



BENCHMARKING THE PERFORMANCE OF THE NATIONAL ROAD SAFETY STRATEGY

JUNE QUARTER 2023



Australian
Automobile
Association

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Key changes

Key changes since March 2023

Road fatalities fell by 5.7 per cent from the March quarter to the June quarter.

But in the 12 months to 30 June 2023, road deaths rose by 3.2 per cent compared to the previous corresponding period (1,205 deaths compared to 1,168 deaths in the 12 months to 30 June 2022).

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, or deaths of children.

Poor data availability makes it impossible to track the progress of serious injuries, deaths on city CBD streets, and deaths on national highways and high-speed roads.

Strategy targets

	Previous	Current
National deaths	Red	Red
National serious injuries	Black	Black
Children (seven years and under) deaths	Red	Amber
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 pro rata target but a faster rate of improvement is required to achieve NRSS target by 2030.

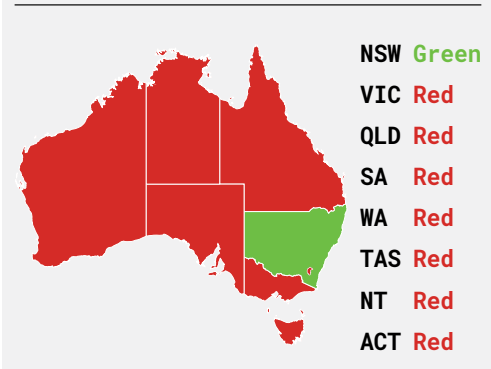
Red

Road crash deaths are above the pro rata NRSS target.

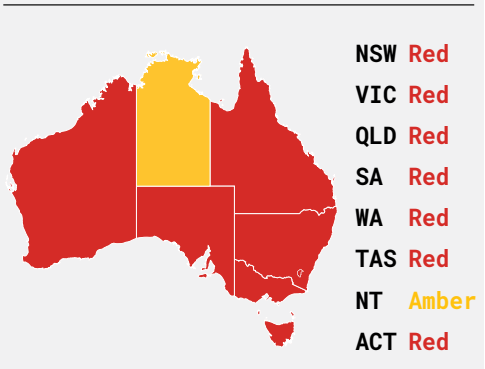
Black

NRSS target progress cannot be measured due to a lack of data availability.

Previous: Jurisdictional status



Current: Jurisdictional status



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

The data indicate no jurisdiction or road user group is on track to achieve a 50 per cent reduction in road deaths by 2030.

Australia's road deaths: June 2023

Road deaths keep rising

After years of a declining road toll, Australian road deaths are continuing to rise.

In the 12 months to 30 June 2023, 1,205 people died on Australian roads—a 3.2 per cent rise on the previous corresponding period.

Australia should be on a trajectory towards the National Road Safety Strategy's 2030 targets. But with every passing month, the gap between that notional trajectory and the actual number of deaths on our roads is widening. As each month passes, closing that gap becomes more difficult.

Every road death is a tragedy, and it is clear that the strategy is badly off course.

The strategy's targets of halving road deaths by 2030 and of eliminating all road deaths of children seven years and under are not on track to be met. But at least they can be measured.

Progress on the strategy's three other headline targets cannot yet even be quantified because the necessary data is either not collected, not reported, or common definitions are lacking.

These three targets are:

- reducing serious injuries by 30 per cent
- eliminating road deaths in city CBDs
- eliminating deaths on all national highways and on high-speed roads covering 80 per cent of travel across the network.

Australia's federal, state and territory governments all agreed to the NRSS and committed to its targets. Yet they remain unable or unwilling to report the data needed to track its progress.

One quarter of the strategy's term has passed, and the Australian Government has so far declined to make its transport funding to states and territories conditional on greater transparency of state-held road safety data.

This is untenable, as Australia's capacity to identify the causes of current fatalities and implement measures to prevent future deaths and trauma, depends upon the reporting of relevant data.

National statistics that describe serious injuries, road quality, and the types of vehicles and road users involved in crashes would reveal valuable insights and guide law enforcement, road investment, and policy change.

And that would save lives.



