



2013

ACT CRASH REPORT



ACT
Government

Justice and Community Safety



Contents

INTRODUCTION.....	3
TRAFFIC CRASHES & CASUALTY TRENDS.....	6
CRASH TRENDS IN THE ACT	7
Table 1.1: Trends in casualties 2004 - 2013.....	7
RATES OF DEATHS.....	8
Table 1.3: Rates of Deaths per 100,000 population 2004 - 2013	8
Table 1.4: Rates of Deaths per 100 Million Vehicle-Kilometre Travelled 2003 - 2012.....	9
Table 1.5: Persons hospitalised per 100,000 population 2002 - 2011	10
Table 1.6: Persons hospitalised per 100 million Vehicle-Kilometres Travelled 2002 - 2011.....	11
Table 1.7: Social cost of serious casualty crashes (\$ million) per 100,000 population	11
Table 1.8: Social cost of serious casualty crashes (\$ million) per 100 million vehicle-kilometres travelled	12
TRAFFIC CRASHES IN 2013	13
Table 2.1: Total Crashes by Severity and Accident Type	14
Table 2.2: Total Crashes by Severity and Fixed Object Struck.....	15
Table 2.3: Total Crashes by Severity and Month	16
Table 2.4: Total Crashes by Severity and Day of Week	17
Table 2.5: Total Crashes by Severity and Time of Day.....	18
Table 2.6: Total Crashes by Severity and Traffic Control Type	19
Table 2.7: Total Crashes by Severity and Road Location	20
Table 2.8: Total Crashes by Severity and Weather Conditions.....	21
Table 2.9: Total Crashes by Severity and Light Conditions.....	21
CASUALTIES IN 2013.....	22
Table 3.1: Total Casualties by Casualty Class and Accident Type	23
Table 3.2: Total Casualties by Casualty Class and Position in Vehicle	25
Table 3.3: Total Casualties by Casualty Class and Traffic Control.....	25
Table 3.4: Total Casualties by Casualty Class and Road Location.....	26
Table 3.5: Total Casualties by Casualty Class and Safety Device	26
Table 3.6a: Total Casualties by Casualty Class, Gender and Age.....	27
Table 3.6b: Vehicle Controller Casualties by Casualty Class, Gender and Age.....	28
Table 3.6c: Pedestrian Casualties by Casualty Class, Gender and Age	29
Table 3.7: ACT Drivers Involved in Casualty Crashes by Licence Type and Severity.....	30
Table 3.8: Total Casualties by Casualty Class and Fixed Object Struck.....	31
VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2013	32
Table 4.1a: Total Vehicles Involved in Crash by Vehicle Type and Accident Type	33
Table 4.1b: Total Vehicles Involved in Crash by Vehicle Type and Accident Type	34
Table 4.2: Total Vehicles Involved in Crashes by Vehicle Types and Severity	35
Table 4.3: Total Vehicles Involved in Crashes by Vehicle Types and Traffic Control.....	36
Table 4.4: Total Vehicles Involved in Crashes by Vehicle Types and Fixed Object Struck.....	37

INTRODUCTION

1.1 Background

The Road Transport (Safety and Traffic Management) Regulation 2000 requires that information about a crash involving a motor vehicle be reported using the crash reporting website. The crash reporting website is available at www.police.act.gov.au and www.canberraconnect.act.gov.au. This information is used for a range of functions, including road safety engineering, policy, planning and evaluation programs.

The Territory and Municipal Services (TAMS) Directorate is responsible for the collection and collation of ACT road crash data and maintains the crash database. Unless specified otherwise, all crash data contained in this report was obtained from reports produced by the TAMS crash database.

The rate of reporting in the ACT has not been confirmed; however studies which have compared hospital data with crash data have demonstrated underreporting of crashes – particularly for crashes involving cyclists and motorcyclists. It is possible that the crash reporting rate has improved in recent years following the introduction of the electronic crash report form in 2011.

1.2 Data collected in crash reports

The following data is collected as part of the crash reporting process described above:

- Date and time of crash
- Location of crash
- Weather and light conditions
- Crash location and road environment
- Vehicle registration number
- Make, model, colour and year of manufacture of vehicle
- Damage to vehicle
- Driver information, including licence details, gender and date of birth
- Restraint information (ie. was a seatbelt being worn)
- Number of passengers and their position in the vehicle (eg. front seat)
- Injury details – if applicable

1.3 Purpose of report

This report provides statistical information about reported ACT road crashes which occurred in 2013. The report includes information about rates of deaths per population, the nature of crashes such as weather conditions, time of day and day of week. Information about casualty crashes is also reported, including the age, gender, crash type and road user group.

1.4 Definitions

Fatality - The ACT uses the Australian Transport Safety Bureau Guidelines for determining a fatal road transport crash – with the exception of foetal deaths and deaths occurring on farming roads and driveways – which are not counted in the ACT road toll.

Serious injury – The ACT uses the national definition for serious injury which is an injury sustained in a crash which resulted in the person being admitted to hospital.

Property damage – A crash involving no injuries.

Casualty – A crash which resulted in either injury or death.

Vehicle controller – Driver or rider of a vehicle (excludes passengers).

1.5 ACT Road Safety Strategy

The ACT *Road Safety Strategy 2011–2020* (ACTRSS) was released by the Attorney-General, Simon Corbell in November 2011. The ACTRSS provides a whole-of-government approach to addressing road safety and has goals to:

- contribute to a national reduction in the annual number of fatalities and serious injuries of at least 30% by 2020;
- develop an ACT community that shares the responsibility for road safety; and
- develop an approach to road safety that involves all stakeholders working together to improve road safety.

The ACTRSS is supported by multi-year action plans which include a range of education, encouragement, engineering, enforcement and evaluation measures (the 'five Es'). The first of these action plans covered the period 2011–2013. The second action plan under the ACTRSS is currently in development and will cover the period 2014–2017.

Copies of the ACTRSS, including implementation status reports can be downloaded at:

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

1.6 Summary of 2013 crashes

- There were 7,863 'on-road' recorded traffic crashes in 2013 which involved 15,399 vehicles and resulted in 792 casualties including 7 fatalities and 140 hospital admissions.
- Three fatalities and 236 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 43% of fatalities and 30% of injuries that occurred in 2013.
- ACT provisional drivers represented 15.68% of drivers involved in casualty crashes – despite being approximately 6% of licence holders. Provisional drivers were the only licence holder type disproportionately represented in casualty crashes.
- The most frequent crash-type was the 'rear end collision' (44% of all crashes). In terms of severity, the 'right-angle collision' type was the most frequent (37% of all casualty crashes).

1.7 Percentages included in this report

All percentages included in this report have been rounded to two decimal places and may not add up to 100 due to the rounding.

1.8 Variance between casualties and casualty crashes

The number of injury and fatal crashes may not add up to the total number of injuries and fatalities as there can be more than one injury or fatality in each crash.

TRAFFIC CRASHES & CASUALTY TRENDS

CRASH TRENDS IN THE ACT

The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased 25%¹ while from 2006 to 2011 transport modelling suggests there was an increase of 7% in the total number of car trips during the morning peak period. Previous modelling of car trips from 2001 shows a 13.5 % increase during the morning peak over a ten year period.

Table 1.1: Trends in casualties 2004 - 2013

Trends in Casualties 2004-2013

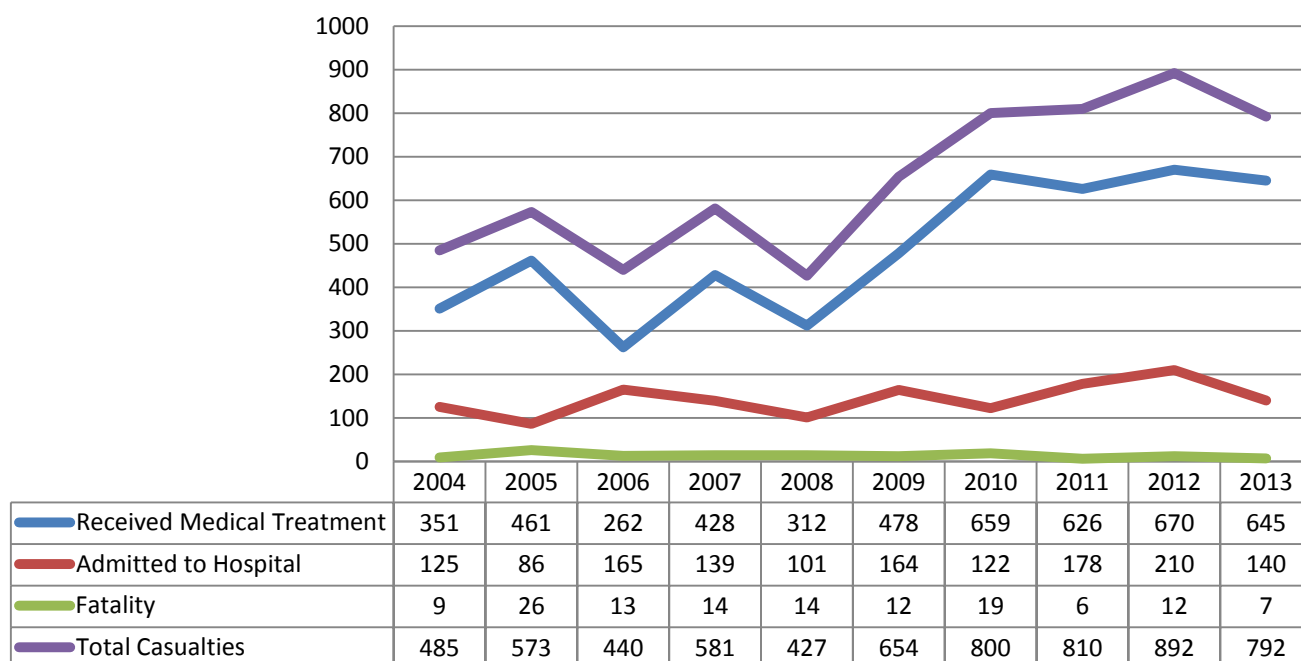
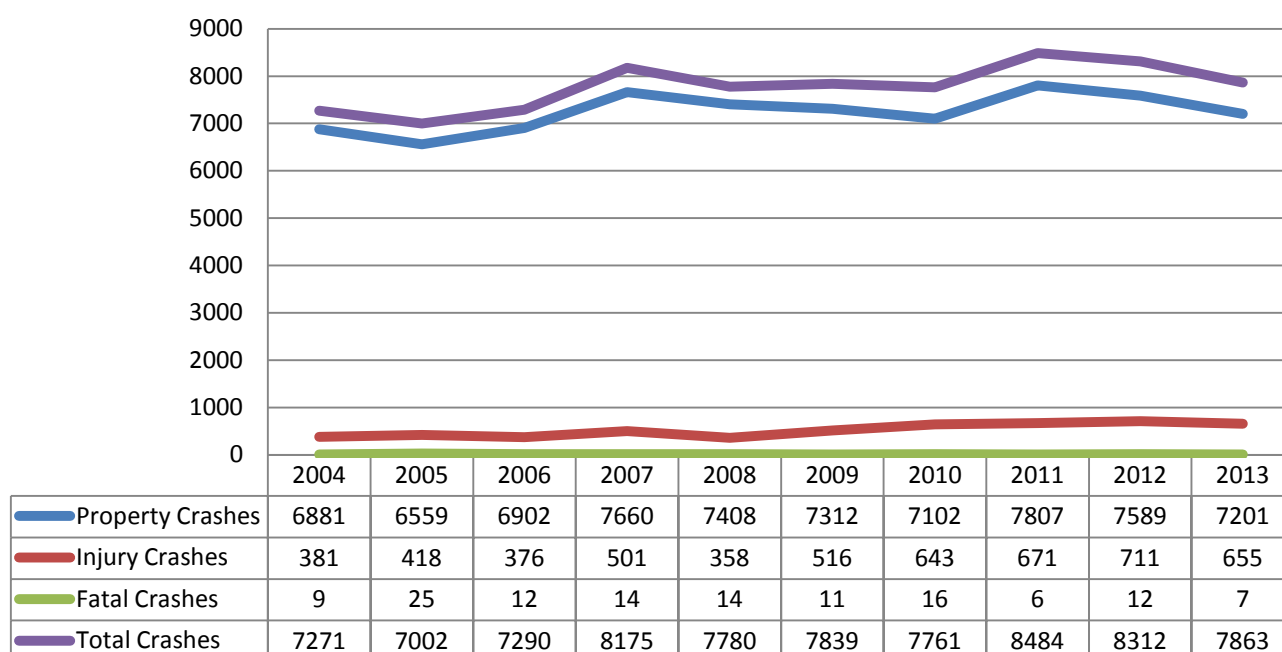


