

NATIONAL ROAD SAFETY STRATEGY PROGRESS REPORT



ON THE ROAD TO FAILURE

The AAA review of all National Road Safety Strategy (NRSS) safety performance indicators reveals the vast majority will not be met. Alarming, the analysis also shows there are a significant number of indicators which are still not being tracked or measured.

December 2017 saw Australia record its worst month of road fatalities in six years.¹

It's time for the Federal Government to take action to prevent more deaths.



KEY TARGETS NOT BEING MET

Objective: reduce fatalities by 30%

Progress towards this target is poor. 1,296 Australians died in road crashes in 2016, a reduction of only 9.1% since the Strategy began.

STATUS:

FAIL

NOT ON TARGET

Objective: reduce serious injuries by 30%

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.

STATUS:

FAIL

STILL NOT MEASURED

Objective: improve vehicle safety

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.

STATUS:

FAIL

NO TARGET SET



High level outcomes

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Number of deaths resulting from road crashes	1426	1296	-9.1%
Number of road crashes resulting in deaths	1297	1203	-7.3%
Number of deaths per 100,000 population	6.6	5.4	-18.7%
Number of deaths per 100 million vehicle kilometres travelled	0.63	0.52	-18.0%
Number of deaths per 10,000 registered vehicles	0.91	0.7	-22.5%
Number of serious injuries resulting from road crashes	Still not measured	Still not measured	Still not measured

Safety performance indicators

Safe roads

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Number of deaths from head-on crashes	271	268	-1.2%
Number of deaths from single-vehicle crashes	651	572	-12.1%
Number of deaths from intersection crashes	301	268	-11.0%
Number of deaths from crashes on metropolitan roads	490	452	-7.8%
Number of deaths from crashes on regional roads	787	720	-8.5%
Number of deaths from crashes on remote roads	137	123	-10.4%

Safe speeds

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Number of deaths from crashes where speed was a contributory factor	Still not measured	Still not measured	Still not measured
Mean free speeds at designated sites across the network	Still not measured	Still not measured	Still not measured
Percentage of vehicles speeding by vehicle type and offence category	Still not measured	Still not measured	Still not measured

Safe vehicles

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Average age of the Australian vehicle fleet (years)	10	10.1	No target set
Average age of passenger vehicles	9.7	9.8	No target set
Percentage of new light vehicles sold with a 5-star ANCAP rating	56%	88%	No target set
Percentage of new vehicles sold with key safety features	Still not measured	Still not measured	No target set

*Where Safety Performance Indicators relate to road fatalities and injuries a 30% 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.

Safe people - responsible road use

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Number of young driver and motorcycle rider deaths (aged 17-25 yrs)	223	179	-19.6%
Number of deaths from crashes involving a young driver or motorcycle rider (aged 17-25 yrs)	470	351	-25.3%
Number of older driver and motorcycle rider deaths (aged 65+ yrs)	114	143	25.8%
Number of deaths from crashes involving an older driver or motorcycle rider (aged 65+ yrs)	208	235	12.8%
Number of motorcyclist deaths	232	251	8.3%
Number of cyclist deaths	32	29	-10.3%
Number of pedestrian deaths	186	182	-2.3%
Number of deaths from crashes involving a heavy vehicle	254	210	-17.2%

Safe people - irresponsible road use

Benchmark	Baseline 2008-10	Actual 2016	Progress*
Number of drivers and motorcycle riders killed with a blood alcohol concentration (BAC) above the legal limit	149	94	-36.9%
Number of deaths from crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) above the legal limit.	214	128	-40.2%
Number of deaths from crashes involving an unlicensed driver or motorcycle rider	143	120	-15.9%
Number of vehicle occupants killed who were not wearing a restraint	215	156	-27.6%

Safe people - irresponsible substance use

Benchmark	Baseline 2010	Actual 2016	Progress*
Number of drivers and motorcycle riders killed who had an illegal drug in their system	53	73	37.7%
Number of deaths from crashes involving a driver or motorcycle rider who had an illegal drug in their system	84	114	35.7%

Indicators**

 On track

 Target not on track to be met

 Target unlikely to be met

 Progress not measured/ target not set

** Progress has been sourced from the National Road Safety Strategy 2011-2020 Implementation Status Report (published November 2017). 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

1

Reinstate the Federal Office of Road Safety

Australia possesses **no national system for measuring serious road crash injuries** despite the NRSS including the specific performance indicator: “to reduce the annual number of serious road crash injuries by at least 30 per cent”.²

The **Federal Office of Road Safety** would again be responsible for developing and implementing integrated federal road safety strategies and programs, as well as national road safety research and data collection. AAA analysis shows there is a significant lack of data collection for many of the NRSS safety performance indicators.

Reinstating the office would require an increase to the average existing departmental road safety resourcing of around 30 per cent, to \$25 million per annum.

Governments receive more than **\$30 billion in taxes and charges** from Australian motorists³ annually, and road trauma currently costs the national economy more than \$29 billion every year.⁴

2

Remove tariffs and taxes

Commonwealth taxes and tariffs will add almost **\$5 billion** to the price of Australian new cars over the next four years.⁵

Originally introduced to protect Australia’s now-closed car manufacturing industry, these taxes are today unjustifiable and a major contributor to Australia having a passenger vehicle fleet that is older than many of its international peers. The average age of the passenger fleet is 9.8 years while the commercial fleet is even older at 10.4 years.⁶

More than 1,300 lives would be saved on Australian roads over the next 20 years if Australia reduced the age of its light vehicle fleet by just one year. The younger vehicle fleet would also create a \$19.7 billion benefit in trauma and emission reductions over the 20-year period.⁷

Rather than protecting Australian industry, these taxes are locking Australians into older, more dangerous cars, and penalising safety technologies being rolled out elsewhere in the world.

These are just two of the measures included in the AAA’s *National Road Safety Platform*, which can be found at www.aaa.asn.au/safety

Sources

- 1 BITRE Road Deaths Australia Monthly Bulletins - December 2017 accessed at: https://bitre.gov.au/publications/ongoing/road_deaths_australia_monthly_bulletins.aspx
- 2 NRSS Implementation Report - November 2017 accessed at: http://roadsafety.gov.au/performance/files/NRSS_Implementation_report_Nov2017.pdf
- 3 BITRE 2017 Australian Infrastructure Statistics Yearbook 2017: accessed at: https://bitre.gov.au/publications/2017/yearbook_2017.aspx
- 4 Economic Connections, Cost of road trauma in Australia 2015, (2017) accessed at: <http://www.aaa.asn.au/storage/aaa-econ-cost-of-road-trauma-full-report-sep-2017.pdf>
- 5 2017-18 Budget Paper No. 1: accessed at: <http://www.budget.gov.au/2017-18/content/bp1/html/>
- 6 ABS Motor Vehicle Census: accessed at: <http://www.abs.gov.au/ausstats/abs@.nsf/mf/9309.0>
- 7 Economic Connections, Benefits of reducing the age of Australia’s light vehicle fleet (2017)