

LEGISLATIVE ASSEMBLY OF THE NORTHERN TERRITORY

WRITTEN QUESTION

Mrs Finocchiaro to the Minister for Infrastructure, Planning and Logistics, Minister for Renewables and Energy, Minister for Environment, Minister for Water Security, Minister for Climate Change, Minister for Essential Services – for all agencies falling under the Ministers' portfolios.

AGENCY ADMINISTRATION

Notes:

The following questions can be answered from existing Agency data as at 31 March 2021. Please include a note if a response is affected by Machinery of Government changes following the General Election in August 2020.

You have previously referred questions requiring a Whole of Government response to the Minister responsible at a time that enables a response within the same timeframe as the remainder of the questions.

Further, you have previously inserted the question at the beginning of each answer.

My Office would be very grateful if these practices are continued.

STAFFING

1. (a) Please advise the number of staff employed in the following categories as at 31 March 2021:

Category	Total Full Time Equivalent
1. Ongoing Full Time	661.28
2. Ongoing Part Time	25.62
3. Fixed Term Full Time	63.95
4. Fixed Term Part Time	4.19
5. Casual Contract	0.00
6. Executive Contract	36.00
Total	791.04

- (b) Please provide, for each of the six categories above: the relevant position classifications and the number of staff employed against each classification.

Category	Classification	Total Full Time Equivalent
1. Ongoing Full Time	AO2	4.00
	AO3	40.13
	AO4	51.70
	AO5	53.50
	AO5R	13.00
	AO6	72.50
	AO7	46.50
	AO7X	1.00
	EO2	1.00
	P1	4.00
	P2	13.95
	P3	27.00
	PH4R	2.00
	PH5R	1.00
	PH6R	2.00
	PSW2	3.00
	PSW5	1.00
	SAO1	77.35
	SAO2	45.00
	SP1	22.00
	SP2	10.00
	T2	3.00
	T3	27.94
	T4	32.00
	T4R	2.00
	T5	71.21
T6	33.50	
Total		661.28

Category	Classification	Total Full Time Equivalent
2. Ongoing Part Time	AO3	4.77
	AO4	1.76
	AO5	4.04
	AO6	4.68
	AO7	1.60
	P3	1.56
	SAO1	4.11
	SAO2	0.95
	SP1	0.80
	T3	0.75
T4	0.60	
Total		25.62

Category	Classification	Total Full Time Equivalent
3. Fixed Term Full Time	AO2	1.00
	AO3	21.97
	AO4	14.00
	AO5	3.00
	AO5R	1.00
	AO6	5.98
	AO7	2.00
	AQF3A	1.00
	GRADT	1.00
	SAO1	3.00
	SAO2	2.00
	SP1	3.00
	SP2	1.00
	T3	1.00
	T4	2.00
	T5	1.00
Total		63.95

Category	Classification	Total Full Time Equivalent
4. Fixed Term Part Time	AO3	0.65
	P3	0.60
	SAO1	0.54
	SAO2	0.80
	T4	0.80
	T5	0.80
Total		4.19

Category	Classification	Total Full Time Equivalent
5. Casual Contract		0
Total		0

Category	Classification	Total Full Time Equivalent
6. Executive Contract	EO1C	15.00
	EO2C	15.00
	EO3C	1.00
	EO4C	3.00
	EO5C	1.00
	EO6C	1.00
Total		36.00

2. Please advise the number of staff held against the following categories as at 31 March 2021.

Category	Number
Resigned	47
Made Redundant	0
Terminated	1
Unattached	29
Classified Redeployee	2
Supernumerary	69

3. Please advise the number of staff who identify as Aboriginal and Torres Strait Islander as at 31 March 2021

A whole-of-government response to Question 3 will be provided by the Office of the Commissioner for Public Employment.

4. (a) Please advise the number of Frontline staff as FTE as at 31 March 2021 and as a percentage of the Agency total employment.

Category	Number	%age of Total Staff
Frontline	263.49	33%

- (b) Please advise how the Agency determines which staff fall under the category of Frontline.

Those employees with the appropriation code in PIPS recorded as DRCT.

5. Please advise how many staff have been engaged through employment agency arrangements, for what purpose, for what duration and at what cost as at 31 March 2021. Please use the table format presented below for your response.

Nil.

6. Please advise how many locums have been employed, for what purpose, for what duration and at what cost as at 31 March 2021. Please use the table format presented below for your response.

Not applicable.

7. (a) How many positions were advertised during the period 1 July 2020 to 31 March 2021?

	1 July 2020 to 31 March 2021
Positions advertised	142

(b) Of the total number advertised above, how many positions had Special Measures applied?

	1 July 2020 to 31 March 2021
Positions advertised with Special Measures applied	81

(c) Please break down the levels of positions that had Special Measures applied.

Classification Level	Total Positions Advertised
Administrative Officer 3	6
Administrative Officer 4	7
Administrative Officer 5	9
Administrative Officer 6	5
Administrative Officer 7	5
Executive Contract Officer 1	2
Executive Contract Officer 1, Senior Administrative Officer 2	1
Executive Contract Officer 1, Senior Professional Officer 2	1
Executive Contract Officer 2	3
Professional 1, Professional 2	1
Professional 1, Technical 2	1
Professional 2	1
Professional 2, Technical 4	1
Professional 3	6
Senior Administrative Officer 1	7
Senior Administrative Officer 1, Senior Professional Officer 1	2
Senior Administrative Officer 2	8
Senior Professional Officer 1	1
Senior Professional Officer 2	1
Service Worker 2	1
Technical 3	2
Technical 4	2
Technical 4, Technical 5	1
Technical 5	7
Total	81

OUTSOURCING

8. For the period 1 July 2020 to 31 March 2021, detail any decision(s) to outsource, contract out or privatise functions that have traditionally been carried out by the Agency.

Is consideration being given to outsource, contract-out or privatise in financial year 2021/22? If so, provide details.

Nil.

LEGAL EXPENSES

9. What has been the expenditure on legal advice or related expenses for the period 1 July 2020 to 31 March 2021? Provide details on:
- The matter(s) (designate which ones are finalised and which ones are ongoing)
 - The amount paid by matter
 - The amount paid to each outside legal firm or barrister engaged

The cost for legal services provided by private legal firms to the Department of Infrastructure, Planning and Logistics for the period 1 July 2020 to 31 March 2021 was \$301,245.

- a) & b) The scope of these questions is too broad and encompasses a very large number of matters handled by private legal firms, government lawyers, including prosecutions and advice given by the Office of Parliamentary Counsel. The administrative effort required to respond to the questions as they are currently posed is excessive and would result in undue diversion of resources from service delivery. In addition, providing details in relation to some legal matters has the potential to prejudice the interests of the Territory and other parties.
- c) Please refer to the list below of private legal firms that this Department received services from for the period 1 July 2020 to 31 March 2021:

Private Legal Firms:

Private Legal Firm Costs	Amount
Ashurst Australia	\$5,880
Beatty Legal Pty Limited	\$13,000
Bowden Mc Cormack Lawyers & Advisers	\$9,622
Clayton Utz (Darwin)	\$11,825
Fenwick Elliott Grace	\$182
Hamish Baddeley	\$8,864
Hunt & Hunt NT	\$7,735

Private Legal Firm Costs	Amount
HWL Ebsworth Lawyers	\$3,502
JKW Law Practice	\$37,544
Jonathan Martyn Bortoli	\$24,250
Joshua Ingrams	\$16,326
Karen Christopher	\$3,045
Michael Roder QC	\$12,375
Minter Ellison Lawyers	\$27,962
Murphy & Associates Barristers And Solicitors	\$2,273
Povey Stirk Lawyers & Notaries	\$7,524
Squire Patton Boggs (AU)	\$107,336
Tom Anderson	\$2,000
TOTAL	\$301,245

PROCUREMENT / CONSULTANCIES

- 10. For the period 1 July 2020 to 31 March 2021, please detail expenditure on each report and consultancy (excluding annual reports) that have been obtained from outside the NTPS. For each report/consultancy detail:**
- a) Purpose**
 - b) Cost**
 - c) Person or entity engaged**
 - d) Whether the person or entity has their principal place of business in the Northern Territory or elsewhere (if elsewhere, please provide the address of the principal place of business of the person or entity)**
 - e) Whether a report has been tabled in the Legislative Assembly as a result of the report or consultancy**
 - f) Outcomes or key performance indicators for the report or consultancy**
 - g) Whether tenders or expressions of interest were invited prior to work on the report or consultancy being undertaken**
- a) Please refer to the table over page.
 - b) Please refer to the table over page.
 - c) Please refer to the table over page.
 - d) Please refer to the table over page.
 - e), f), g) The amount of administrative effort required to respond to these questions would result in undue diversion of resources from service delivery.

Department of Infrastructure, Planning and Logistics
Operational Consultancies for the period 1 July 2020 to 31 March 2021

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
Assistance With The Development Of Strategic Asset Management Framework Documents And Competency Training	134,318.20	Assetivity Pty Ltd	WA.
Asset Inspection	948.18	DB Plumbing & Air Conditioning	NT.
Development of Minimum Architectural Sustainability Requirements	3,170.00	QS Services	NT.
Development of Minimum Architectural Sustainability Requirements	2,600.00	Rider Levett Bucknall NT Pty Ltd	NT.
Tennant Creek Development Advice	28,518.00	Aboriginal Areas Protection Authority (EFT)	NT.
Tennant Creek Development Advice	4,944.55	Australian Environmental Auditors Pty Ltd	SA.
Tennant Creek Development Advice	31,771.33	SLR Consulting Pty Ltd	NT.
Ali Curung - Health Clinic Design Management	2,184.09	Rik Jones	NT.
Katherine High School STEAM Centre and Classroom Upgrades Design	1,200.00	Donald Cant Watts Corke (Wa) Pty Ltd	NT.
Katherine Government Centre PM	2,113.64	Rik Jones	NT.
Engineering Services Develop Tender Document Template	1,599.54	Turner & Townsend Thinc	NT.
AAPA - Holtze & Kowandi future development site	32,117.00	Aboriginal Areas Protection Authority (EFT)	NT.
Alice Springs Flood Mitigation	7,966.25	WRM Water & Environment Pty Ltd	NT.
Alice Springs High School Demolition	275.01	Pritchard Francis Consulting Pty Ltd	NT.
Arumbera Industrial Development Environmental Study	72,283.73	Ecoz Pty Ltd T/A Ecoz Environmental Services	NT.
Arumbera Industrial Development Flood and Drainage Study	45,415.00	WRM Water & Environment Pty Ltd	NT.
Asset Management and Transfer Strategy	33,440.00	Steve Gilmour Consulting Pty .Ltd	NT.
Biting Insects Survey	5,600.00	Peter Ian Whelan T/A Bites	NT.
Contamination - Hidden Valley	12,620.05	SLR Consulting Pty Ltd	NT.
Darwin - Elizabeth River (North) Catchment Flood Study	37,047.50	WRM Water & Environment Pty Ltd	NT.
Darwin - Marrara Detention Basin - Installation and Operation of Time Lapse Camera for 36 months	1,183.60	Rise Project Consulting Pty Ltd	NT.
Holtze / Kowandi Biting Insects	17,687.50	Top End Health Service (Medical Entomology)	NT.
Holtze / Kowandi North Social Infrastructure Assessment	51,860.00	Fyfe Pty Ltd	NT.
Holtze Communications - Letterbox Drop and Hotline	838.50	Quanxi Pty Ltd T/A True North Strategic Communications	NT.
Holtze NOI - Fauna and Flora	11,445.45	Ecoz Pty Ltd T/A Ecoz Environmental Services	NT.
Kalkarindji AAPA	29,001.00	Aboriginal Areas Protection Authority (EFT)	NT.
Katherine East Flooding and Trunk Study	12,029.69	WRM Water & Environment Pty Ltd	NT.
Katherine East Neighbourhood Centre Advice on NT EPA Requirements	9,202.00	Ecoz Pty Ltd T/A Ecoz Environmental Services	NT.
KENC Soil Testing	63,156.25	Ecoz Pty Ltd T/A Ecoz Environmental Services	NT.

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
KENC Stage 1 Headworks Concept Design	57,992.71	Aurecon Australia Pty Ltd	NT.
KLAH - Variation Additional Flood Modelling	34,230.00	WRM Water & Environment Pty Ltd	NT.
KLAH Passenger Terminal Access and Carpark Concept Design	63,205.00	ADG Engineers (Aust) Pty Ltd	NT.
Maintaining Flood Mitigation/Project Hotline and Flood Mitigation Email	1,617.50	Quanxi Pty Ltd T/A True North Strategic Communications	NT.
McMinns Lagoon Detail Design - Pheasant Drive	21,340.00	Pritchard Francis Consulting Pty Ltd	NT.
Middle Arm	6,379.00	Douglas Partners Pty Ltd	NT.
Minmarama Stock Piles	1,500.00	SLR Consulting Pty Ltd	NT.
Northcrest Subdivision Stage 3C	1,425.00	Douglas Partners Pty Ltd	NT.
NT Flood Reports	4,000.00	WRM Water & Environment Pty Ltd	NT.
PFAS Auditor - Various Locations in the Territory	8,407.50	Australian Environmental Auditors Pty Ltd	VIC
Planning Reform Online Platform	315,083.17	Relational Data Systems Pty Ltd	NT.
Project Support - Consultancy Advisory Services	233,693.18	O'Neill Nominees Pty Ltd	NT.
Project Support - Strategic Structure Planning	62,302.70	Nigel Bancroft Planning Services	WA.
Crown Land Weed Strategy and Darwin Region Weed Management Plan.	22,905.00	SLR Consulting Pty Ltd	NT.
Specialist Marine Engineering Advice relating to Darwin Harbour	38,700.00	Royal Haskoning DHV	NSW
Subdivision Development Guidelines - Additional Works	56,887.00	Byrne Consultants	NT.
Subdivision Development Guidelines - Cost Analysis, DDA Investigation & Contribution Scheme	1,120.00	Byrne Consultants	NT.
Survey	7,118.18	Earl James & Associates	NT.
Survey - Batchelor Native Title	13,658.27	Fyfe Pty Ltd	NT.
Third Party Review, Development Application - Litchfield Solar Farm	10,000.00	SLR Consulting Pty Ltd	NT.
Time Lapse Capture for Kilgariff Drain	18,571.18	Rise Project Consulting Pty Ltd	NT.
Typhonium - Holtze	25,000.00	Department of Environment, Parks and Water Security	NT.
Wishart Road - Drainage Investigation	6,000.00	Land Development Corporation	NT.
Darwin - Elizabeth River (North) Catchment Flood Study	106,148.75	WRM Water & Environment Pty Ltd	NT.
Darwin - Marrara Detention Basin - Installation and Operation of Time Lapse Camera for 36 months	5,918.00	Rise Project Consulting Pty Ltd	NT.
Maintaining Flood Mitigation/Project Hotline and Flood Mitigation Email	4,142.50	Quanxi Pty Ltd T/A True North Strategic Communications	NT.
Flood Mitigation - Levee Bank Video	2,305.88	Quanxi Pty Ltd T/A True North Strategic Communications	NT.
Katherine Levee Estimate	5,700.00	QSNT	NT.
Katherine Levee Stage 2 Flood Modelling	52,080.00	WRM Water & Environment Pty Ltd	NT.
Alice Springs – Topographic Survey – Flood Model Data Collection – Building Floor Heights	489,339.63	Fyfe Pty Ltd	NT.
Alice Springs Flood Mitigation	17,938.75	WRM Water & Environment Pty Ltd	NT.
Middle Arm Preliminary Geotech	13,890.00	Douglas Partners Pty Ltd	NT.

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
Middle Arm AAPA	270.00	Aboriginal Areas Protection Authority (EFT)	NT.
Middle Arm	3,370.00	Douglas Partners Pty Ltd	NT.
Typhonium	90,000.00	Department of Environment, Parks and Water Security	NT.
Specialist Marine Engineering Advice relating to Middle Arm	449,732.24	Royal Haskoning DHV	NSW
Specialist Industrial Gas Industry Advice	227,025.45	Wood Australia Pty Ltd	VIC
Aerodrome assessment of infrastructure requirements for new regulations - registered aerodromes only	5,000.00	Aerodrome Design Services Pty Ltd	SA.
Arnhem Highway Duplication from Stuart Highway to Kostka Road	34,483.00	Cardno (NT) Pty Ltd	NT.
Assist Pedestrian Infrastructure (Towards Zero)	7,045.46	GHD Pty Ltd	NT.
Bagot Road Cycle Path	22,838.35	Aecom Australia Pty Ltd	NT.
Berrimah Road Duplication Planning and Concept Design	6,833.19	Tonkin Consulting Pty Ltd	NT.
Cycle Path Network Review	17,431.00	Cardno (NT) Pty Ltd	NT.
Cycle Path Network Review	44,138.77	GHD Pty Ltd	NT.
Development of Asset Unit Replacement Rates for Revaluation of Road Assets	59,000.00	QS Services	NT.
Herbert Heritage Drive shared path - Detailed Design	6,250.40	Aurecon Australia Pty Ltd	NT.
McMillans Road Pedestrian Crossing Study at Northlakes	27,884.23	Aecom Australia Pty Ltd	NT.
McMillans Road Pedestrian Crossing Study at Northlakes	555.40	Atomic Search Pty Ltd	NT.
Old Humbert Road - Survey and Geotech (planning for works to be delivered under R2R)	5,709.20	GHD Pty Ltd	NT.
Prefeasibility Studies of the Tennant Creek to Darwin Pipeline Corridor (CNC)	278,443.88	CNC Project Management Pty Ltd	VIC
Preparation of Managing Contractor Contract for the Road Safety Program - Legal fees	23,416.00	Finlaysons Lawyers	SA.
Project Management of the Prefeasibility Studies of the Tennant Creek to Darwin Natural GAS Pipeline Corridor (GHD)	212,760.00	GHD Pty Ltd	NT.
Service Level Standards Project for Heavy Vehicle Road Reforms (HVRR)	2,913.39	Department of Infrastructure, Transport, Regional Development and Communications	ACT
Stuart Highway Hydrological Study and Design of Drainage	1,702.08	Aurecon Australia Pty Ltd	NT.
Stuart Highway/ Central Arnhem Road Intersection Lighting Design	350.20	Ashburner Francis Pty Ltd	NT.
Stuart Highway/Edith Farms Road Intersection Lighting Design Carpentaria Highway and Robinson Road Intersection	851.92	Ashburner Francis Pty Ltd	NT.
Stuart Highway/Keith Quarry Road Intersection Lighting Design	477.29	Ashburner Francis Pty Ltd	NT.
Survey of roads and access on Cox Peninsula - Kenbi	22,009.09	Earl James & Associates	NT.
Tiger Brennan Drive - Engineering Survey for the Proposed Cycle Path From Berrimah Road to Palmerston	40,221.09	Cross Survey & Development(Cross Solutions)	NT.

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
Traffic Impact Assessment for proposed service station at Duke Street / Stuart Highway intersection	3,550.00	Tonkin Consulting Pty Ltd	NT.
Vanderlin Drive/Lee Point Road Intersection - Planning	78,300.00	SMEC Australia Pty Ltd	NT.
Victoria Highway/ Victoria River Roadhouse and Victoria Highway/ Boat Launch Ramp access.	568.20	Ashburner Francis Pty Ltd	NT.
Assistance With Procurement Activity	720.00	RP Project Management Pty Ltd	NT.
Major Events Fitout PM	2,875.00	Harris Kmon Solutions Pty Ltd	NT.
Project Structural Advice	15,486.80	GHD Pty Ltd	NT.
Project Management Services Tennant Creek Office	15,440.00	Territory Project Management Pty Ltd	NT.
Functional Alignment Workshop Facilitation	3,200.00	Hatch Solutions Pty Ltd	NT.
Facilitation Of Work Health Safety Meeting	1,000.00	Hatch Solutions Pty Ltd	NT.
Preparation Of Job Assessment Questionnaire	2,520.00	Danielle Eveleigh Consulting	NT.
Preparation Of Job Description	300.00	HJW Consulting	NT.
Facilitation Of Workplace Planning Workshop	3,200.00	Hatch Solutions Pty Ltd	NT.
Preparation Of Job Assessment Questionnaire And Job Description	14,632.50	CJ Consulting HR Solutions Pty Ltd	NT.
Preparation Of Job Assessment Questionnaire And Job Description	150.00	HJW Consulting	NT.
Workforce Competency Mapping	15,870.00	CJ Consulting HR Solutions Pty Ltd	NT.
Accounting Advice for changes to Lease Standard	2,565.00	Australian Financial Reporting Solutions Pty Ltd	VIC
Development Application - Muir Street Land Release	5,239.90	Cross Survey & Development (Cross Solutions)	QLD
CDU Consolidation of Land Application	7,559.22	Masterplan SA Pty Ltd	NT.
FBMB - Certification & Issue of Occupancy Permit of Works for Upgrade of DIPL Office	2,000.00	WSP Australia Pty Limited	NT.
Consultancy For Discovery Process Streams Integration	44,500.00	Transmax Pty Ltd	QLD
Professional Civil Asset Management Services	46,402.80	David Kerslake	QLD
Darwin - Consultant Traffic Eng Specialist Services - 12 Mth	39,412.28	Geoffrey Horni	NT.
Cardno Consult - Road Ops	53,280.00	Cardno (NT) Pty Ltd	NT.
HR Consultancy - Development of JAQ's and JD's for NT Road Stimulus and Beetaloo Program	1,175.00	JC Consult (Janice M Currie)	NT.
HR Consultancy - Development of JAQ's and JD's for NT Road Stimulus and Beetaloo Program	1,350.00	Raelene Helen Burke	NT.
MVR Online Project	3,531.82	Trong Tien Doan	NT.
Merit Selection Assistance for Customer Service Officer	7,245.00	CJ Consulting HR Solutions Pty Ltd	NT.
CPV Ridesharing Application Enhancements	1,120.00	Radical Systems Pty Ltd	NT.
Mystery Shopper - CPV Review	14,437.25	Fivenines Consulting Pty Ltd	VIC
Verification services	1,237.50	Deloitte Private	NT.
Providing a range of financial and commercial advice to support DIPL implement a tender process for the entire Darwin bus network	14,918.18	Deloitte Private	NT.

