ACT Government

2019 ACT CRASH REPORT

ROAD SAFETY & TRANSPORT REGULATION | STRATEGIC POLICY AND CUSTOMER

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INTRODUCTION

1.1 BACKGROUND

The Road Transport (Road Rules) Regulation 2017 requires that information about a crash involving a vehicle be reported using the crash reporting website. The crash reporting website is available at www.act.gov.au/reportacrash.

The 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 managed by Access Canberra.

The rate of reporting of crashes in the ACT compared to actual crashes 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 and targeted public messaging in recent years.

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 2019.

1.4 DEFINITIONS

Fatality - The ACT uses the Australian Transport Safety Bureau Guidelines for determining a fatal road transport crash – except for 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

Over the past 10 years, the ACT Government has implemented a number of road safety measures aimed at saving lives and reducing injuries, including education and awareness activities and regulatory reform. These measures were guided by the strategies outlined in the *ACT Road Safety Strategy 2011-20* and the *ACT Road Safety Action Plan 2016-2020*.

The *ACT Road Safety Strategy 2020-2025* was released in late 2020 and outlines the Government's approach to road safety and the principles that will guide road safety policy in the ACT over the next five years. This strategy has been designed to align with the key themes agreed to by the Transport and Infrastructure Council for the next National Strategy and other ACT Government agency strategies and policies.

The 2020-2025 Road Safety Strategy is based around four key goals that establish the ACT Government's overarching road safety vision and set the course for road safety related policy over the next five years. The four key goals are:

> Reduce serious and fatal crashes.

> Build a community that shares responsibility for road safety.

> Change road user attitudes and behaviour through education and compliance activities.

> Strengthen collaboration across Government and with stakeholders to improve road safety in the ACT.

These goals are supported by the following guiding principles that underpin the implementation of the strategy and road safety related decisions:

> Road safety efforts and transport policy decisions to be evidence based.

> New effective road safety measures implemented nationally and internationally will be reviewed and considered for application in the ACT.

> Recognition of the important role played by sustainable transport policies in improving road safety and the important advances that are being made in vehicle technology.

> Enforcement of road transport laws in a manner that deters unsafe behaviours and is premised on changing driver behaviours through an "anytime, anywhere" enforcement approach.

The foundational guiding principles are Vision Zero and the Safe System approach.

The Road Safety Strategy will be supported by action plans that describe ACT priorities and activities to be progressed within the context of the goals and principles outlined in the Road Safety Strategy. Action plans will identify key focus areas for the ACT Government. They will also build on previous research under and incorporate commitments reflected in prior stand-alone road safety strategies.

The first ACT Road Safety Action Plan 2020 - 2023 (Action Plan) under the Road Safety Strategy identifies four key focus areas with associated actions to be taken over the next three years. The key focus areas are distraction, drink and drug driving, vulnerable road users and speeding.

Copies of the Strategy, including the current action plan can be downloaded at https://www.justice.act.gov.au/vision-zero-road-safety/road-safety-publication

1.6 SUMMARY OF 2019 CRASHES

> There were 7188 'on-road' recorded traffic crashes in 2019 which involved 14,098 vehicles and resulted in 710 casualties, including six fatalities and 100 hospital admissions.

> Two fatalities and 224 injuries involved vulnerable road users (cyclists, pedestrians and motorcyclists). These figures represent 33% of fatalities and 32% of injuries that occurred in 2019.

> 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 23% of licence holders. Similarly, ACT provisional drivers represented 9% of injury crashes – despite being 5% of licence holders. Provisional drivers were involved in one fatal crash in 2019.

> There were 76 recorded casualties where the vehicle controller was 65 years or older.

> Vehicle controllers aged 75 years or older were involved in approximately 6.9% of all casualty crashes, almost proportionate to this age group being 5.1% of ACT licence holders.

> The most frequent crash-type was the 'rear end collision', which accounted for nearly 46% of all crashes. In terms of severity, the 'right-angle collision' type was the most frequent accounting for around 23% of all casualties despite making up only 13% 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 as a result.

1.8 VARIANCE BETWEEN CASUALTIES AND CASUALTY CRASHES

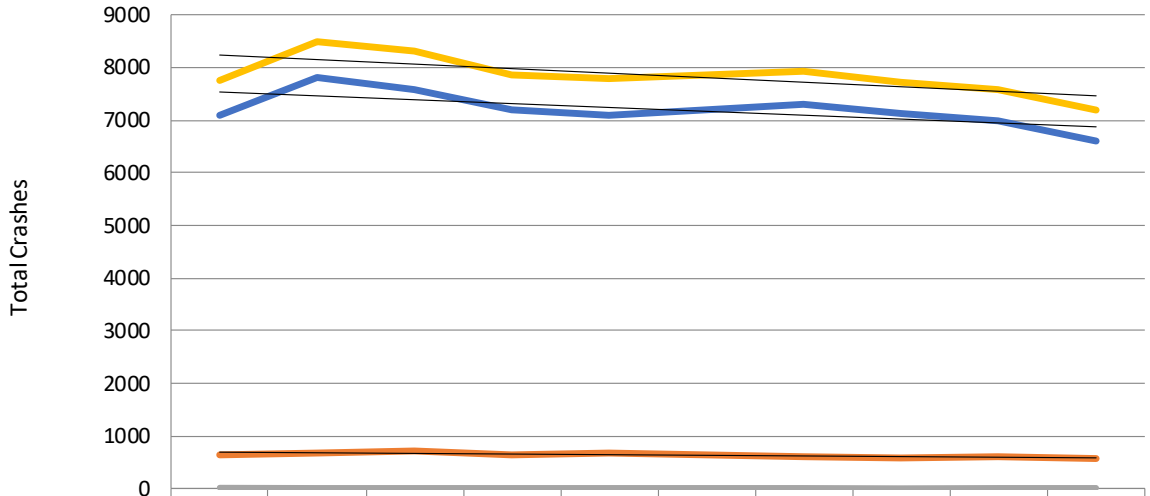
The number of injury and fatal crashes may not add up to the total number of injuries and fatalities as there can be more than one injury or fatality in each crash.

TRAFFIC CRASHES & CASUALTY TRENDS

CRASH TRENDS IN THE ACT

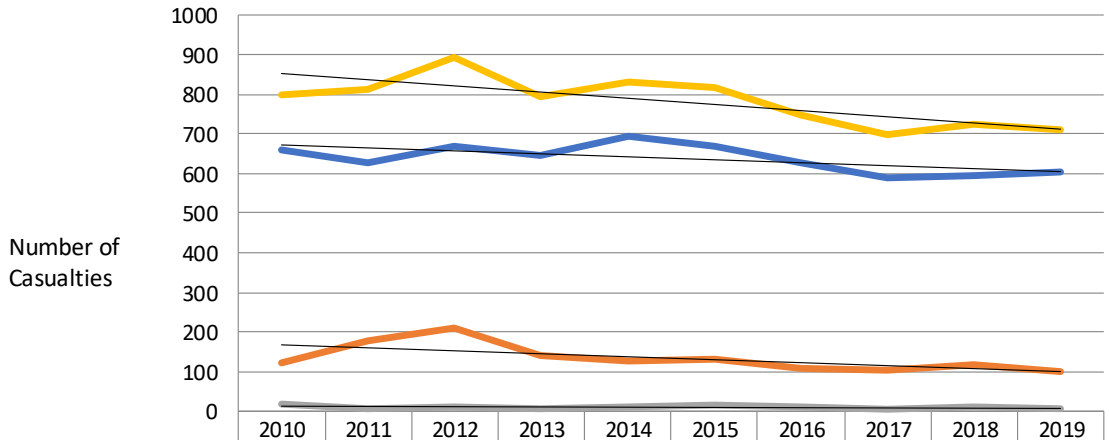
The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased in size by approximately 18.9%[1].

