



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



Australian  
Automobile  
Association

September 2018





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## Key Changes

# Key Changes Since June 2018 Report

Road fatalities declined by 16.7 per cent from the June 2018 quarter to the September 2018 quarter.

But the 12 months to September 2018 saw no real decrease in road fatalities compared to the corresponding period in 2017 (1,221 deaths in September 2017, compared to 1,213 deaths in 2018). The data still indicate that Australia is not on track to achieve either the NRSS target for reduction in fatalities or the targeted reductions in serious injuries.

### Analytical key

- Green**

On track to meet or exceed NRSS target. Reduction in road crash fatalities equal to or greater than the rate required to achieve NRSS target.

- Amber**

Currently ahead of (notional) target but faster rate of improvement required to achieve NRSS target by 2020.

- Red**

Road crash fatalities are above the notional NRSS target.

### Current National Status

**Red**



|     |       |
|-----|-------|
| NSW | Red   |
| VIC | Red   |
| QLD | Red   |
| SA  | Amber |
| WA  | Red   |
| TAS | Red   |
| NT  | Red   |
| ACT | Green |

### Previous National Status

**Red**



|     |       |
|-----|-------|
| NSW | Red   |
| VIC | Red   |
| QLD | Red   |
| SA  | Red   |
| WA  | Red   |
| TAS | Red   |
| NT  | Red   |
| ACT | Green |

### User Groups

#### Previous

#### Current

|               |       |       |
|---------------|-------|-------|
| Drivers       | Red   | Red   |
| Passengers    | Green | Green |
| Pedestrians   | Red   | Red   |
| Motorcyclists | Red   | Red   |
| Cyclists      | Red   | Red   |

Note: The data used to produce this information have been sourced from the Australian Road Deaths Database: [www.bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database.aspx](http://www.bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx), accessed on 22 October 2018 and Road Deaths Australia September 2018 monthly bulletin ISSN 1449-1168. The Australian Trauma Registry (ATR) has provided data on severe injuries.

## Foreword

# Australia's Road Toll: September 2018

The latest edition of the AAA's road safety Benchmarking Report highlights the continued failure of Australia's approach to road safety and reinforces the recently released findings of the Inquiry into National Road Safety Strategy 2011-2020.

The AAA's Benchmarking Report tracks progress against the National Road Safety Strategy target of reducing deaths and serious injuries from road crashes by at least 30 per cent by 2020. All Australian governments committed to this strategy in 2011.

With two years of the strategy to go, road fatalities remain much higher than the rate needed to meet the NRSS targets.

There was a very small decrease (0.7 per cent) in fatalities in the 12 months to September 2018: 1,213 people died on our roads, compared to 1,221 fatalities in the previous year.

The Benchmarking Report finds that in the year to September 2018, no state is on track to reduce its road fatalities by 30 per cent.

And eight years into the deployment of the strategy, Australia still has no system in place for accurately measuring injuries from road crashes.

The AAA agrees with the Inquiry into the National Road Safety Strategy – Australia needs more resourcing from all levels of government and more leadership from federal government to curb road trauma.

In early October, the Deputy Prime Minister said that the Australian Government had now begun a road safety governance review – as recommended by the Inquiry – and that the Inquiry's other recommendations were being properly considered.

The AAA urges the government to urgently implement the Inquiry's other recommendations. These include appointing a Cabinet minister with specific multi-agency responsibility to address the hidden epidemic of road trauma, and establishing a national road safety entity, as re-establishing Federal oversight of the National Road Safety Strategy would help ensure that its systems and programs are effectively implemented across the country.

To quote the Inquiry's report: Australia needs a 'transformative approach to road safety'.