Table 1.2: "On Road" Crashes Trends 2004 - 2013

ACT Crash Trends 2004-2013

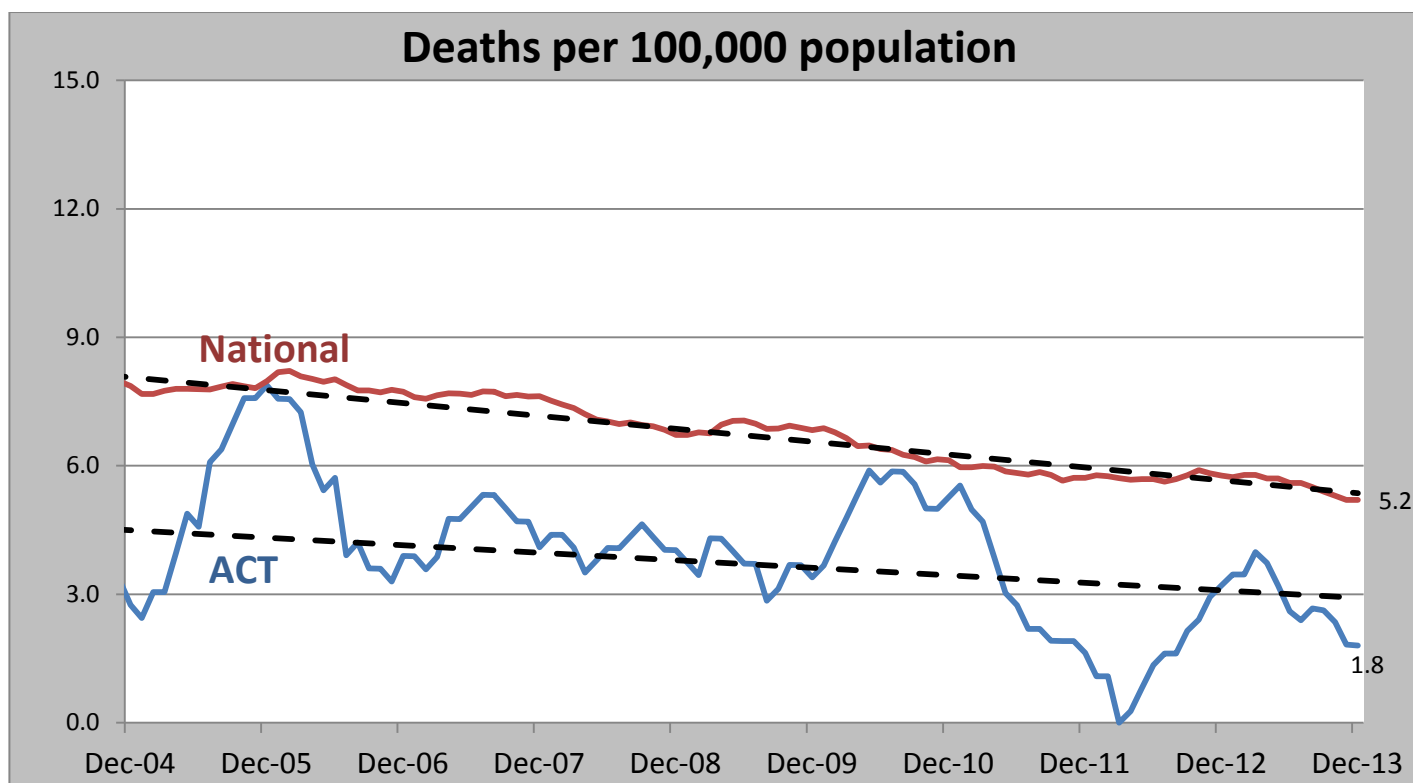


¹ Transport Regulation, Justice and Community Safety Directorate, Monthly Vehicle Statistics Report

RATES OF DEATHS

Table 1.3: Rates of Deaths per 100,000 population 2004 - 2013

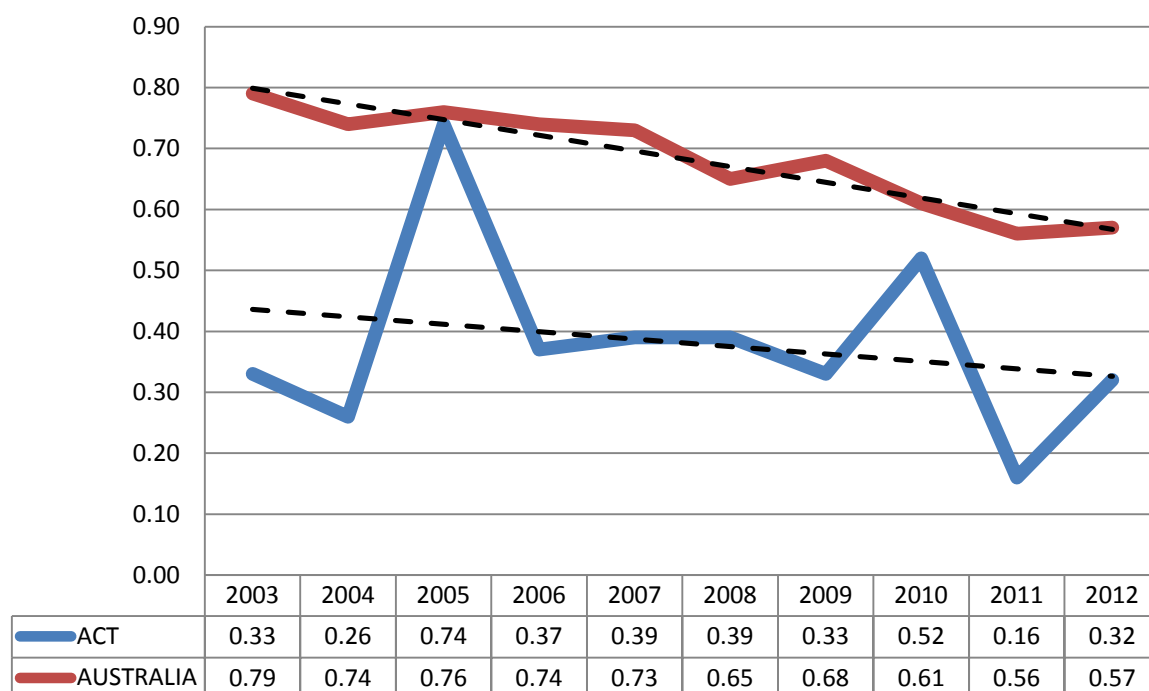
An indicator of the effectiveness of enforcement and regulation to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2013, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 1.8 fatalities per 100,000 population, compared with 5.2 road fatalities per 100,000 people nationally



Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra

While the ACT has consistently recorded the lowest annual road fatalities per 100,000 population among all Australian states and territories, a recent study by ARRB for the NRMA-ACT Road Safety Trust found that in the period 2006–2010 ACT vehicle controllers were involved in 55 fatal crashes and 1,188 injury crashes in NSW² – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads.

² Updating crashes involving ACT vehicles and controllers in NSW: 2006 to 2010, ARRB, September 2013.

Table 1.4: Rates of Deaths per 100 Million Vehicle-Kilometre Travelled 2003 - 2012

Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra

Note: 2013 data had not been published at the time this report was being developed.

AUSTROADS NATIONAL PERFORMANCE INDICATORS

In 1993, Austroads established a program to develop and implement a set of national performance indicators for the road system and road authorities. The indicators cover economic, social, safety and environmental performance of the road system and road authorities.

Up until 2000, Austroads published the National Performance Indicator data sets in hard copy format. From 2001, this data is only available from the Austroads website.

