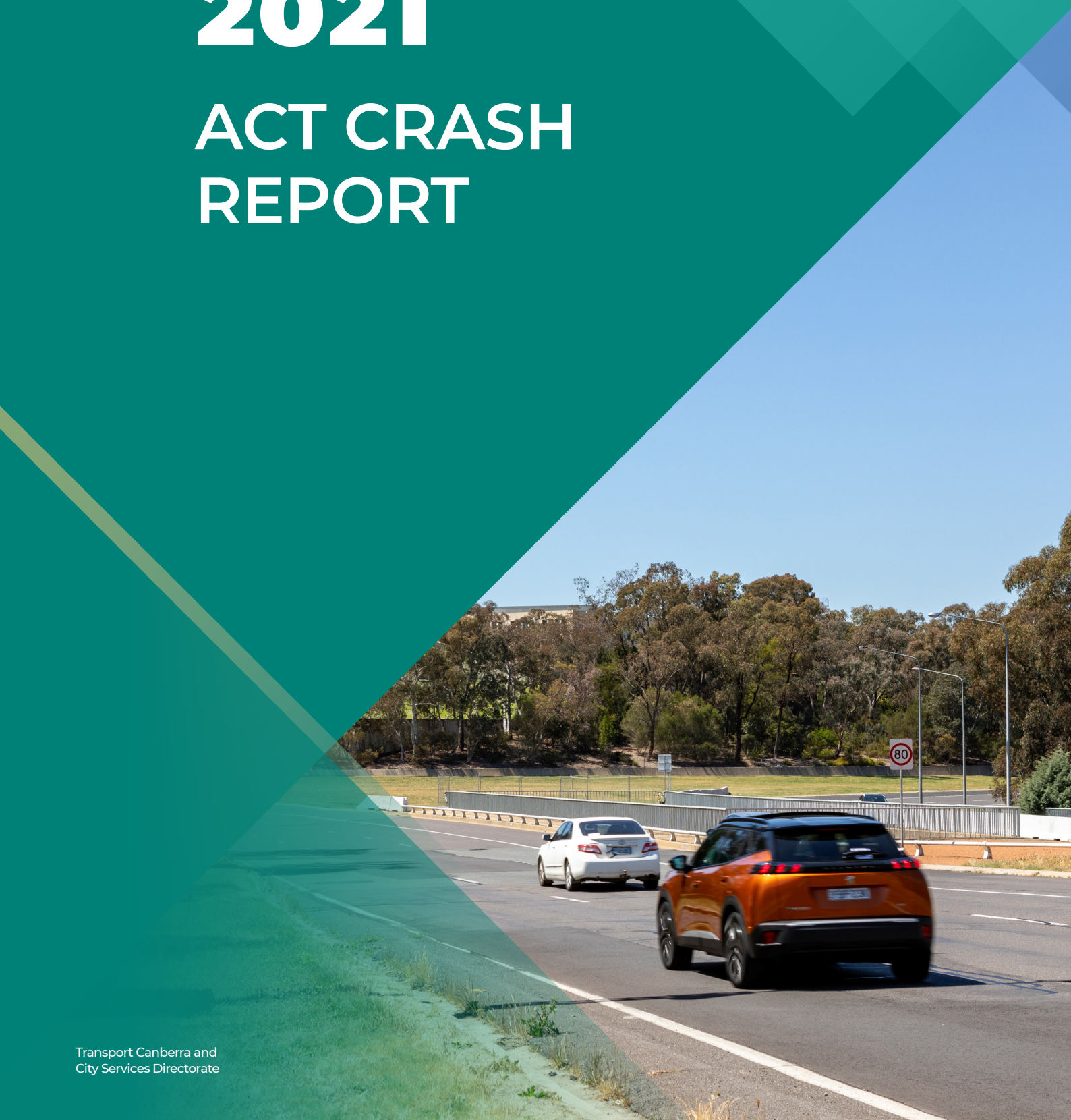
ACT Government

# 2021

# ACT CRASH REPORT




Transport Canberra and
City Services Directorate

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# 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. The 2021 ACT Crash Report has merged data from the two systems. 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.

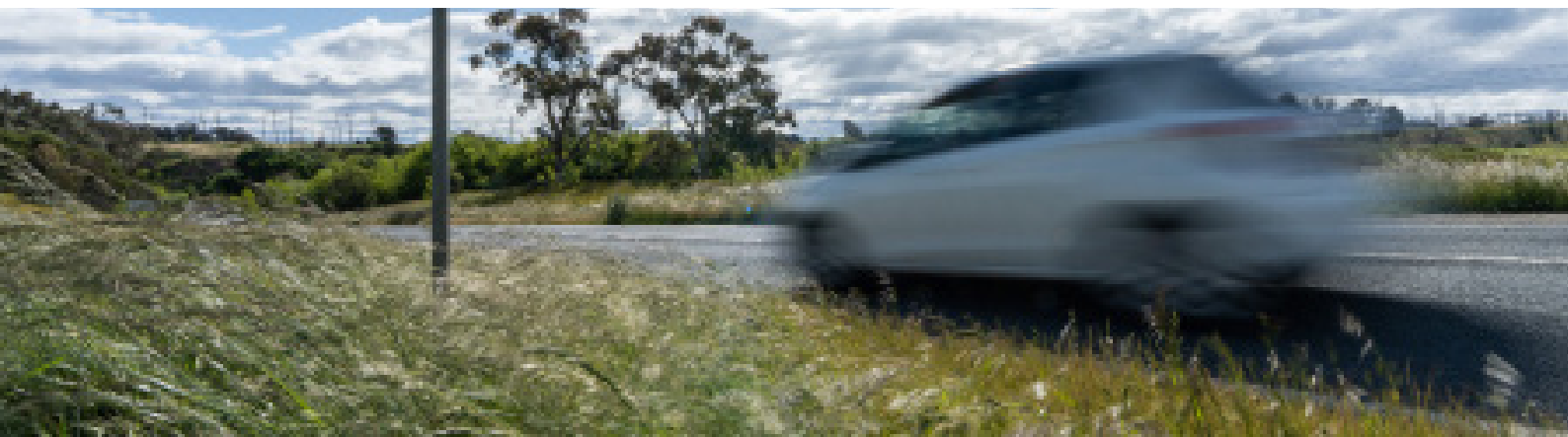
## Data collected in crash reports

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 2021.



# 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 treatmen**t – 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 next five years. The four key goals are:

- Reduce serious and fatal crashes.
- Build a community that shares responsibility for road safety.
- Change road user attitudes and behaviour through education and compliance activities.
- Strengthen collaboration across Government and with stakeholders to improve road safety in the ACT.

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

- Road safety efforts and transport policy decisions to be evidence based.
- New effective road safety measures implemented nationally and internationally will be reviewed and considered for application in the ACT.
- Recognition of the important role played by sustainable transport policies in improving road safety and the important advances that are being made in vehicle technology.
- Enforcement of road transport laws in a manner that deters unsafe behaviours and is premised on changing driver behaviours through an "anytime, anywhere" enforcement approach.

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

The Road Safety Strategy 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 2021 crashes

- There were 5,844 'on-road' traffic crashes recorded in 2021 which involved 11,493 vehicles and resulted in 525 casualties, including 11 fatalities and 90 hospital admissions.
- Five fatalities and 201 injuries involved vulnerable road users (cyclists, pedestrians, and motorcyclists) compared to 190 injuries and 2 fatalities in 2020. These figures represent 45% of fatalities and 32% of injuries that occurred in 2021.

- Younger drivers in the ACT (aged 15-29 years) and ACT provisional drivers continue to be disproportionately represented in casualty crashes. Drivers aged 15-29 years represented 33% of vehicle controller casualties – despite being approximately 21% of licence holders. These figures have improved since 2019 when 39% of vehicle controller casualties were recorded for this age group. Similarly, ACT provisional drivers represented 10.4% of injury crashes – despite being nearly 6% of licence holders. Provisional drivers were involved in one fatal crash in 2021.
- Older drivers were fairly proportionate in their crash involvement compared to their licence holder numbers. There were 62 recorded casualties where the vehicle controller was 65 years or older (up from 51 in 2019), representing 12.5% of vehicle controller casualties.
- Vehicle controllers aged 75 years or older were involved in approximately 4.85% of all casualty crashes (up from 3.8% in 2019). This age group represents only 6.14% of ACT licence holders.
- The most frequent crash-type was the 'rear end collision', which accounted for 42% of all crashes. In terms of severity, the 'right-angle collision' type was the most frequent, 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.

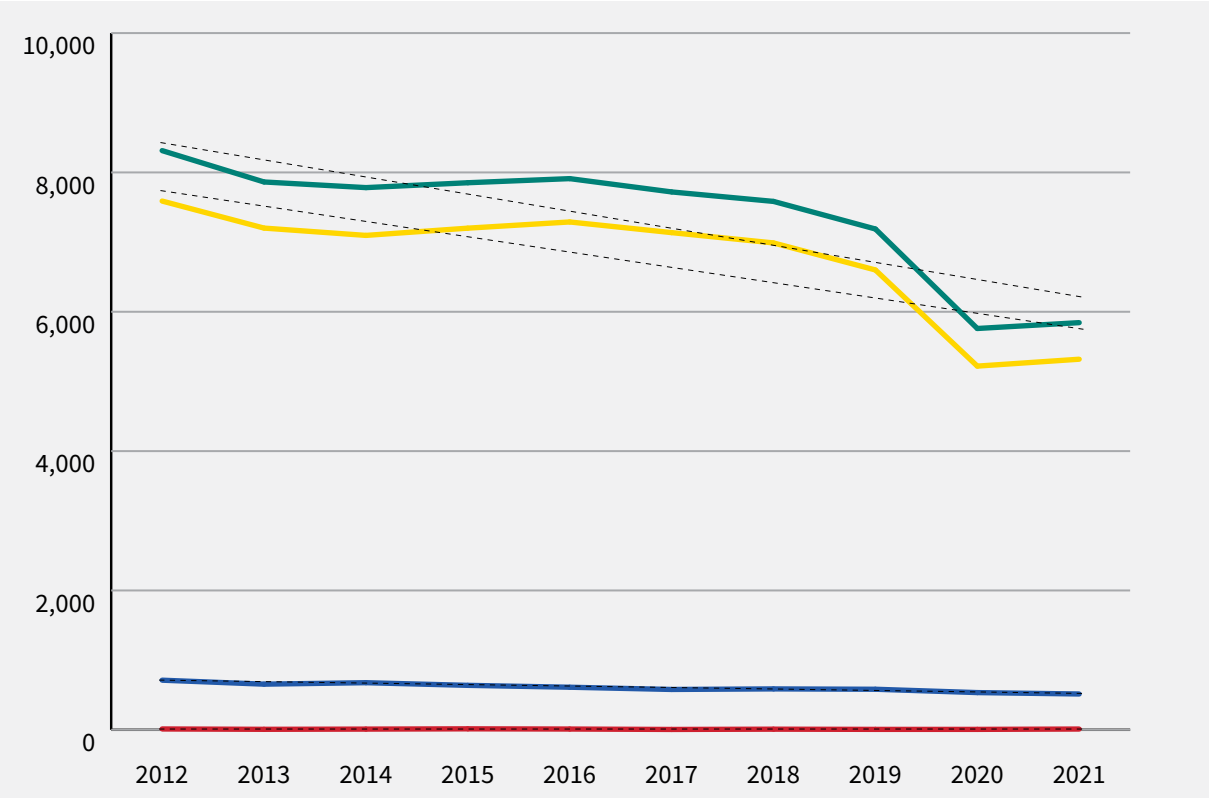
# TRAFFIC CRASHES & CASUALTY TRENDS

## Crash trends in the ACT

The number of reported crashes on ACT roads rose in 2021 following a significant drop in 2020 following bushfires in late 2019/early 2020 and the emergence of COVID-19 in March 2020.

