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Further information

National Road Safety Strategy website

An ongoing series of fact sheets
www.officeofroadsafety.gov.au/hrss/resources-fact-sheets
Foreword

A foreword will be included in the final Strategy


Strategy at a glance

ENSURING IMPLEMENTATION
- Clear governance arrangements
- Evidence-based policy and programs
- Transparency and accountability: external advisory reference group may conduct reviews
  - Published dashboards showing rate of change
- Performance Framework: outcome indicators and safety performance indicators, regularly assessed and published
- Investment tied to improved road safety outcomes
- Future focused research and development

Targets by 2030
- Fatalities per capita reduced by 50%
- Serious injury per capita reduced by 30%

National Road Safety Action Plan

Themes
- Safe Roads
- Safe Vehicles
- Safe Road Use

Priorities
- Infrastructure planning & investment
- Vehicle safety
- Indigenous Australians
- Regional road safety
- Heavy vehicle safety
- Vulnerable road users
- Remote road safety
- Workplace road safety
- Risky road use
Where we want to be

- As a community we no longer accept a transport system that results in death and serious injury to Australians on a daily basis.
- Over ten years, we expect a significantly reduced burden on our economy and society from road crashes – in terms of deaths, life-changing injuries, costs on the health sector, and trauma for families, first responders and communities, including mental health impacts.
- We will have safe transport options for all ages and abilities, including the most vulnerable in our communities.

Long term directions

This Strategy primarily focuses on the next ten years but in the context of the drive towards Vision Zero there are longer term directions which guide us and may require enabling actions.

- Measure transformation of the transport system
- Address disproportionate impact on Indigenous Australians
- Local Government supported to embed road safety in business as usual
- Cultural change for acceptance of road safety solutions
- Reduce the age of the fleet and ensure modern safety features in all vehicles
- Adoption of the social model to influence prioritising road safety
Why do we need action?
1,200 people die on Australia's roads every year

OVER 3,000 people are recorded on the Australian Trauma Registry every year with very severe injuries.

9% OVER 2011-20 TARGET

1,427 DEATHS (2011 baseline)

1121 DEATHS Actual achieved by mid 2020

998 DEATHS Target to reach by 2020

HOSPITALISED INJURIES ARE INCREASING

Almost 40,000 Hospitalised in 2017

Increase of 3.3% per annum from 2013

25% hospitalised had high threat to life injuries

AS A PROPORTION PER POPULATION, WE ARE MAKING PROGRESS

28.8% Reduction

* 6.6 (2011 baseline) to 4.7 (2019) deaths per 100,000 population

* 15.1% population increase over the decade

MAJOR CITY

2.2 Road Deaths per 100,000 (2018)

148.7 Hospitalised Injuries per 100,000 (2017)

REGIONAL

10.9 Road Deaths per 100,000 (2018)

171.4 Hospitalised Injuries per 100,000 (2017)

REMOTE

23.6 Road Deaths per 100,000 (2018)

213.8 Hospitalised Injuries per 100,000 (2017)

$30 BILLION ANNUAL COST TO THE NATIONAL ECONOMY
Driving and road use is a significant part of the Australian way of life and business. Australia is a large country and many of us rely on private road transport to get to work or play, and on trucks to deliver our produce and consumer goods. However, this road use currently does not occur without causing considerable harm.

While much was achieved under the previous strategy, we are still seeing increases in serious injuries, significant costs to the economy from road crashes, and significant impacts on disadvantaged groups.

The way we move both people and goods; and where we live, work and socialise, affects the use of roads and how we prioritise their different functions. A planning approach based on Movement and Place shows how the different functions of roads can be met to varying degrees. Motorways and movement corridors provide for fast movement with little or no ‘place’ function, whereas in vibrant streets, local streets, and places for people (e.g. shared zones) the emphasis is on slow movement, and place is the primary consideration.

This approach informs road design and is critical to the decisions we make, including those on speed management to ensure that we can drive down road trauma in urban, regional and remote communities.
What can we achieve?
This Strategy aims to reduce the rates of death and serious injury from road crashes over the next ten years, and to support our long term vision of zero by 2050.