Table 1.1: ACT "On Road" Crashes Trends 2010 – 2019



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Property Crashes	7101	7807	7589	7201	7096	7200	7289	7136	6988	6600
Injury Crashes	642	674	712	655	676	638	611	579	587	582
Fatal Crashes	15	6	12	7	10	14	11	5	9	6
Total Crashes	7758	8487	8313	7863	7782	7852	7911	7720	7584	7188

Table 1.2: Trends in ACT casualties 2010 – 2019

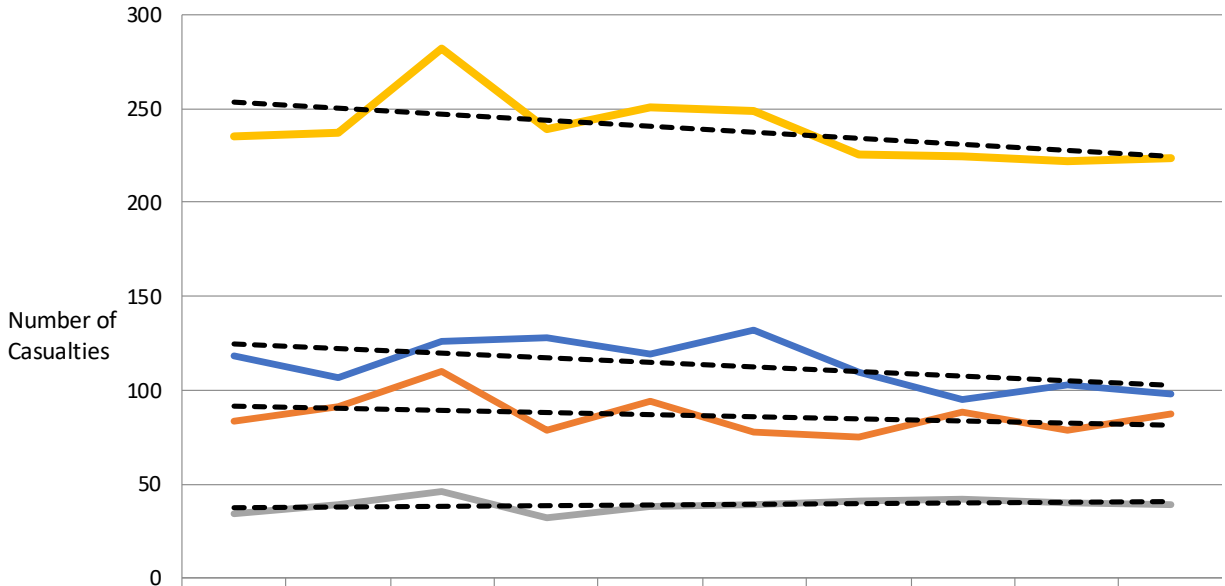


	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Received Medical Treatment	661	629	671	645	694	668	627	589	596	604
Admitted to Hospital	121	179	210	140	125	132	110	104	117	100
Fatality	18	6	12	7	10	15	11	5	9	6
Total Casualties	800	814	893	792	829	815	748	698	722	710

1 Access Canberra, rego.act database report 2020

The data-trend for overall casualties has been reducing since 2010. The increasing trend for less serious injuries may be explained by displacement from more-serious injuries thanks to vehicle safety and road user behaviour improvement, as well as from increased awareness of the online reporting tool.

Table 1.3: Vulnerable Road User Casualties 2010 – 2019



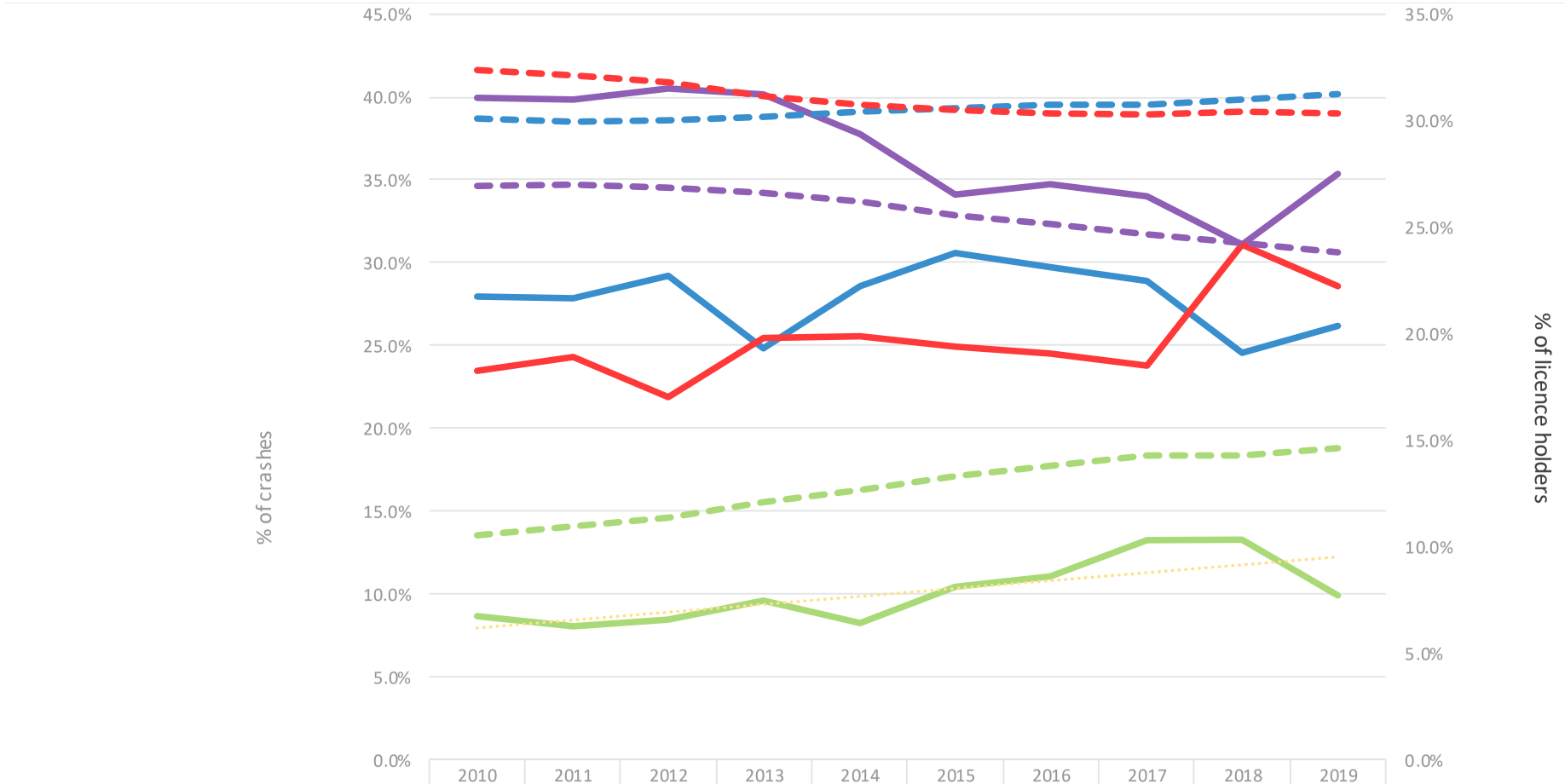
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Motorcyclist	118	107	126	128	119	132	110	95	103	98
Cyclist	83	91	110	79	94	78	75	88	79	87
Pedestrian	34	39	46	32	38	39	41	42	40	39
TOTAL	235	237	282	239	251	249	226	225	222	224

Casualty crashes involving vulnerable road users can partly be explained by increased participation and exposure levels. The ACT has a significantly greater cycling participation rate than the national average.[2]

Motorcyclist casualties are now trending down while cyclist casualties have increased again this year. The ACT Government will continue to remain strongly committed to improving road safety for vulnerable road users via a range of reforms and infrastructure improvements focusing on a review of motorcycle licensing to further improve safety and reduce crashes in this vulnerable road user group.

2 The 2019 Australian Cycling Participation Survey by Austroads and the Australian Bicycle Council found that 22.2% of ACT residents ride a bicycle in a typical week and around 43.6% had done so in the past year. These participation rates translate to around 93,700 residents riding in a typical week and 183,300 residents riding in a typical year.

Table 1.4: Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2010 – 2019



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
% of vehicle controller casualties aged 15-29	40.0%	39.9%	40.5%	40.2%	37.7%	34.1%	34.7%	34.0%	31.1%	35.3%
% of vehicle controller casualties aged 30-44	27.9%	27.8%	29.2%	24.8%	28.6%	30.6%	29.7%	28.9%	24.6%	26.1%
% of vehicle controller casualties aged 45-64	23.5%	24.3%	21.9%	25.4%	25.5%	24.9%	24.5%	23.8%	31.1%	28.6%
% of vehicle controller casualties aged 65+	8.6%	8.0%	8.4%	9.6%	8.2%	10.5%	11.1%	13.2%	13.3%	9.9%
% of ACT licence holders aged 15-29	27.0%	27.0%	26.8%	26.6%	26.2%	25.6%	25.1%	24.6%	24.2%	23.8%
% of ACT licence holders aged 30-44	30.1%	30.0%	30.0%	30.2%	30.4%	30.6%	30.7%	30.8%	31.0%	31.3%
% of ACT licence holders aged 45-64	32.4%	32.1%	31.8%	31.1%	30.7%	30.5%	30.3%	30.3%	30.5%	30.3%
% of ACT licence holders aged 65+	10.5%	11.0%	11.4%	12.1%	12.6%	13.3%	13.8%	14.3%	14.3%	14.6%

This table shows that younger drivers in the ACT (aged 15-29 years) remain disproportionately represented in casualties, being 35% of all vehicle controller casualties, but only 24% of licence holders. The improved ACT graduated licensing scheme is designed to reduce the risk for new and young drivers who are over-represented in road crashes. This staged approach to licensing commenced in January 2020.

The number of people aged 65 years and over who hold a license in the ACT continues to increase from 10.5% of all licence holders in 2010 to 14.6% in 2019. The ACT Government will continue to deliver counter measures addressing issues relating to older drivers despite the reduced casualty crash involvement noted in 2019.

