



# 2012 Road Safety Report Card



**Compiled by:**

**Justice Planning and Safety Programs**

**Tabled in the ACT Legislative Assembly by:**

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# 1 – INTRODUCTION

## ***ACT Road Safety Strategy 2011–2020***

The *ACT Road Safety Strategy 2011–2020* provides the policy framework for addressing road safety issues in the ACT. The strategic goals of the ACT Road Safety Strategy are 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 to develop an approach to road safety that involves all stakeholders working together to improve road safety.

## ***Towards Vision Zero***

The ACT Road Safety Strategy is influenced by the Swedish Government’s *Vision Zero* policy, which aims to have no one killed or seriously injured in the road transport system. *Vision Zero* is not a target to be achieved by a certain date, but helps broaden the focus from fixing current problems to achieving the optimum state on the road transport system.

## ***The Safe System Approach***

The ACT Road Safety Strategy complements work at the national level under the National Road Safety Strategy and is guided by the “*Safe System*” approach. The *Safe System* approach involves a shared responsibility for road safety and relies on the components of *Safe Speeds, Safe Roads and Roadsides, Safe Vehicles, and Safe People and Safe Behaviours*. The *Safe System* approach recognises that people will always make mistakes and that the transport system should be designed to mitigate the impact of those mistakes.

*Vision Zero* and *Safe System* complement each other. *Vision Zero* is the goal, the *Safe System* approach provides the technical methodology to move towards that goal.

## ***Road Safety Action Plans***

The ACT Road Safety Strategy is supported by multi-year action plans which include a range of education, encouragement, engineering, enforcement, evaluation and support measures that are categorised under the *Safe System* components. These measures are aimed at achieving the goals of the ACT Road Safety Strategy. The current action plan includes 62 action items and is due to expire at the end of 2013.

## 1.1 – GOVERNANCE ARRANGEMENTS

The ACT Road Safety Strategy provides a whole-of-government approach to addressing road safety through the '4 Es' of encouragement, education, engineering and enforcement. This holistic approach to reducing road trauma means that action items under the ACT Road Safety Strategy are substantially reliant on delivery, or a major contribution, by a number of agencies, including the Justice and Community Safety Directorate, ACT Policing, Territory and Municipal Services Directorate, Health Directorate, Education and Training Directorate and Environment and Sustainable Development Directorate.

The Justice and Community Safety Directorate is responsible for coordinating and monitoring the implementation of the ACT Road Safety Strategy and its supporting action plans.

Monitoring progress on the implementation of the ACT Road Safety Strategy is being undertaken through Road Safety Executive Group (RSEG) meetings (at least twice a year), which reports to the Attorney General on progress following each meeting. Meetings of Road Safety Task Force are also held twice a year. The Road Safety Task Force is a sub-committee of the RSEG. Meetings of agencies with responsibility for transport functions are held quarterly. Other bilateral or multilateral meetings and discussions with directorate officials in relation to specific action items are held on an as needs basis.

### ***Requirement to report to ACT Legislative Assembly***

The National Road Safety Strategy includes a requirement for each minister responsible for road safety to report annually to their parliament on progress in road safety, including reporting against national performance indicators. This action item is intended to promote awareness of road safety and demonstrate government commitment to reducing road trauma.

This is the ACT's first report on road safety and is focused on the 2012 calendar year – which was the first complete calendar year under the current ACT Road Safety Strategy. The report includes performance data and an overview of action items that were either completed or substantially progressed in 2012. The report also covers road safety issues that were of particular interest in 2012.

## 2 – KEY PROGRAMS & ISSUES

This section provides an overview of key action items that were either completed or substantially progressed in 2012. The section also covers road safety issues that were of particular interest in 2012.

### 2.1 – SAFE SPEEDS

Speed is highly implicated in a large proportion of serious casualty crashes, and contributes significantly to the severity of most crashes. In the ACT, as in other parts of Australia, ongoing efforts are required to improve compliance with speed limits across the road network in order to reduce road deaths and life changing injuries. ACT Policing reports that speeding was identified as a contributing factor in 16 of the 59 (27.1%) fatal crashes which occurred between 2008 and 2012. This is similar to experience interstate, with national road crash data showing that speed is the main causal factor in around 30% of fatal crashes.

#### **Action Item 3 – Implement local area traffic management treatments in residential areas**

The Territory and Municipal Services Directorate has engaged consultants to deliver four significant Local Area Traffic Management (LATM) studies covering the following areas:

- Chisholm, Richardson and Gilmore (mainly Clift Crescent, Heagney Crescent and Hambidge Crescent);
- Macarthur, Fadden and Gowrie (mainly Coyne Street);
- Holt (mainly Messenger Street, Trickett Street and Beaurepaire Crescent); and
- Chapman, Rivett and Stirling (mainly Streeton Drive).

These studies are currently being finalised. Based on outcomes from extensive public consultation and technical analysis, the final study reports will provide a detailed scheme for implementation and a staged implementation works plan.

Funding of \$1.0 million has been provided in 2014-15 to progress to the detailed design stage, and commence implementation of some first stage priority LATM treatments.

In addition, it is planned to progress two further LATM studies in 2014-15, focussing on Maribrynong Avenue in Kaleen and Sternberg Crescent in Wanniasa.

#### **Action Item 4 – Implement trials of reduced speed limits in areas with high conflict with vulnerable road users.**

In 2011, a six month trial of 40 km/h speed limits for town centres in Gungahlin and Woden was implemented. An evaluation of both trials was completed in March 2012 with the technical analysis showing that average speeds in the sign-posted areas were generally at or below 40 km/h in the trial areas.

A post-trial survey showed that 74% of respondents in Woden and 78% of respondents in Gungahlin were positive about the reduced speed limit and supported the continuation of the 40 km/h areas on a permanent basis.

As a result of the positive findings from the trials, the Woden and Gungahlin trials were made permanent and 40 km/h areas were extended to the Belconnen, Civic and Tuggeranong town centres in June 2013.

**Action Item 6 – Maintain, and if possible increase, the levels of traffic speed enforcement by ACT Policing.**

ACT Policing intelligence has shown that road user behaviour deteriorates in the later stages of the school terms. Specific focus by ACT Policing on traffic speed enforcement of the roads and areas around schools has resulted in every school in the ACT being consistently targeted during every school term. All ACT Policing patrols contributed to this initiative in 2012. ACT Policing has also promoted road safety in these areas of vulnerability through ‘back to school’ media campaigns which coincided with the return to school each term.

**Action Item 7 – Develop a strategy and guidelines for the gradual expansion of the ACT safety camera program.**

An ACT Road Safety Camera Strategy is being developed to set out why and how road safety cameras are a part of the ACT’s approach to achieving safer speeds on ACT roads. It will also outline how the effectiveness of cameras can be measured to inform future decisions about their use, including the expansion of the existing road safety camera network. The Strategy has been drafted and is planned to be finalised and released later in 2013.

**Action Item 8 – Install a network of point to point cameras.**

A 2011 Forward Design Study for point to point cameras in the ACT confirmed that point to point road safety cameras are able to improve speed compliance within the enforced area and are effective in reducing the number and severity of crashes — despite infringement rates at point to point road safety camera sites typically being low.

Point to point road safety cameras sites at Hindmarsh and Athllon Drive were selected based on a 50:50 weighting of safety and traffic factors. The safety factors included crash history and identified safety hazards, while the traffic factors included total traffic volumes, the extent of speeding and the suitability of the physical environment and infrastructure.

The cameras at Hindmarsh Drive have been operational since 27 February 2012 and the evidence shows a very significant reduction in the rate of vehicles speeding on this road. Before the Hindmarsh Drive camera commenced, the Traffic Camera Office identified approximately 800 motorists a day who maintained an average speed above the speed limit.

The infringement rate at this site is now around ten infringements per day which indicates that these cameras are already contributing to road safety through increased levels of speed compliance. The extent to which this translates into reduced crashes or reduced crash risk will be evaluated.

Construction of the second point to point camera site for the ACT has been completed and the cameras at this site are planned to commence operations from late–August 2013.