**Targets by 2030**

- Fatalities per capita reduced by **50%**
- Serious injury per capita reduced by **30%** (interim target)

**Long term goal: zero deaths by 2050 and zero serious injuries by 2050**

These target reductions are relative to the average rates per capita of deaths and serious injuries in the baseline period, 2018-2020 [TBC for serious injuries].

A 50% reduction in deaths per 100,000 population by 2030 will represent approximately a 41% reduction in deaths, to 689.

A 30% reduction in serious injuries per 100,000 will represent approximately a 18% reduction in serious injuries, to 33,373.

A person is considered to be seriously injured in a road crash if they are admitted to hospital, irrespective of the length of stay.

Achieving these targets, particularly for serious injury, will be difficult. Driving down serious injuries from road crashes will take time and our efforts and assessment of progress will be better informed by a new national data series.

Our ultimate goal is to reduce deaths and serious injuries to zero by 2050 – not a rate relative to population.

This Strategy has adopted per capita rates for the headline targets because they better show progress in the intervening decades, allowing for disruptions and variations in population growth between jurisdictions, regions, age groups and road user groups. Per capita rates also allows us to compare our progress with leading international jurisdictions, and also highlight which groups are disproportionately affected by road trauma and where things are going well.
Principles

Under this Strategy we have adopted these important guiding principles for the next decade.

A long-term vision
- Zero deaths and serious injuries by 2050: a safe system in which a mistake does not cost a person’s life or health.

Safe System approach
- This is in step with the United Nations approach to global road safety through its Sustainable Development Goals and the second Decade of Action on Road Safety.

Ten-year targets
- To reduce the rate of deaths from road crashes per 100,000 population by at least 50% by 2030: to 689.
- To reduce the rate of serious injuries from road crashes per 100,000 population by at least 30% by 2030: to 33,373.

Evidence-based approach
- National priority actions will be selected on the basis of evidence and effectiveness, enabled by a National Data Hub.
Clear governance arrangements

- Responsibility for actions will be clear.

Transparency

- Progress on implementation, towards targets, and safety performance indicators will be published regularly, enabled by a National Data Hub.

Strong accountability mechanisms

- Continuation of the Office of Road Safety, establishment of a National Data Hub and consideration of an external advisory group to monitor progress under the Strategy and Action Plan.

Broad and shared responsibility

- We will continually reach out beyond the transport sector to find new partners to achieve change.
What will we do?
Improving road safety is challenging and complex. It requires a system view, with an understanding of how different elements interact. Each of the three main themes for this Strategy has a role to play in addressing each of the priorities, and often they are connected in multiple ways.
Following the 2018 Inquiry into the effectiveness of the National Road Safety Strategy 2011-2020, Australian Governments have responded to the key findings, adopting:

- a long term goal of zero deaths and injuries from road crashes by 2050
- a focused set of key priorities for action
- safety performance indicators focused on how harm can be eliminated in the system
- better targeted road safety investment backed up by better data and analysis
- better whole-of-government coordination across portfolios.

Across Australia different solutions are needed to support improved safety outcomes in our road systems, which vary widely.

To help position Australia to reach Vision Zero by 2050 we need cultural change. To meet this challenge, all tiers of government will work together to deliver effective policy and programs.

### Different solutions are needed to achieve change across the road transport system

Australia has long adopted the safe system approach to road safety, and this Strategy continues following this internationally recognised approach. In this Strategy the focus is on three main themes: Safe Roads, Safe Vehicles and Safe Road Users.

### Speed management is critical

Supported by the Movement and Place approach, speed management is critically important: it will underpin all of the themes and be part of addressing the priority areas for this Strategy.

Speed management is a critical factor in managing the physical forces to which human bodies are subjected in any crash. The risk of death or injury increases markedly and at different speeds depending on the type of collision, as can be seen in the diagram below.

The previous strategy presented four separate cornerstone areas (also referred to as ‘pillars’). While it is not the intention under the safe system approach, there has sometimes been a siloed approach to implementation. This Strategy aims to integrate the safe system cornerstones and show the safe system in a holistic manner focusing on the interactions and layers of protection essential to the safe system.

### Wramborg’s model for fatality probability vs vehicle collision speeds

![Wramborg's model for fatality probability vs vehicle collision speeds](image)
Nine priorities- where we can reduce harm and head towards Vision Zero

Roads, roadsides, travel speeds and vehicles should be designed to avoid crashes or reduce their impact, but much of the system is not built this way. Solutions are continually being developed and refined to improve our legacy road network. Given the size of the task, we must prioritise the changes that will achieve the greatest reductions in trauma.

