

Roads ACT  
Office of Transport



## **2010 ROAD TRAFFIC CRASHES IN THE ACT**

**TRAFFIC MANAGEMENT AND SAFETY  
APRIL 2011**



## SUMMARY OF MAIN POINTS

<b>Crash trends</b>	ACT crash numbers gradually declined between 2000 and 2005 and increased between 2006 and 2009. The number of fatal crashes each year in the ACT is somewhat variable but has averaged 14.3 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>2010 Crashes</b>	There were 7761 'on-road' recorded traffic crashes in 2010 which involved 15152 vehicles and resulted in 800 casualties including 19 fatalities and 122 persons admitted to hospital.
<b>Age</b>	In 2010 about 44% 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 15% of all casualties.
<b>Gender</b>	Males account for 56% of all casualties.
<b>Pedestrian Casualties</b>	Pedestrian casualties account for around 5% of all casualties, 44% of which were younger than 24 years of age. No pedestrians were killed in 2010.
<b>Accident-Types</b>	The most frequent accident-type is the 'rear end collision' (44% of all crashes). In terms of severity, the 'right-angle collision' type is the most frequent (15% of all casualty crashes).
<b>Vehicle Types</b>	The majority (around 82%) of vehicles involved in crashes were cars and station wagons. Around 9% of vehicles were utilities and panel vans. Around 1.9% 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 70% 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 7.0% of all crashes and around 13% of all casualties. The most frequent objects struck are kerb or guard rail. In total 6% of 2010 fatal crashes struck an object.
<b>Time</b>	It seems that January and June represent the safest period with the least number of crashes. The highest number and proportion of crashes occur on Thursdays and Fridays. Weekends produced the lowest number of crashes. 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.
<b>Weather Conditions</b>	The majority of crashes occurred in fine weather conditions. Rain may have been a contributing factor in around 17% of crashes.
<b>Traffic Control Type</b>	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

Telephone (02) 6207 6157  
Fax (02) 6207 6872

### 1.2 ACT Road Safety Strategy

One of the goals of the ACT Road Safety Strategy 2007-2010 is that road trauma rates continue to be reduced despite increase in population and travel. A copy of the Strategy can be found at [http://www.tams.act.gov.au/move/roads/road\\_safety](http://www.tams.act.gov.au/move/roads/road_safety)

Reliable data and data analysis are necessary for the evaluation and monitoring of specific road safety initiatives. Continuous evaluation and promotion of engineering and human behaviour aspects of road safety are essential. Consequently one of the objectives of the ACT Road Safety Strategy is to ensure that adequate data are available for road safety planning and monitoring.

### 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 2010'. Both documents are published by Roads ACT of the ACT Department of Territory and Municipal Services.

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 at the police station.

The above crashes are termed 'major crashes' by the AFP and a report is completed for each. This consists of various information related to the crash factors classified into three main groups: Roads, Vehicles and Persons. All other 'minor crashes' (introduced in June 1994) are reported to the front office at any of the various police stations.

All forms are sent from police stations to AFP headquarters at Belconnen, where the information is entered onto their computer system. Roads ACT regularly collects copies of the original crash/incident forms.

A project to computerise the process for reporting traffic crashes is underway. A Smart Crash form for police reported crashes is now in production. A Smart Crash form for public use was implemented on a trial basis from January 2010, with full roll-out expected later in 2010.

### 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 Accidents Database

Roads ACT makes use of the ACT Roads Asset Management System (ACTRAMS) for the storage, analysis and reporting of traffic crashes. The software platform on which the new system was implemented consists of:

- . Sybase Adaptive Server, Vs.11.5
- . Power Builder.
- . Running on MS NT 4.0

All coded crashes forms are entered into ACTRAMS. 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.

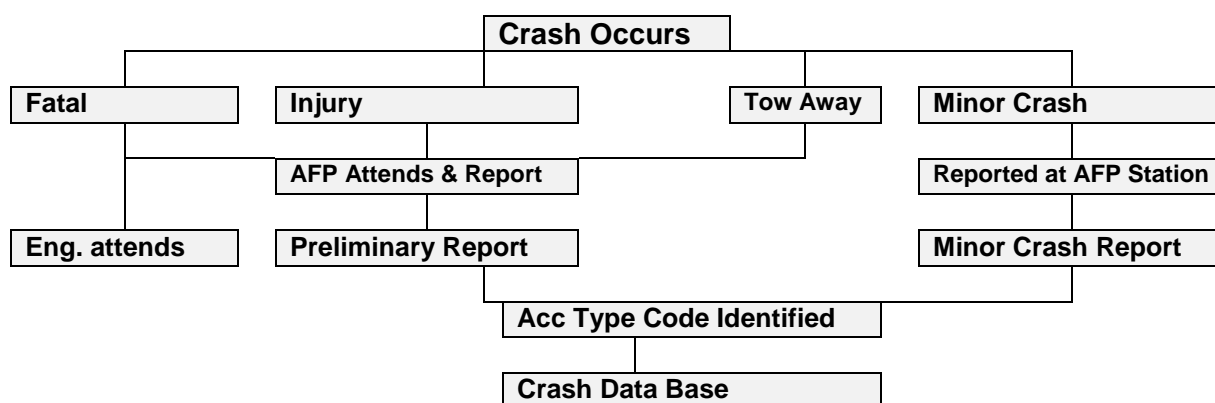


Fig 1.0 Processing of Crash Information

### 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 2001 - 2010**

Year	Received Medical Treatment	Admitted to Hospital	Fatality	Total Casualties
2001	416	176	16	608
2002	245	150	10	405
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
<b>Total</b>	<b>3850</b>	<b>1366</b>	<b>143</b>	<b>5359</b>

During the past ten year period (2001 to 2010), persons receiving medical treatment, admitted to hospital and fatalities represented around 71.8%, 25.5% and 2.7% of all casualties respectively.

