

## **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 ye	ar					
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

Count of Person ID	Reporting ye	ar					
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 2	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	C
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	g
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 ar	e up on last y	ear but co	onsistent	with 20	15 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	(
100	1	3	2	5	2.2	0	2
110	2	1	1	0	1.2	2	3
Grand Total	44	53	38	52	43.6	31	42
Road classification is consister	nt with 2015 t	o 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 wi	th 2015 to 201	19 – only	around o	ne-third	d of fatalities o	ccur 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
		occur at a	alocation	with tr	affic signals or	pedestria	ın
The majority of pedestrian fat	alities do not	occui at i			•	•	
	alities do not	occur at t					
crossings			2017	2018	2015-19p Ave	2019p	2020n
crossings Type of location	2015 6	2016	2017	2018 6	2015-19p Ave 5.6	2019p 6	
crossings Type of location Signalised / Signalised Crossing	2015	2016		2018 6 1	5.6		2020p 2
	2015	2016	6	6		6	2

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	ε
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 p	edestrian fata	ities betv	veen 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	:
02:00 - 03:59	1	1	1	1	1.0	1	(
04:00 - 05:59	2	2	2	0	1.4	1	3
06:00 - 07:59	6	4	4	6	4.2	1	
08:00 - 09:59	6	5	3	2	4.0	4	:
10:00 - 11:59	6	6	5	9	5.6	2	4
12:00 - 13:59	0	2	5	5	3.2	4	
14:00 - 15:59	2	4	4	3	3.0	2	(
16:00 - 17:59	10	14	3	6	7.8	6	
18:00 - 19:59	4	6	5	8	5.4	4	:
20:00 - 21:59	3	4	2	6	3.6	3	
22:00 - Midnight	3	3	3	4	3.0	2	
Grand Total	44	53	38	52	43.6	31	42
McLean time period	2015	2016					
		2016	2017	2018	2015-19p Ave	2019p	2020
A (Mon-Fri 3am-9am)	8	2016 7	2017 5	2018 7	2015-19p Ave 6.0	2019p 3	
B (Sat-Sun 3am-9am)	8	7	5	7	6.0	3	
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm)	8	7	5 3	7 0	6.0 1.6	3	
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm)	8 3 9	7 1 12	5 3 11	7 0 13	6.0 1.6 11.2	3 1 11	:
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm)	8 3 9	7 1 12 0	5 3 11 2	7 0 13 2	6.0 1.6 11.2 0.8	3 1 11 0	(
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm)	8 3 9 0 2	7 1 12 0 1	5 3 11 2 0	7 0 13 2 1	6.0 1.6 11.2 0.8 0.8	3 1 11 0 0	(
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm)	8 3 9 0 2 8	7 1 12 0 1 7	5 3 11 2 0 8	7 0 13 2 1 7	6.0 1.6 11.2 0.8 0.8 6.4	3 1 11 0 0 2	(
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm)	8 3 9 0 2 8 4	7 1 12 0 1 7	5 3 11 2 0 8 1	7 0 13 2 1 7	6.0 1.6 11.2 0.8 0.8 6.4 5.6	3 1 11 0 0 2 5	(
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am)	8 3 9 0 2 8 4 3	7 1 12 0 1 7 9 8 0 8	5 3 11 2 0 8 1	7 0 13 2 1 7 9 3 2 8	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2	3 1 11 0 0 2 5	2020p
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am)	8 3 9 0 2 8 4 3	7 1 12 0 1 7 9 8	5 3 11 2 0 8 1 2 3	7 0 13 2 1 7 9	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2	3 1 11 0 0 2 5 5 5	(
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2	7 1 12 0 1 7 9 8 0 8	5 3 11 2 0 8 1 2 3 3	7 0 13 2 1 7 9 3 2 8	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8	3 1 11 0 0 2 5 5 3 1	
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent	8 3 9 0 2 8 4 3 1 6	7 1 12 0 1 7 9 8 0 8	5 3 11 2 0 8 1 2 3 3	7 0 13 2 1 7 9 3 2 8	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8	3 1 11 0 0 2 5 5 3 1	