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
Provision of High Profile Role Models to Deliver Road Safety Messages	49,063.06	RADD Australia Limited	NSW
Drink and Drug Driver Education (DDDE) Online Learning Resource Project - Review of Back on Track Program	15,000.00	Menzies School Of Health Research	NT.
Recruitment Support	2,040.00	Jarta Business Assist Pty Ltd	NT.
NPRH - AAPA Vary To C2011/132 - Housing Dev - Mutitjulu	22,951.00	Aboriginal Areas Protection Authority (EFT)	NT.
Asbestos Risk Assessment - Galiwinku	34,173.33	Agon Environmental Pty Ltd	NT.
Consultancy - EOI Creation - Galiwinku	2,299.00	RPS AAP Consulting Pty Ltd	NT.
Consultancy - EOI Creation - Galiwinku	41,802.51	Tech-Eng. Design Pty Ltd	NT.
Drone Services For Remote Housing Asset Management	46,694.41	Rise Project Consulting Pty Ltd	NT.
HB NT - Transitional Accommodation Costs	2,750.00	Powerwater	NT.
HB NT - Transitional Accommodation Costs	590.88	S & R Building & Construction.Pty Ltd	NT.
Homebuild - Architectural Design 2018/19 - Maningrida	12,568.15	Fulcrum Partners (Aust) T/As The Fulcrum Agency	WA.
Independent Review Of Alternative Designs For Homebuild	1,934.70	Ecoscience NT Pty Ltd	NT.
Independent Review Of Alternative Designs For Homebuild	6,484.50	Harris Kmon Solutions Pty Ltd	NT.
Independent Review Of Alternative Designs For Homebuild	10,890.00	Tech-Eng. Design Pty Ltd	NT.
Independent Review Of Alternative Designs For Homebuild	225.01	WSP Australia Pty Limited	NSW
NPRH (AG) - Review RCH Specs And Schedule Of Materials	10,395.00	Cardno (NT) Pty Ltd	NT.
NPRH (AG) - Review RCH Specs And Schedule Of Materials	16,109.13	Ecoscience NT Pty Ltd	NT.
NPRH (AG) - Review RCH Specs And Schedule Of Materials	3,256.00	GHD Pty Ltd	NSW
NPRH (AG) - Review RCH Specs And Schedule Of Materials	26,993.51	Tech-Eng. Design Pty Ltd	NT.
NPRH (AG) - Review RCH Specs And Schedule Of Materials	1,676.27	WSP Australia Pty Limited	NSW
Remote Contracting Framework Agreement - KPMG Consultancy	6,897.17	KPMG Australia	NT.
RHIP - RTB - Septics S40 Designs & Documentation - Atitjere	13,530.00	The Trustee For The Ingkerreke Operational Trust	NT.
RTB - A18-0078 Review Emp Etc - Ali Curung	4,519.32	Top End Safety Solutions Pty Ltd	NT.
RTB - Architectural Services - Galiwinku	130,009.02	Mode Design Pty Ltd	NT.
RTB - Architectural Services - Hermannsburg	327.75	Best Designs Pty Ltd T/A Platt Consultants	NT.
RTB - Architectural Services - Maningrida	74,360.00	NBC Consultants	NT.
RTB - Architectural Services - Minjilang	5,797.00	Best Designs Pty Ltd T/A Platt Consultants	NT.
RTB - Architectural Services - Pirlangimpi	10,843.25	Best Designs Pty Ltd T/A Platt Consultants	NT.
RTB - Architectural Services - Stage 1 - Angurugu	51,166.46	Fulcrum Partners (Aust) T/As The Fulcrum Agency	WA.
RTB - Architectural Services - Stage 2 & 3 - Nauiyu	26,539.87	Bennett Design Pty Ltd	NT.
RTB - Architectural Services - Umbakumba	38,167.16	Fulcrum Partners (Aust) T/As The Fulcrum Agency	WA.

(a) Purpose	(b) Cost	(c) Person / Entity Engaged	(d) NT / Interstate
RTB - Architectural Services - Wurrumiyanga	-2,569.00	Best Designs Pty Ltd T/A Platt Consultants	NT.
RTB - Architectural Services - Yirrkala	93,762.99	GHD Pty Ltd	NSW
RTB - Community Engagement Consultancy Ted - Various	2,970.00	Tech-Eng. Design Pty Ltd	NT.
RTB - Design - Areyonga	68,883.64	Tangentyere Constructions	NT.
RTB - Design - Lot 127 Ali Curung - Steve Adler	3,344.00	Steve Adler Building Design	NT.
RTB - Design - Nturiya	26,340.01	Tangentyere Constructions	NT.
RTB - Design - Nyirripi	2,721.40	Susan Dugdale And Associates	NT.
RTB - Design - Pmara Jutunta	16,330.81	Tangentyere Constructions	NT.
RTB - DIPL Reviews - D19-0189 - Maningrida	1,320.00	CDM Smith Australia Pty Ltd	QLD
RTB - DIPL Reviews - K19-0011 - Nauiyu	6,043.40	Top End Safety Solutions Pty Ltd	NT.
RTB - House Modifications - Atitjere - Architectural	3,062.99	The Trustee For The Ingkerreke Operational Trust	NT.
RTB - Nyirripi - Consultancy - Architectural Services	4,593.60	Susan Dugdale And Associates	NT.
Governance Framework Document	13,636.00	Ernst & Young	NSW
LTU - Mutitjulu Infrastructure Assessment	59,093.64	ADG Engineers (Aust) Pty Ltd	QLD
LTU - Mutitjulu Infrastructure Assessment	35,620.83	Byrne Consultants	NT.
LTU - Mutitjulu Infrastructure Assessment	3,640.00	Fyfe Pty Ltd	NT.
LTU - Mutitjulu Infrastructure Assessment	320.00	Territory Project Management Pty Ltd	NT.
LTU - Mutitjulu Infrastructure Assessment	12,273.01	WSP Australia Pty Limited	NSW
LTU - Ranku Infrastructure Assessment	29,610.66	Byrne Consultants	NT.
LTU - Ranku Infrastructure Assessment	116,242.73	Wallbridge Gilbert Aztec RFP	NT.
LTU - Ranku Infrastructure Assessment	3,375.08	WSP Australia Pty Limited	NSW
GRAND TOTAL	5,530,302.29		

11. Please advise the number of contracts awarded to business entities with a principal place of business in the NT and outside the NT for the period 1 July 2020 to 31 March 2021 as follows:

Number in the NT	Number outside of the NT
572	25

12. For each of the contracts awarded to business entities with a principal place of business outside the Northern Territory, please advise the selection criteria on the applicable contract or tender.

Refer to table over page for details of the 25 procurements awarded outside the NT.

INTERSTATE DATA (Award)

Contract		Business entity	Address	Selection Criteria
20-0854	Provision of Software Support Services for Pix4DMapper for a Period of 36 Months	Pix4D	Switzerland	Local Content Price
T20-1360	All Centres - Support Agreement For IAM-NT Disaster Application And Web Site for a Period of 36 Months	EMT SOLUTIONS GROUP PTY LTD	VIC	Past Performance Local Content Capacity Timeliness Price Innovation
20-1049	Alice Springs Region - Maryvale Road (Extension) - Provision of 15cm Aerial Imagery and 1:2500 Digital Topographic Mapping	Aerometrex	SA	Past Performance Local Content Timeliness Price Project Specific
T20-1680	Tennant Creek Hospital - Servicing of Feeder Equipment including Sterilizers and Instruments for a Period of 12 Months	A.E. ATHERTON & SONS PROPRIETARY LIMITED	VIC	Price Past Performance Local Content Timeliness Capacity
D20-0210	Darwin - Consultancy - Provision of Specialist Marine Engineering Advice for a Period of 12 Months	Haskoning Australia Pty Limited	NSW	Price Past Performance Local Content Capacity
Q20-0340	All Regions - Consultancy - 2020 Commercial Passenger Vehicle (CPV) Review	Fivenines Consulting Pty Ltd	VIC	Price Past Performance Local Content Timeliness Capacity Innovation Project Specific
T20-1781	Alice Springs Region - Stuart Highway - Karnte Road Intersection Upgrade Design and Documentation	TFA GROUP PTY LTD	QLD	Price Past Performance Local Content Timeliness Capacity Project Specific
T20-1851	Darwin - Purchase Electronic Bus Totems	MERCURY INNOVATION PTY. LTD.	NSW	Price Local Content Timeliness Capacity
Q20-0422	Renewal of Software Update Licences and Support for Oracle Database Software for a Period of 12 Months	Oracle Corporation Australia Pty Limited	NSW	Price Local Content Project Specific
T20-2064	Darwin Region - Consultancy - Discovery Process for Streams Integration	TRANSMAX PTY LTD	QLD	Price Past Performance Local Content Timeliness Capacity Innovation

Contract		Business entity	Address	Selection Criteria
T20-1579	All Regions - Northern Territory Sealed Road Network ANRAM Risk Assessment	ARRB Group Ltd	VIC	Price Past Performance Local Content Timeliness Project Specific
T20-1808	Alice Springs Correctional Facility - Design and Document Security Infrastructure Upgrade	IPP CONSULTING	NSW	Price Past Performance Local Content Timeliness Capacity
T20-2134	Katherine Region - Supply capsules and catalyst for aerial burning	RAINDANCE SYSTEMS PTY LTD	WA	Price Local Content Timeliness
20-1607	Darwin Region - Supply of Q-Flow Hardware Refresh and Software Upgrade	NEXA GROUP PTY LTD	NSW	Price Local Content Timeliness Project Specific
T20-2305	Royal Darwin Hospital - Building 57 - Provision of ASCOM Duress System Software Maintenance	ASCOM INTEGRATED WIRELESS PTY LTD	NSW	Price Past Performance Local Content Timeliness Capacity
T20-2221	Darwin Region - Tiger Brennan Drive - ITS Design for Rail Crossing Warning System and Queue Detection	TRANSMAX PTY LTD	QLD	Price Past Performance Local Content Timeliness Capacity
T20-2246	Darwin - Consultancy - Cost Benefit Analysis - Possible Adoption of Section J of the National Construction Code in the Northern Territory for Commercial Buildings	DeltaQ Pty Limited	ACT	Price Past Performance Local Content Timeliness Capacity Project Specific
20-1763	All Centres - Super Tuesday Bike Counts 2021	BICYCLE NETWORK INCORPORATED	VIC	Price Local Content Project Specific
T20-2236	Merge ARRB Structures Inspection System Databases of Level 2 (condition Rating) Inspections of Bridges in the NT	Australian Road Research Board	QLD	Price Past Performance Local Content Timeliness Capacity
21-0084	Darwin - Consultancy - Freedom of Information Internal Review	INFORMATION CONSULTANTS PTY. LIMITED	NSW	Price Local Content Timeliness

Contract		Business entity	Address	Selection Criteria
T21-1125	Darwin Region - Consultancy - Contract facilitator for the overpass at Tiger Brennan Drive and Berrimah Road Intersection	Wheaton Enterprises Pty Ltd	SA	Price Past Performance Local Content Timeliness Capacity Project Specific
T21-1129	Alice Springs Hospital - Consultant Services - Co-Generation System Assessment	CLARKE ENERGY (AUSTRALIA) PTY. LTD.	SA	Price Past Performance Local Content Timeliness Capacity
T21-1117	Consultant Specialist Contracts Advisor - State Square Art Gallery	The Trustee for ARO Strategic Consulting Trust	QLD	Price Past Performance Local Content Timeliness Capacity Project Specific
T21-1080	Darwin - State Square Underground Carpark - Sensor Dynamics License Renewal for a Period of 12 Months	Sensor Dynamics Pty Ltd	VIC	Price Local Content Project Specific
21-0286	Darwin - Asset Condition Inspection and Lifecycle Modelling Pilot	SPM ASSETS PTY LIMITED	NSW	Price Past Performance Local Content Timeliness Capacity

- 13. For Tier 3, Tier 4 and Tier 5 procurement activities, how many public tenders were advertised during the period 1 July 2020 to 31 March 2021?**

Reporting period	Tier 3,4 and 5 Public tenders
1 July 2020 to 31 March 2021	249

- 14. For Tier 3, Tier 4 and Tier 5 procurement activities, how many contracts or tenders were awarded without undertaking a public tender process during the period 1 July 2020 to 31 March 2021?**

Reporting period	Tier 3,4 and 5 Not Public tenders
1 July 2020 to 31 March 2021	28

- 15. For each instance identified in the question above, where a public quotation process was not undertaken, including for those with a Certificate of Exemption:**
- a) What is the description of the goods and services contracted?**
 - b) What is the value of the goods and services contracted?**
 - c) What was the reason for not using the public tender process or for requiring a Certificate of Exemption?**
 - d) Who recommended the course of action in c) above?**
 - e) Who approved the course of action in c) above?**

a), b), c) – please refer to the table over page.

d) and e) - definition of ‘approver’ – delegations are in place for Accountable Officer’s authority. Delegated officer refers to the person with the authority to approve that function.

SELECTED DATA (AWARDED)

Title of Requisition (a)	Contract Value (b)	Reason for select process (c)
Darwin Region - Litchfield - Walangurminy Community Civil Infrastructure Works - Mandatory Site Inspection	\$1,247,533	Local Indigenous Enterprise with capacity.
Darwin Region - Melville Island - Upgrade and Seal Paru Road between CH 0.40km and CH 4.45km	\$5,226,339	Local Indigenous Enterprise with capacity.
Katherine Region - Weed Management Western Area for a Period of 36 Months	\$221,079	Local Indigenous Enterprise with capacity.
Katherine Region - Kalkarindji - Stage 1 Subdivision Works - Detailed Design	\$138,880	Three local consultants with PWC accreditation invited, to develop a strategy to inform negotiation of land servicing requirements.
Panel Period Contract For Quantity Surveying Consultancy Services for a Period of 24 Months	\$453,503	All Four local QS firms invited on panel basis.
Katherine Region - Borrooloola and Robinson River - Government Employee Housing (GEH) - Upgrades to 14 Dwellings	\$1,205,253	Local Indigenous Enterprise with capacity.
Katherine Region - Design of Stuart Highway and Edith Farms Road Intersection Upgrade	\$64,217	Three local consultants invited.
Darwin - Consultancy - Provision of Specialist Marine Engineering Advice for a Period of 12 Months	\$299,970	Single specialist marine engineering advice.
Katherine Region - Katherine East Neighbourhood Centre - Stage 1 Headworks Detailed Design	\$453,136	Local consultant already engaged to complete the masterplan and concept design – detailed design now required utilising previously prepared headworks design.
Alice Springs Region - Tjukururu Road - Provision of Annex Laboratory and Conformance Testing Services for the Tjukururu Road Upgrade Ch.40.40km to Ch.55.40km	\$317,990	Under panel arrangement for regional works.
Darwin Region - Wadeye - Homebuild NT - Construction of 1 x 1 Bedroom Triplex at Lot 837	\$1,318,372	Local Indigenous Enterprise with capacity.
Darwin - Casuarina Plaza 1st Floor - Design and Construct New Office Fitout for Top End Health Service	\$818,811	Procurement Exemption E9 H – Building Owner works.
Darwin Region - Peter McAulay Centre - Emergency Operations Centre Fit Out	\$1,243,588	Three local contractors with PF166 clearance invited to tender.
Tennant Creek - Purkiss Reserve - Construction of New Perimeter Fence and Paths Around Sports Field	\$198,895	Four local contractors invited, two submissions received.
Katherine Region - Borrooloola Mara Town Camp (Lots 50 & 51) - Homebuild NT - Demolition of 3 Existing Dwellings and The Construction of 2 X 2 Bedroom Duplexes	\$1,883,475	Local Indigenous Enterprise with capacity.
Katherine Region - Borrooloola Garawa 1 Town Camp (Lot 933) - Homebuild NT - Demolition of 1 Existing Dwelling and the Construction of a 1 x 3 Bedroom Duplex	\$1,053,264	Local Indigenous Enterprise with capacity.
Darwin Region - Maningrida - HomeBuild NT - Construction of 2 x 2 Bedroom on Lots 183 & 186 and 2 x 3 Bedroom Dwellings on Lots 185 & 189	\$1,963,114	Local Indigenous Enterprise with capacity.
Renewal of Software Update Licences and Support for Oracle Database Software for a Period of 12 Months	\$154,535	Proprietary System.
Katherine Region - Nitmiluk National Park - Design and Construct - Baruwei Sculptural Art Dilly Bag and Blue Tongue Lizard	\$485,100	Winner of Competition.
Darwin Region - Consultancy - Provision of As and When Advisory Services for Subdivision Development Guidelines for a Period of 12 Months	\$98,582	Single tender invited from consultant with development history of the Subdivision Development Guidelines to support stakeholder consultation.
Katherine Region - Nitmiluk National Park - Design and Construct - Baruwei Sculptural Art - Dreaming Birds	\$92,000	Winner of Competition.
All Regions - Northern Territory Sealed Road Network ANRAM Risk Assessment	\$517,000	Only Body Nationally with Capability.
Alice Springs - Provision of Civil Project Officer Services for Capital Works Projects	\$222,740	Fast Tracked projects requiring Technical Supervision whilst recruitment is underway with pre-existing knowledge.
West Arnhem - Warruwi Preschool - Replace Water Service	\$81,113	No responses to Original procurement, contractor onsite under a different procurement.
Katherine Region - Borrooloola - Upgrade of Remote Community Dwellings - Borrooloola Town Camps	\$1,883,074	Local Indigenous Enterprise with capacity.
Darwin - Richardson Park - Demolition of Grandstand Building and Ancillary Buildings, and Removal of the Concrete Stockpile and Obsolete Underground Services	\$689,942	4 locals with demolition expertise invited to tender - Highest ranked tenderer.
Darwin - Don Dale Youth Detention Centre - Upgrade/Refurbish All Hollis Scott 9-1000 Series Locks	\$164,837	Proprietary System.
Alice Springs - Central Australian Health Services Warehouse - Provision of Design and Construct Vaccine Storage Coolroom	\$184,976	Procurement Exemption E9 H – Building Owner works.

FOCUS GROUPS / POLLING / SURVEYS

For the period 1 July 2020 to 31 March 2021:

16. Please detail expenditure on opinion polls and focus groups, including costs and entities that conducted the work.

Nil.

17. Detail all surveys undertaken in relation to the focus groups and opinion polls above, including their, form, the cost and what inducements were provided to incentivize participation.

Project	Cost (exc GST)	Vendor	Form	Incentive
Planning for Gunn Point – proposed update to the Litchfield Subregional Land Use Plan: Stage 2 Consultation	N/A	NTPC	Online Survey via Have Your Say	N/A
Bagot Road Shared Path Planning Study <i>25 November 2020 to 11 January 2021</i>	Stakeholder engagement component of this overall contract was \$36,000 for two stages of consultation	AAP (Associated Advertising Press) sub consultant to engineering firm AECOM	Online Survey via Have Your Say	N/A
Vanderlin Drive / Lee Point Road intersection study <i>25 November 2020 to 18 December 2020</i>	The stakeholder engagement component was not separated from the overall contract.	Engineering firm SMEC	Online Survey via Have Your Say	N/A
NT Cycle Path network reviews in Darwin, Katherine, Tennant Creek and Alice Springs <i>25 November 2020 to 18 December 2020</i>	The stakeholder engagement component was not separated from the overall contract.	Engineering firms Cardno (Darwin and Alice Springs) & GHD (Tennant Creek and Katherine)	2x Online surveys by Cardno and a map based survey by GHD.	N/A

18. Please provide copies of each survey and the results of each survey.

Planning for Gunn Point – proposed update to the Litchfield Subregional Land Use Plan: Stage 2 Consultation

Planning for Gunn Point Peninsula
Have Your Say Northern Territory
Quick Survey

The responses to this survey will help us to better understand:

- how you use and what you think of the Gunn Point Peninsula now; and
- how you would like to see the area develop in the future.

This survey has been prepared to help you get involved in the NT Planning Commission’s project to update the Litchfield Subregional Land Use Plan (LSLUP), particularly as it relates to Gunn Point Peninsula and the future Township of Murrumujuk.

The questions in the survey relate to land uses explored in the Discussion Paper, and principles and objectives to guide future development of land in the short and long-term that are detailed in the Proposed Updates to Litchfield Subregional Land Use Plan – Gunn Point Peninsula.

Page 1 - Land Uses

Several land uses are currently identified by the Litchfield Subregional Land Use Plan within the Gunn Point Peninsula study area. These land uses include:

- horticulture / agriculture / grazing;
- a deep water port
- strategic industry;
- a rural area;
- a railway and utility corridor; and
- the future township of Murrumujuk.

Increased interest in the use of land within the Gunn Point Peninsula and the outcomes of recent natural resource investigations support a broad review of the land use structure identified by the Litchfield Subregional Land Use Plan (2016).

These investigations have improved the understanding of land and groundwater capabilities and flora and fauna considerations. The findings of these investigations is critical information for land planning decisions.

Find out more about the proposed amendments to the land use structure for Gunn Point in the Discussion Paper

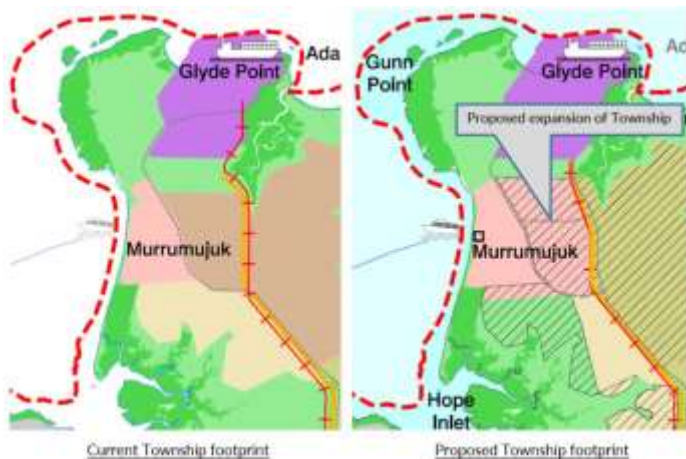


Figure 1 – Proposed Expansion of Murrumujuk Township

Q1 - Do you support the proposed expansion of the Murrumujuk Township area as shown in the hatched areas on Figure 1 above?