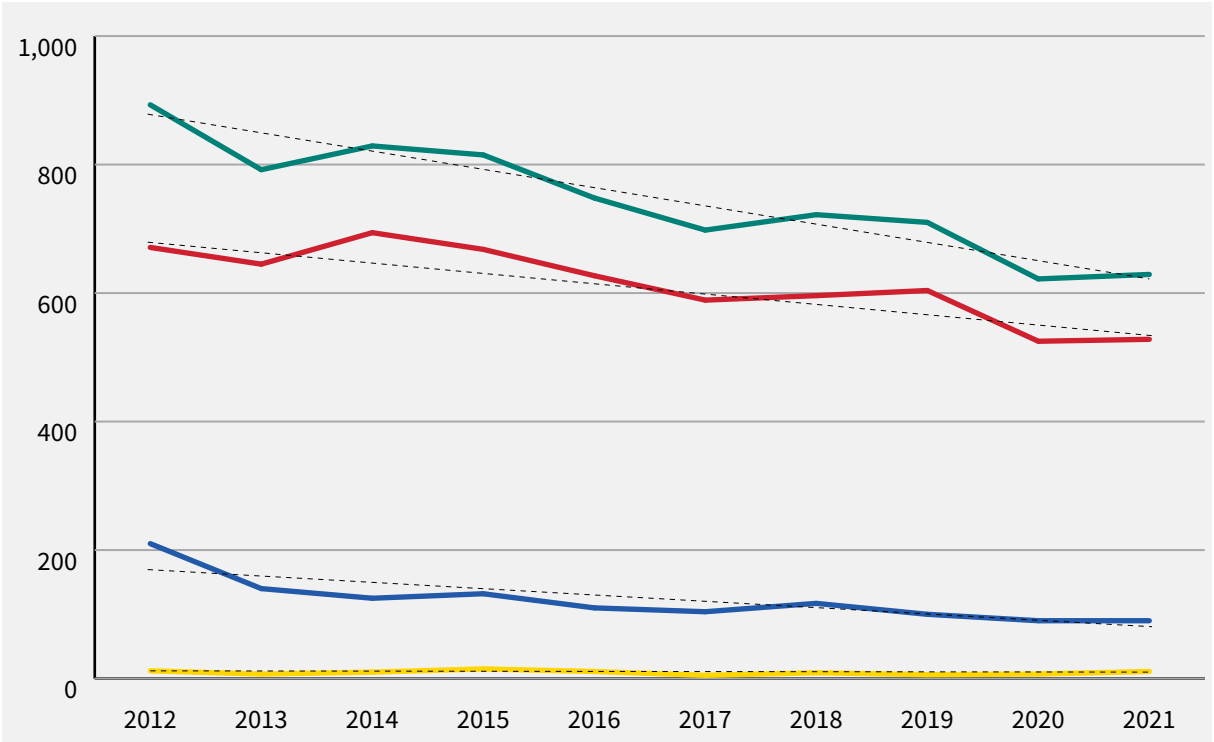
Injury and property damage crashes remained lower than the years prior to 2020 but fatal crashes were the highest recorded since 2012.

**Figure 1.1: ACT "On Road" crashes trends 2012 – 2021**



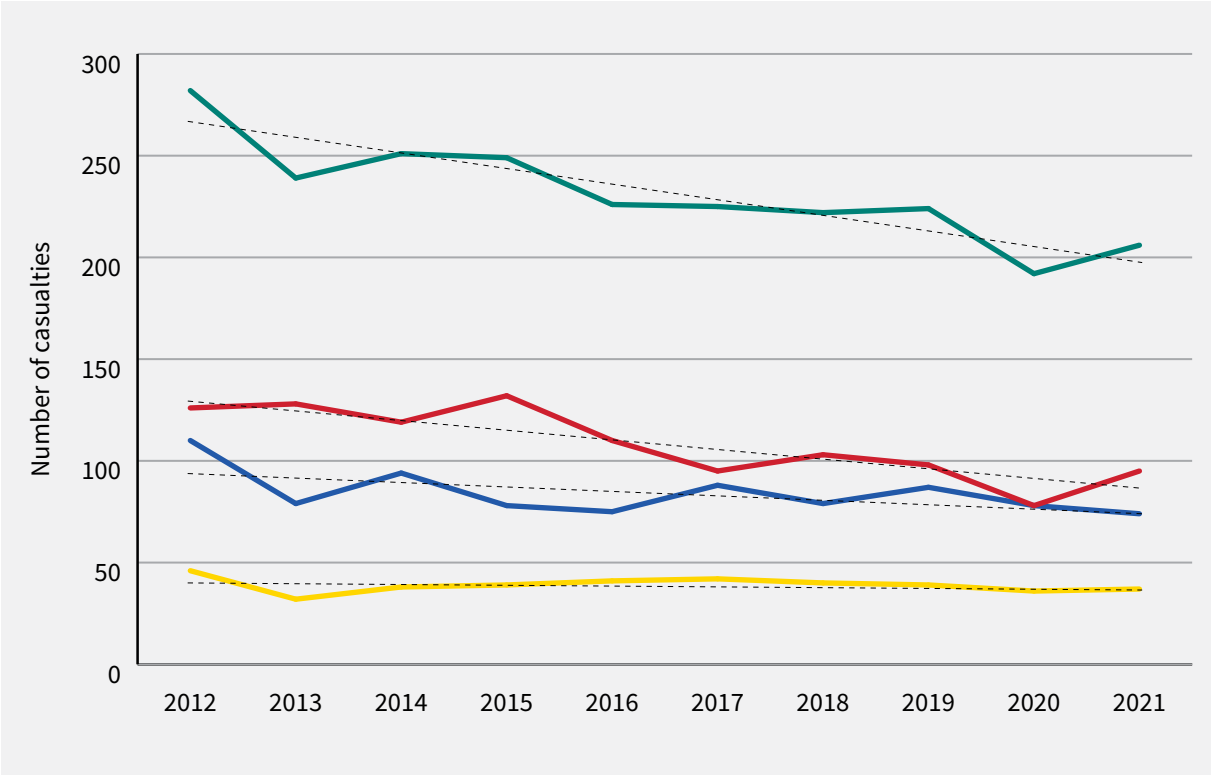

| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|
| Property crashes | 7589 | 7201 | 7096 | 7200 | 7289 | 7136 | 6988 | 6600 | 5220 | 5319 |
| Injury crashes | 712 | 655 | 676 | 638 | 611 | 579 | 587 | 582 | 534 | 514 |
| Fatal cashes | 12 | 7 | 10 | 14 | 11 | 5 | 9 | 6 | 6 | 11 |
| Total crashes | 8313 | 7863 | 7782 | 7852 | 7911 | 7720 | 7584 | 7188 | 5760 | 5844 |

**Figure 1.2: Trends in ACT casualties 2012 – 2021**




| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|
| Received medical treatment | 671 | 645 | 694 | 668 | 627 | 589 | 596 | 604 | 525 | 528 |
| Admitted to hospital | 210 | 140 | 125 | 132 | 110 | 104 | 117 | 100 | 90 | 90 |
| Fatality | 12 | 7 | 10 | 15 | 11 | 5 | 9 | 6 | 7 | 11 |
| Total casualties | 893 | 792 | 829 | 815 | 748 | 698 | 722 | 710 | 622 | 629 |

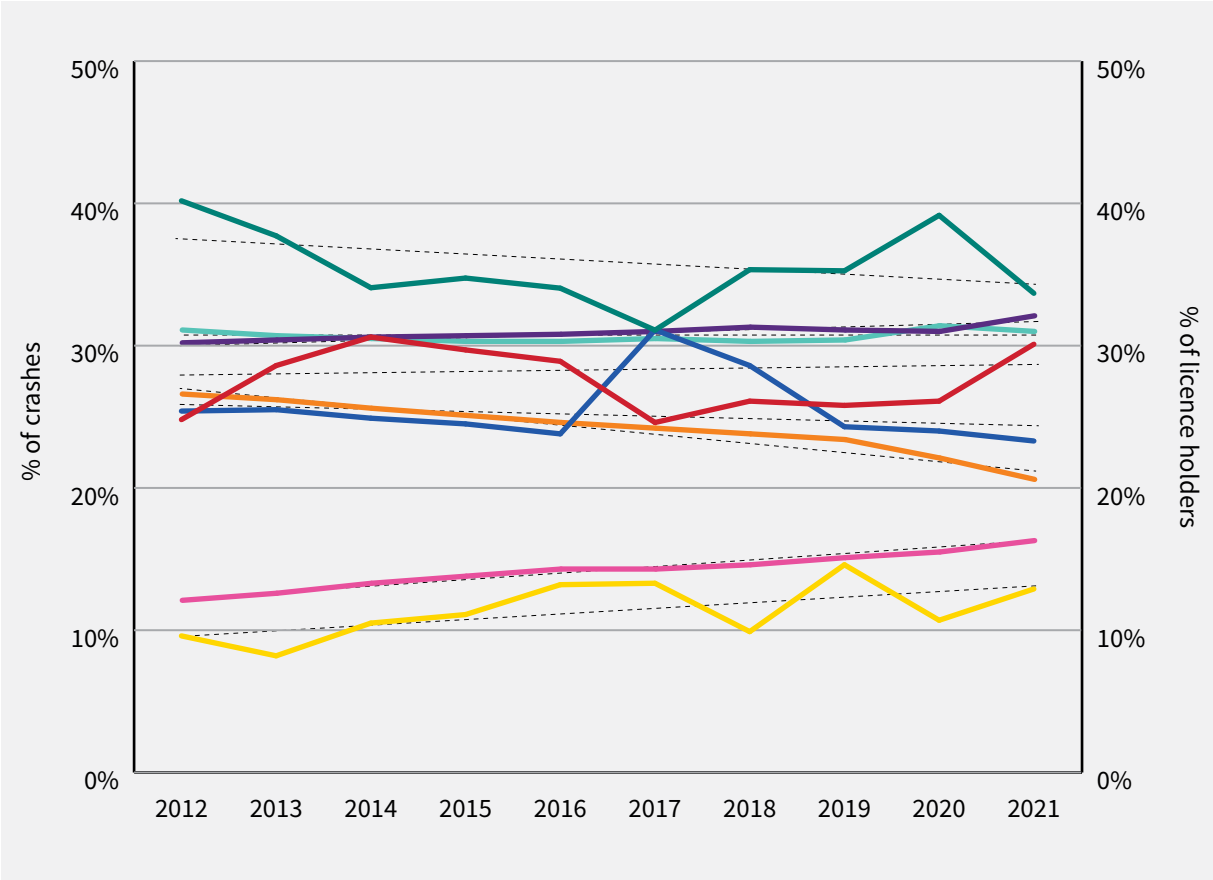
**Figure 1.3: Vulnerable road user casualties 2012 – 2021**




| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|
| Motorcyclist | 126 | 128 | 119 | 132 | 110 | 95 | 103 | 98 | 78 | 95 |
| Cyclist | 110 | 79 | 94 | 78 | 75 | 88 | 79 | 87 | 78 | 74 |
| Pedestrian | 46 | 32 | 38 | 39 | 41 | 42 | 40 | 39 | 36 | 37 |
| Total | 282 | 239 | 251 | 249 | 226 | 225 | 222 | 224 | 192 | 206 |

Motorcycle crash numbers rose in 2021 following lockdown restrictions in 2020 where all other crash numbers reduced. The number recorded is slightly lower than in 2019.

