

2024-2028

TOWARDS ZERO



ROAD SAFETY ACTION PLAN



ACKNOWLEDGEMENT

The Department of Infrastructure, Planning and Logistics (the department) respectfully acknowledges the traditional owners and custodians of the lands on which we work and operate across the Northern Territory. We pay our respects to their elders – past, present and emerging.

While this plan uses the term Aboriginal, the contents and information should be read to include both Aboriginal and Torres Strait Islander people.



“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.”

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INTRODUCTION

This Towards Zero Road Safety Action Plan 2024-2028 builds on the success of the Towards Zero Road Safety Action Plan 2018-22 and supports the continued implementation of actions to reduce road trauma in the Northern Territory (NT).

This Towards Zero Road Safety Action Plan (the Action Plan) sits alongside the National Road Safety Strategy 2021-2030 and the National

Road Safety Action Plan 2023-2025 which provide a national commitment to deliver significant reductions in road trauma and place Australia on a path to achieve Vision Zero by 2050.

The Action Plan has been developed following Road Safety Round Tables in Darwin and Alice Springs in 2023 and community consultation on a draft Discussion Paper in early 2024.

THE NEED FOR ACTION

Over the decade 2012-2021, on average, 40 people have lost their lives and around 470 people have suffered serious injuries on Territory roads each year. The impact of road trauma is felt by families, friends, workmates, sports teams, first responders and the wider community.

The per capita road fatality rate in the Northern Territory is 3.2 times the national rate and the highest in Australia. There is a need for whole-of-community commitment to recognising the impacts of road trauma and for all road users in the Northern Territory to understand their role in improving road safety outcomes.



BUILDING ON SUCCESS

The Northern Territory has successfully implemented a range of road safety policy measures including:

- Increasing alcohol and drug testing;
- Introducing road safety (red light and speed) cameras;
- Removing open speed limits;
- Implementing higher penalties for speed, mobile phone use, drink driving and non-wearing of seatbelts;
- Introducing a demerit points system;
- Introducing child restraint legislation; and
- Expanding public transport in urban, regional and remote areas.

Actions completed through the Road Safety Action 2018–22 have included the ongoing delivery of school education campaigns, targeted community campaigns focussing on wearing seatbelts, driver distraction and drink driving and the 'Drive to the Conditions' campaign, delivered in 3 Aboriginal languages.

Work has been undertaken to address the high rates of pedestrian road trauma in the Northern Territory, including safer crossings and education measures.

There has been major investment in the Territory's road infrastructure including:

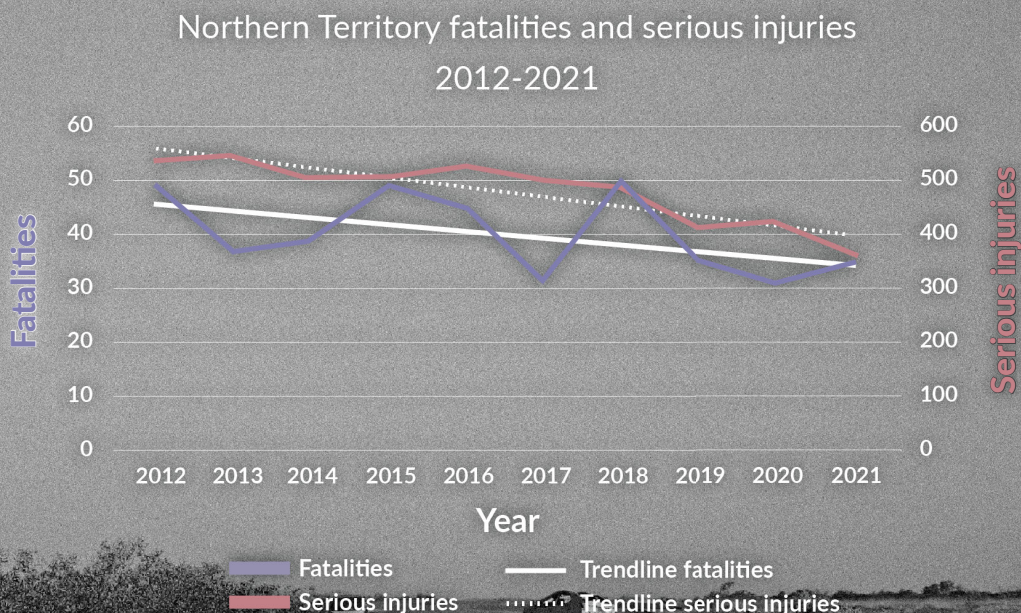
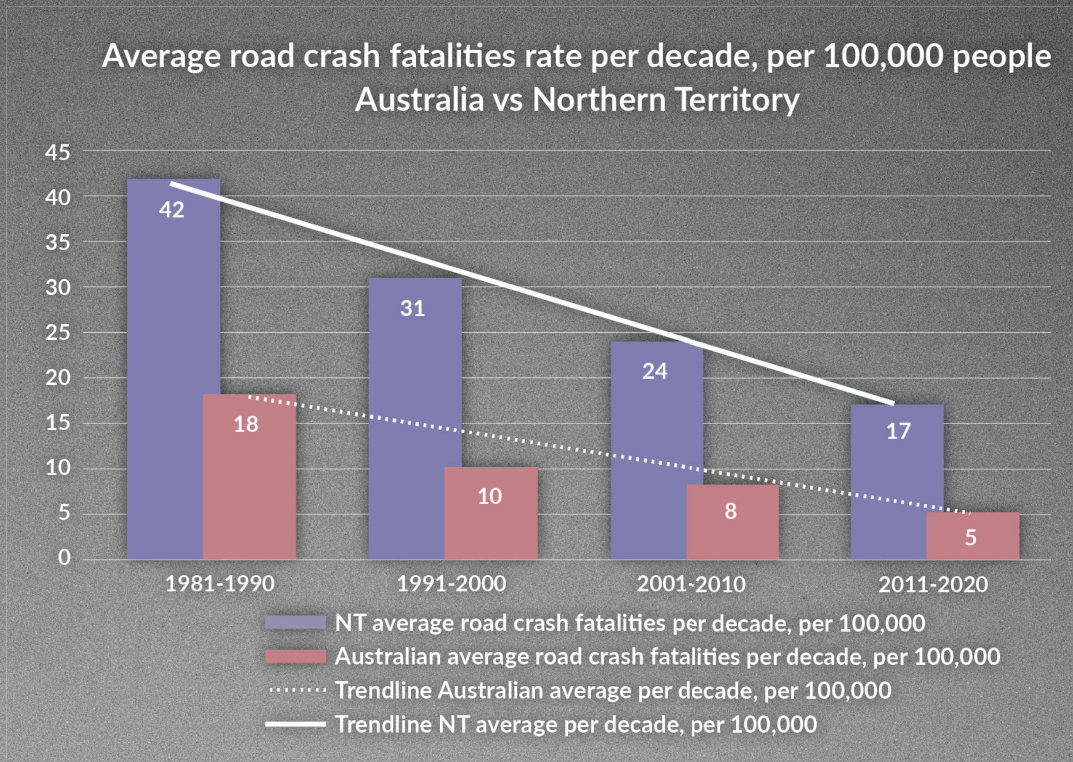
- Shoulder widening and sealing, guardrail upgrades, implementation of audio tactile edgelines, intersection upgrades, new heavy vehicle parking and lighting improvements through the \$203 million road safety program;
- Sealing and upgrades to sections of key roads including the Tanami Road, the Central Arnhem Road, Port Keats Road, Maryvale Road, Litchfield Park Road, Gunn Point Road, Keep River Road, Tjukaruru Road and the Plenty, Roper and Buntine Highways;
- Upgrades to two lane seal standard on various sections of the Carpentaria and Tablelands highways;
- Construction of new bridges on Port Keats Road, Keep River Road, Litchfield Park Road, the Arnhem Highway and the Roper Highway; and
- Commencement of the Tiger Brennan Drive and Berrimah Road intersection overpass.

