



LEGISLATIVE ASSEMBLY OF THE NORTHERN TERRITORY

No. 308

WRITTEN QUESTION

J Davis to the Minister for Logistics and Infrastructure, Hon William Yan MLA:

Road Safety Fatalities, Targets and Speed Limits

1. Budget Paper No. 3 for 2026–27 reports, in the Northern Territory Police Force agency statement, the measure “road deaths per 100,000 registered vehicles” at 33 for 2025–26 against a target of no more than 14, and the measure “motor vehicle crash victims admitted to hospital” at 11 per cent against a target of no more than 8 per cent. The target for each measure is unchanged for 2026–27.
 - a. How many road deaths occurred in the Northern Territory in each of 2023–24, 2024–25 and 2025–26, and what was the rate per 100,000 registered vehicles in each of those years?
 - b. What accounts for the 2025–26 rate being more than twice the target?
 - c. On what basis was the 2026–27 target set at the same level as a target exceeded by that margin, and what is expected to change to achieve it?
 - d. Which agency and which Minister is accountable for that measure and its target?
 - e. Why is the target expressed as a rate above zero rather than as the elimination of road deaths, and has a target of zero been considered?

Questions 1 (a) – (e) does not fall within the responsibilities of the Minister for Logistics and Infrastructure.

- f. What measures are funded in 2026–27 to reduce the rate, and what is the allocation to each?

In 2026-27, the Northern Territory (NT) Government has committed funding to road safety initiatives aligned with the *Towards Zero Road Safety Action Plan 2024–2028* and the Safe System approach.

The Motor Accidents Compensation Commission (MACC) is providing \$4.39 million in funding for:

- \$3.41 million to the Department of Logistics and Infrastructure (DLI) for operational road safety activities, including licensing, education, and DriveSafe programs
- \$900,000 for integrated road safety and marketing campaigns
- \$50,000 for road safety research
- \$30,000 for pedestrian safety workshops.

MACC also funds the Road Safety Data Project, Street Smart High, the Make Your Mark program, Automatic Number Plate Recognition units, and Darwin Cup car park security. Specific funding amounts for these initiatives are commercial-in-confidence.

In addition, Budget Paper No. 3 allocates:

- \$2.82 million for driver education
- \$26.47 million for stages 1 and 2 of the Coolalinga road safety upgrades

Public sources: [NT Budget 2026–27 budget papers](#) | [Towards Zero Road Safety Action Plan 2024–2028](#)

2. **The answer to Written Question No. 135 of the 15th Assembly stated that in the Northern Territory pedestrian fatalities are most commonly linked to factors such as intoxication and rough sleeping. What measures are funded in 2026–27 that specifically address each of those two factors, and what is the allocation to each?**

Broader alcohol policy and measures addressing rough sleeping fall within the responsibilities of other Northern Territory Government agencies.

DLI does not separately identify road safety funding specifically against intoxication or rough sleeping. Alcohol-related road trauma is addressed through broader road safety initiatives under the *Towards Zero Road Safety Action Plan 2024–2028*, including education, enforcement and pedestrian safety measures.

- a. **On what evidence is the attribution of pedestrian fatalities to those factors based, and in which dataset or study is it recorded?**

This attribution draws on Northern Territory crash data and the Menzies School of Health Research 2025 report, *Pedestrian Deaths and Serious Injuries in the Northern Territory*.

- b. **In what proportion of pedestrian fatalities in 2025–26 was intoxication recorded as a contributing factor, and in what proportion was the deceased recorded as sleeping rough?**

This question does not fall within the responsibilities of the Minister for Logistics and Infrastructure.

- c. If those factors are not recorded against individual fatalities, in which system is contributing-factor information for road fatalities held?

This question does not fall within the responsibilities of the Minister for Logistics and Infrastructure.

3. What evaluation or research has the Government commissioned or relied upon to establish which road safety programs reduce road deaths in the Northern Territory?

- a. Please list each evaluation, its author, its date, and whether it has been published.

Road safety programs and investment are informed by Northern Territory motor vehicle crash data, the Safe System approach, the *Towards Zero Road Safety Action Plan 2024–2028*, the *National Road Safety Strategy 2021–2030*, commissioned research and relevant road safety research.

Public sources: [Towards Zero 2024–2028](#) | [National Road Safety Strategy 2021–30](#) | [Menzies pedestrian research](#)

- b. For each currently funded program, on what evidence was the decision to fund it based?

Program / measure	Current evidence base	Position
Driver education / road safety education	The <i>Towards Zero Road Safety Action Plan 2024–2028</i> identifies education, awareness and licensing initiatives as components of the Safe System approach and includes actions to support safer road-user behaviour.	Budget Paper No. 3.pdf
Road Safety infrastructure	The <i>Towards Zero Road Safety Action Plan 2024–2028</i> and the <i>National Road Safety Strategy 2021–2030</i> support Safe System infrastructure treatments designed to reduce the likelihood and severity of crashes	Towards Zero Road Safety Action Plan 2024-2028
Speed Management	Speed management is a key component of the Safe System approach.	Menzies - Pedestrian deaths and serious injuries in the Northern Territory

Alcohol and drug road safety measures	The <i>Towards Zero Road Safety Action Plan 2024–2028</i> identifies alcohol and drugs as contributing factors to road trauma and includes actions relating to drink and drug driving, enforcement and the review of relevant countermeasures.	Towards Zero Road Safety Action Plan 2024-2028
Pedestrian Safety	The 2025 Menzies research used motor vehicle crash data, hospital data, stakeholder and community interviews and coronial information to examine pedestrian road trauma. Action 15 of the <i>Towards Zero Road Safety Action Plan 2024–2028</i> specifically addresses pedestrian road trauma.	Menzies - Pedestrian deaths and serious injuries in the Northern Territory Towards Zero Road Safety Action Plan 2024-2028

Public sources: [Towards Zero 2024–2028](#) | [National Road Safety Strategy 2021–30](#) | [Menzies pedestrian research](#)

c. If no evaluation has been undertaken for a funded program, is one planned, and by what date?