**Michael Bradley**

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Chief Executive  
Australian Automobile Association

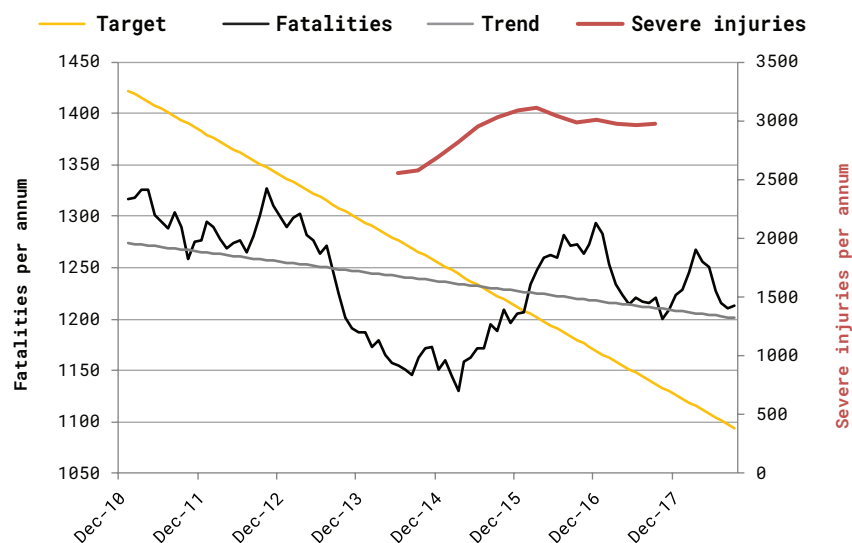


## Section One

# National Overview

National (Australia) fatalities and severe injuries per annum

Red



The NRSS aims to achieve a reduction of at least 30 per cent in road fatalities and serious injuries by 2020. Since the road safety strategy began, there has been a 10.3 per cent decline in the 12-month road toll, which is far below the rate required to achieve the 2020 target.

In the 12 months ended September 2018, there were 1,213 fatalities on Australian roads, a small decrease from 1,221 in the previous 12 months (ended September 2017). There were 308 fatalities in the quarter ending September 2018; this was 16.7 per cent higher than the 264 deaths recorded in the previous quarter.

### Severe injuries

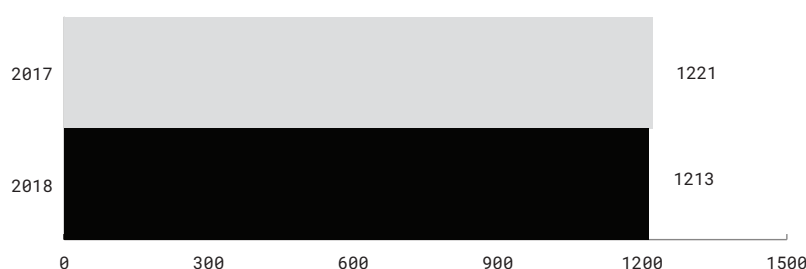
The Benchmarking Report also includes data on severe injuries from on-road crashes. Severe injuries are a subset of serious injuries. The Australian Trauma Registry provides national injury statistics to the AAA. These figures are currently only available up until September 2017.

The number of severe injuries in the 12 months to September 2017 is 0.4 per cent lower than in the 12 months to September 2016.

The ATR notes that variations in data may be due to improved data completeness and quality and this must be considered when interpreting the data. The reported figures for annual severe injuries between December 2015 and September 2017 are directly comparable as the data quality and number of reporting trauma centres were consistent for that period.

Future updates to the Benchmarking Report will continue to use ATR data to monitor severe injuries.

