ACT Government

2023

ACT CRASH REPORT

Transport Canberra and
City Services Directorate

Transport Canberra and City Services Directorate, ACT Government
GPO Box 158, Canberra ACT 2601

Telephone: 13 22 81. Website: www.cityservices.act.gov.au/roads-and-paths/road-safety

Accessibility

The ACT Government is committed to making its information, services, events and venues as accessible as possible.

If you have difficulty reading a standard printed document and would like to receive this publication in an alternative format, such as large print, please phone Access Canberra on 13 22 81.

If English is not your first language and you require a translating and interpreting service, please phone 13 14 50.

If you are deaf, or have a speech or hearing impairment, and need the teletypewriter service, please phone 13 36 77 and ask for Access Canberra on 13 22 81.

For speak and listen users, please phone 1300 555 727 and ask for Access Canberra on 13 22 81.

For more information on these services visit
www.relayservice.com.au

Contents

Introduction 6

Background 6

Data collected in crash reports 6

ACT Road Safety Strategy 7

Summary of 2023 crashes 7

Percentages included in this report 8

Variance between casualties and casualty crashes 8

TRAFFIC CRASHES & CASUALTY TRENDS 9

Crash trends in the ACT 9

Figure 1.1: ACT on-road crash trends 2014–2023 9

Figure 1.2: Trends in ACT casualties 2014–2023 10

Figure 1.3: Vulnerable road user casualties 2014–2023 11

Figure 1.4: Percentage of vehicle controller casualties and ACT licence holders by age 2014–2023 12

Rates of deaths 13

Figure 1.5: Rates of deaths per 100,000 population 2014–2023 13

TRAFFIC CRASHES IN 2023 15
Table 2.1: Total crashes by severity and crash type 15
Table 2.2: Total crashes by severity and fixed object struck 16
Table 2.3: Total crashes by severity and month 17
Figure 2.3: Total crashes by month 17
Table 2.4: Total crashes by severity and day of week 18
Figure 2.4: Crashes by day of week 18
Table 2.5: Total crashes by severity and time of day 19
Figure 2.5: Total crashes by severity and time of day 20
Table 2.6: Total crashes by severity and traffic control type 20
Figure 2.6: Total crashes by traffic control type 21
Table 2.7: Total crashes by severity and road location 21
Table 2.8: Total crashes by severity and weather conditions 22
Figure 2.8: Total crashes by weather 22
Table 2.9: Total crashes by severity and light conditions 23
Figure 2.9: Total crashes by light conditions 23

CASUALTIES IN 2023 25
Table 3.1: Total casualties by casualty class and crash type 25
Table 3.1a: Total casualties by casualty class and crash type in vehicle to vehicle collision 26
Table 3.1b: Total casualties by casualty class and crash type in single vehicle crash on road 27
Figure 3.1b: Total casualties in single vehicle crashes on road 27
Table 3.1c: Total casualties by casualty class and crash type in single vehicle crash off road 28
Figure 3.1c: Total casualties in single vehicle crash off carriageway 28
Table 3.2: Total casualties by casualty class and position in vehicle 29
Table 3.3: Total casualties by casualty class and traffic control 30
Figure 3.3: Total casualties by traffic control 30
Table 3.4: Total casualties by casualty class and road location 31
Table 3.5: Total casualties by casualty class and safety device 31
Table 3.6: Total casualties by casualty class and fixed object struck 32
Table 3.7: Total casualties by casualty class, gender and age 34
Figure 3.7: Total casualties by age 34
Table 3.8: Vehicle controller casualties by casualty class, gender and age 35
Figure 3.8: Vehicle controller casualties and licence holders by age 36
Table 3.9: Pedestrian casualties by casualty class, gender and age 37
Figure 3.9: Pedestrian casualties by gender 37
Table 3.10: ACT drivers involved in crashes by licence type and severity 38
Figure 3.10: Representation of ACT drivers involved in all crash types 38

VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2023 39

Table 4.1a: Total vehicles involved in crash by vehicle type and crash type – vehicle-to-vehicle 39

Table 4.1b: Total vehicles involved in crash by vehicle type and crash type – single vehicle crash 40

Table 4.2: Total vehicles involved in crashes by vehicle type and severity 41

Table 4.3: Total vehicles involved in crashes by vehicle type and traffic control 42

Table 4.4: Total vehicles involved in crashes by vehicle type and fixed object struck 43

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 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 of programs, and to monitor the ACT's road safety performance. This report contains statistical information about reported ACT road crashes which occurred in 2023.

Definitions

Fatal crash – A crash which 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 –The death of a person as a result of injuries sustained in a road crash, within 30 days of the crash taking place. 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 outlines the ACT Government's approach to road safety and the principles that guide road safety policy in the ACT.

The Road Safety Strategy is based around 4 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 4 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.

The first ACT Road Safety Action Plan 2020-2023 (Action Plan) under the Road Safety Strategy identified 4 key focus areas with associated actions to be taken over those years. The key focus areas were 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 2023 crashes

- There were 5,898 on-road traffic crashes recorded in 2023 which involved 11,596 vehicles and resulted in 654 casualties, including 4 fatalities and 71 hospital admissions.
- In 2023 casualty crashes involving vulnerable road users (cyclists, pedestrians and motorcyclists) resulted in 205 injuries (31% of all casualties) compared to 3 fatalities and 148 injuries in 2022. There were no fatalities recorded for vulnerable road users in 2023.
- The proportion of licence holders aged 15-29 increased in 2023 to 22%. This is the first increase since 2019 when the percentage of drivers aged 15-29 years was 27%, falling to a low of 19% in 2022. This age group is still over-represented in casualty crashes. Drivers aged 15-29 years represented 34.9% of vehicle controller casualties in 2023 (up from 30.1% in 2022).

- People 65 years and older represented 16.5% of all licence holders in the ACT in 2023 and were involved in 13.44% of all casualty crashes. There were 70 casualty crashes, but no fatalities recorded for this age group in 2023.
- Vehicle controllers aged 75 years or older were involved in approximately 6.14% of all casualty crashes (up from 5.73% in 2022). This age group is only 6.77% of ACT licence holders.
- The most frequent crash-type was the rear end collision, which accounted for 44% of all crashes in 2023. In terms of crash outcome, the right-angle collision type was the most severe, accounting for around 24% 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 2 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.

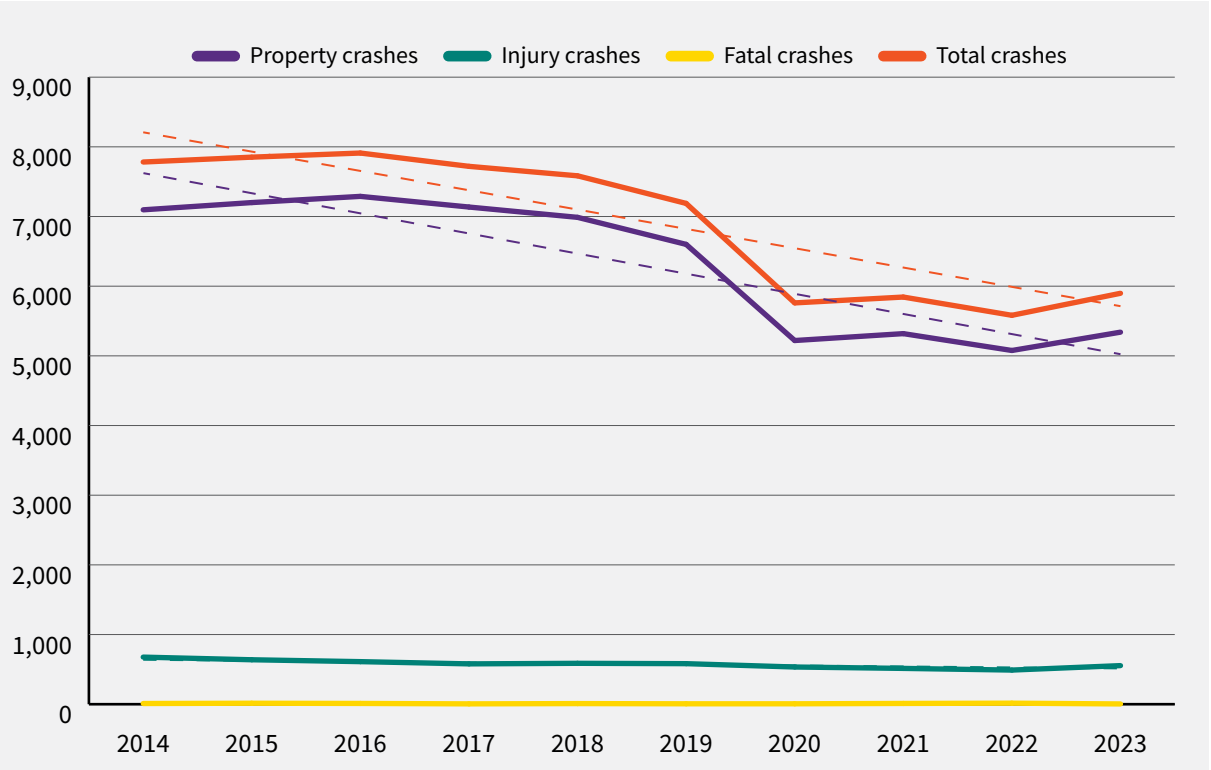
TRAFFIC CRASHES & CASUALTY TRENDS

Crash trends in the ACT

The total number of reported crashes on ACT roads rose in 2023 to the highest number since the start of the COVID-19 pandemic.

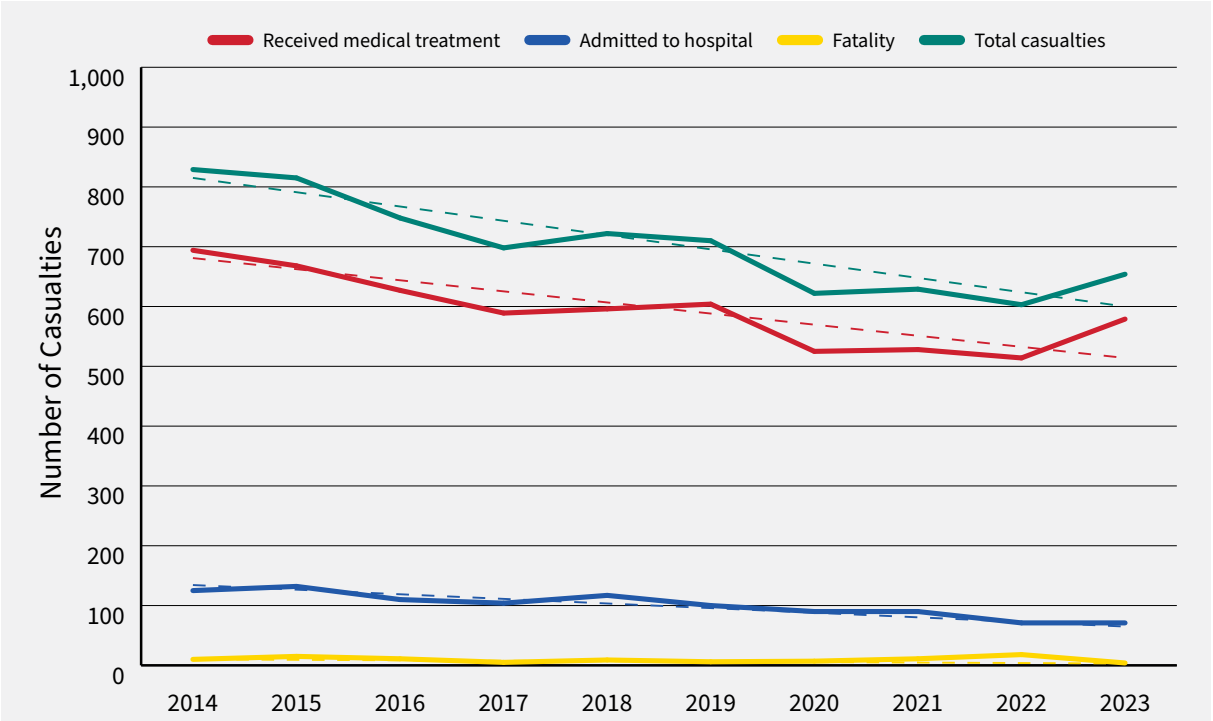
Property damage crashes and injury crashes each increased from 2022, while fatalities were the lowest recorded in the previous 10-year period, following on from the highest recorded in 2022.

