

Roads ACT  
Office of Transport



## **2009 ROAD TRAFFIC CRASHES IN THE ACT**

**TRAFFIC MANAGEMENT AND SAFETY  
APRIL 2010**

Roads ACT



## 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 13.3 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>2009 Crashes</b>	There were 7839 'on-road' recorded traffic crashes in 2009 which involved 15149 vehicles and resulted in 654 casualties including 12 fatalities and 164 persons admitted to hospital.
<b>Age</b>	In 2009 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 16% of all casualties.
<b>Gender</b>	Males account for 55% of all casualties.
<b>Pedestrian Casualties</b>	Pedestrian casualties account for around 4% of all casualties, 43% of which were younger than 24 years of age. Two pedestrians were killed in 2009.
<b>Accident-Types</b>	The most frequent accident-type is the 'rear end collision' (43% of all crashes). In terms of severity, the 'right-angle collision' type is the most frequent (24% of all casualty crashes).
<b>Vehicle Types</b>	The majority (around 84%) of vehicles involved in crashes were cars and station wagons. Around 8% of vehicles were utilities and panel vans. Around 1.4% 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 68% 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 6.1% of all crashes and around 12% of all casualties. The most frequent objects struck are kerb or guard rail. In total 36% of 2009 fatal crashes struck an object.
<b>Time</b>	It seems that January and October represents 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. 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.
<b>Weather Conditions</b>	The majority of crashes occurred in fine weather conditions. Rain may have been a contributing factor in around 12% of crashes.
<b>Traffic Control Type</b>	Approximately 46% 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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### 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 2009'. 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.

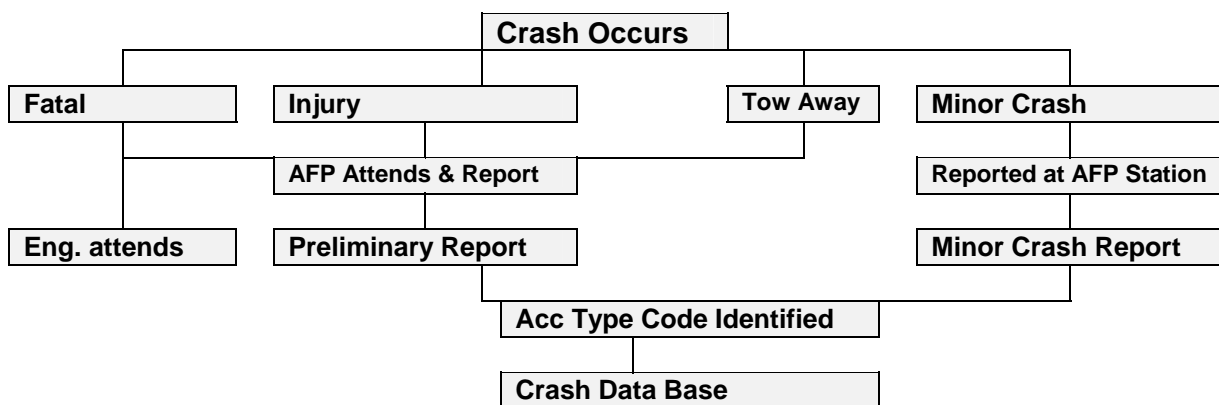


Fig 1.0 Processing of Crash Information

## 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 2000 - 2009**

Year	Received Medical Treatment	Admitted to Hospital	Fatality	Total Casualties
2000	469	174	18	661
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
<b>Total</b>	<b>3660</b>	<b>1418</b>	<b>142</b>	<b>5220</b>

During the past ten year period (2000 to 2009), persons receiving medical treatment, admitted to hospital and fatalities represented around 70.1%, 27.2% and 2.7% of all casualties respectively.

## TRAFFIC CRASHES TRENDS IN THE ACT

**Table 2.2 "On Road" Crashes Trends 2000 - 2009**

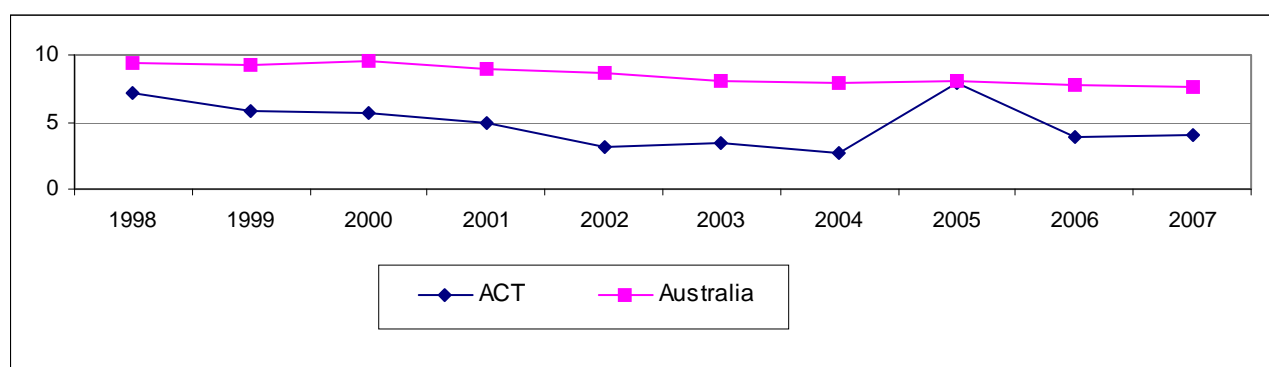
Year	Property	Injury Crashes	Fatal Crashes	Total Crashes
2000	8113	511	16	8640
2001	8144	465	15	8624
2002	7922	317	8	8247
2003	7982	296	9	8287
2004	6881	381	9	7271
2005	6559	418	25	7002
2006	6902	376	12	7290
2007	7660	501	14	8175
2008	7408	358	14	7780
2009	7312	516	11	7839
<b>Total</b>	<b>74883</b>	<b>4139</b>	<b>133</b>	<b>79155</b>

During the past ten year period (2000 to 2009), crashes involving property damage only, injury or a fatality represented around 94.6%, 5.2% and 0.2% of all crashes respectively.

