

Roads ACT
Road and Public
Transport



ACT
Government

Territory and Municipal Services

2012 ROAD TRAFFIC CRASHES IN THE ACT

TRAFFIC MANAGEMENT AND SAFETY
April 2013

SUMMARY OF MAIN POINTS

Crash trends	ACT crash numbers gradually declined between 2000 and 2005 and increased between 2006 and 2012. The number of fatal crashes each year in the ACT is somewhat variable but has averaged 12.8 over the last 10 years.
Comparison with Other Australian States	Since 1991, the following ACT rates have been the lowest amongst all Australian States and lower than the national average: -rates of persons hospitalised per population and per vehicle kms of travel; -costs of serious casualty crashes per population and per vehicle kms of travel. The ACT rate of persons killed per population is also generally lower than the national average, apart from 2005 where the ACT rate was equal to the national rate.
2012 Crashes	There were 8312 'on-road' recorded traffic crashes in 2012 which involved 16271 vehicles and resulted in 892 casualties including 12 fatalities and 210 persons admitted to hospital.
Age	In 2012 about 46% of all casualties occurred to people younger than 30 years of age. The single most vulnerable age group seems to be between 20 and 24 accounting for nearly 17% of all casualties.
Gender	Males account for 51% of all casualties.
Pedestrian Casualties	Pedestrian casualties account for around 5% of all casualties, 47% of which were younger than 24 years of age. 4 pedestrians were killed in 2012.
Accident-Types	The most frequent accident-type is the 'rear end collision' (46% of all crashes). In terms of severity, the 'right-angle collision' type is the most frequent (23% of all casualty crashes).
Vehicle Types	The majority (around 81%) of vehicles involved in crashes were cars and station wagons. Around 10% of vehicles were utilities and panel vans. Around 1.7% of vehicles involved were trucks, and around 1.8% of vehicles involved were motor cycles or scooters.
Position in Vehicle	Drivers and motorcycle riders account for more than 65% of all casualties. Front seat passengers, pedal cyclists and pedestrians also registered relatively high casualty rates.
Fixed Object Struck	The 'struck object' accident-type accounts for around 8.1% of all crashes and around 19% of all casualties. The most frequent objects struck are kerb or guard rail. In total 42% of 2012 fatal crashes struck an object.
Time	It seems that January and December represents the safest period with the least number of crashes. The highest number and proportion of crashes occur on Wednesdays and Thursdays. Weekends produced the lowest number of crashes. Most crashes occur on weekdays between 7 am and 8 pm. The sharp peaks from 8 am to 9 am and 5 pm to 6 pm coincide with the relatively short and confined traffic volume peaks in the ACT.
Weather Conditions	The majority of crashes occurred in fine weather conditions. Rain may have been a contributing factor in around 14% of crashes.
Traffic Control Type	Approximately 57% of all casualty crashes occurred at uncontrolled locations, followed by intersections controlled by Give Way signs and traffic lights.

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INTRODUCTION

1.0 INTRODUCTION

1.1 Background

Roads ACT monitors the safety and operating traffic conditions in the ACT in order to identify current problems and problem areas. This involves the on-going collection, collation, analysis and reporting of traffic-related data. As part of this monitoring process, Roads ACT is responsible for the analysis of traffic crashes data obtained from the Australian Federal Police.

Roads ACT welcomes comments on this report, including criticisms or difficulties with its interpretation. Such comments and suggestions together with requests for further information should be directed to:

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Lyneham ACT 2602

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1.2 ACT Road Safety Strategy

The three Strategic goals of the ACT Road Safety Strategy 2011-2020 are for:

1. Reductions in ACT road trauma that meet *National Road Safety Strategy* objectives,
2. An ACT community that shares the responsibility for road safety, and
3. Agencies and stakeholders working together to improve road safety.

In order to meet these goals one of the directions of the strategy is to “*implement best practice data, performance monitoring and evaluation processes*” This is critical to inform road safety planning, monitoring and evaluation of engineering, enforcement and awareness programs progressed under the Strategy and its supporting Action Plan 2011-2013.

A copy of the Strategy can be found at

http://www.justice.act.gov.safety_and_emergency/road_safety

1.3 ACT Road Safety Improvement Programs

The procedures for identifying black spots are detailed in the document ‘ACT Road Safety Improvement Guidelines, January 1995’ and the most up-to-date list of sites currently considered for improvements is detailed in the ‘Intersection and midblock crash ranking report 2012’. Both documents are published by Roads ACT of the ACT Territory and Municipal Services Directorate.

Black spot locations are identified based on crash frequencies and severity (weighting) of accident-types with a high potential for casualty. The moving trends of the top 300 intersections and 150 mid-block locations are continuously monitored over both seven and two year periods.

Sites where improvements have been implemented in the previous three years are omitted from the list and targeted for ‘Before’ and ‘After’ evaluation studies. Remaining sites are identified for improvements and are included on future Capital Works Programs after detailed studies of traffic conditions and economic evaluation of treatment options.

1.4 Reporting of Traffic Crashes

All traffic crashes in the ACT are required to be reported to the police irrespective of the amount of damage or the extent of injury. In other jurisdictions, only those crashes with a property damage value exceeding a certain threshold (different for different jurisdictions) are reported. Care is therefore needed in interpreting crash data and comparing results with other data sets since the ACT could, mistakenly, be seen as generating significantly more crash numbers per capita than other Australian jurisdictions.

In general the police only attend more serious crashes which involve fatalities, injuries, or where damaged vehicles are causing an obstruction. For these crashes the data recorded is more detailed than for crashes that are reported by the public.

Computerisation of the process for reporting traffic crashes is now completed. Police officers and member of the public are able to submit crash information electronically via a Smart Crash Form.

1.5 Coding of Traffic Crashes

Roads ACT has introduced 'Road User Movement / Accident types' coding to all its data since 1992. This process has enabled a more detailed and refined description of accident types.

1.6 Crashes Database

Roads ACT makes use of the Integrated Asset Management System (IAMS) for the storage, analysis and reporting of traffic crashes.

All coded crashes forms are entered into IAMS. Various standard reports have been designed to generate the most commonly requested information. However, any cross tabulation and a multitude of possible reports can be organised through SQL querying capabilities.