**Figure 1.4: Percentage of vehicle controller casualties and ACT licence holders by age 2012 – 2021**



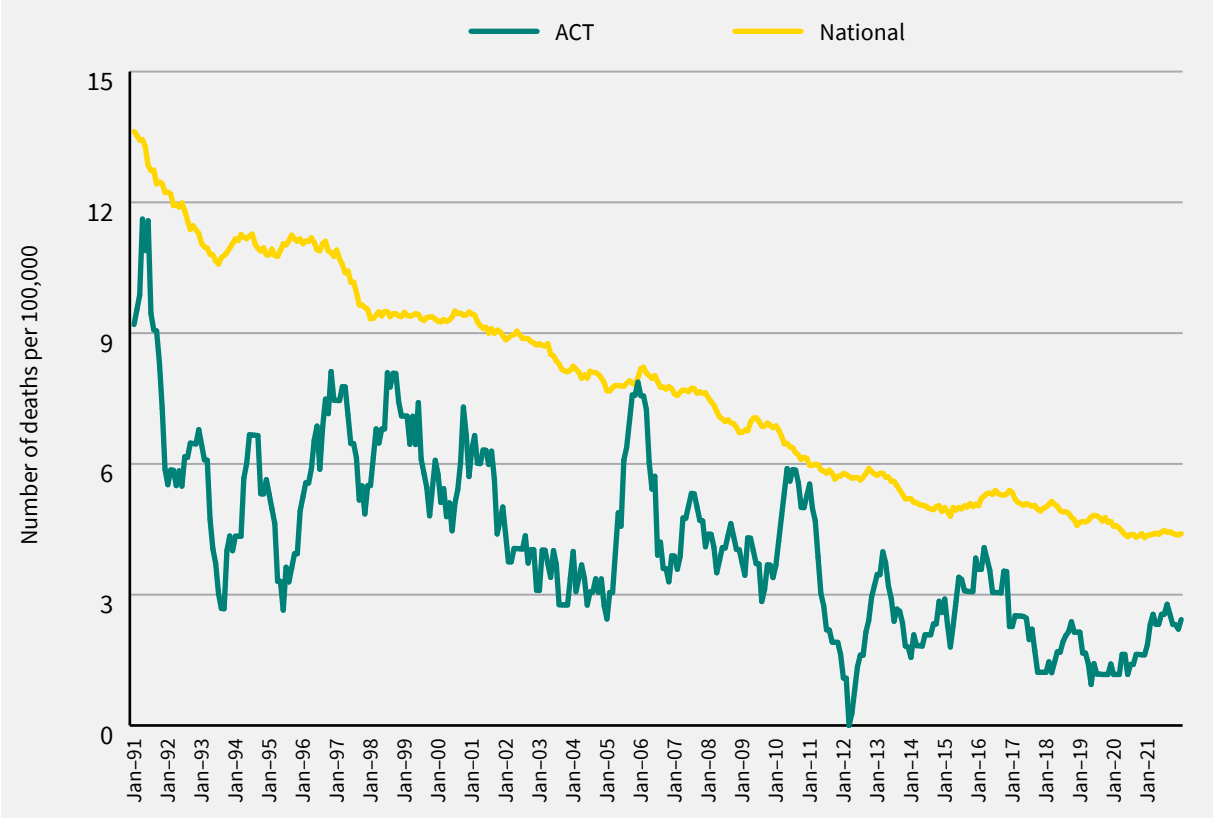

| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|---|---|---|---|---|
| % of vehicle controller casualties aged 15-29 | 40.1 | 37.7 | 34.0 | 34.7 | 34.0 | 31.0 | 35.3 | 35.2 | 39.1 | 33.6 |
| % of vehicle controller casualties aged 30 - 44 | 24.8 | 28.6 | 30.6 | 29.7 | 28.9 | 24.6 | 26.1 | 25.8 | 26.1 | 30.1 |
| % of vehicle controller casualties aged 45 - 64 | 25.4 | 25.5 | 24.9 | 24.5 | 23.8 | 31.1 | 28.6 | 24.3 | 24 | 23.3 |
| % of vehicle controller casualties aged 65+ | 9.6 | 8.2 | 10.5 | 11.1 | 13.2 | 13.3 | 9.9 | 14.6 | 10.7 | 12.9 |
| % of ACT licence holders aged 15-29 | 26.6 | 26.2 | 25.6 | 25.1 | 24.6 | 24.2 | 23.8 | 23.4 | 22.1 | 20.6 |
| % of ACT licence holders aged 30 - 44 | 30.2 | 30.4 | 30.6 | 30.7 | 30.8 | 31 | 31.3 | 31.1 | 31 | 32.1 |
| % of ACT licence holders aged 45 - 64 | 31.1 | 30.7 | 30.5 | 30.3 | 30.3 | 30.5 | 30.3 | 30.4 | 31.4 | 31 |
| % of ACT licence holders aged 65+ | 12.1 | 12.6 | 13.3 | 13.8 | 14.3 | 14.3 | 14.6 | 15.1 | 15.5 | 16.3 |

This table highlights the crash risk associated with exposure. Older Canberrans were encouraged to remain at home through most of 2020 and, where possible, limit interstate travel and interaction with others to minimise the spread of COVID-19. Licence numbers in the 65+ age group continue to increase from 12.1% of all licence holders in 2012 to 15.5% in 2020 and again to 16.3% in 2021. The crash rate in this age group in 2020 fell during restrictions but rose to 12.9% in 2021. The ACT Government will continue to deliver counter measures addressing issues relating to older drivers.

Licence numbers have fallen in the 15-29-year age bracket every year for the past 12 years while crash numbers have varied only slightly. The improved ACT graduated licensing scheme is designed to reduce the risk for new and young drivers who are over-represented in road crashes. This staged approach to licensing commenced in January 2020. Vehicle controller casualties in this age bracket have reduced from 39.2% in 2020 to 33.7% in 2021.

## Rates of deaths

**Figure 1.5: Rates of deaths per 100,000 population 1991 – 2021**




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 2021, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 2.54 fatalities per 100,000 population compared with 4.38 road fatalities per 100,000 people nationally. This is the worst rate per capita for the ACT since 2014 when 2.60 was recorded.

While the ACT continues to record the lowest annual road fatalities per 100,000 population among all Australian states and territories, ACT vehicle controllers are recorded in NSW road crash statistics 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.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# TRAFFIC CRASHES IN 2021

**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 | 215 | 62 | 0 | **277** | 4.74% |
| Right angle collision | 718 | 114 | 2 | **834** | 14.27% |
| Acute angle-same direction | 537 | 31 | 0 | **568** | 9.72% |
| Acute angle-opposite direction | 23 | 6 | 0 | **29** | 0.50% |
| Head on collision | 18 | 11 | 0 | **29** | 0.50% |
| Rear end collision | 2408 | 85 | 1 | **2494** | 42.68% |
| Collision with parked vehicle | 252 | 10 | 0 | **262** | 4.48% |
| Collision with one vehicle reversing | 128 | 2 | 0 | **130** | 2.22% |
| Other - Vehicle to vehicle collision | 558 | 42 | 1 | **601** | 10.28% |
| Struck pedestrian (on road) | 14 | 23 | 2 | **39** | 0.67% |
| Struck animal (not ridden on road) | 53 | 2 | 0 | **55** | 0.94% |
| Struck object (on road) | 17 | 1 | 0 | **18** | 0.31% |
| Overturned (on road) | 28 | 29 | 0 | **57** | 0.98% |
| Fall from moving vehicle (on road) | 0 | 1 | 0 | **1** | 0.02% |
| Other - Single vehicle collision (on road) | 31 | 1 | 0 | **32** | 0.55% |
| Struck pedestrian (on footpath etc) | 1 | 4 | 0 | **5** | 0.09% |
| Struck vehicle (off road) | 11 | 1 | 0 | **12** | 0.21% |
| Struck object (off road) | 286 | 80 | 5 | **371** | 6.35% |
| Overturned (off road) | 11 | 3 | 0 | **14** | 0.24% |
| No object struck (off road) | 10 | 6 | 0 | **16** | 0.27% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

The most frequent crash type in the ACT is “rear end collision” representing around 43% of all crashes, followed by the “right angle collision” type (14%).

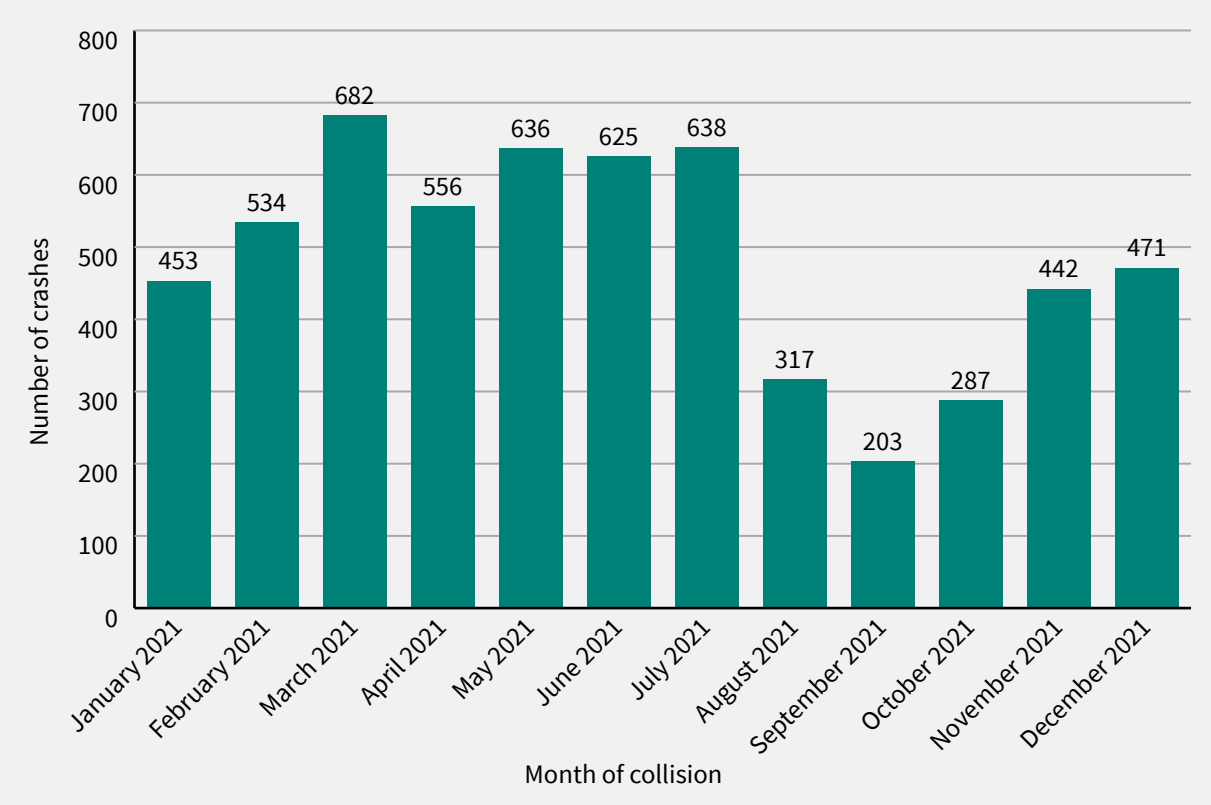
**Table 2.2: Total crashes by severity and fixed object struck**

| Type of Object | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| Light or telegraph pole | 91 | 18 | 1 | 110 | 21.61% |
| Sign or signal pole | 85 | 21 | 0 | 106 | 20.83% |
| Tree | 55 | 34 | 4 | 93 | 18.27% |
| Building or structure | 19 | 9 | 1 | 29 | 5.70% |
| Kerb or guard rail | 102 | 19 | 1 | 122 | 23.97% |
| Guidepost | 9 | 4 | 0 | 13 | 2.55% |
| Other | 21 | 15 | 0 | 36 | 7.07% |
| **Total** | **382** | **120** | **7** | **509** | **100.00%** |

**Table 2.3: Total crashes by severity and month**

| Month | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| January 2021 | 395 | 57 | 1 | **453** | 7.75% |
| February 2021 | 483 | 49 | 2 | **534** | 9.14% |
| March 2021 | 633 | 48 | 1 | **682** | 11.67% |
| April 2021 | 503 | 52 | 1 | **556** | 9.51% |
| May 2021 | 573 | 63 | 0 | **636** | 10.88% |
| June 2021 | 573 | 51 | 1 | **625** | 10.69% |
| July 2021 | 597 | 40 | 1 | **638** | 10.92% |
| August 2021 | 285 | 31 | 1 | **317** | 5.42% |
| September 2021 | 183 | 19 | 1 | **203** | 3.47% |
| October 2021 | 254 | 33 | 0 | **287** | 4.91% |
| November 2021 | 401 | 41 | 0 | **442** | 7.56% |
| December 2021 | 439 | 30 | 2 | **471** | 8.06% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Figure 2.3: Total crashes by month**

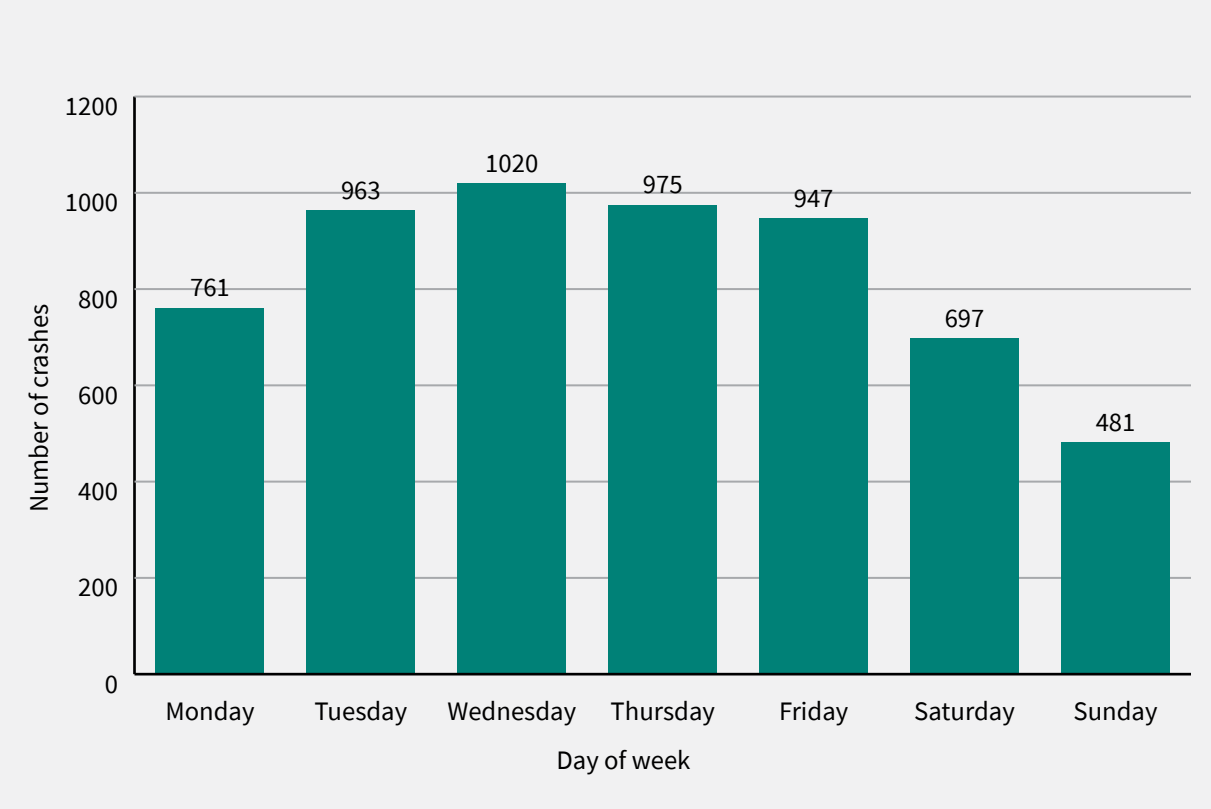



In previous years crash numbers were the lowest in January. In 2021 crash numbers were the lowest in the quarter from August to October with less than 14% of all crashes recorded.