### Comparative Performance — Road fatalities in the past 12 Months



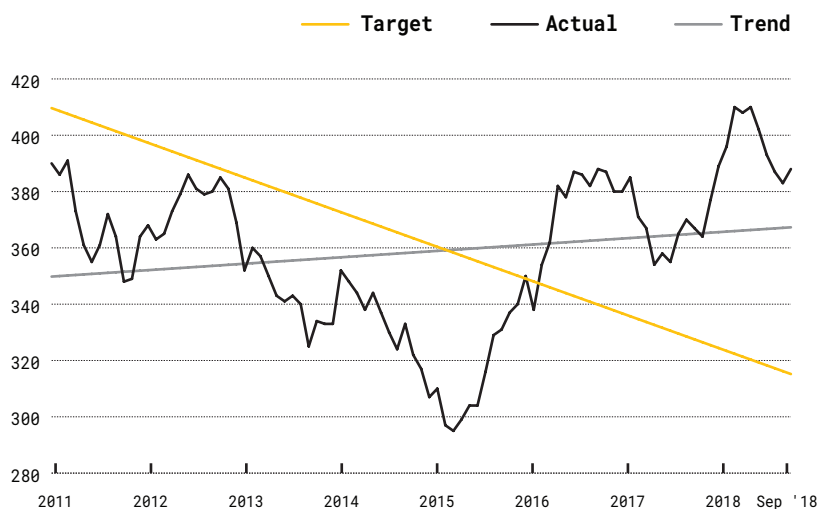
There has been a 0.7 per cent decrease in the national road toll in the 12 months ending September 2018, compared to 12 months earlier.

## Section Two

# Analysis: States and Territories

New South Wales fatalities per annum

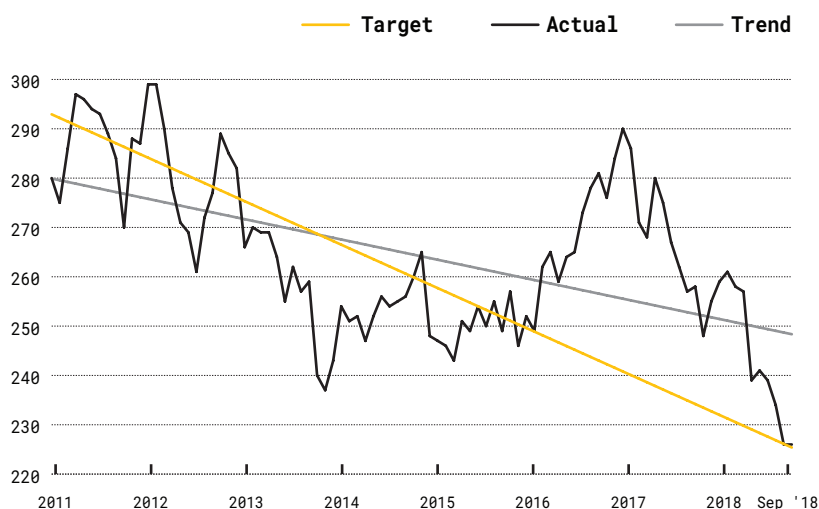
Red



- 388 road deaths occurred on NSW roads in the 12 months ending September 2018, compared to 367 in the previous corresponding period.
- This is an increase of 5.7 per cent.

Victoria fatalities per annum

Red



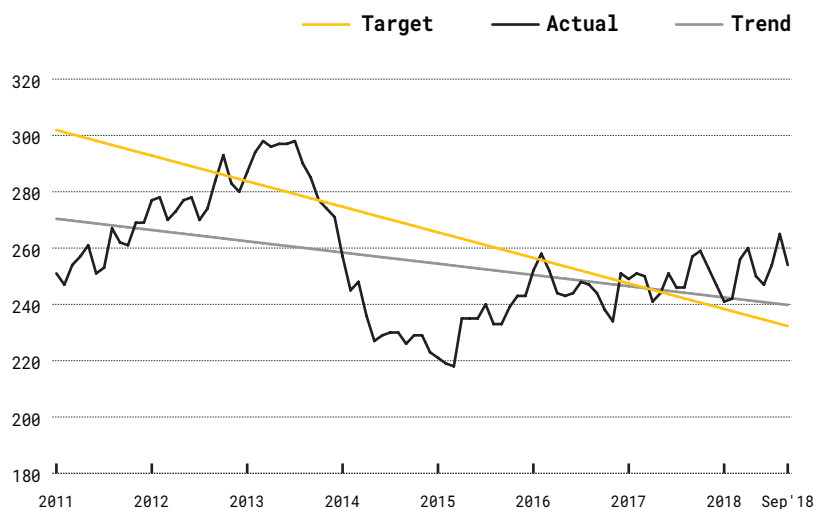
- In 12 months to September, Victoria recorded 226 road deaths, compared to 258 in the in the previous corresponding period.
- This is a 12.4 per cent decrease.
- One less fatality would have seen the state record an amber code. It's a big improvement but still short of the notional target.



