



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



Australian
Automobile
Association

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Key changes

Key changes since June 2019 report

Road fatalities decreased by 6 per cent from the June 2019 quarter to the September 2019 quarter.

But in the 12 months to September 2019, there was only a slight decrease in road fatalities compared to the corresponding period (1,185 deaths compared to 1,201 deaths in the 12 months to September 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. The reduction in road crash fatalities is equal to or greater than the rate required to achieve NRSS target.

Amber

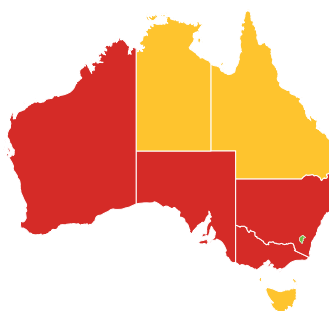
- Currently ahead of (notional) target but a faster rate of improvement is required to achieve NRSS target by 2020.

Red

- Road crash fatalities are above the notional NRSS target.

Current national status

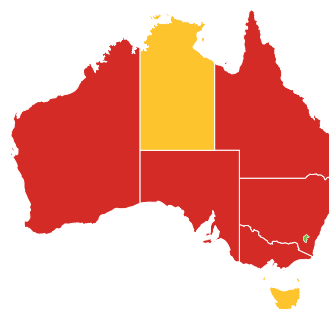
Red



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

Previous national status

Red



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

User groups

Previous

Current

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, accessed on 16 October 2019 and Road Deaths Australia September 2019 monthly bulletin ISSN 1449-1168. Data on severe injuries were obtained from the Australian Trauma Registry (ATR).

Foreword

Australia's road toll: September 2019

With just over a year to go, it is clear that the life-saving targets set as a part of the 10-year National Road Safety Strategy will not be met.

The latest edition of the AAA's road safety Benchmarking Report confirms that the nation's road toll remains at levels that will prevent Australia from meeting the targets that all governments agreed to in 2011 in the National Road Safety Strategy, which will conclude at the end of 2020.

The Strategy was inspired by compelling evidence and good intentions. It set ambitious but achievable goals — a 30 per cent reduction in death and serious injuries by 2020.

But the NRSS has not been supported by the investment, leadership, and accountability needed to achieve its stated aims.

In the 12 months to September 2019, 1,185 people died on Australian roads.

By comparison, in the 12 months to September 2015, 1,187 people were killed on our roads.

This means there has been no significant improvement in the past four years.

Not only are we failing to reduce road deaths, but almost nine years into the Strategy we have still not developed systems to measure serious injuries at the national level. This makes it impossible to evaluate one of the Strategy's core KPIs — reducing serious injuries by 30 per cent over the decade.

In the September 2019 quarter, all states except Tasmania and Queensland recorded a red-light code. Their quarterly and annual road fatality figures remain above their notional targets. This means those states — and Australia as a whole — are on track to fall short of the 2020 target. This trajectory and the limited time until the Strategy concludes make failure all but inevitable.

The time has come to consider the next phase of the National Road Safety Strategy, and how we can make our roads safer in the coming decade.

The Federal Government's own Inquiry into the NRSS (handed down in September 2018) found that Australia needs a new approach and offered a roadmap to a better future.

In response to the Inquiry's findings, the Australian Government commissioned the Review of National Road Safety Governance Arrangements, which released its final report in August 2019.

Its first key finding was that: "The Australian Government has not provided sufficiently strong leadership, coordination or advocacy on road safety to drive national trauma reductions." This must change. The new Office of Road Safety must have the resources, responsibilities, accountability and authority needed to substantially reduce road trauma in Australia.

And it must oversee the development and implementation of the next National Road Safety Strategy — ensuring it is well resourced and guided by robust and transparent data with well-defined metrics and targets.

We must ensure that the tragic failures of the current Strategy are not repeated.



