

TOWARDS ZERO



ROAD SAFETY ACTION PLAN 2018 - 22

A five year action plan
for the Northern Territory

MINISTER'S FOREWORD

For every family, community, town and city, there is only one target that is acceptable for road fatalities and accidents – zero.

No-one should have to endure the heartache and devastation of losing a loved one, a mate, a neighbour whose life has been cut short or irrevocably changed by a road trauma.

On average 48 people are killed on Territory roads each year and over 540 people seriously injured. This is not acceptable for our community any more.

The Towards Zero Road Safety Action Plan puts forward a vision of zero deaths or accidents on our roads, and outlines a strategy to get there. It takes a holistic approach to reducing road deaths and accidents, using the 'Safe Systems' approach, which considers how the whole road system can be more forgiving so that if mistakes are made on the road, they don't kill people.

The Action Plan considers the factors that contribute to better road safety outcomes, from vehicles, to roads to driver behaviour, introduces further measures to prevent illegal and negligent behaviour, and puts forward actions that can create change.

Road safety is one of Government's highest priorities. We have reinstated speed limits on the Stuart Highway, repeat drink drivers will now be recorded on the reinstated Banned Drinkers Register, and we have undertaken the most comprehensive review of alcohol policy and regulations ever seen in the Territory.

But we need your help too, to work towards a safer road transport system where no person is killed or seriously injured – to work Towards Zero.

I thank the Department of Infrastructure, Planning and Logistics and the Road Safety Executive Group for their key role in speaking to Territorians in the development of this Action Plan and in helping change our attitude towards road safety.

HON NICOLE MANISON MLA
Deputy Chief Minister
Minister for Infrastructure, Planning and Logistics



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INTRODUCTION

This Towards Zero Road Safety Action Plan (Towards Zero) will work towards improving road safety in the Northern Territory over the next five years. Towards Zero will guide improvements in road safety, making all road users safer and reducing the lives lost and serious injuries on Territory roads.

Actions have been developed to continue the pathway to our longer term vision. The benefits of some actions outlined in this plan will be seen in the short term. Others will have a longer time horizon and are seeking generational change in our community's attitude towards road safety.

The development of Towards Zero has been guided by the Vision Zero concept. The Vision Zero concept has been widely adopted across Australia and globally.

Towards Zero will sit alongside Australia's National Road Safety Strategy 2011-2020.

Towards Zero is about looking forward and creating strategies to take road safety to new levels and protect more lives.

VISION

A safer road transport system where no person is killed or seriously injured.

The Towards Zero vision aims to inspire ownership of the Territory's road safety challenges and motivate Territorians to take action to use our roads more safely.

GOALS

Over the next five years unite Territorians to:

- Reduce death and serious injury on our roads.
- Cultivate a responsible road culture and encourage everyone to do the right thing on our roads.
- Work together, share the responsibility and 'own' our need to improve road safety.



THE NT CONTEXT

The Territory faces many unique challenges in achieving better road safety outcomes and delivering a road network that is safe for all road users.

Approximately three quarters of our 36,000 kilometres of roads are unsealed and our geography and extreme climate creates challenges for road users and road managers.

Our small population of about 244,000 people, is widely dispersed across the Territory from our main urban centres of Darwin, Katherine and Alice Springs to our very remote communities. This requires people living in our regional and remote areas to spend more time on our roads to access service centres.

Around 30 percent of the Territory's population is Aboriginal, and nearly 80 percent of this Aboriginal population lives outside of the greater Darwin area.

Accessing public transport, vehicle registration and driver licensing services is more challenging for people living in remote areas. People living remotely find it harder to keep their vehicles in good shape as they don't have the same access to mechanical services as those in urban areas. People living remotely are also more likely to be driving older vehicles and driving long distances on unsealed roads.

The Territory has the youngest median age, at 32 years, of any state or Territory in Australia. Nearly 60 percent of our Aboriginal population is aged under 30.

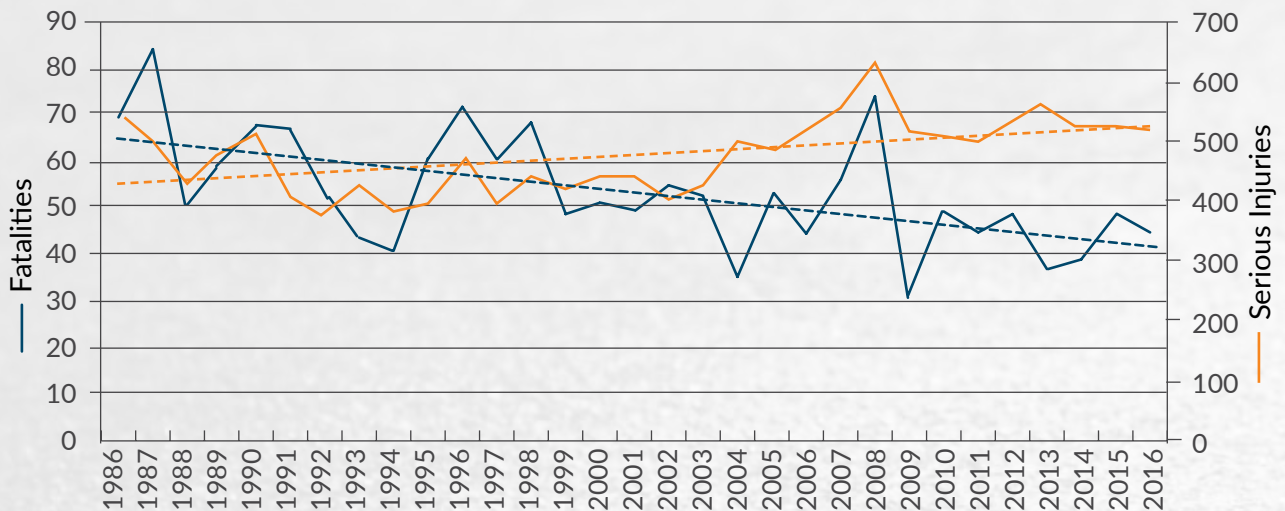
The Northern Territory continues to struggle to address the most fundamental road safety issues such as drink driving, wearing seatbelts and speeding. These are all areas where other jurisdictions have made significant progress, however they remain a challenge in the Northern Territory, particularly in our regional and remote areas.

WHERE ARE WE TODAY

The Northern Territory road toll has dropped in recent decades from an average of over 60 people between 1986-1995, to approximately 48 people

in the decade to 2016; however, even with recent advancements in road safety, the fatality rate remains over 3 times the national average.*

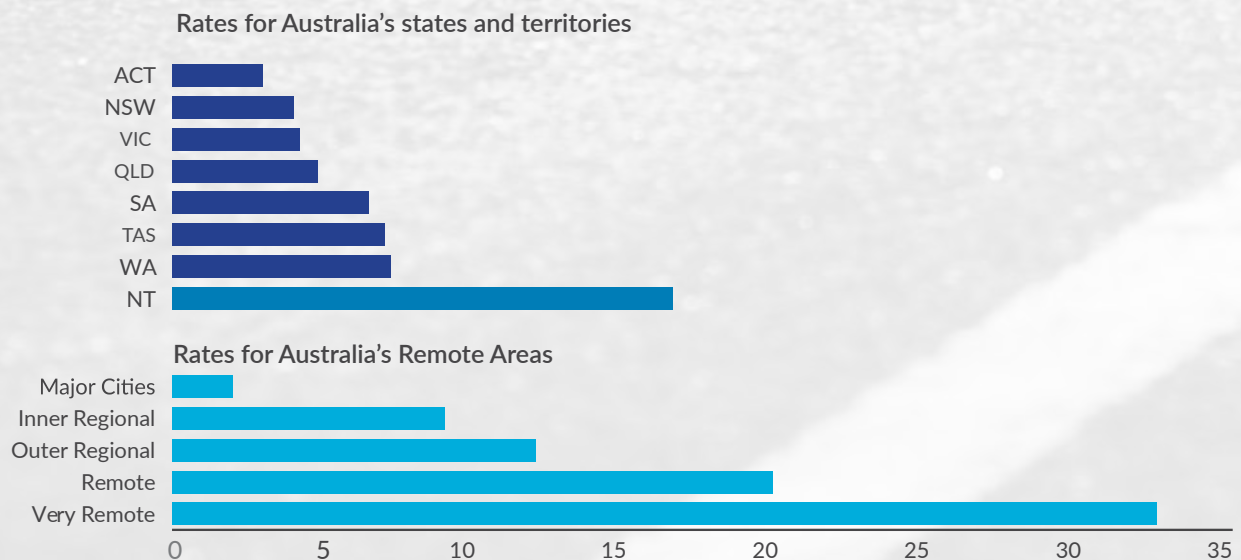
Chart 1 - Northern Territory Road Fatalities and Serious Injuries (1986-2016)



The Territory has the highest rate of road deaths per 100,000 population, per 10,000 registered vehicles and per 100 million vehicle kilometres travelled (VKT) in Australia.

Remote and very remote areas in Australia face challenges in reducing fatality and serious injury, which is higher than urban environments.