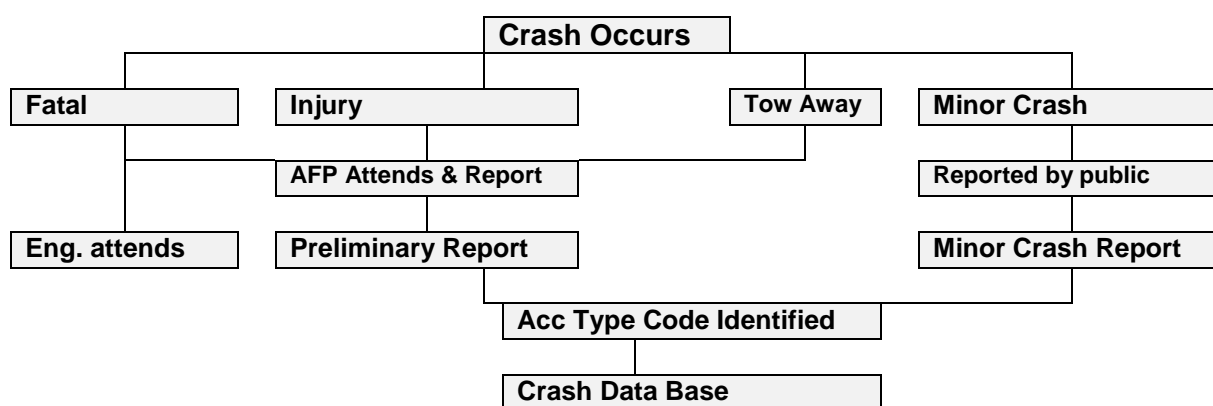


Fig 1.0 Processing of Crash Information

1.7 The Structure of this Report

The data in this report has been divided into four Sections:

1. Trends
2. Crashes
3. Casualties (Persons)
4. Vehicles

Some of the more significant results obtained from the data are outlined under “**Summary of main points**”. In perusing this data, the reader is cautioned that in many cases a proportional representation of the various classes was not provided, limiting the types of conclusions that may be drawn from the data. For example, although nearly five times as many motor vehicle drivers suffered injuries as motorcycle riders one cannot conclude from this that driving a car is more dangerous than driving a motorcycle, as clearly a much higher proportion of road users drive cars.

TRAFFIC CRASHES AND CASUALTY TRENDS

CASUALTY TRENDS IN THE ACT

Table 2.1: Trends in casualties 2003 - 2012

Year	Received Medical Treatment	Admitted to Hospital	Fatality	Total Casualties
2003	238	138	10	386
2004	351	125	9	485
2005	461	86	26	573
2006	262	165	13	440
2007	428	139	14	581
2008	312	101	14	427
2009	478	164	12	654
2010	659	122	19	800
2011	626	178	6	810
2012	670	210	12	892
Total	4485	1428	135	6048

During the past ten year period (2003 to 2012), persons receiving medical treatment, admitted to hospital and fatalities represented around 74.2%, 23.6% and 2.2% of all casualties respectively.

TRAFFIC CRASHES TRENDS IN THE ACT

Table 2.2 "On Road" Crashes Trends 2003 - 2012

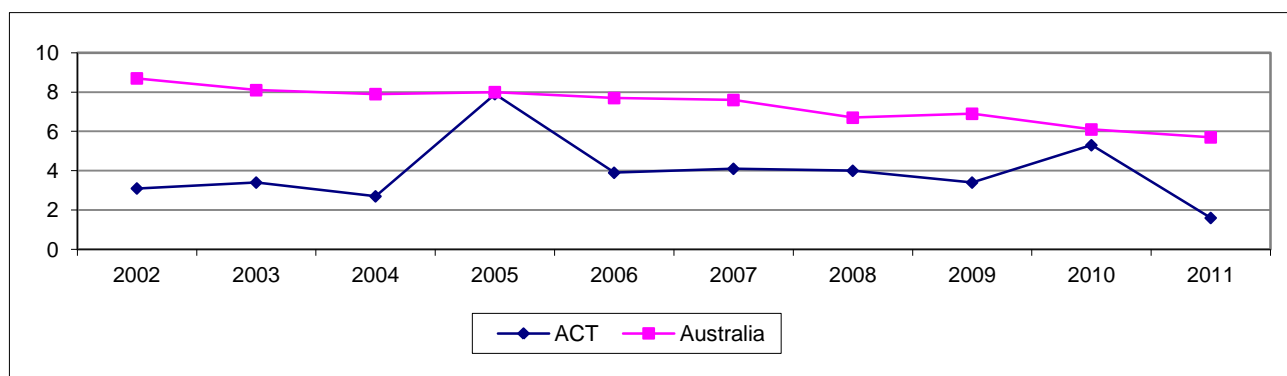
Year	Property	Injury Crashes	Fatal Crashes	Total Crashes
2003	7982	296	9	8287
2004	6881	381	9	7271
2005	6559	418	25	7002
2006	6902	376	12	7290
2007	7660	501	14	8175
2008	7408	358	14	7780
2009	7312	516	11	7839
2010	7102	643	16	7761
2011	7807	671	6	8484
2012	7589	711	12	8312
Total	73202	4871	128	78201

During the past ten year period (2003 to 2012), crashes involving property damage only, injury or a fatality represented around 93.6%, 6.2% and 0.2% of all crashes respectively.

2.3 COMPARISON WITH OTHER AUSTRALIAN STATES

Persons Killed per Head of Population (Per 100 000 Population)

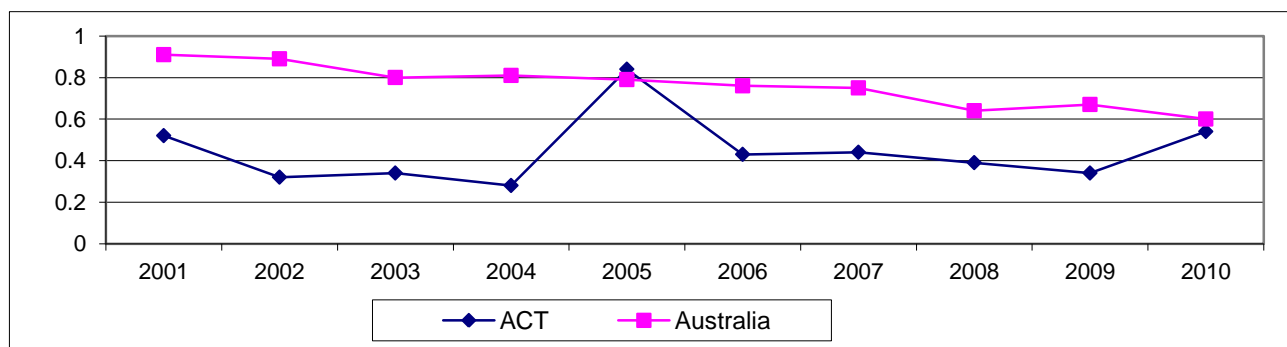
States	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
New South Wales	8.5	8.1	7.6	7.5	7.3	6.3	5.3	6.5	5.6	5.2
Victoria	8.2	6.7	6.9	6.9	6.6	6.4	5.7	5.3	5.2	5.1
Queensland	8.7	8.1	8.0	8.3	8.2	8.6	7.6	7.5	5.5	5.8
Western Australia	9.3	9.2	9.0	8.0	9.8	11.2	9.6	8.8	8.4	7.7
South Australia	10.1	10.2	9.0	9.5	7.5	7.9	6.2	7.3	7.2	6.2
Tasmania	7.8	8.6	12.0	10.5	11.2	9.1	7.8	12.7	6.1	4.9
Northern Territory	27.5	26.5	17.3	26.7	20.9	26.5	34.1	13.8	21.4	19.1
ACT	3.1	3.4	2.7	7.9	3.9	4.1	4.0	3.4	5.3	1.6
Australia	8.7	8.1	7.9	8.0	7.7	7.6	6.7	6.9	6.1	5.7



