2014 ACT Crash Report

ACT Government
Justice and Community Safety

Legislation, Policy & Programs | **Justice, Planning & Safety Programs**

Contents

INTRODUCTION

1.1 Background

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

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

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

1.2 Data collected in crash reports

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

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

1.3 Purpose of report

This report provides statistical information about reported ACT road crashes which occurred in 2014. The report includes information about rates of deaths per population. Information about casualty crashes is reported, including the age, gender, crash type and road user group. Information about the prevailing conditions, such as weather conditions, time of day and day of week are also included.

1.4 Definitions

Casualty – A crash which resulted in either injury or death.
Fatality – The ACT uses the Australian Transport Safety Bureau Guidelines for determining a fatal road transport crash – with the exception of foetal deaths and deaths occurring on farming roads and driveways – which are not counted in the ACT road toll.
Property damage – A crash involving no injuries.
Serious injury – The ACT uses the national definition for serious injury which is an injury sustained in a crash which resulted in the person being admitted to hospital[1].
Vehicle controller – Driver or rider of a vehicle (excludes passengers).

[1] Serious injury data is based on police reporting and is not matched with hospital data. In some cases an injured person may have been transported to hospital but not admitted or presented and admitted to hospital hours or days after the crash.

1.5 ACT Road Safety Strategy

The ACT *Road Safety Strategy 2011–2020* (ACTRSS) provides a whole-of-government approach to addressing road safety and has goals to:

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

The ACTRSS is supported by multi-year action plans which include a range of education, encouragement, engineering, enforcement and evaluation measures. The first of these action plans covered the period 2011–2013. The second action plan under the ACTRSS is currently in development and will cover the period 2015–2018.

Copies of the ACTRSS, including annual report cards can be downloaded at:
http://www.justice.act.gov./safety_and emergency/road_safety

1.6 Summary of 2014 crashes

- There were 7,782 'on-road' recorded traffic crashes in 2014 which involved 15,115 vehicles and resulted in 829 casualties including 10 fatalities and 125 hospital admissions.

- Four fatalities and 247 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 40% of fatalities and 30% of injuries that occurred in 2014.

- ACT provisional drivers represented 20% of drivers involved in fatal crashes and 15% of injury crashes – despite being approximately 6% of licence holders. Provisional drivers were the only licence holder type disproportionately represented in all types of crashes.

- The most frequent crash-type was the 'rear end crash' (45% of all crashes). In terms of severity, the 'right-angle crash' type was the most frequent (35% of vehicle to vehicle crashes).

1.7 Percentages included in this report

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

1.8 Variance between casualties and casualty crashes

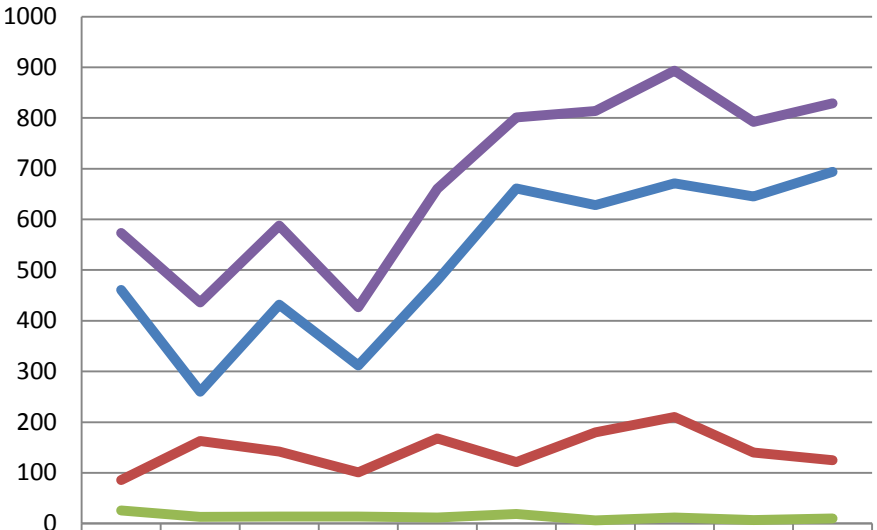
The number of injury and fatal crashes may not add up to the total number of injuries and fatalities as there can be more than one injury or fatality in each crash.

TRAFFIC CRASHES & CASUALTY TRENDS

CRASH TRENDS IN THE ACT

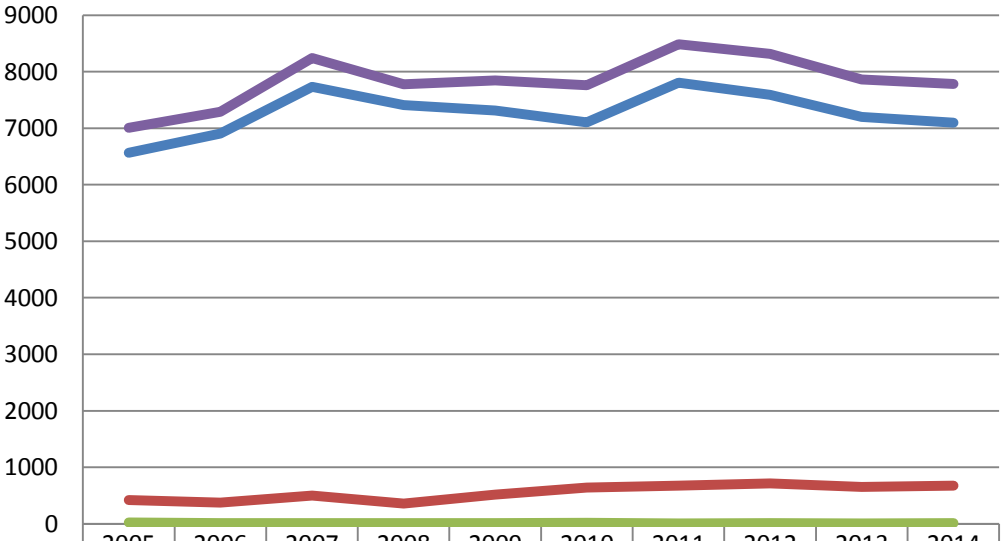
The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased 25%[2] while from 2006 to 2011 transport modelling suggested there was an increase of 7% in the total number of car trips during the morning peak period. Previous modelling of car trips from 2001 showed a 13.5 % increase during the morning peak over a ten year period.

Table 1.1: Trends in ACT casualties 2005 – 2014



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Received Medical Treatment	461	260	432	312	480	661	628	671	645	694
Admitted to Hospital	86	163	142	101	168	121	180	210	140	125
Fatality	26	13	14	14	12	19	6	12	7	10
Total Casualties	573	436	588	427	660	801	814	893	792	829

Table 1.2: ACT "On Road" Crashes Trends 2005 – 2014



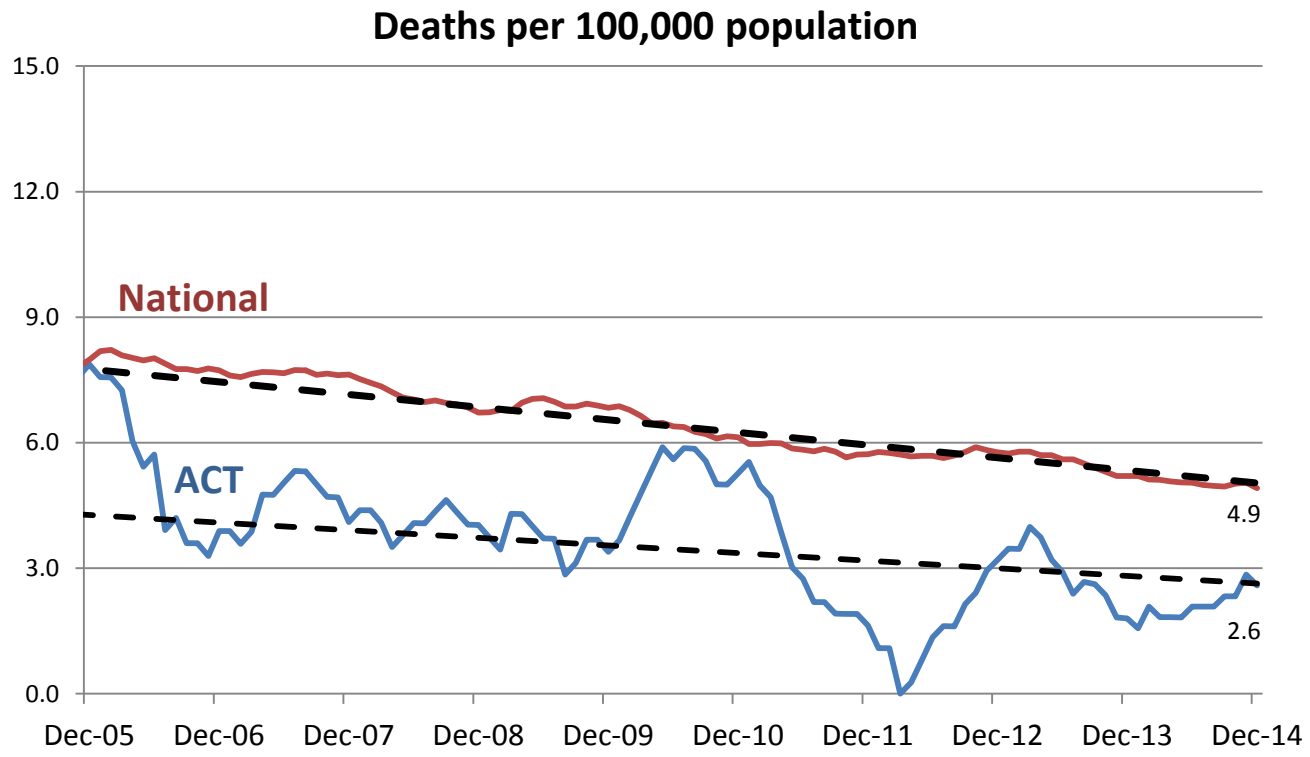
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Property Crashes	6563	6902	7730	7407	7313	7101	7807	7589	7201	7096
Injury Crashes	418	376	499	358	519	641	674	712	655	676
Fatal Crashes	25	12	14	14	11	16	6	12	7	10
Total Crashes	7006	7290	8243	7779	7843	7758	8487	8313	7863	7782

