

# NATIONAL ROAD SAFETY STRATEGY PROGRESS REPORT

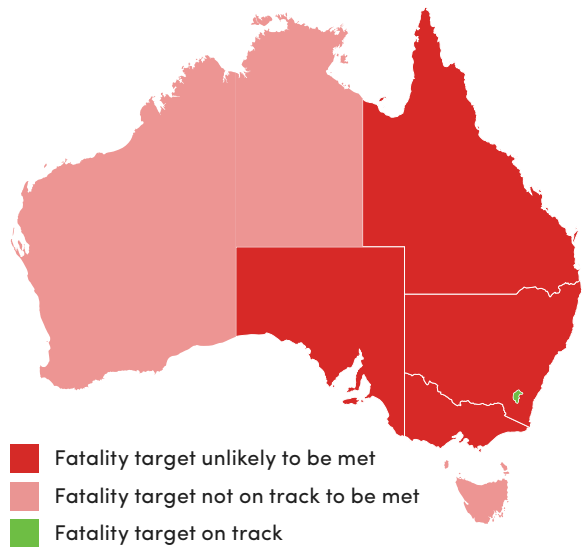


September 2020

## IMPLEMENTATION FAILURE

The ACT is the only jurisdiction on track to meet safety goals agreed by all Australian governments in 2011, with almost half of the decade's 33 targets not on track to be met.

This Progress Report – current to the end of 2018 - also confirms many agreed targets still cannot be measured, while for several safety indicators, targets are yet to be set.



Source: Benchmarking the Performance of the NRSS June 2020 (AAA)

## KEY TARGETS NOT BEING MET

<p><b>REDUCE FATALITIES</b></p> <p><b>30%</b></p>	<p><b>NOT ON TARGET</b></p> <p><b>FAIL</b></p>
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This target is not on track to be met. In the 12 months to June 2020, 1105 people died on Australian roads – far more than the agreed target.

<p><b>REDUCE SERIOUS INJURIES</b></p> <p><b>30%</b></p>	<p><b>STILL NOT MEASURED</b></p> <p><b>FAIL</b></p>
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There is still no national measurement of serious injury from road crashes, meaning the target cannot be evaluated. This lack of nationally consistent reporting exists for many targets.

<p><b>IMPROVE VEHICLE SAFETY</b></p> <p><b>NO TARGET SET</b></p>	<p><b>NO TARGET SET</b></p> <p><b>FAIL</b></p>
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For many of the Strategy's agreed safety performance indicators (such as the average age of vehicle fleet) no target is yet specified.



## High level outcomes

	2008-10 BASELINE	2018 STATUS*	2020 TARGET**
	3 YR. AVERAGE		30% REDUCTION
Number of deaths resulting from road crashes	1,426	1,136 -20.3%	998
Number of road crashes resulting in deaths	1,297	1,056 -18.6%	908
Number of deaths per 100,000 population	6.6	EXCEEDING TARGET 4.5 -31.8%	4.6
Number of deaths per 100 million vehicle kilometres travelled	0.63	EXCEEDING TARGET 0.43 -31.7%	0.44
Number of deaths per 10,000 registered vehicles	0.91	EXCEEDING TARGET 0.59 -35.2%	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	199 -26.7%	190
Number of deaths from single-vehicle crashes	654	534 -18.4%	458
Number of deaths from intersection crashes	301	244 -18.9%	211
Number of deaths from crashes on metropolitan roads	499	396 -20.6%	349
Number of deaths from crashes on regional roads	777	622 -20.0%	544
Number of deaths from crashes on remote roads	138	116 -15.9%	97