Michael Bradley

Managing Director
Australian Automobile Association

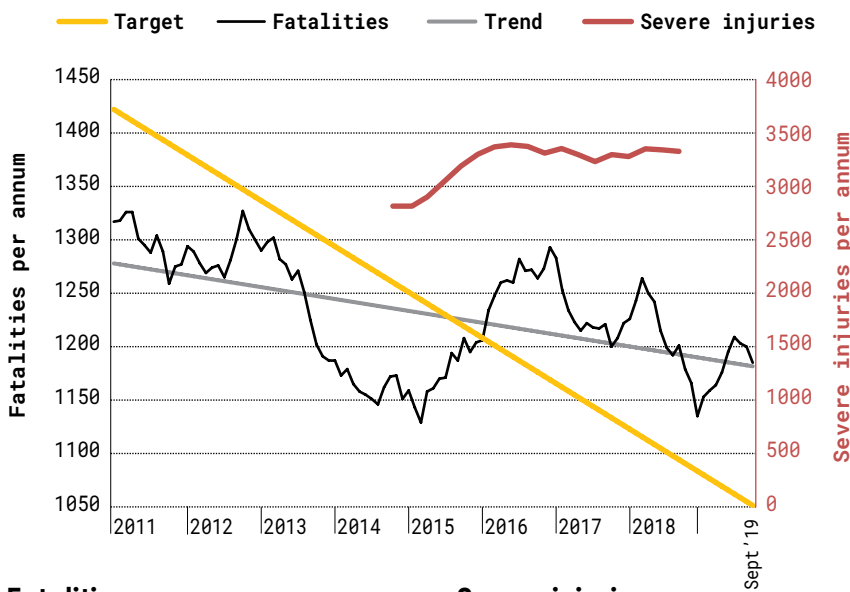


Section One

National overview

National (Australia) fatalities and severe injuries per annum

Red



The NRSS aims to reduce road fatalities and serious injuries by at least 30 per cent by the end of 2020.

Since the strategy began, the 12-month road toll has decreased by 12.4 per cent, which is far below the rate required to achieve the 2020 target. Compared with the baseline, fatalities have reduced by almost 17 per cent

Fatalities

There were 283 fatalities in the quarter ending September 2019; this was 6 per cent lower than the 301 deaths recorded in the previous quarter.

In the 12 months ended September 2019, there were 1,185 deaths on Australian roads.

This was a 1.3 per cent decrease from the 1,201 road deaths in the 12 months ended September 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 September 2018.

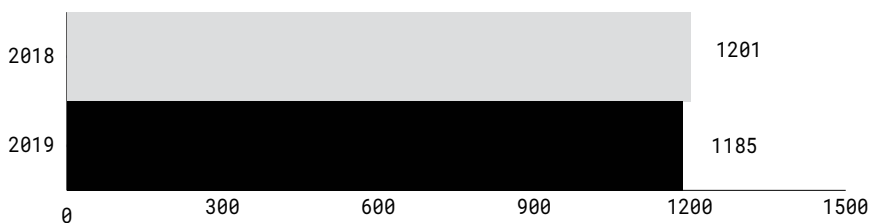
The number of severe injuries in the 12 months to September 2018 is 0.9 per cent higher than in the 12 months to September 2017.

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.

Reported figures for annual severe injuries between 1 July 2015 and March 2018 are directly comparable as the number of reporting trauma centers were consistent for that period.

Numbers may change slightly for the most current quarters as further patients are identified for inclusion/exclusion in future data submissions to the ATR.

Comparative performance: Road fatalities in the past 12 months



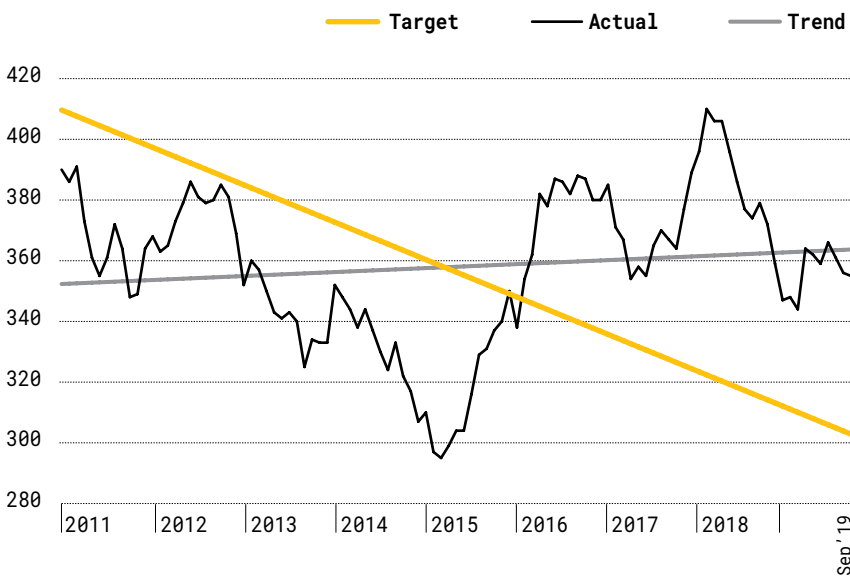
The national road toll for the 12 months ending September 2019 was 1.3 per cent lower than in the previous corresponding period.