**Table 2.4: Total crashes by severity and day of week**

| Day of week | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| Monday | 695 | 63 | 3 | **761** | 13.02% |
| Tuesday | 900 | 61 | 2 | **963** | 16.48% |
| Wednesday | 928 | 90 | 2 | **1020** | 17.45% |
| Thursday | 881 | 92 | 2 | **975** | 16.68% |
| Friday | 863 | 83 | 1 | **947** | 16.20% |
| Saturday | 632 | 65 | 0 | **697** | 11.93% |
| Sunday | 420 | 60 | 1 | **481** | 8.23% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Figure 2.4 Total crashes by day of week**

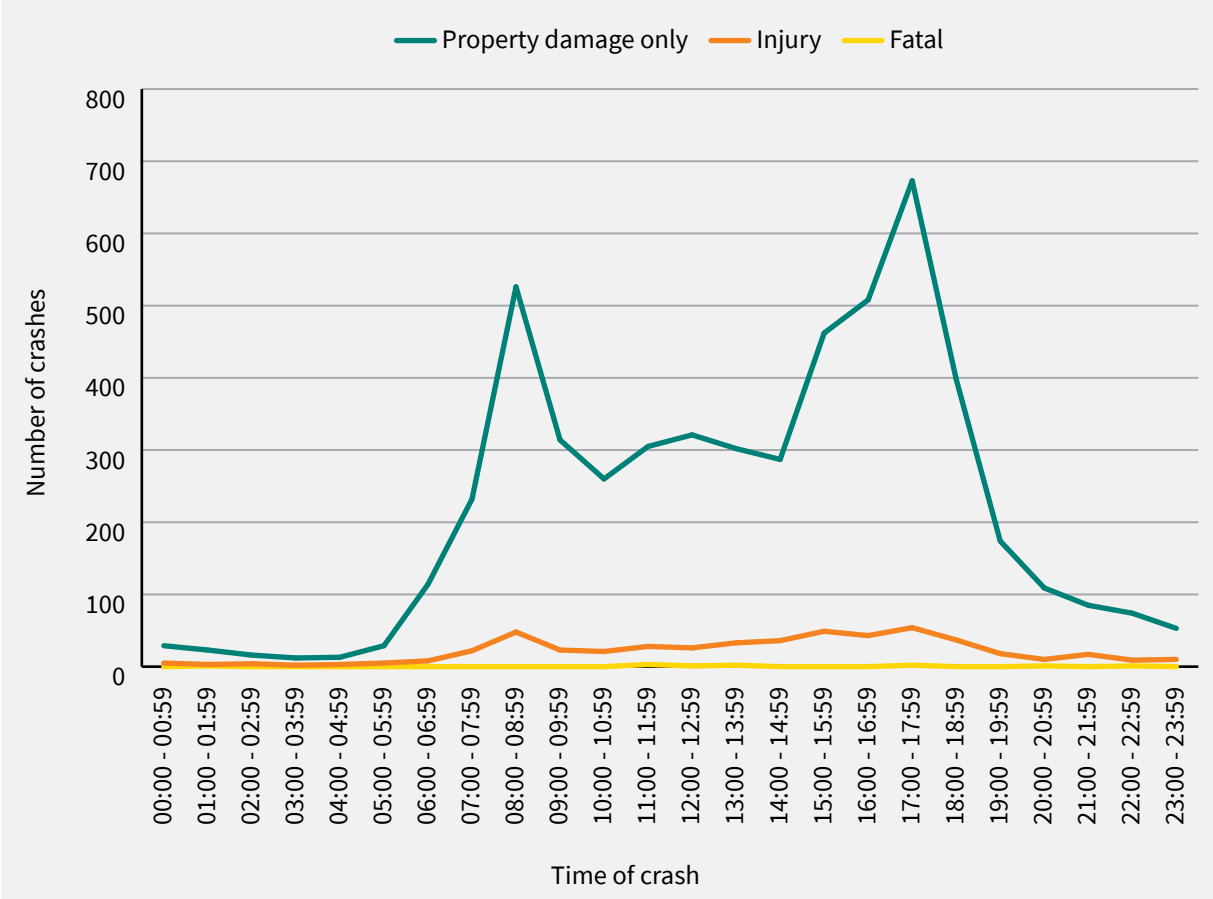



The spread of crashes in 2021 is consistent with previous years in that there are a higher number of crashes on weekdays than weekends. This is likely the result of peak commuter traffic.

**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 | 29 | 5 | 0 | **34** | 0.58% |
| 01:00 - 01:59 | 23 | 3 | 1 | **27** | 0.46% |
| 02:00 - 02:59 | 16 | 4 | 0 | **20** | 0.34% |
| 03:00 - 03:59 | 12 | 2 | 0 | **14** | 0.24% |
| 04:00 - 04:59 | 13 | 3 | 0 | **16** | 0.27% |
| 05:00 - 05:59 | 29 | 5 | 0 | **34** | 0.58% |
| 06:00 - 06:59 | 114 | 8 | 0 | **122** | 2.09% |
| 07:00 - 07:59 | 232 | 22 | 0 | **254** | 4.35% |
| 08:00 - 08:59 | 526 | 48 | 0 | **574** | 9.82% |
| 09:00 - 09:59 | 314 | 23 | 0 | **337** | 5.77% |
| 10:00 - 10:59 | 260 | 21 | 0 | **281** | 4.81% |
| 11:00 - 11:59 | 305 | 28 | 3 | **336** | 5.75% |
| 12:00 - 12:59 | 321 | 26 | 1 | **348** | 5.95% |
| 13:00 - 13:59 | 302 | 33 | 2 | **337** | 5.77% |
| 14:00 - 14:59 | 287 | 36 | 0 | **323** | 5.53% |
| 15:00 - 15:59 | 462 | 49 | 0 | **511** | 8.74% |
| 16:00 - 16:59 | 508 | 43 | 0 | **551** | 9.43% |
| 17:00 - 17:59 | 673 | 54 | 2 | **729** | 12.47% |
| 18:00 - 18:59 | 398 | 37 | 0 | **435** | 7.44% |
| 19:00 - 19:59 | 174 | 18 | 0 | **192** | 3.29% |
| 20:00 - 20:59 | 109 | 10 | 1 | **120** | 2.05% |
| 21:00 - 21:59 | 85 | 17 | 0 | **102** | 1.75% |
| 22:00 - 22:59 | 74 | 9 | 1 | **84** | 1.44% |
| 23:00 - 23:59 | 53 | 10 | 0 | **63** | 1.08% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Figure 2.5: Total crashes by severity and time of day**

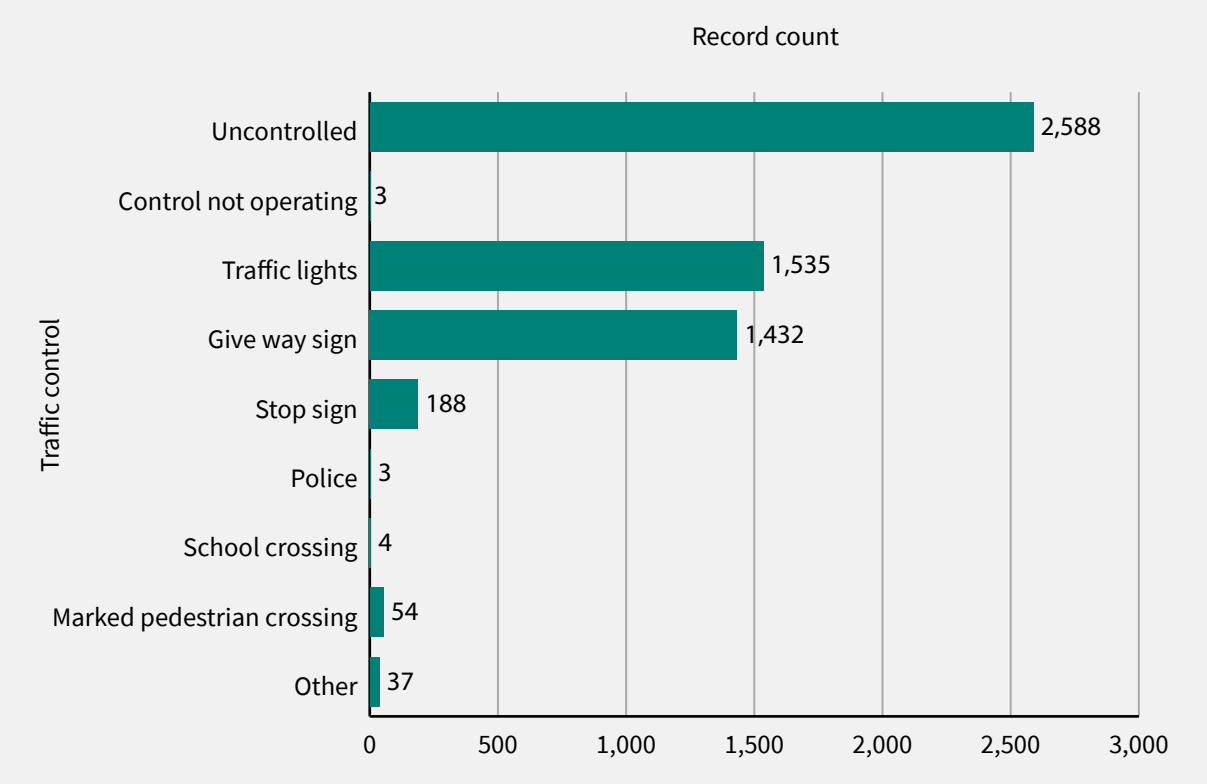



In 2021 the most common time for a crash to take place was between 5pm and 5:59pm. The second most common time was between 8am and 8:59am. This is likely due to peak commuter traffic.

**Table 2.6: Total crashes by severity and traffic control type**

| Traffic control | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| Uncontrolled | 2353 | 227 | 8 | **2588** | 44.28% |
| Control not operating | 3 | 0 | 0 | **3** | 0.05% |
| Traffic lights | 1433 | 101 | 1 | **1535** | 26.27% |
| Give way sign | 1285 | 146 | 1 | **1432** | 24.50% |
| Stop sign | 165 | 23 | 0 | **188** | 3.22% |
| Police | 3 | 0 | 0 | **3** | 0.05% |
| School crossing | 4 | 0 | 0 | **4** | 0.07% |
| Marked pedestrian crossing | 39 | 14 | 1 | **54** | 0.92% |
| Other | 34 | 3 | 0 | **37** | 0.63% |
| **Total** | **5319** | **514** | **11** | **5844** | **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.