PROGRESS SAVES LIVES AND REDUCES CRASH TRAUMA

Significant progress has been made in delivering reforms and interventions to lower the rate of road trauma, including safer vehicle technology, road infrastructure improvements, road safety education and awareness programs, technological enforcement and strengthened legislation.

Over the last 4 decades, the average road crash fatalities per decade, per 100,000 people has

reduced from 42 to 17 in the Northern Territory. Serious injuries have also trended downwards over the last 4 decades. However, although the Northern Territory's average fatality rate has decreased, the fatality rate still remains significantly higher than the Australian average.



HOW THIS PLAN WAS DEVELOPED

Key road safety stakeholders participated in Road Safety Round Tables in Darwin and Alice Springs during 2023. Stakeholders included Aboriginal representative groups, land councils, local government, NT Police and Youth Round Table representatives.

The Round Table discussions focused on the key road safety themes of Safer Road Use, Safer Roads and Vehicles and Vulnerable Road Users. The aim of the Round Tables was for stakeholders to discuss road safety priority areas and identify possible actions for consideration in the development of a Towards Zero Road Safety Action Plan Discussion Paper. There was a high level of engagement from a diverse range of participants and their valuable contributions informed the development of the Discussion Paper.

Community consultation on the Developing a Towards Zero Road Safety Action Plan Discussion Paper was undertaken through the NT Government's Have Your Say website in early 2024. There were around 400 visitors to the site and over 50 surveys and submissions were received.

What we heard

The consultation identified strong support for actions targeting alcohol and drug use while driving and actions encouraging seatbelt and child restraint use. Actions related to speed and road safety cameras received less support, however increased enforcement targeting unregistered and unlicensed driving was highly supported, as well as improving overtaking opportunities on the Stuart Highway. There was a high level of support for the ongoing upgrade and development of the shared path network across the Territory.

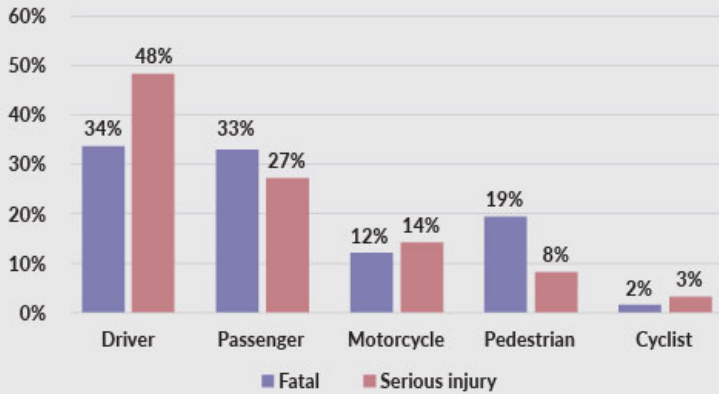
Data

Data is based on ten year crash data 2012-2021 unless otherwise noted in this Action Plan.

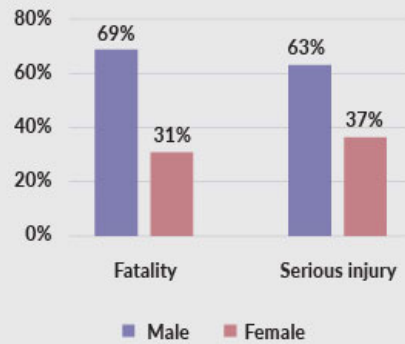


FACTS ABOUT NT ROAD TRAUMA

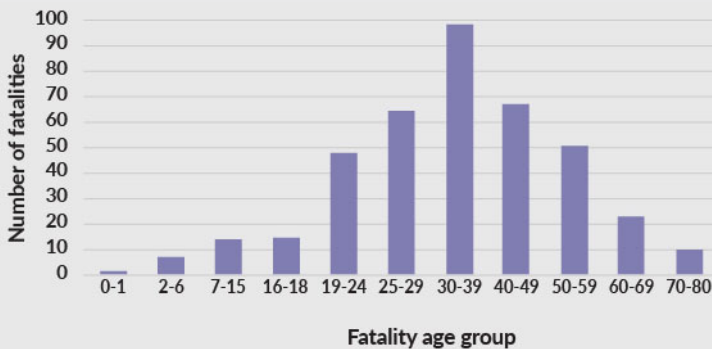
Road users
Fatal and serious injury



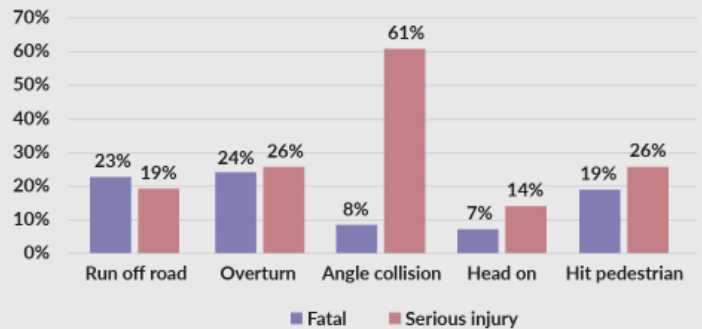
Gender
Fatal and serious injury



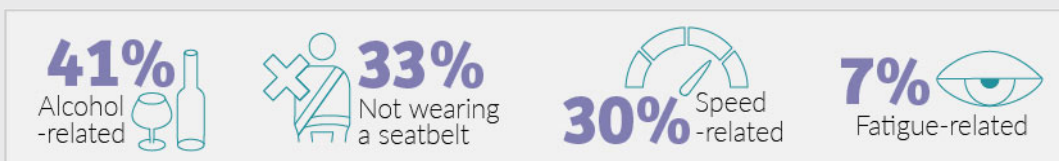
Fatality by age 2012-2021



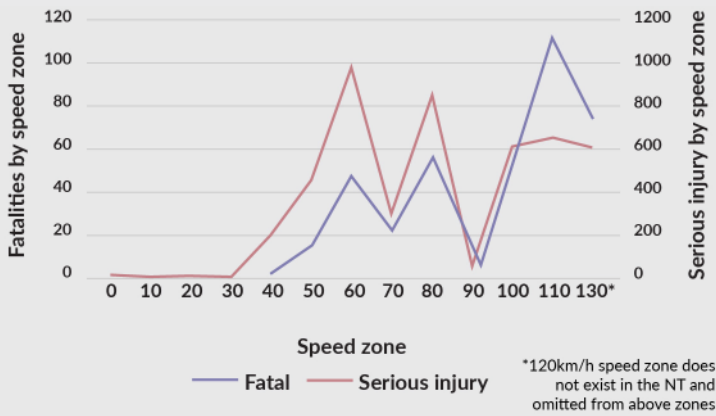
Key road user crash types
Fatal and serious injury



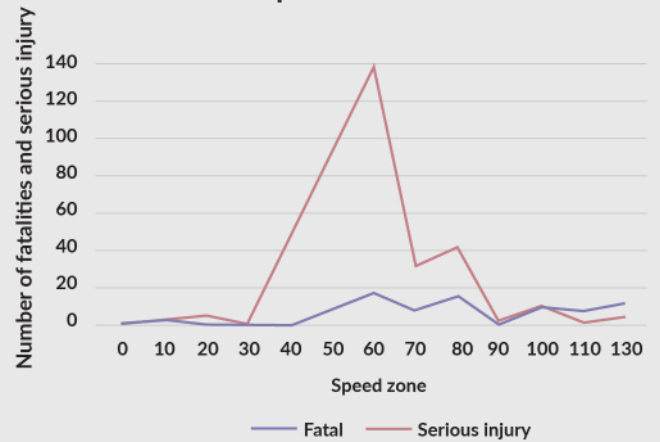
Fatal crashes by key contributing factors
(multiple factors may be involved)



