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# Mid-term Review of the National Road Safety Strategy 2021-30

Prepared for the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

13 September 2026

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# Executive Summary

EY was engaged by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) to undertake a mid-term review of the *National Road Safety Strategy 2021-30* (NRSS). This review took place between August 2025 and August 2026. The NRSS and the supporting *National Road Safety Action Plan 2023-2025* (NRSAP 2023-25) set out an ambitious vision aiming for a 50% reduction in fatalities and a 30% reduction in serious injuries by 2030.

The review draws on analysis of road safety data, interviews with Government agencies responsible for road safety, submissions from road safety stakeholder groups and benchmarking against leading road safety countries.

Road safety is a shared national responsibility, with each level of government playing a distinct role in keeping Australians safe on our roads. While the Australian Government can set a national agenda through strategies and action plans, States, Territories and local governments hold primary responsibility for implementation in most cases, including on licencing, road rules and speed limits, undertaking enforcement and managing the health impacts of road trauma.

Governments across all levels in Australia have demonstrated strong commitment to road safety through their strategies and initiatives. However, progress towards the 2030 targets is increasingly constrained by emerging challenges. These challenges reflect societal shifts that are reshaping the road safety landscape and influencing implementation efforts. In recent years, these emerging challenges have affected how government performance in road safety should be interpreted. These include:

- Disruptions caused by COVID-19 and fluctuations in traffic patterns and road user behaviours,
- Increased economic activity in response to population growth and the increases in road trauma involving light commercial vehicles and heavy vehicles,
- Modal shift in travel patterns, particularly the rise of e-micromobility (e-bikes and e-scooters) as a modal choice, and
- Changes in police enforcement activity alongside broader system and contextual factors.

Progress to date indicates that sustained investment in road safety measures has delivered road safety benefits. Backcasting modelling shows that maintaining road safety investment at their 2005 settings, essentially a 'do nothing' scenario, would have resulted in 2,085 fatalities in 2019 which is markedly higher than the 1,187 that were recorded. Looking ahead, the modelling also indicates that while fatalities may decline in the short term, the impact of emerging challenges could lead to increases by 2030 without sustained investment and effort in road safety.

The backcasting modelling suggests that increased investment in road safety has reduced harm on Australian roads, highlighting the positive outcomes of Government investment since the release of the NRSS. These trends also underline the importance of maintaining investment in proven countermeasures and exploring innovative solutions to address emerging challenges.



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# Executive Summary (continued)

The Australian Government has played an increasingly visible role in providing funding and supporting national coordination since the establishment of the Office of Road Safety (ORS) in 2019. There is an opportunity to build on existing progress at a national level by providing further national strategic guidance on priority issues, while continuing to strengthen collaborative work with States and Territories to further co-develop leading practice frameworks.

The NRSS demonstrates a commitment to comprehensiveness and inclusiveness through an integrated approach that brings together a wide range of themes, priorities and enabling actions. Looking ahead to the next NRSS term (post-2030), there is an opportunity to further strengthen the framework, and a proposed option has been presented in this report.

The launch of the National Road Safety Data Hub (Data Hub) in 2024 marks a step forward in improving access to information. The Data Hub brings together a consistent, national road safety data picture to help support evidence-based decisions in reducing road trauma. The data infrastructure could be further enhanced to build consistent definitions and integrate data sources, which would be essential for proactive performance monitoring and decision making for the remainder of the term.

The next NRSAP is an opportunity to leverage lessons learned since the release of the NRSS. Embedding data as a central thread, from modelling and priority setting through to resource allocation and outcome-focused performance monitoring, would enable initiatives to be prioritised based on their expected contribution to reducing fatalities and serious injuries. This approach would provide timely insights on what is working, enable adaptive decision making and support early intervention where initiatives are not delivering expected impact.

A key consideration for the next NRSAP is its role as an Australian Government led action plan that would provide clear national direction while supporting States and Territories with delivery. The Australian Government can set the strategic direction, define national priorities and articulate what good practice looks like, while States and Territories retain responsibility for delivery through their own strategies, programs and investments. This approach recognises the federated nature of road safety in Australia and the critical role that States and Territories play in implementation, so that the actions taken across the country are aligned to shared national objectives.

There is a timely opportunity for Governments to recalibrate the national approach for the remainder of the NRSS term. By refining priorities, strengthening performance monitoring and sharpening the link between actions and outcomes, the next NRSAP can focus efforts where they will have the greatest impact. This recalibration will be important to respond to emerging challenges, and progress towards the NRSS fatality and serious injury reduction targets.

*2025 road fatality data is preliminary at the time of writing of this report. For analysis purposes, the latest finalised available data period (2024) has been used for fatalities.



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# Executive Summary (continued)

**This page provides a high-level synthesis of the key findings for the mid-term review of the NRSS, including:**

| | |
|---|---|
| **Strategic Targets** | ▪ Sustained investment in road safety has demonstrably reduced harm. Backcasting modelling suggests that without post-2005 interventions, fatalities would have been substantially higher, reinforcing the value of continued and targeted investment.<br>▪ While Australia's 2030 targets align with international leading practice, modelling shows that emerging challenges could reverse gains without renewed focus. This highlights the need to strengthen and refresh backcasting to guide NRSS actions in the remaining term. |
| **National Leadership** | ▪ The establishment of the Office of Road Safety has increased national visibility, coordination and evidence based discussion, providing a stronger platform for national collaboration.<br>▪ As the NRSS matures, there is an opportunity for the Australian Government to adopt a stronger national leadership role. This includes setting clearer national priorities, clarifying accountability for outcomes and supporting States and Territories through shared frameworks. |
| **Strategic Approach** | ▪ The NRSS adopts an inclusive Safe System based framework that integrates multiple themes, priorities and enabling actions, reflecting the complexity of Australia's road safety challenge.<br>▪ In future NRSS terms, there are opportunities to refine the strategic architecture by improving alignment between themes and actions as well as introducing sharper focus on emerging areas such as post-crash care and modal shift. |
| **Data and Evidence Base** | ▪ The National Road Safety Data Hub represents a step forward in transparency and national consistency, supporting improved access to data and more informed strategic discussions.<br>▪ Further value can be unlocked by improving consistency in data definitions, strengthening integration across datasets and continuing to embed modelling and performance monitoring more directly into decision making and priority setting. |
| **Options for the Next NRSAP** | ▪ The next NRSAP should operate as an Australian Government led framework that sets clear national priorities and expectations, while supporting State and Territory led delivery aligned to shared outcomes.<br>▪ Embedding data and performance monitoring as a central thread, to better link activities to outcomes, will strengthen accountability, support adaptive decision making and further improve alignment between national objectives and state and territory actions. |



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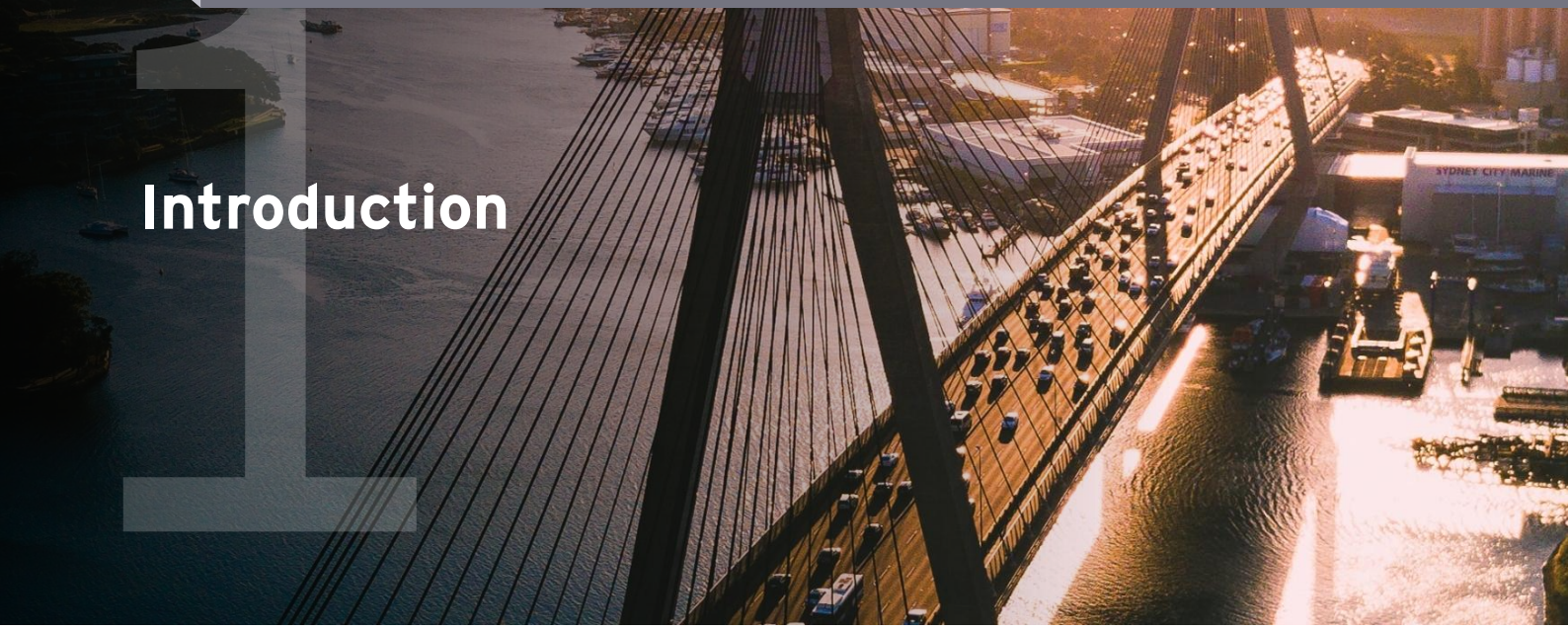

# 1 Introduction

## Introduction

EY was engaged by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA) to undertake a mid-term review of the *National Road Safety Strategy 2021-30* (NRSS) between August 2025 and August 2026. The NRSS includes a commitment to conduct a mid-term review. The mid-term review provides the opportunity to take stock of the current state of road trauma in Australia and shape priorities to support the development of the next National Road Safety Action Plan (NRSAP). The scope of the NRSS review contains 5 components:

1. Overview of the current state of road safety in Australia (chapter 3)*, including:
   a. The overall national and individual jurisdiction's road safety picture,
   b. Key issues and emerging challenges across Australia, and
   c. A comparison of performance with similar OECD countries.
2. Analysis of (chapters 4-7):
   a. The themes, priorities and enabling actions in the NRSS, and
   b. How the themes, priorities and enabling actions could be implemented or refined during the development of the next National Road Safety Action Plan (NRSAP).
3. An analysis of the impact of road safety measures implemented by all Governments (chapter 3).
4. Consultation that includes:
   a. Governments responsible for road safety policy and programs,
   b. The Australian Local Government Association (ALGA), and
   c. Additional road safety stakeholders including members of the general public.
5. Options for the development of the next NRSAP (chapter 8). This should include:
   a. Options for the structure of the NRSAP, and
   b. How the action plan would interact with jurisdictions' Strategies and Action Plans.

A direct review of the current *National Road Safety Action Plan 2023-2025* (NRSAP 2023-25) is not within scope of this review. However, elements of the NRSAP may be considered only where they are directly relevant to addressing Scope Items 2b, 5a and 5b.

*2025 road fatality data is preliminary at the time of writing of this report. For analysis purposes, the latest finalised available data period (2024) has been used for fatalities.



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# 2 Review Methodology

## Introduction

The following data sources were analysed to inform the mid-term review of the NRSS:

- NRSS related artefacts including internal documents tracking NRSS delivery performance, annual progress reports and similar reports,
- Quantitative data and statistics of road safety trends and challenges utilising the National Road Safety Data Hub (Data Hub) including enforcement and compliance data as well as vehicle fleet data,
- Stakeholder engagement across the road safety landscape including interviews with Government agencies responsible for road safety and seeking submissions from road safety stakeholder groups and industry experts, and
- Research and review of OECD benchmark countries (benchmark countries) in road safety such as strategies, publicly available reports and media releases. The selected benchmark countries are Canada, France, the Republic of Ireland, the Netherlands and New Zealand (the methodology for how these countries were selected is in section 2.1.).

Stakeholder engagement was a key component of this review, bringing together subject matter expertise, practical experience in delivering road safety programs and a community led perspective on road safety. The approach outlined below allowed diverse voices to be heard and informed the review process:

- Federal, State and Territory as well as government agencies with primary road safety responsibilities including the Australian Government (DITRDCSA), all state and territory transport and road safety departments, and the Australian Local Government Association (ALGA). These groups were engaged through structured workshops to share insights and lessons learned, and to identify implementation challenges and future opportunities, and
- A portal was available for 4 weeks, enabling individuals and organisations to provide submissions as part of the review. Submissions were sought from road safety advocacy organisations, technical road safety service providers, road safety research organisations and other government departments not directly responsible for road safety. Public communication about the review and opportunities to provide a submission was made via DITRDCSA's 'latest news' page. A total of 130 survey responses were received comprising 28 organisational responses and 102 individual responses (Figure 1).



