



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



Australian  
Automobile  
Association

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## Key changes

# Key changes since December 2018 report

Road fatalities increased by 19 per cent from the December 2018 quarter to the March 2019 quarter.

The 12 months to March 2019 recorded a decrease in road fatalities compared to the corresponding period in 2018 (1,265 deaths in the 12 months to March 2018, compared to 1,176 deaths to March 2019).

The data sets 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. The reduction in road crash fatalities is equal to or greater than the rate required to achieve NRSS target.

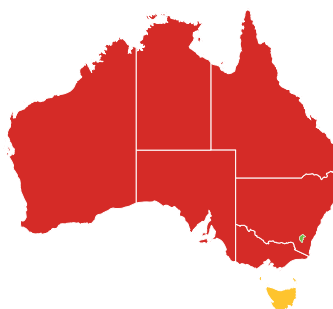
#### Amber

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

#### Red

- Road crash fatalities are above the notional NRSS target.

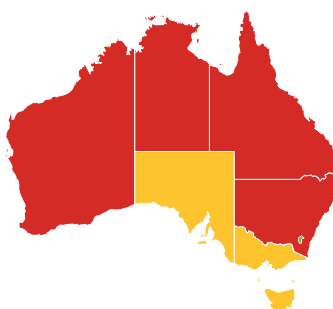
### Current national status



### Red

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

### Previous national status



### Red

NSW	Red
VIC	Amber
QLD	Red
SA	Amber
WA	Red
TAS	Amber
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 were sourced from the Australian Road Deaths Database: [https://bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database.aspx](https://bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx), accessed on 26 April 2019 and Road Deaths Australia March 2019 monthly bulletin ISSN 1449-1168. Data on severe injuries were obtained from the Australian Trauma Registry (ATR).

# Australia's road toll: March 2019

The latest road fatality data confirms that a slight improvement in the national road toll in 2018 was largely reversed in the first quarter of 2019.

It is now almost certain that fatality and injury targets set as part of the National Road Safety Strategy (NRSS) will not be met by 2020, unless there is urgent intervention from government at all levels.

With a Federal Election due within the month, now is the time for all candidates and political parties to recognise and respond to the deadly reality that Australia is not on track to meet road safety targets that all Australian Governments agreed to in 2011.

This edition of the AAA's road safety Benchmarking Report confirms there were 332 fatalities in the quarter ending March 2019. This was 19 per cent higher than the 279 deaths recorded in the December 2018 quarter, and 10.3 per cent higher than the 301 fatalities recorded in the March quarter of 2018. In the 12 months to March 2019, 1,176 people lost their lives on Australian roads.

The AAA's Benchmarking Report tracks progress against the NRSS target of reducing road deaths by at least 30 per cent by 2020. All Australian governments committed to this strategy in 2011.

To meet the targets set by the NRSS, there would need to be a 15 per cent reduction of the road toll by the end of next year — a very unlikely outcome without urgent intervention.

It's clear that the strategy is failing, and we need a new approach.

In addition to the immeasurable and tragic social and personal toll, road trauma costs the Australian economy almost \$30 billion each year and directly costs government \$3.7 billion a year.

The AAA welcomes the election commitments from the Government and the Opposition to establish a national Office of Road Safety, as well as other transport safety initiatives.

But much more needs to be done.

For a start, all sides of politics must respond to the raft of recommendations made by the independent inquiry into the National Road Safety Strategy co-chaired by Associate Professor Jeremy Woolley and Dr John Crozier. Their final report — released eight months ago — delivered urgent recommendations to curb the nation's road toll. Neither the Government nor the Opposition has addressed these recommendations in full.

Road safety requires more than a focus on safer roads and driving. There must also be a focus on safer cars. Research commissioned by the AAA shows that if Australia reduced the average age of its car fleet by just one year, there would be a \$19 billion economic benefit over the next 20 years and, importantly, more than 1,300 lives would be saved on our roads.

Australia's road toll is a national crisis. Government must act decisively to rectify this ongoing tragedy.



