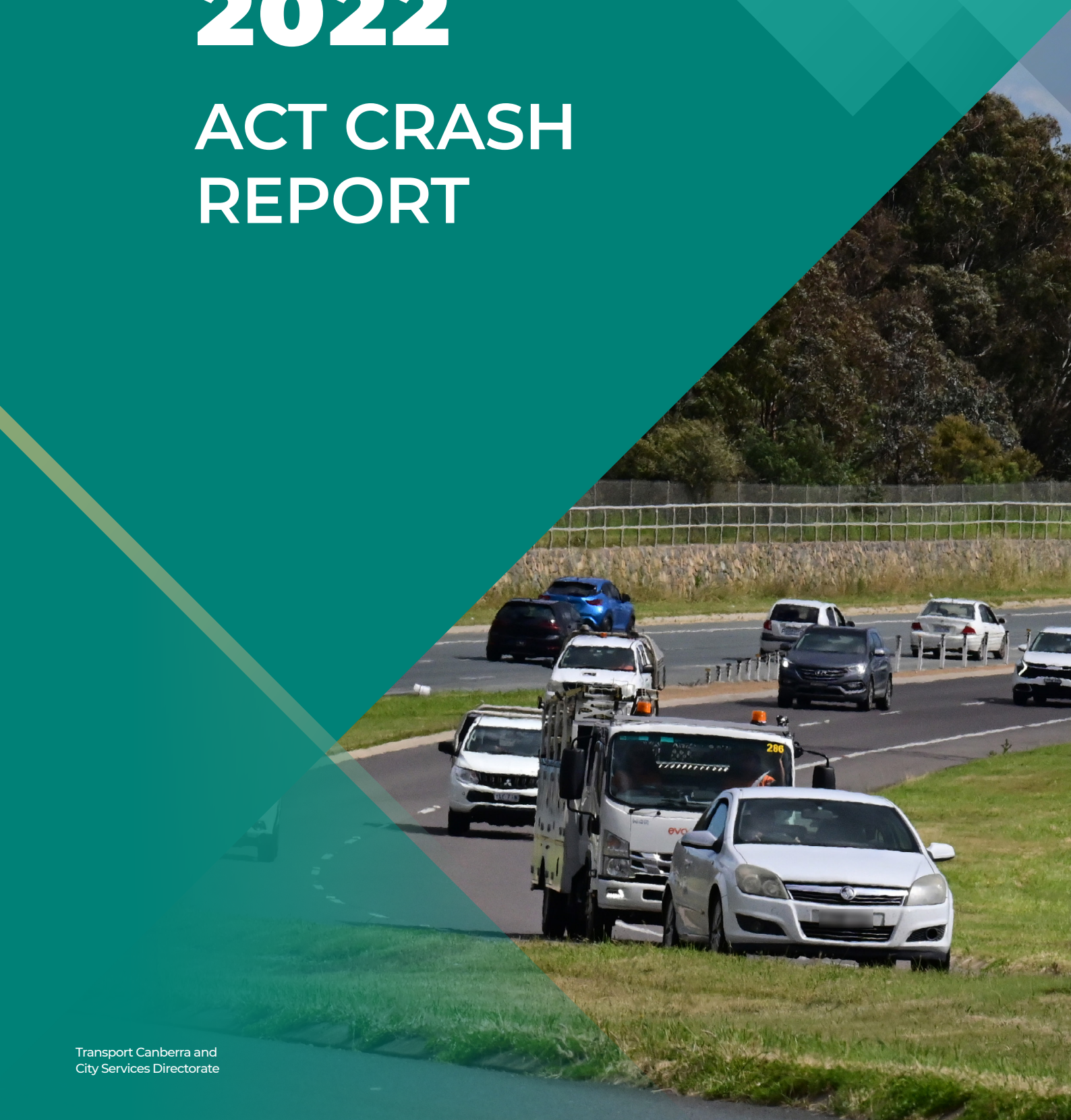
ACT Government

2022

ACT CRASH REPORT



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Contents

INTRODUCTION

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 maintaining 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 comparing hospital data with crash data have demonstrated underreporting of crashes – particularly for crashes involving cyclists and motorcyclists.

In July 2021 the ACT Government implemented a new database to store and report on crashes on ACT Roads. Efforts have been made to ensure all data previously reported has been included, but formats of certain tables may have been altered. Care should be taken when making comparisons between this report, and all subsequent reports, to reports from previous years.

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

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 2022.

Definitions

Fatal Crash – A crash that results in the death of one or more people.

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

Injury crash – A crash that results in injury that requires medical attention or to be admitted to hospital.

Property damage – A crash involving no injuries.

Fatality – A road death (or fatality) of a person who dies within 30 days as a result of injuries sustained in a road crash. This excludes deaths from road crashes as a result of suicide or natural causes, such as a heart attack.

Serious injury (Admitted to hospital) – An injury sustained in a crash which resulted in the person being admitted to hospital.

Received medical treatment – An injury which required medical treatment, but the person was not admitted to hospital.

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

ACT Road Safety Strategy

The ACT Road Safety Strategy 2020-2025 (Road Safety Strategy) outlines the Government's approach to road safety and the principles that guide road safety policy in the ACT.

The 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 period. 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 is 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 those 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 from the City Services website.

Summary of 2022 crashes

- There were 5,582 'on-road' traffic crashes recorded in 2022 which involved 10,983 vehicles and resulted in 603 casualties, including 18 fatalities (from 15 crashes) and 71 hospital admissions.
- Casualty crashes involving vulnerable road users (cyclists, pedestrians, and motorcyclists) is trending down, still 3 fatalities and 148 injuries occurred in 2022 compared to five fatalities and 201 injuries in 2021. These figures represent 17% of fatalities and 25% of injuries in 2022.

- The proportion of younger licence holders decreased again. However, this age group was still over-represented in casualty crashes. Drivers aged 15-29 years represented 30.1% of vehicle controller casualties – despite being approximately 19.2% of licence holders. Similarly, though learner and provisional drivers were not involved in a fatal crash in 2022, provisional drivers (6% of licence holders) represented 10.4% of injury crashes.
- The proportion of older licence holders (65 years and older) has increased again in 2022 to 17.1% of all licence holders in the ACT, while older driver involvement in crashes remains low at 11.3% of all casualty crashes. There were 52 recorded casualties where the vehicle controller was 65 years or older (down from 62 in 2021).
- Vehicle controllers aged 75 years or older were involved in approximately 5.73% of all casualty crashes (up from 4.85% in 2021). This age group is only 6.75% of ACT licence holders.
- The most frequent crash-type was the 'rear end collision', which accounted for 44% of all crashes. In terms of crash outcome, the 'right-angle collision' type was the most severe, accounting for around 22% of all casualties despite making up only 14% of all crashes.

Percentages included in this report

Some percentages included in this report have been rounded to two decimal places and may not add up to 100 as a result.

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.

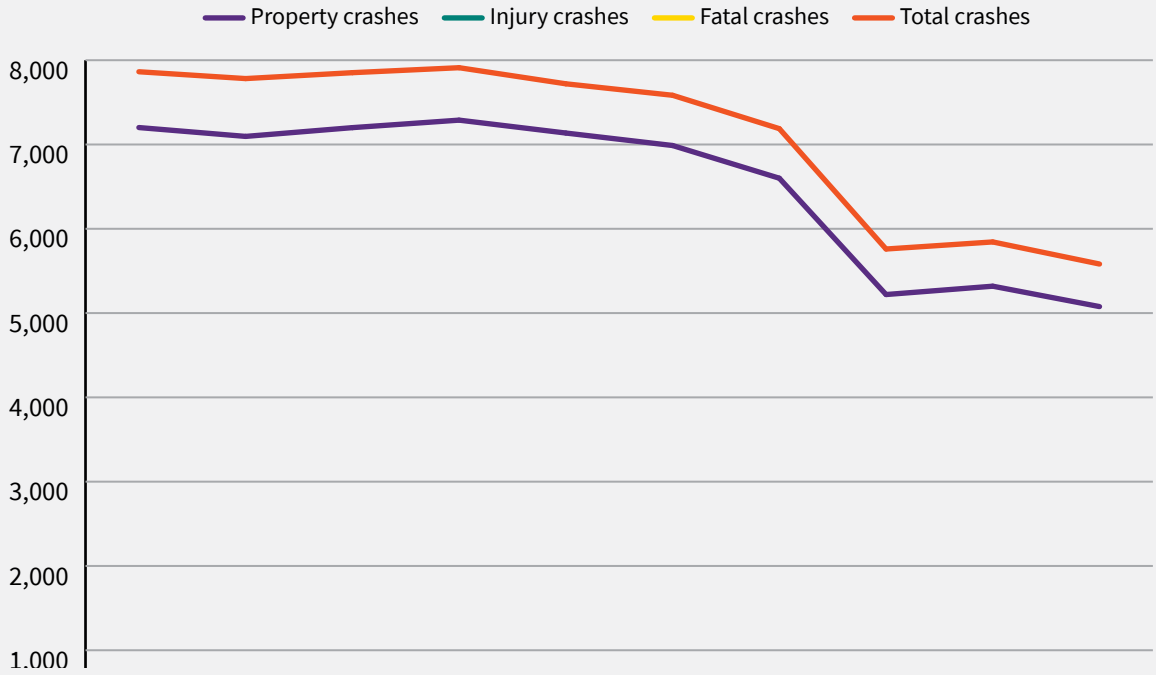
TRAFFIC CRASHES & CASUALTY TRENDS

Crash trends in the ACT

The total number of reported crashes on ACT roads fell in 2022. This is the lowest in over 10 years.

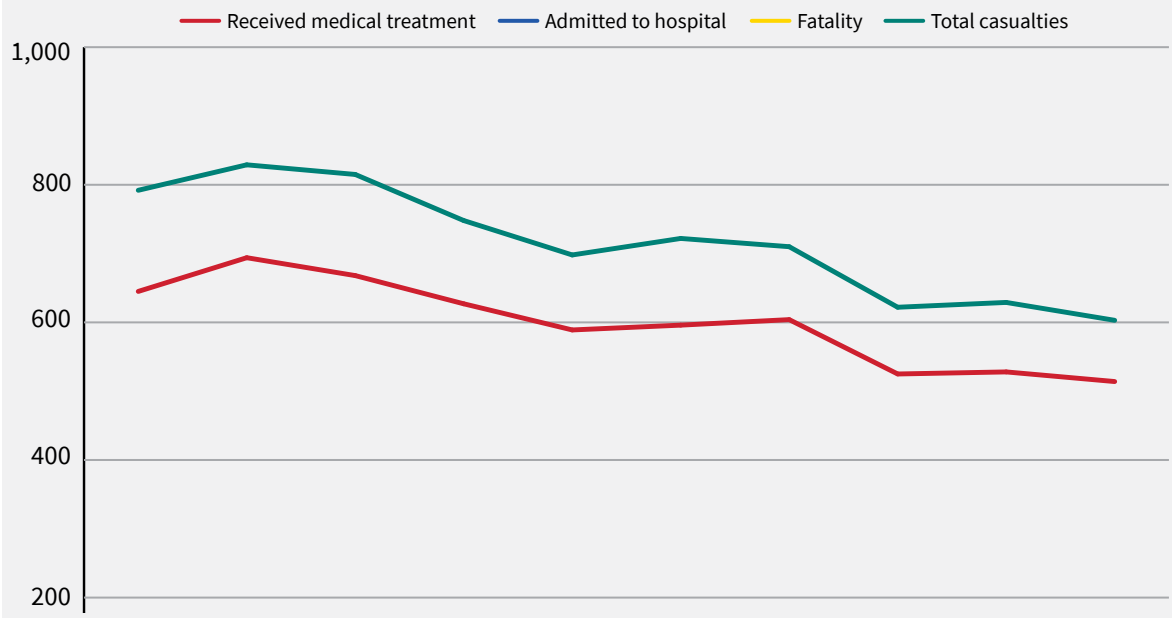
This downward trend is reflected in both injury and property damage crashes, but fatalities were the highest recorded in the past 10 years (18 deaths from 15 crashes).

