ACT Government

2015 ACT ROAD CRASH REPORT

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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.accesscanberra.act.gov.au.

The Transport Canberra and City Services (TCCS) Directorate is responsible for the collection and collation of ACT road crash data and maintains the crash database. Unless specified otherwise, all crash data contained in this report was obtained from reports produced by the TCCS crash database. Other sources of data on ACT road crashes include the Bureau of Infrastructure, Transport and Regional Economics (https://bitre.gov.au/statistics/safety/index.aspx) and reports extracted from the rego.act computer system by Access Canberra.

The rate of reporting in the ACT has not been confirmed; however studies which have compared hospital data with reported 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:

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

1.3 PURPOSE OF REPORT

This report is used for a range of functions, including to: inform road safety engineering, policy, planning and evaluation programs; and to monitor the ACT's road safety performance. The report contains statistical information about reported ACT road crashes which occurred in 2015.

1.4 DEFINITIONS

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

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

Property damage – A crash involving no injuries.

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

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

1.5 ACT ROAD SAFETY STRATEGY

The ACT Road Safety Strategy 2011–2020 (ACTRSS) 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, which is based on the Safe System approach and the Vision Zero philosophy, is supported by multi-year action plans with the current action plan covering the period 2016–2020.

Copies of the ACTRSS, including the current action plan can be downloaded at:
http://www.justice.act.gov.au/safety_and_emergency/road_safety/act_road_safety_strategy_and_action_plans

1.6 SUMMARY OF 2015 CRASHES

- There were 7,850 'on-road' recorded traffic crashes in 2015 which involved 15,358 vehicles and resulted in 813 casualties including 15 fatalities and 131 hospital admissions.
- Five fatalities and 244 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 33% of fatalities and 31% of injuries that occurred in 2015.
- ACT provisional drivers represented 21% of drivers involved in fatal crashes and 13% 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 collision' (44% of all crashes). In terms of severity, the 'right-angle collision' type was the most frequent accounting for 25% of all causalities despite representing only 14% of all 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.

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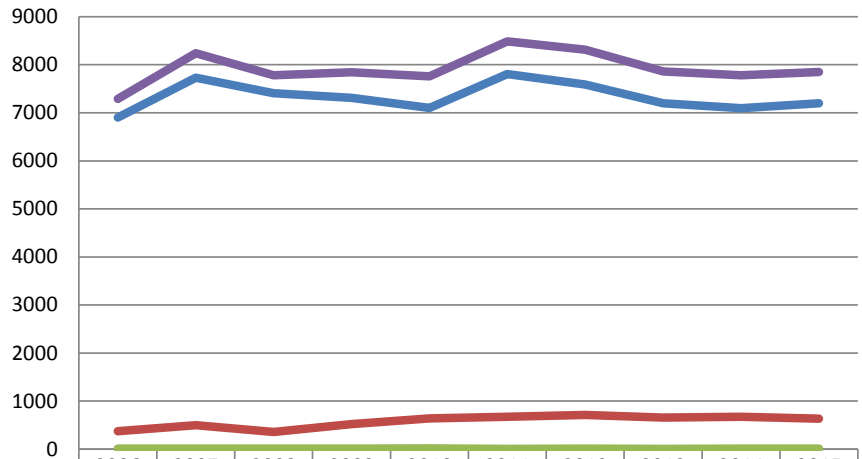
TRAFFIC CRASHES & CASUALTY TRENDS

CRASH TRENDS IN THE ACT

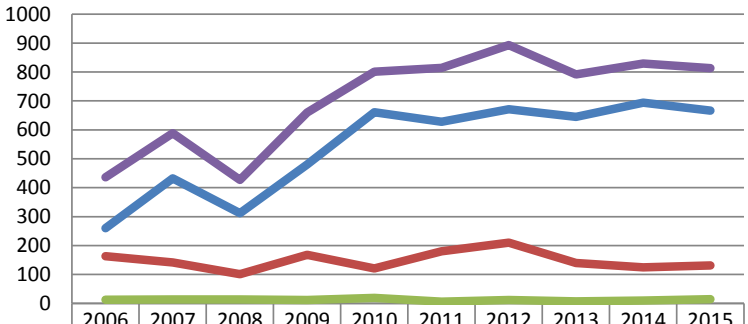
The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased 25%[1] . Similarly, transport modelling suggests an increase of 22.1% in the total number of car trips during the morning peak over a ten year period since 2006.

TABLE 1.1: ACT "ON ROAD" CRASHES TRENDS 2006 - 2015



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Property Crashes	6902	7730	7407	7313	7100	7807	7589	7201	7096	7200
Injury Crashes	376	499	358	519	642	674	712	655	676	636
Fatal Crashes	12	14	14	11	16	6	12	7	10	14
Total Crashes	7290	8243	7779	7843	7758	8487	8313	7863	7782	7850

TABLE 1.2: TRENDS IN ACT CASUALTIES 2006 - 2015

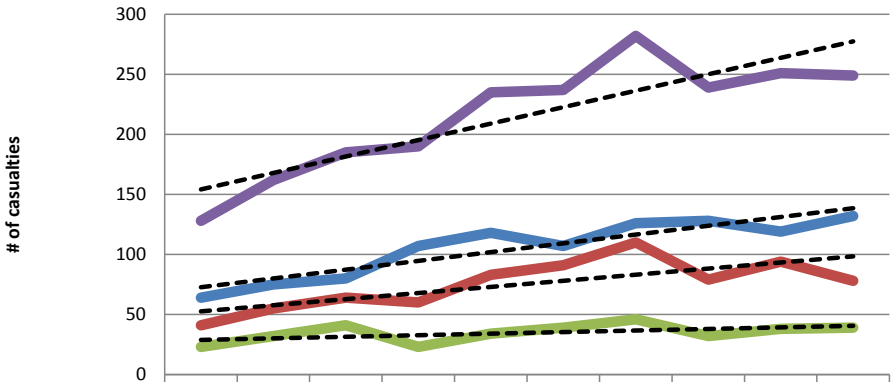


	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Received Medical Treatment	260	432	312	480	661	628	671	645	694	667
Admitted to Hospital	163	142	101	168	121	180	210	140	125	131
Fatality	13	14	14	12	19	6	12	7	10	15
Total Casualties	436	588	427	660	801	814	893	792	829	813

The upward trend in casualty crashes is the result of a higher number of non-serious injuries being reported. This trend commenced at around the time improvements were made to reporting processes which included the implementation of a new online reporting tool.

1 Access Canberra, rego.act Monthly Vehicle Statistics Report

TABLE 1.3: VULNERABLE ROAD USER CASUALTIES 2006 - 2015

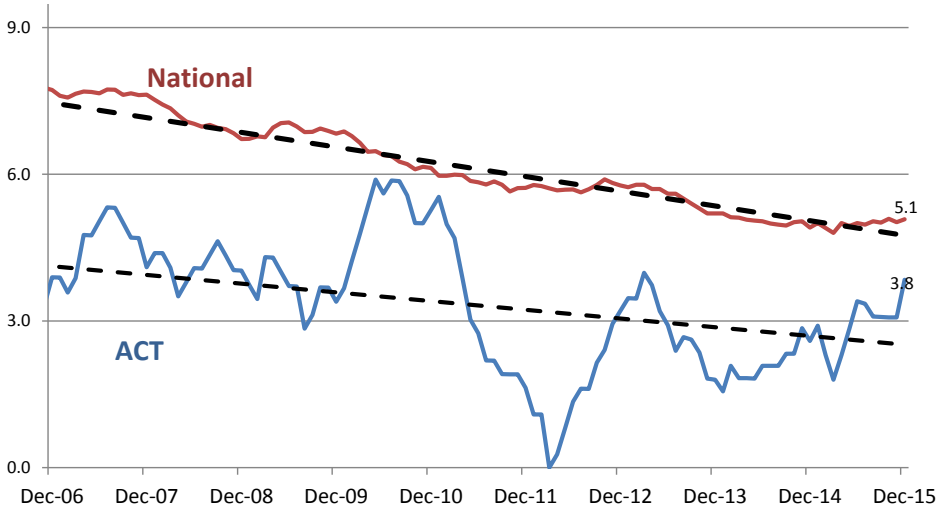


	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Motorcyclist	64	75	80	107	118	107	126	128	119	132
Cyclist	41	55	64	60	83	91	110	79	94	78
Pedestrian	23	32	41	23	34	39	46	32	38	39
TOTAL	128	162	185	190	235	237	282	239	251	249