**Action Item 9 – Consider the use of camera technology to enforce a wider suite of traffic offences such as unregistered vehicles.**

Funding has been provided to ACT Policing to expand its Road Safety Operations Team (RSOT) to enhance their capacity to detect ‘un-entitled’ offences, such as unregistered, uninsured, unlicensed and suspended / disqualified drivers by rolling out Recognition and Analysis of Plates Identified (RAPID) technology to each police station. The RAPID capability continues to be a crucial enforcement tool and the Government has provided funding in 2013–14 for the number of RAPID vehicles to be increased from 15 to 19. These additional vehicles will deliver an increased focus on impaired drivers and unregistered vehicles using ACT roads.

**Action Item 11 – Develop and implement ACT public awareness campaigns on speed and speeding.**

Media campaigns promoting the 50 km/h urban default speed limit and 40 km/h school zones were broadcast in 2012 to align with targeted police enforcement on these issues. Both campaigns involved the use of television and radio commercials. ACT Policing supported these campaigns with media releases and media stand ups being held to coincide with children returning to ACT schools in term one and two. The media stand ups were held at the Kingsford Smith School in Holt and involved the Assistant Principal from the school to ensure a partnership approach to promoting key messages.

Results from targeting school zones were promoted in separate media releases. All media stand ups received substantial media coverage from WIN TV, *The Canberra Times*, *Canberra Weekly*, *The Chronicle*, ABC radio, 2CC radio, Canberra FM.

ACT Policing also conducted a campaign in partnership with The Canberra Hospital (TCH) which involved a media event that highlighted the serious injuries that can occur as a result of speeding. TCH trauma surgeon, Frank Piscioneri along with ACT Policing’s Officer in Charge of Traffic Operations addressed the media and discussed the consequences they have witnessed of road crashes.



## 2.2 – SAFE ROADS & ROADSIDES

### **Action Item 13 – Continue to deliver ACT projects under the Federally funded Nation Building Black Spot Program**

The Territory and Municipal Services Directorate is responsible for a number of major capital works, capital upgrades, maintenance and safety related programs that manage and improve the ACT road network.

As part of these programs, Roads ACT manages the implementation of Nation Building Black Spot projects, which are funded by the Federal Government. The value of these projects is around \$966,000 annually. Six projects in the 2012/13 Black Spot program have recently been completed, and a further 7 projects for the 2013/14 Program have been approved by the Federal Minister.

### **Action Item 16 – Consider implementation of infrastructure measures to physically separate bicyclists and motor vehicles on higher-speed roads with significant bicycle usage.**

The Environment and Sustainable Development Directorate is undertaking the strategic planning of the ACT cycle network. The approach is to integrate existing and proposed cycling routes with land use planning and public realm and transport planning. This is being undertaken to provide options for travel to encourage more people to cycle or walk to work as well as for health and recreational purposes. The network planning design will focus on important elements such as directness, connectivity and safety. The 'Strategic Cycle Network Plan' will be completed by December 2013.

The cycle network plan will integrate the active travel initiatives that support walking and cycling. *Transport for Canberra* identified four action items (Action Items 18 to 21) to support active travel towards a more sustainable city. These include developing a high-quality and safe commuter cycle network. New types of transport infrastructures such as shared spaces, segregated lanes, priority at intersections, electric bikes and the like are being investigated. In addition, design guides and standards are being amended and updated to prioritise walking and cycling infrastructure.

\$6 million has been invested for the design and construction of the Civic Cycle Loop which, when completed, will be a 3.2 kilometre cycle path around the entire City. The Civic Cycle Loop aims to minimise the difficulties associated with travel on congested footpaths and roads in the City area. The first 2 stages of the Civic Cycle Loop have been opened to the public in Marcus Clarke Street and Rudd Street. For most of the length of the cycleway, a wide cycle path at footpath grade has been provided which offers segregation and increased protection from vehicular traffic (as compared to on-road cycling).



To increase visibility and safety, cycle lanes across driveways and intersections are at road level with green line marking. Completion of the entire Civic City Loop is scheduled for late 2014.

These action items link to the 'Ride or Walk to School' initiative that supports students, teachers and communities and is aimed at increasing active travel to school. The strategy was launched in 2012 and is being delivered through the Health Directorate. While the Health Directorate is taking the lead for implementation of this program, a whole of government commitment is crucial for successful outcomes.

The 'Ride or Walk to School' initiative aims to increase walking, cycling and use of public transport among school students in the ACT. Eleven schools are participating in the first round of the three year program. Participating schools receive bikes, helmets, maintenance support, personal safety sessions and road safety education. BMX skill development workshops and a range of other activities are also part of the initiative. This program has been funded under the National Partnership Agreement on Preventive Health, Healthy Children Initiative to increase the levels of physical activity of children up to 16 years of age. It aligns with *Transport for Canberra*, the *International Charter for Walking and the National Bicycle Program 2011–2016* that ACT Government is a signatory. The Constable Kenny Koala program, ACTION and KidSafe among others are partners to this program.

The ACT Government has allocated \$0.9m in the 2013-14 budget for walking and cycling infrastructure planning and feasibility studies. During the course of cycle network planning, projects for short-term implementation had been identified. These projects include the Walking Network Plan and the Civic to Molonglo Cycle Highway among others. This funding is earmarked for detailed investigation of these cycling and walking projects. This is part of the Government's strategic and operational priorities this year.

Better connections between public transport facilities and the walking and cycling network have also been progressed during 2012 and this will continue to be an important consideration in developing footpath and cycle path program but also in achieving compliance with the *Disability Discrimination Act 1992* requirements and the targets set for this over the period 2012–2022 .

## 2.3 – SAFE VEHICLES

### **Action Item 19 – Implement relevant improved safety requirements for vehicles in the ACT Government fleet.**

A large proportion of new vehicles in Australia are purchased for private sector and government fleet use. Improving the safety of government and corporate fleets will improve road safety outcomes by having a flow on effect to improving the safety of vehicles sold in the second hand car market.

In 2012, the Government developed an information paper *Improving Government and ACT vehicle fleet safety* which recommended that the *Vehicle Acquisition Guidelines: ACTPS Passenger and Light Commercial Fleet Vehicles (August 2010)* and the *Guidelines for the Management and Use of Executive Vehicles* be reviewed, with new clauses inserted that would require new purchases of passenger vehicles to have a 5 star ANCAP rating, while new Light Commercial Vehicles (LCV) would be required to have a 4 star ANCAP rating (subject to meeting operational requirements). The Commonwealth, NSW, WA and SA Governments already have such clauses.

The road safety benefits of this approach to fleet purchasing was highlighted in 2012 when BHP Billiton announced that it would require vehicles in its worldwide fleet to have the maximum 5 star safety rating under New Car Assessment Programs operating around the globe. The Commonwealth Government has said that BHP fleet policy has potential to maximise the safety of up to 50,000 new vehicles across Australia, as manufacturers improve the safety of their vehicles in order to meet the requirements of a large consumer within their market.

### **Action Item 21 – Continue ACT vehicle inspection arrangements.**

On road vehicle inspectors in the ACT conduct random inspections on vehicles in car parks and road related areas, even if the vehicle is unattended. Roadside operations involve vehicles being pulled over for inspection by authorised Government inspectors.

In 2012, the Office of Regulatory Services completed 73,989 on-road vehicle inspections resulting in 2,857 defects being issued or 3.8% of total inspections. The most common faults identified as part of these inspections related to headlights, tyres and ground clearance (vehicles being too low).

## 2.4 – SAFE PEOPLE & SAFE BEHAVIOURS

### **Action Item 26 – Provide information to drivers at registration and licence renewal.**

A road rules reminder brochure – *Remember Your Road Rules* – was developed in 2012 to include information on the rules relating to merging, roundabouts, slip lanes, cross-roads, speed limits, mobile phones, tail-gating and seat belts and other restraints. The brochure was included with registration renewal notices from July 2012 to February 2013.

A second *Remember Your Road Rules* brochure, focused on the rules for making way for emergency vehicles, was developed later in 2012 and has been included with registration renewal notices from March 2013. This brochure also includes information on tailgating, traffic lights without traffic arrows and fog lights.

### **Action Item 33 – Complete implementation of drink driving legislative reforms, including consideration of an ACT alcohol interlock program.**

On 25 November 2011 legislation came into effect requiring persons convicted or found guilty of a drink or drug driving offence to complete an approved alcohol and drug awareness course in order to retain or regain their driver licence.

