



ACT
Government

2016 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.act.gov.au/reportacrash.

Transport Canberra and City Services (TCCS) Directorate is responsible for the collection and collation of ACT road crash data and maintain 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 (bitre.gov.au/statistics/safety/index.aspx) and reports extracted from the rego.act database by Access Canberra.

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:

- > 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 (i.e. was a seatbelt being worn)
- > Number of passengers and their position in the vehicle (e.g. front passenger 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 2016.

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 crash – 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 (the Strategy) 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
- > develop an approach to road safety that involves all stakeholders working together to improve road safety.

The Strategy, 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 Strategy, including the current action plan can be downloaded at www.justice.act.gov.au/safety_and_emergency/road_safety/act_road_safety_strategy_and_action_plans.

1.6 SUMMARY OF 2016 CRASHES

- > There were 7911 ‘on-road’ recorded traffic crashes in 2016 which involved 15,476 vehicles and resulted in 748 casualties including 11 fatalities and 110 hospital admissions.
- > Four fatalities and 226 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 36% of fatalities and 30% of injuries that occurred in 2016.
- > Younger drivers in the ACT (aged 15-29 years) and ACT provisional drivers continue to be disproportionately represented in casualty crashes. Drivers aged 15-29 years represented 34% of vehicle controller casualties – despite being approximately 25% of licence holders. Similarly, ACT provisional drivers represented 7% of drivers involved in fatal crashes and 11% of injury crashes – despite being approximately 6% of licence holders.
- > In crashes where the vehicle controller was injured, 75 were drivers aged 65 years or older, representing 13% of all vehicle controller casualties. This is the highest number of casualties recorded for this age group over the last 10 year period. Drivers aged over 75 years were over represented in casualty crashes in proportion to the number of licence holders in that age group.
- > The most frequent crash-type was the ‘rear end collision’, which accounted for 45% of all crashes. In terms of severity, the ‘right-angle collision’ type was the most frequent accounting for 24% of all casualties despite making 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.

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 21% ¹. Similarly, transport modelling suggests an increase of 23% in the total number of car trips during the morning peak over a ten year period since 2007.

Table 1.1: ACT “On Road” Crashes Trends 2007 - 2016

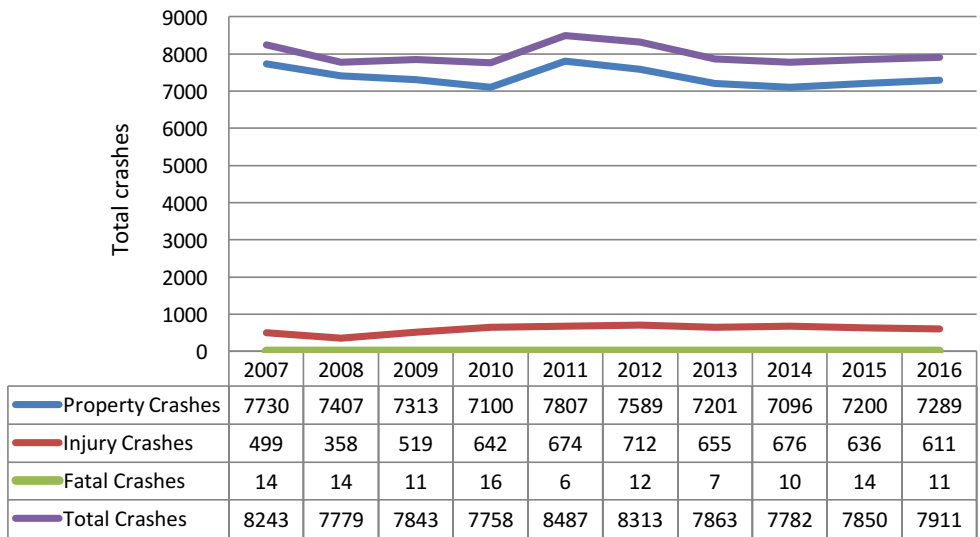
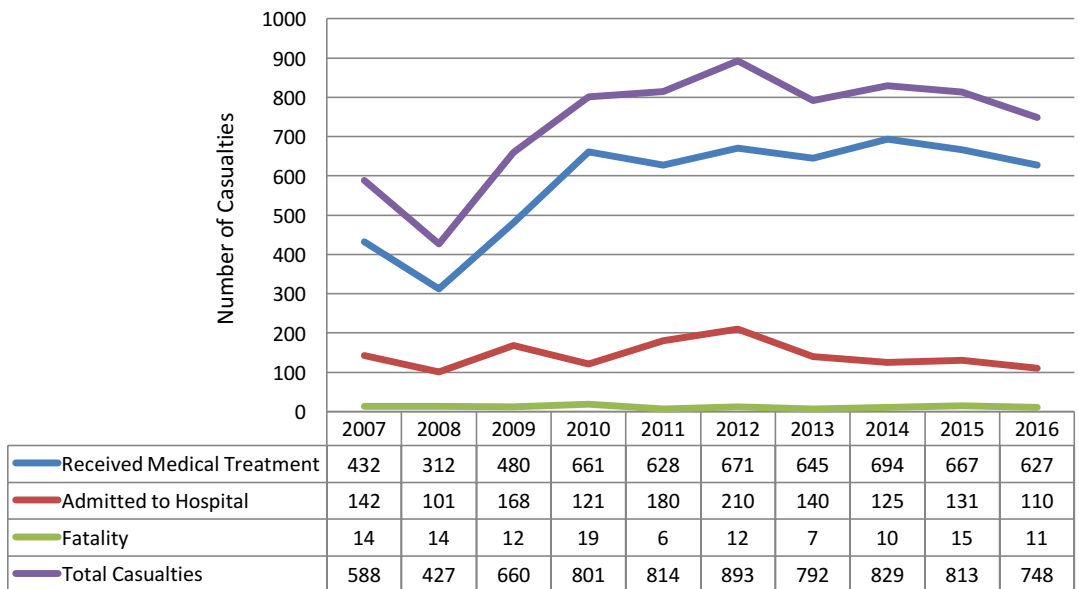


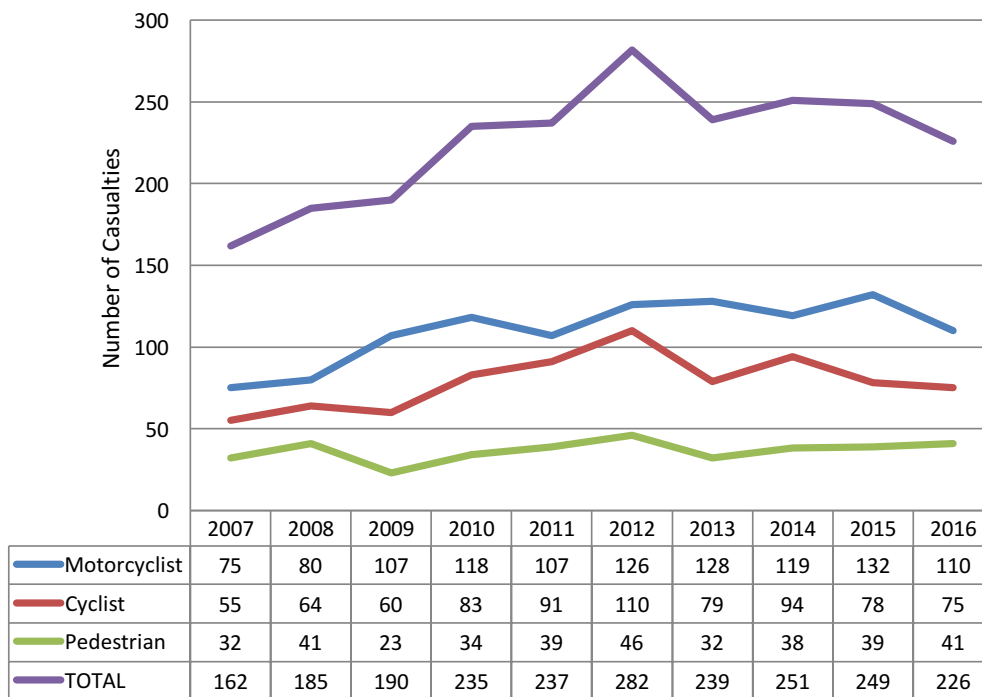
Table 1.2: Trends in ACT Casualties 2007 - 2016



The upward trend in casualty crashes is likely 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 2007 - 2016

