

1. Importance of Improving Road Condition

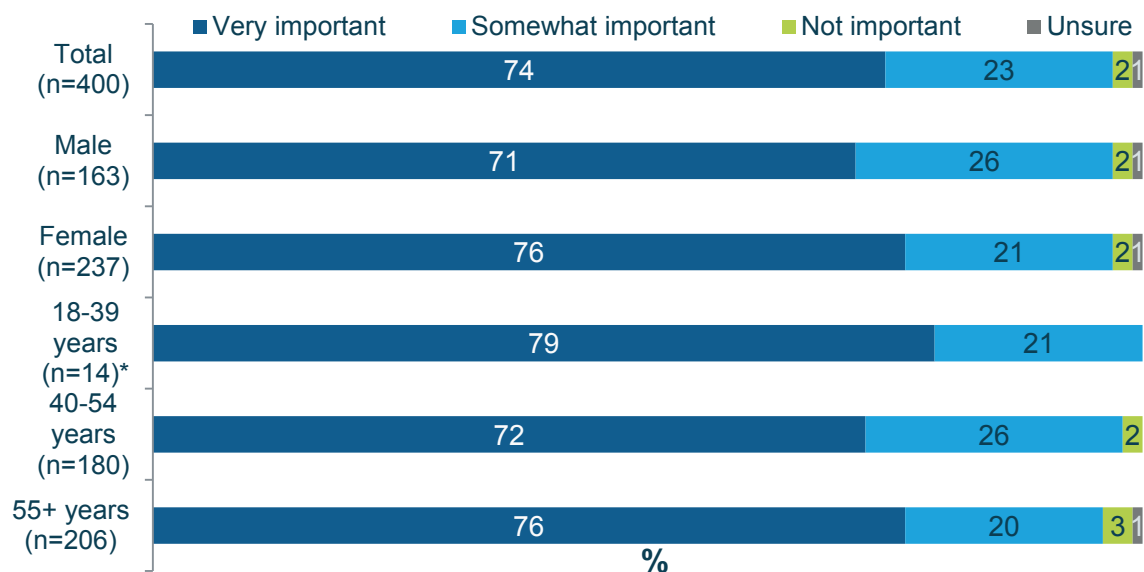
This section of the report provides the results of the telephone survey with ratepayers in Ku-ring-gai. The breakdown for gender, age and suburb has been presented for many of the survey questions. **However, the findings for 18-39 year olds must be interpreted with caution due to a very small base size as must the results for some of the suburbs.**

Importance of Continued Improvement of Roads

The majority of Ku-ring-gai Council ratepayers indicated that continuing to improve road conditions was of high importance, as shown in Figure 1 (74% felt it was 'very important' and a further 23% said it was 'somewhat important' (NETT 97% important).

This result was consistent across both gender (male and female 97% NETT important) and age (18-39, 40-54 and 55+ age brackets 100%, 98% and 96% NETT important respectively).

Figure 1: Importance of Continued Road Improvement – By Total, Gender and Age



Base: All respondents (n=400).

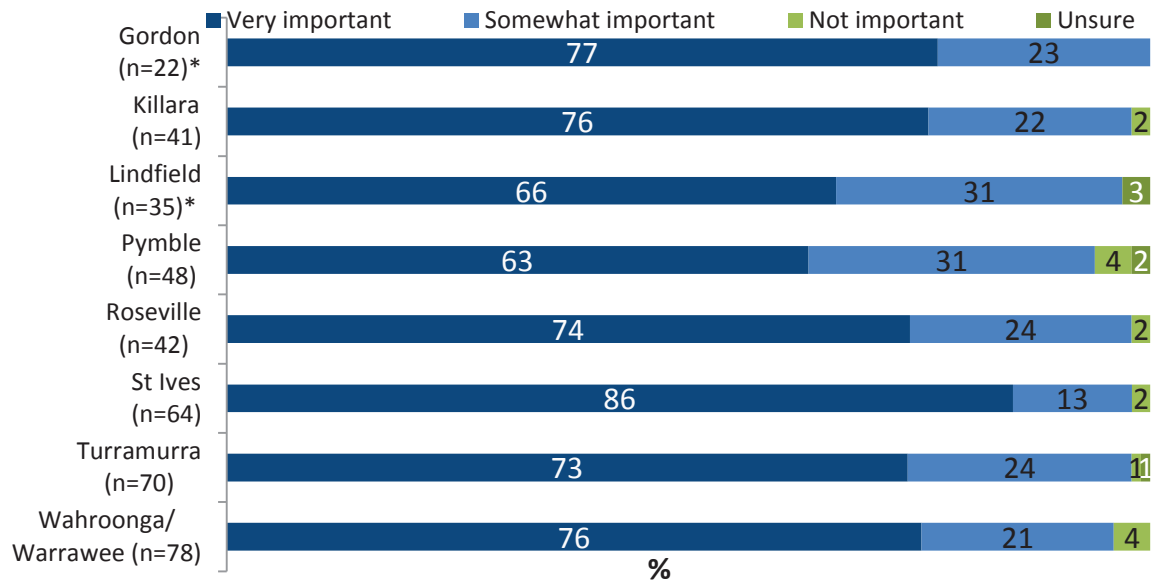
Q3. How important would you say it is to continue improving the condition of roads in Ku-ring-gai? Would you say it is...