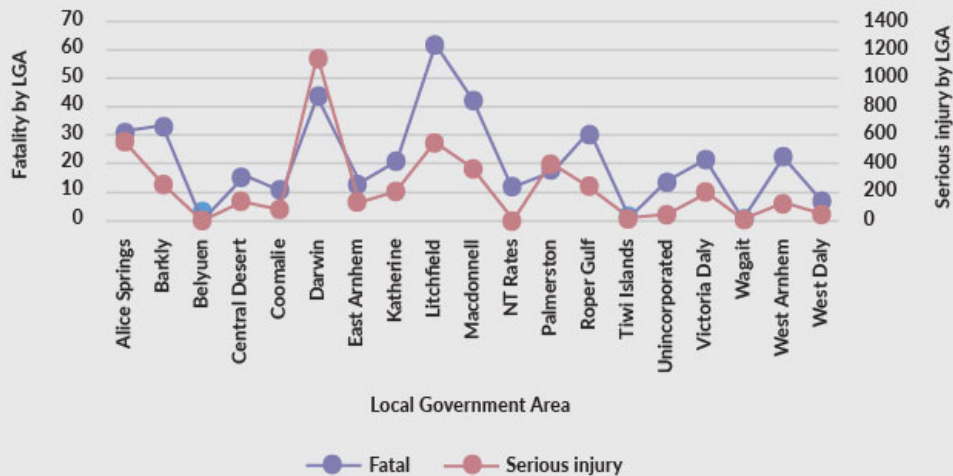
Fatal and serious injury by speed zone



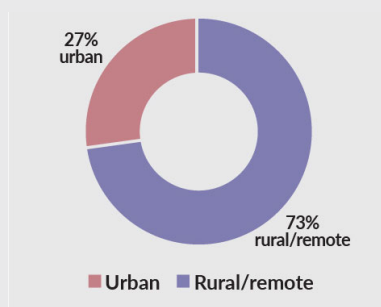
Pedestrian fatality and serious injury by speed zone



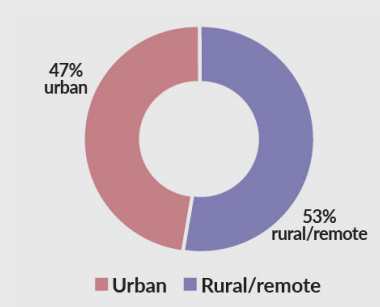
Where crashes are happening Fatal and serious injury by Local Government Area



Fatal Urban vs rural/remote



Serious injury Urban vs rural/remote



VISION ZERO AND ROAD SAFETY TARGETS

Through the National Road Safety Strategy, all jurisdictions have agreed to Vision Zero by 2050, which aims for a safer road transport system where no person is killed or seriously injured.

The National Road Safety Strategy also aims for ambitious road safety targets by 2030, with fatalities reduced by 50 percent and serious injuries by 30 percent, compared to the baseline*.

*The baseline is the average of Australian road deaths between 2018 and 2020.

Targets by 2030



Fatalities
reduced by
50%

an approximate reduction
in rate per capita of **55%**



Serious injuries
reduced by
30%

an approximate reduction
in rate per capita of **38%**

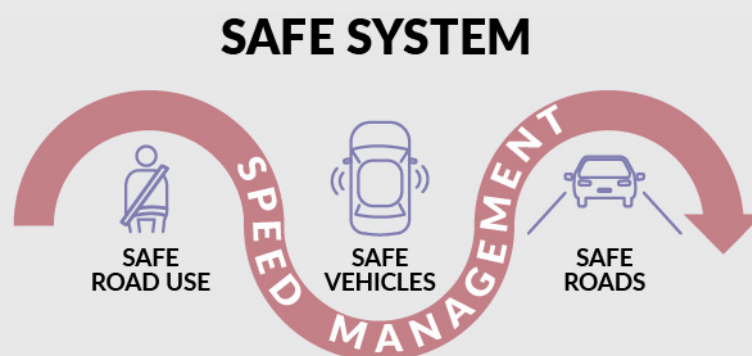
This Towards Zero Road Safety Action Plan 2024-2028 adopts the Vision Zero concept. The Plan aims to inspire ownership of the Territory's road safety challenges and motivate Territorians to take action to use the road network safely, to protect themselves and other road users from death or injury.

NATIONAL APPROACHES TO ROAD SAFETY

This Action Plan reflects the key approaches outlined in the National Road Safety Strategy of a Safe System, the Social Model and a Movement and Place approach.

A Safe System

The Safe System approach is a holistic view of the road transport system, which recognises that if people make mistakes or poor choices which may lead to crashes, the system is protective enough to ensure those actions do not result in road trauma.



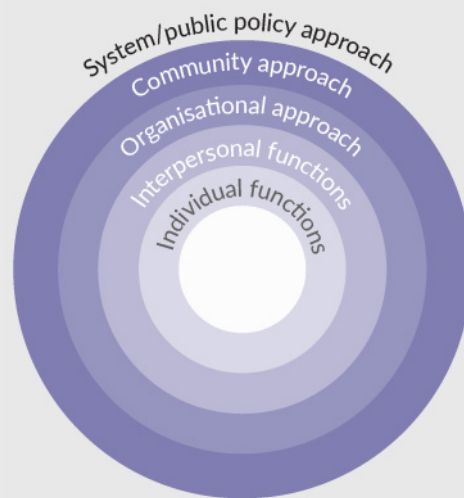


The Social Model

The Social Model approach emphasises the importance of understanding human behaviour and the role of social factors in shaping road user behaviour. It calls for a more holistic, multi-disciplinary approach to road safety involving collaboration across different sectors and levels of governance. The Social Model recognises that the whole community must take ownership of Vision Zero to reduce road trauma.

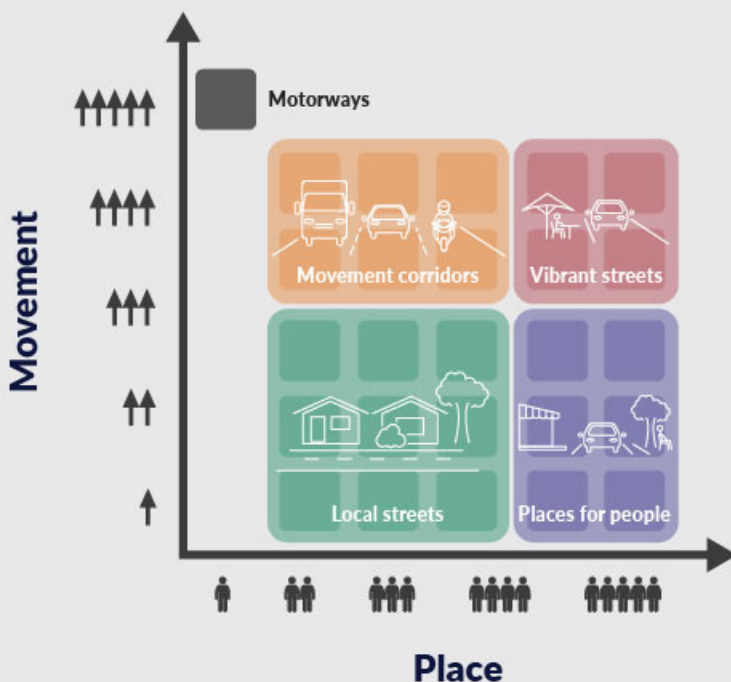
The Social Model is a layered approach, where long term cultural change is required at all levels to make road safety 'business as usual' through fostering a road safety culture across society. The model includes public policy development at all levels of government as well as addressing issues at the community, organisational, interpersonal and individual level.

SOCIAL MODEL



Movement and Place

The Movement and Place approach balances the accessibility needs of different types of road users across the network. The Movement and Place approach understands that roads provide dual functions as essential corridors for moving people and goods as well as being public spaces. Taking a Movement and Place approach supports the delivery of a Safe System.