**Michael Bradley**

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Chief Executive  
Australian Automobile Association



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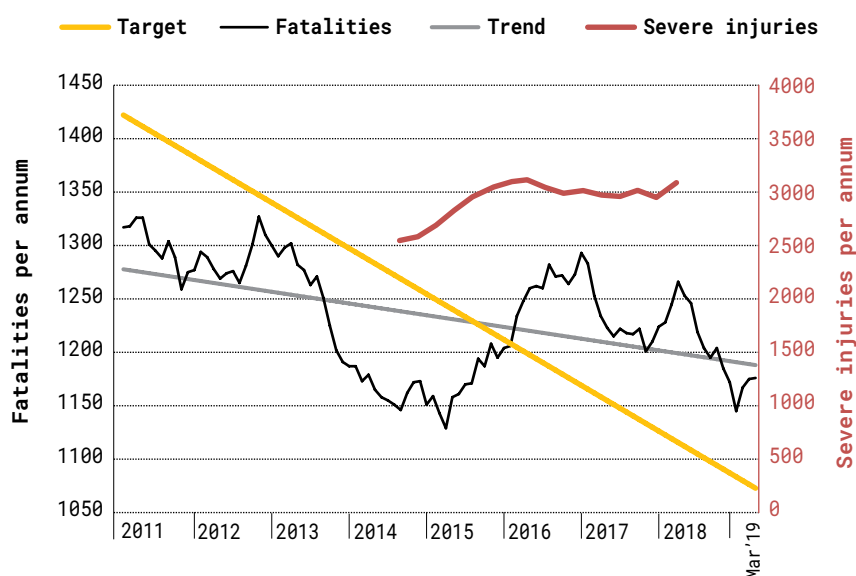
LEFT  
LANE  
MUST  
EXIT

## 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 13.1 per cent decrease in the 12-month road toll, which is far below the rate required to achieve the 2020 target.

There were 332 fatalities in the quarter ending March 2019. This was 19 per cent higher than the 279 deaths recorded in the previous quarter, and 10.3 per cent higher than the 301 fatalities recorded in the March quarter of 2018.

In the 12 months ended March 2019, there were 1,176 fatalities on Australian roads, a decrease from 1,265 in the previous 12 months (ended March 2018).

### 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 (ATR) provides national injury statistics to the AAA. These figures are included in the Benchmarking Report for the period up until March 2018.

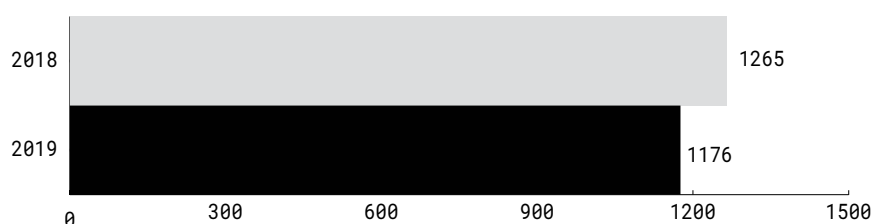
The number of severe injuries in the 12 months to March 2018 is 3.8 per cent higher than in the 12 months to March 2017.

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 March 2018 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



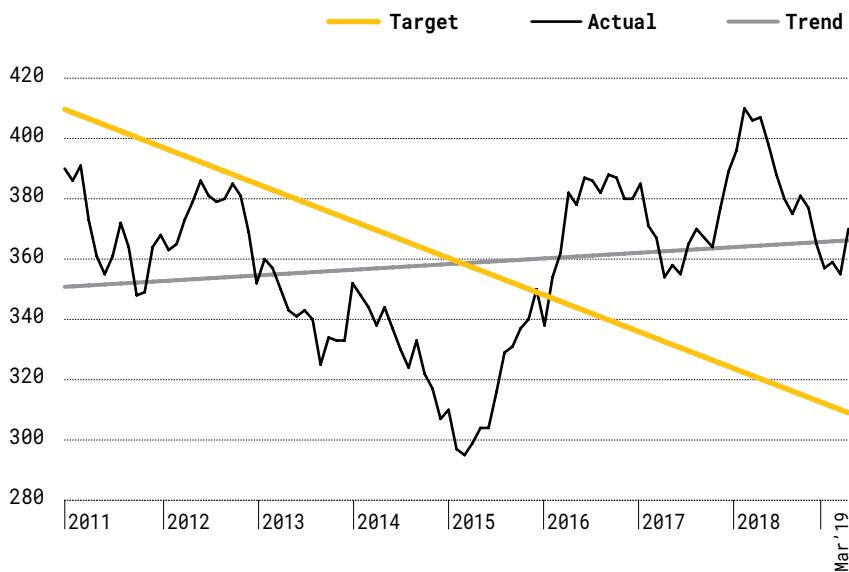
There has been a 7 per cent decrease in the national road toll in the 12 months ending March 2019, compared to a year earlier.