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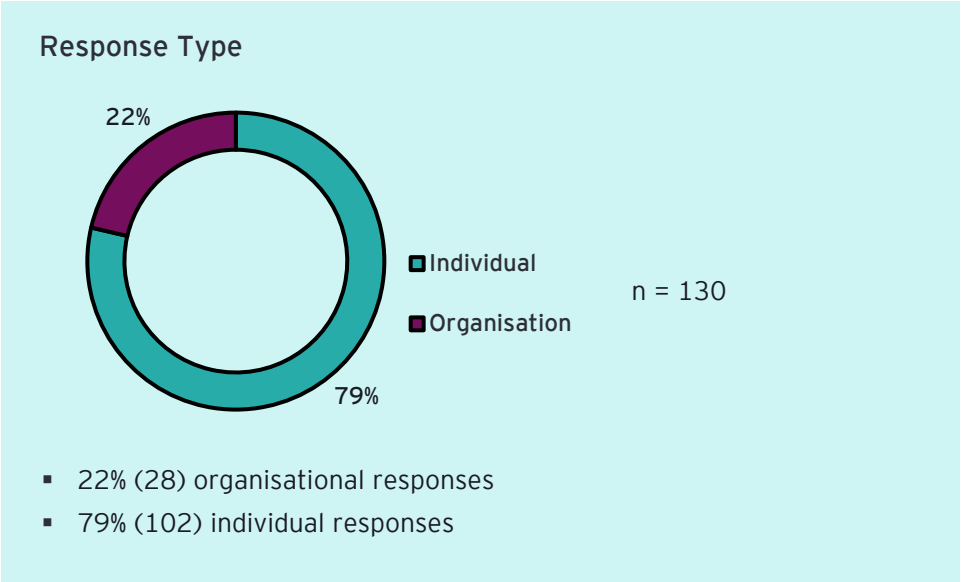
# 2. Review Methodology

## Introduction (continued)

*Figure 1: Road safety stakeholders and the general public were engaged through a survey and were able to provide supporting documentation.*

**130** Completed Survey Responses Received*

**An additional 15+ submissions and supporting documents were received via a dedicated mailbox; the following statistics have been calculated based on the survey responses only.*




A summary of these insights can be found on page 30.



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2.1. OECD benchmark countries

## 2.1. OECD benchmark countries

A benchmark exercise was undertaken to gather insights for this review. This included identifying leading practices, understanding contextual differences, gaining insights on implementation challenges and critical success factors experienced elsewhere. The methodology focused on publicly available information including policy documents, strategic plans, databases, media releases, public facing communications and reports published by benchmark countries. Information was also sourced from reports, articles and data published by the Organisation of Economic Cooperation and Development (OECD), the World Health Organisation (WHO) and the World Bank, as well as other institutions across academia, research service providers and private sector advisory specialising in road safety.

The following criteria were used to establish the selection of benchmark countries in road safety performance:

- **Fatalities per 100,000 population:** This was the primary criterion and focused on selecting jurisdictions with high performing safety records (Appendix A). Serious injury data was excluded from benchmarking due to inconsistent definitions and limited, non-comparable data availability across countries. As such, fatalities were used as the primary benchmark metrics given their greater consistency and comparability.
- **OECD Membership**: The benchmark countries were drawn from the OECD so that the jurisdictions compared have similar economic development levels and adhere to standardised data collection and reporting methodologies.
- **Transferability Considerations**: There was a particular focus on jurisdictions which experienced similar public attitudes toward road safety, community response to safety initiatives and a similar regulatory framework. This helped identify valuable insights into leading practices that are more likely to resonate and be transferable with the Australian community, and
- **Network and Population Characteristics:** Jurisdictions with similar geographic and road network composition, particularly the size of the road network, traffic volumes and road user mix were considered amongst benchmark countries. A challenge was matching Australia's large road network, to relatively small population size in benchmark countries.

It is important to note that there is a lack of comparable federated countries that meet the above criteria. Canada is considered as the exception due to its federal structure, comparably similar road network, population levels and transferability considerations. The final selection of benchmark countries was Canada, France, the Republic of Ireland, the Netherlands and New Zealand (Appendix A).



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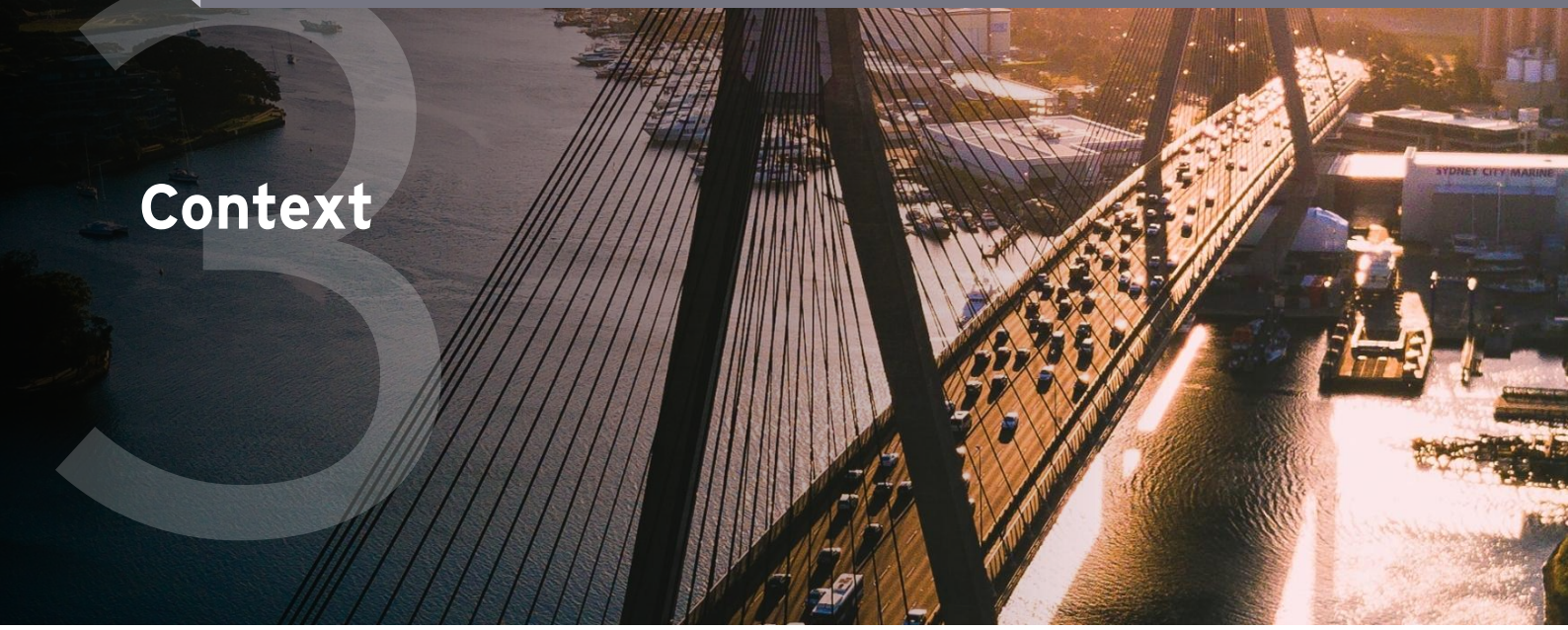

# 3 Context

## Introduction

The NRSS, published in 2021, sets Australia's national vision, principles, priorities and strategic direction for road safety in Australia.[1] While it establishes a shared national agenda, the primary responsibility for the delivery and implementation of road safety actions generally sits with States and Territories, whose investments and programs are shaped by their respective commitments, strategies and action plans.

Development and delivery of the NRSS has been shaped by several critical factors including Australia's road safety context and operating environment, emerging challenges such as increased economic activity, modal shift and the impact of COVID-19 on road fatalities and road behaviours.

## 3.1. Development of the *National Road Safety Strategy 2021-30*

For the past two decades, the United Nations (UN) has led the Decade of Action for Road Safety, supported by the World Health Organisation (WHO). The present phase of the initiative is the *Second Decade of Action for Road Safety (2021-2030)* which aims to reduce both road fatalities and serious injuries within member nations by 50% by 2030 using the Safe System approach.[2] As a UN Member State, Australia's targets for fatality and serious injury reductions are broadly aligned to these UN targets.

Independent of the UN targets, an inquiry was conducted in 2017 into the effectiveness of Australia's previous *National Road Safety Strategy 2011-2020* (NRSS 2011-2020) in response to increases in road fatalities and serious injuries through 2015-2016. The inquiry predicted that if road safety was not improved, an estimated 12,000 fatalities and 360,000 hospital admissions would occur over the subsequent 10-year period, resulting in a $300 billion cost to the Australian economy.

Further, the inquiry outlined 5 key findings and 12 recommendations including:

- The need for greater national leadership,
- Annual funding commitments to a dedicated road safety fund,
- Road safety focused infrastructure investments across multiple levels of Government,
- Clear and measurable performance indicators for road safety initiatives, and
- Implementation of technology initiatives to support speed reduction and vehicle safety uplift.



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# 3.1. Development of the National Road Safety Strategy 2021-30 and 3.2. Australian road safety context

## 3.1. Development of the *National Road Safety Strategy 2021-30* (continued)

As a result of the inquiry, the Commonwealth Office of Road Safety was formed in 2019 to coordinate national road safety efforts. In addition, the NRSS was developed in consultation with States and Territories, ALGA and other key stakeholders and released in 2021.

## 3.2. Australian road safety context

Over the past 40 years, Australia has reported a reduction in road fatalities (from 3,798 in 1970 to 1,258 in 2023).[3] During this time, governments, peak bodies and other stakeholders have worked together to improve road safety despite increases in population and road usage.

The NRSS has road safety targets of 50% reduction in road fatalities (less than 571 deaths annually) and 30% reduction in serious injuries by 2030 (less than 29,000 serious injuries annually). The NRSS also has an ambitious target of achieving zero deaths and serious injuries on Australian roads by 2050 (Vision Zero). The road fatalities at a national level were 1,300 in 2024, and the serious injuries were observed at 35,815 (2022).

In addition to its road safety targets, the NRSS intends to: put Australia on the path towards achieving Vision Zero; promote national consistency in road safety approaches, targets and NRSS commitments; assign and monitor actions to address key priority areas; and enable evidence based decision making and monitoring of progress to targets with centralised data and definitions aligned by stakeholders.

Under the Safe System approach, any loss of life or serious injury on the road network is considered unacceptable. This principle reflects the fundamental premise that while human error is inevitable, fatalities and serious injuries should not be the consequence of those errors. Accordingly, ongoing efforts to reduce lives lost and serious injuries must be prioritised to progressively eliminate fatal and serious injury outcomes.

To inform the development of the NRSS, backcasting modelling was applied at a national level to estimate the potential impact of road safety countermeasure packages needed to meet the 2030 targets. The modelling drew on research evidence about the effectiveness of various countermeasures and applied this to State and Territory crash data by crash type. The outputs from this backcasting modelling were used to inform the specific actions captured within the NRSAP 2023-2025.



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## 3.2. Australian road safety context (continued)

Australia's federated system creates a decentralised road safety governance model, requiring national coordination to align policies and implementation across States and Territories.[4] While the Australian Government can set a national agenda through strategies and action plans, States and Territories hold primary accountability for implementation in many cases (Figure 2). The impact of this system includes:

- Policy alignment and consistency are dependent on intergovernmental forums and agreements rather than a single authority,
- Implementation challenges can arise from differing priorities, resources and regulatory frameworks across States and Territories, and
- National coordination mechanisms (such as ministerial councils and steering committees) are essential to achieve shared targets and harmonised approaches.

*Figure 2: Roles and Responsibilities of each government level across Australia.*

| Government Level | Key Roles and Responsibilities |
|---|---|
| **Australian Government** | ▪ Development of national transport policies and setting national strategic direction including road safety,<br>▪ Infrastructure investment partner to State, Territory and Local Governments of transport initiatives that have interstate or national significance,<br>▪ Convening of all levels of Government through ministerial and technical committees to coordinate decisions and establish national strategic alignment on road safety matters, and<br>▪ Authority on Australian new vehicle standards and regulations. |
| **States and Territories** | ▪ Primary responsibility for developing road safety related policy, including enforcement and health responses,<br>▪ Development of State or Territory road safety strategies and action plans,<br>▪ Delivery of planning, construction, maintenance and operation of state and territory-controlled road networks,<br>▪ Provision of infrastructure funding and coordination of State or Territory transport initiatives including campaigns and education,<br>▪ Management of all road rules and regulations of roads and transport within their jurisdiction such as speed limits, licensing and vehicle registrations, and set their own policy for how roads operate within their jurisdiction including any delegations to local government, and<br>▪ Enforcement of their road safety rules and regulations. |
| **Local Governments** | ▪ Management of local road network (approximately 75% of road kilometres in Australia) in the same way as States and Territories' management of public road network,<br>▪ Implementation of road safety treatments (either Australian Government or State Government funded),<br>▪ Implementation of traffic management measures within local road network, and<br>▪ In some cases, may undertake traffic management related reviews (including speed reviews) and make recommendations or decisions which are reviewed by the State or Territory. |

The Australian Government can and has set national transport policies which impact road safety. An example is the Infrastructure Investment Program, guided by the *Infrastructure Policy Statement* (IPS).[5] Safety is explicitly recognised under the IPS' Liveability strategic theme and shapes how the NRSS safety targets become a core consideration in funding, planning and prioritisation decisions made by the Australian Government for long term infrastructure.



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## 3.3. Current road safety performance in Australia

This section highlights the current state of road safety in Australia, examining national trends and challenges faced by Governments in achieving the NRSS's ambitious targets. The primary data source for this methodology is from the National Road Safety Data Hub (Data Hub).[6,7] The available data includes crash, infrastructure, vehicle, enforcement and health related systems and can be analysed by road fatalities, serious injuries, crash characteristics, and demographic factors related to road users. It should be noted that the detailed information on fatalities was available to the end of 2024*. The published dataset for hospitalised injuries are current to 2022 and in general, has a lag of 2 years.

As per the NRSS, the baseline period is calculated by taking the average of key road safety metrics (i.e. road fatalities, hospitalised injuries), across the three years of 2018 to 2020.[1] The analysis for this chapter has been completed by establishing a 'review average', which is the annual average of key road safety statistics since the baseline period. For road fatalities, this is the annual average fatalities between 2021 and 2024. For hospitalised injuries, this is the annual average hospital injuries across 2021 and 2022. The review average was established after an initial data analysis approach which focused on annual trends analysis. However, in some cases this resulted in variability from year to year which became challenging to make meaningful assessments. The use of the review average reduces year to year variability and provides a clearer picture of underlying trends and long term performance.