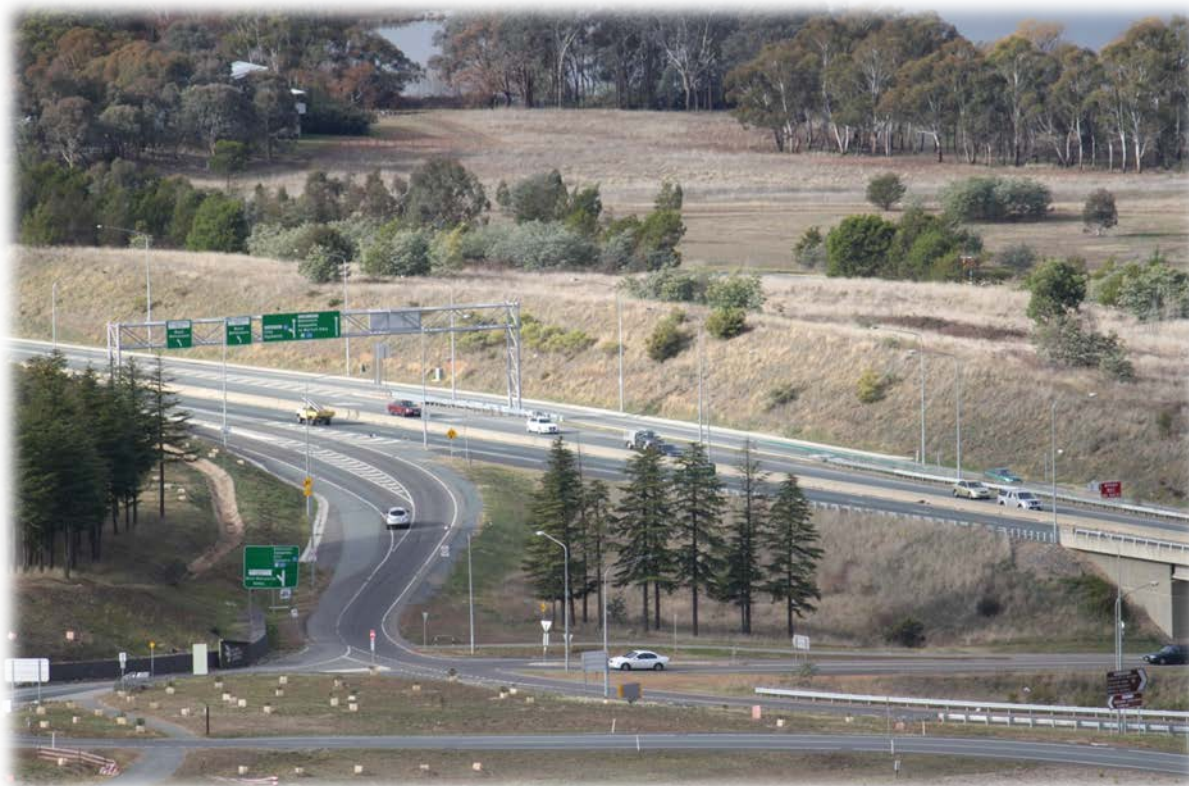
This followed previous amendments to ACT drink driving legislation which commenced on 1 December 2010, limiting the availability of restricted (work) licences to first time offenders, introducing immediate licence suspension for drivers who exceed the prescribed alcohol concentration limit by 0.05 or more, and introducing a zero alcohol concentration for novice and special drivers. Additional legislation was passed in May 2011 restricting supervisors of learner drivers to a zero alcohol concentration.

Legislation to introduce an interlock program which will be mandatory for high risk drink driving offenders and voluntary for other offenders was passed by the Legislative Assembly in June 2013. An alcohol interlock is a breath test device that prevents a vehicle from operating, or continuing to operate, if the driver has a specified concentration of alcohol in his or her breath. There is considerable research to show that alcohol ignition interlocks are effective in reducing drink driving, particularly by the habitual or high range offenders targeted by these new laws. Interlocks will be mandatory for all drivers convicted of having a blood alcohol concentration (BAC) of 0.15 or higher, three times the legal limit. Interlocks will also be required for all repeat offenders who have been convicted or found guilty three or more times of drink driving offences in the previous five years, who apply for a probationary driver licence after serving at least half of their licence disqualification period. While participating in the interlock program, drivers will be required to maintain a zero BAC at all times while driving, enforced by the interlock, for a period of at least six months. Drivers must also demonstrate at least three months of 'clean driving', without failing an interlock breath test or breaching their interlock licence condition, before they can exit the scheme. High risk

offenders will also be required to undergo pre-sentencing assessments by the Court Alcohol and Drug Service to determine therapeutic treatments or programs that may be suitable for the offender, which the court may order. The therapeutic component of the interlock program ensures that any underlying health or social issues that have contributed to the offender's alcohol misuse are addressed through intervention. The new laws are expected to commence early in 2014.

**Action Item 45 – Make pre-provisional training compulsory for novice motorcycle riders, on a user pays basis.**

On 1 July 2012 legislation came into effect requiring pre-provisional motorcycle training for novice motorcyclists. Previously training was only required for novice riders who failed their provisional rider assessment. The change in legislation was a response to a recommendation of a 2011 review into ACT motorcycle licensing and training requirements. The review was undertaken in consultation with motorcycle training and user representatives and supported in that context.



## 2.5 – VULNERABLE ROAD USERS

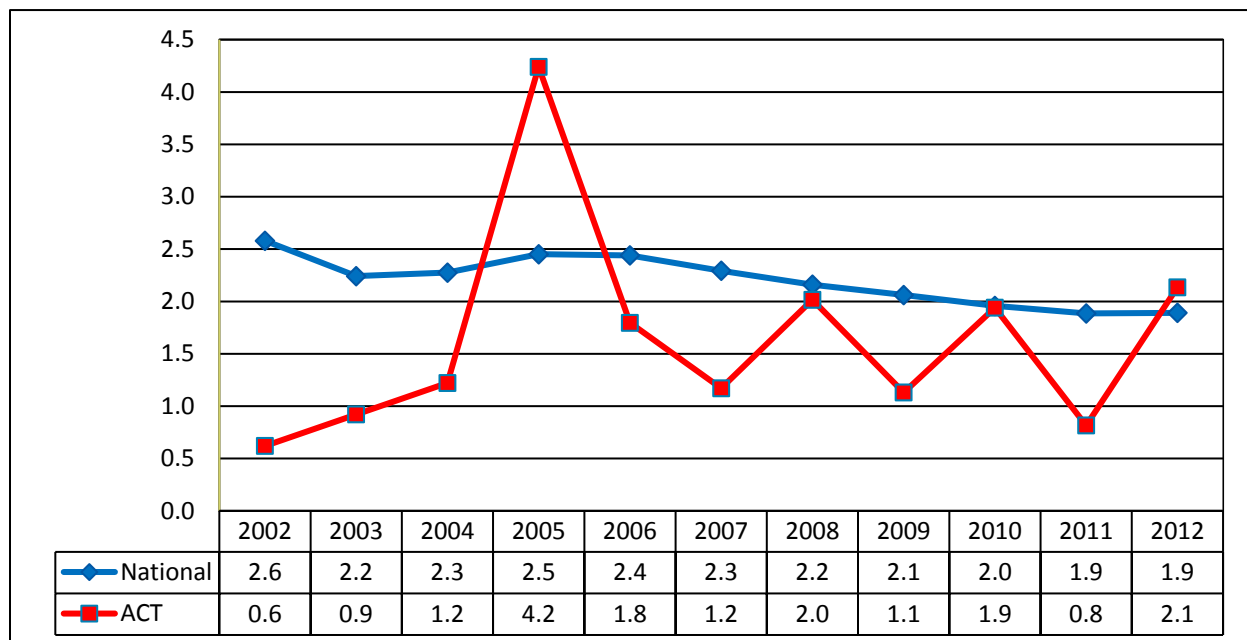
In the ACT, the five yearly average for the number of road fatalities, to the end of 2012 was 13, with approximately 700 injuries per year. In terms of the proportion of ACT road fatalities that involve vulnerable road users, ACT road crash information produced by the Territory and Municipal Services Directorate shows that 29 of the 63 fatalities (46%) which occurred in the five year period 2008 to 2012 were vulnerable road users – cyclists, pedestrians and motorcyclists. During that same period 2,195 of 6,864 (32%) fatalities recorded nationally were vulnerable road users. Vulnerable road users are also highly implicated in injury crashes and represent over a third of total casualties in the ACT.