## Section Two

# Analysis: States and territories

### New South Wales fatalities per annum

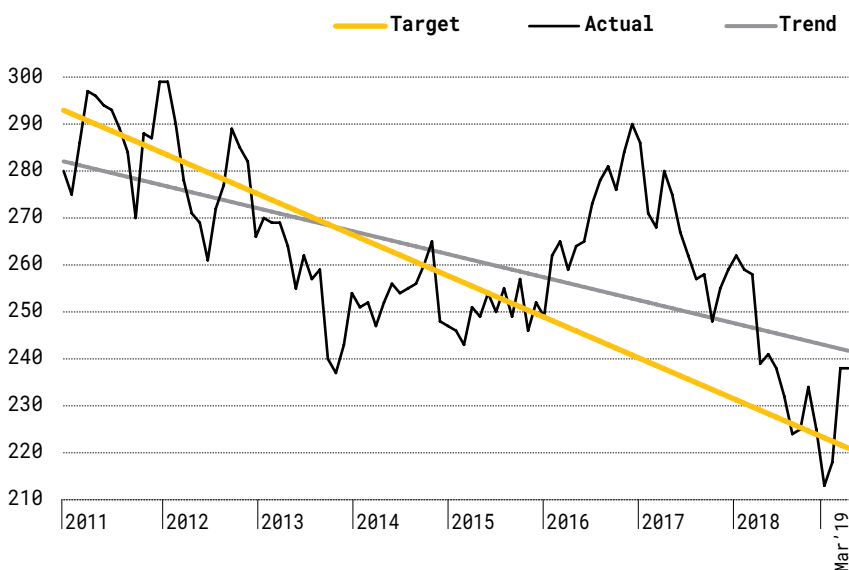
Red



- There were 370 road deaths on NSW roads in the 12 months ending March 2019, compared to 406 in the previous corresponding period to March 2018.
- This is a decrease of 8.9 per cent from a year earlier.

### Victoria fatalities per annum

Red

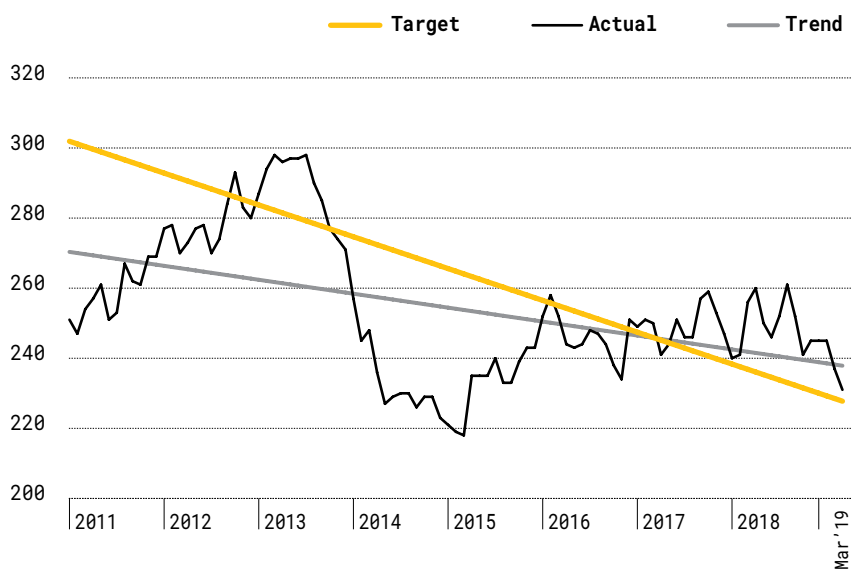


- In the 12 months to March 2019, Victoria recorded 238 road deaths, compared to 258 in the previous corresponding period.
- This is a 7.8 per cent decrease compared to 12 months earlier.

