



ACT
Government

2017 ACT CRASH REPORT

LEGISLATION, POLICY & PROGRAMS

Road Safety & Transport Regulation



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Inquiries about this publication should be directed to:

Access Canberra 13 22 81

Postal address

GPO Box 158 Canberra ACT 2608

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INTRODUCTION

1.1 BACKGROUND

The *Road Transport (Road Rules) Regulation 2017* 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 2017.

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 2017 CRASHES

- > There were 7716 'on-road' recorded traffic crashes in 2017 which involved 15,119 vehicles and resulted in 695 casualties including 5 fatalities and 103 hospital admissions.
- > Two fatalities and 222 injuries involved vulnerable road users – cyclists, pedestrians and motorcyclists. These figures represent 40% of fatalities and 32% of injuries that occurred in 2017.
- > 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 31% of vehicle controller casualties – despite being approximately 24% of licence holders. Similarly, ACT provisional drivers represented 57% of drivers involved in fatal crashes and 11% of injury crashes – despite being approximately 6% of licence holders.
- > There were 67 recorded casualties where the vehicle controller was 65 years or older.
- > Vehicle controllers aged 75 years or older were over represented in casualty crashes, approximately 8% of all casualty crashes, while making up around 5% of ACT licence holders.
- > The most frequent crash-type was the 'rear end collision', which accounted for 44% 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 27%.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 2008.

Table 1.1: ACT “On Road” Crashes Trends 2008 – 2017

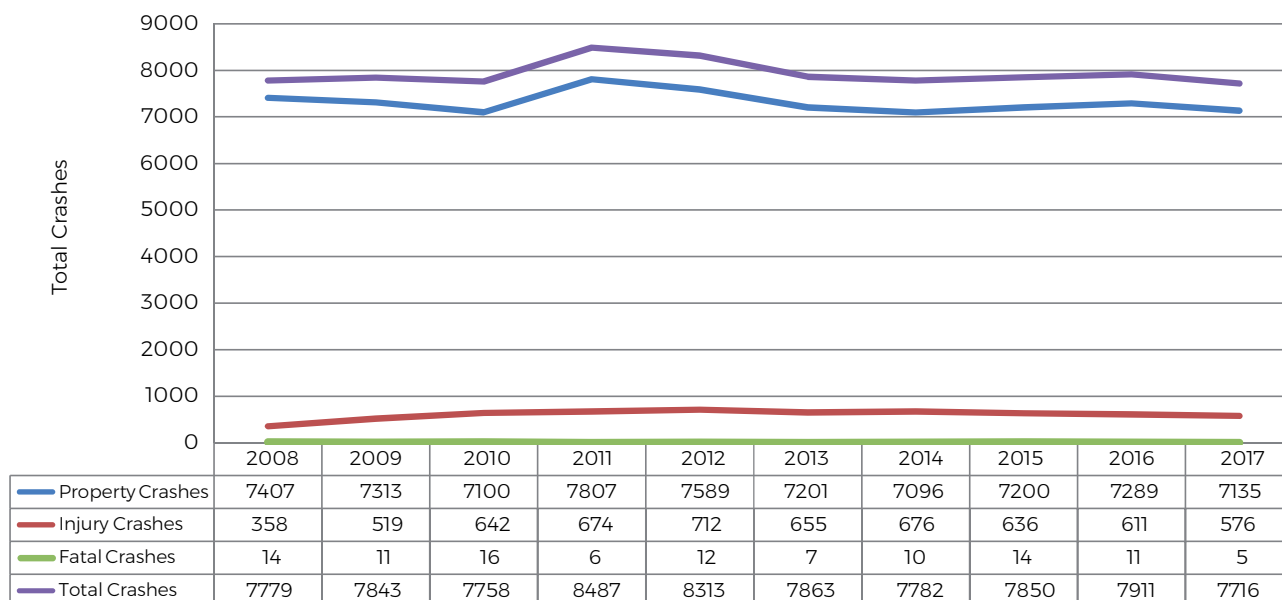
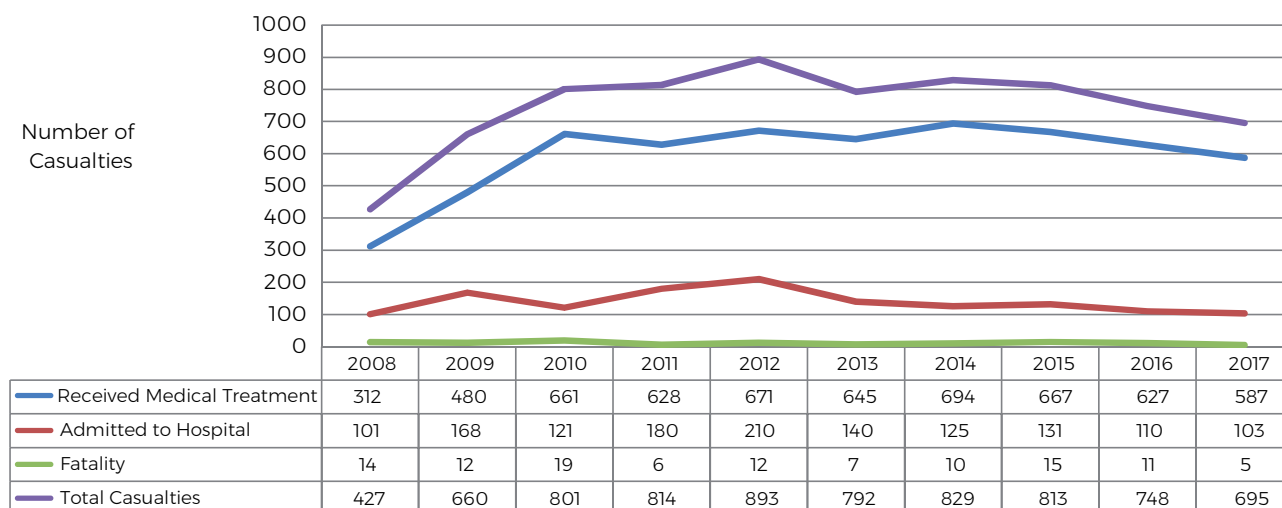


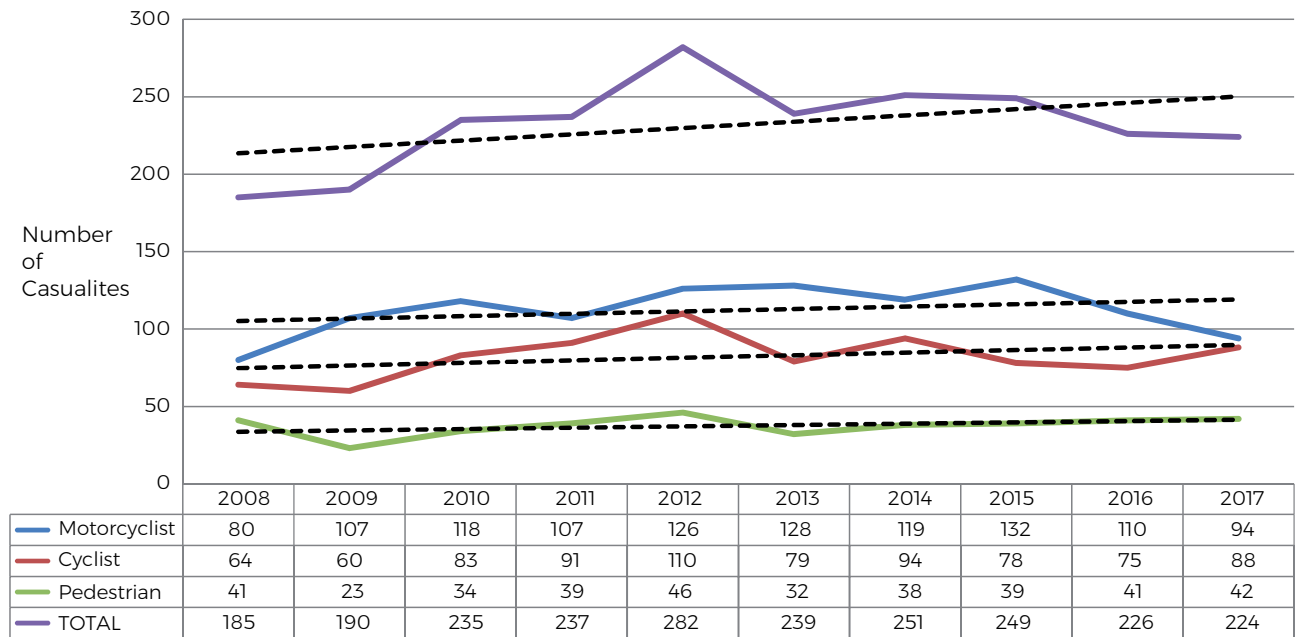
Table 1.2: Trends in ACT casualties 2008 - 2017



The number of casualties has reduced to figures previously not seen since 2009. The downward trend since 2015 coincides with a range of trials implemented to improve safety of vulnerable road users, and an increased presence of mobile road safety cameras.

