



National Road Safety Progress Report

2024



Contents

Chapter	Sub-chapter	Contents	Page
1		Background and introduction	3
2		Lag Indicators	6
3		Lead Indicators	9
	3.1	Safe Roads	10
	3.2	Safe Vehicles	13
	3.3	Safe Road Use	14
4		Demonstrating Zero Targets	18
5		Jurisdiction and Australian Government Updates	20
6		Appendices	50
	6.1	Appendix 1: Alignment to Strategy	51
	6.2	Appendix 2: Data methodologies	53
	6.3	Appendix 3: Glossary	56



An aerial photograph of the Sydney Harbour Bridge at sunset. The bridge's two massive pylons are prominent, with numerous stay cables fanning out to the deck. The sun is low on the horizon, creating a warm, golden glow and reflecting off the water. A large, semi-transparent white number '1' is overlaid on the left side of the image. In the background, the Sydney city skyline is visible, including a large building with a sign that reads 'JUST TRY AND WRAP YOUR HAND AROUND IT'.

Background and Introduction

Background and introduction

The 2024 National Road Safety Progress Report (the report) is released annually by Australian, state and territory infrastructure and transport ministers. This is the second annual report and it provides updates on progress against the National Road Safety Strategy 2021-30 (the Strategy) and the National Road Safety Action Plan 2023-25 (Action Plan). The Strategy has road safety targets of 50% reduction in fatalities and 30% reduction in serious injuries by 2030 with an overarching target of achieving zero deaths and serious injuries on Australian roads by 2050 (Vision Zero).

To measure progress towards achieving the 2030 targets, the report compares currently available data to the average of fatalities (1,142 fatalities) and serious injuries (40,472 serious injuries) between 2018 and 2020 (the baseline). The report includes data against the Strategy's Safety Performance Indicators (SPIs), showing where we are on track and highlighting the work that still needs to be done to reach our road safety targets. SPIs are the key reporting metrics used to evaluate the advancement towards these targets. Written updates and case studies from the Commonwealth and each jurisdiction are also included in the report to demonstrate progress.

The lag indicators show that the number of fatalities in Australia have exceeded the baseline figures since 2022 and that the rate of serious injuries in Australia has decreased but is not on track to meet 2030 targets.

The Report also shows progress in the data collection and reporting against the SPIs, addressing some of the data consistency challenges in the 2023 National Road Safety Progress Report. The Australian Government remains committed to a data-driven approach where progress can be tracked and compared over time, while pursuing priority improvements to road safety data.

The Strategy outlines three themes, nine priorities and eight enabling actions that create a comprehensive and inclusive approach to road safety.

Results Focus

- ▶ Preventing fatal and serious injuries
- ▶ Strengthening institutional management functions
- ▶ Movement and place integrating speed management

Priorities

- ▶ Infrastructure planning and investment
- ▶ Aboriginal and Torres Strait Islander people
- ▶ Regional road safety
- ▶ Remote road safety
- ▶ Vehicle safety
- ▶ Heavy vehicle safety
- ▶ Workplace road safety
- ▶ Vulnerable road users
- ▶ Risky road use

Figure 1: Key Road Safety Themes



Enabling Actions

- ▶ Measure transformation of the system
- ▶ Data and research
- ▶ Cultural change
- ▶ Road safety capacity building
- ▶ Supporting local government
- ▶ Connected and automated vehicles
- ▶ Reduction in the age of fleet vehicles
- ▶ Improve road safety outcomes for Aboriginal and Torres Strait Islander people

Role of safety performance indicators in enhancing road safety

Safety Performance Indicators (SPIs) are quantitative metrics used to assess and monitor the effectiveness of safety interventions. These metrics provide structure and support a data-driven approach to systematically improving road safety which can be monitored over time.

SPIs are classified into Lead and Lag indicators. Lead indicators are predictive measures that provide early indications about future safety performance, assisting in identifying potential risks before they result in crashes. Examples include the rate of driver compliance with the posted speed limit or the rate of driver compliance with legal blood alcohol levels. These predictive measures can significantly reduce the likelihood of crashes.

Conversely, lag indicators are retrospective and measure outcomes that have already occurred, such as the number of crashes, fatalities, and injuries. They provide data on the effectiveness of current and previous interventions and reflect the overall safety of the road network.

Using both indicator types are crucial to a comprehensive road safety strategy. Lead indicators help agencies anticipate and prevent crashes, while lag indicators provide a robust database of road safety performance. This combination builds a better picture of road safety and supports informed decision-making about resource allocation, investment prioritisation, strategic interventions, research and innovation. It fosters a cycle of continuous improvement in road safety strategies, ensuring they evolve based on real-world data and predictive insights.

Data analysed and presented for Lead and Lag indicators in the report are primarily gathered from:

- ▶ Bureau of Infrastructure and Transport Research Economics (BITRE);
- ▶ State and territory owned data such as traffic monitoring and crash reports.

Where data was not available to be analysed for an SPI, proxy data was used to address the incomplete dataset for SPIs. Detailed methodology is available in Appendix 2 on pages 53-55.

The Australian Government continues to monitor and review the SPIs, improve dataset consistency and optimise reporting processes to improve road safety measures aimed at reducing fatalities and serious injuries. This includes enhancing data collection and reporting as well as optimising policies to meet changing transport trends. Continued analysis facilitates accurate tracking and progress comparisons, further reinforcing the importance of data-driven decision-making in achieving road safety goals.

This report presents data at a national view. Where state and territory views are applied, data is presented by jurisdiction in order of largest to smallest national road network length.

It should be noted that this report should not be read as, and is not intended to be, a comparison of jurisdictions on their road safety performance. Each state and territory has specific road safety priorities which are targeted at their specific needs and road safety challenges. For this reason, each jurisdiction has also provided their own road safety updates and a case study (Figure 2). This provides a snapshot of the initiatives delivered in accordance with the priority areas of the Action Plan. These case studies supplement the understanding of the SPIs and highlight significant achievements over the past 12 months. Further details are available from page 20 of this report.

Figure 2: Case study image of South Australian Workplace Road Safety Guide which provides a guide for employers and workers (Refer to page 35 for details).



An aerial photograph of a dirt road winding through a dense forest. A large, semi-transparent number '2' is overlaid on the right side of the image. The text 'Lag Indicators' is written in white on the left side of the image.

Lag Indicators

Lag indicators are important quantitative measures of the outcomes of road safety treatments and performance and are represented by fatalities and serious injuries resulting from crashes. That is, they are the result of cumulative, concurrent changes in road safety and road user behaviours focussed on by lead indicators. Generally, lag indicators require a 5-year period to perform analysis.

The lag indicators are:

- ▶ Number and rate per capita of road crash fatalities
- ▶ Number and rate per capita of road crash serious injuries

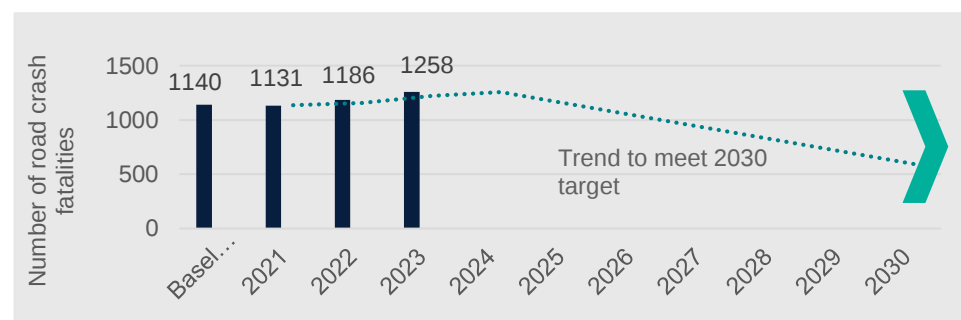
1. Road Crash Fatalities

SPI 1: Number and rate per capita of road crash fatalities

Trends in road crash fatalities reflect underlying road safety issues and driver behaviours which should be addressed. Monitoring road crash fatalities is essential for enhancing road safety, informing policy, allocating resources effectively, raising public awareness and measuring progress towards safer roads environments.

This measure is key in providing insight on current safety performance and the effectiveness of strategic provisioning of safety policies that can reduce fatality rates to align with strategic targets (Figure 3, 4). Fatalities have trended upwards increasing from a baseline of 1,140 to 1,258 in 2023.

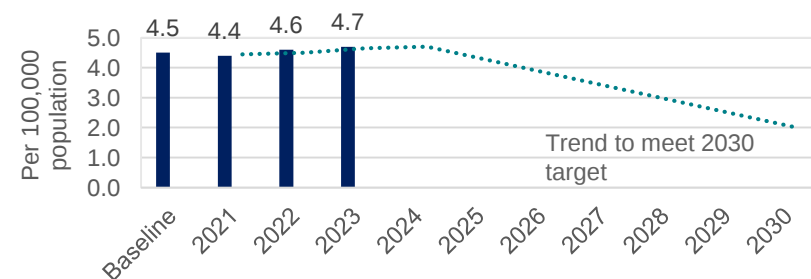
Figure 3: Number of road crash fatalities (Baseline-2023)



1 There were 118 (or 10.3%) additional road crash fatalities in 2023 compared to baseline.

2 Road crash fatalities are trending upwards with 1,258 fatalities in 2023.

Figure 4: Rate per capita of road crash fatalities (Baseline-2023)



1 There were 0.2 more fatalities per 100,000 population compared to the baseline.

2 Road crash fatalities per capita are trending upwards with 4.7 fatalities per 100,000 population in 2023.

Observations

Number of road crash fatalities and rate per capita have exceeded baseline values in 2022 and 2023.

Both number of fatalities and rate per capita have increased each year since 2021.

Both indicators suggest that Australia is **not on track** to meet 2030 targets.

2. Road Crash Serious Injuries

SPI 2: Number and rate per capita of road crash serious injuries

Rates of crashes resulting in serious injuries are an indicator of the level of safety and provide a larger trend indicator of road safety. Monitoring serious injuries enables government agencies to understand how future road safety trends may materialise.

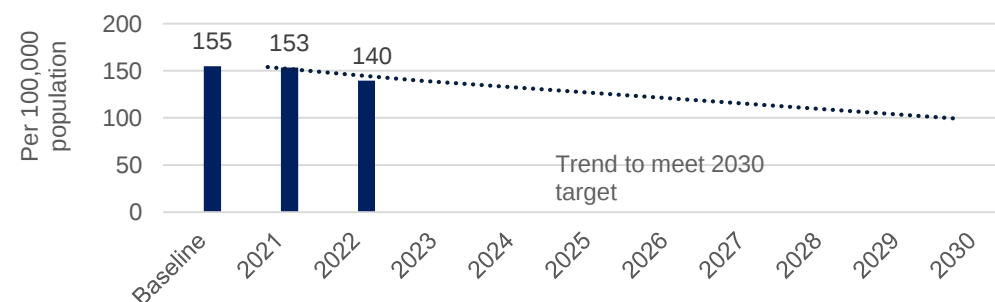
Measuring road crashes that result in serious injuries provides insight into the effectiveness of road safety practices and whether progress has been made in achieving road safety targets (Figure 5, 6). The latest available data period for serious injuries is for the calendar year 2022.

Figure 5: Number of road crash serious injuries* (Baseline-2022)

Baseline	39,141
2021	39,505
2022	35,828

**Where serious injuries are defined as those admitted to hospital irrespective of length of stay*

Figure 6: Rate per capita of serious injuries (hospitalisations) Baseline-2022



Observations

- ▶ The number of road crashes resulting in serious injuries and rate per capita of serious injuries decreased in 2022 compared to the baseline.
- ▶ There were 3,677 fewer serious injuries across Australia in 2022 when compared to 2021 (Figure 5).

The number of serious injuries has **experienced a decline** since the baseline, reflecting progress towards the national target of reducing serious injuries to less than 27,398 by 2030. Based on 2022 figures, **a further reduction of 8,430 serious injuries is needed to meet the 2030 strategic targets.**



Lead Indicators

Lead indicators are quantitative measures which predict safety performance by assessing the effectiveness of safety interventions across road safety categories. Indicators can span metrics on specific interventions or systemic performance in a category such as travel volume above a specific speed, or breath test results, respectively. Lead indicators have become more prominent in road safety performance monitoring as they enable decision-makers to proactively manage road safety priorities and adapt strategies to create impact on lag indicator outcomes. Methodologies for lead indicators are captured in Appendix pages 53-55.

Safety Performance Indicators (3 and 4)

SPI 3: 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

Determining this measure enables more strategic road safety investment (Table 1). An informed risk assessment process allows decision-makers to prioritise higher-risk sections of road for intervention, potentially leading to reductions in fatalities and serious injuries. The share can also be used to engage road users in understanding risks, why particular crash reduction measures have been chosen and to outline the expected impact of road safety investment.

Table 1: Share of jurisdictions with fit-for-purpose road safety risk assessment completed in the past 5 years (2020-2024) by States and Territories

Jurisdiction	Share of fit-for-purpose road safety risk assessment (%)
NSW	100
WA	100
QLD	100*
VIC	100
SA	100 of government controlled regional road network
NT	92.3 of sealed roads
TAS	86 of Category 1 network
ACT	100

*One LGA in Queensland has also completed fit-for-purpose road safety risk assessments; data is not available for any other LGAs or local jurisdictions.

Observations

- Many states and territories have completed fit-for-purpose road safety risk assessments for the state managed road network within the past 5 years.
- Several jurisdictions noted local governments have been supplied with risk rating tools, but local network figures may not be known.
- There is a disparity in the level of road safety risk assessments for local managed roads when compared to state managed roads.
- There are barriers to local governments completing assessments of their road network to understand their challenges in the same way as states and territories.

SPI 4: Share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating or better)

It is essential to monitor the safety of national highways, which carry high volumes of traffic at high speeds, increasing the risk and severity of crashes for motorists.

Risk ratings of national highways in each jurisdiction are captured where higher ratings represent safer roads (1-star indicating the least safe, and 5-stars the safest). By evaluating the share of travel on national highways alongside their risk ratings, authorities aim to reduce the distance of the National Land Transport Network (NLTN) rated between 1-2 stars, enabling a safer driving experience for all.

Key update: Jurisdictions are investing significant funding for this indicator and new data will be publicly reported mid-2025. No additional data is available (since 2023 report).

Safety Performance Indicators (5, 6 and 7)

SPI 5: Share of road length on designated motorcycle routes with motorcycle friendly crash barriers

Motorcyclists are among the most vulnerable road users due to the high speeds in which motorcycles can travel and their lack of protection in the event of a crash. A key measure to enhance their safety is the installation of motorcycle friendly crash barriers. Table 2 highlights the total length of barriers installed in high-traffic areas commonly used by motorcyclists, aimed at reducing the likelihood and impact of crashes.

Table 2: Total length of barriers installed in each jurisdiction

Jurisdiction	Length (km) of barriers installed (2022-23)	Length (km) of barriers installed (2023-24)
NSW	4.3	2.0
WA	0	0
QLD	Not available	Not available
VIC	0.4	0.5
SA	4	0
NT	0	0.8
TAS	Not available	5.1
ACT	0	0.1

Observations

Limited motorcycle friendly crash barriers were installed in 2023-24, with some states having difficult reporting on this SPI.