Chart 2 - Comparison of Fatalities (rate per 100,000 population)



(BITRE, 2014)

*For the purpose of the data analysis in this paper, road trauma in the Northern Territory is defined as the sum of fatalities and serious injuries, where a serious injury involves a hospital admission. Averages are based on the last ten years (2007-16) of data. Unless otherwise stated, all data has been sourced from the Department of Infrastructure, Planning and Logistics', Vehicle Accident Database.



Lives lost on NT roads each year



540 people are seriously injured on NT roads each year



The NT road toll is at least 3x the national rate



40% of road fatalities in the NT are alcohol related



40% of fatalities involves people not wearing seatbelts



Excessive speed is a factor in 25% of fatalities in the NT



50% of all fatalities are Aboriginal people



20% of fatalities in the NT are pedestrians



10% of fatalities are Motorcyclists



71% of all NT fatalities are Males



16% of fatalities are visitors



15% of serious road trauma involves unlicensed drivers

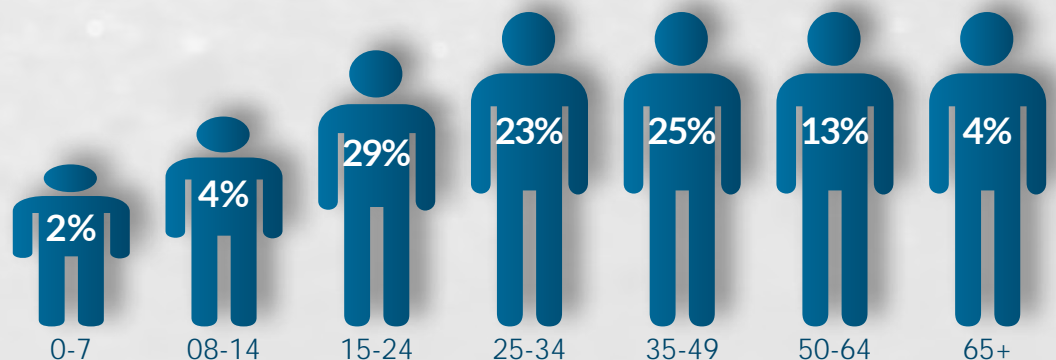


13% of serious road trauma involves learners or provisional licence holders



7% of serious road trauma involves cancelled or disqualified drivers

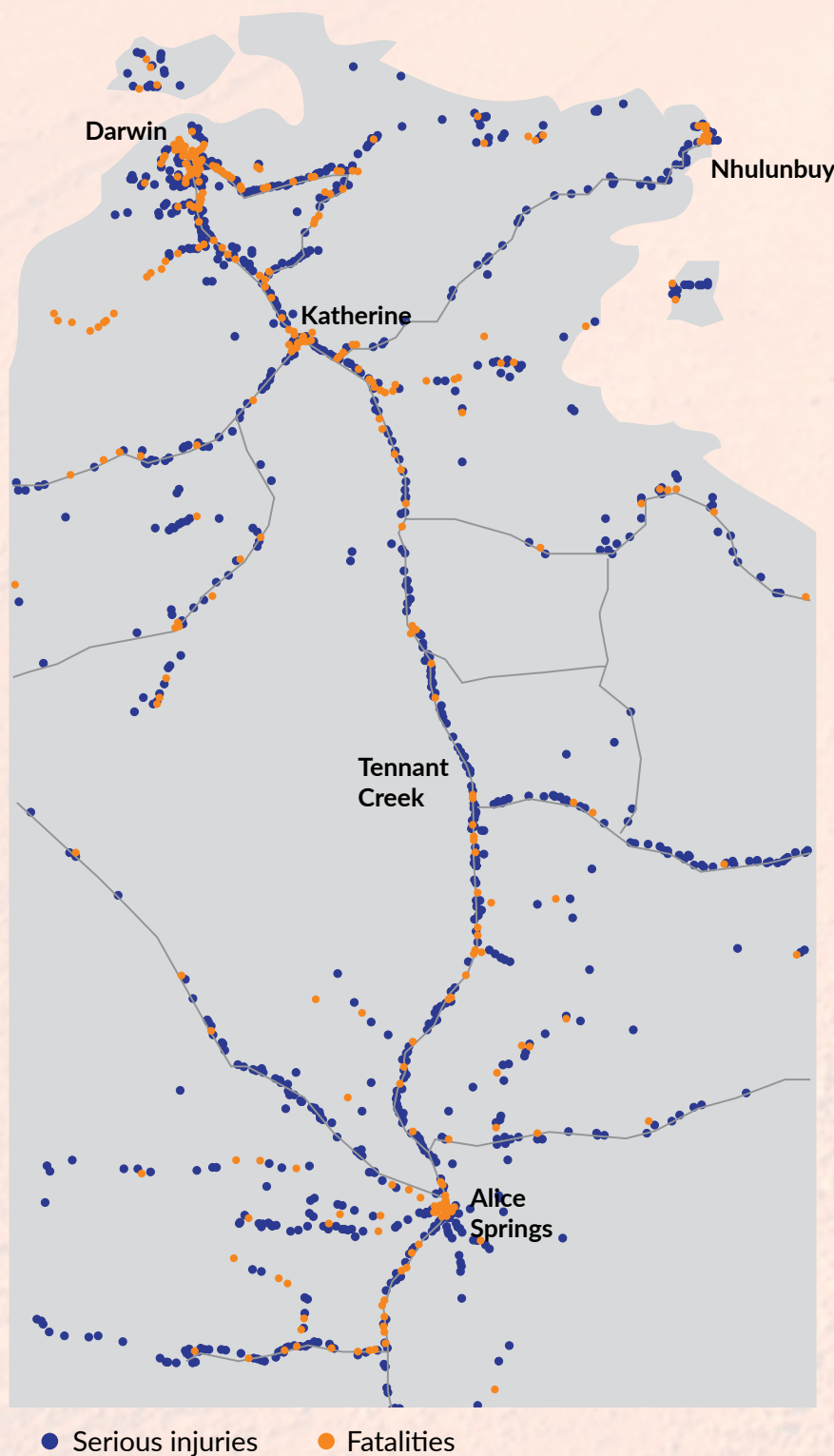
Age groups of fatalities and serious injuries



WHERE AND WHY ARE OUR CRASHES OCCURRING

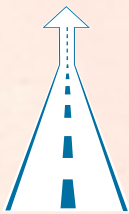
The majority of our road fatalities and half of the serious injury crashes occur on our roads outside of urban areas.

Map 1 - Location of Northern Territory significant road trauma (2007-2016)



Over the last ten years, a large portion of our significant road trauma was related to one or more of the following major factors: alcohol, speed and not wearing a seatbelt. These contributing factors are among the main focus areas for action and are discussed in detail in the relevant section of Towards Zero.

When these contributing factors are not involved in our road trauma, crashes may be attributed in whole or part to distraction, disobeying road rules, loss of vehicle control, un-roadworthy vehicles, not driving to the conditions or not driving to a skill level. The majority of crashes with no contributing factor are single vehicle crashes where a vehicle has run off the road or overturned.



75% of the NT's roads are unsealed

36,000KM

of roads covering 1.3 million square kilometres

71%

of fatalities are in rural areas



At the peak of the Dry Season the rate of crashes increases in the Northern Territory.



Most pedestrian serious injuries occur in lower speed zones



Road trauma involving visiting drivers largely occurs in rural areas.



70% of motorcycle trauma occurs in urban areas where speed zones are under 80km/h



Injuries from angle collisions and rear end crashes are most prevalent in Darwin



Overturn and run off road are the most prevalent crash types in rural areas

THE SAFE SYSTEM

Towards Zero adopts the Safe System approach to improving road safety.

The Safe System approach has been adopted in all Australian jurisdictions and worldwide, to create better road safety outcomes.

The system is a holistic view of the road transport system which aims to create a safer road environment for people and vehicles.

The human body is fragile and cannot tolerate the impact of motor vehicle crashes, particularly higher speed crashes.

The Safe System acknowledges the inevitable, that people will make mistakes or poor choices which may lead to road crashes, but the system strives to ensure that those actions do not result in road trauma.

The Safe System is more than just looking at driver behaviour and aims to address all the causes of our road trauma.

Throughout this plan, every action will be linked to one or more of the following elements of the Safe System approach:

- 
Safe road use
 No illegal and dangerous behaviour.
- 
Safe roads and roadsides
 Protective infrastructure, such as quality roads, barriers and shoulders.
- 
Safe vehicles
 The highest star rated vehicles possible.
- 
Safe speeds
 Speed limits are set levels to match the safety of roads.



WHAT WE HAVE DONE

The Northern Territory has implemented several key reform measures over the last ten years to reduce the road toll including:

- Significant investment in roads and infrastructure.
- Removal of the open speed limit zones to implement a 130 km/h default speed limit on Stuart, Arnhem, Barkly and Victoria highways and 110 km/h default speed limit introduced on rural roads.
- Introduction of fixed speed and red light cameras.
- Random drug testing for all drivers.
- Penalty increases for not wearing seatbelts and Driving Under Influence (DUI) offences.
- A 6 month minimum Learner driver (L Plate) period.
- A 2-year Provisional (P Plate) period for drivers under 25.
- Legislation to restrain children under 7 years including baby seats for children under 6 months of age.
- Complete banning of mobile phone use (hands free) while driving for Learner (L) and Provisional (P) drivers.
- Government subsidised urban and remote bus services.
- NT Government Fleet policy to promote purchase of ANCAP 5 star fleet vehicles.
- DriveSafe NT driver education and licensing programs for drivers.
- Improved road treatments and design taking into account vulnerable road users.
- Legislative changes to the NT Motor Accidents Compensation Commission (MACC) scheme to influence safer driving behaviour.
- Introduction of road safety curriculum resources.
- Repeat drink drivers included on the Banned Drinkers Register.