The upward trend in casualty crashes involving vulnerable road users can partly be explained by increased participation levels. For cycling the ACT has a significantly greater participation rate than the national average.[2] There has also been a significant increase in the number of motorcycle registrations[3]. The ACT Government is strongly committed to improving road safety for vulnerable road users and will continue to progress a range of reforms and infrastructure improvements. Many of these reforms are included as action items in the ACT Road Safety Action Plan 2016–2020.

RATES OF DEATHS

TABLE 1.4 RATES OF DEATHS PER 100,000 POPULATION 2006 - 2015



An indicator of the effectiveness of enforcement and regulation to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2015, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 3.8 fatalities per 100,000 population (up by 1.2 from 2014), compared with 5.1 road fatalities per 100,000 people nationally (increased by 0.2 from 2014).

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

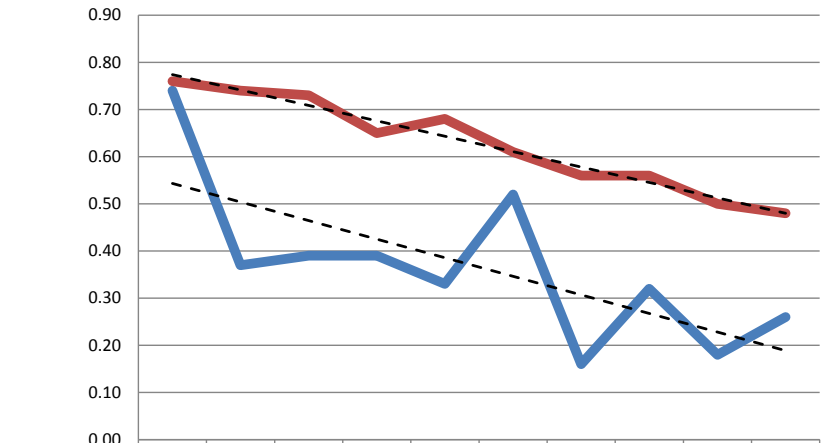
2 The 2015 Australian Cycling Participation Survey by Austroads and the Australian Bicycle Council found that 21.2% of ACT residents ride a bicycle in a typical week around 44.1% had done so in the past year. These participation rates translate to around 81,700 residents riding in a typical week and 170,200 residents riding in a typical year.

3 The ACT Road Safety Strategy 2011–2020 notes that number of motorcycle registrations has almost doubled since 2005. Page 26.

While the ACT has consistently recorded the lowest annual road fatalities per 100,000 population among all Australian states and territories, a 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[4] – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads.

TABLE 1.5: RATES OF DEATHS PER 100 MILLION VEHICLE-KILOMETRE TRAVELLED 2005 - 2014

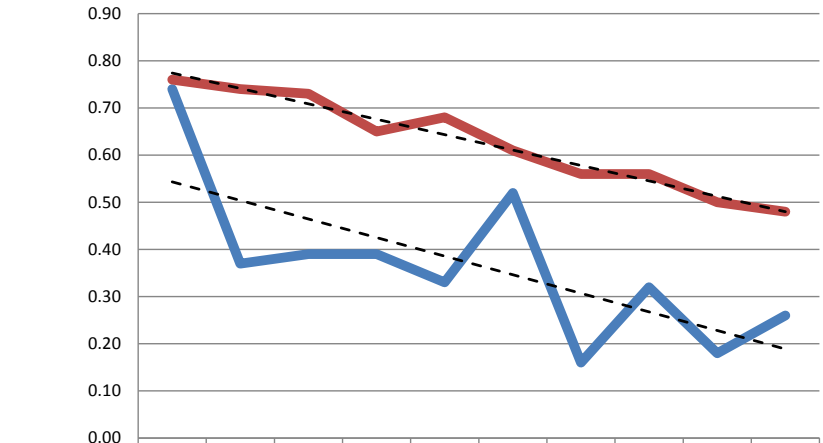
Source: Bureau of Infrastructure, Transport and Regional Economics (BITRE), Canberra



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
ACT	0.74	0.37	0.39	0.39	0.33	0.52	0.16	0.32	0.18	0.26
AUSTRALIA	0.76	0.74	0.73	0.65	0.68	0.61	0.56	0.56	0.50	0.48

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

TABLE 1.6: RATES OF DEATHS PER 10,000 REGISTERED VEHICLES 2004-2014



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
ACT	0.74	0.37	0.39	0.39	0.33	0.52	0.16	0.32	0.18	0.26
AUSTRALIA	0.76	0.74	0.73	0.65	0.68	0.61	0.56	0.56	0.50	0.48

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

Note: For both of the above tables, 2015 data had not been published at the time this report was being developed.

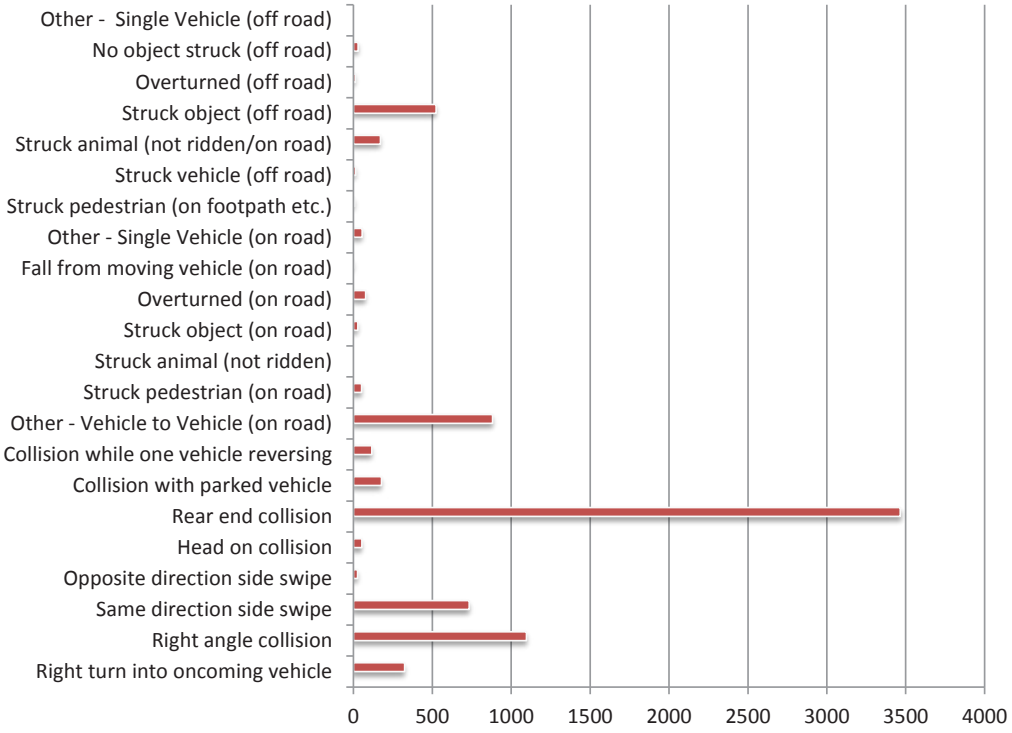
4 Updating crashes involving ACT vehicles and controllers in NSW: 2006 to 2010, ARRB, September 2013.