## Section Two

### Queensland fatalities per annum

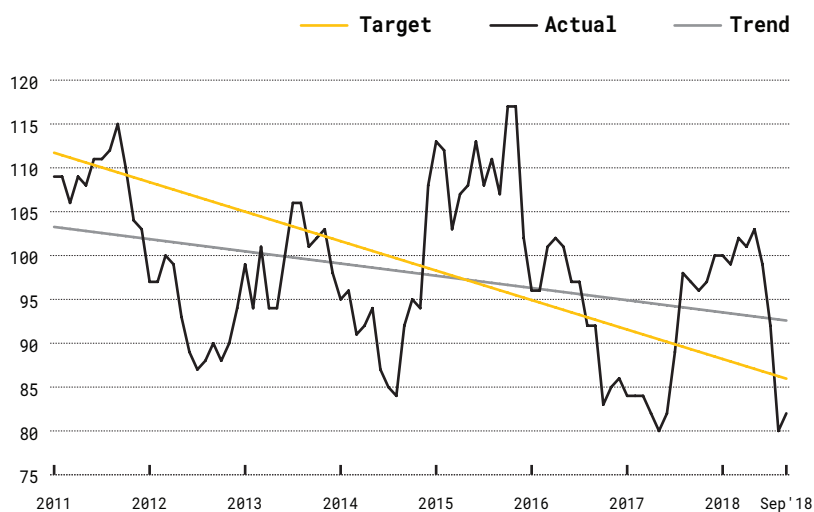
Red



- In the 12 months to September 2018, there were 254 deaths on Queensland roads, compared to 257 deaths in the same period in 2017.
- This is a decrease of 1.2 per cent.

### South Australia fatalities per annum

Amber



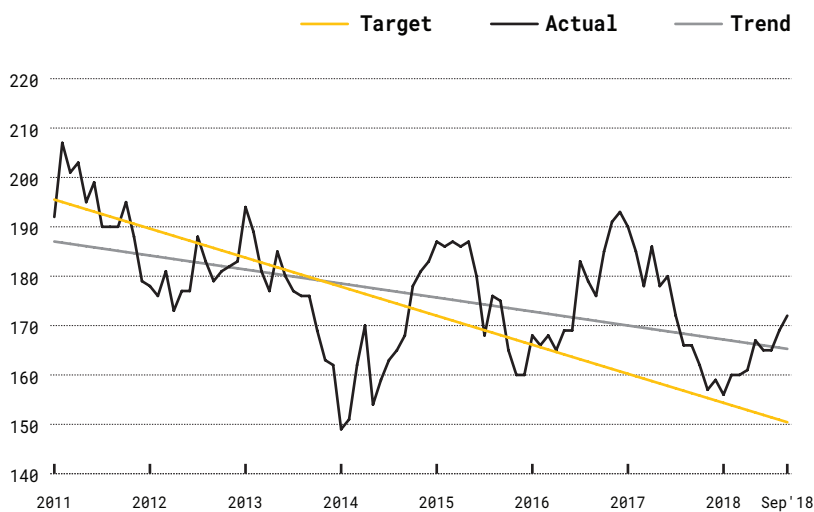
- In the 12 months to September 2018, 82 deaths occurred on South Australian roads, compared to 97 deaths in the corresponding period in 2017.
- This is a decrease of 15.5 per cent.
- The amber code indicates that the state achieved its notional target in the last quarter, but its failures to meet the target in previous quarters have generated a trendline for road deaths that makes South Australia likely to fall short of its fatality reduction targets. A sustained period of fatalities below the notional target would be needed to significantly alter this trendline.