CONSULTATION SUMMARY

The Towards Zero community discussion paper was launched in May 2017. The discussion paper and associated consultation, aimed to start a conversation with key stakeholders and the Territory community about reducing death and injury on our roads, and to get their thoughts and ideas to guide the development of Towards Zero.

The community consultation started on 12 May 2017 and officially closed on 30 June 2017. Feedback was received via an online survey, community forums and through written submissions.

Over 275 people participated in 26 community forums, meetings and information sessions across the Northern Territory, and 452 responded to the survey. Seventeen written submissions were received from community members and organisations.

It was widely stated through consultation that stakeholders and the community appreciated the opportunity to be included in providing a solution to our road trauma.

The Towards Zero vision was broadly supported and ongoing discussion and greater community involvement in keeping our road users safe was encouraged.

Face to face community forums were held in Darwin, Palmerston, Alice Springs, Jabiru, Katherine, Tennant Creek and Nhulunbuy. Regional sessions were held in Borroloola, Santa Teresa, Wadeye, Millingimbi, Maningrida and Ntaria.

The forums explored the proposed road safety key priority areas, while also discussing possible options to reduce the death and injury on our roads. An interactive voting tool was used to survey participant's level of support for key priority areas.

Although feedback was focused around the discussion paper's proposed priority action areas, other key themes for priority action were raised and these have been included in Towards Zero.

KEY PRIORITIES AND ACTIONS

Road safety reforms and innovations have already contributed to safer road use, however progress has slowed and our rate of significant road trauma is still unacceptably high.

Towards Zero introduces a package of initiatives that will have a positive impact on road safety in the Territory over both the short and long term.

Some actions will need to go through a process of legislation amendment before they can be introduced and additional funding support may be required prior to the introduction of other actions.

Throughout the consultation, we heard that the community were in general agreement with the Key Priorities that should be targeted. Some further priorities have also been identified as a result of the public consultation, and have been included.

While the implementation of all actions will commence within the timeframe of this action plan, their effect is expected to be seen over the much longer term.







Priority Areas of Towards Zero

Towards Zero will focus on key priority areas and will include actions for the next five years from 2018 – 2022. Current activities that are considered essential ongoing measures have also been highlighted.

- Alcohol and Drugs
- Seatbelts and Child Restraints
- Speed and Driving to the Conditions
- Roads and Roadsides
- Safer Vehicles
- Aboriginal People
- Novice Drivers
- Motorcyclists
- Pedestrians
- Visiting Drivers
- Cyclists

OVERARCHING ACTIONS

The Towards Zero consultation process identified a number of overarching actions which related to multiple priority areas. Rather than repeating these actions in many areas of this action plan, it was decided to elevate these as overarching actions.

ACTIONS	YEAR	LEAD	SUPPORT	SAFE SYSTEM
1.1 Develop a repeat offender penalty regime for consideration by Government. The regime may include: clamping/seizure and/or other penalties for repeat drink/drug drivers, seatbelt offences, speeding, mobile phone offences, driving unregistered/unlicensed and a review of the Alcohol Ignition Lock program. Impacts on remote communities to be considered.	1	DIPL	POLICE/ AGD/DCM ABORIGINAL POLICY	
1.2 Increase dedicated Police traffic enforcement activities, to support priority areas.	1-2	POLICE	DIPL	
1.3 Evaluate and strengthen road safety education programs including road safety education in the school curriculum.	2-3	DIPL/ DOE		
1.4 Explore incentive programs which reward good driver/rider behaviour with other organisations.	2-3	DIPL		
1.5 Enable expanded transport options including a review of urban and remote transport networks.	3-5	DIPL		
1.6 Continually monitor, evaluate, and introduce emerging technology that assists in achieving the vision of the plan.	1-5	DIPL/ POLICE		

DIPL - Department of Infrastructure, Planning and Logistics
DCM - Department of the Chief Minister

AGD - Department of Attorney-General and Justice
DOE - Department of Education

ALCOHOL AND DRUGS



Alcohol is the most significant contributing factor to road trauma on our roads. 40 percent of fatalities and over 20 percent of serious injuries on our roads are related to alcohol.

The rate of alcohol consumption in the Territory is the highest in the nation and among the highest in the world. Research indicates that alcohol consumption in the Northern Territory has been at rates between 50 percent and 100 percent higher than Australia as a whole for nearly 30 years. Alcohol impaired driving is not just a transport

problem but it is a reflection on a wider public health and social problem.

Our community attitude to drink driving must change before significant progress can be made in reducing our road trauma.

“Just as drinking too much has consequences for an individual, so a society that drinks too much will also suffer harm.” - How much is too much? Report (2010)

HOW MUCH HARM IS ALCOHOL CAUSING?

A key finding in the 2013 National Drug Strategy Household Survey was that people in the Northern Territory were far more likely to consume alcohol in quantities that placed them at risk of harm on a single occasion (at least monthly) than any other jurisdiction, (40 percent compared with 26 percent for the nation).

The Northern Territory also recorded the highest pattern of lifetime risky drinkers (30 percent compared with 18.2 percent nationally). The Territory has the highest per capita alcohol

consumption in Australia, with 13.27 litres of pure alcohol consumed (2011/12) compared to the national rate of 10.04 litres. In some areas, consumption is far higher and measured at 21.1 litres per person.

The Territory has recorded the highest proportion of deaths attributable to alcohol in Australia. Alcohol attributable death rates in non-aboriginal people are double the national rates, while they are 9-10 times higher for Aboriginal people.

DRUG DRIVING

Drug Driving is an emerging and concerning road safety issue across Australia.

There are a number of drugs (both legal and illegal) that have the potential to affect driving. Use of illegal drugs or misuse of prescription drugs can make driving a car unsafe—just like driving after drinking alcohol.

Drug driving puts the driver, passengers, and others who share the road at risk. Since February 2015, Northern Territory Police have the right to pull over any driver, at any time

for a random drug test and test their saliva for traces of illicit drugs including THC, the active component in cannabis, methamphetamine (speed) and ecstasy.

In conjunction with all Australian jurisdictions, the Australian Government is currently focusing on ways to mitigate the drug driving risk, including innovative testing and streamlining of the prosecution process. The NT will continue to monitor these best approaches to ensure that the testing regime is both appropriate and effective in our jurisdiction.

40%

of people charged with drink driving in the Northern Territory had a prior drink driving conviction

60%

The re-offending rate increases to nearly 60% for high range drink driving offences

OVER HALF

of Aboriginal and over a quarter of non-aboriginal road related fatalities can be attributed to alcohol



Alcohol consumption is often combined with speed and not wearing a seatbelt



Males comprise over 70% of all alcohol related fatalities



Drivers who are unlicensed feature significantly as repeat drink drivers

WHAT WE HAVE DONE

The Northern Territory Government has implemented a range of measures to address drink driving and drug driving. These activities are considered essential ongoing measures:

- Reinstatement of the Banned Drinker Register to limit the supply of takeaway alcohol to people who have two low range drink driving offences or a single mid-range or high range offence.
- Undertaking the Alcohol Policies and Legislation Review, to prevent and reduce the harm associated with alcohol misuse.
- Drink driving mass media campaigns, including the recent Enough's Enough drink driving campaign.
- Targeted enforcement of drink and drug driving.
- School and novice driver education programs.
- Education through Aboriginal licensing programs.
- Driver education, licensing and the Back on Track Drink Drug Driver Program in the Darwin and Alice Springs prisons and some low security work camps.
- Support for regional and remote passenger transport services.
- Introduce ridesharing as a cost effective alternative transport.
- Removed red tape to allow businesses to operate courtesy vehicles more freely.

WHAT YOU HAVE SAID





"I know so many people in my social circle that have this mentality that drink driving is okay and unfortunately in my experience, nothing you can tell them will make them stop. It seems to be a cultural norm especially for those young people who live out in the rural to drink drive. Educating these people will not work; they need to be penalised for their actions." - Towards Zero survey response

Many participants acknowledged that much of the alcohol related road death and injury is a consequence of a wider health substance abuse problem in the community. Tackling this wider issue will improve road safety outcomes. Other areas of concern included: the high level of recidivism, the escalating illicit drug problem and the high number of alcohol impaired pedestrians.

Key areas suggested to tackle drink and drug driving included: alcohol access, management and treatment options, late night public

transport options in urban areas and safer alternative transport options in our rural and remote areas, targeted enforcement, tougher penalties, and increased education and awareness. There was strong support for a vehicle seizure regime with appropriate exemptions.

The need for appropriate infrastructure in high risk areas to protect impaired pedestrians was also suggested (this is further discussed in the pedestrians section of Towards Zero).