TRAFFIC CRASHES IN 2015

TABLE 2.1: TOTAL CRASHES BY SEVERITY AND ACCIDENT TYPE

Accident Code	Accident Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	Right turn into oncoming vehicle	246	76	2	**324**	4.13%
2	Right angle collision	936	159	2	**1097**	13.97%
3	Same direction side swipe	707	26		**733**	9.34%
4	Opposite direction side swipe	25	1		**26**	0.33%
5	Head on collision	32	17	4	**53**	0.68%
6	Rear end collision	3356	108	1	**3465**	44.14%
7	Collision with parked vehicle	171	8		**179**	2.28%
8	Collision while one vehicle reversing	115	1		**116**	1.48%
9	Other - Vehicle to Vehicle (on road)	848	34		**882**	11.24%
10	Struck pedestrian (on road)	20	32		**52**	0.66%
11	Struck animal (not ridden)				**0**	0.00%
12	Struck object (on road)	23	5		**28**	0.36%
13	Overturned (on road)	38	38	1	**77**	0.98%
14	Fall from moving vehicle (on road)	1			**1**	0.01%
15	Other - Single Vehicle (on road)	45	11		**56**	0.71%
16	Struck pedestrian (on footpath etc.)	3	5		**8**	0.10%
17	Struck vehicle (off road)	12	1	1	**14**	0.18%
18	Struck animal (not ridden/on road)	167	5		**172**	2.19%
19	Struck object (off road)	426	95	3	**524**	6.68%
20	Overturned (off road)	6	7		**13**	0.17%
21	No object struck (off road)	23	7		**30**	0.38%
22	Other - Single Vehicle (off road)				**0**	0.00%
Total		**7200**	**636**	**14**	**7850**	**100%**

The most frequent accident type in 2015 was the “rear end collision” representing around 44% of all crashes. This was followed by the “right angle collision” type. Single vehicle crashes constituted around 12% of all crashes, while the majority (88%) involved two or more vehicles.



In terms of severity, the "right angle collision" type was the most frequent, representing around 25% of all casualty crashes for 2015. This is due to the relatively low level of protection provided by vehicles in side impact crashes compared with frontal and rear impact.

TABLE 2.2: TOTAL CRASHES BY SEVERITY AND FIXED OBJECT STRUCK

Fixed Object Code	Fixed Object Struck	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Not Applicable	6671	500	11	**7182**	91.49%
1	Light or telegraph pole	104	30		**134**	1.71%
2	Sign or signal pole	86	28		**114**	1.45%
3	Tree	95	37	3	**135**	1.72%
4	Building or structure	36	6		**42**	0.54%
5	Kerb or guard rail	187	30		**217**	2.76%
6	Guide post	6	4		**10**	0.13%
7	Other	15	1		**16**	0.20%
Total		**7200**	**636**	**14**	**7850**	**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	461	42	1	**504**	6.42%
2	February	554	57		**611**	7.78%
3	March	689	52		**741**	9.44%
4	April	577	51	1	**629**	8.01%
5	May	659	70	2	**731**	9.31%
6	June	662	57	2	**721**	9.18%
7	July	608	60	2	**670**	8.54%
8	August	682	48		**730**	9.30%
9	September	606	45	2	**653**	8.32%
10	October	567	56		**623**	7.94%
11	November	592	49	1	**642**	8.18%
12	December	543	49	3	**595**	7.58%
		7200	**636**	**14**	**7850**	**100%**

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

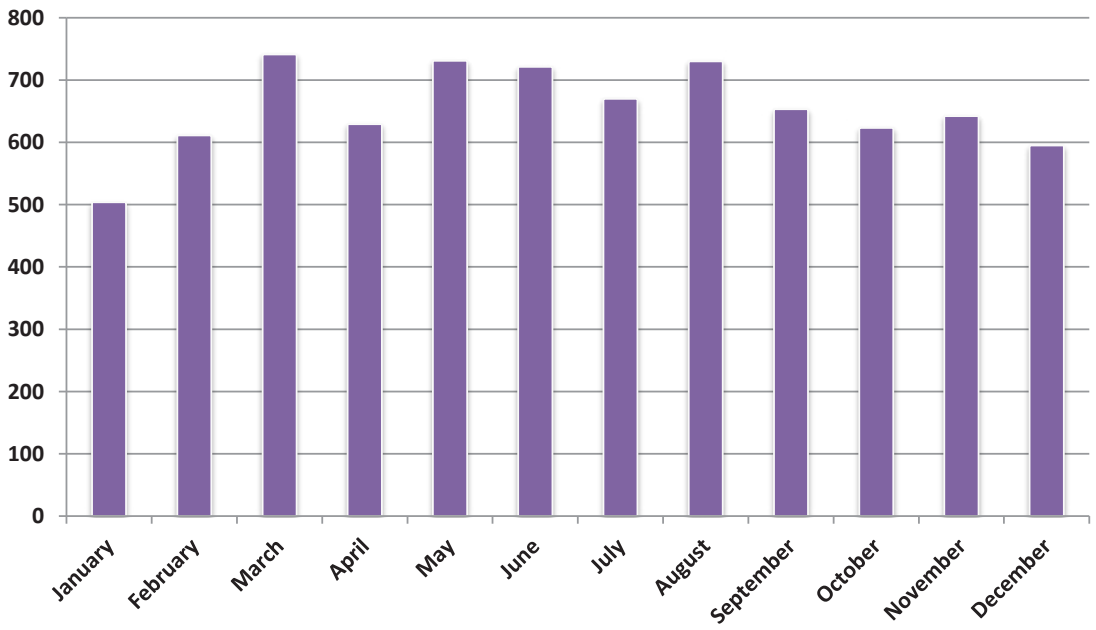


TABLE 2.4: TOTAL CRASHES BY SEVERITY AND DAY OF WEEK

Day of Week	Property crashes	Injury crashes	Fatal Crashes	Subtotal	% of total Crashes
Monday	968	92	1	**1061**	13.52%
Tuesday	1232	107	1	**1340**	17.07%
Wednesday	1260	89	3	**1352**	17.22%
Thursday	1211	96	4	**1311**	16.70%
Friday	1169	105	2	**1276**	16.25%
Saturday	759	72	2	**833**	10.61%
Sunday	601	75	1	**677**	8.62%
	7200	**636**	**14**	**7850**	**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 likely the result of peak commuter traffic. The highest number and proportion of traffic crashes was on Tuesday and Wednesday (17.07% and 17.22% respectively), while crashes on Sunday only represent around 9% of all crashes. This trend is consistent with previous years.