## 2.3 COMPARISON WITH OTHER AUSTRALIAN STATES

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

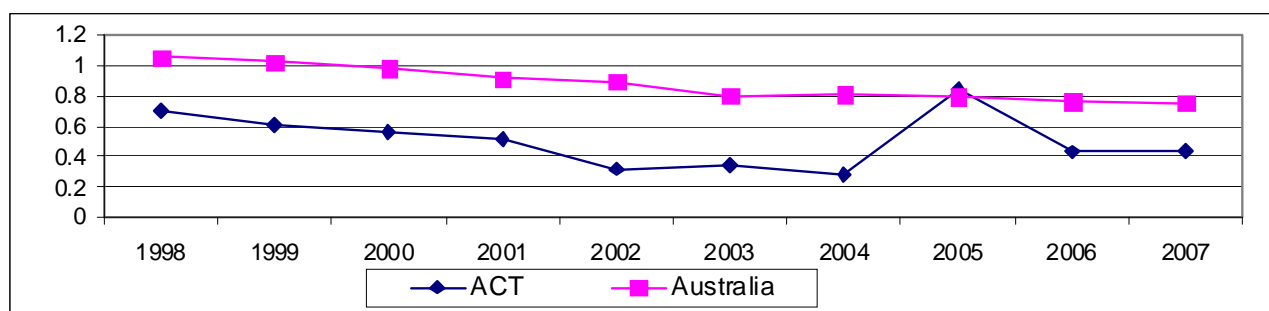
States	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	8.8	9.0	9.3	8.0	8.5	8.1	7.6	7.5	7.3	6.3
Victoria	8.4	8.2	8.6	9.2	8.2	6.7	6.9	6.9	6.6	6.4
Queensland	8.1	9.0	8.9	8.9	8.7	8.1	8.0	8.3	8.2	8.6
Western Australia	12.2	11.8	11.3	8.7	9.3	9.2	9.0	8.0	9.8	11.2
South Australia	11.3	10.2	11.0	10.1	10.1	10.2	9.0	9.5	7.5	7.9
Tasmania	10.2	11.2	9.1	12.9	7.8	8.6	12.0	10.5	11.2	9.1
Northern Territory	36.3	25.4	26.1	25.3	27.5	26.5	17.3	26.7	20.9	26.5
<b>ACT</b>	<b>7.1</b>	<b>5.8</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>Australia</b>	9.4	9.3	9.5	8.9	8.7	8.1	7.9	8.0	7.7	7.6



### Persons Killed per 100 million Vehicle - kms

States	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	1.06	1.04	1.18	0.89	0.92	0.87	0.87	0.80	0.81	0.69
Victoria	0.87	0.85	0.75	0.87	0.77	0.60	0.65	0.67	0.62	0.57
Queensland	0.94	0.95	0.86	0.84	0.88	0.79	0.75	0.74	0.74	9.78
Western Australia	1.25	1.23	1.07	0.89	0.93	0.86	0.84	0.75	0.89	0.97
South Australia	1.20	1.17	1.26	1.01	1.04	1.04	0.91	1.01	0.75	0.88
Tasmania	1.15	1.40	0.98	1.53	0.83	0.88	1.27	0.96	1.09	0.90
Northern Territory	4.65	3.00	3.13	3.29	3.21	3.37	2.20	3.43	2.67	3.19
<b>ACT</b>	<b>0.70</b>	<b>0.61</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>Australia</b>	1.05	1.02	0.98	0.91	0.89	0.80	0.80	0.79	0.76	0.75

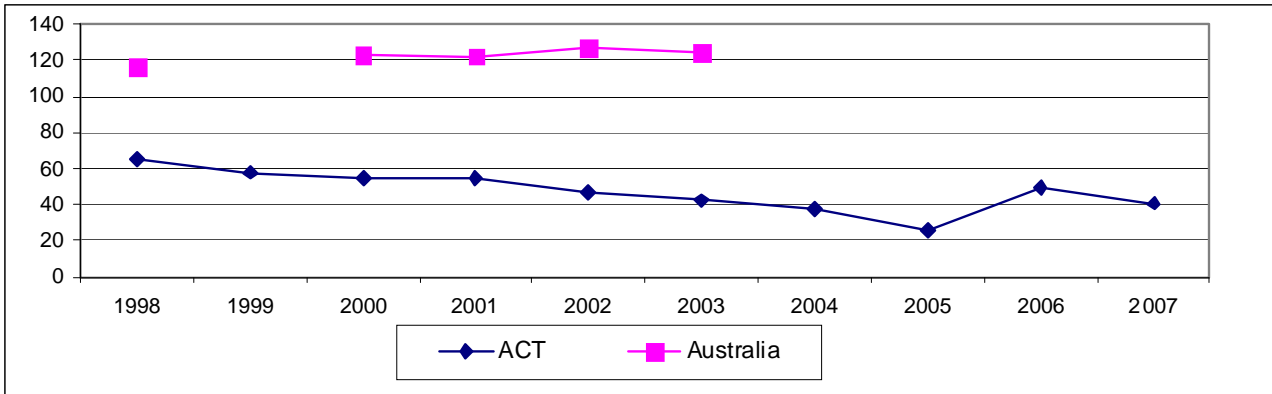
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.



