



# **BENCHMARKING THE PERFORMANCE OF THE NATIONAL ROAD SAFETY STRATEGY**

**DECEMBER QUARTER 2022**



Australian  
Automobile  
Association

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## Key changes

# Key changes since September 2022

Quarterly road deaths decreased by 0.7 per cent from the September 2022 quarter to the December 2022 quarter.

In the 12 months to December 2022, road deaths increased by 5.1 per cent compared to the corresponding period (1,187 deaths compared to 1,129 deaths in the 12 months to December 2021).

The data still indicate that Australia is not on track to achieve either the National Road Safety Strategy (NRSS) target for reduction in overall deaths, nor deaths for children.

**Due to a lack of data availability tracking progress of serious injuries, road deaths in city CBD areas or road deaths on national highways or on high-speed roads cannot be undertaken.**

### Strategy targets

	Previous	Current
National deaths	Red	Red
National serious injuries	Black	Black
Children (seven years and under) deaths	Red	Red
City CBD area deaths	Black	Black
National highway and high-speed road deaths	Black	Black

### Analytical key

#### Green

On track to meet or exceed NRSS target. The reduction in road crash deaths is equal to or greater than the rate required to achieve NRSS target.

#### Amber

Currently ahead of (notional) target but a faster rate of improvement is required to achieve NRSS target by 2030.

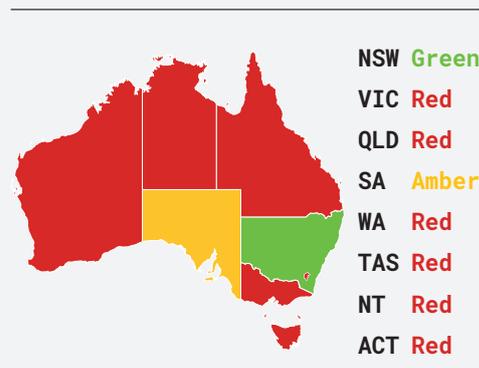
#### Red

Road crash deaths are above the notional NRSS target.

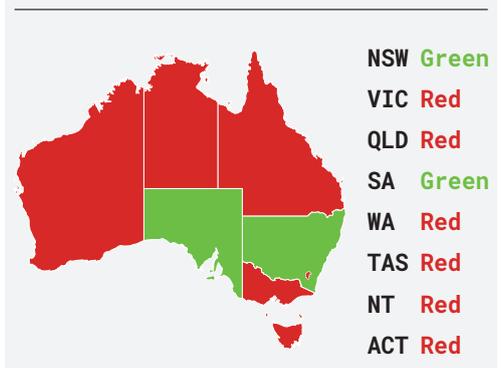
#### Black

Lack of data availability prevents progress against NRSS target being measured.

### Previous: Jurisdictional status



### Current: Jurisdictional status



### User groups

User groups	Previous	Current
Drivers	Red	Red
Passengers	Green	Red
Pedestrians	Red	Red
Motorcyclists	Red	Red
Cyclists	Amber	Amber

The data indicate that only NSW and SA are on track to achieve a 50 per cent reduction in road deaths by 2030.

# New NRSS starts the decade poorly

This document is the AAA's first report on the National Road Safety Strategy 2021–2030 (NRSS).

In 2021, all Australian governments agreed to a new 10-year NRSS with new life-saving targets. These goals include reducing road deaths by 50 per cent and serious injuries by 30 per cent, as well as eliminating deaths of children aged seven years and under, in city CBDs, and on all national highways and on high-speed roads covering 80 per cent of travel across the network by 2030.

But strong targets require strong actions, and current trends show there is little chance any of these aims will be achieved unless governments make major changes. In the 12 months to last December, 1,187 people died on Australian roads. That's a 5.1 per cent increase from 1,129 in the 12 months to December 2021.

It is also much the same as the 1,186 who died in the year to December 2019—the last year before the COVID pandemic curtailed road use across Australia. And it is identical to 2013's total road deaths—1,187 lost lives. Almost 100 people still die on Australian roads every month. And on average someone is hospitalised every 15 minutes because of a road crash. Many of these people are left with lasting injuries.

Many more people now work from home and vehicle safety technologies continue to improve. Yet national road deaths are the same today as they were nine years ago, and the new Strategy's second year has seen a rise in road deaths from its first year.

Australia's previous NRSS failed, and some of that plan's shortcomings have carried over into the current Strategy. Indeed, some key targets still can't be measured.

The NRSS aims to reduce serious injuries by 30 per cent over this decade. Yet the necessary systems to quantify serious injuries at the national level have still not been developed—even though this has been a priority issue for road transport agencies for almost a decade.

Similarly, authorities cannot accurately measure the incidences of crashes, deaths and injuries in city CBD areas and on national highways and high-speed roads. Only two of the Strategy's key performance indicators—total national deaths and deaths of young children—can be accurately measured.

We cannot allow the new NRSS to repeat its predecessor's failures. As a matter of urgency, governments across Australia—with strong Commonwealth leadership—must provide the investment and accountability needed to achieve the Strategy's stated aims.



