ACT Government

2018 ACT CRASH REPORT

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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. If a seatbelt was 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 2018.

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

The ACT *Road Safety Strategy 2011–2020* (the 'Strategy') provides a whole-of-government approach to addressing road safety and has goals to:

> contribute to a national reduction in the annual number of fatalities and serious injuries of at least 30% by 2020

> develop an ACT community that shares responsibility for road safety

> develop an approach to road safety that involves all stakeholders working together.

The Strategy, which is based on the Safe System approach and the Vision Zero philosophy, is supported by multiyear action plans with the current action plan covering the period 2016–2020.

Copies of the Strategy, including the current action plan can be downloaded at http://www.justice.act.gov.au/safety_and_emergency/road_safety/road_safety_publications

1.6 SUMMARY OF 2018 CRASHES

> There were 7,584 'on-road' recorded traffic crashes in 2018 which involved 14,853 vehicles and resulted in 722 casualties, including nine fatalities and 117 hospital admissions.

> Five fatalities and 217 injuries involved vulnerable road users (cyclists, pedestrians and motorcyclists). These figures represent 56% of fatalities and 30% of injuries that occurred in 2018.

> Vehicle controllers 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 35% of vehicle controller casualties – despite being approximately 24% of licence holders. Similarly, ACT provisional drivers represented 14% of injury crashes – despite being 5% of licence holders. Fortunately, no provisional drivers were involved in fatal crashes in 2018.

> There were 56 recorded casualties where the vehicle controller was 65 years or older.

> Vehicle controllers aged 75 years or older were involved in approximately 4.3% of all casualty crashes, almost proportionate to this age group being 4.9% of ACT licence holders.

> The most frequent crash-type was the 'rear end collision', which accounted for 45% of all crashes. In terms of severity, the 'right-angle collision' type was the most frequent accounting for around 27% 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

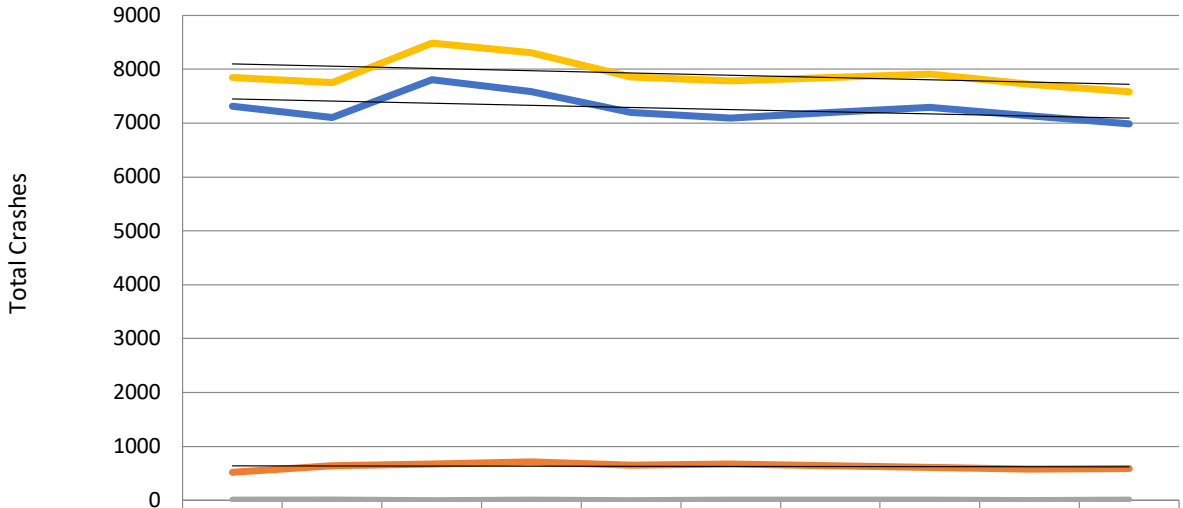
The number of injury and fatal crashes may not add up to the total number of injuries and fatalities as there can be more than one injury or fatality in each crash.

TRAFFIC CRASHES & CASUALTY TRENDS

CRASH TRENDS IN THE ACT

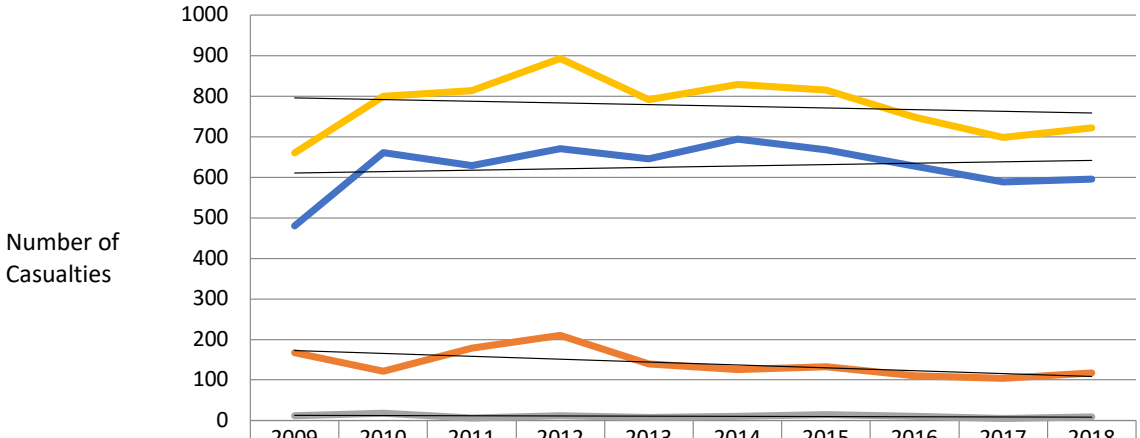
The number of reported ACT crashes has remained relatively consistent over the past 10 years. During this period, the total ACT vehicle fleet has increased in size by approximately 16.5%[1].

Table 1.1: ACT 'On Road' Crashes Trends 2009 – 2018



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Property Crashes	7313	7101	7807	7589	7201	7096	7200	7289	7136	6988
Injury Crashes	519	642	674	712	655	676	638	611	579	587
Fatal Crashes	11	15	6	12	7	10	14	11	5	9
Total Crashes	7843	7758	8487	8313	7863	7782	7852	7911	7720	7584

Table 1.2: Trends in ACT casualties 2009 - 2018

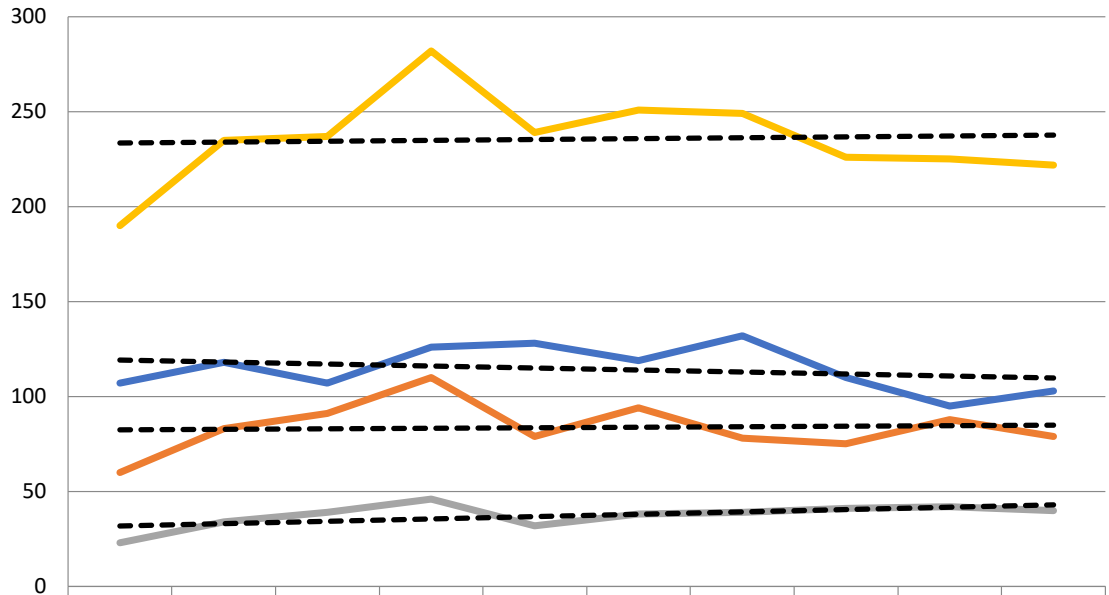


	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Received Medical Treatment	480	661	629	671	645	694	668	627	589	596
Admitted to Hospital	168	121	179	210	140	125	132	110	104	117
Fatality	12	18	6	12	7	10	15	11	5	9
Total Casualties	660	800	814	893	792	829	815	748	698	722

Although the total number of casualties is slightly higher than last year, the data-trend for overall casualties has been reducing since 2009. 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.