## Section Two

# Analysis: States and Territories

Western Australia fatalities per annum

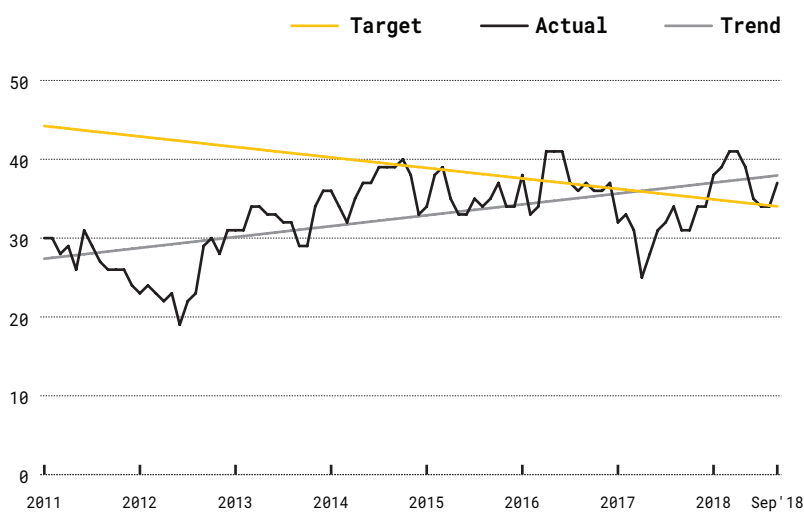
Red



- In the 12 months to September 2018, 172 people were killed on Western Australian roads, compared to 166 deaths in the same period in 2017.
- This is an increase of 3.6 per cent on the previous year.

Tasmania fatalities per annum

Red

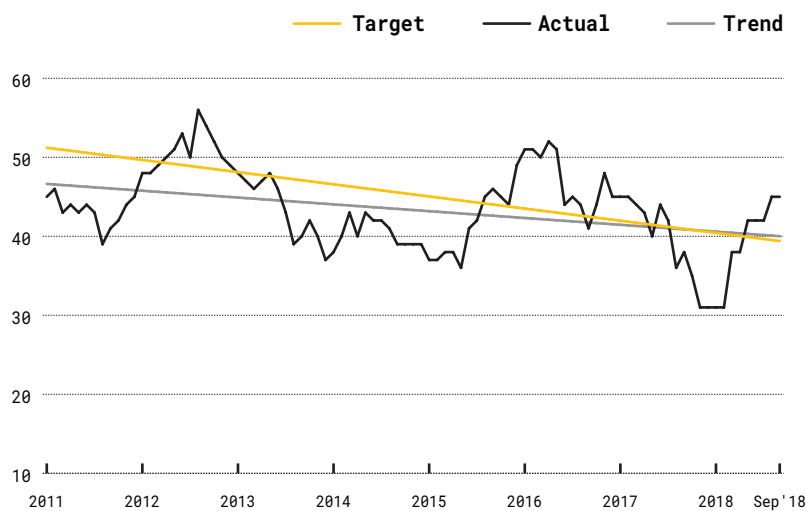


- In the 12 months ending September 2018, 37 people died on Tasmanian roads, compared to 31 deaths a year earlier.
- This is a 19.4 per cent increase on the previous year.