There are 1,139 average annual road fatalities in the baseline period across Australia (Appendix B). When comparing the review average, this has increased to 1,217 average annual road fatalities representing an almost 7% increase (Table 1).

*Table 1: Comparison of road fatalities across Australia (National total and jurisdictions) from baseline period to the review average.*

| Period | Australia | NSW | WA | QLD | VIC | SA | NT | TAS | ACT |
|---|---|---|---|---|---|---|---|---|---|
| Baseline Period | 1139 | 328 | 159 | 247 | 230 | 96 | 39 | 33 | 7 |
| Review Average | 1217 | 309 | 171 | 288 | 262 | 95 | 43 | 39 | 11 |

Across the baseline period, Australia's fatality rate was 4.5 fatalities per 100,000 population which has slightly increased to 4.6 fatalities per 100,000 population in the review average (Table 2).

*Table 2: Comparison of road fatalities across Australia (National total and jurisdictions) per 100,000 population.*

| Period | Australia | NSW | WA | QLD | VIC | SA | NT | TAS | ACT |
|---|---|---|---|---|---|---|---|---|---|
| Baseline Period | 4.5 | 4.1 | 6.0 | 4.9 | 3.5 | 5.4 | 15.8 | 6.0 | 1.7 |
| Review Average | 4.6 | 3.7 | 6.0 | 5.3 | 3.9 | 5.1 | 17 | 6.7 | 2.4 |

*2025 road fatality data is preliminary at the time of writing of this report. For analysis purposes, the latest finalised available data period (2024) has been used for fatalities.



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## 3.3. Current road safety performance in Australia (continued)

The increase in numbers of fatalities from the baseline period to the review average should take into consideration that the national fatalities per 100,000 population has remained comparatively stable. This suggests that road safety interventions and efforts since COVID-19 are exerting a moderating impact against broader emerging challenges. The stabilisation of fatality rates, despite increased exposure on the road network, represents a cautiously positive signal within the overall road safety narrative.

The number of hospitalised injuries on Australian roads has decreased since the baseline period. Hospitalised injuries refers to injuries resulting in confirmed admission to hospital excluding in-hospital death from road traffic crashes.[6,7] There were 38,886 hospitalised injuries in the baseline period for Australia, which reduced to 37,464 on average across 2021 and 2022, an almost 4% reduction. Australia's hospitalised injuries per 100,000 population was 153.6 hospitalised injuries per 100,000 population in the baseline period before reducing to 144.2 hospitalised injuries per 100,000 population in the review average.



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3.3.1. Key issues across Australia as represented in road fatalities

## 3.3.1. Key issues across Australia as represented in road fatalities

Australia's road safety landscape continues to evolve in response to shifting demographic, behavioural and social factors. Recent trends highlight a complex mix of persistent risks and emerging challenges that are shaping safety outcomes across Australia. This section outlines the key issues and emerging challenges currently shaping Australia's road safety performance (Figure 3).

*Figure 3: Key issues across Australia as represented in road fatalities.*

**Key Issues**

The following observations summarise key demographic patterns in road trauma, highlighting groups that have experienced higher levels of risk between the baseline period and the review average.

| | | |
|---|---|---|
| 17-25-year-olds have the highest fatalities per 100,000 population. | There have been 65 more fatalities averaged annually for males. Male fatalities are almost 3x greater than the number of female fatalities. | There has been an increase in road fatalities for females aged 40 years and older. |

When comparing the baseline period to the review average, there are further observations which provide insight into the road safety challenges currently faced in Australia.

| | | |
|---|---|---|
| Motorcyclist fatalities have increased by 27.9%. | Light commercial vehicle, heavy truck, and bus road trauma has increased since the baseline period. | Almost 70% of all road fatalities are single vehicle run-off, intersection, and head-on crash types. |
| The greatest concentration of road trauma occurs in major cities and inner regional areas. | 11x per capita more fatalities in very remote areas than in major cities. | High-risk behavioural profiles are shifting with certain behaviours increasing and others decreasing. |

In this report, emerging challenges are defined as areas where the crash data indicates observable increases in crash patterns or risk factors since the baseline period. These challenges are characterised by the level of changes in the crash data as well as the emergence of new or intensified risk profiles.



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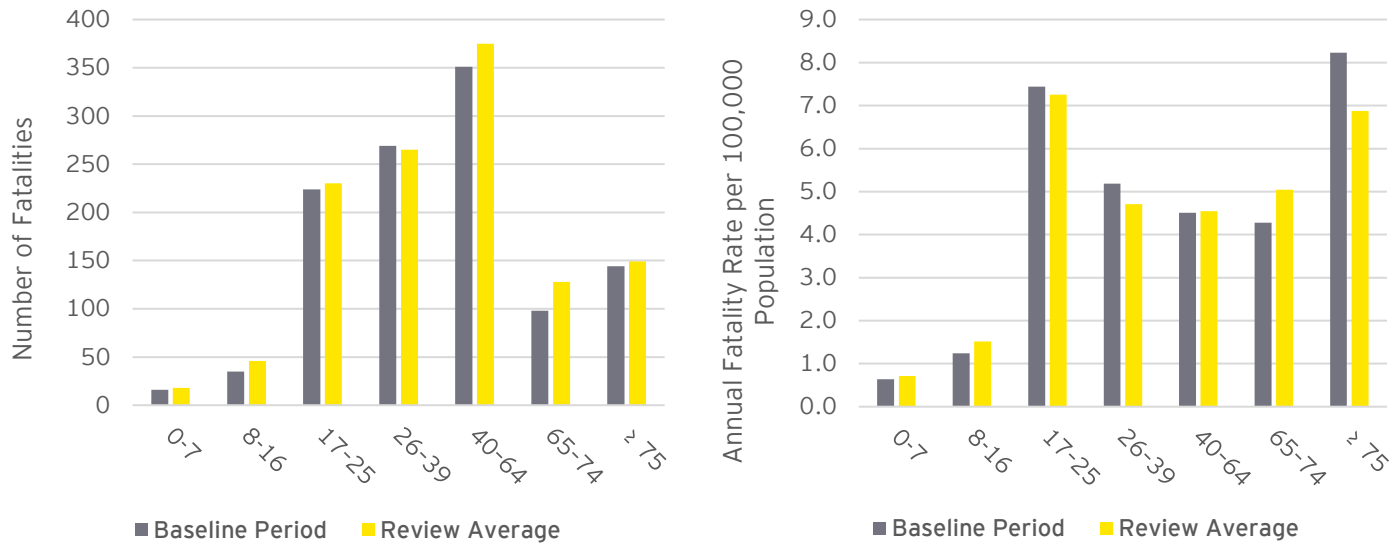
## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

### Demographic Trends in Road Fatalities

Examining road safety outcomes by age group is critical to understand how risk is distributed across the population and how this risk changes over the life course. Different age cohorts experience different combinations of exposure, behaviour, vulnerability and mobility patterns which influences the types of crashes they are involved in and the severity of those outcomes.

*Figure 4: Comparison of total national road fatalities by age groups from baseline period to the review average; and comparison of annual fatality rate per 100,000 population by age groups from baseline period to the review average.*




*Total for baseline period = 1,139 and total for review average = 1,217*

The increase in fatalities across Australia since the baseline period has been most observable between the 40-64 years-old, and the 65-74 years-old cohort. A small increase in the 8-16 years-old cohort was also observed. The review average also shows that:

- Despite its fatality rate reducing between the baseline period and the review average, the 17-25 years-old cohort now has the highest fatalities per 100,000 population (7.3 fatalities per 100,000 population in the review average). This was previously the fatality rates for people aged 75 and over (8.2 fatalities per 100,000 population in the baseline period; 6.9 fatalities per 100,000 population in the review average).
- The observed increases in fatalities from the 40-64 years-old cohort and older broadly reflects Australia's aging demographic profile. Since the baseline period, there were 59 more fatalities involving someone aged 40 or greater in Australia every year, whilst the population of this demographic has grown by 750,000 people.



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## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

Extending the observations to consider age and gender together provides insight into how different cohorts experience risk on Australia's roads. The comparison demonstrates that risk profiles vary across age brackets and gender groups, with variations in how each group is represented in fatalities (Table 3).

*Table 3: Comparison of fatalities across age groups and genders from baseline period to the review average.**

| Period | Male | | | | | | | | Female | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All | 0-7 | 8-16 | 17-25 | 26-39 | 40-64 | 65-74 | ≥ 75 | All | 0-7 | 8-16 | 17-25 | 26-39 | 40-64 | 65-74 | ≥ 75 |
| Baseline Period | 846 | 8 | 22 | 173 | 209 | 274 | 67 | 93 | 291 | 8 | 13 | 51 | 60 | 77 | 31 | 51 |
| Review Average | 911 | 11 | 33 | 179 | 209 | 288 | 96 | 92 | 304 | 7 | 13 | 51 | 56 | 87 | 32 | 57 |
| 2018 | 842 | 11 | 25 | 173 | 202 | 263 | 81 | 84 | 292 | 3 | 13 | 53 | 56 | 88 | 33 | 45 |
| 2019 | 904 | 9 | 17 | 195 | 204 | 297 | 70 | 112 | 282 | 7 | 11 | 42 | 53 | 74 | 36 | 57 |
| 2020 | 793 | 4 | 23 | 151 | 220 | 262 | 50 | 83 | 300 | 13 | 15 | 57 | 71 | 69 | 25 | 50 |
| 2021 | 853 | 16 | 31 | 174 | 197 | 264 | 85 | 82 | 276 | 6 | 12 | 38 | 46 | 88 | 28 | 58 |
| 2022 | 870 | 11 | 35 | 163 | 207 | 275 | 88 | 90 | 307 | 4 | 13 | 63 | 57 | 91 | 28 | 50 |
| 2023 | 953 | 5 | 36 | 190 | 214 | 307 | 101 | 98 | 305 | 9 | 12 | 52 | 66 | 74 | 37 | 55 |
| 2024 | 967 | 10 | 30 | 188 | 217 | 306 | 109 | 98 | 328 | 9 | 13 | 52 | 56 | 93 | 34 | 64 |

Figure 5 summarises the key road safety challenges observed when analysing fatality rates by age group and gender in Australia across the baseline period and the review average.

*Figure 5: Observations of fatalities by gender and age*

Fatalities by Gender*

**Males**

- Male fatalities are almost 3x female fatalities.
- There have been 65 more fatalities for males averaged annually (baseline vs review average).
- 7.5% increase in fatalities across all ages.
- 8-16 year-olds: 11 more fatalities (baseline vs review average).
- 40-64 year-olds: 14 more fatalities (baseline vs review average).
- 65-74 year-olds: 29 more fatalities (baseline vs review average).

**Females**

- There have been 13 more fatalities for females averaged annually (baseline vs review average).
- 4.4% increase in fatalities across all ages.
- 0-39 year-olds: 5 less fatalities (baseline vs review average).
- ≥ 40 year-olds: 17 more fatalities (baseline vs review average).

*The available dataset captures binary gender classifications only. This does not enable the data to capture the outcomes of people whose gender identity does not align with these categories.



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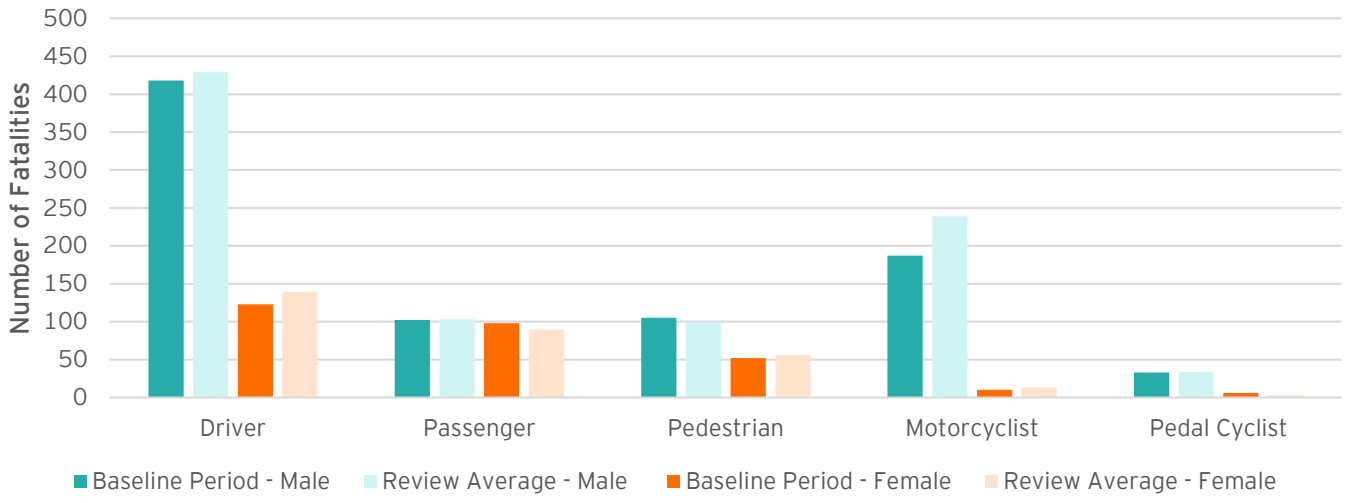
## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

Figure 6 compares the trends between the baseline period and review average, of road user types and gender which show an increase in road fatalities attributed to motorcycle crashes for males (52 additional fatalities averaged annually).

*Figure 6: Comparison of fatalities by road user type and gender from baseline period to the review average.*




| | | | | |
|---|---|---|---|---|
| **Passengers** *Reduced by 3.7%* | **Pedestrians** *Reduced by 2.4%* | **Pedal Cyclists** *Reduced by 3.7%* | **Drivers** *Increased by 5%* | **Motorcyclists** *Increased by 27.9%* |

***Total for baseline period: Male = 846, Female = 291. Total review average: Male = 911, Female = 304.***

Males represent 94% of motorcyclist deaths in 2024 and make up 85% of all motorcycle license holders, indicating they are still over-representing fatalities in this road user group. Whilst the overall number of driver fatalities for males have decreased, female driver fatalities have increased yearly.