TRAFFIC CRASHES IN 2019

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	212	75	0	287	3.99%
2	Right angle collision	793	132	1	926	12.88%
3	Same direction side swipe	693	29	0	722	10.04%
4	Opposite direction side swipe	26	4	0	30	0.42%
5	Head on collision	17	6	1	24	0.33%
6	Rear end collision	3201	93	0	3294	45.83%
7	Collision with parked vehicle	146	8	0	154	2.14%
8	Collision while one vehicle reversing	105	0	0	105	1.46%
9	Other - Vehicle to vehicle (on road)	821	40	0	861	11.98%
10	Struck pedestrian (on road)	19	27	1	47	0.65%
11	Struck animal (not ridden/on road)	133	5	0	138	1.92%
12	Struck object (on road)	22	1	0	23	0.32%
13	Overturned (on road)	40	38	0	78	1.09%
14	Fall from moving vehicle (on road)	0	1	0	1	0.01%
15	Other - Single vehicle (on road)	23	3	0	26	0.36%
16	Struck pedestrian (on footpath etc.)	5	12	1	18	0.25%
17	Struck vehicle (off road)	10	2	0	12	0.17%
18	Struck animal (not ridden/off road)	0	0	0	0	0.00%
19	Struck object (off road)	318	96	2	416	5.79%
20	Overturned (off road)	7	6	0	13	0.18%
21	No object struck (off road)	9	4	0	13	0.18%
22	Other - Single vehicle (off road)	0	0	0	0	0.00%
Total		6600	582	6	7188	100%

The most frequent accident type in 2019 was the “rear end collision” representing around 45% of all crashes, followed by the “right angle collision” type (13%). In terms of severity; however, “right-angle” type crashes were the main contributor, representing around 25% of all casualty crashes for 2019 (*see Table 3.1*). *This* could be due to the speed at which these crashes are occurring, or to the relatively low level of protection provided by vehicles in side impact crashes compared with frontal and rear impact.

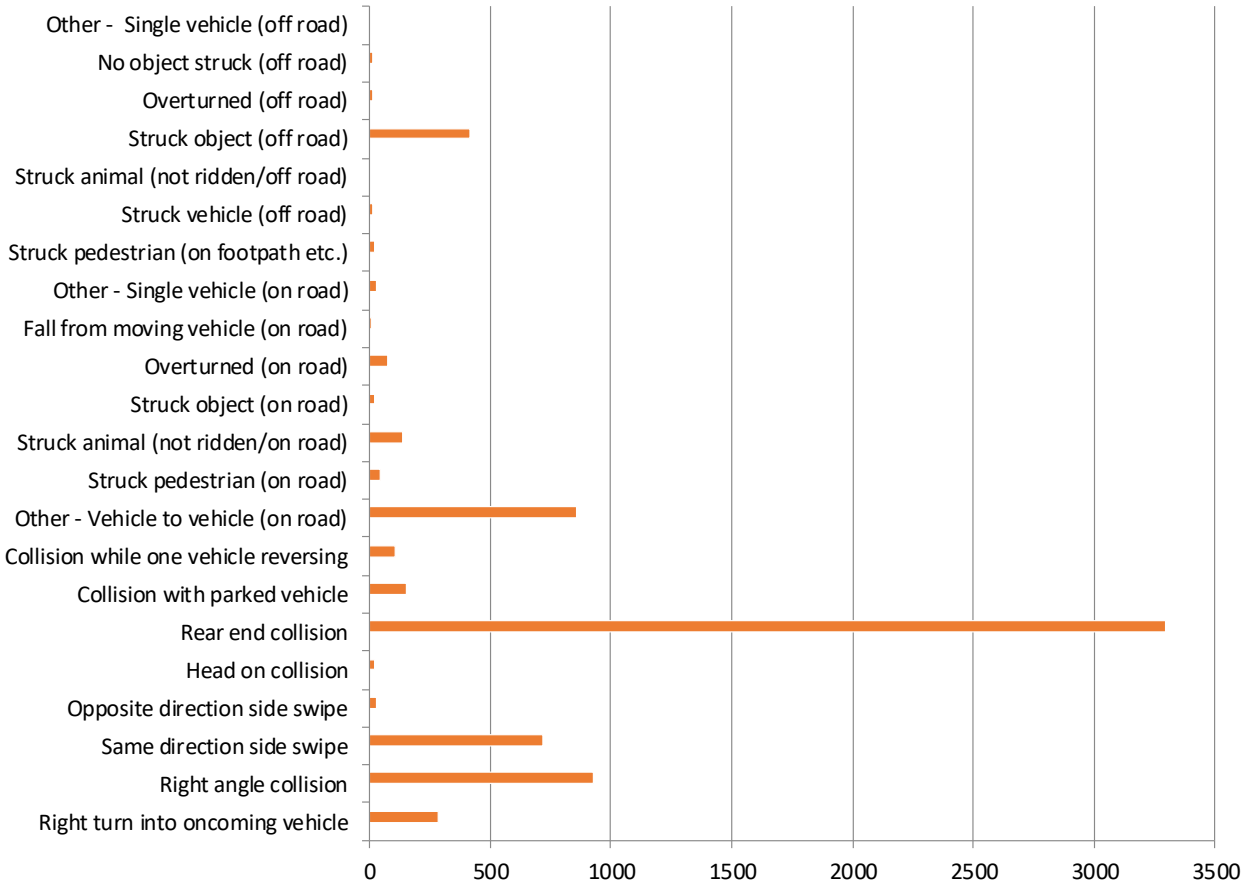


Table 2.1 is represented visually above, demonstrating that rear-end collisions occurred at much higher rates than other crashes. “Struck object (off road)” crashes were only 6% of all crash types; however, resulted in over 16% of all casualties including 2 fatalities (more detail in Table 2.2 below).

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	6186	452	3	6641	92.39%
1	Light or telegraph pole	83	29	0	112	1.56%
2	Sign or signal pole	73	22	0	95	1.32%
3	Tree	63	34	2	99	1.38%
4	Building or structure	20	11	0	31	0.43%
5	Kerb or guard rail	143	22	0	165	2.30%
6	Guide post	8	1	1	10	0.14%
7	Other	24	11	0	35	0.49%
Total		6600	582	6	7188	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	387	35	1	423	5.88%
2	February	591	48	0	639	8.89%
3	March	613	49	0	662	9.21%
4	April	535	56	0	591	8.22%
5	May	686	58	0	744	10.35%
6	June	562	53	2	617	8.58%
7	July	572	53	0	625	8.70%
8	August	603	37	0	640	8.90%
9	September	519	48	1	568	7.90%
10	October	536	59	1	596	8.29%
11	November	545	43	0	588	8.18%
12	December	451	43	1	495	6.89%
		6600	582	6	7188	100%

The number of crashes per month is relatively consistent throughout the year; however, January is slightly lower which could be because people leave Canberra or drive less during the summer school holiday period.

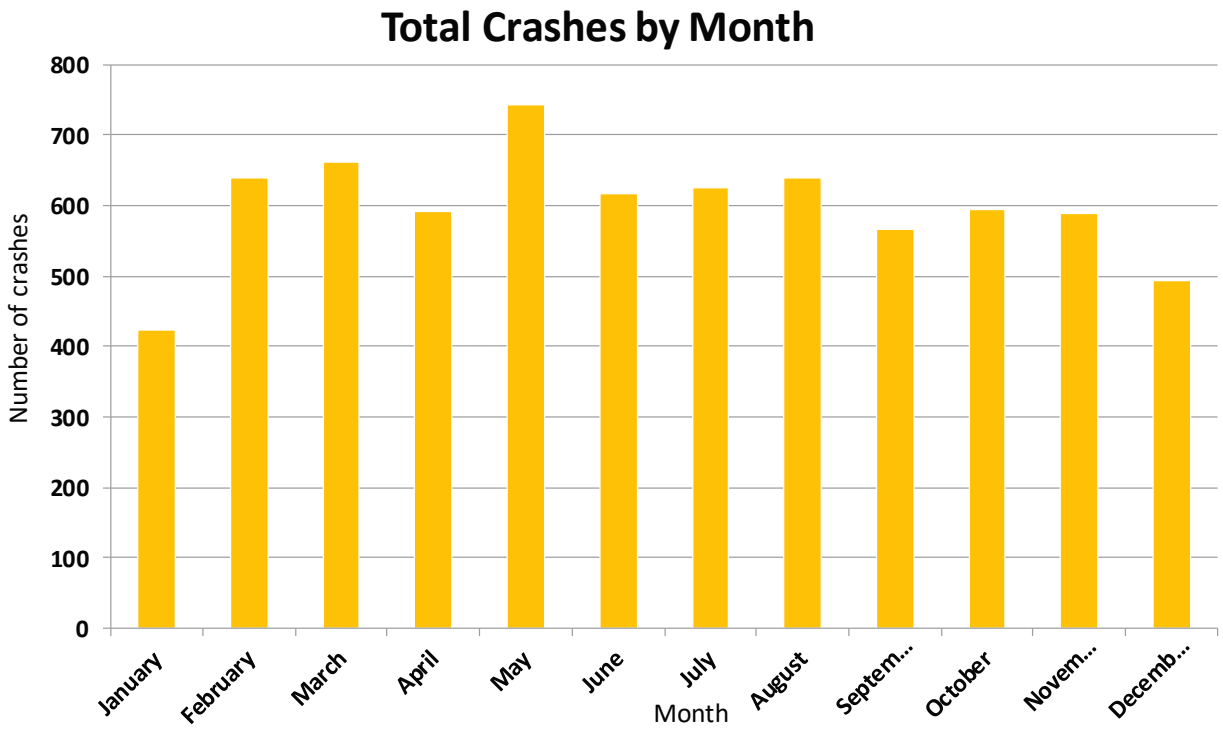


Table 2.4: Total Crashes by Severity and Day of Week

Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Monday	907	98	2	1007	14.01%
Tuesday	1105	106	1	1212	16.86%
Wednesday	1159	81	1	1241	17.26%
Thursday	1127	79	0	1206	16.78%
Friday	1119	79	1	1199	16.68%
Saturday	676	78	1	755	10.50%
Sunday	507	61	0	568	7.90%
	6600	582	6	7188	100%

The higher number of crashes on weekdays than weekends is likely the result of peak commuter traffic. The highest proportion of injury crashes was on Tuesday (18.2%), while crashes on Sundays only represent around 8% of all crashes.