Michael Bradley

Managing Director
Australian Automobile
Association

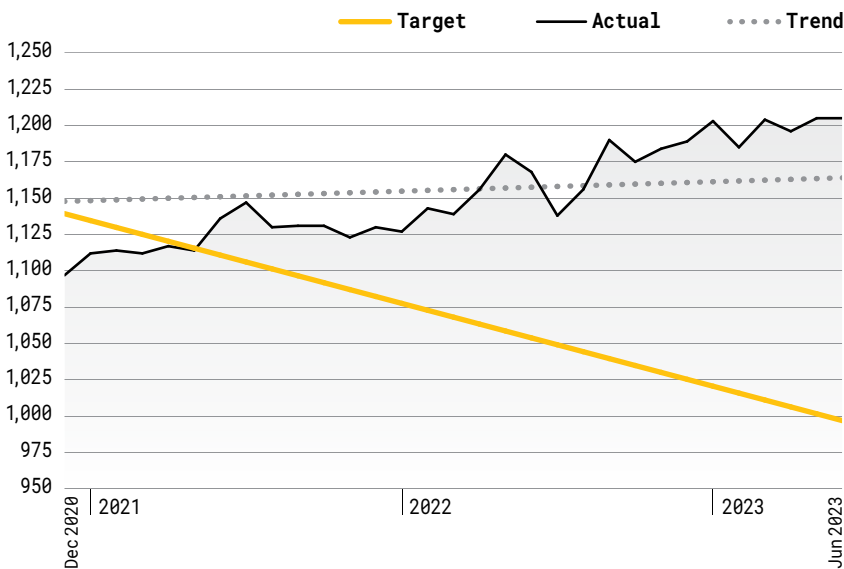
National overview

The federal, state and territory governments have endorsed the NRSS. The strategy 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. Trendlines shown in graphs throughout this report were calculated using data on fatalities since December 2018.

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

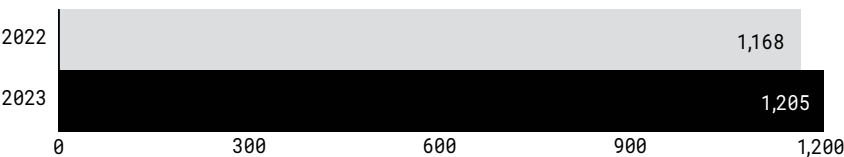


In the 12 months ended June 2023, 1,205 people died on Australian roads. That is 5.8 per cent higher than the NRSS baseline.

Compared with December 2020, when the strategy began, 12-month road deaths have increased by 9.8 per cent.

The latest 12-monthly figure is 208 more road deaths than the notional pro rata target of 997 fatalities, which would have been the road toll in the 12 months to June 2023 if the NRSS was following a smooth trajectory towards its 2030 target.

Comparative performance: Road deaths in the past 12 months



National road deaths for the 12 months ending June 2023 were 3.2 per cent higher than in the previous corresponding period.

Road deaths by state and territory

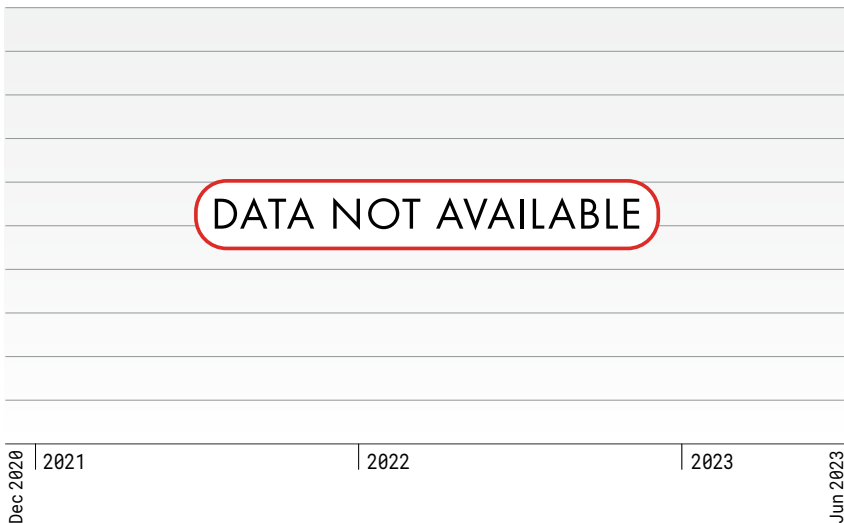
State/ Territory	Road deaths 12 months to 30 June 2022	Road deaths 12 months to 30 June 2023	Change	Difference from NRSS June 2023 pro rata target*
NSW	281	317	12.8%	10.5%
VIC	243	275	13.2%	36.8%
QLD	292	271	-7.2%	25.5%
SA	85	94	10.6%	11.9%
WA	155	175	12.9%	25.9%
TAS	52	37	-28.8%	27.6%
NT	45	26	-42.2%	-23.5%
ACT	15	10	-33.3%	66.7%

* The notional target for the 12 months to 30 June 2023 if the NRSS was on a smooth trajectory towards its 2030 target.
(Source: Bureau of Infrastructure and Transport Research Economics Australian Road Deaths Database, accessed 14 July 2023.)