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
2.1	Implement a blood alcohol concentration (BAC) limit for supervising drivers.	1	DIPL	POLICE	
2.2	Review penalties for drug driving and the process for prosecution.	1-3	DIPL	POLICE/AGD	
2.3	Develop options for approved Drink Driver education programs to increase accessibility and maximise uptake.	1-3	DIPL	AGD/DOH	
2.4	Deliver a targeted drug driving community awareness campaign that is aligned with Police enforcement.	3-4	MACC	DIPL/POLICE	

DOH - Department of Health

The overarching actions in Towards Zero, including a repeat offender regime, greater Police enforcement and exploring expanded transport options, will also address this priority area.

SEATBELTS AND CHILD RESTRAINTS

Seatbelt wearing rates in Australia are among the highest in the world; however, on average over the last ten years, approximately 40 percent of fatalities and 10 percent of serious injuries in the Northern Territory are related to not wearing a seatbelt.

Seatbelts and child restraints do not prevent crashes, but they increase your chance of surviving a crash by up to 50 percent. In 2016, 13 of the 35 fatalities involving drivers or passengers on Territory roads, involved people not wearing a seatbelt. The simple task of buckling up may have saved half of these lives.

A correctly fitted and used child car restraint, appropriate for the child's age and size, can significantly reduce the risk of serious injury or death in road crashes. Unfortunately our statistics still show that children aged 0-14 are more likely to be unrestrained if the driver is unrestrained. Failure to wear a seatbelt is most prevalent in young people aged 15-24 years.

In the consultation about 12 percent of respondents indicated that they do not always wear a seatbelt.

Our rural and remote locations experience the highest rates of not wearing seatbelts. This may be attributed to a number of reasons including low perceived risk of having a crash close to home, driving on unsealed roads at low speeds, less understanding of the safety benefits of seatbelts, and rural communities and towns having a more relaxed approach to road safety as road networks are less congested and not complex.

The incidence of not wearing seatbelts increases where drivers and passengers are intoxicated, increasing the chance of death or serious injury.

Fatalities attributed to not wearing seatbelts are more likely to occur on roads with higher speed limits in our rural and remote areas.

Vehicle overcrowding, where all passengers do not have access to a seatbelt, is another significant issue which needs to be addressed in our rural and remote communities to save lives and reduce injury.

WHAT WE HAVE DONE

- Targeted Police enforcement campaigns.
- School and community education programs.
- MACC urban and rural/remote seatbelt community awareness campaigns.
- MACC partnership with Kidsafe to build capability in remote areas to fit child restraints.
- MACC partnership with the Michael Long Leadership and Learning Centre Program focussing on seatbelt education for Aboriginal youth.
- Working with community and health organisations to promote the use of child restraints.
- MACC child restraint pilot program in Borroloola, to educate and increase use of child restraints.
- Support for regional and remote passenger transport services, to provide an alternative to travelling in overcrowded vehicles.

WHAT YOU HAVE SAID

"I am shocked that this is even an issue. Clearly people are not understanding the importance of wearing a belt and using it. More education is where I would start."

- Towards Zero survey response.

"Following decade's worth of Australian and International research, the evidence is irrefutable that seatbelts and child restraints save lives." - Royal Australasian College of Surgeons.

To help make sure people wear seatbelts and use child restraints, many suggested increased targeted education and awareness campaigns to highlight the risks. These should coincide with targeted enforcement campaigns. It was also acknowledged that targeting education at an early age and mandating road safety

in the school curriculum would assist in the development of safer behaviours and attitudes. Other key suggestions focused on extra enforcement, increasing penalties, programs which provide financial support for the purchase of restraints and assistance in the provision and fitment of restraints in remote areas.

CAR SEATS FOR KIDS

MACC Aboriginal Child Restraint Program

Too many Aboriginal kids are dying or seriously injured on Northern Territory roads because they are not properly restrained. The problem is becoming much worse in remote communities where it is normal for babies and toddlers to be carried on laps, standing on seats or even riding in the back of a ute.

With more than 150 Aboriginal communities spread across the NT's most remote areas, MACC recognised the enormity of the task and decided to tackle one community at a time.

In October 2016 MACC funded a pilot program "Buckle up Borroloola" in partnership with McArthur River Mine, Mabunji Aboriginal Resource Centre and Kidsafe NT. In the first eight months 160 child restraints have been fitted to vehicles in Borroloola and surrounding communities. Nine locals have been trained as fitters and Kidsafe has participated in three open days to promote the availability of car seats and provide fitting services.

A survey at the June 2017 Borroloola Show showed the number of parents indicating



Kidsafe's Megan Fernando shows a local Mum how to properly fit her daughter to a baby seat.

they had at least one child restraint fitted to their vehicle had increased from 47 percent in 2016 to 58 percent. The local Borroloola Police sergeant reports most children observed at Random Breath Testing Stations are now correctly restrained.

The success factors and lessons learnt from the pilot program have created a working model for the MACC "Car Seats for Kids" program which is being progressively rolled out to other communities in the coming year and beyond.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
3.1	Continue to facilitate and expand Aboriginal child restraint programs which provide access for the fitment of child restraints.	2-5	MACC/ DIPL	DOE/ DOH/ POLICE	

The overarching actions in Towards Zero, including a repeat offender regime, greater Police enforcement and strengthened education will also address this priority area.

SAFER ROAD USE



SPEED

The faster you drive the longer it takes to stop. In any crash, speed determines the level of injury, and a small reduction in speed greatly increases the likelihood of surviving a crash. This is particularly the case where motorcyclists, pedestrians and cyclists are involved.

Speeding includes exceeding the posted speed limit and failing to choose an appropriate speed for the prevailing road and weather conditions.

A key challenge is changing driver attitudes to speeding. Research has highlighted that drivers in the Territory have difficulty understanding the relationship between speed and crash risk.

DRIVING TO THE CONDITIONS

Driving to the road conditions is an important contributor to improving road safety.

Road conditions in the Territory may change suddenly due to extreme weather conditions and can include flooded roadways in the wet. The road environment can also vary for other reasons including when traffic management is in place for roadworks, heavy vehicle convoys, traffic congestion, bush fires or where there has been a crash.

DRIVER DISTRACTION

Distraction is a serious road safety issue and is often the trigger in a potentially fatal chain of events.

Distraction occurs when a driver or rider's attention is diverted away from the core activities of driving or riding. We know that distraction from mobile phone use and other technology is an increasing problem on our roads.

Unfortunately speeding in the Territory is not consistently viewed as illegal, harmful or socially unacceptable behaviour and 'low level speeding' is considered acceptable.

The last Community Attitudes to Road Safety survey showed that 44 percent of NT respondents believed it was acceptable to speed on our roads, for example, by up to 10km/h in a 60km/h zone. This attitude has to change as safe speed limits are set based on the type of road, traffic volumes and the mix of road users.

Drivers need to adapt their behaviour to meet these varied conditions.

All road users must consider how their road use can positively influence safer driving and riding.

Driving to our capabilities and our vehicles limitations, are among some of the changes to driving behaviour that all drivers and riders can practice.

Public understanding of driver distraction is low and many drivers and riders tend to view distraction as a normal part of driving, ignoring the possible fatal outcome of their choices. Alarming, the Towards Zero Forums survey results showed that only 18 percent of drivers reported never using a mobile when driving.

The incidence of distraction as a contributing factor in crashes tends to be under reported, as it is difficult to determine and drivers may not acknowledge that they were distracted at the time.



1 in 4 fatalities in the Territory are related to speed



Three quarters of speed related road fatalities occur in urban environments



Approximately 80% of speed related fatalities involve males.

WHAT WE HAVE DONE

- Periodic reviews of speed zones on the Territory road network.
- Speeding, mobile phone and road rule enforcement campaigns.
- Speed and red light cameras at high risk intersections.
- Enforcement through use of mobile speed and Automated Number Plate Recognition (ANPR) cameras on Police patrol cars.
- Road Report website and Facebook www.roadreport.nt.gov.au
- School and community education programs.
- Distribution of educational and trip planning resources to tourism centres (multilingual travel plans).
- Safe driving awareness campaigns that include free vehicle health checks, promotion of safe driving practices, and sharing the road safely with heavy vehicles.

WHAT YOU HAVE SAID

“Research shows that a 5 percent increase in speed leads to a 15 percent increase in serious injury crashes and a 22 percent increase in fatal crashes.” – Royal Australasian College of Surgeons.












“This one is hard. I try my best to stick to speed limits. I feel the pressure to speed, as it seems everyone passes you while doing the limit, or tailgates you. I think obvious cameras would help to keep people within the limit.” – Towards Zero survey response.

In relation to speed, driving to the conditions and distraction, the benefits of using technology to enforce safe travel speeds was widely acknowledged. There was general support for increasing the use of camera technologies to detect speed, consistent application of speed limits, and more speed limit and advisory signage.

Many suggestions were around the benefits of reducing speed limits, and a few called for the return of open speed limits. Key themes suggested for action focused on enforcement, penalties, reviewing speed limits, education about speed and improving road infrastructure and pavement.

Many acknowledged driving distractions, through the use of mobile phones and other personal technology devices, are becoming an increasing risk and difficult to address. It was emphasised that targeted enforcement campaigns in combination with broad community awareness, of the risks and risk reduction strategies is vital.