Figure 1.1: ACT on-road crash trends 2014–2023



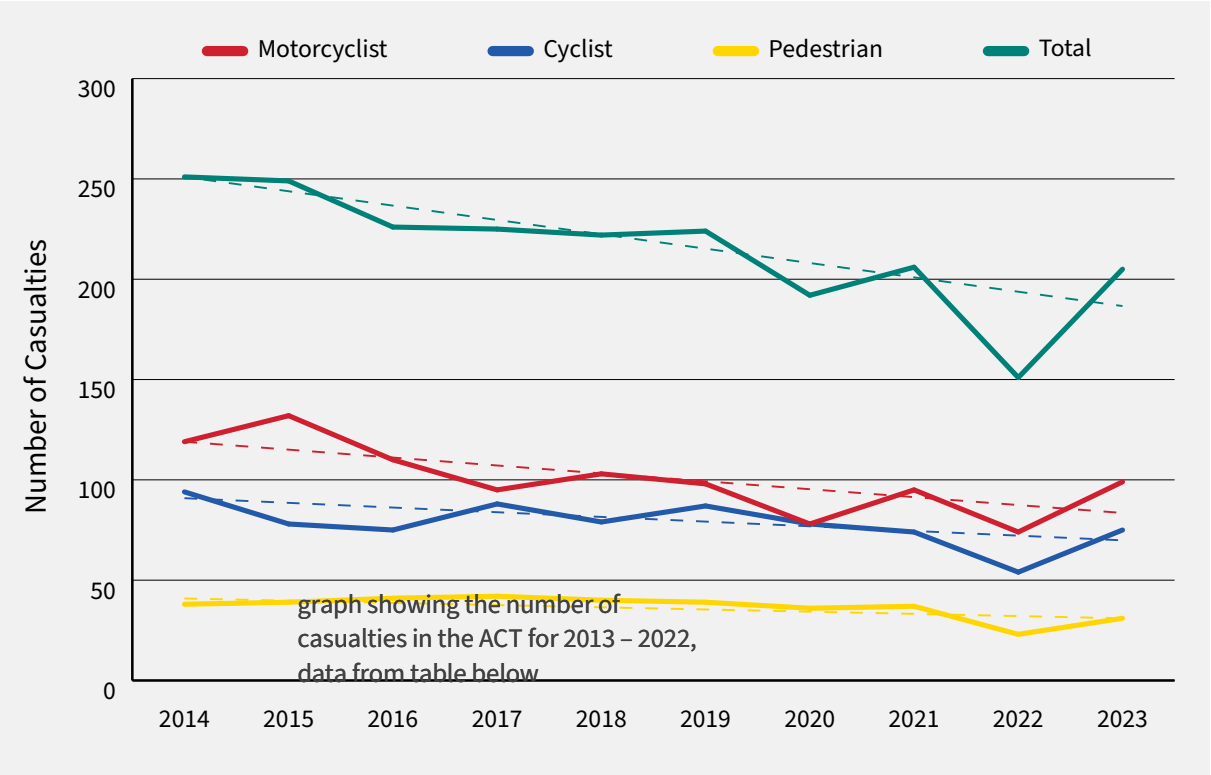
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Property crashes	7,096	7,200	7,289	7,136	6,988	6,600	5,220	5,319	5,077	5,340
Injury crashes	676	638	611	579	587	582	534	514	490	554
Fatal crashes	10	14	11	5	9	6	6	11	15	4
Total crashes	7,782	7,852	7,911	7,720	7,584	7,188	5,760	5,844	5,582	5,898

Figure 1.2: Trends in ACT casualties 2014–2023



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Received medical treatment	694	668	627	589	596	604	525	528	514	579
Admitted to hospital	125	132	110	104	117	100	90	90	71	71
Fatality	10	15	11	5	9	6	7	11	18	4
Total casualties	829	815	748	698	722	710	622	629	603	654

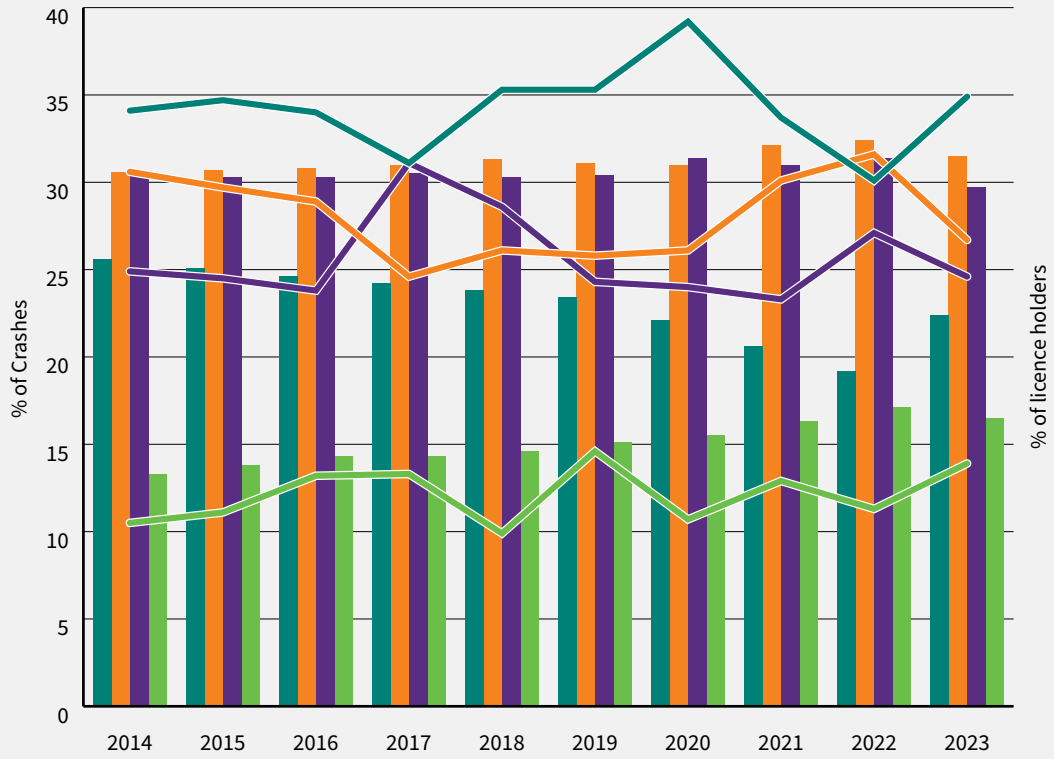
Figure 1.3: Vulnerable road user casualties 2014–2023



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Motorcyclist	119	132	110	95	103	98	78	95	74	99
Cyclist	94	78	75	88	79	87	78	74	54	75
Pedestrian	38	39	41	42	40	39	36	37	23	31
Total	251	249	226	225	222	224	192	206	151	205

After a significant drop in motorcyclist, cyclist and pedestrian crash numbers in 2022, crashes reported in all vulnerable road user segments increased again in 2023 to similar figures seen in 2021.

Figure 1.4: Percentage of vehicle controller casualties and ACT licence holders by age 2014–2023



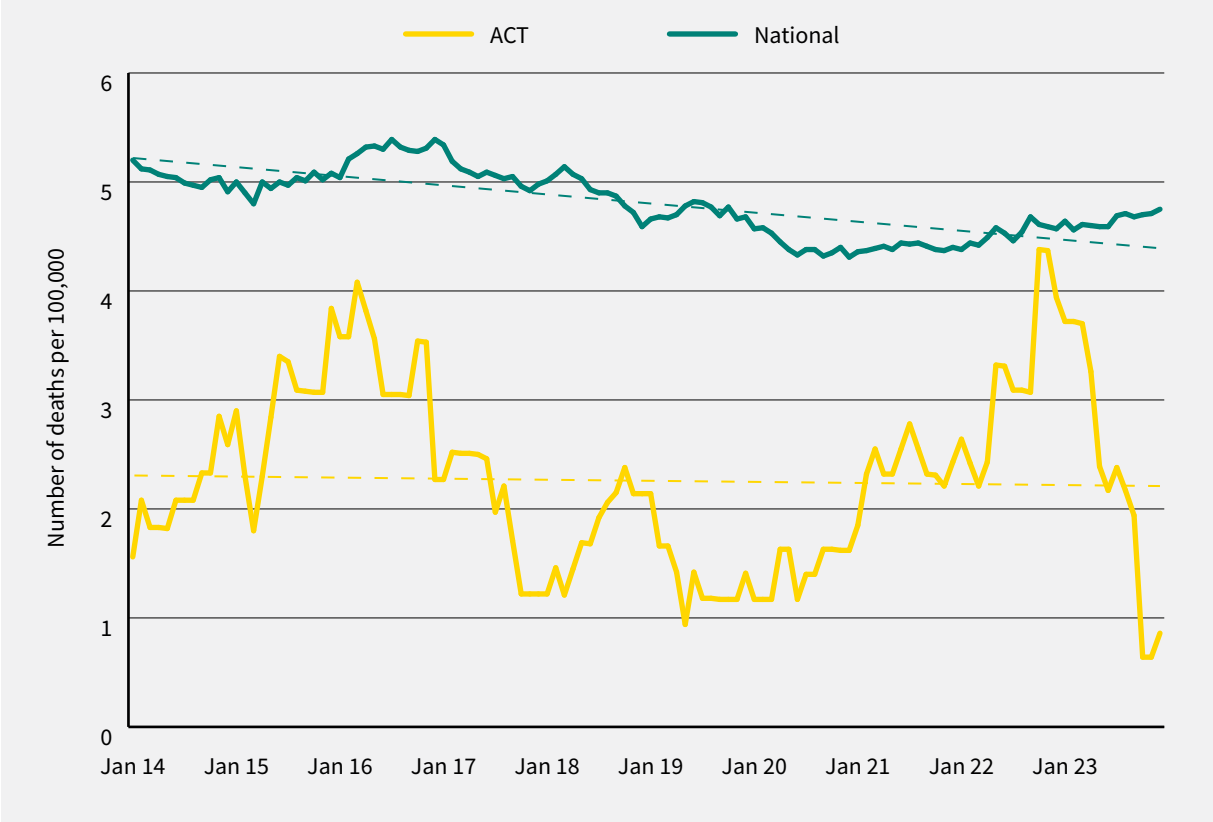
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
% of vehicle controller casualties aged 15-29	34.1	34.7	34	31.1	35.3	35.3	39.2	33.7	30.1	34.9
% of vehicle controller casualties aged 30 - 44	30.6	29.7	28.9	24.6	26.1	25.8	26.1	30.1	31.6	26.7
% of vehicle controller casualties aged 45 - 64	24.9	24.5	23.8	31.1	28.6	24.3	24	23.3	27.1	24.6
% of vehicle controller casualties aged 65+	10.5	11.1	13.2	13.3	9.9	14.6	10.7	12.9	11.3	13.9
% of ACT licence holders aged 15-29	25.6	25.1	24.6	24.2	23.8	23.4	22.1	20.6	19.2	22.4
% of ACT licence holders aged 30 - 44	30.6	30.7	30.8	31	31.3	31.1	31	32.1	32.4	31.5
% of ACT licence holders aged 45 - 64	30.5	30.3	30.3	30.5	30.3	30.4	31.4	31	31.4	29.7
% of ACT licence holders aged 65+	13.3	13.8	14.3	14.3	14.6	15.1	15.5	16.3	17.1	16.5