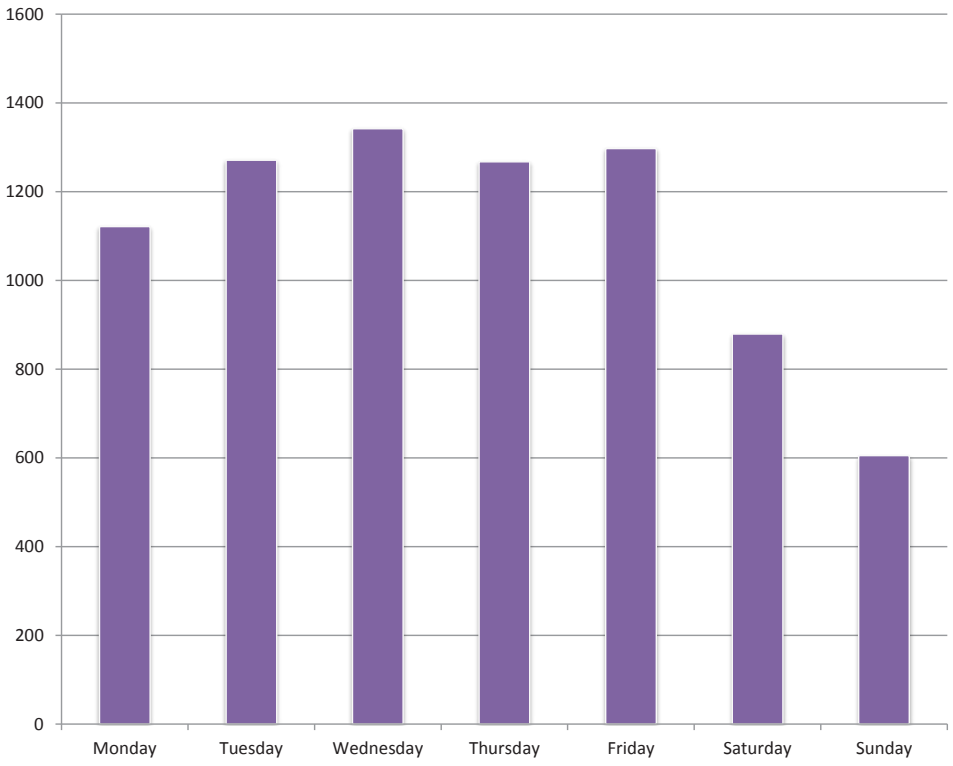


TABLE 2.5: TOTAL CRASHES BY SEVERITY AND TIME OF DAY

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
00.00 - 00.59	42	9		**51**	0.65%
01.00 - 01.59	28	7		**35**	0.45%
02.00 - 02.59	30	3		**33**	0.42%
03.00 - 03.59	29	2		**31**	0.39%
04.00 - 04.59	28	6		**34**	0.43%
05.00 - 05.59	48	6	2	**56**	0.71%
06.00 - 06.59	120	15		**135**	1.72%
07.00 - 07.59	326	30	1	**357**	4.55%
08.00 - 08.59	872	54		**926**	11.80%
09.00 - 09.59	449	43		**492**	6.27%
10.00 - 10.59	300	29		**329**	4.19%
11.00 - 11.59	369	27	2	**398**	5.07%
12.00 - 12.59	421	36		**457**	5.82%
13.00 - 13.59	376	35	1	**412**	5.25%
14.00 - 14.59	394	36		**430**	5.48%
15.00 - 15.59	598	42	1	**641**	8.17%
16.00 - 16.59	638	47		**685**	8.73%
17.00 - 17.59	892	62	4	**958**	12.20%
18.00 - 18.59	533	50	1	**584**	7.44%
19.00 - 19.59	240	20	1	**261**	3.32%
20.00 - 20.59	153	27		**180**	2.29%
21.00 - 21.59	142	23		**165**	2.10%
22.00 - 22.59	101	12	1	**114**	1.45%
23.00 - 23.59	71	15		**86**	1.10%
Totals	**7200**	**636**	**14**	**7850**	**100%**

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

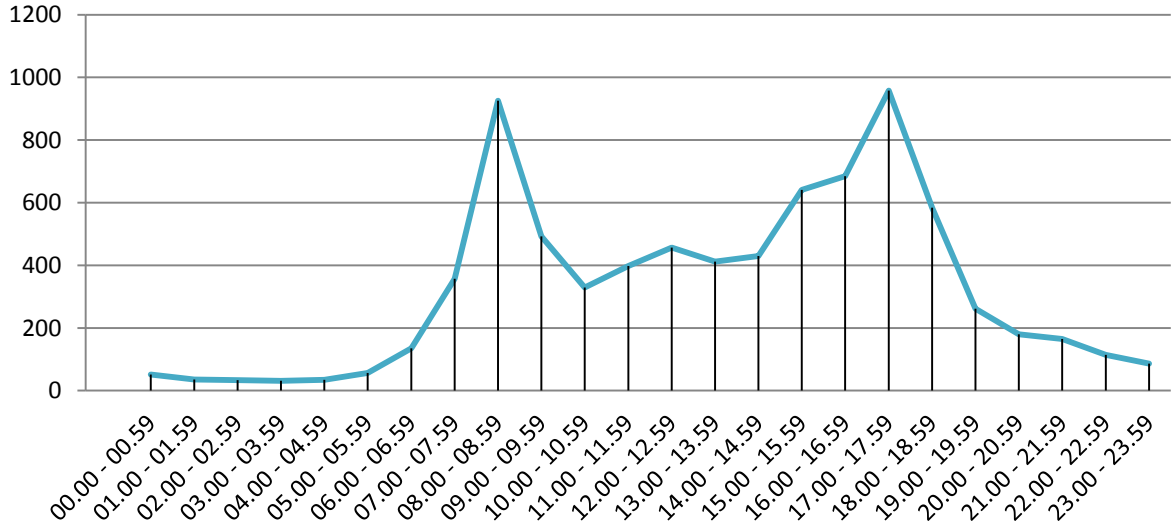


TABLE 2.6: TOTAL CRASHES BY SEVERITY AND TRAFFIC CONTROL TYPE

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Unknown				**0**	0.00%
1	Uncontrolled	3363	275	10	**3648**	46.47%
2	Control Not Operated	1			**1**	0.01%
3	Traffic Lights	1739	131	1	**1871**	23.83%
4	Give Way Sign	1821	187	2	**2010**	25.61%
5	Stop Sign	217	34	1	**252**	3.21%
6	Police	7	2		**9**	0.11%
7	School Crossing	2	2		**4**	0.05%
8	Marked Pedestrian Crossing	27	4		**31**	0.39%
9	Other	23	1		**24**	0.31%
	Total	**7200**	**636**	**14**	**7850**	**100%**

Crashes at uncontrolled locations represented the highest number of casualty crashes (47%) followed by intersections controlled by Give Way signs (26%) and traffic lights (24%).