Other suggested areas for action focused on school and driver education, enforcement, tougher penalties, car use blocking technologies and fleet policies.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
4.1	Increase penalties for mobile phone use to align with other Australian jurisdictions.	1	DIPL	POLICE	
4.2	Review the coverage of red light/speed cameras; identify and increase the use of technological solutions, including ANPR, to support increased enforcement of traffic offences.	1-2	DIPL	POLICE	 
4.3	Deliver a speed and driving to conditions awareness campaign which aligns with Police enforcement.	1-2	MACC	DIPL/POLICE	 
4.4	Deliver a driver distraction awareness campaign, aligned with Police enforcement.	1-2	MACC	DIPL/POLICE	
4.5	Develop a consistent speed limit policy across the Northern Territory for consideration by Government, including high speed traffic intersections, high pedestrian areas, and local government roads.	2-3	DIPL	POLICE	 
4.6	Implement new speed enforcement technology including point to point and mobile infringement units.	3-5	DIPL	POLICE	  

The overarching actions in Towards Zero, including a repeat offender regime and greater Police enforcement will also address this priority area.

ROADS AND ROADSIDES



The Northern Territory road network is spread across a vast 1.3 million square kilometres with a large proportion of people living in remote and regional areas. The Northern Territory has over 36,000 km of roads, more than 220 bridges, thousands of river and creek crossings, 55 roadside rest areas, 131 truck parking bays and 260 km of urban shared paths.

Improving the network and developing infrastructure to meet growing demands is costly. Extreme weather conditions and poor economies of scale provide challenges which contribute to higher construction and maintenance costs.

A large proportion of the road network is unsealed, and the condition of many roads means that improvement works start from a low infrastructure base, and roads are vulnerable to wet weather.

Roads in key remote and regional areas are being progressively upgraded to improve access all year around, in-turn creating and supporting the delivery of essential services, freight access, and achieving better road safety outcomes.

ROAD SAFETY INFRASTRUCTURE



Audio Tactile Edge Lines

\$2.1 million has recently been invested to install audio tactile edging at high risk areas on the Stuart and Barkly Highways. Audio tactile edge lines assist in reducing rural road crashes by warning road users who may veer towards the road edge.



Rest areas

There are 131 truck parking bays and 55 rest areas on Northern Territory highways. An additional three rest areas (\$2.9 million) and for four Truck Parking Bays (\$2.7 million) are now under construction.



Wire Rope Barriers

Wire Rope Safety Barriers, also known as flexible barriers, are made up of tensioned wire ropes. They absorb the force of a crash and significantly reduce the risk of death and serious injury. These barriers have superior safety performance, compared with concrete and steel barriers.

WHAT WE HAVE DONE

- Incorporating Safe System principles in road designs.
 - Continuing to invest in roads to achieve road safety outcomes through general upgrades and the National Black Spot Program.
 - Undertaking targeted road safety audits and speed limit reviews.
 - Implementing a National Network Road Safety and Fatigue Management Program
- including: intersection upgrades, culvert widening, guardrails, audio tactile edge lines and the duplication of highways, where there is a high percentage of heavy vehicle traffic.
 - Developing appropriate regulations to ensure safe signage and business activities within road reserves.
 - Lobbying the Commonwealth Government for increased investment in roads.

WHAT YOU HAVE SAID

“The Northern Territory and Australian Governments should invest significantly in the national highway network to ensure that all medium and high risk roads are upgraded to low risk status.” - The Royal Australasian College of Surgeons.

“More signage about overtaking lanes so people stop taking unnecessary risks out of impatience” - Towards Zero survey response.

Suggestions to make our roads and roadsides safer focused on the importance of increased targeted investment in road maintenance and the application of road safety treatments. Infrastructure treatments such as audible tactile edge lines, installed on a stretch of the Stuart Highway between Darwin and Katherine, received significant positive feedback.















There was strong support for more speed and advisory signage, and a review for safer and more consistent speed limits. There was also clear support for more advisory signage to keep drivers aware of hazards, fatigue awareness and changing road conditions. This was especially an issue on long stretches of road.

A significant level of concern was expressed over the limited shoulder width on roads with high speed limits. This impacts the ability for drivers to correct back into the lane if they drift.

Increased overtaking lanes, widening centre lines to separate oncoming traffic and clearer line markings were consistent themes to improve safety on our main highways.

The wet season does extensive damage to roads in the Territory, and the community highlighted the need to ensure maintenance and advisory information is up to date, especially in relation to rural and remote roads.

Flooded roads pose extensive dangers, and it was consistently suggested that solutions such as continued upgrade of crossings and bridges were a solution, as was providing better advisory warning signs well in advance of the crossing.

ACTIONS		YEAR	LEAD	SAFE SYSTEM
5.1	Complete a comprehensive network safe system risk assessment of the Northern Territory road network, commencing with high risk areas within urban areas.	2-3	DIPL	 
5.2	Develop a targeted road safety infrastructure investment program to target high risk areas, including investing in tactile edging, line marking, shoulder widening, barriers and rest areas.	2-3	DIPL	 
5.3	Review and improve road safety signage across the Northern Territory road network including increase speed awareness signs, distance to destinations, overtaking lanes and rest stops.	3-5	DIPL	  
5.4	Develop a Territory wide policy to manage access to flooded roads.	3-5	DIPL	 
5.5	Continue to lobby the Australian Government for continued funding support for roads investment in the Northern Territory.	1-5	DIPL	
5.6	Continue to invest in roads infrastructure in the Northern Territory including rest stops, road sealing and river crossing upgrades.	1-5	DIPL	
5.7	Explore the opportunities for the use of Intelligent Transport Systems (I.T.S) and plan for the accommodation of automated vehicles.	1-5	DIPL	  

SAFER VEHICLES



Improving the safety of the vehicles using our roads reduces the likelihood of crashes and the severity of the outcomes.

There have been major improvements in vehicle safety technologies over the last decade, and these improvements reflect steady advances in automotive safety design. In Australia, regulation and standards for new vehicle safety and design are set in Australian Design Rules (ADRs) by the Commonwealth, in consultation with industry, the States and Territories.

Vehicle technology solutions are actively making our roads safer right now. Auto Emergency Braking (AEB) significantly reduces rear end crash risk and Electronic Stability Control reduces single vehicle crashes by detecting and reducing the vehicle's loss of traction. Other safety improvements including better side impact protection, seatbelt reminders and frontal crash protection have increased the level of protection for vehicle occupants and other road users.

As increasing numbers of safer vehicles are purchased, especially by corporate fleets, more people will be protected resulting in flow on effects as these vehicles enter the second hand market.

The Northern Territory's vehicle fleet has one of the youngest average ages in Australia. However, we also know that vehicles in remote areas are much older and can be in poorer condition. We also have a significant number of unregistered or unroadworthy vehicles being involved in our crashes.

Buying the safest car you can afford, new or used, is a way of keeping yourself and others safer. Additionally, regular maintenance is another way to keep your vehicle in safe working order.

Workplaces also have a responsibility to provide safe fleet vehicles and to work with employees to develop and encourage safe driving practices.

WHAT WE HAVE DONE

- Trial of an autonomous vehicle.
- Participate in consultation and contribute to National Vehicle Standard Regulation and compliance.
- Mandatory Northern Territory Vehicle inspection regimes for private, business and heavy vehicles.
- Authorised Inspector Scheme allowing more authorised inspectors to inspect your vehicle.
- Participation in policy and regulatory development to accommodate autonomous vehicles.
- School and community awareness promoting safer vehicles, including free vehicle health checks.
- Northern Territory Government membership of the Australasian New Car Assessment Program (ANCAP).

WHAT YOU HAVE SAID

"Bush vehicle standards are very poor, particularly, remote. Without proper enforcement and regular roadworthy inspections more will crash, they are not limited to human error." - Towards Zero survey response.

Many participants raised the issue of the risk that unroadworthy or unsafe vehicles pose. Suggestions focused around the need to encourage the uptake of safer vehicles and ways to remove access to un-roadworthy or dangerous vehicles from our roads. However,

it was acknowledged that affordability often impacts the ability for uptake of safer vehicles. Input from large fleet users indicated that better fleet driver monitoring and implementation of safe driving policies could influence safer road user attitudes and behaviours.

ANCAP

When it comes to safety, not all cars are equal.



You have twice the chance of being killed or seriously injured in a 3 star ANCAP safety rated car compared to a 5 star ANCAP safety rated car.

The Australasian New Car Assessment Program (ANCAP) is Australasia's leading independent vehicle safety advocate. ANCAP provides consumers with vehicle safety information by publishing of ANCAP safety ratings.

ANCAP safety ratings use a rating system of 1 to 5 stars to indicate the level of safety a vehicle provides for occupants and pedestrians in the event of a crash as well as its ability - through technology - to avoid a crash.

The ANCAP test program includes a number of physical crash tests including: Frontal offset, side impact, pole and whiplash.

A number of other safety feature assessments form part of the overall ANCAP safety rating process.

When buying your next car, look for the one with the highest star rating with the latest rating date-stamp you can afford. The more stars, the better the vehicle performed in ANCAP tests. The more recent the date-stamp, the more stringent the criteria it has been assessed against.

Compare your car with ANCAP's latest safety standards and discover more about vehicle safety testing at ancap.com.au or download the ANCAP app.