The nine priority areas were identified through a process which included analysis of the available data on road crash deaths and serious injuries, taking into account expert views on how best to respond to the greatest road safety challenges over the next decade. The presentation of the priorities was refined after discussion with a wide range of stakeholders.

Infrastructure planning and investment

Governments will focus on designing a safe system that is future focused.

Even relatively low speeds can kill or seriously injure unless the vehicle and the road and roadside environment take account of the physical vulnerability of all road users. In urban areas there are many serious injuries to vehicle occupants and vulnerable road users, which can be prevented. Movement and Place frameworks inform infrastructure planning to manage the risk of conflict.

Actions:
• Infrastructure funding at all levels will be linked to measureable improvements in safety.
• Deliver systematic safety improvements on a corridor basis.
• Manage speeds where conflicts between vehicles and road users with infrastructure and roadside hazards cannot be avoided, to avoid crashes resulting in death or serious injury.

Regional roads

Governments at all levels will plan and implement network-wide safety improvements.

Around 55% of road crash deaths are in regional areas (Australian Bureau of Statistics (ABS) Inner and Outer Regional Areas) – with the majority of people killed on these roads from regional areas. The majority of these deaths result from lane departure crashes (run-off road and head-on crashes).

Actions:
• Development of network safety plans, to prioritise road safety treatments where they will have the most impact.
• For roads with higher traffic volumes: staged safe system treatments including median and roadside flexible safety barriers.
• For roads with moderate to high traffic volumes: staged implementation of risk reduction treatments including audio-tactile line markings (rumble strips), median treatments, targeted stretches of barrier treatment, shoulder widening and sealing, intersection treatments, and protection on curves and from roadside hazards.
• Speed limits reduced for some roads where infrastructure improvements are not foreseen within the life of the Strategy.
• Development of a Regulation Impact Statement on reducing the open road default speed limit.
Remote areas

Better transport options and assistance.

Based on the rate of deaths per 100,000 people, the risk to an individual of being killed on a road in a remote area (ABS Remote and Very Remote Australia) is eight times the risk of living in a major city. Of the 1,136 people killed in 2018, 116 were in remote areas of Australia. There is a greater proportion of unsealed roads and other lower quality roads with lower traffic volumes and relatively high speed limits.

Actions:
- Safe system treatments on roads with higher volumes of traffic and comprehensive risk reduction on roads with moderate volumes, in line with network safety plans and priorities.
- Explore options to address the sustainability of community transport for remote communities.
- Improve access to driver licensing programs and other transport assistance.

Vehicle Safety

Pursue technological improvements and uptake of safer vehicles.

Vehicle technology developments and safety systems are increasingly focused on crash avoidance, such as lane keeping support, adaptive cruise control and blind spot detection. Recently introduced Australian Design Rules are collectively estimated to save almost 850 lives over the next 15 years. Vehicle safety systems will also reduce serious injuries to vehicle occupants and vulnerable road users in urban areas.

Over the longer term, automated vehicles have the potential to substantially improve road safety outcomes by reducing the number of crashes caused by human error.

Actions:
- Prioritise and adopt proven technological improvements for all vehicle types through new Australian Design Rules as quickly as possible (e.g. systems assisting drivers to stay in their lane, and systems that provide warnings when drivers are drowsy or distracted).
- Encourage and promote voluntary uptake of vehicle safety technologies ahead of regulation, including through ongoing support of the Australasian New Car Assessment Program (ANCAP) and through fleet purchasing policies.
- Implement new regulatory requirements for vehicles with automated driving systems, to facilitate the safe deployment of these vehicles.

Heavy vehicle safety

Support safe movement of freight and passengers and reduce harm to all road users.

Around 15% of all road crash deaths involve a heavy vehicle. Buses represent only a very small proportion of these deaths. While heavy vehicles crash less often than other vehicles, these crashes are more likely to result in a death or serious injury. Regardless of fault, the greater mass of these vehicles contributes a considerable amount of kinetic energy to a crash, with the other vehicle or vulnerable road user in the collision often enduring the worst of the impact.