National overview

National serious injuries per annum

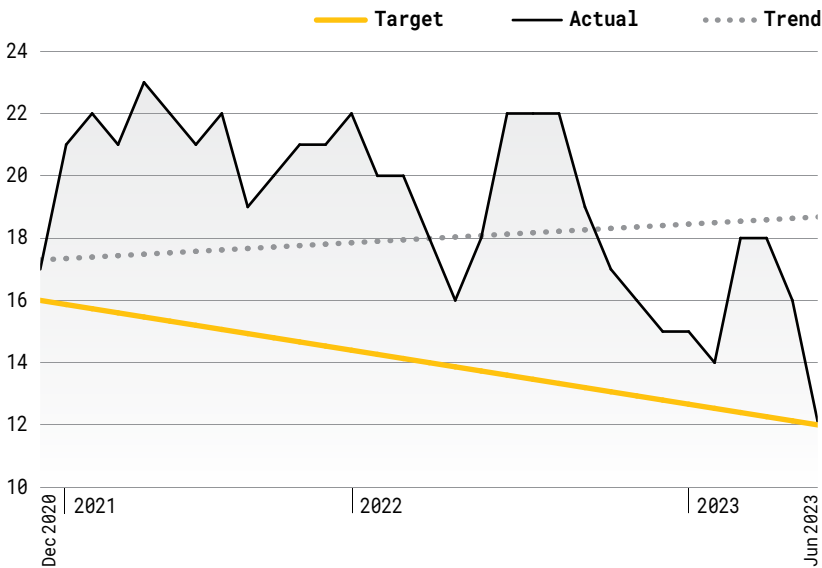
BLACK



Unavailability of data makes it impossible to track the incidence of serious injuries—let alone progress on this target.

Children (seven years and under) deaths per annum

AMBER



In the 12 months ended June 2023, 12 children (seven years and under) died on Australian roads, compared to 22 deaths in the previous corresponding period.

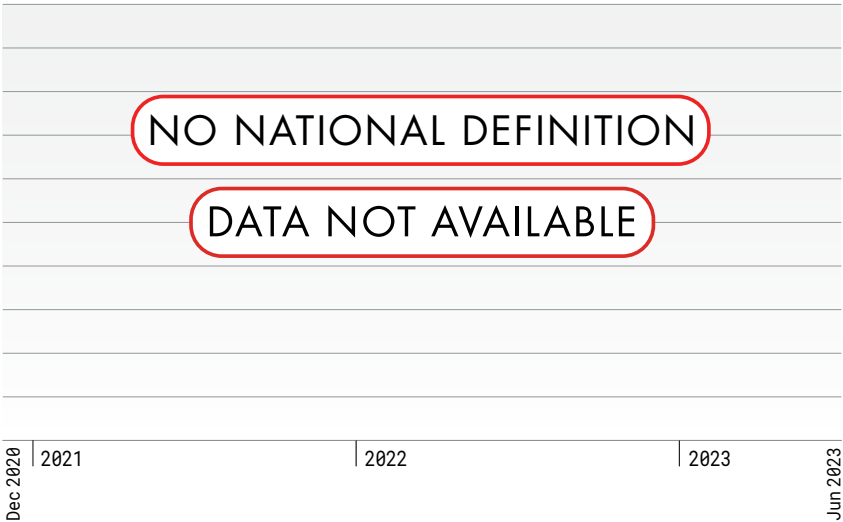
This is a decline of 45.5 per cent.

Compared with the NRSS baseline, deaths in this category have decreased by 25.0 per cent. This figure matches the notional pro rata target for this stage of the NRSS.

Section One

City CBD area deaths per annum

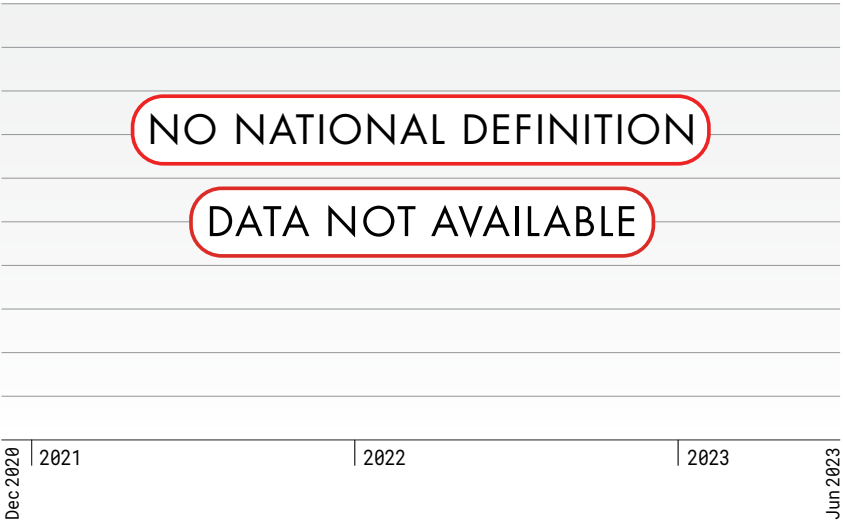
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The relevant data is unavailable, and Australia has no national definition of city CBD areas. Therefore, it is impossible to track road deaths in city CBDs and the progress towards the target. Governments have set themselves a target that they do not even measure.

National highway and high-speed road deaths per annum

BLACK



It is not possible to track road deaths on all national highways and high-speed roads covering 80 per cent of travel across the network. The relevant data is unavailable and there is no national definition of national highways and high-speed roads.