## Section Two

### Queensland fatalities per annum

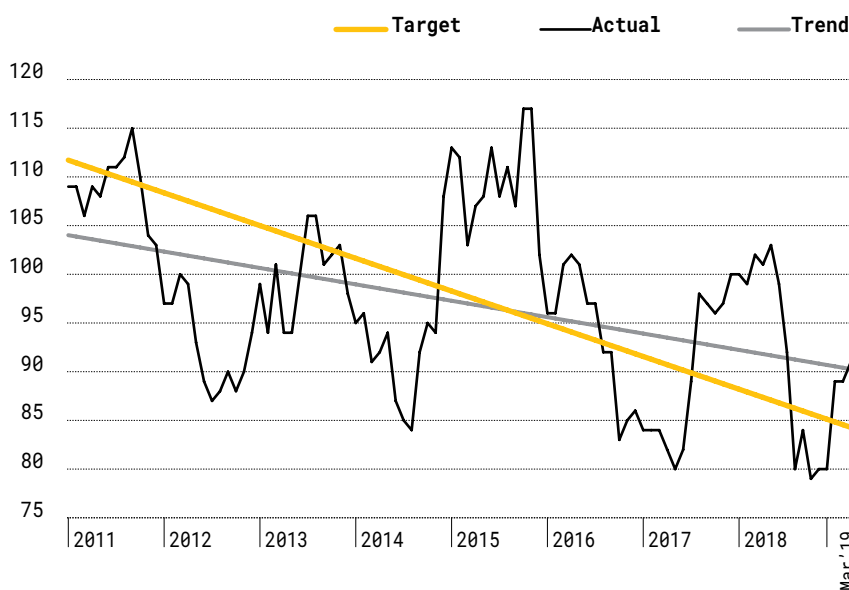
Red



- In the 12 months to March 2019, there were 231 road deaths in Queensland, compared to 256 fatalities in the previous corresponding period to March 2018.
- This is 9.8 per cent reduction from a year earlier.

### South Australia fatalities per annum

Red



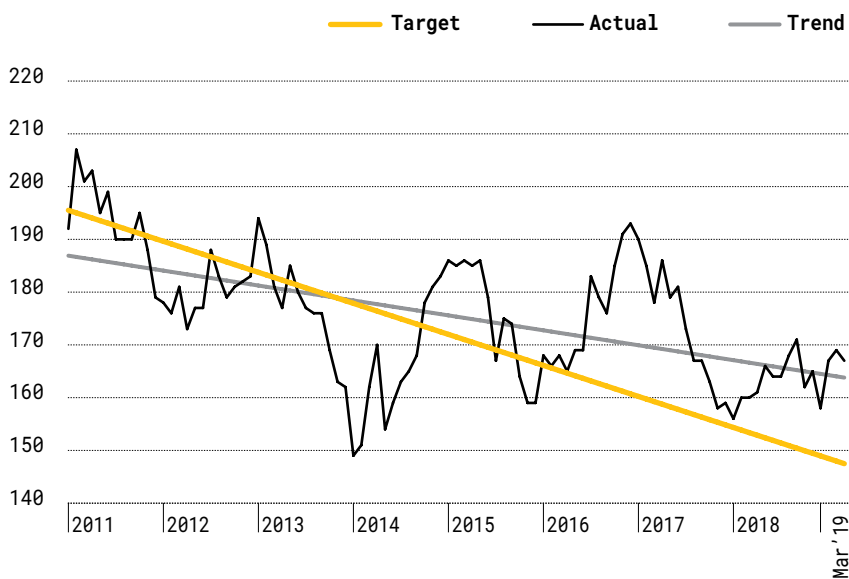
- In the 12 months to March 2019, there were 91 deaths on South Australian roads, compared to 102 in the previous corresponding period to March 2018.
- This is a decrease of 10.8 per cent.