## TRAFFIC CRASHES TRENDS IN THE ACT

**Table 2.2 "On Road" Crashes Trends 2001 - 2010**

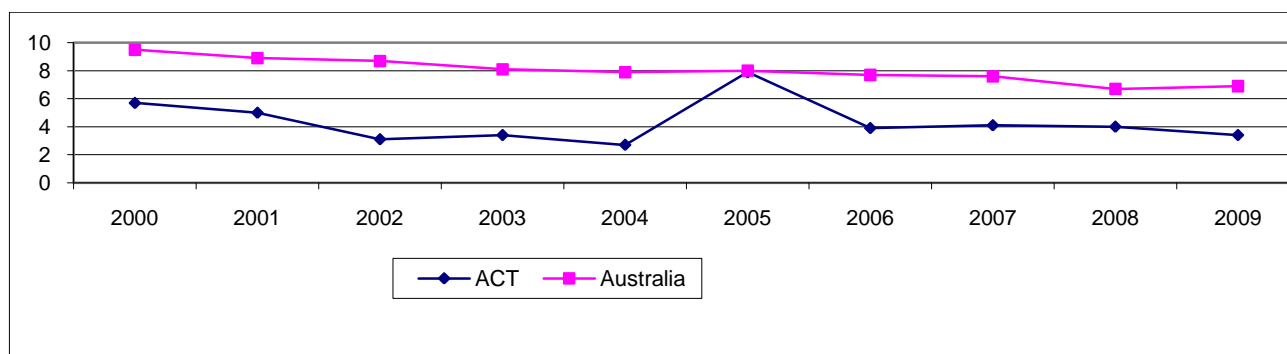
Year	Property	Injury Crashes	Fatal Crashes	Total Crashes
2001	8144	465	15	8624
2002	7922	317	8	8247
2003	7982	296	9	8287
2004	6881	381	9	7271
2005	6559	418	25	7002
2006	6902	376	12	7290
2007	7660	501	14	8175
2008	7408	358	14	7780
2009	7313	519	11	7843
2010	7102	643	16	7761
<b>Total</b>	<b>73877</b>	<b>4274</b>	<b>133</b>	<b>78284</b>

During the past ten year period (2001 to 2010), crashes involving property damage only, injury or a fatality represented around 94.4%, 5.4% and 0.2% of all crashes respectively.

## 2.3 COMPARISON WITH OTHER AUSTRALIAN STATES

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

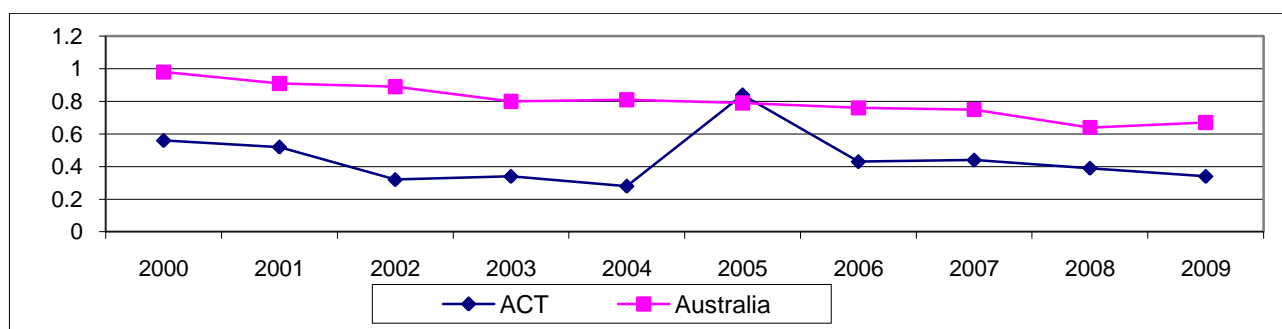
States	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
New South Wales	9.3	8.0	8.5	8.1	7.6	7.5	7.3	6.3	5.3	6.5
Victoria	8.6	9.2	8.2	6.7	6.9	6.9	6.6	6.4	5.7	5.3
Queensland	8.9	8.9	8.7	8.1	8.0	8.3	8.2	8.6	7.6	7.5
Western Australia	11.3	8.7	9.3	9.2	9.0	8.0	9.8	11.2	9.6	8.8
South Australia	11.0	10.1	10.1	10.2	9.0	9.5	7.5	7.9	6.2	7.3
Tasmania	9.1	12.9	7.8	8.6	12.0	10.5	11.2	9.1	7.8	12.7
Northern Territory	26.1	25.3	27.5	26.5	17.3	26.7	20.9	26.5	34.1	13.8
<b>ACT</b>	<b>5.7</b>	<b>5.0</b>	<b>3.1</b>	<b>3.4</b>	<b>2.7</b>	<b>7.9</b>	<b>3.9</b>	<b>4.1</b>	<b>4.0</b>	<b>3.4</b>
<b>Australia</b>	<b>9.5</b>	<b>8.9</b>	<b>8.7</b>	<b>8.1</b>	<b>7.9</b>	<b>8.0</b>	<b>7.7</b>	<b>7.6</b>	<b>6.7</b>	<b>6.9</b>



### Persons Killed per 100 million Vehicle - kms

States	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
New South Wales	1.18	0.89	0.92	0.87	0.87	0.80	0.81	0.69	0.55	0.68
Victoria	0.75	0.87	0.77	0.60	0.65	0.67	0.62	0.57	0.53	0.51
Queensland	0.86	0.84	0.88	0.79	0.75	0.74	0.74	9.78	0.68	0.69
Western Australia	1.07	0.89	0.93	0.86	0.84	0.75	0.89	0.97	0.85	0.80
South Australia	1.26	1.01	1.04	1.04	0.91	1.01	0.75	0.88	0.61	0.74
Tasmania	0.98	1.53	0.83	0.88	1.27	0.96	1.09	0.90	0.74	1.21
Northern Territory	3.13	3.29	3.21	3.37	2.20	3.43	2.67	3.19	3.79	1.57
<b>ACT</b>	<b>0.56</b>	<b>0.52</b>	<b>0.32</b>	<b>0.34</b>	<b>0.28</b>	<b>0.84</b>	<b>0.43</b>	<b>0.44</b>	<b>0.39</b>	<b>0.34</b>
<b>Australia</b>	<b>0.98</b>	<b>0.91</b>	<b>0.89</b>	<b>0.80</b>	<b>0.80</b>	<b>0.79</b>	<b>0.76</b>	<b>0.75</b>	<b>0.64</b>	<b>0.67</b>

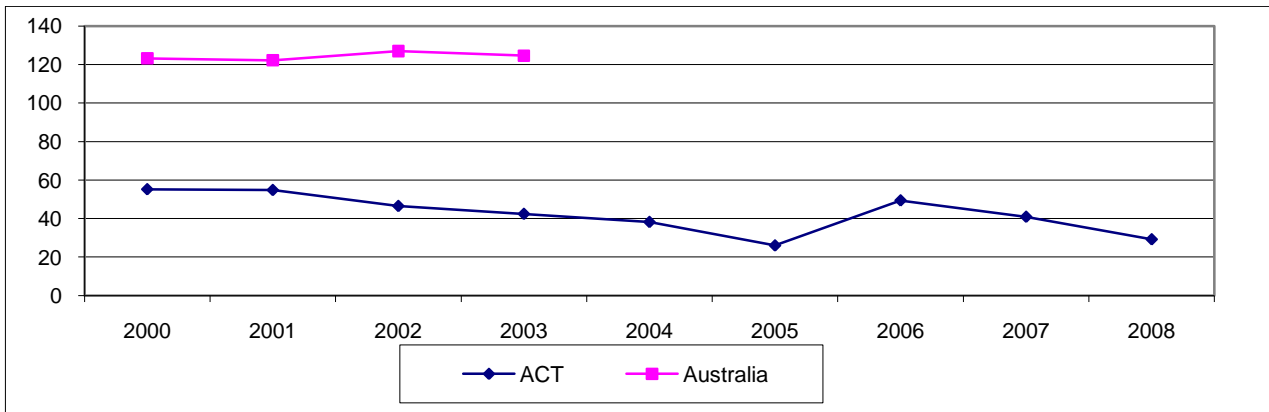
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.