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)

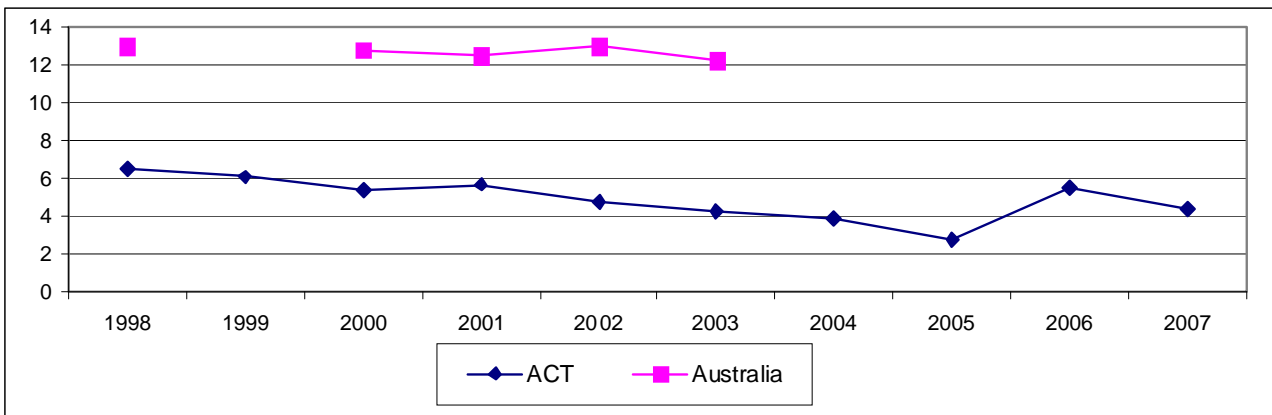
States	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	87.0	NA	115.8	107.4	105.9	104.2	NA	NA	NA	NA
Victoria	136.3	130.0	134.4	139.9	142.4	136.0	128.4	123.6	139.5	151.0
Queensland	127.2	128.6	134.5	146.5	150.7	152.4	159.7	157.9	NA	NA
Western Australia	162.3	136.3	114.0	101.7	149.4	147.2	160.6	152.8	134.3	132.2
South Australia	105.1	107.4	108.1	106.2	101.1	95.9	86.1	83.3	86.6	85.9
Tasmania	94.4	106.1	111.6	100.5	89.7	82.1	78.7	76.3	64.7	66.7
Northern Territory	233.3	224.7	229.1	224.0	205.6	217.0	249.4	236.5	251.2	260.6
<b>ACT</b>	<b>65.3</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>Australia</b>	116.8	NA	123.2	122.2	126.9	124.5	NA	NA	NA	NA



### Persons Hospitalised per 100 million Vehicle - kms

States	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	10.5	NA	14.7	12.1	11.6	11.2	NA	NA	NA	NA
Victoria	14.1	13.4	11.7	13.2	13.5	12.2	12.2	12.0	13.1	13.6
Queensland	14.7	13.7	13.0	13.8	15.3	14.9	15.0	14.2	NA	NA
Western Australia	16.6	14.2	10.8	10.4	15.0	13.8	14.9	14.2	12.2	11.5
South Australia	11.2	12.3	12.4	10.6	10.4	9.8	8.7	8.9	8.7	9.6
Tasmania	10.7	13.2	12.0	11.9	9.6	8.5	8.3	7.0	6.3	6.6
Northern Territory	29.8	26.5	27.5	29.1	23.9	27.6	31.2	30.4	32.1	31.4
<b>ACT</b>	<b>6.5</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>Australia</b>	13.0	NA	12.8	12.5	13.0	12.3	NA	NA	NA	NA

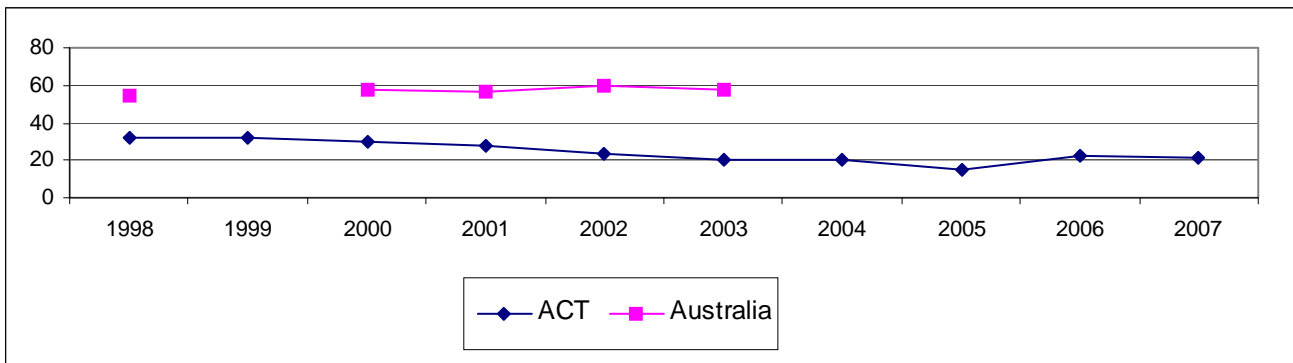
Source: Data for other Australian States is obtained from Austroads' "The Australian Road System and Road Authorities - National Performance Indicators", 2000.



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	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	40.69	NA	52.46	48.17	48.50	47.12	NA	NA	NA	NA
Victoria	61.64	59.15	61.01	62.45	65.88	61.06	57.89	55.93	61.80	66.60
Queensland	58.03	58.14	61.00	66.13	67.88	67.84	71.68	72.05	NA	NA
Western Australia	72.91	60.25	53.25	47.54	66.20	65.75	72.00	67.83	60.29	61.43
South Australia	55.71	55.16	55.25	55.13	52.97	51.24	46.83	43.40	41.97	45.30
Tasmania	50.72	52.27	55.38	52.60	48.02	44.59	43.63	42.83	26.16	35.91
Northern Territory	129.69	122.73	122.28	115.67	111.45	113.71	126.69	123.73	127.38	135.99
<b>ACT</b>	<b>31.57</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>Australia</b>	54.74	NA	57.34	56.47	59.30	57.37	NA	NA	NA	NA

