Australian Government
Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

National Road Safety Annual Progress Report 2023

Data

ISBN 978-1-922879-26-4

Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

Disclaimer

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary.

The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

Creative Commons licence

With the exception of (a) the Coat of Arms; (b) the Department of Infrastructure, Transport, Regional Development, Communications and the Arts photos and graphics; (c) content supplied by third parties; (d) content otherwise labelled; copyright in this publication is licensed under a Creative Commons BY Attribution 4.0 International Licence.

Use of the Coat of Arms

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Commonwealth Coat of Arms - Information and Guidelines publication available at http://www.pmc.gov.au.

Contact us

This publication is available in PDF format. All other rights are reserved, including in relation to any departmental logos or trademarks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

Email: *officeofroadsafety@infrastructure.gov.au*

Website Office of Road Safety | Office of Road Safety

Table of Contents

Safety performance indicators

The primary measures of success for this indicator are the overall reductions in road trauma. The following performance measures are based on the national data available to the Australian Government as at October 2023.

Road death data was available up to and including the 2022 calendar year, noting that the 2022 data is preliminary and subject to revision. Hospitalised injury data was available up to and including 2021. As data for 2020 was not available when the *National Road Safety Strategy 2021-30* (the Strategy) was agreed, the hospitalised injury baseline is an estimate which will be reassessed in 2025 as part of the mid-term review of the Strategy.

The Safety Performance Indictors (SPIs) are intended to show the level of road safety that exists in the system and measure whether the interventions are improving road safety. The purpose of the SPIs is to track progress against the Strategy's objectives. All Australian governments agreed to the SPIs when approving the Strategy, however some indicators have proven challenging to define and measure in practice. There are 2 types of indicators – lag indicators and lead indictors.

Lag indicators – road deaths and serious injuries

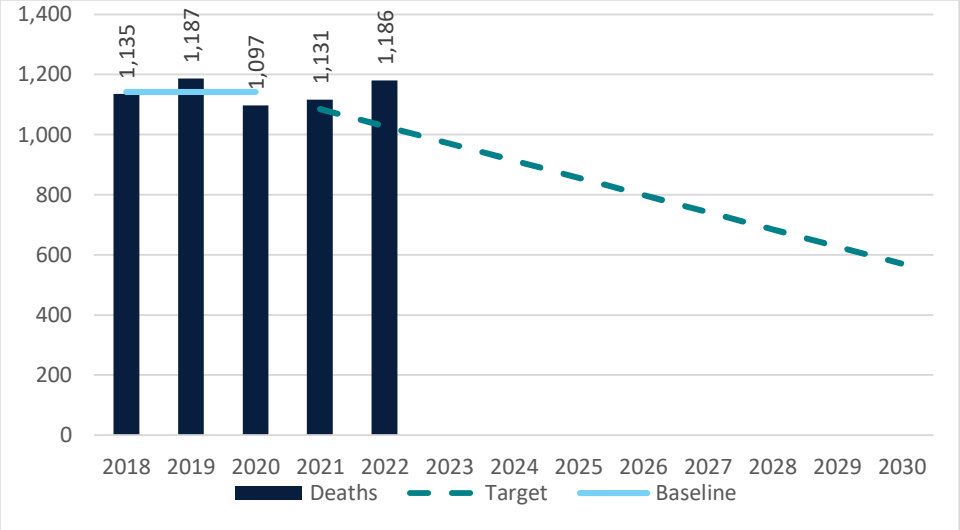
A lagging (or lag) indicator is an observable or measurable factor that changes sometime after the variable with which it correlates changes, and it can confirm trends or changes in trends. In relation to road safety data lag indicators, it means that we find out after the fact if our interventions have been successful.

The performance measures reported here are based on the national data available to the Australian Government as of October 2023. Road death data was available up to and including the 2022 calendar year, noting that 2022 data is preliminary and subject to revision. Hospitalised injury data was available up to and including 2021, noting this is also the first year that data for the 'serious injuries' measure is available for part of the Strategy period.

Data for 2020 was not available when the Strategy was agreed, consequently the hospitalised injury baseline in the Strategy is an estimate. This baseline will be reassessed in 2025 as part of the mid-term review of the Strategy. Further information and data on fatalities and serious injuries is available on the Bureau of Infrastructure and Transport Research Economics' (BITRE) website.