1 Access Canberra, rego.act database report 2019

Table 1.3: Vulnerable Road User Casualties 2009 – 2018



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Motorcyclist	107	118	107	126	128	119	132	110	95	103
Cyclist	60	83	91	110	79	94	78	75	88	79
Pedestrian	23	34	39	46	32	38	39	41	42	40
TOTAL	190	235	237	282	239	251	249	226	225	222

The upward trend in 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] There has also been an increase in the number of motorcycle registrations.[3]

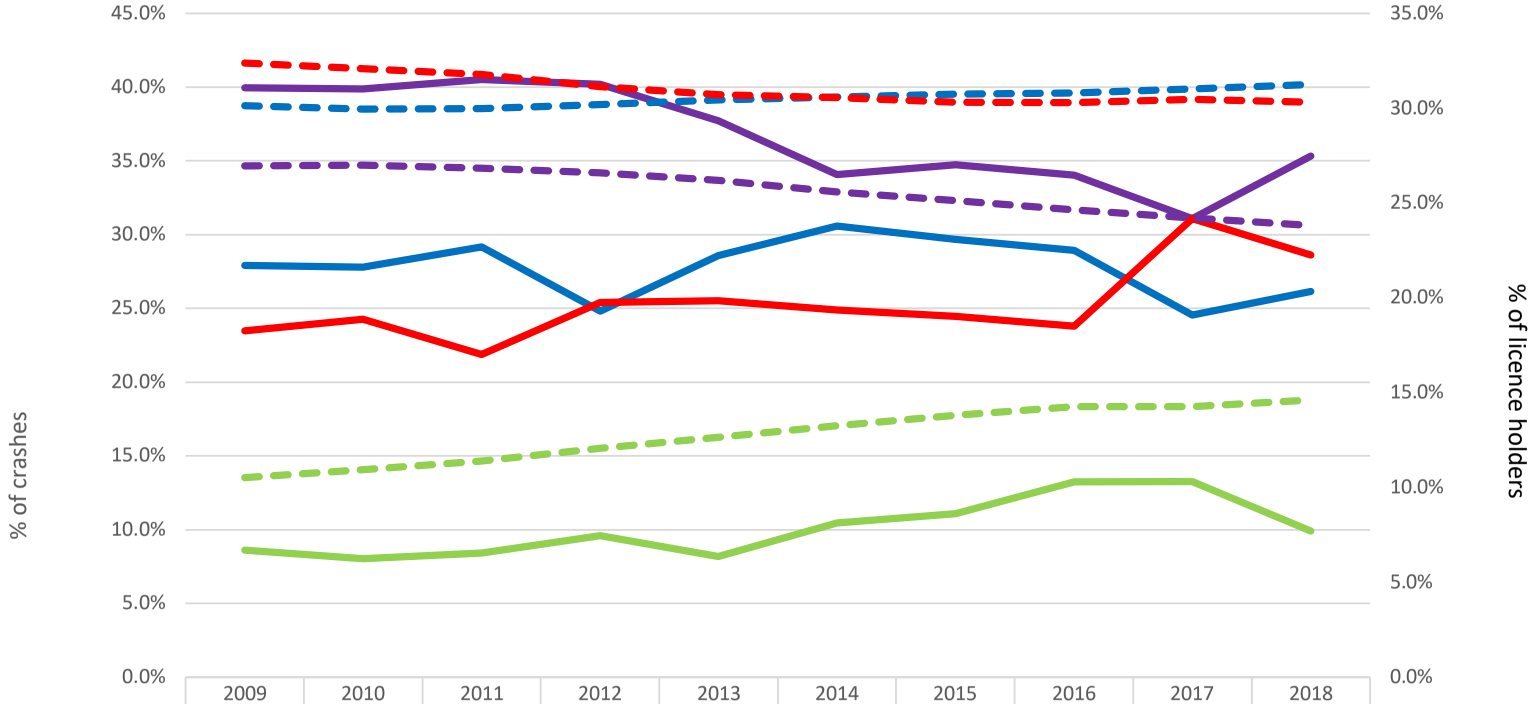
Motorcyclist casualties are now trending down, with cyclist casualties also lowered over the year. The ACT Government will continue to remain strongly committed to improving road safety for vulnerable road users via a range of reforms and infrastructure improvements. Many reforms have already been progressed as action items in the ACT Road Safety Action Plan 2016-2020

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.

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

Table 1.4: Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2009 - 2018

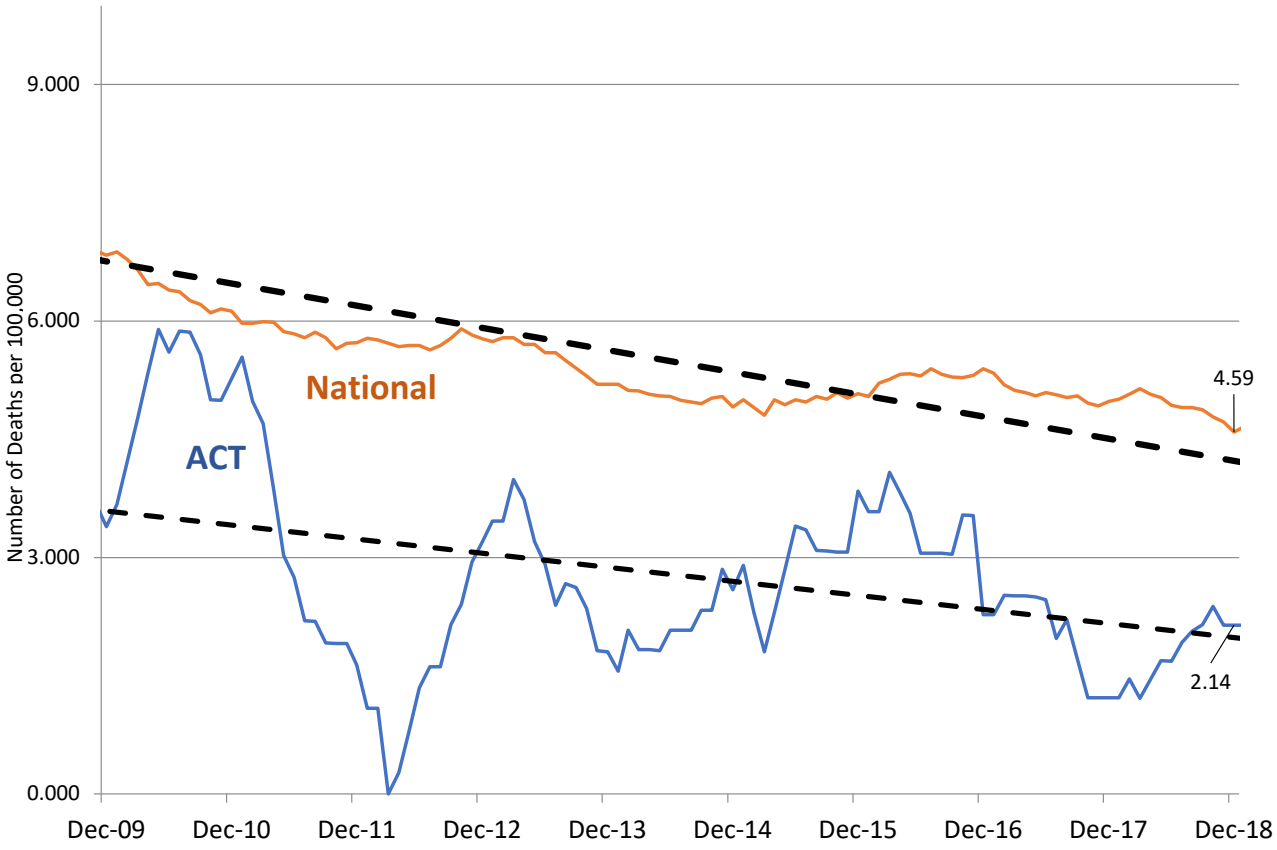
Despite a drop in 2018 compared to 2017, vehicle controller casualties for people aged 65 years and over has seen an upward trend over the last 10 years, consistent with the licence holding population of that age group. This table also shows that younger drivers in the ACT (aged 15-29 years) remain disproportionately represented in casualties, being 35% of all vehicle controller casualties, but only 24% of licence holders. The ACT Government will continue to monitor these trends and deliver counter measures addressing issues relating to specific age groups. One such action is reforms to the ACT's driver licencing scheme for learner and provisional drivers that commence on 1 January 2020.



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
% 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%

RATES OF DEATHS

Table 1.5: Rates of Deaths per 100,000 population 2009 - 2018

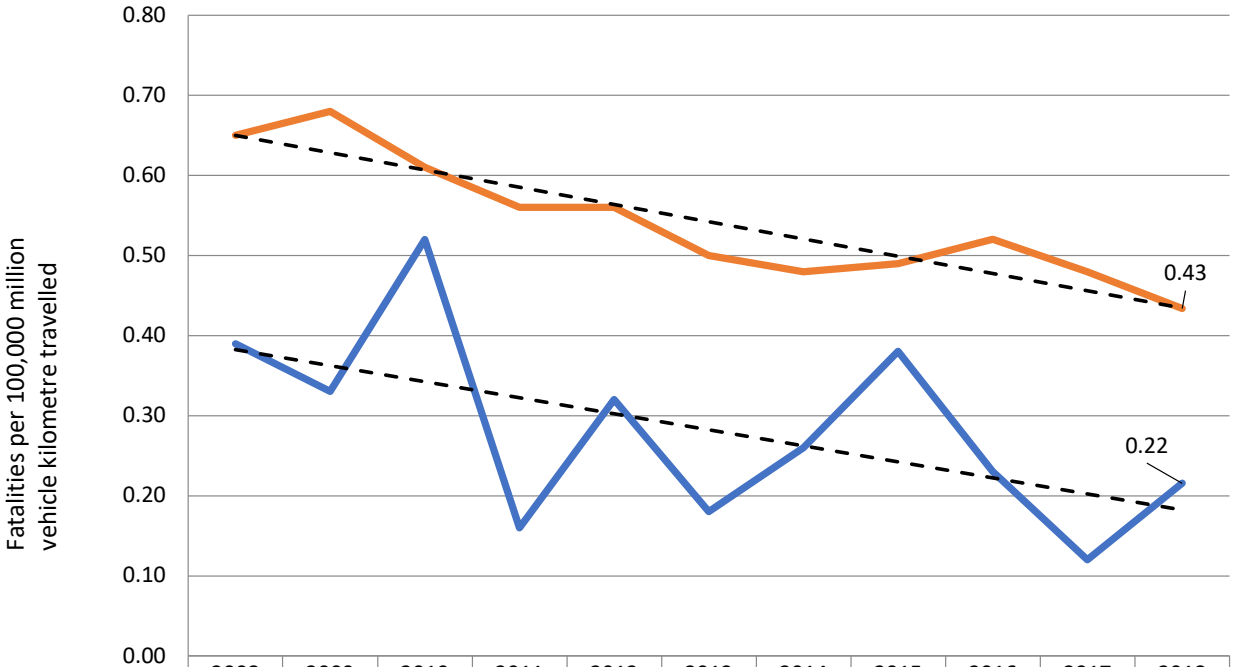


An indicator of the effectiveness of enforcement, regulation and education to support road safety outcomes is the annual number of road fatalities per 100,000 population. This is a measure used nationally to monitor road safety performance. In 2018, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.14 fatalities per 100,000 population (however, it was up from 1.21 fatalities in 2017), compared with 4.59 road fatalities per 100,000 people nationally (which was down from 4.97 fatalities in 2017).