The table shows that young drivers in the ACT (aged 15-29 years) remain the only age group that is disproportionately represented in casualty crashes in 2023 at 34.9% (up from 30.1% in 2022) despite accounting for only 22.4% of licence holders.

Licence numbers in the 65+ age group fell this year to 16.5% of all licence holders following a year-on-year increase from 9.7% in 2007 to 17.1% in 2022. The crash rate in this age group increased to 13.9% (up from 11.3% in 2022) the highest rate since 2019 where 14.6% of vehicle controller casualties were from this age group. The ACT Government will continue to deliver counter measures addressing issues relating to older drivers' crash risk.

Rates of deaths

Figure 1.5: Rates of deaths per 100,000 population 2014–2023



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 2023, the ACT continued to maintain a lower number of road fatalities per capita than the national average. In October 2022, the ACT recorded a high of 4.37 fatalities per 100,000 population compared to a low of 0.64 in October and November 2023. National data recorded a high of 4.75 in December 2023.

TRAFFIC CRASHES IN 2023

Table 2.1: Total crashes by severity and crash type

Crash type	Property damage only	Injury	Fatality	Total	% of total crashes
Rear end collision	2,480	86	0	**2,566**	43.51%
Right angle collision	719	134	0	**853**	14.46%
Acute angle-same direction	599	35	0	**634**	10.75%
Other vehicle to vehicle collision	453	52	0	**505**	8.56%
Struck object (off road)	236	81	1	**318**	5.39%
Collision with parked vehicle	261	9	0	**270**	4.58%
Right turn into oncoming vehicle	175	53	0	**228**	3.87%
Collision with one vehicle reversing	140	1	0	**141**	2.39%
Struck animal (not ridden on road)	122	5	0	**127**	2.15%
Overturned (on road)	31	27	0	**58**	0.98%
Struck pedestrian (on road)	12	23	0	**35**	0.59%
Head on collision	17	15	2	**34**	0.58%
Acute angle-opposite direction	29	4	0	**33**	0.56%
Other single vehicle collision (on road)	25	2	0	**27**	0.46%
Struck object (on road)	20	4	0	**24**	0.41%
Struck vehicle (off road)	10	4	0	**14**	0.24%
Overturned (off road)	5	7	0	**12**	0.20%
No object struck (off road)	5	4	1	**10**	0.17%
Struck pedestrian (on footpath etc)	0	7	0	**7**	0.12%
Fall from moving vehicle (on road)	0	1	0	**1**	0.02%
Other single vehicle collision (off road)	1	0	0	**1**	0.02%
Total	**5,340**	**554**	**4**	**5,898**	**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	Fatality	Total	% of total crashes
Light or telephone pole	58	30	0	**88**	19.38%
Sign or signal pole	68	20	0	**88**	19.38%
Tree	66	35	1	**102**	22.47%
Building or structure	21	5	0	**26**	5.73%
Kerb or guard rail	84	24	1	**109**	24.01%
Guide post	6	0	0	**6**	1.32%
Other	29	6	0	**35**	7.71%
Total	**332**	**120**	**2**	**454**	**100.00%**

Table 2.3: Total crashes by severity and month

Month	Property damage only	Injury	Fatality	Total	% of total crashes
January 2023	317	44	1	**362**	6.14%
February 2023	469	42	1	**512**	8.68%
March 2023	478	54	0	**532**	9.02%
April 2023	378	37	0	**415**	7.04%
May 2023	525	52	0	**577**	9.78%
June 2023	465	50	0	**515**	8.73%
July 2023	492	51	1	**544**	9.22%
August 2023	484	51	0	**535**	9.07%
September 2023	461	42	0	**503**	8.53%
October 2023	459	36	0	**495**	8.39%
November 2023	440	48	0	**488**	8.27%
December 2023	372	47	1	**420**	7.12%
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Figure 2.3: Total crashes by month

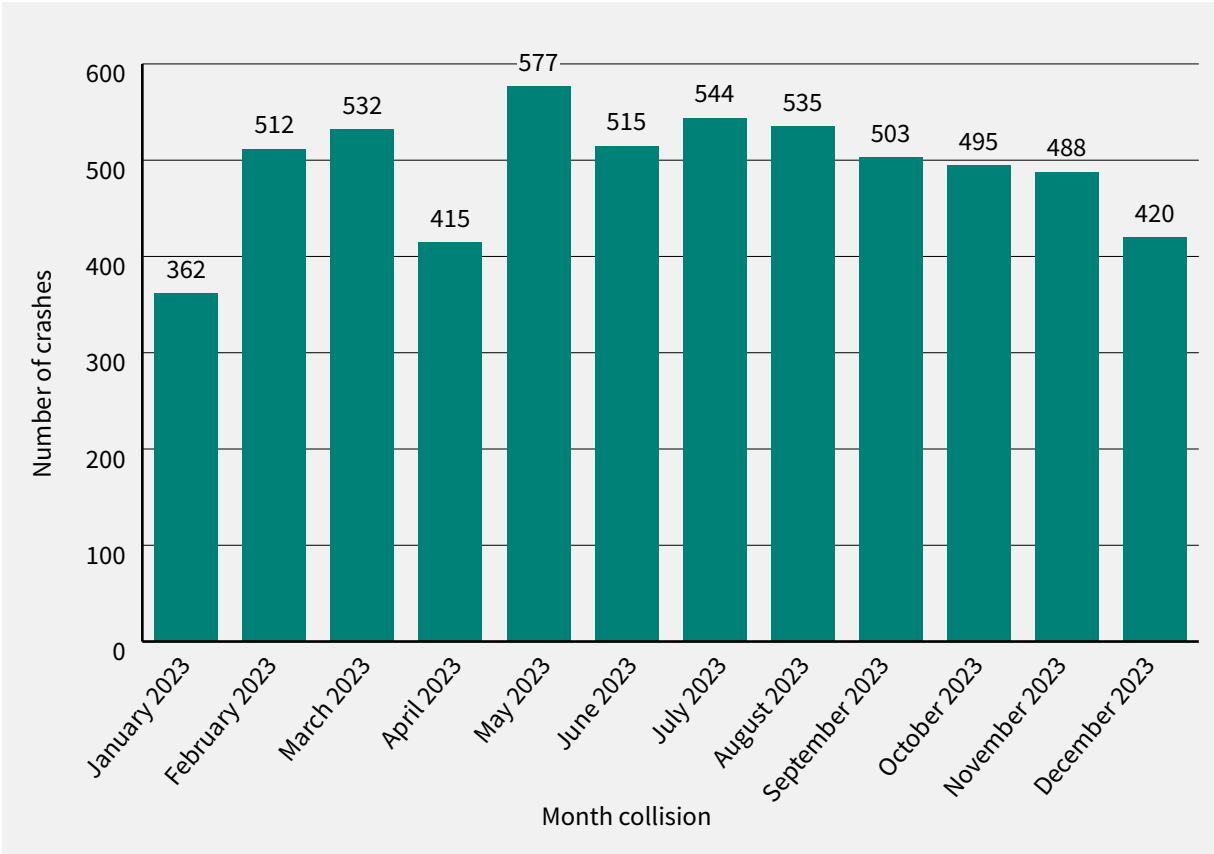
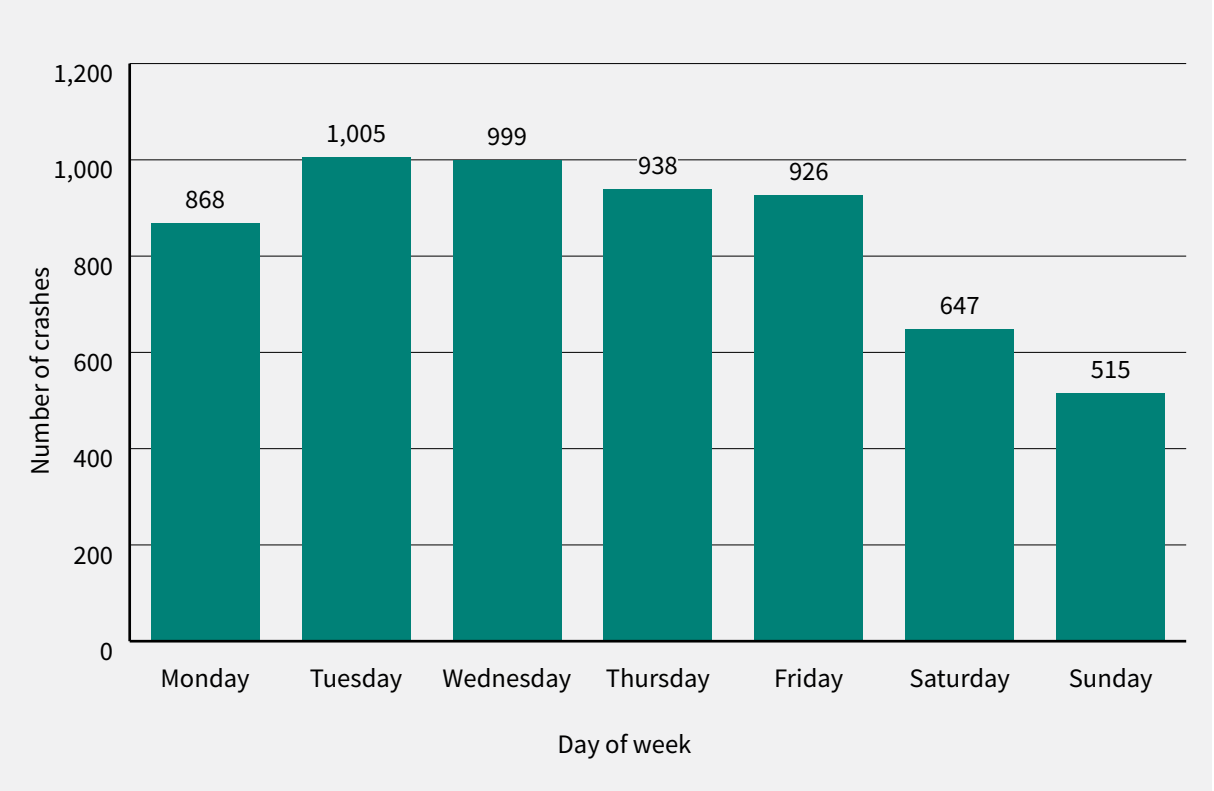