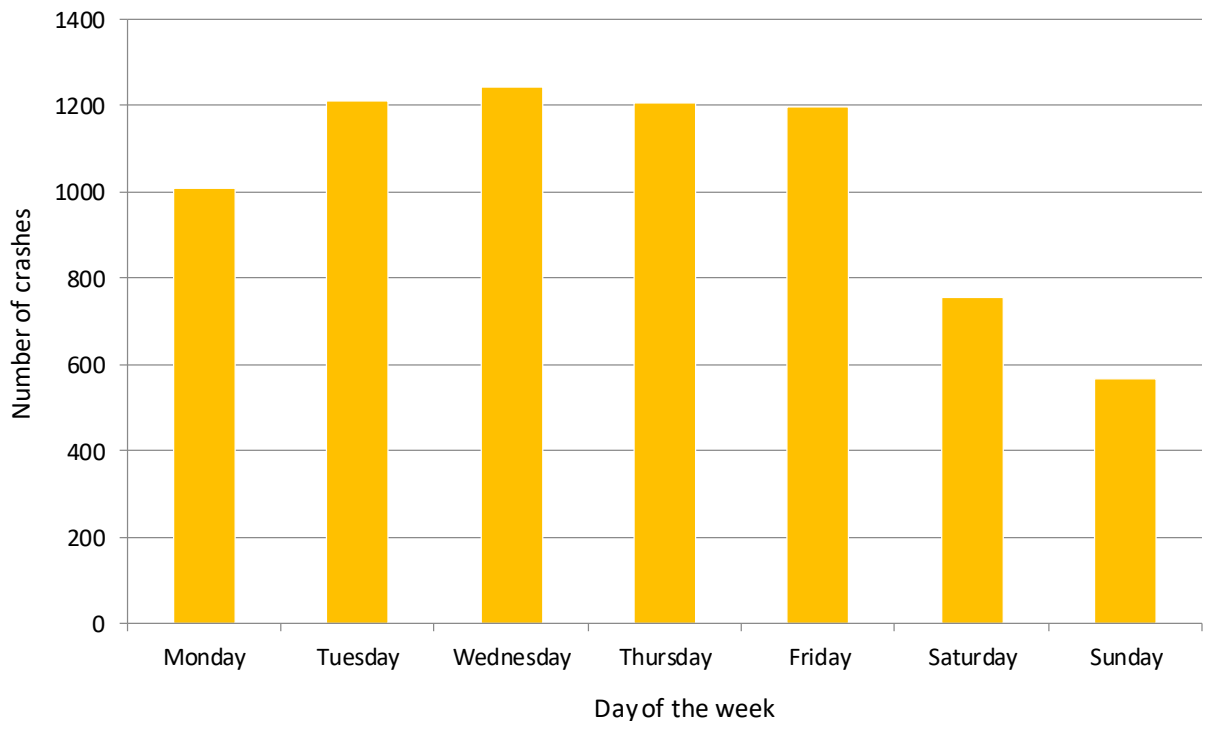


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
00.00 - 00.59	27	4	0	31	0.43%
01.00 - 01.59	23	10	0	33	0.46%
02.00 - 02.59	29	4	0	33	0.46%
03.00 - 03.59	16	3	0	19	0.26%
04.00 - 04.59	23	5	1	29	0.40%
05.00 - 05.59	34	10	0	44	0.61%
06.00 - 06.59	138	10	1	149	2.07%
07.00 - 07.59	379	24	0	403	5.61%
08.00 - 08.59	806	56	0	862	11.99%
09.00 - 09.59	426	40	1	467	6.50%
10.00 - 10.59	289	24	0	313	4.35%
11.00 - 11.59	358	30	0	388	5.40%
12.00 - 12.59	349	32	1	382	5.31%
13.00 - 13.59	335	25	0	360	5.01%
14.00 - 14.59	384	30	1	415	5.77%
15.00 - 15.59	514	44	0	558	7.76%
16.00 - 16.59	615	53	0	668	9.29%
17.00 - 17.59	808	54	0	862	11.99%
18.00 - 18.59	455	58	0	513	7.14%
19.00 - 19.59	210	22	0	232	3.23%
20.00 - 20.59	138	18	1	157	2.18%
21.00 - 21.59	118	12	0	130	1.81%
22.00 - 22.59	85	4	0	89	1.24%
23.00 - 23.59	41	10	0	51	0.71%
Total	6600	582	6	7188	100%

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

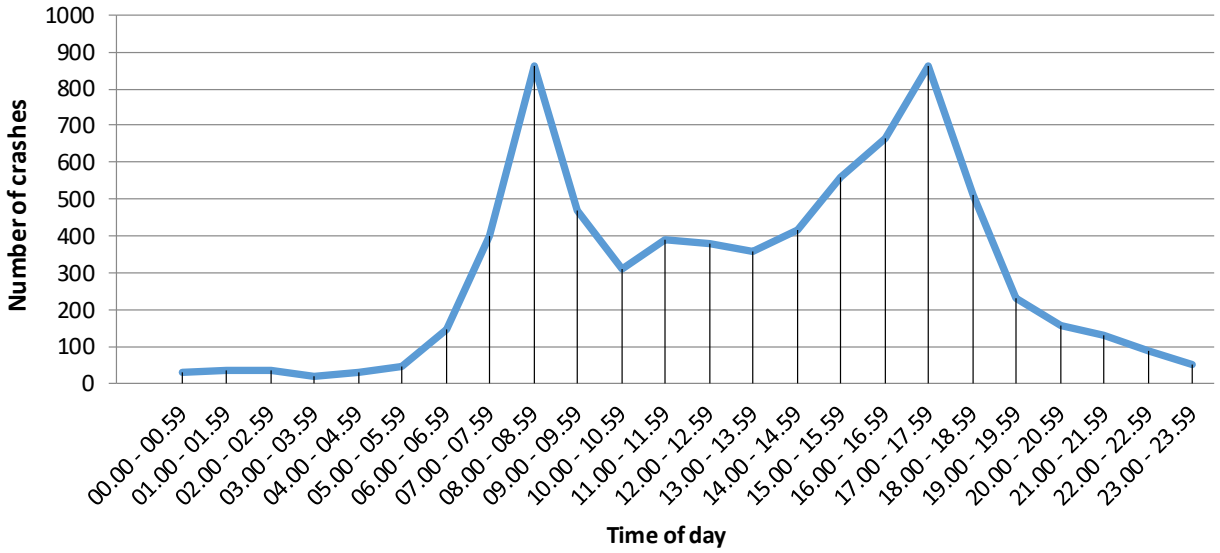


Table 2.6: Total Crashes by Severity and Traffic Control Type

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	3071	270	5	3346	46.55%
2	Control not operated	2	0	0	2	0.03%
3	Traffic lights	1700	116	0	1816	25.26%
4	Give Way sign	1510	159	0	1669	23.22%
5	Stop sign	254	20	1	275	3.83%
6	Police	3	0	0	3	0.04%
7	School crossing	5	1	0	6	0.08%
8	Marked pedestrian crossing	26	15	0	41	0.57%
9	Other	29	1	0	30	0.42%
	Total	6600	582	6	7188	100%