[2] Transport Regulation, Justice and Community Safety Directorate, Monthly Vehicle Statistics Report, January 2015

RATES OF DEATHS

Table 1.3: Rates of Deaths per 100,000 population 2005 – 2014

An indicator of the effectiveness of measures to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2014, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.6 fatalities per 100,000 population (up by 0.8 from 2013), compared with 4.9 road fatalities per 100,000 people nationally (down by 0.1 from 2013).

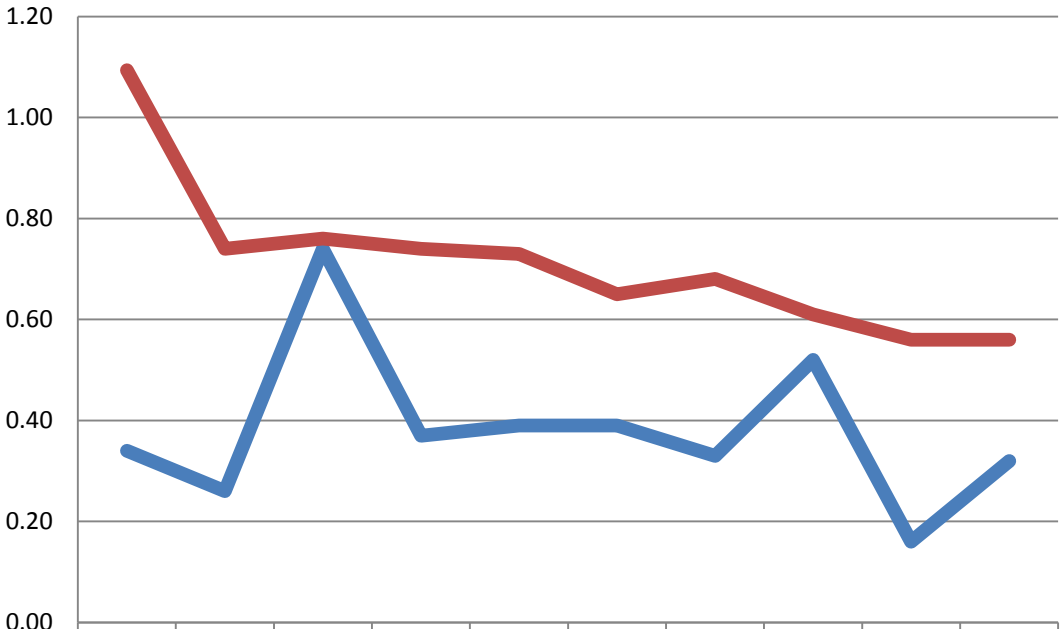


Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra

While the ACT has consistently recorded the lowest annual road fatalities per 100,000 population among all Australian states and territories, a recent study by ARRB for the NRMA-ACT Road Safety Trust found that in the period 2006–2010 ACT vehicle controllers were involved in 55 fatal crashes and 1,188 injury crashes in NSW[3] – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads.

[3] **Updating crashes involving ACT vehicles and controllers in NSW: 2006 to 2010, ARRB, September 2013.**

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



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
ACT	0.34	0.26	0.74	0.37	0.39	0.39	0.33	0.52	0.16	0.32
AUSTRALIA	1.09	0.74	0.76	0.74	0.73	0.65	0.68	0.61	0.56	0.56

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

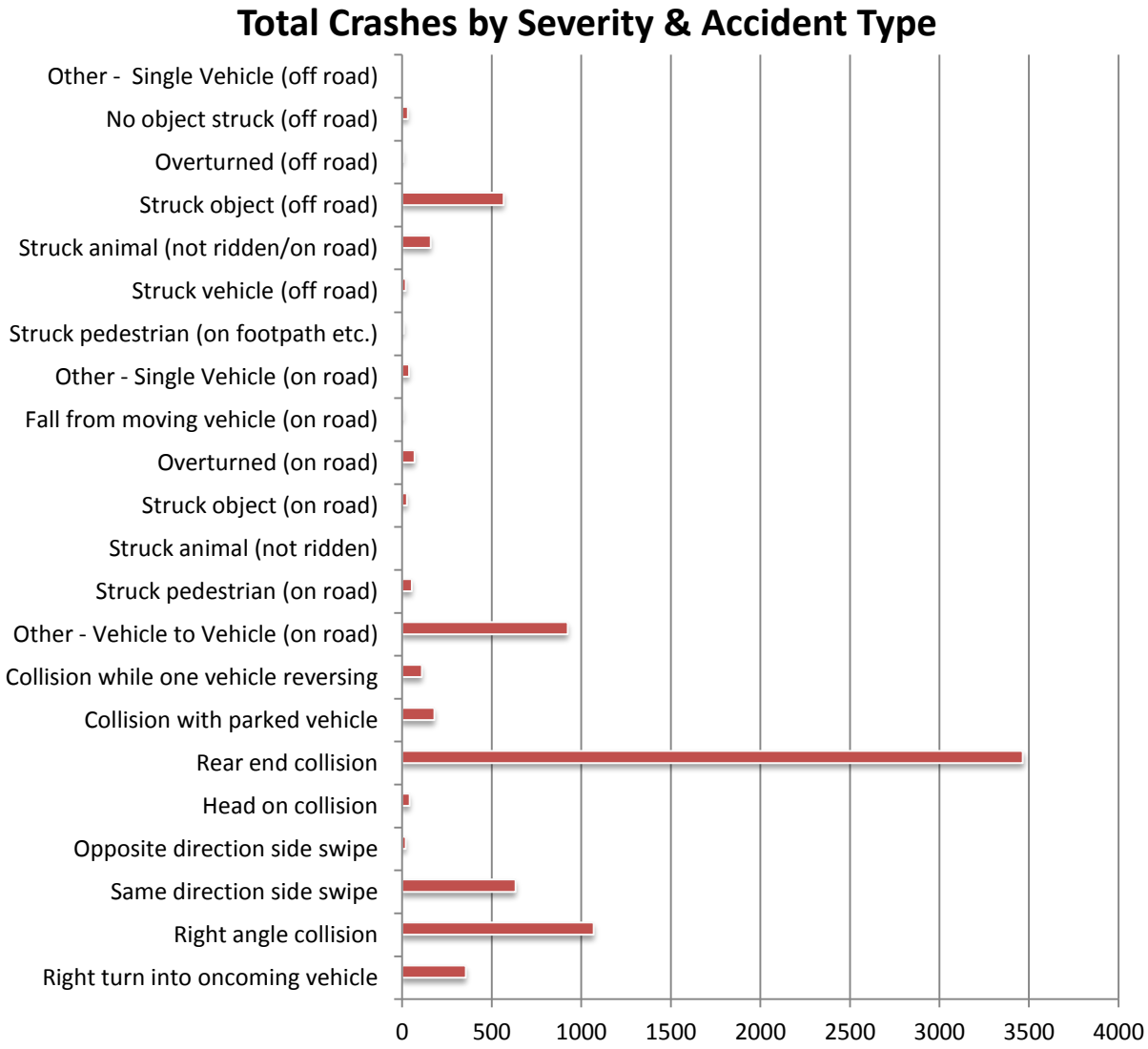
Note: 2013 and 2014 data had not been published at the time this report was being developed.