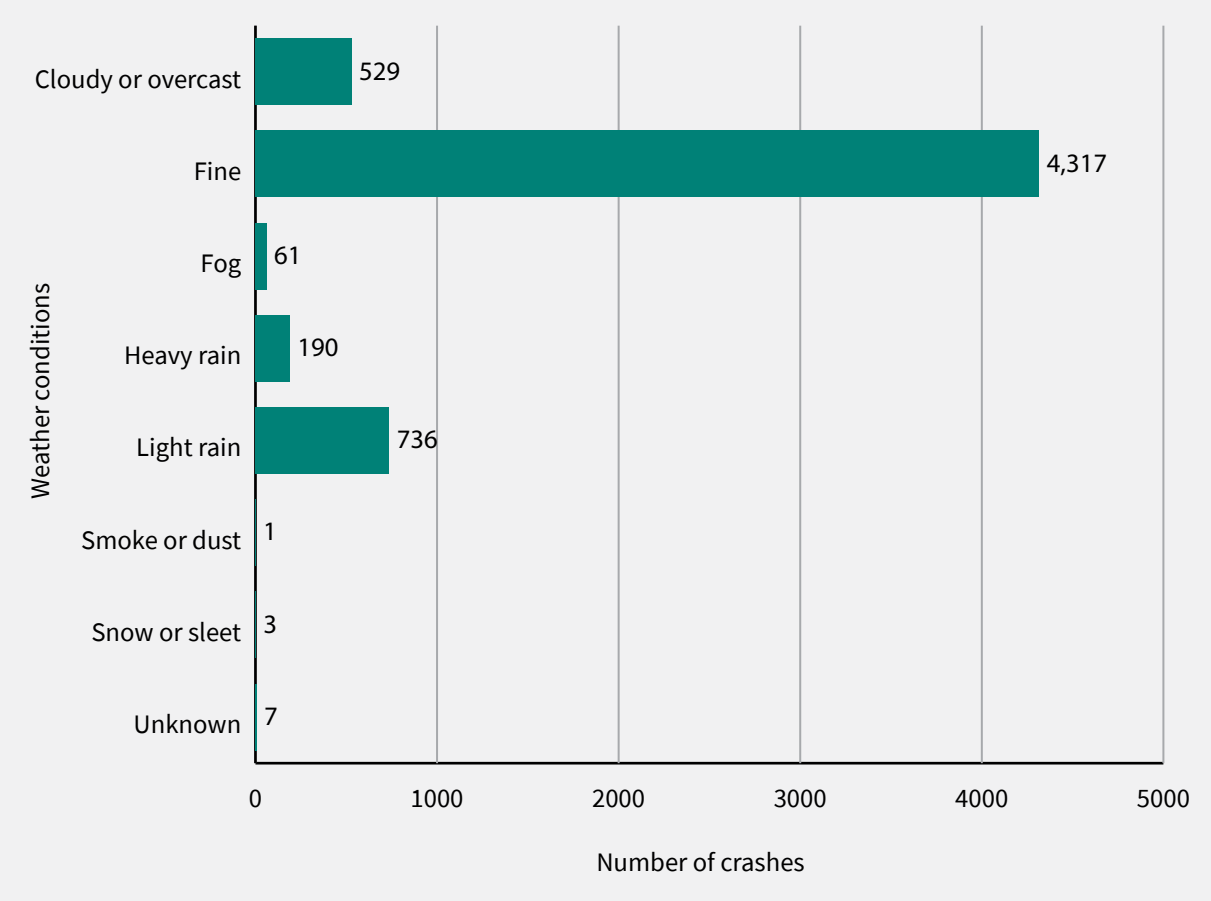
**Table 2.7: Total crashes by severity and road location**

| Location type | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| **Intersection type** | | | | | |
| Cross intersection | 1222 | 104 | 0 | **1326** | 22.69% |
| Multiple intersection | 49 | 1 | 0 | **50** | 0.86% |
| Other | 12 | 1 | 0 | **13** | 0.22% |
| Roundabout | 666 | 44 | 0 | **710** | 12.15% |
| T intersection | 1018 | 134 | 2 | **1154** | 19.75% |
| Y intersection | 33 | 5 | 0 | **38** | 0.65% |
| **Subtotal** | **3000** | **289** | **2** | **3291** | **56.31%** |
| **Mid-Block type** | | | | | |
| Median opening | 1130 | 101 | 2 | **1233** | 21.10% |
| Not median opening | 1188 | 124 | 6 | **1318** | 22.55% |
| Other | 1 | 0 | 1 | **2** | 0.03% |
| **Subtotal** | **2319** | **225** | **9** | **2553** | **43.69%** |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Table 2.8: Total crashes by severity and weather conditions**

| Weather conditions | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| Cloudy or overcast | 495 | 34 | 0 | **529** | 9.05% |
| Fine | 3896 | 411 | 10 | **4317** | 73.87% |
| Fog | 58 | 3 | 0 | **61** | 1.04% |
| Heavy rain | 181 | 9 | 0 | **190** | 3.25% |
| Light rain | 679 | 56 | 1 | **736** | 12.59% |
| Smoke or dust | 0 | 1 | 0 | **1** | 0.02% |
| Snow or sleet | 3 | 0 | 0 | **3** | 0.05% |
| Unknown | 7 | 0 | 0 | **7** | 0.12% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Figure 2.8: Total crashes by weather conditions**

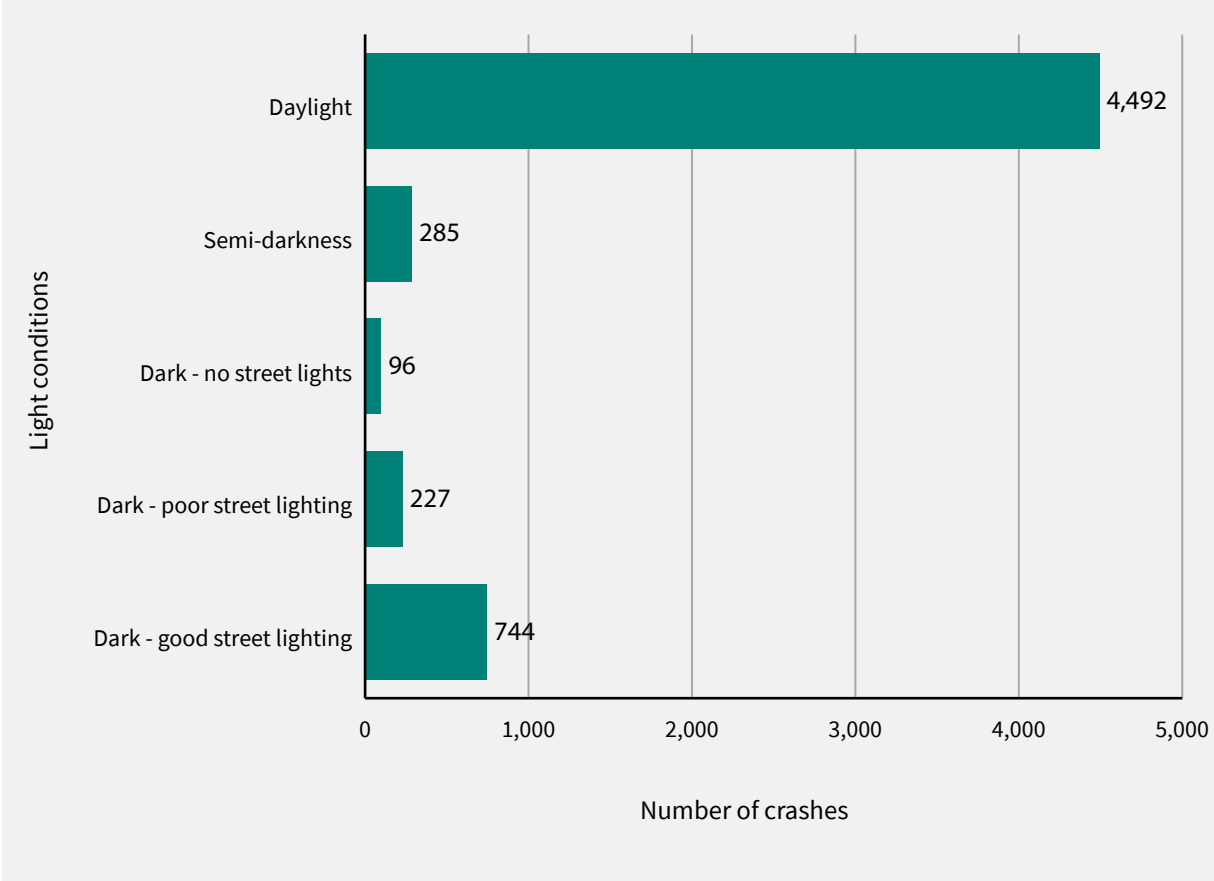



The higher number of crashes in fine weather conditions is not indicative of actual crash risk. Rather, what these statistics demonstrate is that the ACT's weather is predominately dry with fewer days of inclement weather. There has been an increase in the proportion of crashes occurring in cloudy and overcast conditions (from 1.47% in 2019, 2.14% in 2020 and 9.05% in 2021) and in light rain (from 5.33% in 2019, 8.75% in 2020 and 12.59% in 2021).

**Table 2.9: Total crashes by severity and light conditions**

| Light conditions | Property damage only | Injury | Fatal | Total | % of total crashes |
|---|---|---|---|---|---|
| Daylight | 4100 | 385 | 7 | **4492** | 76.87% |
| Semi-darkness | 266 | 19 | 0 | **285** | 4.88% |
| Dark - no streetlights | 83 | 13 | 0 | **96** | 1.64% |
| Dark-poor street lighting | 210 | 16 | 1 | **227** | 3.88% |
| Dark-good street lighting | 660 | 81 | 3 | **744** | 12.73% |
| **Total** | **5319** | **514** | **11** | **5844** | **100.00%** |

**Figure 2.9: Total crashes by light conditions**



# CASUALTIES IN 2021

**Table 3.1: Total casualties by casualty class and crash type**

| Total crashes | Received medical treatment | Admitted to hospital | Fatality | Total | % of total crashes |
|---|---|---|---|---|---|
| Vehicle to vehicle collision | 400 | 52 | 4 | **456** | 72.50% |
| Single vehicle crash on road | 41 | 17 | 2 | **60** | 9.54% |
| Single vehicle crash off road | 87 | 21 | 5 | **113** | 17.97% |
| **Total** | **528** | **90** | **11** | **629** | **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 crashes |
|---|---|---|---|---|---|
| Right turn into oncoming vehicle | 77 | 12 | 0 | **89** | 14.15% |
| Right angle collision | 123 | 21 | 2 | **146** | 23.21% |
| Acute angle-same direction | 31 | 3 | 0 | **34** | 5.41% |
| Acute angle-opposite direction | 5 | 2 | 0 | **7** | 1.11% |
| Head on collision | 19 | 3 | 0 | **22** | 3.50% |
| Rear end collision | 91 | 5 | 1 | **97** | 15.42% |
| Collision with parked vehicle | 10 | 0 | 0 | **10** | 1.59% |
| Collision with one vehicle reversing | 2 | 1 | 0 | **3** | 0.48% |
| Other collision | 16 | 1 | 1 | **18** | 2.86% |
| Other - Vehicle to vehicle | 26 | 4 | 0 | **30** | 4.77% |
| **Total** | **400** | **52** | **4** | **456** | **72.50%** |

"Right-angle" type crashes continue to result in the most severe casualty outcomes, representing around 23% of all casualty crashes for 2021. 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 compared with frontal and rear impact.