Future Transport 2056 and Greater Sydney Commission

NORTHERN TERRITORY KEY ROAD SAFETY PRIORITIES

This Action Plan is guided by the nine key priority areas identified in the National Road Safety Strategy and is structured around the Safe System themes of Safe Road Use, Safe Roads and Safe Vehicles. Ten key road safety priority areas have been identified for the Northern Territory, outlined in the table below. The road safety pillars of Education and Awareness, Enforcement and Legislation and Reform span all of these priorities.

SAFE SYSTEM THEME	Safe road use	Safe roads	Safe vehicles
NT key road safety priorities	<ul style="list-style-type: none"> Alcohol and drugs Seatbelts and child restraints Speed Driver distraction Vulnerable road users: <ul style="list-style-type: none"> Pedestrians Aboriginal people Novice drivers and riders Motorcyclists Cyclists 	<ul style="list-style-type: none"> Infrastructure 	<ul style="list-style-type: none"> Heavy vehicles Connected and automated vehicles Personal mobility devices Workplace safety
PILLARS Education and awareness • Enforcement • Legislation and reform			

NORTHERN TERRITORY ROAD SAFETY PILLARS

Education and awareness

Education and awareness initiatives help develop and reinforce road user skills and compliance with road rules.

School-based education delivered by our Road Safety Education team continues to be an effective way of providing consistent age-appropriate messaging from pre-school visits to primary, middle school and high school education sessions. Since 2018, we have delivered road safety school education programs to 46,681 students. The Senior School Choices Program was delivered to 4,552 students in 80 sessions, over the last 5 years.

In partnership with NT Motor Accidents Compensation Commission (MACC) and Automobile Association of the NT (AANT), we continue to support the compelling Street Smart High initiative. In its fifth year, this full day event is open to high schools from across the Territory with students witnessing a simulated crash scene, hearing from people whose lives have been affected by road trauma and interacting with Police, Fire and Ambulance personnel, equipping students with the necessary knowledge and strategies to be smarter, safer drivers.

Place based strategies and initiatives to create a positive road safety culture in partnership with remote communities have been developed, with road safety education visits to remote communities across the Northern Territory. Culturally appropriate road safety campaigns and messaging in language has been developed. The Child Restraint Program was developed in consultation with inter-cultural stakeholders and was presented in language with support from the Aboriginal Interpreter Services. Road safety education campaigns have been developed in multiple Aboriginal languages.

Consultation during the development of this Action Plan highlighted demand for road safety education and awareness campaigns to renew road users' awareness of road rules and increase understanding road safety issues.

Over the next 5 years, education and awareness campaigns will continue to be delivered in culturally appropriate formats focussing in particular on the following areas:

- Respecting other road users
- Driving to conditions
- Driving on unsealed roads
- Vehicle road worthiness
- Pedestrian safety
- Driving with heavy vehicles
- Community perceptions of speed
- Seatbelts
- Bicycle safety
- The impacts of driving under the influence of drugs and alcohol
- Towing trailers and caravans
- Fatigue and fitness to drive

Support will continue for road safety events such as National Road Safety Week and Back to School campaigns and road safety will be promoted through local community events such as the Barunga and Garma festivals and the Road Safety Towards Zero NT Football League round. Targeted road safety education will continue to be delivered outside of school settings including at corrections facilities, sporting clubs and workplace tool box meetings.

Enforcement

Enforcement supports all road users to use our road networks safely and encourages compliance with road rules and legislation. Enforcement influences road user behaviour through general or specific deterrence. General deterrence includes measures such as random breath and drug testing and speed cameras, while specific deterrence involves targeted interventions to address dangerous and risky behaviour that is detrimental to the safety of other road users.

Using new technologies to improve road safety will complement traditional methods of enforcement. During the timeframe of this Action Plan, new technologies such as point to point (average speed) cameras and mobile road safety camera technology will be implemented. Technology to detect seatbelt compliance and illegal mobile phone use will also be implemented.

General deterrence enforcement will continue through education opportunities, in-vehicle automatic number plate recognition (ANPR) cameras, random breath and drug testing and mobile and fixed red light and speed camera enforcement. Focused and intelligence-led enforcement will continue to target risky driving. Enforcement activities will be coordinated with education and awareness campaigns to highlight key road safety issues in the Northern Territory.

Simulated crash scene, Street Smart High 2021" by "Automobile Association of the Northern Territory (AANT)".




Legislation and reform

The use of penalties aims to encourage road users to use the road system safely and to comply with road rules. As well as reviewing the existing road safety related penalty regime in the Northern Territory, work will continue on the development of a repeat offender penalty regime commenced during the previous Towards Zero Road Safety Action Plan 2018-22.

WHAT WE WILL DO

- 1 Investigate the benefits of driver / rider training courses for established road users to refresh and improve skills
 - 2 Deliver training on the Safe System approach to road network managers
 - 3 Implement Graduated Licencing for car drivers and motorcycle riders
- Review road safety penalties including:
- Drink and drug driving
 - Non-wearing of seatbelts
- 4
 - Illegal use of mobile phones and electronic devices
 - Unlawful vehicle use
 - Un-roadworthy vehicles
 - Repeat offenders



The use of penalties aims to encourage road users to use the road system safely and to comply with road rules

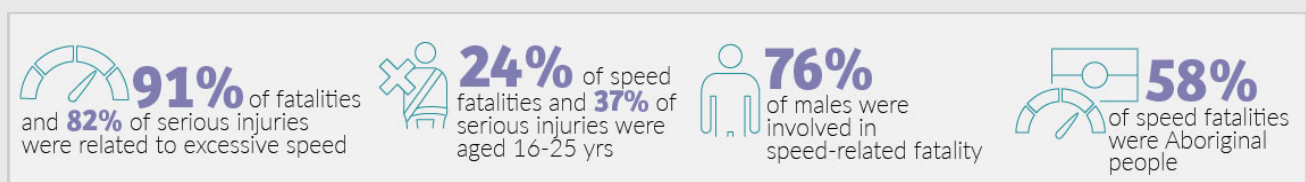
SAFE ROAD USE



Alcohol is the most significant contributing factor to road crashes in the Territory, with alcohol involved in at least 41 percent of fatalities and at least 27 percent of serious injuries between 2012 and 2021. Alcohol involvement in pedestrian fatalities also continues to be a very challenging issue in the Northern Territory, with pedestrian road fatalities often involving high levels of intoxication. Since 2019, 97 percent of pedestrian fatalities in the Northern Territory have involved alcohol.

Misuse of alcohol, including heavy drinking, casual attitudes to drink driving and taking risks to evade enforcement, are wider community issues. The Northern Territory Government has introduced a suite of measures since 2017 to address alcohol misuse including risk-based licencing of alcohol outlets, a Banned Drinker Register and a minimum floor price for alcohol.

Drug driving is an increasing road safety concern throughout Australia. There is a particularly strong association between drug use and crash involvement. Many drugs can affect the ability to drive safely, including illegal drugs, as well as legal drugs such as prescribed and over-the-counter medicine. Drugs that can affect driving include cannabis, amphetamines, benzodiazepines, hallucinogens, antihistamines and opiates.



If the level of alcohol and drugs as a contributing crash factor is to decrease, new actions are required to break the cycle and curb continuing high rates of drink and drug driving. Have Your Say survey consultation on proposed alcohol and drug initiatives indicated 79 percent positive support for action. Measures that support the separation of drinking or drug taking when driving and riding can immediately impact the road toll in a positive way. Further, through research, it is necessary to fully understand the circumstances of alcohol and drug related crashes and be able to respond with a suite of appropriate counter measures. Additionally, implementing a penalty regime which aligns with enforcement activities is required to support deterrence for drink and drug driving.

We will continue to deliver culturally appropriate education and awareness campaigns such as Who's your Sober Bob, Enough's Enough Drink Driving and Sorry Business Stories - Drink Driving. We will also continue to develop options for the Back on Track drink driver education program, which commenced as part of the Towards Zero Action Plan 2018-22 and increase accessibility and maximise uptake.