1 Access Canberra, rego.act Monthly Vehicle Statistics Report

Table 1.3: Vulnerable Road User Casualties 2008 - 2017

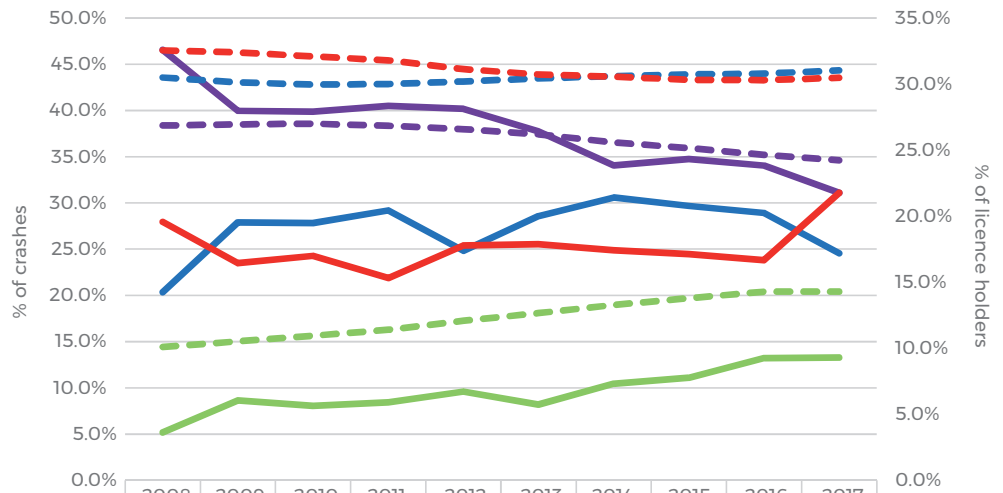


There has been an upward trend in casualty crashes involving vulnerable roads users that can partly be explained by increased participation levels. For cycling the ACT has a significantly greater participation rate in the ACT than the national average.² There has also been an increase in the number of motorcycle registrations however, a decrease in the number of crashes they are involved in.³ This may be partly to do with the introduction of a motorcycle lane filtering trial, allowing motorcyclists to be clear of traffic in congested areas. 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 2017 Australian Cycling Participation Survey by Austroads and the Australian Bicycle Council found that 26% of ACT residents ride a bicycle in a typical week and around 46.5% had done so in the past 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 2008 - 2017

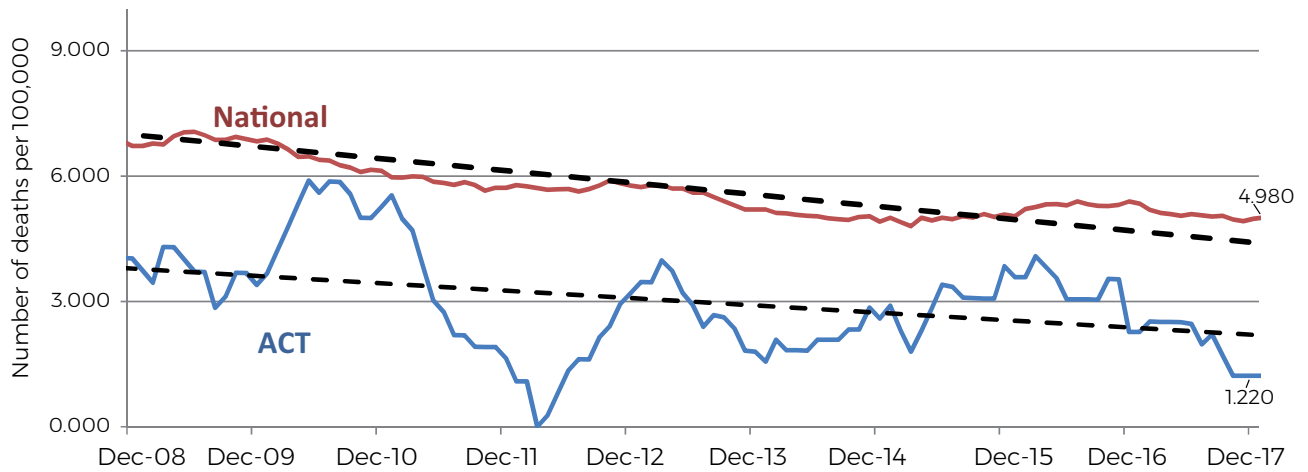


	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
— % of vehicle controller casualties aged 15-29	46.6%	40.0%	39.9%	40.5%	40.2%	37.7%	34.1%	34.7%	34.0%	31.1%
— % of vehicle controller casualties aged 30-44	20.3%	27.9%	27.8%	29.2%	24.8%	28.6%	30.6%	29.7%	28.9%	24.6%
— % of vehicle controller casualties aged 45-64	27.9%	23.5%	24.3%	21.9%	25.4%	25.5%	24.9%	24.5%	23.8%	31.1%
— % of vehicle controller casualties aged 65+	5.2%	8.6%	8.0%	8.4%	9.6%	8.2%	10.5%	11.1%	13.2%	13.3%
- - % of ACT licence holders aged 15-29	26.9%	27.0%	27.0%	26.8%	26.6%	26.2%	25.6%	25.1%	24.6%	24.2%
- - % of ACT licence holders aged 30-44	30.5%	30.1%	30.0%	30.0%	30.2%	30.4%	30.6%	30.7%	30.8%	31.0%
- - % of ACT licence holders aged 45-64	32.6%	32.4%	32.1%	31.8%	31.1%	30.7%	30.5%	30.3%	30.3%	30.5%
- - % of ACT licence holders aged 65+	10.1%	10.5%	11.0%	11.4%	12.1%	12.6%	13.3%	13.8%	14.3%	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 31% of all vehicle controller casualties, despite representing approximately 24% 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. As a part of this the graduated licencing program is currently under review to address the issue of younger driver casualties.

RATES OF DEATHS

Table 1.5: Rates of Deaths per 100,000 population 2008 - 2017



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 2017, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 1.2 fatalities per 100,000 population (down from 2.27 fatalities in 2016), compared with 4.98 road fatalities per 100,000 people nationally (down from 5.39 fatalities in 2016).

While the ACT continues to record the lowest annual road fatalities per 100,000 population among all Australian states and territories, data obtained from NSW shows that in the period 2013–2017 ACT vehicle controllers were involved in 28 fatal crashes (down from 55 in the period 2006 – 2010) and 726 serious injury crashes (down from 1,188 in the period 2006 – 2010) injury crashes in NSW⁴ – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads.

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

Table 1.6: Rates of Deaths per 100 Million Vehicle-Kilometre Travelled 2008 - 2017

