

NATIONAL ROAD SAFETY STRATEGY PROGRESS REPORT



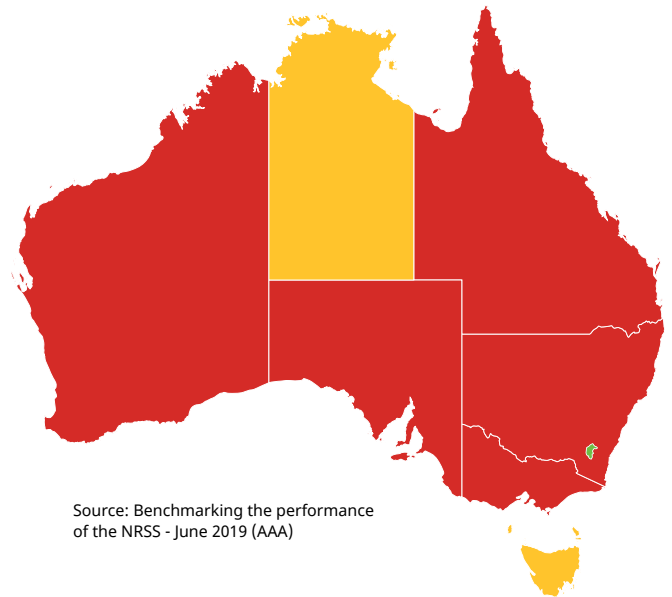
July 2019

IMPLEMENTATION FAILURE

Australia is failing to meet the road trauma reduction targets set by the Commonwealth, State and Territory governments as a part of the National Road Safety Strategy (NRSS).

Latest data shows there has been little improvement since the Strategy began. Australians are still being killed or seriously injured on our roads at an alarming rate, and many road safety measures are worse today than they were when the NRSS was established nearly a decade ago.

The most recent report tracking the Australian Government's implementation of the NRSS - current to the end of 2017 only - confirms that most of the Strategy's safety performance targets will not be met. Even worse, many still cannot be measured.



Source: Benchmarking the performance of the NRSS - June 2019 (AAA)

- Target unlikely to be met
- Target not on track to be met
- On track

KEY TARGETS NOT BEING MET

REDUCE FATALITIES	30%	NOT ON TARGET FAIL	<p>Progress towards this target is poor. 635 people died on Australian roads in the first six months of 2019 – this is a 14% increase on the same period last year.</p>
REDUCE SERIOUS INJURIES	30%	STILL NOT MEASURED FAIL	<p>There is still no national measurement of serious injury from road crashes, meaning this target cannot be evaluated. This same problem exists for several other targets.</p>
IMPROVE VEHICLE SAFETY	NO TARGET SET	NO TARGET SET FAIL	<p>The strategy includes some safety performance indicators, such as the average age of the vehicle fleet, for which no target is yet specified. Without a target it is impossible to evaluate progress, even where data is available.</p>



High level outcomes

	2008-10 BASELINE	2017 STATUS*	2020 TARGET**
	3 YR. AVERAGE		30% REDUCTION
Number of deaths resulting from road crashes	1,426	1,226 -14.0%	998
Number of road crashes resulting in deaths	1,297	1,130 -12.9%	908
Number of deaths per 100,000 population	6.6	5.0 -25.4%	4.6
Number of deaths per 100 million vehicle kilometres travelled	0.63	0.48 -24.2%	0.44
Number of deaths per 10,000 registered vehicles	0.91	0.65 -28.3%	0.64
Number of serious injuries resulting from road crashes		STILL NOT MEASURED	

Safety performance indicators

Safe roads

Number of deaths from head-on crashes	271	223 -17.8%	190
Number of deaths from single-vehicle crashes	651	521 -19.9%	456
Number of deaths from intersection crashes	301	269 -10.6%	211
Number of deaths from crashes on metropolitan roads	515	432 -16.1%	361
Number of deaths from crashes on regional roads	766	705 -7.9%	536
Number of deaths from crashes on remote roads	136	82 -39.6%	95

