<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. 	EXCEEDS: \$344 + 2 DEMERIT POINTS
	<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. 	EXCEEDS: \$344 + 2 DEMERIT POINTS
	<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. 	EXCEEDS: \$114

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.



SAFER DRIVING FOR SENIORS

FREE WORKSHOP

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 priorities 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 license. 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
WEDNESDAY 22 JUNE 2022
 9.30AM - 11.30AM
 North Sydney Council, Hutley Hall, Entrance off Civic Park, Miller Street
BOOKINGS ARE ESSENTIAL
 Email: Bec.thomas@northsydney.nsw.gov.au or call 9936 8295



BE TRUCK AWARE

3.2 Previous Road Safety Projects 2021/22

Table 2 provides a list of the major road safety projects implemented in 2021/22. 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 2021/22

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
1	Child Restraint Checking Days	<p>Free Car Seat Checking Vouchers given to North Sydney residents 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. From November 2021 to July 2022 there were 170 seats checked and fitted.</p> <p>For 2022/22:</p> <ul style="list-style-type: none"> • 120 participants (cars) were registered and 170 child restraints were installed, checked or adjusted. • 95% of respondents to the survey found the checking day to be "excellent", 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 Bec." "It is a wonderful service, it makes us feel that the child in our car is safely secured, it gives us peace

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
				of mind. Thank you for 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 newsletter and road safety education materials and road safety advice was given to a number of schools, who were very pleased that council was providing these resources. 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.
3	2022 Road Safety Calendar	The 2022 Road Safety Calendar is a collaboration of North Sydney, Hornsby,	<ul style="list-style-type: none"> Analyse past evaluations, investigate current road safety issues and decide 	38,000 calendars were distributed over northern Sydney, to 189 distribution

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
		<p>Ku-ring-gai, Lane Cove, Northern Beaches and City of Ryde Councils.</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. 	<p>on topics to include for each month of the calendar.</p> <ul style="list-style-type: none"> • 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>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 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	Road Rule Awareness	<ul style="list-style-type: none"> • To educate the wider community and refresh their knowledge of the road rules especially during Road Safety Week and Road Rule Awareness Week. 	<ul style="list-style-type: none"> • Schedule themed messages in council platforms such as social media, website, newsletter, mayoral column, school newsletters. 	<ul style="list-style-type: none"> • During these weeks information was placed on Council's website, Facebook and also via the bulletin and Council's newsletter. • Staff information around fatigue and double demerits via emails and staff newsletter. • Reviewing staff policies.

	Project Name	Project Description and Objectives	Project Actions	Evaluation Results
5	Safer Driving for Seniors Free Workshop Community Engagement / Workshops	<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 in June 2021. 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 15 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, information on Council's website, social media. Information on Helping Learner Drivers Become Safer Drivers was sent to local high schools.

Previous years Road Safety Images 2019/2021

SAFER DRIVING FOR SENIORS FREE WORKSHOP

HOW TO GET HERE

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/Z2XE>
 or call Stella Stefan 9336 8246.
 Light Lunch will be provided.

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

Look out, trucks about



NSW GOVERNMENT **BE TRUCK AWARE** TOWARDS ZERO

RBT MEANS YOU NEED A PLAN B



SAFETY AROUND SCHOOLS

Keep Children Safe - Do the Right Thing!

Important safety rules to remember in school zones:

- TURN THREE POINT TURNS:** These can be dangerous and difficult to manoeuvre and should be avoided.
- NO STOPPING ZONES:** You cannot stop in the stopping zone for any reason.
- 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 4km/h speed limit applies in school zones.
- NO PARKING ZONES:** You can only have the maximum of 2 minutes and must stay within 3 metres of your vehicle. They are used as a drop-off and pick-up zone.
- 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.
- MOBILE PHONES:** It is illegal to use mobile phones while driving and the penalty for doing so in a school zone is 4 demerit points.
- TRUCKS:** Slow down to 40 when bus lights flash.

Children can be unpredictable, so predict the unexpected. Drive and park safely in places 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 avoid the risk of a fine, and try walking at the front or end of the way to school?

ROAD SAFETY CALENDAR 2020

Free!

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

CAN'T BE SERIOUS?

Don't risk it in School Zones!

A road safety message from North Sydney Council



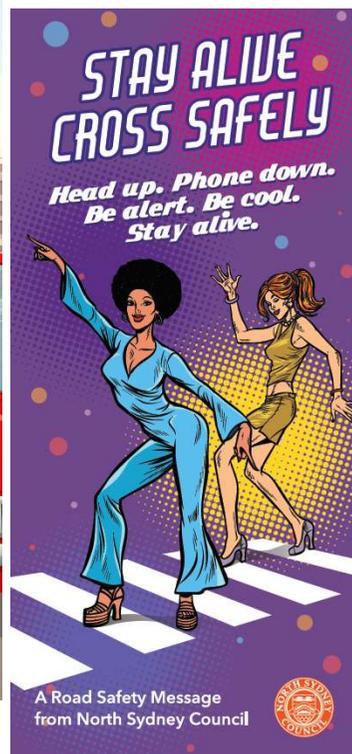
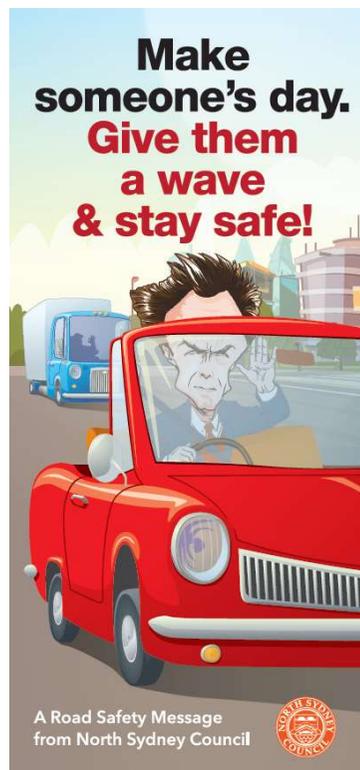
3.3 Other Council and TfNSW Non-Funded Initiatives

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 Shared Zone 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 40km High Pedestrian Areas	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 2019 – 2023

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 \$10,500. 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 2019-2023

Road Safety Budgets 2019-2023								
Project	2019-20		2020-21		2021-2022		2022-23	
	Council	TfNSW	Council	TfNSW	Council	TfNSW	Council	TfNSW
Child Restraint Checking Days	\$2,000	\$4,500	\$2,000	\$4,500	\$3,000	\$5,500	\$4,000	\$4,000
Safety Around Schools	\$7,000		\$8,000		\$5,000		\$7,000	
Pedestrian Safety					\$1,000			\$4,000
Road Safety Calendar	\$3,000		\$3,000		\$3,000		\$3,000	
Speeding								
Drink Driving							\$1000	
Learner Drivers	\$750		\$500					
Driver Distraction								
Heavy Vehicles		\$3,000		\$4,000				\$3,000
Community engagement/workshops		\$3,000		\$3,000		\$5,500	\$2,000	
TOTAL	\$12,750	\$10,500	\$13,500	\$11,500	\$12,000	\$11,000	\$15,000	\$11,000
		\$23,250		\$25,000		\$23,000		\$26,000

5 References

- I. NSW Road Safety Plan 2026
<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