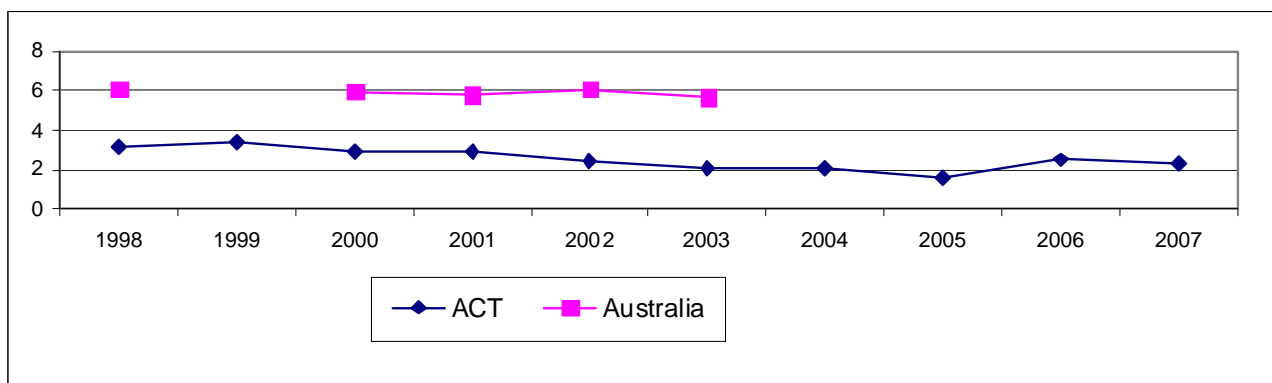


### Social Cost of Serious Casualty Crashes \* per 100 Million Veh-km (\$million)

States	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
New South Wales	4.90	NA	6.66	5.41	5.29	5.06	NA	NA	NA	NA
Victoria	6.38	6.10	5.31	5.90	6.23	5.46	5.48	5.44	5.79	5.98
Queensland	6.71	6.19	5.91	6.23	6.87	6.61	6.71	6.46	NA	NA
Western Australia	7.44	6.30	5.02	4.86	6.65	6.17	6.69	6.32	5.49	5.33
South Australia	5.94	6.32	6.32	5.52	5.42	5.24	4.73	4.64	4.24	5.05
Tasmania	5.75	6.53	5.97	6.24	5.12	4.59	4.62	3.93	3.50	3.55
Northern Territory	16.58	14.46	14.70	15.03	12.98	14.46	16.06	15.93	16.29	16.37
<b>ACT</b>	<b>3.13</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>Australia</b>	6.10	NA	5.95	5.76	6.06	5.66	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.

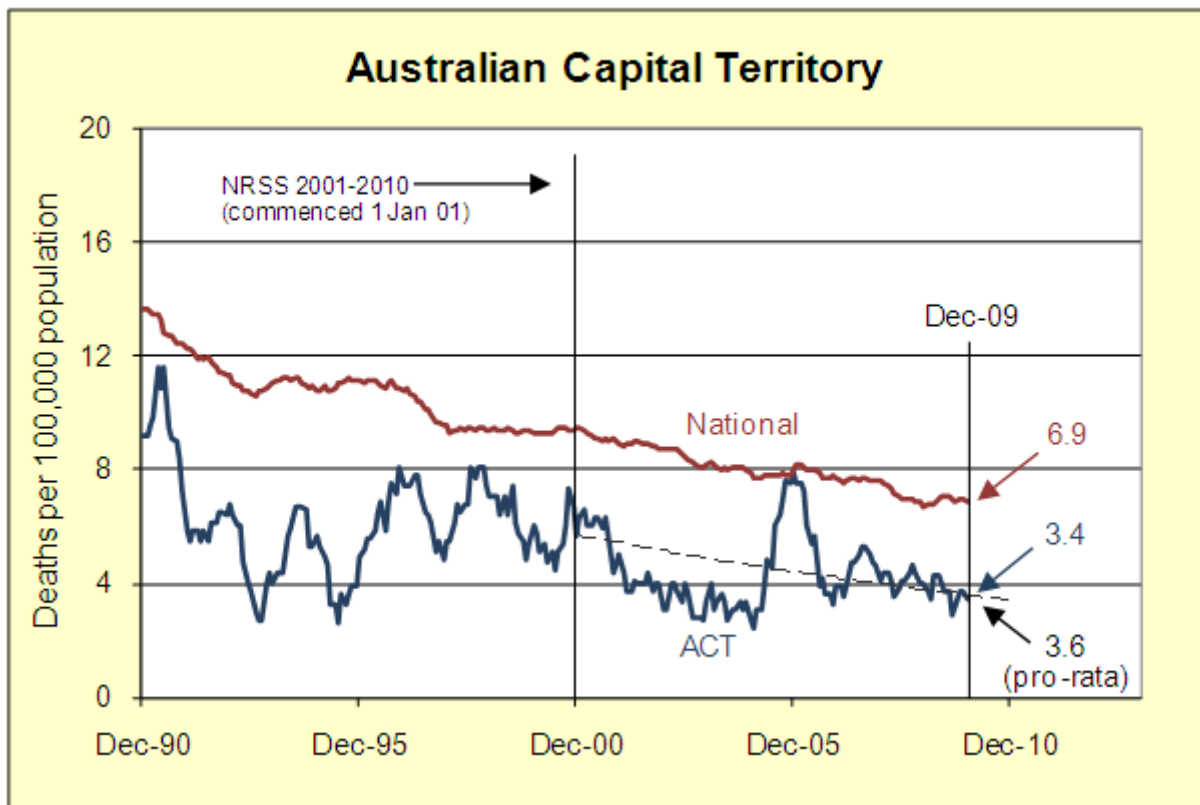


Since 1991, the ACT has recorded the lowest rates of the cost of serious casualty crashes per head of population and per vehicle kilometres of travel (mainly because of the low number of serious casualty crashes) amongst all Australian States. These rates have also been lower than the national average.

## 2.4 THE ACT ROAD SAFETY STRATEGY

The ACT Road Safety Strategy 2007-2010 was released in April 2007. This Strategy is supported by two, two – year Action Plans for 2007 – 2008 and 2009 – 2010, and complements 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 aims 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 current ACT Road Safety Strategy is 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.