## Section Two

**Northern Territory fatalities per annum**

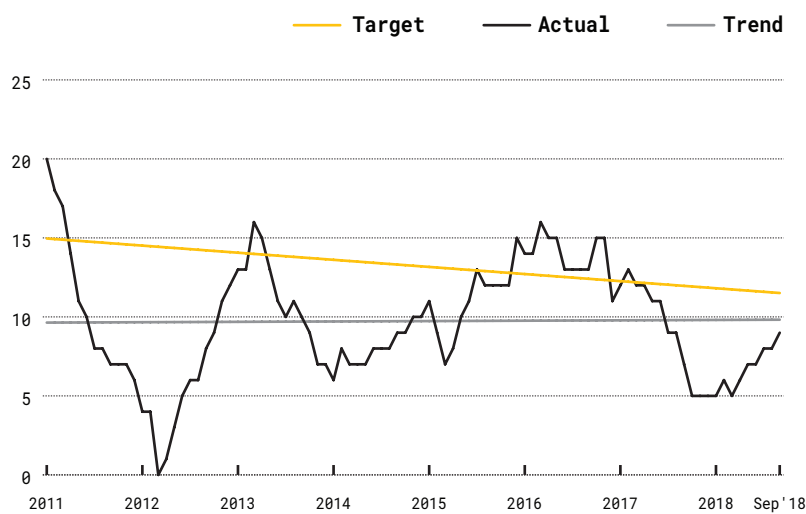
**Red**



- In the 12 months to September 2018, 45 deaths occurred on Northern Territory roads, compared to 38 deaths in the previous corresponding period.
- This is an increase of 18.4 per cent.

**Australian Capital Territory fatalities per annum**

**Green**



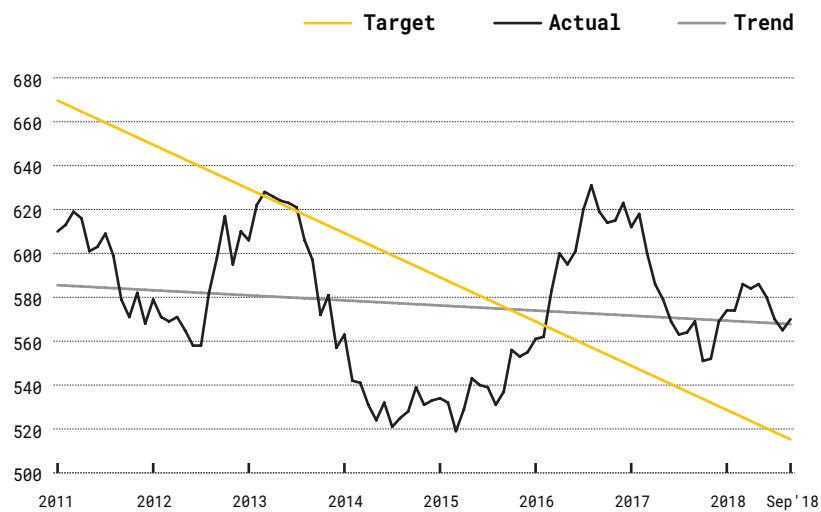
- The ACT recorded 9 deaths in the 12 months to September 2018, compared to 7 deaths in the previous corresponding period.
- This is a 28.6 per cent increase.

Section Three

# Analysis: Road User Groups

Drivers fatalities per annum

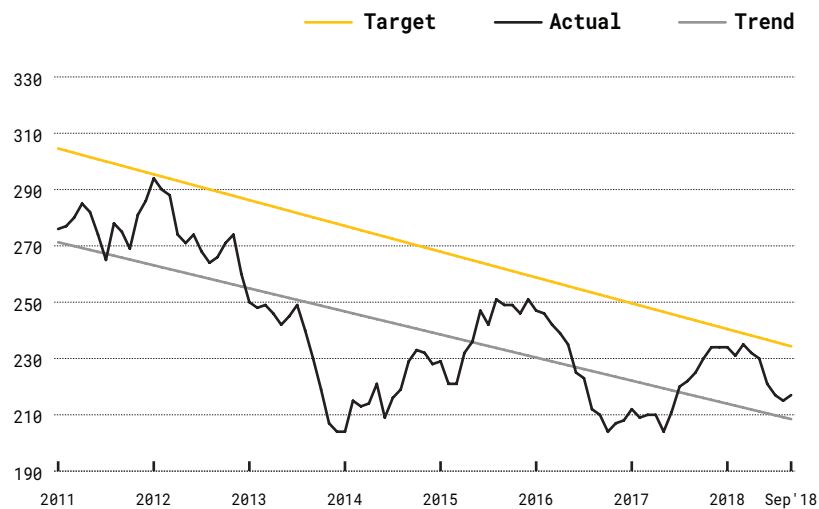
Red



- In the 12 months to September 2018, 570 drivers died on Australian roads, compared to 569 in the previous corresponding period.
- This is an increase of 0.2 per cent.

