



ACT
Government

2020 ACT Crash Report



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We acknowledge the Traditional Custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.



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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. 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 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.

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 2020.

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).

ACT Road Safety Strategy

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

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

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

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

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

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

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

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

Copies of the Strategy, including the current action plan can be downloaded from the [City Services website](#).

Summary of 2020 crashes

- > There were 5,760 ‘on-road’ recorded traffic crashes in 2020 which involved 11,157 vehicles and resulted in 622 casualties, including seven fatalities and 90 hospital admissions.
- > Two fatalities and 190 injuries involved vulnerable road users (cyclists, pedestrians, and motorcyclists). These figures represent 29% of fatalities and 31% of injuries that occurred in 2020.
- > 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 39% of vehicle controller casualties – despite being approximately 22% of licence holders. Similarly, ACT provisional drivers represented nearly 11% of injury crashes – despite being 5% of licence holders. Provisional drivers were involved in two fatal crashes in 2020.
- > There were 51 recorded casualties where the vehicle controller was 65 years or older, representing 11% of vehicle controller casualties.
- > Vehicle controllers aged 75 years or older were involved in approximately 3.8% of all casualty crashes, proportionate to this age group being 5.4% of ACT licence holders.
- > The most frequent crash-type was the ‘rear end collision’, which accounted for nearly 42% of all crashes. In terms of severity, the ‘right-angle collision’ type was the most frequent accounting for around 21% of all casualties despite making up only 14% of all crashes.

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.

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.



Part 1: Traffic crashes and casualty trends

Crash trends in the ACT

The number of reported crashes on ACT roads dropped significantly in 2020 following bushfires from September 2019 to March 2020 and the emergence of COVID-19 in March 2020.

At its peak, air quality dropped to hazardous levels in all southern and eastern states from December 2019 to March 2020 resulting in residents remaining inside and unable to travel. Fires heavily impacted various regions of NSW and closed many roads from the ACT to holiday destinations with many Canberrans remaining in Canberra over the Christmas/New Year break. By 4 March 2020, all fires in NSW had been extinguished.

A Territory wide shutdown of all non-essential travel and services was implemented in the ACT on 23 March 2020 to slow the spread of COVID-19 in the community.

The shutdown came into effect on 23 March 2020. Essential services such as supermarkets, petrol stations, banks, pharmacies, post offices and convenience stores along with the freight and logistics services to support these operations continued but many offices, schools and businesses closed. Restrictions were not eased until 1 May 2020 with many workers continuing to work from home for the rest of 2020.

The bushfires, followed by the COVID19 emergency, restricted travel movement significantly and reduced crash numbers. Despite this the total ACT vehicle fleet has increased in size by approximately 20.4% in the 10-year period from 2011 to 2020.

ACT “On Road” Crashes Trends 2011-2020

Figure 1.1 ACT “On Road” Crashes Trends 2011-2020

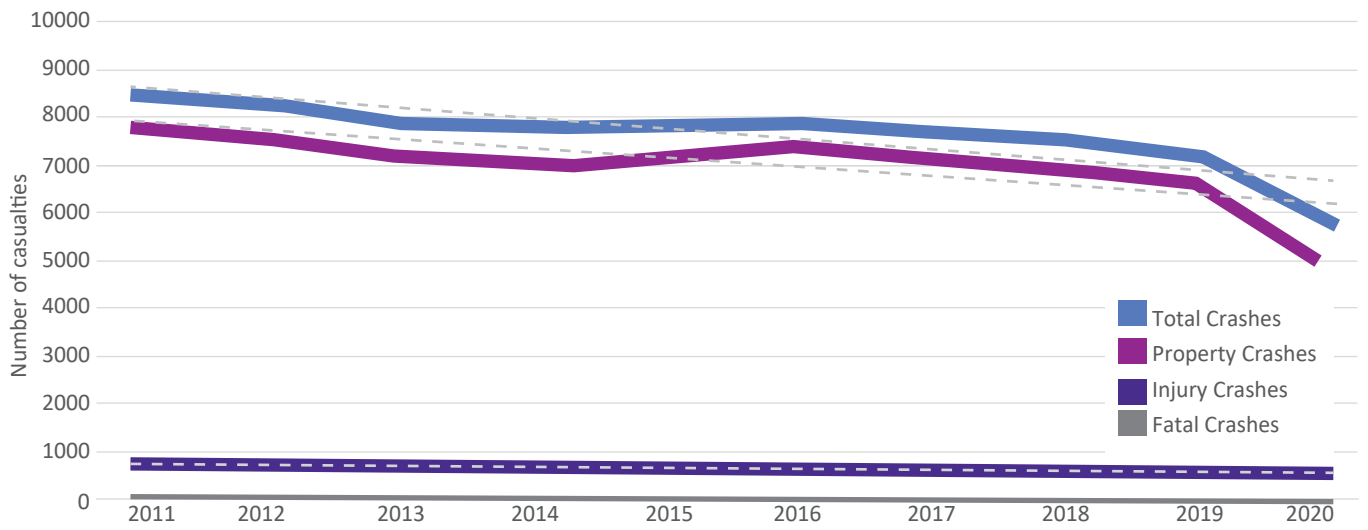


Table 1.1 ACT “On Road” Crashes Trends 2011-2020

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Property Crashes	7807	7589	7201	7096	7200	7289	7136	6988	6600	5220
Injury Crashes	674	712	655	676	638	611	579	587	582	534
Fatal Crashes	6	12	7	10	14	11	5	9	6	6
Total Crashes	8487	8313	7863	7782	7852	7911	7720	7584	7188	5760

Trends in ACT casualties 2011-2020

Figure 1.2 Trends in ACT casualties 2011-2020

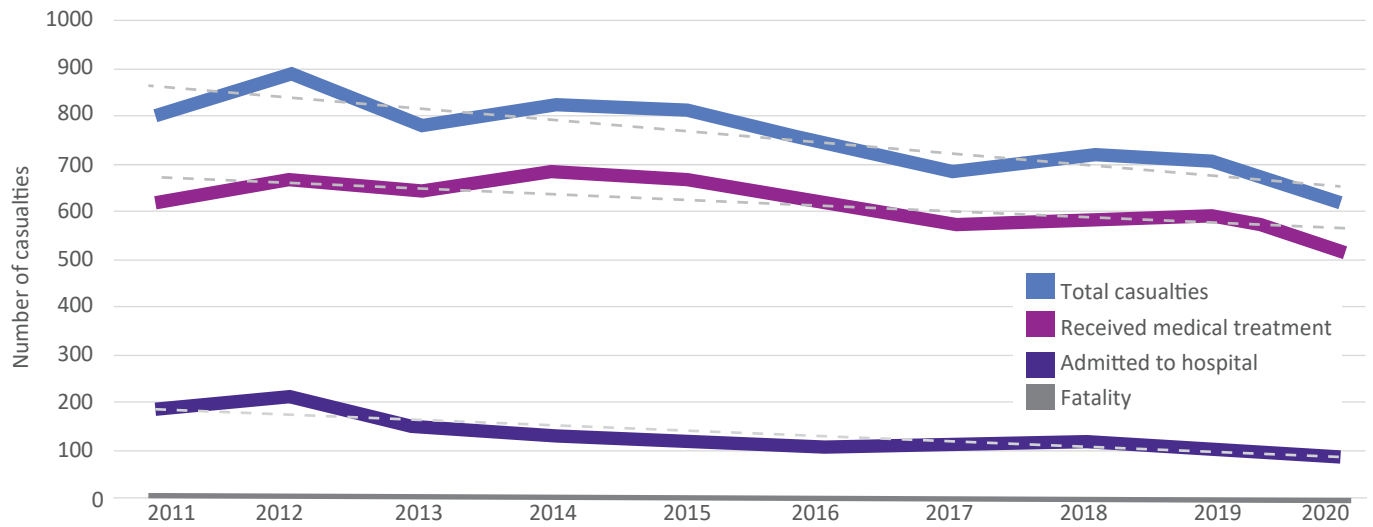


Table 1.2 Trends in ACT casualties 2011-2020

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Received Medical Treatment	629	671	645	694	668	627	589	596	604	525
Admitted to Hospital	179	210	140	125	132	110	104	117	100	90
Fatality	6	12	7	10	15	11	5	9	6	7
Total Casualties	814	893	792	829	815	748	698	722	710	622