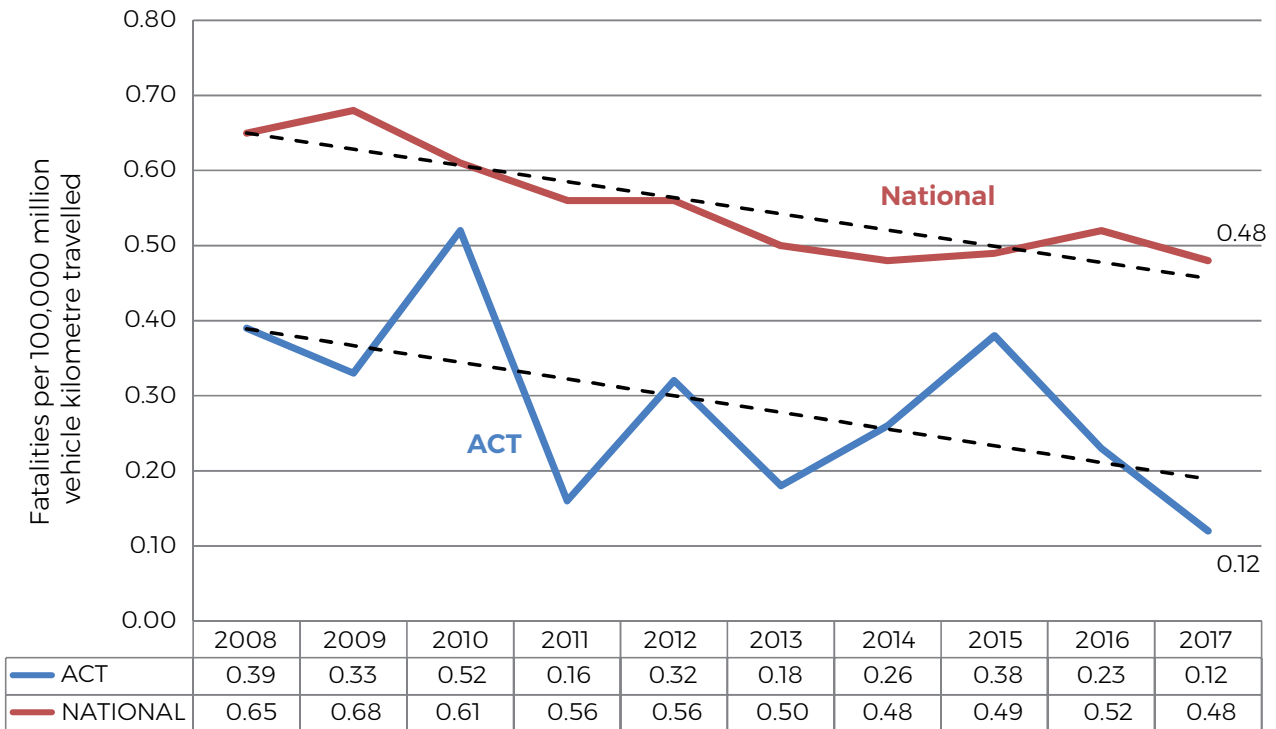
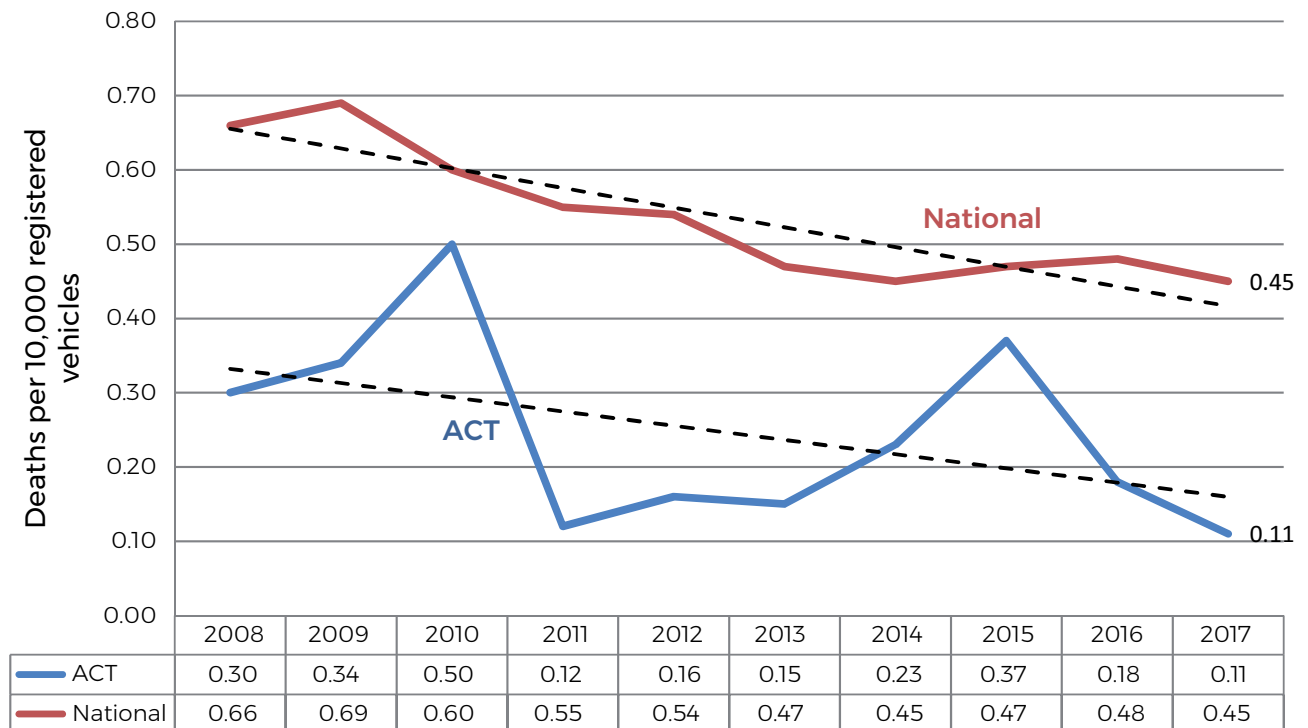


Table 1.7: Rates of Deaths per 10,000 registered vehicles 2008-2017

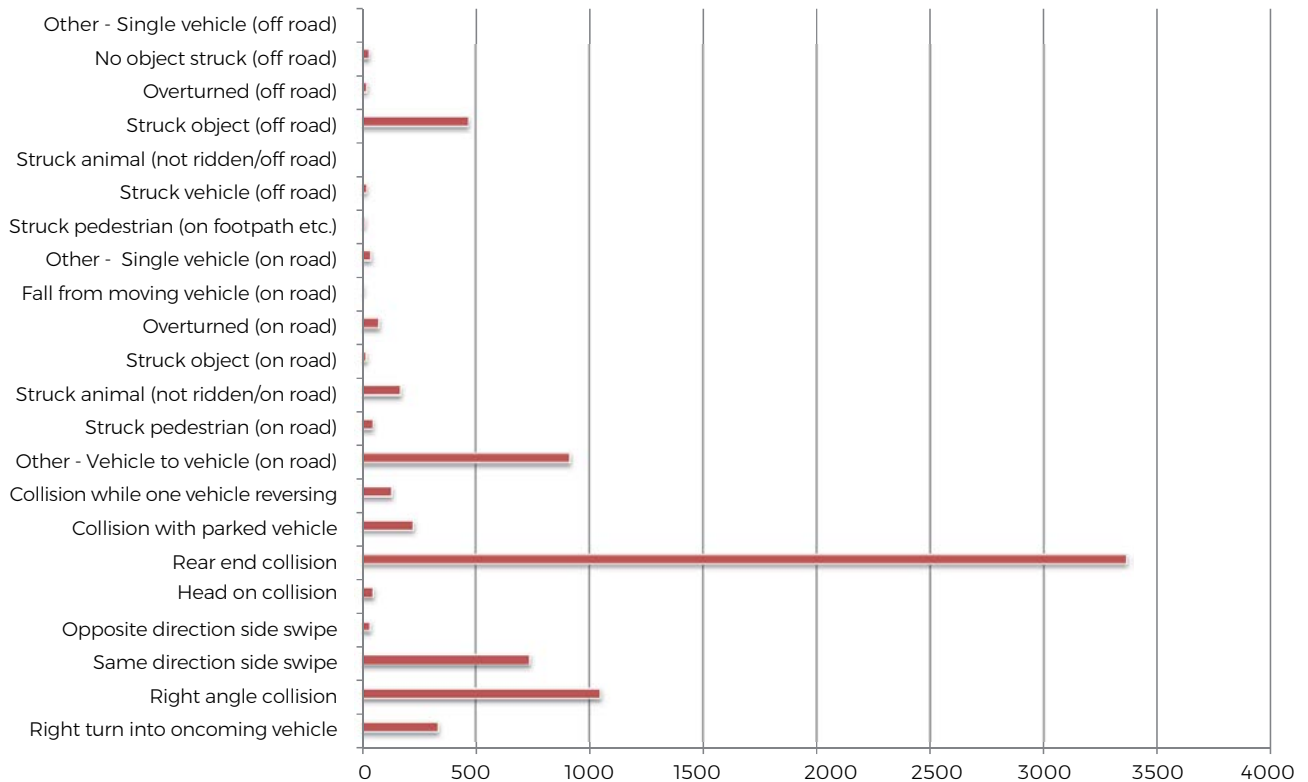


TRAFFIC CRASHES IN 2017

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	267	66	0	333	4.32%
2	Right angle collision	906	140	0	1046	13.56%
3	Same direction side swipe	709	28	1	738	9.56%
4	Opposite direction side swipe	28	5	0	33	0.43%
5	Head on collision	34	14	1	49	0.64%
6	Rear end collision	3265	97	1	3363	43.58%
7	Collision with parked vehicle	217	7	0	224	2.90%
8	Collision while one vehicle reversing	129	2	0	131	1.70%
9	Other - Vehicle to vehicle (on road)	876	37	0	913	11.83%
10	Struck pedestrian (on road)	15	32	0	47	0.61%
11	Struck animal (not ridden/on road)	159	9	0	168	2.18%
12	Struck object (on road)	15	2	0	17	0.22%
13	Overtaken (on road)	42	31	0	73	0.95%
14	Fall from moving vehicle (on road)	0	1	1	2	0.03%
15	Other - Single vehicle (on road)	35	2	0	37	0.48%
16	Struck pedestrian (on footpath etc.)	0	8	0	8	0.10%
17	Struck vehicle (off road)	18	0	0	18	0.23%
18	Struck animal (not ridden/off road)	0	0	0	0	0.00%
19	Struck object (off road)	387	79	1	467	6.05%
20	Overtaken (off road)	13	7	0	20	0.26%
21	No object struck (off road)	20	9	0	29	0.38%
22	Other - Single vehicle (off road)	0	0	0	0	0.00%
Total		7135	576	5	7716	100%