Table 2.4: Total crashes by severity and day of week

Day of week	Property damage only	Injury	Fatality	Total	% of total crashes
Monday	793	75	0	**868**	14.72%
Tuesday	899	104	2	**1,005**	17.04%
Wednesday	908	90	1	**999**	16.94%
Thursday	854	84	0	**938**	15.90%
Friday	853	73	0	**926**	15.70%
Saturday	575	71	1	**647**	10.97%
Sunday	458	57	0	**515**	8.73%
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Figure 2.4: Crashes by day of week



The spread of crashes in 2023 remains 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.

Table 2.5: Total crashes by severity and time of day

Time of crash	Property damage only	Injury	Fatality	Total	% of total crashes
00:00 – 00:59	21	6	0	**27**	0.46%
01:00 – 01:59	20	5	0	**25**	0.42%
02:00 – 02:59	13	4	1	**18**	0.31%
03:00 – 03:59	14	3	0	**17**	0.29%
04:00 – 04:59	12	5	0	**17**	0.29%
05:00 – 05:59	35	1	0	**36**	0.61%
06:00 – 06:59	117	18	0	**135**	2.29%
07:00 – 07:59	275	22	1	**298**	5.05%
08:00 – 08:59	562	46	0	**608**	10.31%
09:00 – 09:59	319	28	1	**348**	5.90%
10:00 – 10:59	255	35	0	**290**	4.92%
11:00 – 11:59	258	24	0	**282**	4.78%
12:00 – 12:59	332	27	0	**359**	6.09%
13:00 – 13:59	288	23	0	**311**	5.27%
14:00 – 14:59	295	41	0	**336**	5.70%
15:00 – 15:59	452	37	0	**489**	8.29%
16:00 – 16:59	516	56	1	**573**	9.72%
17:00 – 17:59	659	55	0	**714**	12.11%
18:00 – 18:59	362	42	0	**404**	6.85%
19:00 – 19:59	192	21	0	**213**	3.61%
20:00 – 20:59	128	13	0	**141**	2.39%
21:00 – 21:59	103	22	0	**125**	2.12%
22:00 – 22:59	64	13	0	**77**	1.31%
23:00 – 23:59	48	7	0	**55**	0.93%
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Figure 2.5: Total crashes by severity and time of day

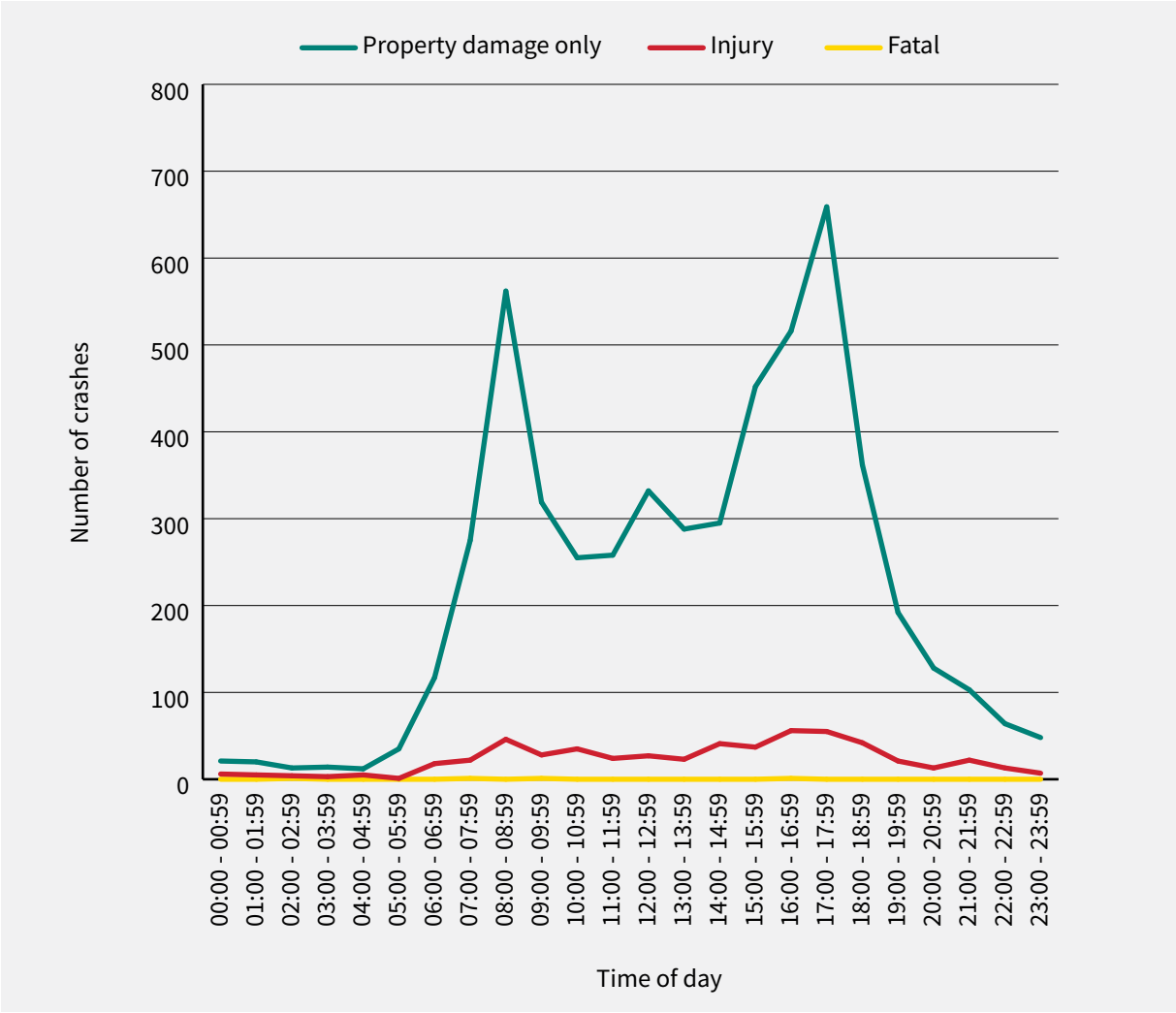
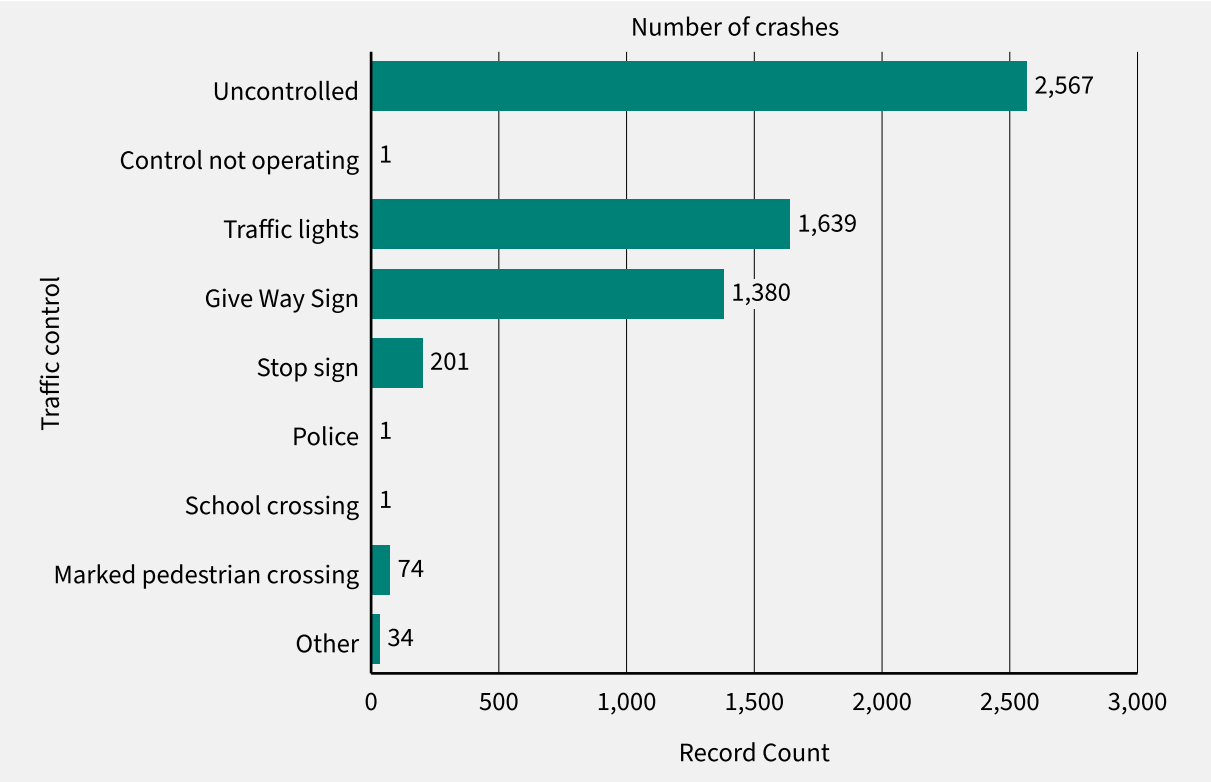


Table 2.6: Total crashes by severity and traffic control type

Traffic control	Property damage only	Injury	Fatality	Total	% of total crashes
Uncontrolled	2,300	263	4	**2,567**	43.52%
Control not operating	1	0	0	**1**	0.02%
Traffic lights	1,514	125	0	**1,639**	27.79%
Give Way sign	1,267	113	0	**1,380**	23.40%
Stop sign	174	27	0	**201**	3.41%
Police	1	0	0	**1**	0.02%
School crossing	1	0	0	**1**	0.02%
Marked pedestrian crossing	51	23	0	**74**	1.25%
Other	31	3	0	**34**	0.58%
Total	**5,340**	**554**	**4**	**5,898**	**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.