# **TRAFFIC CRASHES IN 2009**

**Table 3.1: 2009 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	327	66	0	393	5.01
2	Right angle collision	1092	126	0	1218	15.54
3	Same direction side swipe	506	19	0	525	6.70
4	Opposite direction side swipe	28	8	0	36	0.46
5	Head on collision	5	13	2	20	0.25
6	Rear end collision	3364	57	0	3421	43.64
7	Collision with parked vehicle	212	9	0	221	2.82
8	Collision while one vehicle reversing	113	0	0	113	1.44
9	Other - Vehicle to Vehicle	897	36	0	933	11.9
10	Struck pedestrian	11	20	2	33	0.42
11	Struck animal (not ridden)	189	8	1	198	2.53
12	Struck object	19	2	0	21	0.27
13	Overtaken	27	23	0	50	0.64
14	Fall from moving vehicle	4	6	1	11	0.14
15	Other - Single Vehicle on Carriageway	60	13	0	73	0.93
16	Struck pedestrian (on footpath etc.)	0	1	0	1	0.01
17	Struck vehicle	9	1	0	10	0.13
18	Struck animal (not ridden)	0	0	0	0	0
19	Struck object	402	94	4	500	6.38
20	Overtaken	1	1	0	2	0.02
21	No object struck	46	13	1	60	0.77
22	Other - Single Vehicle off Carriageway	0	0	0	0	0
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100</b>

The most frequent accident type in 2009 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 12.2% of all crashes, while the majority (87.8 %) involve two or more vehicles.

In terms of severity, the 'right angle collision' type is the most frequent, representing around 24% of all casualty crashes for 2009. 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', 'overtaken' and 'fall from vehicle' types.

**Table 3.2: 2009 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	6904	422	7	7333	93.54
1	Light or tele pole	87	25	0	112	1.43
2	Sign or signal pole	45	9	1	55	0.70
3	Tree	71	34	3	108	1.38
4	Building or structure	41	9	0	50	0.64
5	Kerb or guard rail	129	15	0	144	1.84
6	Guide post	12	0	0	12	0.15
7	Other	23	2	0	25	0.32
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

Amongst crashes involving the striking of fixed objects, 'Tree' caused the highest number of casualty crashes followed by 'light or tele pole'. In total, 36% of 2009 fatal crashes involved striking an object.

**Table 3.3: 2009 Total Crashes by Severity and Month**

Month Code	Month	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
1	January	462	40	0	502	6.40
2	February	564	34	0	598	7.63
3	March	670	41	2	713	9.10
4	April	626	40	1	667	8.51
5	May	536	50	1	587	7.49
6	June	715	46	2	763	9.73
7	July	666	38	1	705	8.99
8	August	710	48	0	758	9.67
9	September	685	39	2	726	9.26
10	October	488	51	2	541	6.90
11	November	621	52	0	673	8.59
12	December	569	37	0	606	7.73
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

*There is no consistent pattern for the distribution of crashes by month of the year in 2009. June, August, September and March recorded the highest proportion of crashes. January and October recorded the least number of crashes. However, October recorded the highest number of casualty crashes, while February and July recorded the lowest.*

**Table 3.4: 2009 Total Crashes by Severity and Day of Week**

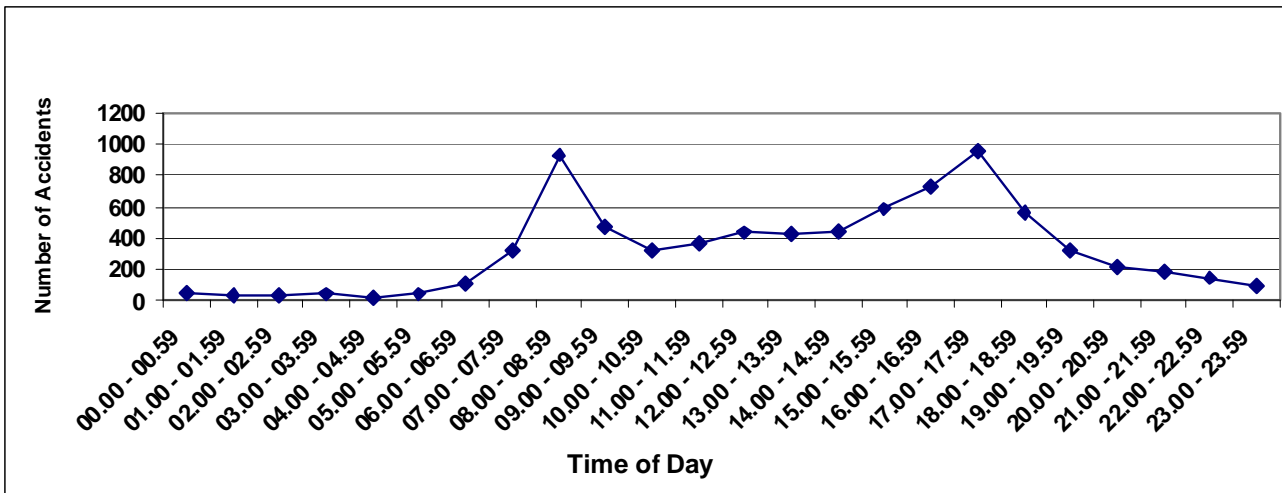
Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
Sunday	575	75	4	654	8.34
Monday	983	68	1	1052	13.42
Tuesday	1191	81	2	1274	16.25
Wednesday	1247	68	0	1315	16.78
Thursday	1253	73	1	1327	16.93
Friday	1253	84	2	1339	17.08
Saturday	810	67	1	878	11.20
<b>Total</b>	<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</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 (16.93% and 17.08% respectively), while crashes on Sunday only represent around 8% of all crashes. This trend is consistent with previous years. Sunday, Tuesday and Friday produced the highest number of fatal crashes in 2009 (8 out of 11).*

**Table 3.5: 2009 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	46	7	0	53	0.68
01.00 - 01.59	29	4	1	34	0.43
02.00 - 02.59	25	9	0	34	0.43
03.00 - 03.59	39	4	1	44	0.56
04.00 - 04.59	20	2	0	22	0.28
05.00 - 05.59	37	7	1	45	0.57
06.00 - 06.59	98	11	1	110	1.40
07.00 - 07.59	289	28	0	317	4.04
08.00 - 08.59	881	50	0	931	11.88
09.00 - 09.59	436	32	1	469	5.98
10.00 - 10.59	292	25	0	317	4.04
11.00 - 11.59	343	19	0	362	4.62
12.00 - 12.59	413	22	0	435	5.55
13.00 - 13.59	401	21	1	423	5.40
14.00 - 14.59	418	28	0	446	5.69
15.00 - 15.59	548	38	1	587	7.49
16.00 - 16.59	679	49	1	729	9.30
17.00 - 17.59	913	41	1	955	12.18
18.00 - 18.59	514	43	1	558	7.12
19.00 - 19.59	298	20	0	318	4.06
20.00 - 20.59	203	14	1	218	2.78
21.00 - 21.59	165	20	0	185	2.36
22.00 - 22.59	133	14	0	147	1.88
23.00 - 23.59	92	8	0	100	1.28
<b>Total</b>	<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