Figure 1.1: ACT "On Road" crashes trends 2013 – 2022



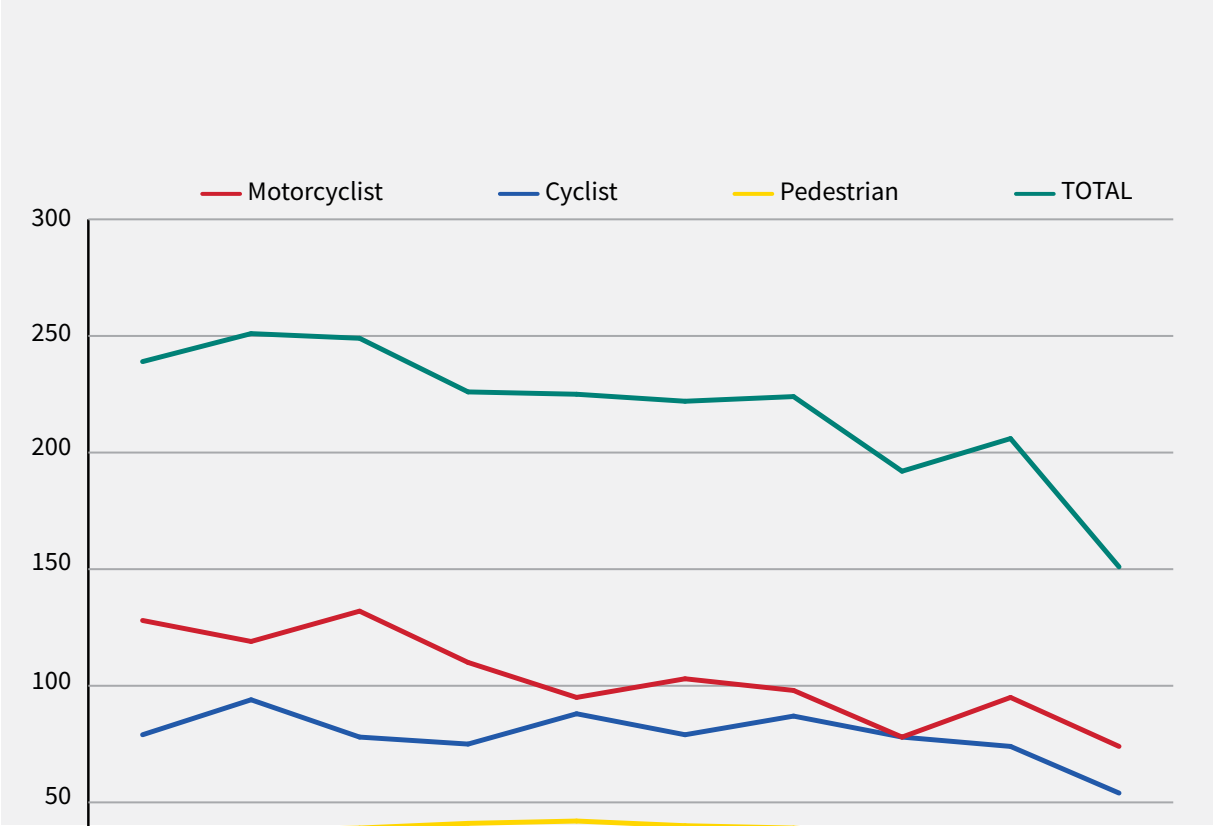
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Property crashes	7201	7096	7200	7289	7136	6988	6600	5220	5319	5077
Injury crashes	655	676	638	611	579	587	582	534	514	490
Fatal crashes	7	10	14	11	5	9	6	6	11	15
Total crashes	7863	7782	7852	7911	7720	7584	7188	5760	5844	5582

Figure 1.2: Trends in ACT casualties 2013 – 2022



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Received medical treatment	645	694	668	627	589	596	604	525	528	514
Admitted to hospital	140	125	132	110	104	117	100	90	90	71
Fatality	7	10	15	11	5	9	6	7	11	18
Total casualties	792	829	815	748	698	722	710	622	629	603

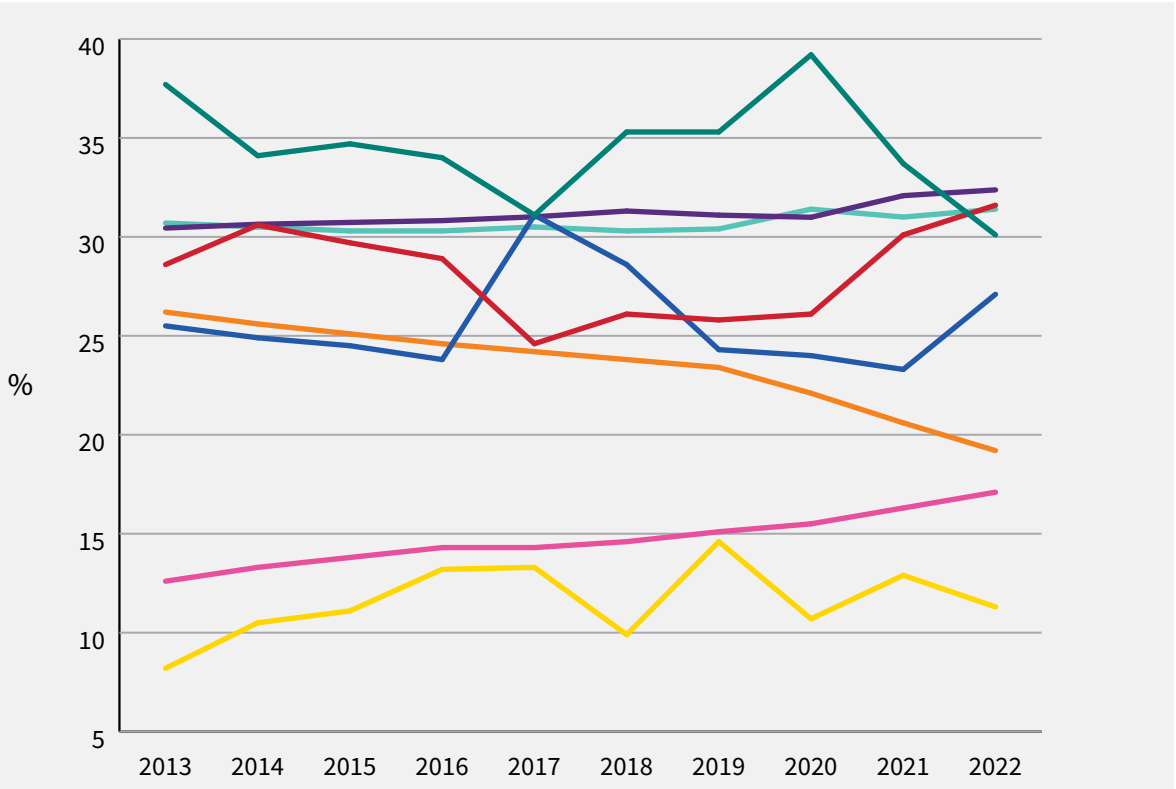
Figure 1.3: Vulnerable road user casualties 2013 – 2022



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Motorcyclist	128	119	132	110	95	103	98	78	95	74
Cyclist	79	94	78	75	88	79	87	78	74	54
Pedestrian	32	38	39	41	42	40	39	36	37	23
Total	239	251	249	226	225	222	224	192	206	151

Motorcycle, cyclist and pedestrian crash numbers all fell to the lowest number in the past 10 years.

Figure 1.4: Percentage of vehicle controller casualties and ACT licence holders by age 2013 – 2022



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
% of vehicle controller casualties aged 15-29	37.7	34.1	34.7	34	31.1	35.3	35.3	39.2	33.7	30.1
% of vehicle controller casualties aged 30 - 44	28.6	30.6	29.7	28.9	24.6	26.1	25.8	26.1	30.1	31.6
% of vehicle controller casualties aged 45 - 64	25.5	24.9	24.5	23.8	31.1	28.6	24.3	24	23.3	27.1
% of vehicle controller casualties aged 65+	8.2	10.5	11.1	13.2	13.3	9.9	14.6	10.7	12.9	11.3
% of ACT licence holders aged 15-29	26.2	25.6	25.1	24.6	24.2	23.8	23.4	22.1	20.6	19.2
% of ACT licence holders aged 30 - 44	30.4	30.6	30.7	30.8	31	31.3	31.1	31	32.1	32.4
% of ACT licence holders aged 45 - 64	30.7	30.5	30.3	30.3	30.5	30.3	30.4	31.4	31	31.4
% of ACT licence holders aged 65+	12.6	13.3	13.8	14.3	14.3	14.6	15.1	15.5	16.3	17.1

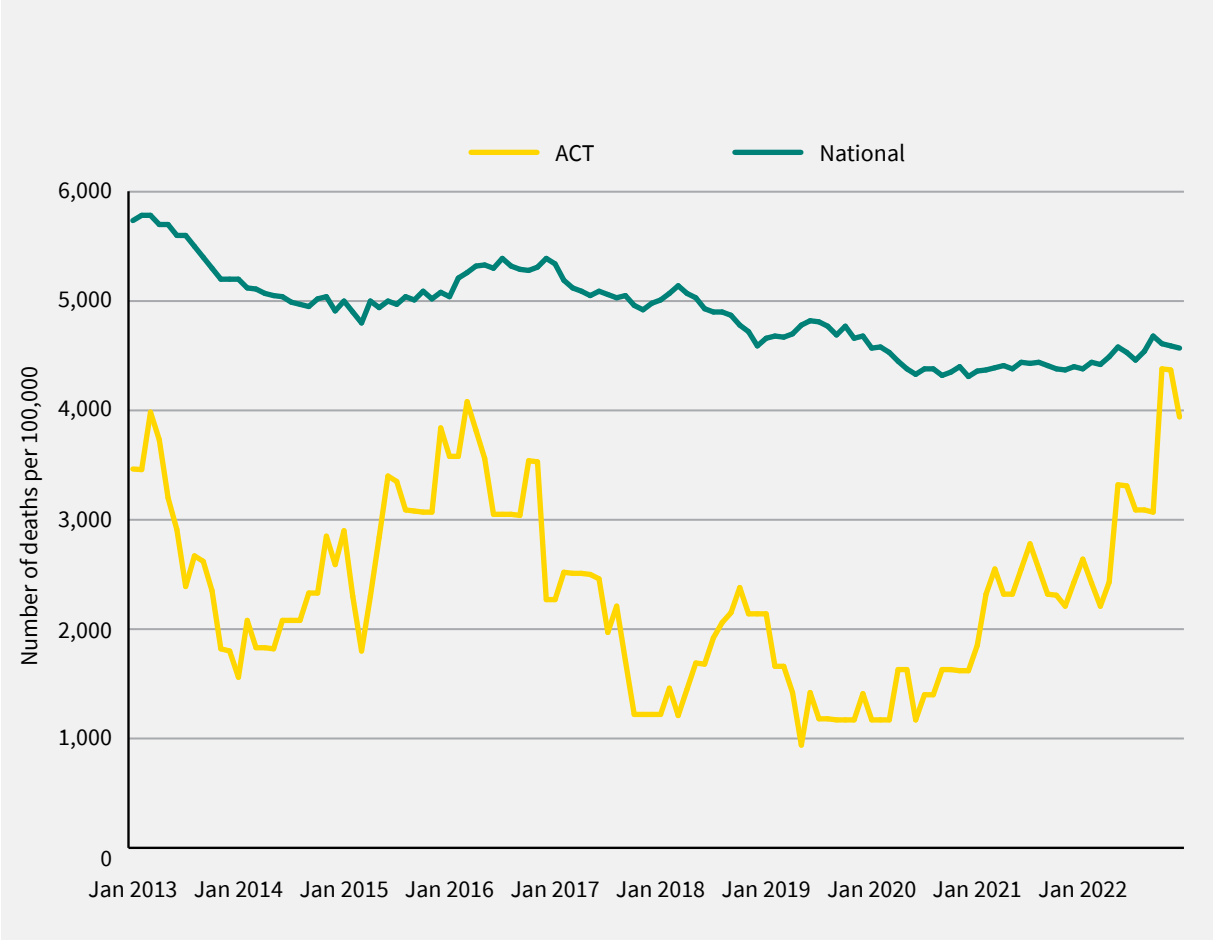
Licence numbers have fallen in the 15-29 age bracket every year for the past 12 years and crash numbers also trended down. The table shows that although casualty crash involvement of younger drivers in the ACT (aged 15-29 years) has reduced since 2020 (at 39.2%), they remain the only age group that is disproportionately represented in casualty crashes in 2022 at 30.1% despite accounting for only 19.2% of licence holders. The improved ACT graduated licensing scheme that commenced in January 2020, which was designed to reduce the risk for new and young drivers, may account for some of these changes.