TRAFFIC CRASHES IN 2014

Table 2.1: Total Crashes by Severity and Crash Type

Code	Crash Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal - 2014	Subtotal - 2013	% of total Crashes in 2014	% of total Crashes in 2013
1	Right turn into oncoming vehicle	267	89		356	344	4.57%	4.37%
2	Right angle crash	910	158	1	1069	1166	13.74%	14.83%
3	Same direction side swipe	597	36		633	663	8.13%	8.43%
4	Opposite direction side swipe	17	3		20	23	0.26%	0.29%
5	Head on crash	33	9		42	38	0.54%	0.48%
6	Rear end crash	3343	121	1	3465	3447	44.53%	43.84%
7	Crash with parked vehicle	167	13		180	181	2.31%	2.30%
8	Crash while one vehicle reversing	110			110	115	1.41%	1.46%
9	Other - Vehicle to Vehicle (on road)	887	35	2	924	918	11.87%	11.67%
10	Struck pedestrian (on road)	20	32	1	53	45	0.68%	0.57%
11	Struck animal (not ridden)				0	201	0.00%	2.56%
12	Struck object (on road)	23	4		27	27	0.35%	0.34%
13	Overturned (on road)	38	31		69	70	0.89%	0.89%
14	Fall from moving vehicle (on road)	2	2		4	6	0.05%	0.08%
15	Other - Single Vehicle (on road)	26	12		38	54	0.49%	0.69%
16	Struck pedestrian (on footpath etc.)	5	4		9	4	0.12%	0.05%
17	Struck vehicle (off road)	17	3		20	25	0.26%	0.32%
18	Struck animal (not ridden/off road)	156	4		160	0	2.06%	0.00%
19	Struck object (off road)	450	111	5	566	508	7.27%	6.46%
20	Overturned (off road)	5	1		6	3	0.08%	0.04%
21	No object struck (off road)	23	8		31	25	0.40%	0.32%
22	Other - Single Vehicle (off road)				0	0	0.00%	0.00%
Total		**7096**	**676**	**10**	**7782**	**7863**		**100%**

In terms of severity, the “right angle crash” type was the most frequent, representing around 25% of all casualty crashes for 2014. These crashes generally result in more severe outcomes due to the relatively low level of protection provided by vehicles in side impact crashes compared with frontal and rear impact.



The most frequent crash type in 2014 was the "rear end crash" representing around 45% of all crashes. This was followed by the "right angle crash" type. Single vehicle crashes constituted around 13% of all crashes, while the majority (87%) involved two or more vehicles.

Table 2.2: Total Crashes by Severity and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	**Not Applicable**	6522	526	5	**7053**	90.63%
1	**Light or telegraph pole**	107	23		**130**	1.67%
2	**Sign or signal pole**	96	34	1	**131**	1.68%
3	**Tree**	88	40	3	**131**	1.68%
4	**Building or structure**	26	15	1	**42**	0.54%
5	**Kerb or guard rail**	221	30		**251**	3.23%
6	**Guide post**	12	3		**15**	0.19%
7	**Other**	24	5		**29**	0.37%
Total		**7096**	**676**	**10**	**7782**	**100%**

Table 2.3: Total Crashes by Severity and Month

Month Code	Month	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	**January**	477	50		**527**	6.77%
2	**February**	591	49	2	**642**	8.25%
3	**March**	643	76	2	**721**	9.26%
4	**April**	588	53		**641**	8.24%
5	**May**	630	68		**698**	8.97%
6	**June**	641	67	1	**709**	9.11%
7	**July**	573	66		**639**	8.21%
8	**August**	633	52	1	**686**	8.82%
9	**September**	592	40	2	**634**	8.15%
10	**October**	611	44		**655**	8.42%
11	**November**	551	60	1	**612**	7.86%
12	**December**	566	51	1	**618**	7.94%
Total		**7096**	**676**	**10**	**7782**	**100%**

The number of crashes per month was relatively consistent throughout the year with the exception of January. The result for January is consistent with previous years and is likely the result of a lower number of vehicles on ACT roads during the longer summer school holiday period.

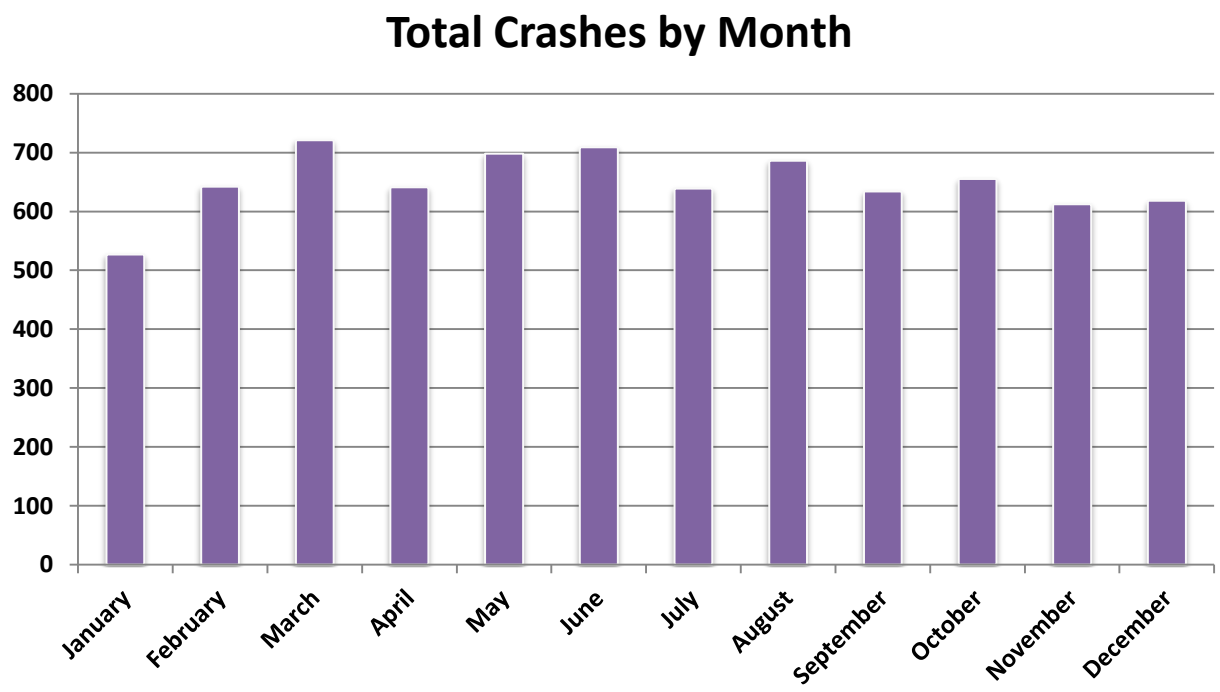


Table 2.4: Total Crashes by Severity and Day of Week

Day	Property crashes	Injury crashes	Fatal Crashes	Subtotal	% of total Crashes
Monday	1036	83	2	**1121**	14.41%
Tuesday	1154	116	1	**1271**	16.33%
Wednesday	1215	124	3	**1342**	17.24%
Thursday	1167	100		**1267**	16.28%
Friday	1191	106		**1297**	16.67%
Saturday	789	87	3	**879**	11.30%
Sunday	544	60	1	**605**	7.77%
Total	**7096**	**676**	**10**	**7782**	**100%**

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

The higher number of crashes on weekdays than weekends is the result of peak commuter traffic – when more vehicles are on the road. While the number of total crashes on weekends is lower than weekdays, the proportion of casualty crashes is higher. On weekends 10.18% of crashes resulted in casualties compared with 8.49% on weekdays. Lower levels of congestion, leading to higher free speeds would be a contributing factor in these crashes.