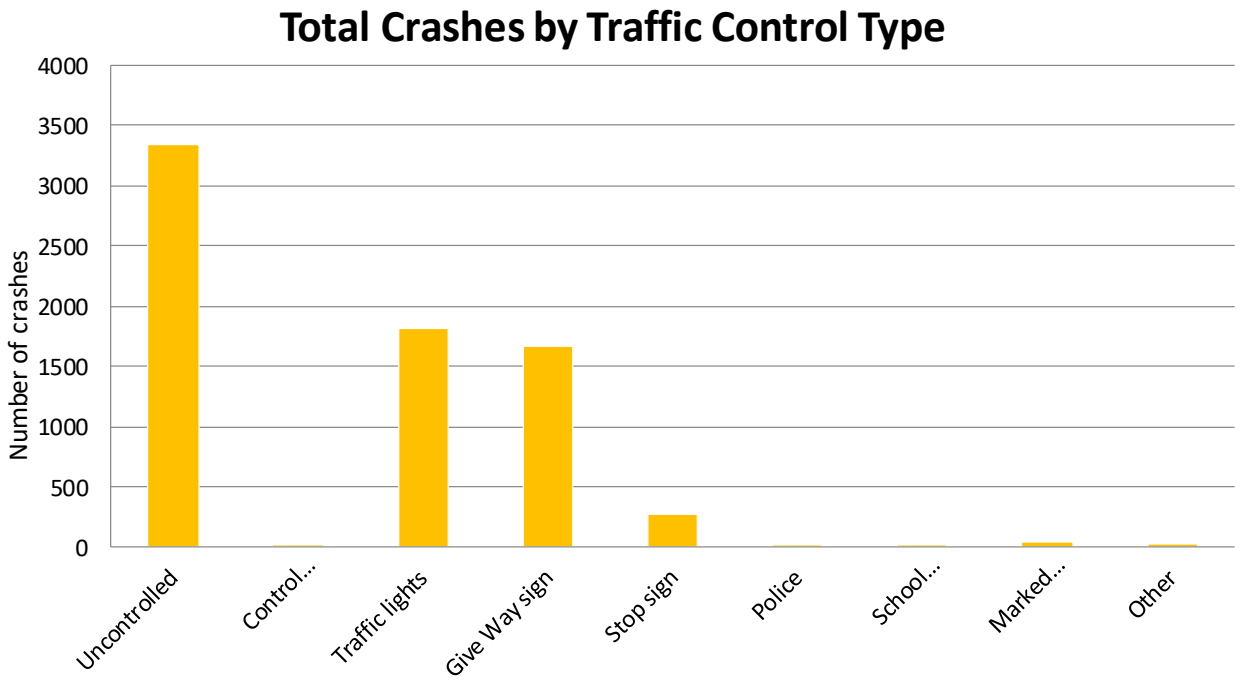
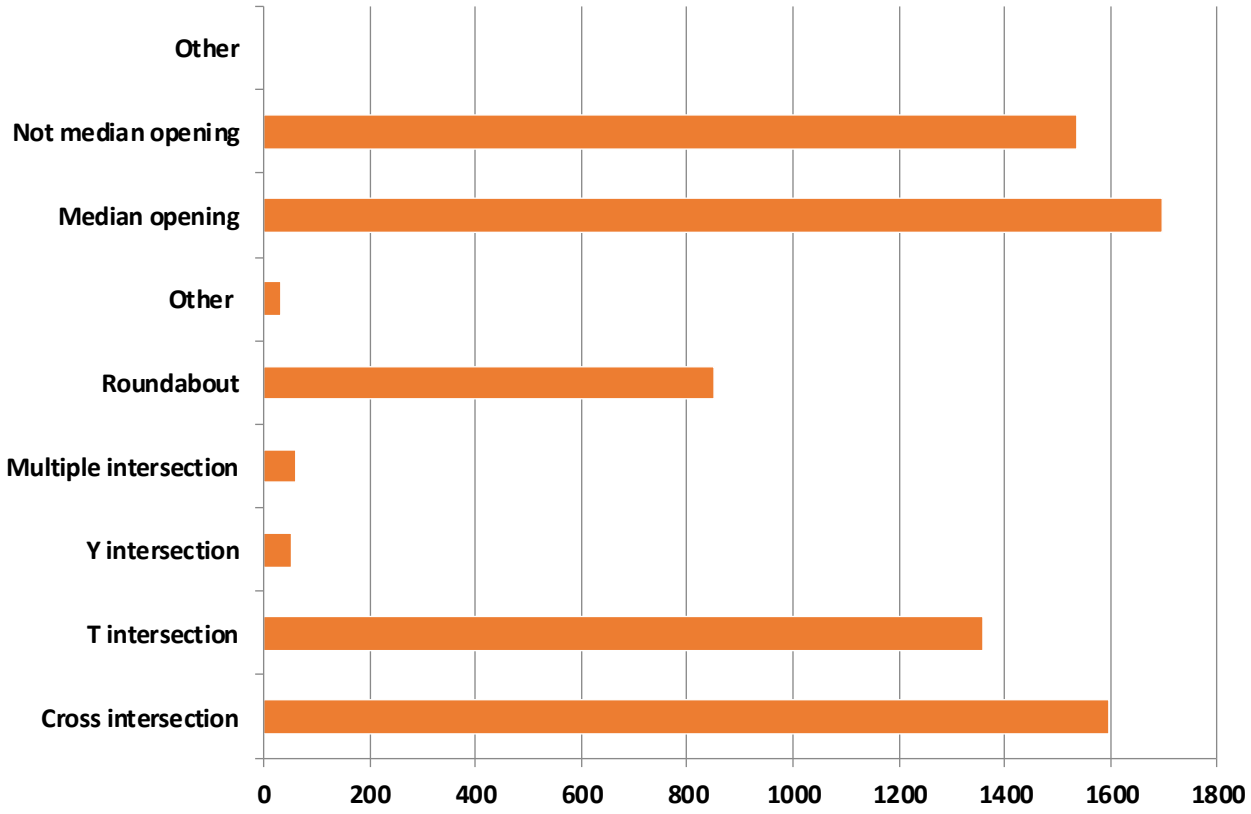


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Intersections						
1	Cross intersection	1484	112	0	1596	22.22%
2	T intersection	1198	160	1	1359	18.92%
3	Y intersection	52	1	0	53	0.74%
4	Multiple intersection	53	7	0	60	0.84%
5	Roundabout	820	32	0	852	11.86%
6	Other	26	5	0	31	0.43%
	Subtotal	**3633**	**317**	**1**	**3951**	**55.00%**
Midblocks						
7	Median opening	1575	120	3	1698	23.64%
8	Not median opening	1390	142	2	1534	21.36%
9	Other	0	0	0	0	0.00%
	Subtotal	**2965**	**262**	**5**	**3232**	**45.00%**
Total		6598	579	6	7183	100%

Just over half of all crashes occurred at intersections or roundabouts.

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	5957	531	6	6494	90.35%
2	Light rain	353	30	0	383	5.33%
3	Heavy rain	90	6	0	96	1.34%
4	Cloudy or overcast	101	5	0	106	1.47%
5	Snow or sleet	5	0	0	5	0.07%
6	Fog	34	5	0	39	0.54%
7	Smoke or dust	60	5	0	65	0.90%
8	Other	0	0	0	0	0.00%
Total		6600	582	6	7188	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

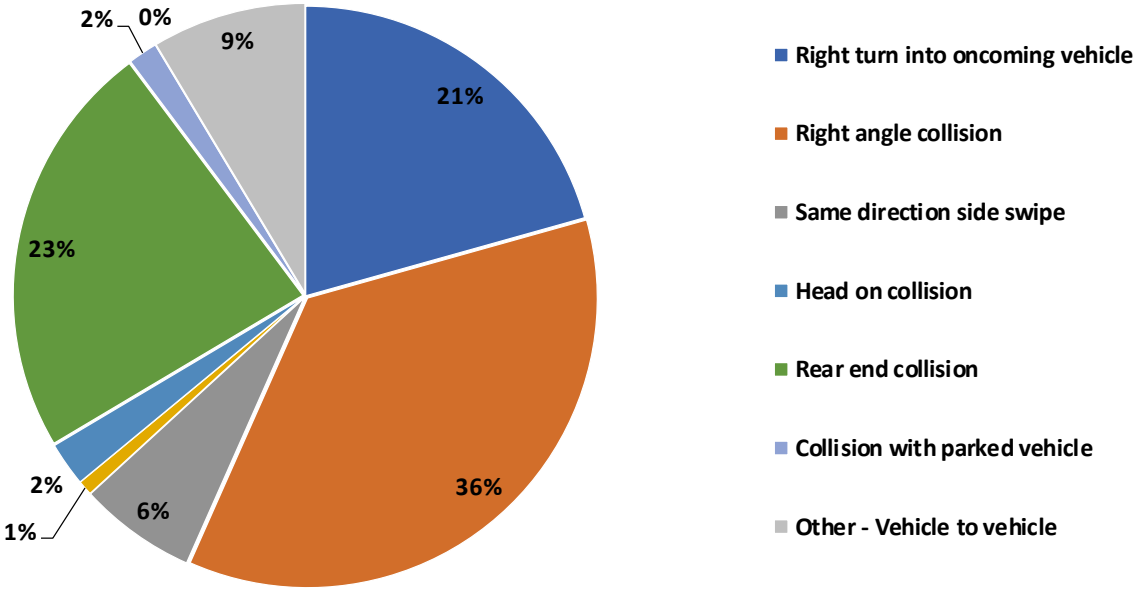
Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
1	Dark - good street lighting	772	91	0	863	12.01%
2	Dark - no street lighting	101	14	0	115	1.60%
3	Dark - poor street lighting	233	24	1	258	3.59%
4	Daylight	5266	428	5	5699	79.28%
5	Semi-darkness	228	25	0	253	3.52%
6	Unknown	0	0	0	0	0.00%
Total		6600	582	6	7188	100%