Section Two

Analysis: States and territories

New South Wales fatalities per annum

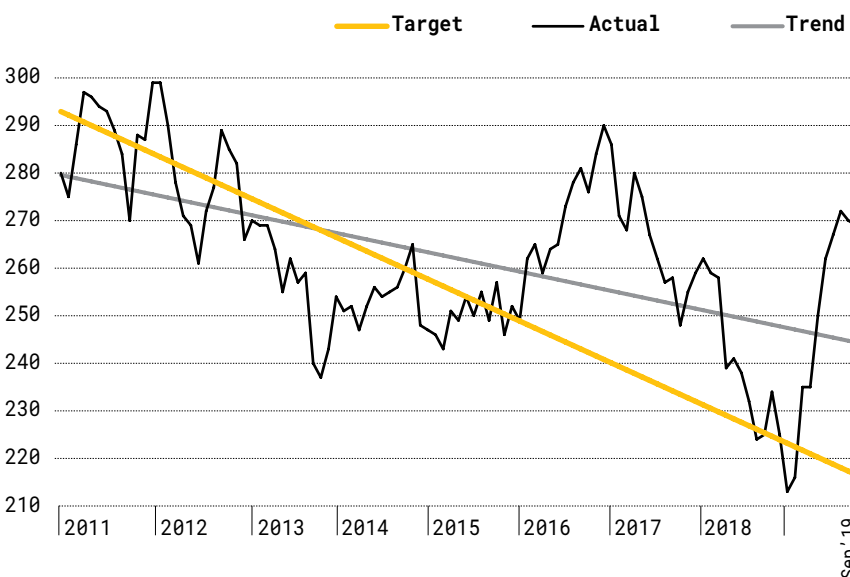
Red



- In the 12 months ending September 2019, 355 people died on NSW roads, compared to 379 in the previous corresponding period.
- This is a decrease of 6.3 per cent.

Victoria fatalities per annum

Red

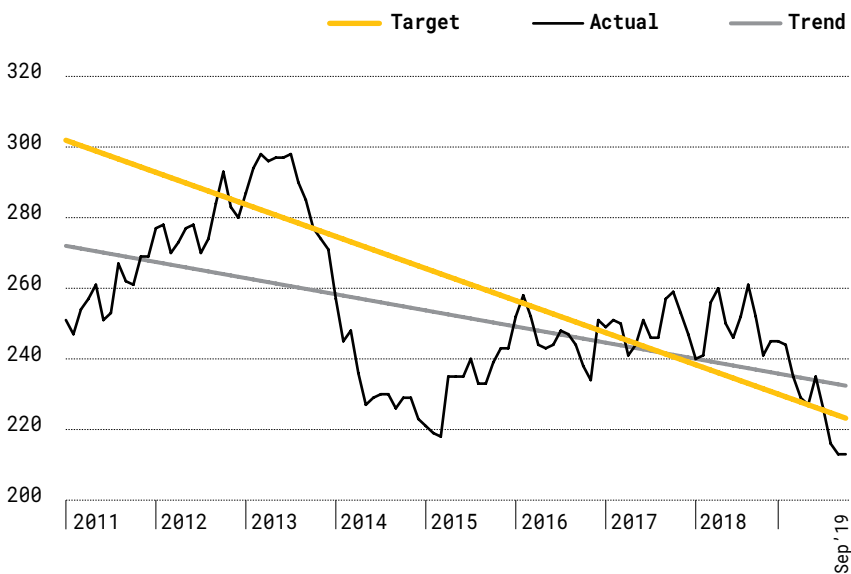


- In the 12 months to September 2019, 269 people died on Victorian roads, compared to 225 in the previous corresponding period.
- This is a 19.6 per cent increase.

