I wish to inform you that the **SUSTAINABLE TRANSPORT REFERENCE GROUP** will be held in the Ros Crichton Pavilion, North Sydney at 6.00pm on Monday, 13 November 2017 when your attendance is requested.

Your attention is directed to the accompanying statement of the business proposed to be transacted at such meeting.

---

**ADRIAN PANUCCIO**  
A/GENERAL MANAGER

---

**BUSINESS**

1. **Minutes**  
   Confirmation of Minutes of the previous Meeting held on 29 May 2017.  
   (Circulated)
2. **ST01: Update on Sustainable Transport Projects**

   Report of Lindsay Menday, Sustainable Transport Project Coordinator

   Attached is an update on current Traffic and Transport Operations projects related to sustainable transport.

   **Recommending:**

   1. THAT the information on current Sustainable Transport Projects be received.
EPS01: Sustainable Transport Reference Group - Minutes 29 May 2017

(This matter was considered en globo. See page 197)

Report of Michaela Kemp, Manager Traffic & Transport Operations

This report presents the recommendations of the last meeting of the Sustainable Transport Reference Group held on 29 May 2017 for Council endorsement. The Minutes are attached for information.

Nil.


The Guidelines have been considered in the preparation of this report and are not applicable.

Recommending:

1. THAT the information on Current Sustainable Transport Projects be received.
2. THAT consultation activities recommended in the attached Ride to Work Day Survey Report be considered as part of the next review and update of the North Sydney Cycling Strategy.
3. THAT the Mayor write a letter to the RMS regarding pedestrian safety of parents and children when crossing Ernest Street to access Anzac Primary School.
4. THAT the Mayor to write to the RMS requesting a timeframe for installation of the lift access onto the Sydney Harbour Bridge and improvements made to the steps leading up to the Bridge.
5. THAT the Sustainable Transport Reference Group note the successful application of Mr Roderick Miller to become a Citizen Member of this group and the resignation of Mr Nick Austin.

It was moved by Councillor Reymond, seconded by Councillor Bevan and resolved that Items EPS01, EPS02 and EPS03 be considered en globo.

Voting was as follows: For/Against 9/0

<table>
<thead>
<tr>
<th>Councillor</th>
<th>Yes</th>
<th>No</th>
<th>Councillor</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gibson</td>
<td>Y</td>
<td></td>
<td>Beregi</td>
<td>Y</td>
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</tr>
<tr>
<td>Reymond</td>
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<td>Clare</td>
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<td>Baker</td>
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<td>Marchandeu</td>
<td></td>
<td>Absent</td>
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<tr>
<td>Carr</td>
<td>Y</td>
<td></td>
<td>Bevan</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>

RESOLVED:

1. THAT the information on Current Sustainable Transport Projects be received.
2. THAT consultation activities recommended in the attached Ride to Work Day Survey Report be considered as part of the next review and update of the North Sydney Cycling Strategy.
3. THAT the Mayor write a letter to the RMS regarding pedestrian safety of parents and children when crossing Ernest Street to access Anzac Primary School.
4. THAT the Mayor to write to the RMS requesting a timeframe for installation of the lift access onto the Sydney Harbour Bridge and improvements made to the steps leading up to the Bridge.
5. THAT the Sustainable Transport Reference Group note the successful application of Mr Roderick Miller to become a Citizen Member of this group and the resignation of Mr Nick Austin.
EXECUTIVE SUMMARY:

This report presents the recommendations of the last meeting of the Sustainable Transport Reference Group held on 29 May 2017 for Council endorsement. The Minutes are attached for information.

FINANCIAL IMPLICATIONS:

Nil


The Guidelines have been considered in the preparation of this report and are not applicable.

RECOMMENDATION:

1. THAT the information on Current Sustainable Transport Projects be received.
2. THAT consultation activities recommended in the attached *Ride to Work Day Survey Report* be considered as part of the next review and update of the *North Sydney Cycling Strategy*.
3. THAT the Mayor write a letter to the RMS regarding pedestrian safety of parents and children when crossing Ernest Street to access Anzac Primary School.
4. THAT the Mayor to write to the RMS requesting a timeframe for installation of the lift access onto the Sydney Harbour Bridge and improvements made to the steps leading up to the Bridge.
5. THAT the Sustainable Transport Reference Group note the successful application of Mr Roderick Miller to become a Citizen Member of this group and the resignation of Mr Nick Austin.
LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

Direction: 5. Our Civic Leadership
Outcome: 5.3 Council is ethical, open, accountable and transparent in its decision making

BACKGROUND

In accordance with Council’s Code of Meeting Principles and Practices:

53.6 - The minutes of a Reference Group or Working Group meeting can only be confirmed and adopted by resolution of that Reference Group or Working Group, passed at a subsequent meeting of that Group. A motion or discussion in respect of the Minutes shall not be in order except as to their accuracy as a record of proceedings. Minutes may not be amended to reflect second thoughts on a resolution - changes may only be made if the accuracy of the resolution is found to be at fault; as per clause 19.2 of this Code.