The most frequent accident type in 2017 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 11% of all crashes, while the majority (89%) involved two or more vehicles.



In terms of severity, the “right angle collision” type was the most frequent, representing around 14% of all casualty crashes for 2017. 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	6677	469	3	7149	92.65%
1	Light or telegraph pole	94	19	0	113	1.46%
2	Sign or signal pole	105	23	1	129	1.67%
3	Tree	82	27	1	110	1.43%
4	Building or structure	18	11	0	29	0.38%
5	Kerb or guard rail	130	20	0	150	1.94%
6	Guide post	6	0	0	6	0.08%
7	Other	23	7	0	30	0.39%
Total		7135	576	5	7716	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	394	38	1	433	5.61%
2	February	585	49	1	635	8.23%
3	March	710	52	1	763	9.89%
4	April	543	58	0	601	7.79%
5	May	691	61	1	753	9.76%
6	June	614	57	0	671	8.70%
7	July	601	43	0	644	8.35%
8	August	698	47	0	745	9.66%
9	September	552	38	0	590	7.65%
10	October	605	51	0	656	8.50%
11	November	636	42	1	679	8.80%
12	December	506	40	0	546	7.08%
Total		7135	576	5	7716	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.

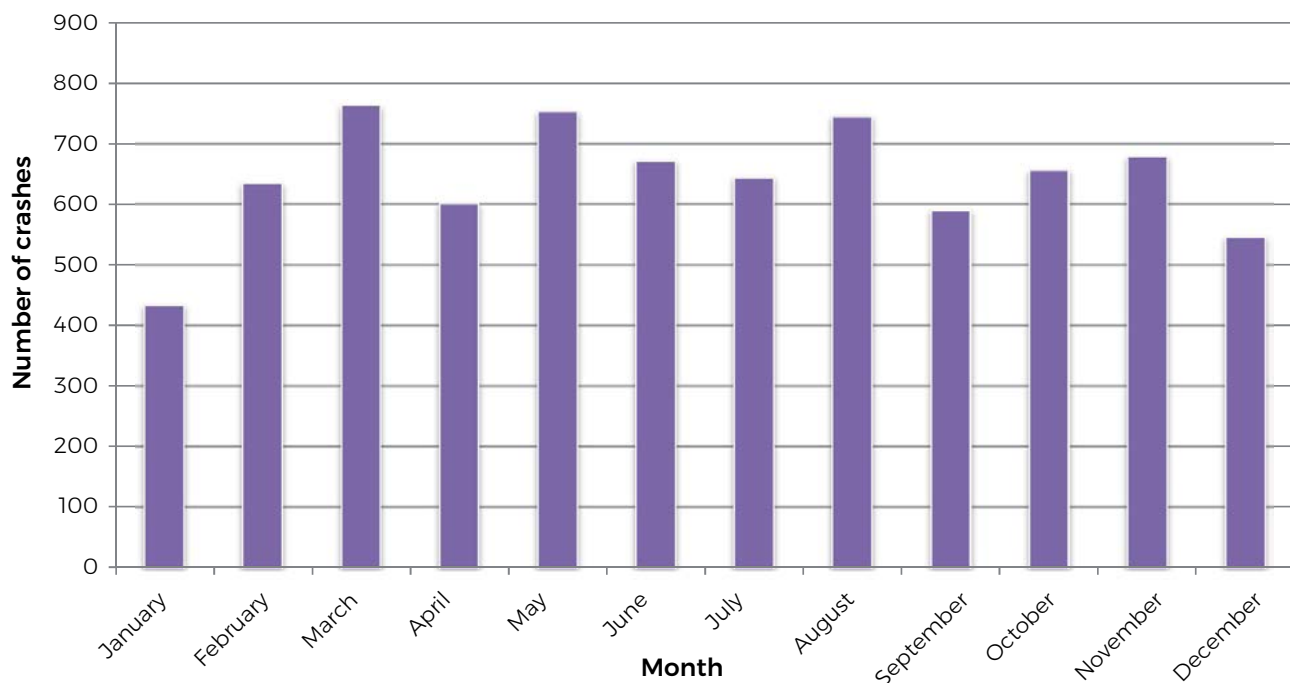


Table 2.4: Total Crashes by Severity and Day of Week

Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Monday	1087	79	1	1167	15.12%
Tuesday	1110	92	0	1202	15.58%
Wednesday	1165	108	2	1275	16.52%
Thursday	1271	97	1	1369	17.74%
Friday	1192	89	1	1282	16.61%
Saturday	740	53	0	793	10.28%
Sunday	570	58	0	628	8.14%
Total	7135	576	5	7716	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 (17.74% and 16.61% respectively), while crashes on Sunday only represent around 8.14% of all crashes.