Actions:
- regulate for and promote heavy vehicle safety technologies.
- Strengthen national heavy vehicle operational regulation.
- Promote and reduce barriers to the uptake of safe new heavy vehicles.
- Protect all road users from conflicts with construction vehicles through state/territory government construction contract requirements such as requiring inclusion of safety technologies.
Workplace road safety

Enable safety culture in organisations to take responsibility for vehicles and roads as a workplace.

In 2018, there were 144 fatalities reported as a result of injuries sustained in the course of work-related activity. In total 44 of these (31%) were the result of vehicle collisions and a further 45 were related to vehicles in other ways, for example, falling from vehicles or being injured while loading vehicles, meaning that a total of 89 fatalities (or 62% of all work fatalities) were related to vehicles.

Actions:

• Ensure organisations are aware of their WHS duties in relation to vehicles and road safety.
• Encourage and support organisations to take responsibility for road and vehicle safety across their operation by taking actions and setting policies that support and enhance the individual responsibility of workers and create a road safety culture.
• With the increase in cycling and other vulnerable road users including through ‘gig economy’ delivery work, support the safety of delivery workers for example by provision of separated bike lanes.

Indigenous Australians

Address the overrepresentation of Indigenous Australians in road trauma.

Indigenous Australians bear a higher burden of road trauma: Australian Institute of Health and Welfare data shows Indigenous Australians are nearly three times more likely to die in road crashes than non-Indigenous Australians.

There is a growing evidence base supporting community-led programs as the most successful approach for health improvement. Child seat restraint programs, alternative community based transport, targeted approaches and human centred design have led to improved road safety outcomes.

Actions:

• The challenges faced by Indigenous Australians will be addressed in reference to Closing the Gap in conjunction with reform priorities, formal partnerships and community control to capitalise on synergies created through shared goals.
• An enabling action will be to partner with Indigenous Australians on the best way forward.
Vulnerable road users

Provide safe access for all road users.

Roads are shared by many types of road users. Travelling as pedestrians; bike, scooter, or e-bike riders; or motorbike riders, gives minimal physical protection in the event of a crash, making us more vulnerable than when we are inside a vehicle. The probability of death or serious injury for unprotected road users like pedestrians and riders in a crash increases exponentially with increasing vehicle speed: there is an estimated 10% probability of being killed if struck at 30 km/h, but this rises to over 90% at 50 km/h, the default speed limit in built-up areas. In urban areas, almost one third of all road crash deaths are pedestrians.

Actions:

- Implement Movement and Place frameworks to support best practice speed management and tailored safe system road treatments.
- Strengthen graduated licensing arrangements for motorbike riders.
- Promote consumer information about protective clothing and helmets.
- Adopt best practice coordinated enforcement of key behavioural issues including speed limits and drug and alcohol laws.

Risky road use

Increase community understanding of risky road use and address through education and enforcement.

Risky road use includes actions that are explicitly illegal, including speeding, drink or drug driving, illegal mobile phone use, not wearing a seat-belt or helmet, running a red light, unlicensed driving, and ‘hoon’ driving. Other high-risk behaviours include driving at inappropriate speeds for conditions, driving while fatigued, distracted or inattentive, overcrowding vehicles and walking near or on roads after drinking alcohol or taking illegal drugs.

The difficulty conveying this issue is that it is largely unintentional and unconscious actions that are normalised, and apply to us all – the average driver and the person with a good driving record. The challenge is to shift the culture to re-evaluate what is felt to be acceptable.

Road use also needs to be seen in a broader context as the way people live their lives affects use of the roads. Under the social model this Strategy recognises that other preventative health work, for example focusing on mental and physical health, will also impact road safety.

A focus on reducing high-risk behaviour is needed as part of a safe system approach, as are improvements to the road transport system to address compliant road users making unintentional mistakes that result in crashes.

Actions:

- Increase community understanding of what risky behaviours are, and how much they can increase road trauma.
- Apply best practice coordinated enforcement, education, new technology and road treatments.
- Work towards the notion of ‘self-explaining’ roads leading road users into compliance.
Enabling actions

Three key broad enabling actions will need to be delivered across the life of the Strategy.