Vulnerable Road User Casualties 2011-2020

Figure 1.3 Vulnerable Road User Casualties 2011-2020

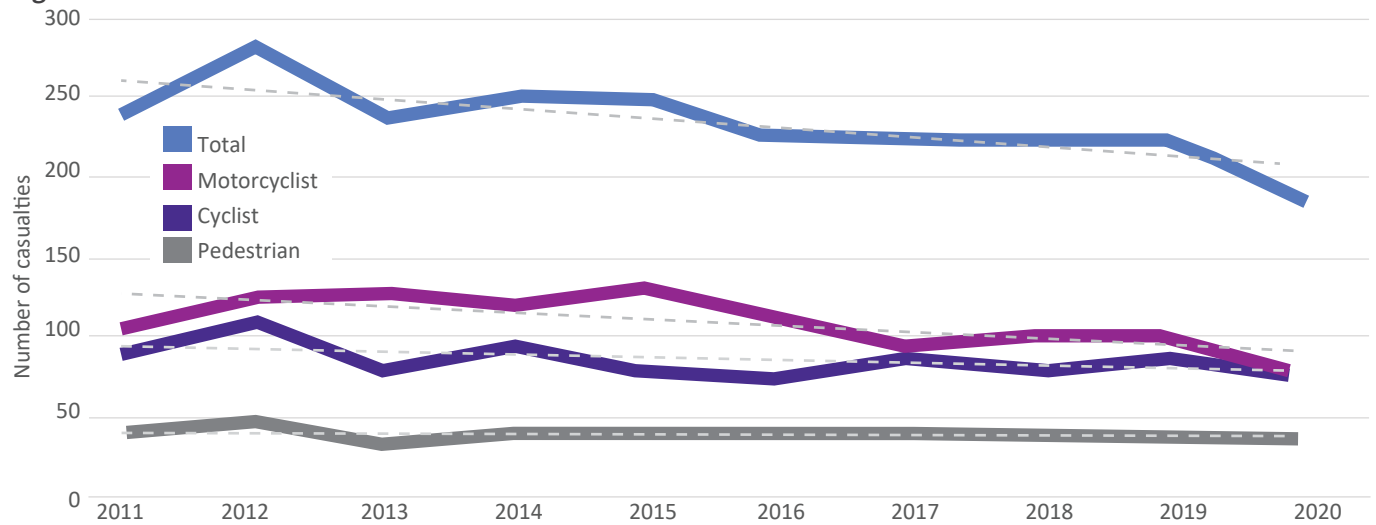


Table 1.3 Vulnerable Road User Casualties 2011-2020

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Motorcyclist	107	126	128	119	132	110	95	103	98	78
Cyclist	91	110	79	94	78	75	88	79	87	78
Pedestrian	39	46	32	38	39	41	42	40	39	36
TOTAL	237	282	239	251	249	226	225	222	224	192

Patronage across public transport dropped significantly from March 2020 with many people working from home or electing to restrict public interactions. MyWay use fell by 85.7% in the week commencing 30 March 2020 and remained low for the lockdown period. Many Canberrans, who were required to work, chose to drive private transport and walk or ride to their destination. Walking and cycling was encouraged during this period for fitness and to improve mental health. Despite the increase in active travel, casualty crashes involving vulnerable road users fell which could be attributed to lower traffic volumes.

Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2011-2020

Figure 1.4 Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2011-2020

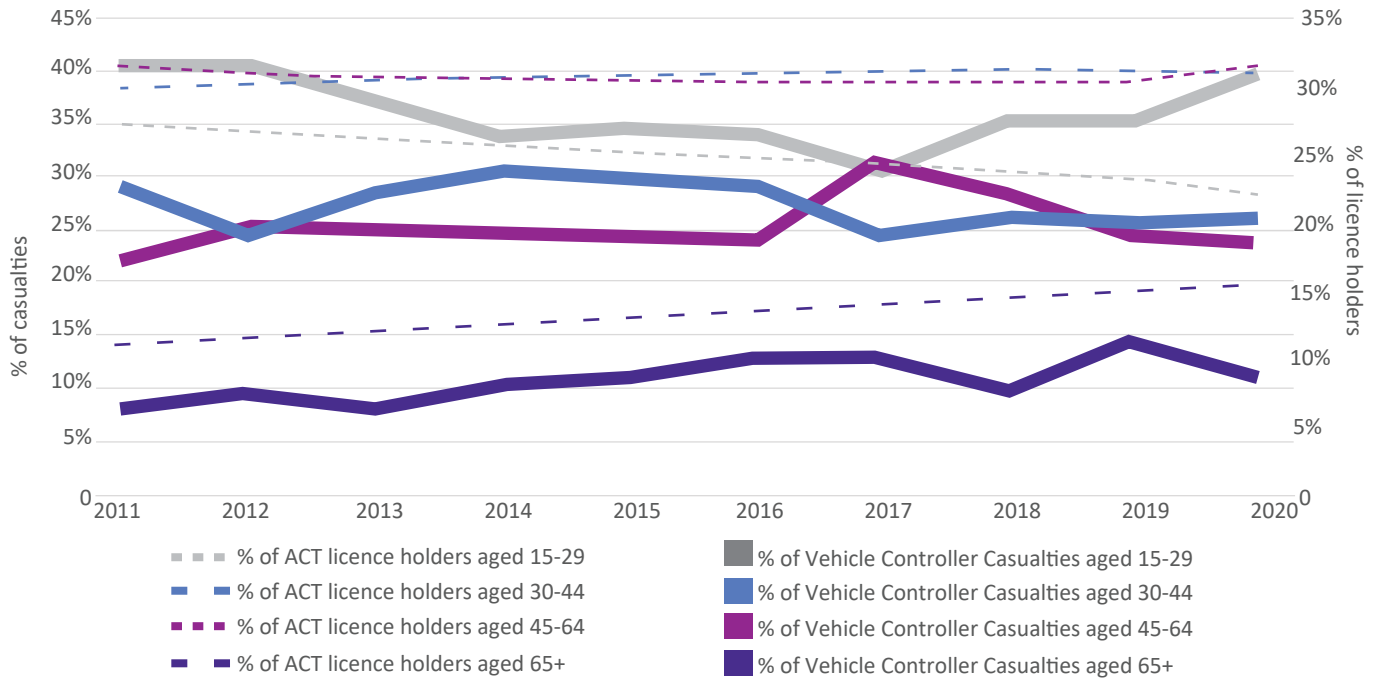


Table 1.4 Percentage of Vehicle Controller Casualties and ACT Licence Holders by Age 2011-2020

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
% of vehicle controller casualties aged 15-29	40.5%	40.2%	37.7%	34.1%	34.7%	34.0%	31.1%	35.3%	35.3%	39.2%
% of vehicle controller casualties aged 30-44	29.2%	24.8%	28.6%	30.6%	29.7%	28.9%	24.6%	26.1%	25.8%	26.1%
% of vehicle controller casualties aged 45-64	21.9%	25.4%	25.5%	24.9%	24.5%	23.8%	31.1%	28.6%	24.3%	24.0%
% of vehicle controller casualties aged 65+	8.4%	9.6%	8.2%	10.5%	11.1%	13.2%	13.3%	9.9%	14.6%	10.7%
% of ACT licence holders aged 15-29	26.8%	26.6%	26.2%	25.6%	25.1%	24.6%	24.2%	23.8%	23.4%	22.1%
% of ACT licence holders aged 30-44	30.0%	30.2%	30.4%	30.6%	30.7%	30.8%	31.0%	31.3%	31.1%	31.0%
% of ACT licence holders aged 45-64	31.8%	31.1%	30.7%	30.5%	30.3%	30.3%	30.5%	30.3%	30.4%	31.4%
% of ACT licence holders aged 65+	11.4%	12.1%	12.6%	13.3%	13.8%	14.3%	14.3%	14.6%	15.1%	15.5%

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 11.4% of all licence holders in 2011 to 15.5% in 2020 while the crash rate in this age group in 2020 fell. The ACT Government will continue to deliver counter measures addressing issues relating to older drivers despite the reduced casualty crash involvement noted in 2020.

Licence numbers have fallen in the 15–29-year age bracket while crash numbers significantly increased in 2020 which may be an indication of the risk taking undertaken by some in this age group on relatively quiet roads. The table shows that younger drivers in the ACT (aged 15-29 years) remain disproportionately represented in casualties, being 39% of all vehicle controller casualties, despite only representing 22% of licence holders. The improved ACT graduated licensing scheme is designed to reduce the risk for new and young drivers who are over-represented in road crashes. This staged approach to licensing commenced in January 2020.

Rates of deaths

Rates of Deaths per 100,000 population 2011-2020

Figure 1.5 Rates of Deaths

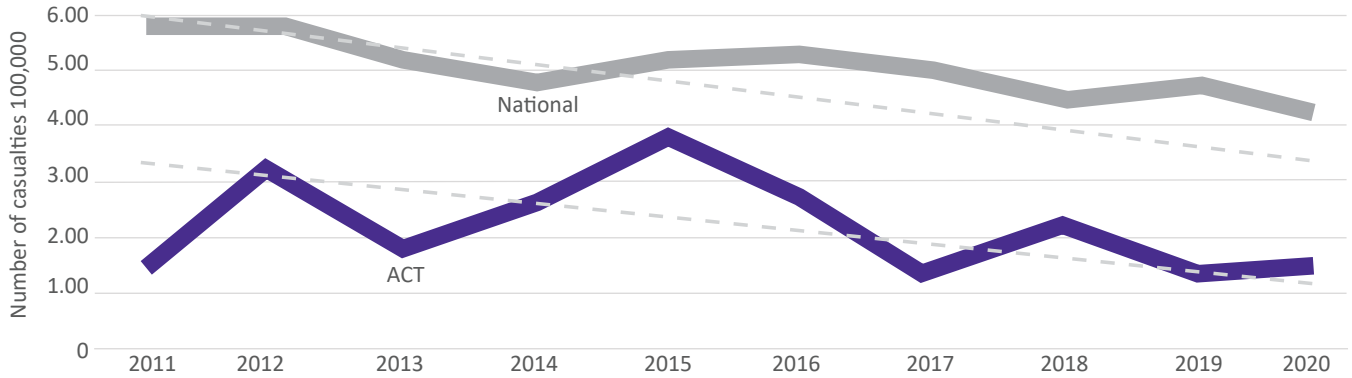


Table 1.5 Rates of Deaths

National		5.72	5.72	5.13	4.90	5.06	5.34	4.97	4.54	4.68	4.29

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 2020, the ACT continued to maintain a lower number of road fatalities per capita than the national average with 1.62 fatalities per 100,000 population compared with 4.29 road fatalities per 100,000 people nationally.