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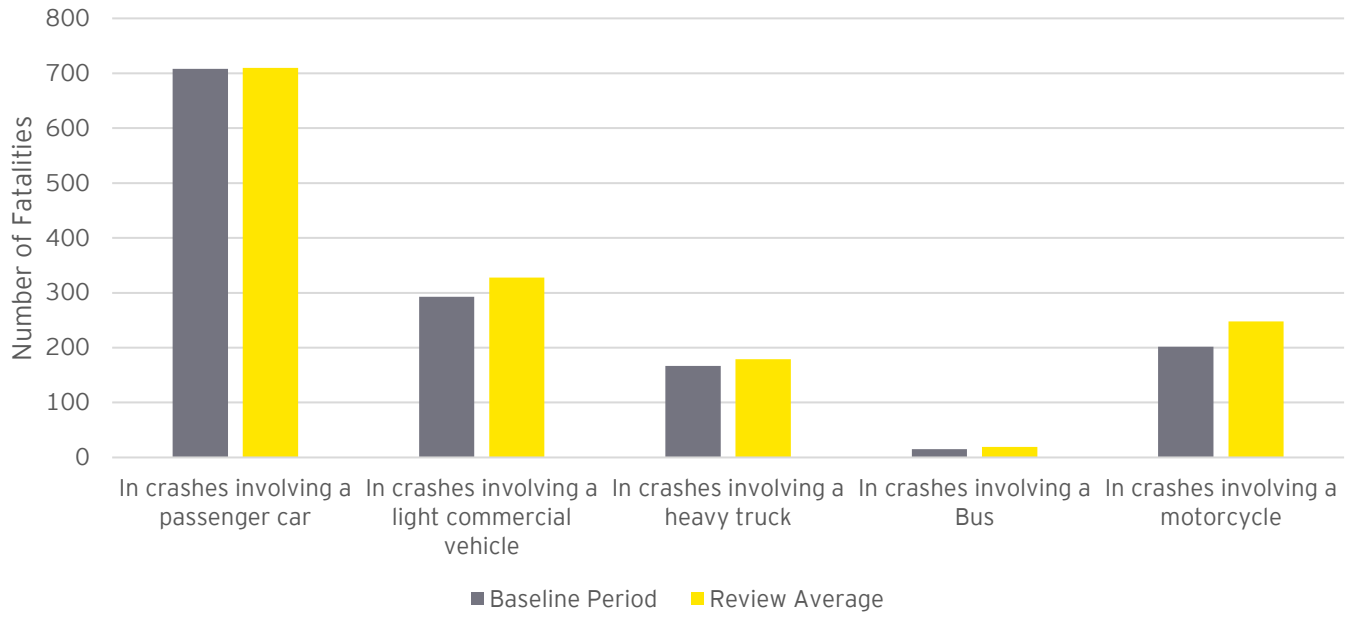
## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

### Road Fatalities by Vehicle Type and Crash Type

The comparison of fatalities by vehicle type reveals how different segments of the vehicle fleet contribute to Australia's road trauma profile and highlights where risk profiles have changed over time (Figure 7). This shows that different vehicle classes with different weights and risk profiles, contribute differently to road trauma.

*Figure 7: Comparison of fatalities by vehicle type from baseline period to the review average.*




| Passenger Cars | Light Commercial Vehicles | Heavy Vehicles | Buses | Motorcyclists |
|---|---|---|---|---|
| *Increased by 0.3%* | *Increased by 12.1%* | *Increased by 7.2%* | *Increased by 28.9%* | *Increased by 28.3%* |

While Figure 7 shows that fatalities for all vehicle types increased, the greatest increase was observed in buses, motorcycles and light commercial vehicles. A key challenge highlighted by this is the increase in fatalities involving light commercial vehicles and motorcyclists which represent a larger and varied share of road trauma. Whilst bus fatalities have also increased, their low annual numbers means bus fatalities can be subject to greater year to year variability.

Note: According to data definitions, crash data for vehicle types may not be mutually exclusive (e.g. a fatality involving both a light commercial vehicle and a motorcyclist will capture both vehicle types).



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## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

Figure 8 provides a comparison of fatalities by common crash subtypes, highlighting the crash scenarios that continue to account for the largest share of road trauma.

*Figure 8: Comparison of fatalities by common crash subtypes reveals that 70% of all fatalities are caused by single vehicle run-off-road, intersection, and head-on crashes.*

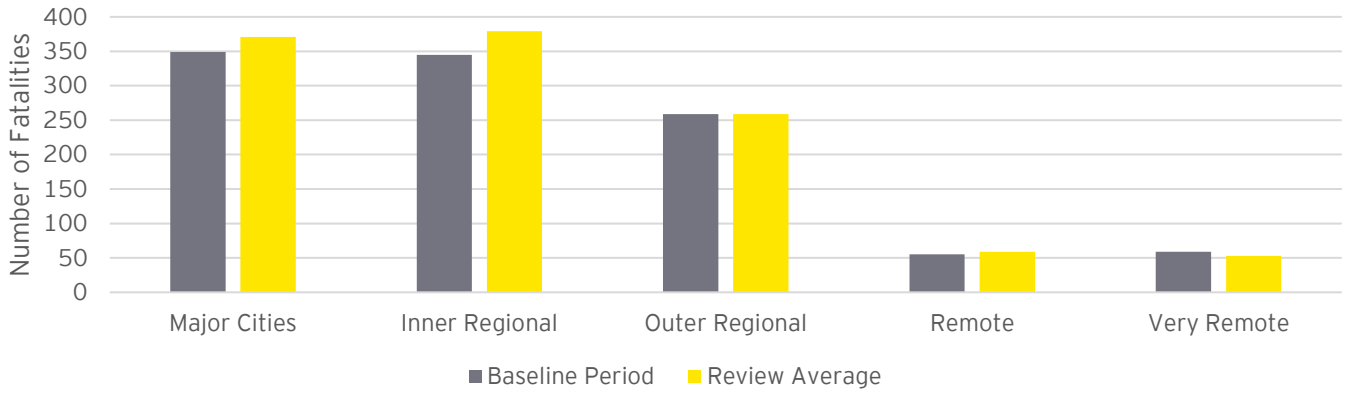
1. **Single vehicle run-off-road crashes**
   *32.1% of all crashes (391 fatalities)*
2. **Intersection crashes**
   *21.4% of all crashes (260 fatalities)*
   *36 more fatalities (baseline vs review average), potentially linked to major cities and inner regional areas*
3. **Head-on crashes**
   *15% of all crashes (182 fatalities)*

### Road Fatalities by Geographic Location and Remoteness Risks

The Data Hub uses the Australian Bureau of Statistics' (ABS') Remoteness Structure which divides Australia into five classes of remoteness characterised by a measure of relative geographic access to services: Major Cities, Inner Regional, Outer Regional, Remote and Very Remote.

When comparing the review average to the baseline, road fatalities increased in major cities (22 additional fatalities, 6.2% increase), inner regional (34 additional fatalities, 10.0% increase), and remote locations (4 additional fatalities, 6.7% increase). Fatalities in outer regional Australia remained consistent, whilst fatalities in very remote Australia decreased by 6 fatalities (9.6% decrease). These trends have been visualised in Figure 9.

*Figure 9: Comparison of fatalities by remoteness from baseline period to the review average.*




It is noted that the statistics relating to remoteness reflect incidents that occurred within the region's boundaries. Recorded fatalities include all individuals involved in such incidents, regardless of their place of residence. Inclusion in these statistics does not necessarily indicate that the deceased was a resident of the region, as travel and transit may result in non-residents being captured in the data.



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## 3.3.1. Key issues across Australia as represented in road fatalities (continued)

These trends indicate that major cities and inner regional locations are primarily the locations where there have been increased fatalities. Combined, these locations accounted for almost 95% of all population growth since COVID-19. When reviewing the annual fatalities per 100,000 population across all locations, the personal risk of road fatalities is still lowest in major cities and then increases as the population becomes more dispersed. By location, the rate of fatalities per 100,000 population is 11 times greater in very remote Australia when compared to major cities. The rate of fatalities in inner regional Australia is over 4.5 times greater than major cities in Australia in 2023.

The available dataset does not allow for a definitive linkage between remoteness related crash trends and specific population groups. However, broader national evidence indicates that remoteness associated risks are not experienced evenly. First Nations Australians are disproportionately affected by the geographic, systemic and structural factors that shape road safety outcomes across regional and remote Australia (Figure 10).

In many locations, access to licensing services, supervised driving opportunities, and availability of suitable vehicles is influenced by structural and geographic factors. The availability of culturally safe and locally delivered licensing pathways also varies across Australia, affecting how people engage with the various licensing systems. For some First Nations people these conditions can create distinct challenges to obtaining a licence, particularly in remote and very remote locations.

*Figure 10: First Nations Australians experienced higher fatality rates per 100,000 population*

**Fatality Rate**

- 12.7 fatalities per 100,000 population across New South Wales, Queensland, South Australia, Western Australia and Northern Territory between 2012-2021, compared to 4.6 fatalities per 100,000 population in non-First Nations Australians.[8]
- 2-3 times the fatality rate of the rest of Australia.[8-9]
- Compounded by geographical accessibility of regional and remote areas.

**A number of factors contribute to road safety outcomes for First Nations Australians, including:** [10-13]

- Structural barriers including difficulty obtaining proof of identity documents and meeting graduated licensing requirements,
- Language diversity and literacy barriers which make written tests, forms, and online steps more challenging for some to complete,
- Low vehicle ownership and reduced access to safe, reliable, roadworthy vehicles, and
- Vehicle overcrowding and travel in open load spaces reflect practical constraints and increase risk.

First Nations Australians are supported by their strong community leadership and capabilities including deep local knowledge and kinship networks. Opportunities exist to further support First Nations communities through co-designed engagement, partnerships and empowered community designed solutions.

Travel patterns differ across regional and remote areas, where road conditions, long distances, and limited public transport options contribute to higher risk factors. These contextual factors influence road safety outcomes, including the higher fatality rates experienced in First Nations cohorts compared with non-First Nations Australians.



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## 3.4. Emerging challenges since the launch of the NRSS

Governments have demonstrated strong commitment to road safety through their strategies and initiatives. However, progress towards the 2030 targets is increasingly constrained by emerging challenges. These challenges reflect societal shifts that are reshaping the road safety landscape and influencing implementation efforts.

In recent years, these emerging challenges have affected how government performance in road safety should be interpreted. These include:

- Disruptions caused by COVID-19, fluctuations in traffic patterns and road user behaviours,
- Increased economic activity in response to population growth, and the increases in road trauma involving light commercial vehicles and heavy vehicles,
- Modal shift in travel patterns, particularly the rise of e-micromobility as a modal choice*, and
- Changes in police enforcement activity alongside broader system and contextual factors.

There have also been sustained upward pressures on construction supply chains with workforce shortages, constrained materials supply and stagnated productivity contributing to escalating construction costs and reduced market capacity across the national infrastructure pipeline.[14] This impacts the ability of States and Territories to deliver key road safety infrastructure projects to tackle road safety trends.

Electric vehicles (EVs) also represent an emerging consideration for post-crash care and incident response. While EV-related incidents remain relatively rare in Australia, they pose unique risks associated with lithium-ion batteries, particularly following collisions. Recent Federal and State guidance highlights that damaged EV batteries may present complex hazards.[15,16] In response, states such as New South Wales and Queensland have implemented specific policies and operational guidance for EVs following crashes, supported by nationally coordinated training and incident-response frameworks.[15-17]

These emerging challenges are impacting progress towards Australia's strategic road safety targets. This highlights the need to review current interventions, and their supporting evidence base for the remainder of the NRSS term.

*e-micromobility refers to small, electronically-powered devices that people can ride such as e-bikes and e-scooters.



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3.4.1. Impact of COVID-19 on road fatalities and road behaviours

## 3.4.1. Impact of COVID-19 on road fatalities and road behaviours

The COVID-19 pandemic resulted in lockdowns and restrictions on movement across Australia, which had a notable impact on road safety outcomes in 2020. Including 2020 data in the baseline period lowered the overall starting point for trend analysis, as that year recorded a reduction in fatalities (1,097 nationally, the lowest on record).

Extended 'stay-at-home' measures in states such as New South Wales and Victoria led to substantial decreases in traffic volumes and subsequent fatalities (e.g., New South Wales from 353 fatalities in 2019 to 284 fatalities in 2020; Victoria from 266 fatalities in 2019 to 211 fatalities in 2020). For New South Wales and Victoria, fatalities remained comparatively low throughout 2021 and 2022, coinciding with prolonged lockdowns and changed travel demands. As restrictions eased and travel behaviour normalised, both States experienced an increase in fatalities in 2023. The similarity in trends across these two states is notable, though the underlying drivers of this pattern are not well understood.

In contrast, States and Territories with fewer restrictions experienced increases in fatalities from 2019 to 2020 (Queensland from 219 to 278; Tasmania from 29 to 38). These variations highlight the need to consider the unique circumstances of 2020 when interpreting long term road safety trends.

Research from South Australia indicates that as traffic volumes decreased during COVID-19 lockdowns, traffic speeds increased. During the first COVID-19 period between mid-March to start of May in 2020, traffic volumes decreased by 33.8%, which also showed a decrease in injury crashes (28.1%), however, an increase of traffic speeds by 0.7% was recorded. During the second COVID-19 period of 3 days in November 2020, there was a 57% decrease in traffic volumes and a 24.1% decrease in injury crashes. Traffic speeds increased by 8.1% during this period.[18] This data indicates that as traffic volumes were reduced, higher travel speeds were observed.