(choose any one option)

Yes

No

Other (please specify)

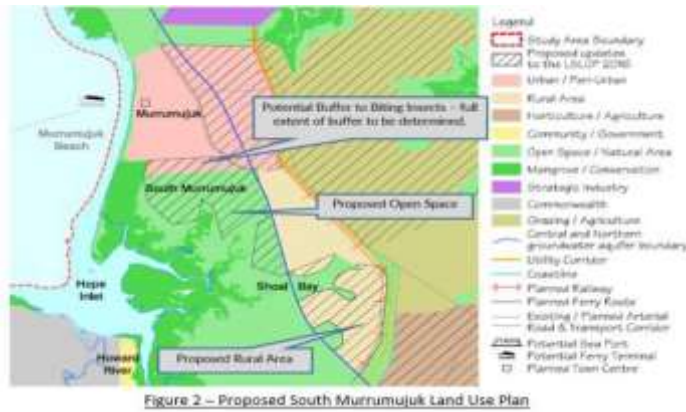


Figure 2 – Proposed South Murrumujuk Land Use Plan

Q2 - Do you support the proposed changes of land uses within South Murrumujuk, as shown in the hatched areas on Figure 2 above?

(choose any one option)

Yes

No

Other (please specify)

Q3 - Do you support the identification of sites within Murrumujuk for potential tourism ventures that respond to the environmental, cultural and recreational opportunities present?

(choose any one option)

Yes

No

N/A

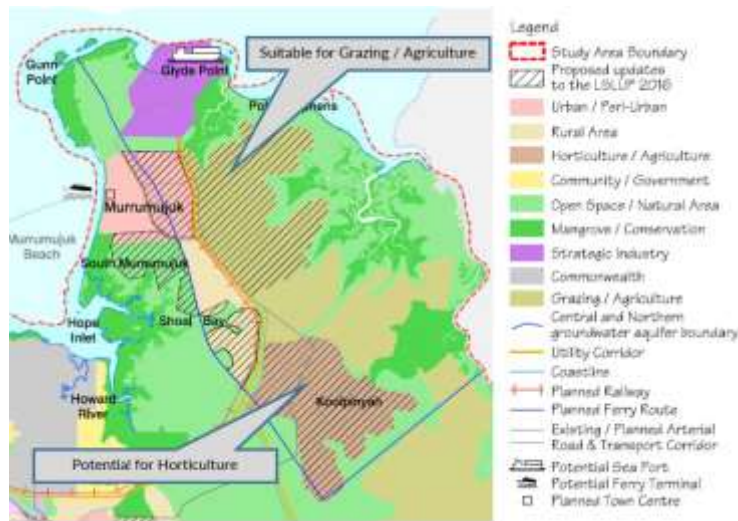


Figure 3 – Proposed change to land uses East of Gunn Point Road

Q4 - Do you support the proposed changes of land uses East of Gunn Point Road, as shown in the hatched areas on Figure 3 above?

(choose any one option)

Yes

No

Other (please specify)

Page 2 – Planning Principles

The following questions relate to the draft principles and objectives to guide future development of land in the short and long-term contained in the Proposed Updates to the Litchfield Subregional Land Use Plan document.

Do you think this update to the Litchfield Subregional Land Use Plan captures the key environmental issues for Gunn Point?

(Choose any one option)

Yes

No

**Q5 - Answer this question only if you have chosen Yes for Do you think this update to the Litchfield Subregional Land Use Plan captures the key environmental issues for Gunn Point?
Why?**

**Answer this question only if you have chosen No for Do you think this update to the Litchfield Subregional Land Use Plan captures the key environmental issues for Gunn Point?
Why?**

**Q6 - Do you think this update to the Litchfield Subregional Land Use Plan will help guide long term development for Gunn Point?
(choose any one option)
Yes
No**

**Answer this question only if you have chosen Yes Do you think this update to the Litchfield Subregional Land Use Plan will help guide long term development for Gunn Point?
Why?**

**Answer this question only if you have chosen No Do you think this update to the Litchfield Subregional Land Use Plan will help guide long term development for Gunn Point?
Why?**

**Q7 - Do you think this update to the Litchfield Subregional Land Use Plan will enable the continued use and enjoyment of Murrumujuk Beach?
(choose any one option)
Yes
No**

**Answer this question only if you have chosen Yes Do you think this update to the Litchfield Subregional Land Use Plan will enable the continued use and enjoyment of Murrumujuk Beach?
Why?**

**Answer this question only if you have chosen Yes No you think this update to the Litchfield Subregional Land Use Plan will enable the continued use and enjoyment of Murrumujuk Beach?
Why?**

**Q8 - Do you think this update to the Litchfield Subregional Land Use Plan will help to enable the continued use and enjoyment of Leaders Creek, Adelaide River and coastal areas?
(choose any one option)
Yes
No**

**Answer this question only if you have chosen Yes for Do you think this update to the Litchfield Subregional Land Use Plan will help to enable the continued use and enjoyment of Leaders Creek, Adelaide River and coastal areas?
Why?**

Answer this question only if you have chosen No for Do you think this update to the Litchfield Subregional Land Use Plan will help to enable the continued use and enjoyment of Leaders Creek, Adelaide River and coastal areas?

Why?

**Do you think the future Murrumujuk Township can accommodate a mix of urban land uses i.e. residential, commercial and education etc. and maintain or enhance the natural amenity that exists?
(choose any one option)**

**Yes
No**

**Answer this question only if you have chosen Yes for Do you think the future Murrumujuk Township can accommodate a mix of urban land uses i.e. residential, commercial and education etc. and maintain or enhance the natural amenity that exists?
Why?**

**Answer this question only if you have chosen No for Do you think the future Murrumujuk Township can accommodate a mix of urban land uses i.e. residential, commercial and education etc. and maintain or enhance the natural amenity that exists?
Why?**

Are there any other matters we should consider?

Results:

Q1 Do you support the proposed expansion of the Murrumujuk Township area as shown in the hatched areas on Figure 1 above?

Yes – 20.6%

No – 64.7%

Other – 14.7%

Other (please specify)

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q2 Do you support the proposed changes of land uses within South Murrumujuk, as shown in the hatched areas on Figure 2 above?

Yes – 23.5%

No - 55.9%

Other 20.6%(please specify)

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q3 Do you support the identification of sites within Murrumujuk for potential tourism ventures that respond to the environmental, cultural and recreational opportunities present?

Yes - 52.9%

No - 47.1%

N/A - 0%

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q4 Do you support the proposed changes of land uses East of Gunn Point Road, as shown in the hatched areas on Figure 3 above?

Yes - 35.3%

No - 52.9%

Other - 11.8% (please specify)

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q5 Do you think this update to the Litchfield Subregional Land Use Plan captures the key environmental issues for Gunn Point?

Yes - 23.5%

No – 76.5%

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q6 Why?

Optional question (4 response(s), 30 skipped)

Question type: Single Line Question

7/28/2020 08:04 AM

The area needs to be opened up for prosperity sake. Keeping it as it is does not enhance the area and leaves it open to abuse (especially the open areas)

7/28/2020 04:53 PM

Providing town water. Looking after the animals.

7/29/2020 10:48 AM

While it will fashionable to claim there are gaps in environmental knowledge and therefore oppose development, at this level of planning the available accrued knowledge over many years is sufficient to allow planning to proceed.

8/28/2020 12:27 PM

Water supply is of major concern along with rail and road access to Glyde Point. Stormwater runoff needs to be controlled as not to affect offshore structures.

Q7 Why?

Quick Survey : Survey Report for **01 July 2020 to 31 August 2020**

Page 7 of 28

7/24/2020 09:58 AM

A lot of this land is used for hunting of waterfowl and feral pig hunting. Which is one of very few places in the NT people can access freely.

7/24/2020 10:03 AM

urbanizing and ruining a good bit of the world plus removing even more of hunting area

7/25/2020 07:51 AM

Because flattening and developing virgin bush is what destroys the environment. This will be the environmental issue, not how it is currently.

7/25/2020 09:50 AM

This plan will destroy a large part of the natural habitat and degrade the quality of the reserve

7/26/2020 05:08 PM

It acknowledges issues around accessing ground water but does nothing to address them. Just says "limit access", but how? Who governs it? Rainfall is variable, in a bad wet season will it be adjusted?

7/27/2020 10:59 AM

Gunn point should be left alone

7/27/2020 05:31 PM

This land should be for public use, all green space

7/28/2020 11:04 AM

Adding a deepwater port near the blue holes and Vernon Islands would be environmentally detrimental. So would housing 30,000 people be a strain on the local environment and water supply.

7/28/2020 12:30 PM

It does not address the potentially adverse oceanographic environment for a deep water port.

7/29/2020 05:09 PM

We do not need more development. Housing prices have dropped due to lack of demand and flooding of the market.

7/30/2020 02:56 PM

Given this areas proximity to Greater Darwin it should be kept free to be used as a recreational area. It is one of the last untouched beach areas that is available to be used.

7/31/2020 09:31 AM

There is little attention given to the environment, apart from water availability and placement of aquifers. There is slight reference to 'retain[ing] the cultural and landscape value of natural features' but these cultural values are not articulated.

7/31/2020 03:47 PM

There's only a certain amount of underground water in the area. And the soil is way to salty for Agriculture.

8/02/2020 08:09 PM

Environmental issues

8/10/2020 12:46 PM

What about our sacred sites and ceremonial areas of significance. What about the number of burial sites that are in the proposed areas. Since the inclusion of the yellow buoys in that area there has been a return of green sea turtles returning to lay

8/10/2020 02:30 PM

last 40+ years pleas for assistance in environment land erosion have been ignored at all levels on NT Government and continues to be shoved about – so what's going to change

8/13/2020 11:39 AM

My Great Grandfather Ginger Palmer's heritage listed site known as "Ginger Palmer's Jungle" is in this locality namely Glyde Point. It should be left alone. Nature should be left alone. Why does the NTG continually need to build for people who leave

8/13/2020 11:57 AM

It will destroy GINGER PALMERS JUNGLE and several TIWI BURIAL SITES located there.

8/18/2020 10:42 PM

The wetlands do not appear to be taken into consideration.

8/25/2020 09:52 PM

you continue to fail to demonstrate an appreciation for the broad brush strokes of the rich environmental values of Gunn Point, let alone a capacity to manage them.

8/26/2020 02:47 PM

Worried about the native animals in the area. Where will they go? Also feral animals are a problem and people hit them with their vehicle and steal their tusks

8/27/2020 09:15 AM

The downstream impacts to the environment are not considered in detail, for example there is little information of the impacts of a deepwater port on marine species such as turtles and dugongs.

8/28/2020 01:25 PM

It has not acknowledged ecological values from Traditional Owner perspective. Specifically, it has not acknowledged Tiwi Islander cultural values or engagement

8/31/2020 10:38 AM

This area contains major wetlands vital to waterfowl and hunting. Agriculture and forestry will further deplete the groundwater reserves these wetlands depend upon to uphold the water table. Hunting will come in conflict with residents of Murrumujuk.

8/31/2020 11:48 AM

A failure to plan for long-term maintenance of the diverse range of habitats on Gunn Point. particularly seasonal and permanent groundwater dependent ecosystems and eucalypt woodlands or forests. A failure to provide adequate buffers to protect.

Optional question (25 response(s), 9 skipped)

Question type: Single Line Question

Q8 Do you think this update to the Litchfield Subregional Land Use Plan will help to guide long term development for Gunn Point?

Yes – 42.4%

No – 57.6%

Question options

Optional question (33 response(s), 1 skipped)

Question type: Radio Button Question

Q9 Why?

7/24/2020 09:58 AM

The port and rail to the end will increase jobs. there no need to create more housing in the area.

7/26/2020 05:08 PM

Highlights then need to maintain natural water drainage

7/28/2020 08:04 AM

Extending the railway into this area and have shipping in and out will help movement of people & supplies

7/28/2020 12:30 PM

It is broad-ranging.

7/28/2020 04:53 PM

People will move out there. Beachside land is rare as anything in Darwin.

7/29/2020 10:48 AM

Provides a greater degree of certainty.

8/10/2020 12:46 PM

As an Aboriginal community who have been the only living people in the area for a number of years we feel helpless in what we say as Government will do what it WANTS

8/18/2020 10:42 PM

Because it is being open for all to see.

8/27/2020 09:15 AM

Its a starting point but more detailed work will need to be done.

8/28/2020 12:27 PM

Land usage is varied in the area. A need to balance a mix of agricultural and industrial options.

Optional question (10 response(s), 24 skipped)

Question type: Single Line Question

Q10 Why?

7/25/2020 07:51 AM

Because Gunn Point is a destination for people wanting to get away from developed land, go camping 4x4 driving, and hunting. The thought of this land being destroyed for "development" is saddening.

7/25/2020 07:52 AM

The development needs to be away from the Shoal Bay Reserve to preserve

7/25/2020 09:50 AM the natural habitat

7/27/2020 10:59 AM

As above Gunn Point should be left alone.

7/27/2020 05:31 PM

Should all be recreational green space

7/28/2020 11:04 AM

It's not comprehensive enough

7/30/2020 02:56 PM

Given this area's proximity to Greater Darwin it should be kept free to be used as a recreational area. It is one of the last untouched beach areas that is available to be used

7/31/2020 09:31 AM

This document is very limited in its scope and overlooks significant cultural, environmental and social considerations for the development.

7/31/2020 03:47 PM

As written about in above question

8/02/2020 08:09 PM

Should not be developed. Environment/habitats need to be kept

8/10/2020 02:30 PM

Will be filtered down and generally ignored - Or does Darwin Harbor still have 100% of its original mangroves?

8/13/2020 11:39 AM

I am opposed to the whole idea - leave the bush alone for goodness sake - at least one place

8/13/2020 11:57 AM

Once again it will destroy GINGER PALMERS JUNGLE and several TIWI BURIAL SITES

8/25/2020 09:52 PM

You have demonstrated over the past 20 years a determination to push ahead with the biggest dumbest ideas for this area you can lay your dirty hands on, irrespective of our contributions to your 'planning' processes.

8/26/2020 02:47 PM

The plan does not focus on cultural sites or Tiwi people's burial sites. Our old people are buried on this land. The plan does not consider cultural values.

8/28/2020 01:25 PM

It has not acknowledged ecological values from Traditional Owner perspective. Specifically, it has not acknowledged Tiwi Islander cultural values

8/31/2020 10:38 AM

Maintain the area for grazing, Conservation/Hunting reserves. We have few enough areas where hunting is permitted without putting a township right adjacent to one of our most important ones at Shoal Bay Coastal Reserve.

8/31/2020 11:48 AM

Because the plan fails to provide for long-term maintenance of environmental values such as GDEs and Eucalypt woodlands and thus erodes the future lifestyle of Territorians. Substantial areas need to be set aside for conservation including corridors.

Optional question (17 response(s), 17 skipped)

Question type: Single Line Question

Q11 Do you think this update to the Litchfield Subregional Land Use Plan will enable the continued use and enjoyment of Murrumujuk Beach?

Yes – 32.4%

No – 67.6%

Question options

Optional question (34 response(s), 0 skipped)

Question type: Radio Button Question

Q12 Why?

7/25/2020 07:51 AM

Yes I'm sure you'll still let us use the beach, so generous (sarcasm), but there is so much more to gun point than just the beach, do not destroy this!

7/26/2020 05:08 PM

Increase access, but also means increased governance so those who like to go there to "cut loose" will dislike it

7/28/2020 12:30 PM

Because I think it does...

7/28/2020 04:53 PM

Like all beaches it will stay public.

7/29/2020 10:48 AM

Indeed, there is argument for for more rapid regulation of recreational use in this area.

8/10/2020 12:46 PM

It will as people will still come out and do what they want, where they want, a law unto themselves

8/28/2020 12:27 PM

The need to provide a limitation of coastal development. Access to the beach by the locals and visitors is critical. As noted, there are few coastal areas close to Darwin without mangroves to get through. There is a need to limit vehicle access.

Optional question (7 response(s), 27 skipped)

Question type: Single Line Question

Q13 Why?

7/24/2020 09:58 AM

The area will get a lot more red tape. IE no camping or no access to the beach with cars.

7/24/2020 10:03 AM

the bitchumen road has already meant that every tom dick and grubby harry can now access the beach

7/27/2020 10:59 AM

It is already being ruined by the bitumen road.

7/27/2020 05:31 PM

The land should be modified to become a full recreational space

7/28/2020 08:04 AM

I note that there was no mention of a Dump Point or sewerage facility for waste from travellers motorhomes or caravans. There has to be provision for waste management. My association can assist with information on the best practices.

7/28/2020 11:04 AM

It doesn't talk about the continued use of the area for recreational purposes

7/29/2020 05:09 PM

It's currently in its natural state and beauty. Development will just make it another Cullen bay or waterfront outlook

7/30/2020 02:56 PM

Given this areas proximity to Greater Darwin it should be kept free to be used as a recreational area. It is one of the last untouched beach areas that is available to be used

7/31/2020 09:31 AM

To some extent, the general public will have greater access to this area. However, traditional owners are concerned about potential damage to sacred sites along the Beach as well as submerged on the seafloor.

7/31/2020 03:47 PM

It's not deep enough for a port,so therefore it wilk neef to be fredged and it will change the run of the water ect.

8/02/2020 08:09 PM

Should be left as is

8/10/2020 02:30 PM

Area is 100% lawless, not one law is enforced. Every weekend trespasses on our land cars burnt/dumped gun shots at night, thefts and not one Police Officer or Lands or Parks officer in sight --all state lack of funding

8/13/2020 11:39 AM

opposed

8/13/2020 11:57 AM

Once again it will destroy GINGER PALMERS JUNGLE and several TIWI BURIAL SITES

8/18/2020 10:42 PM

It will become an urban area, where the current activities and freedoms will be contained.

8/25/2020 09:52 PM

I think I've made myself clear.

8/26/2020 02:47 PM

Tiwi people don't have access to their traditional lands. Tourists and visitors don't take their rubbish home with them.

8/27/2020 09:15 AM

For whom? And what does use mean?

8/28/2020 01:25 PM

It has not acknowledged ecological values from Traditional Owner perspective. Specifically, it has not acknowledged Tiwi Islander cultural values

8/31/2020 10:38 AM

NIMBYs

8/31/2020 11:48 AM

Unclear how the beach will not be negatively impacted by the adjacent township and industry eg issues of effluent.

Optional question (22 response(s), 12 skipped)
Question type: Single Line Question

Q14 Do you think this update to the Litchfield Subregional Land Use Plan will help to enable the continued use and enjoyment of Leaders Creek, Adelaide River and coastal areas?

Yes – 48.5%
No – 51.5%

Question options

Optional question (33 response(s), 1 skipped)
Question type: Radio Button Question

Q15 Why?

7/25/2020 07:51 AM

Yes ur not destroying the water are you? Although fishing quality will certainly decline.

7/26/2020 05:08 PM

Increased community knowledge and access will mean more can enjoy it, but also means more crowding

7/27/2020 05:31 PM

Yes for leaders creek and adelaide river

7/28/2020 08:04 AM

As long as there are relevant facilities for the general public and the tourist market all will be good.

7/28/2020 12:30 PM

Ditto...

7/28/2020 04:53 PM

They are not here. These places will become better.

7/29/2020 10:48 AM

Planning certainty.

8/10/2020 12:46 PM

Yes it wil, always gotta look after the recreational fishers - typical!

8/13/2020 11:39 AM

Update Leaders Creek - leave Glyde Point and Ginger Palmers Jungle alone - NTG should of consulted living family members - do your homework

8/18/2020 10:42 PM

There is no evidence presented that suggest this will impact these areas.

8/28/2020 12:27 PM

Leaders Creek needs to retain its mangrove surrounds as part of its nursery conditions for sea life in the area.

Optional question (12 response(s), 22 skipped)

Question type: Single Line Question

Q16 Why?

7/24/2020 09:58 AM

with upgrades roads there will no more people using the 2 small and tidal ramps causing over crowding.

7/24/2020 10:03 AM

increased population pressure will mean increased crime rates and more crab pot raiding

7/27/2020 10:59 AM

All this will do is overload an already fragile area.

7/28/2020 11:04 AM

Adding 30,000 people to the area will put huge amount of pressure on these areas. A deep water port will also impact peoples access to these areas.

7/29/2020 05:09 PM

Pollution

7/30/2020 02:56 PM

The area should be kept natural

7/31/2020 09:31 AM

I don't know the answer to this question.

7/31/2020 03:47 PM

Same reason as last question..

8/02/2020 08:09 PM

Should not be changed. Spoilage of area allowing too many people access.

8/10/2020 02:30 PM

Areas will be dumping grounds adding to pollution overcrowding of areas

8/13/2020 11:15 AM

8/13/2020 11:57 AM

Once again it will destroy GINGER PALMERS JUNGLE and several TIWI BURIAL SITES

8/25/2020 09:52 PM

I'm not certain but I've heard stories about the impact of the road building on Leaders Creek. Industrialisation, deep port and suburbs are huge changes that can't help but impact on existing uses and adjacent areas

8/27/2020 09:15 AM

As above.

8/31/2020 10:38 AM

NIMBYs

8/31/2020 11:48 AM

Substantial areas with conservation as primary land use are required to maintain the coastal habitats.

Optional question (15 response(s), 19 skipped)

Question type: Single Line Question

Q17 Do you think the future Murrumujuk Township can accommodate a mix of urban land uses i.e. residential, commercial and education etc. and maintain or enhance the natural amenity that exists?

Yes – 33.3%

No – 66.7%

Question options

Optional question (33 response(s), 1 skipped)

Question type: Radio Button Question

Q18 Why?

7/26/2020 05:08 PM

If planned correctly. Incorporating natural drainage features and green corridors will help. The issue with new suburbs in darwin is the land cleaning leading to lack of trees/green corridors which then turns these newer suburbs into heat sinks

7/28/2020 08:04 AM

As long as the right (experienced) people are in charge.

7/28/2020 12:30 PM

Because I believe it can... (was this survey designed by a toddler?
<https://riseandshine.childrensnational.org/why-do-toddlers-ask-why/>)

7/28/2020 04:53 PM

I would like to retire there.

7/29/2020 10:48 AM

Early development will motivate the introduction of appropriate regulation to protect the fragile nature of the beach, dunes and cliffs.

8/10/2020 12:46 PM

Trtging to see the positive of the development but worrying for us as a Aboriginal community being left out on the fringes

8/28/2020 12:27 PM

Somewhat in the view of an Adelaide River sized population.

Optional question (7 response(s), 27 skipped)

Question type: Single Line Question

Q19 Why?

7/24/2020 09:58 AM

There many reason why having a township at Murrumujuk will not be a good for the area. IE increase lights on a turtle breeding beach/area. Access to reserves and area to be reduced.

7/24/2020 10:03 AM

there wont be any nautral areas left, stop trying to make it something its not

7/25/2020 07:51 AM

We already have developed land, use what we have. Do more with what we have than just going out and flattening more bush.

7/25/2020 09:50 AM

7/27/2020 10:59 AM

The Township should not be considered at all.