SPI – Number and rate per capita of road crash fatalities

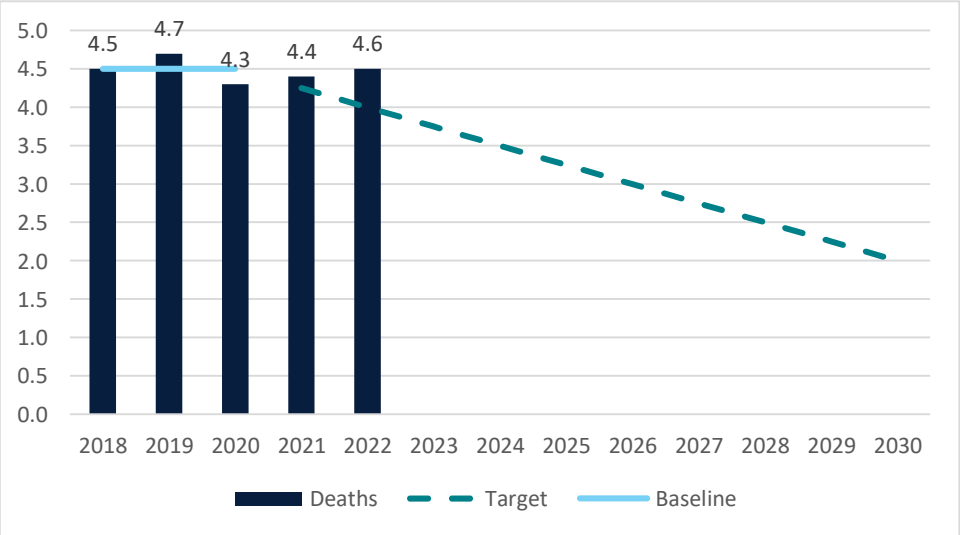
Number of road crash fatalities



NOT ON TRACK

Between 2018 and 2022, total annual deaths from road crashes trended upwards.

Rate per capita of road crash fatalities

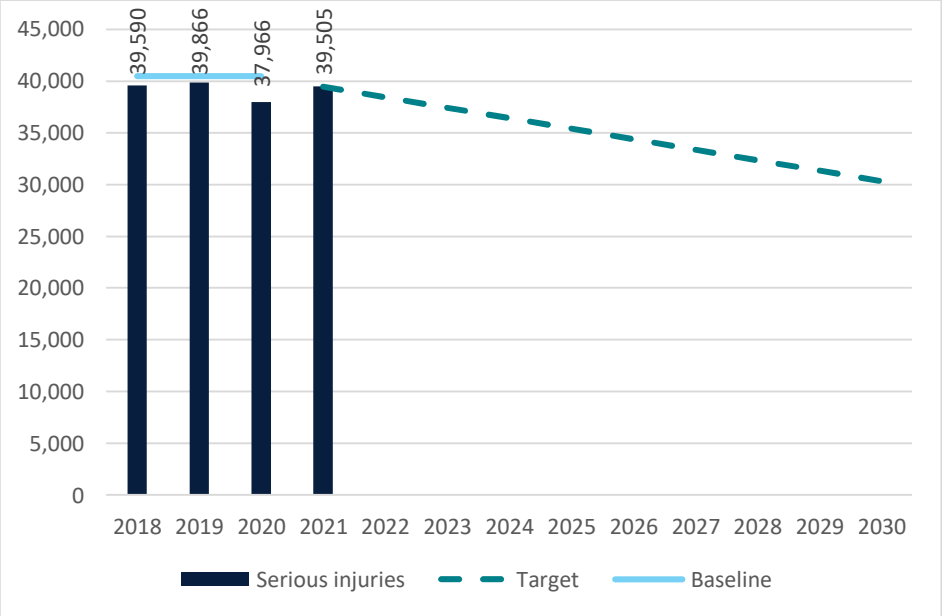


STABLE BUT NOT ON TRACK

Between 2018 and 2022, annual deaths per 100,000 population from road crashes trended mostly flat and not at the rate required to achieve 2030 targets.

SPI – Number and rate per capita of road crash serious injuries (measure against the national definition – admitted to hospital irrespective of length of stay)

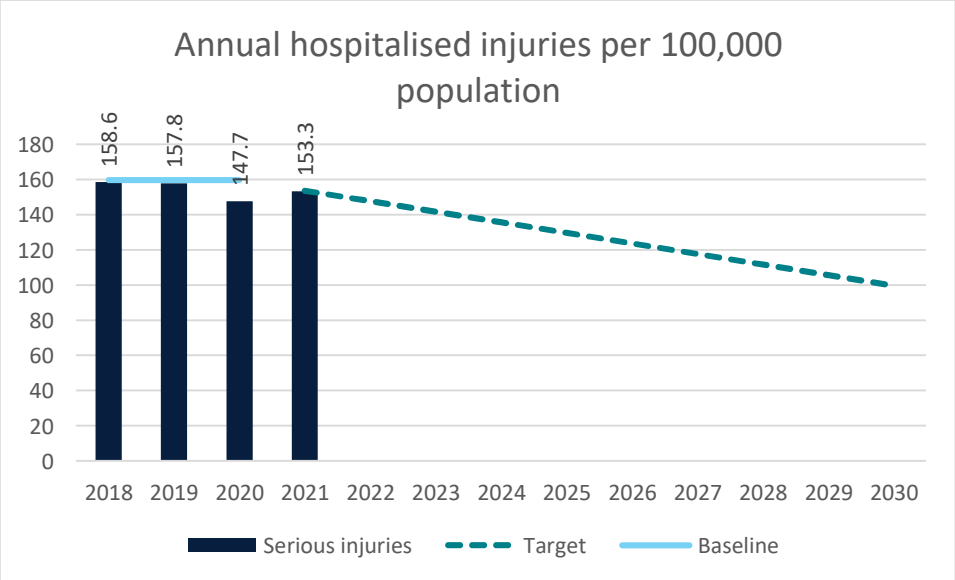
Number of road crash serious (hospitalised) injuries