SPI 6: Share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits ≤ 40 km/h

High pedestrian CBD/town centre areas under Movement and Place denote areas of interaction between vehicles and pedestrians with a goal of balancing and facilitating movement of both groups. The risk of death and serious injury in collisions is substantially higher pedestrians when vehicles are travelling at speeds of 40km/h or above. This indicator is unable to be reported due to definitional, data availability and collection limitations. A proxy is not available.

SPI 7: Share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycle ways, and in urban areas outside of ABS remoteness category ‘major cities’

Separated cycle ways markedly improve safety for cyclists and all road users in urban areas where there may be increased traffic congestion. This measure aims to reduce the likelihood of deaths and serious injuries involving cyclists in high-traffic areas. Table 3 captures the total number of cyclist road safety programs delivered which has a primary focus to minimise cyclist crashes and injuries involving motor vehicles.

Table 3: Total number of cyclist road safety programs in each jurisdiction

Jurisdiction	No. of cyclist road safety programs (2022-23)	No. of cyclist road safety programs (2023-24)
NSW	49	17
WA	29% (alternate proxy)	31% (alternate proxy)
QLD	81 (across 2021-2023)	20
VIC	21	18
SA	26	19
NT	7	3
TAS	2	8
ACT	2	2

Observations

QLD has delivered the largest number of cyclist safety programs over the available data period.

TAS expanded its cyclist safety initiatives in 2023-24.

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

#7 - Agreed proxy measure for 2023: Number of road safety program projects that included improvements specifically targeted cyclist safety in 2022-23 and 2021-22. For Western Australia, an alternative proxy was used: % of primary and secondary active transport network completed in Perth and Peel.

8. Approach Speeds at Intersections

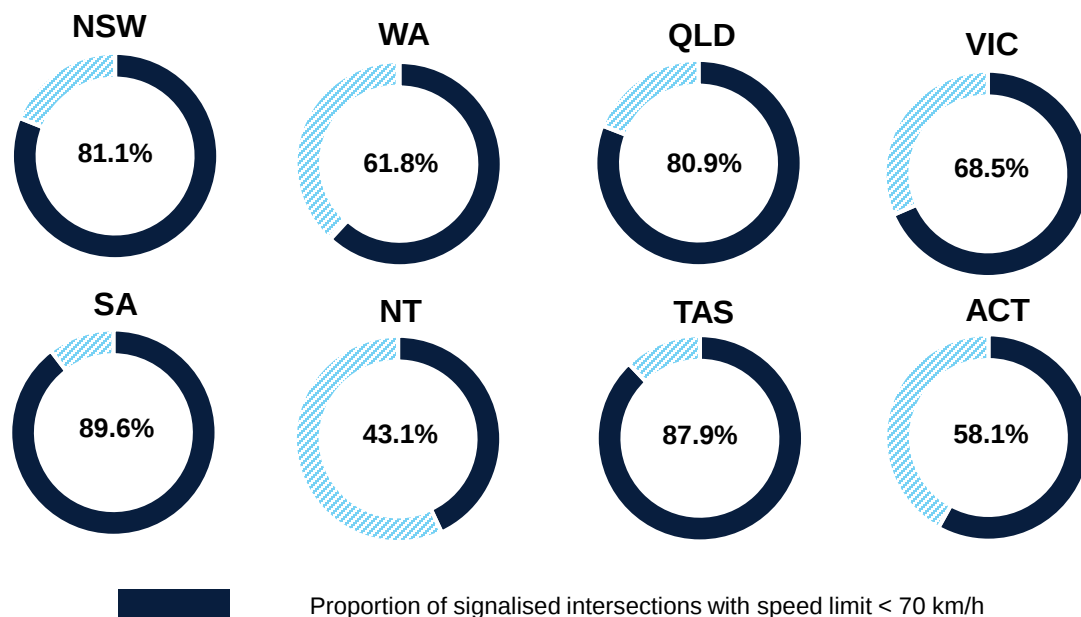
SPI 8: Share of signalised intersections with a speed limit < 70 km/h

Intersections introduce numerous conflict points for vehicles, pedestrians and cyclists which may lead to a higher likelihood of crashes with vulnerable road users or side impact crashes. To enhance road safety and minimise the likelihood and severity of such crashes, the approach speed at these intersections can be slowed down. Existing research shows that for side impact crashes, impact speeds at 50km/h or greater have a 90%+ likelihood of resulting in a fatal or serious injury. Signalised intersections introduce traffic control at intersections which enhance safety by controlling conflicting movements between road users.

This SPI monitors a higher-risk section of the road network to minimise the risk and likelihood of fatal and serious injuries.

Intersections are classified as high-speed intersections if any of the approach legs have a posted speed limit of 70km/h or over. Each jurisdiction records traffic signal intersections with speed limits < 70km/h, where a higher proportion of signalised intersections < 70 km/h indicates a safer road environment (Figure 7).

Figure 7: Proportion of signalised intersections with a speed limit <70km/h for each jurisdiction



Observations

- ▶ 7 out of 8 jurisdictions have more than 50% of their signalised intersections with a speed limit <70km/h.
- ▶ 4 out of 8 jurisdictions have more than 80% of signalised intersections with a speed limit <70km/h.

9. Vehicle Safety

SPI 9: Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year date stamp

The safety of the light vehicle fleet in Australia can have significant implications for reducing road trauma with modern safety features capable of reducing the likelihood and severity of crashes occurring. The Australasian New Car Assessment Program (ANCAP), an independent organisation, conducts rigorous crash tests and safety assessments beyond the Australian Design Rules (ADR). Vehicles are assigned star ratings based on their performance, providing consumers with detailed safety information. ANCAP protocols become more stringent periodically, and therefore, some vehicles may have their ratings changed over time. That is, a vehicle rated as 5-star in 2018 may only achieve a 4-star in 2024. A 6-year date stamp is used for this SPI to monitor the latest levels of safety performance for the share of light vehicle fleet which has a 5-star rating.

This SPI is measured to align with the strategic goal and priority of vehicle safety to support in delivering overall outcomes of road safety. A higher proportion of 5-star rated vehicles indicates better safety features such as high-quality restraint systems (seat belts, airbags, child safety seats), and active assist safety technologies (automatic emergency braking, lane departure warning, blind spot detection). In some cases, a vehicle may not be rated. These may be due to being more expensive luxury cars which are sold in lower numbers but often have high safety features or may be in the market for a period before they are rated by ANCAP.

The data attained from publicly available ANCAP reports show a decreasing trend in the proportion of vehicles sold with a 5-star ANCAP rating (Figure 8, 9).

Figure 8: ANCAP Star Ratings for Australian Vehicles Sold in 2017-2022*

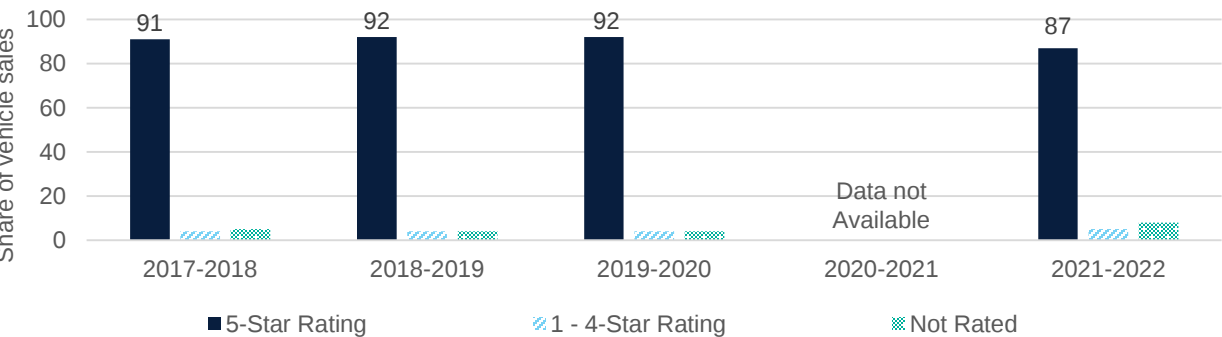
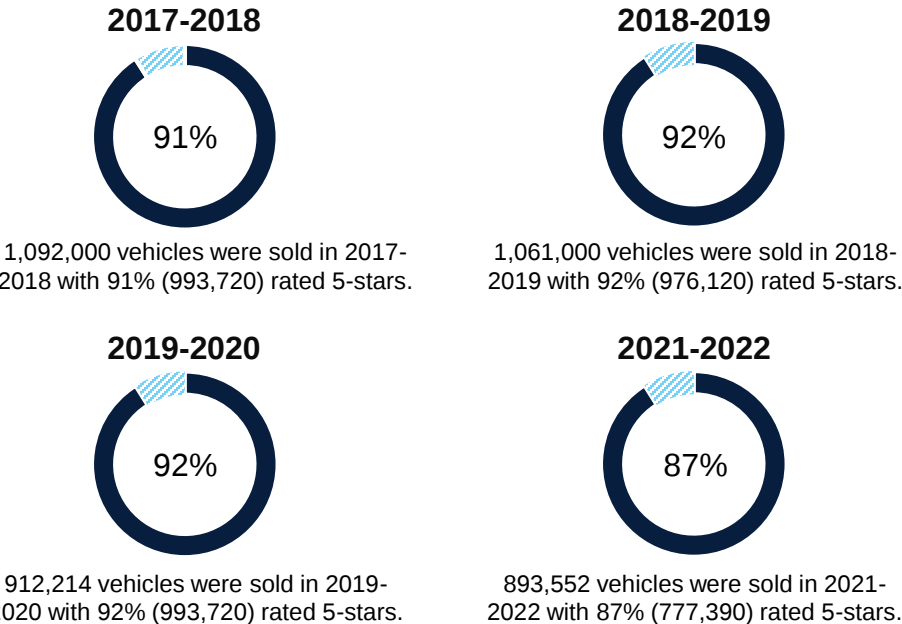


Figure 9: ANCAP 5-Star Rated Australian Light Vehicle Sales (2017-2022)



Observations

- ▶ The ANCAP 5-star ratings were consistently observed in over 90% of new cars sold until 2021-2022, where the 5-star ratings dropped to 87%.

10. Alcohol and Drug Testing

SPI 10: Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs

Drivers under the influence of alcohol or drugs pose a major risk to road safety as these substances impact a driver’s ability to respond to situations, make decisions or react quickly to emerging situations on the road network. Observing the percentage of positive drug and alcohol tests compared to total tests undertaken provides insight into varying levels of risk-taking behaviours (Figure 10, 11). Generally, there is a lower rate of positive alcohol test results compared to positive drug test results.

However, it is noted that limitations exist due to varying approaches to alcohol and drug testing across jurisdictions.

Figure 10: Share of drivers tested with a positive alcohol result (2023)

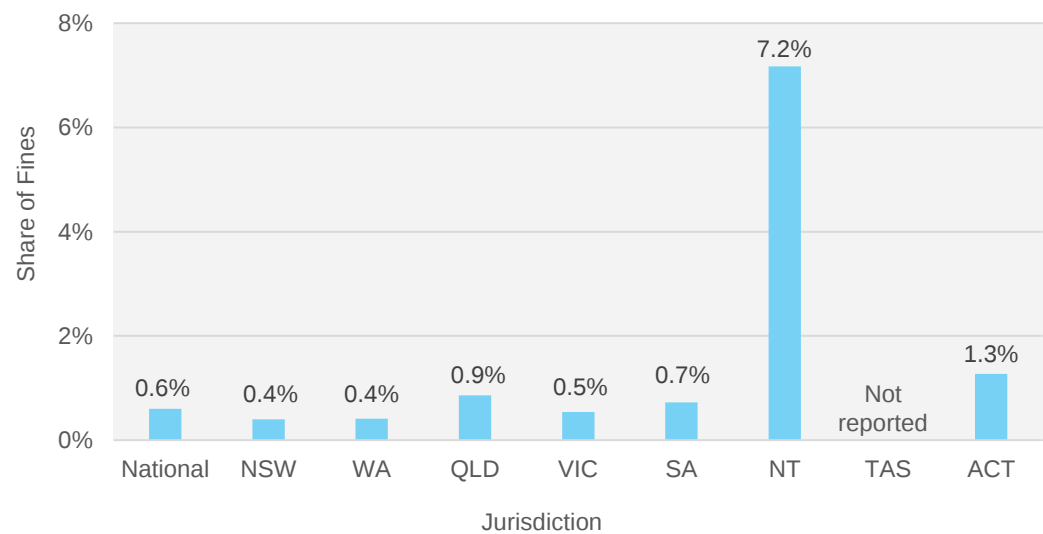
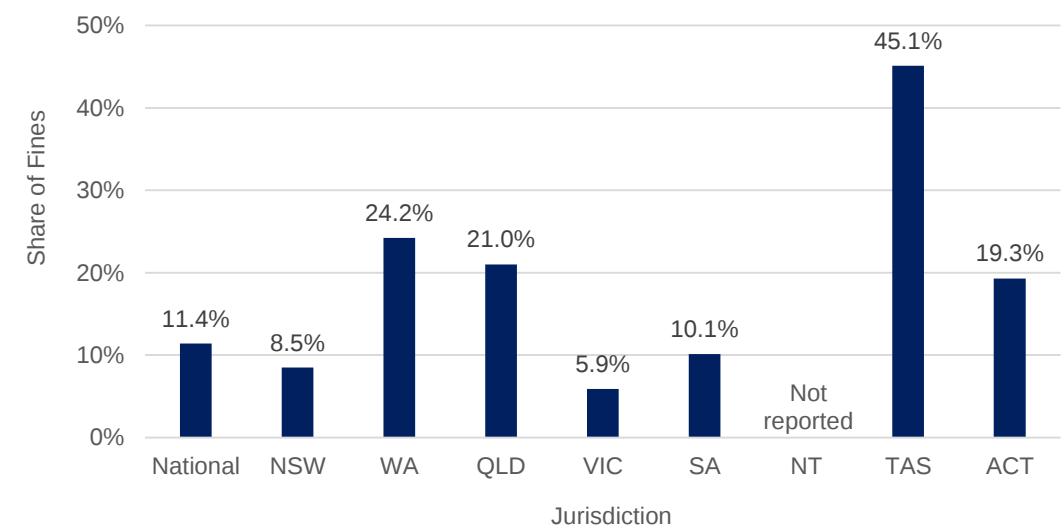


Figure 11: Share of drivers tested with a positive drug result (2023)



Observations

- ▶ NSW and Western Australia have the lowest percentage of positive alcohol tests compared to total tests undertaken.
- ▶ Victoria and NSW have the lowest percentage of positive drug tests compared to total tests undertaken.

Data limitation: There could be wide variation between jurisdictions on what is captured and reported due to differences in data collection methods and law enforcement methods.

The data source for SPI 10 is BITRE Road Safety Enforcement Data.