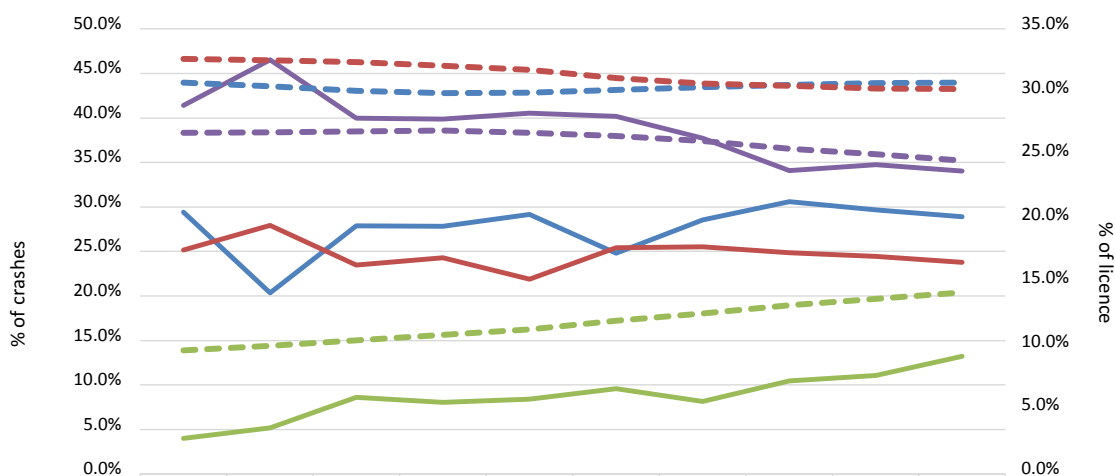


The upward trend in casualty crashes involving vulnerable road users can partly be explained by increased participation levels. For cycling the ACT has a significantly greater participation rate than the national average.² There has also been an increase in the number of motorcycle registrations.³ The 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.

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 and 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 National Road Safety Strategy 2011–20 notes that the number of motorcycle registrations has almost doubled since 2005 (p 27).

Table 1.4: Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2007 - 2016

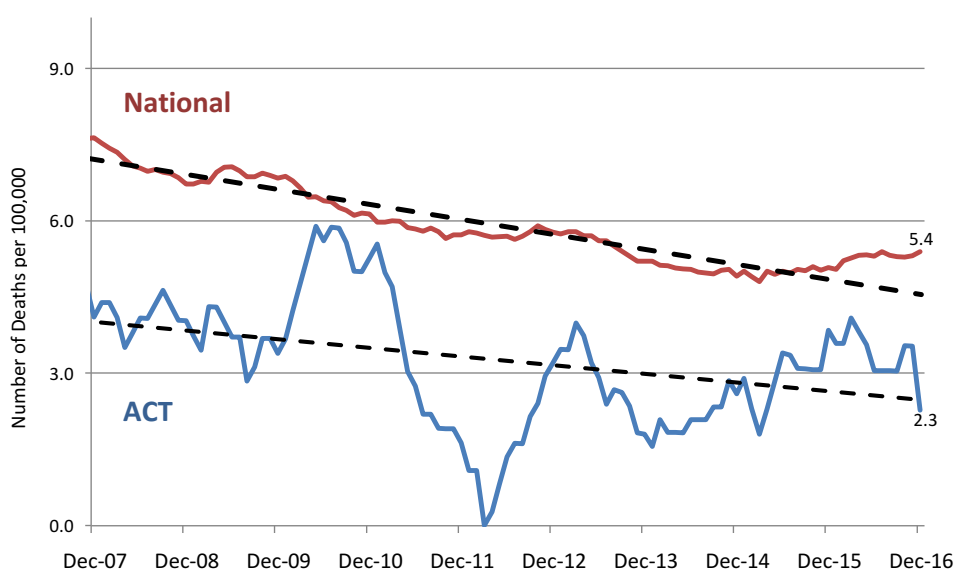


	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
— % of vehicle controller casualties aged 15-29	41.4%	46.6%	40.0%	39.9%	40.5%	40.2%	37.7%	34.1%	34.7%	34.0%
— % of vehicle controller casualties aged 30-44	29.4%	20.3%	27.9%	27.8%	29.2%	24.8%	28.6%	30.6%	29.7%	28.9%
— % of vehicle controller casualties aged 45-64	25.2%	27.9%	23.5%	24.3%	21.9%	25.4%	25.5%	24.9%	24.5%	23.8%
— % of vehicle controller casualties aged 65+	4.0%	5.2%	8.6%	8.0%	8.4%	9.6%	8.2%	10.5%	11.1%	13.2%
— % of ACT licence holders aged 15-29	26.8%	26.9%	27.0%	27.0%	26.8%	26.6%	26.2%	25.6%	25.1%	24.6%
— % of ACT licence holders aged 30-44	30.8%	30.5%	30.1%	30.0%	30.0%	30.2%	30.4%	30.6%	30.7%	30.8%
— % of ACT licence holders aged 45-64	32.7%	32.6%	32.4%	32.1%	31.8%	31.1%	30.7%	30.5%	30.3%	30.3%
— % of ACT licence holders aged 65+	9.7%	10.1%	10.5%	11.0%	11.4%	12.1%	12.6%	13.3%	13.8%	14.3%

Vehicle controller casualties for people 65 years and over has seen an upward trend over the last 10 years. This increase is consistent with the increase in the percentage of ACT licence holders in the same age group. This table also shows that younger drivers in the ACT (aged 15-29 years) are disproportionately represented in casualties with them representing 34% of all vehicle controller casualties, despite representing approximately 25% of licence holders. The ACT Government will continue to monitor these trends and deliver counter measures addressing issues relating to specific age groups in line with the ACT Road Safety Action Plan 2016–2020.

RATES OF DEATHS

Table 1.5: Rates of Deaths per 100,000 Population 2007 - 2016



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 2016, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.3 fatalities per 100,000 population (down from 3.8 fatalities in 2015), compared with 5.4 road fatalities per 100,000 people nationally (up from 5.1 fatalities in 2015).

While the ACT continues to record the lowest annual road fatalities per 100,000 population among all Australian states and territories, a study by Australian Road Research Board (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 NSW⁴ – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads.

Table 1.6: Rates of Deaths per 100 Million Vehicle-Kilometre Travelled 2006 - 2015

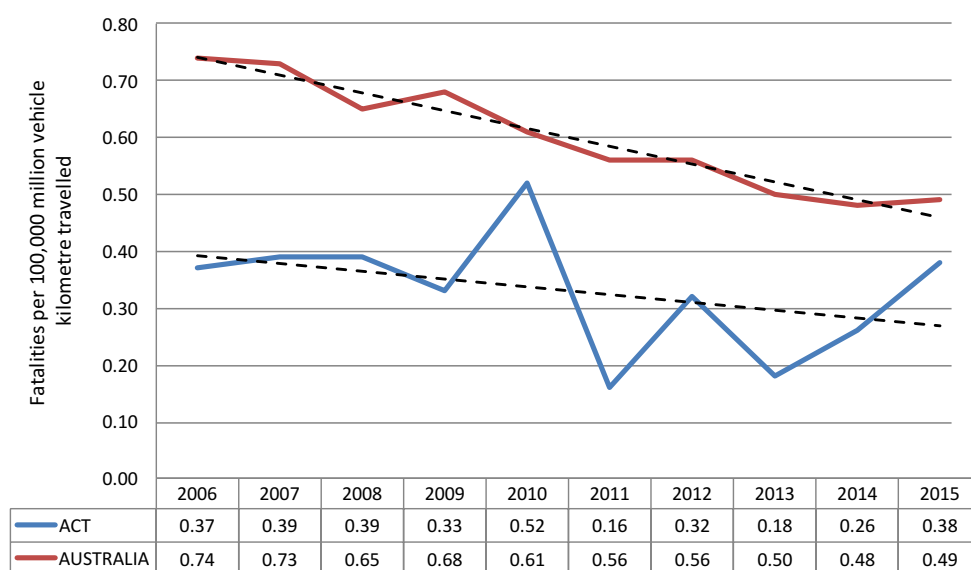
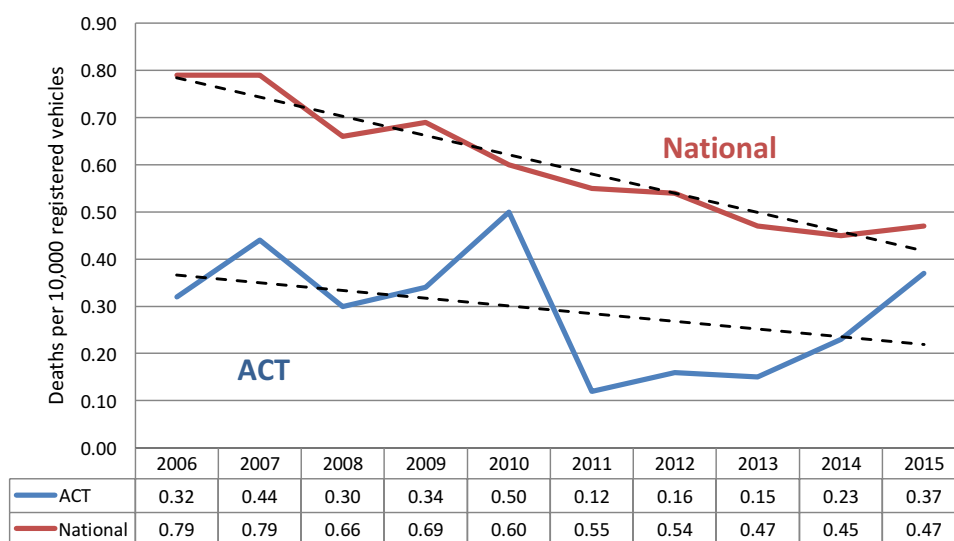


Table 1.7: Rates of Deaths per 10,000 Registered Vehicles 2006 - 2015



Note: For both of the above tables, 2016 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.