Since 1988, the ACT has recorded 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)

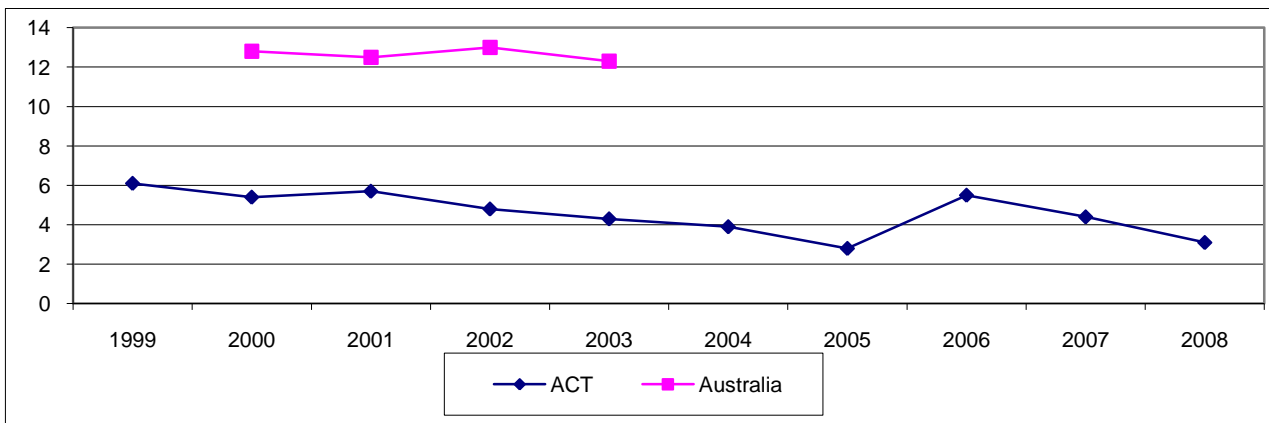
States	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
New South Wales	NA	115.8	107.4	105.9	104.2	NA	NA	NA	NA	NA
Victoria	130.0	134.4	139.9	142.4	136.0	128.4	123.6	139.5	151.0	137.8
Queensland	128.6	134.5	146.5	150.7	152.4	159.7	157.9	143.9	144.3	NA
Western Australia	136.3	114.0	101.7	149.4	147.2	160.6	152.8	134.3	132.2	133.0
South Australia	107.4	108.1	106.2	101.1	95.9	86.1	83.3	86.6	85.9	76.0
Tasmania	106.1	111.6	100.5	89.7	82.1	78.7	76.3	64.7	66.7	56.7
Northern Territory	224.7	229.1	224.0	205.6	217.0	249.4	236.5	251.2	260.6	288.4
<b>ACT</b>	<b>58.3</b>	<b>55.2</b>	<b>54.8</b>	<b>46.5</b>	<b>42.4</b>	<b>38.2</b>	<b>26.0</b>	<b>49.4</b>	<b>40.9</b>	<b>29.2</b>
<b>Australia</b>	NA	123.2	122.2	126.9	124.5	NA	NA	NA	NA	NA



### Persons Hospitalised per 100 million Vehicle - kms

States	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
New South Wales	NA	14.7	12.1	11.6	11.2	NA	NA	NA	NA	NA
Victoria	13.4	11.7	13.2	13.5	12.2	12.2	12.0	13.1	13.6	12.9
Queensland	13.7	13.0	13.8	15.3	14.9	15.0	14.2	13.0	13.1	NA
Western Australia	14.2	10.8	10.4	15.0	13.8	14.9	14.2	12.2	11.5	11.3
South Australia	12.3	12.4	10.6	10.4	9.8	8.7	8.9	8.7	9.6	7.5
Tasmania	13.2	12.0	11.9	9.6	8.5	8.3	7.0	6.3	6.6	5.2
Northern Territory	26.5	27.5	29.1	23.9	27.6	31.2	30.4	32.1	31.4	33.9
<b>ACT</b>	<b>6.1</b>	<b>5.4</b>	<b>5.7</b>	<b>4.8</b>	<b>4.3</b>	<b>3.9</b>	<b>2.8</b>	<b>5.5</b>	<b>4.4</b>	<b>3.1</b>
<b>Australia</b>	NA	12.8	12.5	13.0	12.3	NA	NA	NA	NA	NA

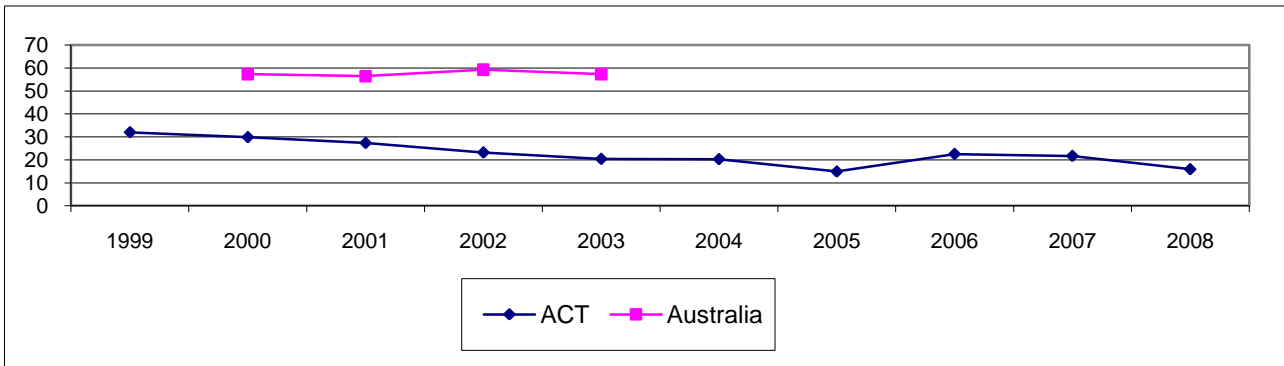
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.