**2009 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: 2009 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	3	0	0	3	0.04
1	Uncontrolled	3272	300	9	3581	45.68
2	Control Not Operated	3	0	0	3	0.04
3	Traffic Lights	1918	77	1	1996	25.46
4	Give Way Sign	1812	101	1	1914	24.42
5	Stop Sign	201	28	0	229	2.92
6	Police	8	0	0	8	0.10
7	School Crossing	3	2	0	5	0.06
8	Marked Pedestrian Crossing	60	6	0	66	0.85
9	Other	32	2	0	34	0.43
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</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: 2009 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	1518	87	0	1605	20.47
2	T Intersection	1682	164	1	1847	23.56
3	Y Intersection	67	4	0	71	0.91
4	Multiple Intersection	52	2	0	54	0.69
5	Roundabout	1066	20	1	1087	13.87
6	Unknown	15	1	0	16	0.20
<b>Sub Total</b>		<b>4400</b>	<b>278</b>	<b>2</b>	<b>4680</b>	<b>-</b>
<b>Mid Blocks</b>						
7	Median Opening	1316	89	3	1408	17.96
8	Not median opening	1557	142	6	1705	21.75
9	Other	39	7	0	46	0.59
<b>Sub Total</b>		<b>2912</b>	<b>238</b>	<b>9</b>	<b>3159</b>	<b>-</b>
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

*Nearly 60% 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: 2009 Total Crashes by Severity and Weather Conditions**

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Sub Totals	% of total Crashes
0	Unknown	0	0	0	0	0
1	Fine	6312	446	10	6768	86.34
2	Light rain	759	53	1	813	10.37
3	Heavy rain	130	12	0	142	1.81
4	Snow	3	1	0	4	0.05
5	Fog	71	3	0	74	0.94
7	Other	37	1	0	38	0.49
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

*It is interesting to note that rain may have been a contributing factor to about 12% of crashes. The majority of fatal crashes happened during fine weather.*

**Table 3.9: 2009 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	0	0	0	0	0
1	Daylight	5542	362	5	5909	75.38
2	Semi-darkness	418	32	0	450	5.74
3	Dark - no Street lights	117	14	2	133	1.70
4	Dark - poor Street lighting	276	25	3	304	3.88
5	Dark - good Street lighting	959	83	1	1043	13.30
<b>Total</b>		<b>7312</b>	<b>516</b>	<b>11</b>	<b>7839</b>	<b>100.00</b>

*About 75% of all casualty crashes occur in daylight conditions.*

## **CASUALTIES IN 2009**

**Table 4.1: 2009 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	0	17	72	89	13.60
2	Right angle collision	0	37	122	159	24.31
3	Same direction side swipe	0	3	20	23	3.52
4	Opposite direction side swipe	0	4	13	17	2.6
5	Head on collision	2	16	10	28	4.28
6	Rear end collision	0	7	62	69	10.55
7	Collision with parked vehicle	0	4	5	9	1.38
8	Collision while one vehicle reversing	0	0	0	0	0
9	Other - Vehicle to Vehicle	0	14	28	42	6.42
<b>Sub Total</b>		<b>2</b>	<b>102</b>	<b>332</b>	<b>436</b>	<b>66.67</b>
<b>Single Vehicle Accident On Carriageway</b>						
10	Struck pedestrian	2	8	12	22	3.36
11	Struck animal (not ridden)	1	2	6	9	1.38
12	Struck object (on carriageway)	0	2	0	2	0.31
13	Overtaken	0	6	18	24	3.67
14	Fall from moving vehicle	1	1	5	7	1.07
15	Other - Single Vehicle on Carriageway	0	3	11	14	2.14
<b>Sub Total</b>		<b>4</b>	<b>22</b>	<b>52</b>	<b>78</b>	<b>11.92</b>
<b>Single Vehicle Accident Off Carriageway</b>						
16	Struck pedestrian (on footpath etc.)	0	0	1	1	0.15
17	Struck Vehicle	0	0	1	1	0.15
18	Struck animal not ridden	0	0	0	0	0
19	Struck object (off carriageway)	5	31	77	113	17.28
20	Overtaken	0	0	2	2	0.31
21	No object struck	1	9	13	23	3.52
22	Other accidents	0	0	0	0	0
<b>Sub Total</b>		<b>6</b>	<b>40</b>	<b>94</b>	<b>140</b>	<b>21.41</b>
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</b>	<b>100.00</b>

*'Vehicle to vehicle' collisions are responsible for more than 67% of all casualties. Right angle collisions are responsible for about 24% of all casualties followed by right turn into oncoming vehicle collisions. The 'Struck object' accident type was responsible for more fatalities than any other type in 2009.*

**Table 4.2: 2009 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	4	77	259	340	51.99
2	Front left passenger	2	18	72	92	14.07
3	Front centre passenger	0	0	0	0	0
4	Rear right passenger	1	3	4	8	1.22
5	Rear centre passenger	0	0	2	2	0.31
6	Rear left passenger	1	4	12	17	2.60
7	Motorcycle	2	35	69	106	16.21
8	Motorcycle pillion	0	0	1	1	0.15
9	Pedal cyclist	0	18	42	60	9.17
10	Pedal cyclist pillion	0	0	0	0	0
11	Rear bus passenger	0	0	0	0	0
12	Pedestrian	2	8	13	23	3.52
13	Other	0	1	4	5	0.76
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</b>	<b>100.00</b>

*Drivers and motorcycle riders account for more than 68% of all casualties. Pedal cyclists account for around 9% of all casualties.*

**Table 4.3: 2009 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	113	263	386	59.02
2	Control Not Operated	0	0	0	0	0
3	Traffic Lights	1	16	80	97	14.83
4	Give Way Sign	1	23	98	122	18.65
5	Stop Sign	0	10	29	39	5.96
6	Police	0	0	0	0	0
7	School crossing	0	0	2	2	0.31
8	Marked Pedestrian Crossing	0	0	6	6	0.92
9	Other	0	2	0	2	0.31
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</b>	<b>100.00</b>

About 59% of all casualties occurred at uncontrolled locations, around 15% at traffic lights and 19% at Give Way signs. Similar trends were observed in previous years.