STABLE BUT NOT ON TRACK

Between 2018 and 2021, annual hospitalised injuries from road crashes has trended mostly flat and not at the rate required to achieve 2030 targets.

Rate per capita of serious (hospitalised) injuries



IMPROVING BUT NOT ON TRACK

Between 2018 and 2021, annual hospitalised injuries per 100,000 population from road crashes trended slightly downwards, although not at the rate required to achieve 2030 targets.

Lead indicators

Lead indicators signal the priority of a measure, and demonstrate progress. There remain issues in measuring the SPIs, including challenges with definitions and data collection. The Road Safety Data Working Group (RSDWG) is prioritising the measuring and reporting of these indicators. While progress is being made, data for most lead indicators is not yet available, and proxy measures have been used in 2023. There are 3 lead indicator priorities – 'safe roads', 'safe vehicles' and 'safe road use'. The Australian Government anticipates that these issues will be addressed through the National Road Safety Data Collection and Reporting Framework.

Safe Roads

SPI: Share of travel on all national highways and on the high-speed (≥80km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating or better)

Status of measuring the SPI: Several definitional and data collection methodology issues exist. Availability of network risk rating data across jurisdictions varies significantly, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Risk rating for the high-speed network, which is defined for 2023 as National Land Transport Network (NLTN) roads

Description: This measure looks at the safety ratings of roads, and is intended to focus on high speed, high volume roads. Further work is being undertaken to define the remainder of the high speed network, and capture travel on these roads to identify which have '80% of travel'. States and territories are at different stages of collecting risk ratings for roads on their networks – with some almost 10 years old. However, under the AusRAP Strategy (administered by Austroads), all states and territories have committed to publishing their road safety ratings for arterial roads by early 2025.

There are different methodologies used to measure road risk ratings. AusRAP uses a 'star rating' system, where higher star ratings (max 5) signify a safer road. While this is a common method, it is not the only one.

Jurisdiction	Risk rating	Length of NLTN in kilometres (km)	% share	Comments
ACT	3, 4 or 5 stars	19 km	100%	
	1 or 2 stars	0 km	0%	
	Unrated	0 km	0%	
NSW	3, 4 or 5 stars	4,341 km	72%	
	1 or 2 stars	1,601 km	27%	
	Unrated	55 km	1%	
NT	3, 4 or 5 stars	756.5 km	27.8%	
	1 or 2 stars	1,958.9 km	72.1%	
	Unrated	2.6 km	0.1%	
QLD	3, 4 or 5 stars	3,217.7 km		The most recent AusRAP Star Rating assessments of the Queensland NLTN were undertaken in 2014-16 with the Bruce Highway independently assessed in 2019.
	1 or 2 stars	1,732.3 km		
	Unrated	10 km		
SA	3, 4 or 5 stars	1,359 km	44%	
	1 or 2 stars	1,019 km	33%	
	Unrated	723 km	23%	

Jurisdiction	Risk rating	Length of NLTN in kilometres (km)	% share	Comments
TAS	3, 4 or 5 stars	124.6 km	34%	Source of data: AusRAP Star Ratings Report (AusRAP, 2013).
	1 or 2 stars	242 km	66%	
	Unrated	0 km	0%	
VIC	3, 4 or 5 stars	2,224 km	68%	AusRAP star-rating data is largely based on 2014 data. This data is updated with desktop assessments of routes upgraded under Victoria's 'Top20' program delivered as part of the *Safer Roads Infrastructure Program*. Rebaselining of Victoria's road star ratings is underway with a more accurate SPI to be made available in mid-2024.
	1 or 2 stars	698 km	21%	
	Unrated	358 km	11%	
WA	3, 4 or 5 stars	4,640 km	85.62%	Figures are based on an old dataset. The dataset will be updated with the recording of new data via the Lidar project at the end of 2023, and updated data will be available for 2024.
	1 or 2 stars	779 km	14.38%	
	Unrated	0 km	0%	

Data source: States and territories have supplied star rating data on their roads.