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.



Part 2: Traffic crashes in 2020

Total Crashes by Severity and Accident Type

Table 2.1 Total Crashes by Severity and Accident Type

Accident Code and Type	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
1. Right turn into oncoming vehicle	196	59	0	255	4.43%
2. Right angle collision	707	114	1	822	14.27%
3. Same direction side swipe	471	29	0	500	8.68%
4. Opposite direction side swipe	23	7	0	30	0.52%
5. Head on collision	22	7	1	30	0.52%
6. Rear end collision	2345	67	1	2413	41.89%
7. Collision with parked vehicle	160	15	0	175	3.04%
8. Collision while one vehicle reversing	85	0	0	85	1.48%
9. Other - Vehicle to vehicle (on road)	676	50	0	726	12.60%
10. Struck pedestrian (on road)	10	28	0	38	0.66%
11. Struck animal (not ridden/on road)	71	5	0	76	1.32%
12. Struck object (on road)	16	1	0	17	0.30%
13. Overturned (on road)	30	37	0	67	1.16%
14. Fall from moving vehicle (on road)	0	0	0	0	0.00%
15. Other - Single vehicle (on road)	35	0	0	35	0.61%
16. Struck pedestrian (on footpath etc.)	2	7	0	9	0.16%
17. Struck vehicle (off road)	14	1	0	15	0.26%
18. Struck animal (not ridden/off road)	0	0	0	0	0.00%
19. Struck object (off road)	338	95	3	436	7.57%
20. Overturned (off road)	8	4	0	12	0.21%
21. No object struck (off road)	11	8	0	19	0.33%
22. Other -Single vehicle (off road)	0	0	0	0	0.00%
Total	200	534	6	5760	100

The most frequent accident type in 2020 was the “rear end collision” representing around 42% of all crashes, followed by the “right angle collision” type (14%). Rear end crashes were slightly less prevalent in 2020 (down from 45.83% in 2019) which could be attributed to the reduced congestion on ACT roads. In terms of severity, however, “right-angle” type crashes were the main contributor, representing around 22% of all casualty crashes for 2020 (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.

Figure 2.1 Total crashes by accident type

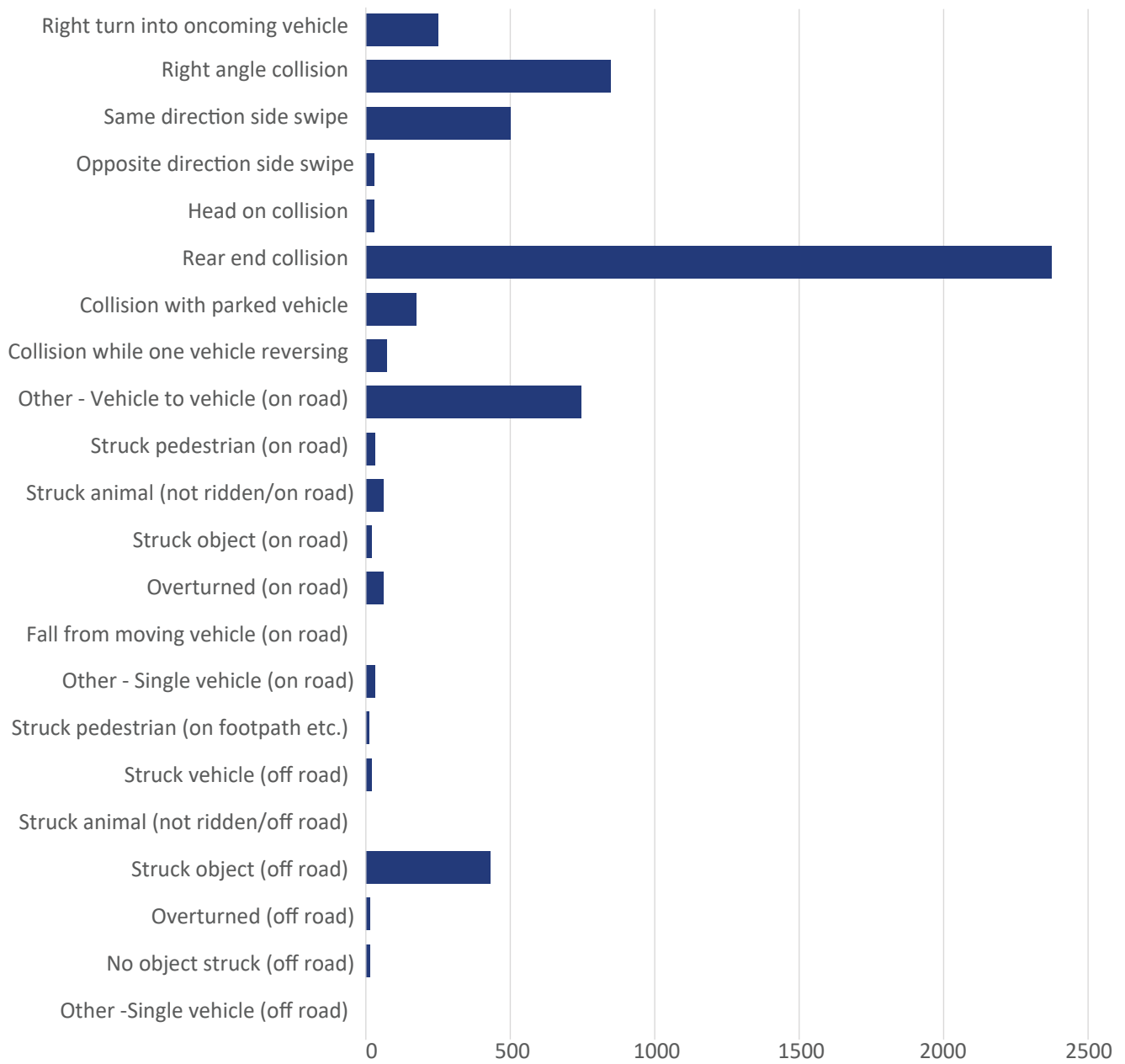


Table 2.1 is represented visually above, demonstrating that rear-end collisions occurred at much higher rates than other crashes.

Total Crashes by Severity and Fixed Object Struck

Figure 2.2 Total Crashes by Fixed Object Struck

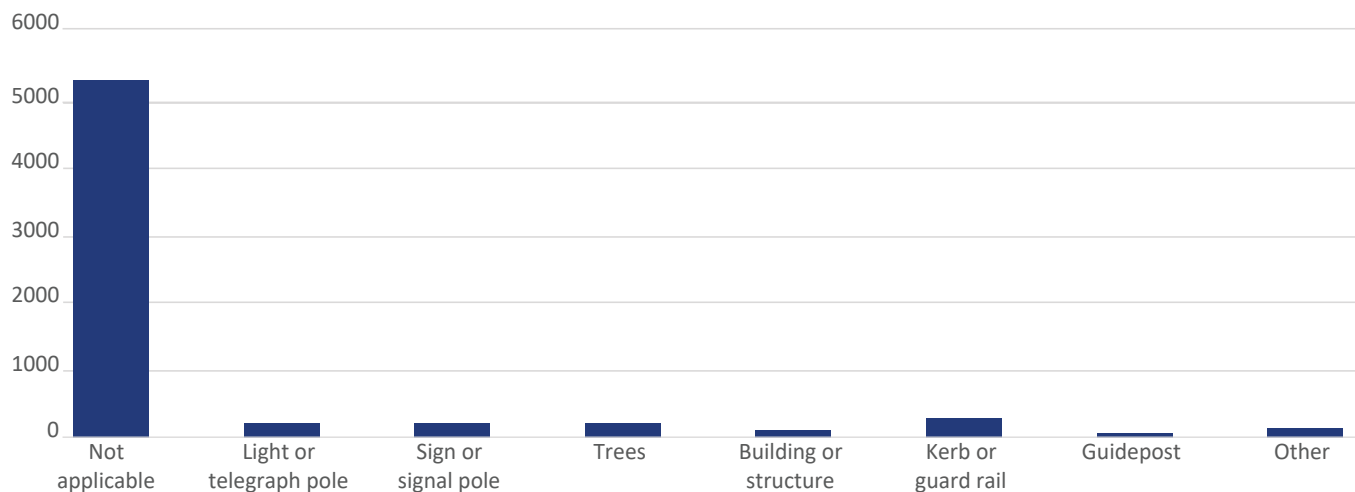


Table 2.2 Total Crashes by Severity and Fixed Object Struck

Fixed Object Code and Struck	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0 Not applicable	4804	397	3	5204	90.35%
1 Light or telegraph pole	81	21	0	102	1.77%
2 Sign or signal pole	76	33	0	109	1.89%
3 Tree	69	33	3	105	1.82%
4 Building or structure	19	3	0	22	0.38%
5 Kerb or guard rail	126	32	0	158	2.74%
6 Guidepost	10	1	0	11	0.19%
7 Other	35	14	0	49	0.85%
Total	5220	534	6	5760	100%