CASUALTIES IN 2019

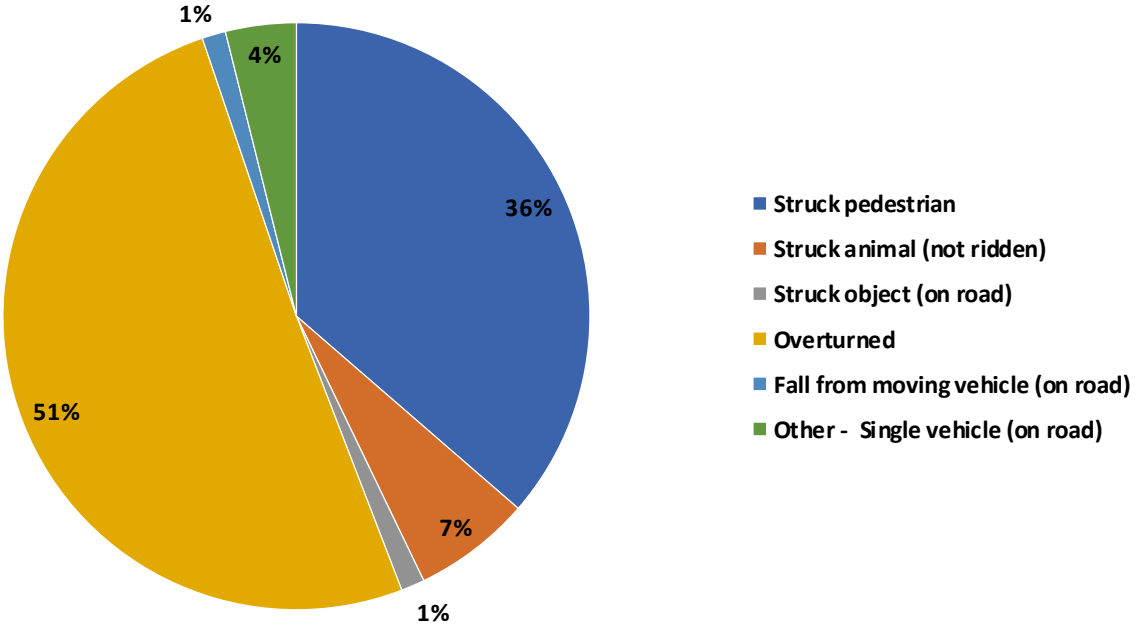
Table 3.1: Total Casualties by Casualty Class and Crash Type

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	83	18	0	101	14.23%
2	Right angle collision	158	17	1	176	24.79%
3	Same direction side swipe	27	5	0	32	4.51%
4	Opposite direction side swipe	4	0	0	4	0.56%
5	Head on collision	9	2	1	12	1.69%
6	Rear end collision	111	3	0	114	16.06%
7	Collision with parked vehicle	6	2	0	8	1.13%
8	Collision while one vehicle reversing	0	0	0	0	0.00%
9	Other - Vehicle to vehicle	40	2	0	42	5.92%
	Subtotal	**438**	**49**	**2**	**489**	**68.87%**
Single vehicle accident on carriageway						
10	Struck pedestrian	18	9	1	28	3.94%
11	Struck animal (not ridden)	5	0	0	5	0.70%
12	Struck object (on road)	1	0	0	1	0.14%
13	Overturned	34	5	0	39	5.49%
14	Fall from moving vehicle (on road)	0	1	0	1	0.14%
15	Other - Single vehicle (on road)	3	0	0	3	0.42%
	Subtotal	**61**	**15**	**1**	**77**	**10.85%**
Single vehicle accident off carriageway						
16	Struck pedestrian (on footpath etc.)	12	2	1	15	2.11%
17	Struck vehicle	2	0	0	2	0.28%
18	Struck animal (not ridden)	0	0	0	0	0.00%
19	Struck object (off road)	84	30	2	116	16.34%
20	Overturned	6	1	0	7	0.99%
21	No object struck (off road)	1	3	0	4	0.56%
22	Other accidents	0	0	0	0	0.00%
	Subtotal	**105**	**36**	**3**	**144**	**20.28%**
		604	100	6	710	100%

Percentage of Casualties in Vehicle to Vehicle Crashes



Percentage of Casualties in Single Vehicle Crashes (On Road)



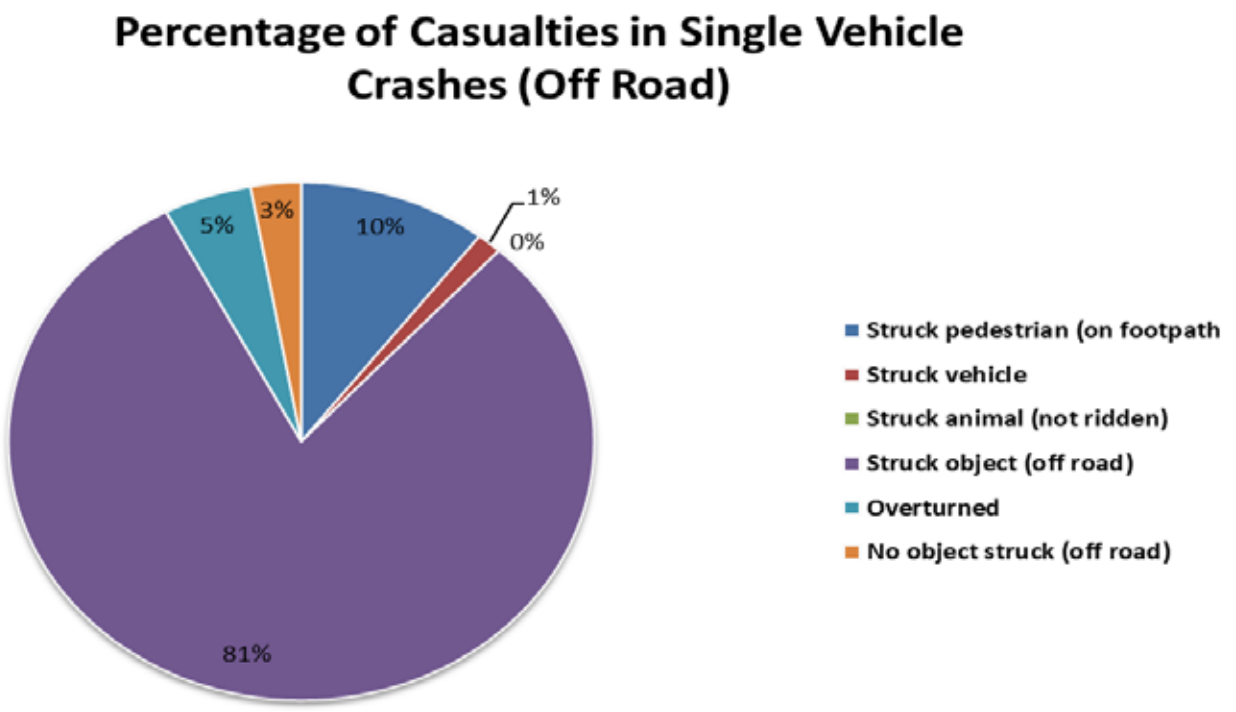


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Driver	316	33	4	353	49.72%
Front centre passenger	0	0	0	0	0.00%
Front left passenger	71	11	0	82	11.55%
Motorcycle	70	26	0	96	13.52%
Motorcycle pillion	2	0	0	2	0.28%
Other	0	2	0	2	0.28%
Pedal cyclist	78	9	0	87	12.25%
Pedestrian	29	10	2	41	5.77%
Rear bus passenger	3	1	0	4	0.56%
Rear centre passenger	3	2	0	5	0.70%
Rear left passenger	17	3	0	20	2.82%
Rear right passenger	11	3	0	14	1.97%
Unknown	4	0	0	4	0.56%
Total	604	100	6	710	100%

Most injuries and fatalities were sustained by the driver, with pedestrians sustaining the most fatalities of the vulnerable road user group (pedestrian, motorcyclist and cyclist).