Passengers fatalities per annum

Green

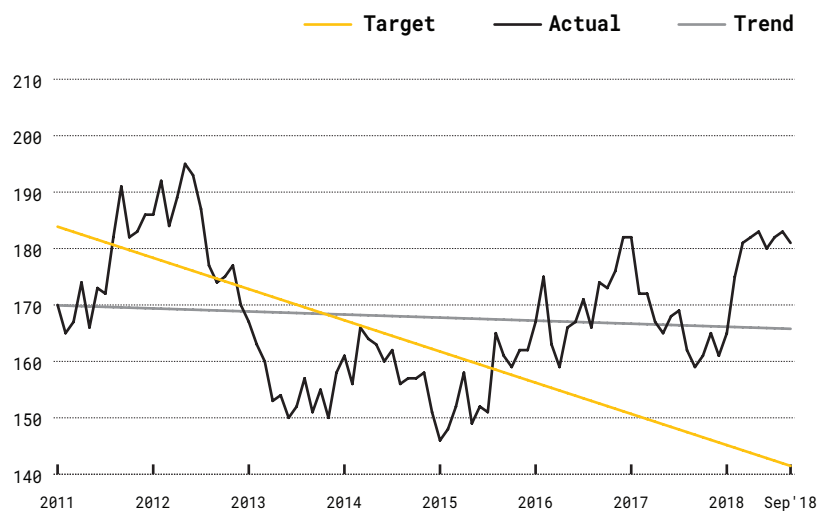


- In the 12 months to September 2018, 217 passengers died on Australian roads, compared with 225 in the previous corresponding period.
- This is a decrease of 3.6 per cent.

## Section Three

### Pedestrians fatalities per annum

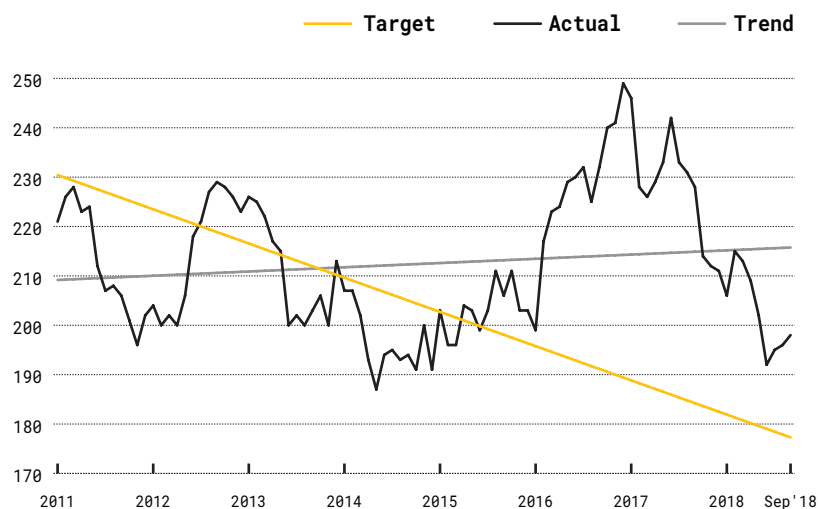
Red



- There were 181 pedestrian deaths on Australian roads in the 12 months ending September 2018, compared to 159 deaths in the previous corresponding period.
- This is an increase of 13.8 per cent.