7/28/2020 11:04 AM

Industry and a big increase in housing/population is counter intuitive to the enhancement of the natural environment.

7/29/2020 05:09 PM

Over development like Mitchell creek.

7/30/2020 02:56 PM

Leave it natural

7/31/2020 09:31 AM

We've seen at Bayview with the devastation to the mangroves that populations cannot peacefully co-exist alongside mangrove environments. There are many dugong and turtle populations that may be impacted by increased use of the area.

7/31/2020 03:47 PM

Absolutely not. The people who are careers of this land don't want to be another city.

8/02/2020 08:09 PM

Spoil the natural environment.

8/10/2020 02:30 PM

Eventual General lack of water due to over use for crops/people , no transport, no infrastructure of any kind ,no Police/Fire/ Ambulance or real Hospital Service no other service Jobs nothing - all 10 years or more away

8/13/2020 11:15 AM

8/13/2020 11:39 AM

opposed to the whole idea

8/13/2020 11:57 AM

Once again it will destroy GINGER PALMERS JUNGLE and several TIWI BURIAL SITES

8/18/2020 10:42 PM

What is the point of placing up to 36,000 residents into a remote satellite city? The present value of the area for recreational use will be overwhelmed, therefore limiting people to certain areas and activities.

8/25/2020 09:52 PM

first of all I don't believe you: I remember a DLPE officer telling us they didn't envision the workers at Murrumujuk would have children. You haven't described how and why your 'plans' have changed. I doubt the integrity of

rural/peri-urban zoning given

8/26/2020 02:47 PM

Too many people in the development. Tiwi people will lose our hunting grounds. We will lose our bush foods. There won't be any land or food anymore. Where are the possums going to go?

8/27/2020 09:15 AM

Increased traffic, impacts to groundwater, pollution, light and noise are not conducive to enhancing natural amenity. There are increased biosecurity risks from invasive species such as cats, dogs and weeds.

8/28/2020 01:25 PM

It has not acknowledged ecological values from Traditional Owner perspective. Specifically, it has not acknowledged Tiwi Islander cultural values

8/31/2020 10:38 AM

Having a township that will grow to 36,000 people isn't going to improve the natural amenity of the coast and hunting areas.

8/31/2020 11:48 AM

Urban development largely means replacing the natural amenity.

Optional question (21 response(s), 13 skipped)

Question type: Single Line Question

Q20 Are there any other matters we should consider?

Quick Survey : Survey Report for **01 July 2020 to 31 August 2020**

Page **25** of **28**

7/24/2020 09:58 AM

If this is going to go ahead. What other areas will be opened up to the large population of waterfowl and feral pig hunters in the NT. Melacca swamp conservation area, Black jungle reserve and Djukbinj NP will need to be open to allow the continuation of these pass times in the area by a large amount of local people.

7/24/2020 10:03 AM

the hunting areas of both howard springs and shoal bay have been a target for years, if anything these areas need to be expanded not decreased, not sure why the bitchumen road got put where it is allowing a bloke who stole a station to steal even more land that shouldve been designated hunting reserve.

7/25/2020 07:51 AM

Don't develop this land. Many people hold it dear to their hearts and hate seeing their place being destroyed in the name of "development".

7/26/2020 05:08 PM

The management of the underground water sources is always a concern. NTG does not have a great track record. Considering alternative sources (desalination plants) instead of a "we promise not to take too much" is poor future planning

7/27/2020 10:59 AM

Greater effort should be expended in finding a suitable long term water supply for Darwin rather than pulling even more out of the aquifer.

7/27/2020 05:31 PM

This land should be recreational green space only

7/28/2020 08:04 AM

My association Campervan and Motorhome Club of Australia are experienced in providing environmentally friendly facilities for the tourism market in Australia. The NT is lagging behind in providing the correct facilities for travellers. There has to be a Dump Point (sewerage outlet) where tourists park or visit. Where there is a public toilet there can be a Dump Point. Please contact on on 0417829360 or Christina.boothby2@bigpond.com and I can provide this information.

7/28/2020 11:04 AM

Agriculture/horticulture and aquaculture have the potential to boost the local economy and feed a growing population, but building more housing and industrial areas in a relatively pristine part of the NT should be avoided. Use the Weddell areas instead.

7/28/2020 11:08 AM

The Northern Territory should not be attempting to expand living areas in terms of building more houses as we already have far too many houses for our population. Building houses that will remain empty and unused is bad for the environment and the economy as it is a waste of resources and money.

7/28/2020 12:30 PM

The suitability (from an environmental perspective) of Glyde Point for a deep water port.

7/28/2020 04:53 PM

Enough supply of beachfront properties

7/29/2020 10:48 AM

It is pleasing to see the continued allowance for the potential development of a deepwater port and associated strategic industry area at Glyde Point.

7/29/2020 05:09 PM

Don't allow US defence to use any of the land and leave it in its natural state. Make it a more controlled area such as Litchfield where recreational use is safe and encouraged.

7/30/2020 02:56 PM

Given this areas proximity to Greater Darwin it should be kept free to be used as a recreational area. It is one of the last untouched beach areas that is available to be used

7/31/2020 09:31 AM

The Gunn Point Peninsula has significant cultural, social and historical value to the Tiwi people. Not only is there strong oral history and material culture affirming Tiwi people's connection to the region (right through from the Vernon Islands through to southern Melville and southwestern Bathurst Islands), but there are likely to be significant archaeological sites submerged that may provide evidence of Tiwi occupation dating back thousands of years prior to the ice age. The natural landscape holds great value to the traditional Aboriginal owners as well, and is intrinsically linked to cultural and social values for Indigenous peoples. Tiwi traditional owners should be considered a stakeholder in this consultation process, particularly those from the Mantiyupwi clan.

7/31/2020 03:47 PM

Consider the rightful owners of the land and cultural rights of them. Consult with local land careers and the small business and practice of culture (FISHTRAP) at Glyde Point.

8/10/2020 12:46 PM

I think there needs to be more transparency, open, upfront and open honest communication with Durduga Aboriginal community and what is going on the deals that are going down and how this is going to really impact us! We have been in the area for a number of years, descendants of the Tiwi people (elders have now passed away) not Larrakia and there needs to be more talk with us not them. We have members living on community that commute each day to work in Darwin. This is our homeland passed down for generations. Our roads into the community is eroding quickly, development maybe good for a township but development for us may be of a concern with more public in our area trespassing.

8/10/2020 02:30 PM

Tree Point Community is again cut off and ignored not consulted

8/13/2020 11:39 AM

Yes, next time do your homework and consult living family members of Ginger Palmer aka Clayton family - Willy Clayton (grandson) Dolores Jones (great granddaughter)

8/13/2020 11:57 AM

NT Government should have done their research and try to contact LIVING DESCENDANTS of GINGER PALMER as their are 6 living grandchildren WILLY CLAYTON, LOLA MCGORM, LOIS YOUNG, MARYANNE ARRIETTA, EUCHARIA CLAYTON, LORETTA CLAYTON. Ginger also has 48 great grandchildren LIVING, 100+ Great great grandchildren, 12 great great great grandchildren. We should have all been informed of such future destruction to the area where our grandfather, great grandfather, g-ggrandfather, g-g-g grandfather safely kept women and children during the Bombing of Darwin. All family members have been told about this and all disagree about the whole destruction.

8/18/2020 10:42 PM

Why would this area even be considered when Wedell has not got off the drawing board. What other areas are available to develop that have less social impact? What happens to the hundreds of people that frequent the area each week for recreational activities or enjoy the outdoors, (maybe let off a little city steam)? What happens to those that go camping in the area, where do they go? What happens to the hunting reserve? The current

pastoralist is no longer welcome? No indication of public transport, there is nothing available in the rural area now, so how would low income families manage when located even further from the business centers. The aquifer is already under stress, where would all of the water requirements come from? The social value of the area to the residents of the greater Darwin need to be considered and accommodated. Is there another area a similar distance from Darwin that can be made recreational reserve to offset the loss of Gunn Point? Economics alone is not an excuse to have this area developed, when there is so much other available land around Darwin. Maybe more pressure is required for the military to relinquish some of their land around the city before venturing towards Gunn Point.

8/25/2020 09:52 PM

you should reconsider the consistent advice you've received at every juncture to date. this isnt consultation it's abuse.

8/26/2020 02:16 PM

This area has significant sand and gravel resources that need to be included in your planning so they are available for the development.

8/26/2020 02:47 PM

Just leave the land as it is. You are spoiling our country. Don't forget to talk to Tiwi and Larrakia people. Lots of burials and dreaming areas. Talk to AAPA to see where the sacred areas are.

8/27/2020 09:15 AM

As stated earlier there needs to be greater consultation with Indigenous stakeholders and serious consideration of sacred sites. Care should be taken to develop in a green, sustainable and culturally sensitive manner that does not simply replicate the poor environmental outcomes of previous development.

8/28/2020 01:25 PM

The Plan does not acknowledged ecological values from Traditional Owner perspective. Specifically, it has not acknowledged Tiwi Islander cultural values

8/30/2020 06:39 AM

no

8/31/2020 10:38 AM

Build Wedell.

8/31/2020 11:48 AM

All areas currently zoned as conservation should be retained with conservation as the primary land use. These areas should be linked both north to south and east to west with wildlife corridors that need to be protected from extractive mining. High value areas such as rainforest and threatened species habitat patches need a wide buffer from adjoining land uses. Seasonal and permanent groundwater dependent ecosystems such as Bankers Jungle need to be managed so as to maintain the hydrology; thus wide buffers and manage other land uses so as to maintain groundwater flows.

Optional question (29 response(s), 5 skipped)

Question type: Essay Question

Bagot Road Shared Path Planning Study IMPROVING CYCLING ON BAGOT ROAD – SURVEY QUESTIONS

Stage 1 consultation 25 November 2020 to 11 January 2021

Online Survey

(Introductory paragraph outlining study)

Have your say on improving cycling conditions on Bagot Road

Where do you live?

- a. Darwin CBD/Waterfront
- b. Northern Suburbs
- c. Berrimah/Winnellie
- d. Parap/Fannie Bay
- e. Woolner/Stuart Park/Bayview
- f. Palmerston
- g. Darwin Rural Area

h. Other (please specify)

Have you experienced any near misses or safety incidents when using Bagot Road?

- Yes (What happened and where?)
- No

I am completing this survey as a: (tick all that apply)

- Cyclist
- Pedestrian
- Driver
- Other (please specify)

Cyclists (if these questions don't apply to you, skip to next section)

Which best describes how often you cycle along Bagot Road?

- Two-three times a week
- Once a week
- At least once a month
- Occasionally, only a few times per year

What is the main purpose of your cycling journey?

- Commuting – I ride to/from work
- I ride to/from the bus stop
- I ride to school or university
- Visiting friends and shopping
- Recreation and exercise
- Other

Along Bagot Road, where do you ride?

- Mostly on the shared path
- Mostly on the road
- I don't ride along Bagot Road (why not?)

Thinking about riding on the shared path, what are your top three concerns?

- The quality of the shared path is poor
- The path is too narrow
- There are too many driveways
- There are lots of pedestrians
- Difficulty crossing side roads
- Poor connections to other paths
- Other – (explain)

If you were cycling along Bagot Road, which of the following options would you prefer (list in order of preference):

- On-road cycling (lane sharing with vehicles)
- On-road cycling with dedicated line marked bike lane (no physical separation)
- On-road with separation between vehicles and cyclists (physical barrier)
- Off road path shared with pedestrians
- Off road dedicated cycle path (with separate footpath for pedestrians)

How else do you think your cycling experience could be improved along Bagot Road?
(Open question)

Pedestrians (if these questions don't apply to you, skip to next section)

What is your main purpose for walking along Bagot Road?

- Commuting – I walk to work
- I walk to the bus stop
- I walk to school or university
- Visiting friends and shopping
- Recreation and exercise

- Other

Thinking about walking on the shared path, what are your top three concerns?

- The quality of the shared path is poor
- The path is too narrow
- There are too many driveways
- There are lots of cyclists
- The cyclists that use path are riding too fast
- Difficulty crossing side roads
- Poor connections to other paths
- Other – (explain)

How else do you think your pedestrian experience could be improved along Bagot Road?
(Open question)

Drivers (if these questions don't apply to you, skip to next section)

When thinking about improving conditions for cyclists on Bagot Road which of the following options do you prefer (list in order of preference):

- On-road cycling (lane sharing with vehicles)
- On-road cycling with dedicated line marked bike lane (no physical separation)
- On-road with separation between vehicles and cyclists (physical barrier)
- Off road paths for cyclists and pedestrians

How else do you think conditions could be improved for cyclists along Bagot Road?
(Open question)

Do you have any other comments for the project team?

(Open question)

Results:

Have Your Say Online Survey Results

The online survey was open from 25 November 2020 to 11 January 2021 and received 206

responses¹ and 602 site visits, with 126 document downloads.

The consultation was open to all users of Bagot Road, including recreational and commuter cyclists, pedestrians, drivers, residents, businesses and other stakeholders in the area. More than a third (68%) of survey respondents live in the Northern Suburbs with 88% stating they use Bagot Road as a cyclist, 5.3% as a pedestrian, 54.8% as a driver/motorist, and 2.4% selected 'other'.

Around a third (66%) of all survey respondents said they had experienced near misses or safety incidents when using Bagot Road.

When responding as a cyclist:

72.6% of respondents said the main purpose of their cycling journey along Bagot Road was for recreation and exercise, followed by commuting – riding to/from work (35.5%), and then visiting friends or shopping (9.8%).

When riding along Bagot Road, 41.5% of cyclists ride on the road and 39.3% ride mostly on the current shared path. Almost a third of survey respondents (28.9%) said they don't ride along Bagot Road at all.

The top three concerns for cyclists riding along Bagot Road were:

- There are too many driveways (81.4%)
- The quality of the shared path is poor (73.7%)
- Difficulty crossing side roads (62.8%)

Other issues cited included the path is too narrow (54%), poor connections to other paths (38.7%), there are lots of pedestrians (9.2%).

When asked what the preferred option for cycling on Bagot Road would be, the following options were listed (in preference order from most desired to least desired).

1. Off-road dedicated cycle path (with separate path for pedestrians)
2. On-road with separation between vehicles and cyclists (physical barrier)
3. On-road cycling with dedicated line marked bike lane (no physical separation)
4. Off-road shared path with pedestrians
5. On-road cycling (sharing with vehicles)

"I would like to see Darwin link its cycling network and Bagot road is one of the keys to this.

Link the Nightcliff coastal path to the Bagot road, which links to Stuart hwy. Ideally it would

have path on inbound side between road and golf course." – Chris Monahan, NT Environmental Health.

When responding as a pedestrian:

5.3% of all survey responses (11 out of 206) came from those who use Bagot Road as a pedestrian, for the main purpose of recreation and exercise.

The top three concerns for pedestrians walking along Bagot Road were:;

- The quality of the shared path is poor
- The path is too narrow
- The cyclists that use the path are riding too fast.

Other issues included too many driveways, lots of cyclists, difficulty crossing side roads and poor connections to other paths.

When asked what else could be done to improve the pedestrian experience, over a third (66%) of comments said that the cyclists should have a separate/dedicated path.

"The pedestrian experience isn't too bad, potentially more safe crossings would be ideal, but

the great concern in my opinion is the discouraging of other forms of exercise where a degree of speed is involved. ie. Jogging, skateboarding, scooters, cycling"

– Anonymous

When responding as a driver:

Over half (54.8%) of all survey respondents use Bagot Road as a motorist.

Drivers were asked what options they preferred in terms of being able to improve conditions for cyclists.

The most preferred option was for an off-road path for cyclists and pedestrians. This was followed by an on-road separation between vehicles and cyclists (with a physical barrier) and then followed by an on-road cycling lane with a dedicated line-marked bike lane (no physical separation). The least preferred option was on-road cycling which required motorists and cyclists to share a lane.

“Better interactions between all road users would be great. This might be helped with good quality signage and on-road margins so both cyclists and drivers are aware of the supported presence of bikes on Bagot and other Darwin roads” – Anonymous

All survey respondents were asked what else could be done to improve conditions for cyclists on Bagot Road.

The two most frequently provided comments from survey respondents were¹:

- 1) For a dedicated off-road path that separated motorists and cyclists
 - 2) For an off-road cycle path to be developed on the RAAF Golf Course side of Bagot Road.
- Respondents also frequently cited improved connectivity and crossings for cyclists.

“Its hard for them (cyclists) to get across to turn at Osgood Road lights near Bunnings. The path would need to allow them to get across the busy car lanes. This is also an issue if they want to go to the airport or the Jape Homemaker Centre”.

Additionally, improved lighting and signage to warn drivers to look out for cyclists, and a stronger emphasis on driver education and cyclist separation enforcement laws. There were also a number of comments that more shade and more trees would provide much improved conditions for cyclists.

“Shading would always help encourage cyclists. There are already lovely big frangipani trees on the inward side of Bagot Road. An off-road cycle path under these trees and perhaps trees on the other side of the off-road path would be wonderful” – Anonymous

¹ Where responses total more than 100%, this is due to respondents being able to select more than one option.

Vanderlin Drive / Lee Point Road intersection study

Vanderlin Drive – Lee Point Road Intersection Planning Study

Have Your Say Survey

Stage 1 Consultation: 25 November – 18 December 2020

1. Which description best describes your interest in this survey?
 - Nearby resident
 - Nearby business owner
 - Commuter / driver
 - Cyclist
 - Other
 - 1.1. If other please specify
2. What are some of your general observations or comments about this intersection?
3. Do you tend to avoid this roundabout during peak hours?
 - Yes
 - No
 - 3.1. If yes, why?
4. Does queueing from this intersection affect access to or from your property?
 - Yes – on Lee Point Road
 - Yes – on Vanderlin Drive
 - No
 - Other comment
 - 4.1. Please comment
5. Do you have any ideas for solution to issues you may have noticed at this intersection?
6. Would you like to provide your email address for further project updates?
 - Yes – please keep me informed
 - No thanks
 - 6.1. Thanks, Please provide your email

Results:

1. Which description best describes your interest in the survey?

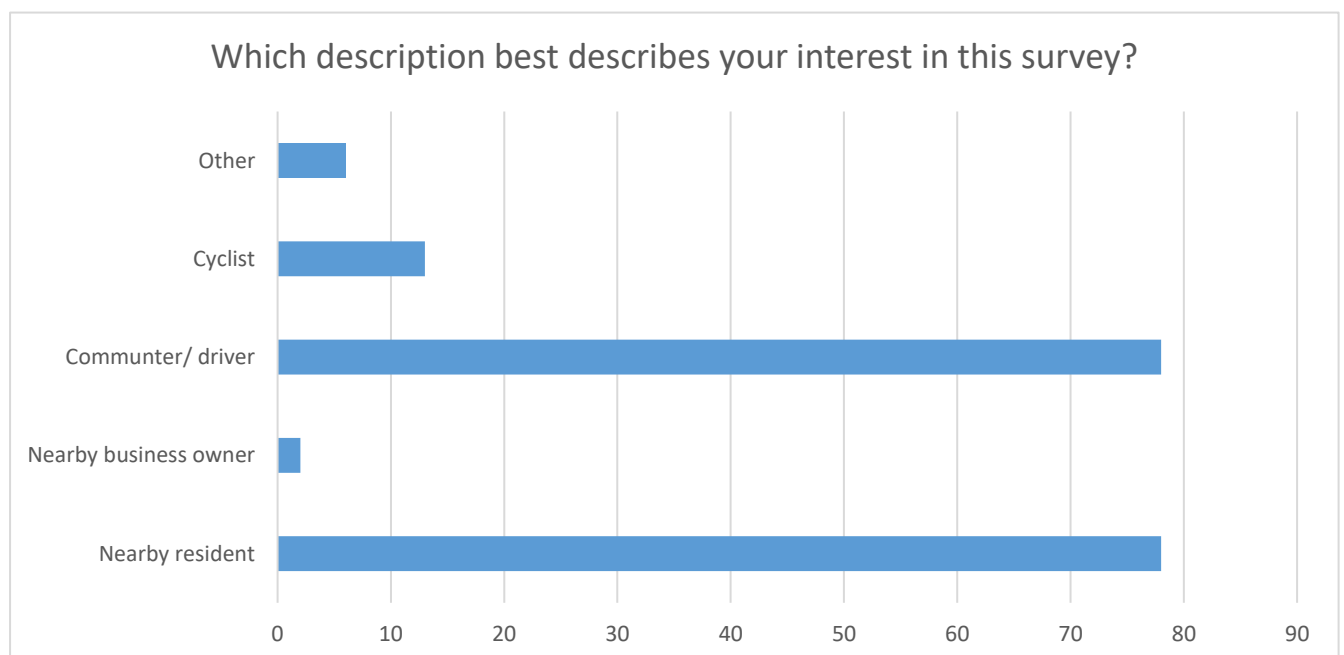


Figure 1: Question 1 responses.

Others including people who were a combination of residents, commuters and cyclists, as well as some business employees.

2. *What are some of your general observations or comments about this intersection?*

Figure 2: General observations of this intersection.

Issue Mentioned	Tally
Total number of questions	171
Issue limited to peak hours	77
Doesn't cater for pedestrians/cyclist	35
Busy/dangerous	33
Doesn't see problem with roundabout	29
Driver ignorance on use of roundabout	28
Road users rat-run to avoid roundabout	12
Observed near misses and dangerous driving	12
Growth/development in nearby areas creates an increase in traffic	5
Difficult to exit nearby businesses/residency	3
Plants/signage obstructs drivers view	2
Three lanes being reduced to one slows traffic flow	2

A total of 171 answers were submitted to this question. Some answers touched on multiple issues. The below analysis captures the issues raised and sorts in order of most frequently mentioned issue.