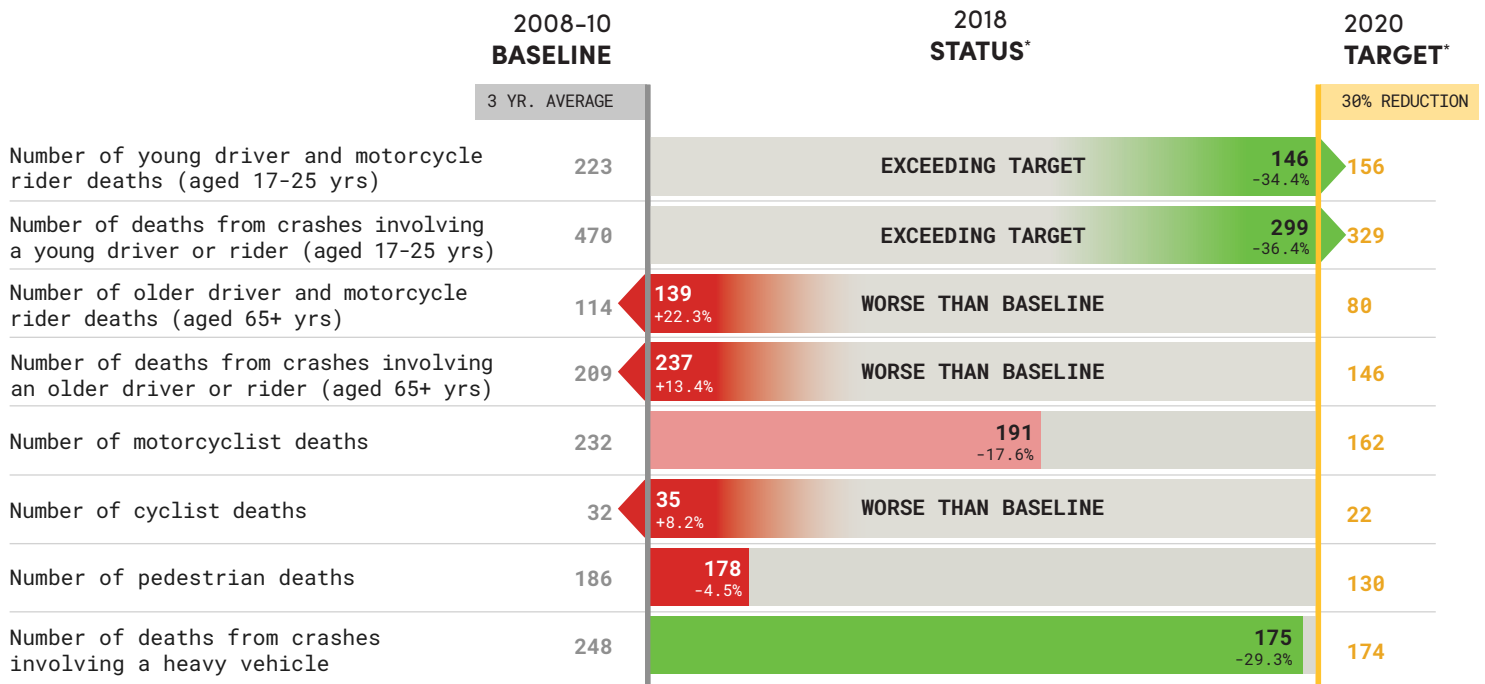
### Safe speeds

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	

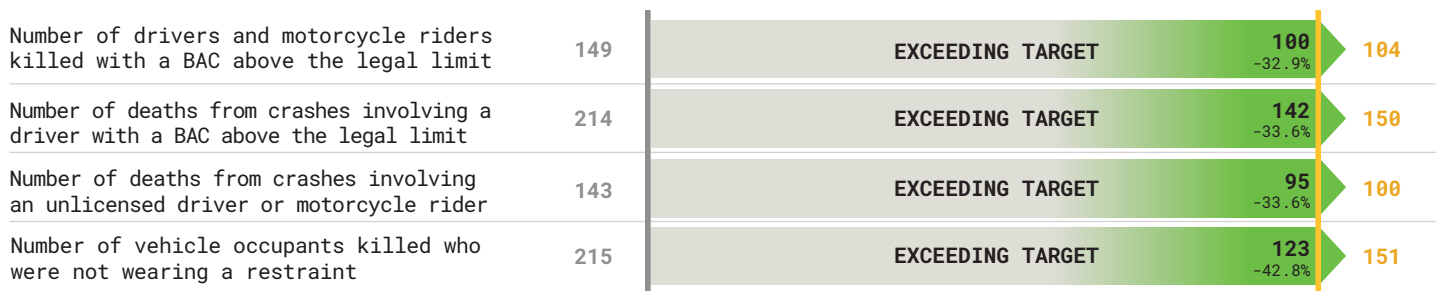
### Safe vehicles

Average age of the Australian vehicle fleet (years)	10	10.2	NO TARGET
Average age of passenger vehicles	9.7	9.9	NO TARGET
Percentage of new light vehicles sold with a 5-star ANCAP rating	56%^	90%	NO TARGET
Percentage of new vehicles sold with key safety features#		STILL NOT MEASURED	

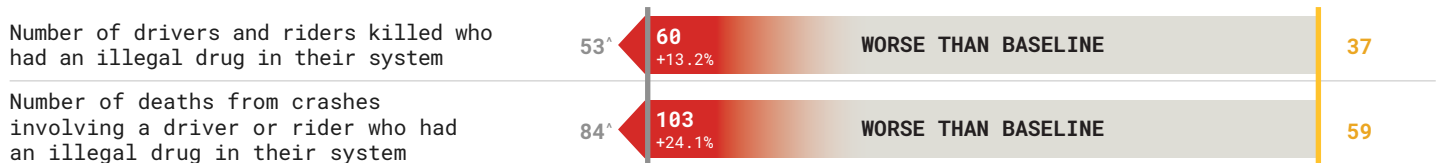
## Safe people - responsible road use



## 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, or still not measured/set

\* Data sourced from the latest available National Road Safety Strategy 2018 Statistical Report (published November 2019).