WHAT WE WILL DO

- 5 Review the effectiveness of the Alcohol Ignition Lock program
- 6 Undertake a detailed investigation into drink / drug driving and riding in fatal and serious injury crashes
- 7 Increase random breath testing for alcohol
- 8 Increase random drug testing

93 percent of fatalities in rural and remote areas of the Northern Territory were not wearing a seatbelt at the time of the crash.



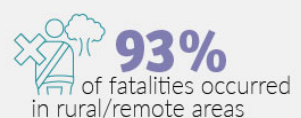
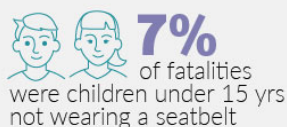
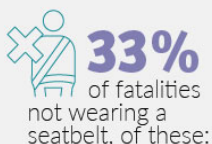
KEY PRIORITY SEATBELTS AND CHILD RESTRAINTS

Wearing a seatbelt doubles the chance of surviving a serious crash. Research from the University of Adelaide's Centre for Automotive Safety Research indicates that men are less likely to wear a seatbelt, as well as young adults and drivers and passengers in rural and remote settings. One third of people who lost their lives in fatal crashes in the last 10 years in the Northern Territory were not wearing a seatbelt at the time of the crash. Of these, 93 percent of fatalities in rural and remote areas of the Northern Territory were not wearing a seatbelt at the time of the crash. Crash data shows there is a strong link between the non-wearing of seatbelts when involved in a crash and other dangerous behaviours including speed, drugs and alcohol.

Childrens' experience and understanding of being a safe road user is shaped by their family and

community and therefore it is essential that all passengers wear a seatbelt correctly. The correct restraint of children in vehicles is an ongoing concern in the Northern Territory.

Specific seatbelt road safety education will continue to be delivered through the Senior School Choices program, early childhood and primary school classroom sessions and NT DriveSafe programs. Campaigns such as the 'Always wear your seatbelt' campaign will continue to be shared through media in urban and remote areas, particularly highlighting the need for the use of child restraints. Enforcement of seatbelt and child restraint use will continue to be a priority.



WHAT WE WILL DO

- 9 Investigate solutions to facilitate the increased use of child restraints in remote areas
- 10 Implement road safety camera technology to detect non-wearing of seatbelts



KEY PRIORITY SPEED

Speed is a contributing factor in more than 30 percent of fatal crashes in the Northern Territory and of these, 91 percent involved excessive speed. Speeding means travelling above the posted limit or at a speed that is too fast for the prevailing conditions. Examples include not reducing travel speed on a wet or unsealed road, in areas where there may be unpredictable pedestrian movements or unsuitable speeds in dense traffic.

In a crash, the greater the travelling speed, the greater the impact on a driver, the vehicle, passengers, a pedestrian, another vehicle or impact site. When a vehicle's speed increases, so does the time it takes to stop and there is less time for other road users to take evasive action. Lower speed limits create safer neighbourhoods, prevent injuries and save lives. Changing community's perceptions of speed is a critical factor in reducing road trauma.

We will continue to implement campaigns on the impact of speeding and educate road users on the danger of speed and risky road use. Enforcement through the use of fixed speed and mobile speed cameras will continue. Work to review coverage of speed and red light cameras and the implementation of new technology which commenced through the Towards Zero Road Safety Action Plan 2018-22 will also continue. A speed limit review tool will continue to be used to deliver an evidence-based approach to setting speed limits and we will continue to support local governments in implementing safe speed infrastructure improvements.

WHAT WE WILL DO

- 11 Review speed limits
- 12 Investigate a reduction of the 110 km/h default speed limit on unsealed roads
- 13 Implement point to point (average speed) and mobile road safety camera technology



91% of fatalities and **82%** of serious injuries were related to excessive speed



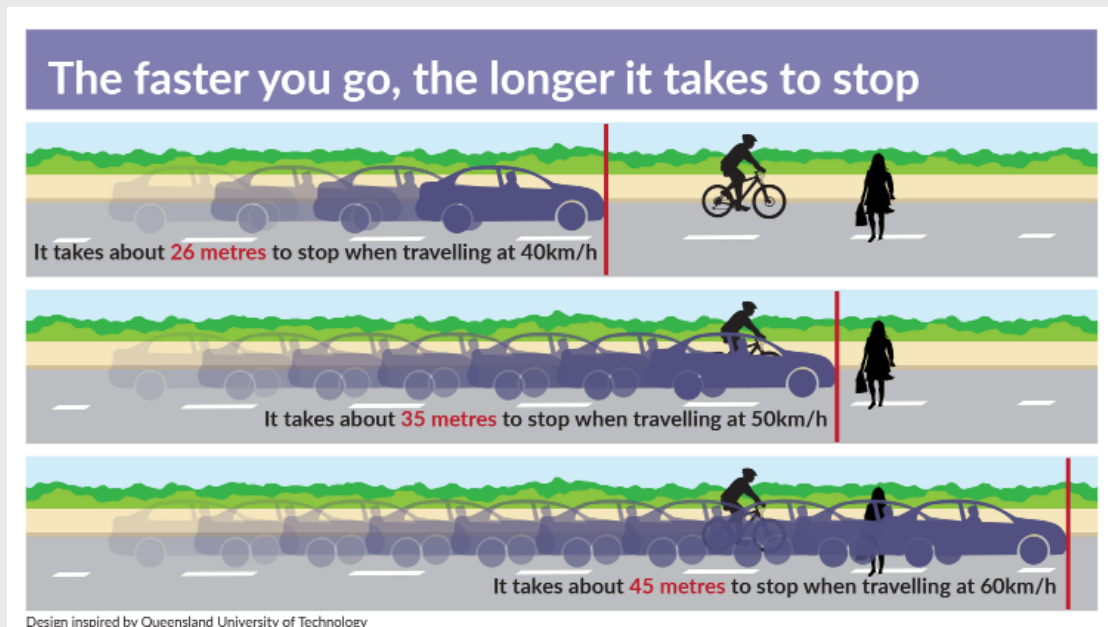
24% of speed fatalities and **37%** of serious injuries were aged 16-25 yrs



76% of males were involved in speed-related fatality



58% of speed fatalities were Aboriginal people





KEY PRIORITY DRIVER DISTRACTION

Technological advancements have made connectivity to a range of devices easier, allowing us to be more connected to our communication networks. However, increased connectivity competes with the attention required for the driving task. Taking your eyes off the road for more than two seconds doubles the risk of a crash.