While the ACT continues to record the lowest annual road fatalities per 100,000 population among all Australian states and territories, a study by ARRB for the NRMA-ACT Road Safety Trust found that in the period 2006–2010 ACT vehicle controllers were involved in 55 fatal crashes and 1,188 injury crashes in NSW[4] – demonstrating that the effects of road trauma on the ACT community are not solely confined to ACT roads. The ACT Government works with NSW on targeted efforts to increase road safety on roads that cross the border, particularly through the Kings Highway Partnership.

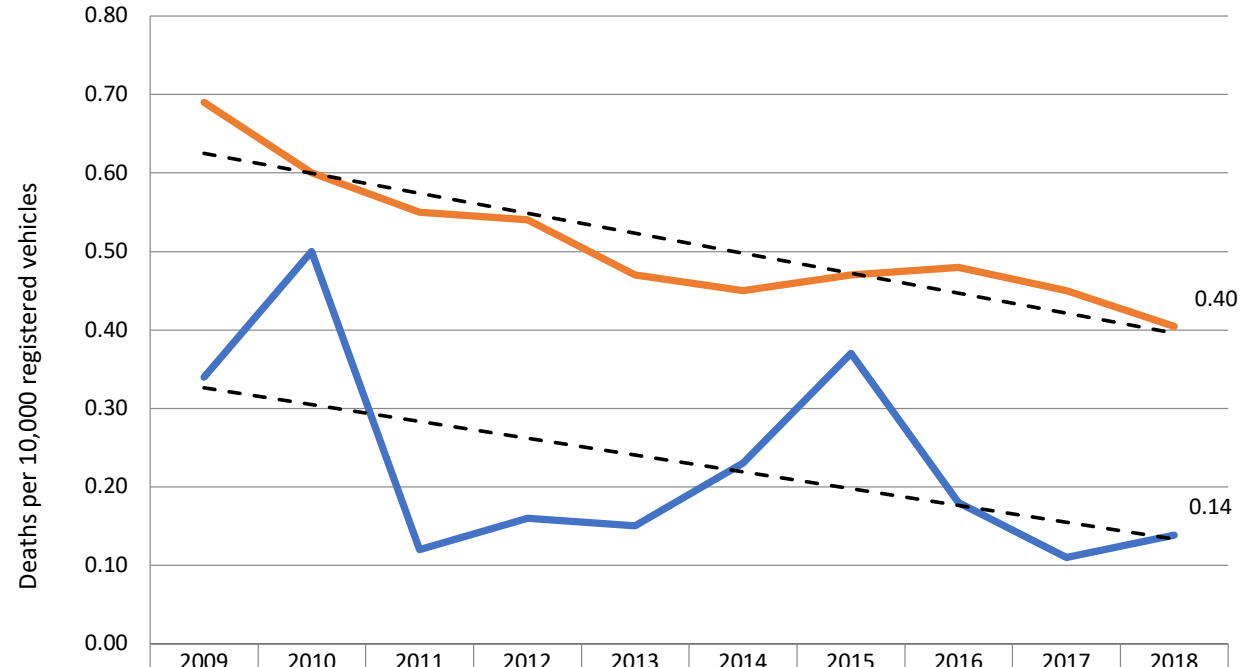
4. Updating crashes involving ACT vehicles and controllers in NSW: 2006 to 2010, ARRB, September 2013.

Table 1.6: Annual fatalities per 100 Million Vehicle-Kilometre Travelled 2009 - 2018



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
ACT	0.39	0.33	0.52	0.16	0.32	0.18	0.26	0.38	0.23	0.12	0.22
AUSTRALIA	0.65	0.68	0.61	0.56	0.56	0.50	0.48	0.49	0.52	0.48	0.43

Table 1.7: Rates of Deaths per 10,000 registered vehicles 2009-2018



	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
ACT	0.34	0.50	0.12	0.16	0.15	0.23	0.37	0.18	0.11	0.14
National	0.69	0.60	0.55	0.54	0.47	0.45	0.47	0.48	0.45	0.40

TRAFFIC CRASHES IN 2018

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	240	72		312	4.11%
2	Right angle collision	850	149	2	1001	13.20%
3	Same direction side swipe	746	31		777	10.25%
4	Opposite direction side swipe	31	5		36	0.47%
5	Head on collision	16	15		31	0.41%
6	Rear end collision	3295	90	1	3386	44.65%
7	Collision with parked vehicle	190	7		197	2.60%
8	Collision while one vehicle reversing	107	1		108	1.42%
9	Other - Vehicle to vehicle (on road)	791	38	1	830	10.94%
10	Struck pedestrian (on road)	13	35	2	50	0.66%
11	Struck animal (not ridden/on road)	212	8		220	2.90%
12	Struck object (on road)	20	4		24	0.32%
13	Overturned (on road)	34	30	1	65	0.86%
14	Fall from moving vehicle (on road)				0	0.00%
15	Other - Single vehicle (on road)	37	4		41	0.54%
16	Struck pedestrian (on footpath etc.)	5	2		7	0.09%
17	Struck vehicle (off road)	7	4		11	0.15%
18	Struck animal (not ridden/off road)				0	0.00%
19	Struck object (off road)	367	87	2	456	6.01%
20	Overturned (off road)	8	2		10	0.13%
21	No object struck (off road)	19	3		22	0.29%
22	Other - Single vehicle (off road)				0	0.00%
Total		**6988**	**587**	**9**	**7584**	**100%**

The most frequent accident type in 2018 was the 'rear end collision' representing around 45% of all crashes, followed by the 'right angle collision' type (13.2%). In terms of severity, however, 'right-angle' type crashes were the main contributor, representing around 27% of all casualty crashes for 2018 (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 below 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 almost 15% of all casualties including 2 fatalities (more detail in Table 2.2 below).

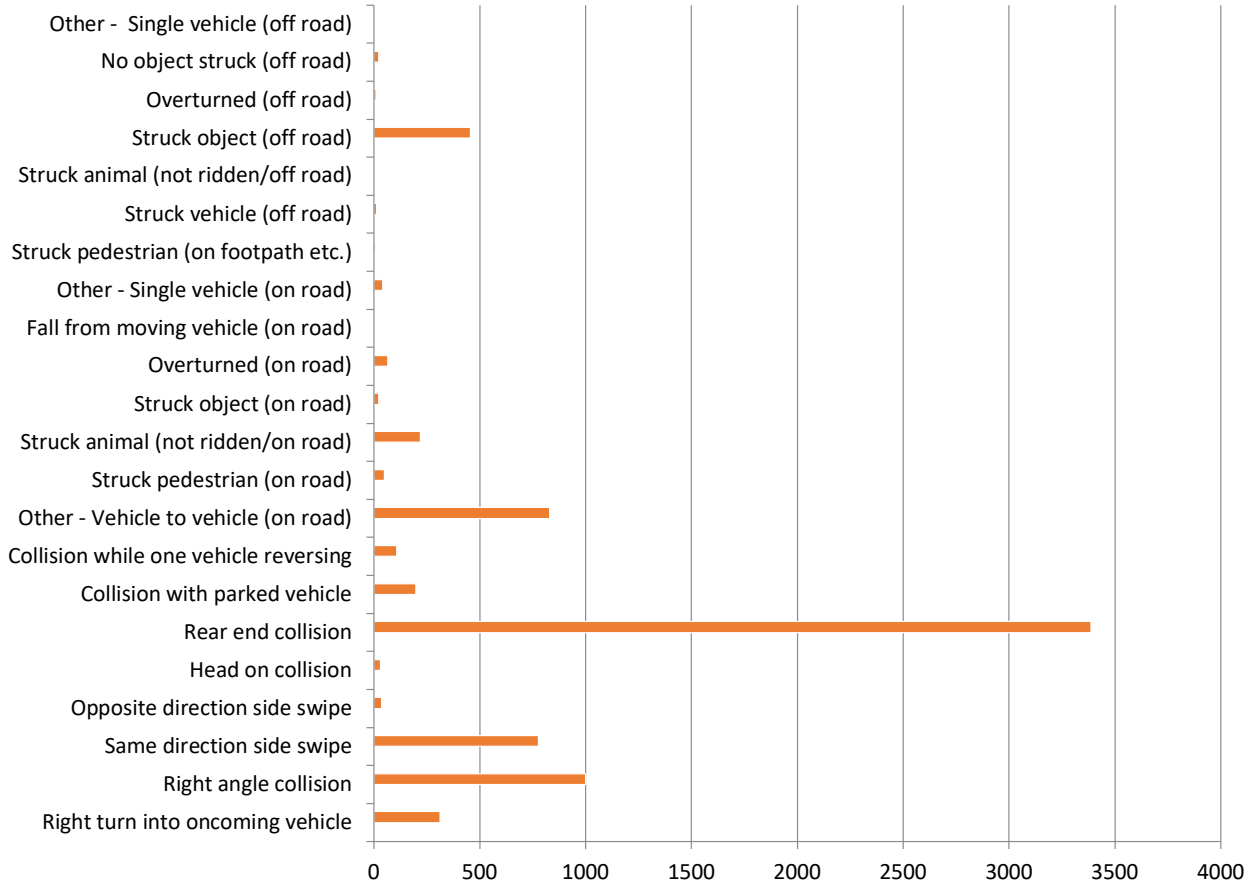


Table 2.2: Total Crashes by Severity and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Not applicable	6532	459	6	6997	92.26%
1	Light or telegraph pole	87	22		109	1.44%
2	Sign or signal pole	97	29	1	127	1.67%
3	Tree	63	39	1	103	1.36%
4	Building or structure	26	8		34	0.45%
5	Kerb or guard rail	157	21	1	179	2.36%
6	Guide post	8	2		10	0.13%
7	Other	18	7		25	0.33%
Total		6988	587	9	7584	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	445	40	1	486	6.41%
2	February	580	43	2	625	8.24%
3	March	595	66		661	8.72%
4	April	547	49	1	597	7.87%
5	May	730	48	2	780	10.28%
6	June	680	50		730	9.63%
7	July	604	43	1	648	8.54%
8	August	626	61		687	9.06%
9	September	561	45	1	607	8.00%
10	October	525	49	1	575	7.58%
11	November	568	56		624	8.23%
12	December	527	37		564	7.44%
		6988	587	9	7584	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.