In Victoria, the positive detection rate for illegal blood alcohol concentration levels increased to five times the pre-pandemic rate at the peak of Victoria's first lockdown and remained throughout 2020. Similarly, the rate of illicit drug detection by Random Drug Tests more than doubled compared to pre-pandemic levels. For speeding, whilst the total overall number of speeding infringements decreased, the rates of infringement per vehicle increased. Data shows that speeding at intersections increased by 50%, and speeding caught by fixed cameras on highways increased by approximately 15% during restriction periods when compared to 2019 data. Further, the rate of heavy vehicles infringing the speed limit on highways and intersections increased by over 100% at certain intervals.[18]

Existing research indicated that although lockdowns reduced traffic volumes in some States, this did not translate into a proportional reduction in road deaths.[20] The conditions of the lockdown period saw decreases in overall vehicle movements offset by increases in some high-risk behaviours, such as excessive speeding, drink driving and drug driving.[20]



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# 3.4.1. Impact of COVID-19 on road fatalities and road behaviours and 3.4.2. Increased economic activity

## 3.4.1. Impact of COVID-19 on road fatalities and road behaviours (continued)

In Australia, these dynamics had a pronounced impact. The lockdown year forms part of the NRSS baseline and reflects an atypical period in which reductions in traffic volumes coincided with reductions in road fatalities. For New South Wales and Victoria, changes in travel patterns continued into subsequent years before fatalities increased in 2023. The impact of COVID-19 and its lockdowns need to be considered when interpreting performance against the NRSS targets and assessing trends over the baseline and the review average.

## 3.4.2. Increased economic activity

Transport services underpin connectivity across Australia, helping bridge the long distances between widely dispersed population centres. Despite some differences in measurement methods, Australia's transport activity as a share of GDP is more than twice that of the US and Canada.[21]

Vehicle Kilometres Travelled (VKT) captures how much of the road network is being used by measuring the total distance travelled by all registered vehicles per year.[22] VKT is often used as a proxy for economic activity because transport demand is tied to production, trade and consumption. Road crashes are influenced by how many vehicles are on the road, and so, the higher the VKT, the more opportunities there are for crashes to occur.

Table 4 captures the changes in VKT which have been recorded across multiple vehicle types and comparing them to fatalities in the last 5 years of available data.[22] It is noted that the VKT data presented is from financial year and the fatalities are based on calendar year.

*Table 4: Comparison of fatalities by vehicle type and vehicle kilometres travelled from 2019-2020 to 2023-2024.*

| Year | Passenger Vehicles | | | Buses | | | Light Commercial Vehicles | | | Heavy Vehicles (Rigid, Articulated & Other Trucks) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | VKT | Fatalities | Fatalities per VKT | VKT | Fatalities | Fatalities per VKT | VKT | Fatalities | Fatalities per VKT | VKT | Fatalities | Fatalities per VKT |
| 2019-2020 | 165.05 | 726 | 4.40 | 2.3 | 18 | 7.83 | 53.88 | 288 | 5.35 | 19.52 | 184 | 9.43 |
| 2020-2021 | 165.77 | 677 | 4.08 | 2.2 | 13 | 5.91 | 54.78 | 303 | 5.53 | 19.82 | 164 | 8.27 |
| 2021-2022 | 159 | 685 | 4.31 | 2.21 | 14 | 6.33 | 56.26 | 287 | 5.10 | 20.24 | 160 | 7.91 |
| 2022-2023 | 170.51 | 717 | 4.21 | 2.33 | 22 | 9.44 | 57.93 | 305 | 5.26 | 20.81 | 178 | 8.55 |
| 2023-2024 | 174.32 | 729 | 4.18 | 2.37 | 22 | 9.28 | 59.47 | 392 | 6.59 | 21.36 | 198 | 9.27 |

Between 2019-2020 and 2023-2024, passenger vehicle VKT increased by approximately 5.6%, while the fatality rate per billion VKT for passenger vehicles declined. In contrast, buses and light commercial vehicles recorded annual increases in VKT alongside rising fatality rates per billion VKT, with 2023-24 showing higher rates than in 2019-20.



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# 3.4.2. Increased economic activity and 3.4.3. Modal shift

## 3.4.2. Increased economic activity (continued)

Heavy vehicles displayed variability in fatality rates over the period. However, in 2023–24, the fatality rate per billion VKT for heavy vehicles (9.3) was more than double that of passenger vehicles (4.2). A major incident investigation report in 2024 highlighted that human factor related incidents remain the leading contributor to claims in the heavy vehicle sector, following a 41.9% increase between 2022 and 2023.[23]

These patterns suggest links between increased economic activity and rising road safety risks particularly for buses, light commercial vehicles, and heavy vehicles and which continue to place upward pressure on road safety performance.

## 3.4.3. Modal shift

Travel patterns across Australia have been impacted by the COVID-19 pandemic. Initially, public transport usage declined due to health concerns about spreading the virus, but also due to diminished capacity to maintain social distancing requirements.[24] The reduction in public transport usage transitioned to a slight increase in private vehicle usage and increases in active transport and e-micromobility.[24]

Research indicates that the 'new normal' since the pandemic remains unclear. With working from home (WFH) expected to continue, further changes are expected, with a decline in pre-pandemic commuting on private vehicles and public transport, offset by increases in active transport and e-micromobility (e-scooters, e-bikes) for local trips.[24-26] In 2022, 3.6 million Australians were recorded as using e-micromobility, highlighting the rapid acceptance and integration of e-micromobility into daily commuting and recreational activities.

Since the onset of COVID-19, traffic patterns have also shifted and the increased adoption of active transport and e-micromobility reflects changing attitudes towards transportation, health and sustainability. Increasingly, Governments around the world are committing to modal shift from private vehicle usage to public transport and active transport to address sustainability and road safety challenges.[27,28]

However, in the same period a rise in e-micromobility particularly has presented itself as an emerging challenge. Whilst e-micromobility offer benefits such as increased accessibility, lower carbon emissions, reduced traffic congestion and sustainability benefits, their users are vulnerable in the event of any crash. In the event of a crash, e-micromobility users are at higher risk of serious injury or fatality due to their lack of protective features and the speed at which they can travel.[28,29] There are indications that e-micromobility uptake has correlated with increases in fatalities and serious injuries since 2020-2021.[29]



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## 3.4.4. Changes in enforcement activity

The COVID-19 pandemic also impacted police enforcement activity across Australia. Between 2010 and 2019, police conducted an average of 14.9 million random breath tests (RBTs) annually.[30] This fell to approximately 7.8 million annually during 2020 and 2021, before increasing to approximately 10.7 million since 2022, still approximately 30% below pre-COVID-19 levels.[30] Reduced RBT activity has implications for visibility and deterrence of high-risk behaviours. Speeding enforcement has also been impacted. Combined police and camera issued speeding fines fell from 4.8 million in 2021 to 3.3 million in 2024, a reduction of nearly one-third over 4 years.[30]

While RBTs and speeding fines declined, roadside drug testing (RDT) has increased. Between 2010 and 2019, an average of 268,000 RDTs were conducted annually, which rose to 360,000 during 2020–2021 and have since grown to nearly 480,000 annually.[30]

Visible enforcement remains critical for deterring behaviours such as speeding, drink and drug driving, and seatbelt noncompliance.[31] Evidence consistently shows that high visibility policing improves road safety outcomes. However, police forces face competing priorities, including emerging technological crime, complex social challenges, and public order challenges. These pressures, combined with workforce constraints and mental health challenges, have contributed to staffing shortfalls.[32-33]



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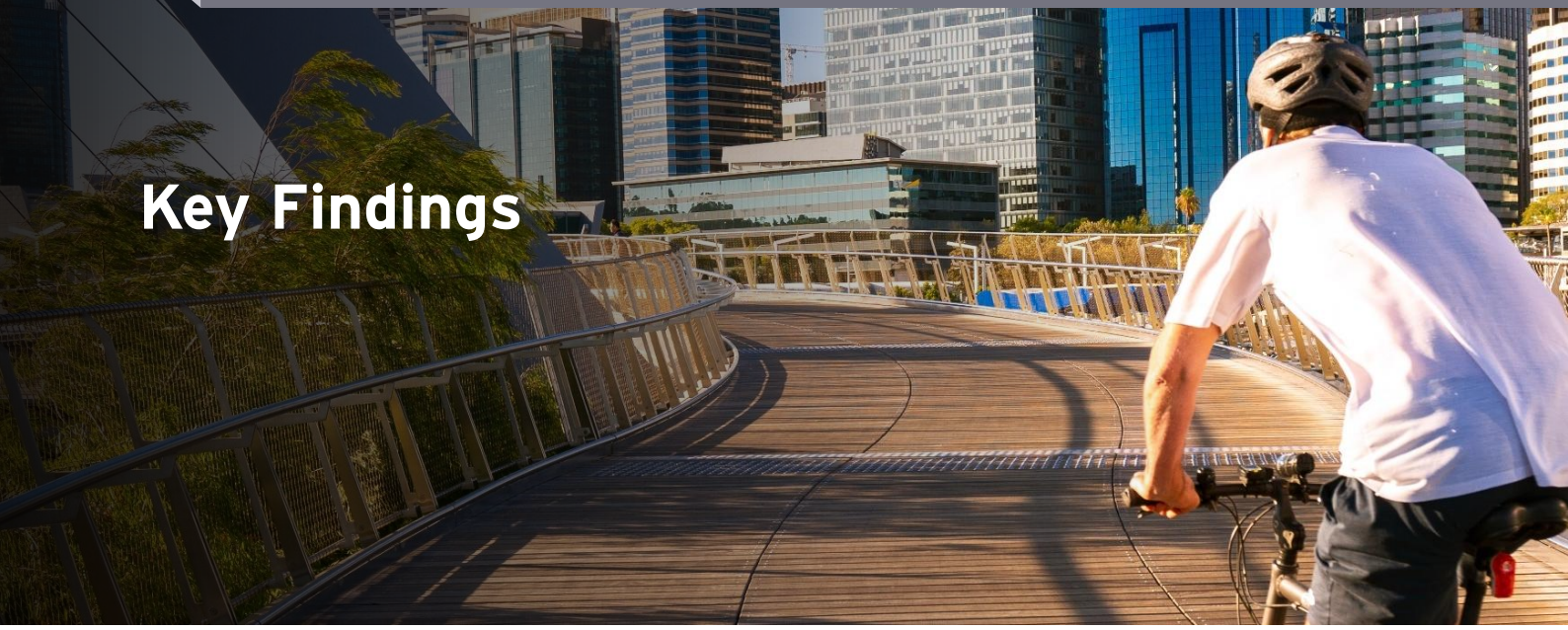

# Key Findings

## Introduction

This report presents the findings of the mid-term review of the NRSS, assessing progress to date and identifying opportunities to strengthen outcomes for the remainder of the NRSS's term. These findings are intended as opportunities for continuous improvement and provide a robust platform for the next phase of the NRSS, including the development of the next NRSAP.

The following chapters outline key findings from this review focusing on a critical component of the strategy, including:

| Strategic Targets | National Leadership | Strategic Approach | Data & Evidence Base | Options for the Next National Road Safety Action Plan |
|---|---|---|---|---|
| Strategic targets the NRSS aims to achieve. | National leadership of road safety through the NRSS, and Australian Government. | The themes, priorities and enabling actions which forms the basis of the NRSS. | The data and evidence base which informs strategic decision making with respect to the NRSS. | The options for continuous improvement of the NRSAP in future terms. |

Stakeholder feedback provided through the NRSS review has informed the findings outlined in the following chapters. The feedback highlighted strengths in the current approach as well as opportunities to strengthen coordination, accountability, and responsiveness to emerging road safety challenges. This has been summarised on the following page.



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## Summary of consultation responses and primary feedback themes

This section summarises the key themes emerging from the stakeholder consultation as part of the mid-term review of the NRSS. The findings have been aggregated to highlight common perspectives, priority issues, and opportunities for improvement through the remainder of the NRSS term.

*Figure 11: Summary of Consultation Responses and Primary Feedback Themes*

### What's working well

a. Strong road safety leadership and commitment to Vision Zero and 2030 national targets.

b. Adoption of the Safe System approach to road safety.

c. Integration of Movement and Place approach into the NRSS.

d. Continued uplift in infrastructure treatments, including black spot treatments and corridor-based safety upgrades.

e. Improvements in the safety performance of the light vehicle fleet, and the increasing share of new vehicles achieving five star ANCAP ratings.

### What could be better

a. Further strengthening of the Australian Government's national road safety leadership role.

b. Enhancement of the national alignment of road safety data collection, definitions, and uplift of data usage and reporting.

c. Further support for national harmonisation including guidance documentation, knowledge sharing and best practice case studies.

d. Further encouragement and education around modal shift, with associated infrastructure improvements to support modal shift.

e. Continuation of focus on regional and remote road safety challenges.

### Conflicting opinions

a. Support for and challenges to, speed management countermeasures.

b. Support for and challenges to, enforcement related countermeasures.

c. Recognition of education as a core pillar and targeted education for specific cohorts were well received. Other responses indicated that there is a perceived overreliance on education without supporting measures from other Safe System pillars.

### Emerging challenges

a. Continued upwards pressures with increased economic activity, population growth and other similar factors contributing to road fatalities.

b. Increasing and popular use of e-micromobility devices as a mode of travel.

c. The impact of shifting vehicle preferences and automated vehicles in the fleet.

d. Increased rates of distracted driving and driving under the influence of drugs.



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# 4. Strategic Targets

## Introduction

The NRSS's strategic targets reflect leading practice and align with international efforts to reduce road trauma by 2030. Key findings related to the NRSS strategic targets are outlined below.