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2	7 1 12 0 1 7 9 8 0 8 53	5 3 11 2 0 8 1 2 3 3 3 38	7 0 13 2 1 7 9 3 2 8 52	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6	3 1 11 0 0 2 5 5 5 3 1 31	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015	7 1 12 0 1 7 9 8 0 8 53	5 3 11 2 0 8 1 2 3 3 38	7 0 13 2 1 7 9 3 2 8 52	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6	3 1 11 0 0 2 5 5 3 1 31	2020
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness Dawn Daylight	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015 16 5 18	7 1 12 0 1 7 9 8 0 8 53	5 3 11 2 0 8 1 2 3 3 3 38	7 0 13 2 1 7 9 3 2 8 52	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6 2015-19p Ave 17.2 2.0 22.6	3 1 11 0 0 2 5 5 3 1 31 2019p 13 1	2020
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness Dawn Daylight Dusk	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015 16 5 18 5	7 1 12 0 1 7 9 8 0 8 53 019 2016 21 1 29 2	5 3 11 2 0 8 1 2 3 3 38 2017 15 0 22 1	7 0 13 2 1 7 9 3 2 8 52 2018 21 3 27	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6	3 1 11 0 0 2 5 5 5 3 1 31 2019p 13 1 17	2020p
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B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness Dawn Daylight Dusk Grand Total Quite a strong increase in pe	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015 16 5 18 5 44 destrian fatalit	7 1 12 0 1 7 9 8 0 8 53 0 1019 2016 21 1 29 2 53 ies from s	5 3 11 2 0 8 1 2 3 3 38 2017 15 0 22 1 38 speed rel	7 0 13 2 1 7 9 3 2 8 52 2018 21 3 27 1 52	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6 2015-19p Ave 17.2 2.0 22.6 1.8 43.6	3 1 11 0 0 2 5 5 5 3 1 31 2019p 13 1 17 0	2020 <sub>1</sub> 11 13
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness Dawn Daylight Dusk Grand Total Quite a strong increase in pearose from one of these spee	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015 16 5 18 5 44 destrian fatalited related cras	7 1 12 0 1 7 9 8 0 8 53 019 2016 21 1 29 2 53 ites from shes in 202	5 3 11 2 0 8 1 2 3 3 38 2017 15 0 22 1 38 speed relation	7 0 13 2 1 7 9 3 2 8 52 2018 21 3 27 1 52 ated cra	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6 2015-19p Ave 17.2 2.0 22.6 1.8 43.6 shes (noting the	3 1 11 0 0 2 5 5 5 3 1 31 2019p 13 1 17 0 31	2020 <sub>1</sub> 1:
B (Sat-Sun 3am-9am) C (Mon-Fri 9am-3pm) D (Sat 9am-3pm) E (Sun 9am-3pm) F (Mon-Wed 3pm-9pm) G (Thu-Fri 3pm-9pm) H (Sat-Sun 3pm-9pm) I (Sun-Wed 9pm-3am) J (Thu-Sat 9pm-3am) Grand Total Natural lighting is consistent Natural lighting Darkness Dawn Daylight Dusk Grand Total Quite a strong increase in pearose from one of these spee	8 3 9 0 2 8 4 3 1 6 44 with 2015 to 2 2015 16 5 18 5 44 destrian fatalited related cras	7 1 12 0 1 7 9 8 0 8 53 019 2016 21 1 29 2 53 ites from shes in 202 2016	5 3 11 2 0 8 1 2 3 3 3 3 38 2017 15 0 22 1 38 speed rel 20) 2017	7 0 13 2 1 7 9 3 2 8 52 2018 21 3 27 1 52 ated cra	6.0 1.6 11.2 0.8 0.8 6.4 5.6 4.2 1.8 5.2 43.6 2015-19p Ave 17.2 2.0 22.6 1.8 43.6 shes (noting the	3 1 11 0 0 2 5 5 3 1 31 2019p 13 1 17 0 31 nat 4 fatal	2020p 1: 2020p 1: 4: ities
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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 alcoh	ol for the driv	er / rider	involved i	n pede	strian fatalities	– howev	er the
relatively high 2020 result is t				•			
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	(
Yes	0	1	0	0	0.2	0	4
Grand Total	44	53	38	52	43.6	31	42
Likewise there are relatively h	nigh levels of r	resence (	of an illicit	t drug fo	or the controlle		
fatal pedestrian crash in 2020				_			
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	<u> </u>