Transformation of the system

This Strategy adopts an enhanced governance framework, and performance management and reporting system. A key element is the focus on safety performance indicators, closely tied to the National Road Safety Action Plan to indicate the extent to which we have transformed the road transport system to be safer overall. This will ensure we are implementing the measures that will make a difference and can adjust plans in response to changes in priority and emerging issues based on results and evidence.

Cultural change

We have had successful cultural change in road safety in the past. Measures that may at first seem extreme, over time become normalised. For most people, wearing motorbike helmets and seatbelts is now automatic, though this was not always the case. Mainstream attitudes to drinking and driving have changed markedly over time, with changes in the law supported by strong education and enforcement campaigns; in particular the introduction of random breath testing.

A key challenge for embedding a safe system approach is speed management. Community attitude surveys show a level of understanding of how speed relates to risk on the roads and good general support for speed enforcement; however many also think speed enforcement (particularly speed cameras) is as much about revenue-raising as safety, and do not appreciate how crash risks compound with even small increases in speed. Continuing work to change the culture on speed is an immediate priority, but also one that will take time to reach its full potential.

Australia has large road networks, and any infrastructure treatments proposed will not be able to be applied to all roads. Speed limit reviews are a key element of the comprehensive network-wide safety planning approach under this Strategy, especially to support vulnerable road users.

Through the social model we will work over the decade and beyond to increase the range of organisations and sectors where road safety becomes a key part of the way they operate. There are so many parties which can influence trauma outcomes, and the social model approach means being open to constantly exploring and finding different levers for change, and expanding the understanding of the safe system across the community. The aim is for road safety to be at the core of every club, business and organisation to influence individuals and achieve cultural change. For example, a starting point could be to work with a high-profile sporting club to establish a strong road safety policy across all of its operations and be a champion for cultural change.

Some of the first steps governments will take to enable the social model approach will be to broaden engagement across portfolios to find opportunities to work together and to influence other strategies, such as the National Injury Prevention Strategy.

Data

Better national data and monitoring of road safety across the whole of the system will be key to the success of this Strategy. Currently we have reasonably good national data on crashes resulting in fatalities, but there are many other areas where there is scope for better data collection and coordination, evaluation of interventions and wider sharing of best practice. There are known gaps such as in work-related driving, but improved data and identification of new sources will also shed light on previously unknown system issues.

Regarding serious injury data, progress is being made to bring together a national picture of serious injuries from road crashes by mid-2021. With a national dataset we will be able to better target the types of interventions needed to prevent the most serious injuries and measure the effectiveness of those treatments. We will work with data custodians across sectors to create a framework to support a timely ongoing data series. Security and privacy, along with the optimisation of releases and permission flows require a robust framework to ensure all concerns are addressed and results in the regular release of national serious injury data.

Although this Strategy has been developed with the benefit of individual states’ and territories’ knowledge about serious injury crashes and trends, once we have a national picture, there will be a need to review and potentially adjust the priorities and actions.
For some of the priorities enabling action is needed first, particularly to work out how to address some longer term problems and to be able to develop future actions.

Upskilling Local Government

A large part of the road network is under local government control. There is a need to build and retain road safety engineering capability, secure stronger engagement between state governments and their local government cohorts, and work towards embedding road safety as a key reporting requirement for the sector. Review of each state’s requirements for local governments may be required in order to establish the clear link of responsibility for the design, safety and maintenance of each local government controlled road network. An initial enabling action will be for each local council to undertake a road safety risk assessment (such as a road network safety plan). The framework for these reviews provided by Austroads is an accessible, low cost method. This will give councils the information they need for the life of the Strategy to prioritise infrastructure investment (within their available resources) to improve road safety outcomes and manage network safety gaps across their road assets.
Indigenous Australians

Early work shows we need to have better insight from Indigenous Australians to understand the complex interaction of social, cultural, safety and justice issues more fully before we can proceed with solution-oriented interventions to address road safety.

The Australian Government will lead work, in close consultation across its portfolios and with state, territory and local governments, to build an understanding of the authorising environments and the interaction of government policies aimed at closing the gap for Indigenous Australians.

