Transport for NSW

Responses to Post-hearing questions

Joint Standing Committee on Road Safety

Inquiry into reducing trauma on local roads in NSW

Hearing Date – Friday, 14 August 2020

QUESTIONS ON NOTICE

QUESTION:

1. Mr ROY BUTLER: When I saw that number I wanted to understand more about it because as a number it does not really unpack or give you any details about how that occurred—whether it is pedestrian behaviour, whether it is driver error or whether it is the prevailing conditions. I wondered if you have any insights into how those deaths have occurred?

Mr CARLON: Yes. Without specifically going into [inaudible] I am more than happy to provide an additional report, in particular in the trend associated with pedestrian deaths over the last five years and this year, which we can provide to the Committee. In general terms, what we have seen is some pedestrian risk-taking activity around mid-block crossing, where people are actually not making wise choices and taking risks associated with that mid-block crossing. There is normally around 25 per cent of the cohort which actually are alcohol affected and so—again, a judgement issue in terms of their access to the network and moving across the road inappropriately. We do see a number of these which are vehicle speed related, where vehicles are actually travelling at high speeds, unable to then control when they come across the pedestrian crossing the road legally. That happens at intersections in particular. I am more than happy to provide a bit more of a detailed profile of the pedestrian fatalities to the Committee.

ANSWER:

Increase in Pedestrian Fatalities in 2020

This report investigates the increase in pedestrian fatalities so far this year (January to August), compared with the same period in 2019 and the 2015 to 2019 average.

There were 42 pedestrian fatalities for January to August 2020, 11 (35 per cent) more fatalities than for the same period in 2019 but 1.6 (4 per cent) fewer than for the same period for 2015 to 2019.

So the fatality numbers in 2020 are higher than 2019 but similar to the levels experienced over the previous five years.

In 2020 there were four children killed in the one crash, and this one crash is a highlight of the increased fatalities in 2020. There has also been an increase in fatalities for 30 to 39 year olds in 2020.

Count of Person ID	Reporting year						
Age group	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
0-4	0	3	3	0	1.2	0	0
5-16	3	4	1	2	2.0	0	6
17-20	0	3	3	2	1.6	0	1
21-25	1	2	1	3	1.8	2	1
26-29	3	0	0	3	1.6	2	0
30-39	5	7	3	3	3.8	1	7
40-49	6	8	3	3	4.6	3	4
50-59	2	4	6	7	4.0	1	2
60-69	7	9	5	7	7.0	7	9
70+	17	13	13	22	16.0	15	12
Grand Total	44	53	38	52	43.6	31	42

Genders consistent with 2015 to 2019

Count of Person ID	Reporting year						
Gender	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Female	15	21	17	14	15.2	9	15
Male	29	32	21	38	28.4	22	27
Grand Total	44	53	38	52	43.6	31	42

Urbanisation consistent with 2015 to 2019

Urbanisation	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Sydney metro. area	28	33	25	32	27.4	19	26
Newcastle met. area	2	6	2	4	3.4	3	0
Wollongong met. area	1	2	1	1	1.0	0	2
Metropolitan	*31*	*41*	*28*	*37*	*31.8*	*22*	*28*
Country urban	11	8	8	13	9.4	7	9
Country non-urban	2	4	2	2	2.4	2	5
Grand Total	44	53	38	52	43.6	31	42

Fatalities on 50 km/h roads are up on last year but consistent with 2015 to 2019

Speed limit	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
40	1	2	5	3	2.8	3	3
50	16	20	19	23	17.2	8	17
60	16	19	8	14	13.8	12	10
70	3	4	2	6	3.6	3	3
80	5	2	1	1	2.4	3	2
90	0	2	0	0	0.4	0	0
100	1	3	2	5	2.2	0	4
110	2	1	1	0	1.2	2	3
Grand Total	44	53	38	52	43.6	31	42

Road classification is consistent with 2015 to 2019

Road classification (admin)	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Local	12	22	16	23	17.2	13	16
Regional	11	6	8	8	7.2	3	8
State	21	25	14	21	19.2	15	18
Grand Total	44	53	38	52	43.6	31	42

Location type is consistent with 2015 to 2019 – only around one-third of fatalities occur at intersections

Type of location	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
X-intersection	6	3	6	6	5.4	6	5
T-junction	7	14	7	12	8.6	3	7
Multiple intersection	0	0	0	0	0.2	1	1
Roundabout	0	1	1	1	0.8	1	1
Intersection	*13*	*18*	*14*	*19*	*15.0*	*11*	*14*
1-way street	0	1	0	0	0.4	1	1
2-way undivided	24	22	17	22	19.2	11	18
Divided road	6	12	5	9	7.8	7	6
Dual freeway	1		2	2	1.5	1	2
Other	0	0	0	0	0.0	0	1
Grand Total	44	53	38	52	43.6	31	42