Persons Killed per 100 million Vehicle - kms

States	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
New South Wales	0.89	0.92	0.87	0.87	0.80	0.81	0.69	0.55	0.68	0.81
Victoria	0.87	0.77	0.60	0.65	0.67	0.62	0.57	0.52	0.51	0.48
Queensland	0.84	0.88	0.79	0.75	0.74	0.74	9.78	0.68	0.69	0.51
Western Australia	0.89	0.93	0.86	0.84	0.75	0.89	0.97	0.85	0.80	0.73
South Australia	1.01	1.04	1.04	0.91	1.01	0.75	0.88	0.61	0.74	0.81
Tasmania	1.53	0.83	0.88	1.27	0.96	1.09	0.90	0.74	1.21	0.62
Northern Territory	3.29	3.21	3.37	2.20	3.43	2.67	3.19	3.79	1.57	2.57
ACT	0.52	0.32	0.34	0.28	0.84	0.43	0.44	0.39	0.34	0.54
Australia	0.91	0.89	0.80	0.80	0.79	0.76	0.75	0.64	0.67	0.60

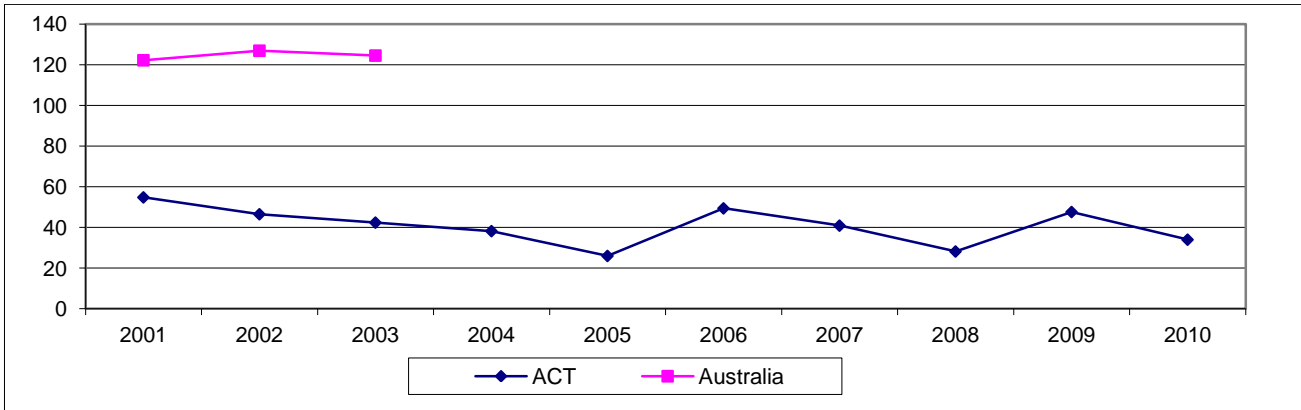
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators".



Since 1988, the ACT has recorded rates of persons killed per head of population and per vehicle kilometres of travel lower than the national average. Apart from 2005, the ACT's rate of persons killed per head of population has also been consistently the lowest amongst all Australian States.

Persons Hospitalised per Head of Population (Per 100 000 Population)

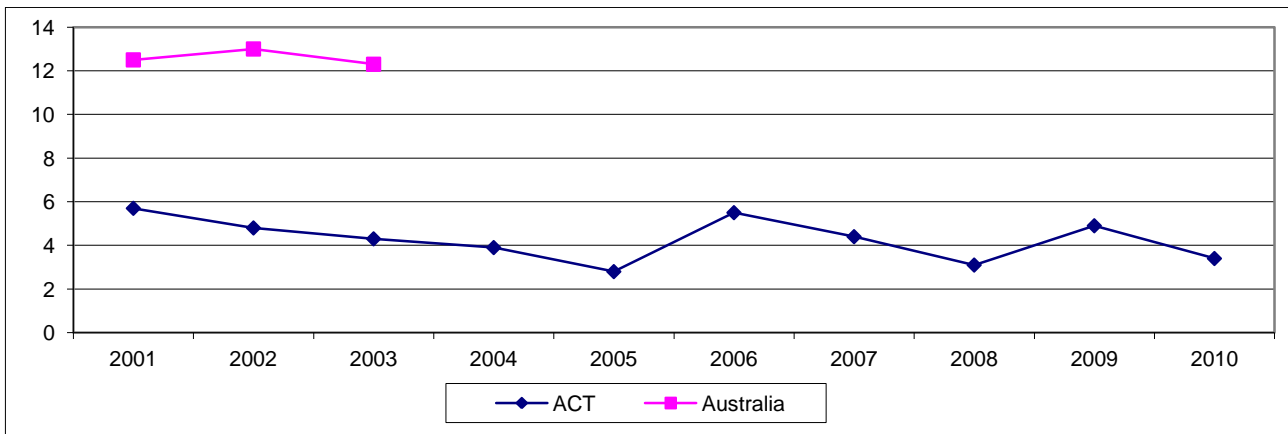
States	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
New South Wales	107.4	105.9	104.2	NA	NA	NA	NA	NA	NA	NA
Victoria	139.9	142.4	136.0	128.4	123.6	139.5	151.0	137.8	114.1	91.7
Queensland	146.5	150.7	152.4	159.7	157.9	143.9	144.3	158.7	150.8	NA
Western Australia	101.7	149.4	147.2	160.6	152.8	134.3	132.2	133.0	114.4	109.0
South Australia	106.2	101.1	95.9	86.1	83.3	86.6	85.9	76.0	68.3	63.9
Tasmania	100.5	89.7	82.1	78.7	76.3	64.7	66.7	56.7	57.8	50.9
Northern Territory	224.0	205.6	217.0	249.4	236.5	251.2	260.6	288.4	228.6	223.3
ACT	54.8	46.5	42.4	38.2	26.0	49.4	40.9	28.2	47.6	34.0
Australia	122.2	126.9	124.5	NA	NA	NA	NA	NA	NA	NA