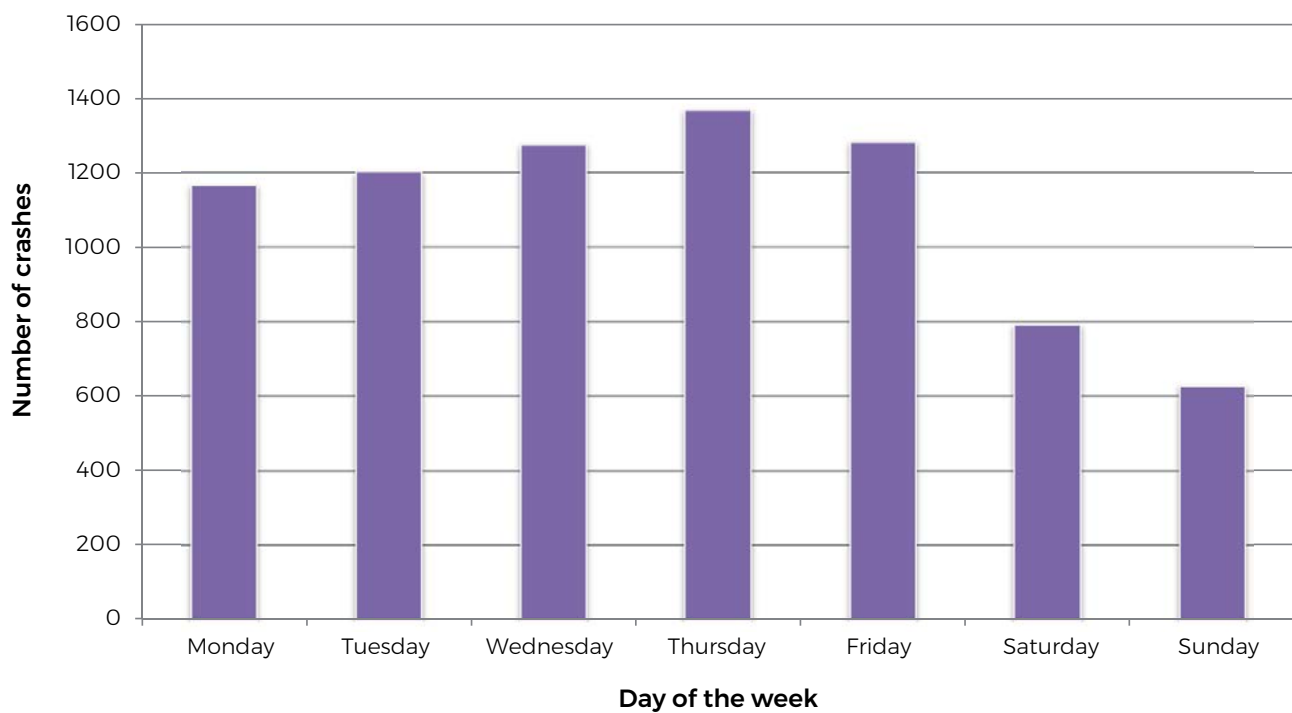


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
00.00 - 00.59	32	3	0	35	0.45%
01.00 - 01.59	29	1	0	30	0.39%
02.00 - 02.59	17	4	0	21	0.27%
03.00 - 03.59	20	4	0	24	0.31%
04.00 - 04.59	15	5	0	20	0.26%
05.00 - 05.59	53	3	0	56	0.73%
06.00 - 06.59	133	21	1	155	2.01%
07.00 - 07.59	380	29	0	409	5.30%
08.00 - 08.59	885	61	0	946	12.26%
09.00 - 09.59	482	44	0	526	6.82%
10.00 - 10.59	308	19	0	327	4.24%
11.00 - 11.59	346	24	0	370	4.80%
12.00 - 12.59	367	30	2	399	5.17%
13.00 - 13.59	391	31	0	422	5.47%
14.00 - 14.59	412	33	0	445	5.77%
15.00 - 15.59	556	29	0	585	7.58%
16.00 - 16.59	652	67	1	720	9.33%
17.00 - 17.59	812	56	0	868	11.25%
18.00 - 18.59	516	49	0	565	7.32%
19.00 - 19.59	242	18	0	260	3.37%
20.00 - 20.59	163	16	0	179	2.32%
21.00 - 21.59	158	15	1	174	2.26%
22.00 - 22.59	96	11	0	107	1.39%
23.00 - 23.59	70	3	0	73	0.95%
Total	7135	576	5	7716	100%

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

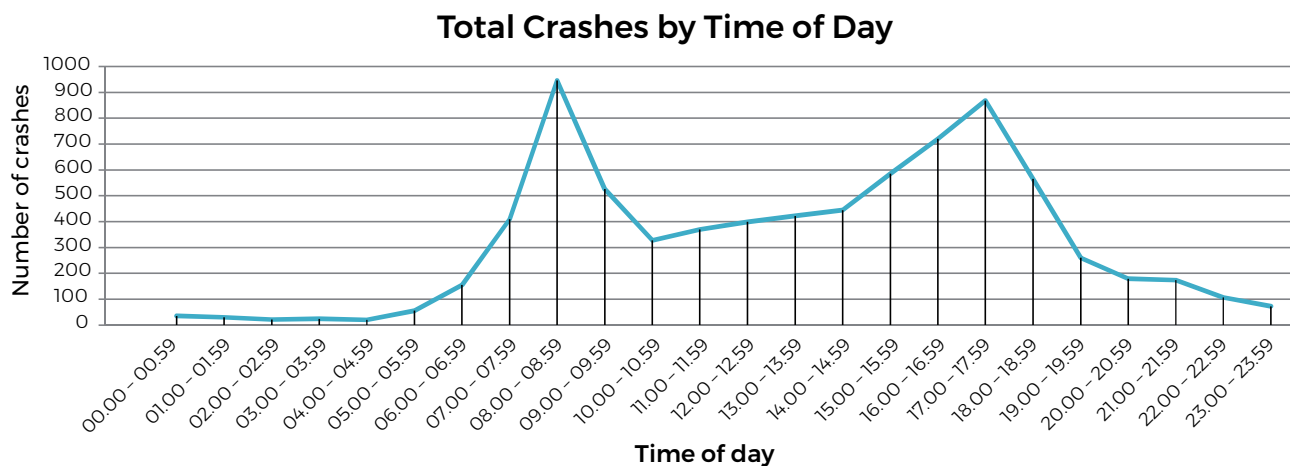


Table 2.6: Total Crashes by Severity and Traffic Control Type

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	3328	271	3	3602	46.68%
2	Control not operated	5	0	0	5	0.06%
3	Traffic lights	1786	98	0	1884	24.42%
4	Give Way sign	1697	158	1	1856	24.05%
5	Stop sign	225	33	0	258	3.34%
6	Police	2	0	0	2	0.03%
7	School crossing	3	0	0	3	0.04%
8	Marked pedestrian crossing	39	14	0	53	0.69%
9	Other	50	2	1	53	0.69%
Total		7135	576	5	7716	100%

Crashes at uncontrolled locations represented the highest number of casualty crashes (46.68%) including three of the five fatalities.

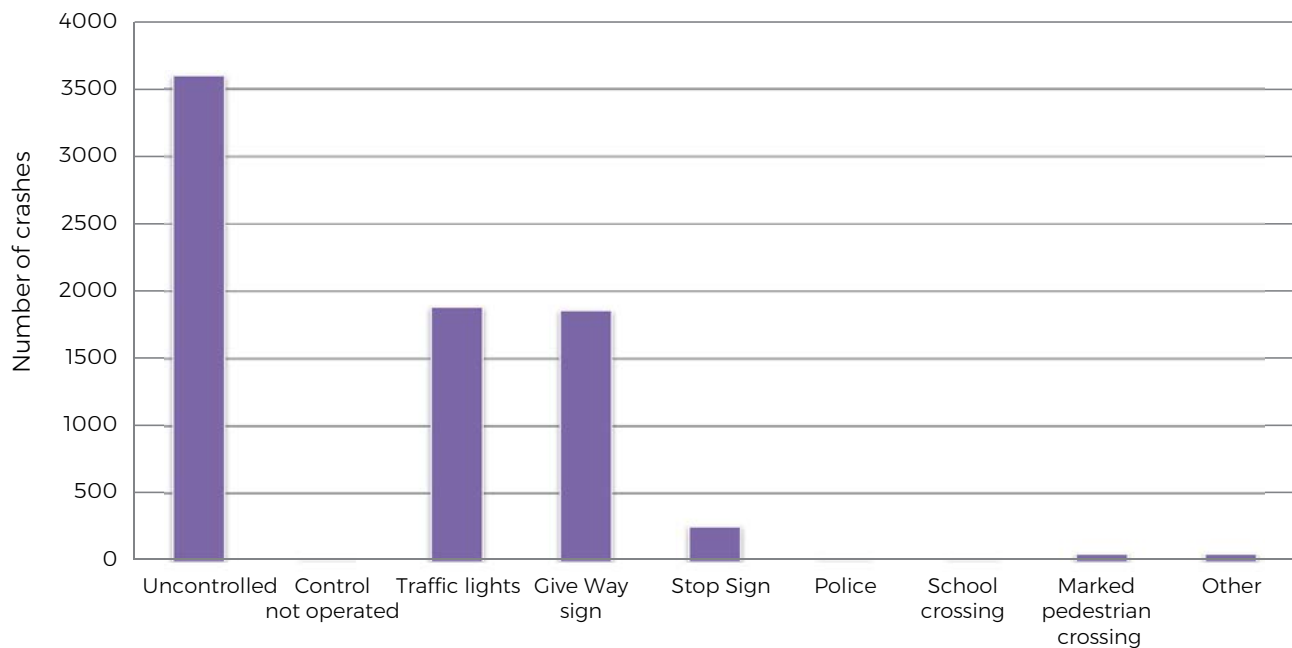


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Intersections						
1	Cross intersection	1561	115	0	1676	21.73%
2	T intersection	1328	150	1	1479	19.17%
3	Y intersection	45	0	0	45	0.58%
4	Multiple intersection	14	0	0	14	0.18%
5	Roundabout	919	50	0	969	12.56%
6	Other	14	0	0	14	0.18%
Subtotal		3881	315	1	4197	54.41%
Midblocks						
7	Median opening	1610	124	0	1734	22.48%
8	Not median opening	1642	137	4	1783	23.11%
9	Other	0	0	0	0	0.00%
Subtotal		3252	261	4	3517	45.59%
Total		7133	576	5	7714	100%

Over 54% of total crashes and casualty crashes occurred at intersections. T-intersections and cross intersections recorded the highest proportion of crashes.