Section Two

Queensland fatalities per annum

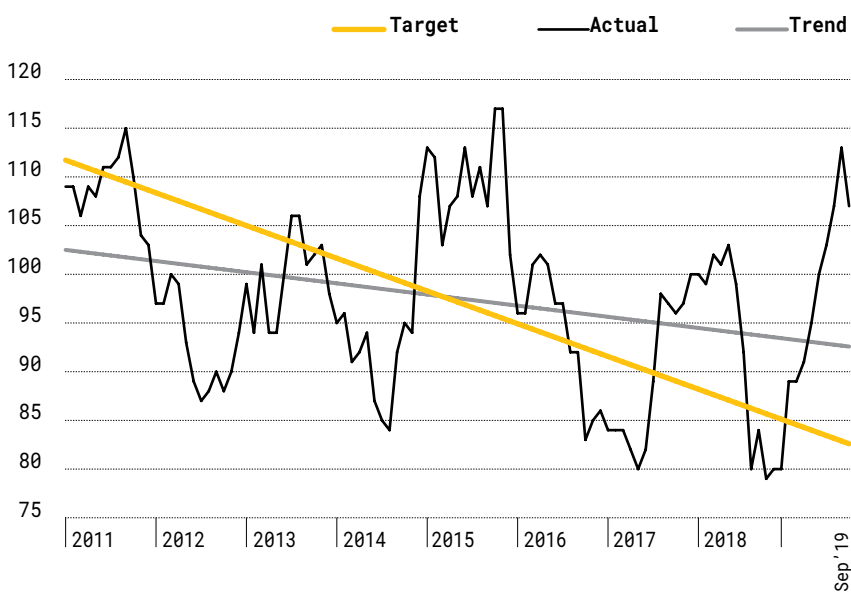
Amber



- In the 12 months to September 2019, 213 people died on Queensland roads, down from 252 deaths in the previous corresponding period.
- This is 15.5 per cent reduction.

South Australia fatalities per annum

Red



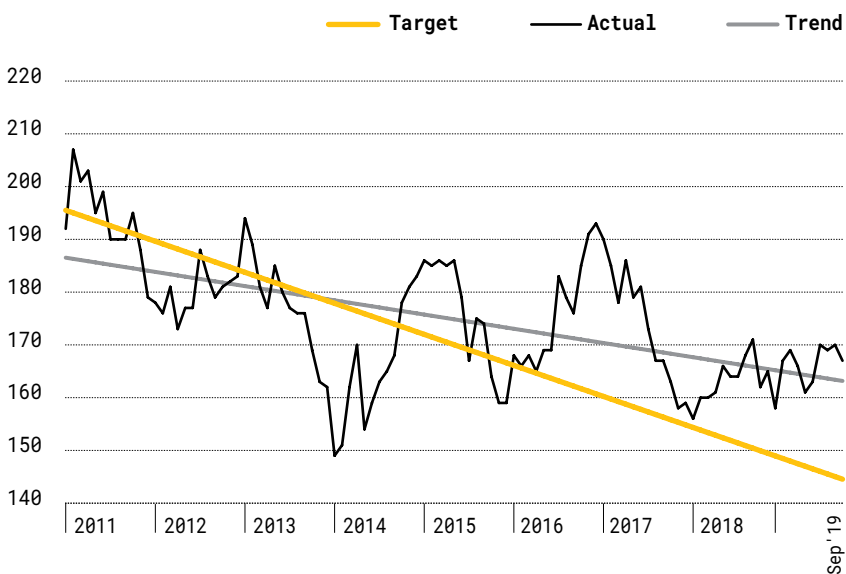
- In the 12 months to September 2019, 107 people died on South Australian roads, compared to 84 deaths in the previous corresponding period.
- This is an increase of 27.4 per cent.