**Michael Bradley**

Managing Director  
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RYDE ROAD  
A3 Ryde  
Sydney Olympic  
Park



Section One

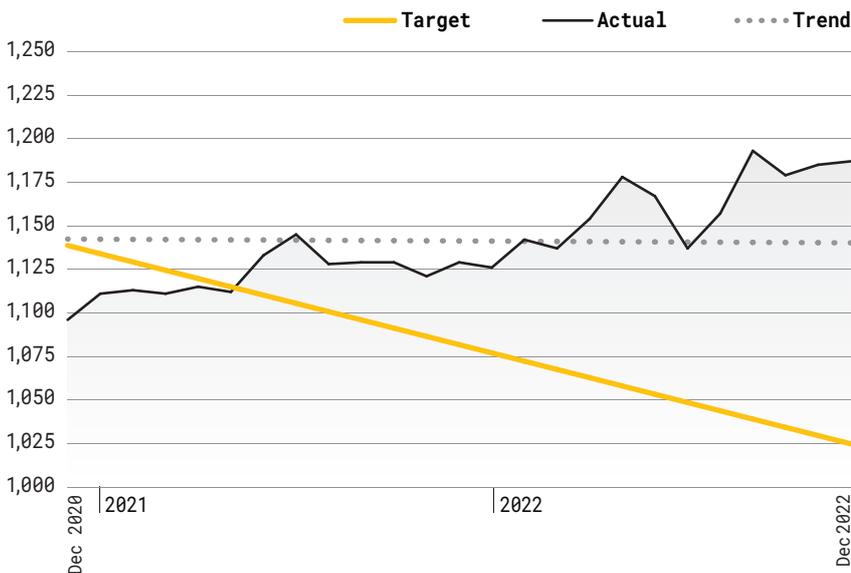
# National overview

The NRSS aims to reduce road deaths by 50 per cent and serious injuries by 30 per cent by 2030, compared to the baseline, which is the average of road deaths between 2018 and 2020. Trend lines were calculated using data from December 2018 onwards.

The NRSS also aims to, by 2030, achieve zero deaths of children aged seven years and under, zero deaths in city CBD areas and zero deaths on all national highways and on high-speed roads covering 80 per cent of travel across the network.

## National deaths per annum

**RED**



As of December 2022, deaths have increased by 4.2 per cent against the NRSS baseline.

Compared with 2020, when the strategy began, 12-month road deaths have increased by 8.3 per cent.

There were 294 deaths in the quarter ending December 2022; this was 0.7 per cent lower than the 296 deaths recorded in the previous quarter.

## Comparative performance: Road deaths in the past 12 months



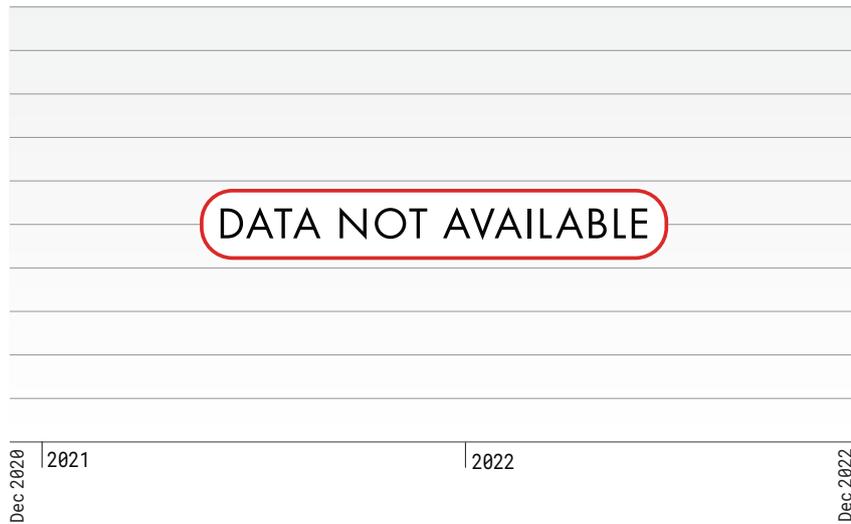
National road deaths for the 12 months ending December 2022 were 5.1 per cent higher than in the previous corresponding period.