## Section Two

# Analysis: States and territories

### Western Australia fatalities per annum

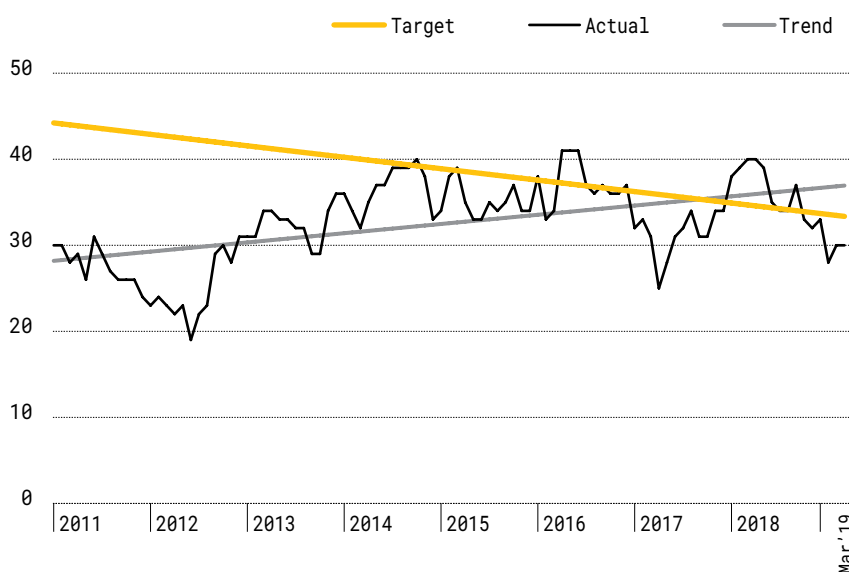
Red



- In the 12 months to March 2019, 167 people were killed on Western Australian roads, compared to 160 deaths in the previous corresponding period to March 2018.
- This is an increase of 4.4 per cent from the previous year.

### Tasmania fatalities per annum

Amber

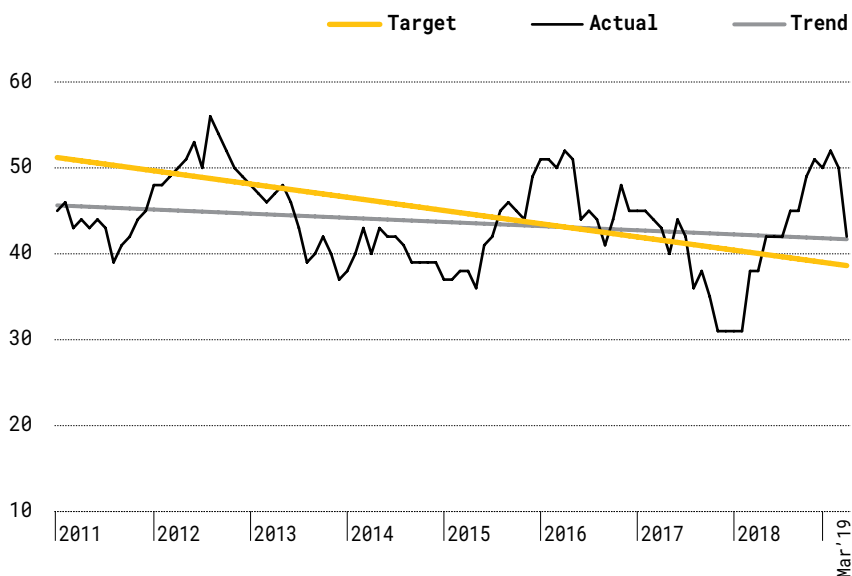


- In the 12 months ending March 2019, 30 people died on Tasmanian roads, compared to 40 deaths in the previous corresponding period to March 2018.
- This is a decrease of 25 per cent.