Section Two

Analysis: States and territories

Western Australia fatalities per annum

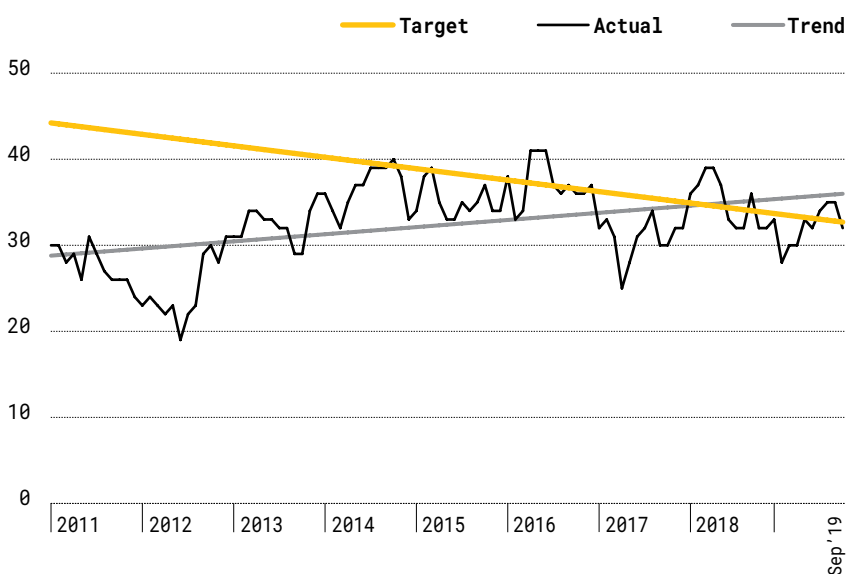
Red



- In the 12 months to September 2019, 167 people were killed on Western Australian roads, compared to 171 deaths in the previous corresponding period.
- This is a decrease of 2.3 per cent.

Tasmania fatalities per annum

Amber

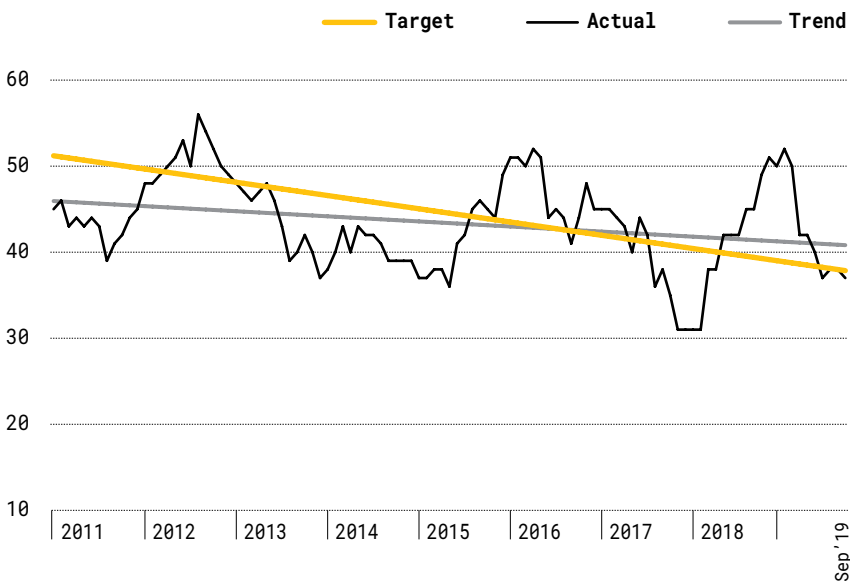


- In the 12 months ending September 2019, 32 people died on Tasmanian roads, compared to 36 deaths in the previous corresponding period.
- This is a decrease of 11.1 per cent.