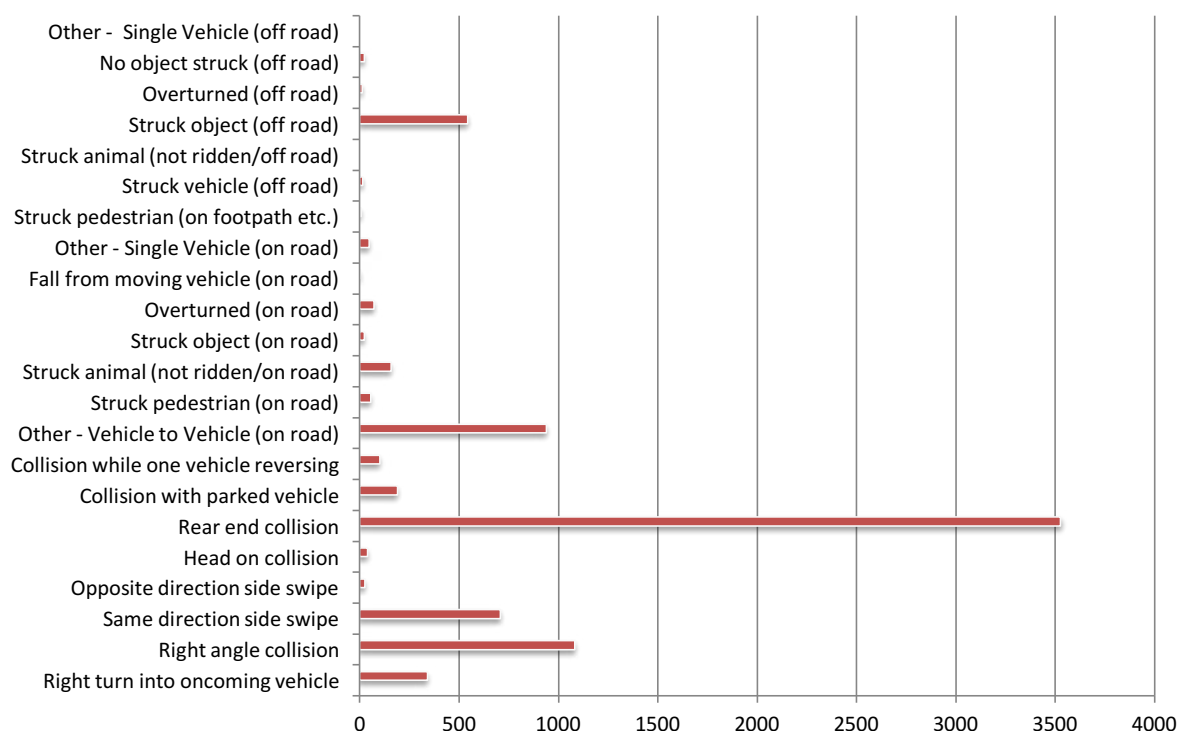
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TRAFFIC CRASHES IN 2016

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	273	68	0	341	4.31%
2	Right angle collision	939	144	0	1083	13.69%
3	Same direction side swipe	673	35	0	708	8.95%
4	Opposite direction side swipe	22	5	0	27	0.34%
5	Head on collision	21	14	4	39	0.49%
6	Rear end collision	3432	95	0	3527	44.58%
7	Collision with parked vehicle	186	5	0	191	2.41%
8	Collision while one vehicle reversing	102	0	0	102	1.29%
9	Other - Vehicle to vehicle (on road)	901	36	1	938	11.86%
10	Struck pedestrian (on road)	20	35	0	55	0.70%
11	Struck animal (not ridden/on road)	155	4	0	159	2.01%
12	Struck object (on road)	17	5	0	22	0.28%
13	Overtaken (on road)	35	35	1	71	0.90%
14	Fall from moving vehicle (on road)	0	1	0	1	0.01%
15	Other - Single vehicle (on road)	40	7	0	47	0.59%
16	Struck pedestrian (on footpath etc.)	3	3	1	7	0.09%
17	Struck vehicle (off road)	12	2	0	14	0.18%
18	Struck animal (not ridden/off road)	0	0	0	0	0.00%
19	Struck object (off road)	433	106	4	543	6.86%
20	Overtaken (off road)	6	7	0	13	0.16%
21	No object struck (off road)	19	4	0	23	0.29%
22	Other - Single vehicle (off road)	0	0	0	0	0.00%
Total		7289	611	11	7911	100%

The most frequent accident type in 2016 was the “rear end collision” representing around 45% 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 24% of all casualty crashes for 2016. 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	6760	467	7	7234	91.44%
1	Light or telegraph pole	93	21	0	114	1.44%
2	Sign or signal pole	102	30	0	132	1.67%
3	Tree	86	34	2	122	1.54%
4	Building or structure	25	4	1	30	0.38%
5	Kerb or guard rail	186	43	0	229	2.89%
6	Guide post	11	1	0	12	0.15%
7	Other	26	11	1	38	0.48%
	Total	7289	611	11	7911	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	409	34	0	443	5.60%
2	February	562	54	0	616	7.79%
3	March	600	50	2	652	8.24%
4	April	583	49	0	632	7.99%
5	May	721	66	2	789	9.97%
6	June	656	48	0	704	8.90%
7	July	647	47	2	696	8.80%
8	August	673	44	0	717	9.06%
9	September	630	57	2	689	8.71%
10	October	642	57	2	701	8.86%
11	November	619	50	1	670	8.47%
12	December	547	55	0	602	7.61%
Total		7289	611	11	7911	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.