**Figure 3.1a: Total casualties by crash type in vehicle-to-vehicle collision**

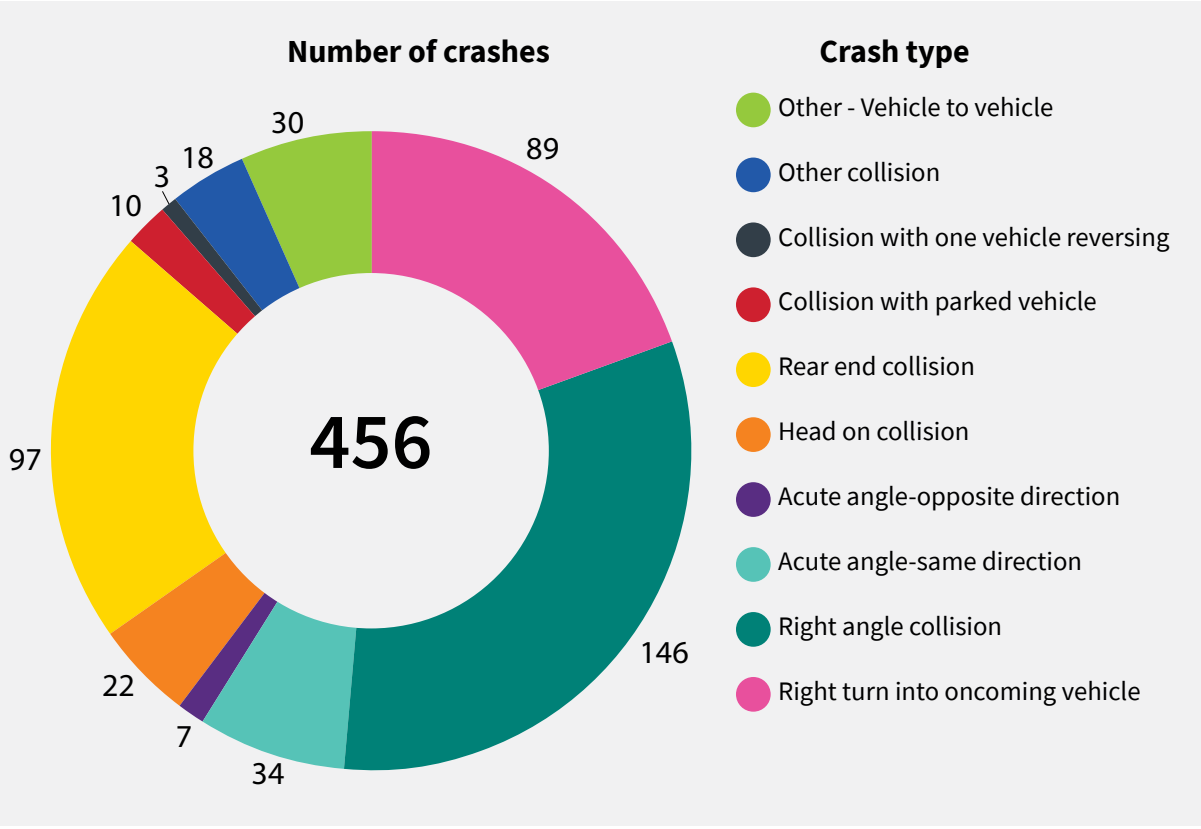


Table 3.1b: Total casualties by casualty class and crash type in single vehicle crash on road

| Single vehicle crash on road | Received medical treatment | Admitted to hospital | Fatality | Total | % of total crashes |
|---|---|---|---|---|---|
| Struck pedestrian | 15 | 8 | 2 | **25** | 3.98% |
| Struck animal | 1 | 1 | 0 | **2** | 0.32% |
| Struck object | 1 | 0 | 0 | **1** | 0.16% |
| Overturned | 24 | 6 | 0 | **30** | 4.77% |
| Fall from moving vehicle | 0 | 1 | 0 | **1** | 0.16% |
| Other - single vehicle | 0 | 1 | 0 | **1** | 0.16% |
| **Total** | **41** | **17** | **2** | **60** | **9.54%** |

Figure 3.1b: Total casualties by crash type in single vehicle crash on road

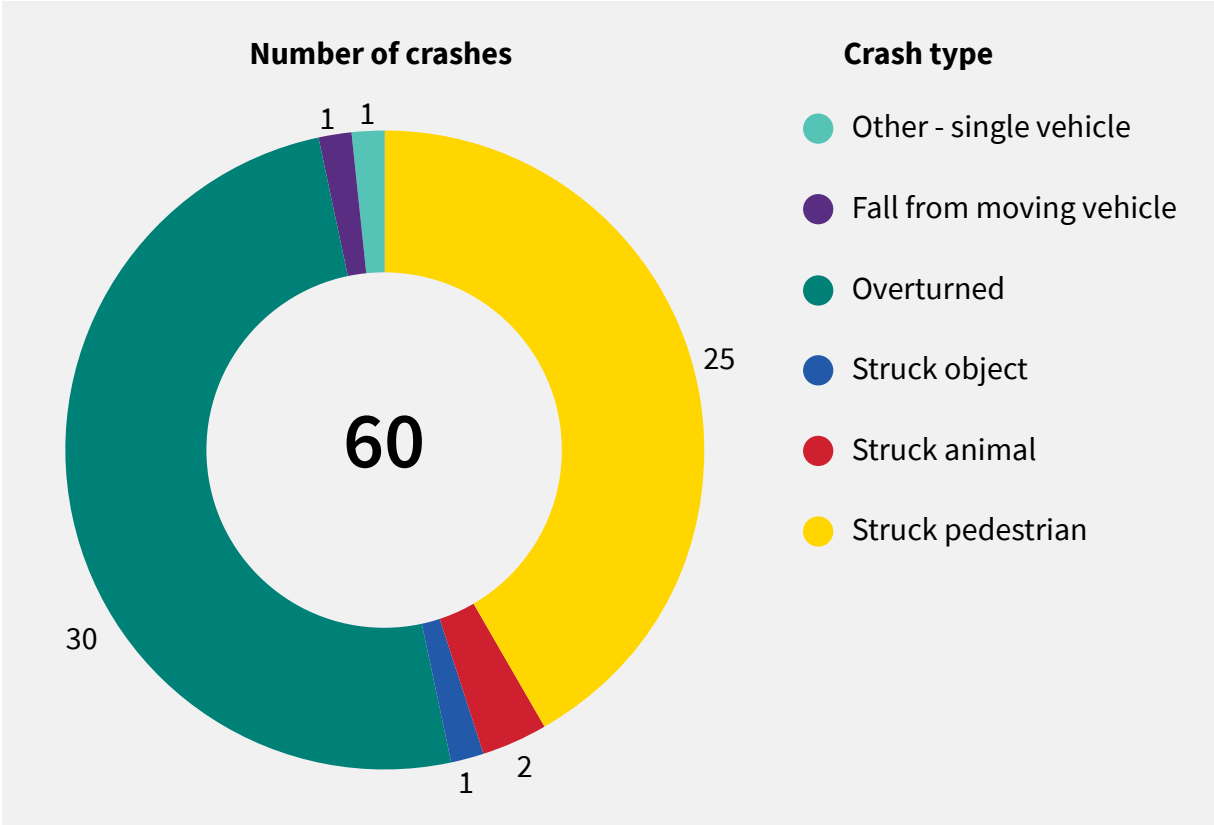


Table 3.1c: Total casualties by casualty class and crash type in single vehicle crash off road

| Single vehicle crash off road | Received medical treatment | Admitted to hospital | Fatality | Total | % of total crashes |
|---|---|---|---|---|---|
| Struck pedestrian | 5 | 2 | 0 | **7** | 1.12% |
| Struck vehicle | 1 | 0 | 0 | **1** | 0.16% |
| Struck object | 74 | 17 | 5 | **96** | 15.26% |
| Overturned | 3 | 0 | 0 | **3** | 0.48% |
| No object struck | 4 | 2 | 0 | **6** | 0.95% |
| **Total** | **87** | **21** | **5** | **113** | **17.97%** |

Figure 3.1c: Total casualties by crash type in single vehicle crash off road

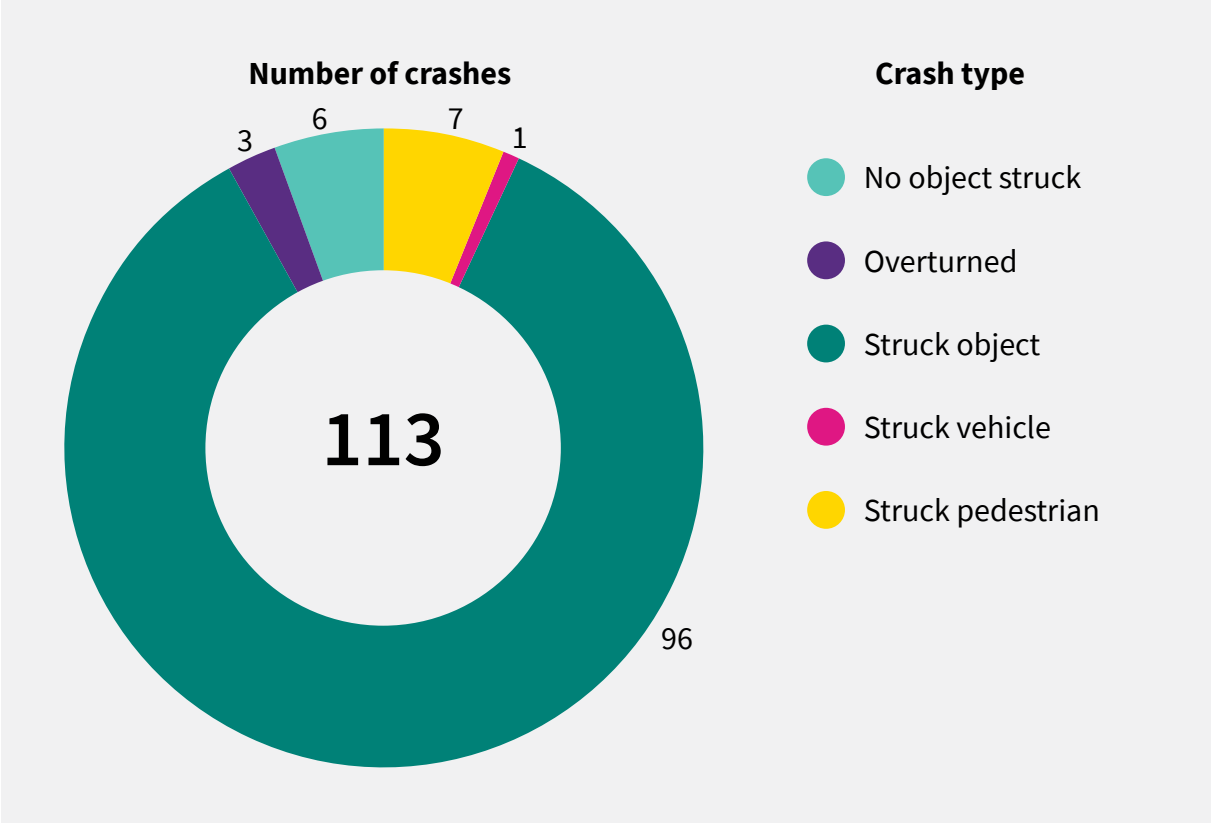


**Table 3.2: Total casualties by casualty class and position in vehicle**

| Position | Received medical treatment | Admitted to hospital | Fatality | Total | % of total crashes |
|---|---|---|---|---|---|
| Front left passenger | 43 | 9 | 0 | **52** | 8.27% |
| Rear right passenger | 10 | 0 | 0 | **10** | 1.59% |
| Rear left passenger | 17 | 2 | 0 | **19** | 3.02% |
| Rear centre passenger | 2 | 0 | 0 | **2** | 0.32% |
| Motorcycle pillion | 1 | 1 | 0 | **2** | 0.32% |
| Rear bus passenger | 1 | 0 | 0 | **1** | 0.16% |
| Other | 7 | 4 | 0 | **11** | 1.75% |
| Motorcycle | 63 | 28 | 2 | **93** | 14.79% |
| Driver | 293 | 29 | 6 | **328** | 52.15% |
| Pedal cyclist | 68 | 5 | 1 | **74** | 11.76% |
| Pedestrian | 23 | 12 | 2 | **37** | 5.88% |
| **Total** | **528** | **90** | **11** | **629** | **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 crashes |
|---|---|---|---|---|---|
| Marked pedestrian crossing | 14 | 0 | 1 | **15** | 2.38% |
| Stop sign | 25 | 2 | 0 | **27** | 4.29% |
| Traffic lights | 112 | 19 | 1 | **132** | 20.99% |
| Uncontrolled | 220 | 46 | 8 | **274** | 43.56% |
| Other | 4 | 0 | 0 | **4** | 0.64% |
| Give way sign | 153 | 23 | 1 | **177** | 28.14% |
| **Total** | **528** | **90** | **11** | **629** | **100.00%** |