Due to the relatively small number of road deaths recorded in the ACT each year, the percentage of ACT fatalities involving vulnerable road users can vary substantially from year to year. For example, the five year percentage of total fatalities involving vulnerable road users increased from 38% in 2011 to 46% in 2012. A more reliable indicator of road safety performance is the rate of deaths per 100,000 population.

Statistics compiled by the Bureau of Infrastructure, Transport and Regional Economics (BITRE), show that the ACT consistently maintains a lower rate of vulnerable road user deaths per 100,000 population than the national rate.

Over the past 10 years, the ACT has only twice recorded a higher rate of vulnerable road user deaths per 100,000 population than the national rate (2012 and 2005). In 2012, the ACT rate of vulnerable road user deaths was 2.1 per 100,000 population compared with 1.9 nationally.

**Figure 1 – Rates of vulnerable road user deaths per 100,000 population**





In 2012, three motorcyclists were killed and 121 were reported injured on ACT roads. This represents 13% of all reported casualties, despite motorcycles being just 4% of the total ACT vehicle fleet.

There are now around 12,000 registered motorbikes in the ACT which is almost double the number registered in 2002. The increasing number of motorcyclists across all jurisdictions requires ongoing focus — especially given that this group faces a fatal crash risk about 30 times higher than other road users.

The *ACT Road Safety Action Plan 2011–2013* includes 13 action items which are aimed at providing safer travel for vulnerable road users. Some of these actions have been discussed earlier in this report and include the implementation of reduced speed limits at town centres, road safety awareness campaigns, licensing and training reforms for motorcyclists and infrastructure improvements.

While the Government has a number of existing programs in place to protect vulnerable road users, additional measures for protecting vulnerable road users are currently being considered in developing the next action plan under the ACT Road Safety Strategy which will cover the period 2014 to 2017.







## 2.6 – YOUNG AND NOVICE DRIVERS

In 2012, ACT road crash statistics showed that ACT provisional drivers were involved 22% of all casualty crashes, despite only representing approximately 7% of all ACT licence holders. Inexperience is a significant factor in the rate of novice driver crashes, with these drivers often having less well developed skills in areas such as hazard perception and attention control – both of which can take many years to develop.

### ***Review of ACT Graduated Driver Licensing Scheme***

Earlier this year, the Government commenced a review of the ACT Graduated Driver Licensing (GDL) Scheme in response to the continued over-representation of novice drivers in ACT road crash data and recent evaluations which have shown the benefits of additional GDL components in other jurisdictions.

GDL schemes involve a staged approach to driver licensing and were developed to address major crash factors such as age, inexperience and risk taking. GDL is intended to allow novice drivers and riders to develop experience in reduced risk conditions in the first few years of being licensed.

Research evidence supports a graduated licensing approach with restrictions and sanctions that are progressively reduced as experience is gained. This is particularly important for young drivers who are most at risk of crashing in the first 6-12 months of gaining their licence.

Recent evaluations in other jurisdictions have shown the benefits of additional GDL components. For example, in New South Wales there was a reported 31% crash reduction in this group of drivers compared with a reduction of 20% for all drivers, following major graduated licensing changes that were implemented in 2007. These changes included increasing the minimum learner period to 12 months and introducing P1 and P2 license stages that included passenger restrictions for P1 drivers.

The ACT GDL review has links to the *ACT Road Safety Action Plan 2011-13* which includes an action item to participate in the development of a national GDL model and consider implementation of national best practice as it is developed.

The review is being undertaken internally by the Justice and Community Safety Directorate. Associate Professor Teresa Senserrick has been engaged by the Directorate to provide policy advice throughout the period of the review. A/Prof Senserrick is internationally renowned for her expertise in young and novice driver research, particularly regarding driver training, education and graduated licensing and was trained in Developmental Psychology. A/Prof Senserrick has also undertaken work on disadvantaged youth and communities, including Aboriginal and Torres Strait Islander communities in Australia.

The main focus of the review will be on GDL components already in place in other jurisdictions. These include minimum supervised driving hours, hazard perception testing, night driving restrictions, passenger restrictions, vehicle power restrictions and minimum provisional licensing age.

A series of community meetings were held in June 2013 at high schools throughout the ACT. The purpose of these meetings was to inform the public about the objectives of the review and to provide information about recent research in the area of graduated licensing. The meetings were promoted in *The Canberra Times* Community Noticeboard, FM and AM radio, Twitter and the Time to Talk website and in school newsletters. Public submissions on the draft review report will be invited in 2014.



### 3 – STATISTICAL PROGRESS

#### ACT PERFORMANCE AGAINST NATIONAL PERFORMANCE MEASURES

##### HIGH LEVEL OUTCOME MEASURES

Measure	2012 – ACT	2012 – nationally
Number of deaths resulting from road crashes	12	1,310
Number of road crashes resulting in deaths	12	1,200
Number of deaths per 100,000 population	3.20	5.78
Number of deaths per 100 million vehicle-kilometres travelled	0.32	0.57
Number of deaths per 10,000 registered vehicles	0.16	0.55

##### SAFETY PERFORMANCE INDICATORS

Measure	2012 – ACT
<b><i>Safe Roads</i></b>	
Number of deaths from head-on crashes	Nil
Number of deaths from single-vehicle crashes	8
Number of deaths from intersection crashes	5

Measure	2012 – ACT
<b><i>Safe Roads (continued)</i></b>	
Number of deaths from crashes on metropolitan roads	11
Number of deaths from crashes on regional roads	1
Number of deaths from crashes on remote roads	Nil
<b><i>Safe Roads</i></b>	
Mean free speeds at designated sites across the network	Results from 2012 speed surveys undertaken by Roads ACT show that free speeds (85 <sup>th</sup> percentile speeds) were contained within the posted speed limit in 31% of all surveyed sites.
Percentage of vehicles speeding by vehicle type and offence category	Data not available

Measure	2012 – ACT
<b><i>Safe Vehicles</i></b>	
Average age of the ACT vehicle fleet (years)	9.5 years
Percentage of new vehicles sold with a 5-star ANCAP rating	Data not available
Percentage of new vehicles sold with key safety features	Data not available
<b><i>Safe People – responsible road use</i></b>	
Number of young driver and motorcycle rider deaths (aged 17-25 years)	1
Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 years)	1
Number of older driver and motorcycle rider deaths (aged 65+ years)	Nil
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ years)	Nil
Number of motorcyclist deaths	3
Number of bicyclist deaths	1
Number of pedestrian deaths	3

Measure	2012 – ACT
<b><i>Safe People – responsible road use (cont)</i></b>	
Number of deaths from crashes involving a heavy vehicle	1
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit	1
Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit	2
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	1 (suspended)
Number of vehicle occupants killed who were not wearing a restraint	1 (no helmet)





### 3.1 – AT A GLANCE – 2012 ROAD TRAFFIC CRASHES IN THE ACT

<b>Crash trends</b>	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.
<b>Comparison with Other Australian States</b>	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.
<b>2012 Crashes</b>	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.
<b>Age</b>	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.
<b>Gender</b> <b>Pedestrian Casualties</b>	Males account for 51% of all 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.
<b>Accident-Types</b>	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).
<b>Vehicle Types</b>	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.
<b>Position in Vehicle</b>	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.
<b>Fixed Object Struck</b>	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.