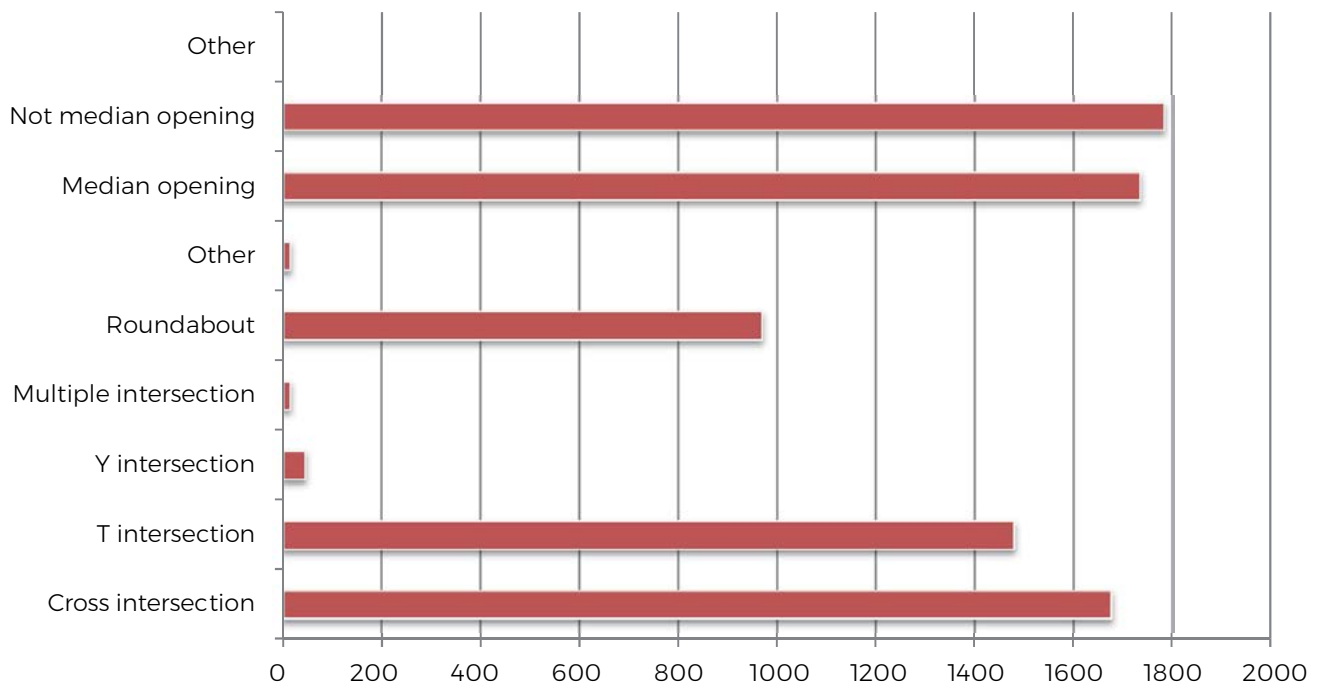


Table 2.8: Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Unknown	2	0	0	2	0.03%
1	Fine	5814	478	5	6297	81.61%
2	Light rain	540	43	0	583	7.56%
3	Heavy rain	179	17	0	196	2.54%
4	Cloudy or overcast	513	32	0	545	7.06%
5	Snow or sleet	2	1	0	3	0.04%
6	Fog	85	5	0	90	1.17%
7	Smoke or dust	0	0	0	0	0.00%
8	Other	0	0	0	0	0.00%
Total		7135	576	5	7716	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	857	73	0	930	12.05%
2	Dark - no street lighting	115	13	2	130	1.68%
3	Dark - poor street lighting	261	34	0	295	3.82%
4	Daylight	5605	429	3	6037	78.24%
5	Semi-darkness	297	27	0	324	4.20%
6	Unknown	0	0	0	0	0.00%
Total		7135	576	5	7716	100%

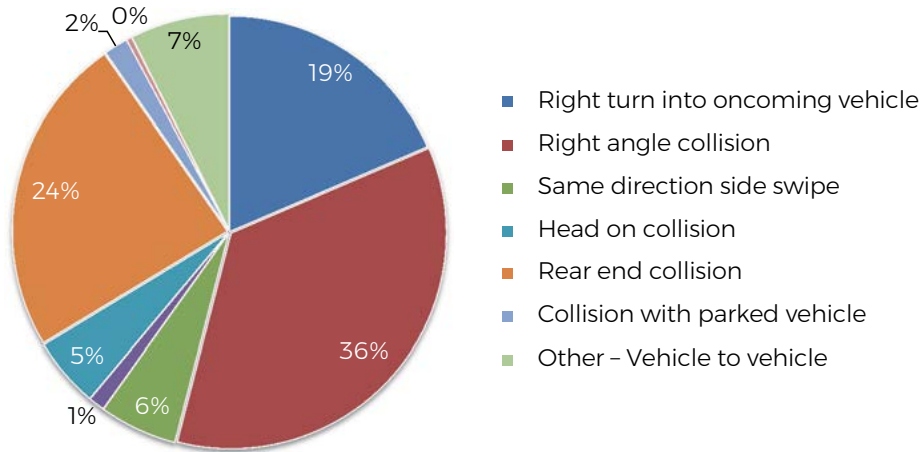
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CASUALTIES IN 2017

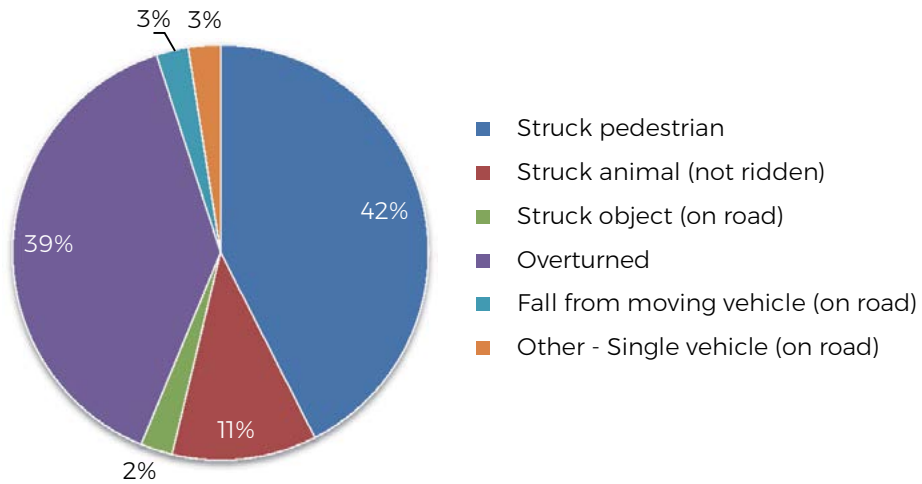
Table 3.1: Total Casualties by Casualty Class and Crash Type

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	75	17	0	92	13.24%
2	Right angle collision	157	19	0	176	25.32%
3	Same direction side swipe	24	4	1	29	4.17%
4	Opposite direction side swipe	5	1	0	6	0.86%
5	Head on collision	19	6	1	26	3.74%
6	Rear end collision	106	12	1	119	17.12%
7	Collision with parked vehicle	9	0	0	9	1.29%
8	Collision while one vehicle reversing	2	0	0	2	0.29%
9	Other - Vehicle to vehicle	34	3	0	37	5.32%
Subtotal		431	62	3	496	71.37%
Single vehicle accident on carriageway						
10	Struck pedestrian	23	11	0	34	4.89%
11	Struck animal (not ridden)	8	1	0	9	1.29%
12	Struck object (on road)	1	1	0	2	0.29%
13	Overtaken	26	5	0	31	4.46%
14	Fall from moving vehicle (on road)	0	1	1	2	0.29%
15	Other - Single vehicle (on road)	2	0	0	2	0.29%
Subtotal		60	19	1	80	11.51%
Single vehicle accident off carriageway						
16	Struck pedestrian (on footpath etc.)	5	3	0	8	1.15%
17	Struck vehicle	0	0	0	0	0.00%
18	Struck animal (not ridden)	0	0	0	0	0.00%
19	Struck object (off carriageway)	78	14	1	93	13.38%
20	Overtaken	7	2	0	9	1.29%
21	No object struck (off road)	6	3	0	9	1.29%
22	Other accidents	0	0	0	0	0.00%
Subtotal		96	22	1	119	17.12%
Total		587	103	5	695	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)