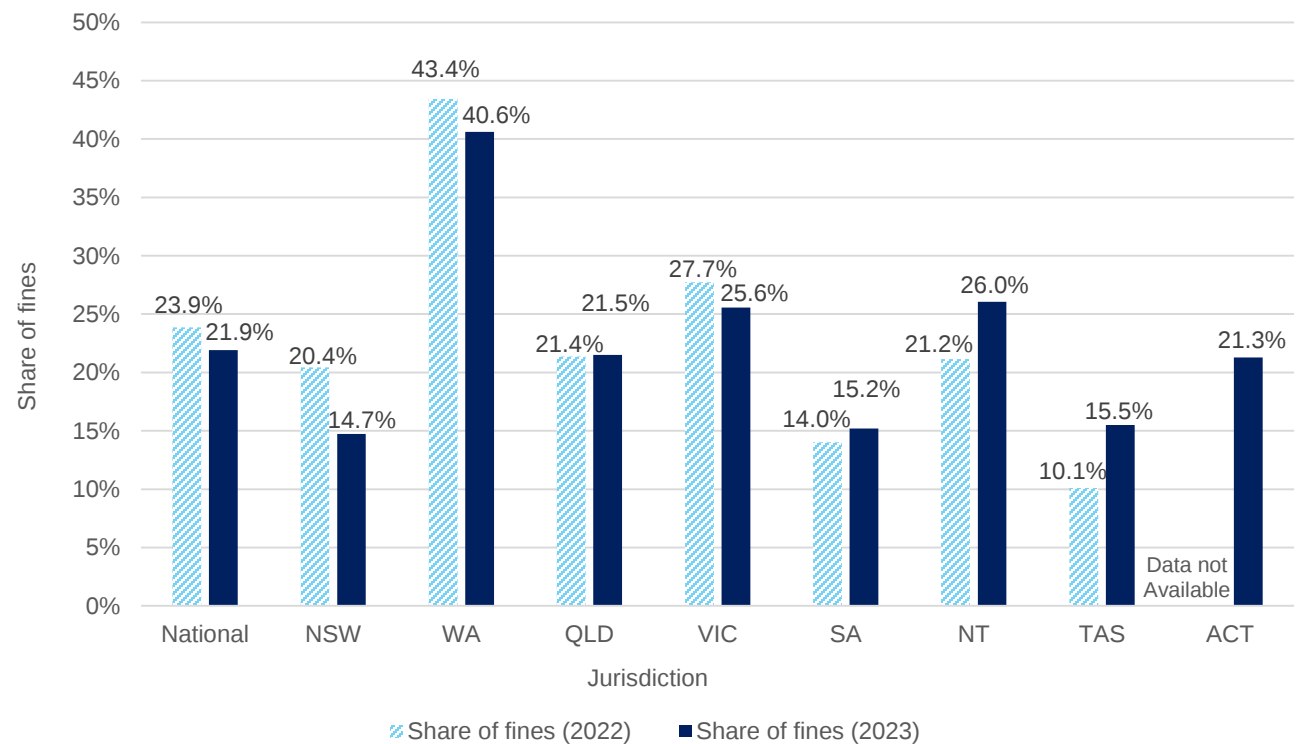
11. Speeding Vehicle Fines

SPI 11: Share of vehicles at or below speed limit

Speeding poses a risk to all drivers on the road as it reduces the time a driver must react to hazards and increases vehicle stopping distance, increasing the severity of injuries in the event of a crash.

Determining the percentage of cars at or below the speed limit across different jurisdictions provides insight into the share of vehicles demonstrating high-risk behaviours by exceeding the speed limit through the share of fines (Figure 12). This informs the need for targeted road safety interventions to minimise crashes resulting in serious or fatal injuries.

Figure 12: Share of fines of drivers exceeding speed limit (2022 vs 2023)



To measure this SPI, the share of fines of drivers exceeding the speed limit has been used as a proxy measure. This is calculated by dividing the total number of fines by the number of licence holders in each jurisdiction respectively.

Observations

- ▶ The national share of speeding fines for drivers decreased by 2.0% from 2022 to 2023.
- ▶ NSW, South Australia and Tasmania hold the lowest share of speeding fines in both 2022 and 2023.

Data limitations: Proportion of fines issued is not a direct measure of overall speed compliance, and may also be impacted by enforcement and deployment strategies and infringement processing policies in jurisdictions. There could be wide variation between jurisdictions on what is captured and reported due to differences in deployment of technology to detect drivers. The data source for SPI 11 is BITRE Road Safety Enforcement Data.

12. Fines for Drivers on Mobile Phones

SPI 12: Share of drivers and riders observed/photographed not using a mobile phone or device

Drivers using mobile phones while driving significantly endanger their own lives and the safety of others. This behaviour can delay reactions from the driver and diverts attention from identifying and responding to critical safety hazards, such as traffic lights and pedestrians. This measure is integral to understanding the general public's awareness of an unsafe road behaviour.

Non-compliant drivers are represented by the share of fines attained for using mobile devices (Figure 13). National mobile device non-compliance decreased slightly from 2022 to 2023 while some jurisdictions saw greater fluctuation between these years.

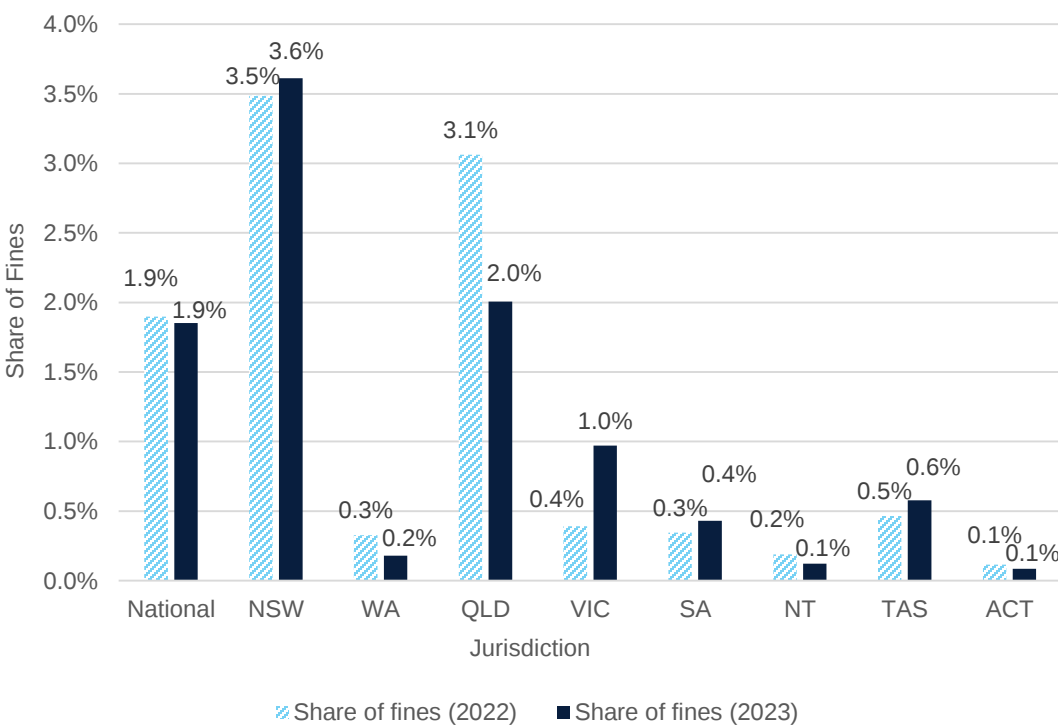
To measure this SPI, the share of fines of those using mobile phone devices has been used as a proxy measure. This is calculated by dividing the total number of fines by the number of licence holders in each jurisdiction, respectively. There has been a rapid roll out of mobile phone detection technology over the past 2 years, especially in NSW and QLD. There is wide variation between jurisdictions on what is captured and reported, and the technology is not yet operational in jurisdictions such as SA, NT and WA.

The National Road Safety Data Hub works with police agencies in each state and territory to report on police enforcement but there may be some data limitations. In some states, a single agency captures both police and camera-issued fines, but others may have different agencies collecting this data. The reporting for this SPI uses the publicly available data which has been collected by that jurisdiction.

Observations

- ▶ Nationally, the share of fines for using mobile phone devices was maintained at 1.9%.
- ▶ WA, QLD and NT experienced a decrease in fines for mobile phone usage from 2022 to 2023.

Figure 13: Share of fines for using mobile phone devices (2022 vs 2023)



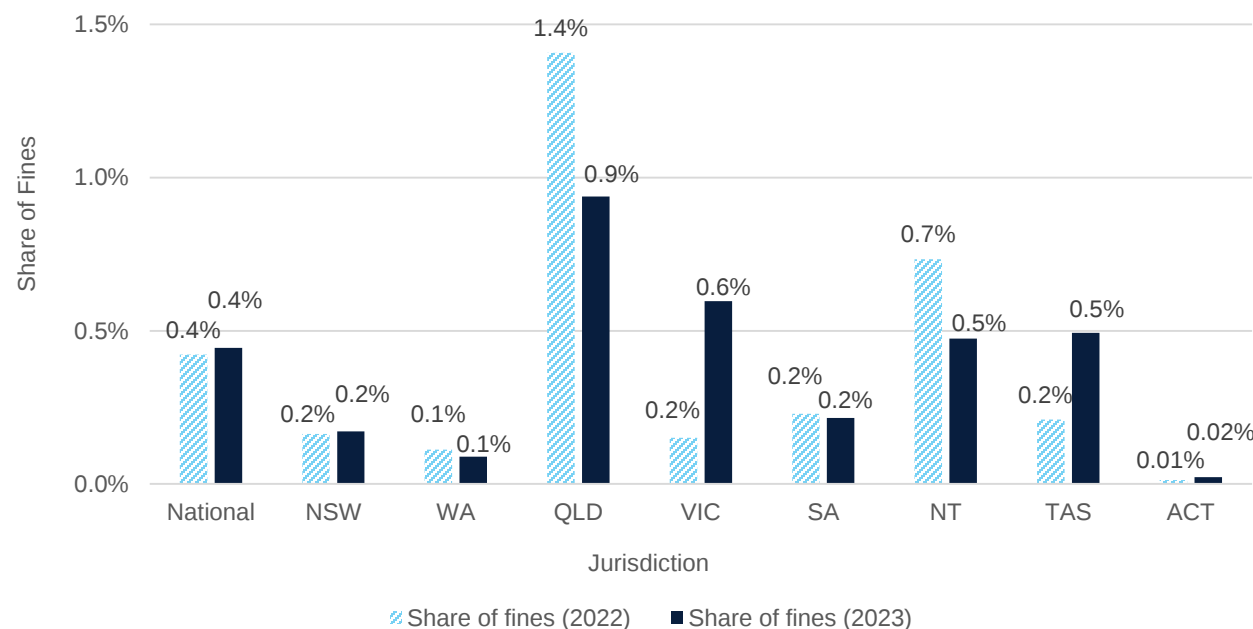
13. Motor Vehicle Seatbelt Non-Compliance Fines

SPI 13: Share of motor vehicle occupants wearing a seat belt

Seatbelts are crucial in preventing serious injuries and fatalities from driving incidents, as they diminish the chance of injuries and fatalities from collisions by reducing interior collisions with parts of the vehicle, impact from airbags and risk of being thrown out the vehicle. Seatbelt compliance must be enforced for motor vehicle occupant protection and progressing towards the Action Plan targets.

Non-compliant drivers are represented by the share of fines attained for non-compliant seatbelt use (Figure 14). The data suggests there was a national increase in non-compliance from 2022 to 2023.

Figure 14: Share of fines for not wearing seatbelts (2022 vs 2023)



Observations

- ▶ Nationally, the share of fines for not wearing seatbelts increased slightly by 0.02%.
- ▶ WA, QLD and NT saw a decrease in share of fines between 2022 and 2023.

To measure this SPI, the share of fines for not wearing seatbelts has been used as a proxy measure. This is calculated by dividing the total number of fines by the number of licence holders in each jurisdiction, respectively.

Some jurisdictions can report on the full SPI, or a sample, while others use the proxy measure (those photographed not wearing a seat belt). Some jurisdictions were not able to provide any measure. Reporting is expected to improve in 2025 as seat belt cameras are more broadly deployed across Australia. The National Road Safety Data Hub works with police agencies in each state and territory to report on police enforcement but there may be some data limitations. In some states, a single agency captures both police and camera-issued fines, but others may have different agencies collecting this data. The reporting for this SPI uses the publicly available data which has been collected by that jurisdiction.



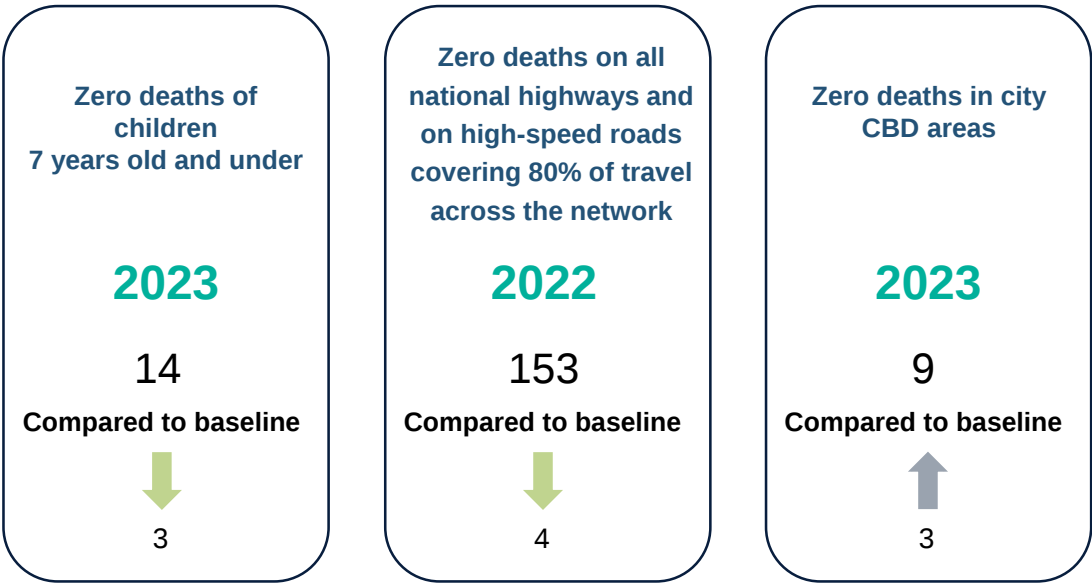
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Demonstrating
Zero Targets

Demonstrating Zero Targets

Australia has committed to the ambitious goal of eliminating road deaths and serious injuries by 2050, known as Vision Zero. This is a shared responsibility approach to road safety, where system designers and users work together to create a safer road environment. Vision Zero has been adopted by the United Nations and many other countries worldwide.

The Strategy includes interim goals to track progress, maintain public engagement and serve as crucial milestones on the path to achieving Vision Zero.



14. Zero deaths of children seven years old and under

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

16. Zero deaths in city CBD areas

Table 4: Number of deaths relating to Demonstrating Zero Targets (Baseline-2023).