Section Two

Northern Territory fatalities per annum

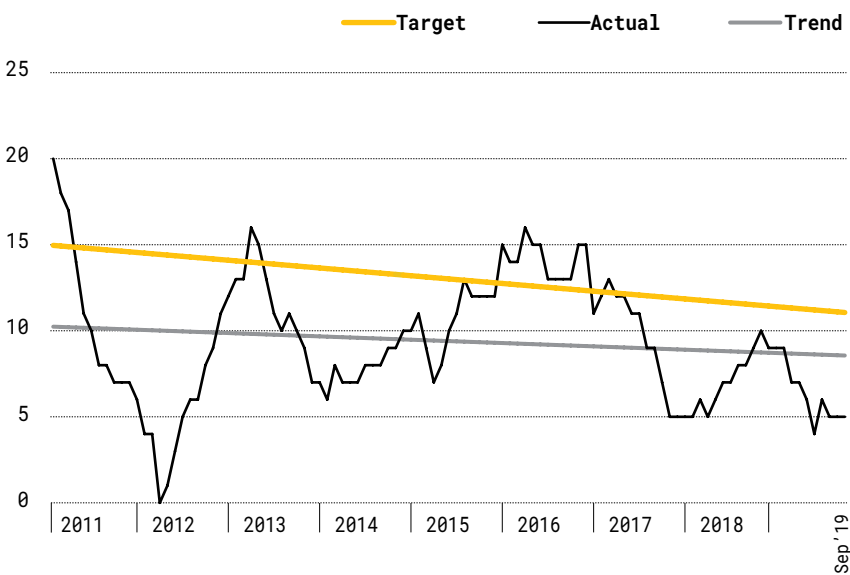
Amber



- In the 12 months to September 2019, 37 people died on Northern Territory roads, compared to 45 deaths in the previous corresponding period.
- This is a decrease of 17.8 per cent.

Australian Capital Territory fatalities per annum

Green



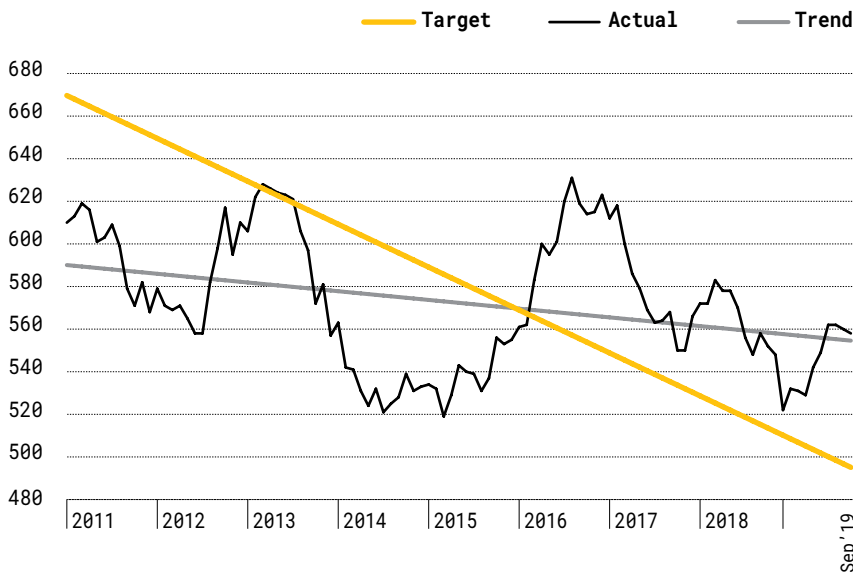
- The ACT recorded 5 road deaths in the 12 months to September 2019, compared to 9 deaths in the previous corresponding period.
- This is a 44.4 per cent decrease.

Section Three

Analysis: Road user groups

Drivers fatalities per annum

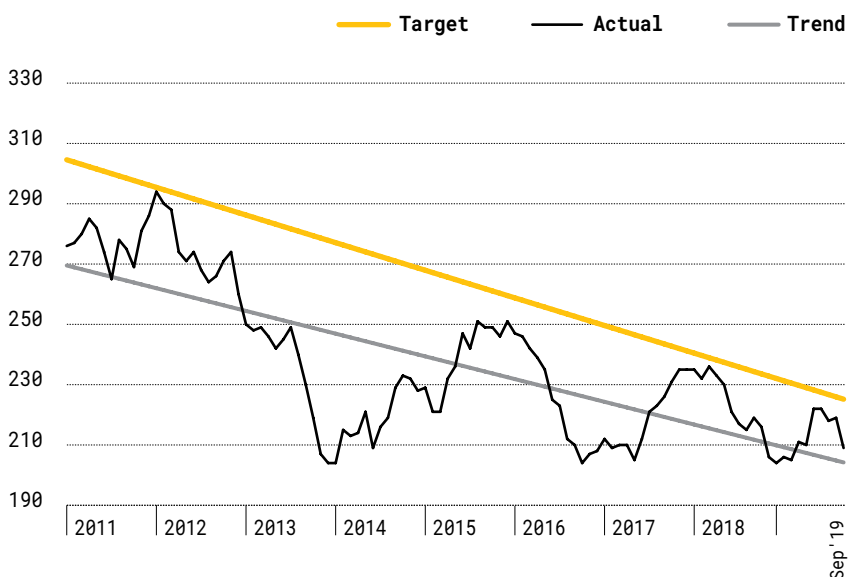
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- In the 12 months to September 2019, 558 drivers died on Australian roads.
- This is unchanged from the previous corresponding period.