Section One

# National overview

National serious injuries per annum

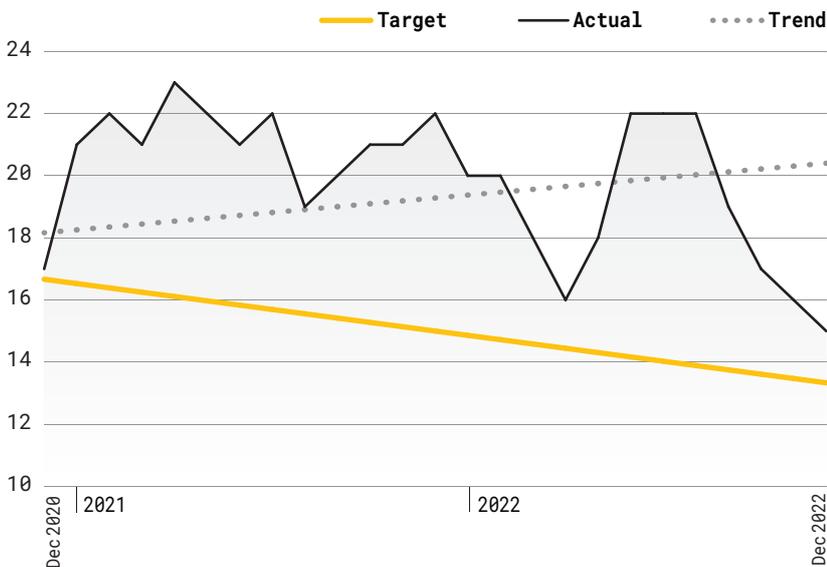
**BLACK**



Due to a lack of data availability tracking the progress of serious injuries cannot be undertaken.

Children (seven years and under) deaths per annum

**RED**



In the 12 months ended December 2022, 15 children (seven years and under) died on Australian roads, compared to 22 in the previous corresponding period.

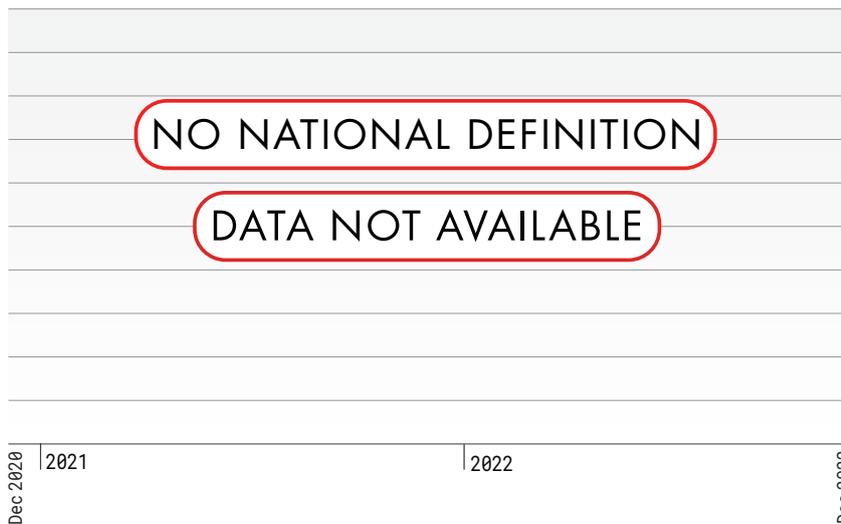
This is a decrease of 31.8 per cent.

Compared with the NRSS baseline, deaths have decreased by 11.8 per cent.

## Section One

### City CBD area deaths per annum

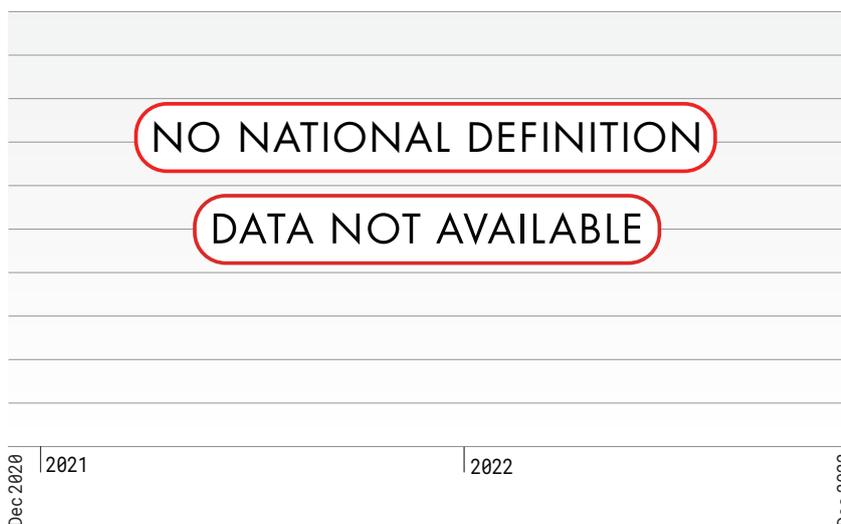
**BLACK**



Due to a lack of data availability and lack of national definition of city CBD areas, tracking the progress of road deaths in city CBD areas cannot be undertaken.

### National highway and high-speed road deaths per annum

**BLACK**



Due to a lack of data availability and lack of definition of national highways and high-speed roads, tracking the progress of road deaths on all national highways and on high-speed roads covering 80 per cent of travel across the network cannot be undertaken.