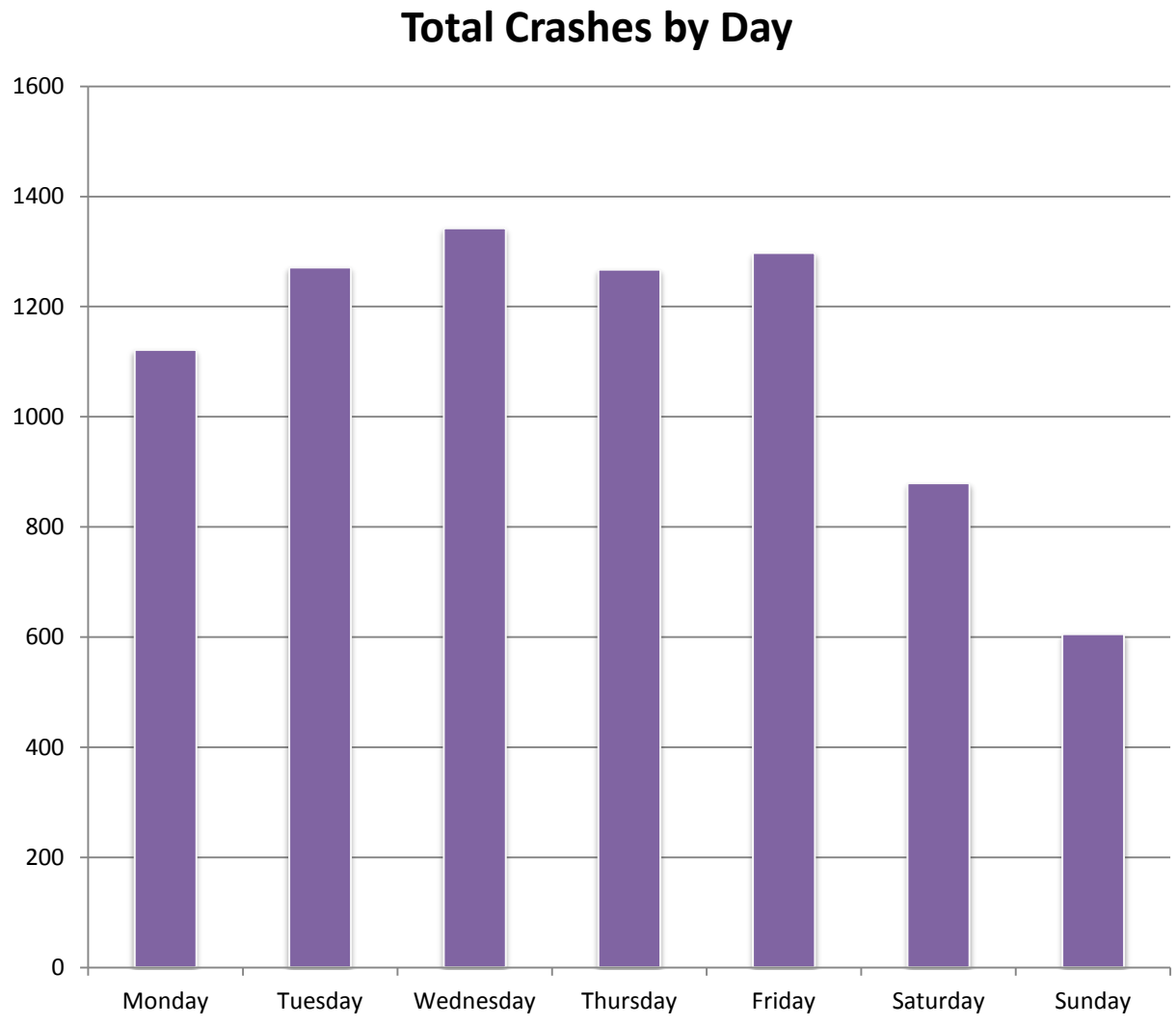


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
00.00 - 00.59	45	6		51	0.66%
01.00 - 01.59	20	5	2	27	0.35%
02.00 - 02.59	24	3	2	29	0.37%
03.00 - 03.59	20	3		23	0.30%
04.00 - 04.59	21	4		25	0.32%
05.00 - 05.59	33	9		42	0.54%
06.00 - 06.59	94	20		114	1.46%
07.00 - 07.59	306	33		339	4.36%
08.00 - 08.59	811	73		884	11.36%
09.00 - 09.59	475	36		511	6.57%
10.00 - 10.59	313	34		347	4.46%
11.00 - 11.59	383	29		412	5.29%
12.00 - 12.59	391	34		425	5.46%
13.00 - 13.59	376	29	1	406	5.22%
14.00 - 14.59	382	43		425	5.46%
15.00 - 15.59	594	52	1	647	8.31%
16.00 - 16.59	632	57	3	692	8.89%
17.00 - 17.59	952	71		1023	13.15%
18.00 - 18.59	532	44	1	577	7.41%
19.00 - 19.59	214	28		242	3.11%
20.00 - 20.59	165	15		180	2.31%
21.00 - 21.59	127	16		143	1.84%
22.00 - 22.59	107	19		126	1.62%
23.00 - 23.59	79	13		92	1.18%
Total	**7096**	**676**	**10**	**7782**	**100%**

The peak hours for crashes coincided with traffic volume peaks as demonstrated in the graph below. Similar to total crashes by day of week, a disproportionate number of serious crashes occur in off peak travel times.

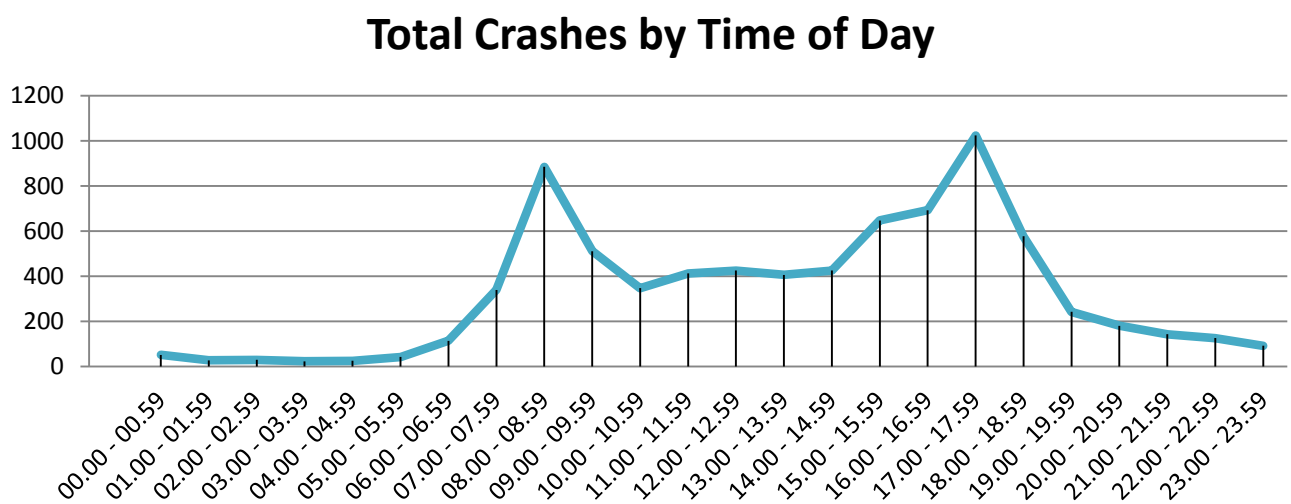


Table 2.6: Total Crashes by Severity and Traffic Control Type

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	**Unknown**				**0**	0.00%
1	**Uncontrolled**	3382	310	6	**3698**	47.52%
2	**Control Not Operated**	1			**1**	0.01%
3	**Traffic Lights**	1571	122	1	**1694**	21.77%
4	**Give Way Sign**	1811	204	2	**2017**	25.92%
5	**Stop Sign**	243	29	1	**273**	3.51%
6	**Police**	14			**14**	0.18%
7	**School Crossing**	6			**6**	0.08%
8	**Marked Pedestrian Crossing**	46	11		**57**	0.73%
9	**Other**	22			**22**	0.28%
Total		**7096**	**676**	**10**	**7782**	**100%**

Crashes at uncontrolled locations represented the highest number of casualty crashes (48%) followed by intersections controlled by Give Way signs (26%) and traffic lights (22%). There was a close to 10% decrease from 2013 in crashes at uncontrolled intersections, however there was an approximate 6% increase at Give Way signs from the previous year.