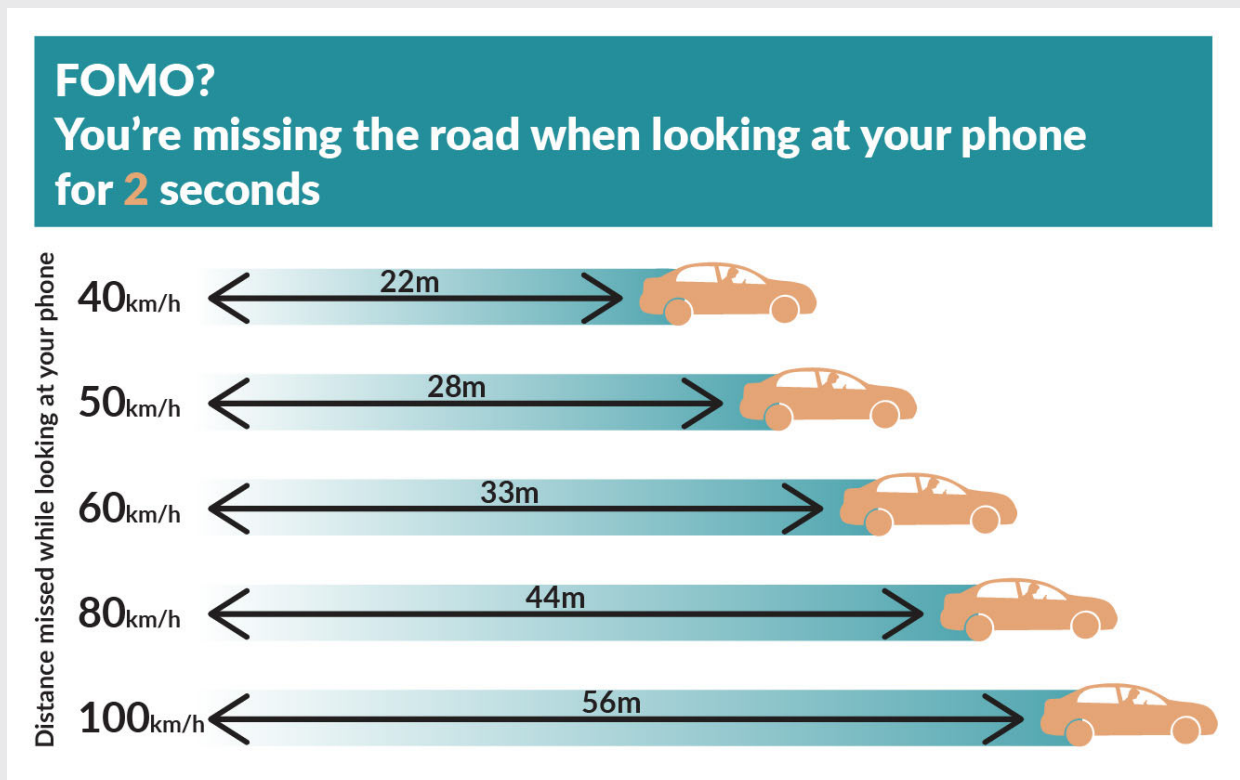
Distracted driving is an activity that takes attention from focusing on the road. Eating, drinking, using navigation devices, passing objects to passengers, outside vehicle distraction and emotional stress, can all take a driver's focus off interactions with other vehicles and vulnerable road users.

While traditional enforcement of illegal mobile phone use and other devices will continue, more efficient technological measures such as mobile cameras are required to detect and encourage road users to change their behaviour through a general deterrence approach.

We will continue to educate road users about the dangers of distracted driving through education campaigns, targeted education for school students and enforcement by Police.

WHAT WE WILL DO

- 14 Implement road safety camera technology to detect illegal mobile phone use while driving



At 60 km/h if you are distracted while driving for just two seconds, you effectively travel 33 metres blind.

A short lapse of concentration can have lifelong consequences.

Above figure: Northern Territory Government - Department of Education "Choices" program for senior years (Years 10-12)



KEY PRIORITY VULNERABLE ROAD USERS

Pedestrians

Pedestrian fatalities represent around 19 percent of lives lost on our roads in the Territory. The majority of pedestrian fatalities and serious injuries occur in the urban areas of Darwin, Palmerston and Alice Springs. However, crashes involving pedestrians occur across the network.

Pedestrian fatalities are most prevalent between 6 pm to 6 am. Alcohol is an involvement factor for both drivers and pedestrians and is attributed to an increasing incidence of hit and run crashes. Since 2019, 97 percent of pedestrian fatalities in the Northern Territory were under the influence of alcohol and most were heavily intoxicated. Where pedestrians are under the influence of alcohol, predictability of movement and the visibility of pedestrians at night is a challenging issue for other road users.

We will continue to progress actions which commenced through the Towards Zero Road Safety Action Plan 2018-22 which included reviewing pedestrian crashes and infrastructure in high risk areas. A program of infrastructure upgrades to improve pedestrian safety is ongoing, including the use of innovative technology solutions such as alerting drivers to the presence of pedestrians and allowing increased time for pedestrians to cross the road at signalised intersections. A Pedestrian Road Safety Working Group involving a range of key stakeholders has been formed to identify immediate solutions and work towards reducing pedestrian fatalities and injuries.

Speed check signs are being installed in school zones on arterial roads and Back to School pedestrian campaigns will continue to promote safety around schools at the start of each term.



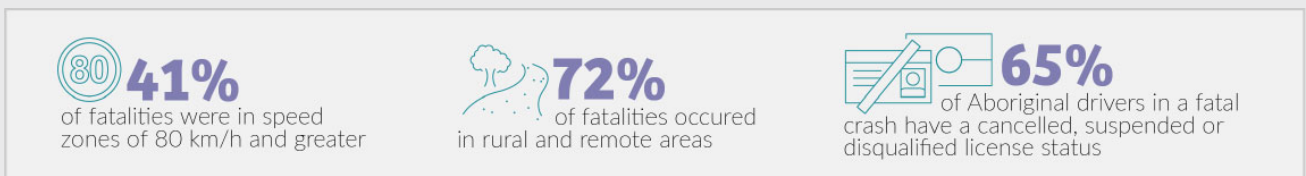
Aboriginal people

Aboriginal people represent 30 percent of the Northern Territory's population, however represent 52 percent of road crash fatalities and serious injuries. This contributes to significant and long-term effects on the well-being of families, communities and culture.

There are many factors influencing road safety outcomes for Aboriginal people in remote areas. This includes non-wearing of seatbelts or use of child restraints, variable road conditions, limited public transport options for remote communities, older vehicles and risky driver behaviour involving high levels of alcohol and drug use. Between 2012-2021, 65 percent of Aboriginal drivers involved in a fatal crash had a cancelled, suspended or disqualified licence status.

We will continue our focus on delivering the DriveSafe Remote licensing program to communities across the Territory. Education and awareness campaigns which have been produced in language and focus on wearing seatbelts, the impacts of drink driving and driving to conditions will remain an important ongoing activity.

Education and awareness strategies will continue to be place based and create a positive road safety culture within remote communities. Additionally, visits by the Road Safety Education Team to remote schools and youth organisations will continue to deliver important road safety messaging.



Novice drivers and riders

From 2012 to 2021, 3 percent of fatal and serious injury crashes in the Northern Territory involved a learner driver. Drivers aged 16 years were involved in one percent of serious trauma crashes, drivers aged 17 years were involved in two percent and drivers aged 18 to 19 years were involved in 7 percent of serious trauma crashes. 67 percent of novice driver fatalities were in rural and remote areas and 36 percent involved alcohol.

The important work of delivering road safety education to school age students prior to the commencement of car or motorcycle licencing will continue to ensure that safe road use principles are entrenched early. The Senior School Choices road safety program will also continue. The DriveSafe Urban and Remote programs will continue to deliver comprehensive and accessible driver licencing opportunities. Increased access to supervised driving experience in remote communities was raised through consultation and further work is needed to expand programs to assist new drivers in gaining driving skills.

Through the Towards Zero Road Safety Action Plan 2018-22, proposals for driver and motorcycle rider graduated licencing schemes were developed and implementation of these will continue to be progressed.

PL 10%
of fatalities involved
novice drivers

90 64%
of novice fatalities
occurred in speed zones
90 km/h and above

67%
of novice fatalities were
in rural and remote areas

36%
of novice fatalities
involved alcohol



Motorcyclists

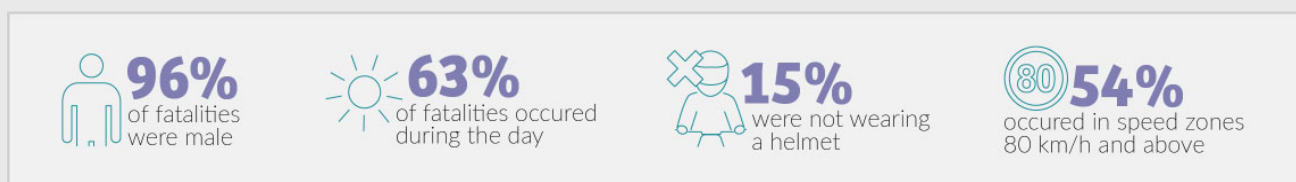
Motorbikes represent approximately 3 percent of the registered vehicles in the Northern Territory, however, over the last decade, motorcyclists have accounted for 12 percent of lives lost and 14 percent of serious injury crashes. Behavioural factors such as inappropriate or invalid licences, speed and alcohol remain common contributing factors in crashes involving motorcyclists. Motorcyclists do not have the benefit of crash protection and in crashes can sustain multiple injuries to the head, chest and legs, either from direct contact with solid objects or as a result of crash forces.