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)

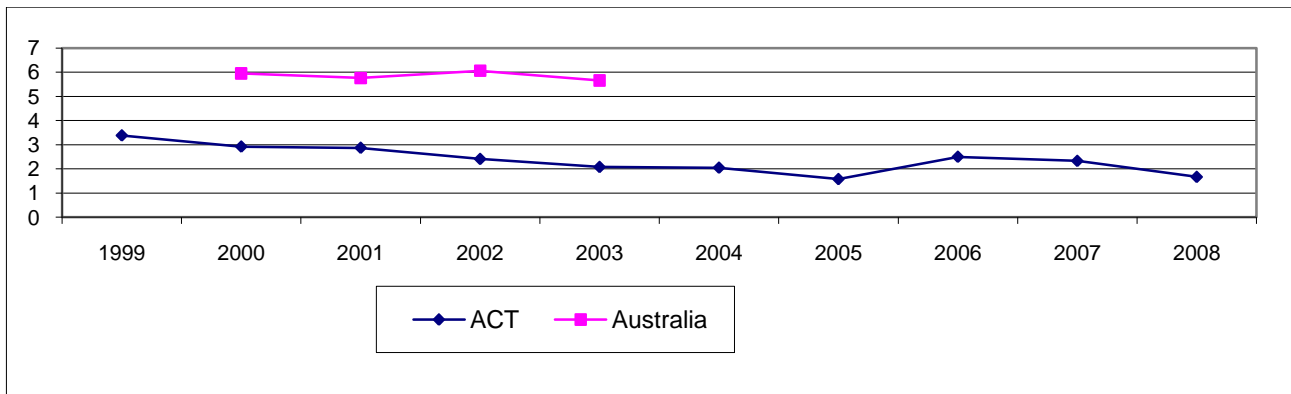
States	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
New South Wales	NA	52.46	48.17	48.50	47.12	NA	NA	NA	NA	NA
Victoria	59.15	61.01	62.45	65.88	61.06	57.89	55.93	61.80	66.60	62.91
Queensland	58.14	61.00	66.13	67.88	67.84	71.68	72.05	66.93	67.82	NA
Western Australia	60.25	53.25	47.54	66.20	65.75	72.00	67.83	60.29	61.43	61.18
South Australia	55.16	55.25	55.13	52.97	51.24	46.83	43.40	41.97	45.30	40.70
Tasmania	52.27	55.38	52.60	48.02	44.59	43.63	42.83	26.16	35.91	30.78
Northern Territory	122.73	122.28	115.67	111.45	113.71	126.69	123.73	127.38	135.99	148.00
<b>ACT</b>	<b>32.00</b>	<b>29.88</b>	<b>27.36</b>	<b>23.19</b>	<b>20.40</b>	<b>20.29</b>	<b>14.90</b>	<b>22.55</b>	<b>21.71</b>	<b>15.90</b>
<b>Australia</b>	NA	57.34	56.47	59.30	57.37	NA	NA	NA	NA	NA



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

States	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
New South Wales	NA	6.66	5.41	5.29	5.06	NA	NA	NA	NA	NA
Victoria	6.10	5.31	5.90	6.23	5.46	5.48	5.44	5.79	5.98	5.89
Queensland	6.19	5.91	6.23	6.87	6.61	6.71	6.46	6.03	6.18	NA
Western Australia	6.30	5.02	4.86	6.65	6.17	6.69	6.32	5.49	5.33	5.21
South Australia	6.32	6.32	5.52	5.42	5.24	4.73	4.64	4.24	5.05	4.03
Tasmania	6.53	5.97	6.24	5.12	4.59	4.62	3.93	3.50	3.55	2.88
Northern Territory	14.46	14.70	15.03	12.98	14.46	16.06	15.93	16.29	16.37	17.39
<b>ACT</b>	<b>3.38</b>	<b>2.92</b>	<b>2.87</b>	<b>2.41</b>	<b>2.08</b>	<b>2.05</b>	<b>1.58</b>	<b>2.50</b>	<b>2.33</b>	<b>1.67</b>
<b>Australia</b>	NA	5.95	5.76	6.06	5.66	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.

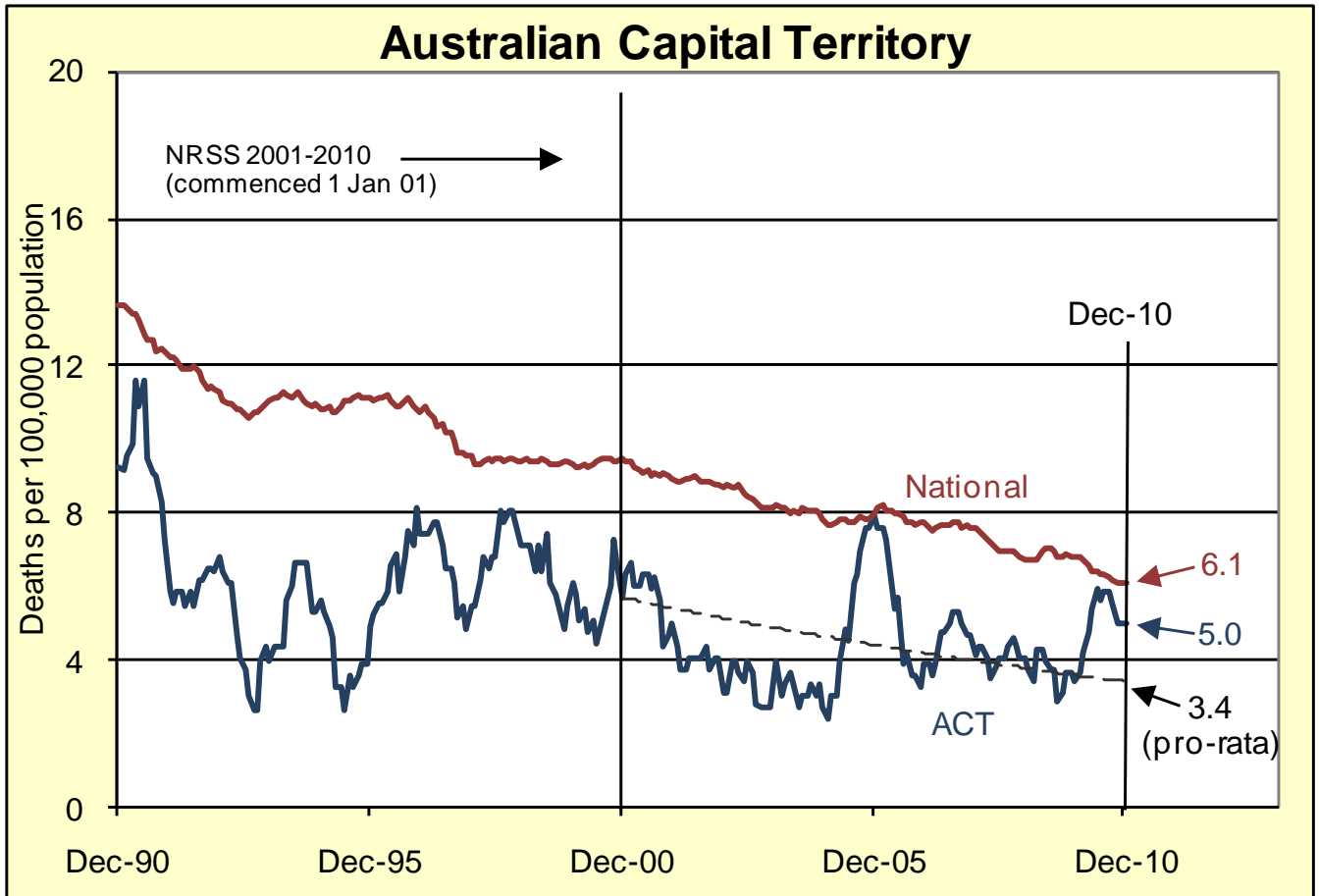


Since 1991, the ACT has recorded the lowest rates of the cost of serious casualty crashes per head of population and per vehicle kilometres of travel (mainly because of the low number of serious casualty crashes) amongst all Australian States. These rates have also been lower than the national average.