53.7 - A report on the proceedings of Reference Group or Working Group meetings are to be submitted to the next available meeting of Council for endorsement, including all recommendations. Any Councillor may be the mover or seconder of a motion to confirm the proceedings of a Reference Group or Working Group meeting.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council’s Community Engagement Protocol.

SUSTAINABILITY STATEMENT

The sustainability implications are of a minor nature and as such did not warrant a detailed assessment.

DETAIL

This report presents the recommendations of the last meeting of the Sustainable Transport Reference Group held on 29 May 2017 for Council endorsement. The Minutes are attached for information.
NORTH SYDNEY COUNCIL

REPORT OF SUSTAINABLE TRANSPORT REFERENCE GROUP

SUBJECT: PROCEEDINGS OF REFERENCE GROUP AT MEETING HELD IN ROS CRICHTON PAVILION, NORTH SYDNEY, ON MONDAY, 29 MAY AT 5PM.

PRESENT

Councillor Marchandeau in the Chair.

Staff: Nigel Turner, Strategic Transport Planner
Lindsay Menday, Sustainable Transport Project Co-ord,
Traffic and Transport Operations
Peita Rose, Governance Officer (Minutes)

Members: Diane Fischer
Andrew Fraser
Carolyn New
Jillian Christie
Rick Miller
Bill Northcott
Russ Webber
John Meadows
Shirley Bevan

Visitors: Nil

Apologies were received from Michaela Kemp, Manager Traffic & Transport Operations.

At the commencement of business (5.05 pm) Councillors present were – Councillor Marchandeau in the Chair.

1. Minutes

The Minutes of the previous meeting held on 14 November 2016, copies of which had been previously circulated, were taken as read and confirmed. Some outstanding matters from these Minutes were discussed further as outlined below.

Moved by Jillian Christie and seconded by Diane Fischer
A motion was moved that the Sustainable Transport Reference Group, supports the Resolution of NSC Mayoral Minute 03, Min 142, of 22 May, 2017, with regards to the Western Harbour Tunnel and Beaches Link project.

“THAT Council write to relevant TfNSW/RMS project leads and offer to coordinate a meeting to discuss all of the inter-related transport projects currently being progressed in the Northern District as well as the potential impacts that these projects may have on each other. Relevant projects include:

Sydney Metro, NorthConnex; Western Harbour Tunnel and Beaches Link; B-Line; Pacific Highway Separated Cycle Lanes; HarbourLink; Harbour Bridge Bike Ramp.”

The Motion was moved by Jillian Christie and seconded by Diane Fischer.

Additional information regarding the Western Harbour Tunnel and Beaches Link projects are available at RMS’s website on the following link:


Two additional North Sydney community feedback sessions were negotiated by Joseph Hill. Details as follows:

North Sydney Oval Function Centre  
2 Figtree Lane, North Sydney  
Tuesday 13 June - 2pm to 6pm  
Thursday 15 June - 2pm to 6pm

Link to Northern Beaches Rail/Victoria Cross Station

Mr Fraser stated that he thought the idea that Council’s Strategic Transport Planner had for the east/west link via Chatswood would be the best option.

2. **ST01: Update on Sustainable Transport Projects**

Report of Lindsay Menday, Sustainable Transport Project Coordinator

Attached is an update on current Traffic and Transport Operations projects related to sustainable transport.

Funding for these projects are included in the adopted 2016/17 budgets.

**Recommending:**

1. **THAT** the information on Current Sustainable Transport Projects be received.
2. **THAT** consultation activities recommended in the attached *Ride to Work Day Survey Report* be considered as part of the next review and update of the *North Sydney Cycling Strategy*.

The matters contained within the above report were discussed separately and the motions raised are outlined below.

**Route 2 Cycleway and Streetscape Upgrades**

A Motion was moved that the Mayor write a letter to the RMS regarding pedestrian safety of parents and children when crossing the road at the intersection of Merlin and Ernest Streets, North Sydney. Council is awaiting approval for the signals to be installed in this area.