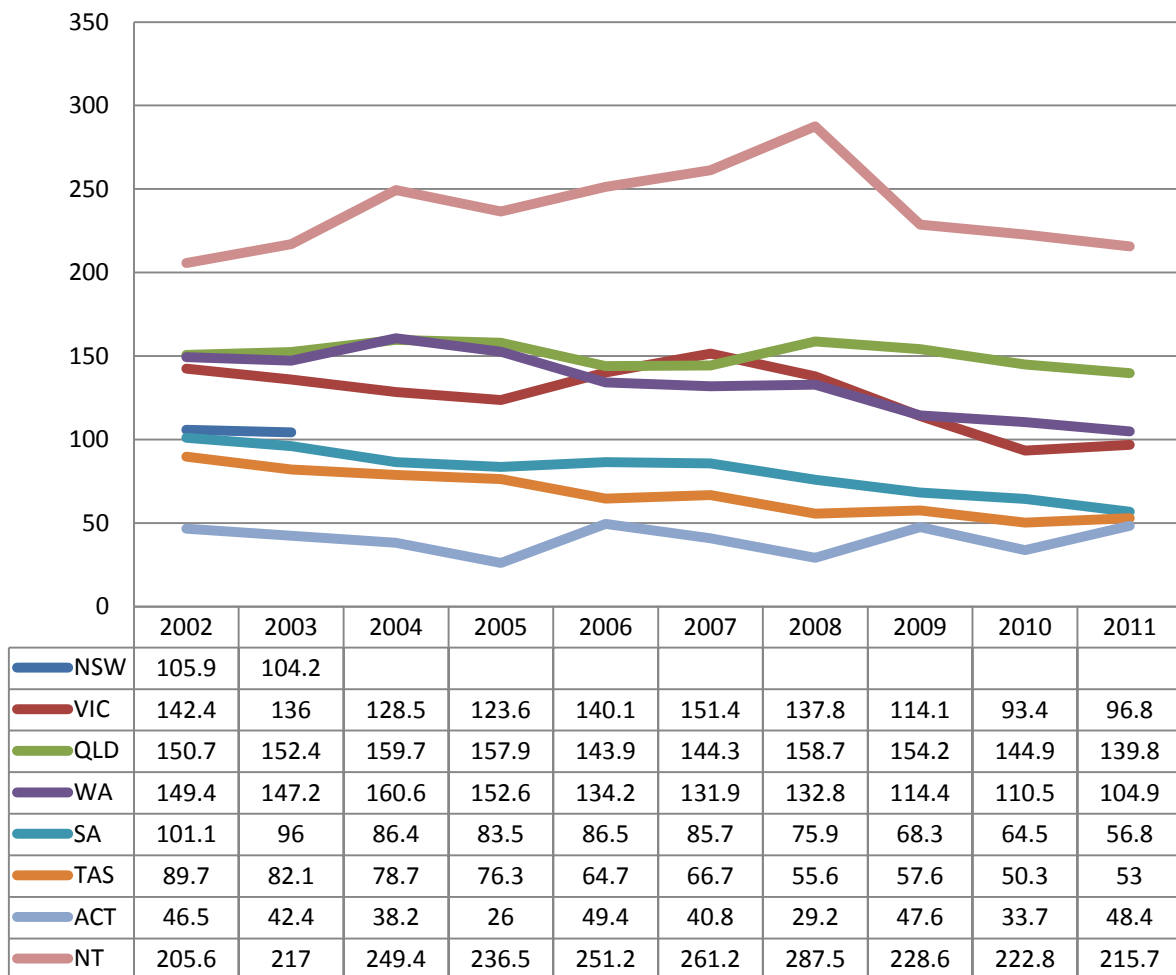
Notes on Austroads Data

- Data on serious casualty crashes and persons killed or hospitalised is compiled by Austroads using data supplied by State and Territory transport agencies.
- The population data used is based on the published Australian Bureau of Statistics (ABS) estimated resident population statistics. Following the finalisation of the 2006 Census data population, ABS population data from 2002 onwards has been revised and some previously published Austroads rates per population may have been amended. The population estimates for 2009 have also been revised since the last publication of these data. The population estimates for 2010 are preliminary and subject to change.
- The travel data is based on estimates of travel published in the ABS Surveys of Motor Vehicle Usage 1991, 1995, annually from 1998 through to 2008 and then again in 2010. Estimates for 1994 to 1997 are based on interpolations of data from the 1991, 1995 and 1998 ABS Surveys of Motor Vehicle Usage. Travel estimates for data since 1998 are as published by the ABS. There was a change to the ABS methodology for the 2008 survey and the ABS cautions against making direct comparisons between estimates for the 2007 and 2008 surveys. The ABS did not conduct a travel

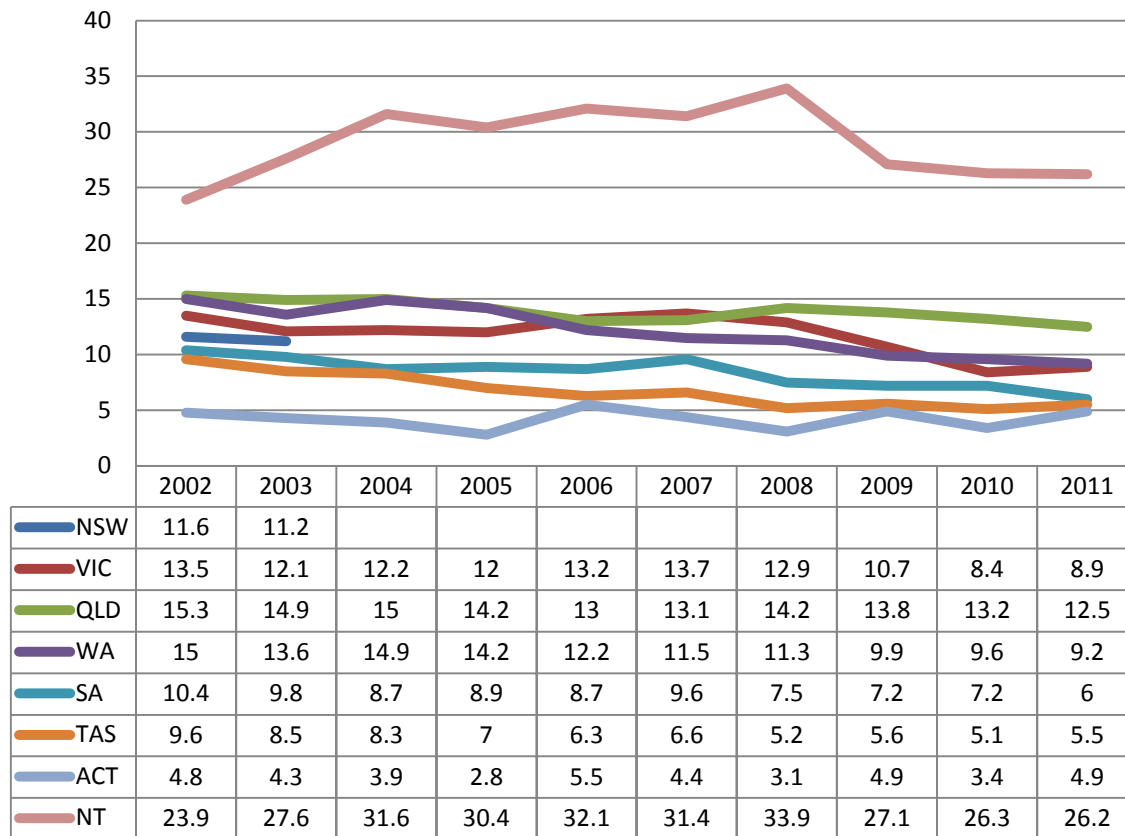
survey for 2009. The 2009 travel data have been estimated for each Australian jurisdiction by interpolating the respective ABS 2008 and 2010 estimates.

- Calculation by Austroads of Cost of Serious Casualty Crashes was based on the estimates outlined in Cost of Road Crashes in Australia, 2006 (Tables T2.7 and TES2) published by Bureau of Infrastructure, Transport and Regional Economics (2010).
- NSW data for persons hospitalised, serious casualty crashes and cost of serious casualty crashes was derived from NSW health hospital admission data but has not been available since 2003.

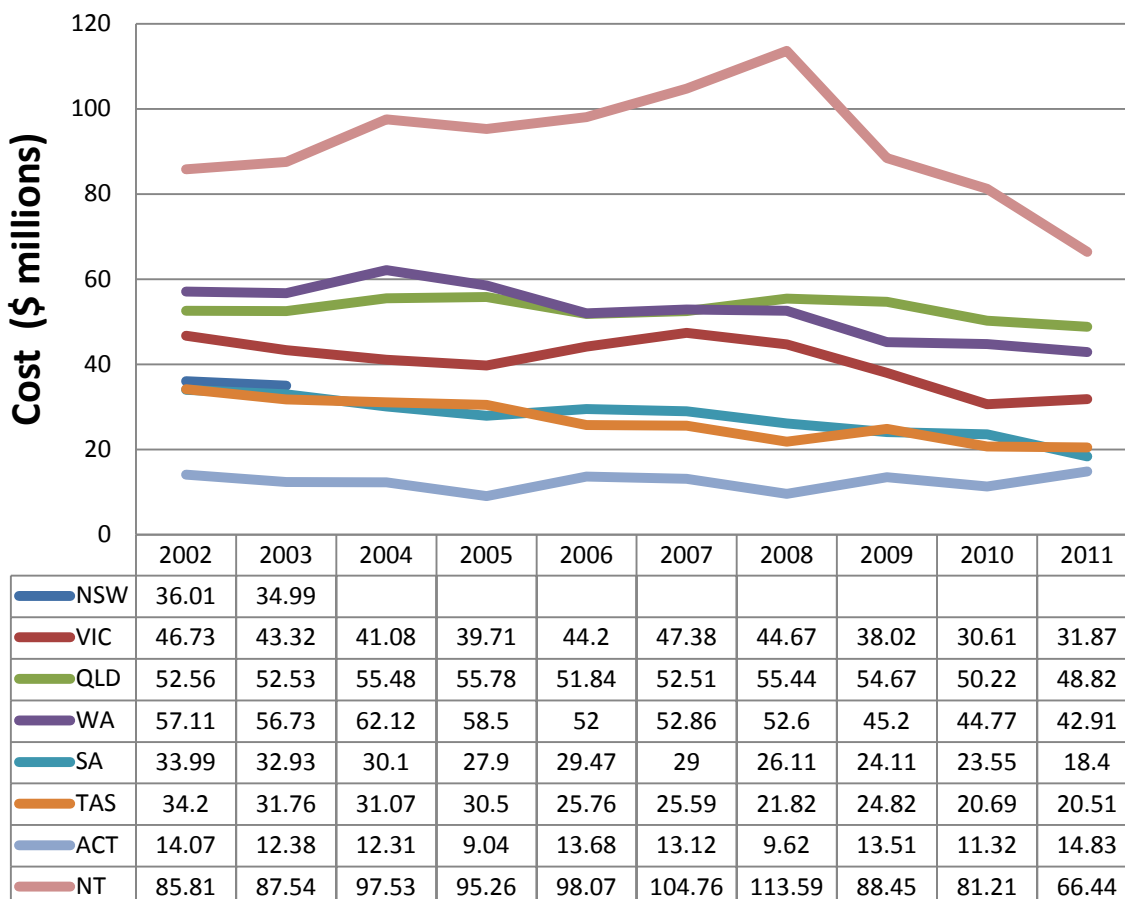
Table 1.5: Persons hospitalised per 100,000 population 2002 - 2011