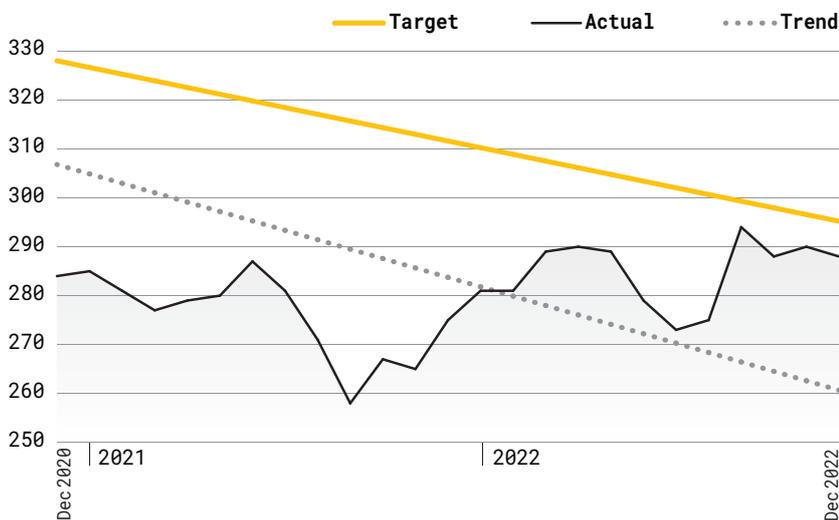
## Section Two

# Analysis: States and territories

Whilst the NRSS has no specific target reductions for individual states and territories the progress of jurisdictions in achieving a 50 per cent reduction in road deaths by 2030 is measured in-line with the headline NRSS target.

### New South Wales deaths per annum

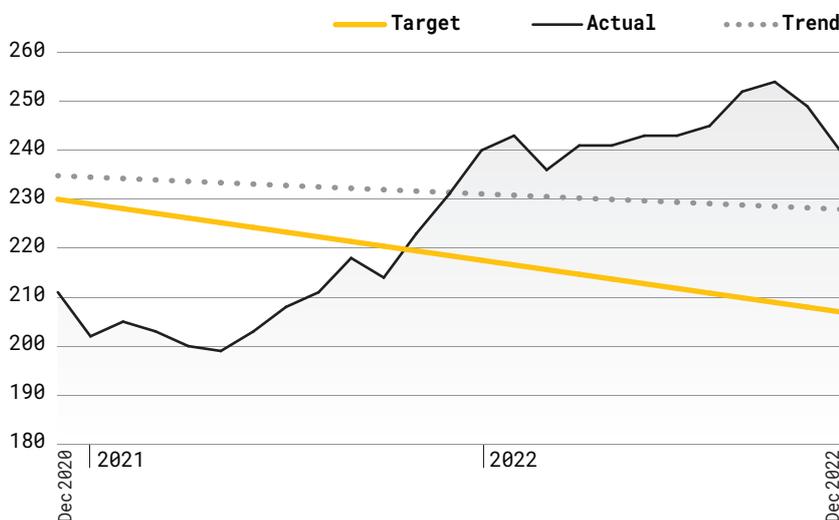
**GREEN**



- In the 12 months ending December 2022, 288 people died on New South Wales' roads, compared to 275 in the previous corresponding period.
- This is an increase of 4.7 per cent.

### Victoria deaths per annum

**RED**

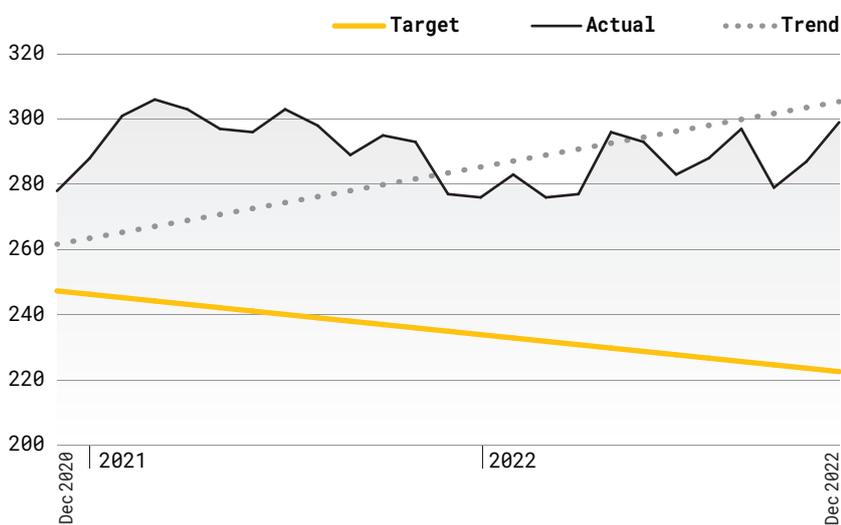


- In the 12 months to December 2022, 240 people died on Victoria's roads, compared to 231 in the previous corresponding period.
- This is an increase of 3.9 per cent.