The Motion was moved by Councillor Marchandeau and seconded by John Meadows.

Voting was unanimous.
North Sydney Council Ride to work Day - Survey Results
A Motion was moved for the Mayor to write to the RMS requesting a timeframe for installation of the lift access onto the Sydney Harbour Bridge and improvements made to the steps leading up to the Bridge.

The Motion was moved by Jillian Christie and seconded by Veronique Marchandeau.

Voting was unanimous

Project for Clark Road, North Sydney
That the update on Sustainable Transport Project for Clark Road, North Sydney be communicated to James Milson Village and Milson Precinct, for consultation with the community, as agreed at Traffic Committee meeting, before further design.

The Motion was moved by Jillian Christie and Seconded by Veronique Marchandeau.

Voting was unanimous.

Resolved to recommend:
1. THAT the information on Current Sustainable Transport Projects be received.
2. THAT consultation activities recommended in the attached Ride to Work Day Survey Report be considered as part of the next review and update of the North Sydney Cycling Strategy.
3. THAT the Mayor write a letter to the RMS regarding pedestrian safety of parents and children when crossing Ernest Street to access Anzac Primary School.
4. THAT the Mayor to write to the RMS requesting a timeframe for installation of the lift access onto the Sydney Harbour Bridge and improvements made to the steps leading up to the Bridge.

Voting was unanimous.

3. ST02: Update on Citizen Membership of the Sustainable Transport Reference Group
Report of Melissa Dunlop, Governance Coordinator
The purpose of this report is to inform the Sustainable Transport Reference Group of the successful application of one new member to be part of this group and the resignation of an existing member as follows:
- Mr Roderick (Rick) Miller has applied to be a member of the Sustainable Transport Reference Group and his application was accepted by Council at its meeting on 1 May 2017.
- Mr Nick Austin of Divvy Parking Pty Ltd resigned as a member of this group on 8 May 2017.

Nil.

Recommendation:
1. THAT the Sustainable Transport Reference Group note the successful application of Mr Roderick Miller to become a Citizen Member of this group and the resignation of Mr Nick Austin.

Resolved to recommend:
1. THAT the Sustainable Transport Reference Group note the successful application of Mr Roderick Miller to become a Citizen Member of this group and the resignation of Mr Nick Austin.

Voting was unanimous.
Meeting closed at 7.10pm

CHAIRPERSON

A/GENERAL MANAGER
SUBJECT: Update on Sustainable Transport Projects

AUTHOR: Lindsay Menday, Sustainable Transport Project Coordinator

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

EXECUTIVE SUMMARY:

Attached is an update on current Traffic and Transport Operations projects related to sustainable transport.

FINANCIAL IMPLICATIONS:

Funding for these projects is included in the adopted 2017/18 budgets.

RECOMMENDATION:

1. THAT the information on current Sustainable Transport Projects be received.
LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

Direction: 1. Our Living Environment

Outcome: 2.5 Sustainable transport is encouraged

BACKGROUND

This report provides an update on current sustainable transport projects.

CONSULTATION REQUIREMENTS

Community engagement is not required.

SUSTAINABILITY STATEMENT

The following table provides a summary of the key sustainability implications:

<table>
<thead>
<tr>
<th>QBL Pillar</th>
<th>Implications</th>
</tr>
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<tbody>
<tr>
<td>Environment</td>
<td>• The initiatives/actions discussed will contribute to enhanced environmental quality by reducing the reliance on private vehicles as the primary transport option</td>
</tr>
<tr>
<td>Social</td>
<td>• The initiatives/actions discussed promote transport and mobility options for a diverse range of community members</td>
</tr>
<tr>
<td>Governance</td>
<td>• The initiatives/actions discussed help Council to be a leader in the promotion of sustainable transport.</td>
</tr>
</tbody>
</table>

DETAIL

The table below provides an update of current sustainable transport projects.
Members of the sustainable transport Reference Group have requested that a copy of the North Sydney Crash Analysis Report be attached to this report. It is available as attachment 1. A summary of the findings is as follows:

- In 2015 there were 220 crashes in North Sydney, which is lower than 2014 and the five-year average of 292.
- There were three fatalities in 2015.
- The highest percentage of crashes for North Sydney occurred in the 30-39-year age group with 23.3%.
- Speed was the greatest contributing factor for all crashes in North Sydney contributing to 5.9% of all crashes. This was a significant decrease from 2014 (13.8%) and lower than the five-year average (9%).
- The percentage of crashes involving fatigue in 2015 (4.5%) was lower than 2014 (6%) and the five-year average (5.6%).
- The percentage of alcohol related crashes was 1.8% in 2015 – the lowest in the five-year period.
- Motor vehicle driver casualties were significantly higher than other road casualties for North Sydney at 49.4%.
- Pedestrians were the second highest road user group for casualties for North Sydney at 16.5% - significantly higher than Sydney’s (7.9%) and NSW (6.1%) casualties.
- Motorcycle casualties were the third highest casualties in North Sydney (15.3%) which is higher than for Sydney (9%) and NSW (6.1%).
- Pedal Cycle casualties were three times more prevalent in North Sydney (10.8%) than in Sydney (3.7%) and NSW (3.5%) but had dropped from 12.9% in 2014.
- Motor vehicle passenger casualties were the lowest for North Sydney with 8% and lower than for Sydney and NSW with 15.1% and 16.5% respectively.
- Between 2011-2015, the 30-39-year age group on average had the highest number of casualties across most road user classes with:
  - 22 motor vehicle driver casualties;
  - 7 pedal cycle casualties, 6 being male;
  - 5 pedestrian casualties.
- Motor vehicle passenger casualties were, on average, fairly consistent over all age groups and genders with slightly more casualties in the 0-16 age group and slightly more female casualties overall.
- The 40-49-year age group had the greatest number of motorcycle casualties (7).
- North Sydney had roughly double the proportion of **motor vehicle driver casualties not wearing occupant restraints** with 2.5% compared to 1.5% for NSW and 1.1% for Sydney Region.
- North Sydney’s proportion of **motor vehicle passenger casualties not wearing seatbelts** was significantly higher with a total of 4.5% compared to 2.3% for NSW and 1.9% for Sydney Region. Though it must be noted that numbers were small.

<table>
<thead>
<tr>
<th>Various</th>
<th>North Sydney Integrated Cycling Strategy</th>
<th>Route 2 Cycleway and Streetscape Upgrades</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Large sections of Route 2 from the North Sydney Cycling Strategy are now complete and open for use.</td>
</tr>
<tr>
<td></td>
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<td>These works also include major upgrades to the pedestrian network, including expansion of the pedestrian environment, measures to reduce crossing distances over roads, and large areas of new landscaping to improve general amenity and create public spaces that encourage Active Transport.</td>
</tr>
</tbody>
</table>

Sutherland Street, Cremorne
“Shared Intersection Environment” on Young Street. Pedestrians no longer need to step down to road level to cross as the paving is flush with footpath level. Garden beds are being installed along the route to improve public domain quality.

Bay Road Waverton

Minor works to remove a cycling pinch point at the intersection with Priory Road, and to improve the exit to the existing shared path at the western boundary of North Sydney Demonstration School, were completed in June. The works include measures to shorten pedestrian crossing distance and new areas of garden bed. Expansion of the Share path area has increased the circulation space for pedestrian and riders.
Bay Road Shared Path entry before

Bay Road Shared Path entry after
Priory Road at intersection with Bay Road. New landscaped kerb build outs.
New Uphill cycle lane on Bay Road. From this point, riders pass behind the concrete traffic calming works via a section of fully separated cycle lane removing a pinch point that previously existed in this location.

_Yeo Street Neutral Bay_

The existing painted cycle lane on Yeo Street was widened to the widths recommended in the last Version of Austroad Guidelines (2.0m). The lane was previously approx. 1.2m wide.
Council held its annual Ride to Work Day breakfast on October 18. Ride to Work day is a national event with breakfasts being held in public places and workplaces across the country. North Sydney's breakfast is the largest and best attended in New South Wales.

The day is an important day for Council in collecting data on cycling participation, promoting cycling safety and supporting those who choose cycling as a Sustainable Transport option. Attendance at the breakfast has been steadily growing each year, reflecting sustained growth in the number of people choosing cycling to get to and from work in North Sydney. This year was one of the best attended ever, with an estimated 2000 people passing through the event by bike. Some statistics from the event:

- More than 400 community feedback surveys filled. Council have been collecting this data each year to track changes in cycling participation over time. This year saw more surveys filled in than any other year.
- Around 100 bike tune up completed to ensure safely operating bicycles
- 150 Hi-Viz back pack covers, 100 bike lights and 60 bike bells given to riders to improve rider visibly
- More than 400 coffees and 1000 mini pastries eaten

Notably, this was the first year in which a significant number of people answered ‘yes’ to a question asking if people had noticed changes in the North Sydney Cycling network, example comments included:

- “The new paths on Sutherland and Ernest Streets work well and look great!”
- “The cycling lane on Bay rides really well. Thanks 😊”
Report of Lindsay Menday, Sustainable Transport Project Coordinator
Re: Update on Sustainable Transport Projects
Crash Analysis Report

NORTH SYDNEY LGA

2011 - 2015

Cassie Kite

February 2017
PART 1

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

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

- Pedestrians
- Speed
- Motorcyclists
- Pedal Cyclists

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

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

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

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

The actions outlined in the Plan reflect both the commitment of the State Government and that of North Sydney LGA.
PART 2

NORTH SYDNEY DEMOGRAPHIC DATA

North Sydney LGA has an area of 10kms$^2$ and lies in the inner northern suburbs of the Sydney Metropolitan area, approximately 3kms from the centre of Sydney.

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

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

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

Figure 1: Location of North Sydney LGA
The residential population for North Sydney LGA, as at the 2011 Census, was estimated at 67,033. The largest age-group in the community is adults in their prime working age from 25–54 years, who make up 56.7% of the population (Figure 3).

Notable changes from the previous Census (2006 to 2011) are:

- North Sydney Council area’s population increased by 4,030 people (6.9%). This represents an average annual population change of 1.35% per year over the period.
- The largest changes in age structure in this area between 2006 and 2011 were in the age groups:
  - 35 to 39 (+861 persons)
  - 20 to 24 (-732 persons)
  - 40 to 44 (+731 persons)
  - 0 to 4 (+709 persons)
Figure 3 shows:

- The largest age group is adults aged 25-44 years who make up 45% of the population;
- Young people, 24 years and under, represent one fifth of the population (20%);
- Those aged 65 years or more make up 12% of the population.

![Figure 3: Relative size of age groups (ABS 2011 Census Population and Housing)](image)

Of the population:

- 43.5% are married couples;
- 10.6% are dependant children under 15 years;
- 38% live alone.

In the North Sydney LGA in 2011, there were 29,667 (48%) males and 32,622 (52%) were females (Figure 4).
Figure 4: Relative size of age groups (ABS 2011 Census Population and Housing)

The LGA’s Aboriginal and Torres Strait Islander population in 2011 was 132 persons.

In 2011, 54.7% of the LGA’s people were born in Australia and 36.4% were born overseas. The most common overseas birthplaces are shown below (Figure 5).

Figure 5: Country of birth (ABS 2011 Census Population and Housing)
People who spoke a language other than English at home made up 19.6% of the population. The most common of these languages was Cantonese with 2.7% of the population or 1,662 persons (Figure 6).

Figure 6: Language spoken at home (ABS 2011 Census Population and Housing)
PART 3

North Sydney LGA Crash Analysis, 2011-2015

The following information provides a statistical overview of the road crash data for North Sydney LGA for the period 2011 to 2015.

1. CRASHES

Table 1 identifies the total number of crashes in North Sydney LGA by fatal/injury/non-casualty classification during the period 2011 to 2015.

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<tbody>
<tr>
<td>Fatal Crashes</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1.4</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>173</td>
<td>153</td>
<td>166</td>
<td>136</td>
<td>153</td>
<td>156</td>
</tr>
<tr>
<td>Non-casualty Crashes</td>
<td>168</td>
<td>156</td>
<td>155</td>
<td>130</td>
<td>64</td>
<td>135</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>341</td>
<td>309</td>
<td>323</td>
<td>268</td>
<td>220</td>
<td>292</td>
</tr>
</tbody>
</table>

Table 1 indicates that:
- In 2015 there were 220 crashes in North Sydney, which is lower than 2014 and the five-year average of 292, however, there were also three fatalities.
- The number of injury crashes increased from 2014 but remained lower than the five-year average.
- Non-casualty crashes were significantly lower than the five-year average and in fact the lowest in the five-year period since 2011. However, the introduction of self-reporting of crashes from October 2014 has resulted in a decrease in the number of crashes recorded by NSW Police. Care should therefore be taken when making comparisons with data from previous years.
2. CONTRIBUTING FACTORS IN CRASHES

Graph 1 shows the percentage of crashes with contributing factors in NSW, Sydney Region and North Sydney LGA during 2015.

Graph 1 indicates that:

- **Speed** is the greatest contributing factor for all crashes locally, regionally and across the state with North Sydney’s percentage of speed related crashes (5.9%) significantly lower than that of NSW (15.1%) and Sydney (8.8%).
- **Fatigue** was identified as the second highest contributing factor for North Sydney, Sydney and NSW. North Sydney had a lower proportion of fatigue related crashes (4.5%) in comparison to Sydney (4.9%) and NSW (6.9%).
- **Alcohol** related crashes overall were the lowest contributing factor locally, regionally and across the state and lower in North Sydney (1.8%) than in Sydney (3.1%) and NSW (4.6%).
Graph 2 shows the percentage of crashes with contributing factors in North Sydney LGA during the period 2011 to 2015.