## Section Two

### Northern Territory fatalities per annum

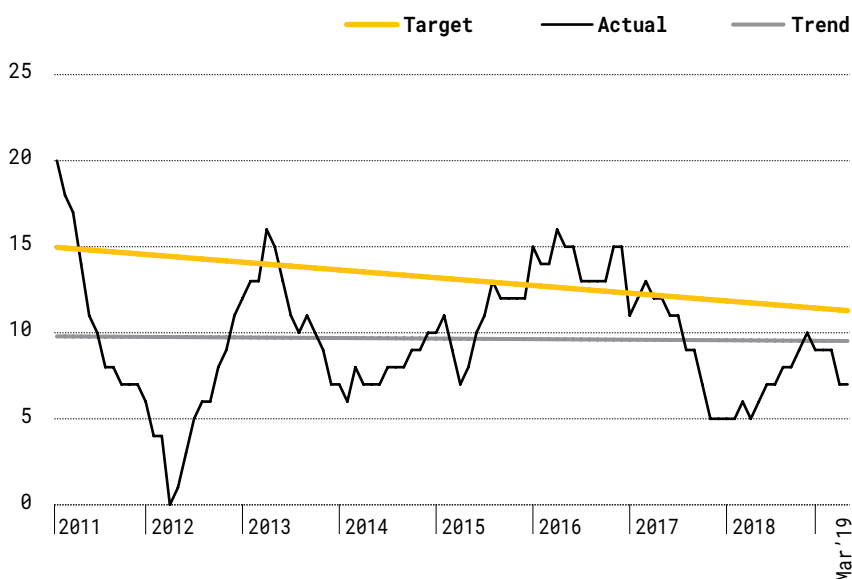
Red



- In the 12 months to March 2019, 42 people died on Northern Territory roads, compared to 38 deaths in the previous corresponding period.
- This is an increase of 10.5 per cent.

### Australian Capital Territory fatalities per annum

Green



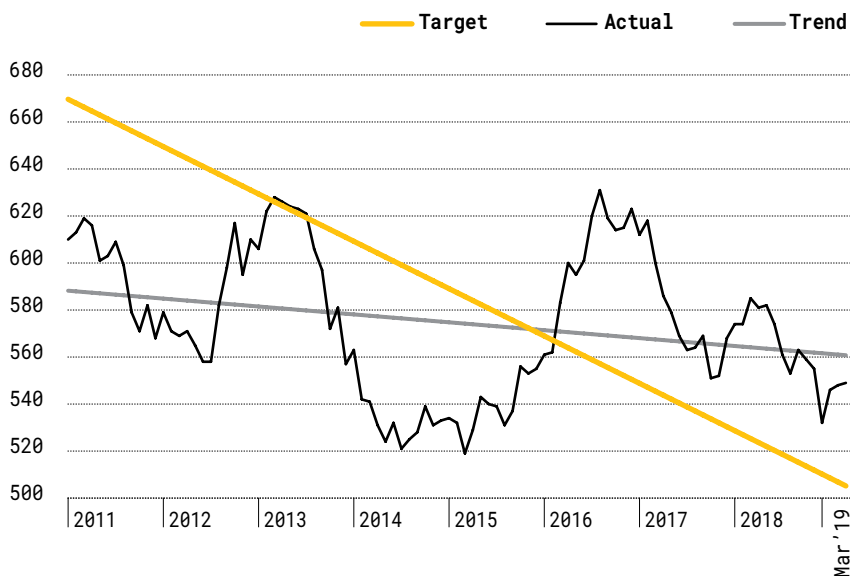
- The ACT recorded 7 road deaths in the 12 months to March 2019, compared to 5 deaths in the previous corresponding period.
- This is a 40 per cent increase.

## Section Three

# Analysis: Road user groups

### Drivers fatalities per annum

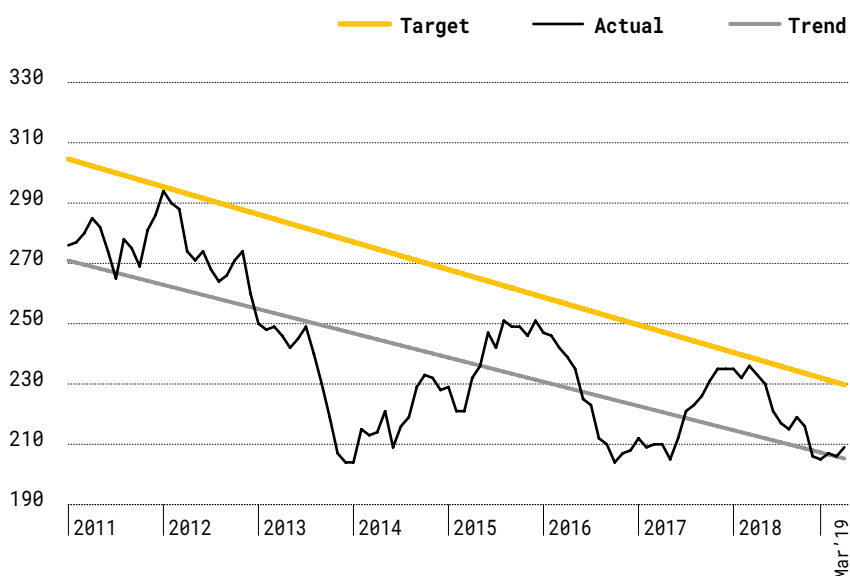
Red



- In the 12 months to March 2019, 549 drivers died on Australian roads, compared to 584 in the previous corresponding period.
- This is a decrease of 6 per cent.