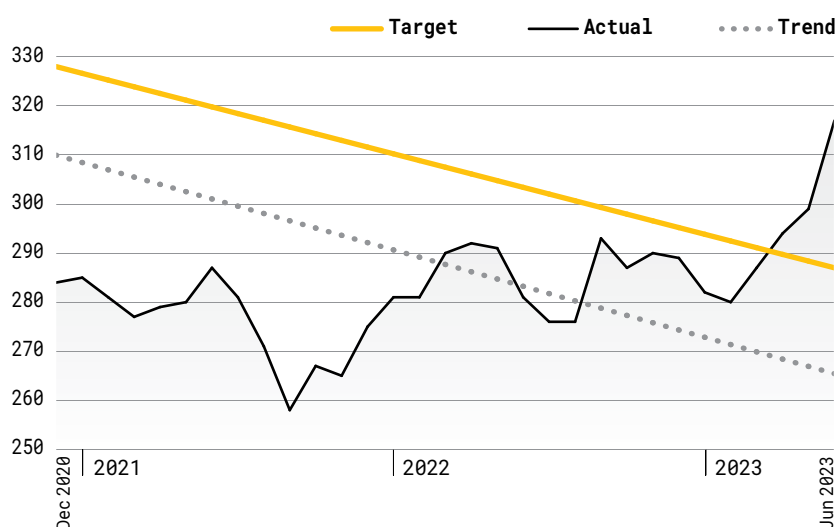
Section Two

Analysis: States and territories

While the NRSS has no specific target reductions for individual states and territories, this report measures jurisdictions' progress in achieving a 50 per cent reduction in road deaths by 2030 in line with the headline NRSS target.

New South Wales deaths per annum

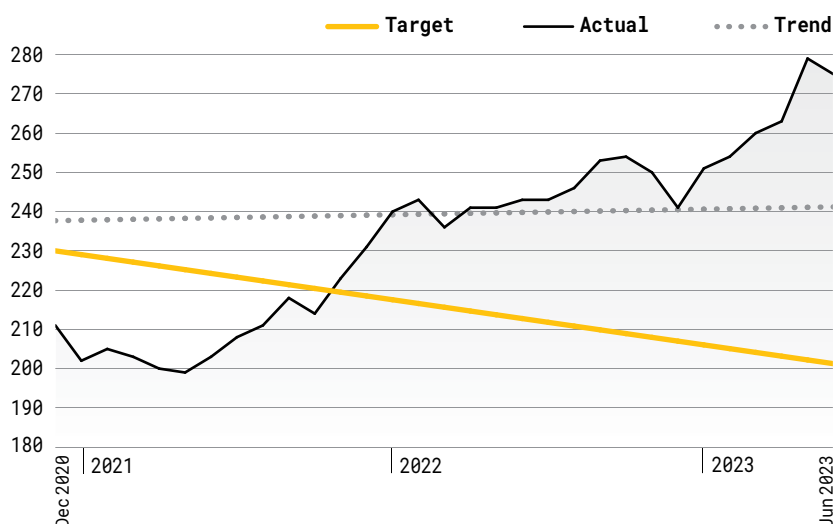
RED



- In the 12 months to June 2023, 317 people died on New South Wales roads, compared to 281 in the previous corresponding period.
- This is an increase of 12.8 per cent.
- This represents 30 more road deaths than the state's pro rata target of 287 for this stage of the NRSS.

Victoria deaths per annum

RED

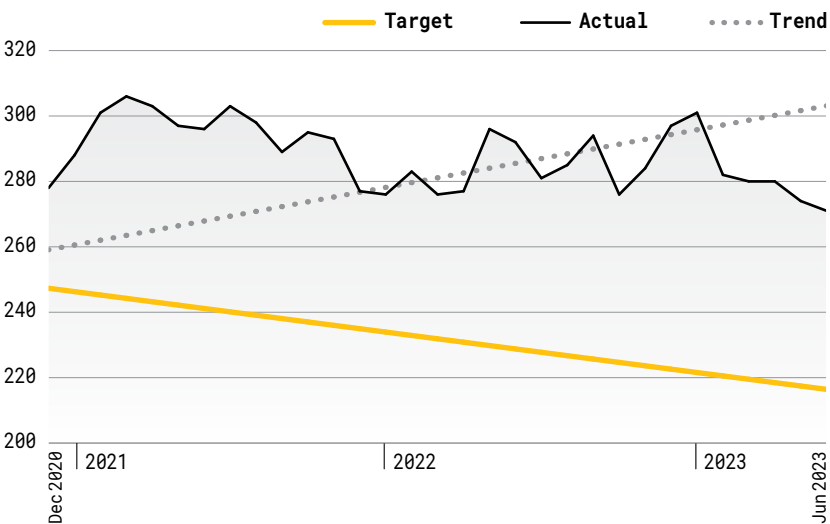


- In the 12 months to June 2023, 275 people died on Victoria's roads, compared to 243 in the previous corresponding period.
- This is an increase of 13.2 per cent.
- It is 74 more road deaths than the pro rata target of 201 for this stage of the NRSS.