Reduction in age of the fleet

Many Australians drive vehicles over ten years old. These older vehicles often lack newer safety features, are more likely to be involved in crashes, and provide less protection for the occupants and others involved. The Australasian New Car Assessment Program reported in 2017 that vehicles built before 2000 made up 20% of the fleet but featured in 33% of fatal crashes. Newer vehicles built between 2011 and 2016 made up 31% of the fleet, yet were involved in only 13% of fatal crashes.

The Australian heavy vehicle fleet also includes many older vehicles. The benefits of safer vehicle design and safety technologies for new vehicles are only realised to the extent that these vehicles enter the fleet and replace older, less safe vehicles.

We did not see any reductions in the age of the vehicle fleets under the previous strategy. This is an area where research and development is needed to underpin policy development.
How we will do it
What is different about this Strategy?

Following on from the findings of the 2018 Inquiry into the National Road Safety Strategy 2011–2020 and the 2019 Review of National Road Safety Governance Arrangements, this Strategy adopts an enhanced governance framework and performance management and reporting system. This will ensure that all parties to the Strategy are accountable for implementing it, including through establishing clear rigorous performance measures.

Australia has long had a strong evidence-based approach to road safety. Improved performance monitoring will allow closer analysis of what is working and for corrections to be made as soon as possible. In particular, the progress of this Strategy will be closely monitored through a priority set of safety performance indicators. These provide an understanding of the extent to which the work being undertaken is transforming the system – not just roads but all elements of the safe system – showing whether intervention measures are effective, and whether the Strategy has set the right directions.

During the life of the Strategy a National Data Hub will guide evidence-based national policy and decision-making, focusing on the implementation of safe system treatments to progress to a safer network, where the roads are more forgiving.

This Strategy remains firmly based on the internationally recognised Safe System approach.

With this Strategy, we are adopting the social model approach to road safety, reaching beyond the traditional transport sector to achieve cultural change. This will require ongoing engagement with different sectors, to identify fruitful areas for collaboration and novel and creative ways to improve safety.

Embedding the social model approach will take time and will build over the life of this Strategy.

We will explore with multiple sectors and the broader community how we can all influence road safety outcomes.

This might be through community clubs, workplaces, organisations, and government agencies.

There is not a single correct approach: we need a greater application of niche solutions, the need to build change management into acceptance of those solutions and take into account the the length of time it takes to achieve change.
The Strategy will only be successful if all tiers of government take action and our partners and the broader community become part of the changing culture to accept road safety solutions.

How we will work

National Road Safety Strategy

Independent Review and Analysis

National Road Safety Action Plan

Implementation

Commonwealth, State, Territory and Local Governments

Jurisdiction Plans and Strategies

This Strategy will only be successful if we see change and acceptance adopted outside of traditional government road agencies. All tiers of government and the community must take action.

National Road Safety Action Plan 2021-2025

The nine priority areas will be supported by a rolling 5-year Action Plan, with agreed national actions underpinned by safety performance indicators.

Supporting the three themes and the nine priorities of this Strategy is an enhanced governance framework and performance management and reporting system. This will ensure we are implementing the measures that will make a difference and can adjust plans in response to changes in priority and emerging issues.
Accountability

This is a Strategy owned by Infrastructure and Transport Ministers, representing all jurisdictions together with the Australian Local Government Association (ALGA) representing the local government sector.

Each jurisdiction is accountable for the delivery of the national actions in the Action Plan. The Infrastructure and Transport Senior Officials’ Committee is accountable for monitoring the implementation of agreed actions and managing the process for adjustments in actions where the evidence points to a need for change.

The Office of Road Safety, in the Australian Government Department of Infrastructure, Transport, Regional Development and Communications is coordinating work with states and territories and ALGA on the implementation of the Strategy, including progress reporting on the fatality and serious injury reduction outcome targets under the Strategy and Action Plans.

Independent review and analysis will be a key feature, such as through an external advisory group, to provide an annual report to the Infrastructure and Transport Ministers Meeting.

Reporting on implementation

We will monitor progress towards several types of measures:

- the headline trauma reduction targets
- a series of outcome indicators showing progress in reducing key crash types and reducing trauma in particular road user groups
- safety performance indicators which show transformation and incremental improvements of the system. [A set of Safety Performance Indicators will be finalised with the Strategy, and Actions identified in the National Road Safety Action Plan for 2021-25 will focus primarily on achieving improvements in these indicators.]

