

WORKS COMMITTEE MEETING

BUSINESS PAPER

TUESDAY 20 JULY 2010

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WORKS COMMITTEE MEETING

Notice is hereby given that a Works Committee Meeting of the Council of the City of Randwick will be held in the Council Chamber, Town Hall, 90 Avoca Street, Randwick, on Tuesday, 20 July 2010 at 6:00pm.

Committee Members: The Mayor, J Procopiadis, Andrews, Belleli, Bowen, Hughes, Matson, Matthews (Chairperson), Nash, Notley-Smith, Seng, Smith, Stevenson, Tracey, White (Deputy Chairperson) & Woodsmith

Quorum: Eight (8) members.

NOTE: At the Extraordinary Meeting held on 28 September 2004, the Council resolved that the Works Committee be constituted as a committee with full delegation to determine matters on the agenda.

Apologies/Granting of Leave of Absences

Confirmation of the Minutes

Works Committee Meeting - 8 June 2010

Declarations of Pecuniary and Non-Pecuniary Interests

Address of Committee by Members of the Public

Urgent Business

Works Reports

W15/10 Road Safety Action Plan 2010-2011 and Steering Committee 1

Notice of Rescission Motions

Nil

.....
Ray Brownlee
GENERAL MANAGER

Works Report No. W15/10



Subject: Road Safety Action Plan 2010-2011
and Steering Committee

Folder No: F2010/00008

Author: Heidi Leadley, Community Road Safety Officer

Introduction

The Roads and Traffic Authority (RTA) has recently approved the funding of the Randwick City Council Road Safety Action Plan for 2010-2011.

In addition, when reviewing the current dissemination of information about the Road Safety Action Plan, it was considered that improvements can be made in order to more frequently inform community members and Councillors of the current activities of the Community Road Safety Officer (CRSO).

Issues

Road Safety Action Plan 2010-2011

The attached Crash Data Analysis 2004-2008 has identified some key road safety priorities in the City of Randwick and given a strong direction and focus to the projects that will be undertaken in 2010-2011, specifically the high pedestrian and cyclist casualties. These projects are outlined in the attached Action Plan 2010-2011. The approved projects also dovetail effectively with the RTA's funding priorities for this financial year, which include speeding and promotion of the new child restraint laws.

Committee Meetings / Project Advisory Group

It is proposed to commence publication of monthly reports by the CRSO as a separate report to the Traffic Committee. Councillors, key road safety professionals and members of the public who regularly attend Traffic Committee meetings will have easy access to this information. In addition, the Traffic Committee papers and minutes are posted on Randwick City Council's website and hence easily accessible.

Relationship to City Plan

The relationship with the City Plan is as follows:

- Outcome 6: A liveable City.
Direction 6c: The safety of our community is paramount and is acknowledged and supported through proactive policies, programmes and strategies.
- Outcome 3: An informed and engaged community.
Direction 3a: Effective communication methods and technology are used to share information and provide services.

Financial impact statement

There is no direct financial impact for this matter.

Conclusion

The Crash Data Analysis has highlighted a significant level of pedestrian and cyclist casualty crashes in the City of Randwick and the attached Action Plan 2010-2011 has developed particular road safety education projects that address these issues.

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Recommendation

That the Crash Data Analysis 2004-2008 and Action Plan 2010-2011 be noted.

Attachment/s:

1. Crash Data Analysis 2004 – 2008 and Action Plan 2010–2011

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**Randwick City
Council**
a sense of community

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**Crash Data Analysis
2004 - 2008**

AND

**Action Plan
2010 - 2011**

Prepared by

Heidi Leadley
Community Road Safety Officer
February – March 2010

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Introduction

The NSW Government is committed to making our roads the safest in the world. Better understanding of road safety issues and solutions is important in achieving our goal of reducing the road toll.

In NSW there are three main concerns when dealing with road safety. They are; Safe People, Safer Roads, and Safer Vehicles. Promoting community based action underlies these issues at a local level.

In recognition of the important ongoing role of Local Government, the State Government will continue to support and fund Road Safety Officers throughout the State.

The Challenge

Randwick City Council commenced involvement with the NSW Local Government Road Safety Program in September 2005 with the employment of a full-time Community Road Safety Officer. The Road Safety Officer works closely with a broad cross section of the community and a variety of stakeholders to implement the Action Plan.

Objectives of the Action Plan

Road safety is an issue for all members of our community. Randwick City Council is committed to road safety and this Road Safety Action Plan will target key road safety areas in the community. The activities of the Road Safety Action Plan aim to reduce the fatalities on our 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 Randwick City Council.

Looking at the crash data

The following document looks at the crash data for the Randwick Local Government Area with a number of key focuses.

Firstly a general overview of the crashes in the Randwick LGA is reviewed. Alcohol, speed and fatigue are looked at as contributing factors to crashes. Pedestrians and cyclists are also looked at as they are two vulnerable road user groups that appear to be significantly represented in crashes in the Randwick Local Government Area (LGA).

Randwick City demographic profile

At the time of the 2006 ABS Census, the population of Randwick City numbered 122,173, up from 121,497 in 2001. This represents a growth rate 0.5 per cent between 2001 and 2006 (annual average 0.1 per cent). By comparison, the total population of New South Wales grew by 3.4 per cent across the 2001-06 period (annual average 0.7 per cent). The Indigenous population in Randwick City increased by 9.1% from 1,351 to 1,474.

Analysis of the age structure of Randwick City's population in 2006 compared to the Sydney Statistical Division shows that there was a smaller proportion of people in the younger age groups (0 to 17) but a similar proportion of people in the older age groups (60+). The major differences between the age structure of Randwick City and the Sydney Statistical Division were:

- A larger percentage of 25 to 34 year olds (18.8% compared to 15.3%);
- A larger percentage of 18 to 24 year olds (13.1% compared to 9.9%);
- A smaller percentage of 5 to 11 year olds (6.3% compared to 9.1%), and;
- A smaller percentage of 12 to 17 year olds (5.4% compared to 7.9%).

Over a third of the people living in Randwick City were born overseas (35.8%). This proportion is slightly higher than in the Sydney SD where 31.8% of the population were born overseas. At a suburb level, Kingsford is home to the highest proportion of people born overseas (47.9%) followed by Kensington 44.9%. Both suburbs are home to large overseas student populations. Some 3,704 persons (equivalent to 8.7% of overseas born residents) do not speak English very well or not at all. Compared with Randwick City, Sydney SD has registered a much higher average proportion (14.0%) of overseas born population with low or no spoken English language skills. Therefore an estimated 96.0% of residents are considered to be relatively proficient in spoken English.

In general, demographic data for the Local Government Area (LGA) of Randwick as a whole tends to present it as a 'well-off' area. However a more detailed review of demographic data reveals that there are a number of 'pockets' experiencing disadvantage such as public housing estates. Randwick City has a number of suburbs with high concentration of public housing and low-income households. Many households living in these neighbourhoods continue to face difficulties in accessing services and facilities. Other groups identified as being vulnerable to disadvantage and exclusion include people with poor or no English language skills; the unemployed; recent immigrants, especially refugees and asylum seekers; people who do not have or utilise access to the internet; young people without access to a computer; people with a disability; and those who are isolated at home.

Out of an overall household total of 45,421 in Randwick City, 7,974 (17.5%) households earn less than \$500 per week. While the figures for Randwick City are lower than the Sydney SD, the issue is the pockets of very low income (and disadvantaged) households in parts of the LGA. An examination of family household types earning less than \$500 per week showed that La Perouse-Phillip Bay had the highest proportion of financially disadvantaged single parent families of all suburbs. The highest rates of unemployment within the LGA were recorded in Kingsford (7.3%), while the lowest rate was recorded in Clovelly (2.6%). Compared to the Sydney SD, higher levels of unemployment were also recorded in La Perouse and Kensington (both 6.5%).

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RTA crash data

This analysis is based on RTA crash data for 2008. The RTA release the data annually once the information has been verified and finalised. The delay in release of the data is the result of Coroner court findings which is why the data is about a year old when it is released.

Any crash data for the previous year (2009) is classed as preliminary and is potentially subject to change. ie crashes where a death occurs may not be classed as a road related death once the coroners reports are released.

The following analysis is based on 2008 data for Randwick, Sydney region and NSW. In some graphs a five year comparison of data is included - this assists in identifying if the issues of concern are trends and not just year to year anomalies, which is likely when the actual numbers that are being analysed are generally quite small and not necessarily statistically significant.

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Crashes in Randwick

The total number of crashes in Randwick in 2008 was 681, this is four down on the previous year and shows a gradual decreasing trend over three years.