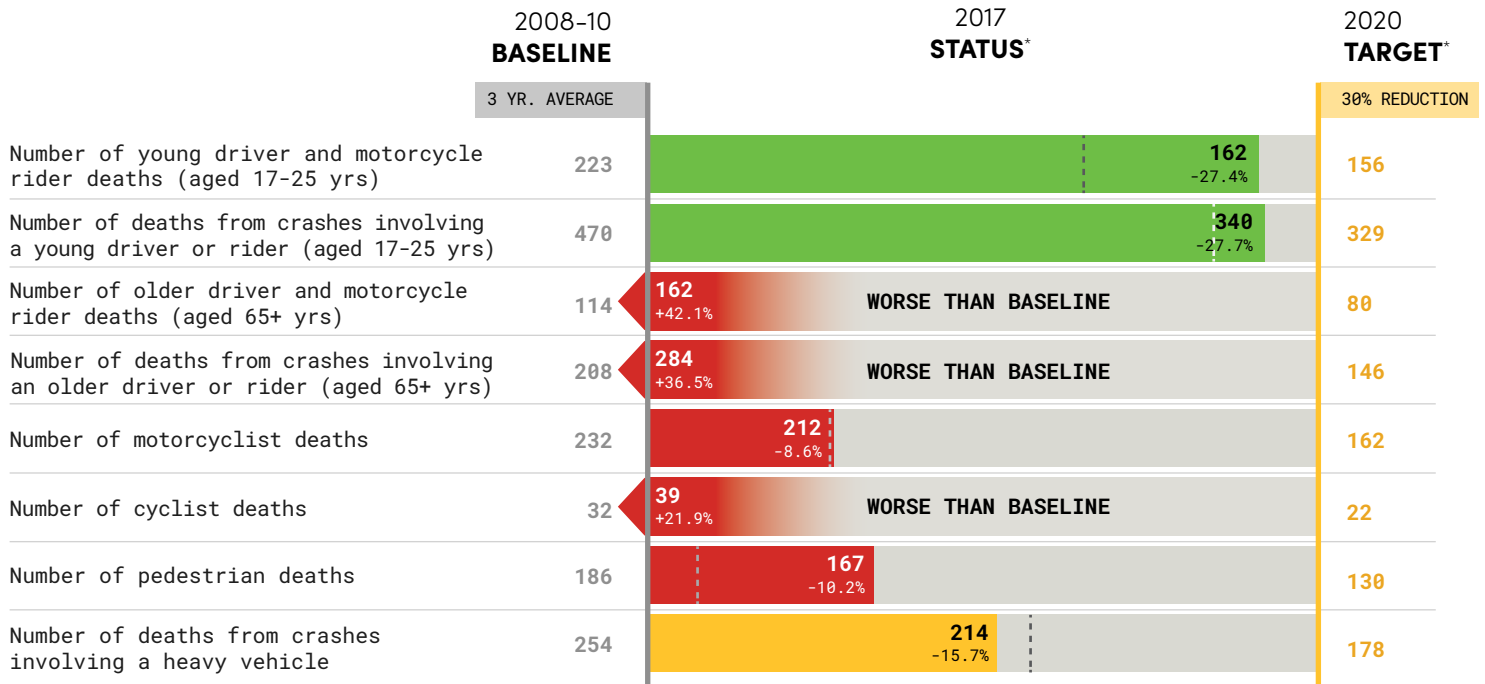
Safe speeds

Number of deaths from crashes where speed was a contributory factor		STILL NOT MEASURED	
Mean free speeds at designated sites across the network		STILL NOT MEASURED	
Percentage of vehicles speeding by vehicle type and offence category		STILL NOT MEASURED	