The highest proportion of licence holders were aged 30-44 (32.4% of licences) and were also the vehicle controller in the highest proportion of casualty crashes (31.6% in 2022).

Licence numbers in the 65+ age group continue to increase from 11.4% of all licence holders in 2011 to the highest rate in 10 years, at 17.1% in 2022. The crash rate in this age group has reduced most recently to 11.3% in 2022 (from 12.9% in 2021). The ACT Government will continue to deliver counter measures addressing issues relating to older drivers.

Rates of deaths

Figure 1.5: Rates of deaths per 100,000 population 2013 – 2022



An indicator of the effectiveness of enforcement, regulation and education 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 2022, the ACT continued to maintain a lower number of road fatalities per capita than the national average despite a significant rise in the number of fatalities recorded. In 2022, the ACT recorded 3.94 fatalities per 100,000 population compared with 4.57 road fatalities per 100,000 people nationally.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TRAFFIC CRASHES IN 2022

Table 2.1: Total crashes by severity and crash type

Crash type	Property damage only	Injury	Fatal	Total	% of total crashes
Right turn into oncoming vehicle	179	45	0	**224**	4.01%
Right angle collision	712	112	0	**824**	14.76%
Acute angle-same direction	567	28	0	**595**	10.66%
Acute angle-opposite direction	27	4	0	**31**	0.56%
Head on collision	17	8	3	**28**	0.50%
Rear end collision	2369	95	1	**2465**	44.16%
Collision with parked vehicle	291	11	0	**302**	5.41%
Collision with one vehicle reversing	163	1	0	**164**	2.94%
Other vehicle to vehicle collision	314	33	1	**348**	6.23%
Struck pedestrian (on road)	12	17	1	**30**	0.54%
Struck animal (not ridden on road)	79	2	0	**81**	1.45%
Struck object (on road)	18	5	0	**23**	0.41%
Overturned (on road)	19	28	0	**47**	0.84%
Fall from moving vehicle (on road)	0	0	1	**1**	0.02%
Other single vehicle collision (on road)	28	1	0	**29**	0.52%
Struck pedestrian (on footpath etc)	0	5	0	**5**	0.09%
Struck vehicle (off road)	6	2	0	**8**	0.14%
Struck object (off road)	266	81	7	**354**	6.34%
Overturned (off road)	6	7	0	**13**	0.23%
No object struck (off road)	4	5	0	**9**	0.16%
Other single vehicle collision (off road)	0	0	1	**1**	0.02%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

The most frequent crash type in the ACT is “rear end collision” representing around 44% of all crashes, followed by the “right angle collision” type (14%).

Table 2.2: Total crashes by severity and fixed object struck

Type of Object	Property damage only	Injury	Fatal	Total	% of total crashes
Light or telephone pole	78	21	1	**100**	21.88%
Sign or signal pole	51	18	1	**70**	15.32%
Tree	62	34	5	**101**	22.10%
Building or structure	11	4	1	**16**	3.50%
Kerb or guard rail	93	21	1	**115**	25.16%
Guidepost	5	1	0	**6**	1.13%
Other	43	6	0	**49**	10.72%
Total	**343**	**105**	**9**	**457**	**100.00%**

Table 2.3: Total crashes by severity and month

Month	Property damage only	Injury	Fatal	Total	% of total crashes
January 2022	299	28	2	**329**	5.89%
February 2022	367	41	1	**409**	7.33%
March 2022	392	33	0	**425**	7.61%
April 2022	388	40	2	**430**	7.70%
May 2022	499	43	4	**546**	9.78%
June 2022	500	51	1	**552**	9.89%
July 2022	391	32	0	**423**	7.58%
August 2022	531	33	1	**565**	10.12%
September 2022	433	49	1	**483**	8.65%
October 2022	400	47	3	**450**	8.06%
November 2022	477	37	0	**514**	9.21%
December 2022	400	56	0	**456**	8.17%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Figure 2.3: Total crashes by month

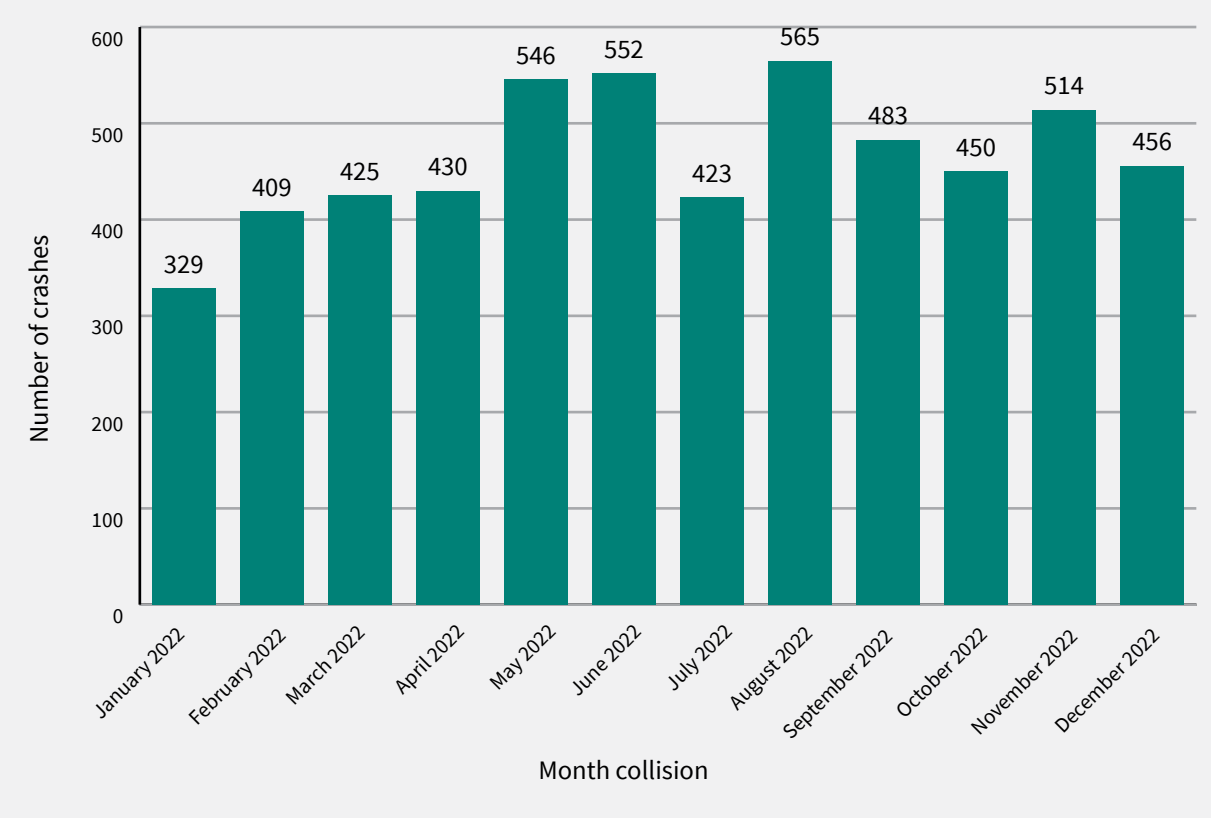
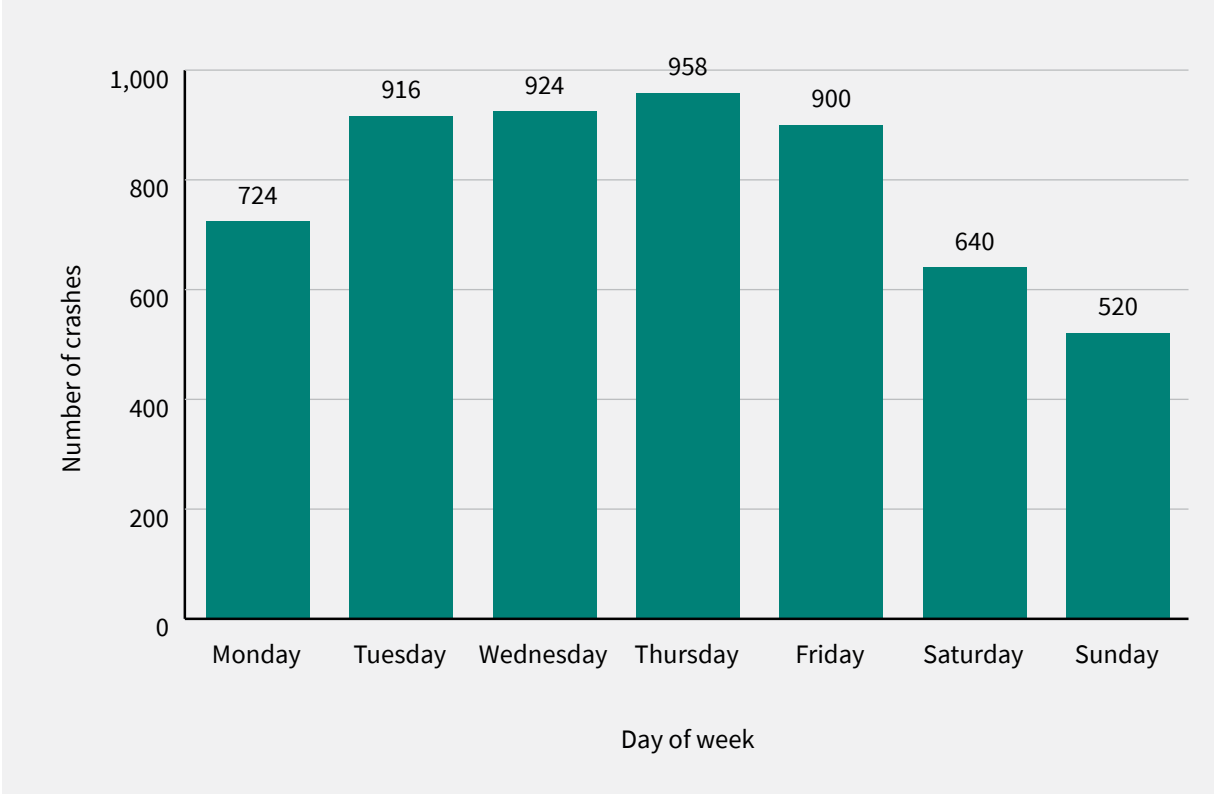


Table 2.4: Total crashes by severity and day of week

Day of week	Property damage only	Injury	Fatal	Total	% of total crashes
Monday	658	64	2	**724**	12.97%
Tuesday	832	84	0	**916**	16.41%
Wednesday	855	68	1	**924**	16.55%
Thursday	873	84	1	**958**	17.16%
Friday	810	88	2	**900**	16.12%
Saturday	587	48	5	**640**	11.47%
Sunday	462	54	4	**520**	9.32%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Figure 2.4: Crashes by day of week



The spread of crashes in 2022 is consistent with previous years in that there are a higher number of crashes on weekdays than weekends. This is likely the result of peak commuter traffic. However, 9 of the 15 fatal crashes occurred on a weekend.