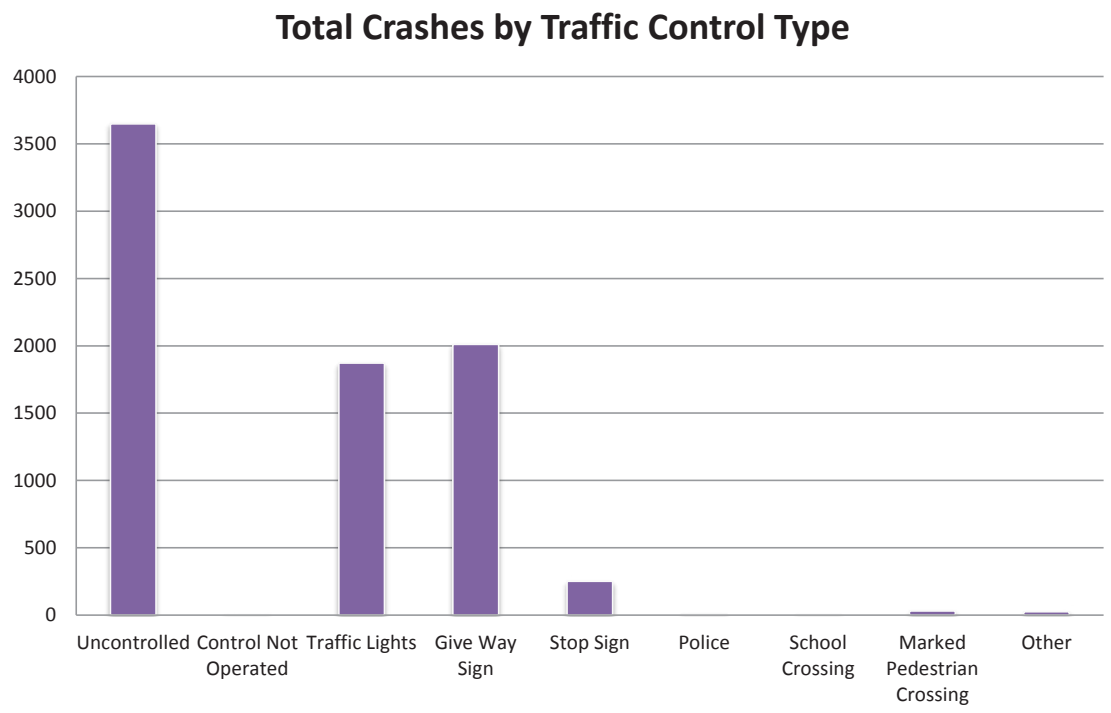


TABLE 2.7: TOTAL CRASHES BY SEVERITY AND ROAD LOCATION

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
Intersections						
1	Cross Intersection	1497	140	1	**1638**	20.87%
2	T Intersection	1405	179	3	**1587**	20.22%
3	Y Intersection	60	1		**61**	0.78%
4	Multiple Intersection	37	1		**38**	0.48%
5	Roundabout	924	53		**977**	12.45%
6	Other	21			**21**	0.27%
Sub Total		3944	374	4	**4322**	55.07%
Midblocks						
7	Median Opening	1626	113	3	**1742**	22.20%
8	Not median opening	1628	149	7	**1784**	22.73%
9	Other				**0**	0.00%
Sub Total		3254	262	10	**3526**	44.93%
Total		**7198**	**636**	**14**	**7848**	**100%**

Over 55% of total crashes and casualty crashes occurred at intersections. T-intersections and cross intersections recording the highest proportion of crashes.

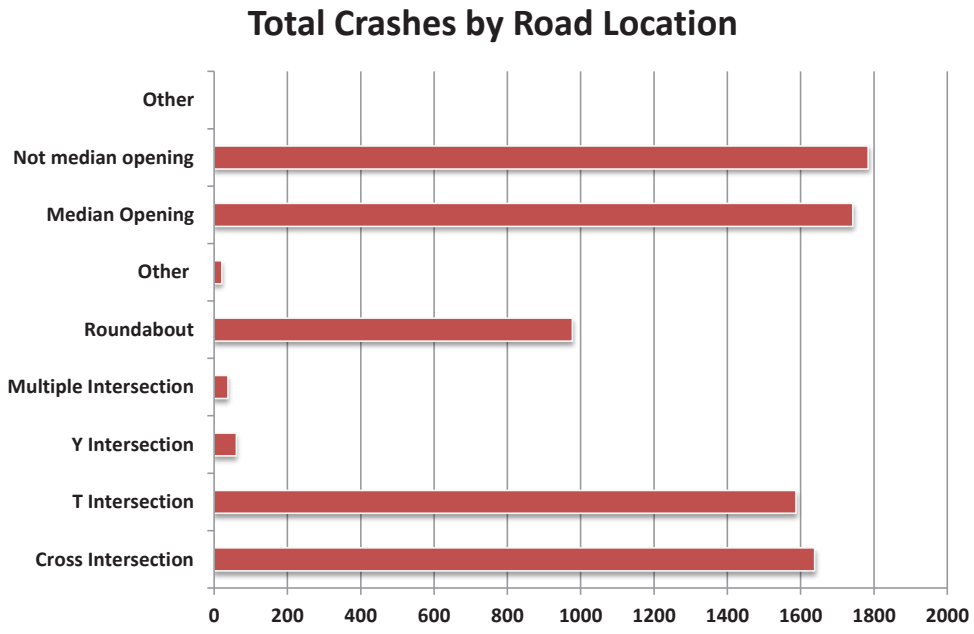


TABLE 2.8: TOTAL CRASHES BY SEVERITY AND WEATHER CONDITIONS

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
0	Unknown		1		**1**	0.01%
1	Fine	5920	537	11	**6468**	82.39%
2	Light rain	684	56	2	**742**	9.45%
3	Heavy rain	181	12		**193**	2.46%
4	Cloudy or Overcast	366	23	1	**390**	4.97%
5	Snow or sleet	4	1		**5**	0.06%
6	Fog	44	6		**50**	0.64%
7	Smoke or dust	1			**1**	0.01%
8	Other				**0**	0.00%
Total		**7200**	**636**	**14**	**7850**	**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

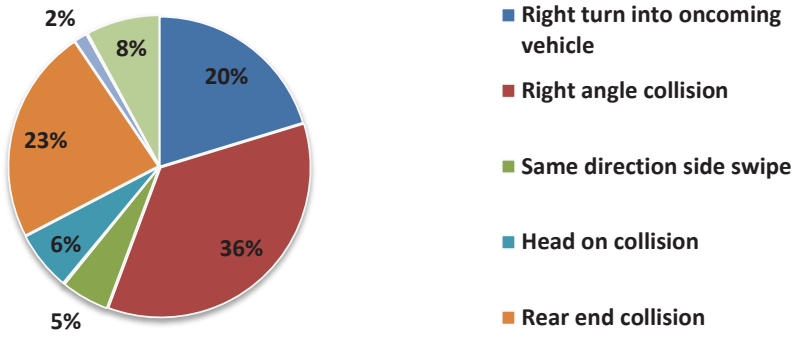
Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
1	Dark – good street lighting	913	113	3	**1029**	13.11%
2	Dark – no street lighting	135	16	2	**153**	1.95%
3	Dark – poor street lighting	296	36	1	**333**	4.24%
4	Daylight	5596	450	6	**6052**	77.10%
5	Semi-darkness	260	20	2	**282**	3.59%
6	Unknown		1		**1**	0.01%
Total		**7200**	**636**	**14**	**7850**	**100%**