*Caution: Small base size.

Figure 2 demonstrates that consistently high results were found across suburbs - NETT importance ranged from 100% for Gordon to 94% amongst Pymble ratepayers.

At most, 'not important' responses reached 4%. This occurred in both Pymble and Wahroonga/Warrawee.

Figure 2: Importance of Continued Road Improvement – By Suburb



Base: All respondents (n=400).

Q3. How important would you say it is to continue improving the condition of roads in Ku-ring-gai? Would you say it is...

*Caution: Small base size.

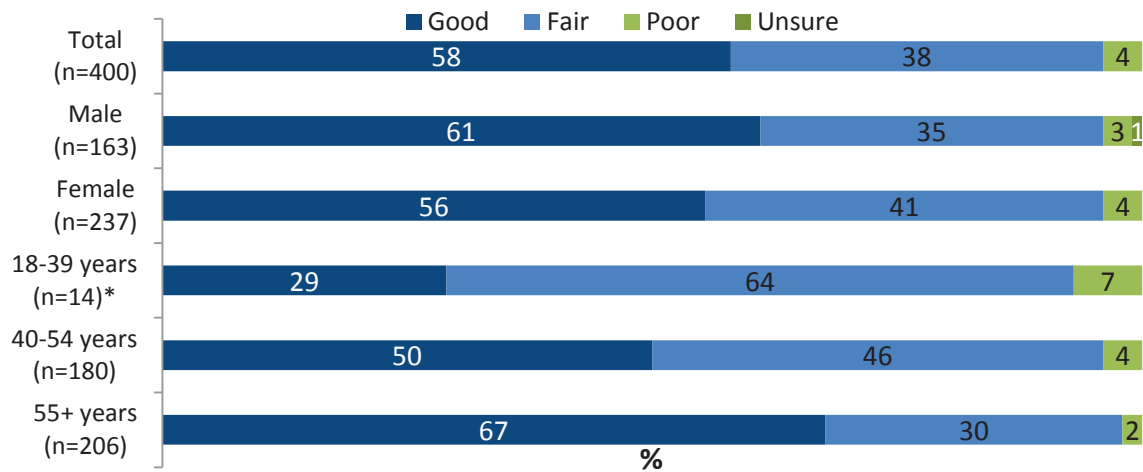
Minimum Acceptable Condition of Roads

There was an expectation of high quality roads, with more than half of all respondents considering the minimum acceptable condition to be 'good' (Figure 3). A further 38% responded with 'fair' while only 4% found the minimum acceptable condition of roads to be 'poor'.

The age of the respondents seemed to play a role in determining what participants considered to be acceptable. 29% of 18-24 year olds suggested the minimum condition was 'good'. This increased to 50% amongst 40-54 year olds and again increased amongst those aged 55+ to 67%. The frequency of 'poor' responses also decreased across these categories (7%, 4% and 2% reported across 18-39, 40-54 and 55+ age groups respectively).

Males and females reported similar results (61% and 56% 'good' respectively).

Figure 3: Minimum Acceptable Condition of Roads – By Total, Gender and Age



Base: All respondents (n=400).

Q7a. The factsheets you were sent showed different levels of conditions for roads, footpaths, buildings and drainage. For each of these assets, can you please tell me what you consider to be the minimum acceptable condition? So first of all, for roads, what is the minimum acceptable condition? Would it be...

*Caution: Small base size

When broken down by suburb, Figure 4 shows that more respondents from Killara (66%), St Ives (64%) and Turramurra (64%) found the minimum acceptable condition to be 'good' when compared to the average (58%).

Pymble (50%), Gordon (45%) and Roseville (50%) were the suburbs that gave the fewest 'good' responses.