## 4.1. Modelling suggests that sustained investment has contributed to lower fatality outcomes

In 2021, national backcasting was used to estimate the impact of road safety countermeasure packages required to meet the 2030 targets and informed the development of the NRSS. Backcasting modelling begins with a preferred future state and works backwards to identify the most strategic steps required to achieve that vision.[34] The backcasting modelling applied research evidence to State and Territory crash data to assess potential trauma reductions under different implementation scenarios, supporting States and Territories to select countermeasures when developing strategies.

A 'do nothing' scenario was developed to show the impact on fatalities and serious injuries if programs introduced since 2006 continued without any further interventions. The modelling suggests that under such a scenario, fatalities in 2019 could have reached approximately 2,085 compared with the 1,187 recorded.

Looking ahead, the modelling also indicates that while fatalities may decline in the short term, upward pressures could lead to increases by 2030 without sustained investment in road safety. These trends underline the importance of sustaining investment in proven countermeasures and exploring innovative solutions to address emerging challenges. The Australian Government's Infrastructure Policy Statement embeds road safety as a core consideration in nationally significant infrastructure investment decisions.[5] By aligning long term funding with safety principles, it helps to mitigate future fatality and serious injury through infrastructure investment.

Australia's challenges with meeting its strategic road safety targets are consistent with the challenges faced by benchmark countries. Ireland, the Netherlands, Canada, and New Zealand have adopted ambitious road safety targets broadly aligned with Vision Zero principles. For example, a 50% reduction in fatalities and serious injuries by 2030 has been adopted by Ireland and the Netherlands.[35,36]



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# 4. Strategic Targets

## 4.1. Modelling suggests that sustained investment has contributed to lower fatality outcomes (continued)

Despite these targets, many of these countries are not currently on track to meet their 2030 objectives. When comparing the number of fatalities from 2024 to 2018, Canada and Ireland experienced increased numbers of fatalities.[37,38] Whilst France (7%) and New Zealand (28%) have achieved reduced fatalities per 100,000 population in 2024 compared to 2018, they do not remain on track to meet their strategic targets.[39,40] This reflects the complexity of achieving reductions from already low baselines and highlights shared challenges faced by high performing nations including Australia, in meeting their strategic targets.

## 4.2. Opportunity to strengthen the use of backcasting modelling to inform decisions and investments

As the NRSS enters its remaining term, Governments face a complex set of emerging challenges. Back-casting modelling offers a structured, evidence based approach to guide decisions on investments and initiatives to respond to these challenges. Further development of backcasting modelling would help inform the remainder of the NRSS's term:

- Undertaking multiple scenario models to understand the potential safety benefits to 2030, 2035 and 2040, noting the NRSS's proximity to its end term and the time required for some initiatives to demonstrate measurable impact,
- Recalibrating scenario assumptions to reflect updated data on population growth, economic activity, evolving travel and enforcement patterns, and the increased presence of e-micromobility, particularly given upward trends observed since the NRSS commenced, and
- Incorporating empirical cost and delivery data from States and Territories as well as local governments, particularly relating to safer roads and roadsides initiatives, to strengthen the evidence base underpinning future modelling.

Backcasting modelling also provides predictive capability by simulating scenarios and assessing the potential impact of different interventions. Leveraging this approach for the remainder of the NRSS term can help the Australian Government continue to make informed, targeted decisions that increase the likelihood of achieving strategic targets and addressing emerging challenges. When States and Territories are developing road safety action plans, the use of backcasting modelling should be considered as a key tool to guide priorities and investment decisions over the life of the strategy.



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# 5. National Leadership

## Introduction

In road safety, whilst shared responsibility enables tailored approaches at State, Territory and local levels, it also introduces challenges in achieving national consistency. Variations in legislation, enforcement practices, infrastructure standards, road safety context, political commitment and investment priorities can lead to fragmented approaches and inefficiencies at the national level.

Coordinating across multiple levels of Government requires strong governance mechanisms, clear roles and responsibilities, as well as clearly documented processes and arrangements. Without these, there is a risk of duplication, gaps in delivery and slower implementation of nationally significant initiatives. Furthermore, aligning strategic priorities and performance measures across States and Territories are necessary for the Australian Government to align collective efforts which contribute effectively to NRSS targets.

A federated system requires the continued shared commitment from all levels of Government to collaborate and make decisions transparently. Mechanisms are needed to monitor the delivery of outcomes which aggregate to an improvement in road safety.

## 5.1. Australian Government leadership in road safety coordination and delivery

Since the establishment of the ORS, the Australian Government has continued to demonstrate strong leadership in advancing national road safety outcomes. The Australian Government has committed substantial funding to road safety programs and infrastructure upgrades, as well as supporting initiatives in road safety research grant funding.

In addition to investment, the Australian Government has played a pivotal role in bringing States and Territories together to promote collaboration and consistency. Through national committees, working groups, and forums, the Australian Government has facilitated dialogue on key safety issues and encouraged the sharing of leading practice approaches. The development of tools such as the Data Hub have further strengthened the evidence base for decision making and supported a nationally consistent approach to addressing emerging challenges.



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# 5. National Leadership

## 5.2. Building on success: opportunity to enhance national leadership in road safety

While the Australian Government has been effective as a national coordinator, there is an opportunity to take on a stronger national leadership role. This builds on existing efforts to provide national strategic guidance on priority issues, and further co-develop leading practice frameworks.

Under this approach, States and Territories are supported with shared methodologies and strategic tools that can be adapted to their local contexts. A comparable model is used by the Canadian Government, which develops national road safety leading practice guidance and partners with provinces and territories to shape a common strategic framework that supports them in achieving their respective road safety outcomes.

The Australian Government should continue to collaborate with States and Territories so that funding arrangements can continue to support road investment projects that deliver the greatest potential road safety benefits. This may include jointly using tools such as network safety planning to help identify, assess and prioritise projects with the strongest trauma reduction potential, enabling States and Territories to align investment decisions with evidence based safety outcomes.

Clarifying accountability for outcomes, not just actions, within the NRSS and NRSAP would strengthen alignment across States and Territories and improve transparency in how national progress is assessed. The NRSAP should focus on areas where the Australian Government adds the greatest value, such as setting national direction, establishing best practice frameworks and enabling consistent performance monitoring. At the same time, it should articulate the responsibilities of States and Territories in delivering actions aligned to these priorities. This approach supports a more cohesive, evidence based approach to achieving national road safety targets, while recognising the important role that States and Territories play in implementation.



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# 6. Strategic Approach

## Introduction

The NRSS adopts the Safe System approach, recognised globally as leading practice for road safety. This approach underpins the NRSS's framework, which comprises Themes, Priorities, and Enabling Actions intended to guide Australia's national road safety efforts. Supporting this framework are guiding principles and models, including Movement and Place and the Social Model, which broaden the strategic lens beyond infrastructure to consider social and behavioural factors.

The NRSS also notes that the previous NRSS (2011-2020) resulted in a tendency to silo problems and did not adequately address the interconnections between different parts of the system and their respective interventions.[1] The current strategy seeks to overcome this through integrated themes and actions. However, there remains an opportunity to strengthen coherence and clarity across these elements.

## 6.1. Integration of a wide range of themes, priorities and enabling actions

The NRSS has attempted to integrate a wide range of themes, priorities and enabling actions into a single strategic framework. This approach reflects a deliberate effort to create a comprehensive and inclusive strategy that addresses the complexity of road safety challenges in Australia. By incorporating multiple dimensions, the NRSS demonstrates a commitment to tackling road safety from a holistic perspective rather than through isolated interventions.

The inclusion of guiding principles and supporting models, such as Movement and Place and the Social Model, further reinforces this attempt to take on an integrated approach. While the integration of numerous elements has introduced complexity, it was done so to enable the strategy to be responsive to diverse challenges and stakeholder needs.

## 6.2. Opportunities for strategic refinement for future NRSS terms

To strengthen the NRSS and address these challenges, several adjustments should be considered by the Australian Government for future NRSS terms. Priorities could be reframed as key challenges under the Safe System themes and clarity can be enhanced across the strategic framework. Themes, priorities and enabling actions lack clear definition and linkage, and there are some examples of duplication and complexity. For example, 'vehicle safety' and 'heavy vehicle safety' are captured as priorities whilst 'connected and automated vehicles' and 'reduction in the age of the vehicle fleet' are captured as enabling actions. Without clear guidance on how these priorities and enabling actions interact, this may cause some confusion when it comes to implementation.



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# 6. Strategic Approach

## 6.2. Opportunities for strategic refinement for future NRSS terms (continued)

Strengthening the Safer Vehicles pillar is an opportunity for the Australian Government to directly influence and prioritise vehicle safety enhancements that translate into tangible outcomes. New vehicle safety technology such as Intelligent Speed Assist (ISA) or vehicle black boxes implemented internationally present opportunities to introduce vehicle technologies which may provide road safety benefits.[36] Their integration could be supported through appropriate regulatory frameworks and legislative standards to enhance consistency and effectiveness. At the same time, introducing these technologies into the vehicle fleet requires careful consideration of potential cost implications on individual consumers, alongside exploring mechanisms that balance affordability with broader societal benefits.

In line with international best practice approaches to speed management, the Safe Speed theme could have more prominence, enabling a more holistic and focused approach. In addition, new themes should be introduced to address emerging trends, including Post-Crash Care and Modal Shift. These areas are critical to improving outcomes and aligning Australia's strategy with benchmark countries (Ireland, New Zealand and the Netherlands).

Enabling actions should be strengthened so that they are clearly defined, outcome oriented and aligned with priorities. Current enabling actions include some examples of duplications and outcomes rather than actions. A proposed option for themes and enabling actions which addresses these opportunities for future NRSS term has been captured as Figure 12.



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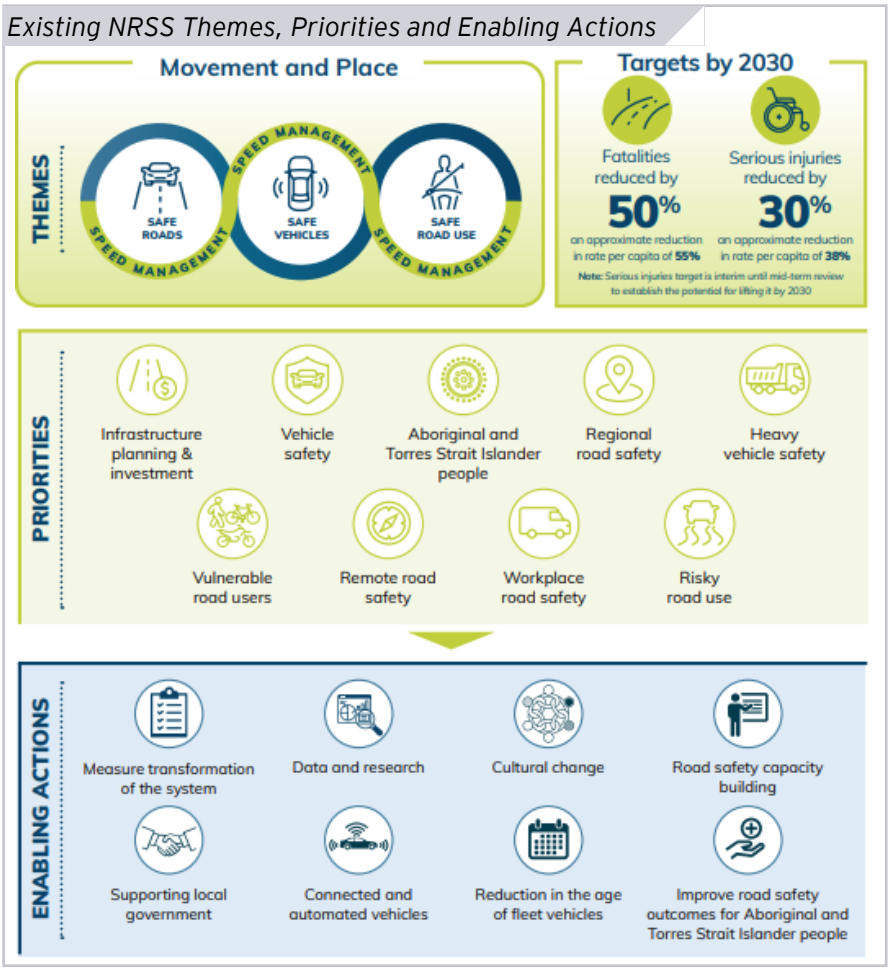
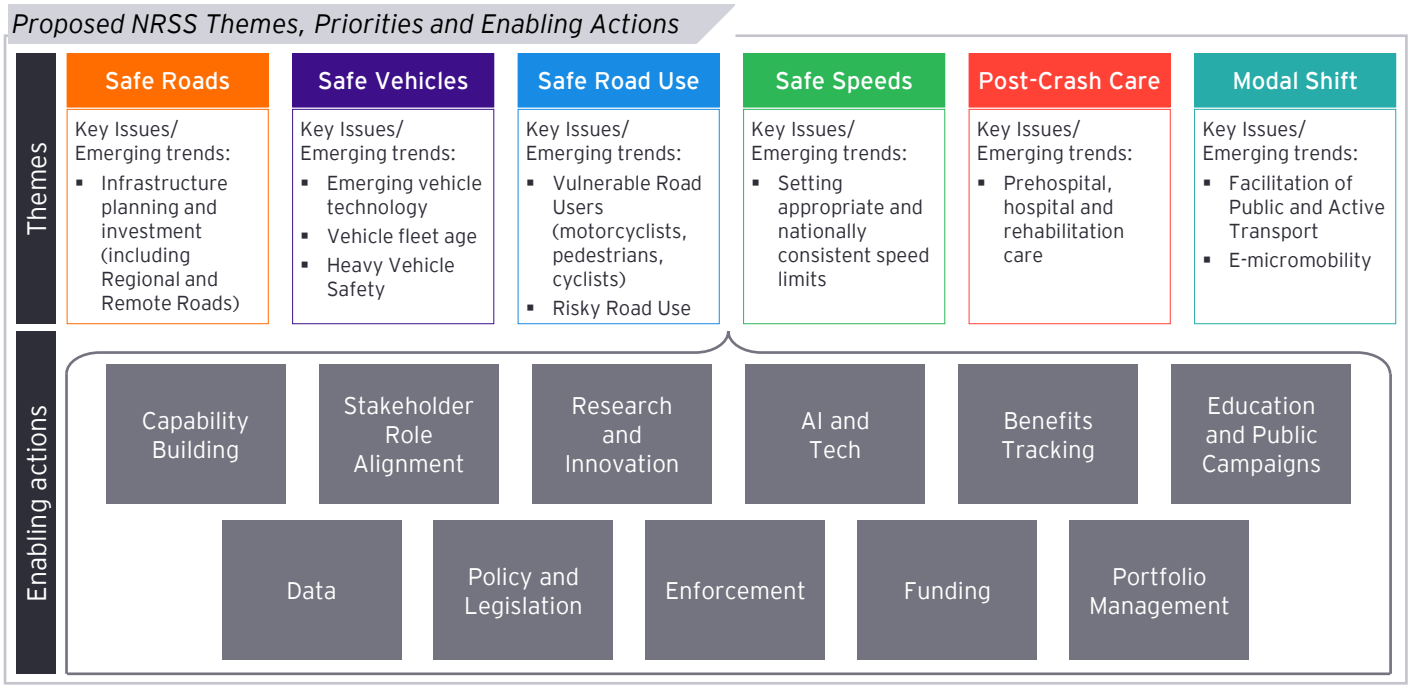
# 6. Strategic Approach