Total Crashes by Severity and Month

Figure 2.3 Total Crashes by Month

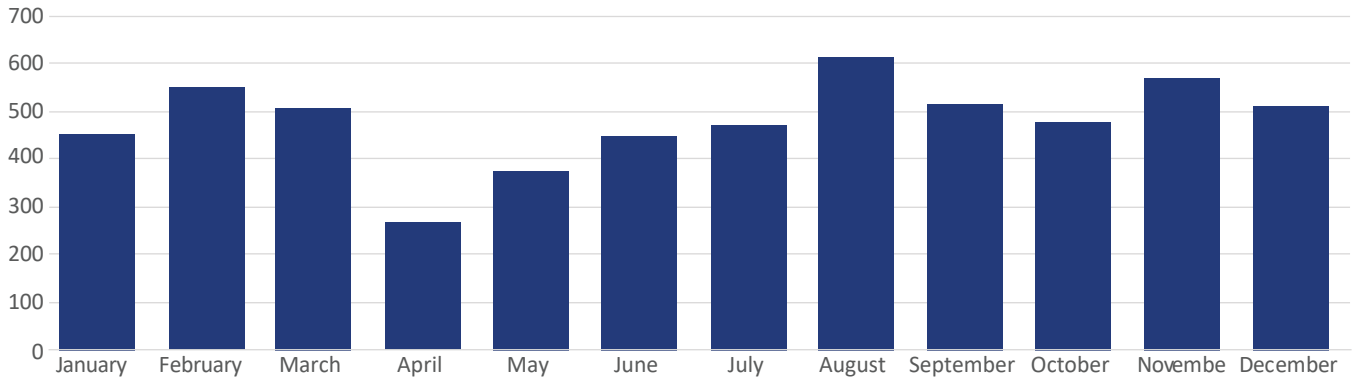


Table 2.3 Total Crashes by Severity and Month

Code and Month	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
1 January	415	39	0	454	7.88%
2 February	501	48	0	549	9.53%
3 March	463	43	0	506	8.78%
4 April	230	34	1	265	4.60%
5 May	334	41	0	375	6.51%
6 June	406	44	0	450	7.81%
7 July	427	44	1	472	8.19%
8 August	559	56	0	615	10.68%
9 September	470	44	2	516	8.96%
10 October	431	47	1	479	8.32%
11 November	513	57	0	570	9.90%
12 December	471	37	1	509	8.84%
	5220	534	6	5760	100%

The number of crashes per month clearly shows the months when COVID-19 restrictions were in force. In previous years crash numbers are the lowest in January with March being one of the worst months for crashes. Crash numbers in January (454) and December (509) were higher than in 2019 (Jan 423 and Dec 495) with all other months crash numbers significantly lower.

Total Crashes by Severity and Day of Week

Figure 2.4 Total Crashes by Day of Week

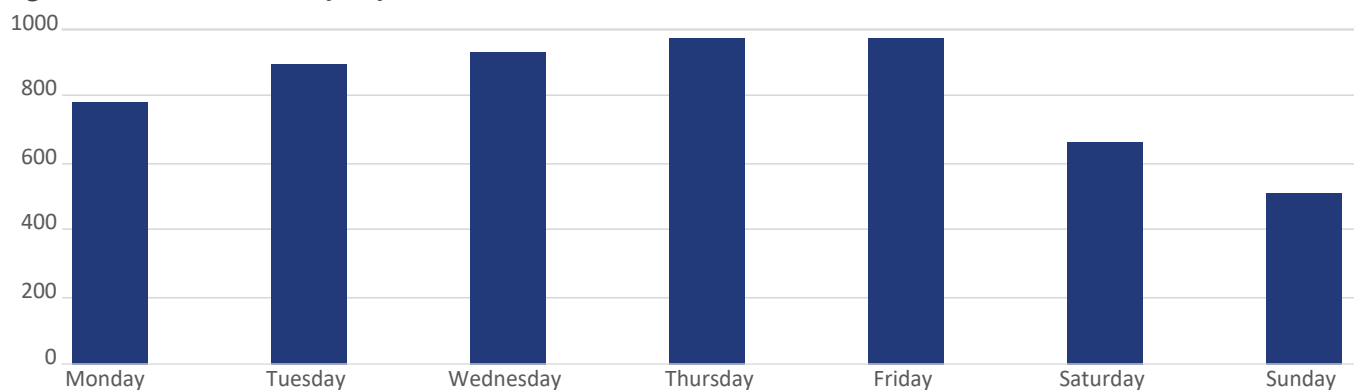


Table 2.4 Total Crashes by Severity and Day of Week

Day of Week	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Monday	712	81	1	794	13.78%
Tuesday	844	67	1	912	15.83%
Wednesday	868	91	0	959	16.65%
Thursday	900	80	0	980	17.01%
Friday	896	84	0	980	17.01%
Saturday	570	71	2	643	11.16%
Sunday	430	60	2	492	8.54%
Total	5220	534	6	5760	100%

The spread of crashes in 2020 is consistent with previous years in that there are higher number of crashes on weekdays than weekends. This is likely the result of peak commuter traffic.

Total Crashes by Severity and Time of Day

Figure 2.5 Total Crashes by Time of Day

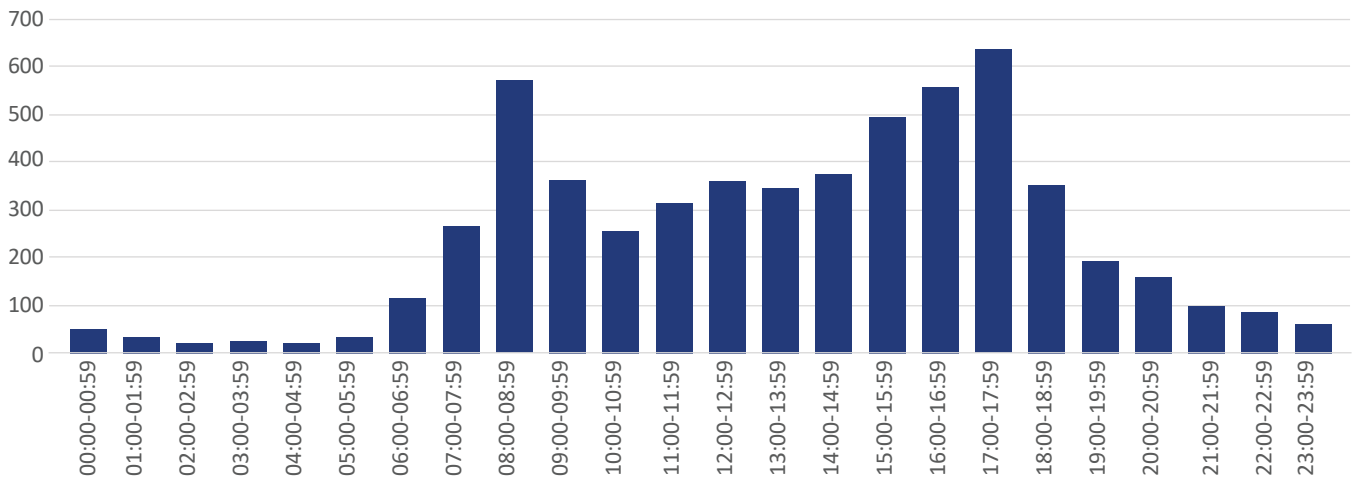


Table 2.5 Total Crashes by Severity and Time of Day

Time of Crash	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
00.00 - 00.59	35	7	0	42	0.73%
01.00 - 01.59	18	9	1	28	0.49%
02.00 - 02.59	13	2	0	15	0.26%
03.00 - 03.59	18	2	0	20	0.35%
04.00 - 04.59	12	3	0	15	0.26%
05.00 - 05.59	26	1	0	27	0.47%
06.00 - 06.59	99	16	0	115	2.00%
07.00 - 07.59	234	28	1	263	4.57%
08.00 - 08.59	532	47	0	579	10.05%
09.00 - 09.59	337	31	0	368	6.39%
10.00 - 10.59	228	25	0	253	4.39%
11.00 - 11.59	293	22	2	317	5.50%
12.00 - 12.59	339	26	1	366	6.35%
13.00 - 13.59	322	28	0	350	6.08%
14.00 - 14.59	336	39	1	376	6.53%
15.00 - 15.59	456	43	0	499	8.66%
16.00 - 16.59	520	47	0	567	9.84%
17.00 - 17.59	582	40	0	622	10.80%
18.00 - 18.59	314	40	0	354	6.15%
19.00 - 19.59	168	24	0	192	3.33%
20.00 - 20.59	135	24	0	159	2.76%
21.00 - 21.59	79	14	0	93	1.61%
22.00 - 22.59	74	9	0	83	1.44%
23.00 - 23.59	50	7	0	57	0.99%
Total	5220	534	6	5760	100%