Persons Hospitalised per 100 million Vehicle - kms

States	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
New South Wales	12.1	11.6	11.2	NA	NA	NA	NA	NA	NA	NA
Victoria	13.2	13.5	12.2	12.2	12.0	13.1	13.6	12.9	10.7	8.4
Queensland	13.8	15.3	14.9	15.0	14.2	13.0	13.1	14.2	13.8	NA
Western Australia	10.4	15.0	13.8	14.9	14.2	12.2	11.5	11.3	9.0	9.5
South Australia	10.6	10.4	9.8	8.7	8.9	8.7	9.6	7.5	7.2	7.2
Tasmania	11.9	9.6	8.5	8.3	7.0	6.3	6.6	5.2	5.6	5.2
Northern Territory	29.1	23.9	27.6	31.2	30.4	32.1	31.4	33.9	27.1	26.5
ACT	5.7	4.8	4.3	3.9	2.8	5.5	4.4	3.1	4.9	3.4
Australia	12.5	13.0	12.3	NA	NA	NA	NA	NA	NA	NA

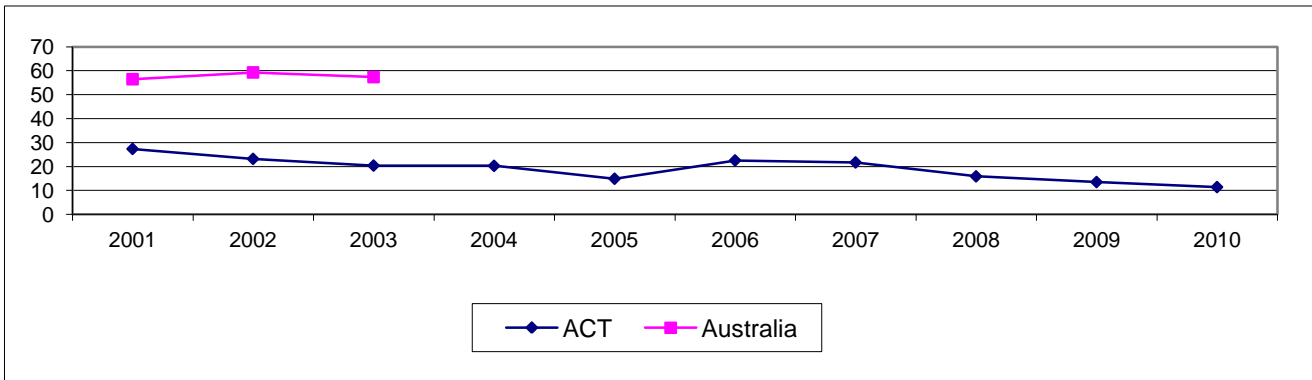
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.



Since 1988, the ACT has recorded the lowest rates of persons hospitalised per head of population and per vehicle kilometres of travel amongst all Australian States. These rates have also been lower than the national average.

Social Cost of Serious Casualty Crashes * (\$ million per 100 000 Population)

States	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
New South Wales	48.17	48.50	47.12	NA	NA	NA	NA	NA	NA	NA
Victoria	62.45	65.88	61.06	57.89	55.93	61.80	66.60	62.91	38.2	30.61
Queensland	51.21	52.56	52.53	55.48	55.79	51.84	52.51	55.44	53.46	NA
Western Australia	47.54	66.20	65.75	72.00	67.83	60.29	61.43	61.18	45.2	44.03
South Australia	55.13	52.97	51.24	46.83	43.40	29.47	29.00	28.11	24.11	23.31
Tasmania	52.60	48.02	44.59	43.63	42.83	26.16	35.91	30.78	24.82	20.84
Northern Territory	89.06	85.81	87.54	97.53	95.26	98.07	104.76	113.55	88.45	81.39
ACT	27.36	23.19	20.40	20.29	14.90	22.55	21.71	15.90	13.51	11.42
Australia	41.38	43.48	42.05	NA	NA	NA	NA	NA	NA	NA

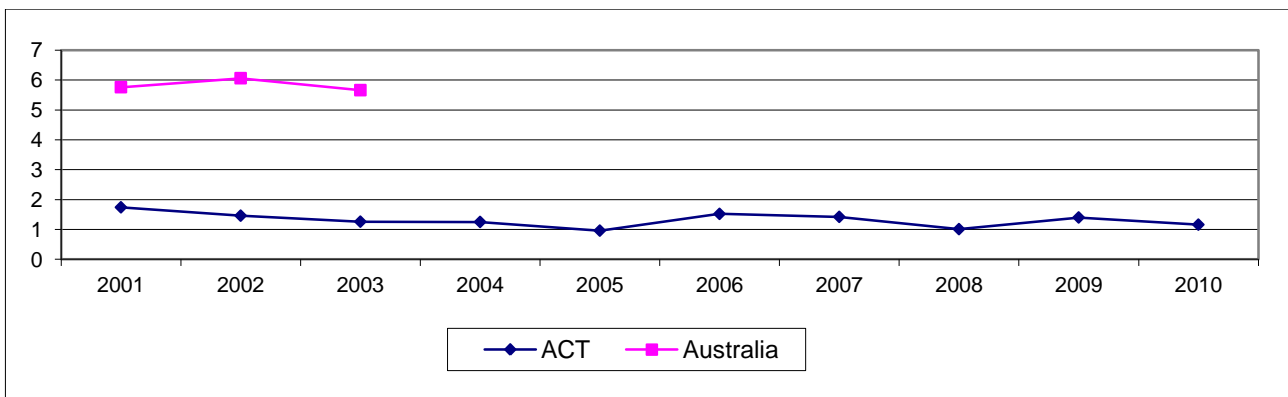


Social Cost of Serious Casualty Crashes * per 100 Million Veh-km (\$million)

States	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
New South Wales	5.41	5.29	5.06	NA	NA	NA	NA	NA	NA	NA
Victoria	5.90	6.23	5.46	5.48	3.86	4.14	4.27	4.19	3.54	2.82
Queensland	6.23	6.87	6.61	6.71	5.01	4.87	4.78	4.98	4.90	NA
Western Australia	4.86	6.65	6.17	6.69	6.32	4.74	4.60	4.49	3.92	3.84
South Australia	5.52	5.42	5.24	4.73	2.98	2.97	3.24	2.59	2.54	2.62
Tasmania	6.24	5.12	4.59	4.62	3.93	2.49	2.53	2.03	2.42	2.12
Northern Territory	15.03	12.98	14.46	16.06	15.93	12.54	12.61	13.39	10.48	9.57
ACT	1.74	1.46	1.26	1.25	0.96	1.52	1.42	1.01	1.40	1.16
Australia	5.76	6.06	5.66	NA	NA	NA	NA	NA	NA	NA

Source: 'Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.