SPI: Share of signalised intersections with a speed limit <70 km/h

Status of measuring the SPI: Data is available for all jurisdictions

Description. Setting appropriate speed limits is a critical component of road safety, and impact speed has a significant correlation to the risk of serious injury across different crash types.

Jurisdiction	Value %
ACT	79.7%
NSW	97.2%
NT	36.04%*****
QLD	98.4%
SA	98.3%
TAS	86.4%*****
VIC	**63%***

Data source: A commercially purchased data set was used (HERE data) which uses the lowest speed of all the intersecting roads at an intersection. However, some states and territories have contributed their own data marked with (*).

SPI: Share of roads in urban areas with a posted speed limit ≥50km/h with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'

Status of measuring the SPI: Several definitional and data collection methodology issues exist. A proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Number of road safety program projects that included improvements specifically targeted cyclist safety in 2022-23 and 2021-22.

Description. To reduce fatalities and serious injuries involving vulnerable road users, particularly in higher traffic areas, either travel speeds need to be reduced, or vulnerable road users need to be separated from motor vehicles. This could be achieved by providing, for example, separated cycle ways.

There is insufficient data to measure this indicator in 2023. As a proxy, states and territories have provided the number of projects funded under the Road Safety Program which specifically targets cyclist safety.

Jurisdiction	Number of road safety program projects that included specifically targeted to cyclist safety in 2021-22	Number of road safety program projects that included improvements specifically targeted to cyclist safety in 2022-23	Limitations
ACT	10	2	
NSW	15	9	Total 10.8km funded by the Australian Government *Road Safety Program*.
NT	4	7	
QLD	81 projects cannot be split between financial years.	81 projects cannot be split between financial years.	There are 81 projects delivered over the financial years 2021-22 and 2022-23.
SA	38	26	
TAS	13	0	Note mixture of urban and rural locations. Projects through Australian Government *Road Safety Program* only.
VIC	10	14	Projects funded under the Australian Government *Road Safety Program*.
WA		38% of the primary and secondary routes within the Perth and Peel Long Term Cycle Network are complete.	Alternate proxy used: % of primary and secondary active transport network completed in Perth and Peel.

Data source: States and territories have supplied all data.

SPI: Share of high-pedestrian CBD/town centre areas under Movement and Place, or equivalent approaches, with posted speed limits of ≤40km/h

Status of measuring the SPI: This indicator is unable to be reported for 2023. There are both definitional and data availability and collection issues, and a proxy for 2023 is not available.

SPI: Share of road length on designated motorcycle routes with motorcycle friendly crash barriers

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Report on the total length of motorcycle crash barriers installed by each jurisdiction between 2021-22 and 2022-23.

Description: This measure seeks to identify the increase in crash barriers installed in crash risk areas on routes where there is a known volume of motorcycle traffic, there is no widely agreed definition of 'designated motorcycle routes'. The length of motorcycle crash barriers is also a measure of installation against identified crash risk sites, rather than total length.

Jurisdiction	Length of barriers installed in 2021-22 (km)	Length of barriers installed in 2022-2023 (km)	Limitations
ACT	0.42km installed (7kms treated)	0 km	In 2021, 22 7 km of midblock were treated with 420 m of motorcycle friendly barriers.
NSW	5.22 km	0.93 km	Based on specific motorcycle routes identified in the NSW Ridetolive communications website.
NT	0 km	0 km	274 m installed in 2020-21. 200 m installed 2018-19.
QLD	Not available	Not available	The most recent (2019) AusRAP assessments of the state-controlled road network identified a total of 38.4 km of roadside as having motorcycle safety barriers
SA	0 km	4 km	
TAS	Not available	Not available	Combined road length identified as popular motorcycle touring routes: 1,882 km. Under the current Tasmanian Governments *Towards Zero Action Plan 2020-2024* (the Action Plan) there is a program to progressively audit the popular motorcycle touring routes. The program delivers low-cost motorcycle friendly infrastructure treatments. Under

Jurisdiction	Length of barriers installed in 2021-22 (km)	Length of barriers installed in 2022-2023 (km)	Limitations
			the Action Plan, 86.4 km has been audited and a 0.351 km barrier has been installed alongside other infrastructure treatments such as improved signage.
VIC	**6.23 kms**	**0.36 kms**	
WA	Not available	Not available	In consultation with the Motorcycle Council of WA, Main Roads have identified around 1,600 km designated motorcycle routes on the state network and around 1,000 km of designated motorcycle routes on the local roads network.