A new National Data Hub will focus on how effective infrastructure investment and other countermeasures are in delivering reductions in deaths and serious injuries. It will also help us to understand the national picture of what needs to be focused on, especially in areas where currently insight is limited.

The Office of Road Safety, together with states and territories, will report annually on the progress of priorities outlined in this Strategy and Action Plan.

Keeping the Strategy relevant

We will conduct a mid-term review of the Strategy and redirect or refine the priorities to make sure the focus is where it needs to be.

The first Action Plan is for a five year term. This will allow funding commitments to be made towards concrete and deliverable actions with safety performance indicators. It will be important to keep all our national road safety efforts aligned with changes to the environment and technologies, the specific priorities in each state and territory strategy and action plan while remaining alert to emerging issues.
Roles and responsibilities

All levels of government in Australia have responsibilities for road safety, both within the transport sector and more broadly in other sectors that influence safety outcomes:

Infrastructure and Transport Ministers, together with the Australian Local Government Association, have oversight of this Strategy.

- Cabinet ministers are responsible for reaching across portfolios so that governments take a holistic approach to achieving better road safety outcomes.
- Infrastructure and Transport Ministers have oversight of a number of other important related national initiatives:
  - the National Policy Framework for Land Transport Technology and Action Plan
  - the Freight and Supply Chain Strategy and Action Plan
  - the Freight Data Hub
  - the National Remote and Regional Transport Strategy.

The Australian Government regulates safety standards for new vehicles and allocates infrastructure resources across the national highway and local road networks.

- The Office of Road Safety has a national coordination role for road safety.
- In allocating infrastructure resources, the Australian Government ensures that all investments in road infrastructure planning, design and construction have as an objective: infrastructure that is safer, by having regard for safe system principles and treatments, and align with this Strategy.
- In addition to investing in road infrastructure, the Australian Government also has a role investing in targeted road safety programs including the Road Safety Innovation Fund, the Road Safety Awareness and Enablers Fund, and the Australasian New Car Assessment Program.
- The Australian Government regulates safety standards for new vehicles through the Australian Design Rules, harmonising those with international vehicle regulations where possible and gives consideration to the adoption of international vehicle regulations of the United Nations World Forum for Harmonization of Vehicle Regulations.
- The Australian Government also has a national coordination role in relation to the health system. This Strategy is aligned with the National Injury Prevention Strategy which seeks to prevent all forms of injury to Australians, including from road crashes.
State and territory governments invest in and operate the road networks.

- State and territory governments are responsible for funding, planning, designing and operating safe road networks, including setting speed limits. They are responsible for implementing the guidelines set by Austroads, and maintenance of their road networks.
- State and territory governments manage vehicle registration and driver licensing systems, set the road rules, and are responsible for police enforcement and compliance.
- State and territory governments also regulate work health and safety in their jurisdictions and have responsibilities in the health sector for public hospitals and emergency services.

Local governments are responsible for funding, planning, designing and operating the road networks and footpaths in their local areas.

- Local governments are responsible for funding, planning, designing and operating safe road networks and footpaths in their local areas, and they engage closely with their communities on the use and design of roads and public spaces.
- Local governments also develop planning and local law regulations for local areas (such as local area speed limits and path use rules) and pursue community health and wellbeing programs/initiatives, linked to state and national initiatives.

National bodies supported collectively by governments also have responsibilities for road safety.

- The National Heavy Vehicle Regulator is Australia’s independent regulator for all vehicles over 4.5 tonnes gross vehicle mass, delivering a comprehensive range of services under a consistent regulatory framework.
- The National Transport Commission leads national transport reform in support of Australian Governments to improve safety, productivity, environmental outcomes and regulatory efficiency, for example the Australian Road Rules model legislation.
- The Australia New Zealand Policing Advisory Agency is responsible for providing advice on current and emerging policing priorities and cross-jurisdictional coordination, for example through co-Chairing the National Drug Driving Working Group.
- Austroads is responsible for conducting research and providing advice, information, tools and services to assist in delivery of safe, efficient and reliable mobility. These include national guidelines for the design, building and maintenance of road networks. Austroads also provides national services that help transport agencies to operate seamlessly across state borders and bring national efficiencies to their operations.
National Road Safety Strategy
2021–30