SPI	Baseline Deaths (Number)	2021 (Number)	2022 (Number)	2023 (Number)
Zero deaths of children seven years old and under	17	21	15	14
Zero deaths on all national highways and on high-speed roads covering 80% of travel across the network	157	135	153	N/A*
Zero deaths in city CBD areas	6	2	2	9

Observations

- ▶ 2022 and 2023 figures show fewer deaths of children aged seven years old and under compared to baseline levels (Table 4).
- ▶ There was a decrease of 4 fatalities on national highways in 2022 from the baseline (Table 4).
- ▶ Deaths in city CBD areas in 2023 increased in comparison to numbers from baseline and previous years (Table 4).

Data Limitation: * There has been a change in the definition of high-speed roads and the data source used to present this outcome. To preserve the comparability of data across SPI15 across years, the number of deaths on all national highways and on high-speed roads covering 80% of travel across the network was unable to be provided for 2023. The data source for SPIs 14, 15 and 16 is the National Research and Report Database.



Jurisdiction and Australian Government Updates



Road Safety Strategy and Action Plan

The NSW Government’s 2026 Road Safety Action Plan outlines the NSW commitment to improving road safety and reducing road trauma. It includes targets to halve deaths and reduce serious injuries by 30% on NSW roads by 2030 and outlines priority initiatives. NSW has a combined strategy and action plan which focus on 5 key areas of creating safer country roads and urban places, enhancing road safety in local communities, increasing the safety of light vehicles, heavy vehicles and protective equipment, making safer choices on our roads, and ensuring the safety of vulnerable and other at-risk road users. These 5 focus areas involve actions such as enhancing infrastructure, delivering safer speed limits, enforcement to discourage dangerous behaviour, and improving road user behaviour through advertising campaigns, legislation, licensing systems and education to reinforce the need for safe road use. In 2024, the NSW Government held a Road Safety Forum, bringing together road safety stakeholders from NSW, interstate, and around the world to tackle the issue of a rise in fatalities and NSW roads in 2023, and focussed on improving road safety, saving lives and reducing serious injuries. The Government announced a number of actions following this, including examining the benefits and challenges of using average speed cameras to enforce speeding for light vehicles, and reviewing up to 35 school precincts across the state to improve safety on key routes to school.

Progress on Enabling Activities

Data Sharing

- ▶ Throughout 2024, NSW published interactive ongoing crash statistics, daily and monthly road fatality updates, as well as quarterly serious injury data updates.
- ▶ NSW actively participates in the National Road Safety Data Working Group, which is led by the Australian Government.
- ▶ Joined national and state road agencies in signing a formal data sharing agreement for the National Road Safety Data Hub.

Local Council Collaboration

- ▶ Regularly provides local councils with access to crash data to inform a greater understanding of local road safety issues.
- ▶ This includes developing a bespoke version of the Safer Roads Risk Assessment (SRRA) application for local government, which incorporates proactive infrastructure risk assessment models as well as traditional crash-based analysis to inform more effective strategic planning.

Research and Publications

- ▶ Continues to conduct enhanced vehicle and equipment testing, including testing of safety-critical driving scenarios to support connected and automated vehicle (CAV) trials as well as other testing at Crashlab and the Cudal test centre, to enable uptake of new safety technologies.
- ▶ Conducted a community attitude survey to understand road safety issues of most concern to NSW road users, and views on a range of road safety countermeasures and initiatives.
- ▶ Published a set of Safety Performance Indicators in the 2026 Road Safety Action Plan, and background work has continued to collect baseline performance data.

New South Wales

Progress on Government Commitments

The NSW Government is committed to eliminating road trauma and ensuring that everyone reaches their destination safely. NSW recorded a total of 340 deaths in 2024 – the same number of people lost in 2023. Over the 12-month period ending June 2024, there were 10,596 serious injuries; 402 more than the 12-month period ending June 2023. The 2026 Road Safety Action Plan has alignment with priority areas listed in the National Action Plan. The NSW Government introduced several measures in 2024 which will continue or expand in 2025. They include: passing legislative changes to enable a trial of average speed cameras for light vehicle enforcement; doubling roadside enforcement sites used for mobile speed cameras, with an additional 2,700 new sites where a camera can be deployed; accelerating commencement of seatbelt enforcement via the state's existing mobile phone cameras; the demerit point return trial that encourages safe driving; and releasing more ratings for bicycle helmets as part of its star rating system.

Other New South Wales Government Road Safety Updates

- ▶ **Infrastructure planning and investment:** The government continues to roll out a comprehensive \$2.2 Billion, ten-year business case to provide lifesaving infrastructure upgrades on regional and metropolitan roads through its Towards Zero Safer Roads Program and the joint federal/state funded Road Safety Program. This includes route-based mass action road safety engineering treatments and targeted crash location treatments that reduce road fatalities and serious injuries in remote areas. The program also includes delivering a number of 30 km/h and 40 km/h speed zones, and also Town Entry Gateway treatments to improve safety for vulnerable road users.
- ▶ **Vehicle safety:** NSW continues to be a primary partner for the Australasian New Car Assessment Program (ANCAP) with tests conducted at the NSW Crashlab and the Future Mobility Testing and Research Centre facilities. Used cars are also assessed and published on the NSW Used Car Safety Ratings website. The Future Mobility Testing and Research Centre in Cudal, NSW continues to provide enhanced vehicle and equipment testing and research dedicated to advancing transport safety for next generation vehicle and infrastructure technologies. Used cars are also assessed and published on the NSW Used Car Safety Ratings website. NSW is upgrading rest areas as part of a statewide improvement initiative to improve the quality and quantity of heavy vehicle rest stops. Efforts in heavy vehicle safety are complimented by campaigns such as Be Bus Aware, Be Truck Aware Campaigns and Bus Safety Week.
- ▶ **Aboriginal and Torres Strait Islander people:** Aboriginal and Torres Strait Islander people are over-represented in road fatalities and serious injuries in NSW compared with non-indigenous Australians. NSW has a number of bespoke road safety initiatives delivered to Aboriginal and Torres Strait Islander people and continue to collaborate with community, stakeholder and partners. Initiatives include delivering the NSW Driver Licensing Access Program, and hosting road safety engagement activations at major NSW Aboriginal community events to promote road safety including NAIDOC Week, National Road Safety Week and the NSW Aboriginal Koori Knockout competition.

New South Wales case study

New South Wales Helmet STAR Program

The NSW Government has launched Helmet STAR (Safety Testing and Assessment Ratings), Australia's first bicycle helmet rating program. The new program provides bicycle riders and other wheeled recreational riders (such as scooter, skateboard and e-bike riders) with independent, evidence-based safety ratings to consider when buying a helmet. (Figure 15).

Figure 15: Helmet test set-up at Transport for NSW's Crashlab facility



In 2022, 1,700 pedal cyclists were hospitalised from road crashes in NSW. Research shows **bicycle helmets can reduce head injuries by about 70% and reduce fatal head injuries by 65%.**

The **testing of helmets** is conducted at Transport for NSW's Crashlab facility and **includes vertical drops at different heights, tests of the helmet straps for strength and helmet stability, and drop tests onto a moving platform.** The helmet's ability to protect the user's head in each scenario is scored and a star rating assigned.

The first round of testing included ratings for 61 helmets, now available in categories including mountain bike, road, recreational, general and children's helmets. Based on the tests conducted and scoring system, experts have estimated that the **wearer of a 1-star helmet has a 2-2.5 times greater likelihood of serious to severe brain injuries compared to the wearer of a 5-star helmet.**

Each year, Transport for NSW plan to release new helmet ratings, with the next round of testing scheduled for early 2025.



Road Safety Strategy and Action Plan

The Western Australian Government recognises that death and serious injury on the road network is unacceptable. To demonstrate its commitment to reducing road trauma, the Driving Change Road Safety Strategy for 2020-30 (Strategy) and Action Plans set out priorities and strategic focus areas with an ambitious target of reducing road trauma by 50% to 70% by 2030. The Strategy and Action Plan both build upon existing road safety efforts and what has proven to be successful in saving lives.

Western Australia (WA) has recently published the Driving Change Road Safety Action Plan 2024-2026 which builds on the momentum of the first Action Plan and focuses on: improving data collection and evidence to inform decision-making, safer speeds, safer infrastructure, enforcement and behaviour change including the delivery of a safety camera strategy, improving road safety for priority cohorts including novice drivers, young people, motorcyclists and those in the regions.

Progress on Enabling Activities

Data Sharing

- ▶ Became a signatory to the National Road Safety Data Sharing Agreement, signed in April 2024.
- ▶ Trialled a whole-of-government Compass IOT subscription to inform road safety policy and program decision-making.
- ▶ In December 2023, the WA Parliament passed the Privacy and Responsible Information Sharing Bill 2024 which facilitates better data sharing within government while protecting personal information.

Partnership Program

- ▶ National Road Safety Partnership Program was recently awarded additional funding from WA for the Safe Teams NRSPP e-Learning partnership which provides new options for businesses to support workers with evidence-informed road safety education.
- ▶ In October 2024, the Western Australian Centre for Road Safety Research contract was extended for 5 years, informing evidence-based policy and behaviour change initiatives and enabling independent road safety research.

Local Government Collaboration

- ▶ Road safety data, updated yearly, is available to local governments for their road networks through Crash Maps, provided by Main Roads WA.
- ▶ Main Roads provides infrastructure support and advisory services for local governments.
- ▶ In 2023-24, Road Trauma Trust Account (RTTA) funding supported the Western Australian Local Government Association (WALGA) to introduce a new refocused RoadWise model to engage Local Governments and enhance road safety capacity and capability.

Western Australia

Progress on Government Commitments

On 2 September 2024, the WA Premier convened a roundtable of experts and advocates to examine new and innovative ways to improve road safety, resulting in an additional \$32.5 million committed over the next 4 years to boost safety on WA regional roads. This includes expanding safety treatments for local government roads, 2 new breath and drug testing buses specifically for regional areas, and increased regional police traffic enforcement and high visibility policing. A suite of measures to increase safety for novice drivers are also being introduced, with restrictions limiting red p-plates to only carrying one passenger in their vehicle at all times commencing 1 December 2024. Existing learner and provisional driver schemes will also be reviewed, along with licencing and training requirements for heavy vehicles drivers and motorcyclists.

Other Western Australia Government Road Safety Updates

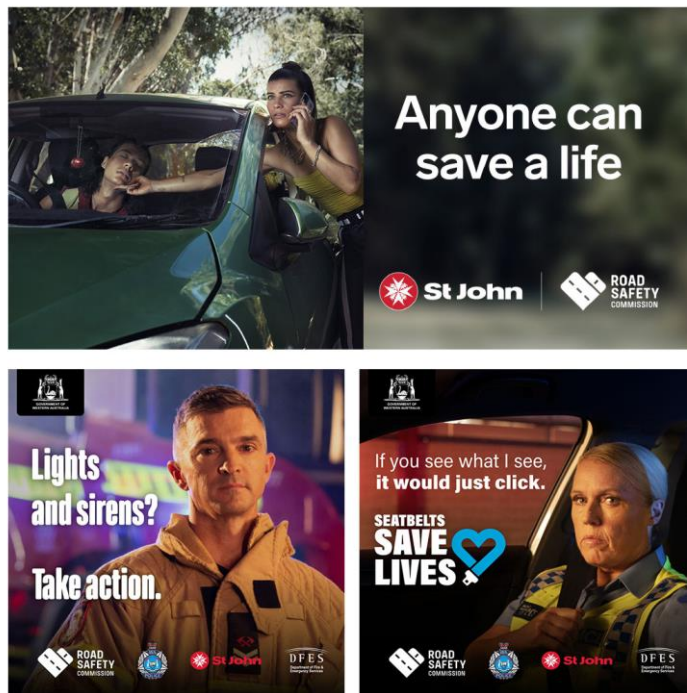
- ▶ The WA Safety Camera Strategy was published in September 2024, setting the direction for detecting, deterring and enforcing driving offences for the next decade and providing the framework to ensure the right technology is targeting the right offences at the right locations. In 2024, procurement was completed for new safety camera technology capable of detecting a range of driving offences, with 6 safety camera trailers scheduled to roll out in 2025. The new infringement system is now in place to provide a customer focused digital service and flexible payment options for drivers who receive an infringement.
- ▶ The WA Government is continuing to invest in the Regional Road Safety Program, addressing sections of the network identified as high risk for both run-off-road and head-on crashes.
- ▶ The WA Government has invested over \$600 million since 2017 to deliver an active transport network supporting all Western Australians to walk, wheel and ride safely as part of their everyday journeys and experiences. Over the next 4 years (2024-25 to 2027-28) funding commitments will deliver a further 220km of active transport infrastructure.
- ▶ The WA Police Road Policing Action Plan was developed in 2024 to guide enforcement activities and inform innovative trials to influence safe road user behaviour statewide. This has included trialling remotely piloted air systems (drones) and coordinated operations simultaneously 'locking down' roads out of entertainment precincts with significant police resources.
- ▶ The WA Government's Driving Access and Equity Program (DAEP) has continued to support disadvantaged people in regional and remote communities to overcome considerable barriers faced in obtaining a driver's licence. To 30 June 2024, DAEP worked with 24 organisations across 84 locations, supporting over 3,500 participants and resulting in 936 driver's licences issued. DAEP funding enabled the purchase of 44 vehicles (all 5-star ANCAP rated) and driving instructor training for 70 people (with 52 becoming licensed instructors), facilitating over 12,000 hours of supervised driving. In October 2024, a new grant round was announced, taking overall investment in DAEP to \$26 million since it was established in 2021.
- ▶ The WA Department of Energy, Mines, Industry Regulation and Safety's WorkSafe Group (WorkSafe) administers work health and safety laws that apply to commercial road vehicles and administers the dangerous goods transport laws. Worksafe undertakes compliance checks related to the safe transport of dangerous goods, livestock transport and fatigue management. Worksafe undertakes compliance checks related to the safe transport of dangerous goods, livestock transport and fatigue management. Free online training on fatigue management for commercial drivers has been published at <https://safetyline.wa.gov.au/> and in December 2024, the [Code of Practice on Minimising tyre fires on vehicles transporting Ammonium Nitrate explosion risk goods](#) was published to assist employers and drivers.

Western Australia case study

Western Australian road safety collaboration with emergency services

Several Western Australian Government agencies including the Road Safety Commission, Western Australia Police and the Department of Fire and Emergency Services, along with St John WA, came together in 2024 to work on 3 campaigns highlighting critical road safety messages (Figure 16).

Figure 16: Collaboration campaigns between WA Road Safety and emergency services



Anyone can save a life: The Anyone can save a life campaign launched in March 2024 as a joint initiative between the WA Government's Road Safety Commission and St John WA. Based on a real story, the campaign highlights how anyone can save a life if they understand a few simple first aid actions and encourages road users, particularly young drivers, to complete a 15-minute free online emergency first aid course. The eight-week campaign ran across TV, radio, broadcast video-on-demand and social media (Facebook and Instagram), with objectives of reach, video views, and St John WA first aid training registrations. The campaign achieved a rolling peak awareness of 68%, 13.4 million impressions, 1.1 million video views, and 71,907 clicks to the St John WA first aid training website. Of these, 48% were aged 17-24, and 44% were aged 25-39 – demonstrating that the campaign was successful in targeting young drivers.