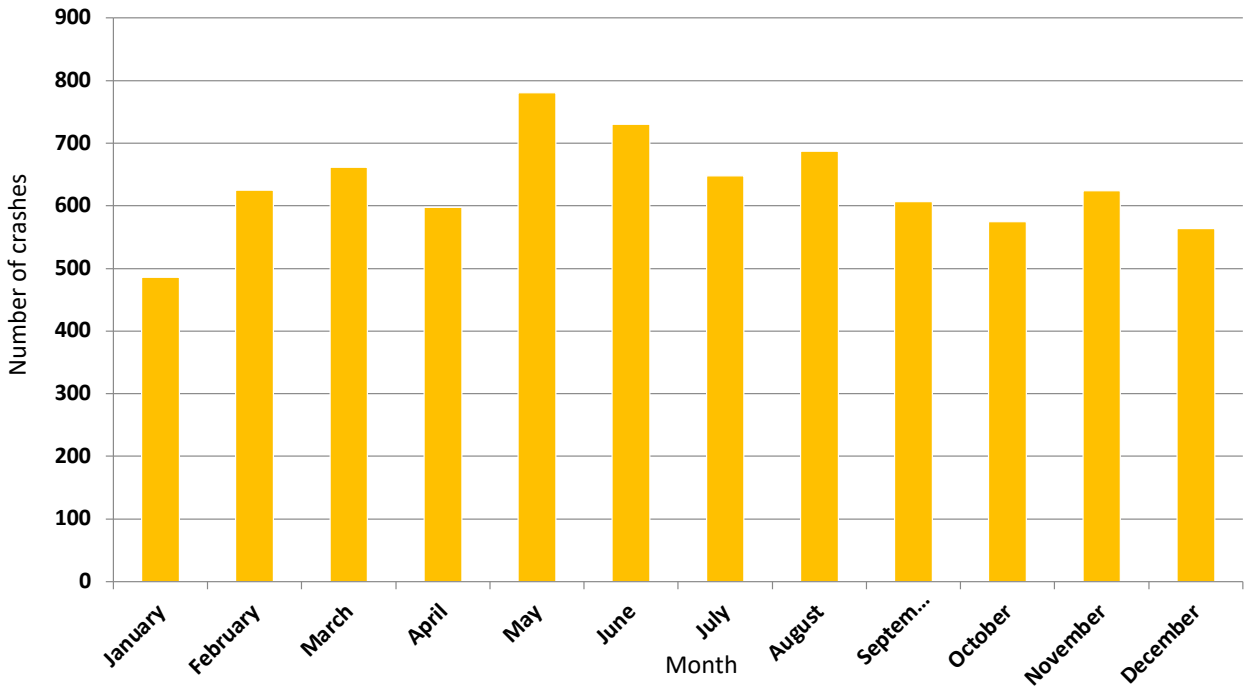


Table 2.4: Total Crashes by Severity and Day of Week

Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Monday	970	80	1	1051	13.86%
Tuesday	1210	90	1	1301	17.15%
Wednesday	1171	75		1246	16.43%
Thursday	1246	109	1	1356	17.88%
Friday	1175	96	2	1273	16.79%
Saturday	677	76	3	756	9.97%
Sunday	539	61	1	601	7.92%
	6988	587	9	7584	100%

The higher number of crashes on weekdays than weekends is likely the result of peak commuter traffic. The highest total crashes and proportion of injury crashes was on Thursdays (18.5% of all casualty crashes), while crashes on Sundays only represent around 8% of all crashes.

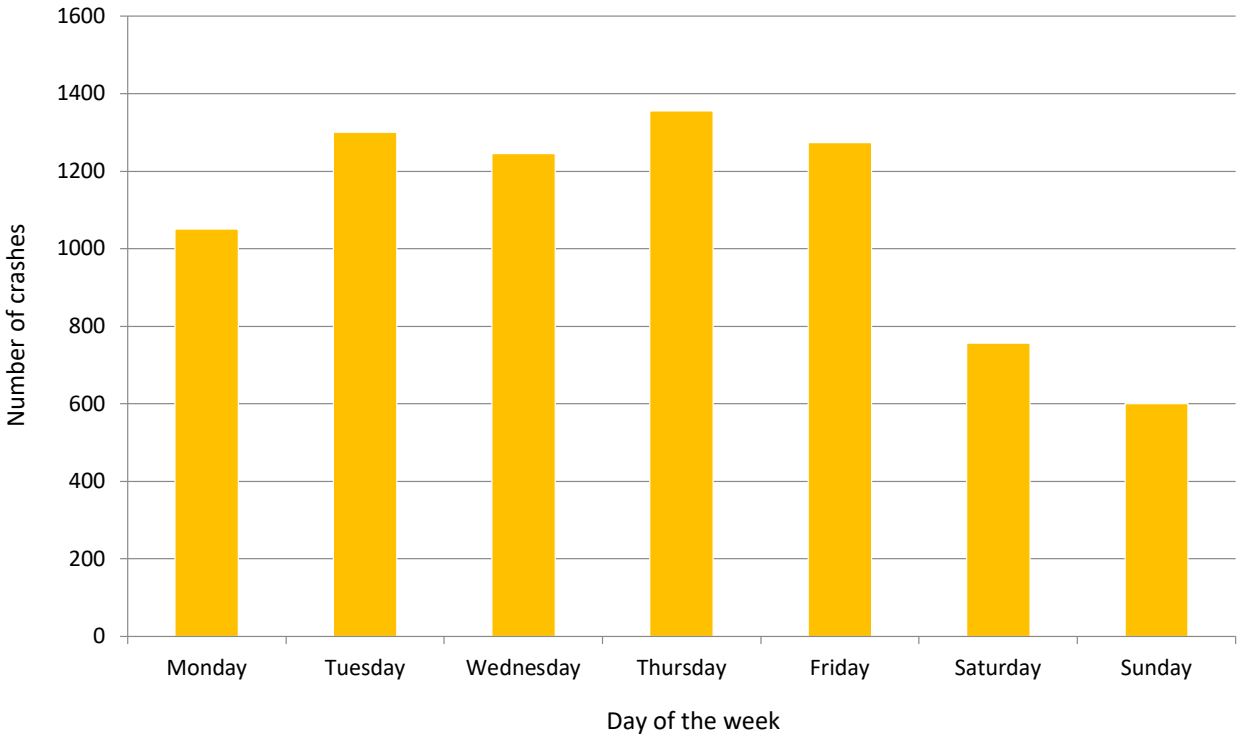


Table 2.5: Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of total Crashes
00.00 - 00.59	54	6		60	0.79%
01.00 - 01.59	29	3		32	0.42%
02.00 - 02.59	16	5		21	0.28%
03.00 - 03.59	20	5		25	0.33%
04.00 - 04.59	21	5		26	0.34%
05.00 - 05.59	48			48	0.63%
06.00 - 06.59	137	20		157	2.07%
07.00 - 07.59	367	36		403	5.31%
08.00 - 08.59	803	61		864	11.39%
09.00 - 09.59	471	34	2	507	6.69%
10.00 - 10.59	298	26		324	4.27%
11.00 - 11.59	328	37	1	366	4.83%
12.00 - 12.59	419	31		450	5.93%
13.00 - 13.59	338	33		371	4.89%
14.00 - 14.59	381	27		408	5.38%
15.00 - 15.59	534	41		575	7.58%
16.00 - 16.59	640	38		678	8.94%
17.00 - 17.59	850	51	1	902	11.89%
18.00 - 18.59	540	47	2	589	7.77%
19.00 - 19.59	245	33	1	279	3.68%
20.00 - 20.59	153	15	1	169	2.23%
21.00 - 21.59	120	16		136	1.79%
22.00 - 22.59	123	10	1	134	1.77%
23.00 - 23.59	53	7		60	0.79%
Total	6988	587	9	7584	100%