**Figure 3.3: Total casualties by traffic control**

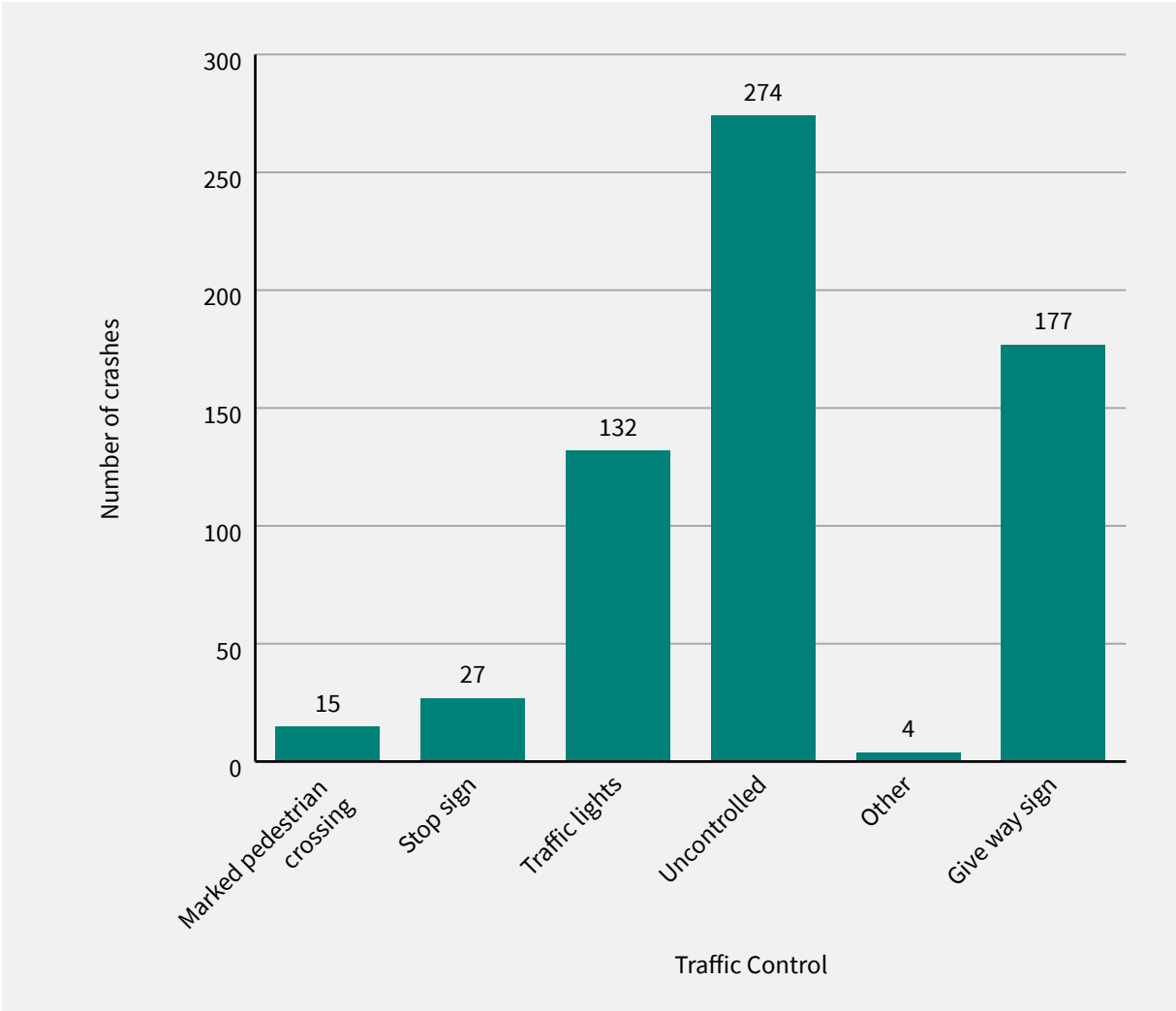


**Table 3.4: Total casualties by casualty class and road location**

| Intersection type | Received medical treatment | Admitted to hospital | Fatality | Total | % of total casualties |
|---|---|---|---|---|---|
| Cross intersection | 120 | 18 | 0 | **138** | 21.94% |
| Multiple intersection | 1 | 0 | 0 | **1** | 0.16% |
| Other | 1 | 0 | 0 | **1** | 0.16% |
| Roundabout | 41 | 6 | 0 | **47** | 7.47% |
| T intersection | 142 | 24 | 2 | **168** | 26.71% |
| Y intersection | 5 | 0 | 0 | **5** | 0.79% |
| **Subtotal** | **310** | **48** | **2** | **360** | **57.23%** |
| Mid-Block type | | | | | |
| Median opening | 98 | 17 | 2 | **117** | 18.60% |
| Not median opening | 119 | 25 | 6 | **150** | 23.85% |
| Other | 1 | 0 | 1 | **2** | 0.32% |
| **Subtotal** | **218** | **42** | **9** | **269** | **42.77%** |
| **Total** | **528** | **90** | **11** | **629** | **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 | 3 | 2 | 1 | **6** | 0.95% |
| Belt worn | 262 | 24 | 5 | **291** | 46.26% |
| Crash helmet not worn | 8 | 1 | 0 | **9** | 1.43% |
| Crash helmet worn | 105 | 32 | 3 | **140** | 22.26% |
| No belt installed | 1 | 0 | 0 | **1** | 0.16% |
| Not applicable | 24 | 12 | 2 | **38** | 6.04% |
| Other | 4 | 0 | 0 | **4** | 0.64% |
| Unknown | 121 | 19 | 0 | **140** | 22.26% |
| **Total** | **528** | **90** | **11** | **629** | **100.00%** |

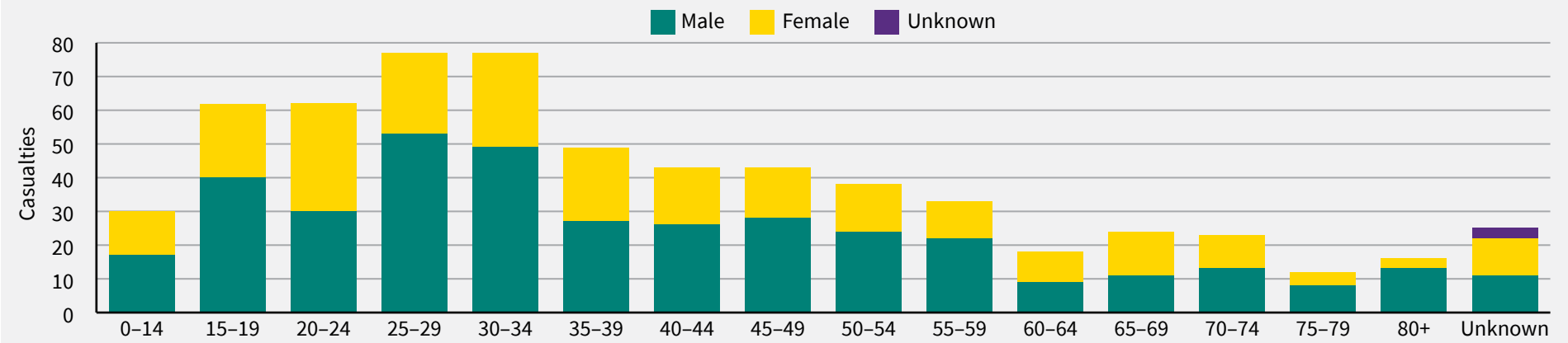
**Table 3.6: Total casualties by casualty class and fixed object struck**

| Type of object | Received medical treatment | Admitted to hospital | Fatality | Total | % of total casualties |
|---|---|---|---|---|---|
| Light or telephone pole | 16 | 5 | 1 | **22** | 3.50% |
| Sign or signal pole | 24 | 5 | 0 | **29** | 4.61% |
| Tree | 39 | 9 | 4 | **52** | 8.27% |
| Building or structure | 9 | 3 | 1 | **13** | 2.07% |
| Kerb or guard rail | 18 | 2 | 1 | **21** | 3.34% |
| Guidepost | 4 | 0 | 0 | **4** | 0.64% |
| Other | 13 | 3 | 0 | **16** | 2.54% |
| Not applicable | 405 | 63 | 4 | **472** | 75.04% |
| **Total** | **528** | **90** | **11** | **629** | **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 | 11 | 19 | 30 | 22 | 25 | 19 | 16 | 13 | 10 | 9 | 7 | 12 | 8 | 4 | 2 | 7 | **214** |
| | Male | 16 | 31 | 24 | 43 | 43 | 21 | 18 | 24 | 18 | 18 | 8 | 10 | 12 | 6 | 9 | 10 | **311** |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | **3** |
| | **Subtotal** | **27** | **50** | **54** | **65** | **68** | **40** | **34** | **37** | **28** | **27** | **15** | **22** | **20** | **10** | **11** | **20** | **528** |
| Admitted to hospital | Female | 2 | 3 | 2 | 2 | 2 | 3 | 1 | 2 | 4 | 2 | 2 | 1 | 2 | 0 | 1 | 1 | **30** |
| | Male | 1 | 7 | 5 | 10 | 6 | 6 | 7 | 2 | 6 | 4 | 1 | 1 | 0 | 1 | 2 | 1 | **60** |
| | **Subtotal** | **3** | **10** | **7** | **12** | **8** | **9** | **8** | **4** | **10** | **6** | **3** | **2** | **2** | **1** | **3** | **2** | **90** |
| Fatality | Female | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** |
| | Male | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | **9** |
| | **Subtotal** | **0** | **2** | **1** | **0** | **1** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **1** | **1** | **2** | **0** | **11** |
| **Total** | | **30** | **62** | **62** | **77** | **77** | **49** | **43** | **43** | **38** | **33** | **18** | **24** | **23** | **12** | **16** | **22** | **629** |

**Figure 3.7: Total casualties by age**




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, and almost five times the rate in fatal crashes.

**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 | 2 | 11 | 23 | 20 | 20 | 18 | 13 | 12 | 8 | 7 | 7 | 9 | 4 | 4 | 1 | 0 | **159** |
| | Male | 6 | 22 | 22 | 38 | 41 | 18 | 16 | 23 | 14 | 17 | 7 | 10 | 11 | 5 | 9 | 5 | **264** |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** |
| | **Subtotal** | **8** | **33** | **45** | **58** | **61** | **36** | **29** | **35** | **22** | **24** | **14** | **19** | **15** | **9** | **10** | **6** | **424** |
| Admitted to hospital | Female | 0 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | **19** |
| | Male | 0 | 6 | 4 | 6 | 4 | 5 | 6 | 0 | 5 | 3 | 1 | 1 | 0 | 1 | 1 | 0 | **43** |
| | **Subtotal** | **0** | **9** | **6** | **8** | **5** | **6** | **7** | **1** | **8** | **4** | **2** | **1** | **2** | **1** | **2** | **0** | **62** |
| Fatality | Female | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** |
| | Male | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **7** |
| | **Subtotal** | **0** | **2** | **1** | **0** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **1** | **1** | **1** | **0** | **9** |
| **Total** | | **8** | **44** | **52** | **66** | **67** | **42** | **36** | **38** | **30** | **28** | **16** | **20** | **18** | **11** | **13** | **6** | **495** |

**Figure 3.8: Vehicle controller casualties and licence holders by age**

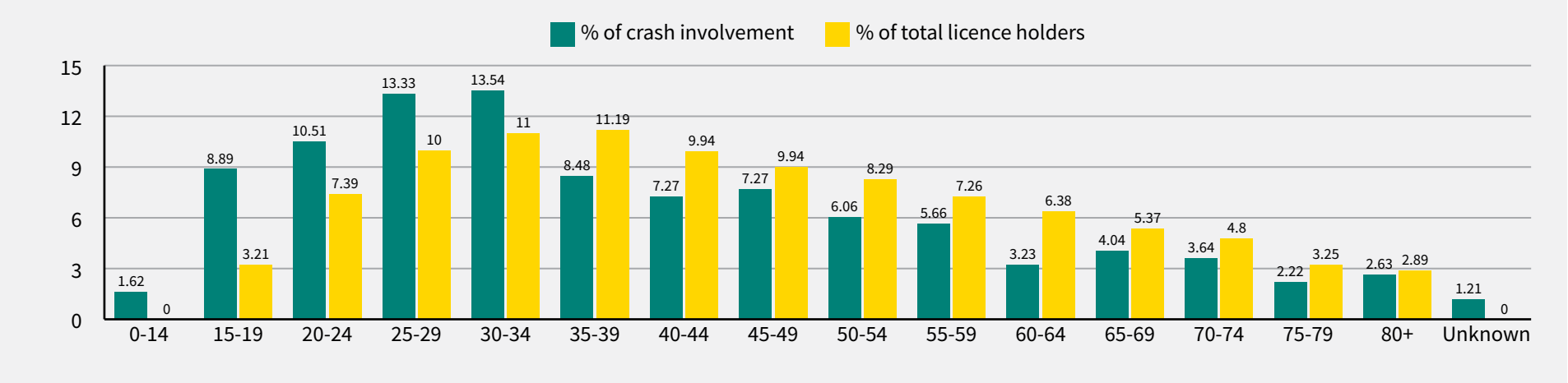



Figure 3.8 shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females. The green columns in the graph above represent vehicle controllers involved in casualty crashes by age groups. The yellow columns are the percentage of total licence holders 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 aged 25-34 years are overrepresented.