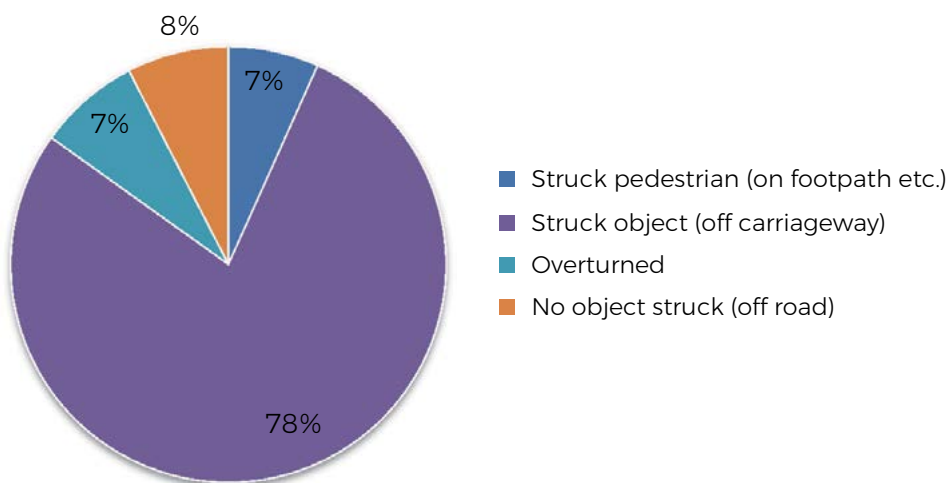


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Driver	301	38	2	341	49.06%
Front centre passenger	1	0	0	1	0.14%
Front left passenger	63	8	0	71	10.22%
Motorcycle	66	26	1	93	13.38%
Motorcycle pillion	1	0	0	1	0.14%
Other	1	0	1	2	0.29%
Pedal cyclist	74	13	1	88	12.66%
Pedestrian	28	14	0	42	6.04%
Rear bus passenger	11	1	0	12	1.73%
Rear centre passenger	1	0	0	1	0.14%
Rear left passenger	17	2	0	19	2.73%
Rear right passenger	19	1	0	20	2.88%
Unknown	4	0	0	4	0.58%
Total	587	103	5	695	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	163	23	1	187	26.91%
Marked pedestrian crossing	14	0	0	14	2.01%
Other	1	2	1	4	0.58%
Police	0	0	0	0	0.00%
School crossing	0	0	0	0	0.00%
Stop sign	36	6	0	42	6.04%
Traffic lights	118	14	0	132	18.99%
Uncontrolled	255	58	3	316	45.47%
Total	587	103	5	695	100.00%

About 45% of all casualties occurred at uncontrolled locations, around 19% at traffic lights and 27% 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	132	14	0	146	21.01%
Multiple intersection	0	0	0	0	0.00%
Other	0	0	0	0	0.00%
Roundabout	48	7	0	55	7.91%
T intersection	163	28	1	192	27.63%
Y intersection	0	0	0	0	0.00%
Subtotal	343	49	1	393	56.55%
Midblock					
Median opening	119	24	0	143	20.58%
Not median opening	125	30	4	159	22.88%
Other	0	0	0	0	0.00%
Subtotal	244	54	4	302	43.45%
Total	587	103	5	695	100%

Table 3.5: Total Casualties by Casualty Class and Safety Device

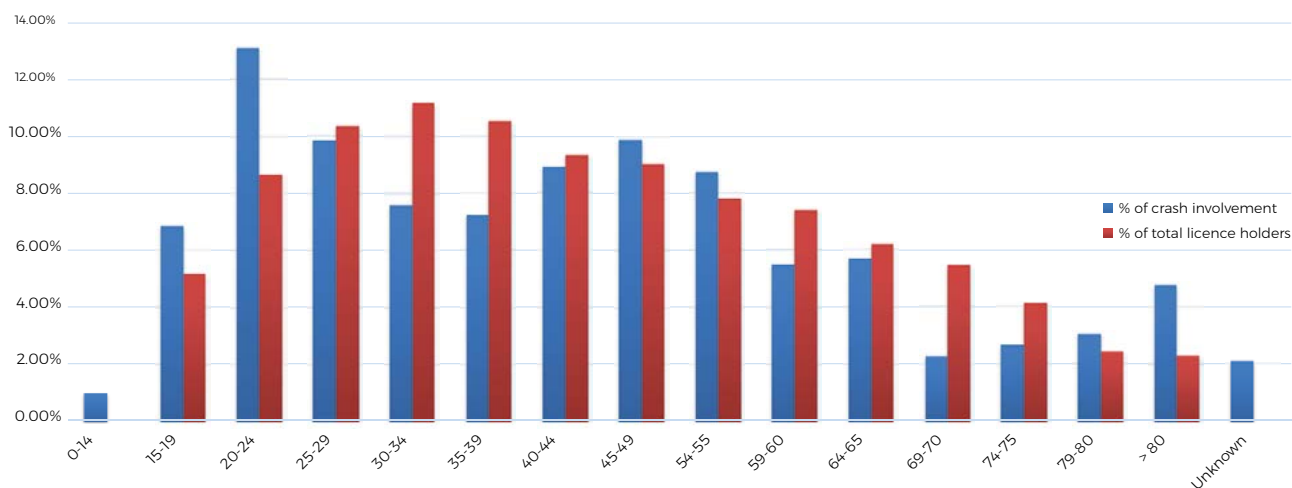
Safety Device Type	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Belt not worn	8	5	0	13	1.87%
Belt worn	287	38	2	327	47.05%
Crash helmet not worn	6	0	0	6	0.86%
Crash helmet worn	123	38	2	163	23.45%
Not applicable	1	1	0	2	0.29%
No belt installed	13	1	1	15	2.16%
Not known	147	20	0	167	24.03%
Other	2	0	0	2	0.29%
Total	587	103	5	695	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	Unknown	Subtotal
Received medical treatment	Female	11	19	32	23	21	20	25	22	25	12	13	9	11	9	12	17	281
	Male	16	23	40	31	23	22	24	30	21	17	16	2	8	8	13	9	303
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subtotal		27	42	72	54	44	42	49	52	46	29	29	11	19	17	25	29	587
Admitted to hospital	Female	0	6	6	4	1	1	2	0	4	1	3	6	2	1	1	0	38
	Male	0	7	8	8	7	2	1	6	7	5	5	5	1	0	3	0	65
Subtotal		0	13	14	12	8	3	3	6	11	6	8	11	3	1	4	0	103
Fatal	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Male	0	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	5
Subtotal		0	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	5
Total		27	56	87	66	53	46	52	58	57	35	37	22	22	18	30	29	695

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	1	12	21	16	14	17	23	20	17	9	11	3	5	7	10	6	192
	Male	4	17	37	24	20	20	21	27	20	15	14	1	6	8	10	3	247
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subtotal		5	29	58	40	34	37	44	47	37	24	25	4	11	15	20	11	441
Admitted to hospital	Female	0	3	4	4	1	0	2	0	2	1	1	5	2	1	1	0	27
	Male	0	3	6	8	5	0	1	5	7	4	4	3	1	0	3	0	50
Subtotal		0	6	10	12	6	0	3	5	9	5	5	8	3	1	8	0	81
Fatal	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Male	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4
Subtotal		0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4
Total		5	36	69	52	40	38	47	52	46	29	30	12	14	16	25	11	526



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).