Source: National performance indicators published by Austroads, Sydney NSW

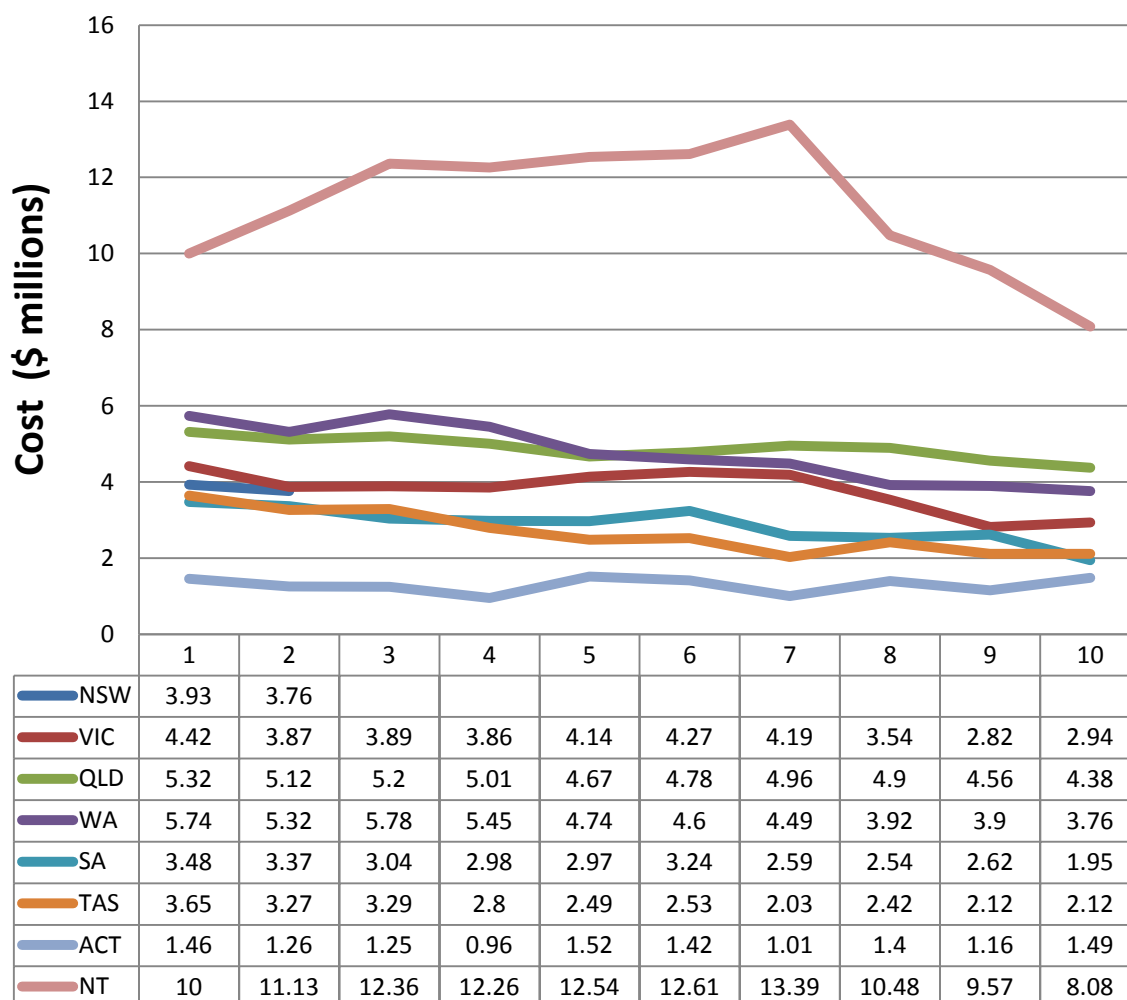
Table 1.6: Persons hospitalised per 100 million Vehicle-Kilometres Travelled 2002 - 2011

Source: National performance indicators published by Austroads, Sydney NSW

Table 1.7: Social cost of serious casualty crashes (\$ million) per 100,000 population

Source: National performance indicators published by Austroads, Sydney NSW

Table 1.8: Social cost of serious casualty crashes (\$ million) per 100 million vehicle-kilometres travelled



Source: National performance indicators published by Austroads, Sydney NSW

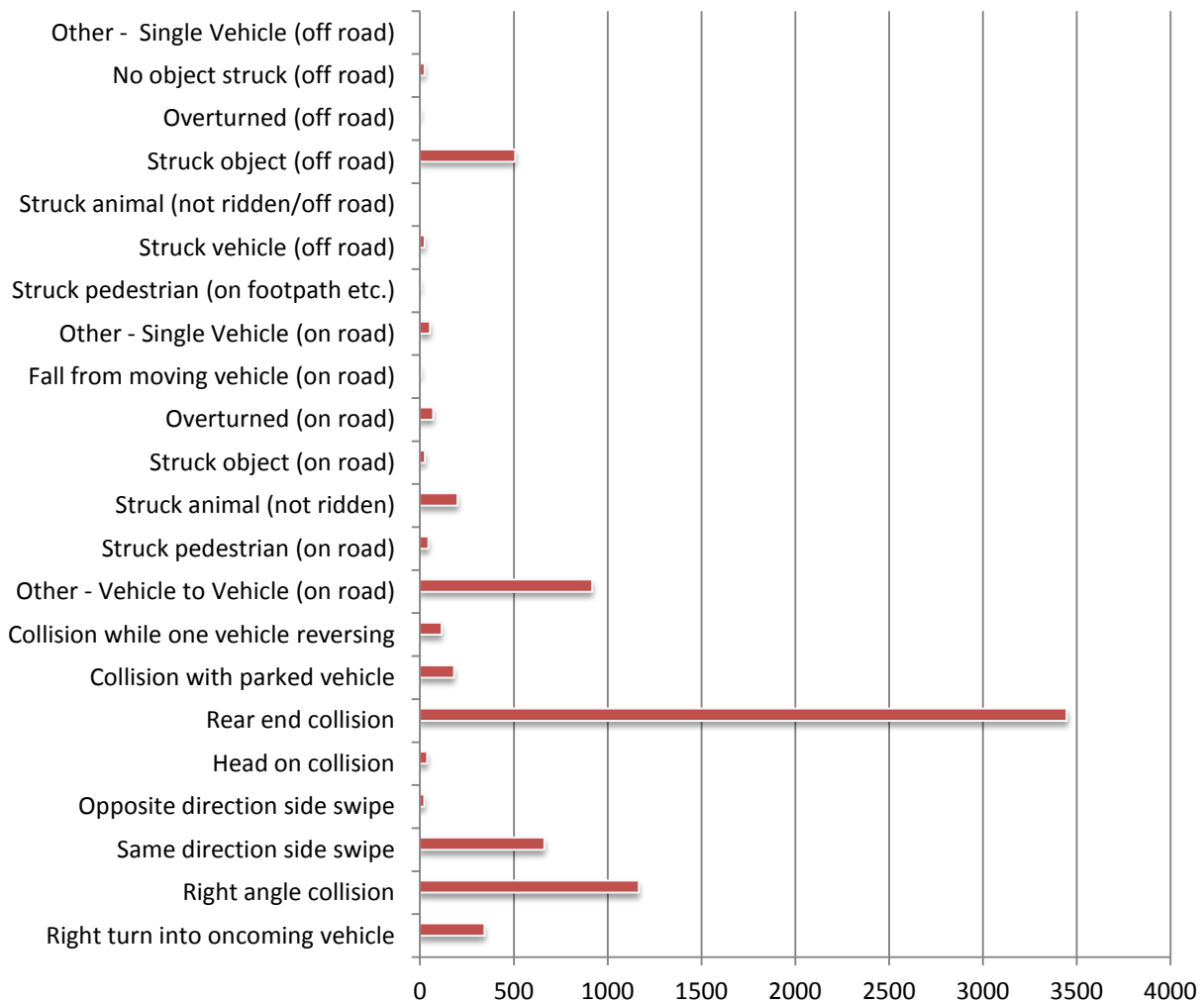
TRAFFIC CRASHES IN 2013

Table 2.1: Total Crashes by Severity and Accident Type

Code	Accident Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal - 2013	Subtotal - 2012	% of total Crashes in 2013	% of total Crashes in 2012
1	Right turn into oncoming vehicle	273	70	1	344	380	4.37%	4.57%
2	Right angle collision	993	172	1	1166	1186	14.83%	14.27%
3	Same direction side swipe	620	43		663	680	8.43%	8.18%
4	Opposite direction side swipe	23			23	31	0.29%	0.37%
5	Head on collision	22	16		38	32	0.48%	0.39%
6	Rear end collision	3332	115		3447	3796	43.84%	45.67%
7	Collision with parked vehicle	172	9		181	218	2.30%	2.62%
8	Collision while one vehicle reversing	115			115	144	1.46%	1.73%
9	Other - Vehicle to Vehicle (on road)	877	41		918	836	11.67%	10.06%
10	Struck pedestrian (on road)	19	25	1	45	61	0.57%	0.73%
11	Struck animal (not ridden)	196	5		201	157	2.56%	1.90%
12	Struck object (on road)	25	2		27	34	0.34%	0.41%
13	Overtaken (on road)	35	34	1	70	74	0.89%	0.89%
14	Fall from moving vehicle (on road)	4	2		6	14	0.08%	0.17%
15	Other - Single Vehicle (on road)	41	13		54	45	0.69%	0.54%
16	Struck pedestrian (on footpath etc.)		4		4	2	0.05%	0.02%
17	Struck vehicle (off road)	25			25	21	0.32%	0.25%
18	Struck animal (not ridden/off road)				0	0	0.00%	0.00%
19	Struck object (off road)	405	100	3	508	561	6.46%	6.75%
20	Overtaken (off road)	2	1		3	7	0.04%	0.08%
21	No object struck (off road)	22	3		25	33	0.32%	0.40%
22	Other - Single Vehicle (off road)				0	0	0.00%	0.00%
Total		7201	655	7	7863	8312		

The most frequent accident type in 2013 was the “rear end collision” representing around 44 % of all crashes. This was followed by the “right angle collision” type. Single vehicle crashes constituted around 12.3% of all crashes, while the majority (87.7 %) involved two or more vehicles.

Total Crashes by Severity & Accident Type



In terms of severity, the “right angle collision” type was the most frequent, representing around 37% of all casualty crashes for 2013. This is due to the relatively low level of protection provided by vehicles in side impact crashes compared with frontal and rear impact.

Table 2.2: Total Crashes by Severity and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Not Applicable	6662	508	4	7174	91.24%
1	Light or telegraph pole	103	25		128	1.63%
2	Sign or signal pole	97	37	1	135	1.72%
3	Tree	92	34	1	127	1.62%
4	Building or structure	27	5		32	0.41%
5	Kerb or guard rail	193	38	1	232	2.95%
6	Guide post	5			5	0.06%
7	Other	22	8		30	0.38%
Total		7201	655	7	7863	

Table 2.3: Total Crashes by Severity and Month

Month Code	Month	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	January	422	47	1	470	5.98%
2	February	645	69		714	9.08%
3	March	576	55	3	634	8.06%
4	April	566	52		618	7.86%
5	May	699	60		759	9.65%
6	June	684	53		737	9.37%
7	July	635	57		692	8.80%
8	August	629	53	1	683	8.69%
9	September	600	57	1	658	8.37%
10	October	608	44		652	8.29%
11	November	628	62		690	8.78%
12	December	509	46	1	556	7.07%
Total		7201	655	7	7863	

The number of crashes per month was relatively consistent throughout the year with the exception of January and December. This may be the result of a lower number of vehicles on ACT roads during the longer summer school holiday period.