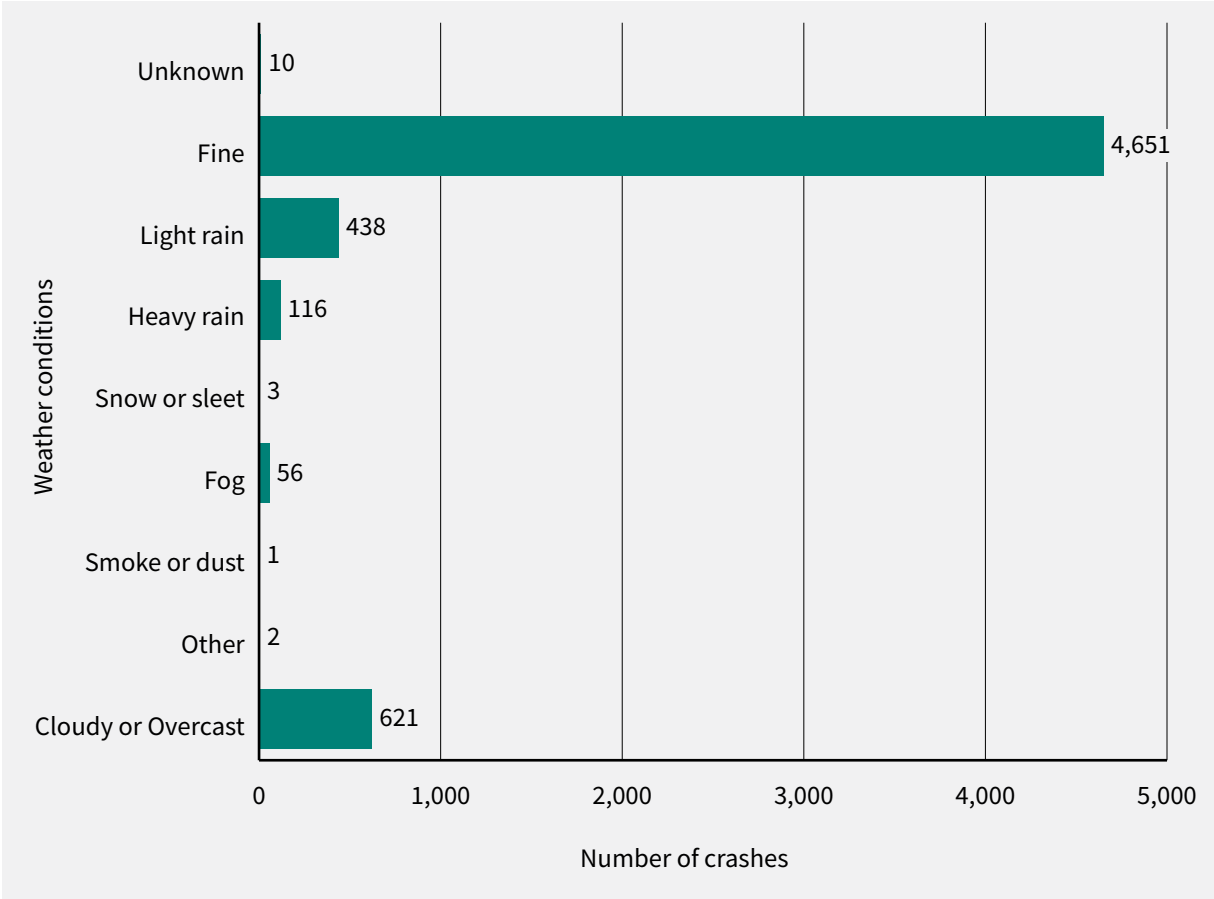
Table 2.7: Total crashes by severity and road location

Location type	Property damage only	Injury	Fatality	Total	% of total crashes
Intersection type					
Cross intersection	1,258	118	0	**1,376**	23.33%
Multiple intersection	32	5	0	**37**	0.63%
Other	16	1	0	**17**	0.29%
Roundabout	714	33	0	**747**	12.67%
T intersection	1,000	140	0	**1,140**	19.33%
Y intersection	33	1	0	**34**	0.58%
Subtotal	3,053	298	0	**3,351**	56.82%
Mid-block type					
Median opening	993	111	2	**1,106**	18.75%
Not median opening	1,288	138	2	**1,428**	24.21%
Other	6	7	0	**13**	0.22%
Subtotal	**2,287**	**256**	**4**	**2,547**	**43.18%**
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Table 2.8: Total crashes by severity and weather conditions

Weather Conditions	Property damage only	Injury	Fatality	Total	% of total crashes
Unknown	10	0	0	**10**	0.17%
Fine	4,182	466	3	**4,651**	78.86%
Light rain	406	32	0	**438**	7.43%
Heavy rain	107	8	1	**116**	1.97%
Snow or sleet	2	1	0	**3**	0.05%
Fog	53	3	0	**56**	0.95%
Smoke or dust	1	0	0	**1**	0.02%
Other	2	0	0	**2**	0.03%
Cloudy or overcast	577	44	0	**621**	10.53%
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Figure 2.8: Total crashes by weather

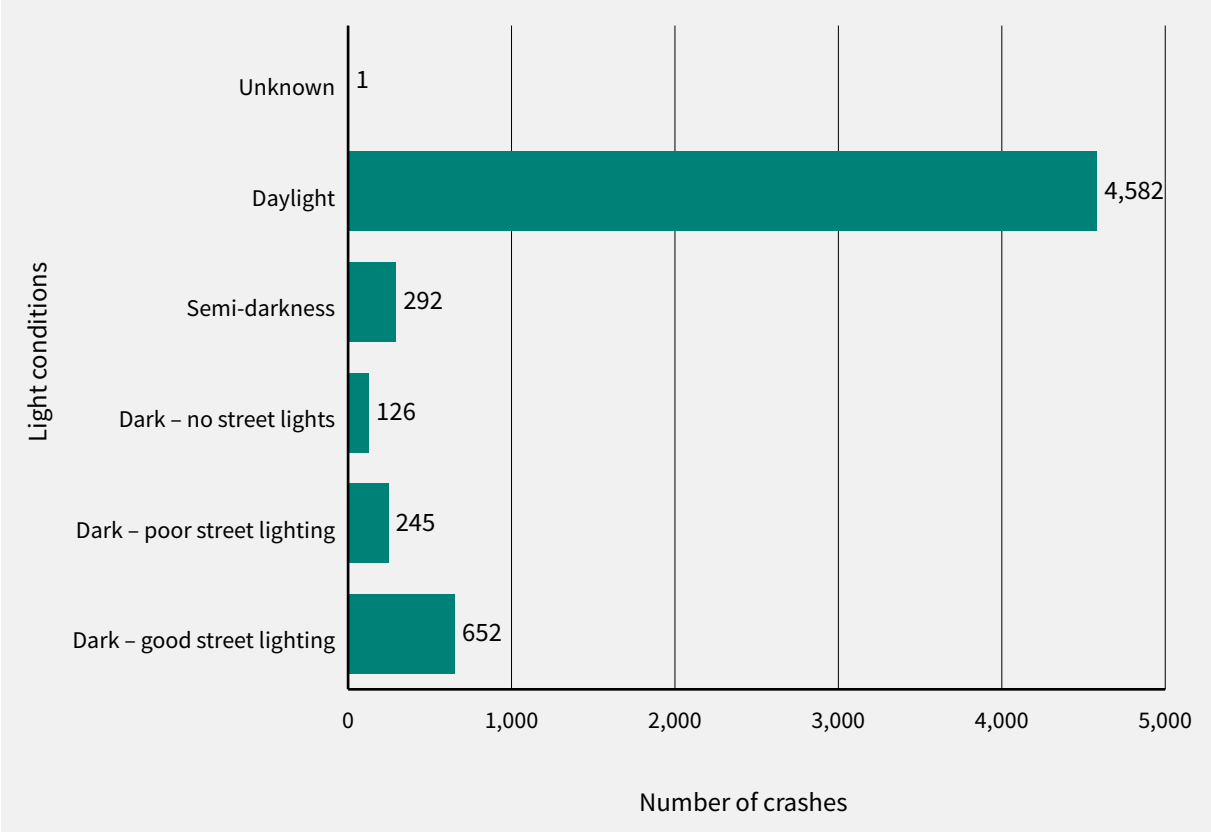


The higher number of crashes in fine weather conditions is not indicative of actual crash risk. Rather, what these statistics demonstrate is that the ACT's weather is predominately dry with fewer days of inclement weather.

Table 2.9: Total crashes by severity and light conditions

Light conditions	Property damage only	Injury	Fatality	Total	% of total crashes
Unknown	1	0	0	**1**	0.02%
Daylight	4,176	403	3	**4,582**	77.69%
Semi-darkness	272	20	0	**292**	4.95%
Dark - no streetlights	103	23	0	**126**	2.14%
Dark - poor streetlighting	215	29	1	**245**	4.15%
Dark - good streetlighting	573	79	0	**652**	11.05%
Total	**5,340**	**554**	**4**	**5,898**	**100.00%**

Figure 2.9: Total crashes by light conditions



CASUALTIES IN 2023

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	425	50	2	**477**	72.94%
Single vehicle crash on road	59	7	0	**66**	10.09%
Single vehicle crash off road	95	14	2	**111**	16.97%
Total	**579**	**71**	**4**	**654**	**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	75	5	0	**80**	12.23%
Right angle collision	137	23	0	**160**	24.46%
Acute angle-same direction	30	7	0	**37**	5.66%
Acute angle-opposite direction	6	0	0	**6**	0.92%
Head on collision	17	9	2	**28**	4.28%
Rear end collision	98	2	0	**100**	15.29%
Collision with parked vehicle	10	0	0	**10**	1.53%
Collision with one vehicle reversing	1	0	0	**1**	0.15%
Other collision	51	4	0	**55**	8.41%
Total	**425**	**50**	**2**	**477**	**72.94%**

Right-angle type crashes continue to result in the most severe casualty outcomes, representing around 24% of all casualty crashes for 2023. This could be due to the speed at which these crashes are occurring, or the relative low level of protection provided by vehicles in side impact crashes. Rear end collisions accounted for over 15% of casualties in 2023. This is a reduction from 2022 where 123 casualty crashes (or 20%) were recorded including one fatality.