## 2.4 THE ACT ROAD SAFETY STRATEGY 2007 - 2010

The ACT Road Safety Strategy 2007-2010 was released in April 2007. This Strategy was supported by two, two – year Action Plans for 2007 – 2008 and 2009 – 2010, and complemented road safety efforts under the National Road Safety Strategy and Action Plans.

The National Road Safety Strategy covers the ten year period from 2001 to 2010. This Strategy aimed to reduce the number of road fatalities per 100,000 population by 40%, from 9.3 in 1999 to no more than 5.6 in 2010.



The ACT consistently records low crash rates compared with other jurisdictions. As shown in the chart above, apart from a spike in the 2005 population fatality rate, the ACT rate is consistently lower than the national average for this indicator.

The challenge for the ACT Road Safety Strategy 2007-2010 was to:

- achieve better than the national target of 5.6 fatalities per 100,000 population; and
- maintain ACT crash rates, both for fatalities and casualties, at a level lower than the national average.

New National and ACT Road Safety Strategy for the period 2011-2012 are expected to be released in the first half of 2011.

# **TRAFFIC CRASHES IN 2010**

**Table 3.1: 2010 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	291	63	2	356	4.59
2	Right angle collision	985	161	5	1151	14.83
3	Same direction side swipe	557	19	0	576	7.42
4	Opposite direction side swipe	32	6	1	39	0.50
5	Head on collision	12	20	3	35	0.45
6	Rear end collision	3283	104	1	3388	43.65
7	Collision with parked vehicle	186	14	0	200	2.58
8	Collision while one vehicle reversing	130	0	0	130	1.67
9	Other - Vehicle to Vehicle	931	44	1	976	12.57
10	Struck pedestrian	7	40	0	47	0.61
11	Struck animal (not ridden)	111	6	0	117	1.51
12	Struck object	35	0	0	35	0.45
13	Overturned	36	30	0	66	0.85
14	Fall from moving vehicle	1	4	0	5	0.06
15	Other - Single Vehicle on Carriageway	43	19	0	62	0.80
16	Struck pedestrian (on footpath etc.)	1	2	0	3	0.04
17	Struck vehicle	16	1	0	17	0.22
18	Struck animal (not ridden)	0	0	0	0	0
19	Struck object	408	96	2	506	6.52
20	Overturned	4	3	0	7	0.10
21	No object struck	33	11	1	45	0.58
22	Other - Single Vehicle off Carriageway	0	0	0	0	0
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100</b>

The most frequent accident type in 2010 is the 'rear end collision' forming around 43 % of all crashes. This is followed by the 'right angle collision' type. Single vehicle crashes constitute around 11.8% of all crashes, while the majority (88.2 %) involve two or more vehicles.

In terms of severity, the 'right angle collision' type is the most frequent, representing around 28% of all casualty crashes for 2010. 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: 2010 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	6687	546	14	7247	93.38
1	Light or tele pole	102	18	0	120	1.55
2	Sign or signal pole	47	10	0	57	0.73
3	Tree	73	26	1	100	1.29
4	Building or structure	29	4	0	33	0.42
5	Kerb or guard rail	123	25	0	148	1.91
6	Guide post	9	5	0	14	0.18
7	Other	32	9	1	42	0.54
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

Amongst crashes involving the striking of fixed objects, 'Tree' caused the highest number of casualty crashes followed by 'kerb or guard rail'. In total, 6% of 2010 fatal crashes involved striking an object.

**Table 3.3: 2010 Total Crashes by Severity and Month**

Month Code	Month	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
1	January	378	30	1	409	5.27
2	February	531	69	2	602	7.76
3	March	698	73	2	773	9.96
4	April	526	57	3	586	7.55
5	May	738	52	3	793	10.22
6	June	497	50	1	548	7.06
7	July	563	38	2	603	7.77
8	August	591	44	0	635	8.18
9	September	638	64	1	703	9.06
10	October	664	54	0	718	9.25
11	November	736	58	0	794	10.23
12	December	542	54	1	597	7.69
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

*There is no consistent pattern for the distribution of crashes by month of the year in 2010. November, May and March recorded the highest proportion of crashes. January and June recorded the least number of crashes. However, March recorded the highest number of casualty crashes, while January and July recorded the lowest.*

**Table 3.4: 2010 Total Crashes by Severity and Day of Week**

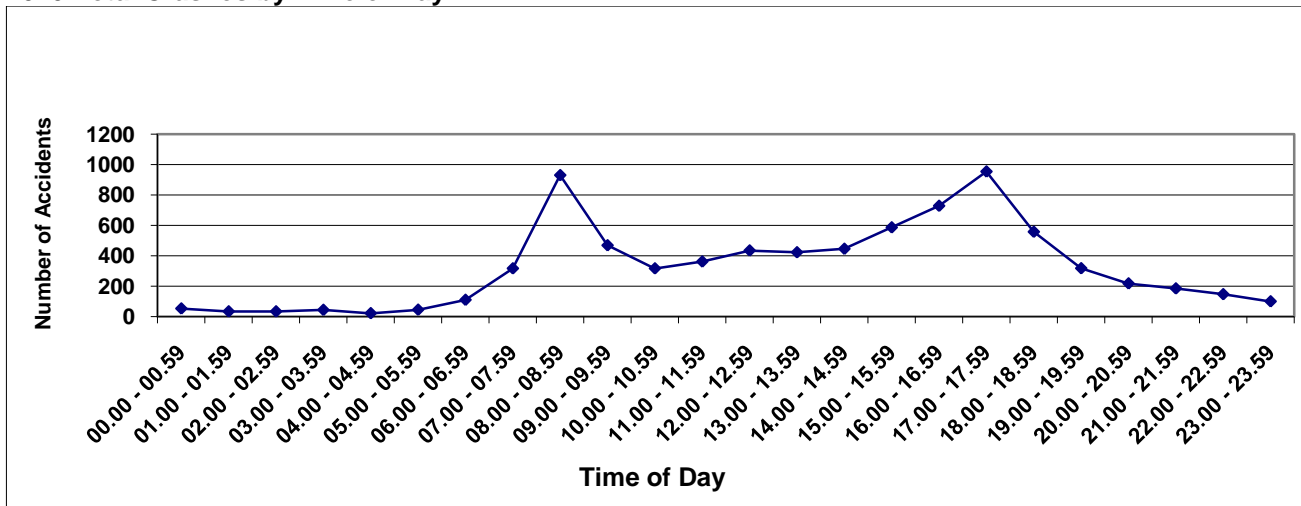
Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
Sunday	571	68	2	641	8.26
Monday	933	77	0	1010	13.01
Tuesday	1215	88	3	1306	16.83
Wednesday	1144	117	1	1262	16.26
Thursday	1215	106	1	1322	17.03
Friday	1214	107	3	1324	17.06
Saturday	810	80	6	896	11.55
<b>Total</b>	<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

