

**Questions on Notice – Joint Standing Committee on Road Safety (Staysafe) on 14 August 2020 for the inquiry into reducing trauma on local roads in NSW – City of Sydney**

**The CHAIR:** In regards to truck deliveries in city areas, I believe council has a lot of restrictions, trucks are only allowed between certain times. If those restrictions were lifted and trucks were allowed in after hours, would that not alleviate congestion and reduce traffic incidents, particularly pedestrians and cyclists from being run over? Why does council not look into that?

With regards to the city centre, on-street Loading Zones typically operate during business hours – 6am to 6pm, Monday to Friday, and 6am to 10am on Saturdays. Loading Zones operate at these times to coincide when businesses are open to receive and dispatch goods. We do encourage businesses to organise deliveries outside of the peaks. However, if staff are not available to receive the goods, the goods could be left of the footpath which could block pedestrian access. Some hotels and pubs organise their keg deliveries outside of the peaks. The City recently installed a 24 hour, seven days a week Loading Zone in Liverpool Street, Sydney, to accommodate deliveries at all times of the day and night for a hotel - <https://meetings.cityofsydney.nsw.gov.au/ieDecisionDetails.aspx?AllId=8765>.

For the construction industry, on-street Works Zone in the city centre operate during the approved times of the consent – typically between 7am to 7pm, Monday to Friday, and 7am to 5pm on Saturdays. Due to COVID-19, a [Ministerial Order](#) allows the weekday construction site operating hours to be extended to weekends and public holidays. Allowing construction trucks to make deliveries at night would impact the night time amenity and could be less safe for people walking and riding due to the lower light levels.

In addition, Road Rule 300-3 restricts travel for vehicles exceeding 12.5 metres from operating within the Sydney CBD during certain hours on certain roads from Monday to Friday (inclusive). Applications can be made for exemptions.

**The CHAIR:** A lot of accidents are caused by trucks because they cannot see cyclists, they are turning, and that is how a lot of the injuries and fatalities are occurring.

In the City of Sydney local government area, in the last five years (01 September 2015 to 01 September 2019) there have been 968 crashes involving a truck.

Out of the 968 crashes involving a truck 112 also involved a pedestrian and 54 involved a pedal cyclist.

In the CBD, in the last five years (01 September 2015 to 01 September 2019) there have been 269 crashes involving a truck.

Out of the 269 crashes involving a truck 44 also involved a pedestrian and 10 involved a pedal cyclist.

**Ms ROBYN PRESTON: Welcome, gentlemen. I have a couple of points. Can I ask what the ratio of residents versus businesses in your local government area is?**

Data from the Estimated Resident Population (ERP) states that the City of Sydney has 246,343 residents as of June 2019. The ERP is the Australian Bureau of Statistics' official 2019 population figure for all Local Government Areas

The City's floor space and employment survey uses a composite city-based industry classification to report on the various industry sectors across the local government area, categorised by the main function of a business. As of June 2017 the City of Sydney Floor and Employment Survey states that there are 23,510 businesses within the local government area.

**Mr ROY BUTLER: Following on a little from Ms Preston's question, I get that Sydney is not a planned city and you kind of had to work with what you got, which made it more difficult from a traffic flow perspective. The CBD is becoming increasingly unfriendly to motorists; I do not think anyone is going to disagree with that. It is motorcycle-friendly and that is good. You provide parking for motorcycles at no cost, which is great, and they can use some lanes that other vehicles cannot use. You have put in a stack of "no left turn" and "no right turn" signs. Sometimes just to get from Woolloomooloo to Haymarket, it can take 45 minutes because you can go past three or four blocks without being able to turn off a particular street. Do you have tangible results that show that what you have done has resulted in a net decrease in injuries and deaths**

There is no data available to demonstrate the overall effectiveness of turning restrictions. Turning restrictions are implemented for a number of reasons including crash data and traffic flow. Restrictions can also be in place to prevent rat running through residential areas.

Turning restrictions must be approved by the Local Pedestrian, Cycling and Traffic Calming Committee. Four formal (voting) representatives of the committee include City of Sydney Council, NSW Police, Transport for NSW and local state Members of Parliament or their nominee.

**Ms ROBYN PRESTON: Following on from Reverend the Hon. Fred Nile's comments, can you tell me what your budget is over the next five years for construction of shared pathways for pedestrian cycleways?**

**Mr ASPDEN: I would have to take that question on notice. Just to clarify, is that around the shared paths?**

**Ms ROBYN PRESTON: Yes. Mr ASPDEN: Budget for shared paths—I will take that question on notice and I will find out.**

The City does not have a specific budget for the construction of shared paths.

The City of Sydney's, General Purpose Financial Statements Annual Report 2018/19 indicates expenses from continuing operations for walking and cycling was at \$1,401,000.

Activities include providing alternative, active and sustainable means of transport to provide a bicycle-friendly environment and a pedestrian plan based on public space life studies.