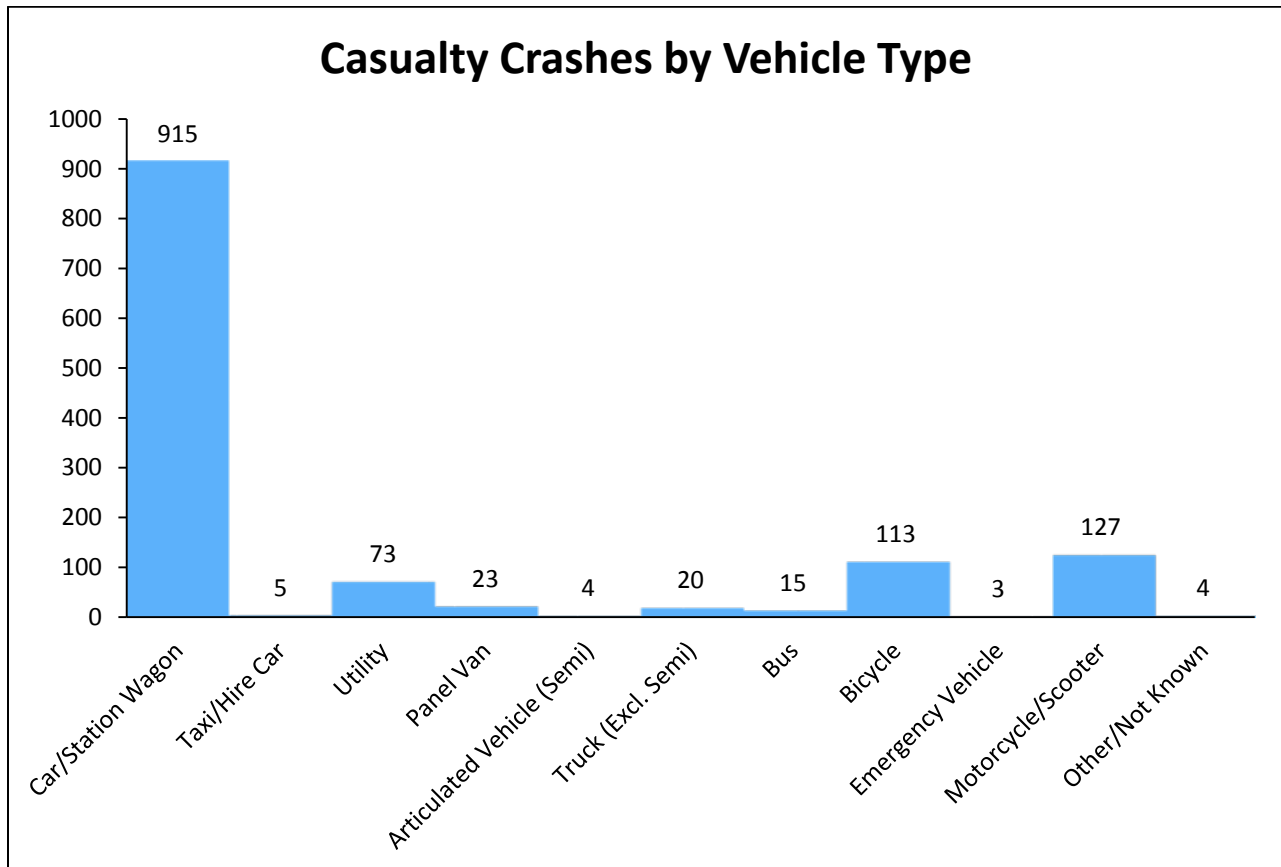
**Weather Conditions**

The majority of crashes occurred in fine weather conditions. Rain may have been a contributing factor in around 14% of crashes.

**Traffic Control Type**

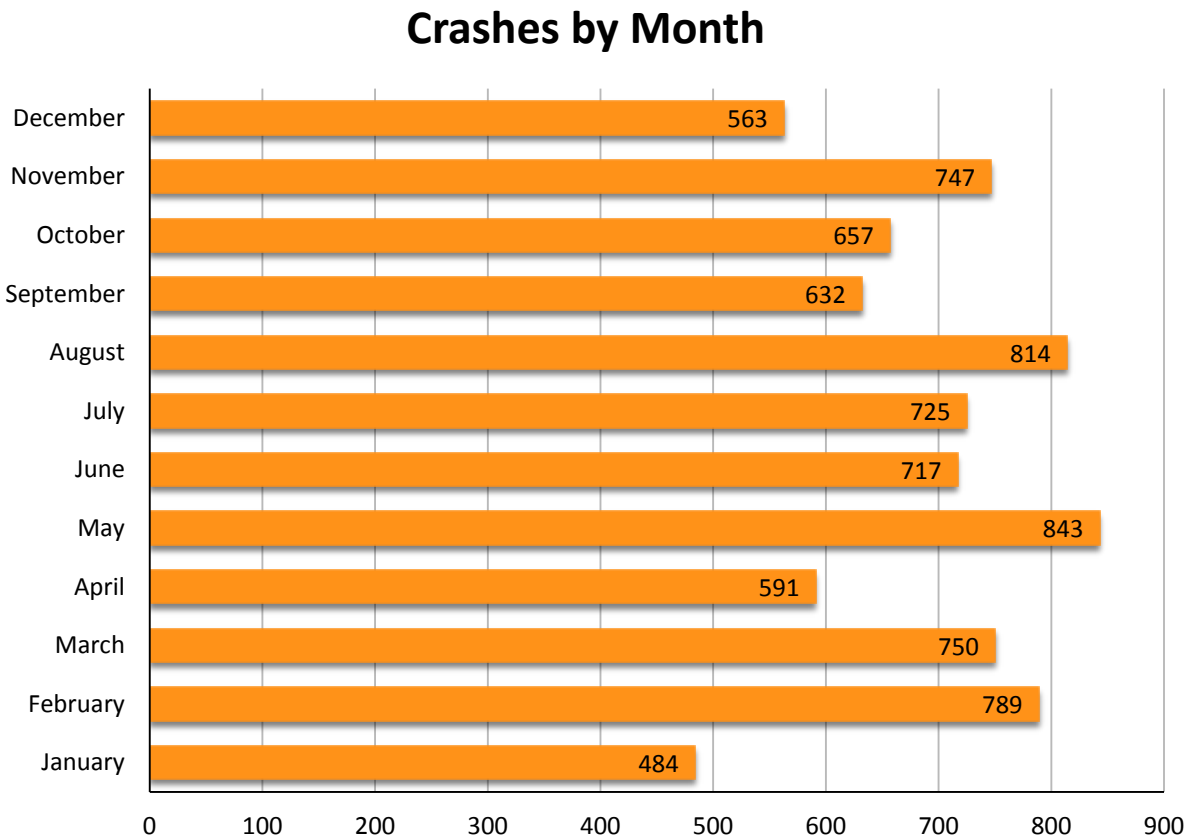
Approximately 57% of all casualty crashes occurred at uncontrolled locations, followed by intersections controlled by Give Way signs and traffic lights.

**Figure 2 – Casualty crashes by vehicle type**



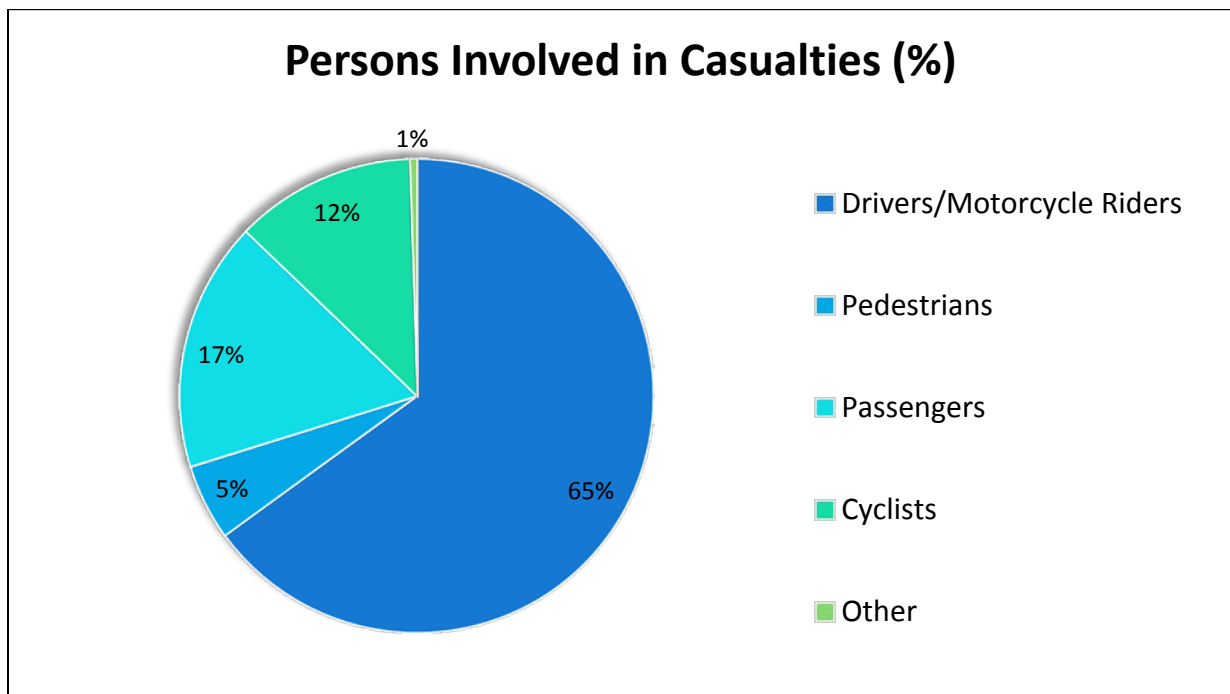
Source: Territory and Municipal Services Directorate, April 2013.