Graph 2 indicates that:

- **Speed** is currently the highest contributing factor in North Sydney with 5.9% of crashes involving speed in 2015. As indicated by the graph, over the past five years the percentage of crashes has fluctuated. Crashes involving speed were at their lowest in 2011 with 4.1% and steadily increased over the following three years peaking at 13.8% in 2014 with a significant decrease in 2015 to 5.9%. The 2015 percentage is lower than the five-year average of 9%.

- The percentage of crashes involving **fatigue** in 2015 (4.5%) is the lowest in the five-year period, peaking in 2013 at 7.4%. This decreased over the next two years and is now below the five-year average (5.6%).

- **Alcohol** related crashes were also at their lowest in 2015 (1.8%), peaking in 2013 to 4%. This decreased over the next two years and is now below the five-year average (2.9%).
3. CASUALTIES

Table 2 shows the total number of casualties in North Sydney LGA by killed/injured classification during the period 2011 to 2015.

Table 2: Number of casualties by killed/injured classification in North Sydney LGA, 2011-2015

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</thead>
<tbody>
<tr>
<td>Killed</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1.4</td>
</tr>
<tr>
<td>Injured</td>
<td>211</td>
<td>176</td>
<td>194</td>
<td>161</td>
<td>173</td>
<td>183</td>
</tr>
<tr>
<td>Total</td>
<td>211</td>
<td>176</td>
<td>196</td>
<td>163</td>
<td>176</td>
<td>184.4</td>
</tr>
</tbody>
</table>

Table 2 indicates that:
- The average casualty rate for the five-year period 2011-2015 was 184.4.
- The number of casualties in 2015 (176) was slightly higher than for 2014 (163) but was below the five-year average.
- There were three fatalities in 2015 which is the highest in the five-year period and more than the five-year average (1.4).

4. ROAD USER TYPE

Graph 3 shows the percentage of casualties by road user class in 2015 for NSW, Sydney region and North Sydney LGA.
Graph 3 indicates that:

- **Motor vehicle driver** casualties are significantly higher than other road casualties for North Sydney, Sydney and NSW but North Sydney has fewer casualties with 49.4% compared to 64.3% for Sydney and 64.2% for NSW.
- **Pedestrians** are the second highest road user group for casualties for North Sydney at 16.5%, which is higher than Sydney’s casualties at 7.9% and NSW casualties at 6.1%.
- **Motorcycle** casualties are the third highest casualties in North Sydney (15.3%) which is higher than for Sydney (9%) and NSW (6.1%).
- **Pedal Cycle** casualties are three times more prevalent in North Sydney (10.8%) than in Sydney (3.7%) and NSW (3.5%).
- **Motor vehicle passenger** casualties are the lowest for North Sydney with 8% and lower than for Sydney and NSW with 15.1% and 16.5% respectively.

Graph 4 shows the percentage of casualties by road user class during the period 2011 to 2015 in North Sydney LGA.
4a. Motor Vehicle Driver Casualties  
*Driver casualties* consistently remain higher than other road user casualties. In 2015, casualties were slightly higher (49.4%) than the five-year average (48.3%).

4b. Motor Vehicle Passenger Casualties  
In 2015, *motor vehicle passenger casualties* were at their lowest at 8% and lower than the five-year average of 9.5%.

4c. Motorcyclist Casualties  
*Motorcycle casualties* were at their lowest in 2015 at 15.3% and lower than the five-year average of 18%. Motorcycle casualties peaked in 2012 at 23.3% and 2014 at 19%.

4d. Pedal Cyclist Casualties  
*Pedal cycle casualties* have decreased since 2014 when they were at their highest at 12.9%, to 10.8% in 2015. However, this is still higher than the five-year average of 9.1%.

4e. Pedestrian Casualties  
*Pedestrian casualties* have fluctuated over the five-year period where they peaked at 18.4% in 2013. In 2015, the percentage of pedestrian casualties was 16.5% which is higher than the five-year average of 15.1%.