The majority of pedestrian fatalities do not occur at a location with traffic signals or pedestrian crossings

Type of location	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Signalised / Signalised Crossing	6	4	6	6	5.6	6	2
Non Signalised Ped Crossing	1	3	2	1	2.0	3	0
Nil Pedesrian Control	37	46	30	45	36.0	22	40
Total	44	53	38	52	43.6	31	42

Increase in pedestrian fatalities on Saturdays this year

Day of week of crash	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Monday	7	7	2	11	6.6	6	7
Tuesday	6	7	8	5	5.8	3	5
Wednesday	6	2	9	3	4.2	1	6
Thursday	7	10	3	9	7.2	7	6
Friday	8	13	5	13	9.4	8	5
Saturday	6	9	5	4	5.6	4	**11**
Sunday	4	5	6	7	4.8	2	2
Grand Total	44	53	38	52	43.6	31	42

Perhaps a slight increase in pedestrian fatalities between 6pm and 10 pm

Two-hour intervals	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
00:01 - 01:59	1	2	1	2	1.4	1	1
02:00 - 03:59	1	1	1	1	1.0	1	0
04:00 - 05:59	2	2	2	0	1.4	1	3
06:00 - 07:59	6	4	4	6	4.2	1	3
08:00 - 09:59	6	5	3	2	4.0	4	1
10:00 - 11:59	6	6	5	9	5.6	2	4
12:00 - 13:59	0	2	5	5	3.2	4	3
14:00 - 15:59	2	4	4	3	3.0	2	6
16:00 - 17:59	10	14	3	6	7.8	6	4
18:00 - 19:59	4	6	5	8	5.4	4	8
20:00 - 21:59	3	4	2	6	3.6	3	6
22:00 - Midnight	3	3	3	4	3.0	2	3
Grand Total	44	53	38	52	43.6	31	42

Perhaps a slight increase in pedestrian fatalities in the Mclean period F (Monday to Wednesday 3pm to 9pm)

McLean time period	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
A (Mon-Fri 3am-9am)	8	7	5	7	6.0	3	5
B (Sat-Sun 3am-9am)	3	1	3	0	1.6	1	1
C (Mon-Fri 9am-3pm)	9	12	11	13	11.2	11	6
D (Sat 9am-3pm)	0	0	2	2	0.8	0	3
E (Sun 9am-3pm)	2	1	0	1	0.8	0	0
F (Mon-Wed 3pm-9pm)	8	7	8	7	6.4	2	8
G (Thu-Fri 3pm-9pm)	4	9	1	9	5.6	5	6
H (Sat-Sun 3pm-9pm)	3	8	2	3	4.2	5	7
I (Sun-Wed 9pm-3am)	1	0	3	2	1.8	3	3
J (Thu-Sat 9pm-3am)	6	8	3	8	5.2	1	3
Grand Total	44	53	38	52	43.6	31	42

Natural lighting is consistent with 2015 to 2019

Natural lighting	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Darkness	16	21	15	21	17.2	13	17
Dawn	5	1	0	3	2.0	1	2
Daylight	18	29	22	27	22.6	17	18
Dusk	5	2	1	1	1.8	0	5
Grand Total	44	53	38	52	43.6	31	42

Quite a strong increase in pedestrian fatalities from speed related crashes (noting that 4 fatalities arose from one of these speed related crashes in 2020)

Speeding involved in crash	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
No or unknown	40	48	36	48	40.6	31	33
Yes	4	5	2	4	3.0	0	**9**
Grand Total	44	53	38	52	43.6	31	42

Fatigue is seldom involved in pedestrian fatalities

Fatigue involved in crash	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
No or unknown	44	53	38	52	43.4	30	41
Yes	0	0	0	0	0.2	1	1
Grand Total	44	53	38	52	43.6	31	42

Similarly with regard to alcohol for the driver / rider involved in pedestrian fatalities – however the relatively high 2020 result is unusual (may be the result of that one crash)

Alcohol involved in crash	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
No	41	46	35	50	40.2	29	32
Unknown	3	6	3	2	3.2	2	6
Yes	0	1	0	0	0.2	0	4
Grand Total	44	53	38	52	43.6	31	42

Likewise there are relatively high levels of presence of an illicit drug for the controller involved in a fatal pedestrian crash in 2020. Again association in part with the crash that resulted in four fatalities.