Table 2.5: Total crashes by severity and time of day

Time of crash	Property damage only	Injury	Fatal	Total	% of total crashes
00:00 – 00:59	25	7	0	**32**	0.57%
01:00 – 01:59	23	9	0	**32**	0.57%
02:00 – 02:59	24	2	0	**26**	0.47%
03:00 – 03:59	17	2	0	**19**	0.34%
04:00 – 04:59	12	1	2	**15**	0.27%
05:00 – 05:59	25	7	0	**32**	0.57%
06:00 – 06:59	103	9	0	**112**	2.01%
07:00 – 07:59	249	22	0	**271**	4.85%
08:00 – 08:59	548	50	0	**598**	10.71%
09:00 – 09:59	299	28	0	**327**	5.86%
10:00 – 10:59	229	23	1	**253**	4.53%
11:00 – 11:59	253	24	0	**277**	4.96%
12:00 – 12:59	291	28	0	**319**	5.71%
13:00 – 13:59	311	17	1	**329**	5.89%
14:00 – 14:59	323	40	1	**364**	6.52%
15:00 – 15:59	471	38	1	**510**	9.14%
16:00 – 16:59	481	37	0	**518**	9.28%
17:00 – 17:59	578	51	2	**631**	11.30%
18:00 – 18:59	320	25	0	**345**	6.18%
19:00 – 19:59	159	16	0	**175**	3.14%
20:00 – 20:59	122	14	1	**137**	2.45%
21:00 – 21:59	88	21	2	**111**	1.99%
22:00 – 22:59	85	16	2	**103**	1.85%
23:00 – 23:59	41	3	2	**46**	0.82%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

While the most crashes overall occurred at peak commute times, 9 of the 15 fatal crashes happened at night, between 8pm and 5am.

Figure 2.5: Total crashes by time of day

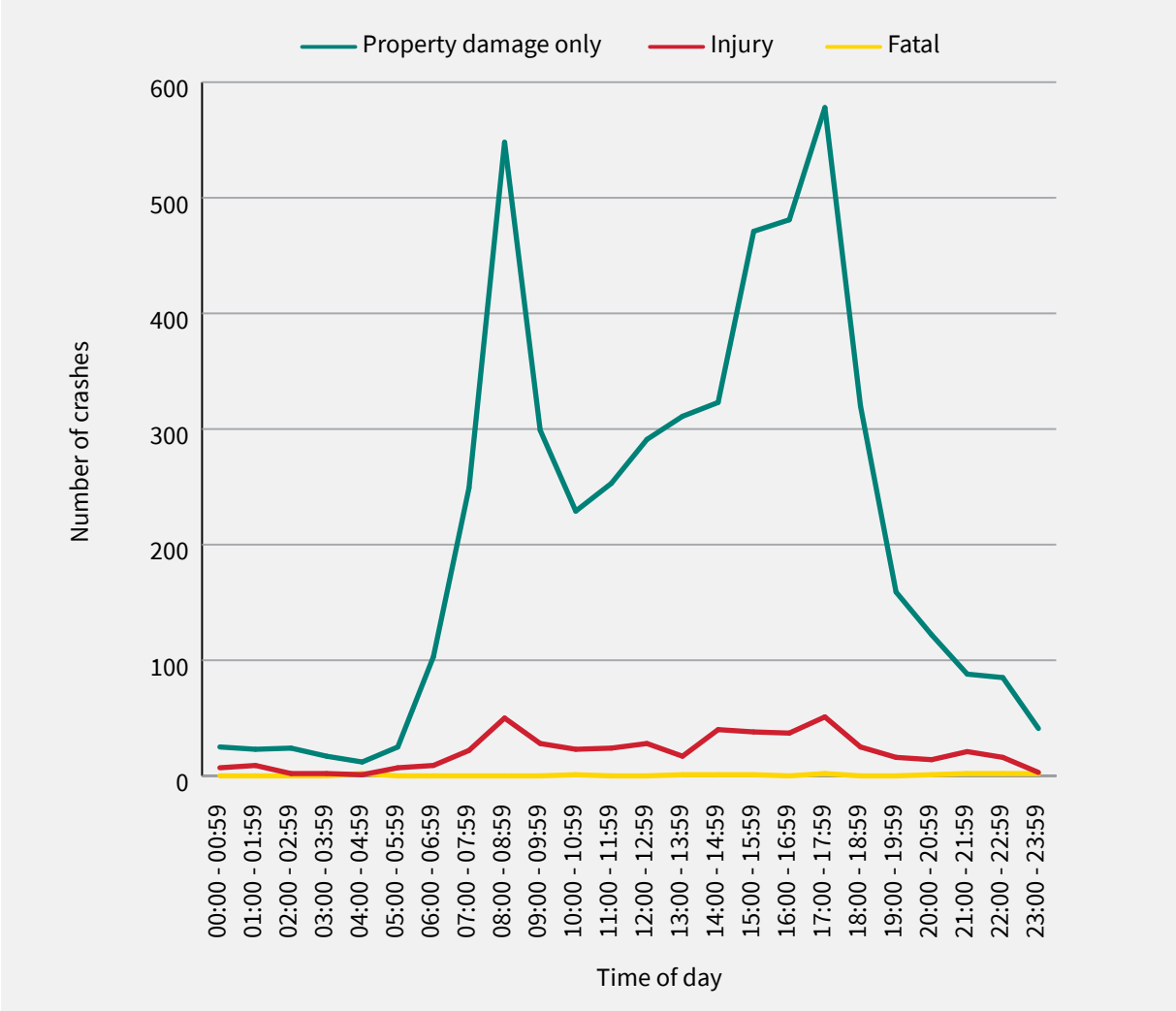
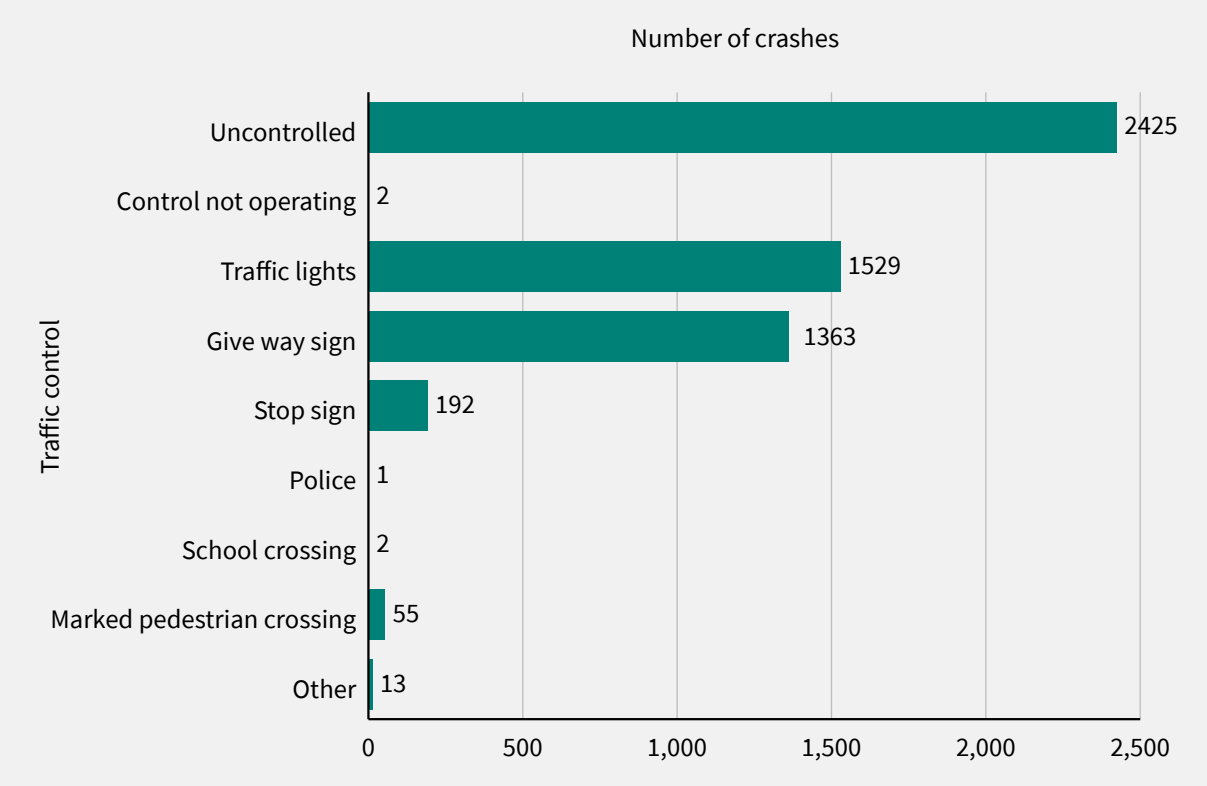


Table 2.6: Total crashes by severity and traffic control type

Traffic control	Property damage only	Injury	Fatal	Total	% of total crashes
Uncontrolled	2164	248	13	**2425**	43.44%
Control not operating	2	0	0	**2**	0.04%
Traffic lights	1425	103	1	**1529**	27.39%
Give way sign	1258	104	1	**1363**	24.42%
Stop sign	175	17	0	**192**	3.44%
Police	1	0	0	**1**	0.02%
School crossing	1	1	0	**2**	0.04%
Marked pedestrian crossing	40	15	0	**55**	0.99%
Other	11	2	0	**13**	0.23%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Figure 2.6: Total crashes by traffic control type



An uncontrolled intersection is a road intersection with no traffic light or road sign to indicate the right of way.