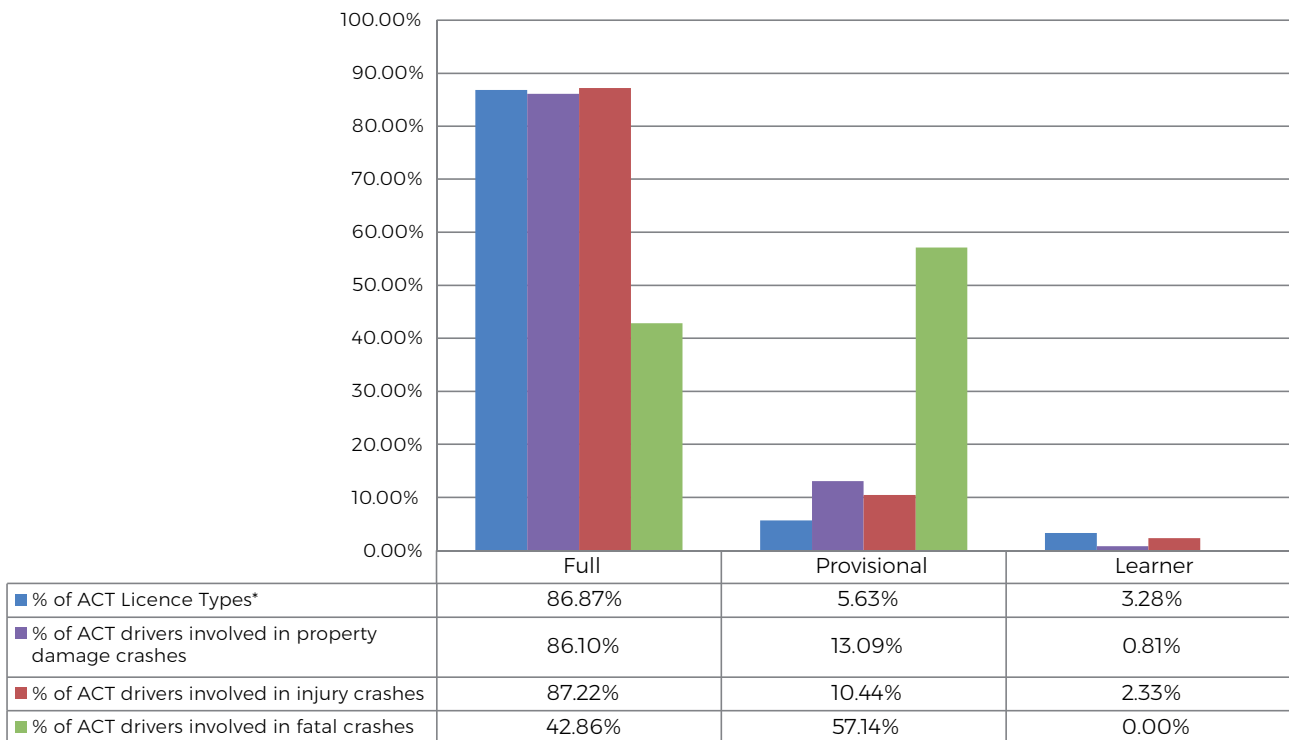
This graph clearly demonstrates the overrepresentation of younger (15-24yo) and older (75+y) drivers in crashes. Interestingly, there is slight overrepresentation of drivers aged 45-54yo compared to their licenced population. Further investigation into this category is required to consider the risk factors.

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

Injury Type	Sex	Age Group															Subtotal	
		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		Unknown
Received medical treatment	Female	1	0	3	1	3	0	0	1	2	0	0	3	1	0	0	1	16
	Male	1	1	0	4	2	0	0	1	1	0	1	0	1	0	0	0	12
Subtotal		2	1	3	5	5	0	0	2	3	0	1	3	2	0	0	1	28
Admitted to hospital	Female	0	2	1	0	0	0	0	0	0	0	1	1	0	0	0	0	5
	Male	0	3	2	0	0	1	0	1	0	0	1	1	0	0	0	0	9
Subtotal		0	5	3	0	0	1	0	1	0	0	2	2	0	0	0	0	14
Fatal	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	0	0	0	0	0	0	0	0	0	0	0
Total		2	6	6	5	5	1	0	3	3	0	3	5	2	0	0	1	42

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	2	605	7942	8549	86.87%
Provisional	3	76	1199	1278	5.63%
Learner	0	16	71	87	3.28%
Total	5	697	9212	9914	



ACT provisional drivers continue to be disproportionately represented in fatal crashes, increasing to the highest level proportionately in five years. During the same time period injury crashes reduced to 10.44% down by 5.26%.

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	476	79	3	558	80.29%
1	Light or telegraph pole	21	1	0	22	3.17%
2	Sign or signal pole	27	6	1	34	4.89%
3	Tree	25	6	1	32	4.60%
4	Building or structure	10	2	0	12	1.73%
5	Kerb or guard rail	19	5	0	24	3.45%
6	Guide post	0	0	0	0	0.00%
7	Other	9	4	0	13	1.87%
Total		587	103	5	695	100%

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VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN 2017

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	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/ Scooter	Other/ Unknown	Sub-total	% of Total Vehicles
Vehicle to vehicle collision														
1	Right turn into oncoming vehicle	548	10	68	9	0	7	5	13	0	17	1	678	4.48%
2	Right angle collision	1715	23	185	30	4	27	40	58	3	34	2	2121	14.03%
3	Same direction side swipe	1131	17	126	19	11	51	74	30	1	32	0	1492	9.87%
4	Opposite direction side swipe	52	1	11	0	0	2	1	0	0	2	0	69	0.46%
5	Head on collision	85	2	11	2	0	1	0	1	1	0	0	103	0.68%
6	Rear end collision	6098	93	625	129	6	68	46	8	3	79	8	7163	47.38%
7	Collision with parked vehicle	339	7	31	12	1	26	35	3	2	1	12	469	3.10%
8	Collision while one vehicle reversing	202	4	25	8	2	13	2	1	2	3	0	262	1.73%
9	Other - Vehicle to vehicle	1454	22	169	56	1	29	15	72	1	22	5	1846	12.21%
Subtotal		11624	179	1251	265	25	224	218	186	13	190	28	14203	93.94%

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	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)	34	0	4	2	0	0	4	3	0	0	0	47	0.31%
11	Struck animal (not ridden/on road)	148	1	10	0	0	0	0	0	3	7	0	169	1.12%
12	Struck object (on road)	12	0	0	1	0	2	1	1	0	0	0	17	0.11%
13	Overtaken (on road)	7	0	12	2	1	3	0	2	0	46	0	73	0.48%
14	Fall from moving vehicle (on road)	1	0	1	0	0	0	0	0	0	0	0	2	0.01%
15	Other - Single vehicle on carriageway	28	1	3	1	1	0	0	2	0	1	0	37	0.24%
16	Struck pedestrian (on footpath etc.)	6	0	0	0	0	0	0	1	1	0	0	8	0.05%
17	Struck vehicle (off road)	34	0	3	0	0	0	0	0	0	0	3	40	0.26%
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)	381	4	52	14	0	7	1	2	2	9	2	474	3.14%
20	Overtaken (off road)	15	0	5	0	0	0	0	0	0	0	0	20	0.13%
21	No object struck (off road)	22	0	1	0	0	0	0	0	0	6	0	29	0.19%
22	Other - Single vehicle off carriageway	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Subtotal		688	6	91	20	2	12	6	11	6	69	5	916	6.06%
Total		12312	185	1342	285	27	236	224	197	19	259	33	15119	100%

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

Vehicle Type	Property Damage Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Vehicles
Car/Station wagon	11574	733	5	12312	81.43%
Taxi/Hire car	180	5	0	185	1.22%
Utility	1254	87	1	1342	8.88%
Panel van	275	10	0	285	1.89%
Articulated vehicle (Semi)	24	3	0	27	0.18%
Truck (Excl. Semi)	213	23	0	236	1.56%
Bus	209	15	0	224	1.48%
Bicycle	105	91	1	197	1.30%
Emergency vehicle	18	1	0	19	0.13%
Motorcycle/Scooter	162	96	1	259	1.71%
Other/Unknown	30	3	0	33	0.22%
Total	14044	1067	8	15119	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	Sub-total	% of Total Vehicles
1	Control not operating	0	0	0	0	0	0	0	0	0	0	0	0	0%
2	Give way sign	2993	37	319	53	7	45	48	67	6	64	1	3640	24%
3	Marked pedestrian crossing	67	4	4	2	0	0	2	26	0	0	0	105	1%
4	Police	2	0	1	0	0	0	0	0	1	0	0	4	0%
5	School crossing	0	0	0	0	0	0	0	0	0	0	0	0	0%
6	Stop sign	416	3	43	10	0	8	10	6	0	15	3	514	3%
7	Traffic lights	3117	62	319	80	8	60	52	33	1	59	2	3793	25%
8	Uncontrolled	5612	78	644	138	12	121	110	64	10	120	26	6935	46%
9 & 10	Other/Unknown	105	1	12	2	0	2	2	1	1	1	1	128	1%
Total		12312	185	1342	285	27	236	224	197	19	259	33	15119	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	Other/ Unknown	Sub-total	% of Total Vehicles
1	Building or structure	21	0	8	1	0	0	0	0	0	0	0	30	0.20%
2	Guide post	7	0	0	1	0	1	0	0	0	1	0	10	0.07%
3	Kerb or guard rail	144	0	11	5	0	2	2	2	1	9	0	176	1.16%
4	Light or telegraph pole	105	3	22	0	0	1	0	0	0	0	1	132	0.87%
5	Not applicable	11757	178	1270	271	27	222	221	194	17	246	30	14433	95.46%
6	Other	27	0	4	1	0	2	0	0	0	0	1	35	0.23%
7	Sign or signal pole	148	3	15	2	0	7	1	1	1	3	1	182	1.20%
8	Tree	103	1	12	4	0	1	0	0	0	0	0	121	0.80%
Total		12312	185	1342	285	27	236	224	197	19	259	33	15119	100%