"When it is peak traffic going to work or going home there is always a long line of cars waiting to get to the roundabout." - Anonymous

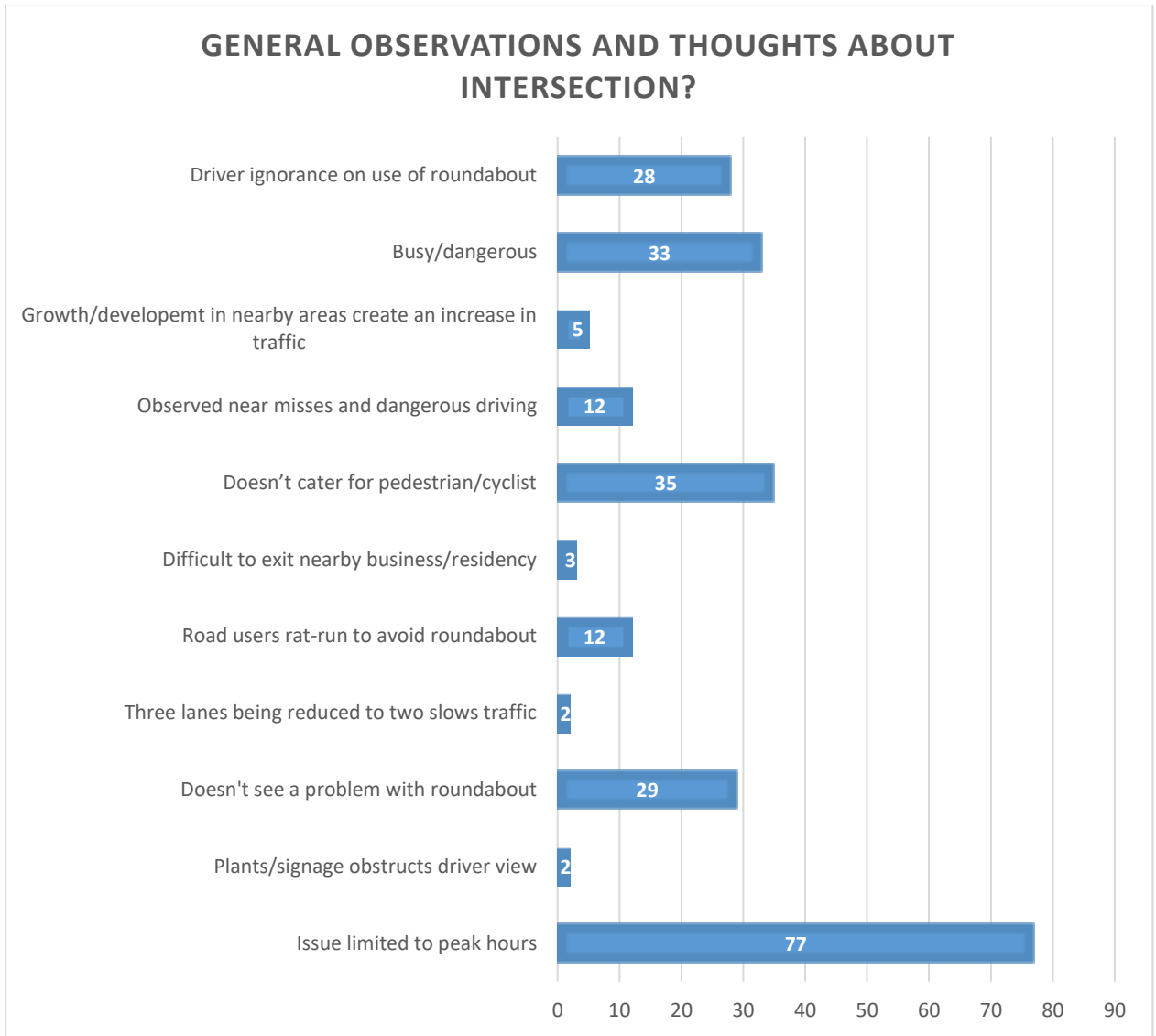


Figure 3: General observations about intersection in graph form

3. Do you tend to avoid this roundabout during peak hours?

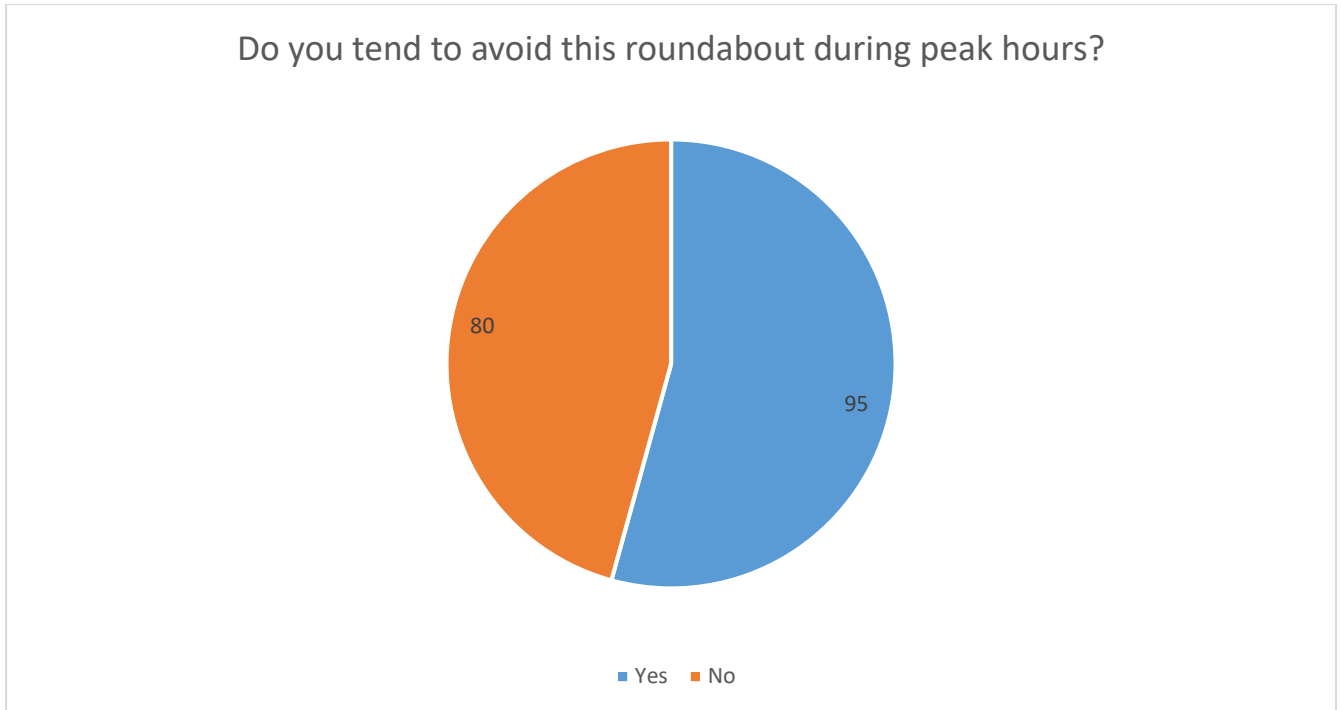


Figure 4: Question 3 responses.

Majority of people that said yes avoid the roundabout due to the congestion as well as safety concerns.

4. Does queuing from this intersection affect access to or from your property?

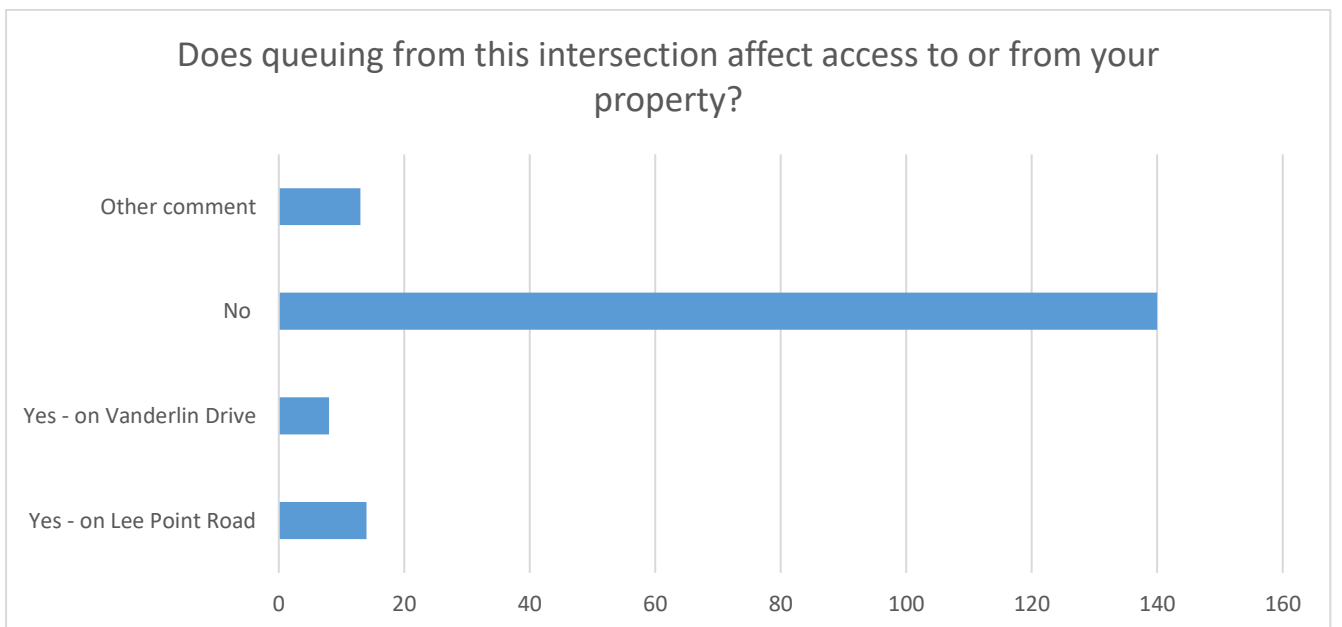


Figure 5: Question 6 responses.

5. Do you have any ideas for solutions to issues you may have noticed at this intersection?

Ideas for Solutions	Tally
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Total number of responses	161
Traffic Lights	52
Create slip lanes/ left turn lanes	25
Design to cater for pedestrian/ cyclist safety	24
Overpass/Underpass	19
New/alternative routes for driver going to/from RDH	15
Give-way signs at business entrances	6
More signs for roundabout rules	6
Signalised roundabout	5
Slow the approach coming towards the roundabout	5
Remove Landscape in roundabout	4
Increase size of the roundabout to create safe entry for drivers	4

Figure 6: Ideas for solutions

A total of 161 answers were submitted to this question. Some answers touched on multiple issues. The below analysis captures the solution ideas made by the community and sorts in order of most frequently mentioned solution.

“Traffic light controlled intersection with pedestrian button/lights on all four sides of the intersection. Would be easier for local drivers to understand/negotiate and infinitely safer for pedestrians and cyclists.” - Anonymous

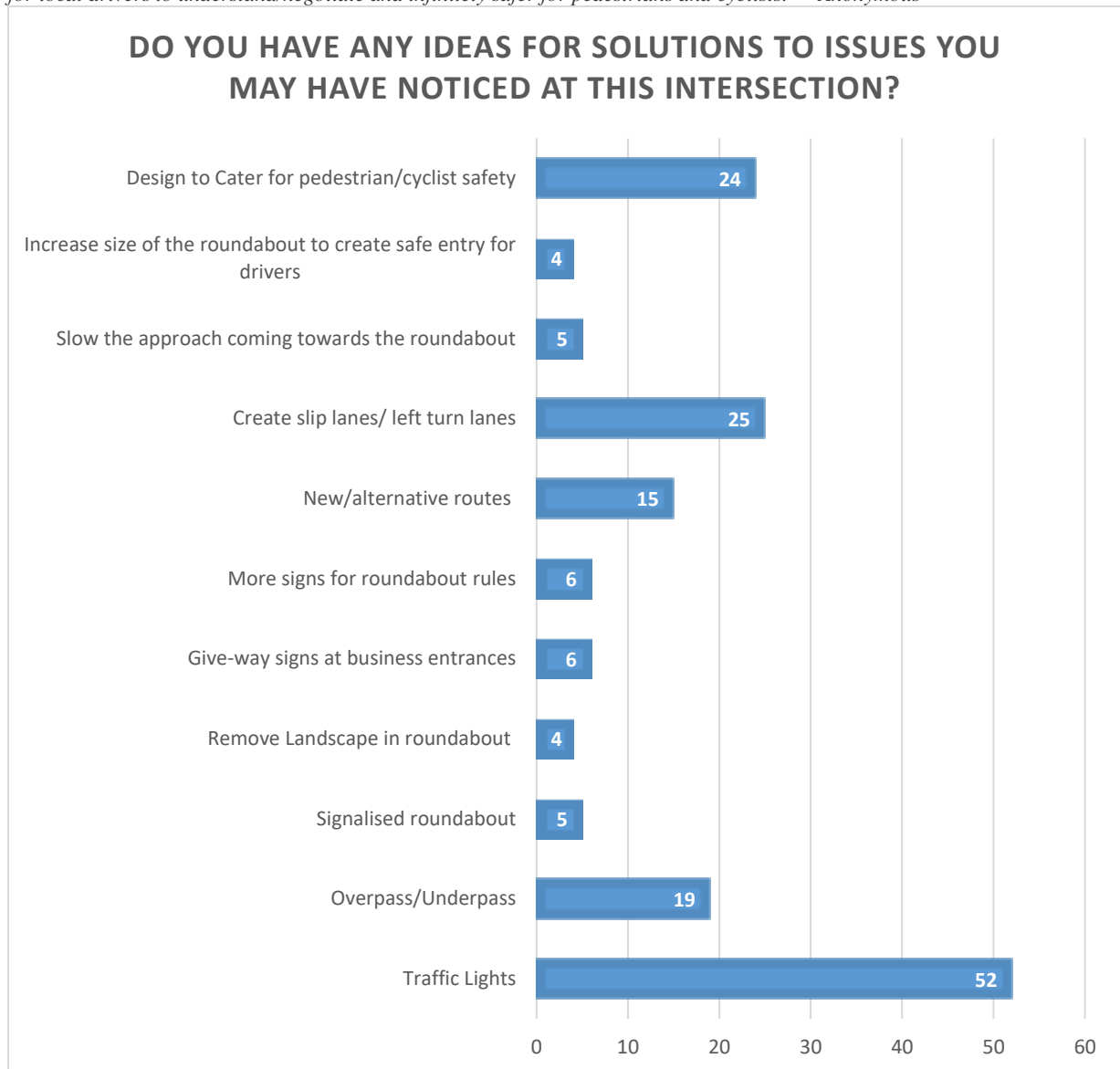


Figure 7: Ideas for solutions in graph form.

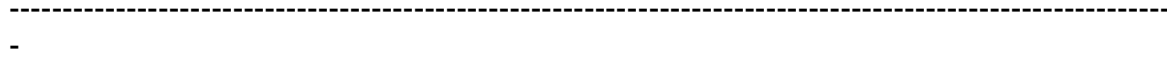
Summary:

From the analysis of the survey responses its shown that:

- Traffic lights is the most popular solution idea, followed by slip lanes.
- The most mentioned issue is that the problem is only limited to peak hour, followed by the roundabout not catering for pedestrians or cyclists.

During the consultation period:

- 518 total visits by 254 unique users to the HaveYourSay.nt.gov.au website.
- 178 surveys completed by 116 registered users and 162 anonymous people.
- 70.07% of visitors to the page filled out survey.
- There was a peak in visits to the website on 1 December which is when the DIPL Facebook post was made and shared by various pages.
- There was also a peak in visits to the website on 16 December which could be from Communications promoting the project with other organisation’s intranet or from paid advertisements on Facebook.



NT Cycle Path network reviews in Darwin, Katherine, Tennant Creek and Alice Springs.
 Alice Springs

The NT Government’s Department of Infrastructure, Planning, and Logistics (DIPL) has commissioned consultants Cardno to undertake a review of the DIPL managed shared path network* for the Alice Springs area. The purpose of the project is to review the current shared path network and consider opportunities for the strategic development and expansion of the network. An electronic survey may be completed online at www.haveyoursay.nt.gov.au.

If you have any questions please contact 8942 8236 or email ryan.prescott@cardno.com.au.

- 1. Gender:** Male Female
 Other Prefer not to say
2. Age: 0-9 10-17 18-29
 30-49 50+
 Prefer not to say

3. Which suburb do you live in?

4. What issues are most important to you when using the DIPL shared path network*? (1 being the most important and 5 being the least important)

- Safety (e.g. traffic speed, street lighting and road crossings)
- Amenity (e.g. shade, bubblers, seating)

- Connectivity (e.g. path extends to your destination)
- Infrastructure quality (e.g. path is damaged, too narrow)
- Traffic stress (e.g. too busy, too many trucks)
- Other (please specify)

5. How often do you use the DIPL Shared Path network*?

- Rarely / Never
- Less than once a month
- A few times a month
- 1-3 times per week
- Daily

6. How do you use the DIPL shared path network* most often?

- Pedestrian Bike rider
- Mobility scooter user E-scooter user
- Other (please specify)

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7. What is the main reason of your trip(s) on the DIPL shared path network?

(tick one or more)

Never Rarely Sometimes Often Almost Always

Recreational/leisure

Commuting

Exercise

Shopping

Other _____

8. On what days do you use the DIPL shared path network? (tick one or more)

Never Rarely Sometimes Often Almost Always

Weekdays

Weekends

*refer to the attached map

9. Please tell us about your use of the DIPL shared path network to assist with gaining a better

understanding of how the network is used. (If more convenient, please mark out on the DIPL path network map overleaf)

From To Route What I like What I don't like

Eg

Braitling

Eg Airport Stuart Highway Direct route to where I need to go

Path does not extend to whole length of my trip.

10. Are there any routes you would prefer to take but do not? Do have any suggestions for extending the DIPL shared path network?

- No
- Yes – please indicate why or mark up on the provided map overleaf

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Are there any other comments you would like to add?

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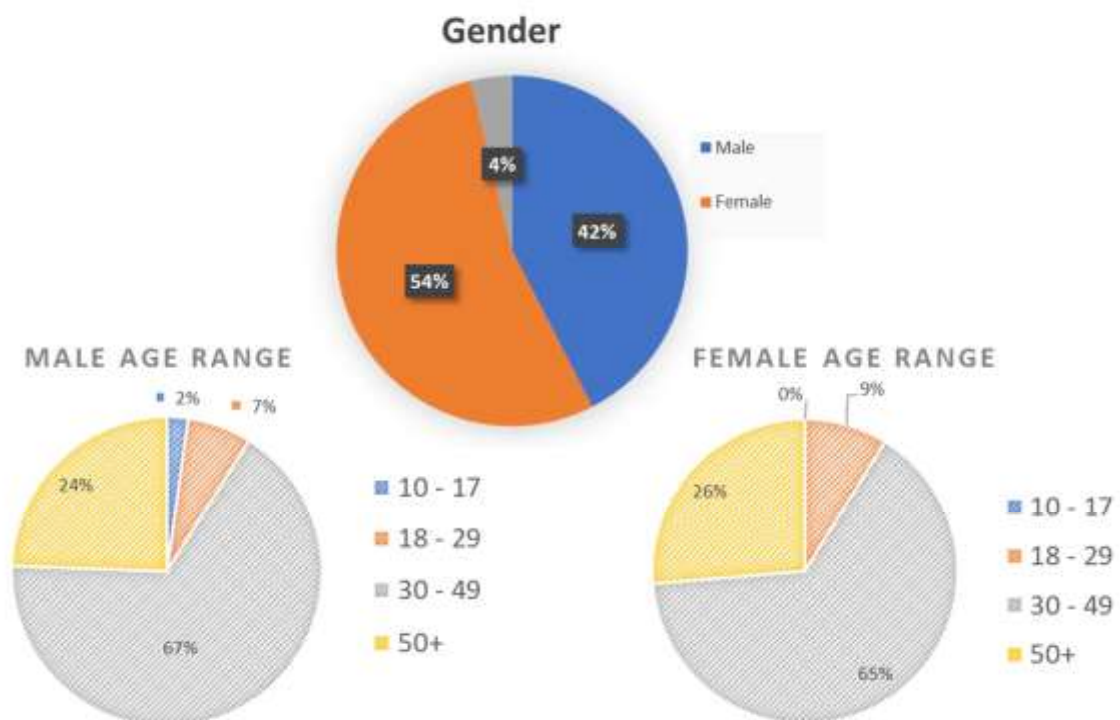
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Results:

As shown by Figure 3-1 below, the split of respondent was approximately equal between males and females (42% and 54%) with the most predominant age group amongst the respondents being the 30-49 years old range.

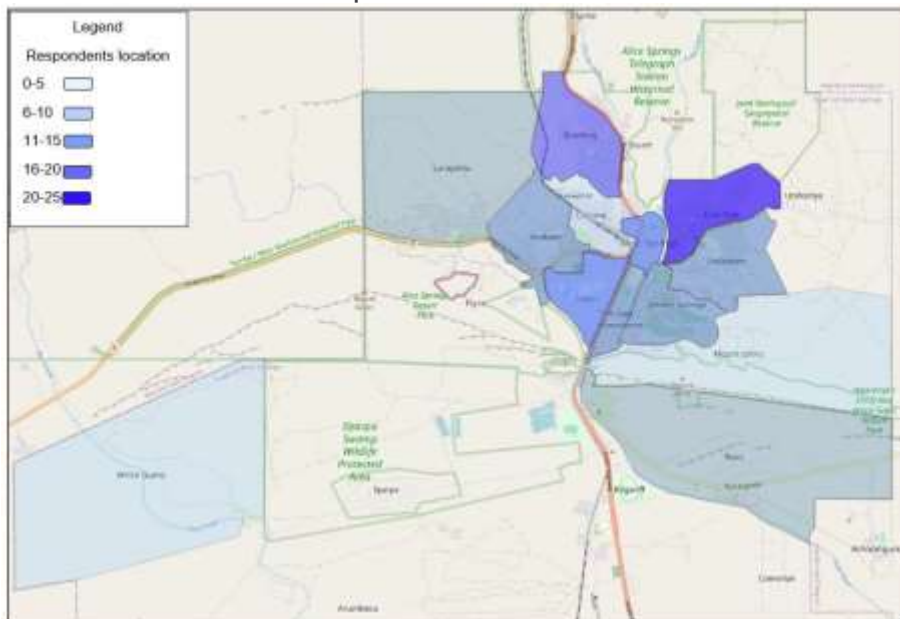
Gender and Age Range distribution



In terms of the spread of respondents, Figure 3-2 below depicts the suburbs which respondents marked as their location. As is shown, there is a fair coverage of a

vast majority of the Alice Springs municipality. This spread is particularly important as it provides confidence that feedback has been provided for issues that may be encountered through the whole of the network and not just particular pockets.