Figure 3 – Crashes by month



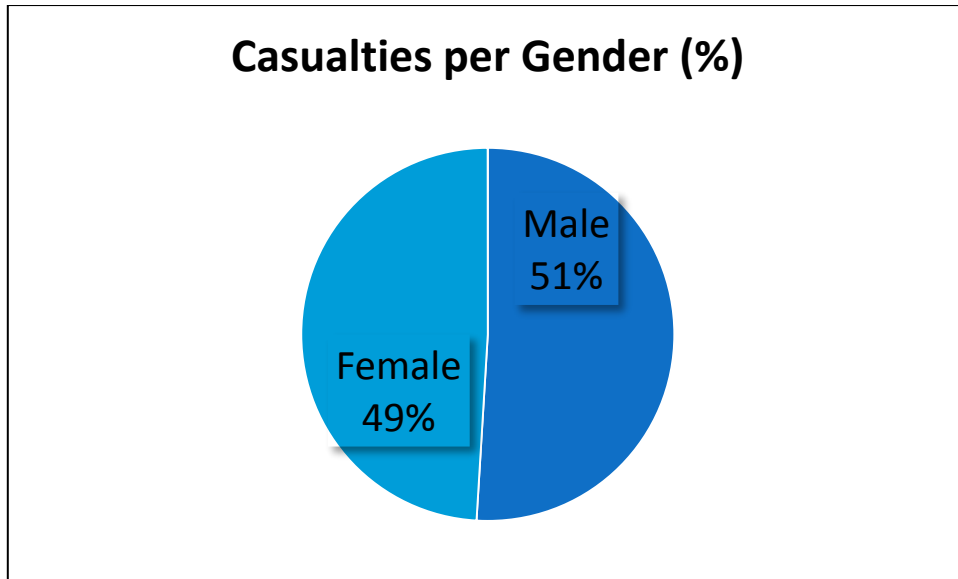
Source: Territory and Municipal Services Directorate, April 2013.

Figure 4 – Persons involved in casualty crashes



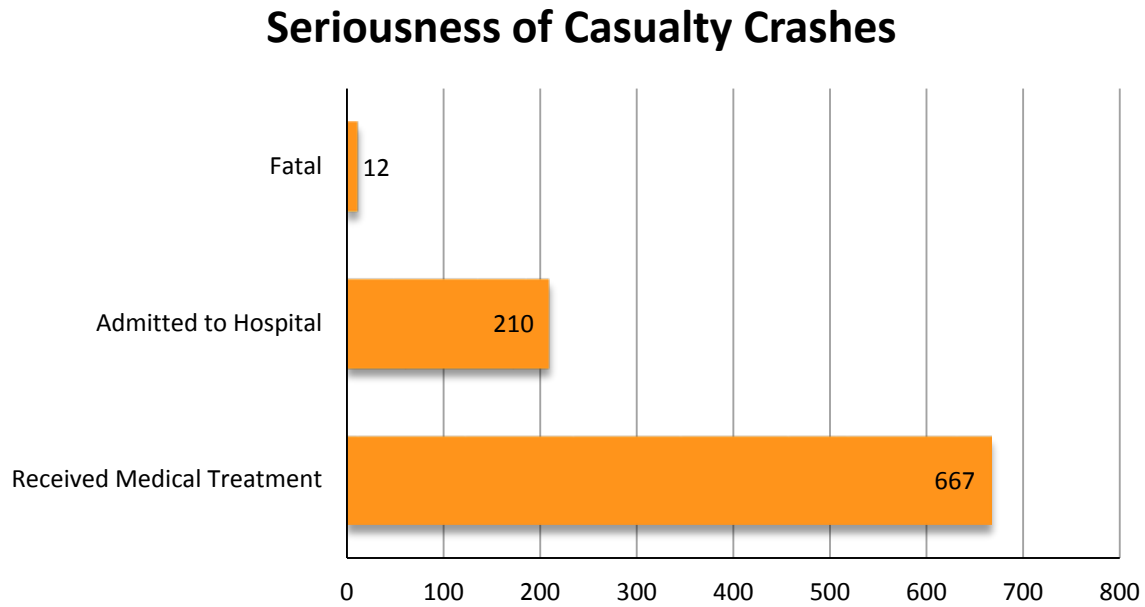
Source: Territory and Municipal Services Directorate, April 2013.

**Figure 5 – Persons involved in casualty crashes by gender**



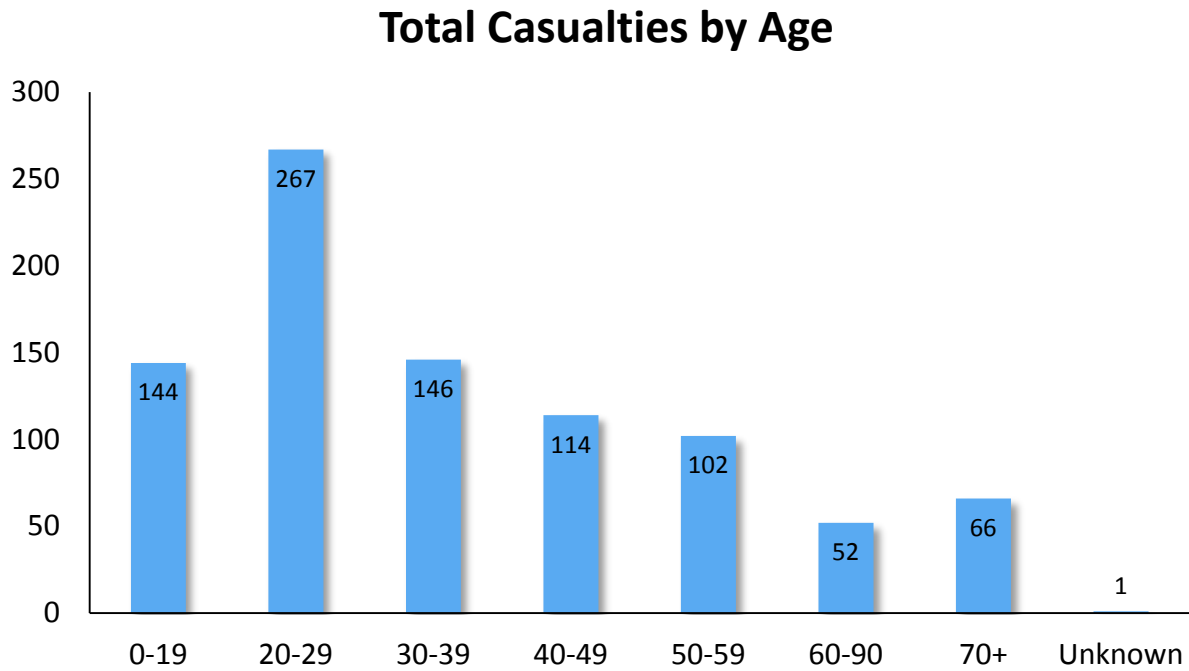
Source: Territory and Municipal Services Directorate, April 2013.