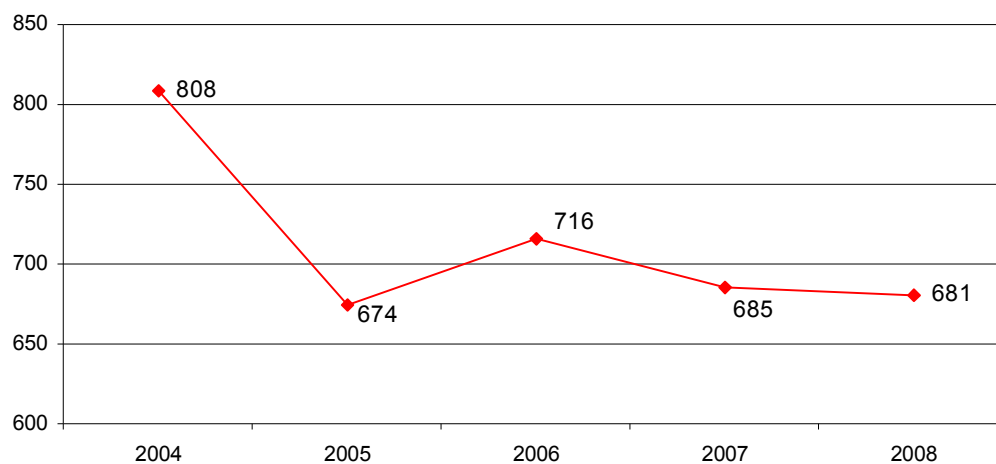
The number of casualty crashes (ie a crash where someone has been either injured or killed) is 302, less than half the total number of crashes. Six down on the previous year (2007) but four up on 2006 (289).

Correspondingly, tow-away crashes (where no one was hurt) is 379 slightly (2) up on the previous year but showing a downward trend over the last three years.

Unfortunately there was one fatality in 2008. A male cyclist aged 36 was killed in a collision with a car at the intersection of Alexander street and Dudley street. It was an overcast day, but conditions were dry and the time was 4.25pm on the 27th December, 2008.

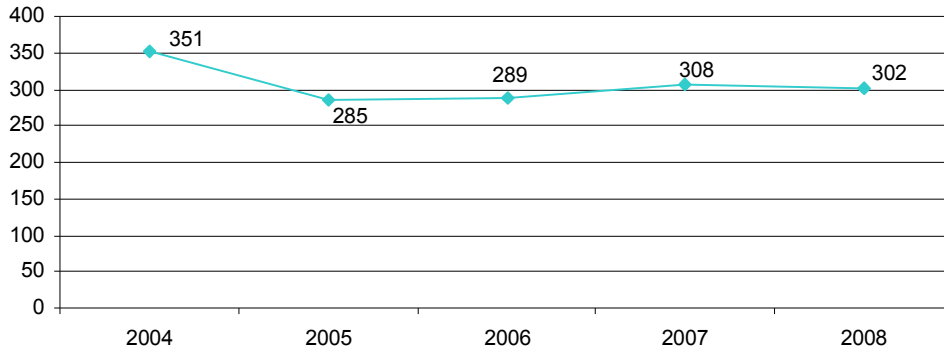
Randwick has considerably lower rates of speed, fatigue and alcohol involvement in crashes, when compared to the state and Sydney rates. Most notably *speed* is half the percentage of Sydney and less than a third the percentage of NSW. This is a significant improvement on previous years, when the rates of crashes that involved speed were nearly 10%.

Randwick - total crashes over 5 years

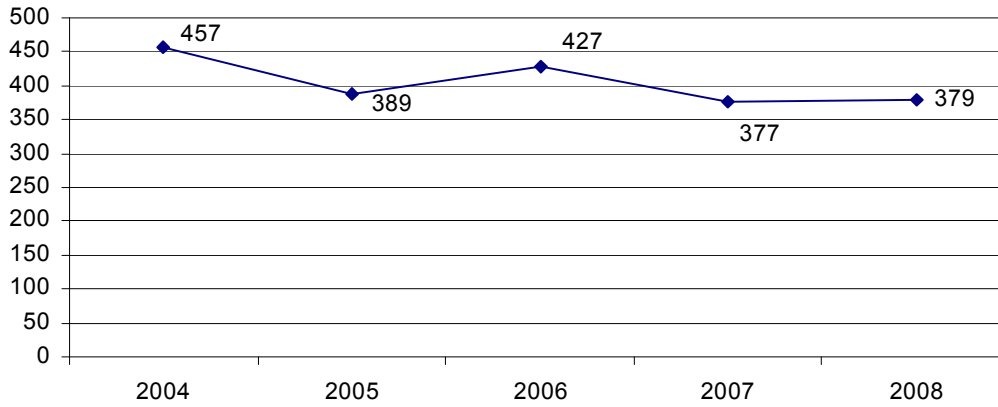


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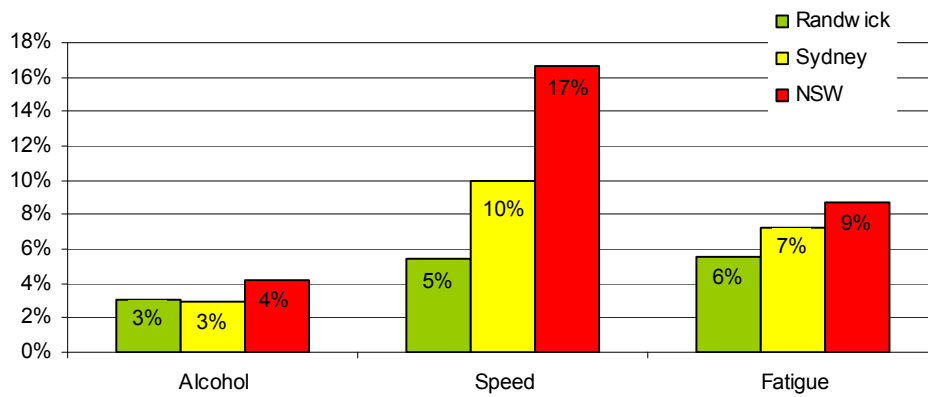
Randwick - casualty crashes over 5 years



Randwick - towaway crashes over 5 years



2008 Contributing factors compared



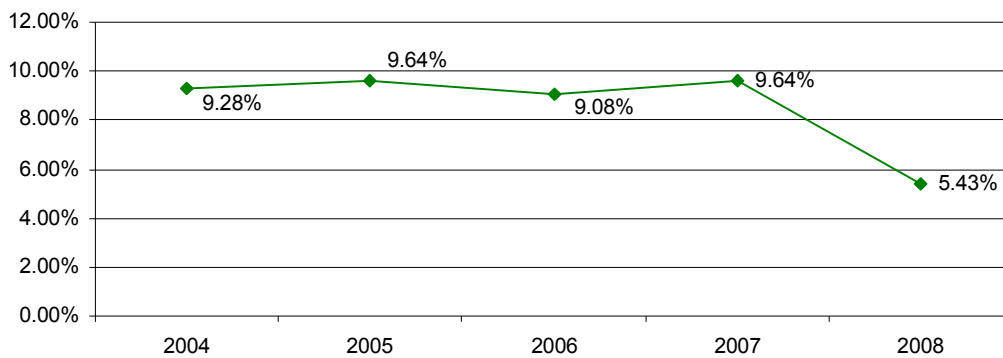
Crashes that involve speed

In 2008 there was a significant drop in the number of crashes that had speed as a factor. We can observe a high of 9.64% of all crashes in 2007 to a low of 5.43% in 2008 (almost half of the previous year) or in actual figures from 66 down to 37 representing a drop of 46%.

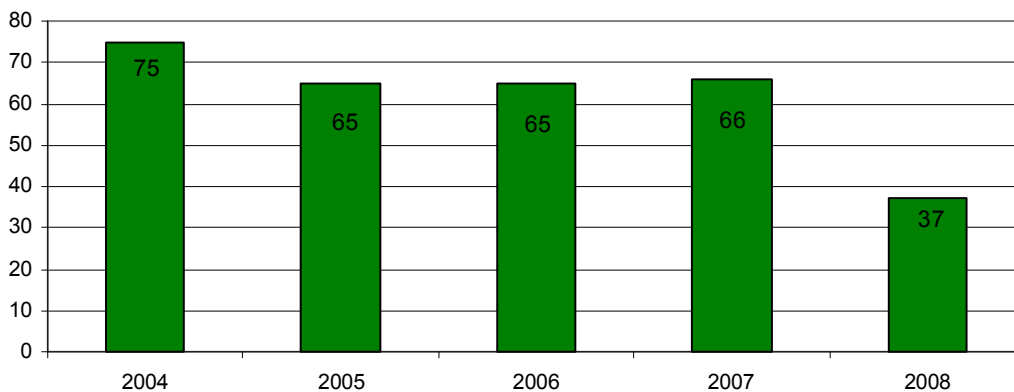
From a previously steady trend, to observe a such a definite drop, we can only hope that this is not a “blip” on the radar and we can continue to see lower numbers of crashes with speed as a factor.