### Motorcyclists fatalities per annum

Red

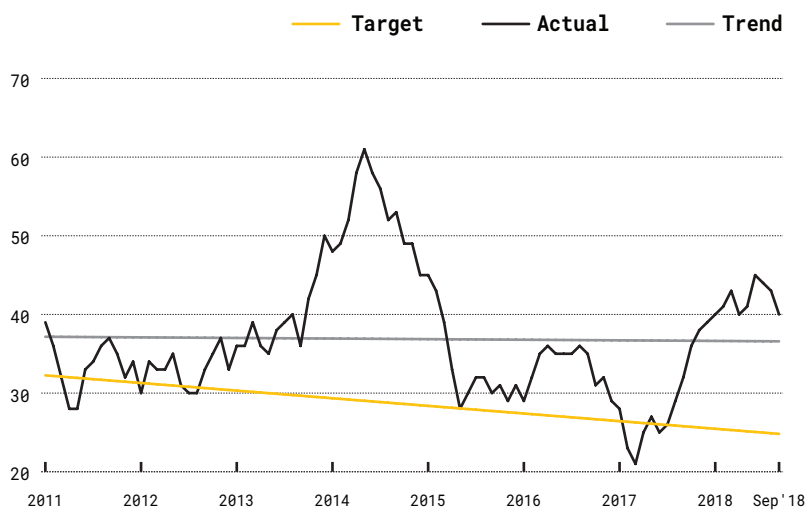


- There were 198 motorcyclist deaths on Australian roads in the 12 months to September 2018, compared to 228 in the previous corresponding period.
- This is a decrease of 13.2 per cent.

# Analysis: Road User Groups

Cyclists fatalities per annum

Red

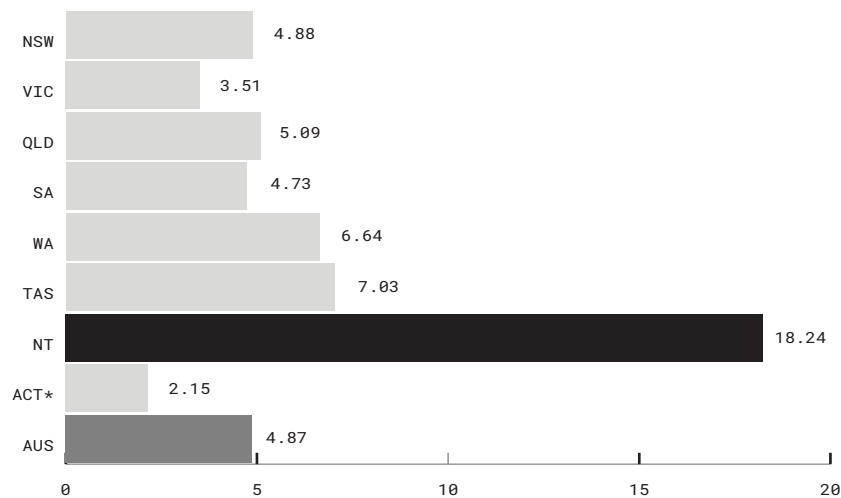


- 40 cyclists died on Australian roads in the 12 months to September 2018, compared to 32 deaths recorded in the previous corresponding period.
- This is an increase of 25 per cent.

## Section Four

# Analysis: Road Deaths by Population

Annual Road Deaths per 100,000 population



The National Road Safety Strategy does not include any fatality rate targets for the fatality rate based on deaths per head of population in different jurisdictions, but it is still a useful indicator to determine priority areas. The data show that road deaths per head of population in Queensland, Western Australia, Tasmania and the Northern Territory are higher than the national average.

# Analysis: Potential Lives Saved

|          | Current number of fatalities | Current fatality rate per 100,000 population | Number of fatalities at 3.51 per 100,000 population | Potential Lives Saved |
|----------|------------------------------|--|---|-----------------------|
| NSW      | 388                          | 4.88   | 279   | 109                   |
| VIC      | 226                          | 3.51   | 226   | 0                     |
| QLD      | 254                          | 5.09   | 175   | 79                    |
| SA       | 82                           | 4.73   | 61  | 21                    |
| WA       | 172                          | 6.64   | 91  | 81                    |
| TAS      | 37                           | 7.03   | 18  | 19                    |
| NT       | 45                           | 18.24  | 9   | 36                    |
| ACT*     | 9                            | 2.15   | 9   | 0                     |
| National | 1213                         | 4.87   | 868   | 345                   |

If the other jurisdictions were able to achieve the Victorian fatality rate of 3.51 per 100,000 population, 345 lives could be saved nationally: 109 in New South Wales, 81 in Western Australia, 79 in Queensland and 36 in the Northern Territory.

\* Jurisdictions with a rate currently lower than 3.51 would not be anticipated to increase the number of fatalities.

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