Data source: States and territories have supplied all data against this measure

SPI: Share of state and territory governments and local councils with a fit-for-purpose road safety risk assessment as an investment plan for its infrastructure

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Jurisdiction to advise the process they have in place to make safety-based investment decisions, and advise percentage of their state/territory network with a risk assessment undertaken in the past 5 years.

Description: A network safety plan is defined in the Action Plan as an assessment of the road safety risk across a road network supplemented by the assessment of benefits against the costs of specific road safety interventions that reduce that risk. The output of a network safety place is an investment pan which can be budgeted for and implemented as funds become available. This concept is common across state and territory governments, noting the terminology might be different. Local government data is not available for 2023, however will be reportable in the 2024 Annual Progress Report.

Jurisdiction	Process for safety-based investment decisions	Percentage of network with a risk assessment undertaken in past 5 years	Limitations
ACT	A key aspect of the ACTs' transport vision is for a safe transport network. This will be achieved by implementing the Safe Systems Approach and ensuring Vision Zero is at the heart of our decision-making consistent with the ACT Road Safety Strategy. Compatibility of Safe System with Movement and Place will be implemented on road design projects through the Safe System Assessment Framework. The ACT Government will implement the Safe System Assessment Framework alongside Movement and Place. The Framework measures how well a design minimises risk of severe injury, with a view to achieving designs that achieve the Safe System objectives	100% of arterial network	ACT has risk assessed around 100% of the arterial road network since 2018, using both the internationally adopted *International Risk Assessment Program* (iRAP) methodology used by AusRAP, as well as by using ANRAM. The use of another tool (NetRisk2) is also being explored to further develop network risk assessments and guide infrastructure planning of the high-risk high volume arterial roads in the region.

NSW	NSW has developed a new *Towards Zero Safer Roads Program*, which forms an annual investment into road safety infrastructure. The program guidelines are based on the use of future network state model, targeting high risk roads and assessing the existing network against risk criteria to determine what road safety interventions can be used. NSW has risk rated all NSW state roads and regional roads to systematically assess and address the level of risk across the network and ensure high risk roads are prioritised for safety treatment.	32%	Transport for NSW has risk assessed around 94% of the NSW state road network since 2013, using the internationally adopted *International Risk Assessment Program* (iRAP) methodology used by AusRAP, which includes around 32% of the NSW state road network being assessed in the past 5 years.
NT	Most projects are delivered under programs according to notes of administration. The following principles are followed in decision making: • Alignment with Safe System principles • Delivering proactive treatments with reference to national best practice • Design programs consider the National Road safety Action Plan • Considering the safety of vulnerable road users as a priority • Addressing high volume and high-speed roads to maximise road safety benefits • Focussing on high speed rural roads • Considering road safety as a part of the scope for all capital and maintenance programs Eligibility criteria are based on crash history, inherent crash risk in road design, road environment, road user behaviour and project cost A range of tools are used to assess current road safety risk, star rating and road safety benefits including AusRAP, ANRAM, iRAP, Austroads Stereotypes for cross-sections and Intersections, road safety audits, and Safe System assessments	92.3% (of the sealed network)	

QLD	TMR has used risk assessment methodologies such as ANRAM, AusRAP, the Queensland Risk Assessment Model (QRAM) and the High-Risk Roads methodology to assess the level of risk on the state-controlled road network. These resources contribute to the development of projects for *Queensland's Targeted Road Safety Program* (TRSP) and other road infrastructure programs. More recently TMR commenced a Network Safety Plan process, the first phase of which is the development of a series of Stereotype Standards for the state-controlled road network. These Stereotype Standards have been used to develop projects for the most recent tranche of the Australian Government *Road Safety Program* and are currently being transitioned into the second phase, the development of an investment plan for the TRSP.	Not currently available	
SA	The Department for Infrastructure and Transport (DIT) uses ANRAM to assess risk ratings on the high-speed network. In the past 5 years, ANRAM risk assessments have been undertaken for 80% of Travel Roads in SA, with 25 roads identified with high-risk ratings and roads identified for funding under the *Road Safety Stimulus Program and Road Safety Program*. Road survey data is being collected and ANRAM data is being updated for the high-speed network.	51%	
TAS	A Network Safety Plan process is being progressed for the state and territory deliverable under the National Road Safety Action Plan.	Data not available	Work is progressing to meet the commitments of the National Road Safety Action Plan