The age groups over represented in speed related crashes are the 17 - 25 year olds (27%) but also the 30 - 39 year olds (22%). The next graph demonstrates that this has plateaued over the past three years.

**Crashes with speed as a factor
(% of all crashes in Randwick)**

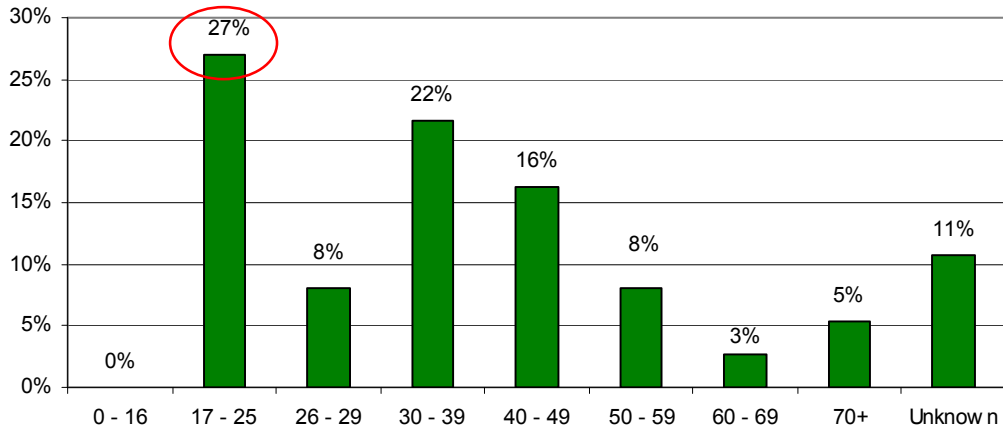


Total crashes with speed as a factor over 5 years

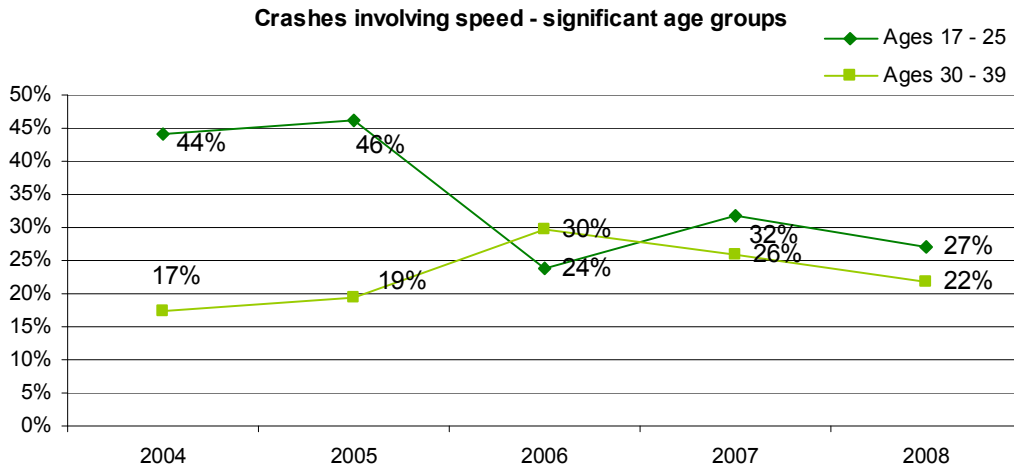


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2008 crashes where driver was speeding by age



Crashes involving speed - significant age groups



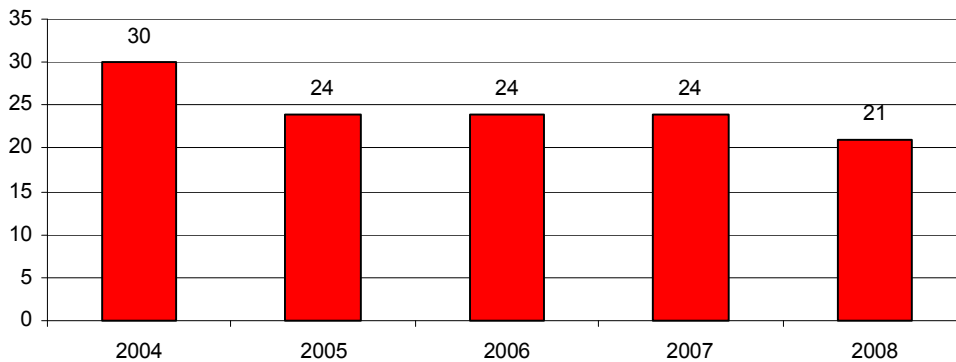
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Crashes that involve alcohol

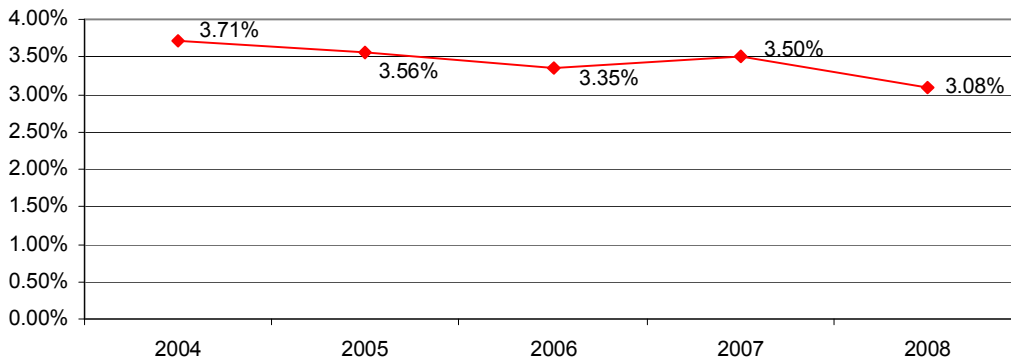
Over the past five years the incidents of alcohol related crashes have decreased from 3.71% in 2004 to 3.08% in 2008. In actual numbers this represents a decrease of 30 crashes to 21 crashes in 2008, not necessarily a large number in total, but still enough to be concerned about. It suggests that drink driving is still an issue in the local area.

Young people between the ages of 17 - 25 represent 43% of all those involved in these crashes and 30 - 39 year olds represent the next biggest group. In 2008 the 30 - 39 year olds increased their proportional representation in alcohol related crashes from 17% in 2007 to 24% in 2008. Correspondingly the 17 - 25 year olds dropped their proportional representation from 46% in 2007 to 43% in 2008.

Total crashes with illegal BAC of controller

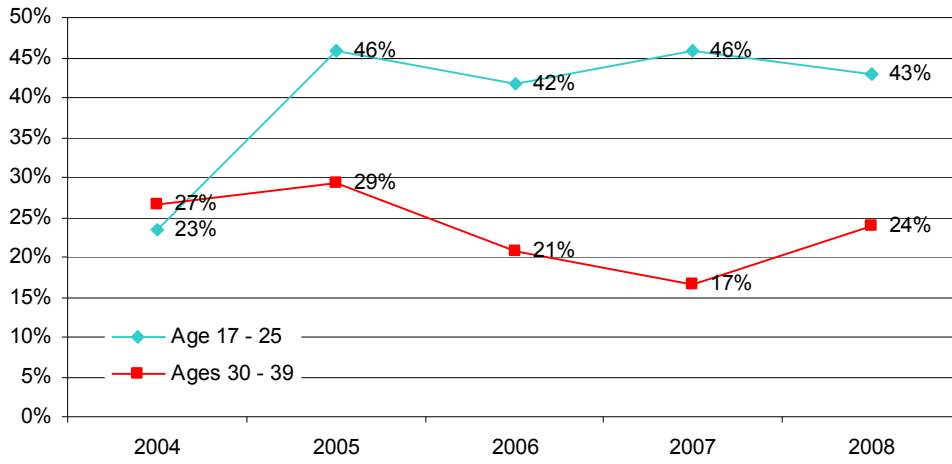


Randwick 2008 - total crashes involving alcohol

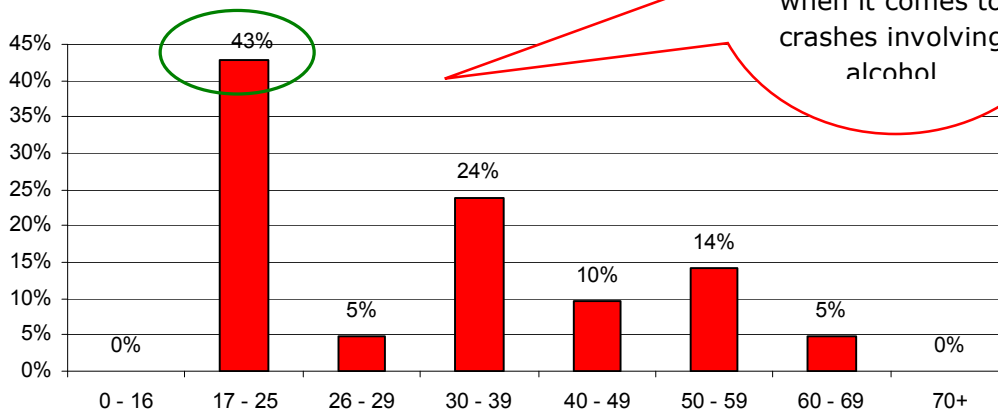


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Crashes with illegal BAC (significant age groups)