Section Two

Queensland deaths per annum

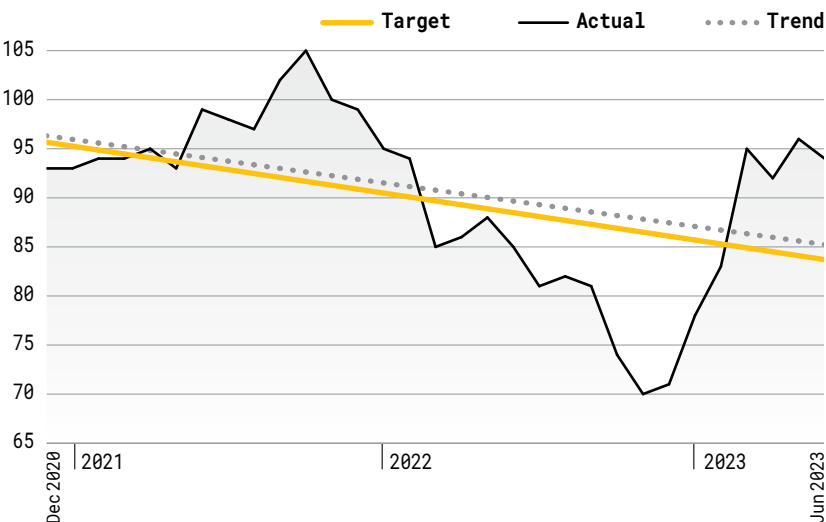
RED



- In the 12 months to June 2023, 271 people died on Queensland roads, compared to 292 deaths in the previous corresponding period.
- This is a decrease of 7.2 per cent.
- But it is 55 more road deaths than the state's notional pro rata target of no more than 216 deaths for this stage of the NRSS.

South Australia deaths per annum

RED



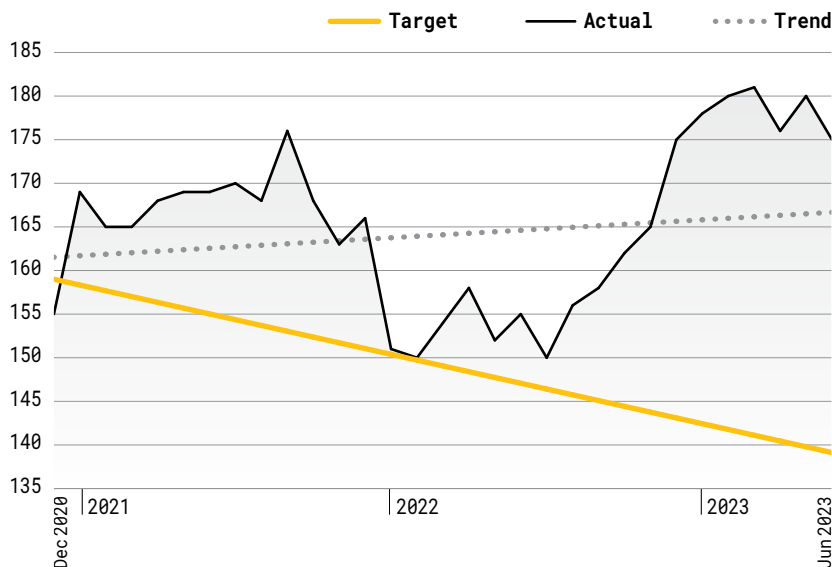
- In the 12 months to June 2023, 94 people died on South Australia's roads, compared to 85 deaths in the previous corresponding period.
- This is an increase of 10.6 per cent.
- It is 10 more road deaths than the state's notional pro rata target of no more than 84 deaths for this stage of the NRSS.

Section Two

Analysis: States and territories

Western Australia deaths per annum

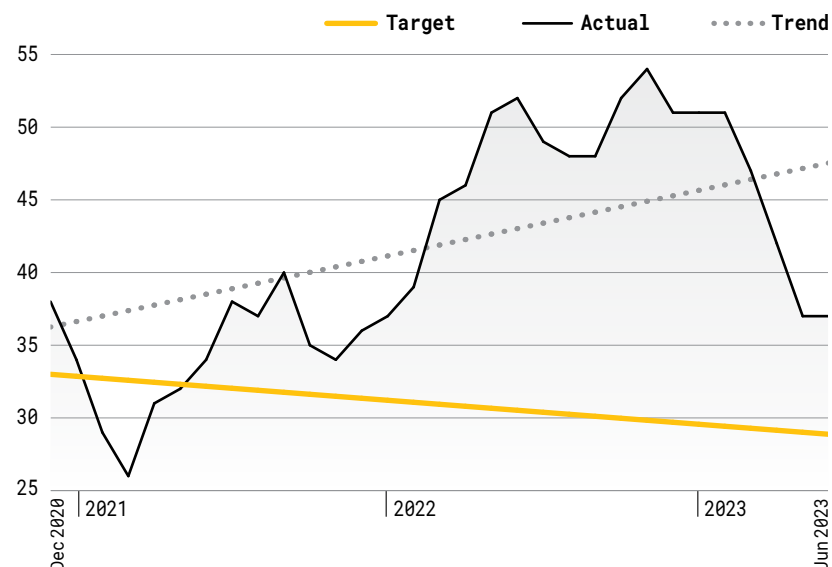
RED



- In the 12 months to June 2023, 175 people died on Western Australia's roads, compared to 155 deaths in the previous corresponding period.
- This is an increase of 12.9 per cent.
- It is 36 more road deaths than the state's notional pro rata target of no more than 139 deaths for this stage of the NRSS.