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

Total Crashes by Severity and Traffic Control Type

Figure 2.6 Total Crashes by Traffic Control Type

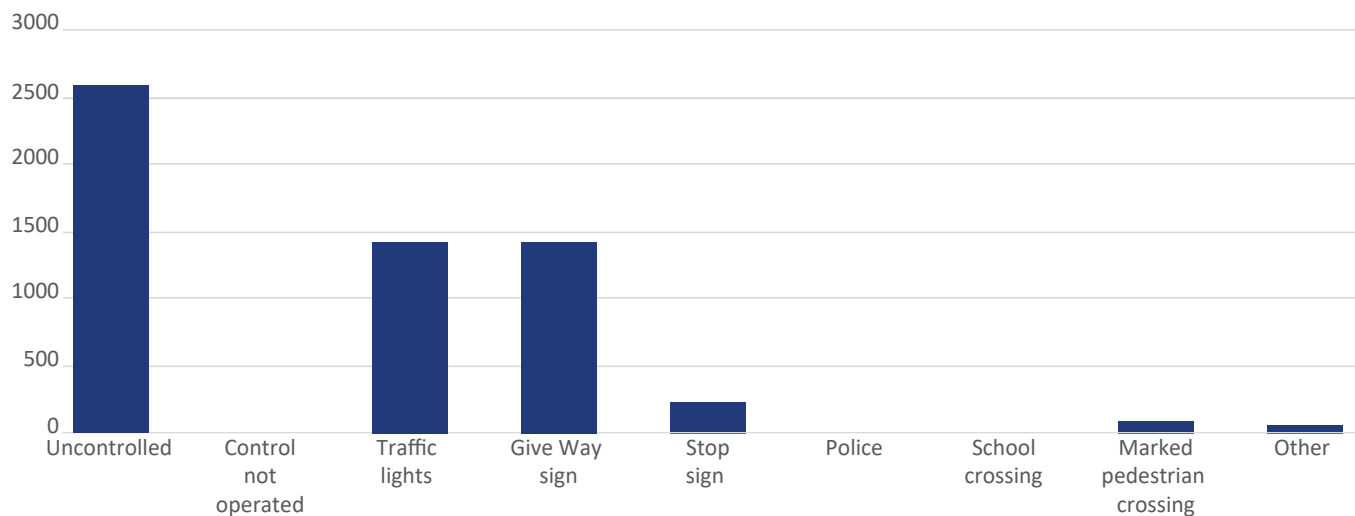


Table 2.6 Total Crashes by Severity and Traffic Control Type

Traffic Control and Code	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0 Unknown	0	0	0	0	0.00%
1 Uncontrolled	2366	258	5	2629	45.64%
2 Control not operated	5	1	0	6	0.10%
3 Traffic lights	1345	112	0	1457	25.30%
4 Give Way sign	1266	131	1	1398	24.27%
5 Stop sign	195	21	0	216	3.75%
6 Police	8	0	0	8	0.14%
7 School crossing	0	1	0	1	0.02%
8 Marked pedestrian crossing	24	10	0	34	0.59%
9 Other	11	0	0	11	0.19%
Total	5220	534	6	5760	100%

Total Crashes by Severity and Road Location

Figure 2.7 Total Crashes by Road Location

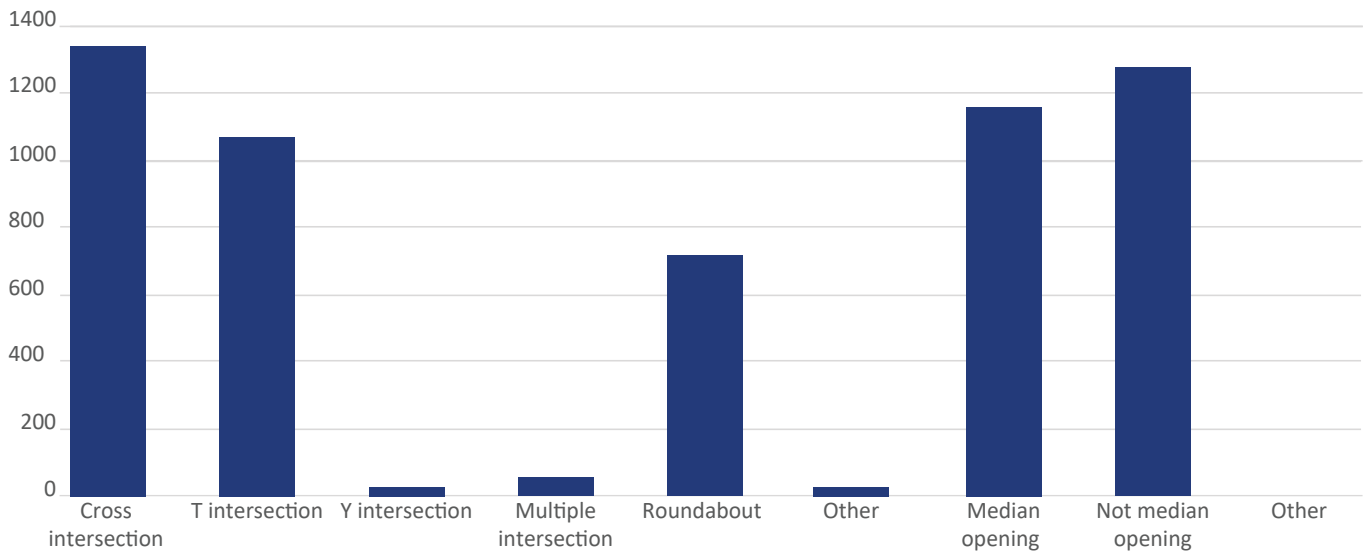


Table 2.7 Total Crashes by Severity and Road Location

Location Type and Code	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
Intersections					
1 Cross intersection	1251	111	0	1362	23.67%
2 T intersection	940	136	1	1077	18.72%
3 Y intersection	19	0	0	19	0.33%
4 Multiple intersection	38	5	0	43	0.75%
5 Roundabout	671	40	0	711	12.36%
6 Other	20	3	0	23	0.40%
Subtotal	2939	295	1	3235	56.22%
Midblocks					
7 Median opening	1090	90	1	1181	20.52%
8 Not median opening	1184	149	4	1337	23.24%
9 Other	1	0	0	1	0.02%
Subtotal	2275	239	5	2519	43.78%
Total	5214	534	6	5754	100%

Total Crashes by Severity and Weather Conditions

Table 2.8 Total Crashes by Severity and Weather Conditions

Weather Code and Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
0 Unknown	0	0	0	0	0.00%
1 Fine	4392	459	4	4855	84.29%
2 Light rain	462	42	0	504	8.75%
3 Heavy rain	166	13	1	180	3.13%
4 Cloudy or overcast	108	14	1	123	2.14%
5 Snow or sleet	3	0	0	3	0.05%
6 Fog	41	4	0	45	0.78%
7 Smoke or dust	48	2	0	50	0.87%
8 Other	0	0	0	0	0.00%
Total	5220	534	6	5760	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. Several crashes were due to smoke or dust in both 2019 (65 crashes) and 2020 (50 crashes) compared to 2 crashes in 2018 and none in 2017. This could be attributed to the bushfire emergency which took place in December 2019 and January 2020.

Total Crashes by Severity and Light Conditions

Table 2.9 Total Crashes by Severity and Light Conditions

Light Code and Conditions	Property Crashes	Injury Crashes	Fatal Crashes	Subtotal	% of Total Crashes
1 Dark - good street lighting	550	80	0	630	10.94%
2 Dark - no street lighting	77	16	0	93	1.61%
3 Dark - poor street lighting	160	29	1	190	3.30%
4 Daylight	4219	390	5	4614	80.10%
5 Semi-darkness	214	19	0	233	4.05%
6 Unknown	0	0	0	0	0.00%
Total	5220	534	6	5760	100%



Part 3: Casualties in 2020

Total Casualties by Casualty Class and Crash Type

Table 3.1 Total Casualties by Casualty Class and Crash Type

Accident Code and Type	Received Medical Treatment	Admitted to Hospital	Fatality	Subtotal	% of Total Casualties
Vehicle to vehicle collision					
1 Right turn into oncoming vehicle	71	6	0	77	12.38%
2 Right angle collision	123	15	1	139	22.35%
3 Same direction side swipe	28	3	0	31	4.98%
4 Opposite direction side swipe	6	2	0	8	1.29%
5 Head on collision	7	6	2	15	2.41%
6 Rear end collision	68	6	1	75	12.06%
7 Collision with parked vehicle	14	4	0	18	2.89%
8 Collision while one vehicle reversing	0	0	0	0	0.00%
9 Other - Vehicle to vehicle	45	5	0	50	8.04%
Subtotal	362	47	4	413	66.40%
Single vehicle accident on carriageway					
10 Struck pedestrian	21	7	0	28	4.50%
11 Struck animal (not ridden)	4	1	0	5	0.80%
12 Struck object (on road)	0	1	0	1	0.16%
13 Overturned	37	6	0	43	6.91%
14 Fall from moving vehicle (on road)	0	0	0	0	0.00%
15 Other - Single vehicle (on road)	0	0	0	0	0.00%
Subtotal	62	15	0	77	12.38%
Single vehicle accident off carriageway					
16 Struck pedestrian (on footpath etc.)	7	0	0	7	1.13%
17 Struck vehicle	1	0	0	1	0.16%
18 Struck animal (not ridden)	0	0	0	0	0.00%
19 Struck object (off road)	83	24	3	110	17.68%
20 Overturned	5	1	0	6	0.96%
21 No object struck (off road)	5	3	0	8	1.29%
22 Other accidents	0	0	0	0	0.00%
Subtotal	101	28	3	132	21.22%
Total	525	90	7	622	100%