Place of residence of respondents



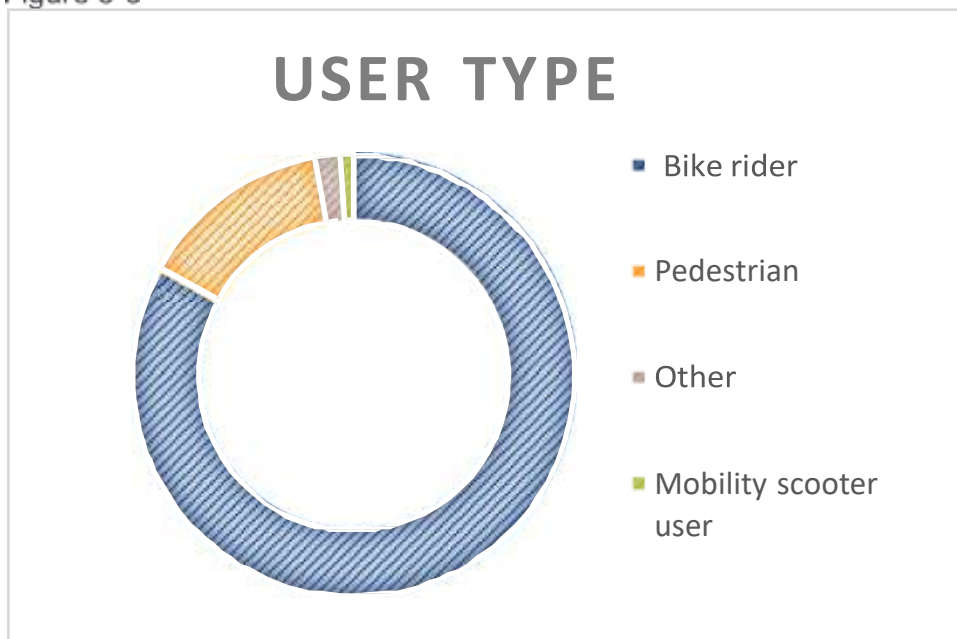
Behaviours of Respondents

The most common user type was bike rider with 83%, followed by pedestrians 14% with 42% of the respondents specifying they use the path on a daily basis and 31% between 1 and 3 times per week.

User type and Frequency of use

Respondents specifying they use the path on a daily basis and 31% between 1 and 3 times per week.

Figure 3-3



SHARED PATH USE

- Daily
- 1-3 times per week
- A few times a month
- Less than once a month
- Rarely / Never

User type and Frequency of use

As would generally be expected due to commuter use, the shared paths were reported to be used more on weekdays than on weekends. The paths are being used 'Almost always' and 'often' by 75% of the respondents on weekdays and by 65% of them on weekends.

Figure 3-4 presents the reasons for using the path network across the Alice Springs region. In a majority of cases, people reported that they use the paths for exercise and commuting following by recreation purposes.

The use of the path network for Shopping was recorded and never or rarely.

USER TYPE

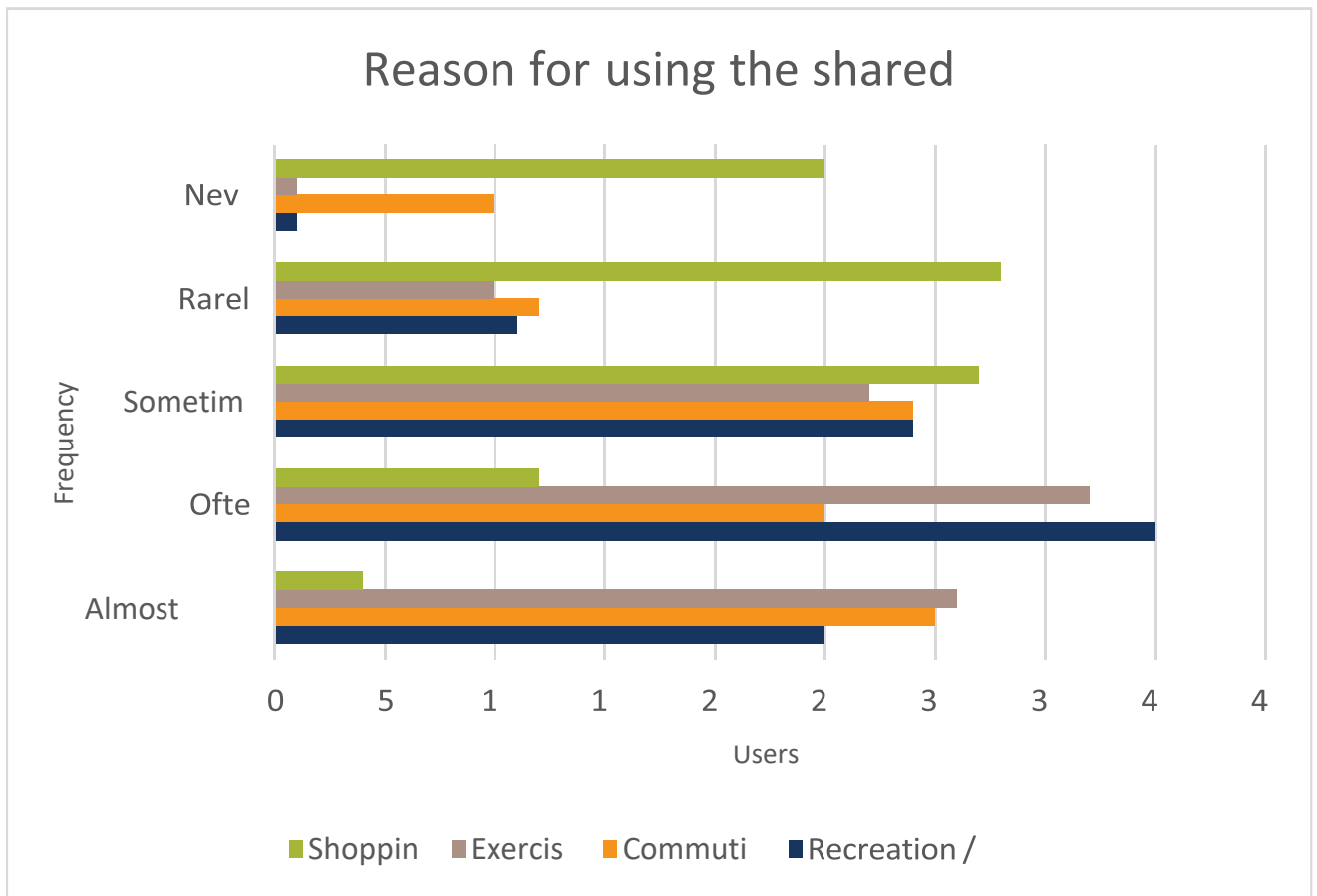
- Bike rider
- Pedestrian
- Other
- Mobility scooter user



SHARED PATH USE

Reasons for using the shared path.

Figure 3-4



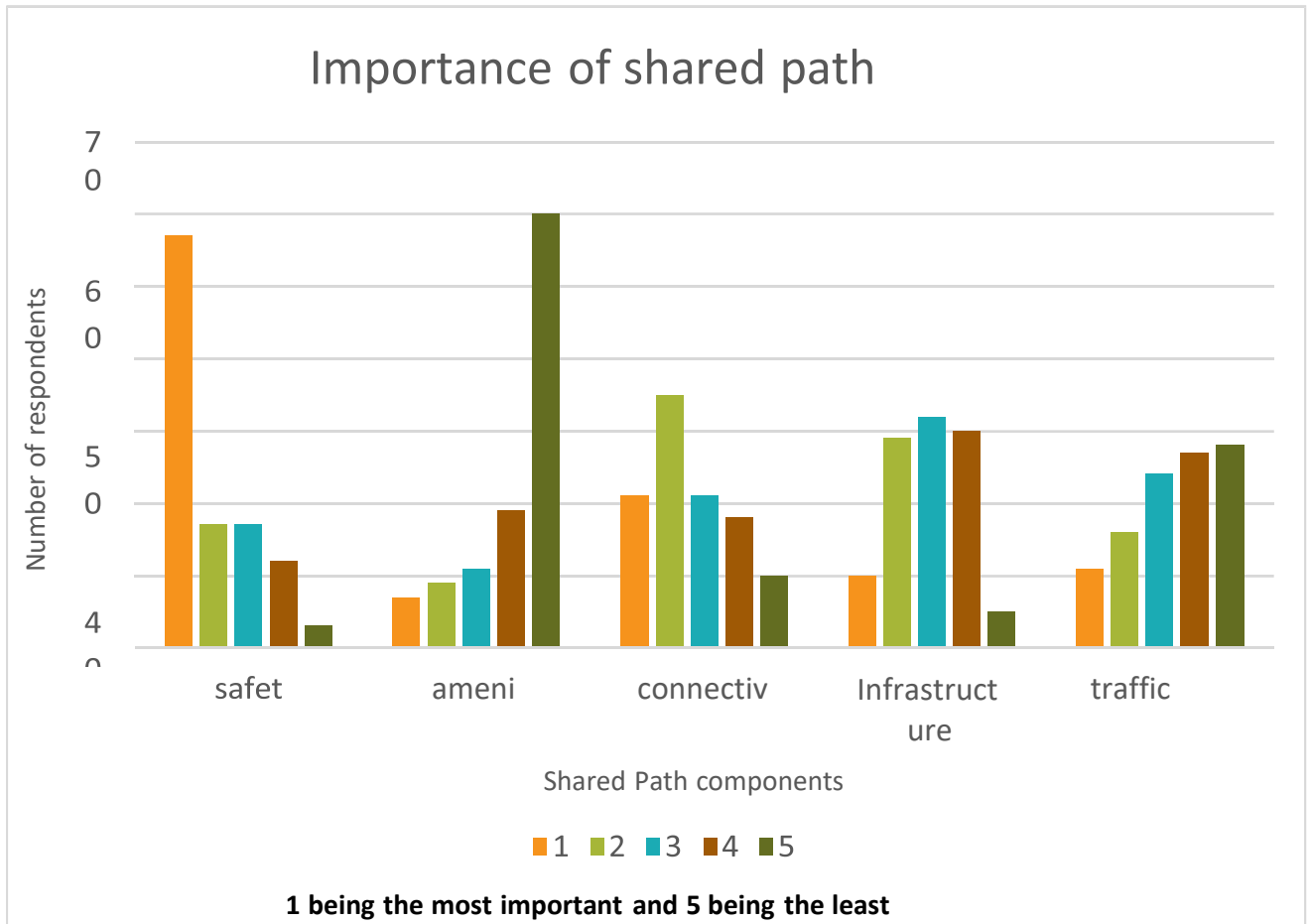
3.2.3 Respondents key focus areas

As part of the survey, various components of the shared path network were evaluated and ranked by the respondents in terms of their overall importance. The categories of Safety, Amenity, Connectivity, Infrastructure quality and Traffic stress were ranked from 1 to 5, being 1 the most important and 5 the least important.

In general, people agreed that safety is one of the most important components of the shared paths, 54% ranked safety as the most important and only 3% as the least important. Connectivity followed in terms of overall importance with 20% of respondents ranking it as the most important and 33% as the second most important.

Although it does play a key role in activation of paths for use by all road users, amenity was ranked as the least important of the five components with 57% of respondents scoring it as the least important and 18% as the second least.

Figure 3-5



Importance of path components ranked from 1 to 5.

In addition to the defined parameters, respondents were given the option of suggesting additional items which they felt were also important. The responses that were gathered from this question provided that users are also wanting:

- Ø The network to be extended;
- Ø Paths to be wide enough to share with other users;
- Ø Separation from traffic lanes;
- Ø Provision of quality safety and wayfinding signage; and
- Ø Improved integration with the Local Government shared paths including improvements to the frequency and ease of use of crossing points.

3.2.4 General commentary

Comments received via the online platform and in person engagement sessions have been grouped into a number of themes and are listed below.

- Ø The overwhelming topic that was raised the most was the deficiencies of the existing path network through the Gap;
- Ø Extension of the path network on Ross Highway;
- Ø Provision of linkages to the Emily and Simpson Gaps;
- Ø Provide a path on Herbert Heritage Drive;
- Ø Extension of the path from Kilgariff to the Airport;
- Ø Improve the path on Ragonessi Road (it is noted this is a local government road but was mentioned several times);
- Ø Provide improved line marking and signage to better inform users;

- Ø Undertake an awareness campaign about the rights and responsibilities of both path and road users;
- Ø Additional paths on Stott Tce; and
- Ø Improve the amenities along the paths including drinking stations, end of trip facilities and shade.

In addition to the list, the following word cloud visualizes those words which were used the most in the free text response sections of the online survey.

The following list presents the comments provided in the free text fields of the online survey. Minor edits have been completed to clarify points and those comments which did not relate to the project have been removed. Additionally, where suggestions relate to an upgrade within the network that will be considered as part of the project, these have been highlighted in blue. While some alteration to the comments has been made to provide full road names and expand some abbreviations / clarify local terminology, it is noted that some comments have not been modified and so some spelling or grammar will be incorrect.

Table 4-1 General responses

The links between the eastern and western suburbs could be better. A bike lane down Stott Terrace or equivalent route would be great. Smith St is also pretty intimidating to ride up, a bike lane or path would help link the Northern suburbs to the West and open up access to the Larapinta mountain bike trails.

I think Alice has the potential to have a lot more people on Bikes, it is a small town and there are parking issues. With a few of the links improved, some more bike parking infrastructure around town and the emergence of electric bikes, people may uptake cycling more readily.

The user experience through Heavitree Gap is not good. The footpath is narrow, and shared between walkers and cyclists, and very close to high speed, high density traffic incl road trains.

Extension of the path from Kilgariff to airport would get a lot of use. Make these more accessible and rideable maintenance required as very bumpy. Make road crossings more obvious, that cars need to wait.

I am an experienced, fit & confident bike user, and find myself generally on the roads because the paths are too indirect, or cross the road too often.

The roadways in and around the town are generally wide and well maintained - there are a few inconsistencies and issues with parked cars and lanes moving, but for the most part the infrastructure is reasonably well suited to cars and bikes co-existing.

However, I *regularly* have issues with aggressive or negligent driving (which always makes me wonder where people could possibly be going in such a hurry!). There is definitely room for infrastructure improvement, but to me the low hanging fruit is people's attitude and awareness.

Infrastructure in the main town centre is lacking. Through the Gap is incredibly dangerous - need a cantilevered path (like the one near Olive Pink) to separate the bikes from the traffic. A bike path up the North Stuart Hwy, down to the airport,

all the way around the Honeymoon Gap loop, and out to Ross River would all be fab. And seriously, allow cycling in the Todd Mall!! South of Kilgariff estate to the Alice Springs sign. North of MVR to the Alice Springs sign

Better CBD connectivity.

The network of bike etc paths in Alice is great, much better than that of many other Australian towns and cities. Thanks for investing in it!

Along the Ross Highway to the East MacDonnell Ranges, loop to future MTB trails in the East MacDonnell Ranges. A loop option for visitors to include the Telegraph Station then around to other attractions in town before looping back to the CBD. A round trip is always enticing. Ensure paths link to the proposed Red Centre Adventure Ride. <https://www.trctourism.com/the-red-centre-adventure-ride/> High priority product development opportunities identified in the Alice Springs and MacDonnell Ranges

Destination Management Plan are:

* Develop new product that further enhances tourism experiences between and including the Telegraph Station, the CBD and the proposed National Aboriginal Art Gallery.

Expand mountain bike experiences and services.

* Finalise the Red Centre Adventure Ride.

Between New Eastside and CBD, crossing through Old Eastside (past Francis Smith park). Between old Eastside and westside bike trails - all crossings feel quite dangerous, particularly across Stuart highway (near Smith Street), and Smith Street is a nightmare to ride. Very limited visibility of bikes; trucks use this road extensively and drive close to the verge; cars drive quickly; limited shoulder /no path for riders. Such a shame given that the Westside mountain bike trails are so good.

The Traeger Avenue is where most of the sporting events happen and the primary access would be through the Gap Road. It will be a failed design if one of the primary users of shared path for utilisation of key sporting activities lack shared path. It would be more meaningful to have a bike path on gap road instead of telegraph terrace.

South Terrace and The Gap should have a dedicated bike lane too.

Perhaps a bike path that extend thru the Golf Course from Cromwell Drive to Hillside Gardens.

The Alice Springs cycle network is really good, the biggest issue is where there is no bike path, the footpaths are not suitable to ride on or non-existent.

There are some very good off-road bike tracks in the hills behind Hillside Gardens, perhaps extending the sealed paths up to the foot of the hills. Alternately, build a sealed track in those same hills so recreational cyclists can explore the area without needing the skills and equipment of an experienced rider.

Widen the footpath or put a cycle bridge next to the footpath for the school children.

Stott Tce connection to Undoolya road, Heavitree Gap, Palm Circuit causeway crossing.

More natural shade on the share path network- Trees The biggest issue is the lack of safe and easy access across the Stuart Highway. Going through the CBD area

is slow and involves many road crossings that are dangerous if not negotiated very slowly. North of the

CDB crossing is difficult and dangerous.

Please extend the path down Ross Highway. There are often cyclists on this road and it is unsafe at the moment without a path.

The turnoff from the Stuart Highway to Ross Highway could do with a cycle lane as road use is ambiguous for cyclists and pedestrians at the moment.

There needs to be better communication with the general public about the network being for pedestrians AND cyclists. I often see cyclists in the road next to these paths - I think they think they're doing the right thing by giving the path to pedestrians, but it is dangerous for them to be on the road, and the path network is really good.

I'm looking forward to seeing the upgrades!

Most of the routes are in terrible condition. Examples - raised seams between concrete slabs, some so bad they're like speedbumps. Cracks. I also don't use for cycling because pedestrians seem unaware it is a shared path (lack of signage).

There is also always hazards such as smashed glass.

Would like to see more measures taken to allow cyclists to safely ride on the shoulder of every road rather than on footpaths or "shared" paths.

Path to Emily Gap, particularly with the CLC investing in a route from Emily to Jesse Gap; cycling on the road to Emily Gap is dangerous.

Sadadeen connection road is safe but very exposed to heat. We would like to use it to be able to ride with kids to olive pink across new pedestrian/bike bridge. More trees for shade would be good make it a viable route for us with kids. Also would like to be able to ride from Sadadeen into town but CBD is not cycle friendly.

Better signage and or painted directional arrows on paths would be good to help remind people on right of way and which side to be on, on our shared paths. - often I notice frustration, unnecessary near misses as people are walking or riding in the middle or right hand side rather than sticking to the left and allowing faster people to safely overtake.

Connecting the AS Telegraph Station track with the North Stuart Highway and at the Southern end into the CBD to current shared pathway standards (in collaboration with Local Govt) would be welcomed.

Heavitree Gap and Stuart Highway path.

I would like to see a suspended (so not to restrict Todd river flow) path added onto the river side of the Stuart Highway, for pedestrians and cyclists. The road could also be widened slightly at the same time, to allow cyclists who prefer to stay on the road, to not hinder traffic speed. Population is growing South of 'the gap', advocated by the NT Government itself, by allowing Kilgariff to expand. More and more people are using that gap as the only way to get to work/school/shopping etc. I fear a cyclist or pedestrian is going to be killed one day, or sadly, significantly worse; a child on his/her bike riding to school. There is also an option for suspended path like near Stott terrace bridge to be built on the Eastern part of the range, only problem being the path would need to cross the Todd before Stephens road causeway.

Along the river on Gap Rd. I would prefer to bike here rather than on the road, but the path is too broken and narrow I also used to run along the memorial path that goes past the Totem Theatre. However, that is no longer safe in the mornings due to the lack of lights on the end near the old RSL.

Extra wide shoulders on Ilparpa, Larapinta, and all of Stuart Highway are very welcome for biking safely.

A kid-friendly, uninterrupted bike path on East side would be very welcome for family rides.

Very uneven paths with dangerous trip hazards if walking along river bed at far end of south terrace.

There should be more bike paths in the centre of town. It is near impossible to ride around.

Spearwood Road from Todd River bridge to Undoolya Road.

Please work with council to establish a shared path network across town. Along river, from town to Eastside, along Smith St and along Bradshaw.

Thanks, please check the quality of some of the path network on north Stuart Hwy, some cracked and tenting concrete.

A path through the CBD specifically for bikes or laneways. I do not feel safe riding with child in the CBD.

Obvious route is through mall and there could easily be bike path through mall, clearly marked.

If there was a bicycle trail along Smith Street in the industrial area, I would very likely ride to work rather than drive. I prefer to avoid the central business district with the many road crossings.

Alice Springs is a great place to cycle, and recent efforts to improve paths and promote MTB riding are noticeable and to be commended. I don't think there could be enough emphasis on the benefits and ease of riding around town, whether for commuting, exercise or leisure. It would be fantastic to encourage more bikes into the CBD and fewer vehicles as the car parking is becoming more congested.

We already have a high take-up of cyclists in this town compared to other towns and cities across Australia.

We should continue to foster that, by making the town a lot more set-up for cyclists. This includes more bike parking options, safety around such parks (cameras, lighting, etc.) and extending the network as far and wide as possible. Allowing bikes through Todd Mall would also be appreciated, perhaps with a 5km/hr speed limit.

As a leisurely cyclist, I prefer the paths to the roads due to a few incidents on the roads with inconsiderate users (drivers deliberately swerving in front), and a couple of close misses (had to jump the kerb to stop being side swiped by a road train as it passed, and having a driver not see me on a roundabout and causing us both to emergency stop, resulting in me being on the ground). However, the paths are often narrow and poorly maintained. Would prefer wider paths with designated bike and walking sections, or dedicated cycles lanes on the roads.

Would be great if there was more shade, water bubblers and places to lock your bike.

Maintain the signage and maps :)

Please extend through the CBD with way more lighting and water points. Also presumably add Barrett Drive and Sturt Tce paths as these are very useful. The bike paths are great and it would be good to have more.

It would be good to extend the bike network to Smith St and crossing the highway to Swartz Crescent. It would also be good to repair the footpath or install a bike path on Wills Terrace. At the moment it is very unsafe for both cyclists and pedestrians.

I think the path through Heavitree gap is the most problematic and is heavily used by pedestrians and bike riders

Through the MALL to visit shops and cafes - I don't leave my electric bike unattended due to high rates of bikes being stolen. We have had about 5-6 bikes stolen over our time in Alice Springs.

I am using an electric bike and it is great for getting around but want more safe dedicated bike paths and more places to safely store bike and more done about the crime related to bikes being stolen.

From East Side to Ciccone along Schwartz Crescent. There is quite a bit of pedestrian, motor vehicle and bicycle traffic along this busy section; and I think that a better DIPL path could be constructed along here.

From Northside/Braitling area to the Telegraph station you get forced onto an all traffic road, terrible for kids on bikes, otherwise would be a fantastic loop ride from town to the Tele station on the river and back via the highway path.