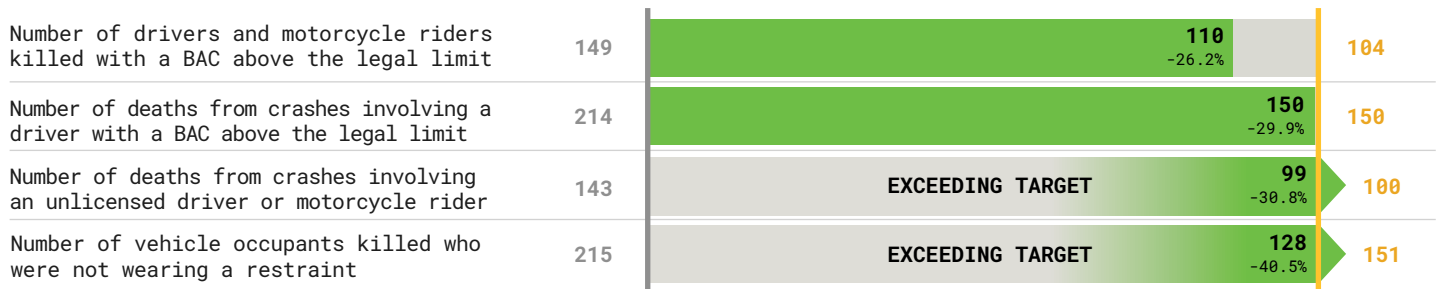
Safe vehicles

Average age of the Australian vehicle fleet (years)	10	10.1	NO TARGET
Average age of passenger vehicles	9.7	9.8	NO TARGET
Percentage of new light vehicles sold with a 5-star ANCAP rating	56%^	91%	NO TARGET
Percentage of new vehicles sold with key safety features		STILL NOT MEASURED	

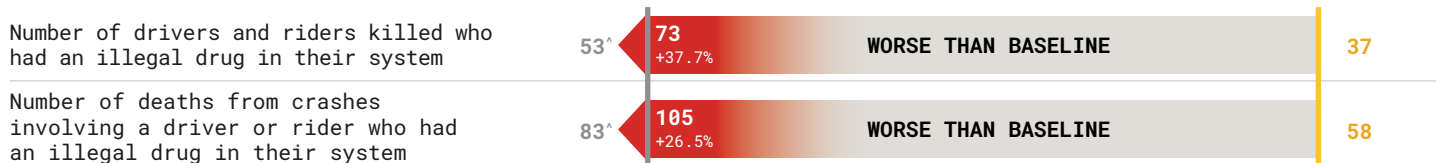
Safe people - responsible road use



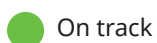
Safe people - irresponsible road use



Safe people - irresponsible substance use



Indicators^{^^}



On track



Target not on track to be met



Target unlikely to be met



Progress not measured/
target not set

2016
status

* Data sourced from the latest available National Road Safety Strategy 2011-2020 Implementation Status Report (published November 2018)

** Where Safety Performance Indicators relate to road fatalities and injuries, a 30 per cent reduction target has been assumed in line with the NRSS target of reducing Australia's annual number of road deaths and serious injuries by at least 30 per cent by 2020.

[^] Baseline calculated from 2010 data only

^{^^} Progress has been sourced from the National Road Safety Strategy 2011-2020 Implementation Status Report (published November 2018). Progress classifications are defined as **RED** less than 15% reduction on the baseline year; **AMBER** 15-25% reduction on the baseline year; **GREEN** >25% reduction on the baseline year.

THE WAY FORWARD

WE NEED A COMPREHENSIVE RESPONSE

Almost one year has passed since the Australian Government received a report of the Inquiry into the NRSS – an Inquiry commissioned by the Government to review the effectiveness of the NRSS and identify priorities for improvement. The Government is yet to provide a meaningful response and the AAA implores the Government to fulfil its commitment to provide a comprehensive implementation plan for the Inquiry's 12 recommendations.

THE CLOCK IS TICKING

635 people were killed on Australian roads in the first six months of 2019 – this is a 14% increase on the same period last year. Every month we delay in accelerating an appropriate response must be recognised as contributing to preventable deaths and injuries.

**THE AUSTRALIAN GOVERNMENT MUST RESPOND
WITH URGENCY AND ON A SCALE THAT REFLECTS
THE TRUE MEASURE OF THE PROBLEM.**