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	171	29	0	200	28.17%
Marked pedestrian crossing	13	2	0	15	2.11%
Other	1	0	0	1	0.14%
Police	0	0	0	0	0.00%
School crossing	1	0	0	1	0.14%
Stop sign	23	2	1	26	3.66%
Traffic lights	141	15	0	156	21.97%
Uncontrolled	254	52	5	311	43.80%
Total	604	100	6	710	100.00%

Table 3.4: Total Casualties by Casualty Class and Road Location

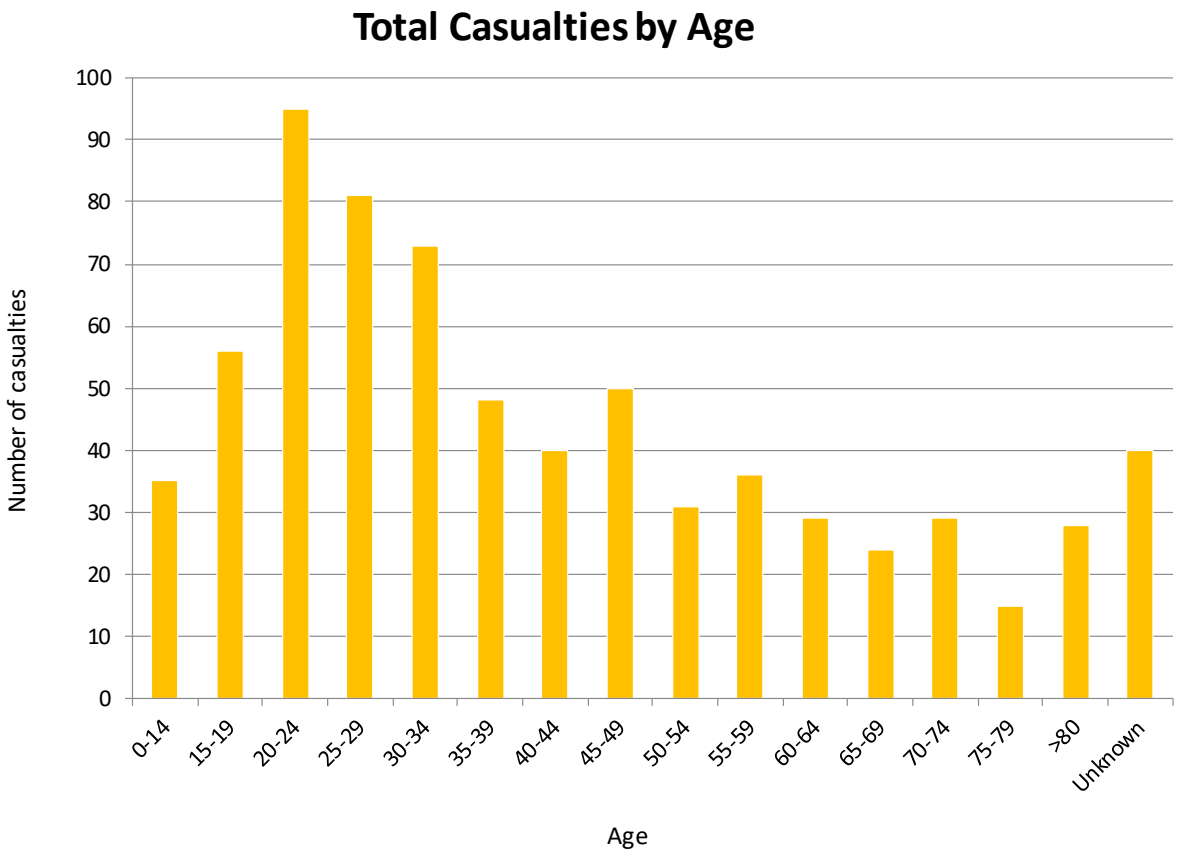
Road Location	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Intersection					
Cross intersection	136	12	0	148	20.85%
Multiple intersection	13	0	0	13	1.83%
Other	4	1	0	5	0.70%
Roundabout	28	5	0	33	4.65%
T intersection	170	35	1	206	29.01%
Y intersection	1	0	0	1	0.14%
Subtotal	**352**	**53**	**1**	**406**	**57.18%**
Midblock					
Median opening	116	22	3	141	19.86%
Not median opening	133	25	2	160	22.54%
Other	3	0	0	3	0.42%
Subtotal	**252**	**47**	**5**	**304**	**42.82%**
Total	604	100	6	710	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	4	0	7	0.99%
Belt worn	308	35	3	346	48.73%
Crash helmet not worn	7	0	0	7	0.99%
Crash helmet worn	116	35	0	151	21.27%
Not applicable	1	1	0	2	0.28%
No belt installed	4	1	0	5	0.70%
Not known	164	24	3	191	26.90%
Other	1	0	0	1	0.14%
Total	604	100	6	710	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	12	18	36	35	30	18	15	25	17	7	11	11	13	5	12	20	285
	Male	20	27	42	34	35	22	19	18	9	24	12	9	14	8	10	14	317
	Un known	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Subtotal		**32**	**45**	**78**	**69**	**65**	**40**	**34**	**44**	**26**	**31**	**23**	**20**	**27**	**13**	**22**	**35**	**604**
Admitted to hospital	Female	2	5	3	2	3	3	1	2	0	3	3	0	1	0	4	0	32
	Male	1	6	14	9	5	5	3	4	5	1	3	3	1	2	1	5	68
Subtotal		**3**	**11**	**17**	**11**	**8**	**8**	**4**	**6**	**5**	**4**	**6**	**3**	**2**	**2**	**5**	**5**	**100**
Fatal	Female	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	Male	0	0	0	1	0	0	2	0	0	0	0	1	0	0	1	0	5
Subtotal		**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**6**
Total		35	56	95	81	73	48	40	50	31	36	29	24	29	15	28	40	710



Although low-injury crashes were split almost evenly between male and female, males featured at almost twice the rate of females in injuries requiring hospital admittance.

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	2	11	27	28	23	13	12	22	17	5	7	6	7	5	10	3	198
	Male	5	21	39	32	30	19	19	18	9	20	12	8	12	6	9	6	265
	Un known	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	Sub total	**7**	**32**	**66**	**60**	**53**	**32**	**31**	**41**	**26**	**25**	**19**	**14**	**19**	**11**	**19**	**9**	**464**
Admitted to hospital	Female	0	2	1	0	2	3	1	2	0	2	1	0	1	0	4	0	19
	Male	1	4	11	6	4	5	2	3	3	1	2	3	1	2	1	0	49
	Sub total	**1**	**6**	**12**	**6**	**6**	**8**	**3**	**5**	**3**	**3**	**3**	**3**	**2**	**2**	**5**	**0**	**68**
Fatal	Female	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	Male	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	3
	Sub total	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**
Total		8	38	78	67	59	40	35	46	29	29	22	18	21	13	24	9	536