Tasmania deaths per annum

RED

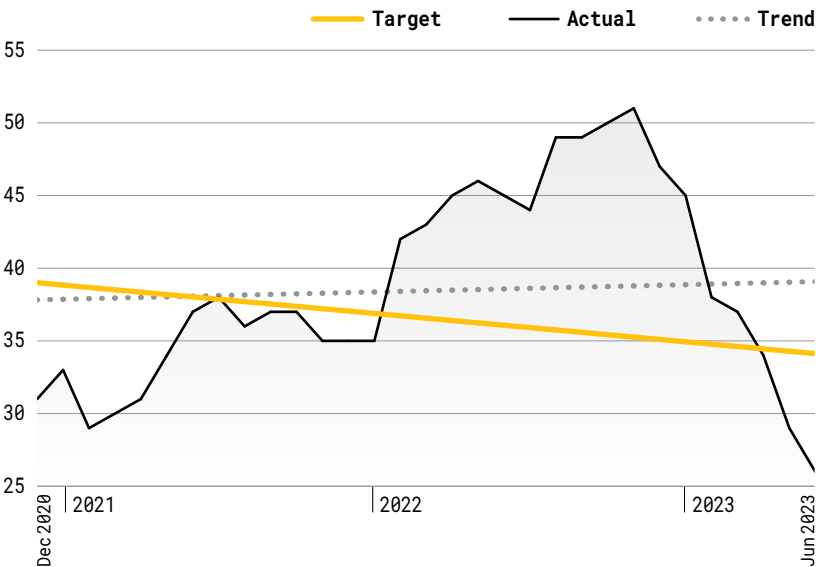


- In the 12 months to June 2023, 37 people died on Tasmania's roads, compared to 52 deaths in the previous corresponding period.
- While this is a decrease of 28.8 per cent, it is eight more road deaths than the state's notional pro rata target of no more than 29 deaths for this stage of the NRSS.

Section Two

Northern Territory deaths per annum

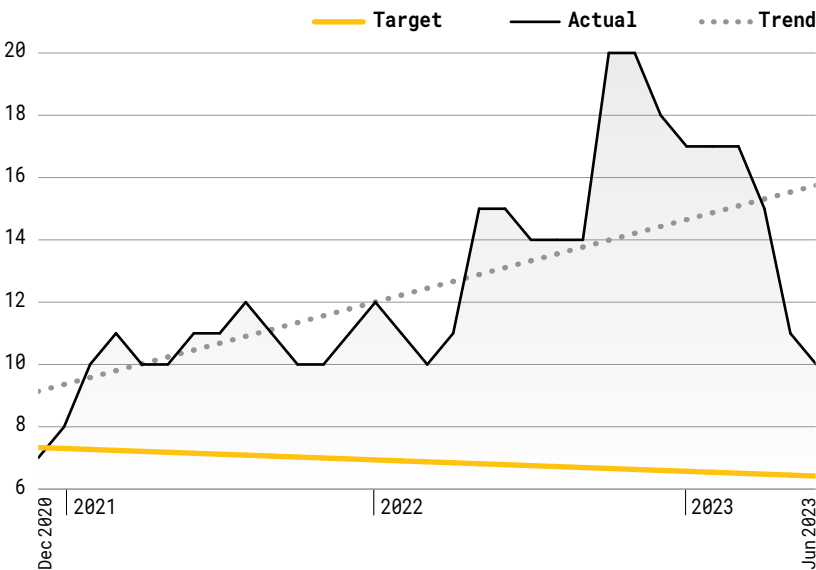
AMBER



- In the 12 months to June 2023, 26 people died on the Northern Territory's roads, compared to 45 deaths in the previous corresponding period.
- This is a decrease of 42.2 per cent.
- It is eight fewer road deaths than the Territory's notional pro rata target of no more than 34 deaths for this stage of the NRSS.

Australian Capital Territory deaths per annum

RED



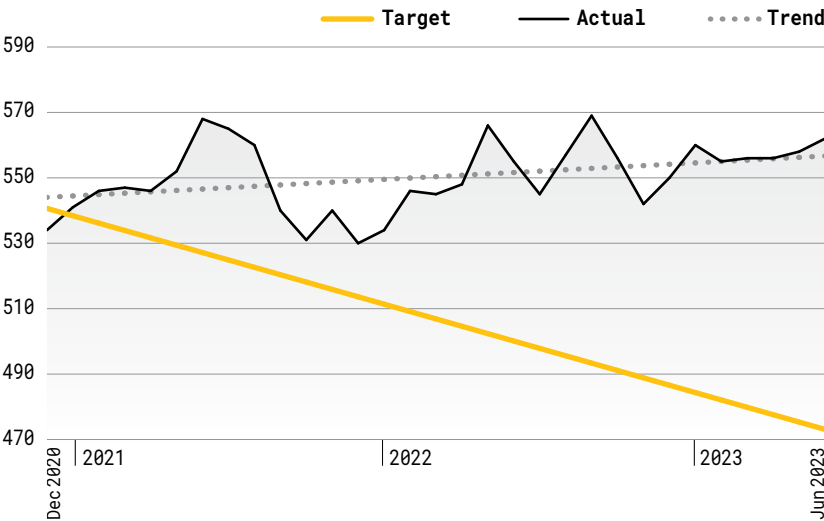
- In the 12 months to June 2023, 10 people died on the Australian Capital Territory's roads, compared to 15 deaths in the previous corresponding period.
- This is a decrease of 33.3 per cent.
- But it is four more road deaths—or 66.7 per cent higher—than the ACT's notional pro rata target of no more than six deaths for this stage of the NRSS.