CASUALTIES IN 2015

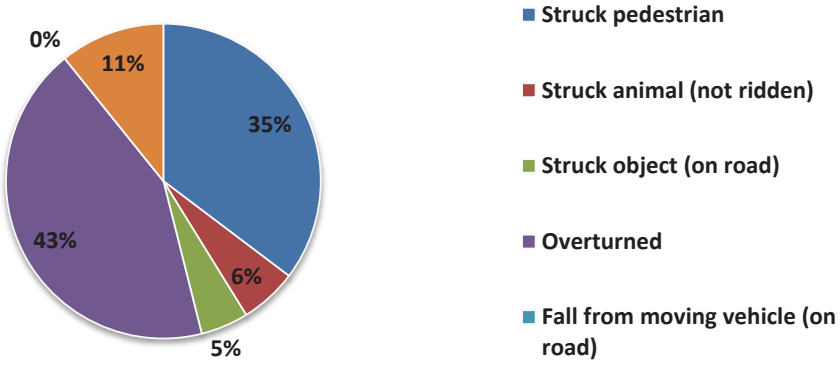
TABLE 3.1: TOTAL CASUALTIES BY CASUALTY CLASS AND CRASH TYPE

Accident Type Code	Accident Type	Received Medical Treatment	Admitted to Hospital	Fatality	Subtotal	% of Total Casualties
Vehicle to vehicle collision						
1	Right turn into oncoming vehicle	100	16	2	**118**	14.51%
2	Right angle collision	172	31	3	**206**	25.34%
3	Same direction side swipe	25	5		**30**	3.69%
4	Opposite direction side swipe		1		**1**	0.12%
5	Head on collision	22	11	4	**37**	4.55%
6	Rear end collision	121	13	1	**135**	16.61%
7	Collision with parked vehicle	7	1		**8**	0.98%
8	Collision while one vehicle reversing	1			**1**	0.12%
9	Other - Vehicle to Vehicle	43	3		**46**	5.66%
Sub Total		**491**	**81**	**10**	**582**	**71.59%**
Single vehicle accident on carriageway						
10	Struck pedestrian	23	13		**36**	4.43%
11	Struck animal (not ridden)	6			**6**	0.74%
12	Struck object (on road)	4	1		**5**	0.62%
13	Overturned	37	6	1	**44**	5.41%
14	Fall from moving vehicle (on road)				**0**	0.00%
15	Other - Single Vehicle (on road)	9	2		**11**	1.35%
Sub Total		**79**	**22**	**1**	**102**	**12.55%**
Single vehicle accident off carriageway						
16	Struck pedestrian (on footpath etc.)	5	1		**6**	0.74%
17	Struck Vehicle	1		1	**2**	0.25%
18	Struck animal (not ridden)				**0**	0.00%
19	Struck object (off carriageway)	81	20	3	**104**	12.79%
20	Overturned	5	4		**9**	1.11%
21	No object struck (off road)	5	3		**8**	0.98%
22	Other accidents				**0**	0.00%
Sub Total		**97**	**28**	**4**	**129**	**15.87%**
		667	131	15	**813**	100%

% of Casualties in Vehicle to Vehicle Crashes



% of Casualties in Single Vehicle Crashes (On Road)



% of Casualties in Single Vehicle Crashes (Off Road)

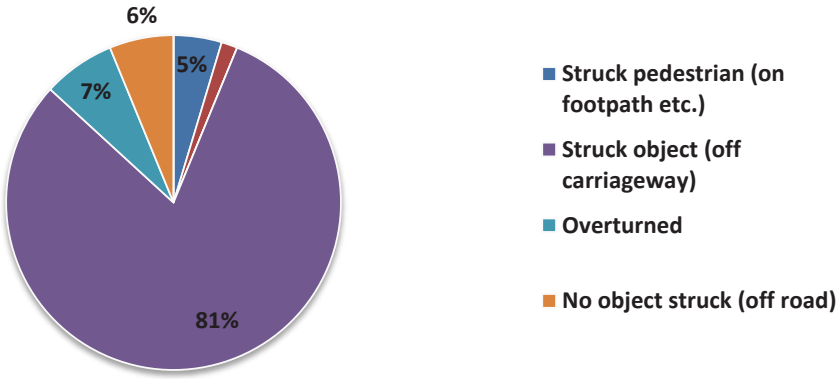


TABLE 3.2: TOTAL CASUALTIES BY CASUALTY CLASS AND POSITION IN VEHICLE

Casualty	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of total casualties
Driver	363	44	8	**415**	51.05%
Front centre passenger		1		**1**	0.12%
Front left passenger	77	12	1	**90**	11.07%
Motorcycle	86	38	4	**128**	15.74%
Motorcycle pillion	3	1		**4**	0.49%
Other				**0**	0.00%
Pedal cyclist	62	15	1	**78**	9.59%
Pedestrian	24	15		**39**	4.80%
Rear Bus Passenger	1	1		**2**	0.25%
Rear centre passenger	8			**8**	0.98%
Rear left passenger	25	2	1	**28**	3.44%
Rear right passenger	17	2		**19**	2.34%
Unknown	1			**1**	0.12%
Total	**667**	**131**	**15**	**813**	**100%**

TABLE 3.3: TOTAL CASUALTIES BY CASUALTY CLASS AND TRAFFIC CONTROL

Traffic Control	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of Total Casualties
Give Way Sign	204	34	2	**240**	29.52%
Marked Pedestrian Crossing	3	1		**4**	0.49%
Other	1			**1**	0.29%
Police	2			**2**	0.25%
School Crossing	2			**1**	0.12%
Stop Sign	37	5	2	**44**	5.41%
Traffic Lights	143	26	1	**170**	20.91%
Uncontrolled	275	65	10	**350**	43.05%
Total	**667**	**131**	**15**	**813**	**100%**

About 43% of all casualties occurred at uncontrolled locations, around 20% at traffic lights and 30% at Give Way signs. Similar trends were observed in previous years.

TABLE 3.4: TOTAL CASUALTIES BY CASUALTY CLASS AND ROAD LOCATION

Road Location	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of total casualties
Intersection					
Cross Intersection	155	25	1	**181**	22.26%
Multiple Intersection	1			**1**	0.12%
Other				**0**	0.00%
Roundabout	49	9		**58**	7.13%
T Intersection	203	33	4	**240**	29.52%
Y Intersection	1			**1**	0.12%
Subtotal	409	67	5	**481**	59.16%
Midblock					
Median Opening	113	18	3	**134**	16.48%
Not Median Opening	145	46	7	**198**	24.35%
Other				**0**	0.00%
Subtotal	258	64	10	**332**	40.84%
Total	**667**	**131**	**15**	**813**	**100%**

TABLE 3.5: TOTAL CASUALTIES BY CASUALTY CLASS AND SAFETY DEVICE

Safety device type	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of total casualties
Belt not worn	3	3	4	**10**	1.23%
Belt worn	383	42	6	**431**	53.01%
Crash helmet not worn	7	1		**8**	0.98%
Crash helmet worn	137	50	5	**192**	23.62%
No belt installed	1	1		**2**	0.25%
Not known	136	34		**170**	20.91%
Other				**0**	0.00%
Total	**667**	**131**	**15**	**813**	**100%**

TABLE 3.6A: 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	70-74	75-79	>80	Un-known	Sub Total
Received medical treatment	Female	18	45	41	41	30	25	26	19	18	11	8	17	9	3	10		**321**
	Male	28	18	53	39	29	29	34	23	27	18	12	11	9	6	6	2	**344**
	Un-known	2																**2**
Subtotal		**48**	**63**	**94**	**80**	**59**	**54**	**60**	**42**	**45**	**29**	**20**	**28**	**18**	**9**	**16**	**2**	**667**
Admitted to hospital	Female	1	6	7	2	5	5	2	2	3	1	4	2	2	1			**43**
	Male	1	2	10	12	6	7	8	5	5	8	11	3	5	2	3		**88**
Subtotal		2	8	17	14	11	12	10	7	8	9	15	5	7	3	3	0	**131**
Fatal	Female	1												1		1		**3**
	Male			3	1	2		1	3				1			1		**12**
Subtotal		**1**	**0**	**3**	**1**	**2**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**15**
Total		**51**	**71**	**114**	**95**	**72**	**66**	**71**	**52**	**53**	**38**	**35**	**34**	**26**	**12**	**21**	**2**	**813**