Total Crashes by Month

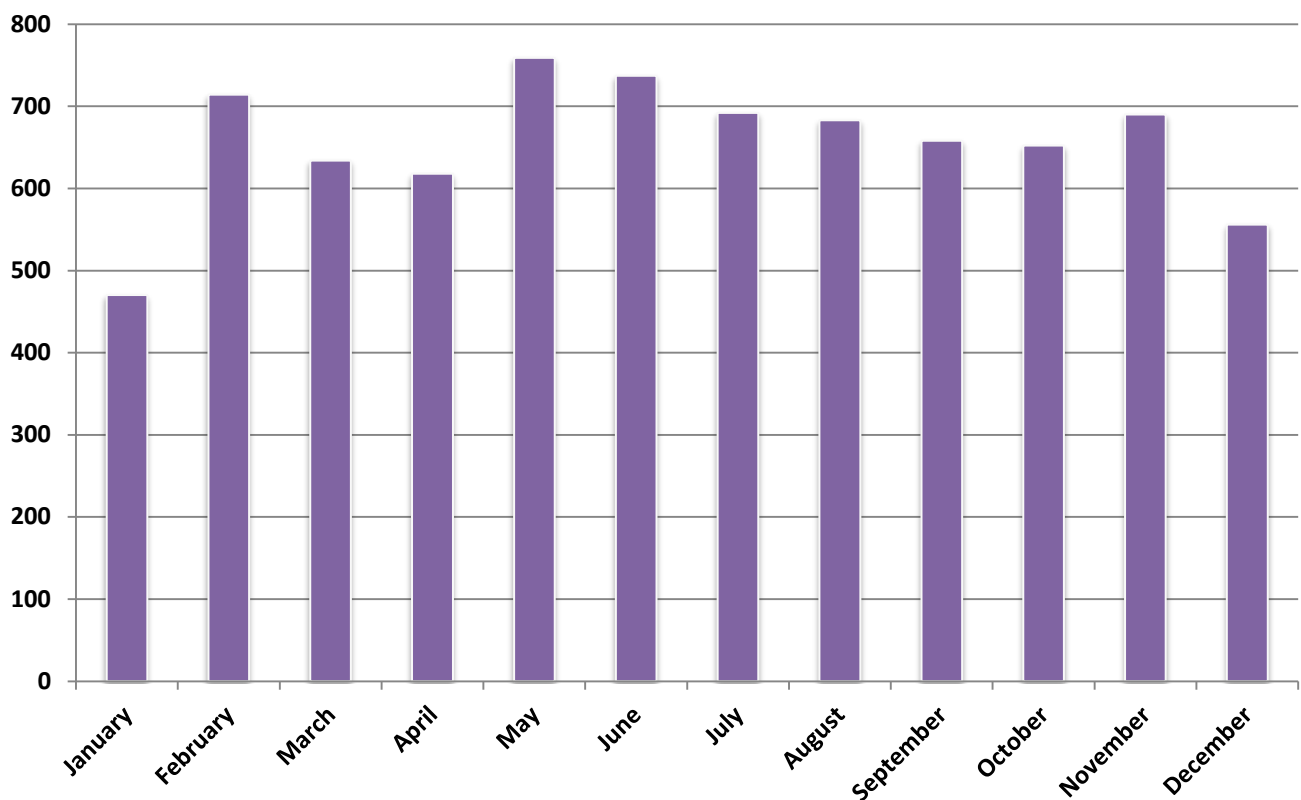


Table 2.4: Total Crashes by Severity and Day of Week

Day of Week	Property crashes	Injury crashes	Fatal Crashes	Subtotal	% of total Crashes
Monday	1043	88		1131	14.38%
Tuesday	1198	101	1	1300	16.53%
Wednesday	1247	120	2	1369	17.41%
Thursday	1249	99		1348	17.14%
Friday	1142	92	2	1236	15.72%
Saturday	751	88	1	840	10.68%
Sunday	571	67	1	639	8.13%
Total	7201	655	7	7863	

Note: the number of injury and fatal crashes may not add up to the total number of injuries and fatalities as there can be more than one injury or fatality in each crash.

The higher number of crashes on weekdays than weekends is likely the result of peak commuter traffic. The highest number and proportion of traffic crashes was on Wednesday and Thursday (16.53% and 17.41% respectively), while crashes on Sunday only represent around 8% of all crashes. This trend is consistent with previous years.

Total Crashes by Day

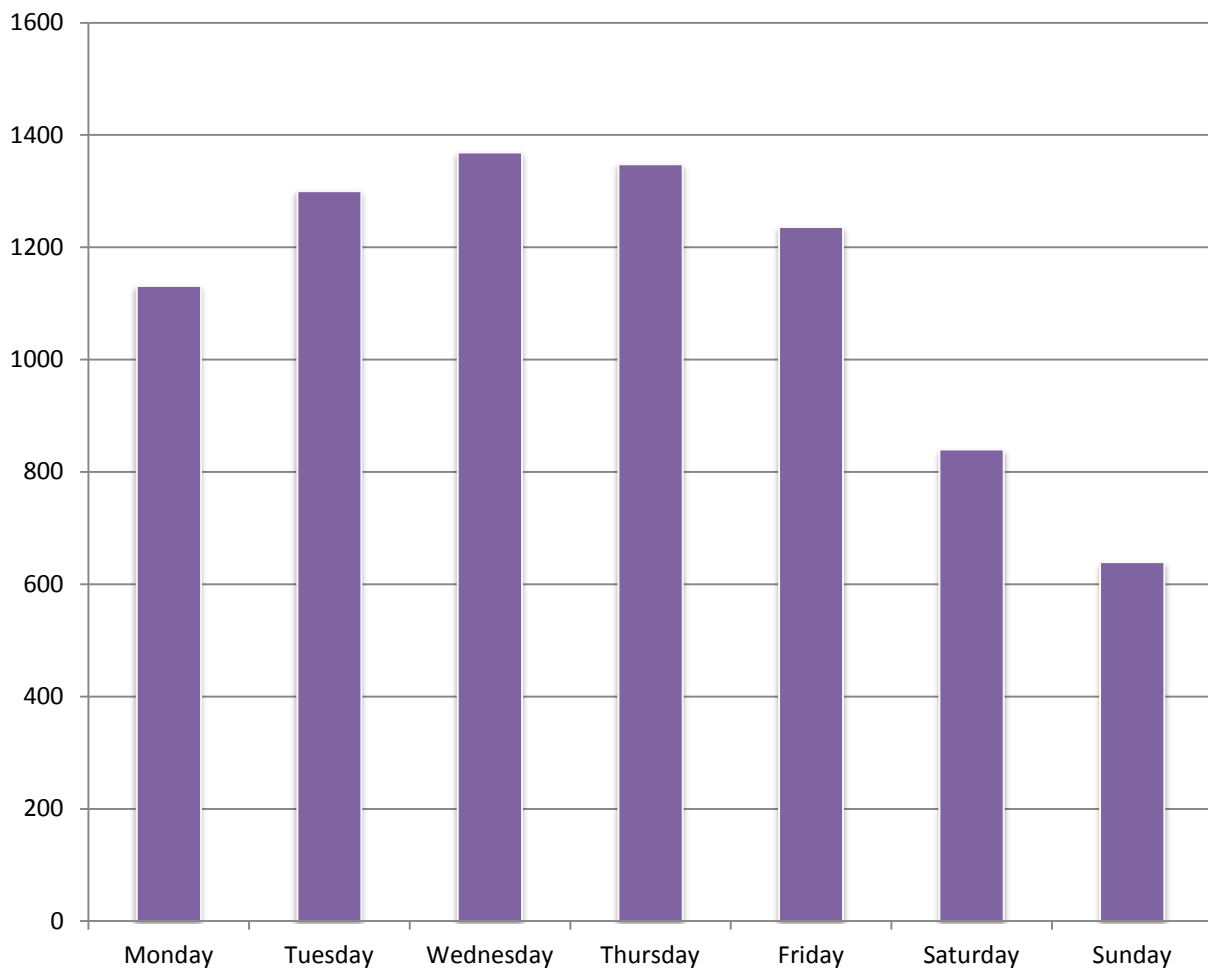


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
00.00 - 00.59	43	2	1	46	0.59%
01.00 - 01.59	21	3		24	0.31%
02.00 - 02.59	26	3	1	30	0.38%
03.00 - 03.59	24	2		26	0.33%
04.00 - 04.59	18	2		20	0.25%
05.00 - 05.59	43	6		49	0.62%
06.00 - 06.59	114	15		129	1.64%
07.00 - 07.59	360	33		393	5.00%
08.00 - 08.59	914	83		997	12.68%
09.00 - 09.59	454	49		503	6.40%
10.00 - 10.59	296	32	1	329	4.18%
11.00 - 11.59	351	31		382	4.86%
12.00 - 12.59	388	29		417	5.30%
13.00 - 13.59	374	27	1	402	5.11%
14.00 - 14.59	373	36		409	5.20%
15.00 - 15.59	551	50		601	7.64%
16.00 - 16.59	652	50	1	703	8.94%
17.00 - 17.59	878	61		939	11.94%
18.00 - 18.59	562	49		611	7.77%
19.00 - 19.59	270	26		296	3.76%
20.00 - 20.59	167	13		180	2.29%
21.00 - 21.59	145	18		163	2.07%
22.00 - 22.59	113	20		133	1.69%
23.00 - 23.59	64	15	2	81	1.03%
Total	7201	655	7	7863	

The peak hours for crashes coincided with traffic volume peaks as demonstrated in the graph below.

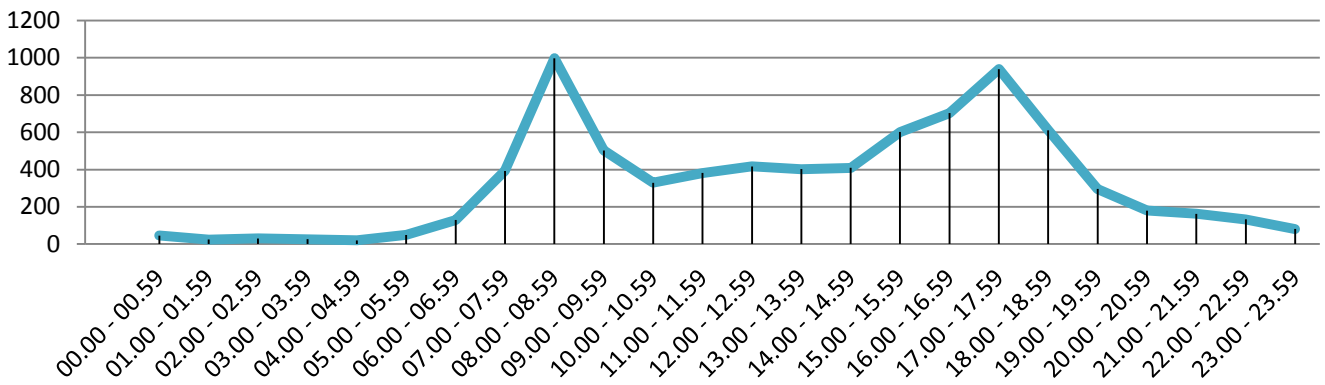
Total Crashes by Time of Day

Table 2.6: Total Crashes by Severity and Traffic Control Type

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Unknown	1			1	0.01%
1	Uncontrolled	4011	373	4	4388	55.81%
2	Control Not Operated				0	0.00%
3	Traffic Lights	1487	110	2	1599	20.34%
4	Give Way Sign	1437	130	1	1568	19.94%
5	Stop Sign	173	31		204	2.59%
6	Police	6			6	0.08%
7	School Crossing	4	1		5	0.06%
8	Marked Pedestrian Crossing	57	9		66	0.84%
9	Other	25	1		26	0.33%
Total		7201	655	7	7863	

Crashes at uncontrolled locations represented the highest number of casualty crashes (56%) followed by intersections controlled by traffic lights and Give Way signs (both 20%). Similar trends were observed in previous years.