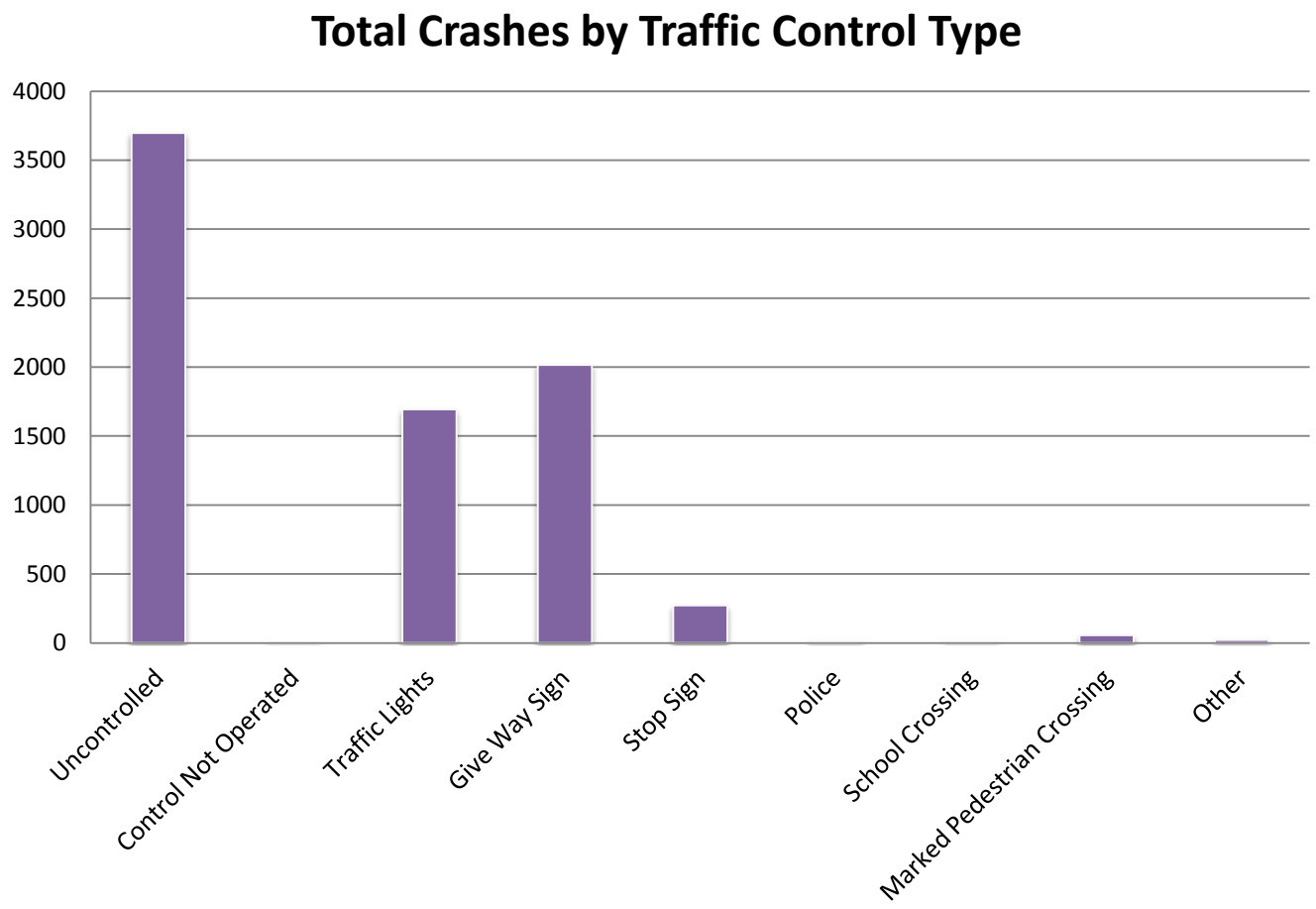


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
Intersections						
1	**Cross Intersection**	1452	126	2	**1580**	20.30%
2	**T Intersection**	1374	202	2	**1578**	20.28%
3	**Y Intersection**	52	1		**53**	0.68%
4	**Multiple Intersection**	20	3		**23**	0.30%
5	**Roundabout**	919	50		**969**	12.45%
6	**Other**	5	2		**7**	0.09%
Sub Total		**3822**	**384**	**4**	**4210**	**54.10%**
Midblocks						
7	**Undivided road**	1631	148	1	**1780**	22.87%
8	**Divided road**	1639	143	5	**1787**	22.96%
9	**Other**	4	1		**5**	0.06%
Sub Total		**3274**	**292**	**6**	**3572**	**45.90%**
Total		**7096**	**676**	**10**	**7782**	**100%**

Over 50% of total crashes and casualty crashes occurred at intersections. T-intersections recorded the highest proportion of crashes. This result is not uncommon in a built up urban environment.

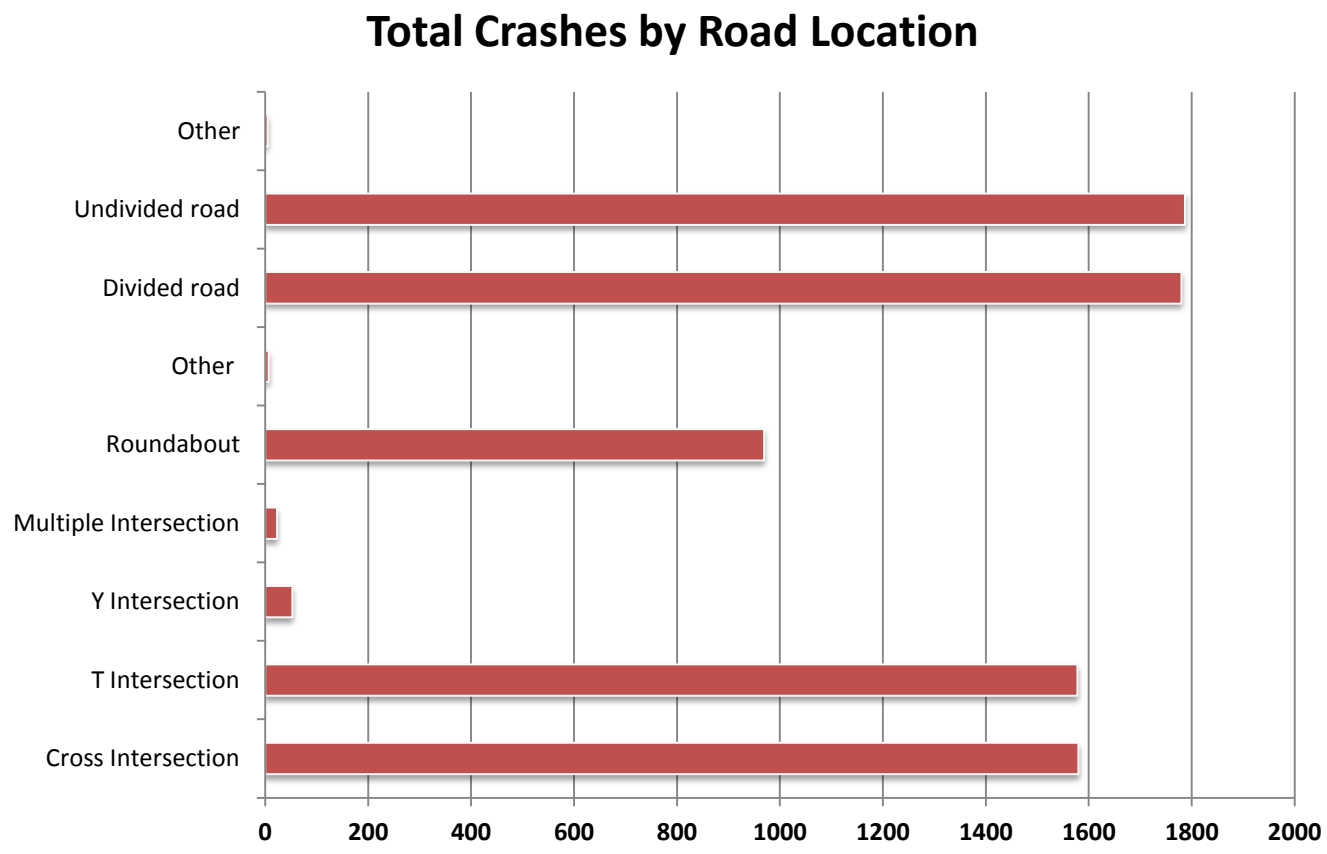


Table 2.8: Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	**Unknown**	1			**1**	0.01%
1	**Fine**	5679	544	9	**6232**	80.08%
2	**Light rain**	773	82	1	**856**	11.00%
3	**Heavy rain**	248	22		**270**	3.47%
4	**Cloudy or overcast**	353	21		**374**	4.81%
5	**Snow or sleet**	2			**2**	0.03%
6	**Fog**	36	7		**43**	0.55%
7	**Smoke or dust**	3			**3**	0.04%
8	**Other**	1			**1**	0.01%
Total		**7096**	**676**	**10**	**7782**	**100%**

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

Table 2.9: Total Crashes by Severity and Light Conditions

Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	**Dark - good street lighting**	890	109	2	**1001**	12.86%
2	**Dark - no street lighting**	134	18	1	**153**	1.97%
3	**Dark - poor street lighting**	251	38	1	**290**	3.73%
4	**Daylight**	5522	483	6	**6011**	77.24%
5	**Semi-darkness**	298	28		**326**	4.19%
6	**Unknown**	1			**1**	0.01%
Total		**7096**	**676**	**10**	**7782**	**100%**

CASUALTIES IN 2014

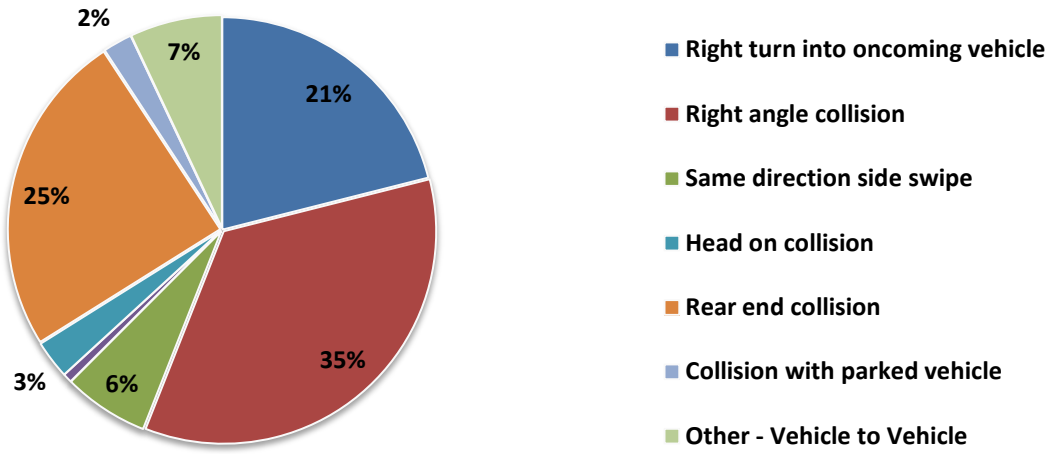
Table 3.1: Total Casualties by Casualty Class and Crash Type