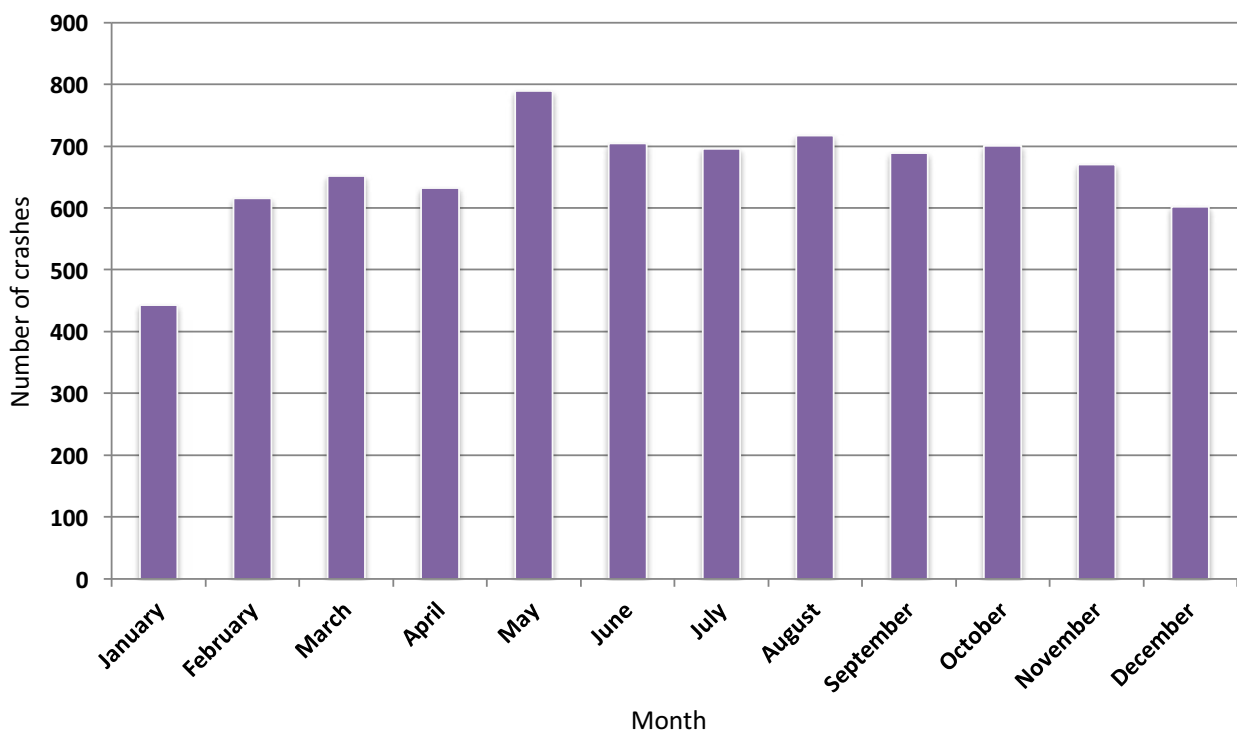


Table 2.4: Total Crashes by Severity and Day of Week

Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Monday	1023	71	2	1096	13.85%
Tuesday	1189	85	0	1274	16.10%
Wednesday	1184	99	3	1286	16.26%
Thursday	1260	105	1	1366	17.27%
Friday	1316	109	1	1426	18.03%
Saturday	767	81	2	850	10.74%
Sunday	550	61	2	613	7.75%
Total	7289	611	11	7911	100%

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 Thursday and Friday (17% and 18% respectively), while crashes on Sunday only represent around 8% of all crashes.

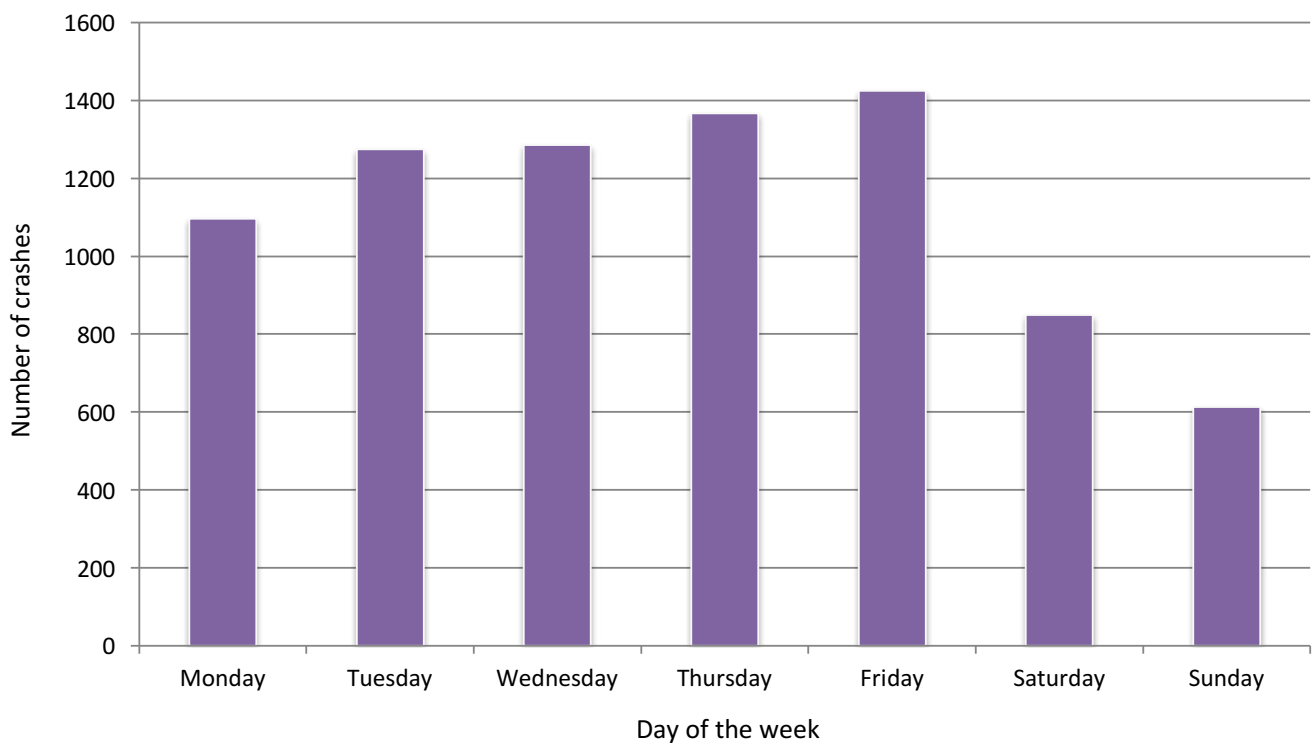


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
00.00 - 00.59	46	7	0	53	0.67%
01.00 - 01.59	30	2	0	32	0.40%
02.00 - 02.59	29	10	0	39	0.49%
03.00 - 03.59	24	1	1	26	0.33%
04.00 - 04.59	24	4	0	28	0.35%
05.00 - 05.59	39	3	1	43	0.54%
06.00 - 06.59	108	11	1	120	1.52%
07.00 - 07.59	317	24	1	342	4.32%
08.00 - 08.59	928	61	1	990	12.51%
09.00 - 09.59	510	40	0	550	6.95%
10.00 - 10.59	306	33	0	339	4.29%
11.00 - 11.59	375	28	1	404	5.11%
12.00 - 12.59	411	26	0	437	5.52%
13.00 - 13.59	401	19	0	420	5.31%
14.00 - 14.59	389	50	0	439	5.55%
15.00 - 15.59	579	50	2	631	7.98%
16.00 - 16.59	658	54	2	714	9.03%
17.00 - 17.59	850	56	0	906	11.45%
18.00 - 18.59	525	55	0	580	7.33%
19.00 - 19.59	232	30	0	262	3.31%
20.00 - 20.59	189	18	0	207	2.62%
21.00 - 21.59	149	8	0	157	1.98%
22.00 - 22.59	105	15	0	120	1.52%
23.00 - 23.59	65	6	1	72	0.91%
Total	7289	611	11	7911	100%

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

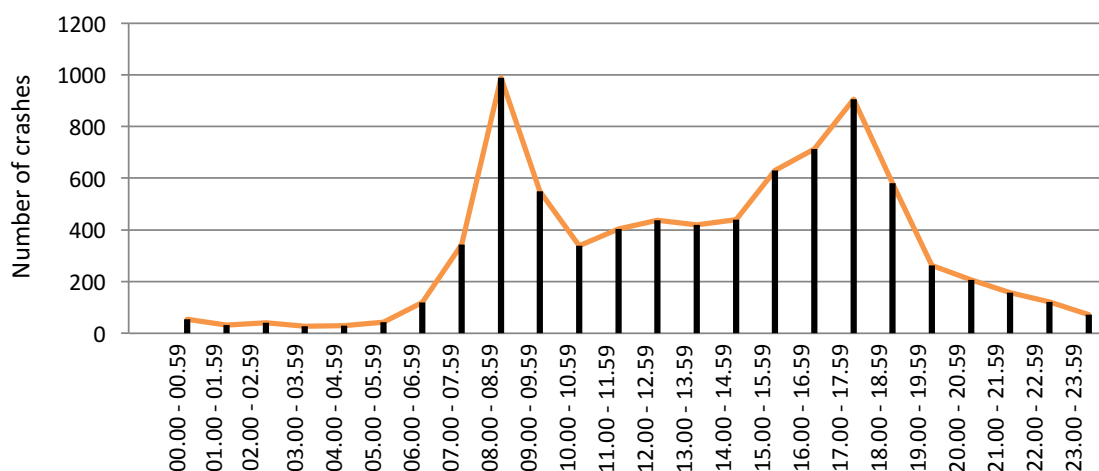


Table 2.6: Total Crashes by Severity and Traffic Control Type

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Unknown	0	0	0	0	0.00%
1	Uncontrolled	3351	280	10	3641	46.02%
2	Control not operated	1	0	0	1	0.01%
3	Traffic lights	1760	118	0	1878	23.74%
4	Give way sign	1842	174	0	2016	25.48%
5	Stop sign	269	28	1	298	3.77%
6	Police	4	0	0	4	0.05%
7	School crossing	4	1	0	5	0.06%
8	Marked pedestrian crossing	25	9	0	34	0.43%
9	Other	33	1	0	34	0.43%
Total		7289	611	11	7911	100%

Crashes at uncontrolled locations represented the highest number of casualty crashes (46%) including 10 of the 11 fatalities.