2008 Randwick controllers with illegal BAC by age group

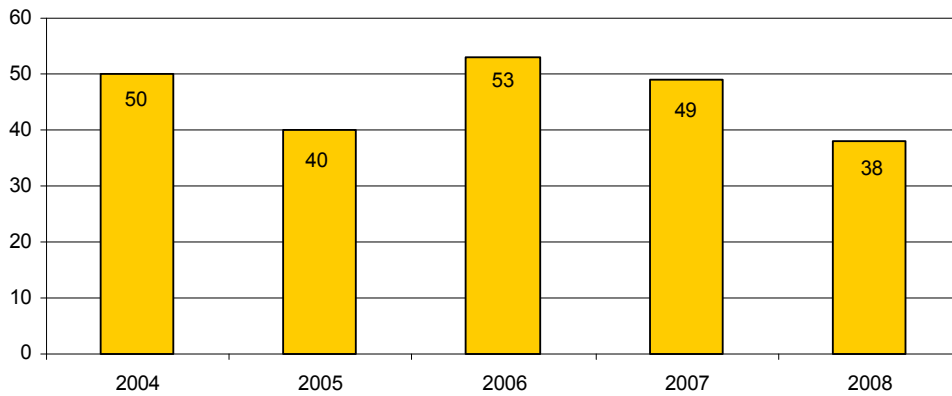


Young people continue to be the biggest offenders when it comes to crashes involving alcohol

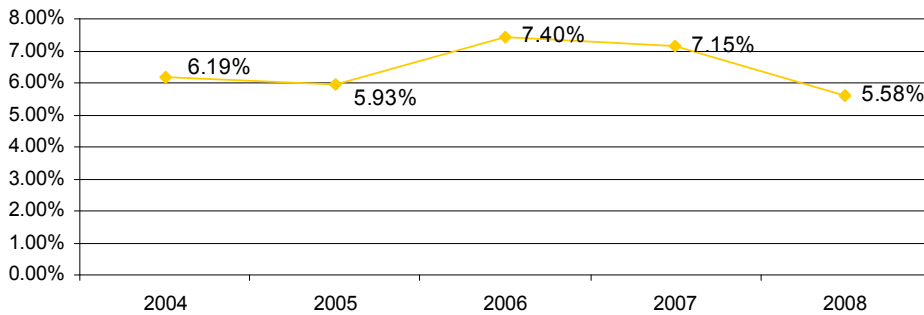
Crashes that involve fatigue

Over the past three years there has been a gradual decrease in the number of crashes with fatigue as a factor in the City of Randwick. From a peak of 53 in 2006 to 38 in 2008 a drop of 28% this represents nearly a third. The difficulty with addressing fatigue related crashes is that more than one third of them are unknown ie we don't know who they are, so campaigns are difficult to focus.

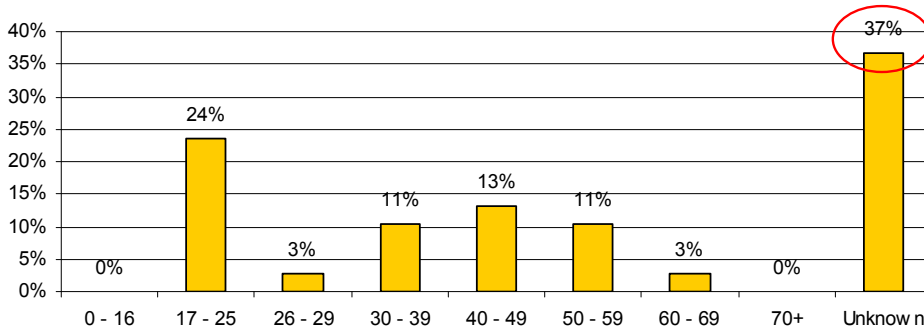
Total crashes with fatigue as a factor



Crashes with fatigue as a factor (as a % of all crashes in Randwick)



2008 Crashes by age with fatigue as a factor



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Casualties in Randwick

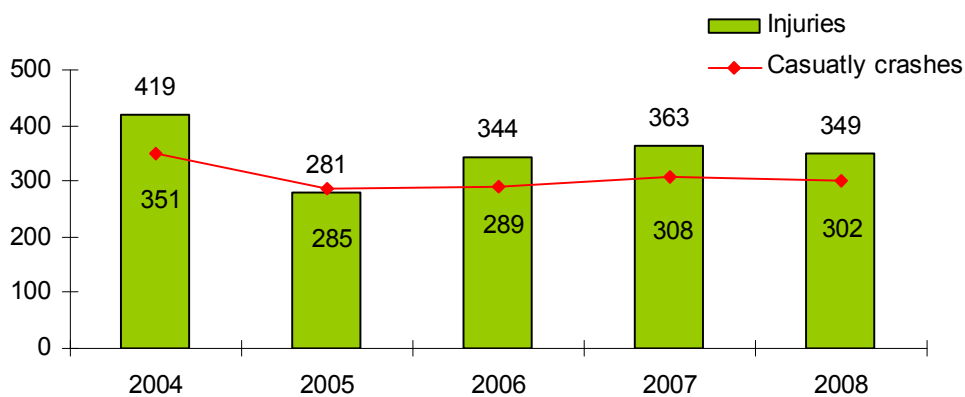
The number of casualties (injuries and fatalities) in Randwick City in 2008 has decreased by 15 from the previous year. Generally the numbers remain fairly steady over the past three years.

17 – 25 year olds represent 22% of all casualties as do the 30 – 39 year olds. When this is compared by gender 14% of casualties are male aged 17 – 25 and 13% are males aged 30 – 39. If this is compared across the state and region, proportionally Randwick has more male casualties and less female casualties than both Sydney region and NSW.

The next graph (age group of casualties compared) shows that the high numbers of male casualties are in the 17 – 39 age group. When road users types are compared Randwick stands out for the high proportion of pedestrians that have been injured or killed and the high numbers of cyclists that have been injured or killed. Randwick is statistically lower on driver and passengers casualties.

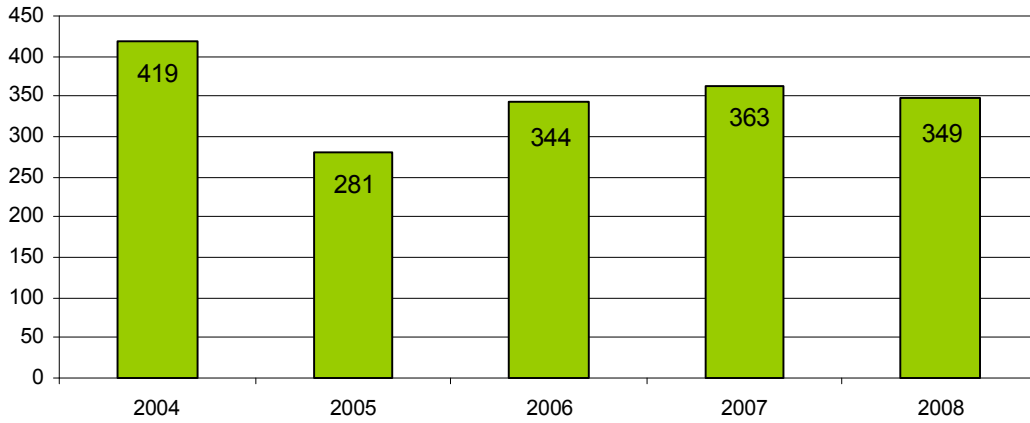
Motor cyclist casualties are also higher than the region and state, but only by about 2%. This seems to be a minor anomaly for 2008.