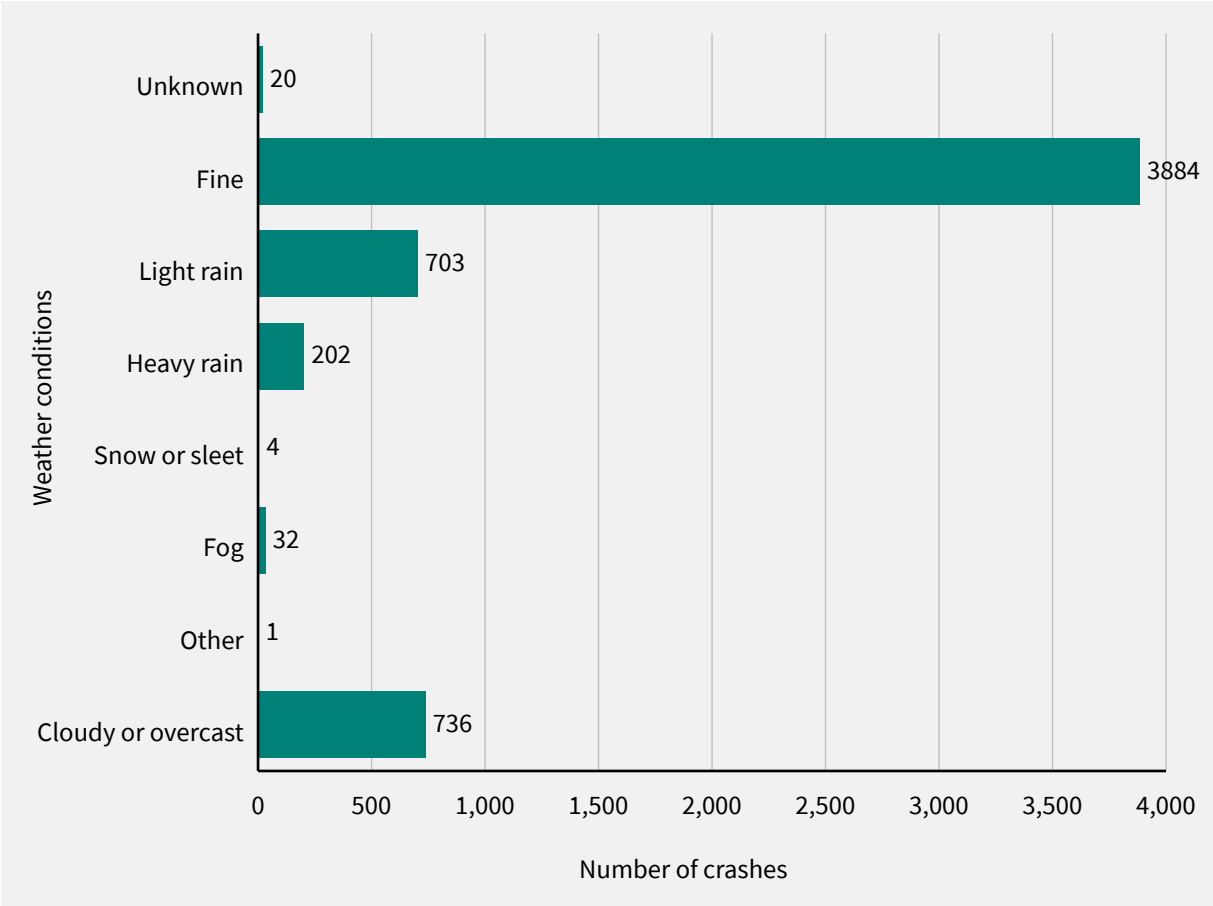
Table 2.7: Total crashes by severity and road location

Location type	Property damage only	Injury	Fatal	Total	% of total crashes
Intersection type					
Cross intersection	1281	111	1	**1393**	24.96%
Multiple intersection	50	3	0	**53**	0.95%
Other	10	3	0	**13**	0.23%
Roundabout	662	33	1	**696**	12.47%
T intersection	988	108	1	**1097**	19.65%
Y intersection	41	0	0	**41**	0.73%
Subtotal	**3032**	**258**	**3**	**3293**	**58.99%**
Mid-Block type					
Median opening	450	116	5	**571**	10.23%
Not median opening	1591	107	6	**1704**	30.53%
Other	4	9	1	**14**	0.25%
Subtotal	**2045**	**232**	**12**	**2289**	**41.01%**
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Table 2.8: Total crashes by severity and weather conditions

Weather conditions	Property damage only	Injury	Fatal	Total	% of total crashes
Unknown	20	0	0	**20**	0.36%
Fine	3498	377	9	**3884**	69.58%
Light rain	651	50	2	**703**	12.59%
Heavy rain	183	17	2	**202**	3.62%
Snow or sleet	4	0	0	**4**	0.07%
Fog	27	3	2	**32**	0.57%
Other	1	0	0	**1**	0.02%
Cloudy or overcast	693	43	0	**736**	13.19%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Figure 2.8: Total crashes by weather conditions

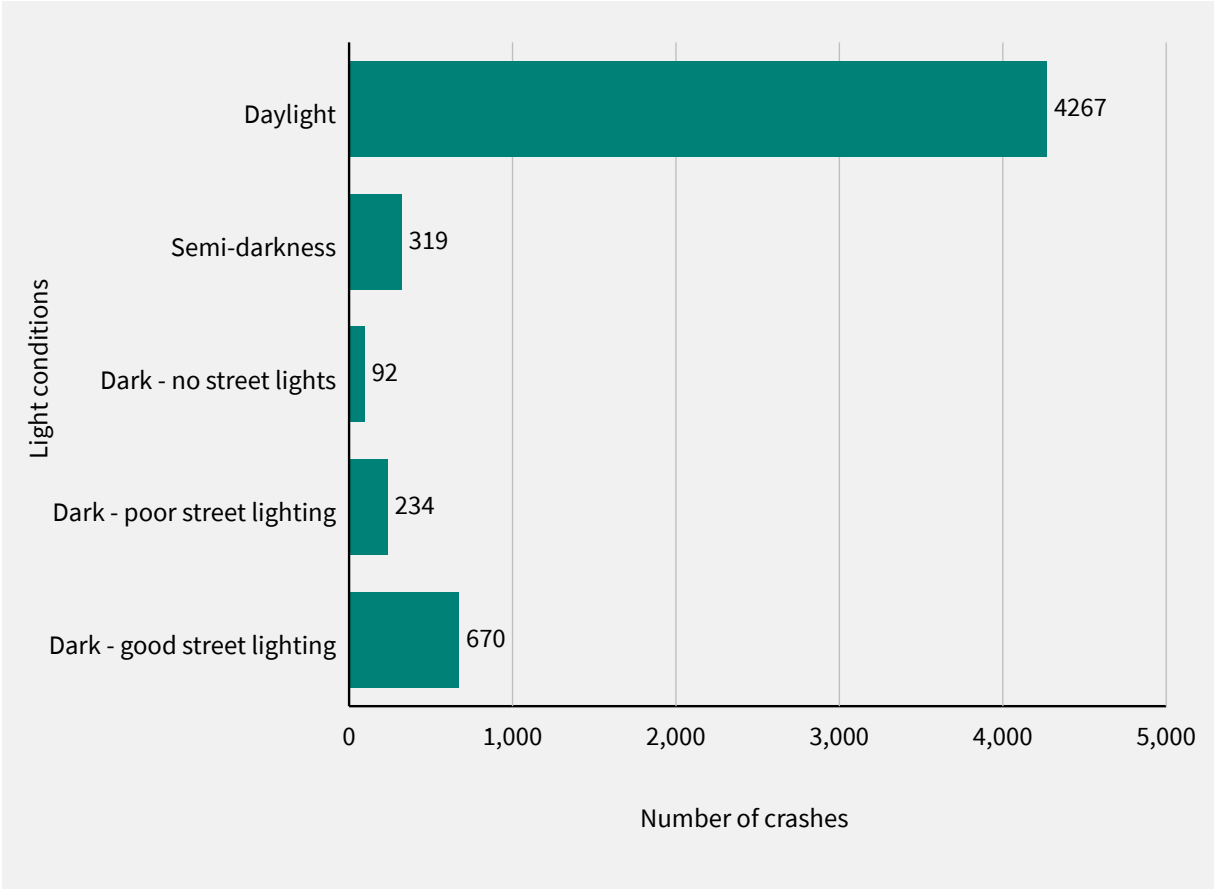


The higher number of crashes in fine weather conditions is not indicative of actual crash risk. Rather, what these statistics demonstrate is that the ACT's weather is predominately dry with fewer days of inclement weather. The proportion of crashes in cloudy and overcast conditions increased again in 2022 to 13.19% of all crashes, up from 1.47% in 2019, 2.14% in 2020 and 9.05% in 2021).

Table 2.9: Total crashes by severity and light conditions

Light conditions	Property damage only	Injury	Fatal	Total	% of total crashes
Daylight	3895	367	5	**4267**	76.44%
Semi-darkness	303	15	1	**319**	5.71%
Dark - no street lights	78	10	4	**92**	1.65%
Dark - poor street lighting	210	23	1	**234**	4.19%
Dark - good street lighting	591	75	4	**670**	12.00%
Total	**5077**	**490**	**15**	**5582**	**100.00%**

Figure 2.9: Total crashes by light conditions



CASUALTIES IN 2022

Table 3.1: Total casualties by casualty class and crash type

Total crashes	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Vehicle to vehicle collision	374	41	7	**422**	69.98%
Single vehicle crash on road	44	13	2	**59**	9.78%
Single vehicle crash off road	96	17	9	**122**	20.23%
Total	**514**	**71**	**18**	**603**	**100.00%**

Table 3.1a: Total casualties by casualty class and crash type in vehicle-to-vehicle collision

Vehicle to vehicle collision	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Right turn into oncoming vehicle	57	5	0	**62**	10.28%
Right angle collision	125	12	0	**137**	22.72%
Acute angle-same direction	23	5	0	**28**	4.64%
Acute angle-opposite direction	5	0	0	**5**	0.83%
Head on collision	12	4	5	**21**	3.48%
Rear end collision	114	8	1	**123**	20.40%
Collision with parked vehicle	11	0	0	**11**	1.82%
Collision with one vehicle reversing	1	0	0	**1**	0.17%
Other collision	26	7	1	**34**	5.64%
Total	**374**	**41**	**7**	**422**	**69.98%**

"Right-angle" type crashes continue to result in the most severe casualty outcomes, representing around 23% of all casualty crashes for 2022. This could be due to the speed at which these crashes are occurring, or the relatively low level of protection provided by vehicles in side impact crashes. Rear end collisions accounted for over 20% of casualties in 2022, including one fatality.

Figure 3.1a: Number of casualties in vehicle-to-vehicle crashes

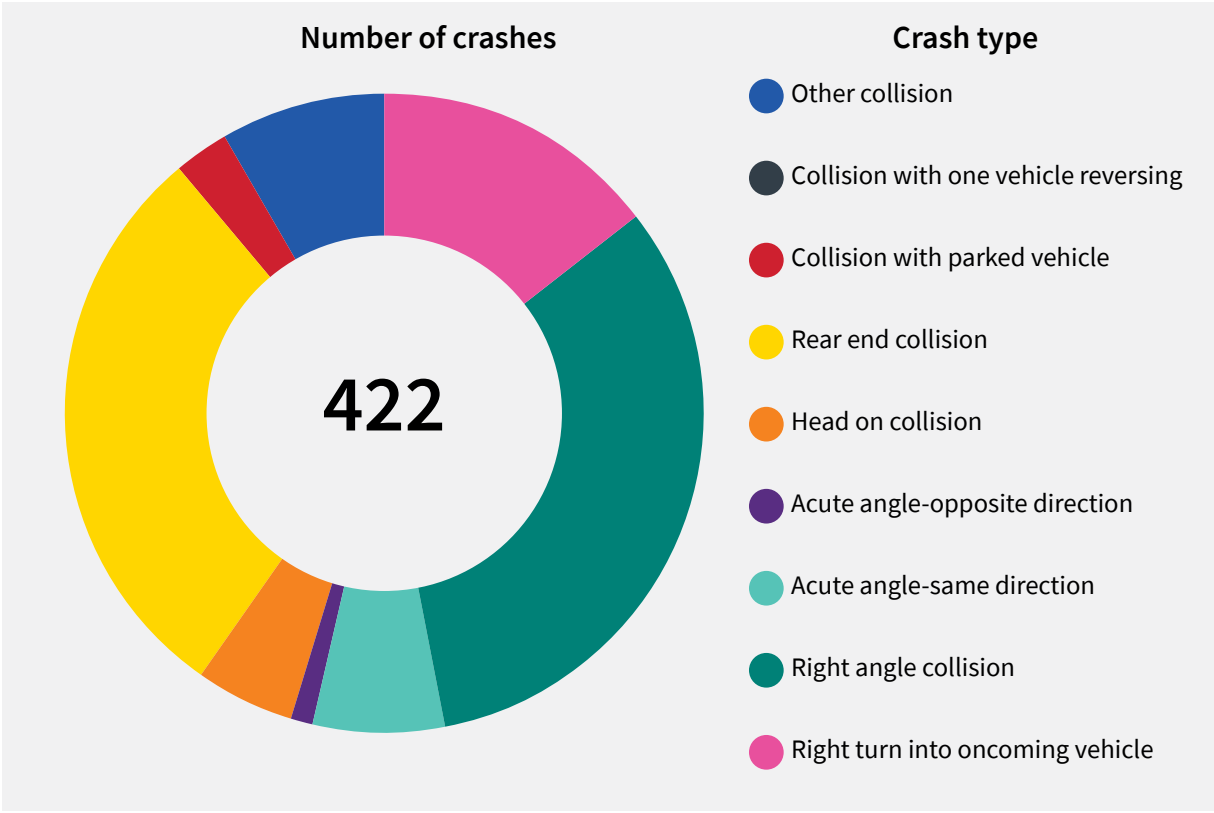


Table 3.1b: Total casualties by casualty class and crash type in single vehicle crash on road