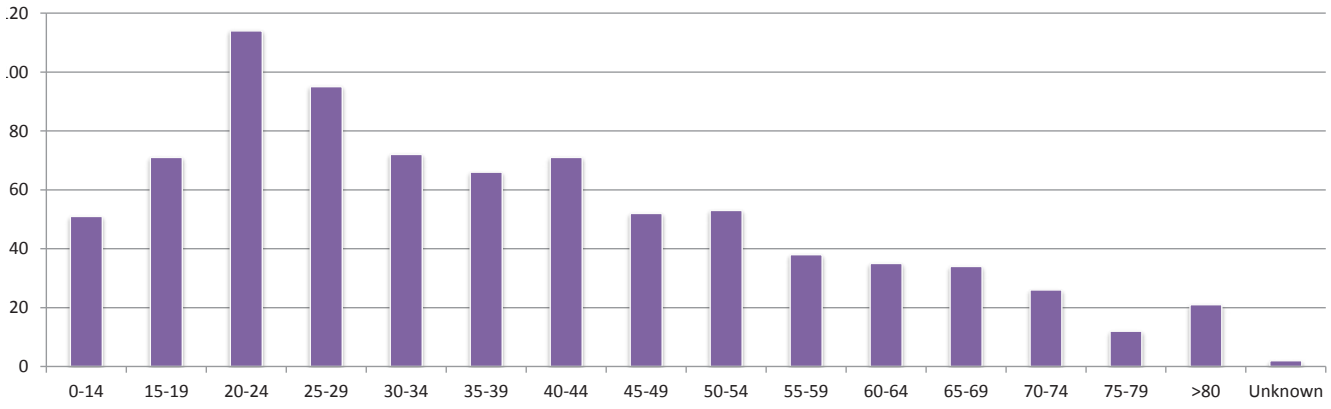
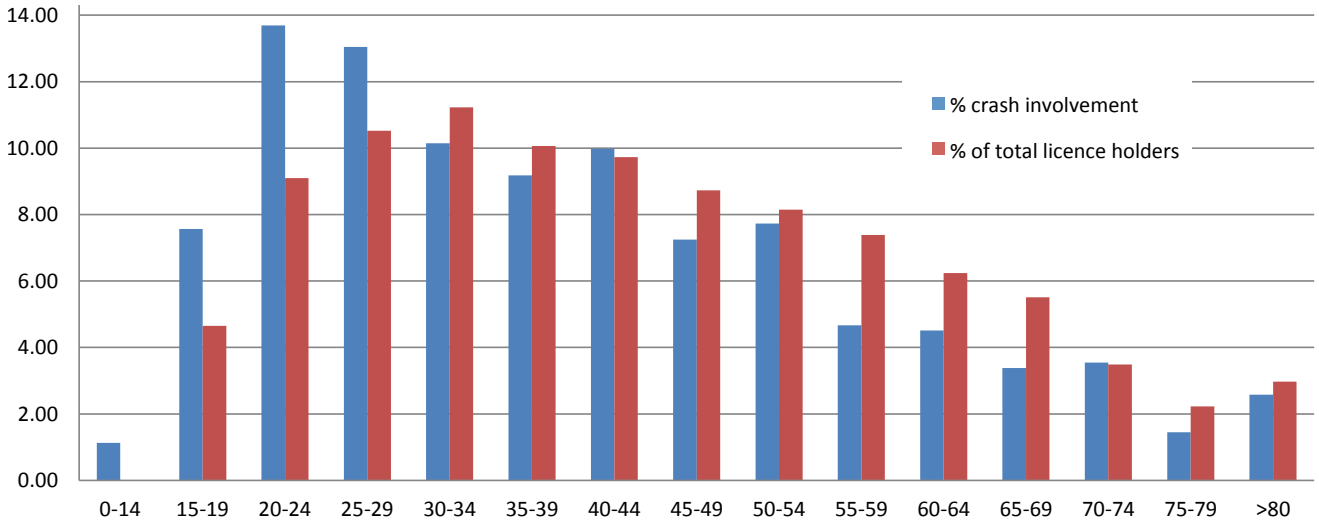


TABLE 3.6B: VEHICLE CONTROLLER CASUALTIES BY CASUALTY CLASS, GENDER AND AGE

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	70-74	75-79	>80	Un-known	Sub Total
Received medical treatment	Female		28	27	34	23	20	21	14	16	8	6	9	7	3	8		224
	Male	6	15	44	35	27	28	31	21	26	13	12	9	9	5	4	1	286
	Un-known	1																1
Subtotal		7	43	71	69	50	48	52	35	42	21	18	18	16	8	12	1	511
Admitted to hospital	Female		3	5	1	5	3	2	2	1	1	1		2	1			27
	Male		1	6	10	6	6	7	5	5	7	9	2	3		3		70
Subtotal		0	4	11	11	11	9	9	7	6	8	10	2	5	1	3	0	97
Fatal	Female													1				1
	Male			3	1	2		1	3				1			1		12
Subtotal		0	0	3	1	2	0	1	3	0	0	0	1	1	0	1	0	13
Total		7	47	85	81	63	57	62	45	48	29	28	21	22	9	16	1	621

Representation of vehicle controllers involved in casualty crashes by age



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 2015 were the 0–14, 15–19, 20–24 and 25–29 – which supports other evidence that young, less experienced drivers are more vulnerable to being involved in a serious crash. Less experience and cognitive development are known factors in the higher rate of crashes in these age groups.These drivers also tend to drive more often and over greater distances, which means that exposure is also a factor.

From next year, when there is three years of available data, a trend graph will also be included in this report to assist with monitoring any trends and for identifying any need for counter measures addressing specific age groups.

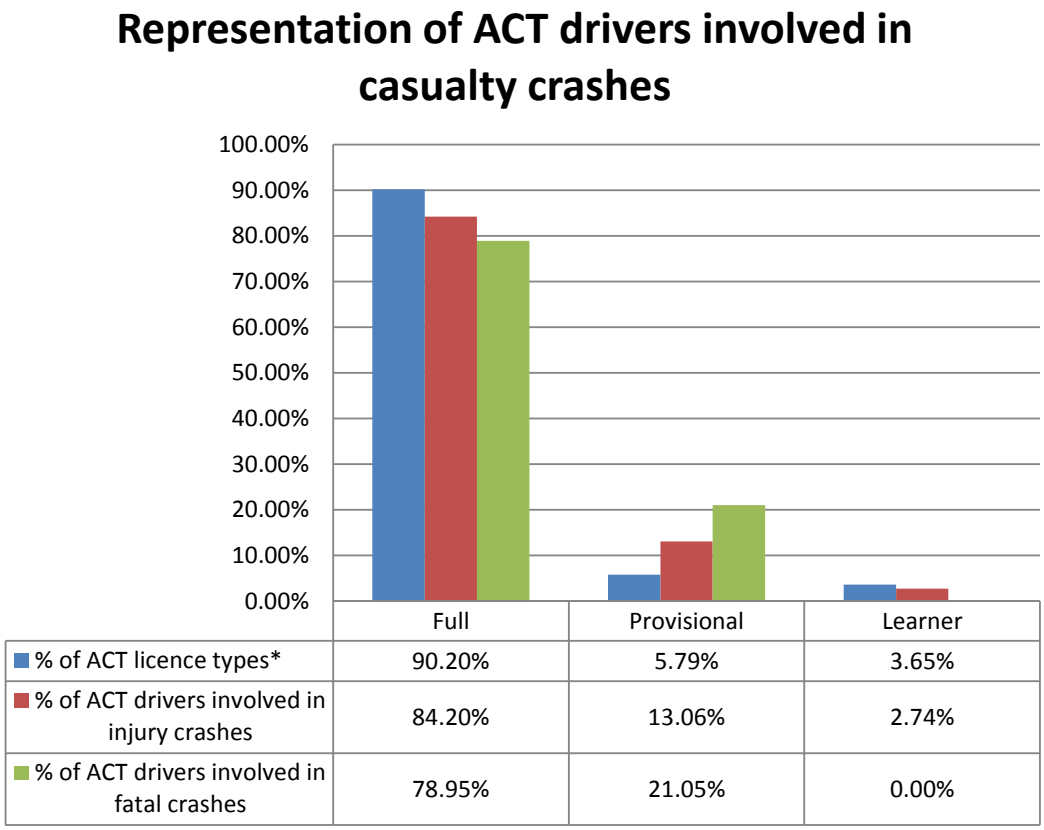
TABLE 3.6C: PEDESTRIAN CASUALTIES BY CASUALTY CLASS, GENDER AND AGE

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	70-74	75-79	>80	Un-known	Sub-total
Received medical treatment	Female	2	1	1			1	3	1				1					**10**
	Male	3		3	2	1	1		1		2		1					**14**
Subtotal		5	1	4	2	1	2	3	2	0	2	0	2	0	0	0	0	**24**
Admitted to hospital	Female			1	1		2			1			1					**6**
	Male			2	1		1	1				2		1	1			**9**
Subtotal		0	0	3	2	0	3	1	0	1	0	2	1	1	1	0	0	**15**
Fatal	Female																	**0**
	Male																	**0**
Subtotal		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Total		5	1	7	4	1	5	4	2	1	2	2	3	1	1	0	0	**39**
Total		**7**	**47**	**85**	**81**	**63**	**57**	**62**	**45**	**48**	**29**	**28**	**21**	**22**	**9**	**16**	**1**	**621**

TABLE 3.7: ACT DRIVERS INVOLVED IN CASUALTY CRASHES BY LICENCE TYPE AND SEVERITY

Licence type	Fatality	Injury	Property Damage	Subtotal	% of ACT licence types*
Full	15	677	7564	**8256**	90.20%
Provisional	4	105	1245	**1354**	5.79%
Learner		22	97	**119**	3.65%
Total	**19**	**804**	**8906**	**9729**	

*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.