96 percent of motorcyclist fatalities were male. 8 percent of motorcyclist fatalities held a learner's licence and young riders aged 19 to 25, were involved in 25 percent of fatal motorcyclist crashes. Riders over 40 were involved in 42 percent of fatal crashes.

In recent years, all-terrain vehicle riders (including quad bikes and off-road buggies) have also been involved in a number of fatal crashes on roads and non-road areas open to the public. The use of quad bikes and off-road buggies on roads and public land is an offence in the Northern Territory (unless approved for conditional registration).

Motorcyclists are vulnerable and all road users need to look out for riders and share the road safely. We will continue to install warning signs and motorcycle-safe barriers where appropriate, to improve motorcyclist safety. Additional road safety treatments on specific routes will also be considered on a priority basis. We are developing a motorcycle safety community awareness campaign which is expected to be completed and promoted in 2024.

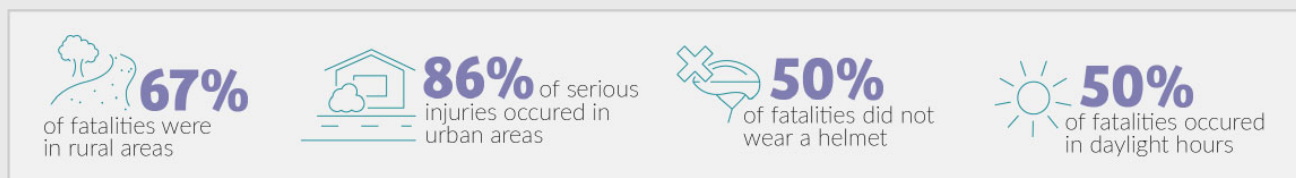
Awareness campaigns such as 'Dress for the ride and slide' will continue to raise awareness of motorcyclist safety and the graduated licensing scheme for motorcycle riders will be progressed through this Action Plan.



Cyclists

Cycling for transport and recreation is a popular choice for people in urban centres of the Northern Territory. The 2023 annual National Walking and Cycling Participation Survey indicates that the Territory has one of the highest cycling participation rates in Australia. The survey notes that cycling participation increases where there are safer, separated riding options.

Over the last 10 years, 3 percent of serious injury crashes involved cyclists in the Northern Territory. 67 percent of cyclist fatalities were in rural areas and 50 percent of fatalities were not wearing a bicycle helmet. 86 percent of serious injuries occurred in urban areas.



Education of school age children will continue to be delivered including through the use of the Parap Road Safety centre in Darwin and Newland Park in Alice Springs. Continued education and awareness activities will be implemented focussing on the benefits of always wearing a bicycle helmet.

Through the Towards Zero Road Safety Action Plan 2018-22, the 'one metre' rule for passing cyclists was introduced and awareness and education activities will continue to promote this rule.

The ongoing upgrade and development of the shared path network across the Territory will continue through the implementation of the NT Shared Path Review.

WHAT WE WILL DO

- 15 Investigate road-related pedestrian deaths and injuries and implement solutions to address pedestrian road trauma
- 16 Work with the Australian Government to increase transport options, such as bus services, for remote communities
- 17 Highlight road safety information, such as pedestrian safety, on regional and remote public transport services
- 18 Investigate an expansion of supervising driver programs in remote communities to assist new drivers in gaining driving skills



Cycling participation increases where there are safer, separated riding options

SAFE ROADS



Under the Safe Systems approach, roads and roadsides are designed to avoid the risk of crashes occurring or reduce the impact of a crash to reduce road trauma. Road infrastructure includes all aspects of the road environment including shared paths, lighting and signage.

75 percent of the Territory's vast 36,000 km road network is unsealed and is often subject to extreme weather conditions. Territorians rely on this network to travel long distances to access other communities or services in major towns. 73 percent of fatal crashes in the Northern Territory occur in rural and remote areas. Nearly 18 percent of crashes are on unsealed roads in remote areas and this is an increasing trend. On rural and remote roads 'over-turned' and 'run-off road' incidents account for 47 percent of crashes.

There are different challenges on urban road networks including higher traffic volumes and a greater number of vulnerable road users. The majority of pedestrian fatalities and 45 percent of motorcycle fatalities occur in urban centres.

Intelligent Transport Systems (ITS) and Cooperative Intelligent Transport Systems (C-ITS) are increasingly being used to enhance traffic management control and information systems that convey information to and from the roadside. These systems allow vehicles to communicate and cooperate with each other, road infrastructure and other road users like pedestrians, by exchanging real-time safety warnings and other information about the road environment. The data generated by these road transport technologies and systems can be analysed in real-time to enable better responses to incidents and manage road network demand, as well as over the longer term to improve transport planning, investment and maintenance decision-making.

Road works zones are workplaces and appropriate controls are needed to protect road workers. There is potential to use technology-based solutions to increase compliance with speed limits at road work sites.



We will continue to work with other jurisdictions to investigate the potential road safety benefits of C-ITS and a new Emergency Vehicle Priority (EVP) system is being trialled. The EVP system allows emergency vehicles to automatically trigger a green traffic light in advance of arriving at an intersection, when it is safe to do so.

The NT Flooded Roads Policy and NT Rest Area Strategy were developed through the Towards Zero Road Safety Action Plan 2018-22 and these will continue to be implemented.

There has been unprecedented investment in the Territory's road network over the last 5 years and these significant upgrades to major highways will continue. Ongoing upgrades will include:

- Shoulder widening and sealing, guardrail upgrades, implementation of audio tactile edgelines, intersection upgrades, new heavy vehicle parking and lighting improvements through the road safety program;
- Sealing and upgrades to sections of key roads including the Tanami Road, the Central Arnhem Road, Port Keats Road, Maryvale Road, Litchfield Park Road, Gunn Point Road, Keep River Road, Tjukaruru Road and the Plenty, Roper and Buntine highways;
- Upgrades to two lane seal standard on various sections of the Carpentaria and Tablelands Highways;
- Completion of the Tiger Brennan Drive and Berrimah Road intersection overpass.

WHAT WE WILL DO

- 19 Upgrade road safety signage on regional and remote roads targeting seatbelts, driving to conditions and other key road safety messages
- 20 Support local governments to develop local area traffic management plans
- 21 Review and increase overtaking lanes on the Stuart Highway between Darwin and Katherine and Katherine and the Carpentaria Highway intersection
- 22 Upgrade road network lighting infrastructure with smart controller lighting technology
- 23 Implement technology-based solutions to increase compliance with speed limits at road work sites





KEY PRIORITY SAFE VEHICLES

Vehicle manufacturers are increasingly focusing on incorporating crash avoidance technology into vehicles as standard features, including lane keeping support, adaptive cruise control, blind spot detection and auto braking. The Australian Government is responsible for ensuring that national standards adopt the latest technology through the Australian Design Rules.

In the Northern Territory, passenger and light commercial vehicles make up 90 percent of the registered vehicle fleet. Light vehicles were involved in 65 percent of fatalities.

The average age of the registered light vehicle and motorcycle fleet in the Northern Territory is increasing. Crashes in the more remote areas of the Northern Territory typically involve older vehicles, without advanced safety systems. Access to service and repair centres to maintain vehicles in a roadworthy condition is an ongoing issue for remote communities.