## Section Two

### Queensland deaths per annum

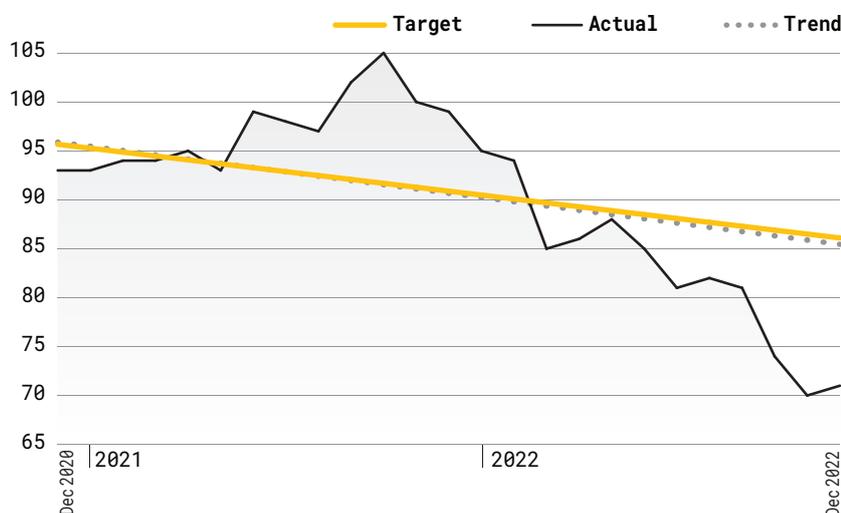
**RED**



- In the 12 months to December 2022, 299 people died on Queensland's roads, compared to 277 deaths in the previous corresponding period.
- This is an increase of 7.9 per cent.

### South Australia deaths per annum

**GREEN**



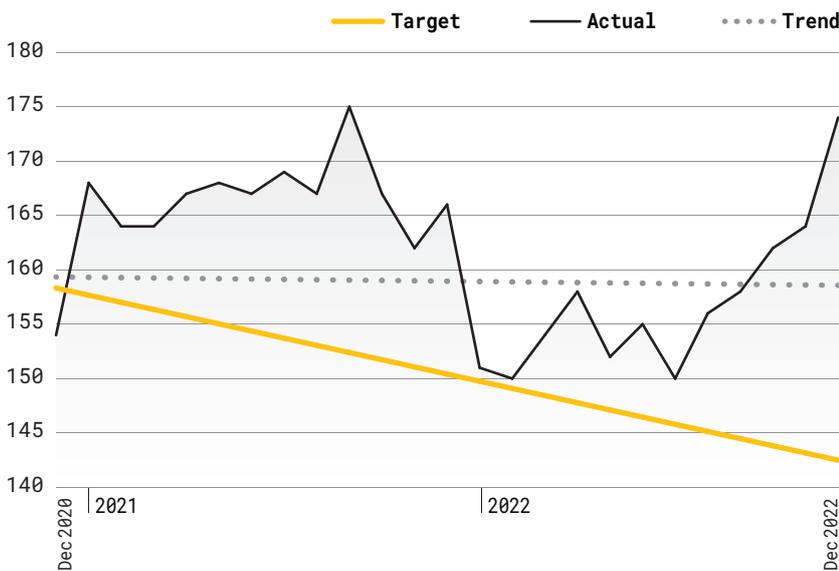
- In the 12 months to December 2022, 71 people died on South Australia's roads, compared to 99 deaths in the previous corresponding period.
- This is a decrease of 28.3 per cent.

## Section Two

# Analysis: States and territories

### Western Australia deaths per annum

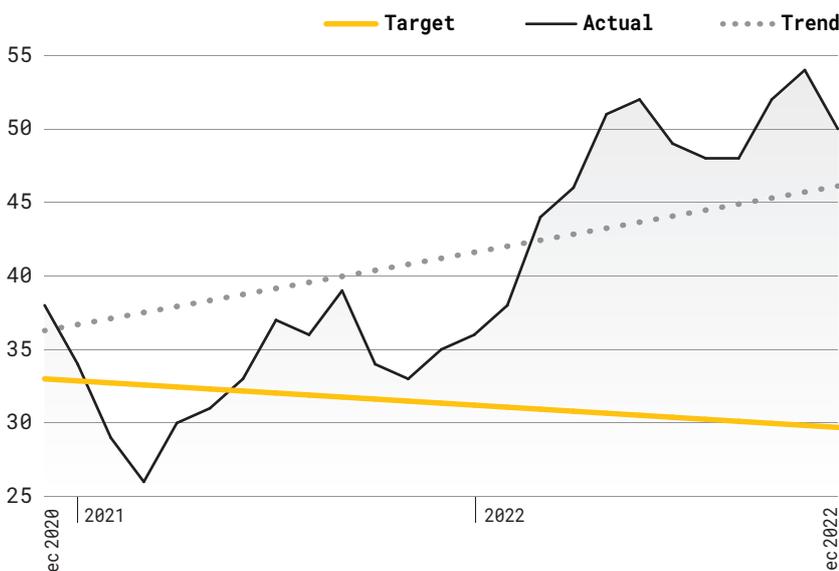
RED



- In the 12 months to December 2022, 174 people died on Western Australia's roads, compared to 166 deaths in the previous corresponding period.
- This is an increase of 4.8 per cent.