ACT provisional drivers represented 21% of drivers involved in fatal crashes and 13% 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. As noted on page 26, this supports other evidence that young, less experienced drivers are more vulnerable to being involved in a serious crash.

TABLE 3.8: TOTAL CASUALTIES BY CASUALTY CLASS AND FIXED OBJECT STRUCK

Fixed Object Code	Fixed Object Struck	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of Total Casualties
0	Not Applicable	538	105	12	**655**	80.57%
1	Light or tele pole	30	3		**33**	4.06%
2	Sign or signal pole	28	6		**34**	4.18%
3	Tree	30	11	3	**44**	5.41%
4	Building or structure	5	1		**6**	0.74%
5	Kerb or guard rail	30	5		**35**	4.31%
6	Guide post	5			**5**	0.62%
7	Other	1			**1**	0.12%
	Total	667	131	15	**813**	100%

VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2015

TABLE 4.1A: TOTAL VEHICLES INVOLVED IN CRASH BY VEHICLE TYPE AND ACCIDENT TYPE

Accident Type Code	Accident Type	Car/ station wagon	Taxi/ Hire Car	Ute	Panel Van	Articu-lated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emer-gency Vehicle	Motor-cycle / Scooter	Other/ Un-known	Sub-total	% of total vehicles
Vehicle to vehicle collision														
1	Right turn into oncoming vehicle	562	11	51	14	1	4	3	15		10		**671**	4.37%
2	Right angle collision	1847	35	141	36	1	25	29	63	1	50	1	**2229**	14.51%
3	Same direction side swipe	1102	20	121	33	21	51	53	36	4	41	2	**1484**	9.66%
4	Opposite direction side swipe	35		5	3		4	2			3		**52**	0.34%
5	Head on collision	87		10	3	1	4	1	1		7		**114**	0.74%
6	Rear end collision	6328	109	624	139	7	67	43	14		83	6	**7420**	48.31%
7	Collision with parked vehicle	257	1	35	9		24	14	5	1	3	25	**374**	2.44%
8	Collision while one vehicle reversing	175	3	29	7		12	1		4	2		**233**	1.52%
9	Other - Vehicle to Vehicle	1362	39	185	56		24	12	72		23	6	**1779**	11.58%
Subtotal		**11755**	**218**	**1201**	**300**	**31**	**215**	**158**	**206**	**10**	**222**	**40**	**14356**	**93.48%**

TABLE 4.1B: TOTAL VEHICLES INVOLVED IN CRASH BY VEHICLE TYPE AND ACCIDENT TYPE

Accident Type Code	Accident Type	Car/ station wagon	Taxi/ Hire Car	Ute	Panel Van	Articu-lated vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emer-gency Vehicle	Motor-cycle/ Scooter	Other /Un-known	Sub-total	% of total vehicles
Single vehicle accident														
10	Struck pedestrian (on road)	38	3	4	1			3	2		1		**52**	0.34%
11	Struck animal (not ridden/on road)	150	5	9	3					3	4		**174**	1.13%
12	Struck object (on road)	23					1	1	3		1		**29**	0.19%
13	Overturned (on road)	10	1	8	3	2	2		5		46		**77**	0.50%
14	Fall from moving vehicle (on road)										1		**1**	0.01%
15	Other - Single Vehicle on Carriageway	35	2	2	1			1	2		13		**56**	0.36%
16	Struck pedestrian (on footpath etc.)	6		1					1				**8**	0.05%
17	Struck vehicle (off road)	27				1						2	**30**	0.20%
18	Struck animal (not ridden/off road)												**0**	0.00%
19	Struck object (off road)	443	8	44	11	1	4	1	1	2	16		**531**	3.46%
20	Overturned (off road)	9		3		1			1				**14**	0.09%
21	No object struck (off road)	20	1	2							7		**30**	0.20%
22	Other - Single Vehicle off Carriageway												**0**	0.00%
Sub-total		**761**	**20**	**73**	**19**	**5**	**7**	**6**	**15**	**5**	**89**	**2**	**1002**	**6.52%**
Total		**12516**	**238**	**1274**	**319**	**36**	**222**	**164**	**221**	**15**	**311**	**42**	**15358**	**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/Station Wagon	11689	812	15	**12516**	81.49%
Taxi/Hire Car	225	13		**238**	1.55%
Utility	1194	78	2	**1274**	8.30%
Panel Van	303	16		**319**	2.08%
Articulated Vehicle (Semi)	33	2	1	**36**	0.23%
Truck (Excl. Semi)	208	14		**222**	1.45%
Bus	155	8	1	**164**	1.07%
Bicycle	141	79	1	**221**	1.44%
Emergency Vehicle	14	1		**15**	0.10%
Motorcycle/Scooter	181	124	6	**311**	2.03%
Other/Unknown	38	4		**42**	0.27%
Total	**14181**	**1151**	**26**	**15358**	**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	Ute	Panel Van	Articu-lated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emer-gency vehicle	Motor-cycle/ Scooter	Other/ Un-known	Sub-total	% of Total Vehicles
1	Control not operating												**0**	**0%**
2	Give Way sign	3280	53	302	61	11	37	31	65	1	104	1	**3946**	**26%**
3	Marked pedestrian crossing	40		8	3				12				**63**	**0%**
4	Police	11		2							2		**15**	**0%**
5	School crossing												**0**	**0%**
6	Stop sign	430	7	24	9		3	6	15		9		**503**	**3%**
7	Traffic lights	3165	73	287	82	10	59	43	37	6	46	4	**3812**	**25%**
8	Un-controlled	5547	104	645	162	15	120	84	91	8	149	37	**6962**	**45%**
9 & 10	Other/ Unknown	43	1	6	2		3		1		1		**57**	**0%**
Total		**12516**	**238**	**1274**	**319**	**36**	**222**	**164**	**221**	**15**	**311**	**42**	**15358**	**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	Ute	Panel Van	Articu-lated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emer-gency vehicle	Motor-cycle/ Scooter	Other/ Un-known	Sub-total	% of Total Vehicles
1	Building or structure	42	1	4									**47**	0.31%
2	Guide post	8									2		**10**	0.07%
3	Kerb or guard rail	222	4	16	7	3	3	1	2	1	11		**270**	1.76%
4	Light or tele pole	131	3	14	4		1	1					**154**	1.00%
5	Not Applicable	11825	224	1213	299	32	214	161	219	13	292	41	**14533**	94.63%
6	Other	17		2				1		1			**21**	0.14%
7	Sign or signal pole	142	4	10	8		2				3		**169**	1.10%
8	Tree	129	2	15	1	1	2				3	1	**154**	1.00%
Total		**12516**	**238**	**1274**	**319**	**36**	**222**	**164**	**221**	**15**	**311**	**42**	**15358**	**100%**