\*\* 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 2018 Statistical Report (published November 2019). Progress classifications are defined as; RED < 15% reduction on the baseline year; PINK 15-25% reduction on the baseline year; GREEN >25% reduction on the baseline year.

# The NRSS 2018 Statistical Report (published November 2019) reports 31% of new vehicles sold had autonomous emergency braking (AEB). However, there is no baseline data or target set for this safety feature. It is also not clear if this is the only key safety feature that should be tracked.

# THE WAY FORWARD

## 1. A clear role for the Commonwealth Government

*"The Australian Government has not provided sufficiently strong leadership, coordination or advocacy on road safety to drive national trauma reductions. The Transport and Infrastructure Council (TIC) has not been used to enable cross-jurisdiction decision-making to drive the national harm elimination agenda."*

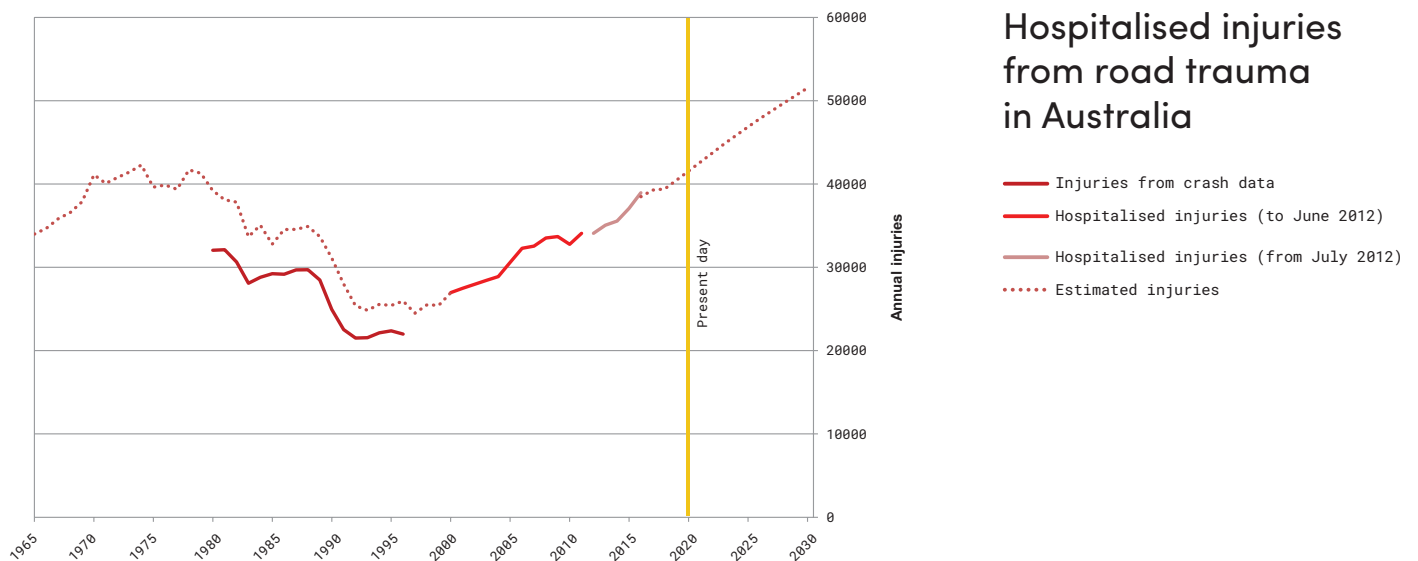
- The Commonwealth's 2019 Review of Road Safety Governance Arrangements

## 2. Leverage Commonwealth Government infrastructure funding to improve transparency and accountability.

*"The Commonwealth is a significant funder of infrastructure that is built, owned and operated by state, territory and local governments. The AAA's Incentivising Safety policy proposes a \$400 million annual Regional Road Incentive Fund be made available to state and territory governments that appropriately report on National Road Safety Strategy commitments."*

- AAA 2020 Budget Submission

## 3. Commonwealth Government forecasts show this problem is set to worsen significantly



Bureau of Infrastructure, Transport and Regional Economics (BITRE), September 2019