*There are more crashes on week days than weekends. The highest number and proportion of traffic crashes seem to occur on Thursday and Friday (17.03% and 17.06% respectively), while crashes on Sunday only represent around 8% of all crashes. This trend is consistent with previous years. Saturday, Tuesday and Friday produced the highest number of fatal crashes in 2010 (12 out of 16).*

**Table 3.5: 2010 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	40	8	0	48	0.62
01.00 - 01.59	37	4	0	41	0.53
02.00 - 02.59	36	6	0	42	0.54
03.00 - 03.59	27	3	0	30	0.39
04.00 - 04.59	27	3	1	31	0.40
05.00 - 05.59	33	7	0	40	0.52
06.00 - 06.59	86	16	0	102	1.31
07.00 - 07.59	347	35	0	382	4.92
08.00 - 08.59	890	61	2	953	12.28
09.00 - 09.59	462	30	1	493	6.35
10.00 - 10.59	279	34	0	313	4.03
11.00 - 11.59	358	28	2	388	5.00
12.00 - 12.59	404	34	2	440	5.67
13.00 - 13.59	358	27	0	385	4.96
14.00 - 14.59	377	32	0	409	5.27
15.00 - 15.59	536	52	1	589	7.59
16.00 - 16.59	635	60	1	696	8.97
17.00 - 17.59	850	53	0	903	11.63
18.00 - 18.59	548	51	0	599	7.72
19.00 - 19.59	265	31	1	297	3.83
20.00 - 20.59	165	27	2	194	2.50
21.00 - 21.59	157	16	1	174	2.24
22.00 - 22.59	109	9	1	119	1.53
23.00 - 23.59	76	16	1	93	1.20
<b>Total</b>	<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

**2010 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: 2010 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	1	0	0	1	0.01
1	Uncontrolled	3599	374	10	3983	51.32
2	Control Not Operated	7	1	0	8	0.10
3	Traffic Lights	1535	105	2	1642	21.16
4	Give Way Sign	1650	125	4	1779	22.92
5	Stop Sign	182	16	0	198	2.55
6	Police	5	1	0	6	0.08
7	School Crossing	3	1	0	4	0.05
8	Marked Pedestrian Crossing	71	14	0	85	1.10
9	Other	49	6	0	55	0.71
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

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: 2010 Total Crashes by Severity and Road Location**

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
<b>Intersections</b>						
1	Cross Intersection	1478	114	2	1594	20.54
2	T Intersection	1508	167	6	1681	21.66
3	Y Intersection	75	4	0	79	1.02
4	Multiple Intersection	100	9	0	109	1.40
5	Roundabout	1036	38	0	1074	13.84
6	Unknown	9	1	0	10	0.13
<b>Sub Total</b>		<b>4206</b>	<b>333</b>	<b>8</b>	<b>4547</b>	<b>-</b>
<b>Mid Blocks</b>						
7	Median Opening	1333	136	1	1470	18.94
8	Not median opening	1499	166	7	1672	21.54
9	Other	64	8	0	72	0.93
<b>Sub Total</b>		<b>2896</b>	<b>310</b>	<b>8</b>	<b>3214</b>	<b>-</b>
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

Nearly 58% 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 (not involving a median opening) and cross intersections also record high numbers of crashes.

**Table 3.8: 2010 Total Crashes by Severity and Weather Conditions**

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Unknown	10	2	0	12	0.16
1	Fine	5691	508	15	6214	80.07
2	Light rain	929	81	1	1011	13.03
3	Heavy rain	299	35	0	334	4.30
4	Snow or sleet	3	1	0	4	0.05
5	Fog	36	3	0	39	0.50
6	Smoke or dust	1	0	0	1	0.01
7	Other	133	13	0	146	1.88
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

*It is interesting to note that rain may have been a contributing factor to about 17% of crashes. The majority of fatal crashes happened during fine weather.*

**Table 3.9: 2010 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	8	2	0	10	0.13
1	Daylight	5443	467	9	5919	76.26
2	Semi-darkness	361	24	0	385	4.96
3	Dark - no Street lights	101	16	0	117	1.51
4	Dark - poor Street lighting	285	33	1	319	4.11
5	Dark - good Street lighting	904	101	6	1011	13.03
<b>Total</b>		<b>7102</b>	<b>643</b>	<b>16</b>	<b>7761</b>	<b>100.00</b>

*About 76% of all casualty crashes occur in daylight conditions.*

## **CASUALTIES IN 2010**

**Table 4.1: 2010 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
<b>Vehicle to Vehicle Collision</b>						
1	Right turn into oncoming vehicle	2	10	77	89	11.13
2	Right angle collision	8	27	187	222	27.75
3	Same direction side swipe	0	1	19	20	2.50
4	Opposite direction side swipe	1	4	6	11	1.38
5	Head on collision	3	12	20	35	4.38
6	Rear end collision	1	8	116	125	15.62
7	Collision with parked vehicle	0	3	11	14	1.75
8	Collision while one vehicle reversing	0	0	0	0	0
9	Other - Vehicle to Vehicle	1	7	42	50	6.25
<b>Sub Total</b>		<b>16</b>	<b>72</b>	<b>478</b>	<b>566</b>	<b>70.76</b>
<b>Single Vehicle Accident On Carriageway</b>						
10	Struck pedestrian	0	10	31	41	5.12
11	Struck animal (not ridden)	0	0	6	6	0.75
12	Struck object (on carriageway)	0	0	0	0	0
13	Overtaken	0	6	27	33	4.12
14	Fall from moving vehicle	0	1	3	4	0.50
15	Other - Single Vehicle on Carriageway	0	5	15	20	2.50
<b>Sub Total</b>		<b>0</b>	<b>22</b>	<b>82</b>	<b>104</b>	<b>12.99</b>
<b>Single Vehicle Accident Off Carriageway</b>						
16	Struck pedestrian (on footpath etc.)	0	0	2	2	0.25
17	Struck Vehicle	0	0	1	1	0.13
18	Struck animal not ridden	0	0	0	0	0
19	Struck object (off carriageway)	2	21	85	108	13.5
20	Overtaken	0	0	3	3	0.37
21	No object struck	1	7	8	16	2.00
22	Other accidents	0	0	0	0	0
<b>Sub Total</b>		<b>3</b>	<b>28</b>	<b>99</b>	<b>130</b>	<b>16.25</b>
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