Total Crashes by Traffic Control Type

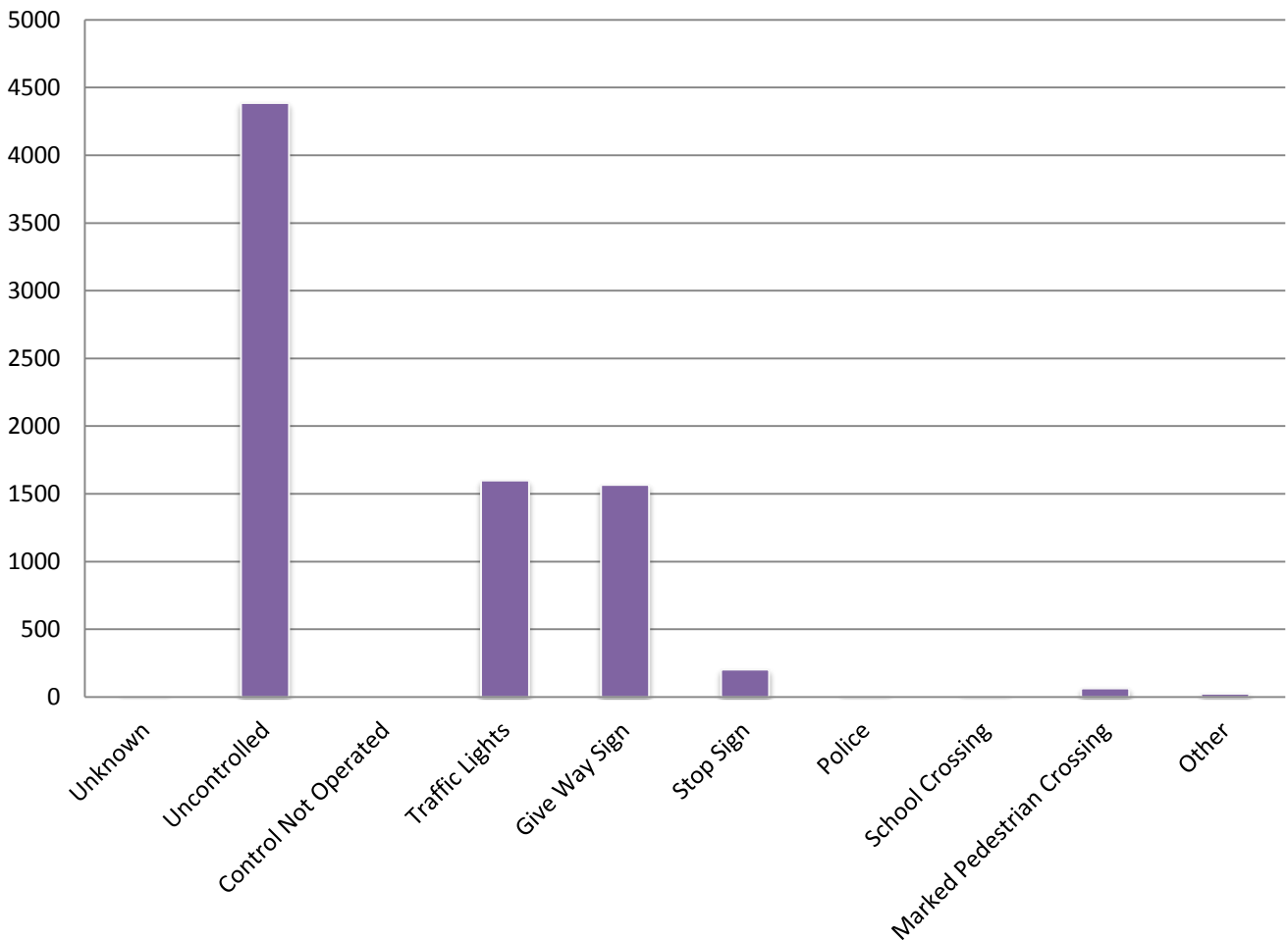


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
<i>Intersections</i>						
1	Cross Intersection	1443	130	1	1574	20.02%
2	T Intersection	1405	192	1	1598	20.32%
3	Y Intersection	55	4		59	0.75%
4	Multiple Intersection	18	1	1	20	0.25%
5	Roundabout	872	44	1	917	11.66%
6	Other	15	1		16	0.20%
Sub Total		3808	372	4	4184	53.21%
<i>Midblocks</i>						
7	Undivided road	1737	141		1878	23.88%
8	Divided road	1598	135	3	1736	22.08%
9	Other	58	7		65	0.83%
Sub Total		3393	283	3	3679	46.79%
Total		7201	655	7	7863	

Over 50% of total crashes and casualty crashes occurred at intersections. T-intersections recorded the highest 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.

Total Crashes by Road Location

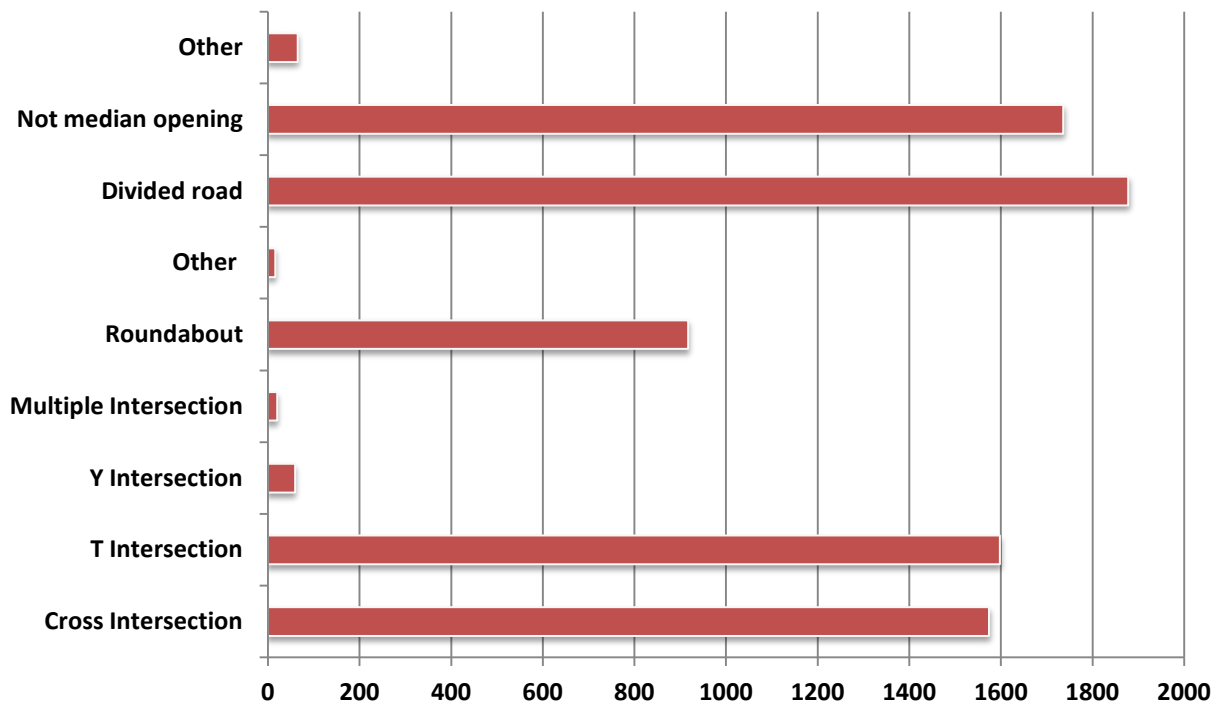


Table 2.8: Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Unknown	4			4	0.05%
1	Fine	5982	563	6	6551	83.31%
2	Light rain	683	53		736	9.36%
3	Heavy rain	190	20	1	211	2.68%
4	Cloudy or Overcast	272	13		285	3.62%
5	Snow or sleet	3			3	0.04%
6	Fog	55	6		61	0.78%
7	Smoke or dust	4			4	0.05%
8	Other	8			8	0.10%
Total		7201	655	7	7863	

The higher number of crashes in fine weather conditions is not indicative of actual crash risk. Rather, what these statistics demonstrate is that the ACT's weather is predominately dry with fewer days of inclement weather.

Table 2.9: Total Crashes by Severity and Light Conditions

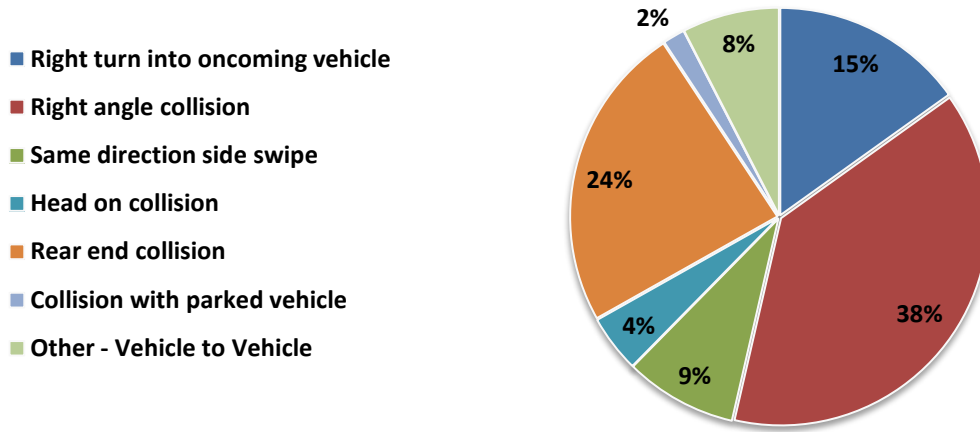
Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	Dark - good street lighting	905	94	2	1001	12.73%
2	Dark - no street lighting	148	15	2	165	2.10%
3	Dark - poor street lighting	297	31		328	4.17%
4	Daylight	5573	494	3	6070	77.20%
5	Semi-darkness	275	21		296	3.76%
6	Unknown	3			3	0.04%
Total		7201	655	7	7863	

CASUALTIES IN 2013

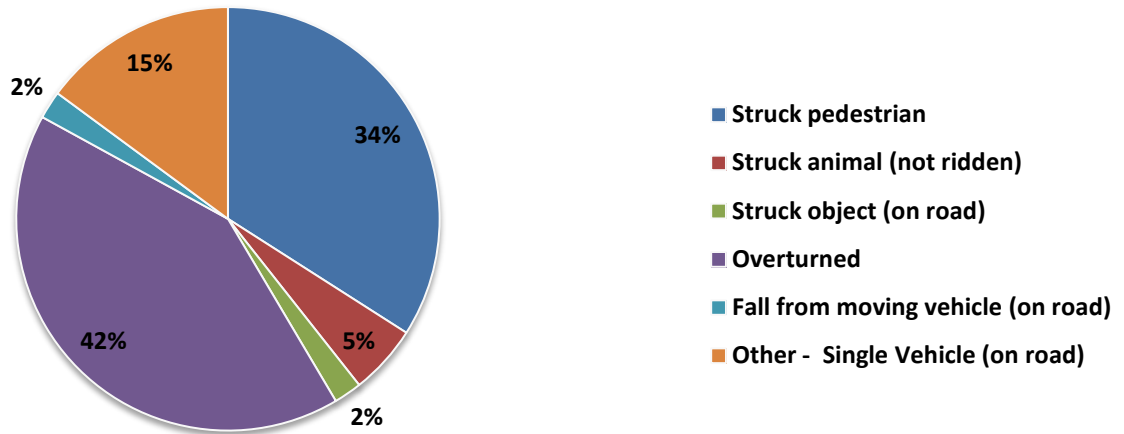
Table 3.1: Total Casualties by Casualty Class and Accident Type