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

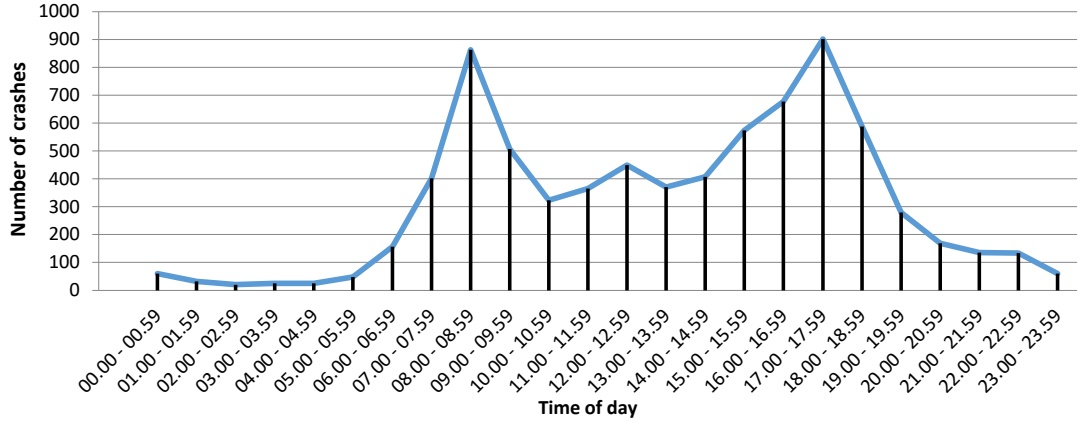


Table 2.6: Total Crashes by Severity and Traffic Control Type

Traffic Control Code	Traffic Control	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Unknown				0	0.00%
1	Uncontrolled	3330	255	4	3589	47.32%
2	Control not operated	3			3	0.04%
3	Traffic lights	1759	139	2	1900	25.05%
4	Give Way sign	1538	157	3	1698	22.39%
5	Stop sign	246	27		273	3.60%
6	Police	4			4	0.05%
7	School crossing	5	1		6	0.08%
8	Marked pedestrian crossing	33	4		37	0.49%
9	Other	70	4		74	0.98%
	Total	6988	587	9	7584	100%

Traffic controls can include stop/give way signs, traffic lights or crossings. The highest proportion of crashes occurred at controlled locations (traffic lights and give way signs), including five of the nine fatalities. The ACT Government has developed awareness materials reminding road users to obey traffic signals.

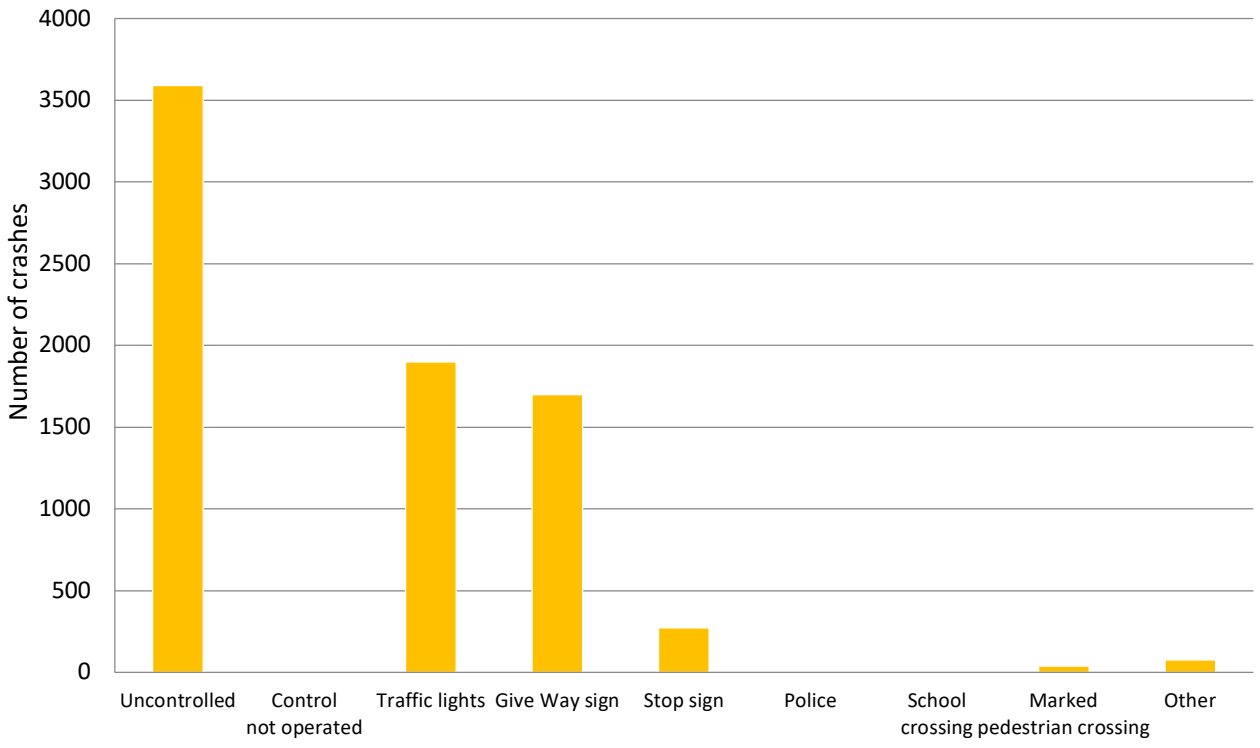


Table 2.7: Total Crashes by Severity and Road Location

Location Type Code	Location Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Intersections						
1	Cross intersection	1570	134	1	1705	22.49%
2	T intersection	1267	157	3	1427	18.83%
3	Y intersection	48	1		49	0.65%
4	Multiple intersection	19			19	0.25%
5	Roundabout	818	44	2	864	11.40%
6	Other	25	3		28	0.37%
	Subtotal	3747	339	6	4092	53.98%
Midblocks						
7	Median opening	1712	117	3	1832	24.17%
8	Not median opening	1526	130		1656	21.85%
9	Other				0	0.00%
	Subtotal	3238	247	3	3488	46.02%
Total		6985	586	9	7580	100%

Just over half of all crashes, and most fatalities, occurred at intersections or roundabouts.

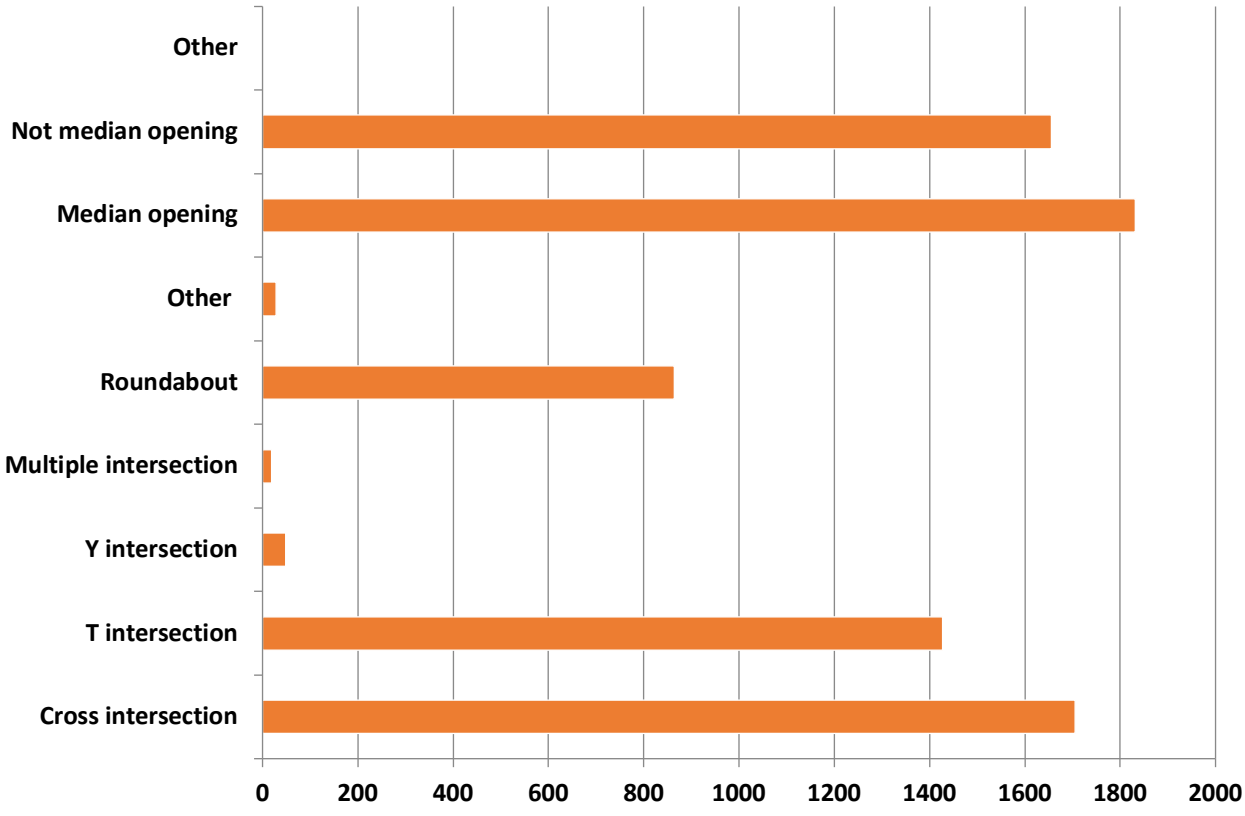


Table 2.8: Total Crashes by Severity and Weather Conditions

Weather Code	Weather Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0	Unknown				0	0.00%
1	Fine	6201	521	9	6731	88.75%
2	Light rain	447	35		482	6.36%
3	Heavy rain	117	16		133	1.75%
4	Cloudy or overcast	182	12		194	2.56%
5	Snow or sleet	1			1	0.01%
6	Fog	38	3		41	0.54%
7	Smoke or dust	2			2	0.03%
8	Other				0	0.00%
Total		6988	587	9	7584	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