*Figure 12: Top: Current NRSS themes, priorities and enabling actions (© Commonwealth of Australia 2021, as taken from the NRSS page 2). Bottom: possible future design approach, in line with Safe System themes and international best practice (noting that Figure 2 captures the roles and responsibilities of each government level across Australia for road safety).*



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# 7. Data and Evidence Base

## Introduction

A robust national road safety strategy is fundamentally reliant on the effective use of accurate, timely and comprehensive data. Data serves as the backbone for evidence based decision making and underpins every stage of the strategy, from problem identification and target setting to policy development, implementation and evaluation. The development of the NRSS has demonstrated consideration for capturing a broad view of road safety in Australia and setting an overarching strategic direction.

The ability to fully realise the benefits of this approach has been influenced by the availability and use of a nationally consistent and comprehensive dataset to underpin Safety Performance Indicators (SPIs) and priorities. While progress has been made, there is an opportunity to continue enhancing the data infrastructure so that strategic decisions can be guided by increasingly robust and reliable evidence.

## 7.1. Establishing the National Road Safety Data Hub as a central platform for information sharing

The launch of the Data Hub in November 2024 represents a key achievement in improving access to road safety information. The Data Hub brings together a consistent, national road safety data picture to help support evidence-based decisions in reducing road trauma. The Data Hub provides Governments, researchers, industry and the public with a central repository of information, supporting transparency and collaboration. The value of this initiative has been recognised in enhancing the ability to make informed decisions and track progress against national targets.

Currently, the Data Hub primarily functions as an information repository and reporting platform, focusing on NRSS progress reporting and collating data from States and Territories. The Data Hub has also been used as a decision support tool to inform decision making. The National Road Safety Progress Report (NRSPR) is developed using the data which is managed by the Data Hub and this is reviewed by the Infrastructure and Transport Ministers Meeting (ITMM) and informs their consideration of road safety priorities.

## 7.2. Leveraging modelling and performance monitoring to strengthen strategic alignment

The NRSS was informed by backcasting modelling which predicted road safety trends and influenced the development of the NRSS. There is an opportunity to integrate backcasting modelling more deeply into the strategic framework by enhancing the inputs which are used to develop the modelled insights. For example, future iterations should incorporate the feasibility, cost and time considerations for implementing modelled initiatives. This would enable the data to more consistently serve the NRSS as an anchoring mechanism connecting the NRSS's themes, priorities, enabling actions and performance indicators.



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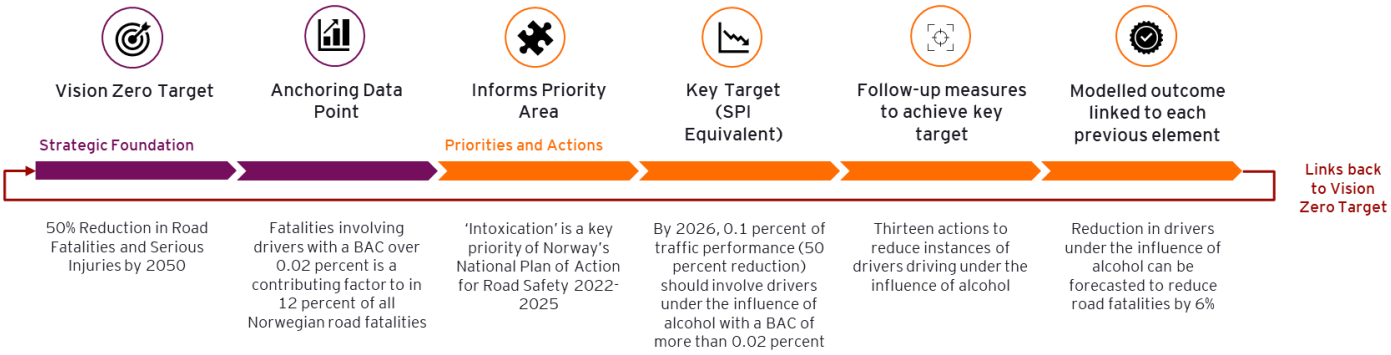
# 7. Data and Evidence Base

## 7.2. Leveraging modelling and performance monitoring to strengthen strategic alignment (continued)

There is also the opportunity to use modelling to inform the prioritisation of initiatives and to monitor progress against strategic objectives. Establishing a mechanism for proactive performance monitoring would enable the strategy to adapt to emerging challenges and reallocate resources as needed. While formal reporting mechanisms such as the NRSPR provide visibility of initiative delivery, they do not currently offer a dynamic link between implementation and strategic outcomes. Strengthening this connection would allow decision makers to respond more effectively to trends and optimise investments to maximise the road safety benefits. An example has been provided below which has been adapted from the road safety strategy of Norway (Figure 13).[41]

*Figure 13: Example of leading practice: Illustrative representation of the Norwegian approach to leveraging modelling and performance monitoring.*




## 7.3. Increasing consistency in data definitions and metrics nationally

There is a current challenge relating to the consistency of terminology and data metrics across States and Territories. For example, there is no nationally agreed definition of a "serious injury", despite this being a pivotal metric for the NRSS. Variability in data capability across States and Territories has also resulted in the use of proxy metrics for SPIs in some cases, limiting comparability and accuracy. In addition, integration of policing, hospitalisation and transport data remains complex, with delays in the collection of serious injury data contributing to gaps in national datasets.

Addressing these challenges will continue to require a coordinated effort to establish nationally consistent definitions and data standards, supported by mechanisms for timely data sharing. This will enable more accurate reporting, reduce reliance on proxy measures and strengthen the evidence base for decision making. Improved integration of health and enforcement data will also enhance the ability to monitor outcomes and identify emerging risks.



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# 8. Options for the Next National Road Safety Action Plan

## Introduction

The next NRSAP represents a critical opportunity to strengthen Australia's collective approach to road safety and accelerate progress towards the targets set under the NRSS. The NRSAP serves as the operational arm of the NRSS, translating strategic objectives into tangible initiatives and measurable outcomes. The forthcoming NRSAP must maintain alignment with the Safe System approach and reflect lessons learned from the current plan and evolving national priorities.

## 8.1. Structuring the next NRSAP to deliver greater impact and support national consistency

Recognising the levers available to the Australian Government in road safety, a key consideration for the next NRSAP is to reflect Australian Government leadership on shared national actions, supported by implementation of specific actions by state, territory and local governments. While the Australian Government has historically acted as a coordinator, there is now an opportunity to strengthen its leadership role by setting national priorities, establishing leading practice frameworks and putting in place controls and mechanisms required to drive accountability for outcomes. Effective leadership on road safety by the Australian Government will depend on effective implementation by States and Territories within a coherent national framework.

The Australian Government can set the strategic direction, define national priorities and articulate what good practice looks like, while States and Territories retain responsibility for delivery through their own strategies, programs and investments. The Australian Government should provide nationally consistent frameworks, guidance and measures that States and Territories can adopt and embed within their own road safety approaches, while retaining flexibility to respond to local context and risk profiles. This approach recognises the federated nature of road safety in Australia and the critical role States and Territories play in implementation so that actions taken across the country are aligned to shared national objectives. Further, it acknowledges the variability that exists between jurisdictions, particularly the road safety challenges associated with remote locations.

The NRSAP should begin by clearly articulating its strategic alignment with the NRSS, including how it will contribute to achieving the national targets for reducing fatalities and serious injuries. To do this, the NRSAP should leverage backcasting modelling and performance monitoring to strengthen the strategic alignment between key initiatives and anticipated road outcomes. Objectives within the NRSAP should be expressed in measurable terms and linked to SPIs, providing a common basis for tracking progress and assessing impact across States and Territories.

The NRSAP may consider establishing a robust performance monitoring framework that moves beyond activity based reporting to focus on outcomes. This would enable proactive performance monitoring whereby the Australian Government can systematically track progress against defined outcomes in place of activity based reporting. In turn, this would help decision makers gain timely insights into what is working well and where adjustments are needed. This enables evidence based decisions to retain or scale up initiatives that demonstrate strong impact. Equally important, it would also allow for more early identification of initiatives that are underperforming or facing implementation challenges so that corrective actions can be taken promptly. Leveraging the Data Hub will be critical in providing timely insights and enabling adaptive decision making. This approach will help enable progress that is tracked effectively and that interventions remain responsive to emerging challenges.

The plan may also outline mechanisms for coordination and integration with State and Territory strategies. This includes harmonising data standards, aligning performance indicators and creating collaborative forums to support shared priorities.



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# 8. Options for the Next National Road Safety Action Plan

## 8.1. Structuring the next NRSAP to deliver greater impact and support national consistency (continued)

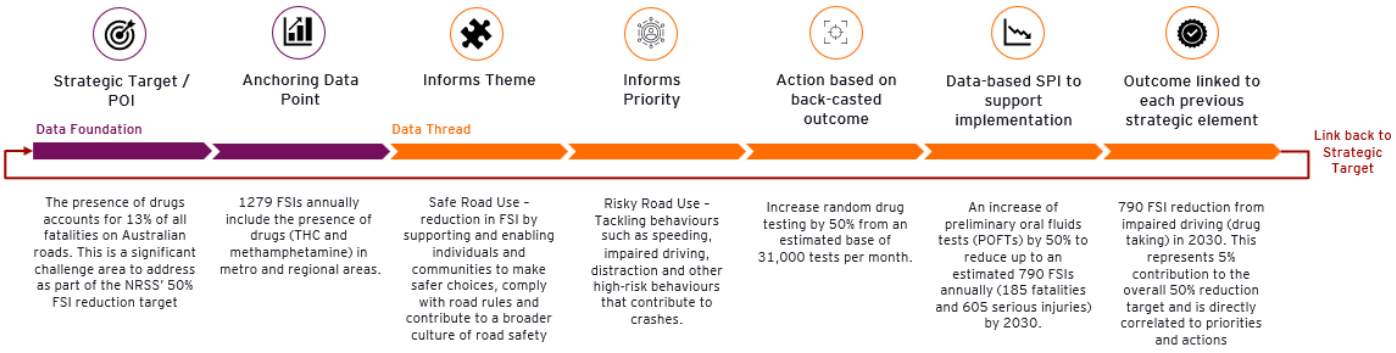
It would be timely to review the governance and committee structures outlined in the NRSAP 2023-25 that underpin the delivery of the NRSS to enable ongoing accountability, streamlined decision making and increased alignment between national and state or territory priorities.[42]

With the current version of the NRSAP concluded at the end of 2025, all levels of Government have an opportunity to build on the progress achieved and further enhance the national approach through the next iteration of the NRSAP.

## 8.2. Embedding data, research and evidence as a strategic thread across all elements in future iterations of the NRSAP

The NRSS's strategic target of a 50% reduction in road fatalities illustrates the importance of anchoring strategic objectives in measurable data points. When targets are clearly linked to modelling and cascaded through themes, priorities and initiatives, they provide a transparent framework for monitoring progress and driving accountability. Applying this concept consistently across all elements of the NRSS would enable the implementation of a robust portfolio, program and project management framework, so that progress is tracked and outcomes are aligned with strategic objectives. An example has been provided in Figure 14.

*Figure 14: Applying the leading practice example set in Figure 13, this is an example of the use of data as the foundation and thread across the NRSS within Australia.*




Future NRSAPs will play a critical role in realising the targets set by the NRSS. These action plans should embed data as a central thread across all stages of implementation, from defining priorities and enabling actions to allocating resources and monitoring performance. Each initiative within the NRSAP should be supported by a clear evidence base, and where available, utilise lessons learned from States and Territories regarding feasibility assessments, cost implications and timelines for delivery.

Building on the existing use of data driven decision making, future NRSAPs could enhance the robustness of the portfolio and program management framework. This will allow for prioritisation of initiatives based on their expected contribution to fatality and serious injury reductions and enhancing alignment with the NRSS's overarching objectives. In doing so, the NRSAP can strengthen transparency and accountability across implementation, whilst remaining realistic about how different types of actions are governed and assessed.