5. AGE GROUPS AND GENDER FOR ALL CRASHES  

5a. Crashes by Age Group of Motor Vehicle Controller  

Graph 5 shows the average percentage of Motor Vehicle Controllers involved in all crashes by age group of controller for NSW, Sydney Region and North Sydney LGA during the period 2011 to 2015.
Graph 5 indicates that:

- The highest percentage of crashes for North Sydney occurred in the 30-39-year age group with 23.3% which was higher than the NSW and Sydney averages of 19% and 20.4% respectively.
- North Sydney average percentages for crashes were also higher than for NSW and Sydney region averages in the age groups 40-49 years and 26-29 years.
- The 17-20-year age group for North Sydney had the lowest average percentage of crashes with 5.5% compared to 9.4% for Sydney and NSW with 11.1%, double North Sydney’s figure.
- North Sydney also had lower average percentages in the 21-25-year age group.
5b. Casualties by Age Group, Gender and Road User Class

This section addresses casualties in North Sydney LGA according to age and road user class. Graph 6 shows the average number of casualties by age group and road user class in North Sydney during the period 2011-2015.

![Graph 6 - Average number of casualties by age, gender and road user class, North Sydney LGA, 2011-2015](image)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>M</th>
<th>F</th>
<th>M</th>
<th>F</th>
<th>M</th>
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Legend:
- Motor Vehicle Driver
- Motor Vehicle Passenger
- Motorcyclists
- Pedal Cyclists
- Pedestrians
The following has been identified from the data:

5bi. **Motor Vehicle Driver Casualties**
Graph 5 indicates that:
- Over the five-year period from 2011-2015, motor vehicle driver casualties were, on average, much higher for the 30-39-year age category with 22 casualties and females having slightly higher numbers at 12 than males at 10 casualties.
- This was closely followed by the 40-49-year age group with a total of 17 casualties, 9 being female and 8 being male.

5bii. **Motor Vehicle Passenger Casualties**
Graph 5 indicates that:
- Motor vehicle passenger casualties were, on average, fairly consistent over all age groups and genders with slightly more casualties in the 0-16 age group and slightly more female casualties overall.

5biii. **Motorcyclist Casualties**
Graph 5 indicates that:
- The average number of motorcycle casualties was 27, with 23 of these being male.
- The 40-49-year age group had the greatest number of casualties (7) followed by the 50-59-year age group (5).

5biv. **Pedal Cyclist Casualties**
Graph 5 indicates that:
- Pedal cyclist casualties were highest in the 30-39-year age category with an average of 7 casualties, the majority (6) being male.
- This was followed by the 40-49-year age group with a total of 4 casualties, all male.
- Of all casualties (16), 14 were male.

5bv. **Pedestrian Casualties**
Graph 5 indicates that:
- There were pedestrian casualties across all age groups with the 30-39-year-old age category having the highest number of casualties at 5 (3 male and 2 female), followed by 21-25, 26-29 and 50-59 year olds with 4 casualties each.
- The number of casualties for the 0-16, 40-49 and 70+ year olds was also high with 3 casualties each.
- On average, females are overrepresented with 16 of the 28 casualties being female.
5c. Age Group and Contributing Factors

Graph 7 shows the average number of crashes by age of the motor vehicle controller and contributing factor in North Sydney 2011-2015.

Graph 7 indicates that:
- On average over the five-year period 2011-2015, speed was the greatest contributing factor to crashes in North Sydney over all age groups, peaking in the 30-39 year olds with 7, followed by the 21-25, 40-49 and 50-59-year age groups with 4 each.
- This was followed by fatigue, again peaking in the 30-39-year age group with 4.
- Alcohol was the lowest contributing factor, but was highest in the 21-25 and 30-39-year age group with 2 crashes each.
6. OCCUPANT RERAINTS

Table 3 shows the use of restraints and indicates that:

- North Sydney had roughly double the proportion of motor vehicle driver casualties not wearing occupant restraints with 2.5% compared to 1.5% for NSW and 1.1% for Sydney Region.
- North Sydney’s proportion of motor vehicle passenger casualties not wearing seatbelts was significantly higher with a total of 4.5% compared to 2.3% for NSW and 1.9% for Sydney Region.
- However, it must be noted that numbers are very small for North Sydney with only 2 motor vehicle driver casualties and 1 motor vehicle passenger casualty not wearing restraints.