Accident Type Code	Accident Type	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
<i>Vehicle to vehicle collision</i>						
1	Right turn into oncoming vehicle	69	18	1	88	11.11%
2	Right angle collision	194	29	1	224	28.28%
3	Same direction side swipe	40	11		51	6.44%
4	Opposite direction side swipe				0	0.00%
5	Head on collision	19	7		26	3.28%
6	Rear end collision	131	8		139	17.55%
7	Collision with parked vehicle	8	2		10	1.26%
8	Collision while one vehicle reversing				0	0.00%
9	Other - Vehicle to Vehicle	39	5		44	5.56%
Subtotal		500	80	2	582	73.48%
<i>Single vehicle accident on carriageway</i>						
10	Struck pedestrian	20	11	1	32	4.04%
11	Struck animal (not ridden)	2	3		5	0.63%
12	Struck object (on road)		2		2	0.25%
13	Overtaken	30	8	1	39	4.92%
14	Fall from moving vehicle (on road)	1	1		2	0.25%
15	Other - Single Vehicle (on road)	7	7		14	1.77%
Subtotal		60	32	2	94	11.87%
<i>Single vehicle accident off carriageway</i>						
16	Struck pedestrian (on footpath etc.)	2	2		4	0.51%
17	Struck Vehicle				0	0.00%
18	Struck animal not ridden				0	0.00%
19	Struck object (off carriageway)	80	25	3	108	13.64%
20	Overtaken	1			1	0.13%
21	No object struck (off road)	2	1		3	0.38%
22	Other accidents				0	0.00%
Subtotal		85	28	3	116	14.65%
Total		645	140	7	792	

% of Casualties in Vehicle to Vehicle Crashes



% of Casualties in Single Vehicle Crashes (On Road)



% of Casualties in Single Vehicle Crashes (Off Road)

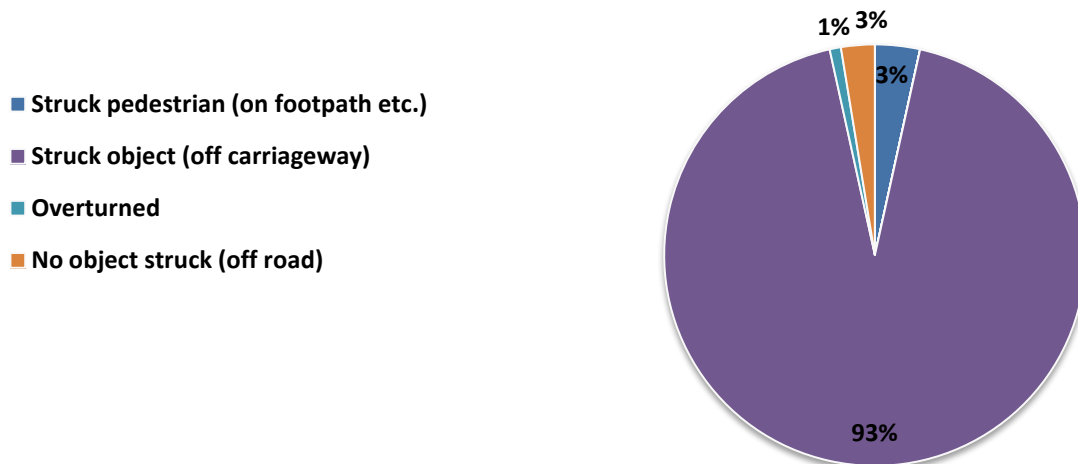


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Driver	374	56	2	432	54.55%
Front left passenger	70	11	2	83	10.48%
Motorcycle	78	43	1	122	15.40%
Motorcycle pillion	5		1	6	0.76%
Other		1		1	0.13%
Pedal cyclist	68	11		79	9.97%
Pedestrian	18	13	1	32	4.04%
Rear Bus passenger	2			2	0.25%
Rear centre passenger	3	1		4	0.51%
Rear left passenger	16	4		20	2.53%
Rear right passenger	10			10	1.26%
Unknown	1			1	0.13%
Total	645	140	7	792	

Table 3.3: Total Casualties by Casualty Class and Traffic Control

Traffic Control	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Give Way Sign	133	23	1	157	19.82%
Marked Pedestrian Crossing	9	1		10	1.26%
Other	1			1	0.13%
School Crossing	1			1	0.13%
Stop Sign	29	9		38	4.80%
Traffic Lights	126	19	2	147	18.56%
Uncontrolled	346	88	4	438	55.30%
Total	645	140	7	792	

About 55% of all casualties occurred at uncontrolled locations, around 19% at traffic lights and 20% at Give Way signs. Similar trends were observed in previous years.

Table 3.4: Total Casualties by Casualty Class and Road Location

Road Location	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
<i>Intersection</i>					
Cross Intersection	144	18	1	163	20.58%
Multiple Intersection	3	1	1	5	0.63%
Other	4			4	0.51%
Roundabout	40	7	1	48	6.06%
T Intersection	204	36	1	241	30.43%
Y Intersection	4			4	0.51%
Subtotal	399	62	4	465	58.71%
<i>Midblock</i>					
Undivided road	129	37		166	20.96%
Divided road	112	39	3	154	19.44%
Other	5	2		7	0.88%
Subtotal	246	78	3	327	41.29%
Total	645	140	7	792	

Table 3.5: Total Casualties by Casualty Class and Safety Device

Safety device type	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Belt not worn	5	3	2	10	1.26%
Belt worn	350	56	2	408	51.52%
Crash helmet not worn	5	1		6	0.76%
Crash helmet worn	137	52	2	191	24.12%
No belt installed	2			2	0.25%
Not known	145	27	1	173	21.84%
Other	1	1		2	0.25%
Total	645	140	7	792	

Table 3.6a: Total Casualties by Casualty Class, Gender and Age

Injury Type	Sex	<14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	>80	Unknown	Subtotal
Received medical treatment	Female	16	32	50	29	21	31	28	11	19	25	18	12	12	4	8	3	319
	Male	20	40	48	35	36	24	19	17	30	16	13	10	5	1	8	1	323
	Unknown	2								1								3
Subtotal		38	72	98	64	57	55	47	28	50	41	31	22	17	5	16	4	645
Admitted to hospital	Female	1	9	7	7	3	4	6	4	3	4	2	2		1	4		57
	Male	1	8	5	11	12	8	9	6	5	2	8	2	1		5		83
Subtotal		2	17	12	18	15	12	15	10	8	6	10	4	1	1	9	0	140
Fatality	Female				1			1								2		4
	Male			2												1		3
Subtotal		0	0	2	1	0	0	1	0	0	0	0	0	0	0	3	0	7
Total		40	89	112	83	72	67	63	38	58	47	41	26	18	6	28	4	792

Total Casualties by Age

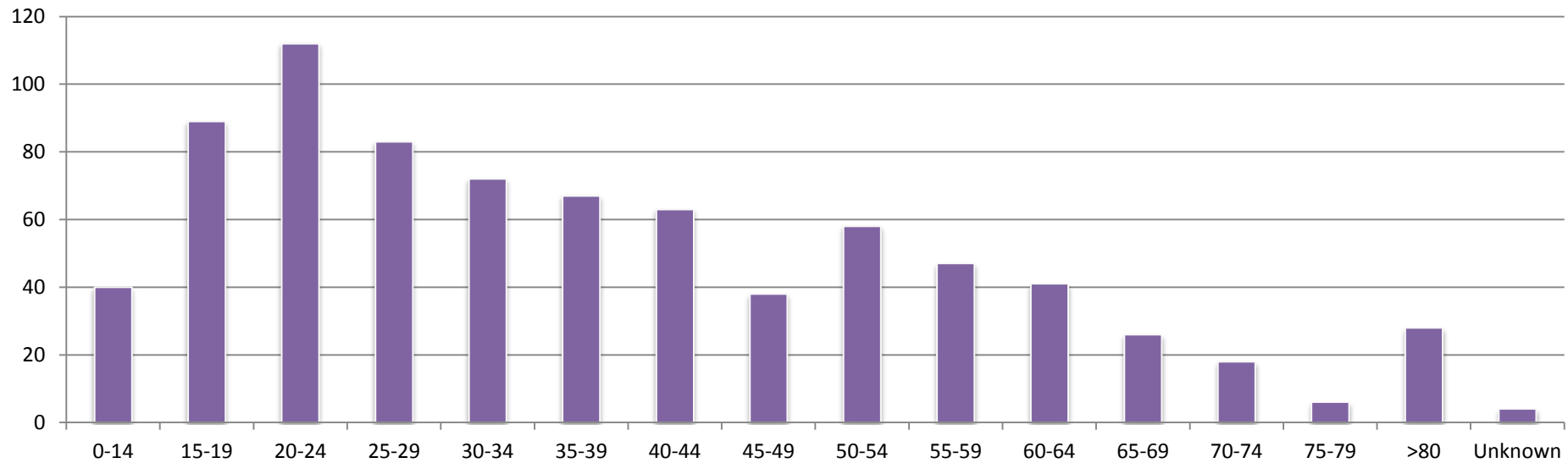


Table 3.6b: Vehicle Controller Casualties by Casualty Class, Gender and Age

Injury Type	Sex	<14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	>80	Unknown	Subtotal
Received medical treatment	Female	1	24	39	27	16	26	24	9	17	22	10	7	7	4	3	2	238
	Male	6	32	41	35	34	23	17	16	29	14	13	8	4		8	1	281
	Unknown									1								1
Subtotal		7	56	80	62	50	49	41	25	47	36	23	15	11	4	11	3	520
Admitted to hospital	Female		6	3	6	3	3	4	2	3	2	2			1	3		57
	Male		5	5	10	11	8	9	5	5	2	7	1			4		83
Subtotal		0	11	8	16	14	11	13	7	8	4	9	1	0	1	7	0	110
Fatality	Female				1											1		4
	Male			1														3
Subtotal		0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	3
Total		7	67	89	79	64	60	54	32	55	40	32	16	11	5	19	3	633

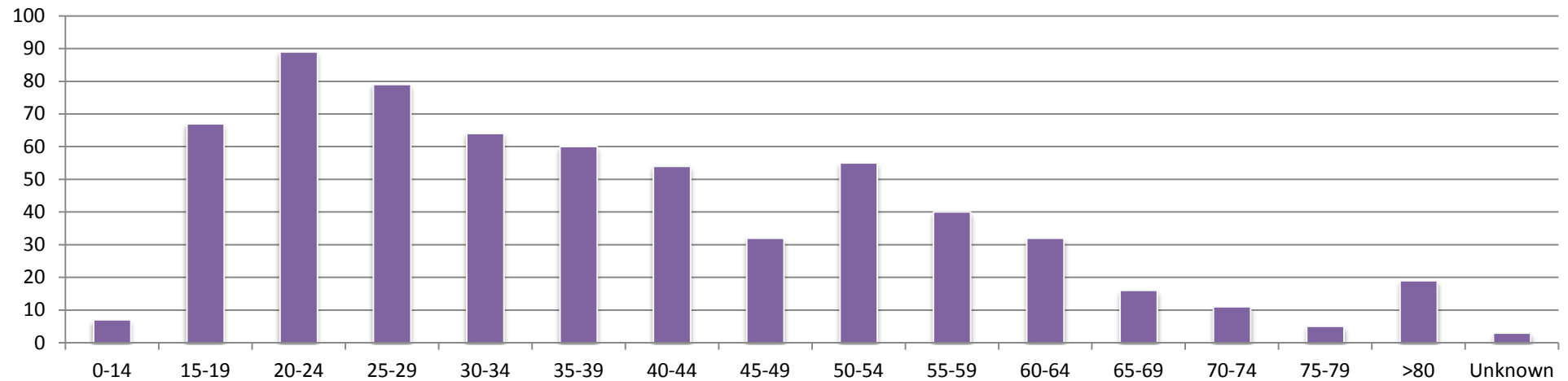
Total Vehicle Controller Casualties by Age