* A "serious casualty crash" is one where at least one person was killed or admitted to hospital.



Since 1991, the ACT has recorded the lowest rates of the cost of serious casualty crashes per head of population and per vehicle kilometres of travel (mainly because of the low number of serious casualty crashes) amongst all Australian States. These rates have also been lower than the national average.

TRAFFIC CRASHES IN 2012

Table 3.1: 2012 Total Crashes by Severity and Accident Type

Code	Accident Type	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
1	Right turn into oncoming vehicle	270	109	1	380	4.57
2	Right angle collision	1029	155	2	1186	14.27
3	Same direction side swipe	650	30	0	680	8.18
4	Opposite direction side swipe	24	6	1	31	0.37
5	Head on collision	15	17	0	32	0.39
6	Rear end collision	3689	107	0	3796	45.67
7	Collision with parked vehicle	203	15	0	218	2.62
8	Collision while one vehicle reversing	143	1	0	144	1.73
9	Other - Vehicle to Vehicle	796	40	0	836	10.06
10	Struck pedestrian	18	40	3	61	0.73
11	Struck animal (not ridden)	152	5	0	157	1.90
12	Struck object	31	3	0	34	0.41
13	Overturned	33	41	0	74	0.89
14	Fall from moving vehicle	6	7	1	14	0.17
15	Other - Single Vehicle on Carriageway	39	6	0	45	0.54
16	Struck pedestrian (on footpath etc.)	0	1	1	2	0.02
17	Struck vehicle	20	1	0	21	0.25
18	Struck animal (not ridden)	0	0	0	0	0
19	Struck object	444	114	3	561	6.75
20	Overturned	3	4	0	7	0.08
21	No object struck	24	9	0	33	0.40
22	Other - Single Vehicle off Carriageway	0	0	0	0	0
Total		7589	711	12	8312	100

The most frequent accident type in 2012 is the 'rear end collision' forming around 46 % of all crashes. This is followed by the 'right angle collision' type. Single vehicle crashes constitute around 12.1% of all crashes, while the majority (87.9%) involve two or more vehicles.

In terms of severity, the 'right angle collision' type is the most frequent, representing around 23% of all casualty crashes for 2012. Accident types with a high potential for severity (those with at least 15% casualty crashes out of all crashes of that type) include 'Head on collision', 'struck pedestrian', 'overturned' and 'fall from vehicle' types.

Table 3.2: 2012 Total Crashes by Severity and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Not Applicable	7005	555	6	7566	91.03
1	Light or tele pole	116	20		136	1.64
2	Sign or signal pole	94	25	1	120	1.44
3	Tree	84	46	1	131	1.58
4	Building or structure	20	6		26	0.31
5	Kerb or guard rail	209	35	2	246	2.96
6	Guide post	8	4		12	0.14
7	Other	53	20	2	75	0.90
Total		7589	711	12	8312	100

Amongst crashes involving the striking of fixed objects, 'Tree' caused the highest number of casualty crashes followed by 'light or tele pole'. In total, 50% of 2012 fatal crashes involved striking an object.

Table 3.3: 2012 Total Crashes by Severity and Month

Month Code	Month	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
1	January	448	36		484	5.82
2	February	717	72		789	9.50
3	March	686	64		750	9.02
4	April	526	64	1	591	7.11
5	May	765	76	2	843	10.14
6	June	665	50	2	717	8.63
7	July	668	56	1	725	8.72
8	August	755	59		814	9.80
9	September	570	60	2	632	7.60
10	October	599	57	1	657	7.90
11	November	676	69	2	747	8.99
12	December	514	48	1	563	6.77
Total		7589	711	12	8312	100

There is no consistent pattern for the distribution of crashes by month of the year in 2012. May, June, August and February recorded the highest proportion of crashes. January and December recorded the least number of crashes. However, May recorded the highest number of casualty crashes, while January and December recorded the lowest.

Table 3.4: 2012 Total Crashes by Severity and Day of Week

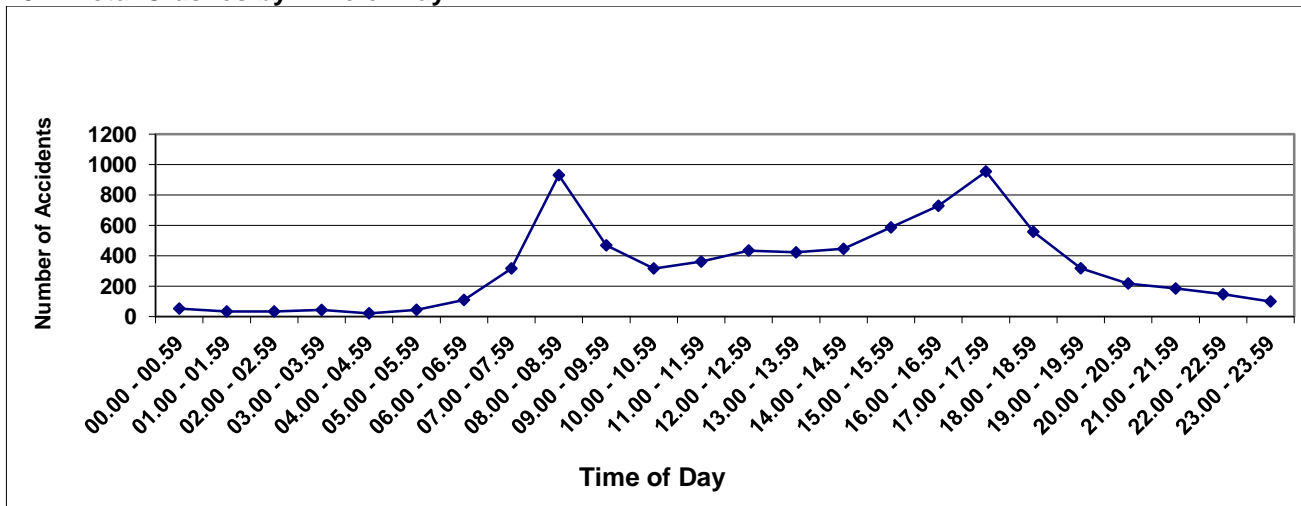
Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
Sunday	575	64	1	640	7.70
Monday	1038	90		1128	13.57
Tuesday	1283	113	2	1398	16.82
Wednesday	1266	132		1398	16.82
Thursday	1319	121	4	1444	17.37
Friday	1284	113	2	1399	16.83
Saturday	824	78	3	905	10.89
Total	7589	711	12	8312	100

There are more crashes on week days than weekends. The highest number and proportion of traffic crashes seem to occur on Wednesday and Thursday (16.82% and 17.37% respectively), while crashes on Sunday only represent around 8% of all crashes. This trend is consistent with previous years. Thursday produced the highest number of fatal crashes in 2012 (4 out of 12).