Figure 3.1a: Total casualties in vehicle to vehicle crashes

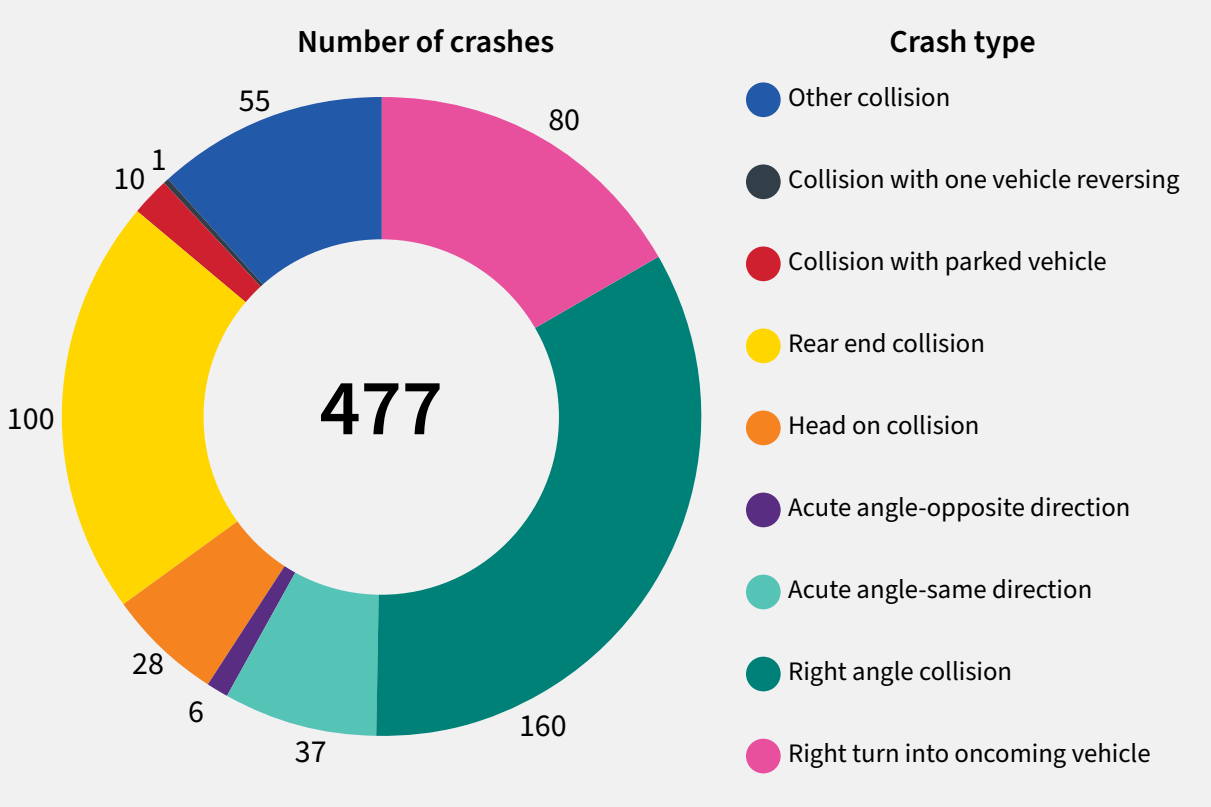


Table 3.1b: Total casualties by casualty class and crash type in single vehicle crash on road

Single vehicle crash on road	Received medical treatment	Admitted to hospital	Fatality	Total	% of total crashes
Struck pedestrian	21	2	0	**23**	3.52%
Struck animal	6	1	0	**7**	1.07%
Struck object	4	1	0	**5**	0.76%
Overturned	25	3	0	**28**	4.28%
Fall from moving vehicle	1	0	0	**1**	0.15%
Other - single vehicle	2	0	0	**2**	0.31%
Total	**59**	**7**	**0**	**66**	**10.09%**

Figure 3.1b: Total casualties in single vehicle crashes on road

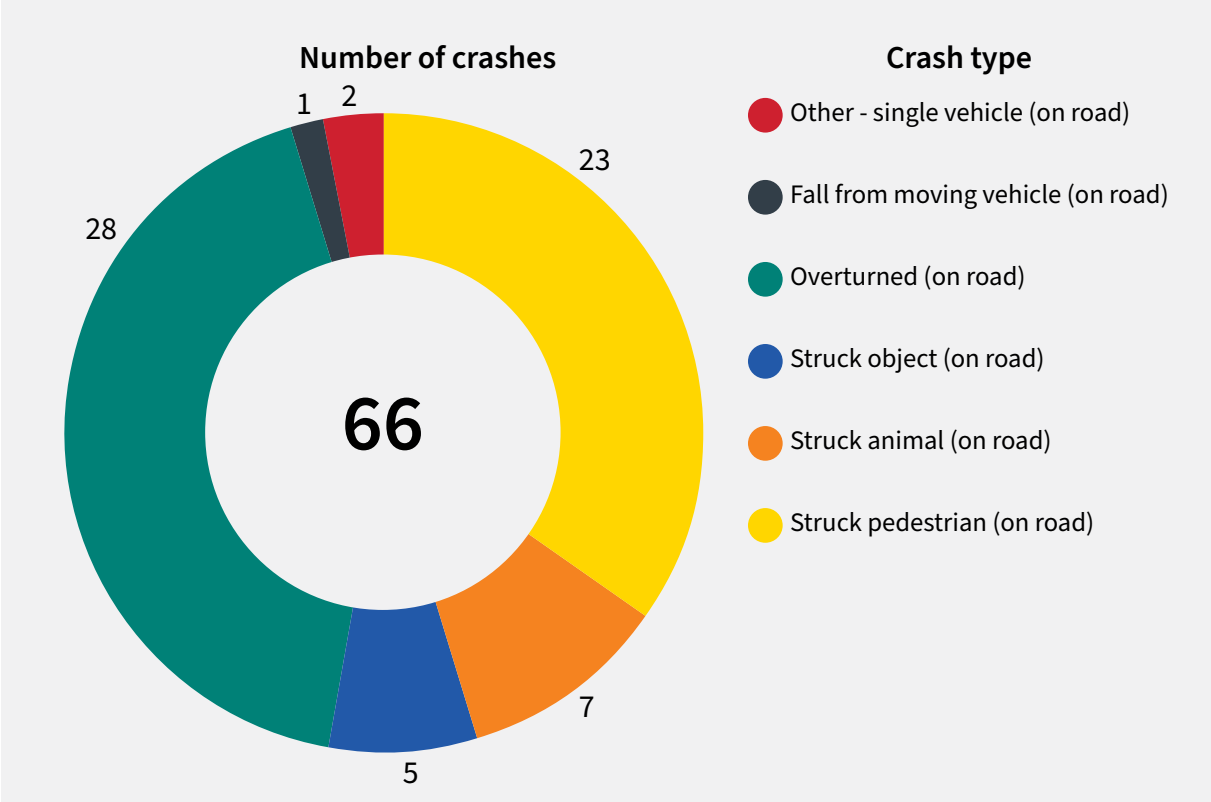


Table 3.1c: Total casualties by casualty class and crash type in single vehicle crash off road

Single vehicle crash off road	Received medical treatment	Admitted to hospital	Fatality	Total	% of total crashes
Struck pedestrian	7	0	0	**7**	1.07%
Struck vehicle	6	0	0	**6**	0.92%
Struck object	70	14	1	**85**	13.00%
Overturned	8	0	0	**8**	1.22%
No object struck	4	0	1	**5**	0.76%
Total	**95**	**14**	**2**	**111**	**16.97%**

Figure 3.1c: Total casualties in single vehicle crash off carriageway

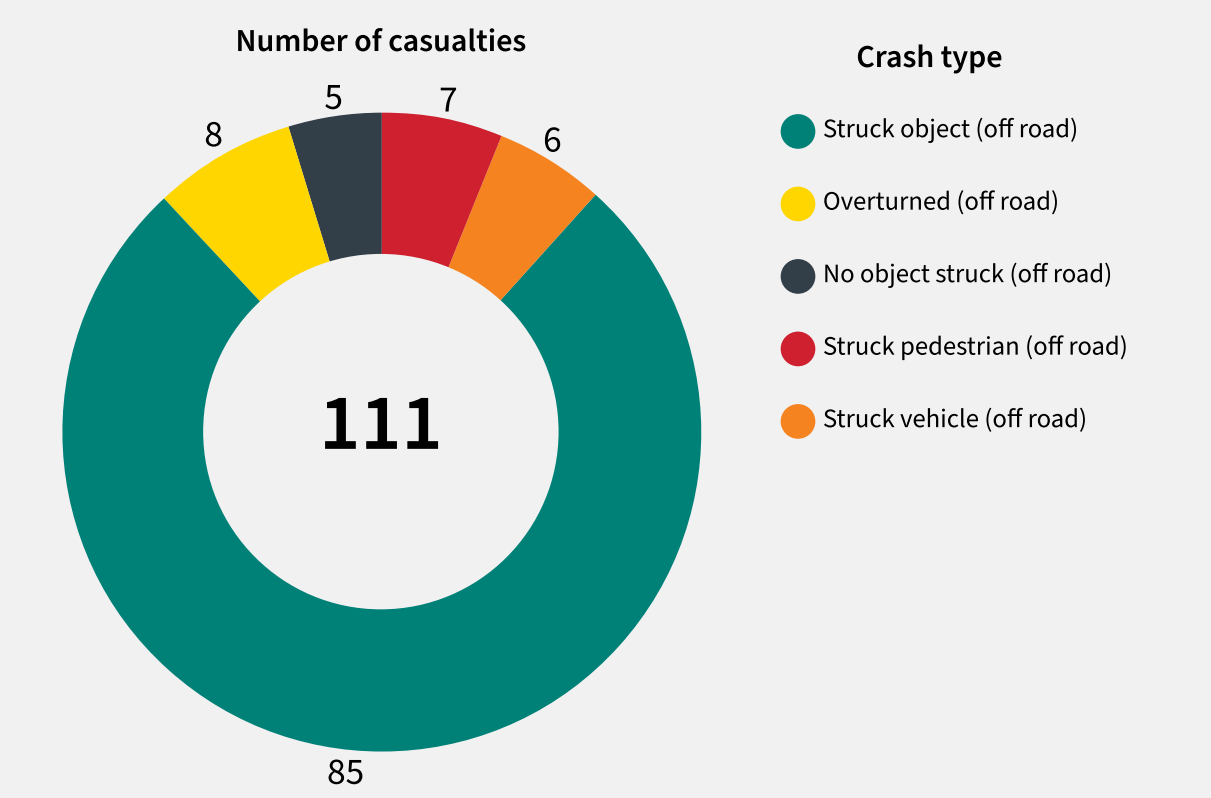


Table 3.2: Total casualties by casualty class and position in vehicle

Position	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Unknown	0	1	0	**1**	0.15%
Front left passenger	64	3	0	**67**	10.24%
Rear right passenger	8	0	0	**8**	1.22%
Rear left passenger	12	1	0	**13**	1.99%
Rear centre passenger	4	0	0	**4**	0.61%
Rear bus passenger	3	0	0	**3**	0.46%
Other	6	0	0	**6**	0.92%
Motorcycle	76	23	0	**99**	15.14%
Driver	316	27	4	**347**	53.06%
Pedal cyclist	61	14	0	**75**	11.47%
Pedestrian	29	2	0	**31**	4.74%
Total	**579**	**71**	**4**	**654**	**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	23	0	0	**23**	3.52%
School crossing	0	0	0	**0**	0.00%
Stop sign	31	2	0	**33**	5.05%
Traffic lights	141	17	0	**158**	24.16%
Uncontrolled	266	38	4	**308**	47.09%
Other	5	0	0	**5**	0.76%
Give Way sign	113	14	0	**127**	19.42%
Total	**579**	**71**	**4**	**654**	**100.00%**