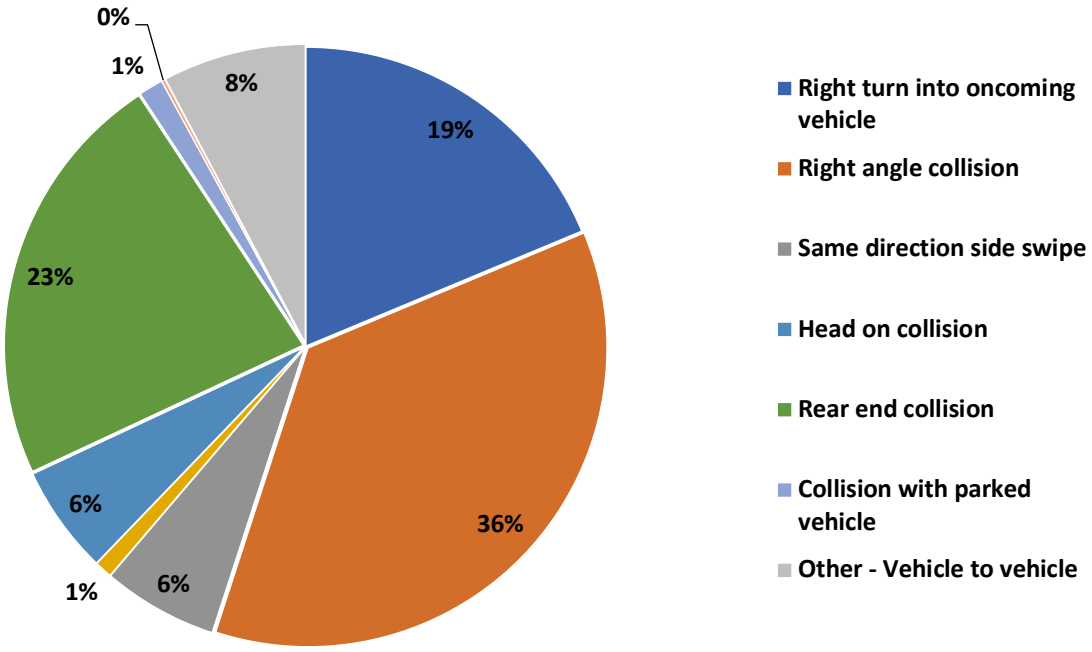
Light Conditions Code	Light Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
1	Dark - good street lighting	874	92	2	968	12.76%
2	Dark - no street lighting	152	13	1	166	2.19%
3	Dark - poor street lighting	293	26		319	4.21%
4	Daylight	5384	427	6	5817	76.70%
5	Semi-darkness	285	29		314	4.14%
6	Unknown				0	0.00%
Total		6988	587	9	7584	100%

CASUALTIES IN 2018

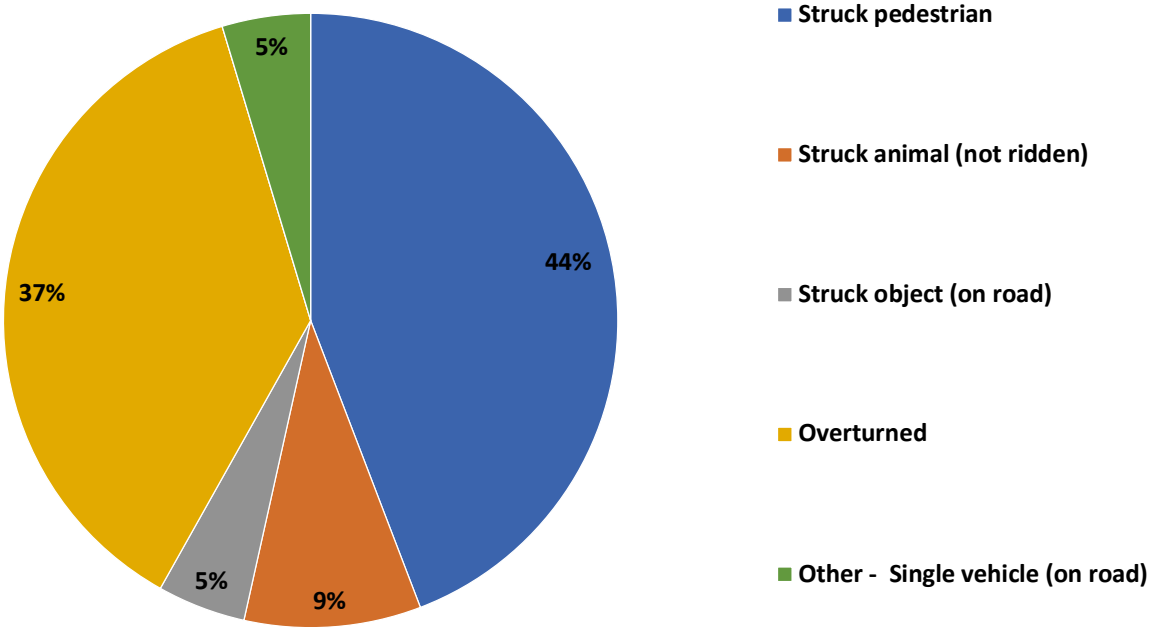
Table 3.1: Total Casualties by Casualty Class and Crash Type

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	87	12		99	13.71%
2	Right angle collision	158	32	2	192	26.59%
3	Same direction side swipe	29	4		33	4.57%
4	Opposite direction side swipe	5			5	0.69%
5	Head on collision	20	11		31	4.29%
6	Rear end collision	109	10	1	120	16.62%
7	Collision with parked vehicle	6	1		7	0.97%
8	Collision while one vehicle reversing		1		1	0.14%
9	Other - Vehicle to vehicle	35	5	1	41	5.68%
	Subtotal	449	76	4	529	73.27%
Single vehicle accident on carriageway						
10	Struck pedestrian	25	11	2	38	5.26%
11	Struck animal (not ridden)	6	2		8	1.11%
12	Struck object (on road)	4			4	0.55%
13	Overturned	24	7	1	32	4.43%
14	Fall from moving vehicle (on road)				0	0.00%
15	Other - Single vehicle (on road)	4			4	0.55%
	Subtotal	63	20	3	86	11.91%
Single vehicle accident off carriageway						
16	Struck pedestrian (on footpath etc.)	1	1		2	0.28%
17	Struck vehicle	5			5	0.69%
18	Struck animal (not ridden)				0	0.00%
19	Struck object (off road)	75	18	2	95	13.16%
20	Overturned	2			2	0.28%
21	No object struck (off road)	1	2		3	0.42%
22	Other accidents				0	0.00%
	Subtotal	84	21	2	107	14.82%
		596	117	9	722	100%

Percentage of Casualties in Vehicle to Vehicle Crashes



Percentage of Casualties in Single Vehicle Crashes (On Road)



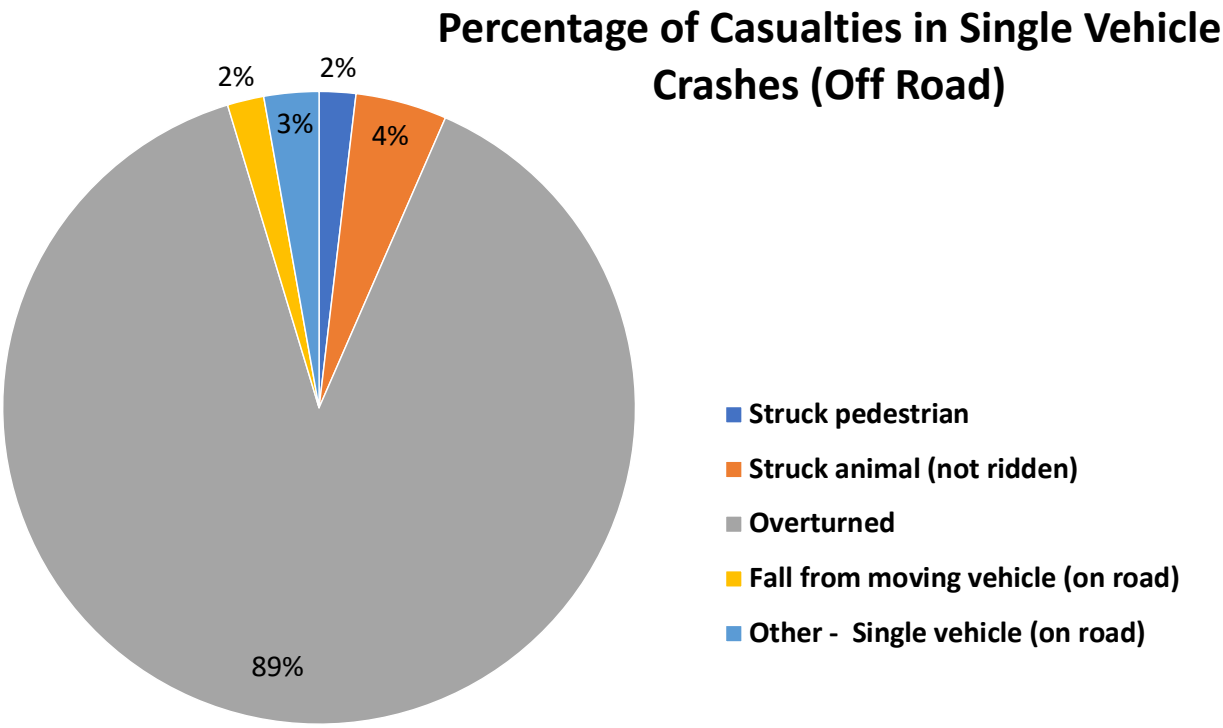


Table 3.2: Total Casualties by Casualty Class and Position in Vehicle

Casualty	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of total casualties
Driver	347	42	2	391	54.16%
Front centre passenger				0	0.00%
Front left passenger	59	12	1	72	9.97%
Motorcycle	59	40	2	101	13.99%
Motorcycle pillion	1	1		2	0.28%
Other				0	0.00%
Pedal cyclist	71	7	1	79	10.94%
Pedestrian	26	12	2	40	5.54%
Rear Bus Passenger	3			3	0.42%
Rear centre passenger	2	1		3	0.42%
Rear left passenger	12	2		14	1.94%
Rear right passenger	13		1	14	1.94%
Unknown	3			3	0.42%
Total	596	117	9	722	100%

Most injuries were sustained by the driver; however, the fatalities were mostly vehicle passengers and vulnerable road users (pedestrians, cyclists and motorcyclists).