The Towards Zero Action Plan 2024–2028 includes actions relating to the review of the Alcohol Ignition Lock Program and initiatives addressing drink and drug driving and pedestrian road trauma.

Where the Action Plan does not prescribe a specific completion date, implementation and evaluation activities are progressed over the life of the Action Plan.

MACC evaluations are ongoing and tailored to individual campaigns, programs and events. Evaluations may include consideration of crash and claims data, road trauma statistics and campaign reach.

4. Clifford and others, Pedestrian deaths and serious injuries in the Northern Territory (Menzies School of Health Research, 2025) records that pedestrian crashes account for “23.1% of road fatalities in the NT compared to 13.7% nationally”.

a. What proportion of Northern Territory Road deaths were pedestrians in each of the last five financial years, and what was the corresponding national proportion in each of those years?

Information can be found from the published public source.
Public sources: [Pedestrians | National Road Safety Data Hub](#)

b. What is the Government's specific target to close the difference between those two figures, and by what date is it to be achieved?

There is no separate Northern Territory numerical target specifically aimed at reducing the difference between the Northern Territory and national proportion of pedestrian fatalities.

Pedestrian safety is addressed through the broader Safe System framework under the *Towards Zero Action Plan 2024–2028*. This includes Action 15, which investigates pedestrian deaths and injuries to guide targeted safety measures.

Public sources:
[Towards Zero 2024–2028](#) | [National Road Safety Strategy 2021–30](#)

c. If there is no target directed at that difference, has one been considered, and on what date?

DLI does not hold a record of a specific date on which such a target was considered.

d. What was the number of pedestrian fatalities in each of the last five financial years?

Financial Year	Pedestrian Fatalities
2021- 2022	13
2022 – 2023	9
2023 – 2024	Not currently available.
2024 – 2025	Not currently available.
2025 - 2026	Not currently available.

e. Is there a current pedestrian safety strategy? If so, what is its title and date, and will it be provided to the Assembly?

Pedestrian safety is addressed through the *Towards Zero Road Safety Action Plan 2024-2028*. Action 15 specifically provides for investigating pedestrian deaths and injuries and implementing measures to reduce pedestrian road trauma.

The *Towards Zero Road Safety Action Plan 2024–2028* is publicly available on the Northern Territory Government Towards Zero Road Safety website - [Towards Zero 2024–2028](#)

f. Does the Government have plans to address the pedestrian fatality rate through alcohol policy? If so, please detail them; if not, what is the reason?

While broader alcohol policy is the responsibility of NT Health, within the road safety portfolio, alcohol-related road trauma is addressed through the *Towards Zero Road Safety Action Plan 2024–2028* and MACC-funded road safety education campaigns. Relevant campaigns include:

- Enough's Enough: Encourages drivers to separate drinking from driving.
- Steven's Story: Focuses on pedestrian safety involving alcohol and is scheduled to recommence in late 2026, subject to family consultation.

5. That study found that “The odds of a pedestrian crash resulting in a fatality on NT roads increases by 3.3% for every 1km/h increase in designated road speed” and maps the locations at which pedestrian crashes concentrate.

a. Which locations have been reviewed, on what dates, and at which locations has the speed limit been changed?

DLI records identify the following locations where speed limit changes have been implemented since 2013 and pedestrian safety was a contributing consideration in the decision. The year shown is the year in which the speed limit change was implemented.

Year	Road	Location	Speed limit change
2013	Stuart Highway	Tom Brown roundabout to Commonage Road	Speed limit changed from 80km/h to 60km/h
2013	Carpentaria Highway	Cape Crawford Roadhouse	110km/h to 100km/h
2014	Stuart Highway	Acacia Store	130km/h to 100km/h
2017	Stuart Highway	Kulgera Roadhouse	130km/h to 100km/h
2018	Roystonea Avenue	Tiger Brennan Drive (TBD) interchange to Gurd Street	80km/h to 70km/h

2019	Stuart Highway	Mataranka	60km/h to 50km/h
2019	McMinn Street	Between Stuart Highway and Frances Bay Drive	60km/h to 50km/h
2020	Anzac Parade	On approaches to Middle Point School	110km/h to 80km/h
2020	Victoria Highway	Timber Creek	80km/h to 60km/h
2020	Wagait Trower Road	Wagait Beach Community	80km/h to 60km/h
2020	Darwin River Road	Darwin River Dam Recreation Park	100km/h to 70km/h & 40km/h
2022	Amy Johnson Avenue	Boulter Road to Stuart Highway	90km/h to 80km/h
2022	Stuart Highway	Highway-Inn Roadhouse	100km/h to 80km/h
2022	Carpentaria Highway	Highway-Inn Roadhouse	110km/h to 80km/h
2023	Trower Road	From Vanderlin Drive to Parer Drive	70km/h to 60km/h
2024	Victoria Highway	Binjari Community	130km/h to 100km/h
2024	Cox Peninsula Road	Belyuen Community	100km/h to 80km/h
2024	Temple Terrace	Roystonea Avenue to Chung Wah Terrace	60km/h to 50km/h
2025	Stuart Highway	Katherine CBD	50km/h to 40km/h

b. For any identified location where the speed limit has not been reviewed, what is the reason?

DLI records do not identify pedestrian crash locations where a speed limit review was required but not undertaken.

c. In which system or dataset are pedestrian crash locations recorded, and in what format is that data maintained?

This question does not fall within the responsibilities of the Minister for Logistics and Infrastructure.