Grand Total	44	53	38	52	43.6	31	42
No instances of driver / rider					.0.0	0.1	
Driver / MC Rider Disobey Traffic		2016	2017	2018	2015-19p Ave	2019p	2020r
Yes	2013	3	2017	2018	2.0 2.0	2019p	2020
Grand Total An increase in the involvement and the 2015 to 2019 period		53	38	52	43.6	31	42
Grand Total An increase in the involvement and the 2015 to 2019 period	nt of light and	53	38	52	43.6	31	42
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First	nt of light and	53 heavy tru	38	52	43.6	31	42
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First Count of Person ID	nt of light and	53 heavy tru	38	52	43.6	31	42 ast yea
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First I Count of Person ID Key TU type Group	mpact Crashes Reporting ye	heavy tru	38 ucks in fat	52 alities ii	43.6 n 2020, compa	31 red with I	42 ast yea 2020p
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First I Count of Person ID Key TU type Group Car / Car Derivative	mpact Crashes  Reporting ye	53 heavy tru ear 2016	38 ucks in fat 2017	52 alities ii 2018	43.6 n 2020, compa 2015-19p Ave	31 red with I	42 ast yea 2020p 15
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First Count of Person ID Key TU type Group Car / Car Derivative Light Truck	mpact Crashes  Reporting yes 2015 29	53 heavy tru ear 2016 37	38 ucks in fat 2017 18	52 alities ii 2018 30	43.6 n 2020, compa 2015-19p Ave 27.2	31 red with I 2019p 22	2020 <sub>1</sub>
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First Count of Person ID Key TU type Group Car / Car Derivative Light Truck	mpact Crashes  Reporting ye  2015  29  7	53 heavy tru  ear 2016 37 7	38 ucks in fat  2017 18 8	52 alities in 2018 30 14	43.6 n 2020, compa 2015-19p Ave 27.2 7.4	31 red with I 2019p 22 1	2020 <sub>1</sub>
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First I Count of Person ID Key TU type Group Car / Car Derivative Light Truck Heavy Truck Bus	mpact Crashes  Reporting yes 2015 29 7 4	53 heavy tru  ear 2016 37 7 1	38 ucks in fat  2017 18 8 7	52 alities ii 2018 30 14 5	43.6 n 2020, compa 2015-19p Ave 27.2 7.4 4.0	31 red with I 2019p 22 1 3	2020 <sub>1</sub>
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First Incomposed for the Count of Person ID Key TU type Group Car / Car Derivative Light Truck Heavy Truck Bus Motorcycle	mpact Crashes  Reporting yes 2015 29 7 4 0	53 heavy trues 2016 7 7 1 3	2017 18 8 7	2018 30 14 5	43.6 n 2020, compa 2015-19p Ave 27.2 7.4 4.0 2.2	31 red with I 2019p 22 1 3 3	2020p
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First Count of Person ID Key TU type Group Car / Car Derivative Light Truck Heavy Truck Bus Motorcycle Pedal Cycle	mpact Crashes  Reporting ye 2015 29 7 4 0 1	53 heavy tru  ear 2016 37 7 1 3 0	2017 18 8 7 2	2018 30 14 5	43.6 n 2020, compa 2015-19p Ave 27.2 7.4 4.0 2.2 0.4	31 red with I 2019p 22 1 3 0	2020 <sub>1</sub> 11
Grand Total An increase in the involvement and the 2015 to 2019 period Key Vehicle in Vehicle Ped First   Count of Person ID Key TU type Group Car / Car Derivative Light Truck Heavy Truck Bus Motorcycle Pedal Cycle Other / Unknown	mpact Crashes  Reporting ye  2015  29  7  4  0  1	53 heavy true ear 2016 37 7 1 3 0 0	2017 18 8 7 2 1	2018 30 14 5 30	43.6 n 2020, compa 2015-19p Ave 27.2 7.4 4.0 2.2 0.4 0.0	31 red with I 2019p 22 1 3 0 0	2020 <sub>l</sub>
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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	20	15 20	016	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 y	ear					
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