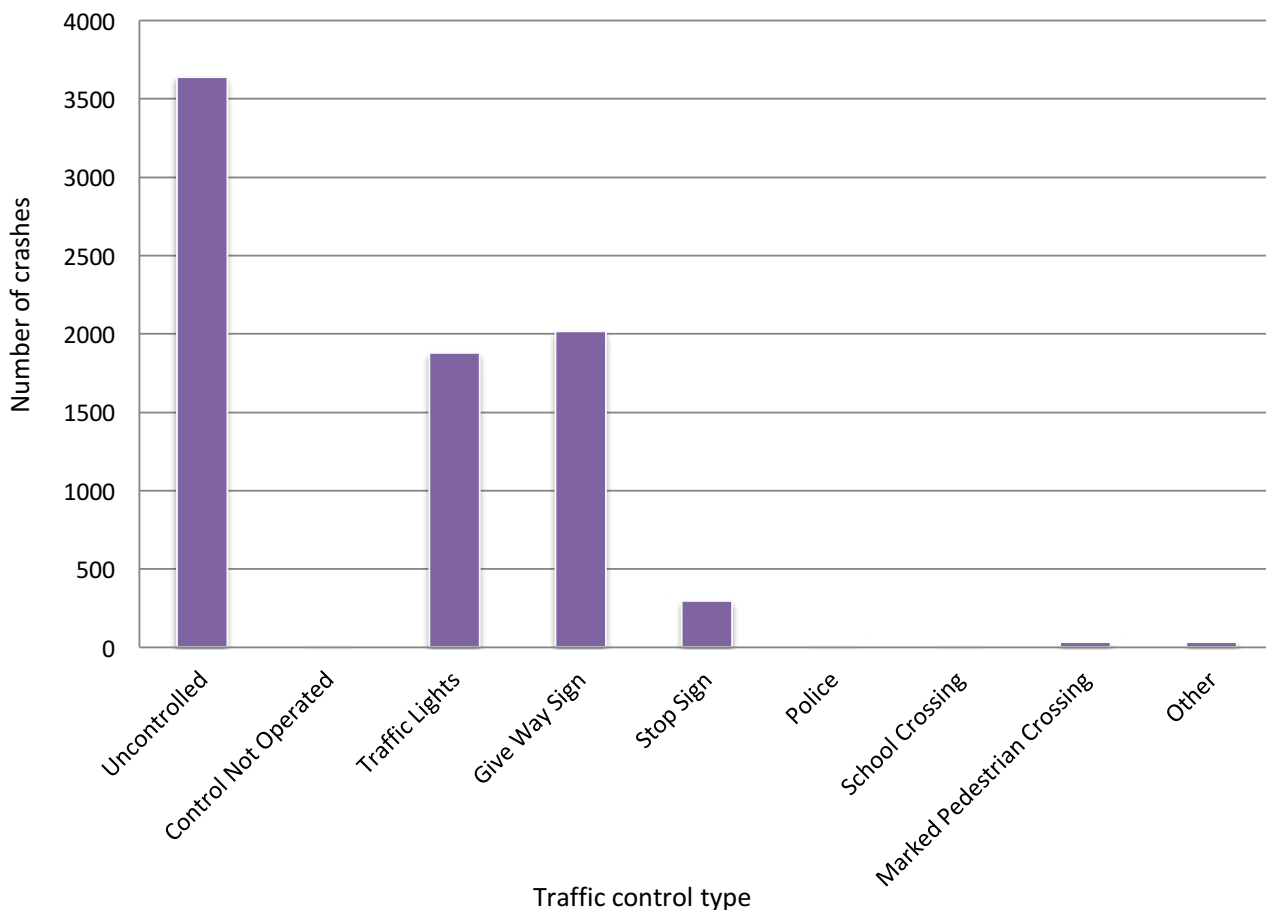


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Intersections						
1	Cross intersection	1581	112	0	1693	21.40%
2	T intersection	1400	164	1	1565	19.78%
3	Y intersection	38	2	0	40	0.51%
4	Multiple intersection	31	2	0	33	0.42%
5	Roundabout	953	62	0	1015	12.83%
6	Other	11	1	0	12	0.15%
	Subtotal	4014	343	1	4358	55.09%
Midblocks						
7	Median opening	1629	136	1	1766	22.32%
8	Not median opening	1642	132	9	1783	22.54%
9	Other	4	0	0	4	0.05%
	Subtotal	3275	268	10	3553	44.91%
	Total	7289	611	11	7911	100%

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

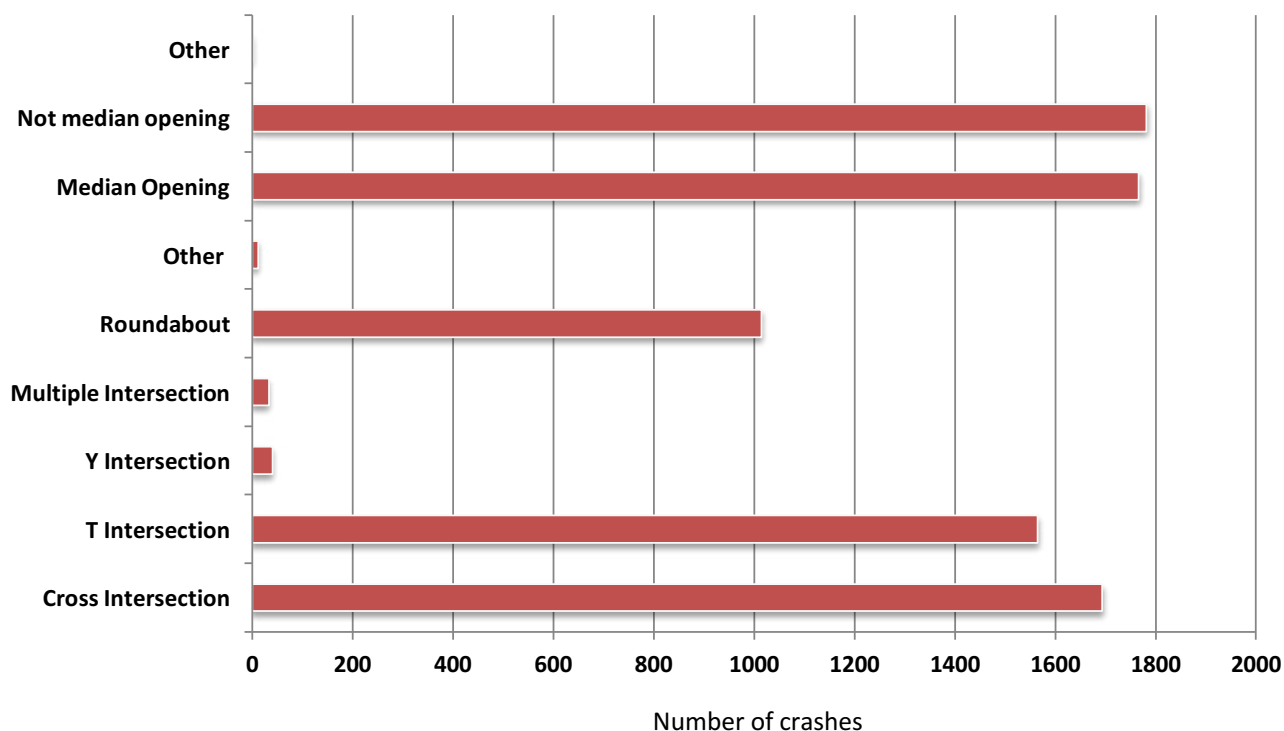


Table 2.8: Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Unknown	0	0	0	0	0.00%
1	Fine	5609	493	10	6112	77.26%
2	Light rain	826	67	0	893	11.29%
3	Heavy rain	219	20	0	239	3.02%
4	Cloudy or overcast	591	31	0	622	7.86%
5	Snow or sleet	10	0	1	11	0.14%
6	Fog	33	0	0	33	0.42%
7	Smoke or dust	1	0	0	1	0.01%
8	Other	0	0	0	0	0.00%
Total		7289	611	11	7911	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	895	95	1	991	12.53%
2	Dark - no street lighting	124	12	2	138	1.74%
3	Dark - poor street lighting	345	24	1	370	4.68%
4	Daylight	5630	457	6	6093	77.01%
5	Semi-darkness	295	23	1	319	4.03%
6	Unknown	0	0	0	0	0.00%
Total		7289	611	11	7911	100%