Single vehicle crash on road	Received medical treatment	Admitted to hospital	Fatality	Total	% of total crashes
Struck pedestrian	13	5	1	**19**	3.15%
Struck animal	2	0	0	**2**	0.33%
Struck object	4	1	0	**5**	0.83%
Overturned	24	7	0	**31**	5.14%
Fall from moving vehicle	0	0	1	**1**	0.17%
Other - single vehicle	1	0	0	**1**	0.17%
Total	**44**	**13**	**2**	**59**	**9.78%**

Figure 3.1b: Total crashes by traffic control type

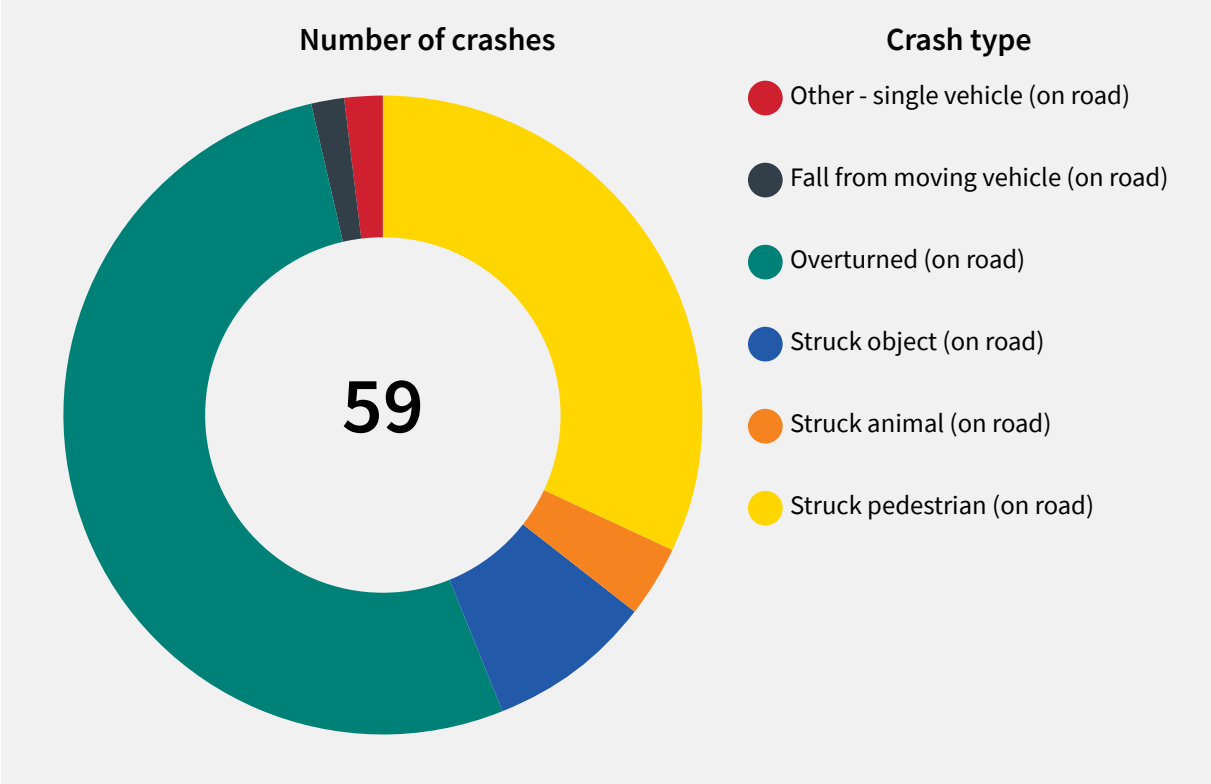


Table 3.1c: Total casualties by casualty class and crash type in single vehicle crash off road

Single vehicle crash off road	Received medical treatment	Admitted to hospital	Fatality	Total	% of total crashes
Struck pedestrian	4	2	0	**6**	1.00%
Struck vehicle	2	0	0	**2**	0.33%
Struck object	77	13	8	**98**	16.25%
Overturned	9	1	0	**10**	1.66%
No object struck	4	1	0	**5**	0.83%
Other collision	0	0	1	**1**	0.17%
Total	**96**	**17**	**9**	**122**	**20.23%**

Figure 3.1c: Number of casualties in single vehicle crash off carriageway.

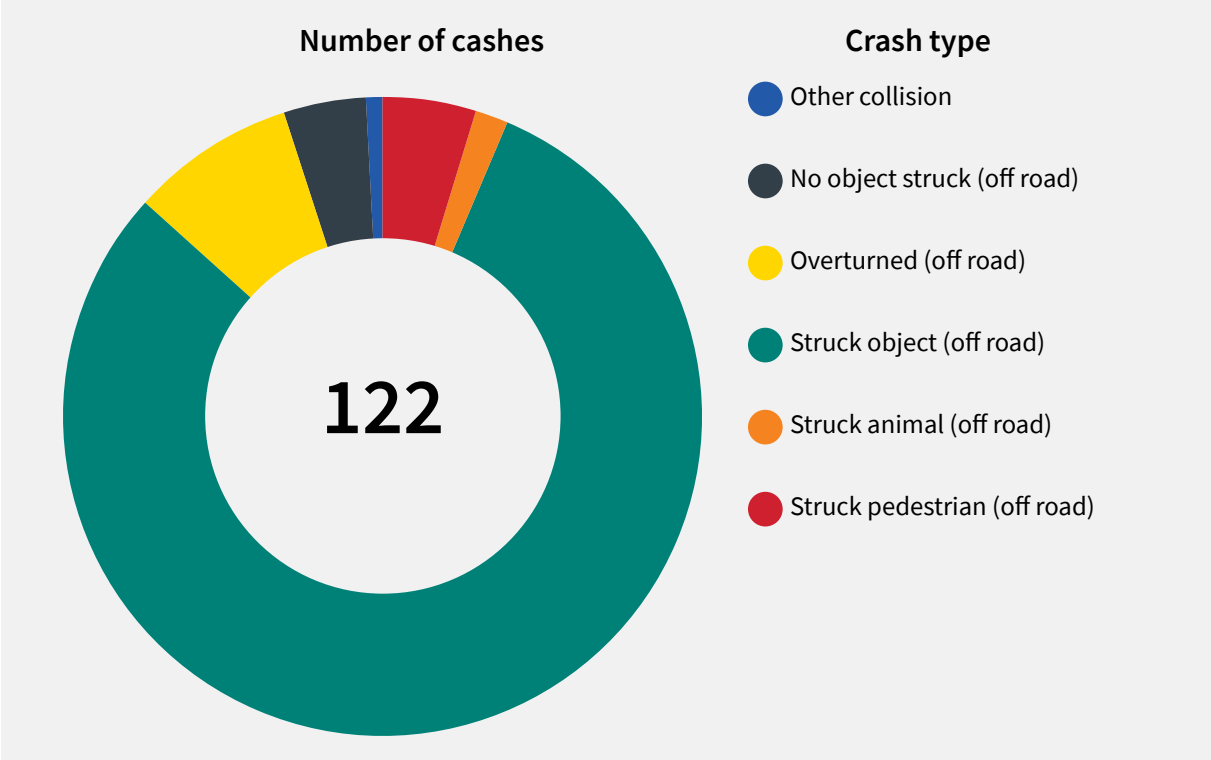


Table 3.2: Total casualties by casualty class and position in vehicle

Position	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Unknown	1	0	0	**1**	0.17%
Front left passenger	53	5	3	**61**	10.12%
Rear right passenger	8	1	2	**11**	1.82%
Rear left passenger	10	0	1	**11**	1.82%
Rear centre passenger	1	1	0	**2**	0.33%
Rear bus passenger	2	0	0	**2**	0.33%
Other	14	5	2	**21**	3.48%
Motorcycle	54	19	1	**74**	12.27%
Driver	315	21	7	**343**	56.88%
Pedal cyclist	41	12	1	**54**	8.96%
Pedestrian	15	7	1	**23**	3.81%
Total	**514**	**71**	**18**	**603**	**100.00%**

Table 3.3: Total casualties by casualty class and traffic control

Traffic control	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Marked pedestrian crossing	12	3	0	**15**	2.49%
School crossing	1	0	0	**1**	0.17%
Stop sign	19	2	0	**21**	3.48%
Traffic lights	113	16	1	**130**	21.56%
Uncontrolled	253	39	16	**308**	51.08%
Other	2	0	0	**2**	0.33%
Give way sign	114	11	1	**126**	20.90%
Total	**514**	**71**	**18**	**603**	**100.00%**