Table 3: Use of Restraints, 2011-2015 Average

<table>
<thead>
<tr>
<th></th>
<th>NSW</th>
<th>Sydney Region</th>
<th>North Sydney</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Motor Vehicle Driver Casualties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restraint fitted but not worn</td>
<td>206 (1.5%)</td>
<td>85 (1.1%)</td>
<td>2 (2.5%)</td>
</tr>
<tr>
<td>Not known</td>
<td>858</td>
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<td>7</td>
</tr>
<tr>
<td></td>
<td>13958</td>
<td>7815</td>
<td>89</td>
</tr>
<tr>
<td>All Motor Vehicle Passenger Casualties</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restraint fitted but not worn</td>
<td>101 (2.3%)</td>
<td>41 (1.9%)</td>
<td>1 (4.5%)</td>
</tr>
<tr>
<td>Not known</td>
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<td>554</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>4407</td>
<td>2197</td>
<td>18</td>
</tr>
</tbody>
</table>

7. HELMET USE

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

- North Sydney had a much lower proportion of motorcycle casualties not wearing helmets with 0.6% compared to 3% for NSW and 2.2% for Sydney.
- While 4.8% of pedal cyclist casualties in North Sydney were not wearing helmets the proportions were almost three times that for NSW with 14.8% and Sydney with 13.3%.
Table 4: Helmet use, 2011-2015 Average

<table>
<thead>
<tr>
<th></th>
<th>NSW</th>
<th>Sydney Region</th>
<th>North Sydney</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Motorcyclist Casualties</td>
<td>2594</td>
<td>1436</td>
<td>33</td>
</tr>
<tr>
<td>Helmet not worn</td>
<td>77 (3%)</td>
<td>31 (2.2%)</td>
<td>0 (0.6%)</td>
</tr>
<tr>
<td>Not known</td>
<td>207</td>
<td>121</td>
<td>2</td>
</tr>
<tr>
<td>All Pedal Cyclist Casualties</td>
<td>963</td>
<td>621</td>
<td>17</td>
</tr>
<tr>
<td>Helmet not worn</td>
<td>143 (14.8%)</td>
<td>83 (13.3%)</td>
<td>1 (4.8%)</td>
</tr>
<tr>
<td>Not Known</td>
<td>128</td>
<td>86</td>
<td>2</td>
</tr>
</tbody>
</table>

8. SUMMARY

- In 2015 there were **220 crashes** in North Sydney, which is lower than 2014 and the five-year average of 292.
- There were **three fatalities** in 2015.
- The highest percentage of crashes for North Sydney occurred in the **30-39-year age group** with 23.3%.
- **Speed** was the greatest contributing factor for all crashes in North Sydney contributing to 5.9% of all crashes. This was a significant decrease from 2014 (13.8%) and lower than the five-year average (9%).
- The percentage of crashes involving **fatigue** in 2015 (4.5%) was lower than 2014 (6%) and the five-year average (5.6%).
- The percentage of **alcohol** related crashes was 1.8% in 2015 – the lowest in the five-year period.
- **Motor vehicle driver** casualties were significantly higher than other road casualties for North Sydney at 49.4%.
- **Pedestrians** were the second highest road user group for casualties for North Sydney at 16.5% - significantly higher than Sydney’s (7.9%) and NSW (6.1%) casualties.
- **Motorcycle** casualties were the third highest casualties in North Sydney (15.3%) which is higher than for Sydney (9%) and NSW (6.1%).
- **Pedal Cycle** casualties were three times more prevalent in North Sydney (10.8%) than in Sydney (3.7%) and NSW (3.5%) but had dropped from 12.9% in 2014.
- **Motor vehicle passenger** casualties were the lowest for North Sydney with 8% and lower than for Sydney and NSW with 15.1% and 16.5% respectively.
• Between 2011-2015, the **30-39-year age group** on average had the highest number of casualties across most road user classes with:
  o 22 motor vehicle driver casualties;
  o 7 pedal cycle casualties, 6 being male;
  o 5 pedestrian casualties.

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

• The **40-49-year age group** had the greatest number of motorcycle casualties (7).

• North Sydney had roughly double the proportion of **motor vehicle driver casualties not wearing occupant restraints** with 2.5% compared to 1.5% for NSW and 1.1% for Sydney Region.

• North Sydney’s proportion of **motor vehicle passenger casualties not wearing seatbelts** was significantly higher with a total of 4.5% compared to 2.3% for NSW and 1.9% for Sydney Region. Though it must be noted that numbers were small.

• Helmet use for motorcyclists and pedal cyclists indicates that North Sydney had a much lower proportion of **casualties not wearing a helmet** than NSW and Sydney Region.

**What issues need to be addressed in 2017/2018 road safety initiatives?**

• Pedestrians
• Speed
• Motorcyclists
• Pedal Cyclists

9. **SOURCES**

• ABS LGA Profile
• RMS Crash Data