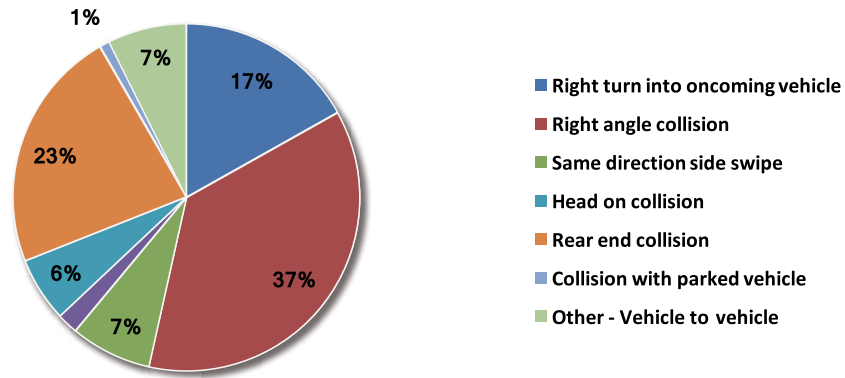
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CASUALTIES IN 2016

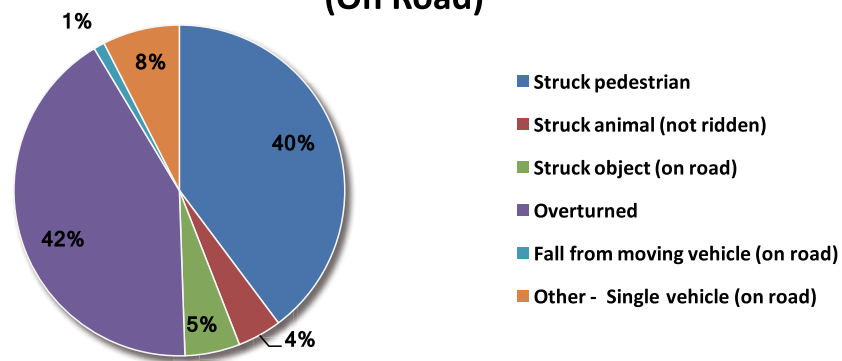
Table 3.1: Total Casualties by Casualty Class and Crash Type

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	80	7	0	87	11.63%
2	Right angle collision	161	28	0	189	25.27%
3	Same direction side swipe	32	7	0	39	5.21%
4	Opposite direction side swipe	5	5	0	10	1.34%
5	Head on collision	20	7	4	31	4.14%
6	Rear end collision	109	8	0	117	15.64%
7	Collision with parked vehicle	5	0	0	5	0.67%
8	Collision while one vehicle reversing	0	0	0	0	0.00%
9	Other - Vehicle to vehicle	34	3	1	38	5.08%
	Subtotal	446	65	5	516	68.98%
Single vehicle accident on carriageway						
10	Struck pedestrian	21	16	0	37	4.95%
11	Struck animal (not ridden)	3	1	0	4	0.53%
12	Struck object (on road)	4	1	0	5	0.67%
13	Overtaken	31	7	1	39	5.21%
14	Fall from moving vehicle (on road)	0	1	0	1	0.13%
15	Other - Single vehicle (on road)	7	0	0	7	0.94%
	Subtotal	66	26	1	93	12.43%
Single vehicle accident off carriageway						
16	Struck pedestrian (on footpath etc.)	1	2	1	4	0.53%
17	Struck vehicle	1	1	0	2	0.27%
18	Struck animal (not ridden)	0	0	0	0	0.00%
19	Struck object (off carriageway)	103	14	4	121	16.18%
20	Overtaken	6	2	0	8	1.07%
21	No object struck (off road)	4	0	0	4	0.53%
22	Other accidents	0	0	0	0	0.00%
	Subtotal	115	19	5	139	18.58%
Total		627	110	11	748	100%

Percentage of Casualties in Vehicle to Vehicle Crashes



Percentage of Casualties in Single Vehicle Crashes (On Road)



Percentage of Casualties in Single Vehicle Crashes (Off Road)

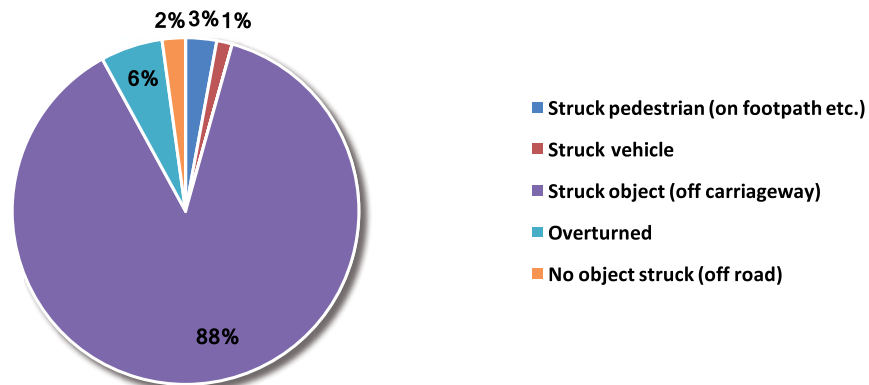


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Driver	354	33	7	394	52.67%
Front centre passenger	1	0	0	1	0.13%
Front left passenger	70	14	0	84	11.23%
Motorcycle	73	33	3	109	14.57%
Motorcycle pillion	1	0	0	1	0.13%
Other	0	1	0	1	0.13%
Pedal cyclist	68	7	0	75	10.03%
Pedestrian	21	19	1	41	5.48%
Rear bus passenger	3	1	0	4	0.53%
Rear centre passenger	5	1	0	6	0.80%
Rear left passenger	11	0	0	11	1.47%
Rear right passenger	15	1	0	16	2.14%
Unknown	5	0	0	5	0.67%
Total	627	110	11	748	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	180	33	0	213	28.48%
Marked pedestrian crossing	8	1	0	9	1.20%
Other	2	0	0	2	0.60%
Police	0	0	0	0	0.00%
School crossing	1	0	0	1	0.13%
Stop sign	35	2	1	38	5.08%
Traffic lights	135	14	0	149	19.92%
Uncontrolled	266	60	10	336	44.92%
Total	627	110	11	748	100%

About 45% of all casualties occurred at uncontrolled locations, around 20% at traffic lights and 29% 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	127	14	0	141	18.85%
Multiple intersection	5	0	0	5	0.67%
Other	1	0	0	1	0.13%
Roundabout	59	11	0	70	9.36%
T intersection	176	28	1	205	27.41%
Y intersection	1	1	0	2	0.27%
Subtotal	369	54	1	424	56.68%
Midblock					
Median opening	132	19	1	152	20.32%
Not median opening	126	37	9	172	22.99%
Other	0	0	0	0	0.00%
Subtotal	258	56	10	324	43.32%
Total	627	110	11	748	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	6	6	1	13	1.74%
Belt worn	323	37	4	364	48.66%
Crash helmet not worn	4	2	0	6	0.80%
Crash helmet worn	118	36	3	157	20.99%
No belt installed	4	1	0	5	0.67%
Not known	169	28	3	200	26.74%
Other	3	0	0	3	0.40%
Total	627	110	11	748	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	Subtotal
Received medical treatment	Female	16	26	32	28	32	27	18	14	10	15	5	12	10	12	13	8	278
	Male	30	33	43	43	31	23	25	20	22	14	19	4	7	12	14	9	349
	Subtotal	46	59	75	71	63	50	43	34	32	29	24	16	17	24	27	17	627
Admitted to hospital	Female	2	8	4	4	2	2	2	4	3	1	1	2	1	2	1	0	39
	Male	3	5	8	11	3	7	11	3	4	6	5	2	0	0	3	0	71
	Subtotal	5	13	12	15	5	9	13	7	7	7	6	4	1	2	4	0	110
Fatal	Female	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3
	Male	0	0	3	1	0	2	0	0	1	1	0	0	0	0	0	0	8
	Subtotal	0	0	3	1	0	2	1	0	1	1	1	0	0	0	1	0	11
Total		51	72	90	87	68	61	57	41	40	37	31	20	18	26	32	17	748