### Passengers fatalities per annum

Green

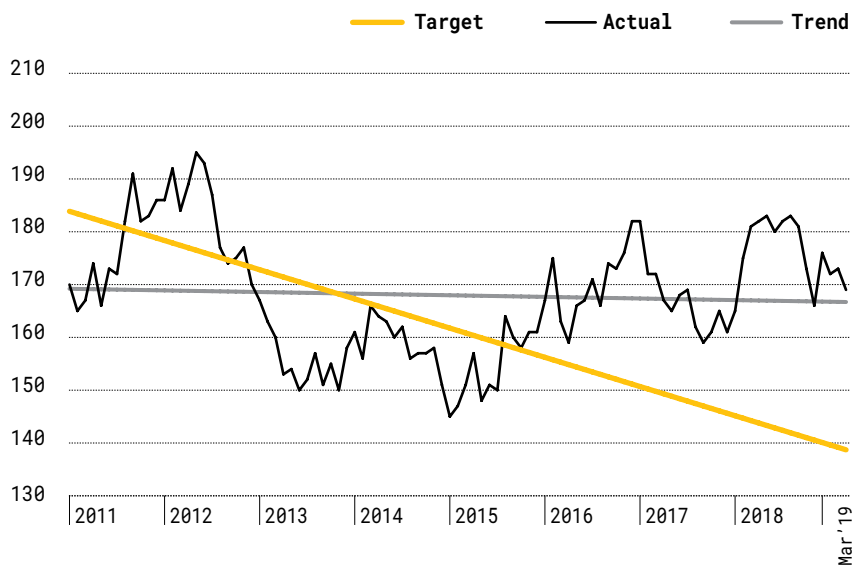


- In the 12 months to March 2019, 209 passengers died on Australian roads, compared with 236 in the previous corresponding period.
- This is a decrease of 11.4 per cent.

## Section Three

### Pedestrians fatalities per annum

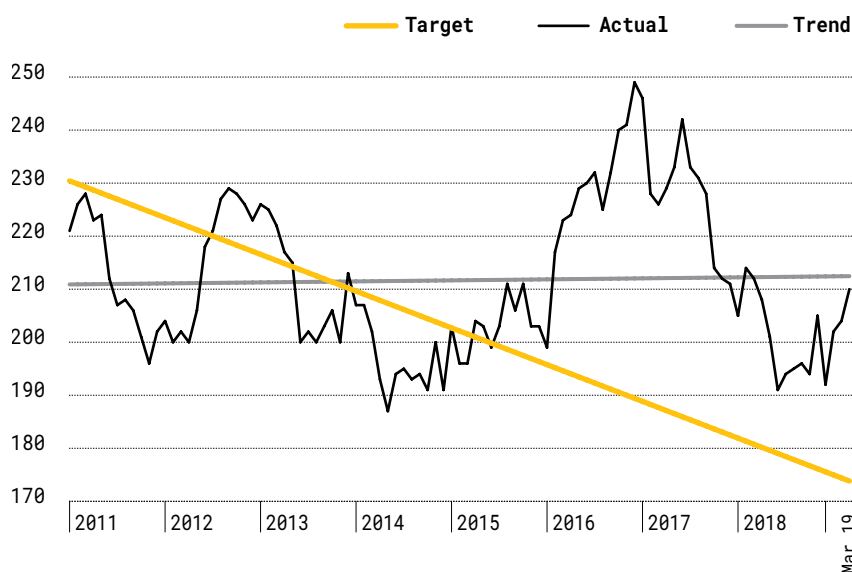
Red



- There were 169 pedestrian deaths on Australian roads in the 12 months ending March 2019, compared to 181 deaths in the previous corresponding period.
- This is a decrease of 6.6 per cent.