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# Appendix: A

## OECD Benchmarking

# B. Benchmark criteria

*Table 5: Comparison of Australian road safety performance against potential benchmark countries. Countries highlighted in Yellow are OECD countries chosen for comparison.*

| Country | Population (million, 2024) | Fatalities (2018) | Fatalities per 100,000 population | Fatalities (2024) | Fatalities per 100,000 population | % Change in Fatality Rate | Road Network Length (km) | Fatalities per Billion Vehicle Kilometres Travelled |
|---|---|---|---|---|---|---|---|---|
| Australia | **27.0** | 1,136 | 4.5 | 1,300 | 4.8 | ↑6% | 1,027,545 | 4.9 |
| Canada | 40.1 (2023) | 1,922 | 5.2 | 1,964 (2023) | 4.9 | ↓6% | 1,304,100 | 4.5 |
| France | 68.6 | 3,248 | 5.0 | 3,193 (Mainland) | 4.7 | ↓7% | 1,096,463 | 5.3 |
| Germany | 85.1 | 3,275 | 4.0 | 2,770 | 3.3 | ↓19% | ~830,000 | 4.0 |
| Republic of Ireland | 5.2 | 140 | 2.9 | 174 | 3.3 | ↑14% | 213,848 | 3.0 |
| Japan | 123.8 | 4,166 | 3.3 | 3,221 | 2.6 | ↓21% | 1,229,239 | 4.9 |
| Netherlands | 18.1 | 678 | 3.9 | 675 | 3.7 | ↓4% | 141,000 | 4.7 |
| New Zealand | 5.3 | 378 | 7.7 | 292 | 5.5 | ↓28% | 97,353 | 5.8 |
| Sweden | 10.6 | 324 | 3.2 | 213 | 2.0 | ↓37% | 140,800 | 2.6 |
| United Kingdom | 69.2 | 1,839 | 2.8 | 1,602 | 2.3 | -17% | 424,480 | 2.9 |
| United States of America | 336.5 | 36,560 | 11.2 | 39,345 | 11.7 | ↑4% | 6,757,971 | 7.5 |

A broad set of potential benchmark countries was initially considered to understand how Australia's road safety performance, strategic settings and implementation challenges compare internationally (Table 5). The final selection of benchmark countries considered:

- Canada was identified as the closest international comparator for Australia. Both countries operate within a federated government structure and have large and dispersed road networks relative to their population size. Exposure based performance measures including fatalities per billion vehicle kilometres travelled, total road network length and population size were most comparable to Australia.
- France and Germany were both considered due to their strong road safety performance and to their status as two of the largest countries in Europe by population and road network length. France was considered the more comparable to Australia of the two, driven by their approach to national coordination of road safety measures, and that their large road network includes a more diverse mix of urban, regional and rural areas. By comparison, Germany has a more unitary governance model and has a higher proportion of their road network as high standard motorways which is less transferable to Australia.



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## B. Benchmark criteria

- A second group of potential benchmark countries included Sweden, New Zealand, the Netherlands, the United Kingdom and the Republic of Ireland. These countries are internationally recognised for strong road safety performance and longstanding alignment with Vision Zero and Safe System principles. The Netherlands was selected from this group due to its population size and scale being closer to Australia than other high performing European countries with smaller networks such as Sweden and Norway. The Republic of Ireland and New Zealand were selected due to their stronger contextual relevance and transferability to Australia. Both the Republic of Ireland and New Zealand are smaller nations with dispersed populations, extensive rural networks and a reliance on road transport.
- Japan has achieved sustained reductions in road fatalities in the past 15 years and is a strong road safety performance overall. However, Japan does not formally adopt the Safe System approach or Vision Zero framework and its approach places greater emphasis on road user compliance, education and behavioural responsibility. This is supported by strong enforcement and regulatory controls by government. Whilst Japan's outcomes are strong, the drivers of performance are not readily transferable to Australia's road safety context.
- The United States of America was considered due to the scale of its road network and federal governance model. However, it was not selected due to a poorer safety performance relative to other OECD countries and the inconsistent adoption of Safe System principles.



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# Appendix: B

## Supporting Data for Key Issues and Emerging Trends in Road Safety

# i. Age Group

i. Age Group

*Table 6: Comparison of total national road fatalities by age groups from baseline period to the review average**

| Period | All | 0-7 | 8-16 | 17-25 | 26-39 | 40-64 | 65-74 | ≥ 75 |
|---|---|---|---|---|---|---|---|---|
| Baseline Period | 1,139 | 16 | 35 | 224 | 269 | 351 | 98 | 144 |
| Review Average | 1,217 | 18 | 46 | 230 | 265 | 375 | 128 | 149 |
| 2018 | 1,135 | 15 | 38 | 226 | 258 | 351 | 114 | 129 |
| 2019 | 1,186 | 16 | 28 | 237 | 257 | 371 | 106 | 169 |
| 2020 | 1,097 | 17 | 38 | 208 | 291 | 331 | 75 | 133 |
| 2021 | 1,130 | 22 | 43 | 212 | 243 | 352 | 113 | 140 |
| 2022 | 1,178 | 15 | 48 | 226 | 265 | 366 | 116 | 140 |
| 2023 | 1,258 | 14 | 48 | 242 | 280 | 381 | 138 | 153 |
| 2024 | 1,300 | 19 | 43 | 240 | 273 | 400 | 144 | 163 |

*Table 7: Comparison of fatalities per 100,000 population across age groups from baseline period to the review average*

| Period | All | 0-7 | 8-16 | 17-25 | 26-39 | 40-64 | 65-74 | ≥ 75 |
|---|---|---|---|---|---|---|---|---|
| Baseline Period | 4.5 | 0.6 | 1.2 | 7.4 | 5.2 | 4.5 | 4.3 | 8.2 |
| Review Average | 4.6 | 0.7 | 1.5 | 7.3 | 4.7 | 4.5 | 5.0 | 6.9 |
| 2018 | 4.5 | 0.6 | 1.4 | 7.5 | 5.1 | 4.6 | 5.1 | 7.7 |
| 2019 | 4.7 | 0.6 | 1.0 | 7.8 | 5.0 | 4.8 | 4.6 | 9.7 |
| 2020 | 4.3 | 0.7 | 1.3 | 7.0 | 5.5 | 4.2 | 3.2 | 7.3 |
| 2021 | 4.4 | 0.9 | 1.5 | 7.4 | 4.6 | 4.4 | 4.7 | 7.4 |
| 2022 | 4.5 | 0.6 | 1.6 | 7.8 | 5.0 | 4.6 | 4.7 | 7.1 |
| 2023 | 4.7 | 0.6 | 1.6 | 7.9 | 5.1 | 4.7 | 5.6 | 7.4 |
| 2024 | 4.8 | 0.8 | 1.4 | 7.6 | 4.8 | 4.9 | 5.7 | 7.5 |

*Totals may not align exactly with component figures due to rounding, as values have been presented to whole numbers for clarity. Totals may include cases where age is unknown.



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# i. Age Group

*Table 8: Comparison of hospitalised injuries across age groups from baseline period to the review average*

| Period | All | 0-7 | 8-16 | 17-25 | 26-39 | 40-64 | 65-74 | ≥ 75 |
|---|---|---|---|---|---|---|---|---|
| Baseline Period | 38,886 | 710 | 2,567 | 8,070 | 9,450 | 12,718 | 2,891 | 2,481 |
| Review Average | 37,464 | 650 | 2,641 | 7,474 | 8,905 | 12,386 | 2,971 | 2,437 |
| 2018 | 39,360 | 722 | 2,425 | 8,262 | 9,658 | 12,856 | 2,869 | 2,568 |
| 2019 | 39,643 | 698 | 2,492 | 8,049 | 9,555 | 13,079 | 3,057 | 2,713 |
| 2020 | 37,654 | 709 | 2,783 | 7,898 | 9,136 | 12,218 | 2,747 | 2,163 |
| 2021 | 39,112 | 699 | 2,841 | 7,939 | 9,324 | 12,897 | 2,976 | 2,436 |
| 2022 | 35,815 | 601 | 2,440 | 7,009 | 8,486 | 11,875 | 2,966 | 2,438 |
| 2023 | - | - | - | - | - | - | - | - |
| 2024 | - | - | - | - | - | - | - | - |



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## ii. Road User Group

*Table 9: Comparison of fatalities across road user groups from baseline period to the review average*

| Period | All | Driver | Passenger | Pedestrian | Motorcyclist | Pedal Cyclist |
|---|---|---|---|---|---|---|
| Baseline Period | 1,139 | 541 | 201 | 158 | 197 | 39 |
| Review Average | 1,217 | 568 | 193 | 154 | 252 | 37 |
| 2018 | 1135 | 519 | 205 | 178 | 191 | 35 |
| 2019 | 1186 | 569 | 205 | 158 | 212 | 39 |
| 2020 | 1097 | 534 | 192 | 138 | 187 | 42 |
| 2021 | 1130 | 530 | 182 | 133 | 237 | 42 |
| 2022 | 1178 | 544 | 186 | 161 | 242 | 35 |
| 2023 | 1258 | 602 | 204 | 156 | 252 | 34 |
| 2024 | 1300 | 596 | 200 | 167 | 278 | 38 |

*Table 10: Comparison of fatalities by road user groups and gender from baseline period to the review average*

| Period | Male | | | | | | Female | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All | Driver | Pass. | Ped. | Motor. | Pedal Cyclist | All | Driver | Pass. | Ped. | Motor. | Pedal Cyclist |
| Baseline Period | 846 | 418 | 102 | 105 | 187 | 33 | 291 | 123 | 98 | 52 | 10 | 6 |
| Review Average | 911 | 429 | 103 | 99 | 239 | 34 | 304 | 139 | 90 | 56 | 13 | 3 |
| 2018 | 842 | 400 | 107 | 119 | 184 | 30 | 292 | 119 | 97 | 59 | 7 | 5 |
| 2019 | 904 | 455 | 105 | 106 | 202 | 34 | 282 | 114 | 100 | 52 | 10 | 5 |
| 2020 | 793 | 398 | 94 | 89 | 174 | 34 | 300 | 136 | 98 | 45 | 13 | 8 |
| 2021 | 853 | 409 | 90 | 86 | 226 | 37 | 276 | 121 | 91 | 47 | 11 | 5 |
| 2022 | 870 | 389 | 109 | 105 | 229 | 32 | 307 | 155 | 77 | 56 | 12 | 3 |
| 2023 | 953 | 458 | 113 | 104 | 240 | 33 | 305 | 144 | 91 | 52 | 12 | 1 |
| 2024 | 967 | 459 | 99 | 99 | 261 | 34 | 328 | 136 | 99 | 68 | 15 | 4 |



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## iii. Vehicle Types

*Table 11: Comparison of fatalities by vehicle type from baseline period to the review average period**

| Period | All | In crashes involving a passenger car | In crashes involving a light commercial vehicle | In crashes involving a heavy truck | In crashes involving a Bus | In crashes involving a motorcycle |
|---|---|---|---|---|---|---|
| Baseline Period | 1,139 | 708 | 293 | 167 | 15 | 202 |
| Review Average | 1,190 | 710 | 328 | 179 | 19 | 248 |
| 2018 | 1,135 | 721 | 287 | 152 | 14 | 192 |
| 2019 | 1,186 | 726 | 288 | 184 | 18 | 219 |
| 2020 | 1,097 | 677 | 303 | 164 | 13 | 194 |
| 2021 | 1,131 | 685 | 287 | 160 | 14 | 240 |
| 2022 | 1,184 | 717 | 305 | 178 | 22 | 249 |
| 2023 | 1,256 | 729 | 392 | 198 | 22 | 256 |
| 2024 | - | - | - | - | - | - |

*2024 vehicle type data is preliminary at the time of writing of this report. For analysis purposes, the latest finalised available data period (2023) has been used. Columns may not sum to total as some fatalities may have involved more than one type of vehicle. Totals may include unknown values.



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# iv. Remoteness

iv. Remoteness

*Table 12: Comparison of fatalities by remoteness from baseline period to the review average**

| Period | All | Major Cities | Inner Regional | Outer Regional | Remote | Very Remote |
|---|---|---|---|---|---|---|
| Baseline Period | 1,072 | 349 | 345 | 259 | 55 | 59 |
| Review Average | 1,126 | 371 | 379 | 259 | 59 | 53 |
| 2018 | 1,063 | 335 | 347 | 264 | 57 | 56 |
| 2019 | 1,119 | 366 | 361 | 266 | 62 | 60 |
| 2020 | 1,034 | 347 | 327 | 246 | 46 | 61 |
| 2021 | 1,080 | 357 | 346 | 259 | 57 | 52 |
| 2022 | 1,112 | 361 | 364 | 256 | 63 | 64 |
| 2023 | 1,186 | 395 | 428 | 262 | 56 | 44 |
| 2024 | - | - | - | - | - | - |

*Table 13: Comparison of fatalities per 100,000 population by remoteness from baseline period to the review average*

| Period | All | Major Cities | Inner Regional | Outer Regional | Remote | Very Remote |
|---|---|---|---|---|---|---|
| Baseline Period | 4.23 | 1.91 | 7.75 | 12.55 | 18.52 | 29.92 |
| Review Average | 4.31 | 1.96 | 8.20 | 12.33 | 19.43 | 27.12 |
| 2018 | 4.3 | 1.9 | 7.9 | 12.9 | 19.3 | 28.3 |
| 2019 | 4.4 | 2.0 | 8.1 | 12.9 | 20.9 | 30.4 |
| 2020 | 4.0 | 1.9 | 7.2 | 11.9 | 15.4 | 31.1 |
| 2021 | 4.2 | 1.9 | 7.6 | 12.4 | 19.0 | 26.6 |
| 2022 | 4.3 | 1.9 | 7.9 | 12.2 | 20.9 | 32.6 |
| 2023 | 4.5 | 2.0 | 9.1 | 12.4 | 18.4 | 22.2 |
| 2024 | - | - | - | - | - | - |

*2024 jurisdictional remoteness data is preliminary at the time of writing of this report. For analysis purposes, the latest finalised available data period (2023) has been used. Totals may include cases where remoteness area is not reported or unknown.



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*n.d. indicates work is without a publication date



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