Illicit drug involved in crash	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
No or unknown	42	51	36	48	41.2	29	34
Yes	2	2	2	4	2.4	2	8
Grand Total	44	53	38	52	43.6	31	42

No instances of driver / rider disobeying traffic controls in 2020

Driver / MC Rider Disobey Traffic Co	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Yes	2	3	2	1	2.0	2	0
Grand Total	44	53	38	52	43.6	31	42

An increase in the involvement of light and heavy trucks in fatalities in 2020, compared with last year and the 2015 to 2019 period

Key Vehicle in Vehicle Ped First Impact Crashes

Count of Person ID	Reporting year						
Key TU type Group	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Car / Car Derivative	29	37	18	30	27.2	22	15
Light Truck	7	7	8	14	7.4	1	11
Heavy Truck	4	1	7	5	4.0	3	8
Bus	0	3	2	3	2.2	3	1
Motorcycle	1	0	1	0	0.4	0	1
Pedal Cycle	0	0	0	0	0.0	0	1
Other / Unknown	1	2	1	0	0.8	0	1
Total	42	50	37	52	42.0	29	38

Pedestrian BACs have a short lag for 2020 reporting and are not recorded for children aged under 17 years. The 2019 result is up on last year but consistent with the 2015 to 2019 average. Around 20 per cent of pedestrian fatalities with a known BAC have a reading of 0.05 or more.

BAC for Pedestrian	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
less than .050	29	40	25	42	32.6	27	24
.050 or more	12	11	9	8	8.4	2	8
Unknown	3	2	4	2	2.6	2	10
Sum	44	53	38	52	43.6	31	42

Relatively few pedestrian fatalities have disobeyed a traffic control

Pedestrian Errors	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Disobey traffic control	4	0	2	2	2.0	2	1
Ped behind pkd/stat	4	5	2	1	3.0	3	0
Ped behind other obj	1	0	0	0	0.2	0	0
Ped confused/indecisive	1	0	0	2	0.8	1	0
Ped fall/jump in pth	3	1	2	1	1.6	1	1
Nil Errors	31	47	32	46	36.0	24	40
Sum	44	53	38	52	43.6	31	42

Pedestrian fatalities with a hand held phone are relatively rare. Chronic illness covers issues such as chronic dementia.

Pedestrian Distraction Factors	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Chronic illness	2	1	1	3	2.0	3	3
Sudden illness	0	0	0	1	0.2	0	0
Hand-held phone	0	0	0	1	0.2	0	1
Using headphones	1	2	0	0	0.8	1	0
Other distraction factor	4	3	1	2	2.4	2	4
Nil Distraction	37	47	36	45	38.0	25	34
Sum	44	53	38	52	43.6	31	42

QUESTION:

2. The CHAIR: Yes. Was there a separate lane where those incidents occurred?

Mr CARLON: Again, I would have to look to the detail on those crashes.

ANSWER:

Pedal Cycle Fatalities in 2020

So far this year (January to August 2020 only) there have been 11 pedal cyclists killed on NSW roads, the same number as the same period in 2019 but 5 (83 per cent) more fatalities than for the same period in 2015 to 2019.

The table below outlines the Road User Movements for each pedal cyclist fatality.

RUM group	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
Pedestrian	0	0	0	1	0.2	0	0
Veh's from adjacent direction - isections	0	0	0	1	0.2	0	1
Vehicles from opposing direction	0	0	0	0	0.2	1	3
Vehicles from same direction	1	1	2	4	2.4	4	4
Manoeuvring	0	1	0	0	0.4	1	1
On path	1	0	0	0	0.6	2	0
Off path, on straight	0	1	2	1	1.4	3	0
Off path, on curve	1	0	1	1	0.6	0	2
Grand Total	3	3	5	8	6.0	11	11

The "vehicles from same direction'" Road User Movement covers the crashes which involve a motorist not giving enough space for cyclist.

These crashes account for a relatively large number of pedal cycle fatalities – four out of 11 in 2020 and 2019 and half the fatalities in 2018. However, the small numbers involved make it difficult to identify any strong trends at this time.

Below is the breakdown of pedal cycle fatalities by permanent feature, with cycle path aggregated into foot path / cycle path / nature strip.

Primary permanent feature	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
B'down lane/road shldr	0	0	0	1	0.6	2	1
Bus stop	0	0	1	0	0.2	0	0
Ditch/drain/culvert	0	0	0	0	0.0	0	1
Driveway/entrance	0	0	0	0	0.2	1	1
Foot/cycle path/nature strip	0	2	1	2	1.2	1	1
Other bridge	1	0	0	0	0.2	0	0
Other permanent feature	0	1	0	0	0.4	1	0
Steep grade	0	0	1	0	0.4	1	1
NULL	2	0	2	5	2.8	5	6
Grand Total	3	3	5	8	6.0	11	11

Of the 16 vehicle same direction pedal cyclist fatalities only four involved break down lane / road shoulder

Count of Person ID	Reporting year						
Primary permanent feature	2015	2016	2017	2018	2015-19p Ave	2019p	2020p
B'down lane/road shldr	0	0	0	1	0.6	2	1
Bus stop	0	0	1	0	0.2	0	0
Other permanent feature	0	1	0	0	0.2	0	0
NULL	1	0	1	3	1.4	2	3
Grand Total	1	1	2	4	2.4	4	4