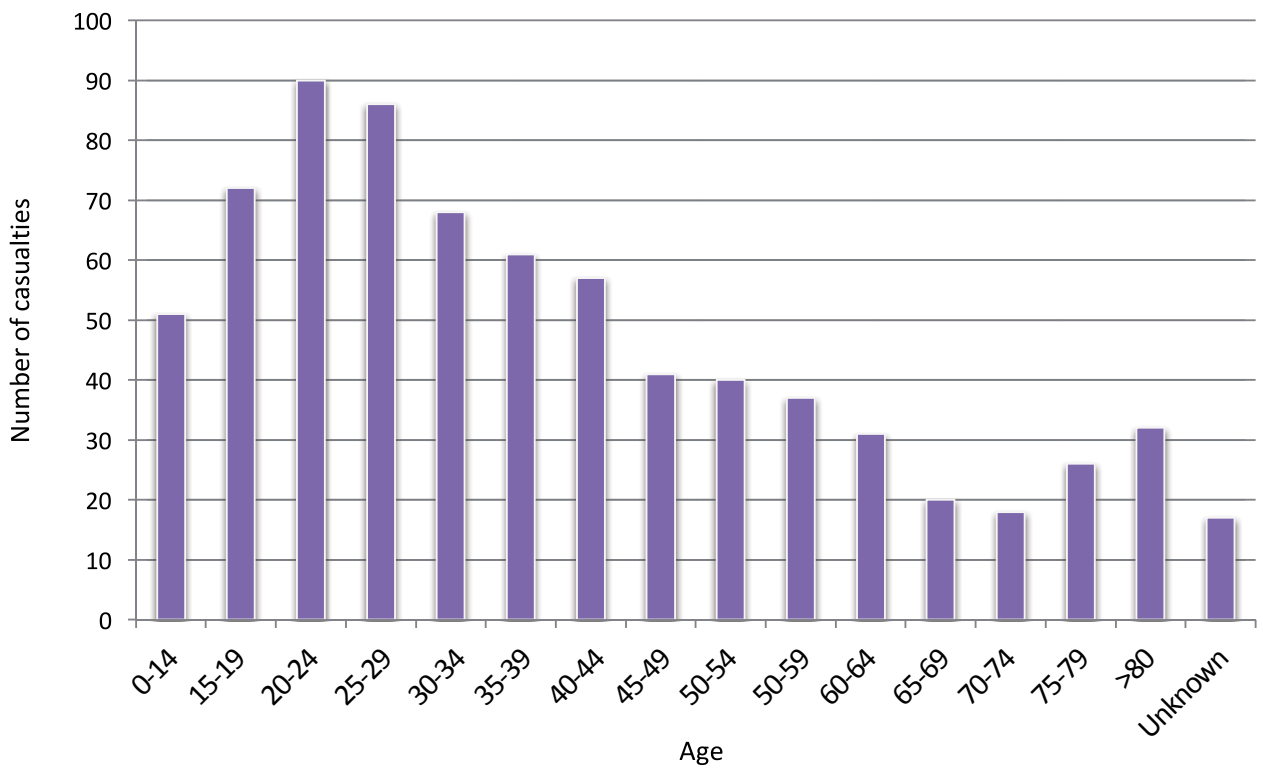
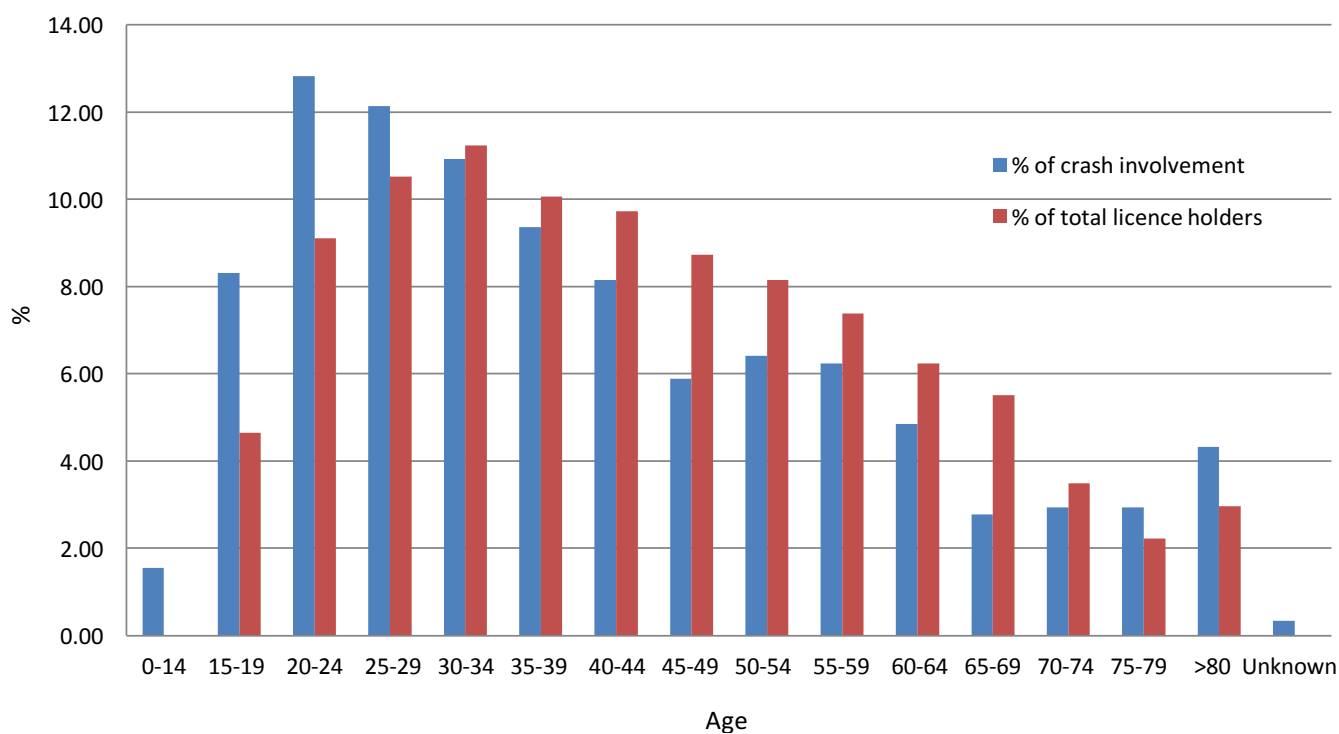


Table 3.6b: Vehicle Controller Casualties by Casualty Class, Gender and Age

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	Subtotal	
Received medical treatment	Female	1	19	25	19	31	25	16	11	8	14	4	9	9	8	8	0	207	
	Male	8	24	37	39	30	21	22	19	21	14	19	4	7	8	13	2	288	
	Subtotal	9	43	62	58	61	46	38	30	29	28	23	13	16	16	21	2	495	
Admitted to hospital	Female	0	4	3	2	1	1	1	2	3	1	0	1	1	1	1	0	22	
	Male	0	1	6	10	1	5	8	2	4	6	4	2	0	0	2	0	51	
	Subtotal	0	5	9	12	2	6	9	4	7	7	4	3	1	1	3	0	73	
Fatal	Female	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
	Male	0	0	3	1	0	2	0	0	1	1	0	0	0	0	0	0	0	8
	Subtotal	0	0	3	1	0	2	0	0	1	1	1	0	0	0	1	0	10	
Total		9	48	74	71	63	54	47	34	37	36	28	16	17	17	25	2	578	



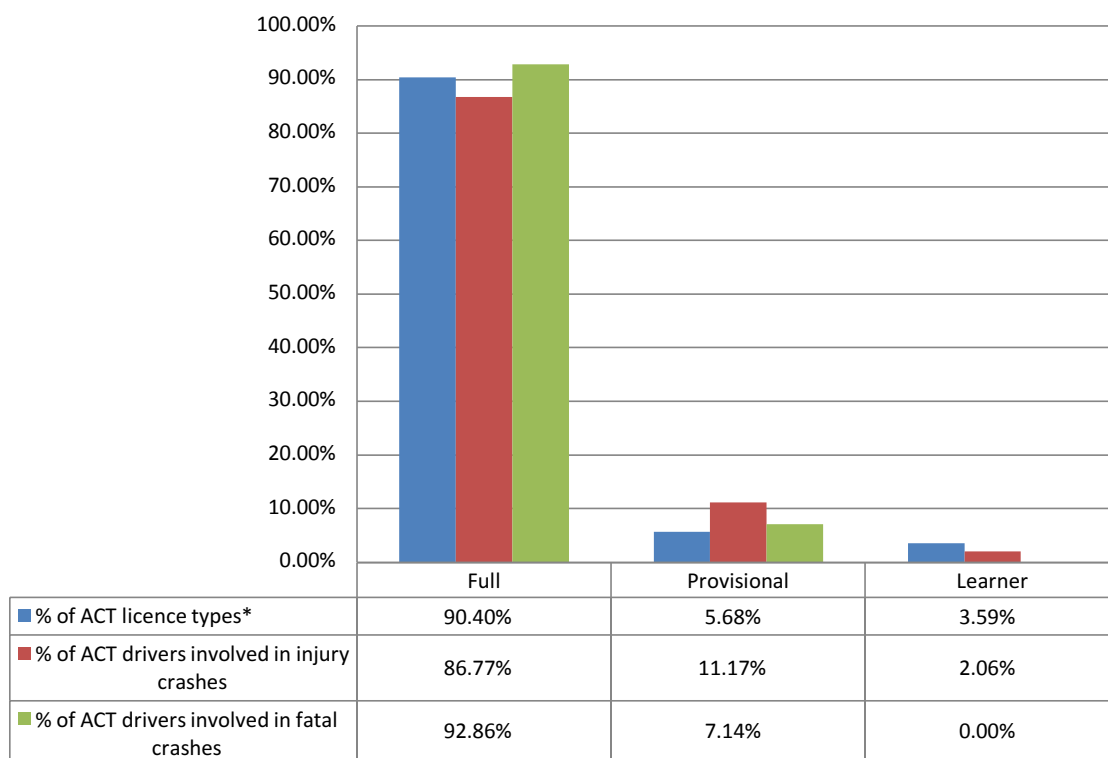
In the graph above, the blue columns represent vehicle controllers involved in casualty crashes by age groups. The corresponding red columns are the percentage of total licence holders for each respective age group. The age group is over-represented in crashes if the blue column is larger than the red column (i.e. the crash involvement is disproportionate to the percentage of licence holders).