Crossing Smith St when riding on the west side of the Stuart highway feels very dangerous. Also, we really need a shared path along Smith St connecting to the Lovegrove Drive path - that would be another fantastic connector. Currently all foot and cycle traffic is forced onto the bush road on Smith St.

Concrete paths are very rough for cyclists. Hot mix bitumen works great for all, better for runners and joggers too.

Really need a bike path from Emily Gap into town so tourists can enjoy the parks and rural children get a chance to ride to school. Its currently too dangerous with trucks.

The Gap path has been an ongoing issue can it please be assessed before someone is really hurt or killed.

Ross Hwy if there is going to be a path built between Emily and Jessie Gap (as Just announced by the Tis of Alice Springs) then you need to build a path from Heavitree Gap to Emily Gap. Ross Hwy is a death trap waiting to happen you have cars and trucks doing 90KM right next to the cyclists on the same piece of road with a small extra cycle lane only extending up 2 KM from the Ross Hwy round about The Alice Springs MTB trails need better signage and the maps on the NTG websites need upgrading.

Thank you for your efforts Crossing the Undoolya road Todd river - road could be improved to provide better bike lane, currently most bikes travel along the edge outside the white line; further the footpath along Wills Terrace could be improved to enable shared use with bikes, given the road is rather busy I would like bike path from north Stuart highway to gates of the telegraph station. often take my young children on this route dangerous shared this road with cars More signage please, so that we cyclists know we aren't doing the wrong thing by riding on what looks like glorified footpaths I used to live in Gillen and it is utterly neglected with regard to biking and footpaths- the paths are too hard to get to and so many dangerous roads to get there.

Just do more paths. Most aboriginal people won't do the survey but the vast majority do not own a car and are walking everywhere. If you prioritise footpaths and make cycling and walking safer on towns it will be a huge benefit to the town. I think generally the ASTC has done a great job with the shared path network. I congratulate them on all the connected paths around the town. I think we're very lucky to have such a good network.

I would like to see a bike path extend to Emily gap A bike path to the Steiner school as my children go to school there and that road is unsafe for pedestrians and cyclists

I don't like riding on Stott terrace between Sturt terrace and Undoolya road roundabout as there is no real path. There needs to be a path installed here

All paths should be marked Bike friendly and lanes and direction arrows painted on path as walkers tend to walk in middle of path or wrong side and don't seem aware that bikers are allowed on the path.

Off road path connecting Larapinta with Braitling e.g. Smith St - very busy and unpleasant road Stop making paths in concrete - the local temperature extremes are too great for the rubber expansion joints -using materials like those used in the Simpsons Gap Bike Path would improve rider experience, reduce maintenance, and probably be cheaper and more environmental in the short and long term.

Please extend path to the Steiner school. Make a beautiful and functional railing and path extension over the river through the Gap, similar to near Olive Pink.

As per issue above re the need for four zebra crossings at both the intersection of Stuart Highway/Larapinta Drive and McDonalds intersection on the left hand turns where pedestrians and cyclists have to cross to get to the lights.

I would like to see the path from The Gap to CDU and CSC complete so students can commute to school safely.

Avoid traffic, Stuart highway is a challenge, the footpath is narrow and full of busy driveways (and drivers often pull off at speed without giving way to pedestrians or cyclists). Riding on Stuart Highway itself can be pretty nerve wracking.

It's a great town for riding around, more bike parking in town and more paths would be excellent to encourage more riding and less driving cars (especially short distances).

Please extend Bike paths which enable complete loops around town and the outer suburbs. Some busy roads have no shoulder for commuting i.e. South Stuart highway, beyond the Drag Strip area/ Ross Highway/ Hatt Road. Create more bike trails out into the East MacDonnell Ranges.

Bike path on Stott Tce A bike path along Herbert heritage drive for bikers and pedestrians would be excellent. As would a bike path along smith street. Many commute from Braitling via smith street and it is dangerous to ride on currently! Go through the back of pwc over through Berger court and past the power station. Getting into the centre of town can be quite fraught as there isn't a dedicated path. There isn't enough bike parking.

Should continue to airport Through the Gap there is no space for vehicles and the drain grates pose a risk to cyclists Upgrade to ensure they are well maintained and extended. Sometimes if there is a dirt section I have to get off and push my bike.

A bike path to Emily Gap for recreational purposes and alternative to Simpsons gap. bike paths = :-)

Wills Terrace (needs widened path or bike lane). Smith Street (needs footpath or bike lane). Look at and use data from Strava (Heatmaps etc). Consult with the Cycling Club, MTB clubs and Alice Springs Running and Walking Club.

Footpath along Herbert Heritage Drive should be a priority. Telegraph Station is a popular tourist attraction to walk/run/cycle to and it is currently dangerous and unattractive for users and traffic, especially on a blind hill. Path up Anzac Hill ditto.

Alice Springs generally has excellent paths. Usage should be encouraged more.

Can the South Tce track be upgraded some of those slabs of concrete need repair The Stott Terrace to Larapinta Drive crossing is not bike friendly, it is very difficult and clunky on a bicycle.

Connectivity between council and DIPL roads needs improving.

More shade along the way – trees.

Smith St needs something for safety walking Bike and foot path finish at the Kilgariff estate it needs to be extended to Alice springs Airport. Make it a Central Australia Art path the world's longest mural We need solar lighting on our paths Alice springs is extremely unsafe at night

Continue shared footpath along Herbert Heritage Rd (Tele station gates) to Stuart Hwy.

This section of the route is highly dangerous especially with young children on bikes. You must ride on the narrow road with many hazards like potholes and considerable hill.

Extending this shared footpath will give family friendly access to the Tele Station and the CBD for Braitling and those from the north. Recently the Rd was widened on Ragonessi to allow for cycle lane. This is completely inappropriate for young primary school children and very dangerous (no protection for young cyclists). It is way too easy for a child to be hit by a distracted driver.

The cycle path needs to be separated or at least have a barrier between path and road. There is much traffic on this road, many drivers have cars full of children that can easily distract the driver. The safety standards here are unacceptable and below par.

More shade, more drinking tanks, rules of the pathway, people yell at bike riders because the walkers are under the impression they have the only right of way instead of shared road.

Please put pedestrian crossings painted on the roads, very dangerous to cross, everyone speeding.

Greater Darwin

The NT Government's Department of Infrastructure, Planning, and Logistics (DIPL) has commissioned consultants Cardno to undertake a review of the DIPL managed shared path network* for the Alice Springs area. The purpose of the project is to review the current shared path network and consider opportunities for the strategic development and expansion of the network. An electronic survey may be completed online at www.haveyoursay.nt.gov.au.

If you have any questions please contact 8942 8236 or email ryan.prescott@cardno.com.au.

1. Gender: Male Female

Other Prefer not to say

2. Age: 0-9 10-17 18-29

30-49 50+

Prefer not to say

3. Which suburb do you live in?

.....

4. What issues are most important to you when using the DIPL shared path network*?

(1 being the most important and 5 being the least important)

Safety (e.g. traffic speed, street lighting and road crossings)

Amenity (e.g. shade, bubblers, seating)

Connectivity (e.g. path extends to your destination)

- Infrastructure quality (e.g. path is damaged, too narrow)
- Traffic stress (e.g. too busy, too many trucks)
- Other (please specify)

5. How often do you use the DIPL Shared Path network*?

- Rarely / Never
- Less than once a month
- A few times a month
- 1-3 times per week
- Daily

6. How do you use the DIPL shared path network* most often?

- Pedestrian Bike rider
- Mobility scooter user E-scooter user
- Other (please specify)

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7. What is the main reason of your trip(s) on the DIPL shared path network? (tick one or more)

Never Rarely Sometimes Often Almost Always

Recreational/leisure

Commuting

Exercise

Shopping

Other _____

8. On what days do you use the DIPL shared path network? (tick one or more)

Never Rarely Sometimes Often Almost Always

Weekdays

Weekends

*refer to the attached map

9. Please tell us about your use of the DIPL shared path network to assist with gaining a better understanding of how the network is used. (If more convenient, please mark out on the DIPL path network map overleaf)

From To Route What I like What I don't like

Eg
 Braitling
 Eg Airport Stuart Highway Direct route to where I need to go
 Path does not extend to whole length of my trip.

10. Are there any routes you would prefer to take but do not? Do have any suggestions for extending the DIPL shared path network?

- No

Yes – please indicate why or mark up on the provided map overleaf

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.....
.....

Are there any other comments you would like to add?

.....
.....

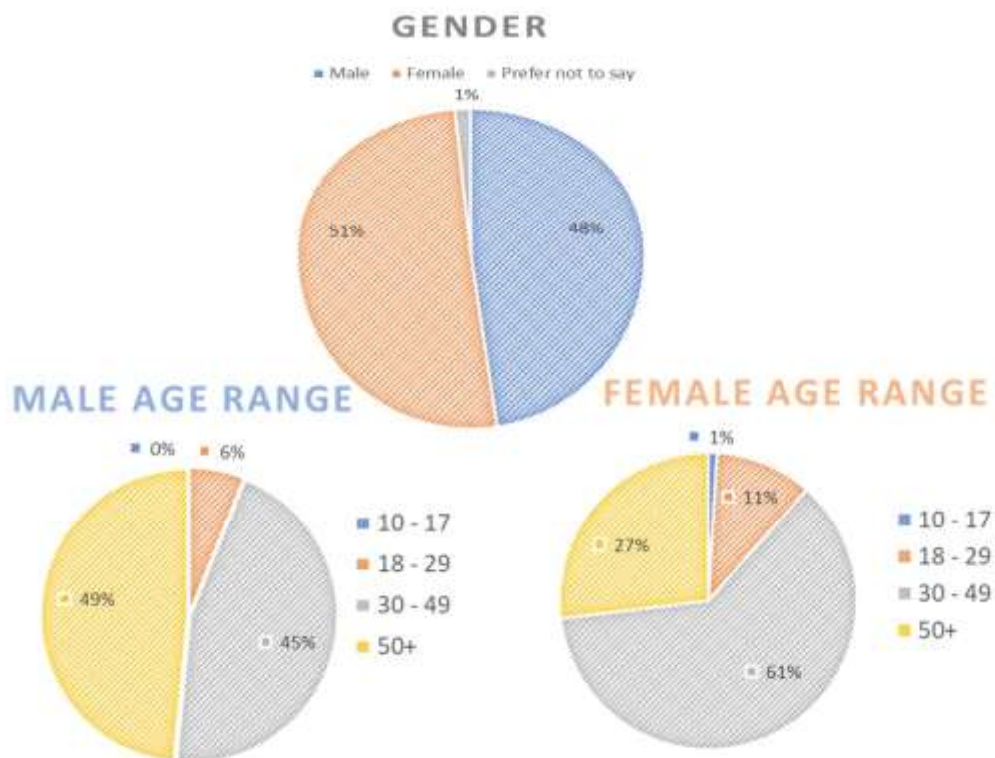
Results

Demographics of respondents

As shown by Figure 3-1 below, the split of respondent was approximately equal between males and females

(48% and 51%) with the most predominant age group amongst the male respondents being the 50+ years

old group and the female respondents the 30-49 years old range.



In terms of the spread of respondents, a review of the suburbs which respondents marked as their location showed there to be coverage of a vast majority of the Greater Darwin municipality. The summary table below outlines the spread across the key geographical locations within the scope of the greater Darwin study area. This spread is particularly important as it provides confidence that feedback has been provided for issues that may be encountered through the whole of the network and not just particular pockets.

Table 3-1 Respondent locations
Regional Area

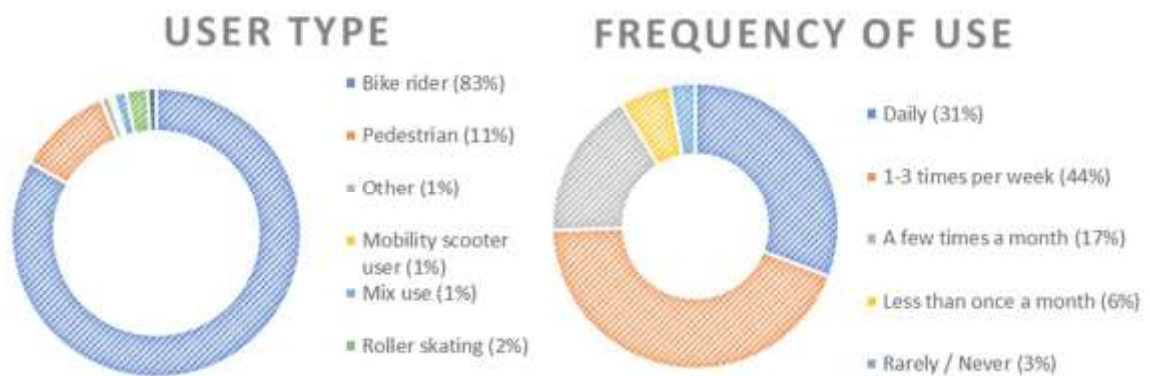
Number of Respondents

Darwin City (e.g. Bayview, The Narrows, Darwin City, Stuart Park etc.) 40
 Darwin Northern suburbs (e.g. Nightcliff, Malak, Casuarina, Alawa, Lyons etc.) 93
 Palmerston (Moulden, Farrar, Bellamack, Gray, Durack etc.) 40 Rural Area (e.g. Girraween, Howard Springs, Herbert, Humpty Doo, Berry Springs etc.) 45

3.2.2 Behaviours of Respondents

The most common user type was bike rider with 83%, followed by pedestrians 14% with 42% of the respondents specifying they use the path on a daily basis and 31% between 1 and 3 times per week.

User type and Frequency of use



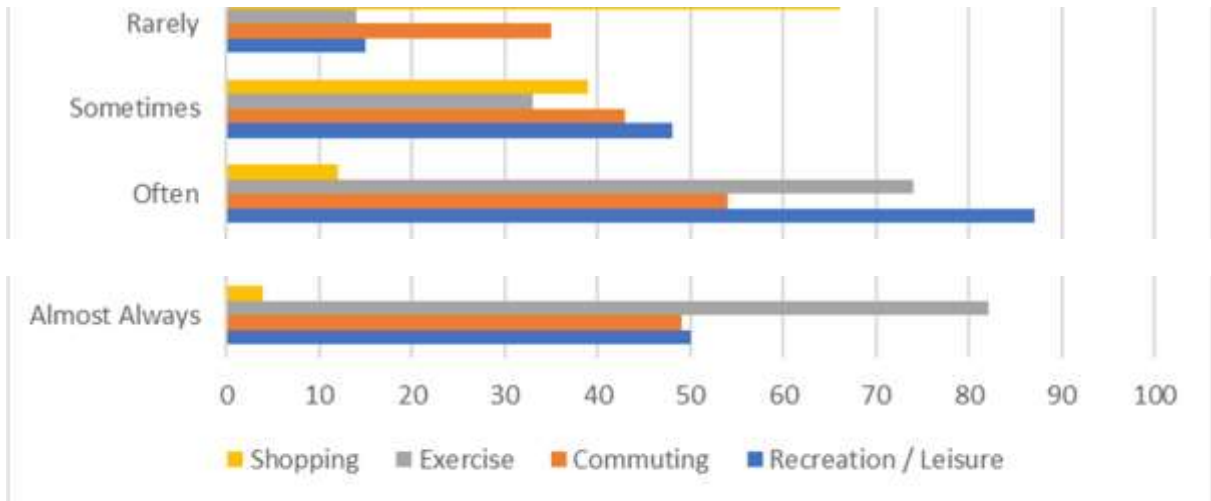
As would generally be expected due to commuter use, the shared paths were reported to be used more on weekdays than on weekends. The paths are being used 'Almost always' and 'often' by 74% of the respondents on weekdays and by 68% of them on weekends.

Figure 3-3 presents the reasons for using the path network across the greater Darwin region. In a majority of cases, people reported that they use the paths for exercise and recreation purposes, followed by commuting.

The use of the path network for Shopping was mostly recorded and never or rarely.

Reasons for using the shared path





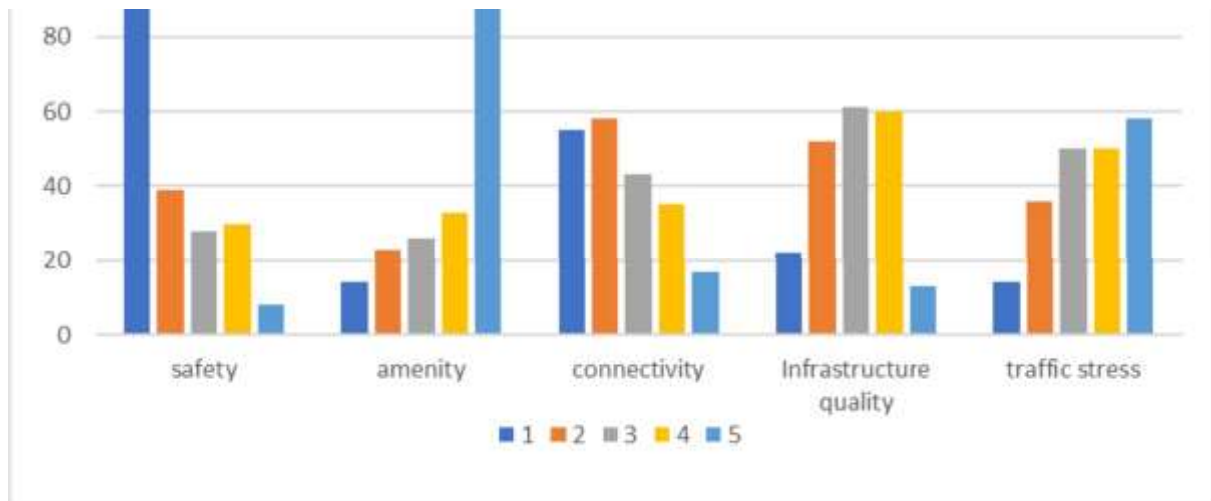
Respondents key focus areas

As part of the survey, various components of the shared path network were evaluated and ranked by the respondents in terms of their overall importance. The categories of Safety, Amenity, Connectivity, Infrastructure quality and Traffic stress were ranked from 1 to 5, being 1 the most important and 5 the least important. While it is noted that all these factors are important, the purpose of the question was to determine where the key preferences were from path users to help inform how best to develop the overall network.

In general, people agreed that safety is one of the most important components of the shared paths, 50% ranked safety as the most important and only 4% as the least important. Connectivity followed in terms of overall importance with 26% of respondents ranking it as the most important and 28% as the second most important.

Although it does play a key role in activation of paths for use by all road users, amenity was ranked as having the lowest level of importance of the five key components with 54% of respondents scoring it 5 important and 18% scoring it 4. Importance of path components ranked from 1 to 5





In addition to the defined parameters, respondents were given the option of suggesting additional items which they felt were also important. The responses that were gathered from this question provided that users are also wanting:

- Ø Additional monitoring and response to the build-up of debris after rain event and smashed glass on the paths;
- Ø Improved connectivity from the Path network to additional key attractors (Vanderlin Drive Police Station, Waterfront);
- Ø Greater separation from traffic lanes (where not already provided);
- Ø Provision of quality safety and wayfinding signage;
- Ø Reduction in the number of driveways crossing shared paths;
- Ø Greater focus on the amenity items provided with the curved grab rails (“banana bars”) nominated as a safety hazard.

3.2.4 General commentary

Comments received via the online platform and in person engagement sessions have been grouped into a number of themes and are listed below:

- Ø Provision of a path on Tiger Brennan Drive to extend from where the existing path ends into Palmerston;
 - Ø Construction of a path on Kirkland Drive, Wishart Road and connecting to the TBD path
 - Ø In addition to the above connection, extension of this path out to East arm;
 - Ø Upgrade of Bagot road to provide safe cycling infrastructure (it is noted there is a separate DIPL project assessing this);
 - Ø Extend the Lee Point road cycle lane and path out to East Point;
 - Ø Extension of the Coalinga path to the Arnhem highway and the from the Arnhem Highway / Stuart Highway intersection to Freds Pass road;
 - Ø High frequency of glass on paths causing punctures;
 - Ø Increased shade and amenities; and
 - Ø Creation of a path on the old rail line similar to the ‘rail trails’ in southern states;
- In addition to the list, the following word cloud visualizes those words which were used the most in the free text response sections of the online survey. A full list of the responses is included in Appendix A.

General responses

Many of the roads in the rural area have no footpaths to speak of, and often drop off into drainage areas immediately to the left of the fog lines (if fog lines exist at all).

Any sealed area to the left of the fog lines is often extremely narrow (and often comprises broken / missing bitumen) necessitating riders to travel in the primary road lane area. While this does not necessarily affect or impact the concept of shared path frameworks as such, nevertheless it is a component of safely accessing (feed in) to shared paths - and even a 300mm wide addition of pavement to the left of a fog line during maintenance, re-sealing or construction can aid the safety and amenity of rural roads by cyclists (and pedestrians) - further encouraging and improving uptake. Additionally, please consider extending the cycle path from Coolalinga to Humpty Doo shopping precinct.

Some sections are too slow, hazardous or poor quality, so many cyclists just go on the road. Sections include entire McMillan's bike path, Tiger Brennan.

Get rid of banana rails, they are ineffective and a major hazard to cyclists.

Howard Springs Road ought to have a wide cycle path so that cyclists can visit there more frequently.

Currently, it is not necessarily safe for us to cycle to the Howard Springs Nature Park because the traffic flow is quite fast all times.

Lee Point Road would become more accessible for us if a safe and smooth cycle path was laid. At present, the road surface is too rough and the traffic is dangerous for cyclists. Darwin's shared paths appear to be quite tokenistic. This means that the paths are frequently too narrow for cyclists and pedestrians to pass by safely. It is largely because there are too many excessively wide roadways exclusively designed for cars.

For instance, while Bagot Road and Stuart Highway have 3 and 4 broad car lanes respectively, they don't need more than 2 car lanes considering Darwin's traffic.

One lane for each side of the roads should be converted to a cyclist path.

Furthermore, Darwin's shared paths' surface quality is generally worse than that of driving roads. For example, it is conspicuous on the path beside Dick Ward Drive. Therefore, it is imperative to upgrade the quality of the paths.

Moreover, the concept of shared paths itself is not ideal in terms of safety for bicyclists and walkers. In other words, foot paths and cycle paths should be separated to secure safety for the two parties. This idea is widely accepted and implemented in European nations.

Would be great to have a path along Tiger Brennan Drive from Palmerston to Berrimah.

Connectivity from Dripstone and north side of Rapid Creek to the bike paths on Lee Point and Vanderlin Drive.