VIC	Victoria is currently developing a Network Safety Plan which will provide an evidence based and robust process for using these tools to make safety-based investment decisions across the Victorian network. The Department of Transport and Planning's Network Safety Planning approach is based on the 'Zero by 2050' strategy adopted by both the Australian and Victorian governments. To date 100% of the network, both midblock and intersection, have been assessed with at least one of the risk rating tools below: • The Network Safety Plan (NSP) is a framework that will determine what the Victorian road network should look like to achieve zero deaths and serious injuries by 2050, considering both the future vehicle technology and speed. The NSP is a network-wide approach that will consider how the network is used, building on the Movement and Place framework, to help determine the required network end state from a safety perspective. It will also produce guidance on the safety improvements needed to get to this end state to assist in how Victoria should invest on its road network. As part of the NSP, a network gap analysis has been undertaken for all arterial roads measuring the current state of infrastructure and speed limit setting against proposed network end-states that aim to eliminate fatal and serious road trauma for both midblocks and intersections. • AusRAP risk ratings – AusRAP risk ratings have been previously undertaken for Victoria's regional network as well as some Metropolitan corridors. The last risk rating exercise was in 2014, and it collected roughly 19,000 km of 25,000 km of the arterial network. Victoria is currently undertaking a project to re-collect AusRAP star ratings for its entire arterial network and expects to have these completed by June 2024. • Infrastructure Risk Rating – The Department of Transport and Planning has produced a state-wide Infrastructure Risk Rating (IRR) model and dataset which provides IRR risk scores and	100%	

	categories for every midblock in Victoria. The IRR methodology, recommended by Austroads, is incorporated in Victoria's speed management policy and guidelines and can be used to review speed limits on high risk, high speed rural roads. • Collective Risk and Intersection Risk – Using 2015 to 2021 crash data, collective risk metrics have been produced for both midblocks and intersections for both local and state-owned roads. Victoria's Collective Risk rating uses the FSI equivalents methodology to predict fatal and serious injury (FSI) based on injury crash occurrence.		
WA	For the state road network there are a number of processes in place to make safety-based investment decisions: • All state roads are risk rated via quantitative risk assessment using crash rate and crash density. • The state network is risk rated via AusRAP Star rating • The top 20% of the highest risk routes are qualitatively assessed with direct measures identified • Road stereotypes and network wide safety plans have been incorporated within route management plans for the regional network (due for metropolitan network end 2023) • At the project-level, large projects follow a road safety risk assessment against safety targets. Percentage of the state network with a risk assessment undertaken in past 5 years: 100%. For the local road network there are processes in place to make safety-based investment decisions: • Road Safety Management Plans, that include local risk assessment, have been shared, with training provided to all local governments and regional road groups • The Road Safety Management Plans training included an overview of Infrastructure Risk Rating Tool and its application • The Western Australia Local Government Association (WALGA) have produced LG-Stars, an easy-to use general risk assessment tool for local roads	100%	

Data source: All data has been sourced from state and territory road and transport agencies.

Safe Vehicles

SPI: Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year time stamp

Status of measuring the SPI: The ANCAP star rating protocols are updated periodically. All ratings from 2018 onwards have an expiry of 6 years from the rating year. A number of pre-2018 ANCAP ratings expired at the end of 2022.

Agreed proxy measure for 2023: ANCAP safety ratings for new cars sold in Australia (passenger cars and SUVs).

Year	ANCAP 5 stars	ANCAP 4 stars	ANCAP ≤3 stars	ANCAP not rated	Total sold
FY 2020-21	688,974	26,575	11,748	36,961	764,258
FY 2021-22	627,346	33,059	9,830	64,232	734,467
FY 2022-23	659,178	40,126	9,889	109,650	818,843

Data source – BITRE (provisional)

Safe Road Use

SPI: Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs

Status of measuring the SPI: Several definitional and data collection methodology issues exist. Proxy measures have been agreed for reporting in 2023.

Agreed proxy measures for 2023: Enforcement data: The percentage of positive blood alcohol tests compared to tests undertaken, and the percentage of positive drug test compared to tests undertaken.

Description: This SPI seeks to track the proportion of people who are tested for alcohol or drugs and pass, compared to those who do not.

Jurisdiction	Percentage of positive blood/alcohol tests compared to tests undertaken	Percentage of positive drug tests compared to tests undertaken	Limitations
ACT	2.38%	14.15%	ACT Police take an intelligence led approach to testing, which results in a greater proportion of positive results.
NSW	0.41%	8.58%	
NT	7.78%	16.18%	
QLD	1.03%	19.27%	
SA	0.82%	8.64%	
TAS	Data not available	49.45%	Tasmania does not currently report positive alcohol tests to the Australian Government.
VIC	0.38%	6.34%	
WA	0.34%	14.35%	

Data source: Australian government held data, as reported from states and territories.

SPI: Share of motor vehicle occupants wearing seatbelt

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measures for 2023: Enforcement data – data on vehicle occupants photographed not wearing a seat belt.