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	Subtotal
Received medical treatment	Female	0	0	2	3	0	0	1	0	1	0	0	0	0	0	0	0	7
	Male	3	3	1	2	0	1	1	1	1	0	0	0	0	1	0	0	14
	Subtotal	3	3	3	5	0	1	2	1	2	0	0	0	0	1	0	0	21
Admitted to hospital	Female	1	2	0	1	0	0	0	1	0	0	1	1	0	1	0	0	8
	Male	2	2	1	0	0	2	2	1	0	0	0	0	0	0	1	0	11
	Subtotal	3	4	1	1	0	2	2	2	0	0	1	1	0	1	1	0	19
Fatal	Female	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	Male	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		6	7	4	6	0	3	5	3	2	0	1	1	0	2	1	0	41

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 ⁵
Full	13	800	9850	10663	90.40%
Provisional	1	103	1274	1378	5.68%
Learner	0	19	71	90	3.59%
Total⁶	14	922	11195	12131	



ACT provisional drivers continue to be disproportionately represented in all types of crashes. However, the involvement of provisional licence holders in fatal and injury crashes has reduced in 2016 to 7% and 11% respectively compared to the 2015 result which saw 21% of fatal crashes and 13% of injury crashes involving provisional licence holders.

5 Percentage of licence holders is approximate as licence holders may have up to two types of licences (e.g. provisional car and learner motorcycle), and does not include probationary or restricted licences

6 Crash involving casualties could include multiple licence holders.

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	481	84	7	572	76.47%
1	Light or tele pole	25	0	0	25	3.34%
2	Sign or signal pole	34	3	0	37	4.95%
3	Tree	35	8	2	45	6.02%
4	Building or structure	4	0	1	5	0.67%
5	Kerb or guard rail	35	11	0	46	6.15%
6	Guide post	1	0	0	1	0.13%
7	Other	12	4	1	17	2.27%
	Total	627	110	11	748	100%

VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2016

Table 4.1a: Total Vehicles Involved in Crashes by Vehicle Type and Accident Type

Accident Type Code	Accident 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 collision														
1	Right turn into oncoming vehicle	608	9	44	9	0	8	7	14	4	9	0	712	4.60%
2	Right angle collision	1818	37	150	29	3	23	30	58	4	28	1	2181	14.09%
3	Same direction side swipe	1052	32	111	22	16	48	67	32	3	39	3	1425	9.21%
4	Opposite direction side swipe	39	0	8	2	0	1	0	0	1	3	0	54	0.35%
5	Head on collision	64	0	10	0	1	0	1	2	0	3	0	81	0.52%
6	Rear end collision	6504	100	617	123	6	73	46	8	0	68	5	7550	48.79%
7	Collision with parked vehicle	277	9	32	9	0	15	12	4	3	1	31	393	2.54%
8	Collision while one vehicle reversing	152	1	28	8	1	6	4	0	3	0	1	204	1.32%
9	Other - Vehicle to vehicle	1469	29	197	49	0	23	21	74	7	19	9	1897	12.26%
Subtotal		11983	217	1197	251	27	197	188	192	25	170	50	14497	93.67%

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

Accident Type Code	Accident 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 accident														
10	Struck pedestrian (on road)	49	1	1	0	0	2	2	1	0	0	0	56	0.36%
11	Struck animal (not ridden/on road)	144	1	10	0	0	0	0	0	0	5	0	160	1.03%
12	Struck object (on road)	11	0	0	2	2	1	0	4	0	2	0	22	0.14%
13	Overtuned (on road)	6	0	6	3	1	2	0	1	0	52	0	71	0.46%
14	Fall from moving vehicle (on road)	1	0	0	0	0	0	0	0	0	0	0	1	0.01%
15	Other - Single vehicle on carriageway	25	0	6	0	0	0	1	3	0	12	0	47	0.30%
16	Struck pedestrian (on footpath etc.)	6	1	1	0	0	0	0	0	0	0	0	8	0.05%
17	Struck vehicle (off road)	25	0	3	1	0	0	0	0	0	1	1	31	0.20%
18	Struck animal (not ridden/ off road)	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
19	Struck object (off road)	443	1	56	8	3	7	3	0	2	23	1	547	3.53%
20	Overtuned (off road)	8	0	2	1	0	1	0	0	0	1	0	13	0.08%
21	No object struck (off road)	17	0	5	1	0	0	0	0	0	0	0	23	0.15%
22	Other - Single vehicle off carriageway	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Subtotal		735	4	90	16	6	13	6	9	2	96	2	979	6.33%
Total		12718	221	1287	267	33	210	194	201	27	266	52	15476	100%

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

Vehicle Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Vehicles
Car/Station wagon	11931	780	8	12719	82.18%
Taxi/Hire car	209	12	0	221	1.43%
Utility	1210	72	5	1287	8.32%
Panel Van	254	13	0	267	1.73%
Articulated vehicle (Semi)	27	5	1	33	0.21%
Truck (Excl. Semi)	201	9	0	210	1.36%
Bus	182	12	0	194	1.25%
Bicycle	124	77	0	201	1.30%
Emergency vehicle	21	6	0	27	0.17%
Motorcycle/Scooter	156	107	3	266	1.72%
Other/Unknown	51	0	0	51	0.33%
Total	14366	1093	17	15476	100%

Table 4.3: Total Vehicles Involved in Crashes by Vehicle Type 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												0	0%
2	Give way sign	3302	52	298	52	9	48	30	62	7	78	3	3941	25%
3	Marked pedestrian crossing	47	0	7	1	0	0	0	12	0	1	0	68	0%
4	Police	4	0	2	0	0	0	0	0	2	0	0	8	0%
5	School crossing	0	0	0	0	0	0	0	0	0	0	0	0	0%
6	Stop sign	502	11	31	11	1	3	11	12	0	10	0	592	4%
7	Traffic lights	3198	67	287	63	7	45	48	37	3	50	4	3809	25%
8	Uncontrolled	5602	90	655	136	12	113	104	78	14	126	44	6974	45%
9 & 10	Other/Unknown	64	1	7	4	4	1	1	0	1	1		84	1%
	Total	12719	221	1287	267	33	210	194	201	27	266	51	15476	100%

Table 4.4: Total Vehicles Involved in Crashes by Vehicle Type 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	Other/Unknown	Subtotal	% of Total Vehicles
1	Building or structure	26	0	5	0	0	0	0	0	0	0	0	31	0.20%
2	Guide post	12	0	1	0	0	1	2	0	0	1	0	17	0.11%
3	Kerb or guard rail	208	0	32	7	0	4	2	0	0	20	0	273	1.76%
4	Light or telegraph pole	105	0	15	0	1	3	0	0	0	0	1	125	0.81%
5	Not applicable	12044	218	1197	255	29	200	188	201	25	239	50	14646	94.64%
6	Other	43	0	6	2	0	2	1	0	0	1	0	55	0.36%
7	Sign or signal pole	164	2	18	1	3	0	1	0	1	3	0	193	1.25%
8	Tree	117	1	13	2	0	0	0	0	1	2	0	136	0.88%
Total		12719	221	1287	267	33	210	194	201	27	266	51	15476	100%