ANCAP 2 Star Rating

In a 2 star ANCAP safety rated car, there is a high risk of serious injury or death resulting from injury to the head and right leg of the driver. **Red (poor)** for the head, lower right leg and both feet of the driver indicate that these injuries are likely to be serious and life threatening.

Orange (marginal) shown on the body of the driver and passenger also indicates high levels of exposure to serious injury or death.

ANCAP does not recommend purchasing cars with less than 5 stars.



ANCAP 5 Star Rating

In a 5 star ANCAP safety rated vehicle, the prominence of **green (good)** for the head, body and legs, illustrates a high level of protection and survivability for both driver and passenger.

Yellow (acceptable) on the lower legs and the chest of the passenger, shows only a slight chance of serious injury to these areas, which are not likely to be life threatening.

ANCAP recommends 5 star rated cars.



ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
6.1	Continue to promote the purchase of ANCAP 5 star rated vehicles and vehicle safety features.	1-2	DIPL		
6.2	Northern Territory Government and other organisations to develop and model safe driving policies and programs that encourage and reward safe driving and the uptake of safer vehicles.	2-3	DIPL	NT Fleet	

The overarching actions in Towards Zero including greater Police enforcement and education, will also address this priority area.

ABORIGINAL PEOPLE

Aboriginal people represent approximately 30 percent of the Northern Territory's population but are tragically over-represented in our road safety statistics accounting for around 50 percent of road fatalities.

Alcohol is the biggest contributing factor to road fatalities involving Aboriginal people, with nearly 54 percent of deaths attributed in whole or part to alcohol. Not wearing seatbelts is also a factor in over half of these deaths.

People living in remote regions face a wide array of health, social disadvantages, and unique road safety challenges. These include varying and sometimes poorer road conditions, delayed access to medical services, increased road hazards and a need to travel longer distances on higher speed or unsealed roads. Lower rates of vehicle ownership, mean travel in open load spaces and vehicle overcrowding

is common, with fatal consequences in some crashes.

Aboriginal men are disproportionately represented in fatal and serious injury crashes and over 60 percent of road trauma involves unlicensed, cancelled or disqualified drivers. Unlicensed driving also contributes to the over representation of Aboriginal people in the criminal justice system.

We need to build on and develop partnerships to foster and encourage changes in attitudes and behaviours that reduce the death and injury of Aboriginal people on our roads. A 'one size fits all' approach is not the best solution, future approaches to road safety in our regions and communities need to be tailored and developed in partnership with Aboriginal people.

DRIVESAFE NT REMOTE

According to Jules "Having a driver licence makes life a lot easier."

For Aboriginal people living in our vast remote regions, a driver licence is far more than an approval to drive; it is a passport to opportunity. A driver licence is the plastic social capital that assists economic and social participation like getting a job and being able to help family. Aboriginal Australians are underrepresented in driver licence ownership and many jobs in remote communities require a valid drivers license. DriveSafe NT Remote is the Northern Territory Government's end-to-end licensing program that supports Aboriginal people in 75 remote communities through the licensing process.

A lack of licenced drivers in Wadeye is impacting on the communities ability to deliver services. According to Tracy Porter, the Primary Health Centre Manager at Wadeye, there were 16 vacancies for local people to work at the clinic in administration, health-related or second responder roles.



Jules successfully completed his practical driving test with DriveSafe NT Remote in Wadeye in November 2017 and now works at the Clinic. According to Jules, the best thing about having his provisional licence is "being able to help family". This means helping with the shopping and helping family attend appointments at the Clinic.

Jules is also role model for younger people in the Wadeye community.

WHAT WE HAVE DONE

- DriveSafe NT Remote Driver Education and Licensing Program - free remote driver education, training and licensing services.
- Digital online driver education resources in English and language.
- The Michael Long Leadership and Learning Centre road safety education sessions (MLLLC).
- Road Safety Community Grants Program.
- The regional and remote school road safety education program.
- MACC campaigns in language for seatbelts and drink driving.
- Targeted initiatives involving the arts – including the road safety film competition and the All-Stars Road Safety Band.
- Ongoing government support for regional and remote passenger transport services.
- Industry engagement and employment pathways program to enable access to driver education and licensing program for selected remote students.
- MACC ten year commitment to the MLLLC Program for Aboriginal youth road safety education.

WHAT YOU HAVE SAID

“Use local Indigenous knowledge & research with Indigenous groups to develop road safety programs for Indigenous Australians led by a community-based road safety educator.” - Towards Zero survey response.






“More education in remote areas about driving and as the driver the responsibility you have to keep your passengers and community safe.” - Towards Zero survey response.

It was acknowledged by almost everyone that the overrepresentation of Aboriginal people in our crash statistics is complex and challenging, and linked closely to wider issues of social disadvantage.

Consultation identified the benefits of working through or in partnership with other organisations, particularly health organisations that are already engaging and working in communities delivering health and social welfare programs.

It was also strongly recommended that people need to work with and support Aboriginal people and groups to develop tailored initiatives for their communities.

Key themes suggested for action were: school education, driver training and licensing, visible and increased enforcement, community engagement, safer alternative transport options in our rural and remote areas, and removing access to unroadworthy or dangerous vehicles. There were, however, many who believed that the application and enforcement of the law should not discriminate.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
7.1	Develop place based strategies and initiatives to create positive road safety culture in partnership with remote communities.	1-5	DIPL		
7.2	Continue to expand DriveSafe NT Remote to maximise road safety outcomes in communities.	1-2	DIPL		
7.3	Develop and deliver targeted and culturally appropriate road safety campaigns and messaging in language, including school resources.	1-2	DIPL/ MACC/ POLICE		
7.4	Develop strategies to address the over representation of Aboriginal people incarcerated for traffic offences.	1-2	DIPL	AGD/DCM ABORIGINAL POLICY	
7.5	Develop targeted and culturally appropriate strategies to minimise possible suspension of licenses, as a result of any unpaid fines.	1-2	DIPL/ AGD		

The overarching actions in Towards Zero, including strengthening education, incentive programs and exploring expanded transport options will also address this priority area.



NOVICE DRIVERS

Research shows that newly licensed drivers, regardless of their age, are at their highest risk within their first year of unsupervised driving. Inexperience and immaturity largely contributes to why novice drivers are over represented in our road trauma.

Research shows that the younger a driver starts to drive unsupervised, particularly before the age of 18, the higher the crash risk. Further, young drivers who undertake extensive supervised driving practice in a variety of conditions, can reduce their crash risk by up to 40 percent.

Positive role modelling by parents or those teaching driving skills, can have an influence on how young people drive in the future. Instilling safe behaviours and attitudes from a young age is a key factor in developing safer road users.

All drivers need to understand their responsibility for road safety and commit to safe driving practices. Strengthening learner driver training and licensing requirements can assist in equipping young drivers with the skills to be safe and responsible on our roads.

WHAT WE HAVE DONE

- Road Safety school education programs – in 2016, 295 education sessions were delivered at 101 schools and early learning centres to over 15,000 participants.
- The senior school Choices Program was delivered to 1210 students in 2016.
- The DriveSafe NT Driver Education and Licensing Programs, which included subsidised driving lessons, delivered in major urban centres.
- The DriveSafe NT Remote Driver Education and Licensing Program is available in 74 communities across the Territory.
- Online learner driver testing and new learner driving handbooks.

29%

Young drivers (16-25 years) comprise only 22% of licensed drivers but are over represented and involved in at least 29% of all crashes.

40%

of all speed related trauma involves young people.



Male drivers comprise about 65% of road trauma in the 16-25 age group.



WHAT YOU HAVE SAID

“Stop and think about what my life means to my family before I jump in my car and remember that it’s a privilege not a right to have a licence to drive.” - Towards Zero survey response

“Increasing the probationary period to an age which research shows a greater ability to assess risks, control impulsive behaviour and handle distractions.” - Royal Australasian College of Surgeons

There was strong community support for a review of the graduated driver licensing system to bring the Northern Territory closer in line with other jurisdictions.

Suggestions mainly focussed on increasing licensing age, and the need for learner drivers to get greater experience in as many different driving conditions as possible. The distraction risk for young people driving late at night with many other young people in the car was also raised. Key issues focussed around the impact on and the need for exemptions for employment/education/medical factors.

Any changes would need to be supported by an educational community awareness campaign and Police enforcement.

Other suggested key themes for action around novice drivers and driver licensing focused on reducing the need for them to drive (e.g. improved public transport), school education, strengthening driver training and testing, rewarding good driving behaviours and encouraging the purchase of safer vehicles.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
8.1	Develop a revised Graduated Driver Licensing System adopting best practise (where appropriate for the Northern Territory) for consideration by Government.	1-2	DIPL	POLICE	
8.2	Strengthen driver training and testing to promote competency in all driving conditions, including interaction with heavy vehicles, motorcyclists, cyclists and pedestrians.	1-2	DIPL	POLICE	
8.3	Develop targeted strategies and initiatives to create a positive road safety culture with young Territorians.	1-5	DIPL	MACC	

MOTORCYCLISTS

Motorcycle riders are less protected than car drivers, and are among our most vulnerable road users. Injuries resulting from crashes are invariably more severe than for occupants of cars as motorcycles offer little protection. Motorcycle riding requires a higher level of control, hazard perception and cognitive skill, compared to driving a car.