**Figure 6 – Seriousness of casualty crashes**



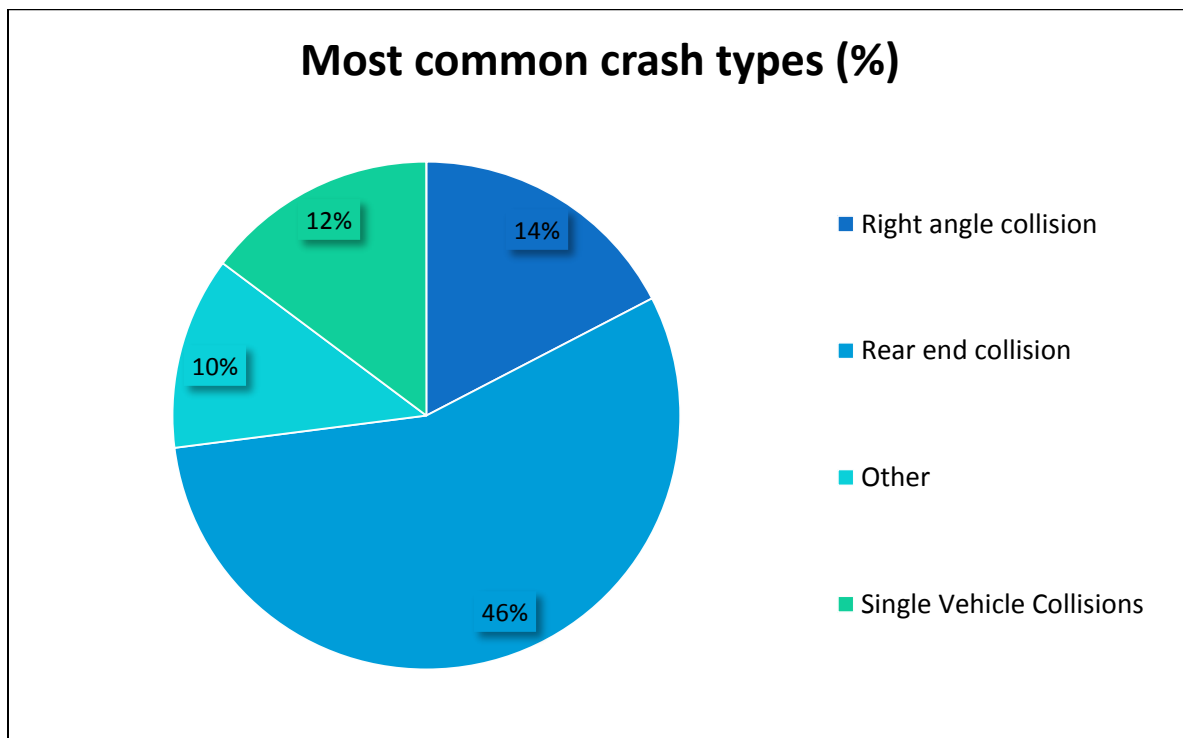
Source: Territory and Municipal Services Directorate, April 2013.

Figure 7 – Casualty crashes by age



Source: Territory and Municipal Services Directorate, April 2013.

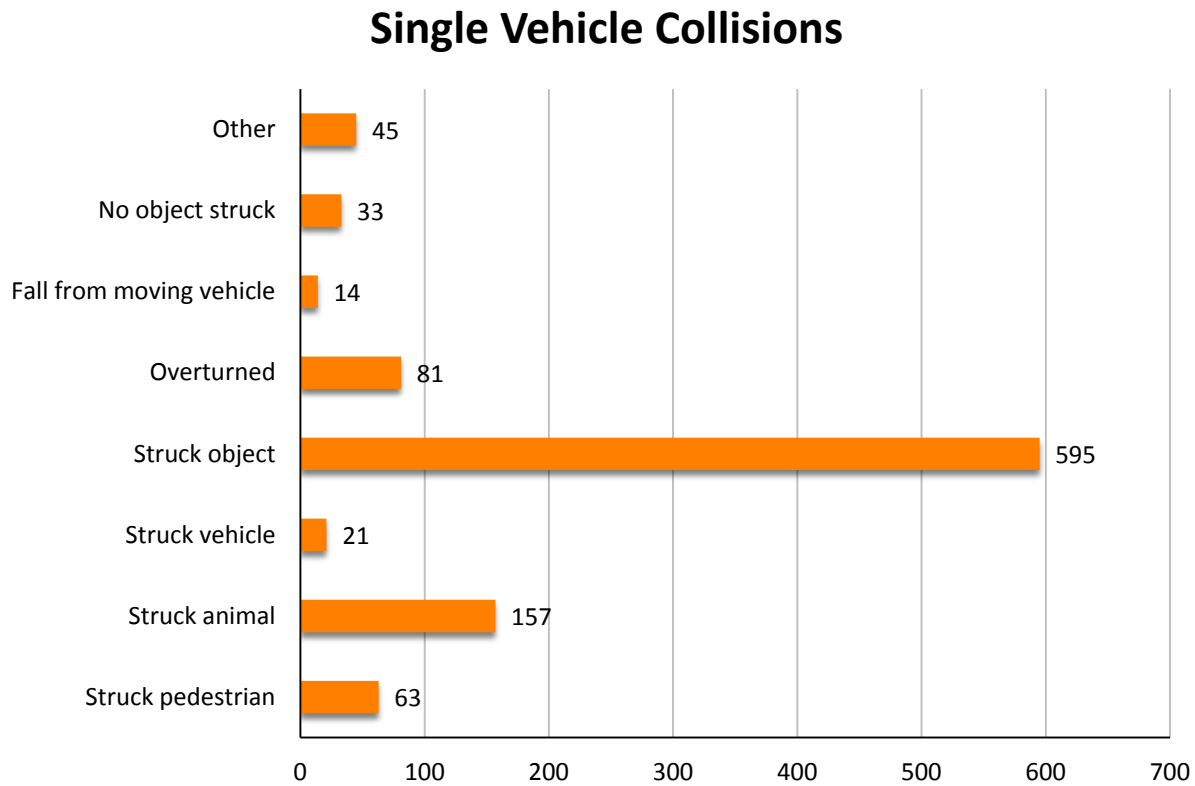
Figure 8 – Most common crashes by type



Note: Not all crash types are represented in Figure 8, so it will not add up to 100%. See Figure 8.1 and 8.2 for all crash types.

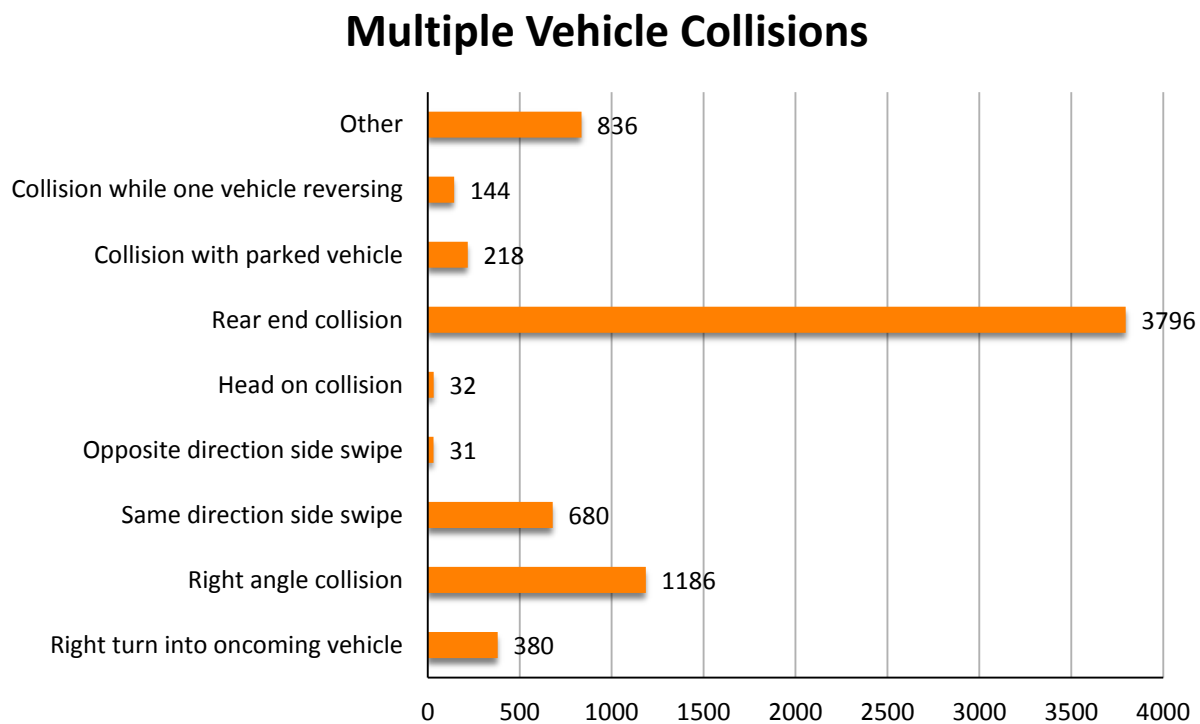
Source: Territory and Municipal Services Directorate, April 2013.