Analysis: Road user groups

Whilst the NRSS has no specific target reductions for individual road user groups, this report measures the progress in achieving a 50 per cent reduction in road deaths by 2030 among various road user groups by 2030 in line with the headline NRSS target.

Driver deaths per annum

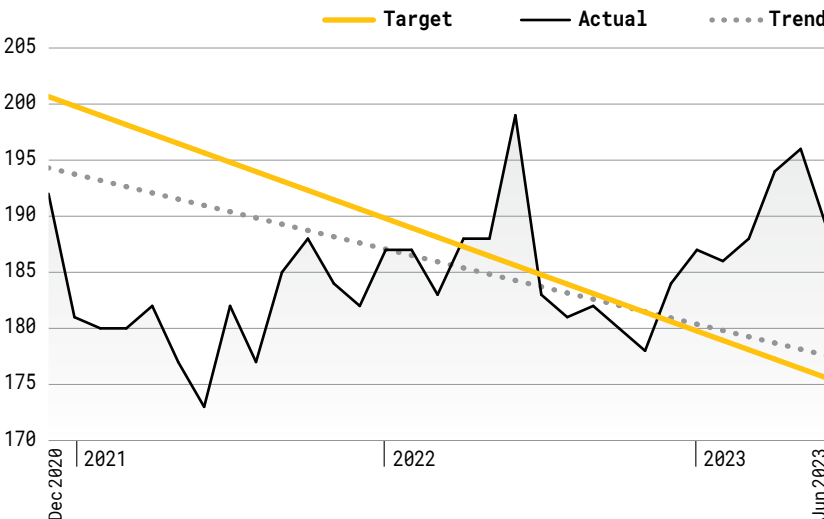
RED



- In the 12 months to June 2023, 562 drivers died on Australian roads, compared to 555 deaths in the previous corresponding period.
- This is an increase of 1.3 per cent.

Passenger deaths per annum

RED

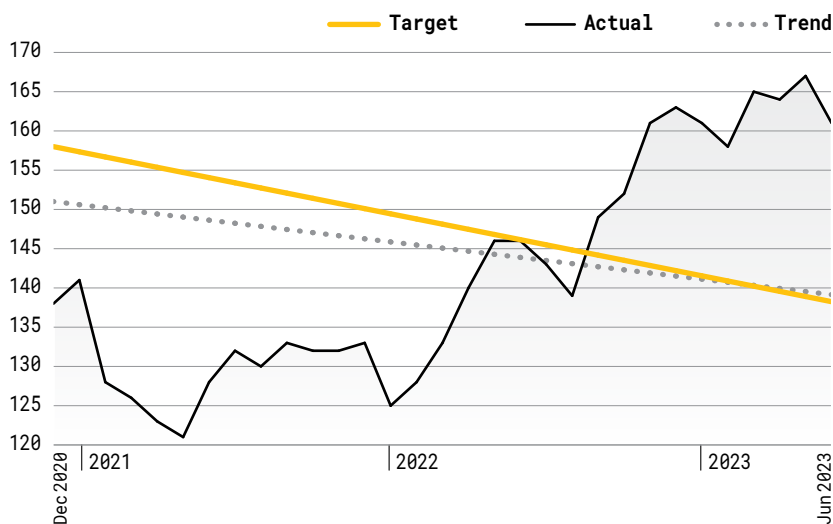


- In the 12 months to June 2023, 189 passengers died on Australian roads, compared with 199 in the previous corresponding period.
- This is a decrease of 5.0 per cent.

Section Three

Pedestrian deaths per annum

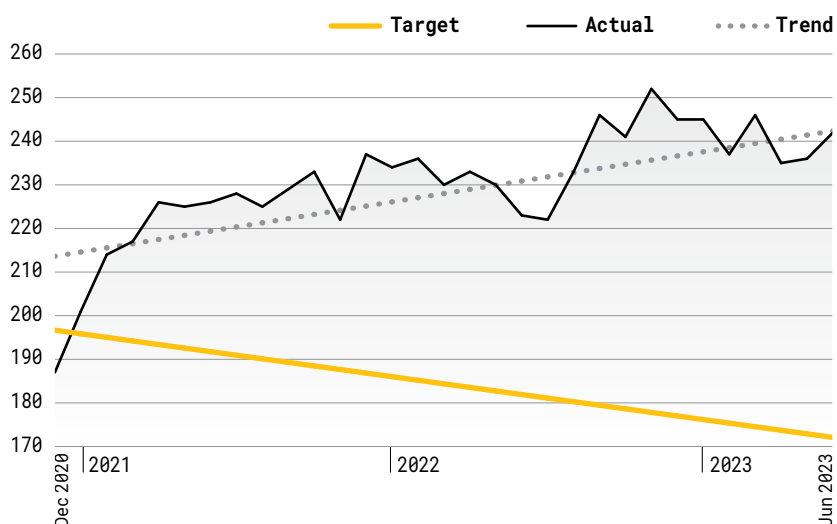
RED



- In the 12 months to June 2023, 161 pedestrians died on Australian roads, compared to 146 in the previous corresponding period.
- This is an increase of 10.3 per cent.