Figure 3.1 Number of Casualties in Vehicle to Vehicle Crashes

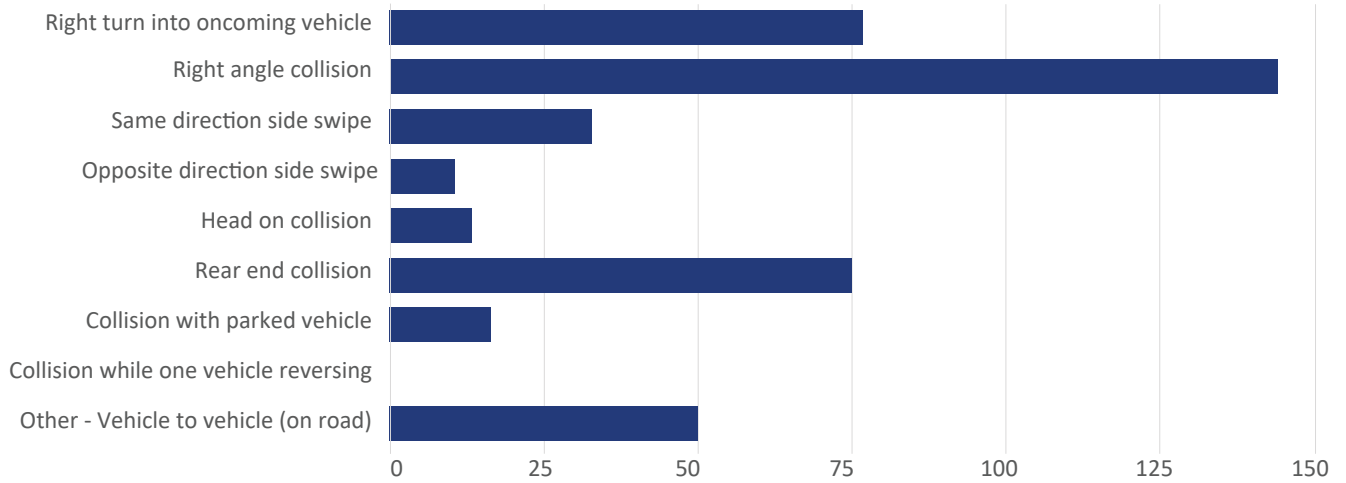


Figure 3.2 Number of Casualties in Single Vehicle Crashes (On Road)

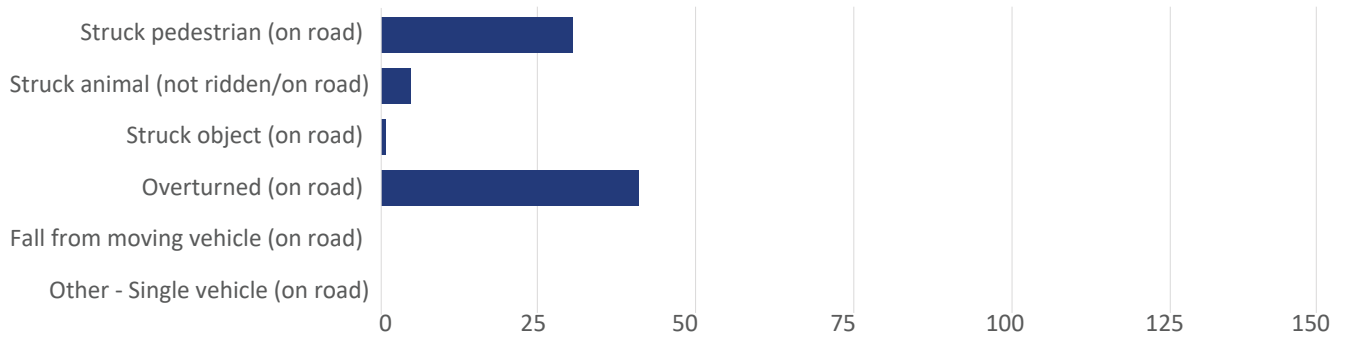
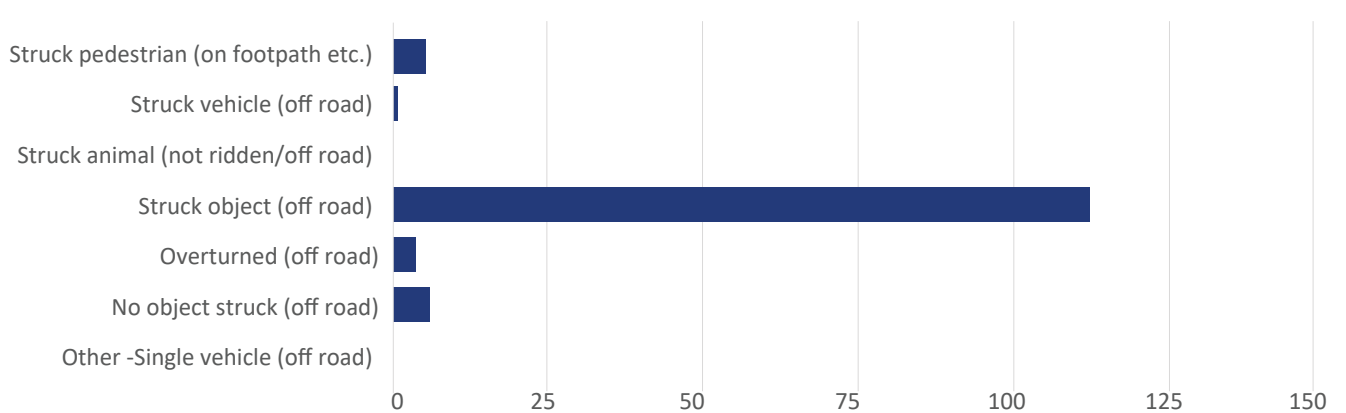


Figure 3.3 Number of Casualties in Single Vehicle Crashes (Off Road)



Total Casualties by Casualty Class and Position in Vehicle

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	288	39	3	330	53.05%
Front centre passenger	0	0	0	0	0.00%
Front left passenger	50	5	2	57	9.16%
Motorcycle	51	23	2	76	12.22%
Motorcycle pillion	2	0	0	2	0.32%
Other	4	0	0	4	0.64%
Pedal cyclist	64	14	0	78	12.54%
Pedestrian	28	8	0	36	5.79%
Rear bus passenger	4	0	0	4	0.64%
Rear centre passenger	3	0	0	3	0.48%
Rear left passenger	13	0	0	13	2.09%
Rear right passenger	9	1	0	10	1.61%
Unknown	9	0	0	9	1.45%
Total	525	90	7	622	100%

Total Casualties by Casualty Class and Traffic Control

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	133	18	1	152	24.44%
Marked pedestrian crossing	9	1	0	10	1.61%
Other	2	0	0	2	0.32%
Police	0	0	0	0	0.00%
School crossing	1	0	0	1	0.16%
Stop sign	21	1	0	22	3.54%
Traffic lights	124	14	0	138	22.19%
Uncontrolled	235	56	6	297	47.75%
Total	525	90	7	622	100.00%

Total Casualties by Casualty Class and Road Location

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	119	12	0	131	21.06%
Multiple intersection	7	0	0	7	1.13%
Other	4	0	0	4	0.64%
Roundabout	38	5	0	43	6.91%
T intersection	140	20	1	161	25.88%
Y intersection	0	0	0	0	0.00%
Subtotal	308	37	1	346	55.63%
Midblock					
Median opening	77	17	1	95	15.27%
Not median opening	140	36	5	181	29.10%
Other	0	0	0	0	0.00%
Subtotal	217	53	6	276	44.37%
Total	525	90	7	622	100%

Total Casualties by Casualty Class and Safety Device

Table 3.5 Total Casualties by Casualty Class and Safety Device

Safety Device Type	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
Belt not worn	6	5	1	12	1.93%
Belt worn	225	27	4	256	41.16%
Crash helmet not worn	7	1	0	8	1.29%
Crash helmet worn	103	33	2	138	22.19%
Not applicable	1	0	0	1	0.16%
No belt installed	4	0	0	4	0.64%
Not known	179	24	0	203	32.64%
Other	0	0	0	0	0.00%
Total	525	90	7	622	100%