### Tasmania deaths per annum

RED

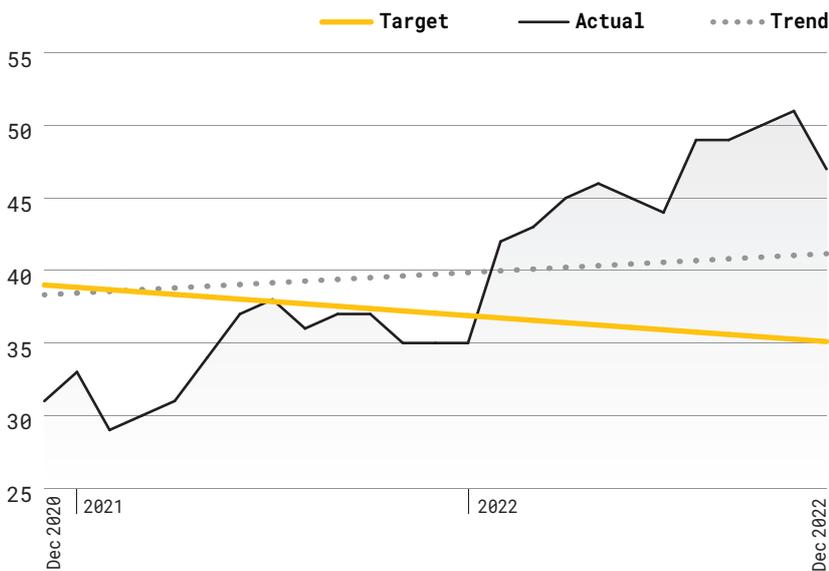


- In the 12 months to December 2022, 50 people died on Tasmania's roads, compared to 35 deaths in the previous corresponding period.
- This is an increase of 42.9 per cent.

## Section Two

### Northern Territory deaths per annum

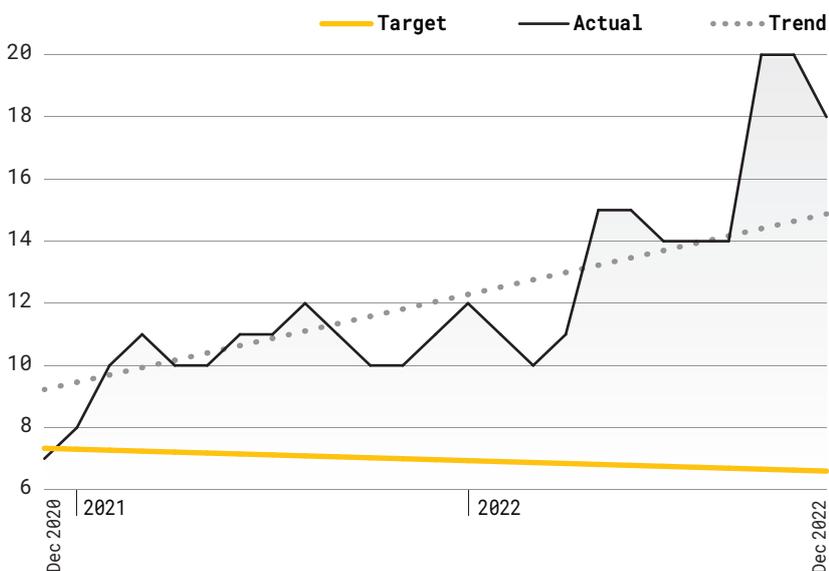
**RED**



- In the 12 months to December 2022, 47 people died on the Northern Territory's roads, compared to 35 deaths in the previous corresponding period.
- This is an increase of 34.3 per cent.

### Australian Capital Territory deaths per annum

**RED**



- In the 12 months to December 2022, 18 people died on the Australian Capital Territory's roads, compared to 11 deaths in the previous corresponding period.
- This is an increase of 63.6 per cent.

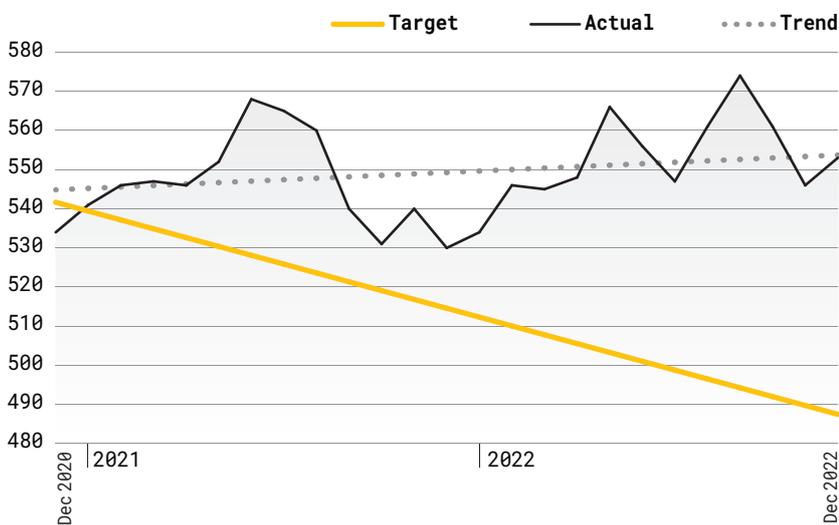
## Section Three

# Analysis: Road user groups

Whilst the NRSS has no specific target reductions for individual road user groups the progress of road user groups in achieving a 50 per cent reduction in road deaths by 2030 is measured in-line with the headline NRSS target.