Lights, Sirens, Action!: The Road Safety Commission partnered again with St John WA as well as with WA Police and the Department of Fire and Emergency Services to educate drivers on the importance of clearing the path for emergency vehicles. Launched in May 2024, the Lights, Sirens, Action! campaign outlines four simple steps for drivers that aim to reduce confusion in an emergency and help first responders save precious seconds in responding to incidents. The nine-week campaign ran across paid and organic social media (Facebook and Instagram). The campaign achieved a total reach of 854,404 and 354,941 video views. 10,294 people clicked through to the Road Safety Commission's website to learn more about sharing the road with emergency vehicles.

Seatbelts save lives: The Seatbelts save lives campaign launched in June 2024 with the same 3 partners, bringing together serving officers from St John WA, WA Police and the Department of Fire and Emergency Services to call for greater seatbelt compliance and to share candid insights into the true impact of not wearing seatbelts. This plea from those first on the scene in a crash comes as one in five people killed in a crash on WA roads over the past 5 years were not wearing a seatbelt. The campaign ran in two bursts (June and September 2024) across TV, digital including broadcast video-on-demand and social media (Facebook, Instagram, and TikTok). The digital activity achieved a total of 11.9 million impressions and 3.3 million video views, with 1.5 million people reached via TV.

Road Safety Strategy and Action Plan

The Queensland Road Safety Strategy 2022-31 (the Strategy) adopts a new approach to road safety by considering broader system factors contributing to road trauma. Building on the Safe System foundation, Queensland’s model emphasises collaboration, local needs, and grassroots initiatives. The first action plan under the new Strategy focused on setting the foundations for new ways of working to improve road safety outcomes, such as investigating place-based approaches to road safety and how to join up government through improved road safety governance. Delivery is on track for completion by mid-2025, alongside the launch of the second action plan for 2025-28.

The Strategy and action plans continue to be supported by the Queensland Road Safety Research and Evaluation Framework and the Queensland Road Safety Board.

Progress on Enabling Activities

Collaboration

- ▶ Collaborates with government, industry partners, media, and the public to provide timely and accurate road safety data.
- ▶ This includes linking road crash, hospital, compulsory third-party injury claims, and ambulance data, supported by the Motor Accident Insurance Commission (MAIC).

Multi-agency Approach

- ▶ Road Safety Governance Structure was established to enable a multi-agency approach to road safety management.
- ▶ Includes members such as from the Department of Transport and Main Roads (TMR), the Queensland Police Service, the Queensland Revenue Office and MAIC.
- ▶ Purpose is to support the implementation of Queensland’s strategy by improving coordination and optimising interoperability across agencies and with stakeholder and academic partners.

Research and Evaluation Framework

- ▶ Road Safety Research and Evaluation Framework continues to act as an enabler for progressing the priorities identified in the Queensland Road Safety Strategy 2022-31 and associated action plans by building and maintaining strategic research partnerships at the state and national level.
- ▶ This enables research and evaluation collaborations between Queensland and universities in Queensland, the National Assets Centre of Excellence; as well as the Australian Government occur through Austroads, iMove Australia, and Federal Government Grants programs.

Progress on Government Commitments

Queensland has made progress on several areas of road safety as categorised by the priority areas identified in the National Road Safety Strategy and Action Plan.

Other Queensland Government Road Safety Updates

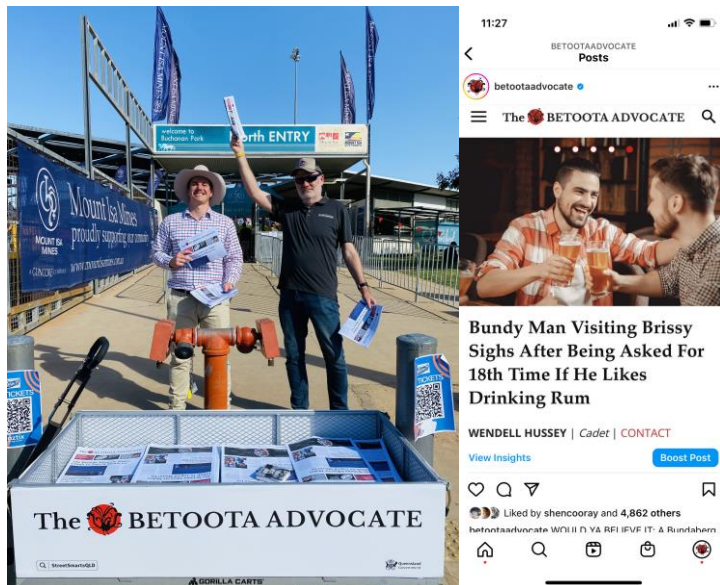
- ▶ **Infrastructure planning and investment:** On track with the delivery of all Targeted Road Safety Program (TRSP) funded programs and Tranche 4 of the Australian Government Road Safety Program AGRSP (2023-25).
- ▶ **Regional and remote road safety:** Conducts safety risk assessments on all roads, including high-to-moderate volume regional roads, to identify key priorities and implement infrastructure improvements that reduce risks such as run-off-road and head-on crashes. The TRSP and AGRSP continue to support targeted road safety infrastructure treatments on high-risk roads.
- ▶ **Vehicle safety:** In 2024, Queensland investigated vehicle safety influences and developed communication products targeting younger (16-25 years) and their parents/guardians, as well as older (65+ years) road users to raise awareness of Used Car Safety Ratings (UCSR) and the StreetSmarts 'SafeCars' webpage. Queensland also continues to provide funding to the Australian New Car Assessment Program (ANCAP) and supports the Vehicle Safety Research Group (VSRG), which maintains and publishes the Used Car Safety Ratings.
- ▶ **Heavy vehicle safety:** Has provided in principle support to most of the National Heavy Vehicle Driver Competency Framework (NHVDCF) and is preparing an implementation impact assessment for each reform to make recommendations to government approval and funding. Queensland is also committed to supporting the national Construction Logistics and Community Safety-Australia (CLOCS-A) framework to enable safer interactions between heavy vehicles and vulnerable road users.
- ▶ **Workplace road safety:** Currently investigating its approach to managing risks associated with work-related driving and assess readiness for advancing 'vehicles as workplace' best practice across the fleet.
- ▶ **Aboriginal and Torres Strait Islander people:** Queensland continues to deliver the Indigenous Driver Licensing Program (IDLP), offering First Nations peoples in remote Queensland communities the opportunity to obtain their driver's license and learn safe road use behaviours through a culturally sensitive education program. Additionally, Queensland funds not-for-profit organisations to deliver road safety education initiatives through the Community Road Safety Grants scheme.
- ▶ **Vulnerable road users:** Queensland recently launched the Ride to Zero program to improve motorcycle safety, including a new grants stream offering subsidies for post-licence training to promote safe riding behaviours. Queensland also continues to develop and deliver safety infrastructure improvements through the TRSP, supporting safe biking, motorcycling, and walking infrastructure. Since July 2015, \$366 million has been invested, with an additional \$320.1 million programmed through to 2027-28.
- ▶ **Risky road use:** Continues to progress targeted regulatory reforms to improve road safety. Efforts include improving the safety of personal mobility devices, delivering a communication resource hub to enhance community understanding of the role health plays in safe driving, and trialling new technology for real-time roadside nudge messaging to change risky driver behaviours. Major reform projects are supported by Queensland's StreetSmarts public education and awareness campaigns.

Queensland case study

Queensland Department of Transport and Main Roads partners with The Betoota Advocate to target drink driving amongst young men in regional Queensland

The Department of Transport and Main Roads (TMR) commenced a unique partnership with The Betoota Advocate, Australia's iconic satirical news outlet famed for its fictional home in Betoota (Figure 17), Queensland, to use satire to deliver crucial drink driving messages to young men between the ages of 18-39 in regional Queensland. Research by the Queensland Government showed that young regional males were disconnected from messages about the consequences of drink driving. Analysis revealed that 85% of this group had minimal engagement with traditional news and were not regularly exposed to reports of road crashes, fatalities, and infringements. Those who did consume news primarily used social media, where algorithms tailored content to their entertainment preferences.

Figure 17: Collaboration campaigns between QLD TMR and The Betoota Advocate



To target this hard-to-reach cohort, **The Betoota Advocate's first physical newspaper was created**, dedicated to safer driving, and distributed at major events in regional Queensland – where drink driving was often prevalent. Grounded in Social Norms Theory, this approach aimed to influence drink-driving behaviours. Incident reports revealed a spike in drink-driving around events like the Townsville Super Rugby, The Bundaberg Show, and the Mt Isa Mine Rodeo. Seizing this critical juncture, 30,000 special print editions were distributed at these events, targeting attendees as they arrived and engaged with the event.

The editorial in this unique edition was filled with drink-driving satire to resonate with readers amid increased risk periods. With stories like "Local drink driver prefers to gamble with town's safety than ask for a lift," this campaign struck a balance between wit and sobering reality. Custom newspaper ads in the paper also reinforced drink-driving message at the heart of the festivities.

Throughout the 3 events, 30,000 newspapers were distributed, engaging with 67,000 individuals. The online newspaper version resonated with 146,897 young male Queenslanders, and our message received an additional 3,270,607 impressions through social media.

This **approach generated a measurable change in attitudes and behaviours towards drink driving**, showcasing the power of a culturally relevant idea to induce real-world impact. Among 18-39 year old men in regional Queensland, a shift in attitude and behaviour change intent was observed. The statement "I am actively trying not to drive over the legal limit after drinking alcohol" saw a significant rise of +34% vs a baseline of 57%; while belief in the consequences of drink driving increased by +10.5% - from a baseline of 84%. Finally, the sight of thousands of our newspapers being carried home from each event was unmistakable. Clearly, the first physical edition was perceived as collectible - increasing 'time-spent' with our messages.



Road Safety Strategy and Action Plan

The Victorian Government’s Road Safety Strategy 2021–30 sets out the vision of zero road deaths by 2050. The first Road Safety Action Plan 2021–23 addressed a range of strategic focus areas including: vulnerable road users; people who use the roads for work or at work; supporting and enforcing safer driver behaviour; and reducing the underlying risk on the road network. Victoria’s second Road Safety Action Plan under the Strategy was released in December 2024. The action plan sets out the key program of work by the Road Safety Partners who will deliver on an investment of more than \$1.1 billion, including \$350 million towards new initiatives. The key priority areas of the second Road Safety Action Plan are to increase the overall safety of the network, improve safety for pedestrians, cyclists, and motorcyclists, address risky behaviours, advance vehicle safety, and to invest in research and data to inform road safety.

Progress on Enabling Activities

Data Sharing and Measurement

- ▶ Signed the National Data Sharing Agreement as a commitment to working with the Australian Government to facilitate the sharing of road safety data from states.
- ▶ Established a formal data sharing agreement with the Road Safety Partners and published Victorian road crash data on the State’s open data platform – providing tools to government partners and external road safety practitioners to support them in their work.
- ▶ Continues to measure transformation of the road system through the monitoring of Safety Performance and Outcome Indicators as part of the Strategy and also working to better understand the safety of the Victorian arterial road network using data and network safety plans, to inform current and future road safety infrastructure needs, opportunities and initiatives.

Research

- ▶ Contributed to the Australian Government’s commitment to consolidate a repository of state and territory commissioned road safety research to develop a picture of the national research landscape.
- ▶ Commenced a world-first trial being conducted by Swinburne University of Technology to investigate the impact medicinal cannabis has on real-world driver performance.
- ▶ Continued longstanding partnership with the Monash University Accident Research Centre to deliver the Road Safety Baseline Research Program.

Local Government Support

- ▶ As part of the \$210 million Safe Local Roads and Streets Program, Victoria supported local governments to build their capacity and capability in identifying and prioritising road safety risks and delivering safer local roads. Delivered 56 road safety workshops to councils and approved 54 projects to the value of \$26.5 million.
- ▶ Provided road safety data and risk tools to help local governments to better understand the safety of their network and invest in their local infrastructure.

Progress on Government Commitments

Victoria launched Road Safety Action Plan 2 to continue to deliver on Victoria's Road Safety Strategy 2021–2030 vision and goals. The Plan includes \$350 million in funding for new initiatives, such as targeted road safety infrastructure programs and the expansion of Victoria's Distracted Driving and Seatbelt Camera Program. Victoria's commitment to infrastructure improvements continued through its partnership with the Australian Government on the Commonwealth Road Safety Program 2023–2026. Joint funding of \$120 million was announced in July to deliver road safety treatments on rural and regional roads. The Department of Transport and Planning's new Road and Roadside Safety Policy was also released in 2024 to strengthen embedment of the Safe System Approach into future projects.

Other Victoria Government Road Safety Updates

- ▶ **Infrastructure planning and investment:** Recognising the importance of strategic infrastructure planning and working with local government, Victoria is continuing to develop a Network Safety Plan (NSP) for state-managed roads to guide safety-based investment decisions. Once completed, Local Government Areas will also be supported through a dedicated guide to help develop their own NSPs. Building local government capability is complemented through the \$210 million Safe Local Roads and Streets Program, which works with all local governments to plan, design and deliver safety improvements in their communities.
- ▶ **Vehicle safety:** In the vehicle safety space, Victoria played a key role in the introduction of several new national vehicle safety standards (such as ADR 68/01 – Occupant Protection in Buses; and ADR99 – Lane Departure Warning Systems for Heavy Vehicles). Victoria also continued to advance the Heavy Vehicle Driver Safety Reform program, which aims to implement the recommendations from the review of the National Heavy Vehicle Driver Competency Framework and associated work being progressed by Austroads.
- ▶ **Workplace safety:** Workplace safety and the safety of vulnerable road users remained a focus for several of Victoria's road safety initiatives. New apprentices in the construction trades are being supported by the launch of the Work Smart Drive Smart pilot program, which provides practical road safety training when driving for work. A new road worker safety campaign, 'Road workers are people too', reminds drivers to respect road workers and comply with reduced speed limits around worksites. The safety of motorcyclists, a vulnerable road user group that continues to be over-represented in road trauma, will benefit from a new Safer Motorcycling Grants Program that funds new and innovative motorcycle safety projects.
- ▶ **Aboriginal and Torres Strait Islander people:** Victoria conducted statewide research and stakeholder engagement to better understand road safety challenges faced by Victorian First Peoples, embedding principles of self-determination throughout. Via its Road Safety Grants Program, the TAC also provided the Clontarf Foundation with funding to improve road safety outcomes for Aboriginal and Torres Strait Islander youth by increasing access to the Graduated Licensing System through professional driving lessons and road safety education.
- ▶ **Risky road use:** Release of Victoria Police's Road Safety Strategy 2024-2028 reaffirmed Victoria's commitment to addressing risky road use. The strategy highlights a commitment to highly visible police enforcement and an increased focus on general deterrence. The introduction of new road rules following the legalisation of e-scooters, coupled with an awareness campaign to reiterate safety messaging, is another key achievement.