Crash Type Code	Crash Type	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Vehicle to vehicle crash						
1	**Right turn into oncoming vehicle**	95	28		**123**	14.84%
2	**Right angle crash**	176	27	1	**204**	24.61%
3	**Same direction side swipe**	34	4		**38**	4.58%
4	**Opposite direction side swipe**	2	2		**4**	0.48%
5	**Head on crash**	13	4		**17**	2.05%
6	**Rear end crash**	141	2	1	**144**	17.37%
7	**Crash with parked vehicle**	11	2		**13**	1.57%
8	**Crash while one vehicle reversing**				**0**	0.00%
9	**Other - Vehicle to Vehicle**	32	7	2	**41**	4.95%
Subtotal		**504**	**76**	**4**	**584**	**70.45%**
Single vehicle crash on carriageway						
10	**Struck pedestrian**	27	8	1	**36**	4.34%
11	**Struck animal (not ridden)**	4			**4**	0.48%
12	**Struck object (on road)**	3	1		**4**	0.48%
13	**Overturned**	29	6		**35**	4.22%
14	**Fall from moving vehicle (on road)**	1	1		**2**	0.24%
15	**Other - Single Vehicle (on road)**	10	3		**13**	1.57%
Subtotal		74	19	1	**94**	11.34%
Single vehicle crash off carriageway						
16	**Struck pedestrian (on footpath etc.)**	3	1		**4**	0.48%
17	**Struck Vehicle**	3			**3**	0.36%
18	**Struck animal not ridden**				**0**	0.00%
19	**Struck object (off carriageway)**	101	29	5	**135**	16.28%
20	**Overturned**	1			**1**	0.12%
21	**No object struck (off road)**	8			**8**	0.97%
22	**Other crashes**				**0**	0.00%
Subtotal		116	30	5	**151**	18.21%
Total		**694**	**125**	**10**	**829**	**100%**

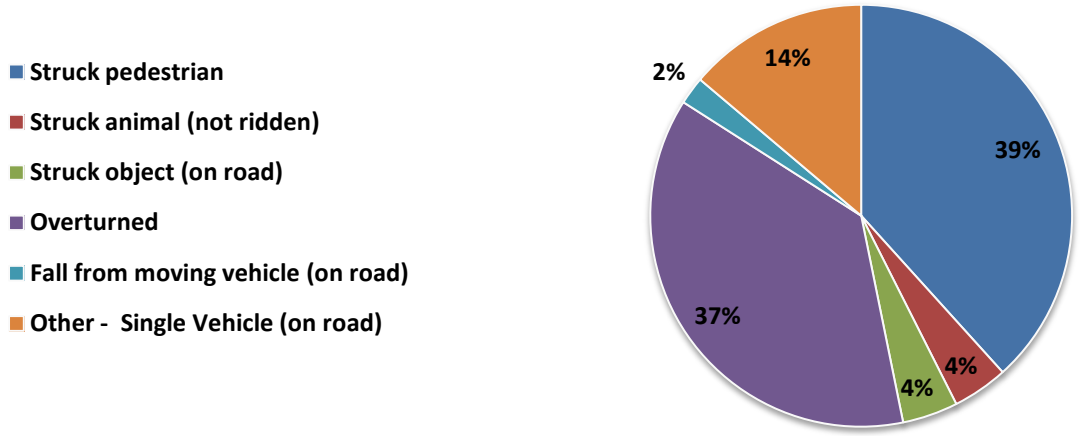
In 2014, side impact crashes represented approximately 40% of total casualties despite being just 18% of total crashes. The higher injury rate is mostly due to the greater occupant protection in the front and rear of a vehicle compared with the side. For example, the chances of surviving a side impact crash decreases rapidly above 50km/h compared with a speed of 70km/h for head on crashes[4].

[4] Austroads, 2005. Balance between harm reduction and mobility in setting speed limits: a feasibility study, report AP-R272/05, Austroads, Sydney.

% of Casualties in Vehicle to Vehicle Crashes



% of Casualties in Single Vehicle Crashes (On Road)



% of Casualties in Single Vehicle Crashes (Off Road)

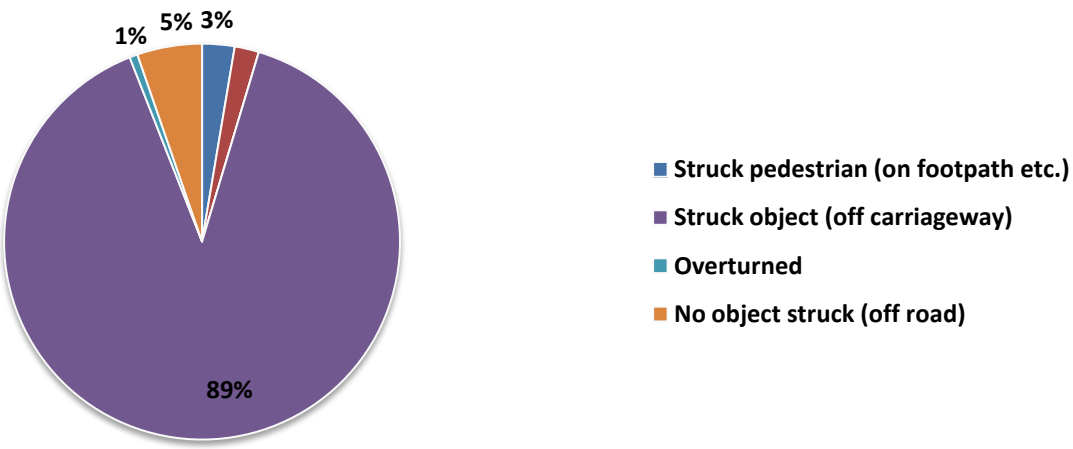


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Driver	387	49	4	440	53.08%
Front left passenger	70	15	1	86	10.37%
Motorcycle	81	29	2	112	13.51%
Motorcycle pillion	4	3		7	0.84%
Other	1			1	0.12%
Pedal cyclist	78	15	1	94	11.34%
Pedestrian	26	11	1	38	4.58%
Rear Bus passenger	9			9	1.09%
Rear centre passenger	3			3	0.36%
Rear left passenger	14	1	1	16	1.93%
Rear right passenger	19	2		21	2.53%
Unknown	2			2	0.24%
Total	**694**	**125**	**10**	**829**	**100%**

Table 3.3: Total Casualties by Casualty Class and Traffic Control

Traffic Control	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Give Way Sign	211	36	2	249	30.04%
Marked Pedestrian Crossing	11			11	1.33%
Other				0	0.00%
School Crossing				1	0.12%
Stop Sign	38	2	1	41	4.95%
Traffic Lights	135	21	1	157	18.94%
Uncontrolled	299	66	6	371	44.75%
Total	**694**	**125**	**10**	**829**	**100%**

Table 3.4: Total Casualties by Casualty Class and Road Location

Road Location	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Intersection					
Cross Intersection	141	22	2	**165**	19.90%
Multiple Intersection	3			**3**	0.36%
Other	2			**2**	0.24%
Roundabout	48	6		**54**	6.51%
T Intersection	219	34	2	**255**	30.76%
Y Intersection		1		**1**	0.12%
Subtotal	**413**	**63**	**4**	**480**	**57.90%**
Midblock					
Undivided road	148	26	1	**175**	21.11%
Divided road	132	36	5	**173**	20.87%
Other	1			**1**	0.12%
Subtotal	**281**	**62**	**6**	**349**	**42.10%**
Total	**694**	**125**	**10**	**829**	**100%**

Table 3.5: Total Casualties by Casualty Class and Safety Device

Safety device type	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of total casualties
Belt not worn	7	6	1	**14**	1.69%
Belt worn	382	50	5	**437**	52.71%
Crash helmet not worn	7	1	1	**9**	1.09%
Crash helmet worn	141	43	2	**186**	22.44%
No belt installed	2			**2**	0.24%
Not known	5			**5**	0.60%
Other	150	25	1	**176**	21.23%
Total	**694**	**125**	**10**	**829**	**100%**

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

Injury Type	Sex	≤14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	≥80	Unknown	Subtotal
Received medical treatment	Female	27	44	47	37	33	33	23	22	27	10	11	11	9	5	8	1	348
	Male	13	37	49	32	31	31	27	25	18	23	12	12	5	11	11	6	343
	Unknown	1				1	1											3
Subtotal		**41**	**81**	**96**	**69**	**65**	**65**	**50**	**47**	**45**	**33**	**23**	**23**	**14**	**16**	**19**	**7**	**694**
Admitted to hospital	Female	5	4	6	1	2	2	2		4	5	1	5	1	1	4		43
	Male	4	7	7	13	7	8	7	10	4	5	3	3		2	2		82
Subtotal		**9**	**11**	**13**	**14**	**9**	**10**	**9**	**10**	**8**	**10**	**4**	**8**	**1**	**3**	**6**	**0**	**125**
Fatality	Female												1					1
	Male			2	3	2			1		1							9
Subtotal		**0**	**0**	**2**	**3**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**10**
Total		**50**	**92**	**111**	**86**	**76**	**75**	**59**	**58**	**53**	**44**	**27**	**32**	**15**	**19**	**25**	**7**	**829**