We will continue to promote the Australasian New Car Assessment Program (ANCAP) vehicle safety star rating system. ANCAP safety ratings indicate the level of safety a vehicle provides for occupants and pedestrians in the event of a crash, as well as a vehicle's ability, through technology, to avoid or minimise the effects of a crash. The Northern Territory Government's NT Fleet purchasing policy has a minimum 5 star ANCAP rating for passenger and sports utilities vehicles. The resale of NT Fleet vehicles allows newer cars with enhanced safety features to be deployed into the local market, enhancing the overall fleet safety.

The 'Check. Plan. Go.' campaign which promotes the importance of checking that a vehicle is well maintained before the start of a journey will continue to be implemented.

Heavy vehicles

The Northern Territory relies on the heavy vehicle industry to move a significant proportion of freight, intrastate and interstate. Heavy vehicles (including light rigid to heavy articulated trucks and buses) represent about 6 percent of the registered fleet of vehicles in the Northern Territory and all categories of heavy vehicles have an average age of 13 years. Of the 401 fatalities between 2012 and 2021, 7 percent of these were heavy vehicle related.

Heavy vehicle drivers are often the first on the scene at a road crash and are called on to provide interim, often lifesaving, first aid. The trauma effects of being a first responder can be lifelong and training and support for heavy vehicle drivers has been provided by industry associations.

In the Northern Territory, heavy vehicle fatigue management is managed through a Work Health and Safety approach and implemented by NT Worksafe, with guidelines for heavy vehicle fatigue management in place.

We will continue to monitor developments and amendments to legislated fatigue management frameworks in other jurisdictions and consider the potential for strengthening the Territory's framework, recognising the Territory context.



Personal Mobility Devices

Personal Mobility Devices (PMDs) include a range of devices such as electric scooters (e-scooters), electric skateboards and self-balancing one-wheel devices. The City of Darwin implements the only e-scooter and e-bike scheme in the Northern Territory, which operates under an exemption from relevant legislation in a defined area within the city and surrounding suburbs.

In 2021, model Australian Road Rules were developed, with some states and territories adopting a modified set of rules which define the safe and legal use of PMDs. The Northern Territory is yet to implement the rules which permit the legal use of PMDs and the use of PMDs (other than commercial PMDs through the City of Darwin scheme) remains unlawful.

We will continue to monitor trends and national data relating to personal mobility devices and develop a policy for the safe and legal use of Personal Mobility Devices in the Northern Territory.

Connected and automated vehicles

Automation of the driving task is evolving rapidly and has the significant potential to reduce road trauma. Whilst almost all new passenger vehicles will include advanced safety features by 2030 and some elements of automation, mass deployment of autonomous vehicles on public road networks is expected in the longer term.

We will continue to be actively involved in developing the national approach to regulating automated vehicles and investigating and planning for required infrastructure changes to the network.

Workplace road safety

Vehicles used for work-related travel are considered part of the workplace. It is likely that work-related road trauma is significantly under-reported, as crashes involving work-related travel are not recorded as a workplace crash unless the vehicle involved was obviously identifiable as being driven for work (such as a heavy vehicle or bus).

We will continue to monitor road safety data and national safety issues around vehicles as workplaces.



WHAT WE WILL DO

- 24 Investigate the benefits of incentive schemes to replace older vehicles
- 25 Investigate options for servicing and maintaining vehicles in remote areas
- 26 Increase awareness of heavy vehicle fatigue management
- 27 Develop a policy for the safe and legal use of Personal Mobility Devices

DATA AND RESEARCH

Improved Northern Territory road safety data assists in understanding the causes of crashes, informs evaluations, measures progress and supports evidence-based policy decisions to deliver targeted road safety outcomes. Northern Territory road crash data is reported in the national road safety data set to identify trends, inform public policy development and plan for investment.

Research is vital to refining existing approaches to road safety and developing new initiatives. At the national level, a targeted road safety research program is being progressed through Austroads (the national association of transport agencies). As a small jurisdiction, the Northern Territory will focus on identifying issues specifically related to the Northern Territory context for input into the national research program.

We will continue to support national research programs through participation in Austroads projects, ensuring that regional and remote road safety issues are represented in the national road safety research program.

The Northern Territory Towards Zero road safety website is actively updated with road safety data and is a detailed information source for NT education and awareness campaigns, legislative updates and a repository of relevant strategy.

Data research is vital to refining existing approaches to road safety and developing new initiatives

We will continue to track local, national and international road safety data trends and use this information to inform policy development and identify possible best practice. At a national level, progress is being made on bringing together more comprehensive road fatality and serious injury data through the national road safety data hub and we will continue to contribute to this data set.

WHAT WE WILL DO

- 28 Review and improve NT road safety data collection and reporting processes
- 29 Provide access to NT road safety data on the NT Government's open data portal
- 30 Investigate opportunities to use connected vehicle data to inform road safety policy and reform initiatives

REPORTING, MONITORING AND EVALUATION

Under the National Road Safety Strategy and the National Road Safety Action Plan, there are a number of national road safety shared targets, actions and priorities that the Australian Government, states and territories measure and report on. The National Road Safety Strategy also monitors the road safety performance of all states and territories against an agreed set of national key performance indicators.

Reporting will assist road safety practitioners, road safety delivery partners and the community to understand and better respond to road safety challenges with more effective, best practice and innovative solutions.

Implementation of this Northern Territory Towards Zero Road Safety Action Plan will be actively monitored by an Implementation Working Group and the Northern Territory's Road Safety Executive Group and implementation updates will be released annually.



SUMMARY OF ACTIONS

- 1 Investigate the benefits of driver / rider training courses for established road users to refresh and improve driving skills
- 2 Deliver training on the Safe System approach to road network managers
- 3 Implement Graduated Licencing for car drivers and motorcycle riders
 - Review road safety penalties including:
 - Drink and drug driving
 - Non-wearing of seatbelts
 - 4
 - Illegal use of mobile phones and electronic devices
 - Unlawful vehicle use
 - Un-roadworthy vehicles
 - Repeat offenders
- 5 Review the effectiveness of the Alcohol Ignition Lock program
- 6 Undertake a detailed investigation into drink / drug driving and riding in fatal and serious injury crashes
- 7 Increase random breath testing for alcohol
- 8 Increase random drug testing
- 9 Investigate solutions to facilitate the increased use of child restraints in remote areas
- 10 Implement road safety camera technology to detect non-wearing of seatbelts
- 11 Review speed limits
- 12 Investigate a reduction of the 110 km/hr default speed limit on unsealed roads
- 13 Implement point to point (average speed) and mobile road safety camera technology
- 14 Implement road safety camera technology to detect illegal mobile phone use while driving
- 15 Investigate road-related pedestrian deaths and injuries and implement solutions to address pedestrian road trauma
- 16 Work with the Australian Government to increase transport options, such as bus services, for remote communities
- 17 Highlight road safety information, such as pedestrian safety, on regional and remote public transport services
- 18 Investigate an expansion of supervising driver programs in remote communities to assist new drivers in gaining driving skills
- 19 Upgrade road safety signage on regional and remote roads targeting seatbelts, driving to conditions and other key road safety messages

- 20 Support local governments to develop local area traffic management plans
- 21 Review and increase overtaking lanes on the Stuart Highway between Darwin and Katherine and Katherine and the Carpentaria Highway intersection
- 22 Upgrade road network lighting infrastructure with smart controller lighting technology
- 23 Implement technology-based solutions to increase compliance with speed limits at road work sites
- 24 Investigate the benefits of incentive schemes to replace older vehicles
- 25 Investigate options for servicing and maintaining vehicles in remote areas
- 26 Increase awareness of heavy vehicle fatigue management
- 27 Develop a policy for the safe and legal use of Personal Mobility Devices
- 28 Review and improve NT road safety data collection and reporting processes
- 29 Provide access to NT road safety data on the NT Government's open data portal
- 30 Investigate opportunities to use connected vehicle data to inform road safety policy and reform initiatives





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