### Drivers deaths per annum

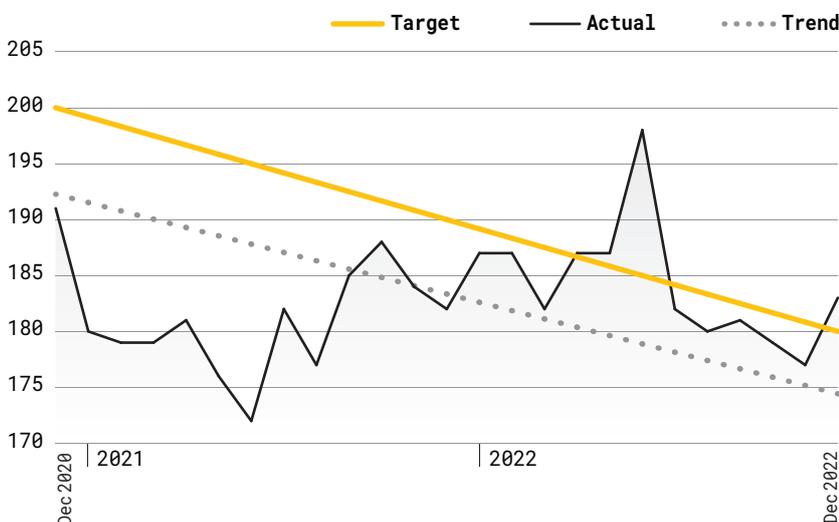
**RED**



- In the 12 months to December 2022, 553 drivers died on Australian roads, compared to 530 deaths in the previous corresponding period.
- This is an increase of 4.3 per cent.

### Passengers deaths per annum

**RED**

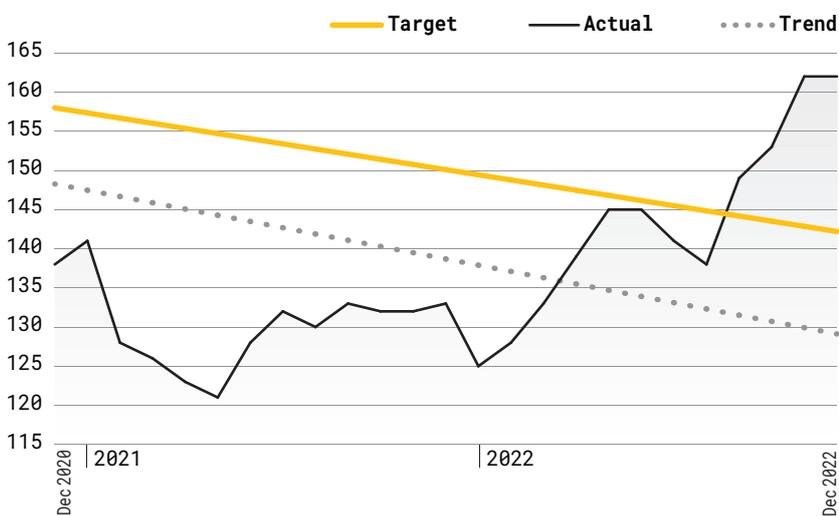


- In the 12 months to December 2022, 183 passengers died on Australian roads, compared with 182 in the previous corresponding period.
- This is an increase of 0.5 per cent.

## Section Three

### Pedestrians deaths per annum

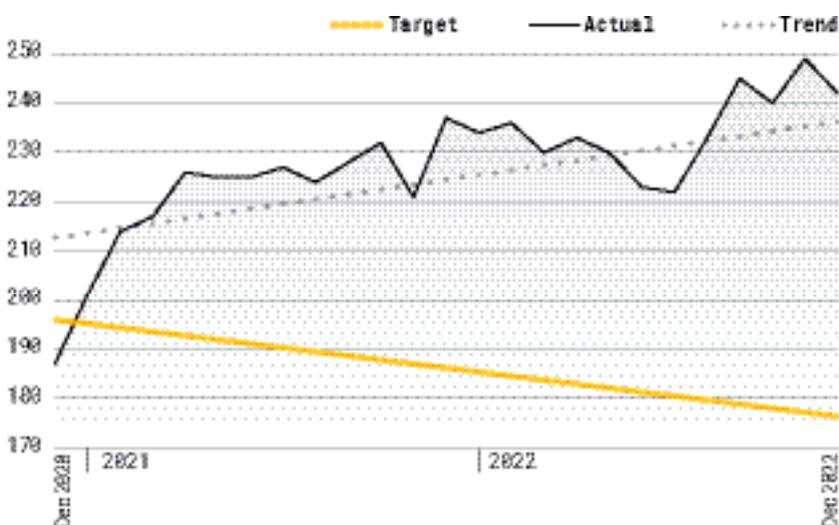
**RED**



- In the 12 months to December 2022, there were 162 pedestrian deaths on Australian roads, compared to 133 deaths in the previous corresponding period.
- This is an increase of 21.8 per cent.