Injury crashes compared to casualties (over 5 years)

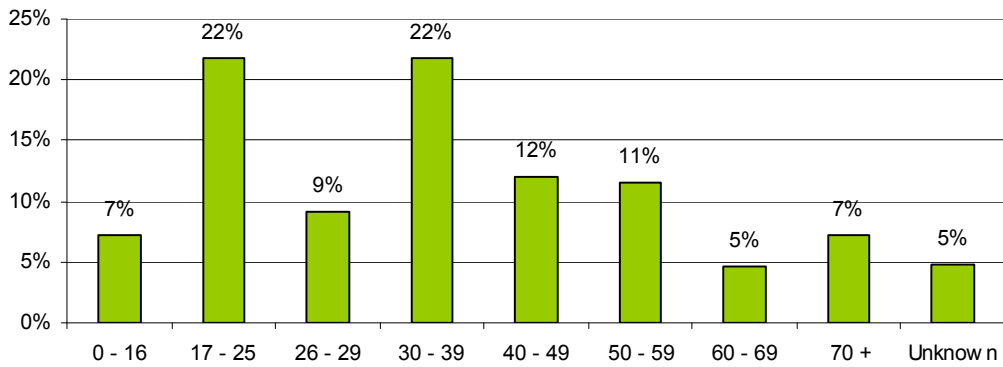


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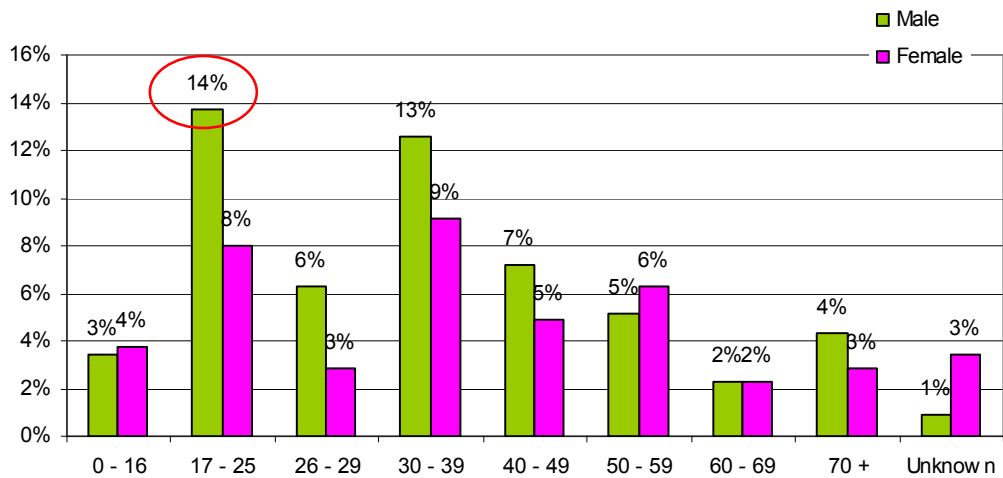
Casualties in Randwick over 5 years



2008 injuries in Randwick by age

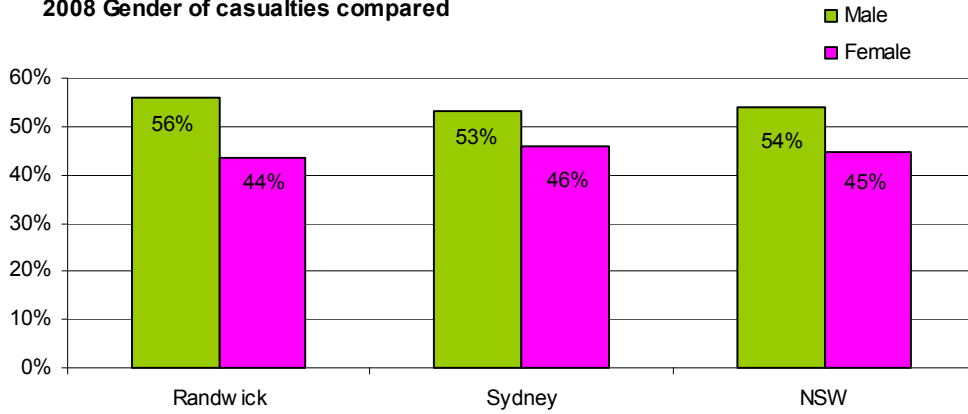


2008 Casualties by age - gender comparison

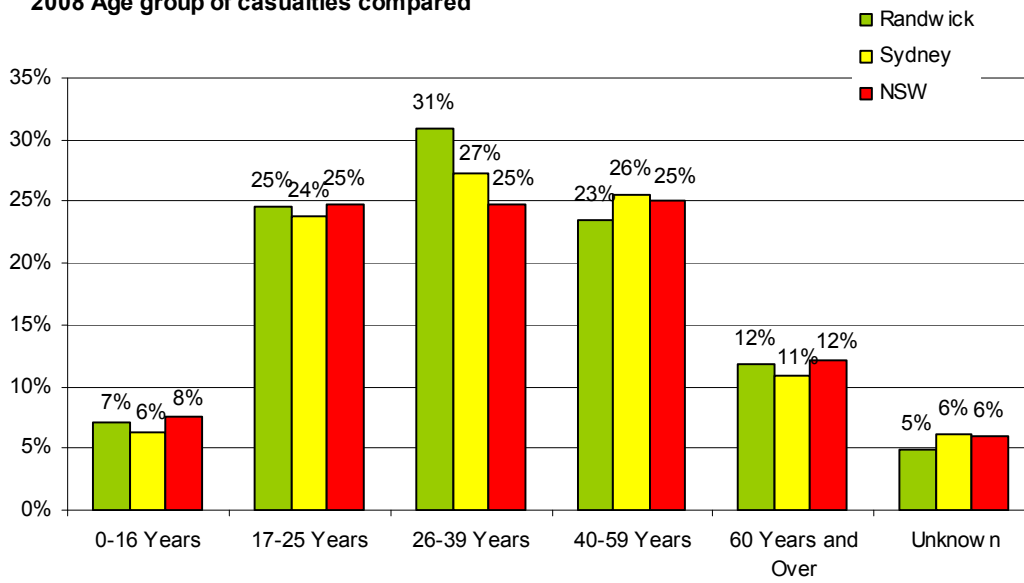


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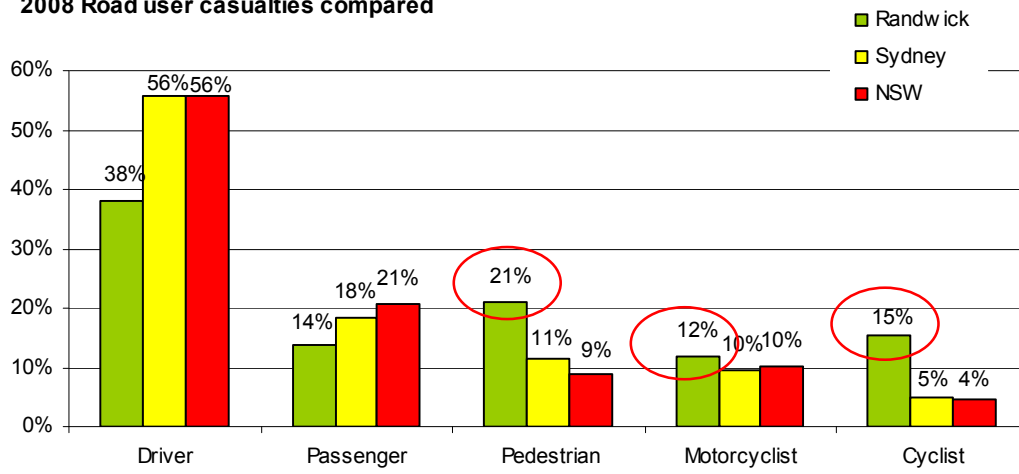
2008 Gender of casualties compared



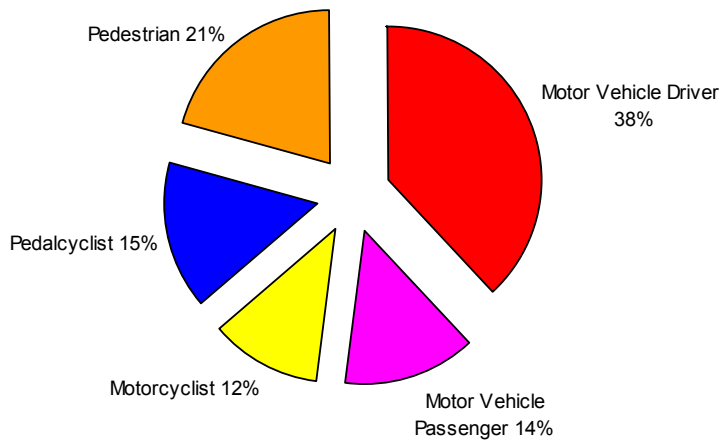
2008 Age group of casualties compared



2008 Road user casualties compared



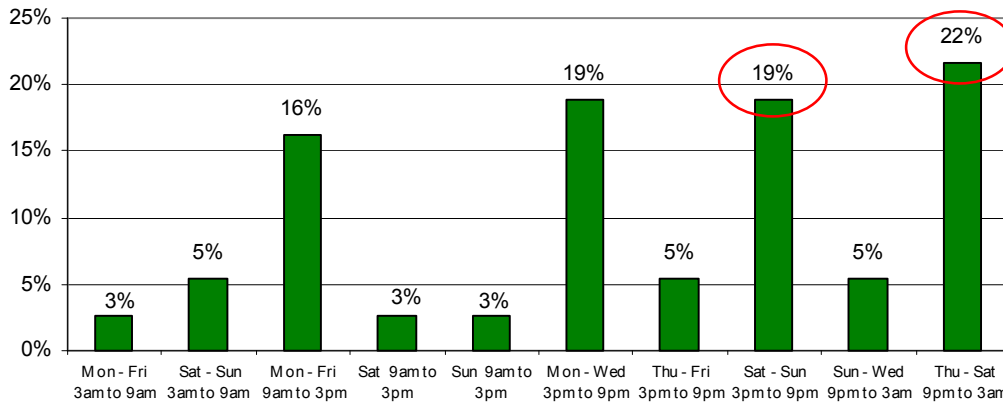
2008 Casualties in Randwick by Road User Class