Figure 3.3: Total casualties by traffic control

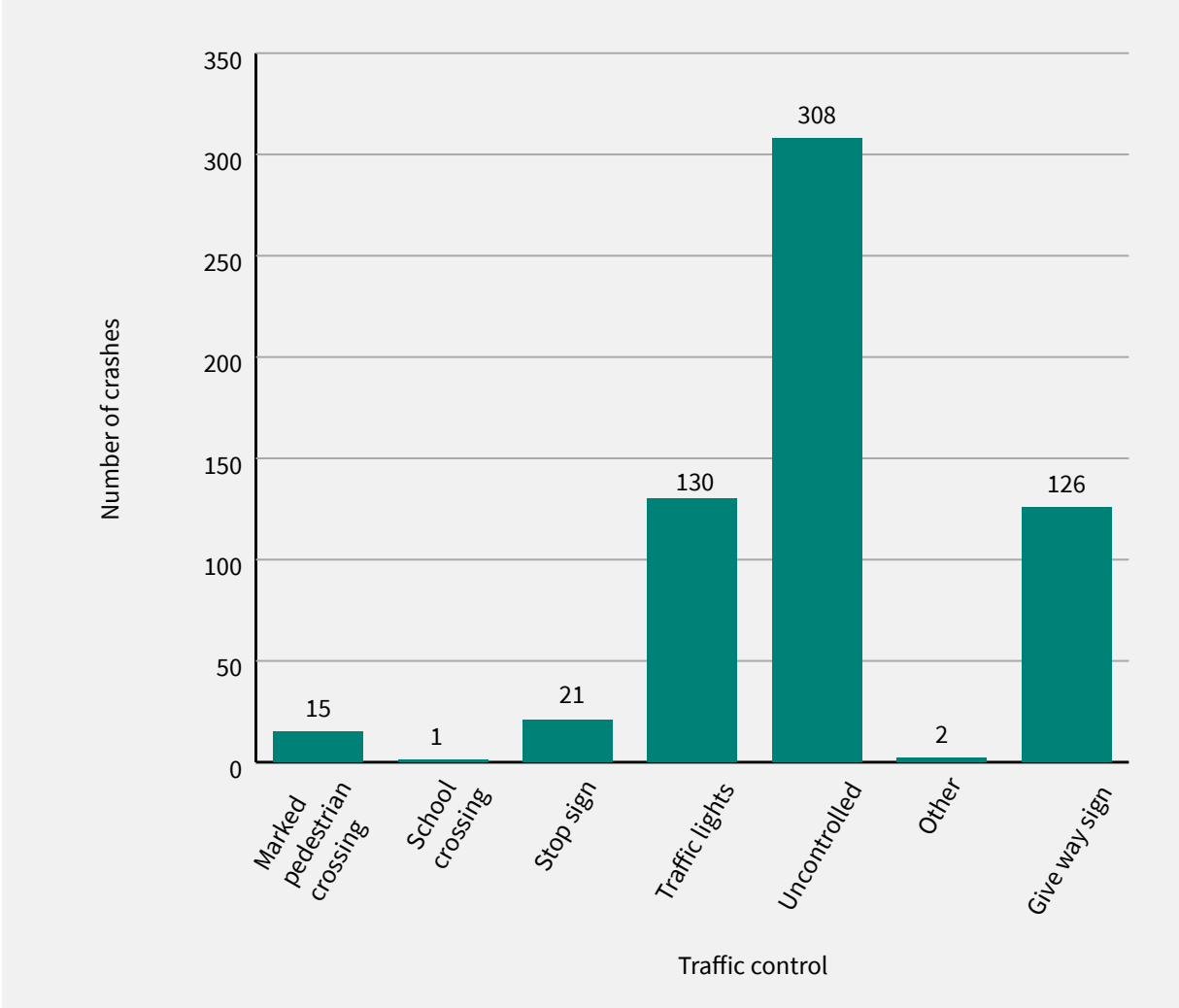


Table 3.4: Total casualties by casualty class and road location

Intersection type	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Cross intersection	128	15	1	**144**	23.88%
Multiple intersection	5	0	0	**5**	0.83%
Other	2	1	0	**3**	0.50%
Roundabout	34	4	1	**39**	6.47%
T intersection	115	13	1	**129**	21.39%
Subtotal	**284**	**33**	**3**	**320**	**53.07%**
Mid-Block type	**Received medical treatment**	**Admitted to hospital**	**Fatality**		
Median opening	115	22	6	**143**	23.71%
Not median opening	106	15	8	**129**	21.39%
other	9	1	1	**11**	1.82%
Subtotal	**230**	**38**	**15**	**283**	**46.93%**
Total	**514**	**71**	**18**	**603**	**100.00%**

Table 3.5: Total casualties by casualty class and safety device

Safety device	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Belt not worn	9	2	1	**12**	1.99%
Belt worn	267	22	11	**300**	49.75%
Crash helmet not worn	10	5	1	**16**	2.65%
Crash helmet worn	83	28	1	**112**	18.57%
Not applicable	38	11	2	**51**	8.46%
Other	0	0	1	**1**	0.17%
Unknown	107	3	1	**111**	18.41%
Total	**514**	**71**	**18**	**603**	**100.00%**

Table 3.6: Total casualties by casualty class and fixed object struck

Type of object	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Light or telephone pole	20	2	1	**23**	3.81%
Sign or signal pole	17	3	1	**21**	3.48%
Tree	40	7	6	**53**	8.79%
Building or structure	4	1	1	**6**	1.00%
Kerb or guard rail	18	4	1	**23**	3.81%
Guide post	1	0	0	**1**	0.17%
Other	8	1	0	**9**	1.49%
Not applicable	406	53	8	**467**	77.45%
Total	**514**	**71**	**18**	**603**	**100.00%**

Table 3.7: Total casualties by casualty class, gender and age

Injury type	Gender	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	Total
Received medical treatment	Female	7	21	29	19	22	18	19	18	17	15	15	7	7	11	6	8	**239**
	Male	10	31	34	25	31	22	28	18	18	14	8	6	5	7	9	9	**275**
	Subtotal	**17**	**52**	**63**	**44**	**53**	**40**	**47**	**36**	**35**	**29**	**23**	**13**	**12**	**18**	**15**	**17**	**514**
Admitted to hospital	Female	3	3	1	2	1	0	1	1	1	0	1	1	0	1	1	0	**17**
	Male	0	3	7	2	9	7	5	7	2	4	1	2	2	0	2	1	**54**
	Subtotal	**3**	**6**	**8**	**4**	**10**	**7**	**6**	**8**	**3**	**4**	**2**	**3**	**2**	**1**	**3**	**1**	**71**
Fatality	Female	0	3	1	0	0	0	1	1	1	0	0	0	0	0	0	0	**7**
	Male	0	0	4	1	1	0	2	0	1	0	1	0	1	0	0	0	**11**
	Subtotal	**0**	**3**	**5**	**1**	**1**	**0**	**3**	**1**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**18**
Total		**20**	**61**	**76**	**49**	**64**	**47**	**56**	**45**	**40**	**33**	**26**	**16**	**15**	**19**	**18**	**18**	**603**

Figure 3.7: Total casualties by age

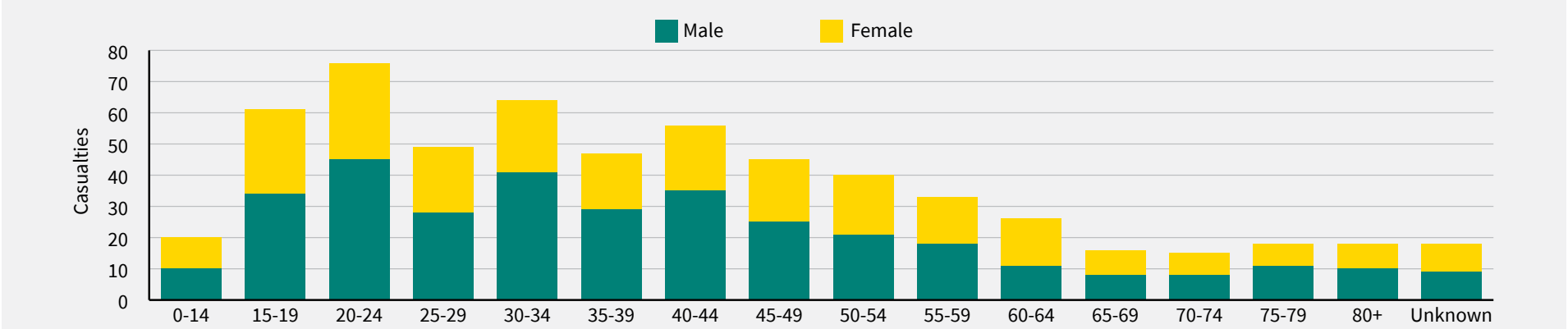


Table 3.8: Vehicle controller casualties by casualty class, gender and age

Injury type	Gender	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	Total
Received medical treatment	Female	1	12	19	18	18	16	18	16	16	12	13	5	6	7	3	2	**182**
	Male	3	25	25	22	27	20	26	17	16	13	8	5	5	7	7	2	**228**
	Subtotal	**4**	**37**	**44**	**40**	**45**	**36**	**44**	**33**	**32**	**25**	**21**	**10**	**11**	**14**	**10**	**4**	**410**
Admitted to hospital	Female	1	2	1	2	1	0	1	1	1	0	0	0	0	1	1	0	**12**
	Male	0	2	6	1	8	5	3	4	2	4	1	1	2	0	1	0	**40**
	Subtotal	**1**	**4**	**7**	**3**	**9**	**5**	**4**	**5**	**3**	**4**	**1**	**1**	**2**	**1**	**2**	**0**	**52**
Fatality	Female	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
	Male	0	0	3	0	1	0	2	0	1	0	0	0	1	0	0	0	**8**
	Subtotal	**0**	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**9**
Total		**5**	**41**	**55**	**43**	**55**	**41**	**50**	**38**	**36**	**29**	**22**	**11**	**14**	**15**	**12**	**4**	**471**

Figure 3.8: Vehicle controller casualties and licence holders by age

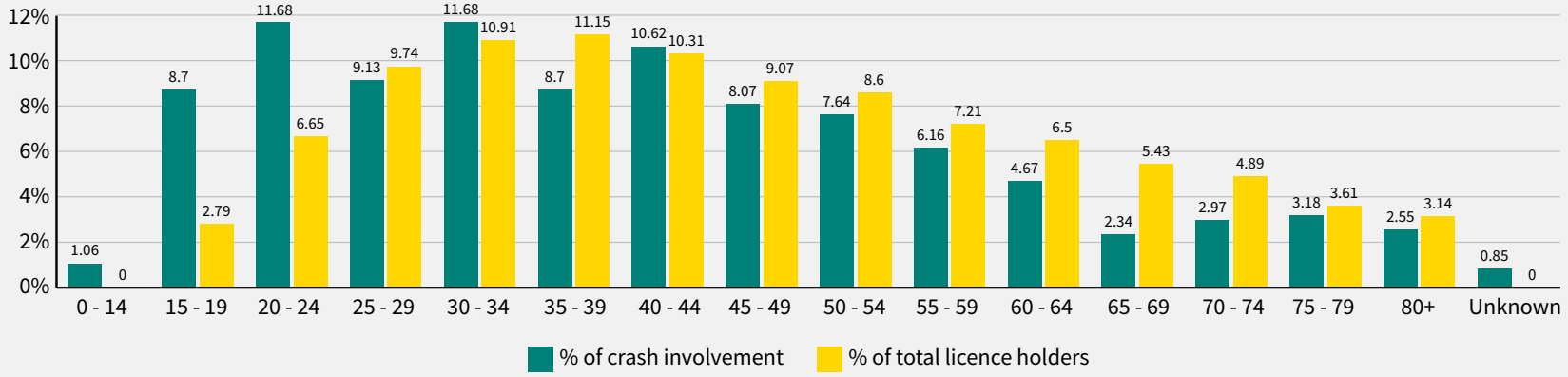


Table 3.8 shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females. The green columns in the graph above represent vehicle controllers involved in casualty crashes by age groups; the yellow columns are the percentage of total licence holders for each respective age group. The age group is over-represented in crashes if the green column is larger than the yellow column (i.e. the crash involvement is disproportionate to the percentage of licence holders). Young drivers (up to 24 years) and those 30-34 years and 40-44 years are over-represented.