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	156	31	3	190	26.32%
Marked Pedestrian Crossing	4	1		5	0.69%
Other	4			4	0.55%
Police				0	0.00%
School Crossing	1			1	0.14%
Stop Sign	29	5		34	4.71%
Traffic Lights	158	27	2	187	25.90%
Uncontrolled	244	53	4	301	41.69%
Total	596	117	9	722	100.00%

Table 3.4: Total Casualties by Casualty Class and Road Location

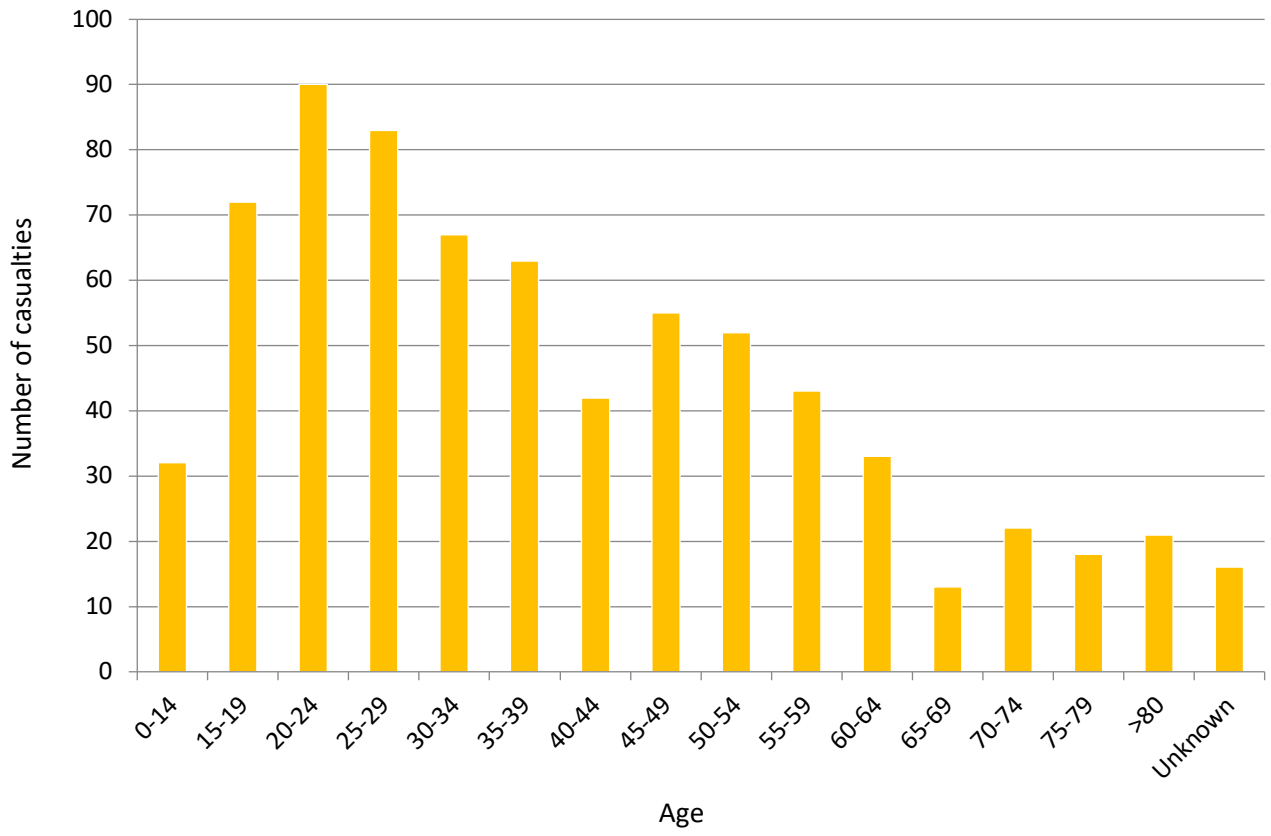
Road Location	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of total casualties
Intersection					
Cross Intersection	149	24	1	174	24.10%
Multiple Intersection				0	0.00%
Other	2	1		3	0.42%
Roundabout	38	9	2	49	6.79%
T Intersection	169	32	3	204	28.25%
Y Intersection	1			1	0.14%
Subtotal	359	66	6	431	59.70%
Midblock					
Median Opening	117	15	3	135	18.70%
Not Median Opening	119	36		155	21.47%
Other	1			1	0.14%
Subtotal	237	51	3	291	40.30%
Total	596	117	9	722	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
Seatbelt not worn	5	1	2	8	1.11%
Seatbelt worn	330	45	2	377	52.22%
Helmet not worn	1	1		2	0.28%
Helmet worn	120	45	3	168	23.27%
Not applicable	1	1		2	0.28%
No seatbelt installed	3			3	0.42%
Not known	136	24	2	162	22.44%
Other				0	0.00%
Total	596	117	9	722	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	19	31	35	35	21	28	21	23	21	13	13	2	11	8	7	8	296
	Male	7	30	40	32	34	26	15	22	18	24	15	6	7	8	8	7	299
	Unknown		1															1
Subtotal		26	62	75	67	55	54	36	45	39	37	28	8	18	16	15	15	596
Admitted to hospital	Female	3	5	2		3	3	1	2	5	3	1	4		1	4	1	38
	Male	1	5	12	15	8	5	5	7	7	3	3	1	4	1	2		79
Subtotal		0	4	10	14	15	11	8	6	9	12	6	4	5	4	2	6	1
Fatal	Female									1		1						2
	Male	2		1	1	1	1		1									7
Subtotal		2	0	1	1	1	1	0	1	1	0	1	0	0	0	0	0	9
Total		32	72	90	83	67	63	42	55	52	43	33	13	22	18	21	16	722



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	1	24	30	26	19	23	18	18	18	10	10	2	10	4	4	1	218
	Male	1	22	34	31	28	24	15	22	17	23	14	6	7	6	6	2	258
	Unknown		1															1
Subtotal		2	47	64	57	47	47	33	40	35	33	24	8	17	10	10	3	477
Admitted to hospital	Female		2			1	2		2	5	2		3		1	1	19	19
	Male		4	11	15	7	5	4	6	7	3	2		3	1	2	70	70
Subtotal		0	6	11	15	8	7	4	8	12	5	2	3	3	2	3	0	89
Fatal	Female									1		1					2	2
	Male					1	1		1								3	3
Subtotal		0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	0	5
Total		2	53	75	72	56	55	37	49	48	38	27	11	20	12	13	3	571

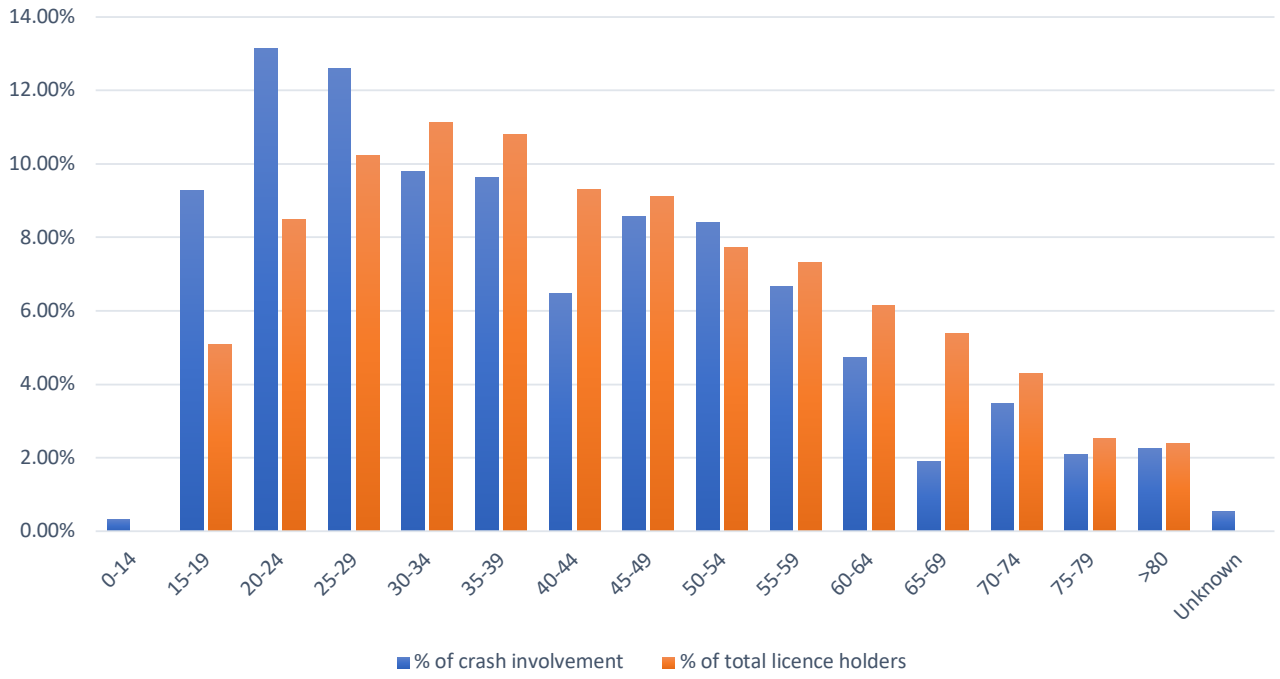


Table 3.6b shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females. The blue columns in the graph above represent vehicle controllers involved in casualty crashes by age groups; the orange columns are the percentage of total licence holders for each respective age group. The age group is over-represented in crashes if the blue column is larger than the orange column (i.e. the crash involvement is disproportionate to the percentage of licence holders).