Table 3.5: 2012 Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
00.00 - 00.59	59	5	1	65	0.78
01.00 - 01.59	35	6	0	41	0.49
02.00 - 02.59	34	4	0	38	0.46
03.00 - 03.59	25	6	0	31	0.37
04.00 - 04.59	28	1	0	29	0.35
05.00 - 05.59	32	7	0	39	0.47
06.00 - 06.59	103	8	0	111	1.34
07.00 - 07.59	344	44	1	389	4.68
08.00 - 08.59	924	68	0	992	11.93
09.00 - 09.59	449	43	0	492	5.92
10.00 - 10.59	283	34	1	318	3.83
11.00 - 11.59	343	38	1	382	4.60
12.00 - 12.59	433	43	0	476	5.73
13.00 - 13.59	368	27	2	397	4.78
14.00 - 14.59	445	42	0	487	5.86
15.00 - 15.59	647	57	0	704	8.47
16.00 - 16.59	739	57	2	798	9.60
17.00 - 17.59	954	76	1	1031	12.40
18.00 - 18.59	613	53	3	669	8.05
19.00 - 19.59	265	28	0	293	3.52
20.00 - 20.59	154	19	0	173	2.08
21.00 - 21.59	137	22	0	159	1.91
22.00 - 22.59	104	14	0	118	1.42
23.00 - 23.59	71	9	0	80	0.96
Total	7589	711	12	8312	100

2012 Total Crashes by Time of Day



The peak hours for crashes coincide with traffic volume peaks. It is interesting to note the sharp morning peak between 8.00 and 9.00 am and the afternoon peak between 5.00 pm and 6.00 pm.

Table 3.6: 2012 Total Crashes by Severity and Traffic Control Type

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Unknown	2	0	0	2	0.02
1	Uncontrolled	4292	408	8	4708	56.64
2	Control Not Operated	5	0	0	5	0.06
3	Traffic Lights	1462	128	1	1591	19.14
4	Give Way Sign	1492	142	3	1637	19.69
5	Stop Sign	195	15	0	210	2.53
6	Police	4	0	0	4	0.05
7	School Crossing	5	1	0	6	0.07
8	Marked Pedestrian Crossing	86	14	0	100	1.20
9	Other	46	3	0	49	0.60
Total		7589	711	12	8312	100.00

Crashes at uncontrolled locations record the highest number of casualty crashes followed by intersections controlled by Give Way signs and traffic lights. Similar trends were observed in previous years.

Table 3.7: 2012 Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
Intersections						
1	Cross Intersection	1576	131		1707	20.54
2	T Intersection	1530	210	5	1745	20.99
3	Y Intersection	48	3		51	0.61
4	Multiple Intersection	16	3		19	0.23
5	Roundabout	952	62		1014	12.20
6	Other	7			7	0.08
Sub Total		4129	409	5	4543	-
Mid Blocks						
7	Median Opening	1802	127	1	1930	23.22
8	Not median opening	1546	161	5	1712	20.60
9	Other	112	14	1	127	1.53
Sub Total		3460	302	7	3769	-
Total		7589	711	12	8312	100.00

Nearly 55% of all crashes occur at intersections. T-intersections have a high proportion of crashes. The high proportion of T-intersections in the ACT road network out of all intersection types may be a factor in this result. Mid blocks (median opening) and cross intersections also record high numbers of crashes.

Table 3.8: 2012 Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Unknown	7	1	0	8	0.10
1	Fine	6169	583	12	6764	81.38
2	Light rain	821	73	0	894	10.75
3	Heavy rain	285	24	0	309	3.72
4	Cloudy or Overcast	239	23	0	262	3.15
5	Snow or sleet	5	0	0	5	0.06
6	Fog	47	5	0	52	0.63
7	Smoke or dust	2	0	0	2	0.02
8	Other	14	2	0	16	0.19
Total		7589	711	12	8312	100.00

It is interesting to note that rain may have been a contributing factor to about 14% of crashes. All fatal crashes happened during fine weather.

Table 3.9: 2012 Total Crashes by Severity and Light Conditions

Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Unknown	5	0	0	5	0.06
1	Daylight	5860	527	9	6396	76.95
2	Semi-darkness	384	33	1	418	5.03
3	Dark - no Street lights	136	21	0	157	1.89
4	Dark - poor Street lighting	265	28	1	294	3.54
5	Dark - good Street lighting	939	102	1	1042	12.53
Total		7589	711	12	8312	100.00

About 77% of all casualty crashes occur in daylight conditions.

CASUALTIES IN 2012

Table 4.1: 2012 Total Casualties by Casualty Class and Accident Type

Accident Type Code	Accident Type	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
Vehicle to Vehicle Collision						
1	Right turn into oncoming vehicle	1	32	117	150	16.82
2	Right angle collision	2	37	164	203	22.76
3	Same direction side swipe	0	6	26	32	3.59
4	Opposite direction side swipe	1	1	12	14	1.57
5	Head on collision	0	17	13	30	3.36
6	Rear end collision	0	14	119	133	14.91
7	Collision with parked vehicle	0	3	13	16	1.79
8	Collision while one vehicle reversing	0	0	1	1	0.11
9	Other - Vehicle to Vehicle	0	12	42	54	6.05
Sub Total		4	122	507	633	70.96
Single Vehicle Accident On Carriageway						
10	Struck pedestrian	3	20	25	48	5.38
11	Struck animal (not ridden)	0	1	5	6	0.67
12	Struck object (on carriageway)	0	0	3	3	0.34
13	Overtaken	0	11	34	45	5.05
14	Fall from moving vehicle	1	3	4	8	0.90
15	Other - Single Vehicle on Carriageway	0	2	4	6	0.67
Sub Total		4	37	75	116	13.01
Single Vehicle Accident Off Carriageway						
16	Struck pedestrian (on footpath etc.)	1	0	1	2	0.22
17	Struck Vehicle	0	1	0	1	0.11
18	Struck animal not ridden	0	0	0	0	0
19	Struck object (off carriageway)	3	47	77	127	14.24
20	Overtaken	0	1	3	4	0.45
21	No object struck	0	2	7	9	1.01
22	Other accidents	0	0	0	0	0
Sub Total		4	51	88	143	16.03
Total		12	210	670	892	100.00

'Vehicle to vehicle' collisions are responsible for more than 71% of all casualties. Right angle collisions are responsible for about 23% of all casualties followed by right turn into oncoming vehicle. The 'Struck pedestrian' accident type was responsible for more fatalities than any other type in 2012.