Description: This SPI seeks to track the proportion of people who are photographed wearing a seatbelt, compared to those who are not. There is wide variation between jurisdictions on what is captured and reported. For example, some jurisdictions can report on the full SPI, some a sample, others use the proxy measure (those photographed not wearing a seat belt), and some not at all. It is expected data for this measure will improve in 2024 as seat belt cameras are rolled out more broadly.

Jurisdiction	Either compliance rate **or** number of vehicle occupants wearing seatbelts (can be a sample)	Limitations
ACT	Data not available	ACT does not currently have cameras operating to detect seat belt use.
NSW	2023 (n=10,681): 99.2% 2020 (n=9299): 99.3%	Seat belt compliance based on observational study of drivers/ passengers in light vehicles in NSW.
NT	Data not available	Data not available (no cameras).
QLD	November 2021 to September 2023: Drivers – 99.97% (0.03% not wearing) Passengers - 99.96% (0.04% not wearing); Total - 99.93% (0.07% not wearing)	Compliance rate from cameras for seatbelts 2018 -22.
SA	Data not available	SA does not currently have cameras operating to detect seat belt use.
TAS	**Data not available**	**Data not available**
VIC	**Driver seatbelt non-compliance rate: 0.32% = (5015 / 1571704)%**	**For a sample period 31 March to 30 June 2023 inclusive. This 3 month period was the advisory period for the new mobile phone and seatbelt detection cameras.**
WA	Data not available	WA does not currently have cameras operating to detect seat belt use.

Data source: Australian Government held data, as reported from states and territories.

SPI: Share of vehicles at or below speed limit

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data on vehicles photographed over the speed limit.

Description: This SPI seeks to track the proportion of people who are complying with the speed limit, compared to those who are not. There is wide variation between jurisdictions on what is captured and reported. For example, some jurisdictions can report on the full SPI, some a sample, others the proxy measure (those photographed travelling over the speed limit), and some not at all.

Jurisdiction	Either compliance rate **or** number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)	Limitations
ACT	1 January to 19 November 2023 Mobile speed cameras – infringements issued 0.18% (99.82% compliance).	Data collected from 1 January to 19 November 2023. Fixed camera data not available.
NSW	**Percentage of light vehicles exceeding the speed limit in 2009, 2019 and 2020.** **Posted speed limit during 2009:** • 40k km/h school zone: 35% • 40km/h: 69% • 50km/h: 66% • 60km/h: 40% • 70km/h: 46% • 80km/h: 39% • 90km/h: 39% • 100km/h: 43% • 110km/h: 50% **Posted speed limit during 2019:** • 40k km/h school zone: 26% • 40km/h: 63% • 50km/h: 50% • 60km/h: 29% • 70km/h: 28% • 80km/h: 21% • 90km/h: 38% • 100km/h: 38% • 110km/h: 44% **Posted speed limit during 2020:** • 40k km/h school zone: 32%	**This NSW data is publicly available. Updated data will be provided in next report.**

Jurisdiction	Either compliance rate **or** number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)	Limitations
	• 40km/h: 68% • 50km/h: 55% • 60km/h: 27% • 70km/h: 33% • 80km/h: 23% • 90km/h: 39% • 100km/h: 40% • 110km/h: 57%	
NT	**Data not available**	**Data not available.**
QLD	Proportion of vehicles passing cameras not given an infringement: Overt mobile speed cameras: 99.46% Covert mobile speed cameras: 99.50% Fixed cameras: 99.95% Cine reflect lighting system (CRLS) cameras: 99.92% Peer to peer (P2P) cameras: 99.86% Trailer speed cameras: 99.96% (does not include regional deployments) Entire Camera Detected Offence Program (CDOP): 99.84%	Compliance rate from cameras for speeding 2018-22.
SA	Fiscal year (FY) 2018-19 – 0.88% of vehicles through mobile speed cameras were issued expiations (10,072,478 vehicles, 83,567 General Enforcement Notices [GENs] issued) FY 2019-20 – 0.79% of vehicles through mobile speed cameras were issued expiations (11,635,301 vehicles, 92,284 GENs issued) FY 2020-21 – 0.91% of vehicles through mobile speed cameras were issued expiations (13,248,981 vehicles, 120,959 GENs issued) FY 2021-22 – 0.94% of vehicles through mobile speed cameras were issued expiations (11,764,741 vehicles, 110,908 GENs issued) FY 2022-23 – 0.77% of vehicles through mobile speed cameras were issued expiations (13,027,369 vehicles, 100,274 GENs issued)	
TAS	Data not available	Data not available.