Total Casualties by Casualty Class and Fixed Object Struck

Figure 3.4 Total Casualties by Casualty Class and Fixed Object Struck

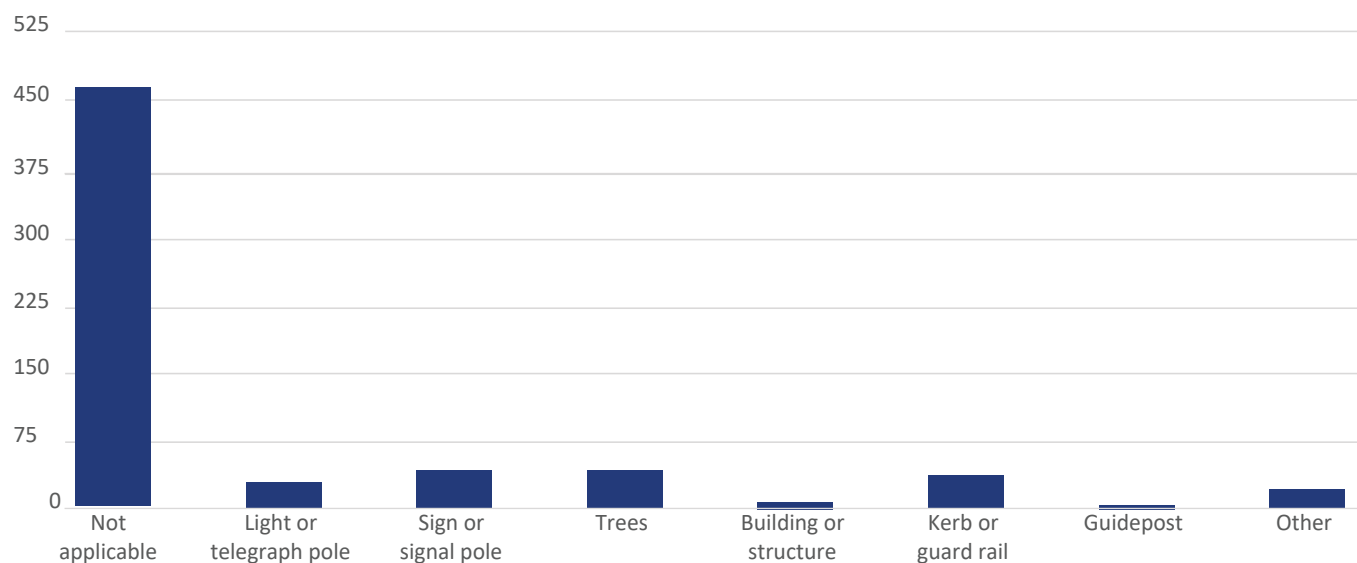


Table 3.6 Total Casualties by Casualty Class and Fixed Object Struck

Fixed Object Code and Struck	Received Medical Treatment	Admitted to Hospital	Fatal	Subtotal	% of Total Casualties
0 Not applicable	394	59	4	457	73.47%
1 Light or telegraph pole	20	4	0	24	3.86%
2 Sign or signal pole	33	8	0	41	6.59%
3 Tree	27	10	3	40	6.43%
4 Building or structure	2	1	0	3	0.48%
5 Kerb or guard rail	30	6	0	36	5.79%
6 Guide post	1	0	0	1	0.16%
7 Other	18	2	0	20	3.22%
Total	525	90	7	622	100%

Total Casualties by Casualty Class, Gender and Age

Table 3.7 shows that although minor injury crashes were split almost evenly between male and female, males featured at almost twice the rate of females in injuries requiring hospital admittance.

Figure 3.5 Total Casualties by Age

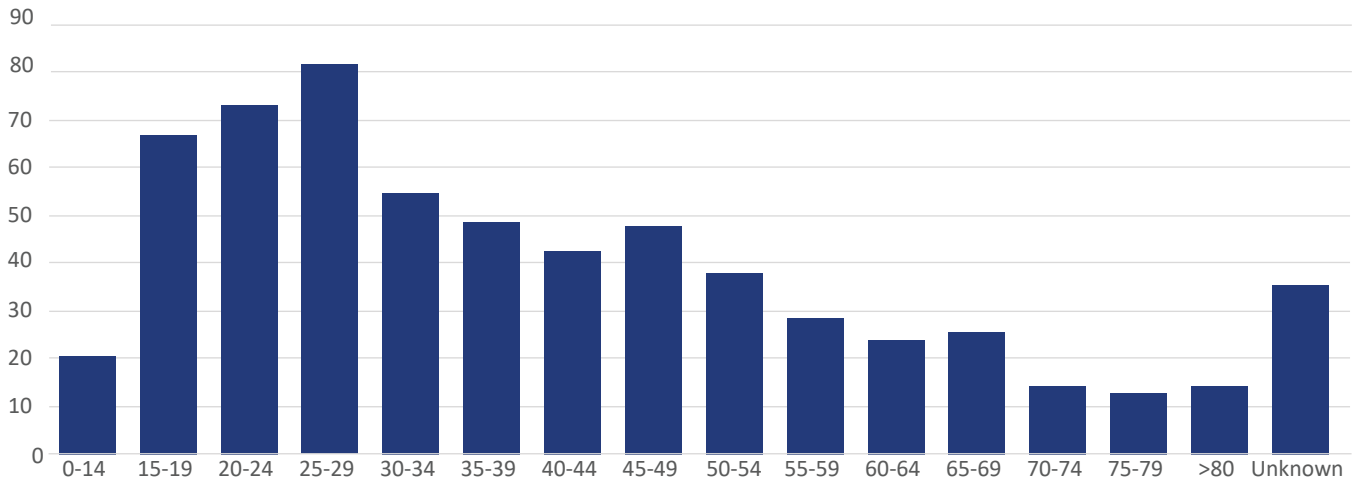


Table 3.7 Total Casualties by Casualty Class, Gender and Age

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	Unknown	Sub total
Received medical treatment	Female	6	22	28	28	15	24	11	19	13	6	10	13	5	7	7	14	228
	Male	12	37	34	37	31	17	19	20	21	17	7	10	5	5	4	20	296
	Unknown	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subtotal		19	59	62	65	46	41	30	39	34	23	17	23	10	12	11	34	525
Admitted to hospital	Female	0	3	3	7	2	5	2	2	1	2	0	0	0	0	0	0	27
	Male	2	4	7	8	6	3	8	7	3	3	5	2	2	0	2	1	63
Subtotal		2	7	10	15	8	8	10	9	4	5	5	2	2	0	2	1	90
Fatal	Female	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	Male	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	5
Subtotal		0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	7
Total		21	68	72	81	55	49	42	48	38	28	22	25	13	12	13	35	622

Vehicle Controller Casualties by Casualty Class, Gender and Age

Table 3.8 shows that male vehicle controllers were involved in significantly higher numbers of casualty crashes than females. The blue columns in the graph below represent vehicle controllers involved in casualty crashes by age groups; the grey 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 grey column (i.e. the crash involvement is disproportionate to the percentage of licence holders). Young drivers (up to 29 years) are overrepresented.

Figure 3.6 Vehicle Controller by Age

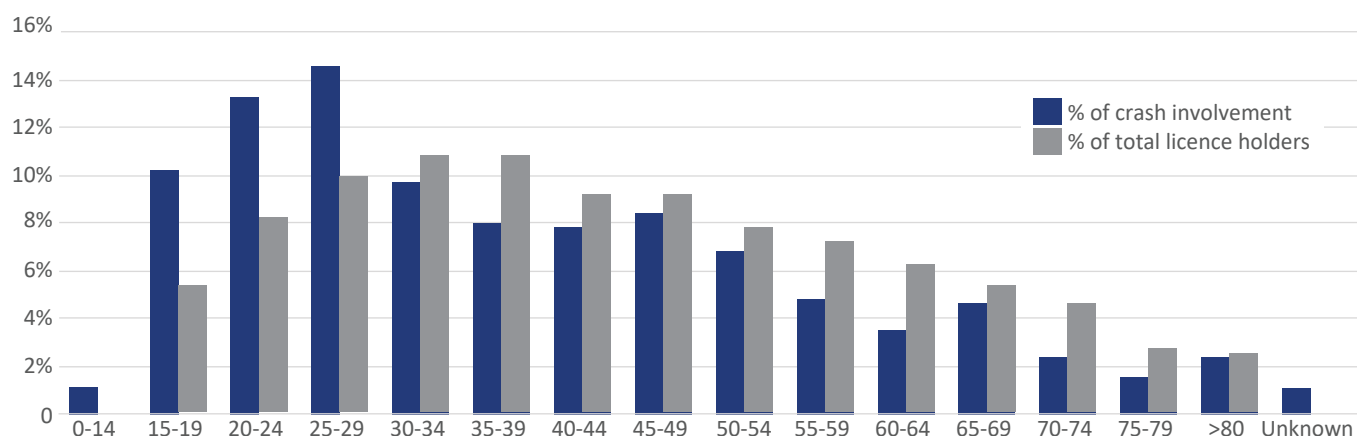


Table 3.8 Vehicle Controller Casualties by Casualty Class, Gender and Age

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	Unknown	Sub total
Received medical treatment	Female	2	15	25	22	13	18	9	15	9	5	5	10	3	3	6	0	160
	Male	2	28	32	35	28	14	17	18	21	15	7	10	5	4	3	4	243
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal		4	43	57	57	41	32	26	33	30	20	12	20	8	7	9	4	403
Admitted to hospital	Female	0	3	1	6	0	4	2	1	0	0	0	0	0	0	0	0	17
	Male	1	3	7	8	5	3	8	7	3	3	5	2	2	0	2	0	59
Subtotal		1	6	8	14	5	7	10	8	3	3	5	2	2	0	2	0	76
Fatal	Female	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	Male	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	4
Subtotal		0	1	0	0	1	0	2	0	0	0	0	0	1	0	0	0	5
Total		5	50	65	71	47	39	38	41	33	23	17	22	11	7	11	4	484

Pedestrian Casualties by Casualty Class, Gender and Age

Table 3.9 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	Unknown	Sub total
Received medical treatment	Female	0	1	0	3	1	2	0	0	1	1	1	0	1	2	0	1	14
	Male	5	1	1	1	1	2	0	0	0	1	0	0	0	1	1	0	14
Subtotal		5	2	1	4	2	4	0	0	1	2	1	0	1	3	1	1	28
Admitted to hospital	Female	0	0	2	1	1	1	0	1	1	0	0	0	0	0	0	0	7
	Male	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subtotal		1	0	2	1	1	1	0	1	1	0	0	0	0	0	0	0	8
Fatal	Female	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Male	0	0	0	0	0	0	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	0
Total		6	2	3	5	3	5	0	1	2	2	1	0	1	3	1	1	36