Figure 3.3: Total casualties by traffic control

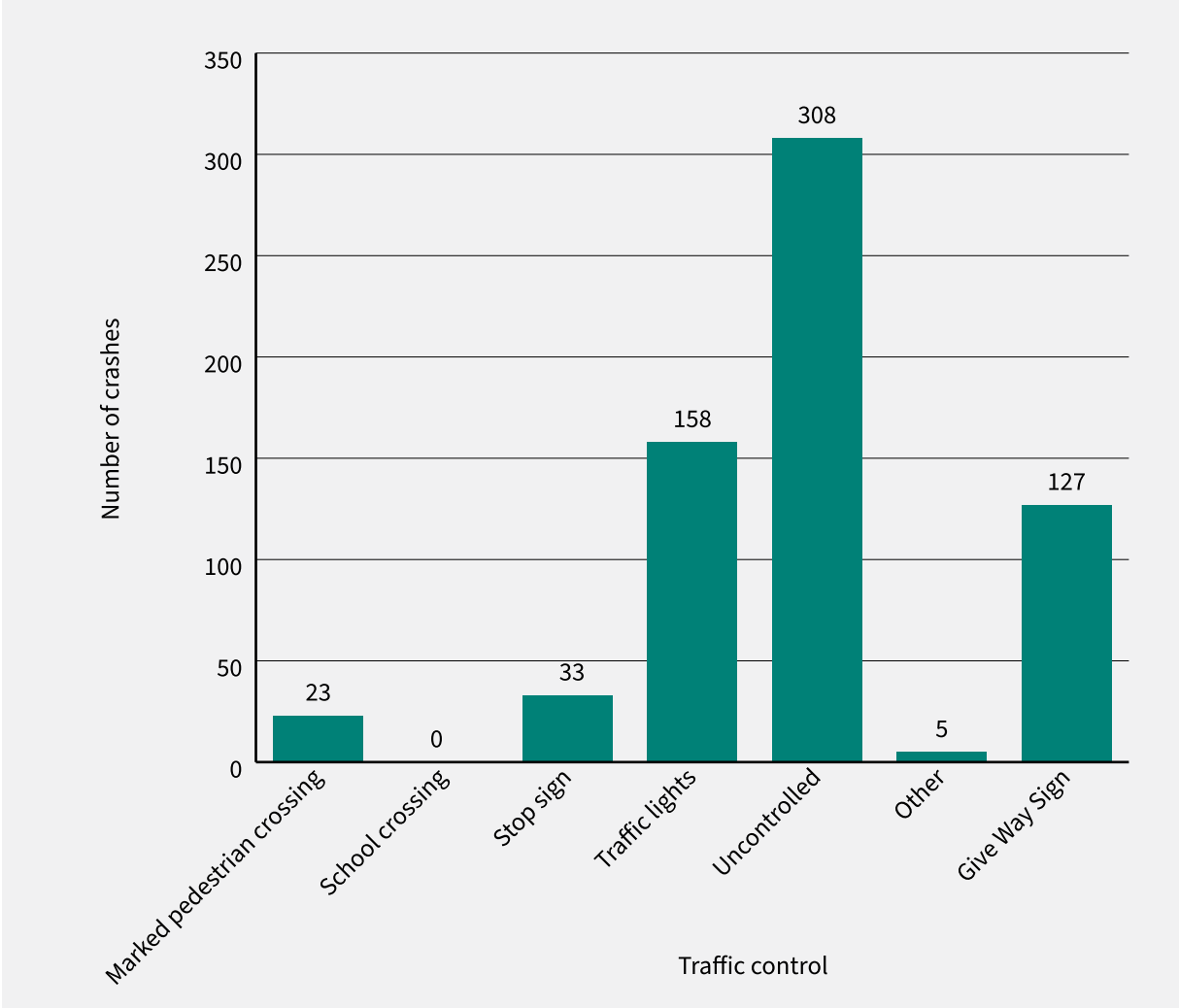


Table 3.4: Total casualties by casualty class and road location

Intersection type	Received medical treatment	Admitted to hospital	Fatality	Total	% of total casualties
Cross intersection	137	15	0	**152**	23.24%
Multiple intersection	7	1	0	**8**	1.22%
Other	1	0	0	**1**	0.15%
Roundabout	30	4	0	**34**	5.20%
T intersection	144	17	0	**161**	24.62%
Y intersection	1	0		**1**	0.15%
Subtotal	**320**	**37**	**0**	**357**	**54.59%**
Mid-block type					
Median opening	115	12	2	**129**	19.72%
Not median opening	136	21	2	**159**	24.31%
Other	8	1	0	**9**	1.38%
Subtotal	**259**	**34**	**4**	**297**	**45.41%**
Total	**579**	**71**	**4**	**654**	**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	5	1	0	**6**	0.92%
Belt worn	256	19	4	**279**	42.66%
Crash helmet not worn	2	2	0	**4**	0.61%
Crash helmet worn	118	31	0	**149**	22.78%
No belt installed	0	1	0	**1**	0.15%
Not applicable	81	8	0	**89**	13.61%
Other	2	0	0	**2**	0.31%
Unknown	115	9	0	**124**	18.96%
Total	**579**	**71**	**4**	**654**	**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	26	4	0	**30**	4.59%
Sign or signal pole	15	0	0	**15**	2.29%
Traffic Light	10	0	0	**10**	1.53%
Tree	36	3	1	**40**	6.12%
Building or structure	2	3	0	**5**	0.76%
Kerb or guard rail	21	5	1	**27**	4.13%
Other	5	1	0	**6**	0.92%
Not applicable	464	55	2	**521**	79.66%
Total	**579**	**71**	**4**	**654**	**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	9	24	26	30	29	25	19	9	12	14	12	7	15	9	12	19	**271**
	Male	18	29	40	39	23	24	21	17	14	22	12	9	9	6	12	12	**307**
	Other	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Subtotal		**27**	**54**	**66**	**69**	**52**	**49**	**40**	**26**	**26**	**36**	**24**	**16**	**24**	**15**	**24**	**31**	**579**
Admitted to hospital	Female	2	3	2	4	0	0	1	3	2	1	1	1	2	0	1	1	**24**
	Male	1	5	7	3	3	2	2	4	4	5	5	4	1	1	0	0	**47**
Subtotal		**3**	**8**	**9**	**7**	**3**	**2**	**3**	**7**	**6**	**6**	**6**	**5**	**3**	**1**	**1**	**1**	**71**
Fatality	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Male	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	**4**
Subtotal		**0**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Total		**30**	**63**	**76**	**76**	**56**	**51**	**44**	**33**	**32**	**42**	**30**	**21**	**27**	**16**	**25**	**32**	**654**

Figure 3.7: Total casualties by age

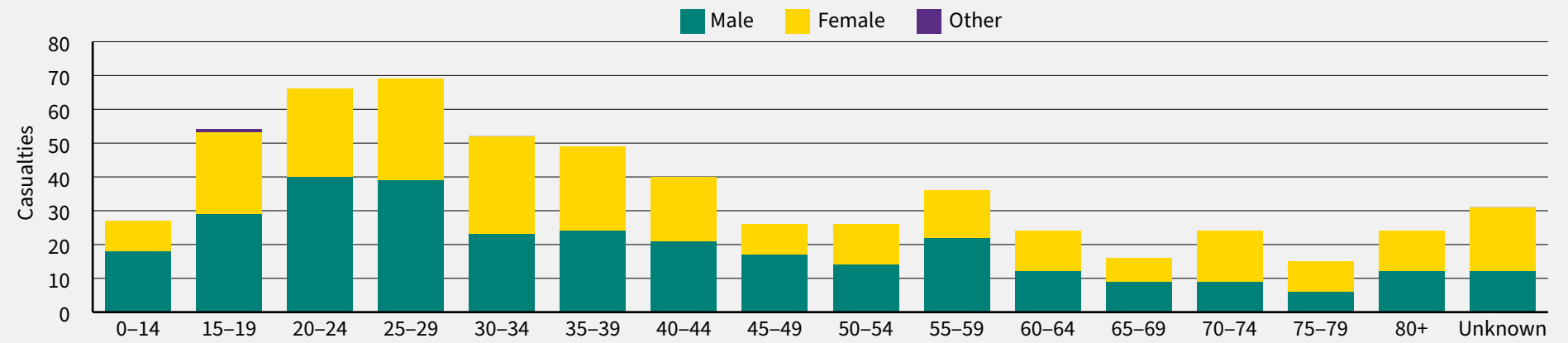
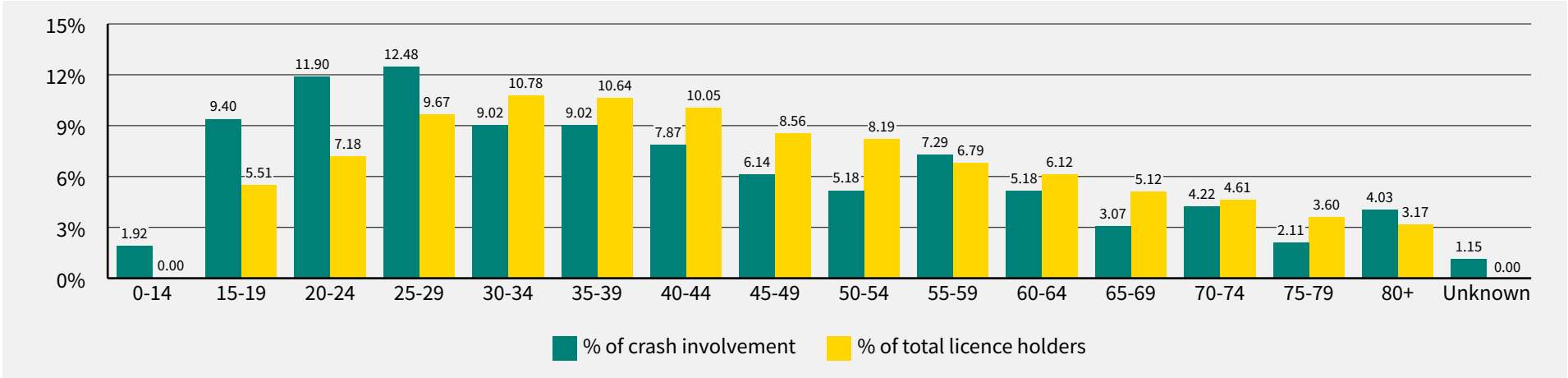


Table 3.8: Vehicle controller casualties by casualty class, gender and age

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	0	14	20	26	22	24	18	8	8	11	11	4	11	6	11	2	**196**
	Male	8	26	34	33	21	21	19	17	14	21	11	7	8	4	9	4	**257**
	Subtotal	**8**	**40**	**54**	**59**	**43**	**45**	**37**	**25**	**22**	**32**	**22**	**11**	**19**	**10**	**20**	**6**	**453**
Admitted to hospital	Female	1	3	1	4	0	0	1	3	2	1	1	1	2	0	1	0	**21**
	Male	1	5	6	2	3	2	2	4	3	5	4	4	1	1	0	0	**43**
	Subtotal	**2**	**8**	**7**	**6**	**3**	**2**	**3**	**7**	**5**	**6**	**5**	**5**	**3**	**1**	**1**	**0**	**64**
Fatality	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Male	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	**4**
	Subtotal	**0**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Total		**10**	**49**	**62**	**65**	**47**	**47**	**41**	**32**	**27**	**38**	**27**	**16**	**22**	**11**	**21**	**6**	**521**

Table 3.8 shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females.