Passengers fatalities per annum

Green

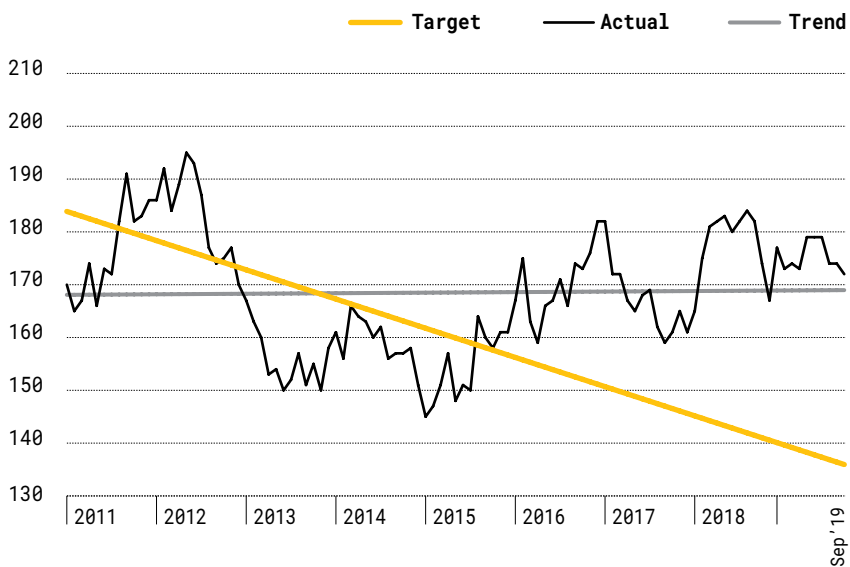


- In the 12 months to September 2019, 209 passengers died on Australian roads, compared with 219 in the previous corresponding period.
- This is a decrease of 4.6 per cent.

Section Three

Pedestrians fatalities per annum

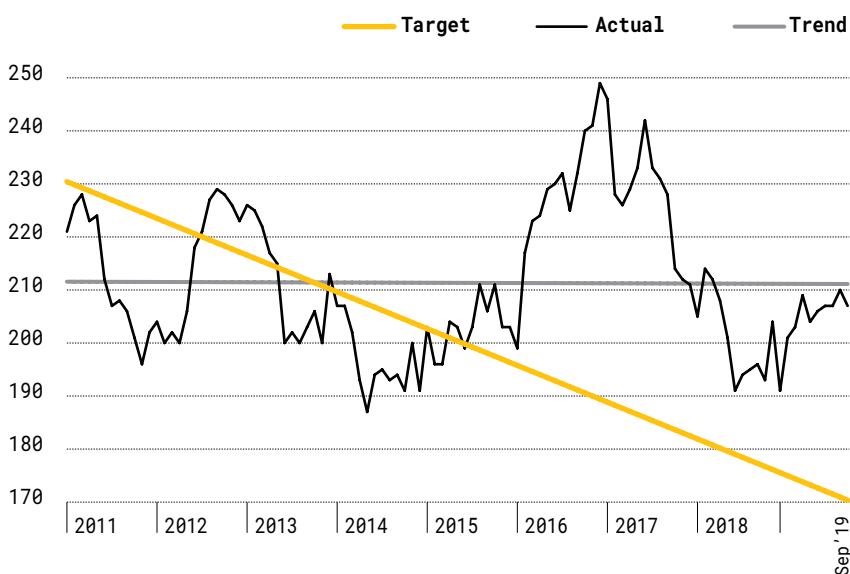
Red



- In the 12 months to September 2019, there were 172 pedestrian deaths on Australian roads, compared to 182 deaths in the previous corresponding period.
- This is a decrease of 5.5 per cent.