Table 3.6c: Pedestrian Casualties by Casualty Class, Gender and Age

Injury Type	Sex	<14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	>80	Subtotal
Received medical treatment	Female	1	1	2		1			2			2	1				10
	Male	2	2	1					1		1		1				8
Subtotal		3	3	3	0	1	0	0	3	0	1	2	2	0	0	0	18
Admitted to hospital	Female		2	1				1								1	5
	Male	1	2		1							1	1	1		1	8
Subtotal		1	4	1	1	0	0	1	0	0	0	1	1	1	0	2	13
Fatal	Female															1	1
	Male																0
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total		4	7	4	1	1	0	1	3	0	1	3	3	1	0	3	32

Table 3.7: ACT Drivers Involved in Casualty Crashes by Licence Type and Severity

Licence type	Fatal	Injury	Subtotal	% of ACT drivers involved in Casualties	% of ACT licence types*
Full	7	700	707	79.17%	89.90%
Provisional	1	139	140	15.68%	5.95%
Learner	1	21	22	2.46%	3.79%
Probationary		7	7	0.78%	0.36%
Restricted		1	1	0.11%	0.01%
Unknown		16	16	1.79%	
Total	9	884	893		

*percentage of licence holders are approximate as licence holders may have up to two types of licences (eg. provisional car and learner motorcycle)

Representation of ACT drivers involved in casualty crashes

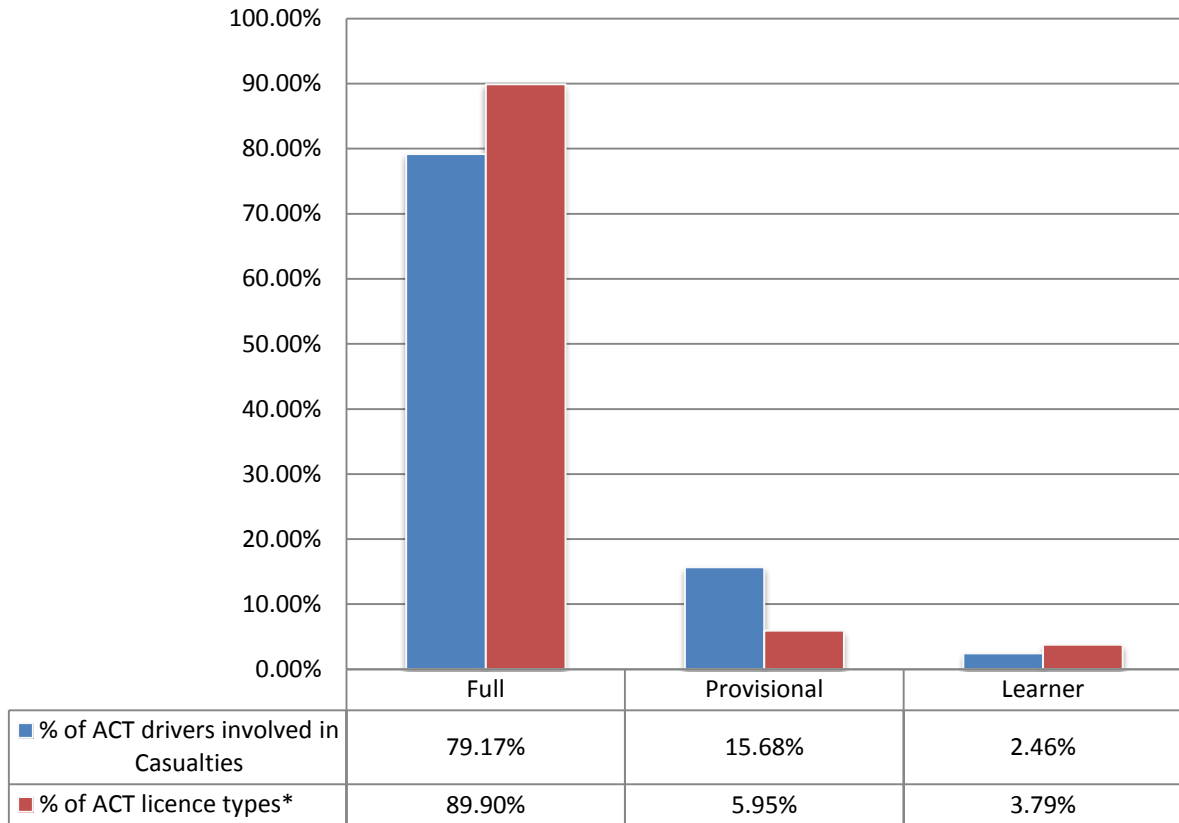


Table 3.8: Total Casualties by Casualty Class and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of Total Casualties
0	Not Applicable	510	100	4	614	77.53%
1	Light or telegraph pole	20	6		26	3.28%
2	Sign or signal pole	44	14	1	59	7.45%
3	Tree	26	8	1	35	4.42%
4	Building or structure	2	3		5	0.63%
5	Kerb or guard rail	35	8	1	44	5.56%
6	Guide post				0	0.00%
7	Other	8	1		9	1.14%
	Total	645	140	7	792	

Around 22% of all casualties were involved in a 'struck object' crash. Of these casualty crashes, the most common object struck was a sign or signal pole.

VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2013

Table 4.1a: Total Vehicles Involved in Crash by Vehicle Type and Accident Type

Accident Type Code	Accident Type	Car/ station wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Other/ Unknown	Subtotal	% of total vehicles
<i>Vehicle to vehicle collision</i>														
1	Right turn into oncoming vehicle	587	13	50	12		7	3	14		17		703	4.57%
2	Right angle collision	1913	39	172	41	4	25	43	80	2	41	3	2363	15.35%
3	Same direction side swipe	993	25	104	42	16	45	51	36	7	22		1341	8.71%
4	Opposite direction side swipe	31	1	6	1		2	2			4		47	0.31%
5	Head on collision	62	1	9					1		3		76	0.49%
6	Rear end collision	6369	98	581	140	10	56	44	13	3	70	9	7393	48.01%
7	Collision with parked vehicle	242	7	31	10	2	19	19	7	2		37	376	2.44%
8	Collision while one vehicle reversing	177	7	20	11	1	6	3		3	3		231	1.50%
9	Other - vehicle to vehicle	1400	45	185	47	6	46	36	55	1	21	15	1857	12.06%
Subtotal		11774	236	1158	304	39	206	201	206	18	181	64	14387	93.43%

Table 4.1b: Total Vehicles Involved in Crash by Vehicle Type and Accident Type

Accident Type Code	Accident Type	Car/station wagon	Taxi/Hire Car	Utility	Panel Van	Articulated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/Scooter	Other/Unknown	Subtotal	% of total vehicles
<i>Single vehicle accidents</i>														
10	Struck pedestrian (on road)	34	4	3	1		1	1	1		1		46	0.30%
11	Struck animal (not ridden/on road)	174	2	11	6				1		7		201	1.31%
12	Struck object (on road)	18		3	1	3			1		1	1	28	0.18%
13	Overtuned (on road)	12		6	1	3	2		2		44		70	0.45%
14	Fall from moving vehicle (on road)	1									5		6	0.04%
15	Other - single vehicle (on road)	34		3	1		1	1	1		14		55	0.36%
16	Struck pedestrian (on footpath etc.)	3							1				4	0.03%
17	Struck vehicle (off road)	52	1	1	1							1	56	0.36%
18	Struck animal (not ridden/off road)									1			1	0.01%
19	Struck object (off road)	428	4	50	4	2	2			1	25	1	517	3.36%
20	Overtuned (off road)	1		2									3	0.02%
21	No object struck (off road)	23									2		25	0.16%
22	Other -single vehicle off carriageway												0	0.00%
Subtotal		780	11	79	15	8	6	2	7	2	99	3	1012	6.57%
Total		12554	247	1237	319	47	212	203	213	20	280	67	15399	

Table 4.2: Total Vehicles Involved in Crashes by Vehicle Types and Severity

Vehicle Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total vehicles
Car or Station Wagon	11682	866	6	12554	81.52%
Taxi/Hire Car	231	16		247	1.60%
Utility	1155	81	1	1237	8.03%
Panel Van	303	16		319	2.07%
Articulated Vehicle (Semi)	44	3		47	0.31%
Truck (Excl. Semi)	199	13		212	1.38%
Bus	190	13		203	1.32%
Bicycle	129	84		213	1.38%
Emergency Vehicle	17	3		20	0.13%
Motorcycle/Scooter	156	122	2	280	1.82%
Other	13	2		15	0.10%
Not Known	52			52	0.34%
Total	14171	1219	9	15399	

Table 4.3: Total Vehicles Involved in Crashes by Vehicle Types and Traffic Control

Traffic Control Code	Traffic Control	Car/ Station Wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency vehicle	Motorcycle/ Scooter	Other/ Unknown	Subtotal	% of total vehicles
1	Control not operating												0	0%
2	Give Way sign	2626	47	209	60	7	30	25	66	2	54	3	3129	20%
3	Marked pedestrian crossing	93	3	9			1	1	16		1		124	1%
4	Police	9		2									11	0%
5	School crossing												0	0%
6	Stop sign	327	10	21	3		4	21	10		11		407	3%
7	Traffic lights	2783	50	265	74	12	35	38	33	6	42	3	3341	22%
8	Uncontrolled	6668	137	722	182	28	140	116	85	12	171	61	8322	54%
9	Unknown	6		2					1		1		10	0%
10	Other	42		7			2	2	2				55	0%
Total		12554	247	1237	319	47	212	203	213	20	280	67	15399	

Table 4.4: Total Vehicles Involved in Crashes by Vehicle Types and Fixed Object Struck

Fixed Object Code	Fixed Object	Car/ Station Wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Unknown	Subtotal	% of Total Vehicles
1	Building or structure	29		2		1		1					33	0.21%
2	Guide post	7											7	0.05%
3	Kerb or guard rail	248	3	19	4				1	1	17		293	1.90%
4	Light or telegraph pole	123	1	24	1	1	3	1					154	1.00%
5	Not Applicable	11814	236	1159	311	44	204	197	211	18	254	66	14514	94.25%
6	Other	45		2			1			1		1	50	0.32%
7	Sign or signal pole	161	3	18	1	1	4	2	1		7		198	1.29%
8	Tree	127	4	13	2			2			2		150	0.97%
Total		12554	247	1237	319	47	212	203	213	20	280	67	15399	