**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 | 75-79 | 80+ | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Received medical treatment | Female | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 |
| | Male | 2 | 3 | 0 | 2 | 0 | 3 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 18 |
| | **Subtotal** | **3** | **3** | **1** | **3** | **0** | **3** | **1** | **1** | **4** | **1** | **1** | **1** | **1** | **0** | **23** |
| Admitted to hospital | Female | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| | Male | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 9 |
| | **Subtotal** | **0** | **0** | **0** | **2** | **3** | **1** | **1** | **1** | **1** | **1** | **1** | **0** | **0** | **1** | **12** |
| Fatality | Male | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | **Subtotal** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **2** |
| **Total** | | **3** | **3** | **1** | **5** | **3** | **4** | **3** | **2** | **5** | **2** | **2** | **1** | **1** | **2** | **37** |

**Figure 3.9: Pedestrian casualties by gender**

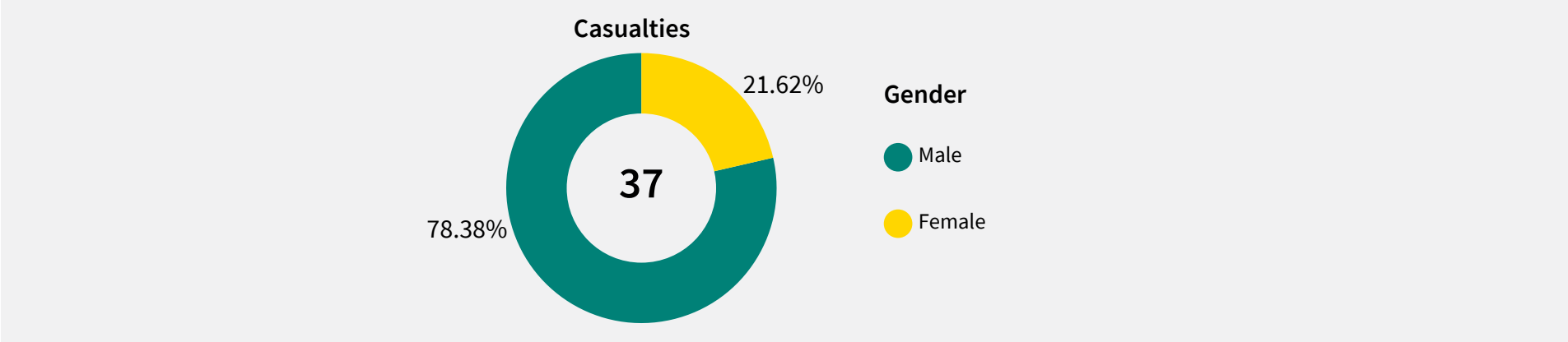
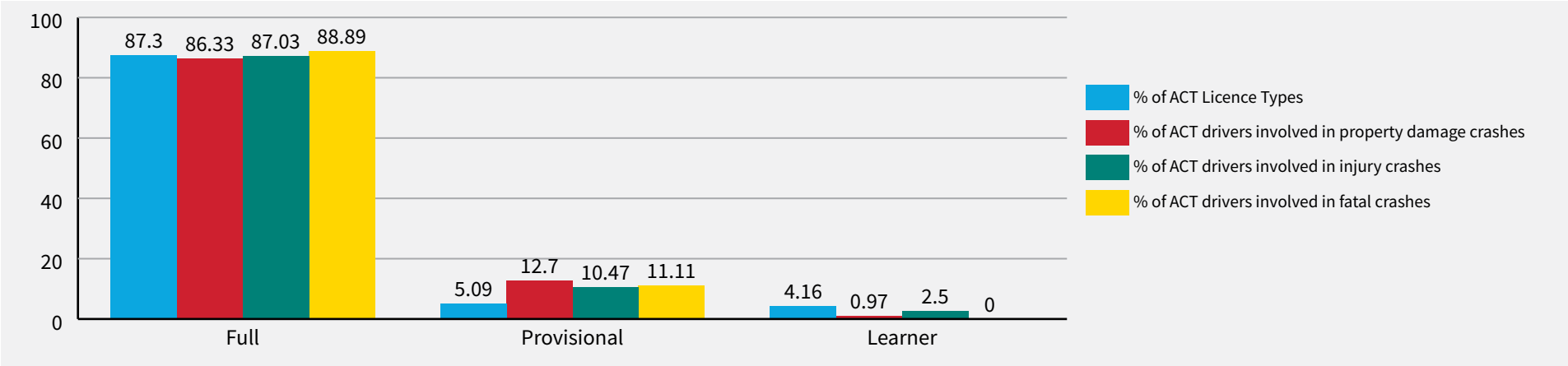


**Table 3.10: ACT drivers involved in crashes by licence type and severity**

| 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 | 8 | 557 | 6043 | 6608 | 87.30% | 86.33% | 87.03% | 88.89% |
| Provisional | 1 | 67 | 889 | 957 | 5.09% | 12.70% | 10.47% | 11.11% |
| Learner | 0 | 16 | 68 | 84 | 4.16% | 0.97% | 2.50% | 0.00% |
| **Total** | **9** | **640** | **7000** | **7649** | | | | |

**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 2021. 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, injury and fatal crashes in 2021. No learner drivers were involved in fatal crashes in 2021.

# VEHICLES INVOLVED IN TRAFFIC CRASHES IN 2021[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 | Motorcycle | Not known | Other | Panel van | Pedestrian | 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 | 3 | 2 | 481 | 1 | 6 | 1 | 0 | 8 | 0 | 0 | 1 | 3 | 8 | 49 | **563** | 4.90% |
| Right angle collision | 2 | 43 | 16 | 1390 | 1 | 28 | 1 | 0 | 23 | 0 | 3 | 1 | 4 | 18 | 151 | **1681** | 14.63% |
| Acute angle-same direction side swipe | 13 | 17 | 35 | 894 | 1 | 13 | 1 | 1 | 24 | 0 | 3 | 1 | 4 | 34 | 109 | **1150** | 10.01% |
| Acute angle-opposite direction side swipe | 2 | 1 | 1 | 40 | 1 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | **60** | 0.52% |
| Head on collision | 0 | 1 | 0 | 46 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 10 | **64** | 0.56% |
| Rear end collision | 5 | 9 | 17 | 4497 | 4 | 50 | 3 | 1 | 90 | 0 | 0 | 4 | 21 | 72 | 520 | **5293** | 46.05% |
| Collision with parked vehicle | 2 | 7 | 14 | 389 | 3 | 0 | 25 | 3 | 15 | 0 | 0 | 0 | 4 | 26 | 56 | **544** | 4.73% |
| Collision with one vehicle reversing | 1 | 2 | 1 | 189 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 9 | 42 | **260** | 2.26% |
| Other collision | 1 | 20 | 3 | 309 | 1 | 0 | 7 | 0 | 7 | 1 | 11 | 0 | 1 | 9 | 38 | **408** | 3.55% |
| Other - Vehicle to vehicle | 1 | 47 | 15 | 577 | 2 | 7 | 4 | 1 | 17 | 3 | 17 | 0 | 9 | 12 | 92 | **804** | 7.00% |
| **Subtotal** | **27** | **150** | **104** | **8812** | **18** | **110** | **43** | **7** | **198** | **4** | **35** | **7** | **49** | **189** | **1074** | **10827** | **94.21%** |

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

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

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

| Single vehicle crash | Articulated vehicles (semi) | Bicycle | Bus | Car/station wagon | Emergency vehicle | Motorcycle | Not known | Other | Panel van | Pedestrian | Scooter (kick scooter, motorised/e-scooter) | Scooter (motorcycle) | Taxi/Hired car | Truck (excl. semi) | Utility | Total | % of total vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Struck pedestrian (on road) | 0 | 1 | 1 | 34 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 1 | 1 | 1 | **64** | 0.56% |
| Struck animal (not ridden on road) | 0 | 0 | 1 | 45 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | **56** | 0.49% |
| Struck object (on road) | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **19** | 0.17% |
| Overturned (on road) | 3 | 1 | 0 | 11 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 5 | **57** | 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 | 1 | 22 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | **32** | 0.28% |
| Struck pedestrian (off road) | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **9** | 0.08% |
| Struck vehicle (off road) | 0 | 0 | 0 | 16 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **24** | 0.21% |
| Struck object (off road) | 1 | 1 | 0 | 297 | 2 | 11 | 3 | 0 | 4 | 0 | 1 | 1 | 1 | 2 | 50 | **374** | 3.25% |
| Overturned (off road) | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | **14** | 0.12% |
| No object struck (off road) | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **16** | 0.14% |
| **Subtotal** | **5** | **5** | **3** | **462** | **4** | **49** | **4** | **1** | **7** | **28** | **1** | **4** | **3** | **11** | **79** | **666** | **5.79%** |
| **Total of all vehicles involved in crash** | **32** | **155** | **107** | **9274** | **22** | **159** | **47** | **8** | **205** | **32** | **36** | **11** | **18** | **200** | **1153** | **11493** | |

**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) | 30 | 2 | 0 | **32** | 0.28% |
| Bicycle | 80 | 73 | 2 | **155** | 1.35% |
| Bus | 101 | 6 | 0 | **107** | 0.93% |
| Car or station wagon | 8618 | 647 | 9 | **9274** | 80.69% |
| Emergency vehicle | 21 | 1 | 0 | **22** | 0.19% |
| Motorcycle | 73 | 84 | 2 | **159** | 1.38% |
| Not known | 47 | 0 | 0 | **47** | 0.41% |
| Other | 6 | 2 | 0 | **8** | 0.07% |
| Panel van | 195 | 10 | 0 | **205** | 1.78% |
| Pedestrian | 13 | 19 | 0 | **32** | 0.28% |
| Scooter (kick scooter, motorised/e-scooter) | 26 | 10 | 0 | **36** | 0.31% |
| Scooter (motorcycle) | 3 | 8 | 0 | **11** | 0.10% |
| Taxi or Hired car | 47 | 52 | 0 | **52** | 0.46% |
| Truck (excl. semi) | 183 | 15 | 2 | **200** | 1.74% |
| Utility | 1076 | 76 | 1 | **1153** | 10.03% |
| **Total** | **10519** | **958** | **16** | **11493** | **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 | Motorcycle | Not known | Other | Panel van | Pedestrian | Scooter (kick scooter, motorised /e-scooter) | Scooter (motorcycle) | Taxi/ hired Car | Truck (excluding semi) | Utility | Total | % of total vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Uncontrolled | 20 | 51 | 57 | 3944 | 13 | 64 | 43 | 7 | 104 | 24 | 14 | 4 | 26 | 110 | 554 | **5035** | 43.81% |
| Control not operating | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0.05% |
| Traffic lights | 6 | 27 | 32 | 2560 | 3 | 32 | 3 | 1 | 52 | 4 | 9 | 2 | 10 | 46 | 308 | **3095** | 26.93% |
| Give way sign | 4 | 43 | 14 | 2320 | 2 | 51 | 1 | 0 | 39 | 0 | 4 | 2 | 14 | 36 | 255 | **2785** | 24.23% |
| Stop sign | 0 | 10 | 1 | 307 | 2 | 10 | 0 | 0 | 7 | 0 | 2 | 3 | 1 | 6 | 27 | **376** | 3.27% |
| Police | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **7** | 0.06% |
| School crossing | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0.09% |
| Marked pedestrian crossing | 0 | 24 | 1 | 61 | 0 | 1 | 0 | 0 | 1 | 4 | 7 | 0 | 1 | 0 | 4 | **104** | 0.90% |
| Other | 1 | 0 | 1 | 64 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | **75** | 0.65% |
| | **32** | **155** | **107** | **9274** | **22** | **159** | **47** | **8** | **205** | **32** | **36** | **11** | **52** | **200** | **1153** | **11493** | **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 | Motorcycle | Not known | Other | Panel van | Pedestrian | Scooter (kick scooter, motorised/e-scooter) | Scooter (motorcycle) | Taxi/hired Car | Truck (excluding semi) | Utility | Total | % of total vehicles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Light or telephone pole | 2 | 0 | 0 | 97 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 22 | **128** | 1.11% |
| Sign or signal pole | 0 | 0 | 0 | 122 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 25 | **152** | 1.32% |
| Tree | 0 | 0 | 0 | 84 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | **109** | 0.95% |
| Building or structure | 1 | 0 | 0 | 28 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | **36** | 0.31% |
| Kerb or guard rail | 2 | 1 | 0 | 121 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | **152** | 1.32% |
| Guidepost | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | **20** | 0.17% |
| Other | 1 | 1 | 1 | 40 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | **50** | 0.44% |
| Not applicable | 26 | 153 | 106 | 8766 | 20 | 144 | 43 | 8 | 197 | 31 | 35 | 10 | 51 | 192 | 1064 | **10846** | 94.37% |
| | **32** | **155** | **107** | **9274** | **22** | **159** | **47** | **8** | **205** | **32** | **36** | **11** | **52** | **200** | **1153** | **11493** | **100.00%** |