Table 3.9: Pedestrian casualties by casualty class, gender and age

Injury type	Gender	0–14	15–19	20–24	25–29	35–39	45–49	50–54	55–59	60–64	65–69	70–74	75–79	80+	Total
Received medical treatment	Female	2	1	0	1	1	0	0	1	0	2	1	2	1	**12**
	Male	1	0	0	0	0	0	2	0	0	0	0	0	0	**3**
	Subtotal	**3**	**1**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**2**	**1**	**2**	**1**	**15**
Admitted to hospital	Female	0	0	0	0	0	0	0	0	1	1	0	0	0	**2**
	Male	0	1	1	1	0	1	0	0	0	1	0	0	0	**5**
	Subtotal	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**7**
Fatality	Male	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
	Subtotal	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Total		**3**	**2**	**1**	**3**	**1**	**1**	**2**	**1**	**1**	**4**	**1**	**2**	**1**	**23**

Figure 3.9: Pedestrian casualties by gender

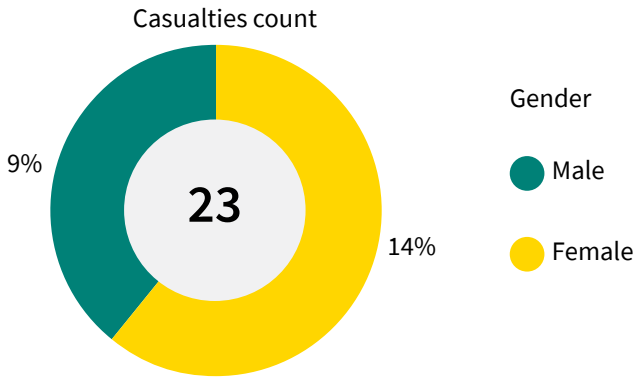
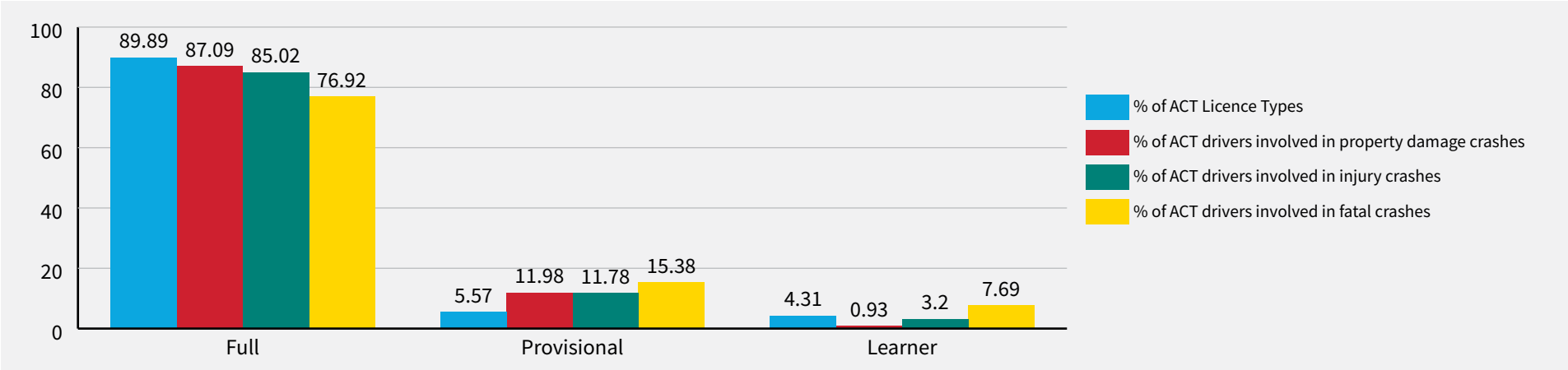


Table 3.10: ACT drivers involved in crashes by licence type and severity

Licence type	Fatality	Injury	Property damage	Subtotal	% of ACT Licence types*	% of ACT drivers involved in property damage crashes	% of ACT drivers involved in injury crashes	% of ACT drivers involved in fatal crashes
Full	10	505	5915	6430	89.89%	87.09%	85.02%	76.92%
Provisional	2	70	814	886	5.57%	11.98%	11.78%	15.38%
Learner	1	19	63	83	4.31%	0.93%	3.20%	7.69%
Total	**13**	**594**	**6792**	**7399**				

Figure 3.10: Representation of ACT drivers involved in all crash types



The blue columns in the table above represent the percentage of full, provisional and learner licences held in the ACT in 2022. The other columns represent the percentage of ACT drivers involved in property damage only crashes, injury crashes or fatal crashes by licence type. The licence type is over-represented in crashes if the blue column is less than the crash type column.

ACT provisional drivers continue to be disproportionately represented in property damage and injury crashes in 2022.

VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2022[1]

Table 4.1a: Total vehicles involved in crash by vehicle type and crash type – vehicle to vehicle

Vehicle to vehicle crash	Articulated vehicle (Semi)	Bicycle	Bus	Car/station wagon	Emergency vehicle	Light rail	Motorcycle	Not known	Other	Panel van	Scooter (kick scooter, motorised/e-scooter)	Scooter (motorcycle)	Taxi/Hired car	Truck (excluding semi)	Utility	Total	% of total vehicles
Right turn into oncoming vehicle	0	8	2	384	0	0	5	0	0	10	0	0	4	4	40	**457**	4.16%
Right angle collision	1	45	23	1366	2	0	16	0	0	26	2	3	13	22	150	**1669**	15.20%
Acute angle-same direction side swipe	5	15	45	911	2	0	20	0	3	23	0	3	12	31	136	**1206**	10.98%
Acute angle-opposite direction side swipe	1	0	0	55	0	0	0	0	0	4	0	0	0	4	3	**67**	0.61%
Head on collision	0	2	1	39	1	0	3	0	0	2	0	1	0	0	7	**56**	0.51%
Rear end collision	7	7	22	4418	1	0	36	2	3	100	1	3	37	59	552	**5248**	47.78%
Collision with parked vehicle	2	0	11	438	4	0	3	38	4	12	3	0	8	30	72	**625**	5.69%
Collision with one vehicle reversing	0	1	1	247	4	0	1	2	0	11	0	1	4	19	37	**328**	2.99%
Other collision	0	36	3	517	1	3	4	13	3	7	25	1	7	12	68	**700**	6.37%
Subtotal	**16**	**114**	**108**	**8375**	**15**	**3**	**88**	**55**	**13**	**195**	**31**	**12**	**85**	**181**	**1065**	**10356**	

Although right angle crashes caused the most casualties, the most common crash type continues to be rear end collisions.

1 The numbers in this section include all vehicles involved in crashes, which is higher than the actual number of crashes and casualties.

Table 4.1b: Total vehicles involved in crash by vehicle type and crash type – single vehicle crash

Single vehicle crash	Articulated vehicle (Semi)	Bicycle	Bus	Car/station wagon	Emergency vehicle	Light rail	Motorcycle	Not known	Other	Panel van	Scooter (kick scooter, motorised/e-scooter)	Scooter (motorcycle)	Taxi/Hired car	Truck (excluding semi)	Utility	Total	% of total vehicles
Struck pedestrian (on road)	0	0	1	25	0	0	1	1	0	1	0	0	0	0	1	**30**	0.27%
Struck animal (not ridden on road)	0	0	0	74	1	0	0	0	0	0	0	0	1	0	6	**82**	0.75%
Struck object (on road)	0	0	0	17	0	0	5	1	0	0	0	0	0	0	3	**26**	0.24%
Overturned (on road)	0	3	0	8	0	0	21	0	0	3	2	2	0	0	8	**47**	0.43%
Fall from moving vehicle (on road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0.01%
Other - single vehicle (on road)	0	0	0	24	0	0	0	0	0	0	0	0	0	3	3	**30**	0.27%
Struck pedestrian (off road)	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	**5**	0.05%
Struck vehicle (off road)	0	0	0	12	0	0	0	1	0	1	0	0	0	0	3	**17**	0.15%
Struck object (off road)	1	0	0	306	0	0	11	1	0	2	0	1	0	2	43	**367**	3.34%
Overturned (off road)	0	0	0	8	0	0	2	0	0	0	0	0	0	0	3	**13**	0.12%
No object struck (off road)	0	0	0	6	0	0	3	0	0	0	0	0	0	0	0	**9**	0.08%
Subtotal	**1**	**5**	**2**	**481**	**1**	**1**	**43**	**4**	**1**	**7**	**2**	**3**	**1**	**5**	**71**	**627**	
Total of all vehicles involved in crash	**17**	**119**	**110**	**8856**	**16**	**4**	**131**	**59**	**14**	**202**	**33**	**15**	**86**	**186**	**1136**	**10983**	**100%**

Table 4.2: Total vehicles involved in crashes by vehicle types and severity

Vehicle type	Property damage only	Injury	Fatal	Total	% of total vehicles
Articulated vehicle (Semi)	15	2	0	**17**	0.15%
Bicycle	65	54	1	**120**	1.09%
Bus	103	7	0	**110**	1.00%
Car or station wagon	8223	621	12	**8856**	80.63%
Emergency vehicle	14	2	0	**16**	0.15%
Light rail	3	1	0	**4**	0.04%
Motorcycle	63	67	1	**131**	1.19%
Not known	57	1	1	**59**	0.54%
Other	12	1	0	**13**	0.12%
Panel van	188	13	1	**202**	1.84%
Scooter (kick scooter, motorised/e-scooter)	13	19	1	**33**	0.30%
Scooter (motorcycle)	8	7	0	**15**	0.14%
Taxi or Hired Car	83	3	0	**86**	0.78%
Truck (excluding semi)	167	19	0	**186**	1.69%
Utility	1058	75	3	**1136**	10.34%
Total	**10072**	**892**	**20**	**10984**	**100.00%**

Table 4.3: Total vehicles involved in crashes by vehicle types and traffic control

Traffic control	Articulated vehicle (Semi)	Bicycle	Bus	Car/ station wagon	Emergency vehicle	Light rail	Motorcycle	Not Known	Other	Panel van	Scooter (kick scooter, motorised /e-scooter)	Scooter (motorcycle)	Taxi/ Hired Car	Truck (excl. semi)	Utility	Total	% of total vehicles
Uncontrolled	6	45	50	3623	7	1	65	56	10	92	13	10	38	106	538	**4660**	42.43%
Control not operating	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	**4**	0.04%
Traffic lights	8	13	27	2576	5	3	29	1	2	54	5	2	24	45	313	**3107**	28.29%
Give way Sign	2	39	25	2236	3	0	29	1	1	50	2	1	20	31	245	**2685**	24.44%
Stop sign	0	2	6	324	0	0	6	0	0	4	1	2	3	2	32	**382**	3.48%
Police	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0.02%
School crossing	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	**4**	0.04%
Marked pedestrian crossing	0	20	0	71	0	0	2	0	0	1	12	0	0	0	4	**110**	1.00%
Other	1	0	2	19	1	0	0	0	0	1	0	0	1	2	3	**30**	0.27%
Total	**17**	**120**	**110**	**8856**	**16**	**4**	**131**	**59**	**13**	**202**	**33**	**15**	**86**	**186**	**1136**	**10984**	**100.00%**

Table 4.4: Total vehicles involved in crashes by vehicle types and fixed object struck

Type of Object	Articulated vehicle (Semi)	Bicycle	Bus	Car/station wagon	Emergency vehicle	Light rail	Motorcycle	Not Known	Other	Panel van	Scooter (kick scooter, motorised/e-scooter)	Scooter (motorcycle)	Taxi/Hired Car	Truck (excl. semi)	Utility	Total	% of total vehicles
Light or telephone pole	1	0	0	104	0	0	1	1	0	2	0	0	1	0	13	**123**	1.12%
Sign or signal pole	0	0	0	85	0	0	2	0	0	2	0	0	1	0	10	**100**	0.91%
Tree	0	1	0	93	0	0	1	0	0	1	0	0	0	2	17	**115**	1.05%
Building or structure	0	0	0	15	0	0	0	0	0	0	0	0	0	1	2	**18**	0.16%
Kerb or guard rail	0	0	0	114	0	0	8	1	0	2	0	1	1	4	14	**145**	1.32%
Guidepost	0	0	0	6	0	0	0	0	0	1	0	0	0	0	2	**9**	0.08%
Other	0	1	0	58	1	0	1	0	0	1	0	0	0	1	6	**69**	0.63%
Not Applicable	16	118	110	8381	15	4	118	57	13	193	33	14	83	178	1072	**10405**	94.73%
Total	**17**	**120**	**110**	**8856**	**16**	**4**	**131**	**59**	**13**	**202**	**33**	**15**	**86**	**186**	**1136**	**10984**	**100.00%**