**Table 4.4: 2009 Total Casualties by Casualty Class and Road Location**

Crash Location Code	Road Location	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
1	Cross Intersection	0	20	85	105	16.06
2	T Intersection	1	50	164	215	32.87
3	Y Intersection	0	0	4	4	0.61
4	Multiple Intersection	0	0	2	2	0.31
5	Roundabout	1	4	20	25	3.82
6	Median Opening	3	31	80	114	17.43
7	Not Median Opening	7	59	116	182	27.83
8	Unknown	0	0	7	7	1.07
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</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 49% of all casualties.

**Table 4.5: 2009 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	3	92	339	434	66.36
2	Belt not worn	3	5	2	10	1.53
3	No belt installed	0	0	0	0	0
4	Crash helmet worn	2	53	111	166	25.38
5	Crash helmet not worn	0	0	0	0	0
6	Other	0	5	10	15	2.30
7	Not known	4	9	16	29	4.43
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</b>	<b>100.00</b>

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

**Table 4.6: 2009 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	2	1	1	3		1	1					10
Admitted to Hospital	Female	3	8	11	4	2	4	2	5	6	7	3	1	8	2	66
Admitted to Hospital	Male	1	11	11	13	9	8	8	9	4	3	3	2	14	2	98
Admitted to Hospital	Unknown															
Received Medical Treatment	Female	13	37	39	21	19	19	14	13	15	4	6	6	10	4	220
Received Medical Treatment	Male	11	32	43	26	22	25	21	17	16	13	9	4	12	7	258
Received Medical Treatment	Unknown															
<b>Total</b>		<b>28</b>	<b>89</b>	<b>105</b>	<b>66</b>	<b>53</b>	<b>58</b>	<b>48</b>	<b>44</b>	<b>42</b>	<b>28</b>	<b>21</b>	<b>13</b>	<b>44</b>	<b>15</b>	<b>654</b>

**Table 4.7: 2009 Vehicle Controller Casualties by Casualty Class, Gender and Age**

Injury Type	Sex	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	>70	Unkn own	Total
Fatal	Female															
Fatal	Male				1	1	1	1		1	1					6
Admitted to Hospital	Female		5	8	1	2	3	1	4	5	6	1	1	5	1	43
Admitted to Hospital	Male		7	9	11	9	8	8	9	4	3	3	2	13	1	87
Admitted to Hospital	Unknown															
Received Medical Treatment	Female		23	32	18	17	14	11	9	12	4	5	0	7	4	156
Received Medical Treatment	Male	1	22	36	24	19	23	20	16	15	12	6	2	12	6	214
Received Medical Treatment	Unknown															
<b>Total</b>		<b>1</b>	<b>57</b>	<b>85</b>	<b>55</b>	<b>48</b>	<b>49</b>	<b>41</b>	<b>38</b>	<b>37</b>	<b>26</b>	<b>15</b>	<b>5</b>	<b>37</b>	<b>12</b>	<b>506</b>

**Table 4.8: 2009 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							2								2
Admitted to Hospital	Female	1	1		1									1		4
Admitted to Hospital	Male		1		2									1		4
Received Medical Treatment	Female	4					1		1				1			7
Received Medical Treatment	Male	2	1		1			1				1				6
<b>Total</b>		<b>7</b>	<b>3</b>		<b>4</b>		<b>1</b>	<b>3</b>	<b>1</b>			<b>1</b>	<b>1</b>	<b>2</b>		<b>23</b>

*In 2009, about 46% of all casualties occurred to people younger than 30 years of age. The single most vulnerable age group seem to be between 20 and 24 accounting for about 16% of all casualties. Males account for 55% 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 4% of all casualties. Young pedestrians aged less than 24 seem to be the most vulnerable accounting for about 43% of all pedestrian casualties. In 2009, two pedestrians were killed.*

**Table 4.9: 2009 Total Casualties by Casualty Class and Fixed Object Struck**

Fixed Object Code	Fixed Object Struck	Fatality	Admitted to Hospital	Received Medical Treatment	Sub Total	% of Total Casualties
0	Not Applicable	7	133	401	541	82.72
1	Light or Tele Pole		4	22	26	3.97
2	Sign or Signal Pole	1	3	6	10	1.53
3	Tree	4	16	28	48	7.34
4	Building or Structure		3	7	10	1.53
5	Kerb or Guard Rail		4	13	17	2.60
6	Guide Post				0	0
7	Other		1	1	2	0.31
<b>Total</b>		<b>12</b>	<b>164</b>	<b>478</b>	<b>654</b>	<b>100.00</b>