*'Vehicle to vehicle' collisions are responsible for more than 71% of all casualties. Right angle collisions are responsible for about 28% of all casualties followed by rear end collisions. The 'Right angle' accident type was responsible for more fatalities than any other type in 2010.*

**Table 4.2: 2010 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	10	46	393	449	56.12
2	Front left passenger	1	13	71	85	10.63
3	Front centre passenger	0	0	0	0	0
4	Rear right passenger	1	1	9	11	1.38
5	Rear centre passenger	0	0	3	3	0.37
6	Rear left passenger	0	4	12	16	2.00
7	Motorcycle	5	36	73	114	14.25
8	Motorcycle pillion	0	0	4	4	0.50
9	Pedal cyclist	2	11	62	75	9.38
10	Pedal cyclist pillion	0	0	0	0	0
11	Rear bus passenger	0	0	0	0	0
12	Pedestrian	0	11	32	43	5.37
13	Other	0	0	0	0	0
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

*Drivers and motorcycle riders account for more than 70% of all casualties. Pedal cyclists account for around 9% of all casualties.*

**Table 4.3: 2010 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	10	79	363	452	56.5
2	Control Not Operated	0	0	1	1	0.13
3	Traffic Lights	5	17	120	142	17.75
4	Give Way Sign	4	20	137	161	20.12
5	Stop Sign	0	1	20	21	2.62
6	Police	0	0	1	1	0.13
7	School crossing	0	0	1	1	0.13
8	Marked Pedestrian Crossing	0	3	11	14	1.75
9	Other	0	2	5	7	0.87
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

*About 56% of all casualties occurred at uncontrolled locations, around 18% at traffic lights and 20% at Give Way signs. Similar trends were observed in previous years.*

**Table 4.4: 2010 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	2	23	121	146	18.25
2	T Intersection	9	24	198	231	28.87
3	Y Intersection	0	1	5	6	0.75
4	Multiple Intersection	0	1	12	13	1.63
5	Roundabout	0	3	39	42	5.25
6	Median Opening	1	29	128	158	19.75
7	Not Median Opening	7	41	150	198	24.75
8	Unknown	0	0	6	6	0.75
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

*More casualties occurred at intersection locations than the midblock locations of 'median opening' and 'not median opening'. Cross and T Intersections account for about 47% of all casualties.*

**Table 4.5: 2010 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	9	51	432	492	61.50
2	Belt not worn	2	2	5	9	1.12
3	No belt installed	0	0	1	1	0.13
4	Crash helmet worn	7	45	136	188	23.50
5	Crash helmet not worn	0	1	1	2	0.25
6	Other	0	3	9	12	1.50
7	Not known	1	20	75	96	12.00
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

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

**Table 4.6: 2010 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	3		3	2	1	3			2		1		17
Admitted to Hospital	Female	1	5	4	8	4	3	3	1	4	4	2		6	1	46
Admitted to Hospital	Male	2	10	13	9	9	6	3	5	7	4		4	4		76
Admitted to Hospital	Unknown															
Received Medical Treatment	Female	16	49	44	29	34	24	17	13	16	15	10	6	22	6	301
Received Medical Treatment	Male	13	42	54	49	28	31	24	27	22	21	15	7	18	6	357
Received Medical Treatment	Unknown													1		1
<b>Total</b>		<b>33</b>	<b>107</b>	<b>118</b>	<b>96</b>	<b>78</b>	<b>66</b>	<b>48</b>	<b>49</b>	<b>49</b>	<b>44</b>	<b>29</b>	<b>17</b>	<b>53</b>	<b>13</b>	<b>800</b>

**Table 4.7: 2010 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													1		1
Fatal	Male		1	3		3	2	1	3			2		1		16
Admitted to Hospital	Female		4	2	5	3	2	2		4	3	1		3		29
Admitted to Hospital	Male	1	8	12	8	8	5	3	3	7	3		4	2		64
Admitted to Hospital	Unknown															
Received Medical Treatment	Female		33	35	21	30	21	14	11	14	15	7	4	14	3	222
Received Medical Treatment	Male	7	32	43	41	25	30	24	24	21	18	15	6	15	5	306
Received Medical Treatment	Unknown															
<b>Total</b>		<b>8</b>	<b>78</b>	<b>95</b>	<b>75</b>	<b>69</b>	<b>60</b>	<b>44</b>	<b>41</b>	<b>46</b>	<b>39</b>	<b>25</b>	<b>14</b>	<b>36</b>	<b>8</b>	<b>638</b>

**Table 4.8: 2010 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															
Fatal	Male															
Admitted to Hospital	Female	1		1		1	1	1				1		1		7
Admitted to Hospital	Male	1	1						1					1		4
Received Medical Treatment	Female	5	4	1	1	1	1								3	16
Received Medical Treatment	Male		1	4	2	2	1		1		2		1	2		16
<b>Total</b>		<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>		<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>43</b>

*In 2010, about 44% 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 15% of all casualties. Males account for 56% 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 44% of all pedestrian casualties. In 2010, no pedestrians were killed.*

**Table 4.9: 2010 Total Casualties by Casualty Class and Fixed Object Struck**

<b>Fixed Object Code</b>	<b>Fixed Object Struck</b>	<b>Fatality</b>	<b>Admitted to Hospital</b>	<b>Received Medical Treatment</b>	<b>Sub Total</b>	<b>% of Total Casualties</b>
<b>0</b>	<b>Not Applicable</b>	17	101	574	<b>692</b>	<b>86.5</b>
<b>1</b>	<b>Light or Tele Pole</b>		4	15	<b>19</b>	<b>2.38</b>
<b>2</b>	<b>Sign or Signal Pole</b>		4	7	<b>11</b>	<b>1.37</b>
<b>3</b>	<b>Tree</b>	1	4	26	<b>31</b>	<b>3.88</b>
<b>4</b>	<b>Building or Structure</b>		1	3	<b>4</b>	<b>0.50</b>
<b>5</b>	<b>Kerb or Guard Rail</b>		4	24	<b>28</b>	<b>3.50</b>
<b>6</b>	<b>Guide Post</b>		2	3	<b>5</b>	<b>0.62</b>
<b>7</b>	<b>Other</b>	1	2	7	<b>10</b>	<b>1.25</b>
<b>Total</b>		<b>19</b>	<b>122</b>	<b>659</b>	<b>800</b>	<b>100.00</b>

*Around 13.5% of all casualties were involved in a 'struck object' crash. Of these casualty crashes, the most common object struck was a tree.*

**VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES  
IN 2010**

**Table 5.1: 2010 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	Not Known	Sub Total	% of Total Vehicles
<b>VEHICLE TO VEHICLE COLLISION</b>														
1	Right turn into oncoming vehicle	611	18	57	9	0	3	4	10	0	14	2	<b>728</b>	<b>4.80</b>
2	Right angle collision	1926	54	139	36	4	24	29	54	2	51	6	<b>2325</b>	<b>15.34</b>
3	Same direction side swipe	847	24	95	30	16	58	53	14	2	18	1	<b>1158</b>	<b>7.64</b>
4	Opposite direction side swipe	59	0	9	2	3	4	2	0	1	1	0	<b>81</b>	<b>0.53</b>
5	Head on collision	52	1	9	1	2	3	1	0	1	2	0	<b>72</b>	<b>0.48</b>
6	Rear end collision	6266	107	490	143	7	73	66	10	5	57	13	<b>7237</b>	<b>47.76</b>
7	Collision with parked vehicle	299	9	36	8	0	18	22	9	0	1	12	<b>414</b>	<b>2.73</b>
8	Collision while one vehicle reversing	207	3	20	8	0	8	6	2	0	2	2	<b>258</b>	<b>1.70</b>
9	Other - Vehicle to Vehicle	1516	63	144	40	3	48	36	79	5	30	7	<b>1971</b>	<b>13.01</b>
<b>SINGLE VEHICLE ACCIDENT</b>														
10	Struck pedestrian	39	0	2	0	0	0	3	0	1	2	0	<b>47</b>	<b>0.31</b>
11	Struck animal (not ridden)	100	2	7	1	0	0	0	0	1	6	0	<b>117</b>	<b>0.77</b>
12	Struck object	26	1	3	2	1	0	0	0	1	0	0	<b>34</b>	<b>0.23</b>
13	Overtaken	20	0	5	3	0	1	0	1	0	36	0	<b>66</b>	<b>0.44</b>
14	Fall from moving vehicle	1	2	0	0	0	0	0	0	0	1	1	<b>5</b>	<b>0.03</b>
15	Other - Single Vehicle on Carriageway	20	0	3	2	0	1	1	0	1	34	0	<b>62</b>	<b>0.41</b>
16	Struck pedestrian (on footpath etc.)	3	0	0	0	0	0	0	0	0	0	0	<b>3</b>	<b>0.02</b>
17	Struck vehicle (off road)	12	0	3	0	3	0	0	0	0	0	1	<b>19</b>	<b>0.13</b>
18	Struck animal (not ridden)	0	0	0	1	0	0	0	0	0	0	0	<b>1</b>	<b>0.01</b>
19	Struck object	414	11	43	10	0	4	3	1	2	15	0	<b>503</b>	<b>3.32</b>
20	Overtaken	6	0	0	0	0	0	0	0	0	0	0	<b>6</b>	<b>0.04</b>
21	No object struck	35	0	2	0	0	0	0	0	0	8	0	<b>45</b>	<b>0.30</b>
22	Other - Single Vehicle off Carriageway	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>
<b>Total</b>		<b>12459</b>	<b>295</b>	<b>1067</b>	<b>296</b>	<b>39</b>	<b>245</b>	<b>226</b>	<b>180</b>	<b>22</b>	<b>278</b>	<b>45</b>	<b>15152</b>	<b>100.00</b>

The number of vehicles involved in road traffic crashes in 2010 was 15152

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' & 'Right-angle collision'. About 27% 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: 2010 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	11635	811	13	<b>12459</b>	<b>82.23</b>
Taxi or Hire Car	277	18	0	<b>295</b>	<b>1.95</b>
Utility	983	79	5	<b>1067</b>	<b>7.04</b>
Panel Van	275	20	1	<b>296</b>	<b>1.95</b>
Articulated Vehicle (Semi)	34	4	1	<b>39</b>	<b>0.26</b>
Truck (Excl. Semi)	225	19	1	<b>245</b>	<b>1.62</b>
Bus	210	15	1	<b>226</b>	<b>1.49</b>
Bicycle	104	73	3	<b>180</b>	<b>1.19</b>
Emergency Vehicle	18	4	0	<b>22</b>	<b>0.14</b>
Motor Cycle / Scooter	162	111	5	<b>278</b>	<b>1.83</b>
Other	6	0	0	<b>6</b>	<b>0.04</b>
Not Known	36	3	0	<b>39</b>	<b>0.26</b>
<b>Total</b>	<b>13965</b>	<b>1157</b>	<b>30</b>	<b>15152</b>	<b>100.00</b>

About 8% of all vehicles involved in traffic crashes were involved in injury crashes. However, out of all bicycles and motorcycles involved in crashes, 42% and 42% were involved in injury crashes respectively. 30 vehicles were involved in fatal crashes.

**Table 5.3: 2010 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	6016	141	591	173	26	154	119	92	13	162	27	<b>7514</b>	<b>49.60</b>
2	Control Not Operated	11	0	2	1	0	1	0	0	0	0	0	<b>15</b>	<b>0.10</b>
3	Traffic Lights	2846	69	222	61	4	52	56	28	7	42	10	<b>3397</b>	<b>22.42</b>
4	Give Way Sign	3016	69	198	51	9	31	39	39	2	66	8	<b>3528</b>	<b>23.28</b>
5	Stop Sign	329	13	31	5	0	2	4	9	0	4	0	<b>397</b>	<b>2.62</b>
6	Police	9	0	1	0	0	0	1	0	0	0	0	<b>11</b>	<b>0.07</b>
7	School Crossing	5	0	2	0	0	0	0	1	0	0	0	<b>8</b>	<b>0.05</b>
8	Marked Pedestrian Crossing	140	2	7	3	0	2	2	11	0	2	0	<b>169</b>	<b>1.12</b>
9	Other	85	1	13	2	0	3	5	0	0	2	0	<b>111</b>	<b>0.73</b>
0	Unknown	2	0	0	0	0	0	0	0	0	0	0	<b>2</b>	<b>0.01</b>
<b>Total</b>		<b>12459</b>	<b>295</b>	<b>1067</b>	<b>296</b>	<b>39</b>	<b>245</b>	<b>226</b>	<b>180</b>	<b>22</b>	<b>278</b>	<b>45</b>	<b>15152</b>	<b>100.00</b>

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: 2010 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	98	3	14	2		1	2					120	0.79
2	Sign or signal pole	51		2		1		1			2		57	0.38
3	Tree	83	4	9	3						1		100	0.66
4	Building or structure	29	1	1	1		1						33	0.22
5	Kerb or guard rail	119	3	8	3	1	1		1	1	11		148	0.98
6	Guide post	9		3	1						1		14	0.09
7	Other	25		6		1	1			1			34	0.22
0	Not Applicable	12045	284	1024	286	36	241	223	179	20	263	45	14646	96.66
<b>Total</b>		<b>12459</b>	<b>295</b>	<b>1067</b>	<b>296</b>	<b>39</b>	<b>245</b>	<b>226</b>	<b>180</b>	<b>22</b>	<b>278</b>	<b>45</b>	<b>15152</b>	<b>100.00</b>

*Around 3% all vehicles involved in crashes hit a fixed object.*

*Cars and station wagons most commonly hit trees, poles and kerbs or guard rails, while motor cycles most commonly hit tree and kerbs or guard rails.*