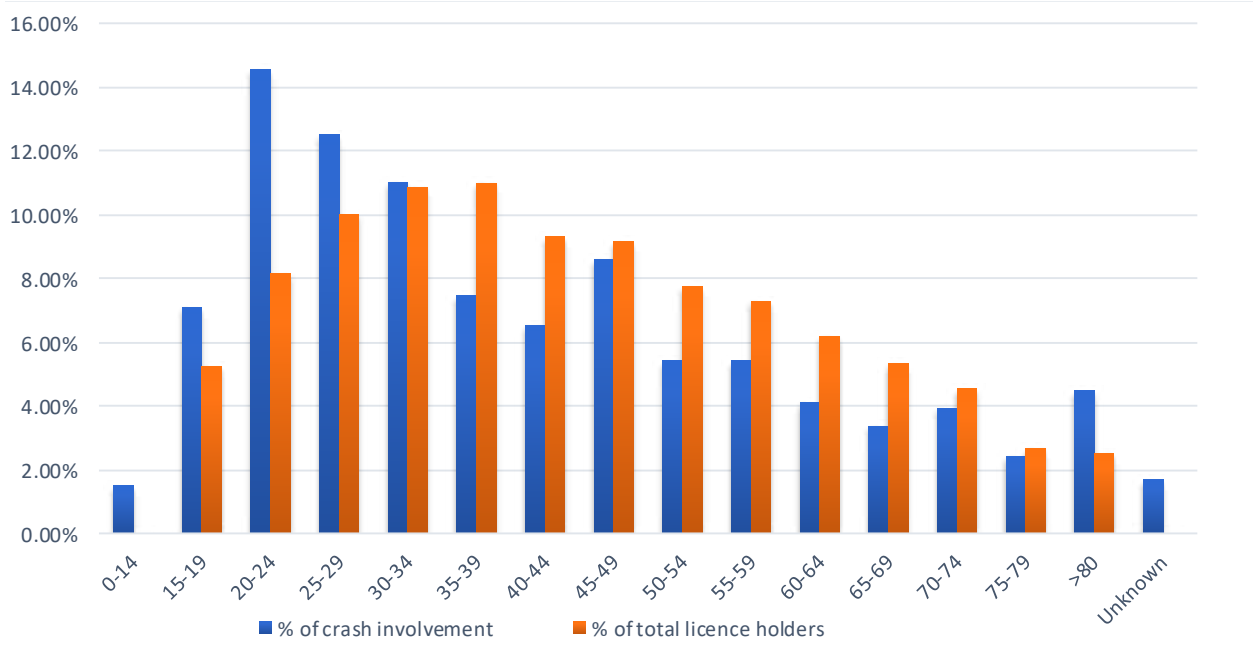


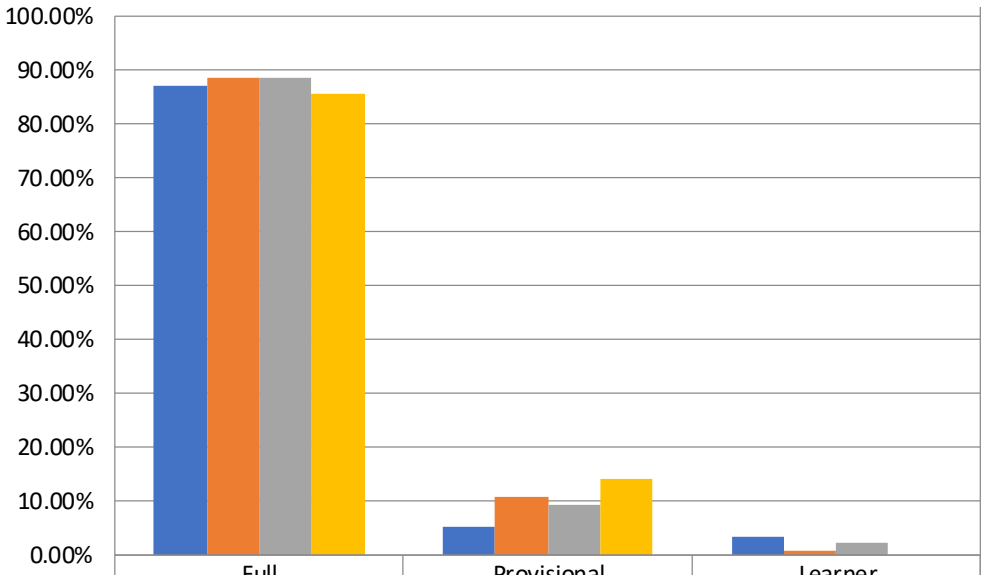
Table 3.6b shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females. The blue columns in the graph above represent vehicle controllers involved in casualty crashes by age groups; the orange columns are the percentage of total licence holders for 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). Young drivers (up to 29 years) are overrepresented as are drivers over 80 years.

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	0	0	1	4	1	2	1	2	0	0	0	0	1	0	0	0	12
	Male	5	1	0	1	3	2	0	0	0	3	0	0	0	1	1	0	17
	Subtotal	**5**	**1**	**1**	**5**	**4**	**4**	**1**	**2**	**0**	**3**	**0**	**0**	**1**	**1**	**1**	**0**	**29**
Admitted to hospital	Female	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3
	Male	0	2	0	1	0	0	1	1	1	0	1	0	0	0	0	0	7
	Subtotal	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**10**
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	1	0	0	0	0	0	0	0	1	0	2
	Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**
Total		5	4	1	7	4	4	3	3	1	3	2	0	1	1	2	0	41

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

Licence type	Fatality	Injury	Property Damage	Subtotal	% of ACT Licence Types*
Full	6	782	10056	10844	87.20%
Provisional	1	81	1212	1294	5.43%
Learner	0	19	71	90	3.43%
Total	7	882	11339	12228	



	Full	Provisional	Learner
% of ACT Licence Types*	87.20%	5.43%	3.43%
% of ACT drivers involved in property damage crashes	88.69%	10.69%	0.63%
% of ACT drivers involved in injury crashes	88.66%	9.18%	2.15%
% of ACT drivers involved in fatal crashes	85.71%	14.29%	0.00%

ACT provisional drivers continue to be disproportionately represented in property damage and injury crashes in 2019.

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	483	62	3	548	77.18%
1	Light or telegraph pole	28	6	0	34	4.79%
2	Sign or signal pole	23	6	0	29	4.08%
3	Tree	28	10	2	40	5.63%
4	Building or structure	10	6	0	16	2.25%
5	Kerb or guard rail	22	6	0	28	3.94%
6	Guide post	1	1	1	3	0.42%
7	Other	9	3	0	12	1.69%
	Total	604	100	6	710	100%

VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2019

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	Light Rail	Other/ Unknown	Sub total	% of Total Vehicles
Vehicle to vehicle collision															
1	Right turn into oncoming vehicle	489	4	44	6	1	4	4	15	2	13	0	0	582	4.13%
2	Right angle collision	1544	18	130	26	4	26	23	54	3	40	0	0	1868	13.25%
3	Same direction side swipe	1096	18	141	34	18	54	33	32	1	34	2	1	1464	10.38%
4	Opposite direction side swipe	45	0	9	2	1	0	2	0	1	0	0	1	61	0.43%
5	Head on collision	37	0	8	1	1	0	0	0	0	1	0	1	49	0.35%
6	Rear end collision	5939	79	665	107	13	83	35	12	3	55	0	4	6995	49.62%
7	Collision with parked vehicle	198	6	38	8	0	20	15	6	2	1	0	28	322	2.28%
8	Collision while one vehicle reversing	162	2	20	9	0	10	2	0	4	1	0	1	211	1.50%
9	Other - vehicle to vehicle	1338	26	168	41	0	36	16	88	1	16	1	9	1740	12.34%
	Subtotal	10848	153	1223	234	38	233	130	207	17	161	3	45	13292	94.28%

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	Light Rail	Other/ Unknown	Sub total	% of Total Vehicles
Single vehicle accident															
10	Struck pedestrian (on road)	34	1	4	3	0	0	1	1	0	2	0	1	47	0.33%
11	Struck animal (not ridden/on road)	120	1	9	5	0	0	0	0	2	5	0	0	142	1.01%
12	Struck object (on road)	22	0	0	0	0	0	0	0	0	1	0	0	23	0.16%
13	Overturned (on road)	14	0	7	0	0	3	0	8	0	46	0	0	78	0.55%
14	Fall from moving vehicle (on road)	1	0	0	0	0	0	0	0	0	0	0	0	1	0.01%
15	Other - Single vehicle on carriageway	22	0	1	0	0	0	0	0	0	3	0	0	26	0.18%
16	Struck pedestrian (on footpath etc.)	12	0	0	0	0	0	0	3	0	0	3	0	18	0.13%
17	Struck vehicle (off road)	20	0	3	0	0	1	0	0	0	0	0	2	26	0.18%
18	Struck animal (not ridden/off road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
19	Struck object (off road)	337	3	48	2	1	4	1	0	6	16	0	1	419	2.97%
20	Overturned (off road)	11	0	0	1	0	1	0	0	0	0	0	0	13	0.09%
21	No object struck (off road)	7	0	0	0	0	0	0	0	0	6	0	0	13	0.09%
22	Other - Single vehicle off carriageway	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
	Subtotal	**600**	**5**	**72**	**11**	**1**	**9**	**2**	**12**	**8**	**79**	**3**	**4**	**806**	**5.72%**
Total		11448	158	1295	245	39	242	132	219	25	240	6	49	14098	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	10732	711	5	11448	81.20%
Taxi/Hire car	153	5	0	158	1.12%
Utility	1219	75	1	1295	9.19%
Panel van	231	14	0	245	1.74%
Articulated vehicle (Semi)	36	2	1	39	0.28%
Truck (Excl. Semi)	226	16	0	242	1.72%
Bus	119	13	0	132	0.94%
Bicycle	128	91	0	219	1.55%
Emergency vehicle	22	2	1	25	0.18%
Motorcycle/Scooter	140	100	0	240	1.70%
Light Rail	4	2	0	6	0.04%
Other/Unknown	46	3	0	49	0.35%
Total	13056	1034	8	14098	100%

The numbers in Table 4.2 include all vehicles involved in crashes, which is higher than the actual number of crashes and casualties. Although vehicles (cars, utilities etc) featured in most crash types, vulnerable road users (including pedestrians, bicycle riders and motorcyclists) were overrepresented in fatal crashes. Vulnerable road users do not benefit from the level of crash protection which is provided by other vehicles.

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	Light Rail	Other/ Unknown	Sub total	% of Total Vehicles
1	Control not operating	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
2	Give way sign	2701	27	277	45	4	44	25	64	3	73	0	0	3263	23%
3	Marked pedestrian crossing	43	0	5	4	0	0	0	22	0	1	0	0	75	1%
4	Police	4	0	2	0	0	0	0	0	0	0	0	0	6	0%
5	School crossing	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
6	Stop sign	462	4	43	7	0	7	8	7	1	9	0	0	548	4%
7	Traffic lights	3024	51	307	61	17	54	34	41	5	45	5	1	3645	26%
8	Uncontrolled	5149	76	657	125	16	136	65	84	16	111	1	48	6484	46%
9 & 10	Other/Unknown	65	0	4	3	2	1	0	1	0	1	0	0	77	1%
Total		11448	158	1295	245	39	242	132	219	25	240	6	49	14098	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	Light Rail	Other/ Unknown	Subtotal	% of Total Vehicles
1	Building or structure	24	0	6	0	0	1	0	0	0	2	0	0	33	0.23%
2	Guide post	13	0	0	0	0	0	0	0	0	1	0	0	14	0.10%
3	Kerb or guard rail	165	2	17	6	0	1	1	2	2	8	0	0	204	1.45%
4	Light or telegraph pole	94	1	24	0	1	3	0	0	3	3	0	1	130	0.92%
5	Not applicable	10908	153	1219	237	37	234	128	216	18	223	6	48	13427	95.24%
6	Other	37	0	2	0	0	0	0	0	1	3	0	0	43	0.31%
7	Sign or signal pole	115	2	16	2	0	2	3	1	0	0	0	0	141	1.00%
8	Tree	92	0	11	0	1	1	0	0	1	0	0	0	106	0.75%
Total		11448	158	1295	245	39	242	132	219	25	240	6	49	14098	100%