Figure 8.1 – Single vehicle crash types



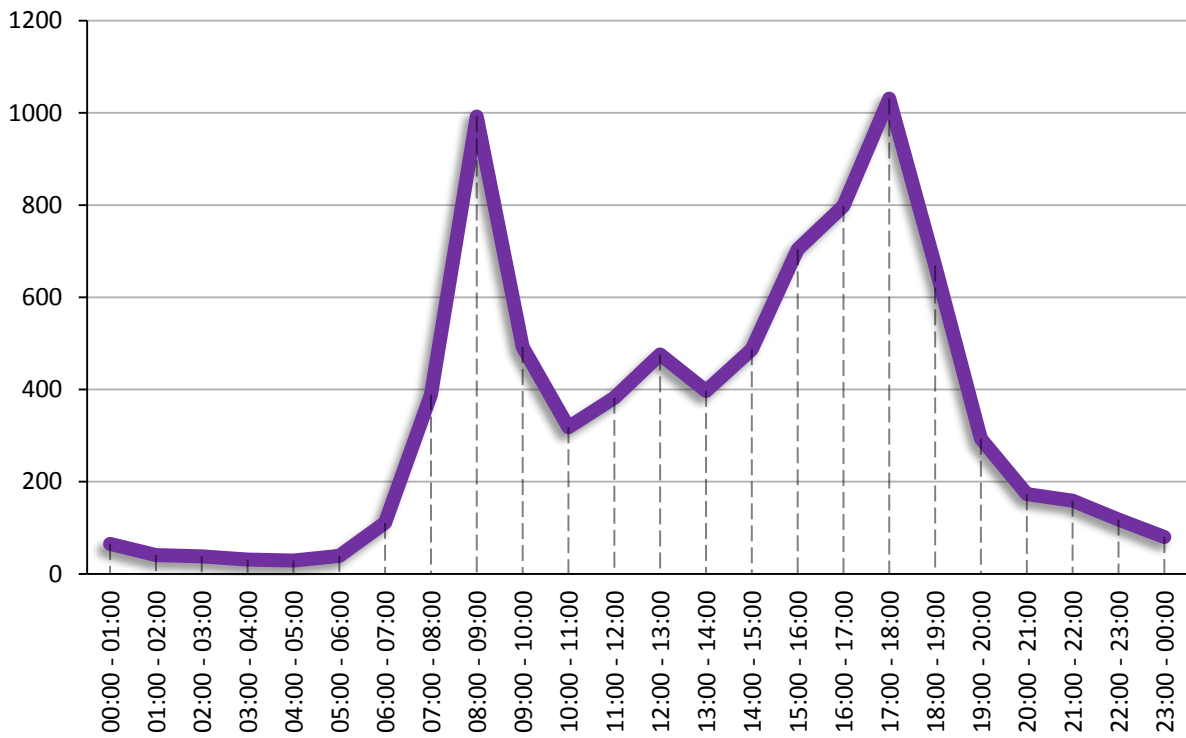
Source: Territory and Municipal Services Directorate, April 2013.

Figure 8.2 – Multiple vehicle crash types



Source: Territory and Municipal Services Directorate, April 2013.

**Figure 9 – Crashes by time of day**



Source: Territory and Municipal Services Directorate, April 2013.



## Annual road crash rates 2003 – 2012

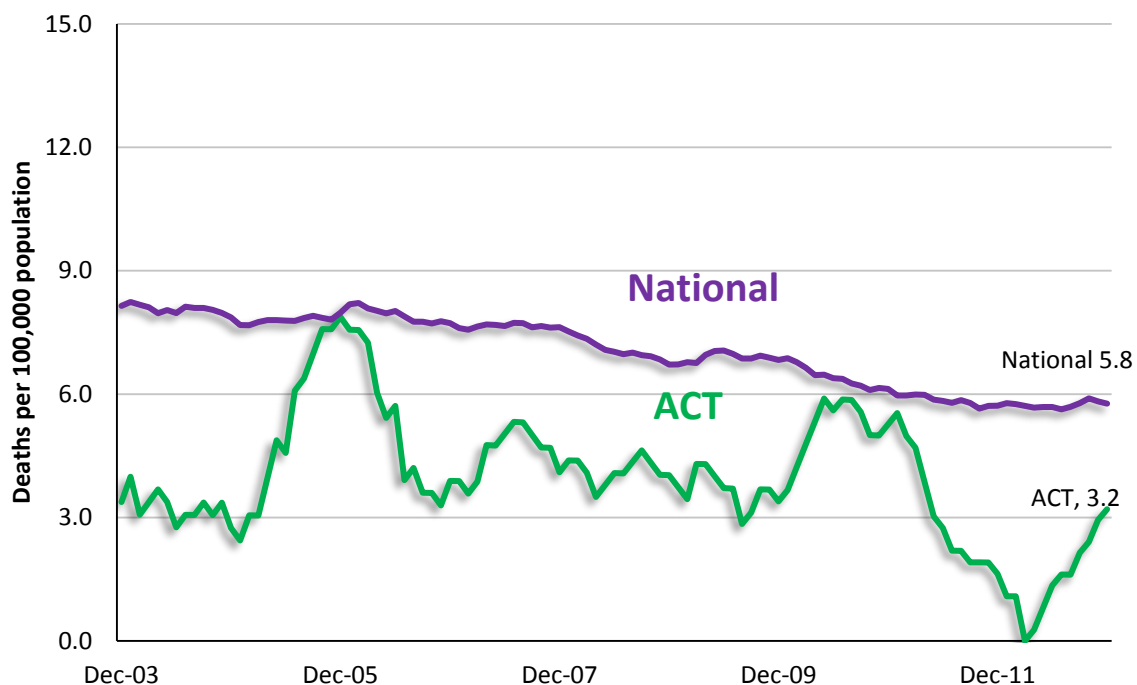
This section contains information from the Bureau of Infrastructure, Transport and Regional Economics report, *Road Deaths Australia 2012 Statistical Summary*.

Over the last decade, the rate of annual deaths per population decreased by a total of 33.9 per cent. The estimated trend over the decade is an average annual fall of 4.2 per cent. All jurisdictions achieved reductions. The strongest falls were seen in New South Wales, South Australia and Tasmania.

**Table 1 – Deaths per 100,000 population per jurisdiction**

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
2003	8.08	6.70	8.14	10.25	9.22	8.58	26.49	3.38	8.15
2004	7.60	6.89	7.97	9.02	8.98	12.01	17.32	2.75	7.86
2005	7.52	6.85	8.26	9.53	8.08	10.49	26.65	7.87	7.98
2006	7.28	6.57	8.19	7.46	9.71	11.23	21.36	3.89	7.72
2007	6.32	6.38	8.62	7.84	11.12	9.12	26.97	4.10	7.63
2008	5.36	5.72	7.68	6.20	9.41	7.82	33.95	4.03	6.72
2009	6.41	5.38	7.58	7.37	8.46	12.50	13.23	3.39	6.83
2010	5.67	5.27	5.63	7.24	8.41	6.10	21.28	5.27	6.13
2011	5.05	5.19	6.01	6.29	7.65	4.69	19.02	1.63	5.72
2012	5.16	5.01	6.14	5.68	7.61	6.45	20.44	3.20	5.78
% change 2011-2012	2.2	-3.3	2.1	-9.7	-0.5	37.3	7.5	96.3	1.0
Ave. trend change p.a. (%)	-5.2	-3.9	-4.0	-5.6	-1.9	-6.8	-2.4	-3.9	-4.2

## Australian Capital Territory



**Figure 10 – Deaths by 100,000 population by jurisdiction – 2003 to 2012**