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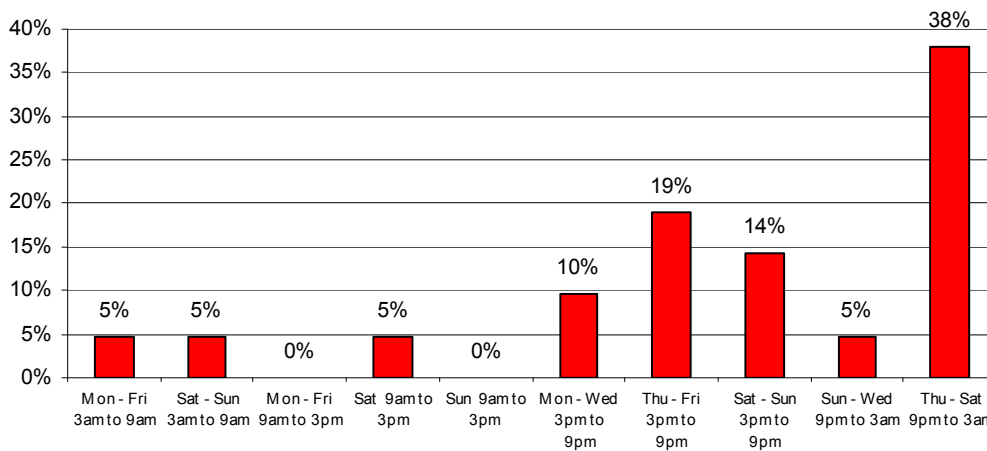
Times of crashes

2008 Times of crashes involving speed



The majority (more than 40%) of crashes with speed as a factor occur on weekends between 3pm and 3am. This could be because there are less cars on the road at this time.

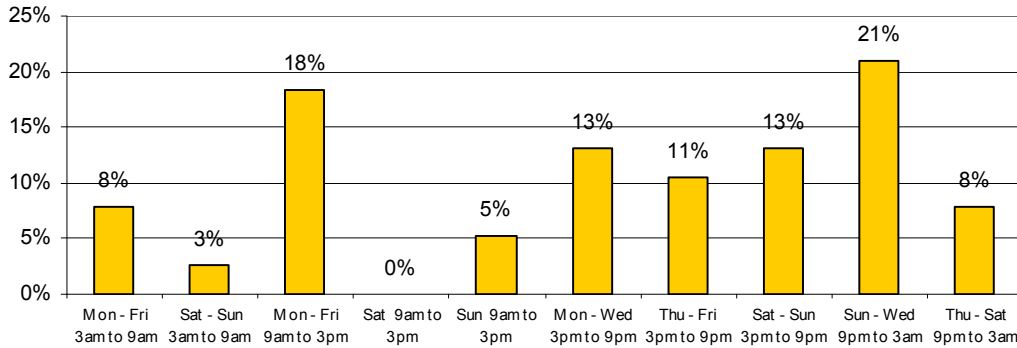
2008 Times of crashes involving alcohol



Unsurprisingly alcohol related crashes mainly occur from Thursdays to Fridays between 9pm and 3am.

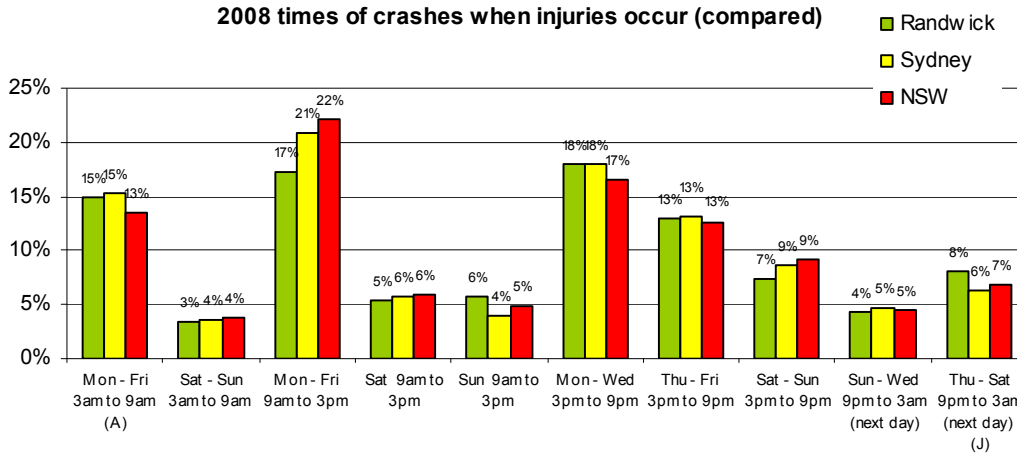
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2008 Times of crashes with fatigue as a factor



Fatigue related crashes have a greater distribution across the week, although 18% do occur Monday to Friday from 9am – 3pm. Maybe this is people who are tired as they drive to (or possibly from) work in the mornings.

2008 times of crashes when injuries occur (compared)



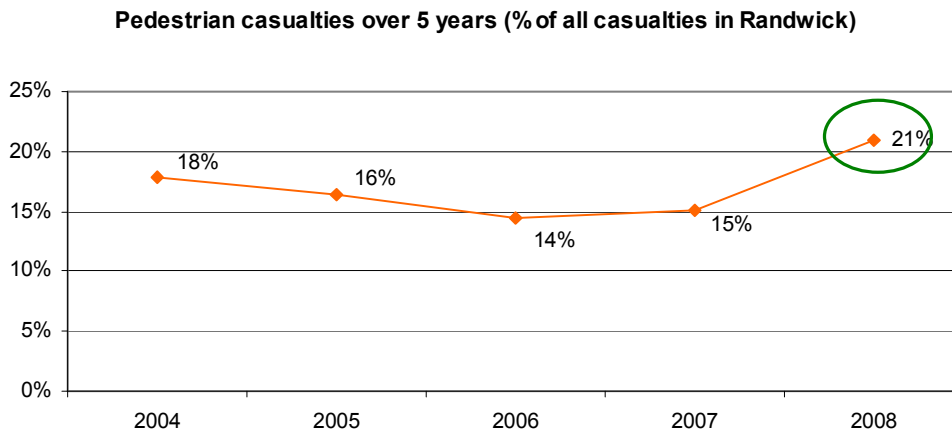
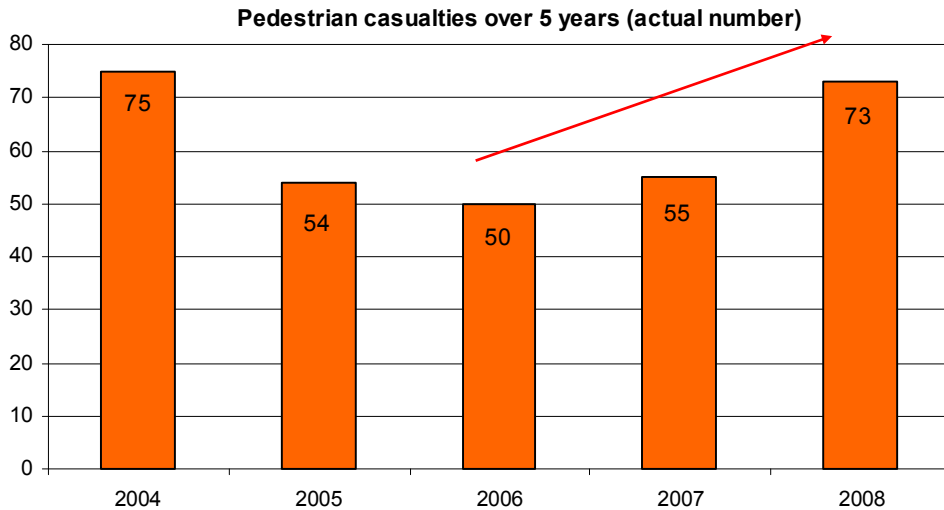
Generally the times when people are injured in Randwick are comparable to that of the region and state.