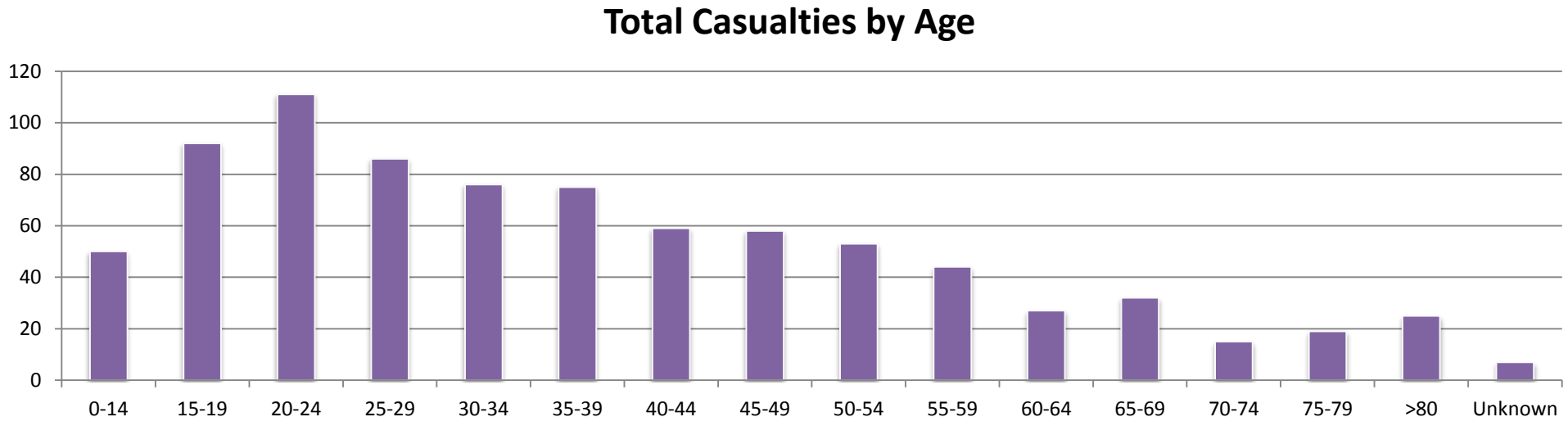
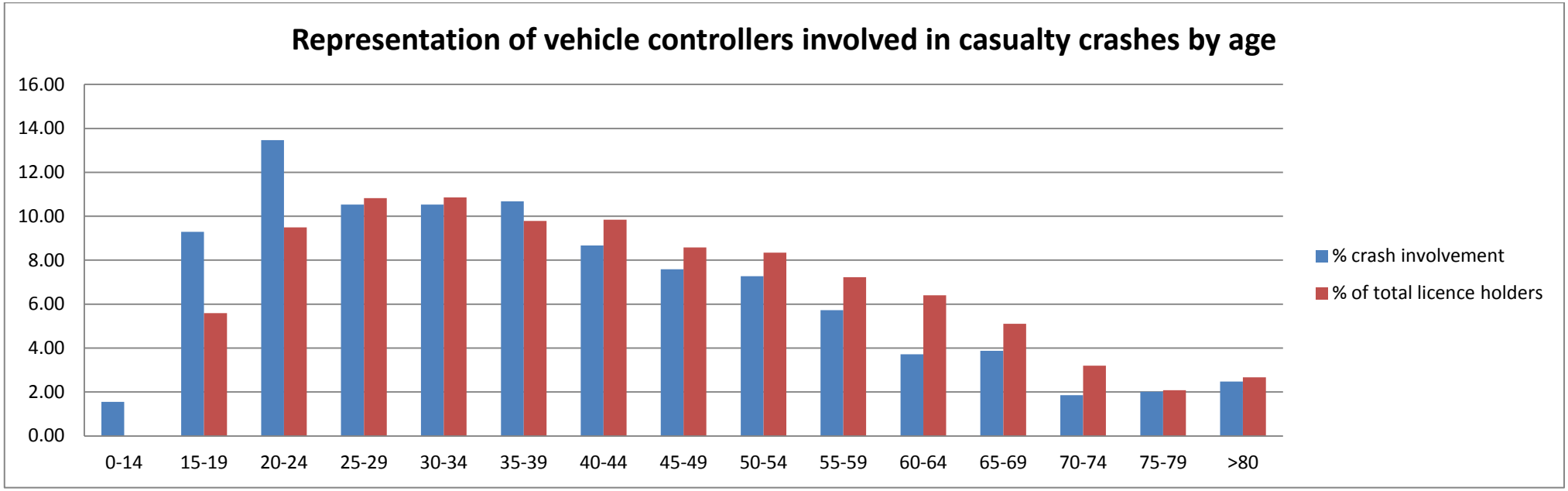


Table 3.6b: Vehicle Controller Casualties by Casualty Class, Gender and Age

Injury Type	Sex	≤14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	≥80	Unknown	Subtotal
Received medical treatment	Female	6	26	34	29	29	29	22	16	22	6	9	7	7	2	5		249
	Male	1	28	41	28	29	30	26	24	18	22	11	12	5	8	8	5	296
	Unknown	1																1
Subtotal		**8**	**54**	**75**	**57**	**58**	**59**	**48**	**40**	**40**	**28**	**20**	**19**	**12**	**10**	**13**	**5**	**546**
Admitted to hospital	Female	1	1	4	1	1	2	2		3	3	1	3		1	1		24
	Male	1	5	6	9	7	8	6	8	4	5	3	3		2	2		69
Subtotal		**2**	**6**	**10**	**10**	**8**	**10**	**8**	**8**	**7**	**8**	**4**	**6**	**0**	**3**	**3**	**0**	**93**
Fatality	Female																	0
	Male			2	1	2			1		1							7
Subtotal		**0**	**0**	**2**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
Total		**10**	**60**	**87**	**68**	**68**	**69**	**56**	**49**	**47**	**37**	**24**	**25**	**12**	**13**	**16**	**5**	**646**



In the graph above the blue columns show the representation of vehicle controllers involved in casualty crashes by age groups. The corresponding red columns are the percentage of total licence holders for each respective age group. The age group is over-represented in crashes if the blue column is larger than the red column (ie. the crash involvement is disproportionate to the percentage of licence holders). Age groups over-represented in casualty crashes in 2014 were the 0–14, 15–19, 20–24 and 35–39 – which tends to support the notion that young, less experienced drivers are more vulnerable to being involved in a serious crash. Experience and cognitive development are known factors in the higher rate of crashes in these age groups; however these drivers also tend to drive more often and over greater distances, which means that exposure is also a factor. The result for the 35–39 year age group is of interest and requires further investigation as to factors which led to this older and more experienced group of drivers being over-represented.

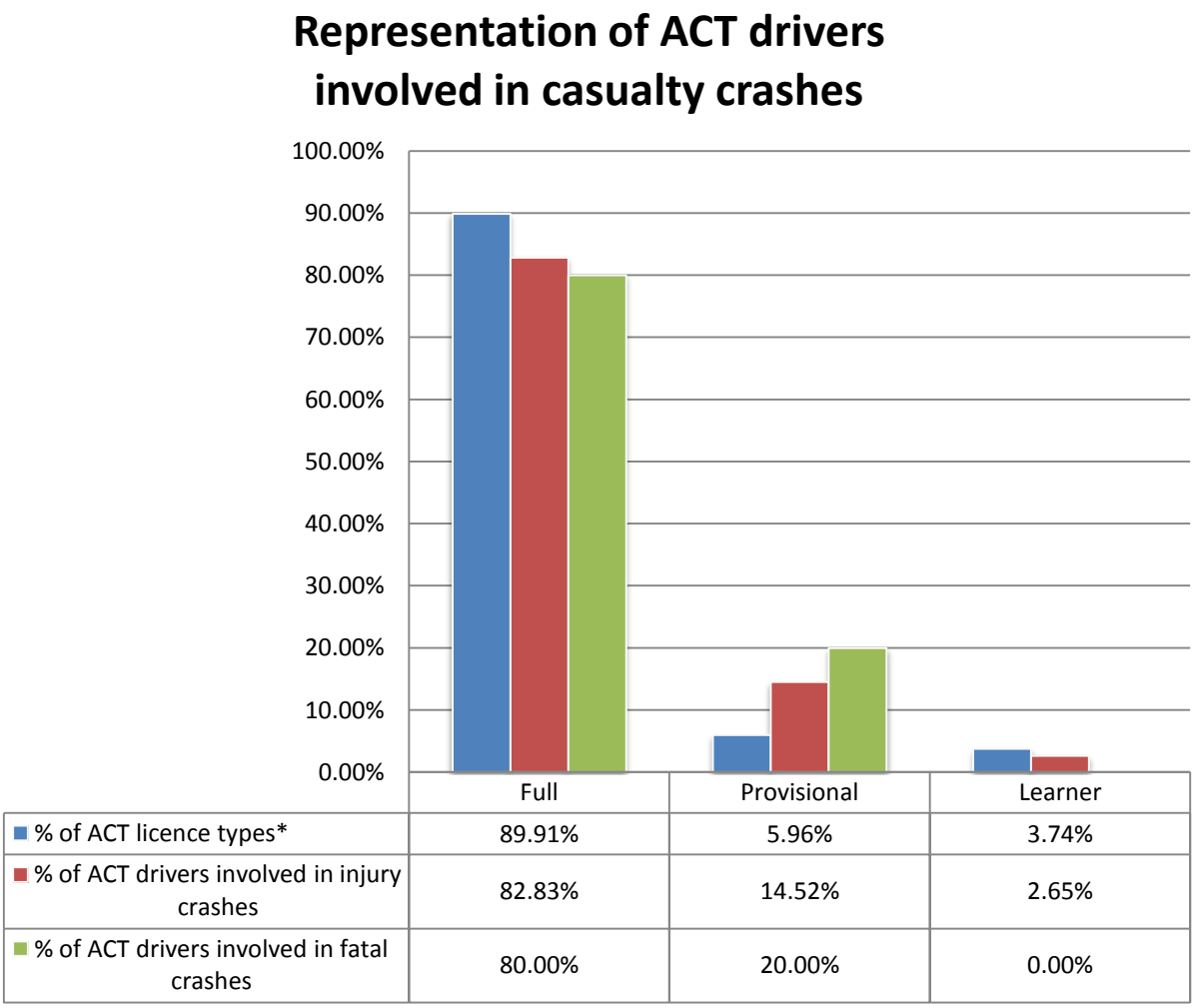
Table 3.6c: Pedestrian Casualties by Casualty Class, Gender and Age