Motorcyclists fatalities per annum

Red



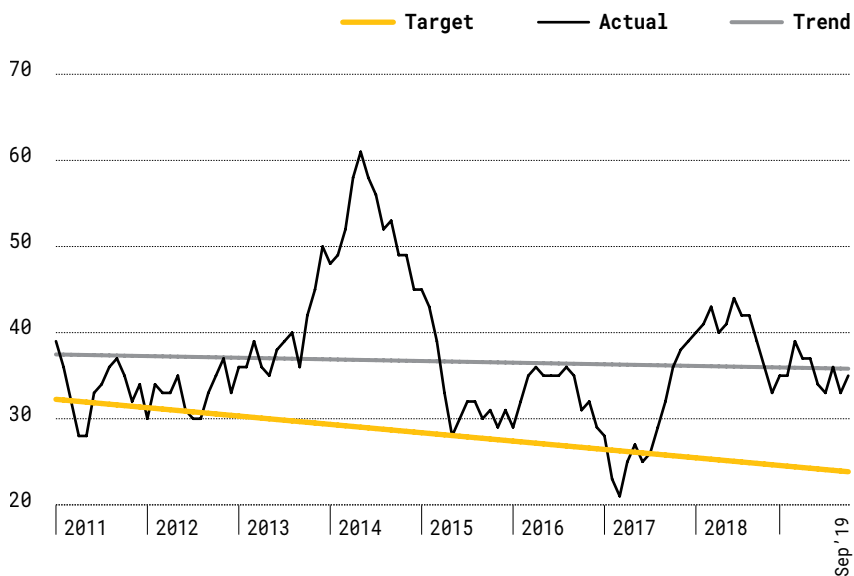
- In the 12 months to September 2019, there were 207 motorcyclist deaths on Australian roads, compared to 196 in the previous corresponding period.
- This is an increase of 5.6 per cent.

Section Three

Analysis: Road user groups

Cyclists fatalities per annum

Red



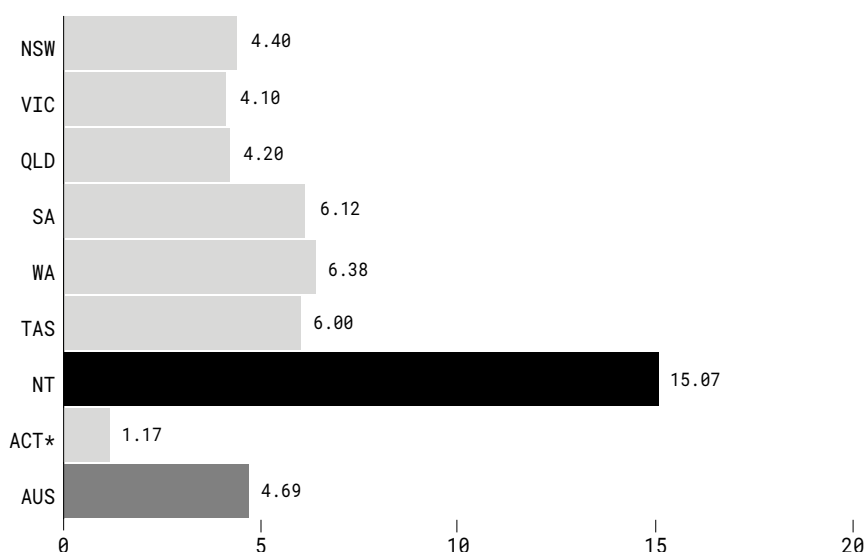
- In the 12 months to September 2019, 35 cyclists died on Australian roads, compared to 39 deaths recorded in the previous corresponding period.

- This is a decrease of 10.3 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 based on deaths per head of population in different jurisdictions. But fatality rates are still useful for determining priority areas. The data show that 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

	Current number of fatalities	Current fatality rate per 100,000 population	Number of fatalities at 4.1 per 100,000 population	Potential lives saved*
NSW	355	4.4	331	24
VIC	269	4.1	269	0
QLD	213	4.2	208	5
SA	107	6.12	72	35
WA	167	6.38	107	60
TAS	32	6	22	10
NT	37	15.07	10	27
ACT*	5	1.17	5	0
National	1,185	4.69	1,024	161

If the other jurisdictions matched the Victorian fatality rate of 4.1 per 100,000 population, 161 lives could be saved across Australia:

- 24 in New South Wales
- 35 in South Australia
- 60 in Western Australia
- 27 in the Northern Territory.

* Any jurisdiction with a rate currently lower than Victoria's (4.1) would not be anticipated to change its fatality rate.

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