Jurisdiction	Either compliance rate **or** number of vehicles observed speeding and number of vehicles observed not speeding (can be a sample)	Limitations
VIC	**Fixed road safety cameras = 99.95% compliance for January to March 2023** **Mobile road safety cameras = 99.20% compliance for January to March 2023**	**Compliance rates for fixed and mobile cameras are published here: Driver compliance rates | vic.gov.au (www.vic.gov.au).**
WA	2022 SPI share of vehicles at or below the speed limit - 70.6% 2023 SPI share of vehicles at or below the speed limit - 71.0% 2023 SPI increased share of vehicles at or below the speed limit (2022 to 2023) - 0.4 percentage points	In order to capture overall WA performance, this SPI uses both metropolitan and regional speed surveys. These surveys alternate every year. Surveys are not completed until around February the year after the survey data was collected (also the year of the survey report). Therefore, each annual SPI will use data from the previous year's report and the report 2 years previously.

Data source: As reported from states and territories.

SPI: Share of drivers and riders observed/photographed not using a mobile phone or device

Status of measuring the SPI: Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data – data on vehicle occupants using a mobile phone or device.

Description: This SPI seeks to track the proportion of people who are complying with legislation around mobile phone use while driving. There has been a rapid roll-out of mobile phone detection technology over the past 2 years, however there is wide variation between jurisdictions on what is captured and reported and the technology is not yet operational in all jurisdictions.

Jurisdiction	Either compliance rate **or** number of drivers checked for mobile phone use and number of drivers recorded using a mobile phone (can be a sample)	Limitations
ACT	0.41% (using a mobile device) from 1 March to 31 October 2023.	Data obtained from 3 transportable and 1 fixed (2 lane) cameras. Warnings or infringements were not issued during this period from data collected from these cameras.
NSW	During FY2022-23, 135 million vehicle checks were performed by mobile phone detection cameras and 208,600 fines were issued for camera-detected mobile phone offences, an infringement rate of 0.15% and a reduction from 0.19% in 2021-22.	
NT	Data not available.	Data not available (no cameras).
QLD	99.86% (0.14% using a phone).	Compliance rate from cameras for mobile phone use 2021- 23.
SA	Data not available.	SA does not currently have cameras operating to detect mobile phone use.
TAS	Data not available.	Data not available.
VIC	0.30% = (4676 / 1571704) – (% portable device non-compliance rate)	The 3-month period 31 March to 30 June 2023 was the advisory period for the new mobile phone and seatbelt detection cameras.

WA	Data not available.	WA does not currently have cameras operating to detect mobile phone use.

Data source: Australian Government held data, as reported from states and territories.

Demonstrating zero targets: 'Vision Zero'

The 2018 Inquiry into the *National Road Safety Strategy 2011-20* (the Inquiry) recommended that, as part of the commitment to eliminating road deaths and serious injuries by 2050, shorter-term interim *Vision Zero* goals be established as significant public signposts of progress. The 2030 interim targets below have been adopted based on the Inquiry's recommendations, noting work is progressing to produce a full measurement of 2 of the performance measures. An online interactive dashboard is also being developed to improve public reporting on these metrics.

Measure: Zero deaths of children 7 years old and under

Status: Data is available for this measure – noting it is a 'lag' indicator.

Description. Data shows the national number of road deaths of children aged zero to 7 years old across jurisdictions.

Year	Number of road deaths: 0-7 years
2013	30
2014	36
2015	19
2016	24
2017	22
2018	14
2019	19
2020	17
2021	21

Data source: Data reported from states and territories to the Australian Government.

Zero deaths on all national highways and on high speed roads covering 80% of travel across the network.

Status of measuring the SPI: This is a 'lag' indicator. Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: Enforcement data – Road deaths on National Land Transport Network (NLTN) roads with speed limits ≥80km/h.

Description: The proxy for 2023 shows national road deaths on NLTN ≥80km/h. This data is provisional, and there is ongoing work with all the jurisdictions to validate data. As such, numbers may be subject to minor change.

Year	NLTN road deaths ≥ 80km/h
2013	162
2014	151
2015	165
2016	176
2017	157
2018	155
2019	180
2020	135
2021	135

Data source: Australian Government has mapped road deaths data to the NLTN network (≥80km/h).

Zero deaths in city CBD areas

Status of measuring the SPI: This is a 'lag' indicator. Several definitional and data collection methodology issues exist, and a proxy measure has been agreed for reporting in 2023.

Agreed proxy measure for 2023: City central business district (CBD) areas are for the major 5 capital cities only. Each jurisdiction has provided relevant CBD map data to measure this indicator.

Description: Jurisdictions have defined 'CBD' areas for their respective capital city CBDs. Additional work will be undertaken to define CBD areas for areas outside of capital cities. The capital city CBD areas will be published on the National Road Safety Data Hub website in 2024.

Year	Deaths CBD areas
2018	5 (average)
2019	6 (average)
2020	6 (average)
2021	2

Data source: Capital city CBD maps provided by jurisdictions. Road deaths data provided by the Australian Government (from state and territory data sets).