Figure 3.8: Vehicle controller casualties and licence holders by age



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). Drivers up to 29 years, 55-59 years and over 80 years were over-represented in crashes in 2023.

Table 3.9: Pedestrian 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+	Total
Received medical treatment	Female	2	1	0	2	0	0	0	0	1	1	0	1	0	1	1	**10**
	Male	3	0	5	4	0	1	1	0	0	1	0	0	1	1	2	**19**
	Subtotal	**5**	**1**	**5**	**6**	**0**	**1**	**1**	**0**	**1**	**2**	**0**	**1**	**1**	**2**	**3**	**29**
Admitted to hospital	Female	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
	Male	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
	Subtotal	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
Fatality	Male	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**
Total		**6**	**1**	**5**	**6**	**0**	**1**	**1**	**0**	**2**	**2**	**0**	**1**	**1**	**2**	**3**	**31**

Figure 3.9: Pedestrian casualties by gender

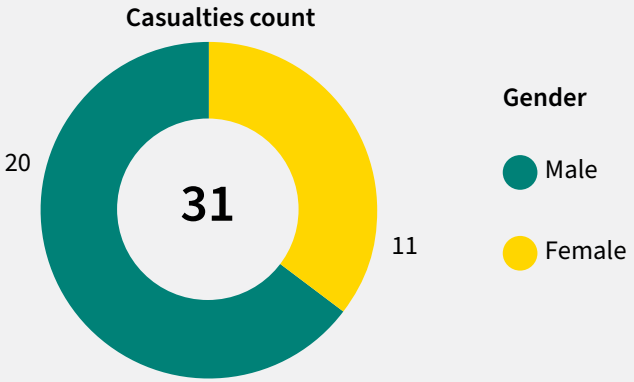
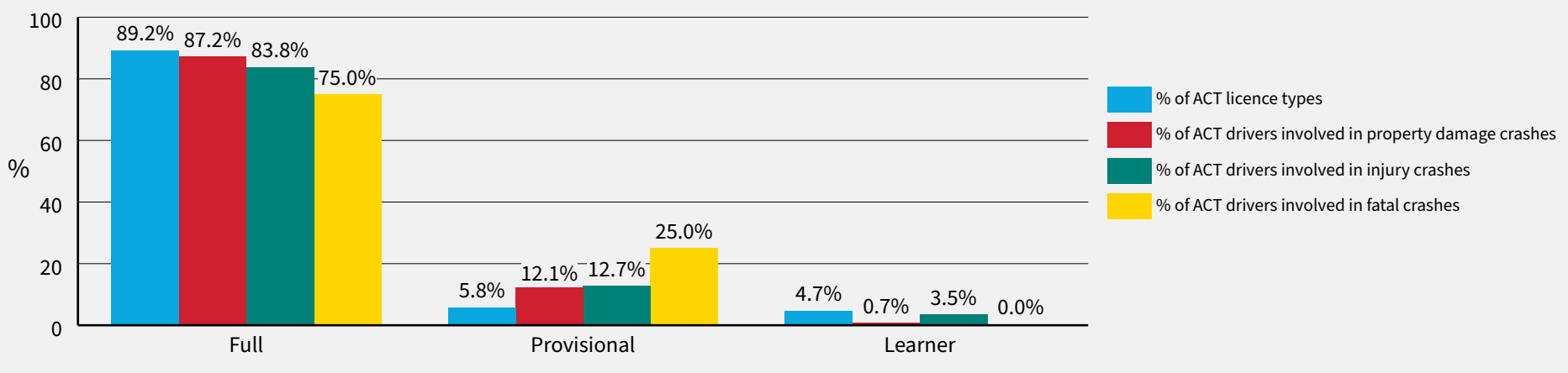


Table 3.10: ACT drivers involved in crashes by licence type and severity

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	3	574	6,039	**6,616**	89.23%	87.17%	83.80%	75.00%
Provisional	1	87	841	**929**	5.78%	12.14%	12.70%	25.00%
Learner	0	24	48	**72**	4.75%	0.69%	3.50%	0.00%
Total	**4**	**685**	**6,928**	**7,617**				

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 2023. 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 continued to be disproportionately represented in property damage and casualty crashes in 2023.

VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2023[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	2	6	2	389	0	0	5	0	0	8	1	0	5	3	44	**465**	4.01%
Right angle collision	0	27	30	1,422	2	0	39	0	0	26	2	0	15	24	147	**1,734**	14.95%
Acute angle-same direction side swipe	8	23	41	959	2	0	24	0	2	24	1	2	8	47	136	**1,277**	11.01%
Acute angle-opposite direction side swipe	0	4	2	46	2	0	2	0	0	2	0	0	0	3	8	**69**	0.60%
Head on collision	2	3	2	55	0	0	0	0	0	1	1	0	0	4	7	**75**	0.65%
Rear end collision	2	10	27	4,537	5	0	53	0	3	99	0	3	48	70	594	**5,451**	47.01%
Collision with parked vehicle	0	2	18	405	5	0	0	20	4	16	1	0	4	20	64	**559**	4.82%
Collision with one vehicle reversing	1	0	7	220	3	0	0	0	1	6	0	0	0	11	36	**285**	2.46%
Other collision	1	72	10	759	4	3	9	6	0	17	22	0	10	16	86	**1,015**	8.75%
Subtotal	**16**	**147**	**139**	**8,792**	**23**	**3**	**132**	**26**	**10**	**199**	**28**	**5**	**90**	**198**	**1,122**	**10,930**	

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	0	28	0	0	1	1	0	2	0	1	0	0	2	**35**	0.30%
Struck animal (not ridden on road)	0	1	0	111	6	0	4	0	0	3	0	0	0	0	4	**129**	1.11%
Struck object (on road)	0	3	0	17	1	0	1	0	0	1	0	0	0	0	2	**25**	0.22%
Overturned (on road)	2	3	0	14	0	0	29	0	0	0	0	3	0	3	4	**58**	0.50%
Fall from moving vehicle (on road)	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0.01%
Other -single vehicle (on road)	0	0	0	24	0	0	2	0	0	1	0	0	0	0	1	**28**	0.24%
Struck pedestrian (off road)	0	2	0	4	0	1	0	0	0	0	0	0	0	0	0	**7**	0.06%
Struck vehicle (off road)	0	0	0	22	0	0	0	1	2	2	0	0	0	0	4	**31**	0.27%
Struck object (off road)	0	1	0	267	2	0	7	1	0	5	0	1	1	5	39	**329**	2.84%
Overturned (off road)	0	0	0	6	0	0	3	0	0	0	0	0	0	1	2	**12**	0.10%
No object struck (off road)	0	0	0	6	0	0	2	0	0	0	0	0	0	0	2	**10**	0.09%
Other	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	0.01%
Subtotal	2	10	0	501	9	1	49	3	2	14	0	5	1	9	60	**666**	
Total vehicles involved in crash	**18**	**157**	**139**	**9,293**	**32**	**4**	**181**	**29**	**12**	**213**	**28**	**10**	**91**	**207**	**1,182**	**11,596**	**100.00%**

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

Vehicle type	Property damage only	Injury	Fatality	Total	% of total vehicles
Articulated vehicle (semi)	15	2	1	**18**	0.16%
Bicycle	77	80	0	**157**	1.35%
Bus	131	8	0	**139**	1.20%
Car/station wagon	8,597	691	5	**9,293**	80.14%
Emergency vehicle	30	2	0	**32**	0.28%
Light rail	2	2	0	**4**	0.03%
Motorcycle	86	95	0	**181**	1.56%
Not Known	28	1	0	**29**	0.25%
Other	12	0	0	**12**	0.10%
Panel van	188	25	0	**213**	1.84%
Scooter (kick scooter, motorised/e-scooter)	21	7	0	**28**	0.24%
Scooter (motorcycle)	5	5	0	**10**	0.09%
Taxi/hired car	88	3	0	**91**	0.78%
Truck (excluding semi)	190	17	0	**207**	1.79%
Utility	1,106	76	0	**1,182**	10.19%
Total	**10,576**	**1,014**	**6**	**11,596**	**100.00%**

Table 4.3: Total vehicles involved in crashes by vehicle type 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 (excluding semi)	Utility	Total	% of total vehicles
Uncontrolled	14	70	62	3,827	23	1	86	29	9	99	15	3	29	103	546	**4,916**	42.39%
Control not operating	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	0.02%
Traffic lights	1	18	40	2,745	6	3	40	0	2	70	2	3	31	52	338	**3,351**	28.90%
Give way sign	3	33	29	2,235	2	0	46	0	1	36	3	4	26	37	259	**2,714**	23.40%
Stop sign	0	3	6	338	0	0	8	0	0	6	0	0	5	5	29	**400**	3.45%
Police	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	0.03%
School crossing	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**	0.02%
Marked pedestrian crossing	0	30	1	93	0	0	0	0	0	2	8	0	0	2	5	**141**	1.22%
Other	0	2	1	49	0	0	1	0	0	0	0	0	0	8	5	**66**	0.57%
Total	**18**	**157**	**139**	**9,293**	**32**	**4**	**181**	**29**	**12**	**213**	**28**	**10**	**91**	**207**	**1,182**	**11,596**	**100.00%**

Table 4.4: Total vehicles involved in crashes by vehicle type 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 (excluding semi)	Utility	Total	% of total vehicles
Light or telephone pole	0	0	0	91	0	0	1	0	0	1	0	0	0	2	14	**109**	0.94%
Sign or signal pole	0	0	0	119	0	0	1	0	0	3	0	0	0	4	11	**138**	1.19%
Tree	0	0	1	99	0	0	0	0	0	3	0	0	1	0	15	**119**	1.03%
Building or structure	0	0	0	26	0	0	0	1	1	2	0	0	0	0	3	**33**	0.28%
Kerb or guard rail	0	2	1	112	2	1	5	0	0	3	0	1	0	4	12	**143**	1.23%
Guide post	0	0	0	9	0	0	0	0	0	0	0	0	0	1	0	**10**	0.09%
Other	1	0	0	35	1	0	1	1	0	2	0	0	0	1	7	**49**	0.42%
Not applicable	17	155	137	8,802	29	3	173	27	11	199	28	9	90	195	1,120	**10,995**	94.82%
Total	**18**	**157**	**139**	**9,293**	**32**	**4**	**181**	**29**	**12**	**213**	**28**	**10**	**91**	**207**	**1,182**	**11,596**	**100.00%**