Motorcycle registrations in the Territory are steadily increasing and mopeds/scooters are becoming popular due to their low entry price.

While riding a motorcycle can be fun and economical, research shows that the risk of a motorcyclist being killed or seriously injured in a crash is at least 18 times higher than for a car driver.

Motorcyclists represent 10 percent of all fatalities and 13 percent of serious injuries on Territory roads. When involved in a crash, 60 percent of motorcycle riders are responsible for their own injury.

There is an over-representation of male riders aged 15-24 years and 50-64 years, with the crashes generally occurring in our urban areas.

To reduce the risk of injury, experts recommend the need for rider training and licensing systems that differ from drivers. Protective clothing is a further investment in rider safety no matter what type of motorbike, scooter/moped you may be riding. All riders are vulnerable to injury in a crash, and the right protective gear could make the difference between a nasty fall or a serious injury that prevents you from ever riding again.

All-terrain vehicles, including quad bikes and off road buggy vehicles, have grown in popularity for use in rural work situations and recreational riding. Quad bikes and off road buggies are not manufactured for road use and do not meet national vehicle safety standards for road vehicles (Australian Design Rules). Since 2008, there have been 5 fatalities and 58 people have been seriously injured riding these vehicles on roads or public spaces. These vehicles cannot be registered for on road use in the Northern Territory and their use on roads is an offence under the Northern Territory Traffic Act.

WHAT WE HAVE DONE

- Developed curriculum for safe rider training courses by external providers.
- Delivery of the Motorcyclist Education Training and Licensing (METAL) program (Alice Springs).
- Supporting Rider Awareness Northern Territory (RANT) in community rider safety initiatives.
- Developed a Northern Territory Motorcycle Rider handbook.
- Developed Good Gear Guides.
- Partnering in the development of a national computerised car and motorcycle hazard perception test.
- Targeted enforcement campaigns.



WHAT YOU HAVE SAID

“Lane filtering allows riders to move into a safer position at traffic lights, it allows riders to be at the front of the traffic and out of harms way as traffic moves away at the lights.”

- Towards Zero survey response.

The vulnerability and higher crash risk of motorcycle riders was recognised by most participants.

There was strong support for reviewing the rider licensing system, in particular requiring moped and scooter riders to have a rider licence. Suggestions mainly focussed around increasing the licensing age, mandating rider training, introducing automatic licences, and reviewing power weight ratios.

Other key suggestions included reviewing rider education, strengthening testing, a community education awareness campaign, targeted enforcement and a strong call for rules to be implemented for protective clothing.

Support for motorcycle lane filtering was mixed, with the main issues around perceptions of risk, the need for a community education campaign, enforcement and restrictions around speed.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
9.1	Introduce lane filtering and undertake an awareness campaign.	1-2	DIPL	RANT/POLICE	
9.2	Develop a standalone Graduated Licensing System for motorcyclists (including mopeds and scooters), which considers mandating rider training, for consideration by Government.	1-2	DIPL		
9.3	Implement a motorcycle safety community awareness campaign aligned with Police enforcement.	2-3	DIPL	MACC/ POLICE	
9.4	Develop and implement an awareness campaign for the safe use of All Terrain Vehicles (ATV) and off road buggy vehicles.	1-3	DIPL	POLICE	
9.5	Encourage widespread use of protective motorcycle clothing.	3-5	DIPL	RANT/POLICE	

The overarching action in Towards Zero including a repeat offender regime and greater police enforcement will also address this priority area.

PEDESTRIANS



Pedestrians account for approximately 20 percent of all fatalities over the past ten years in the Northern Territory.

Tragically our Aboriginal population is over-represented in pedestrian road fatalities, accounting for 82 percent of all pedestrian fatalities and 70 percent of serious injuries. Alcohol was a factor in 69 percent of Aboriginal pedestrian fatalities.

70 percent of pedestrian trauma is confined to Darwin, Palmerston and Alice Springs. 60 percent of injury occurred at night on roads where speeds are 50-60km/h and above.

The chance of a pedestrian surviving when hit by a car significantly reduces above certain impact speeds. For a car striking a pedestrian, the threshold impact speed lies in the 20-30km/h range.

Due to the random nature of pedestrian collisions, infrastructure responses can be hard to implement; however, infrastructure upgrades continue to be identified and undertaken in high risk pedestrian areas.

One of the most effective ways to improve pedestrian safety in high pedestrian areas is to reduce vehicle speeds. Education will also continue to play a role in assisting pedestrians to use the road safely.


WHAT WE HAVE DONE

- Infrastructure treatments at high risk areas, including better lighting and red light/speed cameras.
- Variable speed limit changes in high risk areas
- 40km/h school zones and associated enforcement.
- Road Safety school education and awareness programs.

WHAT YOU HAVE SAID

Pedestrian safety was highlighted across a number of areas in the consultation. Many people see the poor outcomes being related to alcohol, but had difficulty identifying how to address this.

Feedback and discussion identified that there is a need for infrastructure treatments in areas where the crash risks for pedestrians are higher. Reducing speed in urban areas would also assist with keeping pedestrians safer.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
10.1	Ensure appropriate infrastructure is in place at all high risk pedestrian areas, including lighting, fencing and safe crossing options.	1-5	DIPL	LGANT	 

LGANT - Local Government Association of the Northern Territory

The overarching actions in Towards Zero, including strengthening education, will also address this priority area.

VISITING DRIVERS



The Northern Territory sees an influx of visiting drivers, especially in our dry season (May-September). It is estimated that annually, around 800,000 visitors to the Northern Territory, self-drive private or rental vehicles.

Visitors represent 16 percent of our road fatalities and 17 percent of our serious injuries. Many drivers are unaware of the different driving conditions that they may encounter in the Northern Territory including: fatigue, driving long distances, unsealed roads, wandering stock and interaction with road trains.

Visitors may also be driving unfamiliar vehicles including 4WD's or camper vans and may have to drive on the opposite side of the road.

It is important for all visitors to understand the road rules and how they can keep themselves and other road users safe on the road. Road safety awareness targeting visitors, including messaging in foreign languages, is essential to keep everyone safe on our roads.

WHAT WE HAVE DONE

- Educational materials about safe driving in the Northern Territory is provided at Tourist Information Centres, roadhouses and to car hire companies.
- Keep left and buckle-up windscreen stickers are provided to car hire companies.
- Road safety promotion at community events.
- Ongoing investment in overtaking lanes and rest stops.
- Construction of 55 rest stops on Northern Territory highways.

WHAT YOU HAVE SAID

"I often see hire cars and campervans causing issues on highways, e.g. wrong side of the road, overtaking with not enough room and keeping right in over taking lanes." - Towards Zero survey response

Key issues raised mentioned a lack of understanding of driving to the conditions in the Territory including: driving on the wrong side of the road, fatigue, long distances, trip planning, towing large vehicles such as caravans, and sharing the road with road trains.

Convoys of tourist traffic (eg caravans) was raised as a problem on our highways causing a lack of overtaking opportunities for other vehicles.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
11.1	Convert the multi-lingual travel planner into a user friendly mobile application.	1-2	DIPL		
11.2	Improve road safety information on major tourist routes, at rest stops and at points of hire.	1-5	DIPL	MACC/ TOURISM	

CYCLISTS



Cycling for transport, recreation and exercise is popular in the Territory, however safety is a concern for cyclists and a barrier to more people taking up cycling.

The biennial 2017 National Cycling Participation Survey indicates that 26 percent of Territorians cycle in a typical week, this is much higher than

the national average of 16.6 percent. This high cycling participation rate means there will be greater interaction with cyclists in the Territory and we all need to share the road responsibly.

Improving driver education and investing in separated cycling infrastructure can significantly improve road safety for cyclists over time.

WHAT WE HAVE DONE

- Expanded and improved off road paths in urban centres including construction of strategic new off road shared paths.
- In 2017/18, the cycle networks in Greater Darwin, Katherine, Tennant Creek and Alice Springs will be reviewed to plan for future extensions and upgrades to the networks.
- A section on ‘Sharing the Road with Cyclists’ has been included in the Northern Territory’s Road User’s Handbook and questions regarding cyclists have been added to the bank of questions for the Northern Territory Learner driver knowledge test.
- The Northern Territory Government operates two Road Safety Bike Education Centres in Darwin and Alice Springs.
- Bike education programs are delivered by Road Safety Community Engagement Officers in schools in urban, regional and remote areas of the Territory. In 2016, 26 sessions were held.
- Participation in a nationwide study into cycling participation and driver-cyclist interactions.
- Supporting bicycle groups in community rider safety initiatives.





WHAT YOU HAVE SAID

“Hit from behind crashes are a common fatal crash type for cyclists. Minimum passing distance legislation creates a safer road environment for all road users and actively helps to protect vulnerable cyclists from fatality and serious injury.” - Amy Gillett Foundation

Key suggestions to improve bicycle safety focused on improving cycling infrastructure, strengthening enforcement and regulation, continuing education and mandating helmets for all riders.