Table 4.2: 2012 Total Casualties by Casualty Class and Position in Vehicle

Casualty position Code	Casualty position	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
1	Driver	3	98	355	456	51.12
2	Front left passenger	0	14	86	100	11.21
3	Front centre passenger	0	0	0	0	0
4	Rear right passenger	0	2	12	14	1.57
5	Rear centre passenger	0	1	6	7	0.78
6	Rear left passenger	1	2	22	25	2.80
7	Motorcycle	3	48	73	124	13.90
8	Motorcycle pillion	0	0	0	0	0
9	Pedal cyclist	1	26	83	110	12.33
10	Pedal cyclist pillion	0	0	0	0	0
11	Rear bus passenger	0	0	6	6	0.67
12	Pedestrian	4	19	23	46	5.16
13	Other	0	0	4	4	0.46
Total		12	210	670	892	100.00

Drivers and motorcycle riders account for more than 65% of all casualties. Pedal cyclists account for around 12% of all casualties.

Table 4.3: 2012 Total Casualties by Casualty Class and Traffic Control

Traffic Control Code	Traffic Control	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
0	Unknown	0	0	0	0	0
1	Uncontrolled	8	128	362	498	55.83
2	Control Not Operated	0	0	0	0	0
3	Traffic Lights	1	38	140	179	20.07
4	Give Way Sign	3	38	135	176	19.73
5	Stop Sign	0	3	16	19	2.13
6	Police	0	0	0	0	0
7	School crossing	0	0	1	1	0.11
8	Marked Pedestrian Crossing	0	3	13	16	1.79
9	Other	0	0	3	3	0.34
Total		12	210	670	892	100.00

About 56% of all casualties occurred at uncontrolled locations, around 20% at traffic lights and 20% at Give Way signs. Similar trends were observed in previous years.

Table 4.4: 2012 Total Casualties by Casualty Class and Road Location

Crash Location Code	Road Location	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
1	Cross Intersection	0	36	138	174	19.50
2	T Intersection	5	67	199	271	30.38
3	Y Intersection	0	1	2	3	0.34
4	Multiple Intersection	0	0	3	3	0.34
5	Roundabout	0	9	57	66	7.40
6	Median Opening	1	30	124	155	17.38
7	Not Median Opening	5	64	136	205	22.98
8	Other	1	3	11	15	1.68
Total		12	210	670	892	100.00

More casualties occurred at intersection locations than the midblock locations of 'median opening' and 'not median opening'. Cross and T Intersections account for about 50% of all casualties.

Table 4.5: 2012 Total Casualties by Casualty Class and Safety Device

Safety Device Code	Safety Device Type	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
1	Belt worn	4	78	372	454	50.89
2	Belt not worn	0	3	5	8	0.90
3	No belt installed	0	3	5	8	0.90
4	Crash helmet worn	3	65	150	218	24.44
5	Crash helmet not worn	1	4	1	6	0.67
6	Other	4	2	2	8	0.90
7	Not known	0	55	135	190	21.30
Total		12	210	670	892	100.00

A high level of compliance with seat belt and motorcycle helmet wearing is noted.

Table 4.6: 2012 Total Casualties by Casualty Class, Gender and Age

Injury Type	Sex	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	>70	Unkn own	Total
Fatal	Female						1						1			2
Fatal	Male		1	1			2	1	1	1	1			2		10
Admitted to Hospital	Female	3	11	13	10	5	7		7	5	3	2		12	1	79
Admitted to Hospital	Male	5	12	23	16	7	14	6	12	9	9	4	4	10		131
Admitted to Hospital	Unknown															
Received Medical Treatment	Female	26	30	64	53	36	23	19	19	20	22	17	8	18		355
Received Medical Treatment	Male	25	30	50	36	25	25	22	27	14	18	11	5	24		312
Received Medical Treatment	Unknown	1			1	1										3
Total		60	84	151	116	74	72	48	66	49	53	34	18	66	1	892

Table 4.7: 2012 Vehicle Controller Casualties by Casualty Class, Gender and Age

Injury Type	Sex	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	>70	Unkn own	Total
Fatal	Female															
Fatal	Male			1			2	1	1	1	1					7
Admitted to Hospital	Female	1	7	8	6	5	6		7	4	3			8	1	56
Admitted to Hospital	Male	2	8	18	16	7	12	6	12	9	9	4	4	9		116
Admitted to Hospital	Unknown															
Received Medical Treatment	Female	5	21	53	46	30	18	16	16	17	15	12	7	11		267
Received Medical Treatment	Male	5	15	43	29	23	22	20	24	14	15	8	5	20		243
Received Medical Treatment	Unknown				1											1
Total		13	51	123	98	65	60	43	60	45	43	24	16	48	1	690

Table 4.8: 2012 Pedestrian Casualties by Casualty Class, Gender and Age

Injury Type	Sex	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	>70	Unkn own	Total
Fatal	Female						1						1			2
Fatal	Male													2		2
Admitted to Hospital	Female		3	2	2		1			1				2		11
Admitted to Hospital	Male	2		4			2									8
Received Medical Treatment	Female	1	1	1	1	1	1			1	1	1		1		10
Received Medical Treatment	Male	2	4	1	2			1	1			2				13
Total		5	8	8	5	1	5	1	1	2	1	3	1	5		46

In 2012, about 46% of all casualties occurred to people younger than 30 years of age. The single most vulnerable age group seem to be between 20 and 24 accounting for about 17% of all casualties. Males account for 51% of all casualties.

Vehicle controller casualties indicate a similar trend: Vehicle controllers aged between 15 and 30 account for around 39% of all vehicle controller casualties. Pedestrian casualties account for around 5% of all casualties. Young pedestrians aged less than 24 seem to be the most vulnerable accounting for about 47% of all pedestrian casualties. In 2012, 4 pedestrians were killed.

Table 4.9: 2012 Total Casualties by Casualty Class and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
0	Not Applicable	6	154	538	698	78.25
1	Light or Tele Pole	0	4	16	20	2.24
2	Sign or Signal Pole	1	4	27	32	3.59
3	Tree	1	22	36	59	6.61
4	Building or Structure	1	5	2	8	0.90
5	Kerb or Guard Rail	2	12	27	41	4.60
6	Guide Post	0	2	9	11	1.23
7	Other	1	7	15	23	2.58
Total		12	210	670	892	100.00

Around 19% of all casualties were involved in a 'struck object' crash. Of these casualty crashes, the most common object struck was a tree or kerb or guard rail and sign or signal pole.

**VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES
IN 2012**

Table 5.1: 2012 Total Vehicles Involved in Crash by Vehicle Type and Accident Type

Accid Type Code	Accident Type	Car or Station Wagon	Taxi or Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motor Cycle/ Scooter	Other /not known	Sub Total	% of Total Vehicles
VEHICLE TO VEHICLE COLLISION														
1	Right turn into oncoming vehicle	636	8	59	14	0	10	10	22	0	21	3	783	4.81
2	Right angle collision	1969	35	168	45	5	23	37	70	3	38	4	2397	14.73
3	Same direction side swipe	1039	25	119	25	10	39	54	29	3	24	6	1373	8.44
4	Opposite direction side swipe	42	1	8	1	0	4	5	1	0	1	0	63	0.39
5	Head on collision	56	0	6	0	0	2	0	0	0	5	0	69	0.42
6	Rear end collision	6942	144	608	160	12	72	45	7	5	72	41	8108	49.83
7	Collision with parked vehicle	269	9	39	17	1	26	36	9	1	3	37	447	2.75
8	Collision while one vehicle reversing	208	5	38	12	3	19	3	0	0	2	0	290	1.78
9	Other - Vehicle to Vehicle	1317	42	132	50	6	27	25	47	2	18	28	1694	10.41
SINGLE VEHICLE ACCIDENT														
10	Struck pedestrian	52	0	4	2	0	0	0	1	1	2	0	62	0.38
11	Struck animal (not ridden)	134	0	12	5	0	0	1	0	2	7	0	161	0.99
12	Struck object	26	0	2	0	1	2	0	1	0	5	0	37	0.23
13	Overtaken	15	0	5	1	2	4	0	4	0	43	0	74	0.46
14	Fall from moving vehicle	1	1	0	1	0	0	0	1	0	10	0	14	0.09
15	Other - Single Vehicle on Carriageway	28	1	3	0	0	1	0	4	0	9	0	46	0.28
16	Struck pedestrian (on footpath etc.)	2	0	1	0	0	0	0	0	0	0	0	3	0.02
17	Struck vehicle (off road)	40	0	5	0	0	0	0	0	0	0	1	46	0.28
18	Struck animal (not ridden) – off road	0	0	0	0	0	0	0	0	0	0	0	0	0
19	Struck object	468	5	51	5	1	7		1	2	22	2	564	3.47
20	Overtaken	6	0	0	1	0	0	0	0	0	0	0	7	0.04
21	No object struck	26	0	1	0	0	0	0	0	0	6	0	33	0.20
22	Other - Single Vehicle off Carriageway	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13276	276	1261	339	41	236	216	197	19	288	122	16271	100.00

The number of vehicles involved in road traffic crashes in 2012 was 16271

Amongst all accident types, the largest number of vehicles were involved in 'rear end collisions'. The most common accident types for motorcyclists seem to be 'rear end collision' & 'overtaken'. About 36% of all motorcycles involved in crashes were involved in single vehicle crashes. The most common accident type for cyclists is the 'right angle collision'.

Table 5.2: 2012 Total Vehicles Involved in Crashes by Vehicle Types and Severity

Vehicle Type	Property Crashes	Injury Crashes	Fatal Crashes	Sub Total	% of Total Vehicles
Car or Station Wagon	12361	905	10	13276	81.59
Taxi or Hire Car	271	5	0	276	1.70
Utility	1188	72	1	1261	7.75
Panel Van	316	23	0	339	2.08
Articulated Vehicle (Semi)	37	4	0	41	0.25
Truck (Excl. Semi)	216	18	2	236	1.45
Bus	201	15	0	216	1.33
Bicycle	84	112	1	197	1.21
Emergency Vehicle	16	3	0	19	0.12
Motor Cycle / Scooter	161	124	3	288	1.77
Other	6	2	0	8	0.05
Not Known	112	2	0	114	0.70
Total	14969	1285	17	16271	100.00

About 8% of all vehicles involved in traffic crashes were involved in injury crashes. However, out of all bicycles and motorcycles involved in crashes, 57% and 44% were involved in injury crashes respectively. 17 vehicles were involved in fatal crashes.

Table 5.3: 2012 Total Vehicles Involved in Crashes by Vehicle Types and Traffic Control

Traffic Control Code	Traffic Control	Car or Station Wagon	Taxi or Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motor Cycle/ Scooter	Not Known	Sub Total	% of Total Vehicles
1	Uncontrolled	7190	147	753	213	26	144	120	89	10	177	88	8957	55.05
2	Control Not Operated	7	0	1	0	0	0	0	0	0	1	0	9	0.06
3	Traffic Lights	2768	68	233	62	7	54	44	22	4	27	17	3306	20.32
4	Give Way Sign	2725	48	225	46	7	29	36	67	3	64	11	3261	20.04
5	Stop Sign	348	7	22	10	0	2	10	5	1	12	3	420	2.58
6	Police	9	0	1	0	0	1	0	0	0	0	0	11	0.07
7	School Crossing	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Marked Pedestrian Crossing	153	4	14	6	1	1		13	0	4	2	198	1.21
9	Other	62	1	12	2	0	5	6	1	1	3	0	93	0.57
0	Unknown	14	1	0	0	0	0	0	0	0	0	1	16	0.10
Total		13276	276	1261	339	41	236	216	197	19	288	122	16271	100.00

In relation to traffic control types, the trend of previous years continues. Vehicles seem to be more involved in crashes at uncontrolled locations than Give Way, traffic light and Stop sign controls. It also seems that motorcycles and bicycles record a relatively high involvement in crashes at uncontrolled locations.

Table 5.4: 2012 Total Vehicles Involved in Crashes by Vehicle Types and Fixed Object Struck

Fixed Object Code	Fixed Object	Car or Station Wagon	Taxi or Hired Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motor Cycle/ Scooter	Not Known	Sub Total	% of Total Vehicles
1	Light or Tele pole	137	0	11	2	0	3	0	0	0	0	1	154	0.95
2	Sign or signal pole	155	2	15	3	0	1	0	0	0	1	0	177	1.09
3	Tree	133	1	13	1	0	2	0	0	0	0	0	150	0.92
4	Building or structure	22	0	4	0	0	0	0	0	0	0	0	26	0.16
5	Kerb or guard rail	248	4	33	3	1	2	0	3	2	21	0	317	1.95
6	Guide post	14	0	1	0	0	0	0	0	0	0	0	15	0.09
7	Other	77	0	10	1	2	3	1	0	0	5	1	100	0.61
0	Not Applicable	12490	269	1174	329	38	225	215	194	17	261	120	15332	94.23
Total		13276	276	1261	339	41	236	216	197	19	288	122	16271	100.00

Around 5% per cent of all vehicles involved in crashes hit a fixed object.

Cars and station wagons most commonly hit kerbs or guard rails and light or sign or signal pole, while motor cycles most commonly hit kerbs or guard rails.

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