ACT Drivers Involved in Crashes by Licence Type and Severity

Table 3.10 ACT Drivers Involved in Crashes by Licence Type and Severity

Licence type	Fatality	Injury	Property Damage	Subtotal	% of ACT Licence Types*
Full	6	653	7131	7790	87.40%
Provisional	2	83	1047	1132	5.00%
Learner	0	22	74	96	4.13%
Total	8	758	8252	9018	

Representation of ACT Drivers involved in all crash types

Figure 3.7 Representation of ACT Drivers involved in all crash types

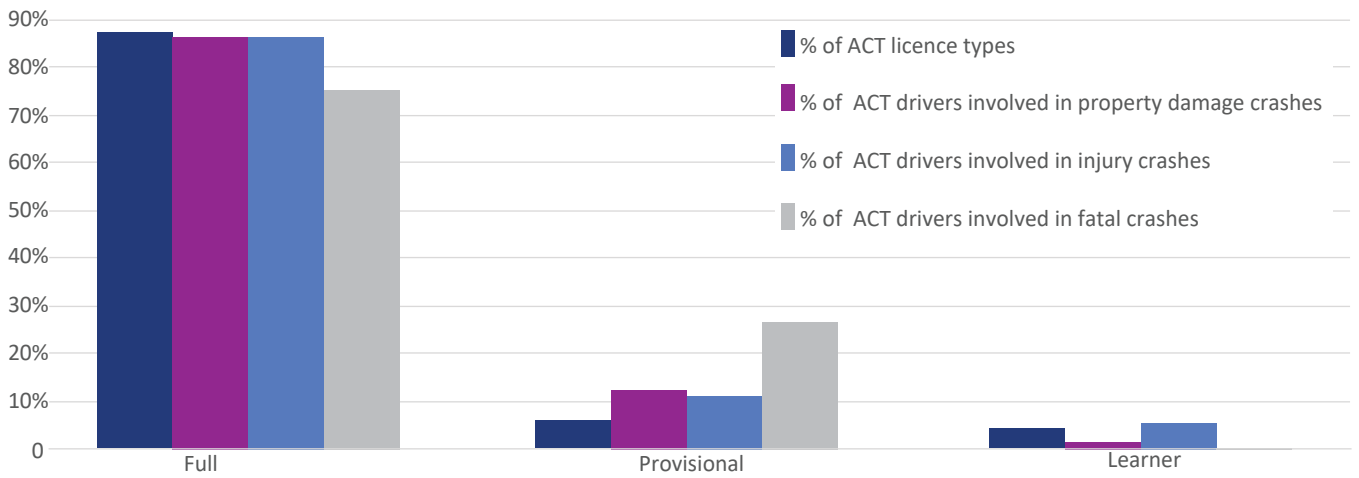


Table 3.11 Representation of ACT Drivers involved in all crash types

Type	Full	Provisional	Learner
% of ACT licence types*	87.40%	5.00%	4.13%
% of ACT drivers involved in property damage crashes	86.42%	12.69%	0.90%
% of ACT drivers involved in injury crashes	86.15%	10.95%	2.90%
% of ACT drivers involved in fatal crashes	75.00%	25.00%	0.00%

ACT provisional drivers continue to be disproportionately represented in property damage, injury and fatal crashes in 2020.



Part 4: Vehicles involved in traffic crashes in 2020

Total Vehicles Involved in Crash by Vehicle Type and Accident Type

Table 4.1 Total Vehicles Involved in Crash by Vehicle Type and Accident Type

Accident Code	Accident Type	Car/Station Wagon	Taxi/Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/Scooter	Light Rail	Other/Unknown	Subtotal	% of Total Vehicles
Vehicle to vehicle collision															
1	Right turn into oncoming vehicle	451	3	41	3	1	5	7	4	0	7	0	0	522	4.68%
2	Right angle collision	1360	11	147	28	1	21	21	47	1	25	0	3	1665	14.92%
3	Same direction side swipe	773	9	97	25	5	34	27	20	4	17	0	1	1012	9.07%
4	Opposite direction side swipe	49	1	7	2	1	2	1	1	1	0	0	1	66	0.59%
5	Head on collision	46	0	12	1	0	0	0	0	0	3	0	1	63	0.56%
6	Rear end collision	4196	34	587	87	7	77	26	5	6	56	0	4	5085	45.58%
7	Collision with parked vehicle	243	2	41	10	2	22	11	4	2	0	0	27	364	3.26%
8	Collision while one vehicle reversing	107	4	41	5	0	11	0	0	3	1	0	0	172	1.54%
9	Other - vehicle to vehicle	1097	10	157	35	1	29	13	76	5	17	2	22	1464	13.12%
Subtotal		8322	74	1130	196	18	201	106	157	22	126	2	59	10413	93.33%
Single vehicle accident															
10	Struck pedestrian (on road)	29	0	5	1	0	1	2	0	0	0	0	0	38	0.34%
11	Struck animal (not ridden/on road)	63	1	5	1	0	0	0	0	1	5	0	0	76	0.68%
12	Struck object (on road)	15	0	0	0	0	0	0	1	0	1	0	0	17	0.15%
13	Overtaken (on road)	11	0	5	5	1	1	0	3	0	42	0	0	68	0.61%
14	Fall from moving vehicle (on road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
15	Other - Single vehicle on carriageway	30	0	3	0	1	2	0	0	0	0	0	0	36	0.32%
16	Struck pedestrian (on footpath etc.)	7	0	0	0	0	0	0	1	0	0	0	1	9	0.08%
17	Struck vehicle (off road)	27	0	2	1	0	0	0	0	0	0	0	1	31	0.28%
18	Struck animal (not ridden/off road)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
19	Struck object (off road)	364	0	50	7	1	2	1	0	3	10	0	0	438	3.93%
20	Overtaken (off road)	9	0	3	0	0	0	0	0	0	0	0	0	12	0.11%
21	No object struck (off road)	11	0	3	1	0	0	0	0	0	4	0	0	19	0.17%
22	Other -Single vehicle off carriageway	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Subtotal		566	1	76	16	3	6	3	5	4	62	0	2	744	6.67%
Total		8888	75	1206	212	21	207	109	162	26	188	2	61	11157	100%

Total Vehicles Involved in Crashes by Vehicle Types and Severity

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	8237	649	2	8888	79.66%
Taxi/Hire car	68	7	0	75	0.67%
Utility	1124	78	4	1206	10.81%
Panel van	199	13	0	212	1.90%
Articulated vehicle (Semi)	18	3	0	21	0.19%
Truck (Excl. Semi)	197	9	1	207	1.86%
Bus	95	14	0	109	0.98%
Bicycle	82	80	0	162	1.45%
Emergency vehicle	24	2	0	26	0.23%
Motorcycle/Scooter	111	75	2	188	1.69%
Light Rail	2	0	0	2	0.02%
Other/Unknown	54	7	0	61	0.55%
Total	10211	937	9	11157	100%

The numbers in Table 4.2 include all vehicles involved in crashes, which is higher than the actual number of crashes and casualties.

Total Vehicles Involved in Crashes by Vehicle Types and Traffic Control

Table 4.3 Total Vehicles Involved in Crashes by Vehicle Types and Traffic Control

Traffic Control Code	Traffic Control	Car/Station Wagon	Taxi/Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/Scooter	Light Rail	Other/Unknown	Subtotal	% of Total Vehicles
1	Control not operating	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
2	Give way sign	2246	15	248	43	2	40	28	35	1	54	0	1	2713	24%
3	Marked pedestrian crossing	47	0	4	2	0	0	0	12	0	1	0	2	68	1%
4	Police	10	0	3	0	0	0	0	0	4	0	0	0	17	0%
5	School crossing	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
6	Stop sign	360	2	30	5	1	9	9	8	0	7	0	0	431	4%
7	Traffic lights	2383	24	316	57	4	47	23	40	6	35	2	6	2943	26%
8	Uncontrolled	3813	34	599	103	14	111	49	67	15	90	0	52	4947	44%
9 & 10	Other/Unknown	29	0	6	2	0	0	0	0	0	1	0	0	38	0%
Total		8888	75	1206	212	21	207	109	162	26	188	2	61	11157	100%

Total Vehicles Involved in Crashes by Vehicle Types and Fixed Object Struck

Table 4.4 Total Vehicles Involved in Crashes by Vehicle Types and Fixed Object Struck

Fixed Object Code	Fixed Object	Car/ Station Wagon	Taxi/Hire Car	Utility	Panel Van	Articulated Vehicle (Semi)	Truck (Excl. Semi)	Bus	Bicycle	Emergency Vehicle	Motorcycle/Scooter	Light Rail	Other/Unknown	Subtotal	% of Total Vehicles
1	Building or structure	16	0	5	0	0	0	0	0	0	1	0	0	22	0.20%
2	Guide post	10	0	1	1	0	1	0	0	2	0	0	0	15	0.13%
3	Kerb or guard rail	156	1	19	4	0	4	0	2	0	7	0	0	193	1.73%
4	Light or telegraph pole	101	0	11	2	1	1	1	0	1	0	0	0	118	1.06%
5	Not applicable	8326	73	1128	199	20	200	106	160	23	175	2	60	10472	93.86%
6	Other	46	0	6	1	0	0	0	0	0	2	0	0	55	0.49%
7	Sign or signal pole	132	1	20	5	0	0	1	0	0	2	0	0	161	1.44%
8	Tree	101	0	16	0	0	1	1	0	0	1	0	1	121	1.08%
Total		8888	75	1206	212	21	207	109	162	26	188	2	61	11157	100%