### Motorcyclists fatalities per annum

Red

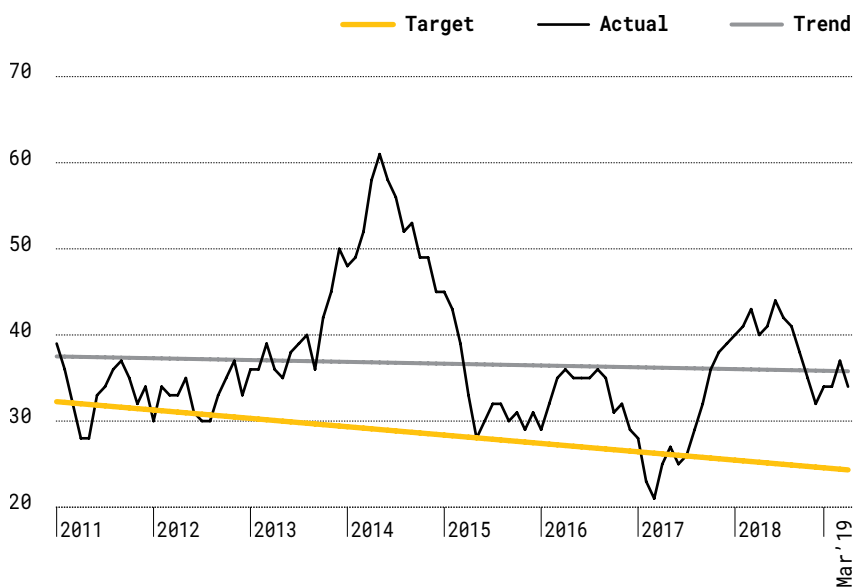


- There were 210 motorcyclist deaths on Australian roads in the 12 months to March 2019, compared to 212 in the previous corresponding period.
- This is a decrease of 0.9 per cent.

# Analysis: Road user groups

Cyclists fatalities per annum

Red

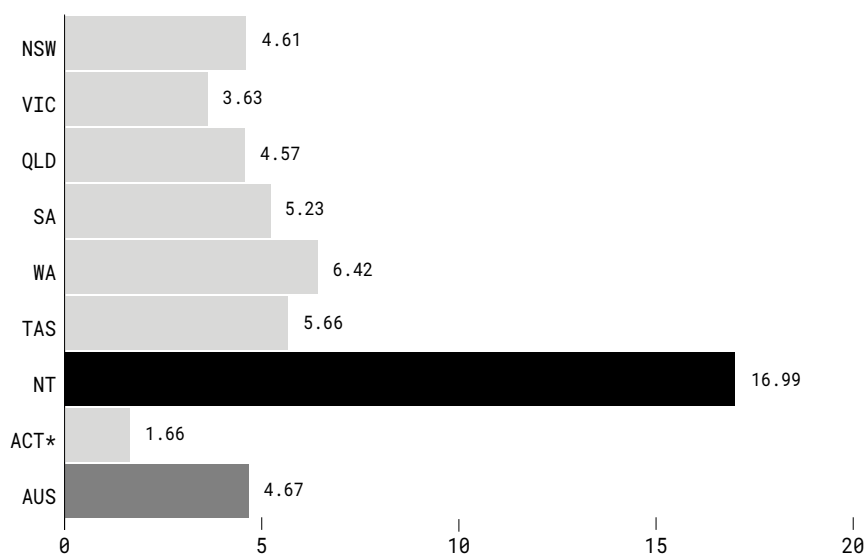


- 34 cyclists died on Australian roads in the 12 months to March 2019, compared to 43 deaths recorded in the previous corresponding period.
- This is a decrease of 20.9 per cent.

## 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 Western Australia, South 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 3.63 per 100,000 population	Potential lives saved
NSW	370	4.61	291	79
VIC	238	3.63	238	0
QLD	231	4.57	183	48
SA	91	5.23	63	28
WA	167	6.42	94	73
TAS	30	5.66	19	11
NT	42	16.99	9	33
ACT*	7	1.66	7	0
National	1,176	4.67	906	270

If the other jurisdictions matched the Victorian fatality rate of 3.63 per 100,000 population, 270 lives could be saved across Australia:

- 79 in New South Wales
- 48 in Queensland
- 73 in Western Australia
- 33 in the Northern Territory.

\* Any jurisdiction with a rate currently lower than 3.63 would not be anticipated to change its fatality rate.

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