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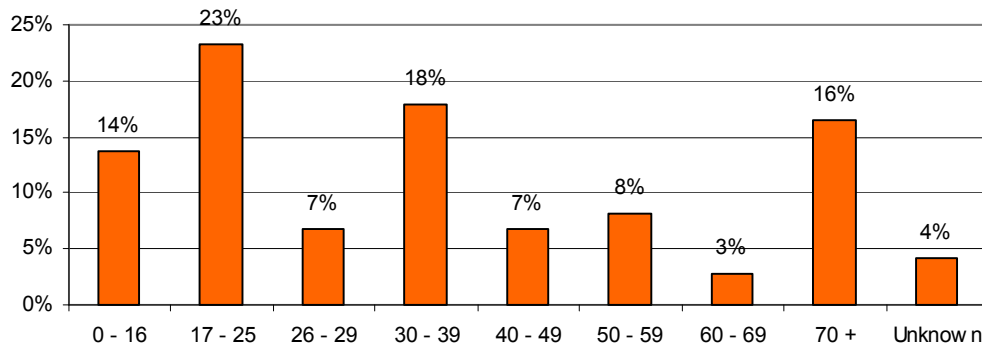
W15/10

Crashes that involve pedestrians

Unfortunately the numbers of pedestrian casualties in Randwick has increased quite dramatically over the past three years, from a total of 50 in 2006 representing 14% of all casualties to 73 in 2008 representing 21% of all casualties. This is an overall increase of more than 30% which is rather concerning.



2008 pedestrian casualties by age
(% of all casualties in Randwick)



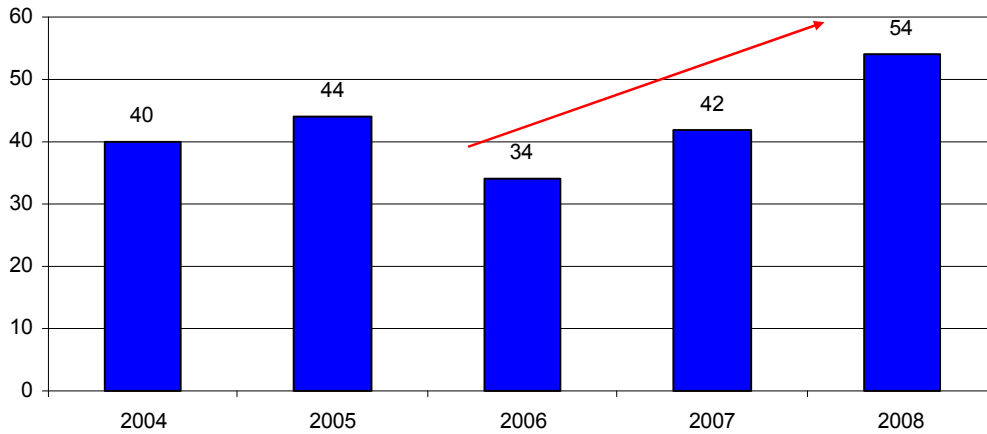
The pedestrians that are injured in Randwick City are the 17 – 25 year olds representing 23% of all pedestrian casualties. But if we combine the 0- 16 and 17 – 25 and also 25 – 29 year olds we have nearly 45% of all pedestrian casualties under the age of 30 in Randwick City. This suggests that young people might be taking greater risks or have less knowledge and understanding of pedestrian issues.

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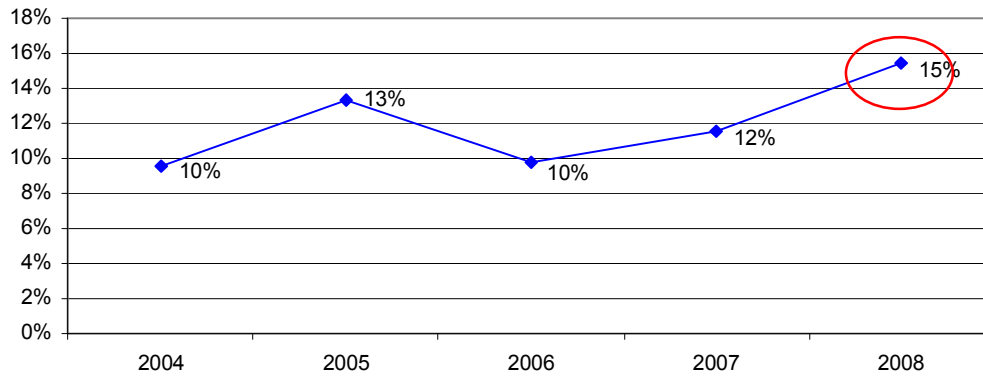
Crashes that involve cyclists

The numbers of cyclist casualties has also increased over the past three years. 2008 shows the highest number of casualties Randwick City has had in the past 5 years. This is a total increase of 20 since the low of 34 in 2006 and represents a 37% increase.

Cyclists injured over 5 years in Randwick

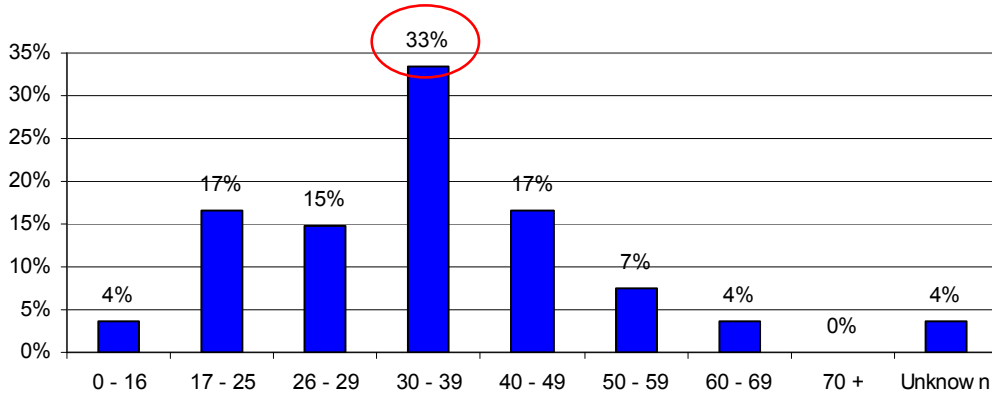


Casualties by Road User Class (cyclists) over 5 years



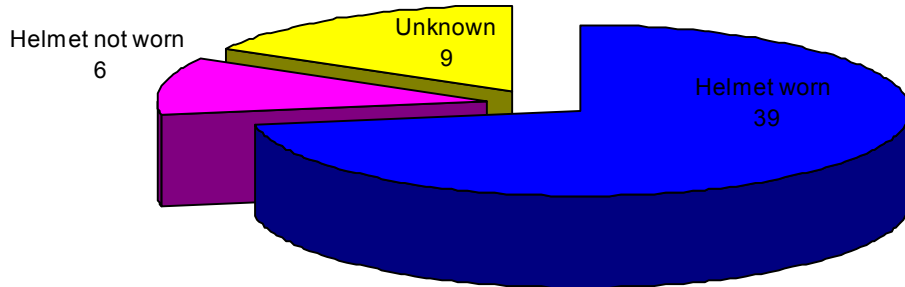
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2008 Cyclist casualties by age



30 – 39 year olds represent the highest number of cyclist casualties in 2008 representing 33% of all injuries and fatalities. It also seems that 15% of all cyclist casualties in Randwick City were not wearing a helmet, which is disappointing considering it's been the law for many years.

2008 Helmet usage in cyclist casualties



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Key target areas for 2010 – 2011

Key target areas for 2010 – 2011 will be:

- Pedestrians – intersection audits
- Speeding – SLOW DOWN in my street (to continue the downward trend)
- Cyclists (with the sustainable transport officer)
- Drink Driving - working with the Eastern Beaches Liquor Accord
- Child restraints – as new laws have recently been introduced it is a good opportunity to provide parents with appropriate information.

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2010 - 2011 ROAD SAFETY ACTION PLAN

RTA ISSUE – PEDESTRIAN SAFETY

Project Title: Intersection Audits

Project no: #10476

Link to Randwick City Plan

Key area: Places for People

Objective: Outcome: A liveable City.

Strategy: Our town centres, beaches, public places and streets are safe, inviting, clean and supports a recognisable image of our City.