Victoria case study

Victoria's medicinal cannabis trial research

Victoria is responding to the growing public interest and growth in medicinal cannabis prescriptions by undertaking a world first track trial study on the effects of medicinal cannabis on driving performance (Figure 18). While work has been undertaken to understand the impacts of tetrahydrocannabinol (THC) on impairment, there is limited evidence on the impact of medicinal cannabis containing THC on real-world driver performance when prescribed under the management of a registered health professional. Victoria's Department of Transport and Planning is undertaking a \$4.9 million track trial designed to inform whether Victorians who are prescribed medical cannabis containing THC can be in control of a vehicle without compromising their safety, or the safety of other road users. Swinburne University of Technology has been appointed as the lead researcher to conduct and manage the trial.

Figure 18: An articulated test vehicle used in the Medicinal Cannabis Track Trial



The **track trial** will **investigate** key research questions and evidence gaps relating to the **change in driver behaviour and performance following the consumption of medicinal cannabis in a real-world driving scenario**. The trial is being conducted on a private driving course that mirrors actual conditions away from public roads under strict safety conditions and in the presence of a qualified driving instructor. It will assess key driver performance metrics including lane weaving, braking performance, speed adherence and steering variability.

The trial's data collection is **expected to take 18-months to complete** from commencement of the first driving assessment, which took place in October 2024. It is anticipated that **over 90 participants will be assessed** over the course of the trial. Participants of the trial will include patients who have been prescribed medicinal cannabis by their treating health professional for a chronic condition related to pain management, a mental health condition or a sleep disorder. Participants are recruited in accordance with rigorous research protocols and are subject to strict eligibility criteria and comprehensive screening processes, including in-person medical screenings.

The trial **results will help identify the safeguards, requirements and the merits of potential drug-driving reform in Victoria**. To further respond to the significant rise in the issuing of medicinal cannabis prescriptions, the Department of Transport and Planning led the **development of a clinical decision support resource to guide health professionals at the point of prescribing medicinal cannabis**.

The decision support resource enables health professionals to have informed discussions with their patients about safe driving and give early consideration to the person's driving needs when considering medicinal cannabis as a treatment option. The resource focuses on road safety considerations as one aspect of the clinical management process. It addresses how medicinal cannabis affects driving, the Victorian law in relation to medicinal cannabis and driving, advice for talking to patients about driving, and understanding and managing impairment risk. The resource is supported by a patient factsheet on medicinal cannabis and driving, as well as general information for health professionals which are available on the Transport Victoria website.



Road Safety Strategy and Action Plan

South Australia’s Road Safety Strategy to 2031 (the Strategy) and previous South Australia’s Road Safety Action Plan 2023-2025 (the Action Plan) were developed to improve road safety for everyone living in and visiting our state. The rolling 3-year Action Plan sets out actions to achieve South Australia’s 10-year targets of at least 50% reduction in lives lost and at least 30% reduction in serious injuries on South Australian roads by 2031. The Action Plan was informed by research, consultation and feedback and identified 63 actions in 10 focus areas: schools and local places, public transport, cycling, walking, motorcyclists, Aboriginal road users, road user behaviour, road safety in the workplace, regional and remote areas, heavy vehicles, vehicle technology, research and data. During 2024 the South Australian (SA) Government reviewed the Action Plan, considering emerging trends in road crash data, developments in research and technology and consulting relevant government agencies. South Australia’s Road Safety Action Plan 2025-2027 was released in early 2025 and includes new actions to reduce lives lost and serious injuries on South Australia’s roads.

Progress on Enabling Activities

Data Uplifts

- ▶ Developing a modern road safety data system that will result in greater efficiencies in data collection, reporting and release of data.
- ▶ Continues to work with the Australian Government through the National Road Safety Data Working Group to provide input and feedback in the development of a National Minimum Data Set and National Data Collection and Reporting Framework.
- ▶ SA’s THINK! Road Safety website was updated in 2024 to include a dedicated safety data page (thinkroadsafety.sa.gov.au). The website also includes a new section designed for local government with links to frequently used information and contacts.

Road Safety Annual Report

- ▶ SA’s Road Safety Annual Report 2023 released in May 2024 includes reporting on 19 Safety Performance Indicators (SPIs) for the first time since the State established the baseline in 2022.
- ▶ The 2024 SPIs will be reported within SA’s Road Safety Annual Report 2024 (yet to be released). The SA Government is working on methodologies to report on the remaining SPIs.

Collaboration

- ▶ The SA Government continued to fund the University of Adelaide’s Centre for Automotive Safety Research (CASR) road safety research with a current focus on cost effective road improvements, Aboriginal road safety, and improving road user behaviour.
- ▶ The SA Government supports local government through the provision of data to support their planning, road safety improvements and initiatives.

South Australia

Progress on Government Commitments

South Australia has made progress on several areas of road safety as categorised by the priority areas identified in the National Road Safety Strategy and Action Plan.

Other South Australia Government Road Safety Updates

- ▶ **Infrastructure planning and investment:** The SA Government is continuing to invest in road safety in partnership with the Australian Government. This includes \$150 million Adelaide Hills Road Safety and Productivity Program over 5 years from 2022-23 to provide safer routes through the Adelaide Hills (50:50 funding); and \$168 million National Road Safety Program over 3 years from 2023-2024 (50:50 funding) comprising \$131 million to increase the star rating of regional roads from 1 or 2-stars to 3-stars and \$37 million to improve pedestrian and cycling safety in urban areas. The SA Government is also investing \$10 million for road safety improvements on regional roads over 4 years from 2023-2024; \$80 million over 4 years from 2024-2025 including \$2.6 million to implement 40 km/h speed zones on arterial roads near schools (over 3 years), \$38.7 million to enhance enforcement through speed and red light cameras and point to point cameras at high-risk locations, and \$35 million for regional road maintenance work that prioritises safety.
- ▶ **Regional road safety and remote road safety:** The State government completed a proactive risk assessment in 2024 of almost 12,000 kilometres of State managed roads using the Australian Road Assessment Program (AusRAP) and the Australian National Risk Assessment Model (ANRAM) protocols for both vehicle occupants and motorcyclists. The results rate safety risk on the road network and highlight road sections where road feature improvements can increase road safety. The Regional Network Safety Plan developed in 2023 will be updated to include this data in 2025.
- ▶ **Vehicle safety:** An SA campaign was developed and launched in December 2024 to encourage younger, older and regional drivers to purchase the safest car within their budget. These cohorts of drivers are over-represented in serious road crashes.
- ▶ **Heavy vehicle safety:** The State government collaborated with the National Heavy Vehicle Regulator to promote the “We All Need Space” campaign, reminding light vehicle drivers to share the road with trucks. In November 2024, the SA Government announced 2 changes to heavy vehicle licensing standards effective from late February 2025: the Multi-Combination (MC) Licence Program will allow drivers to undertake structured learning with employer support to obtain their MC licence, and SA will no longer recognise overseas heavy vehicle driving experience for obtaining an MC licence, except from New Zealand.
- ▶ **Aboriginal and Torres Strait Islander people:** South Australia’s On the Right Track (Aboriginal road safety and driver licensing) program received the Indigenous Program Award at the 2024 Australian Road Safety Awards. Since 2015, it has assisted 3,363 customers and provided 3,069 driving licences.
- ▶ **Vulnerable road users:** The Way2Go program, managed by the Department for Infrastructure and Transport, partnered with local councils and primary schools to promote safer, greener, and more active travel. In 2024, it engaged 97 schools, including 15 in the Way2Go Schools Program and 61 in the Bike Ed Program. Grant funding supported infrastructure upgrades, improved bicycle and scooter parking, and provided educational signage and crossing equipment. Time-based speed limits (40km/h) at school crossings on arterial roads are being implemented to protect vulnerable road users and progressing reforms for personal mobility devices. Enhancements to the Rider Safe Program for novice motorbike riders include a hazard perception course, a 2-day practical course, a pre-licence course, and a licence assessment with instructor evaluation. Additionally, a major reform to driver training laws aims to improve novice driver skills and standards.
- ▶ **Risky road use:** South Australia continued to deliver the THINK! Road Safety Partnerships Program in 2024 with a focus on distraction, fatigue, drink and drug driving and regional road use supporting and reinforcing South Australia Police advertising campaigns and enforcement operations. The Program seeks to build a culture of road safety by communicating road safety messages. 10 events were held in 2024 and 10 road safety campaigns, as well as road safety awareness/education programs for primary and high school students delivered to more than 8,000 primary and 12,000 secondary students. Additionally, South Australia’s first mobile phone detection cameras were installed at 5 locations in the Adelaide metropolitan area in the first half of 2024, demerit points were applied for camera detected mobile phone offences from 19 September 2024. The South Australian government introduced a new licence for drivers of ultra high-powered vehicles (UHPVs), which includes an online test. This U-class licence complements driving laws introduced in January, making it an offence to drive an UHPV with a disabled automated intervention system, punishable by a fine of up to \$5,000 and 6 demerit points.

South Australia case study

South Australia's workplace road safety guide

The South Australian government is working to improve workplace road safety outcomes with the release of its new workplace road safety guide, Workplace Road Safety Guide – A guide for employers and workers in November (Figure 19). Developed by the Department for Infrastructure and Transport in partnership with SafeWork SA, the Guide aims to reduce the number of workers being killed or injured on South Australian roads, outlining steps employers and workers can take to support safer driving on the job and tools and resources to minimise risk to ensure road safety is a priority at work.

Figure 19: South Australian Workplace Road Safety Guide which provides a guide for employers and workers



In South Australia, **road incidents accounted for around half (36) of the 73 work-related deaths from 2019 to 2023**. The guide emphasises the importance of workplaces choosing and maintaining safe vehicles, having a zero tolerance for failing to wear a seatbelt, making speeding a disciplinary issue, having a no alcohol policy during work hours and eliminating mobile phone use to avoid driver distraction and promote good driver behaviour.

The **Guide is supported by a pre-driving checklist**, a workplace road safety policy template to assist organisations develop their own road safety policy and a case study by SA Power Networks demonstrating their journey to improve workplace road safety.

The **Guide was released during National Safe Work Month 2024** with a media release that resulted in printed newspaper coverage and both Department for Infrastructure and Transport and SafeWork SA social media channels. Direct letters were also sent to key road safety stakeholders as well as local councils across the State notifying them of the release of the Guide. The Guide is published on the THINK! Road Safety and SafeWork SA websites.



Road Safety Strategy and Action Plan

The Northern Territory continues to focus on increasing road safety awareness and delivering initiatives that contribute to reducing the harmful and wide-reaching effects of road trauma in the community. Road safety priorities in the Northern Territory are guided by a safe system approach to improving road safety outcomes across a number of evidence based key areas including alcohol and drugs, seatbelts, speed, driver distraction, vulnerable road users, infrastructure and safer vehicles. Road safety education and awareness, enforcement and legislation reform continue to be implemented across the road safety priorities. The Northern Territory has reviewed road safety governance arrangements and has established a Road Safety Task Force. The Task Force is Chaired by the Chief Executive Officer of the Department of Logistics and Infrastructure, and members include the Motor Accident Compensation Commissioner, and senior representatives of NT Police, Fire and Emergency Services and the Department of Education and Training. The Road Safety Task Force meets 3 times a year, providing strategic road safety advice to Government, oversight of the development and implementation of road safety action plans and coordination of whole-of-Government road safety related policies and activities. The Road Safety Task Force is supported by a Road Safety Implementation Project Team, with membership from across the Task Force agencies.

Progress on Enabling Activities

Data Sharing

- ▶ Continues to participate in the National Road Safety Data Working Group and provides crash data to the National Road Safety Data Hub.
- ▶ Northern Territory road safety crash data is also reported on the Towards Zero road safety website and road safety data collection and reporting processes are being reviewed and improved.

Research

- ▶ At the national level, the Northern Territory actively participates in the Austroads road safety research program.
- ▶ During 2024, the NT Motor Accident Compensation Commission led research into pedestrian deaths and serious injuries in the Northern Territory which aimed to understand the key factors and issues associated with pedestrian road trauma.
- ▶ The research included data analysis, interviews with stakeholders, case studies and focus groups with community representatives and research findings are expected to be finalised during 2025.

Local Government Support

- ▶ Continues to support road safety in local government through the provision of expert operational and technical engineering advice and road safety data.

Northern Territory

Progress on Government Commitments

The Northern Territory has made progress on several areas of road safety as categorised by the priority areas identified in the National Road Safety Strategy and Action Plan.

Other Northern Territory Government Road Safety Updates

- ▶ Works are continuing on **major upgrades to the Carpentaria Highway**. The Highway is an access route to the Beetaloo Sub-basin gas reserves, the regional centre of Borroloola and provides access to the Roper Gulf Region including a number of remote Aboriginal communities. The road is a key link for health and social services and the upgrades will improve safety and travel times and improve flood immunity to increase year-round access.
- ▶ A **major new overpass at the Tiger Brennan Drive and Berrimah Road** intersection is nearing completion. The project improves road safety and connectivity and will separate the major commuter traffic on Tiger Brennan Drive from port related traffic movements on Berrimah Road. The project also includes improved pedestrian and cyclist accessibility.
- ▶ **Delivery of the Australian Government's National Road Safety Program** continues across the Territory including shoulder widening, culvert extensions, installation of road safety barriers, intersection upgrades, improved lighting, construction of shared paths, street lighting, and Intelligent Transport System road safety treatments.
- ▶ Through a jointly funded Australian and Northern Territory Government project, **30 Variable Message Signs (VMS) were installed across the Territory** to provide road safety advice to road users. The signs are integrated with traffic operations systems and display messaging based on real-time road information. Messages alert road users of changes to conditions, road closures, traffic detours, emergencies and general road safety messaging.
- ▶ During 2024, the **Northern Territory's DriveSafe Remote team delivered road safety education and awareness, licensing and registration activities** to 91 communities across some of the remotest parts of the Territory. 1087 learner licenses and 452 Provisional licenses were issued through DriveSafe Remote and the urban DriveSafe team issued 1062 Learners and 373 Provisional licenses.
- ▶ A **suite of road safety campaigns continue to be delivered** across a broad range of media platforms including a focus on Aboriginal communities, with culturally appropriate road safety campaigns and messaging in language. In 2024, the Road Safety Education team delivered 412 engagement sessions Territory wide, including bike education, tailored school and community presentations and sessions for remote youth.
- ▶ Pedestrian road trauma continued to be a challenging issue in the Northern Territory during 2024 and a range of initiatives have been implemented to improve pedestrian road safety. A **Pedestrian Road Safety Working Group involving key community stakeholders has been established and targeted pedestrian research is being undertaken** by the Motor Accident Compensation Commission. Pedestrian infrastructure upgrades have been implemented including improving crossing points and providing safer and more convenient pedestrian routes to bus stops.
- ▶ Projects are underway to **upgrade existing street lighting and install new lights at unlit road sections on the road network to improve road safety and operational efficiency and achieve consistency**. The existing High Pressure Sodium luminaires have been replaced with LED lights to achieve improved lighting conditions in order to increase visibility of pedestrians and road hazards to drivers. The lights have also been upgraded to smart lighting, including the installation of smart controllers to allow better management of street lighting and improved operational efficiency. Urban arterials are the main priority for smart lighting upgrades, however, the installation of lighting at rural intersections, remote communities and roadhouses is also being implemented to improve road safety for all road users, with a specific focus on pedestrian safety.