Injury Type	Sex	≤14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	≥80	Unknown	Subtotal
Received medical treatment	Female		4	3	3		1		1		1			1			1	15
	Male	1	1	3	1			1	1						1	1	1	11
Subtotal		1	5	6	4	0	1	1	2	0	1	0	0	1	1	1	2	26
Admitted to hospital	Female	2	1										2					5
	Male	3			2				1									6
Subtotal		5	1	0	2	0	0	0	1	0	0	0	2	0	0	0	0	11
Fatal	Female																	0
	Male												1					1
Subtotal		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total		**6**	**6**	**6**	**6**	**0**	**1**	**1**	**3**	**0**	**1**	**0**	**3**	**1**	**1**	**1**	**2**	**38**

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

Licence type	Fatal	Injury	Subtotal	% of ACT licence types*
Full	4	719	7324	89.91%
Provisional	1	126	1222	5.96%
Learner		23	84	3.74%
Total	**5**	**868**	8630	

*percentage of licence holders are approximate as licence holders may have up to two types of licences (eg. provisional car and learner motorcycle), and does not include probationary or restricted licences.



Provisional drivers continued to be the only licence type holders disproportionately represented in crashes (ie. the percentage of crashes involving provisional drivers is higher than the percentage of licence holders). Provisional drivers are less experienced and also tend to drive more often, meaning exposure is also a factor in the rate of crashes involving provisional drivers.

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

Fixed Object Code	Fixed Object Struck	Received medical treatment	Admitted to hospital	Fatality	Subtotal	% of Total Casualties
0	**Not Applicable**	546	88	5	**639**	77.08%
1	**Light or telegraph pole**	21	5		**26**	3.14%
2	**Sign or signal pole**	40	7	1	**48**	5.79%
3	**Tree**	37	12	3	**52**	6.27%
4	**Building or structure**	12	3	1	**16**	1.93%
5	**Kerb or guard rail**	27	8		**35**	4.22%
6	**Guide post**	4			**4**	0.48%
7	**Other**	7	2		**9**	1.09%
	Total	**694**	**125**	**10**	**829**	**100%**

VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2014

Table 4.1a: Total Vehicles Involved in Crash by Vehicle Type and Crash Type – vehicle to vehicle crashes

Crash Type Code	Crash Type	Car/ station wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Other/ Unknown	Subtotal	% of total vehicles
Vehicle to vehicle crash														
1	**Right turn into oncoming vehicle**	598	12	54	17	3	8	6	15		16		**729**	4.82%
2	**Right angle crash**	1800	42	129	35	3	21	33	76	5	33		**2177**	14.40%
3	**Same direction side swipe**	972	20	93	30	19	48	40	29	3	24		**1278**	8.46%
4	**Opposite direction side swipe**	29	2	8	1		1				2	1	**44**	0.29%
5	**Head on crash**	76		6	3		2	2	2				**91**	0.60%
6	**Rear end crash**	6321	119	565	119	6	66	38	4	7	82	2	**7329**	48.49%
7	**Crash with parked vehicle**	247	1	30	12	4	25	18	7	3	1	21	**369**	2.44%
8	**Crash while one vehicle reversing**	157	5	28	5	1	18	1		1	1	3	**220**	1.46%
9	**Other - vehicle to vehicle**	1419	37	188	47	5	38	34	57	2	27	7	**1861**	12.31%
Subtotal		**11619**	**238**	**1101**	**269**	**41**	**227**	**172**	**190**	**21**	**186**	**34**	**14098**	**93.27%**

One issue that should be noted for the above data is the level of under-reporting of crashes involving both bicycles and motorcycles. There is evidence that many crashes involving these road users are not reported which means they are not reported in the annual crash report. A public awareness campaign will be delivered in 2015–16 promoting the requirement to report crashes.

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

Crash Type Code	Crash Type	Car/station wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Other/ Unknown	Subtotal	% of total vehicles
Single vehicle crash														
10	Struck pedestrian (on road)	37	2	3	3		1	2	5			1	54	0.36%
11	Struck animal (not ridden/on road)	143	4	9	1		1			1	3		162	1.07%
12	Struck object (on road)	19		2	1	1	2	1	1	1			28	0.19%
13	Overturned (on road)	7		7	2	1	1		3		48		69	0.46%
14	Fall from moving vehicle (on road)								1		3		4	0.03%
15	Other - single vehicle (on road)	19		3					1				23	0.15%
16	Struck pedestrian (on footpath etc.)	5		1	2		1						9	0.06%
17	Struck vehicle (off road)	37	1	2	2	1				1	1	2	47	0.31%
18	Struck animal (not ridden/off road)												0	0.00%
19	Struck object (off road)	475	6	50	11	1	5	2		3	15	1	569	3.76%
20	Overturned (off road)	5		1							14		20	0.13%
21	No object struck (off road)	25		4	1						2		32	0.21%
22	Other -single vehicle off carriageway												0	0.00%
Subtotal		**772**	**13**	**82**	**23**	**4**	**11**	**5**	**11**	**6**	**86**	**4**	**1017**	**6.73%**
Total		12391	251	1183	292	45	238	177	201	27	272	38	15115	100%

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

Vehicle Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total vehicles
Car or Station Wagon	11509	875	7	12391	81.98%
Taxi/Hire Car	236	15		251	1.66%
Utility	1098	84	1	1183	7.83%
Panel Van	276	16		292	1.93%
Articulated Vehicle (Semi)	40	3	2	45	0.30%
Truck (Excl. Semi)	224	14		238	1.57%
Bus	159	17	1	177	1.17%
Bicycle	105	95	1	201	1.33%
Emergency Vehicle	25	2		27	0.18%
Motorcycle/Scooter	156	114	2	272	1.80%
Other/Unknown	37	1		38	0.25%
Total	**13865**	**1236**	**14**	15115	**100%**

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

Traffic Control Code	Traffic Control	Car/ Station Wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency vehicle	Motorcycle/ Scooter	Other/ Unknown	Subtotal	% of total vehicles
1	Control not operating		2										2	0%
2	Give Way sign	3277	66	268	80	10	51	30	73	2	88		3945	26%
3	Marked pedestrian crossing	81	3	6	2		2	1	10		2		107	1%
4	Police	25		5	1					1			32	0%
5	School crossing												0	0%
6	Stop sign	456	16	27	6	2	5	14	14		8		548	4%
7	Traffic lights	2899	59	247	60	8	40	34	35	13	42	2	3439	23%
8	Uncontrolled	5607	105	626	142	23	138	98	69	11	131		6950	46%
9 & 10	Other/Unknown	46		4	1	2	2				1	36	92	1%
Total		**12391**	**251**	**1183**	**292**	**45**	**238**	**177**	**201**	**27**	**272**	**38**	15115	**100%**

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

Fixed Object Code	Fixed Object	Car/ Station Wagon	Taxi/ Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Unknown	Subtotal	% of Total Vehicles
1	**Building or structure**	36	1	2			1	1			2		**43**	0.28%
2	**Guide post**	19		2	1						1		**23**	0.15%
3	**Kerb or guard rail**	256	2	29	7	2	4	1		1	10	1	**313**	2.07%
4	**Light or telegraph pole**	131	1	20	2	1	1	1				36	**193**	1.28%
5	**Not Applicable**	11845	33	1088	277	42	230	171	201	24	254	1	**14166**	93.72%
6	**Other**	35		8	2			2					**47**	0.31%
7	**Sign or signal pole**	160		20	1		1	1		2	2		**187**	1.24%
8	**Tree**	123		14	2		1				3		**143**	0.95%
Total		**12605**	**37**	**1183**	**292**	**45**	**238**	**177**	**201**	**27**	**272**	**38**	**15115**	**100%**