### Motorcyclists deaths per annum

**RED**



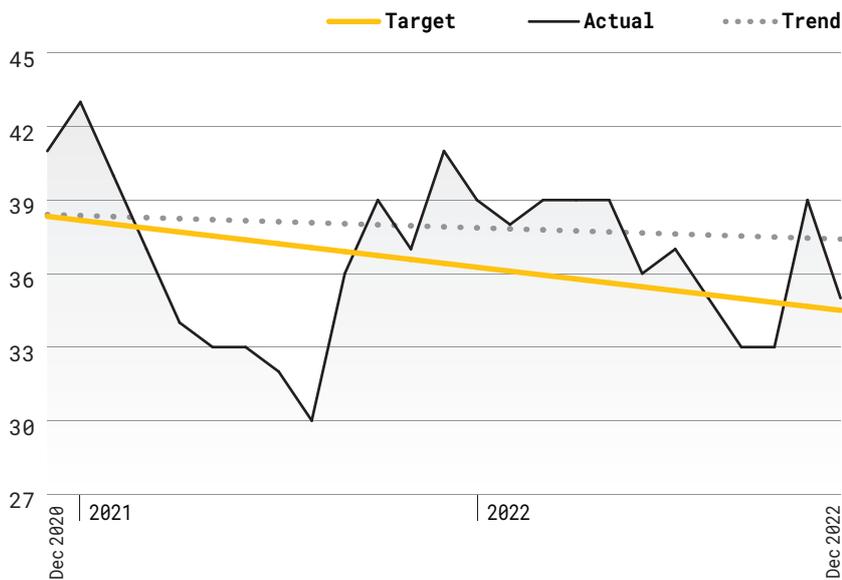
- In the 12 months to December 2022, there were 242 motorcyclist deaths on Australian roads, compared to 237 in the previous corresponding period.
- This is an increase of 2.1 per cent.

## Section Three

# Analysis: Road user groups

### Cyclists deaths per annum

AMBER



- In the 12 months to December 2022, 35 cyclists died on Australian roads, compared to 41 deaths recorded in the previous corresponding period.
- This is a decrease of 14.6 per cent.

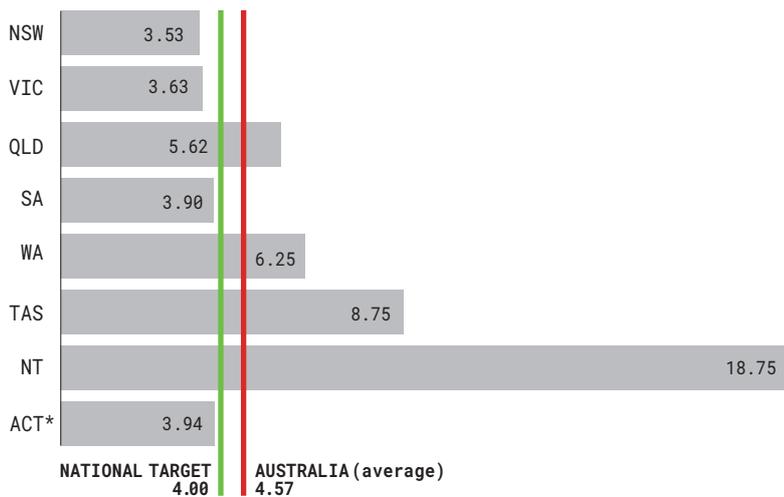


## Section Four

# Analysis: Road deaths by population

Annual road deaths per 100,000 population (12 months to Dec 2022)

RED



The NRSS also targets an approximate 55 per cent reduction in the national fatality rate per capita to less than 2 road deaths per 100,000 population. The data indicate Australia is not on track to achieve this target.

Fatality rates among individual states and territories are useful in determining priority areas. The data show that Queensland, Western Australia, Tasmania and the Northern Territory have more road deaths per head of population than the national average.

# Analysis: Potential lives saved

Annual road deaths per 100,000 population (12 months to Dec 2022)

	Current number of deaths	Current fatality rate per 100,000 population	Number of deaths at 3.53 per 100,000 population	Potential lives saved*
NSW	288	3.53	288	0
VIC	240	3.63	234	6
QLD	299	5.62	188	111
SA	71	3.90	64	7
WA	174	6.25	98	76
TAS	50	8.75	20	30
NT	47	18.75	9	38
ACT*	18	3.94	16	2
National	1,187	4.57	917	270

If the other jurisdictions matched the New South Wales fatality rate of 3.53 per 100,000 population, 270 lives could have been saved across Australia:

- 6 in Victoria
- 111 in Queensland
- 7 in South Australia
- 76 in Western Australia
- 30 in Tasmania
- 38 in the Northern Territory
- 2 in the Australian Capital Territory

\* For this analysis ACT is excluded when considering lowest fatality rate jurisdictions as being unrepresentative of other states and territories in terms of geography and variety in road networks.



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