Stakeholders: RTA & Council – Audit teams / consultants

Objectives	Target group	Proposed Dates	Strategies	Evaluation	Project Costs (RTA & Other)
<ul style="list-style-type: none"> ▪ To reduce the incidents and severity of pedestrian crashes in the City of Randwick ▪ To audit the safety of two or three identified intersections ▪ To consider adjustments to the identified intersections with consideration given to vulnerable road users ▪ To prioritise recommendations for future implementation 	Vulnerable road users (pedestrians & cyclists)	July 2010 – June 2011	<ul style="list-style-type: none"> ▪ Review of RTA crash data identifying intersections with high pedestrian and cyclist crashes ▪ Undertake a review of any existing audits or access studies. ▪ Develop a brief for the appointment of consultants / Audit teams to audit the intersections ▪ Reporting of outcomes ▪ Prioritizing of outcomes ▪ Submit report to traffic committee or works committee ▪ Community consultation on any works to be undertaken ▪ Budget management 	<ul style="list-style-type: none"> ▪ Reporting process ▪ Community consultation 	<p>\$5,000 RTA</p> <p>\$20,000 Council</p> <p>Costs associated with the appointment of consultants</p>

RTA ISSUE – SPEED**Project Title:** SLOW DOWN in Randwick**Project no:** #10473**Link to Randwick City Plan****Key area:** Moving Around**Objective:** Outcome: Integrated and accessible transport**Strategy:** Residential amenity is protected by appropriate traffic management**Stakeholders:** RTA, Randwick City Council, NSW Police, local residents

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Objectives	Target group	Proposed Dates	Strategy	Evaluation	Project Costs (RTA & Other)
<ul style="list-style-type: none"> Reduce the incidents of speeding in local streets Increase awareness among motorists of 50km / hour speed limits in local streets 		<p>1 July 2010 to 30 June 2011</p> <p>On-going throughout the year.</p>	<ul style="list-style-type: none"> Identification of 5 local streets with a relatively high number of speed related crashes. Review resident complaints and requests to address speed issues in local streets (Traffic Committee) Undertake speed counts in local streets to document the extent of the problem. Get Traffic Committee approval for VMS radar placement. Distribute SLOW DOWN in my street - bin stickers - with explanatory letter about the program Forward speed counts (if they demonstrate speed is an issue) to the highway patrol for review and enforcement. Undertake a survey that would be letterbox dropped in the street, one side would look like the SLOW DOWN in my Street, bin sticker artwork - with some "tips" on the other side - a second "rip off" section would have a simple feedback survey with questions like: Did you receive the SLOW DOWN in my street rubbish bin sticker? Have you stuck the sticker on your bin? have you seen the VMS in your 	<p>Reduction in the speed of cars traveling in local streets (accessed from follow up speed counts)</p> <p>Resident perception of speed in local streets (feedback from precinct meetings & surveys)</p> <p>Media take up of information</p> <p>OUTCOMES – Urban 85th percentile speed reduced in top 3 streets</p>	<p>\$2,000 – RTA \$2,000 – Council</p> <p>For the cost of VMS hire</p>

Objectives	Target group	Proposed Dates	Strategy	Evaluation	Project Costs (RTA & Other)
			<p>street? Has it changed your driving behaviour? Do you have any other ideas for slowing speeding vehicles in your street? (these questions would be fine tuned of course!) the back of this would be a reply paid address etc - encouraging the return of the survey.</p> <ul style="list-style-type: none"> ▪ Review and reporting of project 		

RTA ISSUE – SEAT BELTS**Project Title: Child restraint checking****Project no: # 10478****Link to Randwick City Plan****Key area:** Randwick City Plan – A sense of Community**Objective:** Outcome: An informed and engaged community**Strategy:** Council actively promotes the services offered by other agencies**Stakeholders:** RTA, RCC and local restraint fitters

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Objectives	Target group	Proposed Dates	Strategy	Evaluation	Project Costs
<p>OUTCOMES</p> <p>1) To offer a free or discounted restraint checking service to parents/carers to ensure restraints are fitted correctly.</p> <p>2) Increase the number of children using correctly fitted and appropriate restraints.</p> <p>OBJECTIVES</p> <p>1) To improve the safety of children in vehicles by checking child occupant restraint fittings.</p> <p>2) To provide practical advice to parents about the new laws and the use of capsules, restraints and booster seats</p> <p>3) Encourage the use of authorised restraint checkers / fitters.</p>	<p>Parents and care givers in the Randwick city council community (and possibly the surrounding LGA's of Woollahra, Waverley & Botany.)</p> <p>Children aged 0 - 8 years.</p>	<p>July 2010 to June 2011.</p> <p>On going throughout the year</p>	<ul style="list-style-type: none"> ▫ Have a planning meeting with project advisory committee to discuss undecided aspects of the project, include Deb Taggart from RTA ▫ Use RTA artwork for promotion offer. Promotion includes local paper advertising, posters & flyers in local child care centres, the hospital and early childhood health centres. ▫ RTA brochures and information about the new laws and any other current materials will be included with the voucher on the day of the fitting. Local restraint checkers will be recruited to be part of the program. Feedback on the issues associated with correct / incorrect installation will also be required. ▫ Feedback voucher sent to those how had their restraints checked to find out about the service offered by restraint checkers 	<p>Analysis of information from feedback voucher to those who had their restraints checked</p> <p>Analysis of information from restraint fitters about restraint checks</p>	<p>\$3,000 – RTA</p> <p>\$3,000 – Council</p> <p>\$6,000 – Total</p>

RTA ISSUE – SAFETY AROUND SCHOOLS**Project Title: School Safe****Project no: #****Link to Randwick City Plan****Key area:** Places for People**Objective:** Outcome: A liveable City.**Strategy:** The safety of our community is paramount and is acknowledged and supported through proactive policies, programmes and strategies.**Stakeholders:** Council, Police

Objectives	Target group	Proposed Dates	Strategy	Evaluation	Project Costs
<ul style="list-style-type: none"> ▫ To create awareness and increase knowledge among parents and carers of safety rules around schools. ▫ Assist in the development of good habits when dropping off and picking up children from schools. ▫ To provide schools with resources to help them promote Road Safety messages. ▫ To improve interagency (council / police / school) communication channels. ▫ Undertake co-ordination and joint planning with schools and police at a local level. ▫ Remind local residents and greater community of safe driving practices around schools. 	School Communities, particularly vulnerable road users, including students, parents, carers and vehicle controllers in the local area	Throughout the year during school terms	<ul style="list-style-type: none"> ▫ Distribution of information to schools ▫ Review the existing series of school road safety brochures targeted at parents. ▫ Work with rangers to address enforcement around schools. Undertake regular monitoring of school zones. ▫ Work with identified school community to educate parents and carers of appropriate pick-up and parking procedures through a variety of communication methods appropriate to school community. ▫ Coordinate enforcement strategies with council rangers and the local police. ▫ Media releases & photo opportunities to create awareness of issues. 	<ul style="list-style-type: none"> ▫ Number of schools targeted and resources distributed. ▫ Evaluation questionnaire sent to schools after program has taken place. ▫ Ranger assessment of behavioural changes.. ▫ Media take up of information 	To be costed

RTA ISSUE – BICYCLE SAFETY**Project Title: Bike Map****Project no: # 10640****Link to Randwick City Plan****Key area:****Objective:****Strategy:**

Objectives	Target group	Proposed Dates	Strategy	Evaluation	Project Costs
<ul style="list-style-type: none"> ▫ To reduce the severity of cyclist injuries ▫ To reduce the numbers of cyclists injured or killed ▫ To increase awareness of appropriate safety messages 	All bike users in the City of Randwick	July – December 2010	<ul style="list-style-type: none"> ▫ To develop a bike map with Council's sustainable transport officer which highlights councils bike plan but also delivers key safety messages. ▫ Messages include: use of helmet, riding on the road, sharing the road, high visibility etc. ▫ Map will be distributed through various mechanisms including local bike user groups, bike shops and hiring facilities, local libraries, bike maintenance workshops. 	<ul style="list-style-type: none"> ▫ Take up of maps 	Council - \$8,000

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RTA ISSUE – GLS WORKSHOPS

Project	Target Group	Objectives	Strategies	Evaluation
GLS Workshops	Parents and supervisors of learner drivers	<ul style="list-style-type: none"> ▫ To raise awareness among parents and supervisors of the importance of supervised driving practices. ▫ To provide parents and supervisors with strategies to help their teen age learners to drive safely under the new L Plate scheme. ▫ To increase compliance with the Learner Driver Log Book 	<ul style="list-style-type: none"> ▫ Most parents requesting these workshops have expressed a willingness to travel from neighbouring council areas. ▫ Local High Schools have been contacted and have expressed a willingness to promote the workshops through parent newsletters sent to parents at the beginning of each term. ▫ Council has made a commitment to conduct these workshops twice a year. ▫ Council will host these workshops at a time and place suitable to most parents. ▫ Workshops booked in for 25 August 2010 and 30 March 2011 	<ul style="list-style-type: none"> ▫ Attendance at workshops ▫ Survey's completed at workshops