Northern Territory case study

Northern Territory's Tanami Road Upgrades

The Northern Territory Government is upgrading and sealing 150kms of the Tanami Road in Central Australia through a jointly funded project between the Australian and Northern Territory Governments (Figure 20).

Figure 20: Aerial photograph of Tanami Road upgrades



The project will **improve access to remote communities and improve road safety and flood immunity** in the region.

The upgrades will **improve access for heavy vehicle traffic and freight operators** using the Tanami Road.

These upgrades are **part of the Roads of Strategic Importance (ROSI) program** (Alice Springs to Halls Creek Corridor) which will **continue to upgrade priority sections of the corridor** to improve connectivity, flood immunity, safety and access as well as supporting economic development for the region.



Road Safety Strategy and Action Plan

The Tasmanian Government's Towards Zero Road Safety Strategy 2017-26 (the Strategy) aims to reduce annual serious injuries and fatalities on Tasmanian roads to fewer than 200 by 2026.

The **Towards Zero Action Plan 2020–24** supports this strategy with a Safe System approach, focusing on high-risk areas with deliberate initiatives which will result in the greatest reduction in serious casualties.

The Action Plan targets 6 priorities which align well with the National Road Safety Action Plan 2023-25: rural roads, major towns and cities, young road users, encouraging safer road use, visitor safety, and vehicle and technology improvements.

Progress on Enabling Activities

Data Sharing

- ▶ Signed the Data Sharing Agreement in 2024 to establish clear governance for data sharing to support better road safety outcomes.
- ▶ Working with the Australian Government to develop a National Road Safety Data Collection and Reporting Framework and a National Road Safety Minimum Dataset through the Road Safety Data Working Group.
- ▶ Will continue collaborating with the National Road Safety Data Hub to improve data collection methodologies and processes.

Support for Local Government

- ▶ Supports local government by providing detailed crash data, including serious injuries and fatalities, and traffic engineering support to help them understand network safety and conduct safety risk assessments.

Safe System Training

- ▶ Supporting the delivery of Safe System training across State and Local Governments.
- ▶ Embedding this knowledge should improve road safety outcomes, leadership, accountability, and the capacity to build a safe transport network.

Progress on Government Commitments

In 2024, Tasmania delivered several infrastructure projects, including: **8** Vulnerable Road User Program projects to enhance safety for vulnerable road users such as cyclists and pedestrians; **9** Safer Rural Roads Program projects to improve safety on regional and remote roads; **5** Australian Government Road Safety Program projects to support rural and regional road safety and protect vulnerable road users.

Other Tasmania Government Road Safety Updates

- ▶ The Tasmanian Government continues to develop **corridor strategy** to inform decision-making and create consistency in the management of the State road network.
- ▶ Continues to fund **ANCAP** and assists to promote its work to advocate for the purchase of safer vehicles.
- ▶ Continues to fund and promotes **MotoCAP** to encourage the use of protective clothing for motorcyclists.
- ▶ Continues to participate in **Heavy Vehicle National Law** reforms. It supports heavy vehicle guidance, education, and licensing through Tasmania's Plates Plus platform and driver assessment service.
- ▶ The Department of State Growth has an agency-wide **Safe Use of Vehicles Policy**, based on the national 'Vehicles as a Workplace: Work Health & Safety Guide', to improve workplace road safety.
- ▶ In 2024, the **"Your Speed is Our Safety"** campaign, aimed at reducing road worker injuries and fatalities, was renewed for another year. The campaign is a partnership between the Tasmanian Government, Civil Contractors Federation, and Road Safety Advisory Council (RSAC), with assistance from the Traffic Management Association of Tasmania.
- ▶ Continues to operate a **mobile speed camera program**, including the use of mobile phone and seatbelt detection technology. In the first half of 2024, automated registration enforcement technology underwent on-road testing and system integration. Enforcement is expected to commence in the 2024-25 financial year.
- ▶ Targeted media campaigns continue to inform Tasmanian road users about high-risk behaviours and highlight the dangers of the 'Fatal Five'. In 2024, the RSAC launched a revamped Real Mates campaign called the **Bro Code**, aimed at reducing drink driving among young males aged 17 to 25. Campaigns also focused on cyclist and motorcycle safety, and enforcement.

Tasmania case study

Tasmania's development of a speed management strategy

Vehicle speed is the key factor in determining the outcome of a crash, even when it is not the primary cause. Higher speeds result in more energy and force during a crash, leading to greater trauma. To improve road safety, the Tasmanian Government tasked the Road Safety Advisory Council (RSAC) with developing a Speed Management Strategy. This strategy is a commitment under the Towards Zero Action Plan 2020-2024. The Strategy aims to reduce serious injuries and fatalities by supporting safe and appropriate travel speeds across the Tasmanian road network. Speed management refers to the set of techniques and tools designed to help achieve safe speeds.

The proposed Strategy is guided by 5 principles:

- ▶ **People are the priority:** People are at the centre of speed management and the priority is to keep Tasmanians and visitors safe on the road network.
- ▶ **Safe mobility:** Set clear, easily understood speed limits using a whole network approach to safe mobility, including a Movement and Place framework.
- ▶ **Holistic approach:** Speed management is a holistic approach to improving the safety of the Tasmanian road network.
- ▶ **Health and wellbeing:** Manage vehicle speeds to prioritise community health and wellbeing; enable safe and accessible active transport options; improve public health; and provide environmental and economic benefits.
- ▶ **Shared responsibility:** Speed management is a shared responsibility between road managers and road authorities, road users and the whole community.

These principles inform the development of the proposed 5 key action areas to focus efforts:

- ▶ **Road and roadside infrastructure** that supports safe vehicle speeds.
- ▶ **Speed limits** that reduce risk and are aligned with the safety level of the network.
- ▶ **Enforcement** of speed limits to encourage safe road user behaviour.
- ▶ **Measures to positively influence** community attitudes regarding vehicle speed.
- ▶ **Vehicle technology** that supports safe travel speeds.

From 10 October to 21 November 2024, the RSAC led a public consultation to gather community and stakeholder feedback on the draft Strategy approach. Submissions and responses were received from community members, local councils, road safety advocates, researchers, and other experts. Over three-quarters of respondents either supported the proposed approach or supported efforts to achieve safer speeds on the Tasmanian road network. The RSAC is considering the results of the public consultation to inform the development of the Strategy.

Figure 21: Aerial photograph of the Tasman Highway in Hobart





Road Safety Strategy and Action Plan

ACT Road Safety Strategy 2020-25 and the Road Safety Action Plan 2024-25 together outline the ACT Government's commitment to improving road safety and achieving Vision Zero, where no road deaths or serious injuries are acceptable. The Strategy aligns with national frameworks and builds on previous achievements, adopting a whole-of-government approach to address road safety in the ACT. Oversight of progress in meeting the ACT's Vision Zero objectives is provided by the ACT Road Safety Advisory Board which is supported by subcommittees including the ACT Road Safety Task Force comprising all government agencies responsible for the implementation of the ACT Road Safety Strategy, and the ACT Road Safety Camera Management Group comprising agencies responsible for operationalising the road safety camera program. For further information see: ACT Road Safety Strategy 2020–25 and ACT Road Safety Action Plan 2024–25. A new ACT Road Safety Strategy and Action Plan is currently in development. Consultation has begun involving key road safety stakeholders.

Progress on Enabling Activities

Grants and Funding

- ▶ The ACT provides funding for local community road safety initiatives and research, via the annual ACT Road Safety Grants program. In 2024, 12 grants were offered to conduct a variety of road safety research in the ACT.
- ▶ Grants commenced in 2024 include: Safe roads: educate, engage, comply; Investigating cognitive predictors of crash risk in provisional drivers; Ageing driver education and assessment; Towards 5-star road users; Roundabout or signal intersection? Assessment and improvement of intersection safety in the ACT; Thriving without driving: a practical resource toolkit to support retirement from driving in the ACT; Our roads, our safety, our community; Being a wise road user Wisdom Street, Garran; The hidden cost of road trauma; and Motorcycle rider safety education.

Data

- ▶ The ACT provides data monthly for inclusion in the National Road Safety Data Hub, and work is ongoing to harmonise the data set to provide a national view on where and when fatalities and serious injuries are occurring, noting this is a complex and ongoing progress. The finalisation of the Data Sharing Agreement has formalised this process.

Australian Capital Territory

Progress on Government Commitments

The ACT Government has made significant progress in 2024, particularly in heavy vehicle safety, vulnerable road users, and risky road use.

Other Australian Capital Territory Government Road Safety Updates

► Heavy vehicle safety:

- The Heavy Vehicle National Legislation (HVNL) Amendment Regulation 2024 was tabled in the ACT Legislative Assembly in August to prevent disallowance.
- The Road Safety Legislation Amendment Regulation 2024 was introduced in June 2024 to facilitate HVNL compliance by National Heavy Vehicle Regulator officers in the ACT.
- The ACT is involved in the review of the National Heavy Vehicle Driver Competency through Austroads working groups and plans to integrate relevant elements into ACT heavy vehicle driver licensing.

► Vulnerable road users:

- In January 2024, the ACT Government released the ACT Active Travel Plan 2024-30, which outlines key priorities for delivering a safe, connected and convenient active travel network. The Active Travel Plan outlines ways to make it safer, more accessible, convenient and enjoyable to choose walking, cycling or micromobility – whether for transport, recreation or social activities.
- As part of the Active Travel Plan, the ACT Government has committed to progressively converting on-road cycle lanes on high-priority Active Travel routes to safe separated cycleways including both permanent infrastructure and use of ‘quick build’ infrastructure. This has already occurred along Bowen Drive.
- An Active Travel Design Guide was also released to inform safer intersection designs for cyclists and pedestrians.

► Risky road use:

- The *Road Safety Legislation Amendment Act 2024*, the second tranche of road transport penalty reforms, was passed in May 2024. It increased penalties for drink and drug driving, created a new offence for combined drug and alcohol driving, and expanded roadside drug testing to include cocaine. It also allows police to issue infringement notices for first-time low-range drink drivers.
- A pilot program to reduce aggressive driving and young driver involvement in road trauma commenced in early 2024. The pilot program targets at-risk youth aged 14-17 years and also includes in-school presentations.
- In February 2024, the ACT commenced issuing infringements on its 3 transportable and 2 fixed mobile device detection camera's, following a trial and warning period in 2023.

Australian Capital Territory case study

ACT's collaboration with Canberra PCYC on road safety education

The Canberra Police Citizen Youth Club (PCYC) received an ACT road safety grant in 2024 (\$180,000 contributed by the Road Safety Fund and \$240,000 contributed by the Motor Accident Injuries Commission) to develop and facilitate a dangerous driving intervention pilot for at risk youth. The pilot aims to reduce aggressive driving and young driver involvement in road trauma and involves driving lessons with an accredited driving instructor / or supervised driving mentors. (Figure 22).

Figure 22: Canberra PCYC presentations of road safety program to young people engaged with PCYC and high school students



PCYC commenced the pilot in term 2 in 2024 facilitating a program to the Wreck Bay Aboriginal community at Jervis Bay, ongoing delivery to young people already engaged with PCYC, as well as presenting at several ACT high schools.

The University of Canberra will evaluate the impact of the intervention pilot on at risk youth, to determine its place in future licensing and/or sentencing environments. The pilot will be delivered throughout 2025, and the evaluation report will be completed in 2026.

Australian Government

Road Safety Strategy and Action Plan

The Australian Government continues to contribute to improved road safety outcomes through infrastructure co-investment, new vehicle standards and national leadership. The Government funds projects in the infrastructure investment pipeline with both direct and indirect benefits for road safety. In 2024, a total of \$1.7 billion was spent including approximately \$940 million that had a direct impact on road safety. During 2024, six new Australian Design Rules (ADRs) were issued, including three emissions-related ADRs. The Government also secured the agreement of the United Nations working party to a new international regulation for lane departure warning systems in light vehicles – evidence of the Government’s more active leadership role in the development of international standards that are important to Australia's road safety outcomes. Also in 2024, the Government convened and led discussions on road safety challenges, opportunities and best practice, for example through hosting the National Road Safety Conference 2024 and the First Nations Road Safety Summit 2024.

Progress on Enabling Activities

Data

- ▶ Intergovernmental Data Sharing Agreement on Road Safety (DSA) was signed by state, territory and federal governments. The DSA is publicly available and agrees to a process for sharing and national distribution of data. Any data which is not potentially sensitive is published, with other data available for approved research purposes by request.
- ▶ The Federation Funding Agreement Schedule (FFAS) on the Land Transport Infrastructure Projects (2024-2029) was signed by all states and territories. The FFAS is publicly available and requires states and territories to work with the Australian Government towards improving nationally consistent road safety data.
- ▶ The Road Safety Data Hub website was released in November 2024, allowing better access to road safety data by the public, including links to federated data catalogues. The Bureau of Infrastructure and Transport Research Economics (BITRE) maintains and publishes ongoing datasets, including the Monthly Road Deaths database. New datasets have been added, including measures for unlicensed driving to broaden our range of police enforcement measures.
- ▶ The Road Safety Data Working Group, chaired by the Australian Government, was reconvened in 2024. The Working Group provides a forum for Australian and state and territory government officials to collaborate on road safety data objectives and commitments as well as the sharing and management of data.

Research

- ▶ The Australian Government engaged the Monash University Accident Research Centre (MUARC) to compile a catalogue of all government-funded road safety research undertaken from 2018 and produce a report on the national road safety research picture.
- ▶ This work will inform the basis of a National Road Safety Research Framework that will help to coordinate and prioritise road safety research.

Australian Government

Progress on Government Commitments

The Australian Government has made progress on several areas of road safety as categorised by the priority areas identified in the National Road Safety Strategy and Action Plan.