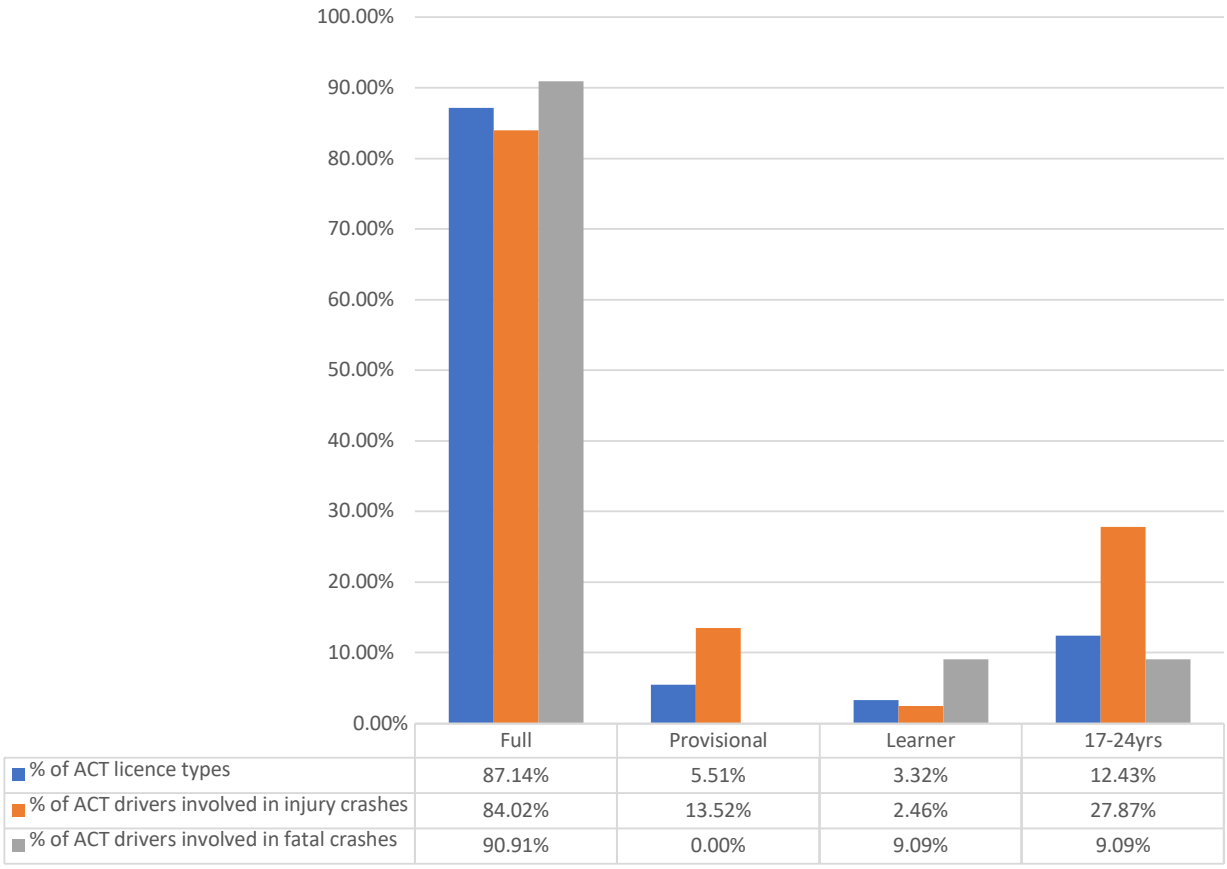
Young drivers (up to 29 years) are overrepresented; as are drivers in the 50-54 age category.

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	1	1	2	1		3		2		1	1			2			14
	Male	1	3	2		2				1		1			1	1		12
Subtotal		2	4	4	1	2	3	0	2	1	1	2	0	0	3	1	0	26
Admitted to hospital	Female	2	2			2												6
	Male	1				1		1	1			1	1					6
Subtotal		3	2	0	0	3	0	1	1	0	0	1	1	0	0	0	0	12
Fatal	Female																	0
	Male	1			1													2
Subtotal		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total		6	6	4	2	5	3	1	3	1	1	3	1	0	3	1	0	40

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

Licence type	Fatality	Injury	Property Damage	Subtotal	% of ACT licence types[5]
Full	10	615	7926	8551	87.14%
Provisional	0	99	1162	1261	5.51%
Learner	1	18	62	81	3.32%
Total[6]	11	732	9150	9893	100%
17-24yrs	**1**	**204**	**2102**	**2307**	**12.43%**



ACT provisional drivers continue to be disproportionately represented in property damage and injury crashes in 2018, though for only the third time in the last ten years a provisional driver has not been involved in a fatal crash. However, drivers in the 17-24 year age group were involved in 28% of all casualty crashes, despite making up only 12% of all ACT licence holders. The ACT Government is introducing reforms to the licensing scheme for learner and provisional drivers on 1 January 2020 that aims to reduce the incidence of road trauma involving young and novice drivers.

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

6 Crash involving casualties could include multiple licence holders.

Table 3.8: Total Casualties by Casualty Class and Fixed Object Struck

Fixed Object Code	Fixed Object Struck	Received medical treatment	Admitted to hospital	Fatal	Subtotal	% of Total Casualties
0	Not Applicable	467	88	6	561	77.70%
1	Light or tele pole	22	2		24	3.32%
2	Sign or signal pole	36	7	1	44	6.09%
3	Tree	32	11	1	44	6.09%
4	Building or structure	8	1		9	1.25%
5	Kerb or guard rail	25	5	1	31	4.29%
6	Guide post	1	1		2	0.28%
7	Other	5	2		7	0.97%
Total		596	117	9	722	100%

VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2018

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	Other/ Unknown	Subtotal	% of Total Vehicles
Vehicle to vehicle collision														
1	Right turn into oncoming vehicle	517	6	57	10		8	4	12	3	19		636	4.28%
2	Right angle collision	1689	11	143	33	3	19	20	59	7	36	1	2021	13.61%
3	Same direction side swipe	1148	21	145	22	19	66	64	31	5	45	1	1567	10.55%
4	Opposite direction side swipe	66	1	6	2		2	1	1		1		80	0.54%
5	Head on collision	47	1	15	1	1		1					66	0.44%
6	Rear end collision	6154	74	676	123	12	82	36	4	1	67	4	7233	48.70%
7	Collision with parked vehicle	288	6	44	14		26	13	4	1	1	25	422	2.84%
8	Collision while one vehicle reversing	148		36	5		12	4	3	3	4	1	216	1.45%
9	Other - vehicle to vehicle	1314	30	146	30	4	27	14	80	6	19	8	1678	11.30%
	Subtotal	11371	150	1268	240	39	242	157	194	26	192	40	13919	93.71%

Motorcycle involvement in crashes were mostly rear end or side swipe collisions. The ACT Government recently developed messages reminding road users to look out for motorcyclists, and again promoted the conditions of motorcycle lane filtering.

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	Other/ Unknown	Subtotal	% of Total Vehicles
Single vehicle accident														
10	Struck pedestrian (on road)	35	6	3	1		2	2	1		1		51	0.34%
11	Struck animal (not ridden/on road)	190	3	16	3					5	8		225	1.51%
12	Struck object (on road)	15	1			3	1		1		3		24	0.16%
13	Overturned (on road)	9		8	2				1		45		65	0.44%
14	Fall from moving vehicle (on road)												0	0.00%
15	Other - Single vehicle on carriageway	31		5			1				4		41	0.28%
16	Struck pedestrian (on footpath etc.)	5		1								1	7	0.05%
17	Struck vehicle (off road)	21		1	1						1		24	0.16%
18	Struck animal (not ridden/off road)												0	0.00%
19	Struck object (off road)	382	2	52	7	2	4	1	1	2	12		465	3.13%
20	Overturned (off road)	6		2			1				1		10	0.07%
21	No object struck (off road)	16		1	1						4		22	0.15%
22	Other - Single vehicle off carriageway												0	0.00%
	Subtotal	710	12	89	15	5	9	3	4	7	79	1	934	6.29%
Total		12081	162	1357	255	44	251	160	198	33	271	41	14853	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	11322	751	8	12081	81.34%
Taxi/Hire car	152	10		162	1.09%
Utility	1266	90	1	1357	9.14%
Panel van	245	10		255	1.72%
Articulated vehicle (Semi)	37	7		44	0.30%
Truck (Excl. Semi)	235	15	1	251	1.69%
Bus	149	10	1	160	1.08%
Bicycle	118	79	1	198	1.33%
Emergency vehicle	29	3	1	33	0.22%
Motorcycle	167	102	2	271	1.82%
Other/Unknown	40	1		41	0.28%
Total	13760	1078	15	14853	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	Other/ Unknown	Subtotal	% of Total Vehicles
1	Control not operating												0	0%
2	Give way sign	2784	26	263	51	9	32	29	65	1	72	2	3334	22%
3	Marked pedestrian crossing	44	3	4	1				19				71	0%
4	Police	7											7	0%
5	School crossing												0	0%
6	Stop sign	464	5	32	9		5	6	12		9		542	4%
7	Traffic lights	3206	34	324	67	10	60	39	49	13	63	1	3866	26%
8	Uncontrolled	5442	94	717	121	24	149	84	52	19	126	38	6866	46%
9 & 10	Other/ Unknown	134		17	6	1	5	2	1		1		167	1%
Total		12081	162	1357	255	44	251	160	198	33	271	41	14853	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	Other/ Unknown	Subtotal	% of Total Vehicles
1	Building or structure	31		3	1	1	1	1					38	0.26%
2	Guide post	12									1		13	0.09%
3	Kerb or guard rail	179	1	18	2	2	3				12		217	1.46%
4	Light or telegraph pole	96	1	22	2	1					1		123	0.83%
5	Not applicable	11470	157	1284	245	38	241	159	195	30	256	41	14116	95.04%
6	Other	29	1	2		1	1		1	1	1		37	0.25%
7	Sign or signal pole	168	2	13	3	1	4			1			192	1.29%
8	Tree	96		15	2		1		2	1			117	0.79%
Total		12081	162	1357	255	44	251	160	198	33	271	41	14853	100%