There was mixed support for the introduction of a minimum passing distance law for overtaking

cyclists. Key issues raised focussed around the ability to enforce this rule, consideration for only one abreast, and improving road infrastructure to accommodate passing safely. However, feedback from jurisdictions who have implemented the law have observed an increased understanding of sharing the road safely with cyclists.

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
12.1	Invest in separated cycling infrastructure.	1-5	DIPL	LGANT	 
12.2	Promote bike education for school students and safe cycling with other groups, such as heavy vehicles.	1-5	DIPL		
12.3	Introduce a minimum overtaking distance law for passing cyclists (the ‘1 m rule’), including a targeted education and awareness campaign, which aligns with Police enforcement.	1-2	DIPL	POLICE	

IMPLEMENTATION AND CRITICAL SUCCESS FACTORS

The actions presented in Towards Zero address a wide range of road safety issues. Collaboration and commitment is required to achieve positive change. Every person killed or injured is someone's mother, father, sibling, friend or child. Cultural and behavioural change is a gradual process. For us to make further progress towards achieving our zero vision, all Territorians need to take responsibility for safety on our roads.

All levels of government, media organisations, vehicle manufacturers, businesses and most

importantly the community are encouraged to consider how they can contribute to taking an active role in achieving better road safety outcomes.

Continuing our engagement on road safety with all road users is essential, and monitoring the progress of these actions will be critical to ensure the implementation of actions are relevant, on target and contributing to our vision of a safer road transport system where no person is killed or seriously injured.

ACTIONS		YEAR	LEAD	SUPPORT
13.1	Create a standalone Towards Zero web and social media profile to promote safer road use and road rule awareness, host reports, comprehensive data and campaign information.	1	DIPL	
13.2	Implement a targeted Road Safety Grant Scheme that supports the Toward Zero Road Safety Action Plan.	1	DIPL	
13.3	Undertake research and improve data collection, including longitudinal studies into road use and road user attitudes, to inform the development of targeted initiatives.	2-3	DIPL	MACC/ POLICE
13.4	Continue the road safety discussion with Territorians to ensure Government, Business and the community work together to improve road safety outcomes.	ONGOING	ALL	

SUMMARY TABLE

ACTIONS	YEAR	LEAD	SUPPORT	SAFE SYSTEM	
1.1	Develop a repeat offender penalty regime for consideration by Government. The regime may include: clamping/seizure and/or other penalties for repeat drink/drug drivers, seatbelt offences, speeding, mobile phone offences, driving unregistered/unlicensed and a review of the Alcohol Ignition Lock program. Impacts on remote communities to be considered.	1	DIPL	POLICE/ AGD/DCM ABORIGINAL POLICY	  
1.2	Increase dedicated Police traffic enforcement activities, to support priority areas.	1-2	POLICE	DIPL	  
1.3	Evaluate and strengthen road safety education programs including road safety education in the school curriculum.	2-3	DIPL/ DOE		
1.4	Explore incentive programs which reward good driver/rider behaviour with other organisations.	2-3	DIPL		
1.5	Enable expanded transport options including a review of urban and remote transport networks.	3-5	DIPL		 
1.6	Continually monitor, evaluate, and introduce emerging technology that assists in achieving the vision of the plan.	1-5	DIPL/ POLICE		 
2.1	Implement a BAC limit for supervising drivers.	1	DIPL	POLICE	
2.2	Review penalties for drug driving and the process for prosecution.	1-3	DIPL	POLICE/AGD	
2.3	Develop options for approved Drink Driver education programs to increase accessibility and maximise uptake.	1-3	DIPL	AGD/DOH	
2.4	Deliver a targeted drug driving community awareness campaign that is aligned with Police enforcement.	3-4	MACC	DIPL/POLICE	
3.1	Continue to facilitate and expand Aboriginal child restraint programs which provide access for the fitment of child restraints.	2-5	MACC/ DIPL	DOE/ DOH/ POLICE	
4.1	Increase penalties for mobile phone use to align with other Australian jurisdictions.	1	DIPL	POLICE	
4.2	Review the coverage of red light/speed cameras; identify and increase the use of technological solutions, including ANPR, to support increased enforcement of traffic offences.	1-2	DIPL	POLICE	 
4.3	Deliver a speed and driving to conditions awareness campaign which aligns with Police enforcement.	1-2	MACC	DIPL/POLICE	 
4.4	Deliver a driver distraction awareness campaign, aligned with Police enforcement.	1-2	MACC	DIPL/POLICE	
4.5	Develop a consistent speed limit policy across the Northern Territory for consideration by Government, including high speed traffic intersections, high pedestrian areas, and local government roads.	2-3	DIPL	POLICE	 
4.6	Implement new speed enforcement technology including point to point and mobile infringement units.	3-5	DIPL	POLICE	  
5.1	Complete a comprehensive network safe system risk assessment of the Northern Territory road network, commencing with high risk areas within urban areas.	2-3	DIPL		 
5.2	Develop a targeted road safety infrastructure investment program to target high risk areas, including investing in tactile edging, line marking, shoulder widening, barriers and rest areas.	2-3	DIPL		 
5.3	Review and improve road safety signage across the Northern Territory road network including increase speed awareness signs, distance to destinations, overtaking lanes and rest stops.	3-5	DIPL		  
5.4	Develop a Territory wide policy to manage access to flooded roads.	3-5	DIPL		 
5.5	Continue to lobby the Australian Government for continued funding support for roads investment in the Northern Territory.	1-5	DIPL		
5.6	Continue to invest in roads infrastructure in the Northern Territory including rest stops, road sealing and river crossing upgrades.	1-5	DIPL		

ACTIONS		YEAR	LEAD	SUPPORT	SAFE SYSTEM
5.7	Explore the opportunities for the use of Intelligent Transport Systems (I.T.S) and plan for the accommodation of automated vehicles.	1-5	DIPL		
6.1	Continue to promote the purchase of ANCAP 5 star rated vehicles and vehicles safety features.	1-2	DIPL		
6.2	Northern Territory Government and other organisations to develop and model safe driving policies and programs that encourage and reward safe driving and the uptake of safer vehicles.	2-3	DIPL	NT Fleet	
7.1	Develop place based strategies and initiatives to create positive road safety culture in partnership with remote communities.	1	DIPL		
7.2	Continue to expand DriveSafe Remote NT to maximise road safety outcomes in communities.	1-2	DIPL		
7.3	Develop and deliver targeted and culturally appropriate road safety campaigns and messaging in language, including school resources.	1-2	DIPL/ MACC/ POLICE		
7.4	Develop strategies to address the over representation of Aboriginal people incarcerated for traffic offences.	1-2	DIPL	AGD/DCM ABORIGINAL POLICY	
7.5	Develop targeted and culturally appropriate strategies to minimise possible suspension of licenses, as a result of any unpaid fines.	1-2	DIPL/ AGD		
8.1	Develop a revised Graduated Driver Licensing System adopting best practise (where appropriate for the Northern Territory) for consideration by Government.	1-2	DIPL	POLICE	
8.2	Strengthen driver training and testing to promote competency in all driving conditions, including interaction with heavy vehicles, motorcyclists, cyclists and pedestrians.	1-2	DIPL	POLICE	
8.3	Develop targeted strategies and initiatives to create a positive road safety culture with young Territorians.	1-5	DIPL	MACC	
9.1	Introduce lane filtering and undertake an awareness campaign.	1-2	DIPL	RANT/POLICE	
9.2	Develop a standalone Graduated Licensing System for motorcyclists (including mopeds and scooters), which considers mandating rider training, for consideration by Government.	1-2	DIPL		
9.3	Implement a motorcycle safety community awareness campaign aligned with Police enforcement.	2-3	DIPL	MACC/POLICE	
9.4	Develop and implement an awareness campaign for the safe use of All Terrain Vehicles (ATV) and off road buggy vehicles.	1-3	DIPL	POLICE	
9.5	Encourage widespread use of protective motorcycle clothing.	3-5	DIPL	RANT/POLICE	
10.1	Ensure appropriate infrastructure is in place at all high risk pedestrian areas, including lighting, fencing and safe crossing options.	1-5	DIPL	LGANT	
11.1	Convert the multi-lingual travel planner into a user friendly mobile application.	1-2	DIPL		
11.2	Improve road safety information on major tourist routes, at rest stops and at points of hire.	1-5	DIPL	MACC/ TOURISM	
12.1	Invest in separated cycling infrastructure.	1-5	DIPL	LGANT	
12.2	Promote bike education for school students and safe cycling with other groups, such as heavy vehicles.	1-5	DIPL		
12.3	Introduce a minimum overtaking distance law for passing cyclists (the '1 m rule'), including a targeted education and awareness campaign, which aligns with Police enforcement.	1-2	DIPL	POLICE	
13.1	Create a standalone Towards Zero web and social media profile to promote safer road use and road rule awareness, host reports, comprehensive data and campaign information.	1	DIPL		
13.2	Implement a targeted Road Safety Grant Scheme that supports the Toward Zero Road Safety Action Plan.	1	DIPL		
13.3	Undertake research and improve data collection, including longitudinal studies into road use and road user attitudes, to inform the development of targeted initiatives.	2-3	DIPL	MACC/POLICE	
13.4	Continue the road safety discussion with Territorians to ensure Government, Business and the community work together to improve road safety outcomes.	ONGOING	ALL		