Motorcyclist deaths per annum

RED

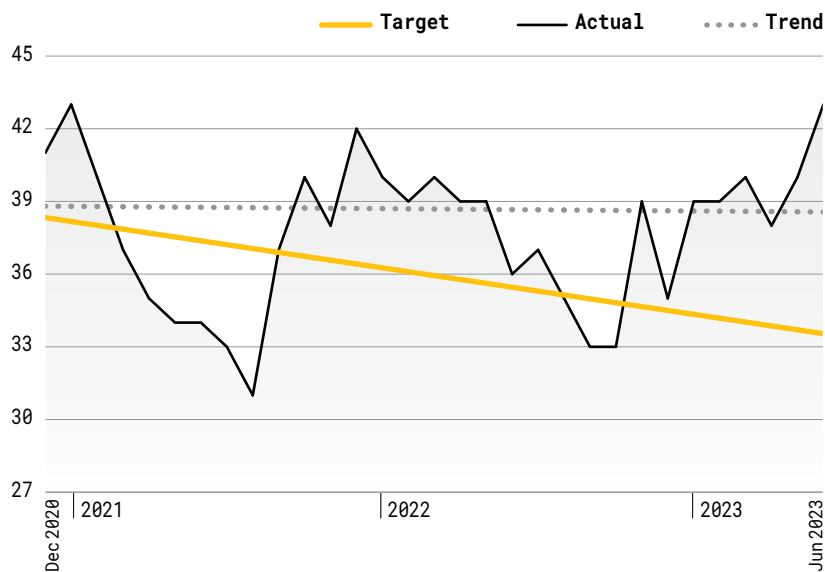


- In the 12 months to June 2023, 242 motorcyclists died on Australian roads, compared to 223 in the previous corresponding period.
- This is an increase of 8.5 per cent.

Analysis: Road user groups

Cyclist deaths per annum

RED



- In the 12 months to June 2023, 43 cyclists died on Australian roads, compared to 36 in the previous corresponding period.
- This is an increase of 19.4 per cent.

**WATCH
FOR
PEDESTRIANS**

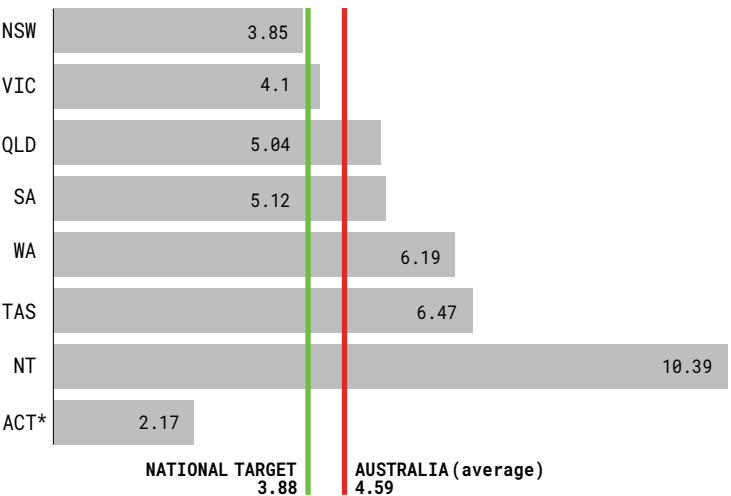
**WATCH
FOR
PEDESTRIANS**



Analysis: Road deaths by population

Annual road deaths per 100,000 population (12 months to June 2023)

RED



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

Fatality rates among individual states and territories are useful for helping determine priority areas. The data show that Queensland, South Australia, 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 June 2023)

	Current number of deaths	Current fatality rate per 100,000 population	Number of deaths at 3.85 per 100,000 population	Potential lives saved*
NSW	317	3.85	317	0
VIC	275	4.10	258	17
QLD	271	5.04	207	64
SA	94	5.12	71	23
WA	175	6.19	109	66
TAS	37	6.47	22	15
NT	26	10.39	10	16
ACT*	10	2.17	10	0
National	1,205	4.59	1,004	201

If the other jurisdictions had matched the New South Wales fatality rate of 3.85 per 100,000 population, 201 lives could have been saved across Australia:

- 17 in Victoria
- 64 in Queensland
- 23 in South Australia
- 66 in Western Australia
- 15 in Tasmania
- 16 in the Northern Territory
- 0 in the Australian Capital Territory

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

Mailing Address:
GPO Box 1555
Canberra ACT 2601

02 6247 7311
@aaacomms
www.aaa.asn.au

Address:
103 Northbourne Ave
Canberra ACT 2601