Other Australian Government Road Safety Updates

- ▶ **Infrastructure planning and investment:** The Australian Government has finalised the Federation Funding Agreement Schedule (FFAS) for land transport infrastructure projects. The FFAS incorporates an assessment and evaluation framework to support the delivery of road safety upgrades funded by the Australian Government.
- ▶ **Regional and remote road safety:** The Australian Government, through the Roads to Recovery Program, will provide \$4.4 billion over five years from 2024-25 directly to local government areas to upgrade and maintain local roads across Australia. The Black Spots Program, which provides funding to target dangerous road locations where crashes are occurring or are at risk of occurring, continues to improve regional road safety. The Government has progressively increased its annual commitment to the ongoing Black Spots Program, with \$150 million available per year from 2025-26. The Safer Local Roads and Infrastructure Program (SLRIP) is a competitive application-based program that provides at least \$200 million per year for projects that address current and emerging priorities in road infrastructure. Focus areas for SLRIP projects include improving road safety, productivity, bridge renewal, road resilience, sustainability, and heavy vehicle rest areas. SLRIP is open to all state, territory and local governments, with applications accepted all year.
- ▶ **Vehicle safety:** Through the Car Safety Ratings Program, funding agreements have been finalised to fund the Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Rating Program (UCSR) valued at \$16.5 million. In May 2024, the Australian Government Fleet Vehicle Selection Policy was updated featuring enhancements to ANCAP safety rating requirements. The outcome was to require all Government Fleet vehicles to have a '5-star' ANCAP rating with a date stamp within 3 years.
- ▶ **Heavy vehicle safety:** The National Heavy Vehicle Driver Competency Framework has been completed, establishing minimum competency and assessment standards for heavy vehicle drivers across Australia. Successful projects have been announced in the first and second tranche for the Heavy Vehicle Rest Area (HVRA) Initiative, with the Australian Government contributing \$6.7 million and \$14.2 million respectively to construct and upgraded heavy vehicle rest areas.
- ▶ **Workplace road safety and vulnerable road users:** Funding has been approved for successful projects under the first 2 streams or focus areas of the National Road Safety Action Grants Program – Community Education and Awareness including workplace road safety (13 projects totalling \$4.9 million) and Vulnerable Road Users (10 projects totalling \$3.9 million). All 23 projects are underway and are expected to be completed by June 2026.
- ▶ **Aboriginal and Torres Strait Islander people:** Through the First Nations Road Safety stream of the National Road Safety Action Grants Program, the Australian Government has approved funding for 12 projects valued at \$6.1 million. In February 2024, the Department hosted a First Nations Road Safety Summit in Sydney, bringing together a range of First Nations stakeholders to discuss road safety priorities.
- ▶ **Risky road use:** The Australian Government is collaborating with Austroads to progress national best practice guidelines to address a variety of risky road use behaviours. In 2024, a refocused National Drug Driving Working Group met, co-chaired by the Australian Government. In December 2024, the Australian Government launched a national road safety campaign – 'Safer Driving Starts with You'. The campaign encourages drivers to think about their own behaviour behind the wheel and reinforces the importance of driving safely.

Australian Government case study

Australian Government collaboration with jurisdictions on data uplifts

The Australian Government has been working with all states and territories to improve road safety through the collection and use of data. During 2024, the Intergovernmental Data Sharing Agreement on Road Safety (DSA) was signed by state, territory and federal governments. The DSA is publicly available and agrees to a process for sharing and national distribution of data. Any data which is not potentially sensitive is published, with other data available for approved research purposes by request.

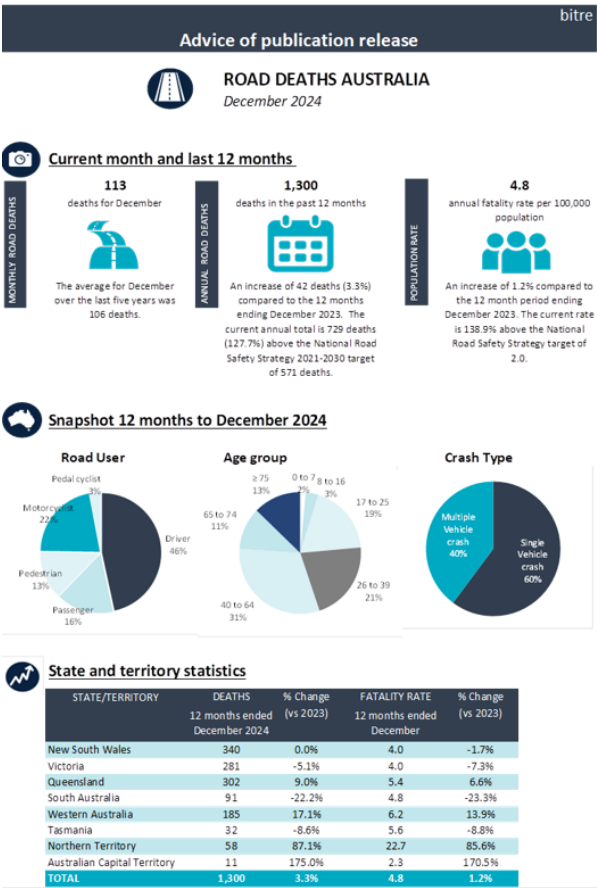
The Federation Funding Agreement Schedule (FFAS) on the Land Transport Infrastructure Projects (2024-2029) was signed by all states and territories in 2024. The FFAS is publicly available and commits states and territories to working with the Australian Government towards improving nationally consistent road safety data.

The Road Safety Data Hub (Hub) website was released in November 2024, allowing better access to nationally consistent and timely road safety data by the public, including links to federated data catalogues. With the release of the new website, the Road Safety Data Catalogue was transitioned to an interactive searchable format that is similar in style and function to the National Freight Data Hub and the Regional Data Hub. Currently, there are 69 road safety datasets in the catalogue.

BITRE maintains and publishes ongoing datasets on the Hub, including monthly, quarterly and annual reports and dashboards, such as the Monthly Road Deaths database. New datasets have been added during 2024, including measures for unlicensed driving to broaden our range of police enforcement measures.

Hub data underpinned the development of the targeted national road safety campaign, Safer Driving Starts With You. The demographic, geographic, and sociographic data relating to road fatalities challenged the prevalent assumption that young male drivers were involved in the majority of road fatalities, and instead led the campaign team to focus on a target audience of male drivers between 40-65. Additionally, the data received on road fatality locations has allowed the campaign to geo-locate social media posts to reach specific areas and audiences.

Figure 23: BITRE Road Deaths Australia Monthly Bulletin (summary)



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End of Report





Appendices

Appendix 1: Alignment to strategy

The National Road Safety Action Plan's Safety Performance Indicators (SPIs) are directly aligned with the priorities of the National Road Safety Strategy (Table 5, 6), ensuring that each SPI targets critical areas such as reducing speeding, improving road infrastructure, and enhancing vehicle safety. This alignment leverages the understanding of lead indicators to proactively address potential risks and implement preventive measures. Lag indicators measure the outcomes of these interventions. By setting measurable targets and tracking progress in key safety areas, the plan aims to significantly reduce road trauma in the long term, providing a comprehensive framework for continuous improvement in road safety.

Table 5: SPIs mapped to priority areas from the National Road Safety Strategy 2021-30

Indicator Number and Description	Infra. Plan. & Inv.	Reg. Road Safety	Rem. Road Safety	Vehicle Safety	Heavy Vehicle Safety	Wkpl. Road Safety	Vul. Road Users	Risky Road Use
1. Number and rate per capita of road crash fatalities	✓	✓	✓	✓	✓	✓	✓	✓
2. Number and rate per capita of road crash serious injuries	✓	✓	✓	✓	✓	✓	✓	✓
3. 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	✓	✓	✓					
4. Share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating) or better	✓	✓	✓		✓	✓	✓	
5. Share of road length on designated motorcycle routes with motorcycle friendly crash barriers							✓	
6. Share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits ≤ 40 km/h								
7. Share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'							✓	
8. Share of signalised intersections with a speed limit < 70 km/h	✓	✓	✓				✓	

Appendix 1: Alignment to strategy

The National Road Safety Action Plan's Safety Performance Indicators (SPIs) are directly aligned with the priorities of the National Road Safety Strategy (Table 5, 6), ensuring that each SPI targets critical areas such as reducing speeding, improving road infrastructure, and enhancing vehicle safety. This alignment leverages the understanding of lead indicators to proactively address potential risks and implement preventive measures. Lag indicators measure the outcomes of these interventions. By setting measurable targets and tracking progress in key safety areas, the plan aims to significantly reduce road trauma in the long term, providing a comprehensive framework for continuous improvement in road safety.

Table 6: SPIs mapped to priority areas from the National Road Safety Strategy 2021-30

Indicator Number and Description	Infra. Plan. & Inv.	Reg. Road Safety	Rem. Road Safety	Vehicle Safety	Heavy Vehicle Safety	Wkpl. Road Safety	Vul. Road Users	Risky Road Use
9. Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year date stamp				✓				
10. Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs								✓
11. Share of vehicles at or below speed limit		✓	✓					✓
12. Share of drivers and riders observed/photographed not using a mobile phone or device								✓
13. Share of motor vehicle occupants wearing seatbelts								✓
14. Zero deaths of children 7 years and under	✓	✓	✓	✓	✓	✓	✓	✓
15. Zero deaths on all national highways and on high-speed roads covering 80% of travel across the network	✓	✓	✓	✓	✓	✓	✓	✓
16. Zero deaths in city CBD areas	✓	✓	✓	✓	✓	✓	✓	✓

Appendix 2: Data methodology

Each SPI has distinct inputs, which are supplied by collaborators of the report (Table 7, 8). The following standardised processes apply to the data collection and visualisation of SPIs. The following assumptions apply to the data supplied:

- ▶ Collect raw data components from jurisdictions, collaborators and publicly available sites.
- ▶ Validate data format, content and consistency with correct time periods.
- ▶ Tabulate data for each jurisdiction where calculations are not required.
- ▶ Calculate aggregate of fines issued by aggregate of licence holders per jurisdiction for SPIs relating to enforcement (SPI 10-13).
- ▶ Depict calculated and collated data in graphical or table format at aggregate or jurisdictional level as required by SPI.

Table 7: SPI inputs and data presentation processes

Indicator Number and Description	Inputs
1. Number and rate per capita of road crash fatalities	▶ Number of road crash fatalities ▶ Rate per capita of road crash fatalities
2. Number and rate per capita of road crash serious injuries	▶ Number of road crash serious injuries (measured against the national definition – admitted to hospital irrespective of length of stay) ▶ Rate per capita of road crash serious injuries (measured against the national definition – admitted to hospital irrespective of length of stay)
3. 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	▶ 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
4. Share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80% of travel recognised as 3-stars (or equivalent risk rating) or better	▶ Risk Assessment Star Ratings ▶ Length of National Land Transport Network (NLTN) measured in km
5. Share of road length on designated motorcycle routes with motorcycle friendly crash barriers	▶ Share of road length on designated motorcycle routes with motorcycle friendly crash barriers
6. Share of high pedestrian CBD/town centre areas under Movement and Place or equivalent approaches with posted speed limits ≤ 40 km/h	▶ <i>Unable to be reported for 2024</i>

Appendix 2: Data methodology

Each SPI has distinct inputs, which are supplied by collaborators of the report (Table 7, 8).

Table 8: SPI inputs and data presentation processes

Indicator Number and Description	Inputs
7. Share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'	► Share of roads in urban areas with a posted speed limit ≥ 50 km/h with separated cycle ways, and in urban areas outside of ABS remoteness category 'major cities'
8. Share of signalised intersections with a speed limit < 70 km/h	► Share of signalised intersections with all approaches with posted speed under 70km/h
9. Share of light vehicle fleet that has an ANCAP 5-star rating within a 6-year date stamp	► Share of light vehicle fleet with ANCAP 5-star rating in Australia for FY 2017-FY 2022
10. Share of drivers and riders tested who are not over the applicable blood alcohol concentration limit or under the influence of drugs	► Rate of positive blood alcohol tests to tests undertaken ► Rate of positive drug tests to tests undertaken
11. Share of vehicles at or below speed limit	► Number of speeding fines issued ► Number of licence holders
12. Share of drivers and riders observed/photographed not using a mobile phone or device	► Number of mobile phone / device fines issued ► Number of licence holders
13. Share of motor vehicle occupants wearing seatbelts	► Number of non-wearing seat belt fines issued ► Number of licence holders
14. Zero deaths of children 7 years and under	► Total number of deaths from road crashes of children 7 years and under
15. Zero deaths on all national highways and on high-speed roads covering 80% of travel across the network	► Total number of deaths on all national highways and high-speed roads covering 80% of travel across the network
16. Zero deaths in city CBD areas	► Total number of deaths in city CBD areas

Appendix 2: Data methodology

Assumptions about the data provided to prepare this report:

The following assumptions apply to the data provided:

- ▶ for the data presented in the report to be depicted as accurately as possible, it is assumed that the latest data is available where possible for each SPI and that the most up to date data is provided (e.g. 2022 data is provided if 2023 data unavailable);
- ▶ that data provided is in the right format (e.g. % share) and provided for the right jurisdictional level;
- ▶ that data provided is accurate and accurately reflects the safety conditions of the roads or vehicles they impact; and
- ▶ that any proxy used for an SPI is relevant to the objective of the SPI and accurately reflects what is being measured in the SPI.

Limitations of the data provided to prepare this report:

The following limitations apply to the data provided, noting these do not apply to all SPIs:

- ▶ Several jurisdictions have noted local governments have been supplied with risk rating tools, but local network figures may not be known.
- ▶ At a jurisdictional level, share of risk assessments may not be known.
- ▶ Jurisdictions may provide local figures in formats other than share (e.g. one local government area [LGA] of a particular jurisdiction).
- ▶ Variations in the frequency and methodology of risk assessments across jurisdictions may introduce inconsistencies in the star ratings.
- ▶ Insufficient data and issues with definitions and data availability / collection have resulted in the inability to report on selected SPIs. This is particularly of note in SPI 6 where a proxy was also not available.
- ▶ Full documentation available for SPI 7, based on Open Street Map (OSM) extract as of 1 December 2024. It is noted that this methodology is very sensitive to the definition of 'signalised intersection'. Considering all traffic light structures within 50m of one another as a single intersection is a definition decided for previous delivery of SPIs. A sensitivity analysis suggests this has potential to increase the total number of 'signalised intersections' by over 30% (n. 14,543 to 19,426). This disproportionately affects urban environments with low-speed limits, so has the potential to artificially inflate this measure.
- ▶ All data presented for SPI 9 is denoted in financial years, and further engagement of ANCAP is required to present the data in calendar years.
- ▶ Jurisdictions may have a wide variation in selected SPI results due to variations in data capture and reporting, and law enforcement / technology deployment methods.

Appendix 3: Glossary

Table 9: Glossary list

Term	Definition*
Fatal crash	A crash reported to police resulting from the movement of at least one road vehicle on a public road and involving at least one death that is not the result of a pre-meditated act.
Fatality rate	Refers to the count of road deaths in the last 12 months divided by the resident population at the midpoint of that period, multiplied by 100,000. Population estimates are sourced from ABS' national, state and territory population statistics. The midpoint population may be interpolated if necessary. The fatality rate allows for easier like-for-like comparison between states and territories and other sub-groups as it is not affected by size differences in populations.
Road death	A person who dies within 30 days as a result of injuries received in an unintended crash on a public road. Does not include deaths from road crashes resulting from suicide or natural causes such as heart attacks. Fatal injuries are coded using the World Health Organisation (WHO) International Statistical Classification of Diseases and Related Health Problems (ICD-10) classification system.
Vulnerable Road User	Road users not in a car, bus or truck, generally including pedestrians, motorcyclists and pedal cyclists. Can also include children 7 years and under, the elderly and users of mobility devices.

*Definitions sourced from: [National Road Safety Data Hub](#); Department of Infrastructure, Transport, Regional Development, Communication, Sports and the Arts.