*Around 17% 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 2009**

**Table 5.1: 2009 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	692	24	36	15	0	2	9	16	0	10	0	<b>804</b>	<b>5.31</b>
2	Right angle collision	2083	51	117	39	1	25	34	57	3	49	0	<b>2459</b>	<b>16.23</b>
3	Same direction side swipe	799	23	68	24	11	41	54	15	3	16	0	<b>1054</b>	<b>6.96</b>
4	Opposite direction side swipe	59	2	7	1	0	1	0	0	0	2	0	<b>72</b>	<b>0.47</b>
5	Head on collision	34	2	1	1	0	2	2	0	0	0	0	<b>42</b>	<b>0.28</b>
6	Rear end collision	6273	131	468	143	5	57	34	12	0	70	1	<b>7194</b>	<b>47.49</b>
7	Collision with parked vehicle	368	12	24	10	1	21	14	7	0	1	0	<b>458</b>	<b>3.02</b>
8	Collision while one vehicle reversing	175	7	16	4	0	17	5	0	1	1	0	<b>226</b>	<b>1.49</b>
9	Other - Vehicle to Vehicle	1483	58	140	43	0	40	29	62	3	25	0	<b>1883</b>	<b>12.43</b>
<b>SINGLE VEHICLE ACCIDENT</b>														
10	Struck pedestrian	31	1	0	0	0	1	0	0	0	0	0	<b>33</b>	<b>0.22</b>
11	Struck animal (not ridden)	167	4	13	2	0	0	0	0	4	8	0	<b>198</b>	<b>1.31</b>
12	Struck object	18	0	0	0	1	0	0	1	0	1	0	<b>21</b>	<b>0.14</b>
13	Overtaken	8	0	3	1	1	1	0	1	0	35	0	<b>50</b>	<b>0.33</b>
14	Fall from moving vehicle	2	0	0	0	0	1	0	0	0	8	0	<b>11</b>	<b>0.07</b>
15	Other - Single Vehicle on Carriageway	42	0	3	1	1	0	0	0	0	26	0	<b>73</b>	<b>0.48</b>
16	Struck pedestrian (on footpath etc.)	1	0	0	0	0	0	0	0	0	0	0	<b>1</b>	<b>0.01</b>
17	Struck vehicle (off road)	10	0	0	0	0	0	0	0	0	0	0	<b>10</b>	<b>0.07</b>
18	Struck animal (not ridden)	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>
19	Struck object	427	7	37	4	2	3	2	0	0	17	0	<b>499</b>	<b>3.29</b>
20	Overtaken	2	0	0	0	0	0	0	0	0	0	0	<b>2</b>	<b>0.01</b>
21	No object struck	40	0	7	1	0	0	0	1	0	10	0	<b>59</b>	<b>0.39</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>12714</b>	<b>322</b>	<b>940</b>	<b>289</b>	<b>23</b>	<b>212</b>	<b>183</b>	<b>172</b>	<b>14</b>	<b>279</b>	<b>1</b>	<b>15149</b>	<b>100.00</b>

The number of vehicles involved in road traffic crashes in 2009 was 15149

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 38% 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: 2009 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	12071	634	9	<b>12714</b>	<b>83.93</b>
Taxi or Hire Car	305	17	0	<b>322</b>	<b>2.12</b>
Utility	893	47	0	<b>940</b>	<b>6.20</b>
Panel Van	278	11	0	<b>289</b>	<b>1.91</b>
Articulated Vehicle (Semi)	17	6	0	<b>23</b>	<b>0.15</b>
Truck (Excl. Semi)	201	9	2	<b>212</b>	<b>1.40</b>
Bus	175	8	0	<b>183</b>	<b>1.21</b>
Bicycle	112	60	0	<b>172</b>	<b>1.14</b>
Emergency Vehicle	12	2	0	<b>14</b>	<b>0.09</b>
Motor Cycle / Scooter	172	105	2	<b>279</b>	<b>1.84</b>
Other	1	0	0	<b>1</b>	<b>0.01</b>
Not Known	0	0	0	<b>0</b>	<b>0</b>
<b>Total</b>	<b>14237</b>	<b>899</b>	<b>13</b>	<b>15149</b>	<b>100.00</b>

About 6% of all vehicles involved in traffic crashes were involved in injury crashes. However, out of all bicycles and motorcycles involved in crashes, 35% and 38% were involved in injury crashes respectively. 13 vehicles were involved in fatal crashes.

**Table 5.3: 2009 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	5362	147	456	132	12	127	97	75	6	158	0	<b>6572</b>	<b>43.38</b>
2	Control Not Operated	7	0	0	0	0	0	0	0	0	0	0	<b>7</b>	<b>0.05</b>
3	Traffic Lights	3519	82	238	81	6	43	57	26	6	34	1	<b>4093</b>	<b>27.02</b>
4	Give Way Sign	3254	71	217	64	5	35	24	48	1	74	0	<b>3793</b>	<b>25.04</b>
5	Stop Sign	394	13	19	8	0	4	4	8	1	10	0	<b>461</b>	<b>3.04</b>
6	Police	13	1	2	0	0	0	0	0	0	0	0	<b>16</b>	<b>0.10</b>
7	School Crossing	8	0	0	0	0	0	0	1	0	0	0	<b>9</b>	<b>0.06</b>
8	Marked Pedestrian Crossing	103	6	5	3	0	1	1	13	0	1	0	<b>133</b>	<b>0.88</b>
9	Other	52	2	1	1	0	2	0	1	0	2	0	<b>61</b>	<b>0.40</b>
0	Unknown	2	0	2	0	0	0	0	0	0	0	0	<b>4</b>	<b>0.03</b>
<b>Total</b>		<b>12714</b>	<b>322</b>	<b>940</b>	<b>289</b>	<b>23</b>	<b>212</b>	<b>183</b>	<b>172</b>	<b>14</b>	<b>279</b>	<b>1</b>	<b>15149</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: 2009 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	94	1	9	2	1	3	1	0	0	1	0	112	0.74
2	Sign or signal pole	47	1	3	1	0	0	0	0	0	3	0	55	0.36
3	Tree	92	3	8	1	0	0	0	0	0	4	0	108	0.71
4	Building or structure	48	0	2	0	0	0	0	0	0	0	0	50	0.33
5	Kerb or guard rail	117	2	14	0	1	0	1	0	0	9	0	144	0.95
6	Guide post	12	0	0	0	0	0	0	0	0	0	0	12	0.08
7	Other	17	0	1	0	0	0	0	0	0	0	1	19	0.13
0	Not Applicable	12287	315	903	285	21	209	181	172	14	262	0	14649	96.70
<b>Total</b>		<b>12714</b>	<b>322</b>	<b>940</b>	<b>289</b>	<b>23</b>	<b>212</b>	<b>183</b>	<b>172</b>	<b>14</b>	<b>279</b>	<b>1</b>	<b>15149</b>	<b>100.00</b>

*Around 3% per cent of 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.*