Also, connectivity from Karama to Stuart Highway needs safety improvement - could bike path run on airport side of Amy Johnson?; and Amy Johnson connectivity from Stuart Highway to Tiger Brennan Drive bike path needs to be developed, with safe crossing to the Tiger Brennan Drive installed. Shade.

Glass on paths is an issue.

Some parts of Vanderlin drive bike path could do with improved night lighting. Perhaps some of the McMillan's Drive path to Palmerston could do with better lighting too.

Better connectivity for a cycling path on Dick Ward Drive (current footpath infrastructure has poor connectivity on a bike - i.e. road crossings off centre). Connect from Nightcliff to the Rapid Creek and Casuarina infrastructure - rather than having to follow footpath around coast.

The Dick Ward bike path needs to be more continuous with easier on and off access. Any breaks in the bike paths in general need smoother roadways and better road paint/signage.

The roundabout outside The Avenue apartments at Stuart Park is a complete disaster to cycle through/around. The bike path broken glass is also regularly a problem.

Wishart Road to Kirkland Road.

Not sure if it's a DIPL pathway but the one along the Arnhem Highway between the Humpty Doo Pub in the east and Hayball Road in the west could be upgraded to be above water level when it rains and at least extended to the Stuart Highway in the west and one day connect to the corridor along the old railway alignment that currently goes between Darwin and Coolalinga.

Shade trees that actually shade the path where there are currently none/palms/ornamentals would go a long way to increasing the use/ comfort and amenity of the network.

If all of those lines on the maps were actually good quality cycle paths it would be a fine network, but alas mostly they are just deteriorating foot paths. Cyclists have no rights of way anywhere, have to constantly start and stop at intersections, give way to people backing out of driveways and make multiple manoeuvres to negotiate big intersections. Very annoying when riding along Dick Ward Drive, coconut Grove or anywhere around Casuarina for example. Getting past Fannie Bay shops also bad.

I have previously lived in the Northern suburbs which are very well connected to bike tracks and I used my bike more than my car. Now since moving out to the rural area, I have attempted using my bike to go to the shops, markets or even to work but have been put off by the lack of paths and rough roads to ride on. There is approximately 10km of road I need to ride on before I get to the bike track in Coolalinga which has people driving at 80km/hr in mostly 4WDs and is quite rough. I would really love to see Bees Creek Road with a path on it for when I have children so I can ride with them to their primary school or the markets at Fred's Pass. I believe this is a path that would be used by many children and families and enhance the health and lifestyle of the rural area. It is imperative that this is made as a safe option for riding a bike in the rural area as riding on the road definitely doesn't feel safe. I hope this dream can become a reality.

Bagot road but it is not safe for cyclists.

Dick Ward Drive when its high sun/hot - due to lack of shading and also the poor connectivity to the city means a long hot trip! Commuting into the city is hard in the humid, hot conditions, connectivity to reduce travel time (instead of weaving through suburbs) and more shade would help make cycling more accessible.

I do not feel safe travelling along the path behind Pinelands early morning when it is still dark due to the number of itinerants camping in the bush along there. There are so many users that would use this route direct into the city, for exercise and commute.

Trower Rd from Casuarina shop area to Rapid creek/Nightcliff path.

Bagot Road. Direct access from Dick Ward drive to East point will remove the need to transit through Fannie Bay.

Using self-illuminating or light reflection products on paths to improve night riding visibility.

Bagot road.

Would be great to see these paths connected, so you could go from Nightcliff out to Coolalinga and into city on protected bike path - not where driveways are coming out. Might also be nice to see a paved path out to Lee Point.

All paths need better shared zone signage and more cyclic maintenance instead of a big push of repairs suddenly.

An education campaign directed at cyclists about pedestrian safety is needed. Cyclists fly past me at high speed with no warning of their approach. Some get defensive and aggressive when I call out to them that they should give a warning. Maybe separation between cyclists and pedestrians on the long un-interrupted stretches of path are warranted. Much better to spend the money on duplicated paths than to have fatalities or serious injuries.

More bike paths would be great so rides can feel safe and travel different routes instead of the same ones all the time. Extend the current path that ends at Coolalinga out further.

Bagot road; Lee point road west side; McMillans road south side.

Extend on road lane Amy Johnson from Stuart Hwy to TBD, on road lane on TBD (both sides) from Woolner to Dinah Beach in the 80 zone. Lee Point Road all the way to Lee Point. Connection off Stuart Highway path to Knuckeys Lagoon. Connection off Vanderlin to Holmes Jungle.

More connections on Council roads, such as Trower to McMillans via Rapid Creek Rd all the way, not via Watergardens. All along Mueller Rd wide bike path. Extend a wide path along Council owned part of Trower to Cas Coastal Reserve. On road bike lane around Casuarina Drive because the foreshore path at times is very crowded.

It would be good to extend the path further into the rural area using the old rail corridor. Also can the on road bike lane on Amy Johnson be added like for Rothdale? And indication of dirt trail to Lee Pt?

It would be good if the existing path along the rail corridor can be promoted as a rail trail, with a view/intent to complete as much as possible to Adelaide River. This would need inter-departmental coordination as it would be a great tourism draw card as well as commuting and recreational trail. Start the trail from a trail head at Garramilla Boulevard with a big display, connect to the path under Daly St bridge. See the photos tab of this link for an example trail head at Caboolture:

<https://www.railtrails.org.au/component/railtrails/?view=trail&id=68&Itemid=66>

Tiger Brennan Drive would be very beneficial to save time to get to work from Palmerston to the Darwin CBD. Please please please build a path from Berrimah to Palmerston along Tiger Brennan Drive.

I will often leave my home in Wagaman and ride to Palmerston then follow the Hwy towards the city, I would like the option to travel along Bagot road, instead I will continue to Darwin High and follow the coast home.

Provide on road facilities (bike lanes) to separate pedestrian and cyclists.

The footpath needs upgrading. there is a Telstra cage over the Telstra pit that has been there for 2 months now with no movement. we have to cycle and walk around it. not good enough.

Too many black fellas sleep and sit on the path which makes it hard as well.

Otherwise it's a good route for a morning commute.

Dick Ward drive as it's quieter than Bagot road, but the connections onto the cycle way and then off the cycle way into town are not good. The connections mean it is much slower so a less appealing route.

The routes need to have better connections. For example, there is an on road cycle way along Rothdale Rd but it doesn't connect to any other on road cycle ways. The green road bike lane directs you to go onto the footpath instead, but if you are heading inbound along McMillans there is no on road marked lane. There is no connection between the bike lane along Rothdale and the shared path on the right hand side of McMillan's heading inbound.

The network needs to be designed to meet the different needs of different users. A commuter or serious exerciser will want to go faster and have fewer stops than is offered by the routes that are shared with pedestrians - there are often safety issues as well such as multiple driveways and difficult road crossings. People with children want to be able to ride where safety is the number one priority. This means you need to have multiple options available, that is safe shared pedestrian paths as well as marked on road bike lanes on the same road, these are not alternatives to be chosen between.

PLEASE develop bike paths along Amy Johnson Drive! It is such a dangerous and uncomfortable road to commute on.

Given the huge obstruction that the airport is for commuters between northern suburbs and southern industrial and city areas, both Bagot Road AND Amy Johnson Drive should have safe and comfortable bike paths. Right now, neither of these main arterials are safe or comfortable for cyclists.

Short extension of the bike/walking path from Kahlin/Gilruth Ave roundabout to exit adjacent to Schultze St.

This was to be part of the Myilly Point Redevelopment but Lyle Hebb DIPL advised 21 Oct 20 that the linking bike path section of the project across the broader site had to be removed from the scope of the project, because the scope of works for the Myilly Point Redevelopment had to be adjusted due to asbestos material and subsequent required remediation works.

A bike path is a critical feature for safe access by Larrakeyah residents accessing the playground from

Schultze St, and riding to the Bullocky Point Darwin High School/Darwin Middle School complex from Larrakeyah.

Even a gravel or dirt path would be a much safer option than forcing children onto, and to cross Lambell Tce near Mitchell St. Lambell Tce will become even more dangerous for cyclists once the park features and the parking for the Myilly Point Redevelopment is opened. The older brother of a school friend of mine was killed in a bike accident nearby in the 60's, and I would hate for another family to go through that. Riding on Lambell Tce to the NE is already risky, riding from the roundabout to Schultze St in SE direction is outright dangerous for children: in response, a number ride against the flow of traffic on the park side of the road which is disconcerting (and illegal). Riding by a broad age range of children will become much more prevalent when the precinct opens with the youth zone and an adventure play zones, and the food truck zones. A shared path in the park beside Lambell Tce should be considered a priority to allow safe access to the Myilly Point Redevelopment.

There is a lack of end of trip facilities. Bikes can't be carried on public transport. Some drivers do not maintain appropriated distance from cyclists when sharing the road. In general, poor sight distance at intersections. There is a risk for cyclists when parked vehicles open the door without looking.

From East point to Nightcliff.

I've only ridden Bagot road once as the road does not allow for cyclist and as it is a busy road.

Lee Point Road, (beach end) there is no shoulder to safely ride away from traffic.

The road needs to be widened.

Extend Tiger Brennan to be one pathway without the need to jump from Stuart Highway.

Channel Island, Finn Road, Stuart Highway.

Tiger Brennan from Berrimah to Palmerston.

The path along Vesty's beach at night.

Girraween Road, Hicks Road & Whitewood Road. Not enough paths in the rural. Speed limits too high to cater for cyclists sharing the road with angry 4x4 drivers. Palmerston to Berrimah along Tiger Brennan.

Kirkland Rd, joining up with existing path on TBD to enable shorter travel times to city from bottom of Palmerston.

Paths are great over all, would like to see more cycle specific lanes that are separated from vehicle traffic, as Darwin drivers are quite impatient and often don't give a lot of room when overtaking.

Along Cavenagh Street at the end of a workday, there are too many pedestrians to ride safely on the footpath but with the carparks and traffic it is also not safe to ride on the road.

We need more paths in the rural area. There are many schools that do not have paths and the children are forced to ride on the road.

Also the paths need to be extended so that people can walk or ride to rural schools and shopping centres.

There are many major roads in the rural area that have no cycle paths and people are forced to ride on the road.

There has been a death in Gunn Point Road where the cyclist was hit by a vehicle. Girraween Road is another road that is very busy without a cycle path.

There is also a school on Girraween Road that has a cycle path that goes nowhere.

Generally, all the paths are very good and well maintained. There is the issue of broken glass along the Stuart Highway from Winnellie into the CBD.

The intersection at Daly/Mitchell Streets is very dangerous for pedestrians and cyclists, just due to the way traffic flows and the number of cars turning. Often drivers are looking away from the direction they are turning into to check oncoming cars and don't see people using the crossings in front of them.

Extend Tiger Brennan to at least Palmerston.

Bagot Rd between McMillans and Stuart Hwy and Stuart Hwy between Parap to the city - the bike paths are a bit disjointed.

Extend concrete from Muirhead to Lee Point and create a dirt bike path at the back of Muirhead to Buffalo Creek. Need to do a safety audit of the bike paths

especially Pinelands to Howard Springs, this should highlight that those yellow bars that fold in are bloody dangerous. If 2 bikes can't pass each other in opposite directions safely is an issue. Cars can drive around 95% of them, so they are obsolete. Other issues include steep drop offs on the sides, at new hospital traffic lights some moron has put concrete design in centre island which again restricts 2 bikes from passing each other. I've had several near misses

at this obstacle (its obvious that whoever is designing these things is not a cyclist) need to think about flow and let cyclists be in control, not trying to control them.

Along McMillans have smoothed road crossings, removing unnecessary concrete making cycling path easier to transition. Also think need to look at Australian standards for bike paths when building / designing. Fence is too close to path going downhill past Karama.

Areas where aboriginals camp are intimidating, my partner does not like to ride there on her own and always lots of broken glass.

Please can we get a bike lane from Nightcliff to Casuarina.

Palmerston to Berrimah via Wishart Rd, Berrimah Rd. This would provide extension and connectivity to the path along Tiger Brennan. This section is also used for the Top End Fondo and can be tricky with trucks and cars passing.

The network is great to stay off roads. During wet season and with increase of storms sections along the Palmerston to Howard Springs become dirty with vegetation from trees. This needs additional cleaning to remove safety issues. More policing of cyclists and pedestrians using and displaying lights during dark periods.

Is it possible to use more of the old railway route?

Connect down to Howard Springs nature park and the mountain bike network down there.

Might also allow those that work at / visit the prison to cycle to work

Access to the Royal Darwin Hospital at commuting times is appalling and dangerous for cyclists. There are not enough bathroom facilities. Please consider this, as businesses also do not allow people to use their bathroom facilities.

Living in the rural area we try to get up to some nice paths, but getting there is the problem. We down in Doxas road and sometimes try to get along the Stuart highway to join up the path at Coolalinga. weekends

not so busy, but can't really do much commuting too busy. it just seems rural area always misses out but some of our neighbours have those battery powered bikes, just want to get out to go a fair distance without the traffic. So, hoping the path can be extended down the Highway at least our side of Elizabeth river. Mainly we ride along the path from Coolalinga to Palmerston to get a coffee on weekends. We don't stop in Coolalinga as too hard to get across the highway there from the end of the power easement/dirt track and bike path.

Please do a track along Kirkland, Wishart and Berrimah roads to the port to give Palmerston people more options to ride to work and greatly increase safety.

Tulagi road at peak times is really difficult to cross - could there be a pedestrian crossing with a signal installed?

The cycle path to Robertson barracks stops at the gate on Thorngate road. You then have to cycle on Thorngate road & Campbell road where you can pick up a cycle path again and follow it around Stevens road to join the McMillans road cycle path. If the cycle path can be connected from Thorngate to Campbell road it will form a nice loop with no major road crossings. The first part of the path where you turn towards Robertson barracks off the Stuart highway cycle path is also in poor condition for road bikes.

Thank you for the Howard Springs cycle path - it is awesome. There is a section near the Coolalinga end where vehicles can access it from the adjacent dirt road. I encountered a car reversing towards Palmerston on the cycle path. Is it possible to put some barrier up with a locked gate only allowing access for people on the properties adjacent to the path?

Between university avenue and Kirkland/ east arm Rd, joining on to Tiger Brennan Drive. Please create safer spaces for cyclists.

Please extend bike path along Tiger Brennan to Palmerston.

Kirkland to Wishart there are not even shoulders for bike riders to get out of harm's way and it's only 6km to the Berrimah light intersection that has a bike path, also there are no bus routes to the East Arm district for workers so only choice is car. I have asked several positions for this over the last few years with no traction. Connecting northern suburbs to the foreshore, currently have to ride 2-3km on main roads (Trower road) to get to the foreshore stretch to get to night cliff from Wanguri.

Palmerston to east Arm. Kirkland is so narrow.

Please consider even a narrow footpath. Cars fly around this corner faster than the 60 speed limit which is already too fast. We had a child come off their bike in the

drain just last week because it's too dangerous on the road and there is no other option. There is a school - it should be able to be accessed from both directions. Tiger Brennan - it has more hills than the road itself!

Bagot road - there is no path on the side to the city and the side from. the city has an old, uneven, dangerous path for riding on. Most paths are too narrow when riders need to past another rider coming the other way/when passing walkers, dangerous.

Giving multiple options into the city and increasing the capacity to ride around the coast from the city to through to East Point and down Dick Ward drive down to Nightcliff to connect with the path around the coastline which cuts out on Progress Drive.

I must mostly use City of Darwin pathways (or I understand that from this survey) - better integration between DIPL and CoD would assist in ensuring that bike paths don't just end in strange places. Too often, the paths just stop on a road or a patch of grass. They are poorly linked to each other. There's poor parking for bikes in most city locations (particularly secure and undercover parking). Roads with left hand turn lanes at lights next to lanes going straight through are difficult to negotiate as a cyclist. There's many, many issues with cycling in Darwin - the positives are that many roads are wide and cars generally give good space. Would hate to have to ride Bagot Rd each day however. Would suggest physical community consultation to get a better understanding of what needs to be addressed.

We use the McMillan's road pathways a lot as a family, kids riding bikes, walking our dog, going for a jog. It is a really lovely environment, very shady, lots of friendly people, very nice community vibe.

It's frustrating when paths terminate at intersections and riders have to keep crossing to the other side of the road.

Durack golf course and surrounding footpaths are concrete, so especially under the lovely shady trees there are many bumps at connections. Not smooth for young bikers, small scooters or skaters of any sort. Please please please bituminise this would be in conjunction with palmo golf course and benefits golf carts too.

The Holtze track is amazing. Thank you for making it. Nightcliff track is amazing. Thankyou.

Girraween road, the whole length. White wood, Hillier, Girraween, Pioneer, Power, Anglesey roads need shared paths to get cyclists of high volume connector roads and increase connectivity to other shared paths When adding cheese graters at intersections leave a flat gap at the edge of the path to allow roller-skaters to manoeuvre around it.

Publish watering schedules or adjust sprinklers to so they don't wet the path, wet paths are very dangerous on skates especially for newer skaters.

Main comment is that the Nightcliff foreshore bike path needs more signage on the path keeping people a max of 2 abreast and being aware that it is a shared path. A parallel walking path for pedestrians only (and small children -on bikes or walking /prams) would be great along the coastal section.

Bike path along Girraween Road connecting and Coolalinga. There is the start of a fabulous path near the school but it goes nowhere. Would be great for kids to ride safely along a path instead of tackling Girraween Road and traffic. There are always cyclists, especially on weekends on Girraween road. It is so dangerous. Please build a bike path along Girraween road from Coolalinga to at least the school

Thanks, I think you've done a good job with the cycle paths around my area.

An actual bike path on Bagot road and Amy Johnson drive would help a lot.

Extend the paths to make it more accessible for rural areas.

Correct the pitch on the path so that water does not accumulate but instead runs off and redirect water running onto the path.

Trower Rd has a shared path in name only. It needs specific engineering treatment. Vanderlin Dr from Lee

Point Rd to Trower Rd also lacks a proper shared path.

A connection between the Esplanade and Jervois St would enable better recreational route travel, and with completion of Francis Bay Dr missing link between McMinn St and the duck pond, would enable circumnavigation of Darwin CBD plus proper connectivity to feed-in commuter routes.

Advocate completion of shared path around Palmerston - final section of Roystonea Ave and last section along Channel Island Rd between Chung Wah and future Roystonea Ave.

As a recreation skater I'd like to do loops of smooth path, of scenic areas like the foreshore and east point, there is hardly anywhere for skaters to skate a smooth path, hills and stopping fast is difficult. More shade and water bubblers would be good. Path cleaning, dirt tracks and wet tracks are dangerous for skaters.

Cheers.

Riding along Bagot Road, there should be a dedicated bike path on the eastern side of Bagot Road.

Please look at the connection issues, there are a number of bike paths in Darwin which have poor connectivity. i.e. Tiger Brennan Drive bike path doesn't connect well to Esplanade Bike Park, which doesn't connect well to Fannie Bay/East Point/Dick Ward Drive. Which again doesn't connect well to Nightcliff Foreshore (past Woolworths is dangerous). There is no obvious connection from Dripstone through to Lee Point Rd/Vanderlin Rd.

Links to waterfront. City paths. Link of Esplanade from southern side of city.

Our suggestion would be to make a path along the crown land from the end of Mulgara road to Cox Peninsula Rd which is only 3 kilometres. We are in Mala Plains and would take our kids up to Humpty Doo to visit family. There is a good track from Cox Peninsula road to Noonamah pub which I think is along the water pipe land, and another up to Goode road and we can follow the dirt to Redcliffe road. We just don't take the kids on the busy Cox Peninsula Rd and most families around here wont either. We drive up and park at the bus interchange, but this can be a hassle if we take our boys friend too. I hope you take these comments for the rural area. thank you.

Separate pathway for bikes on popular/highly used paths e.g. Nightcliff. Keep up the good work. The path ways are a community asset. A lot of major towns/cities don't have such a network.

The path up Bagot Rd is probably the most direct route to the city; however, there are too many side streets to have to cross if I go on the footpath and it path is bumpy.

I ride up Dick Ward Drive because it is a much better path, but it adds a lot of time to my ride into town, which means that I commute by bike much less than I'd like to.

I do not use the Bagot Road cycle path because it is lumpy, full of sharp objects, and not suitable for commuting (too many road and driveway crossings, therefore too slow).

A cycle path on the opposite side of this road, separate from traffic would be ideal. Thank you for considering this important issue.

I generally like the bike path network. Could use some maintenance on some of the paths. More bike paths would be good Joining Howards Springs to Humpty Doo, Humpty Doo to Herbert, Herbert to Girraween.

Dick Ward behind race course to the city would be quicker and safer but needs designated lane and crossing points.

Look at how the CoD and NTG systems interact rather than thinking of them separately, look at where people logically ride, shortest route, safest route and integrate with designated lanes and formed crossing points Whoever is in charge should deal with the anti-social behaviour first. Drunks are everywhere along the Nightcliff to Brinkin path, they are scary, loud and should not be there. I just don't invite relatives and friends from interstate to Darwin anymore. I laugh at the expectation that we are just on the verge of getting lots of tourists to come to Darwin - I would not ask anyone to endure the type of in your face anti-social behaviour I experience every day in Darwin.

Point 2 - Darwin people in general should learn some manners and learn how to move off pathways when they are stopped to answer a phone etc. Cyclists should learn to cycle at sensible speeds through areas with lots of pedestrians.

See above re McMinn St down to the Waterfront from Stuart Highway. The bike/walking path along East

Point - near Pee Wees also needs repair - it is narrow and rutted All bike paths need to be located away from vehicle traffic. Paths along Bagot and Trower roads with driveways every 20 meters and 6 ft high solid fence with little or no line of sight are not acceptable cycling options. Intersections are also problematic i.e. McMillan's road path is good but , intersections with side roads and wide sweeping corners means navigation with traffic crossing at 50-60kmh, again it isn't safe and a major disincentive to using the network.

Cycle/pedestrian amenity on the eastern side of Bagot road is lacking. I mostly cycle for shopping, getting to the pet food shop (next to the ice skating rink) from coconut grove always feels unsafe.

Would love to go along the Tiger Brennan bike path. But getting to it from the Stuart Highway is impossible on roller skates.

Extend bike paths down Girraween Road as far as possible.

A continuous bike path from Harriet Place to start of the bike path at the RAAF base entrance in Winnellie.

Bubblers are important and shade.

Paths need more shade.

Smooth, good connectivity McMillans Rd

Extension of TBD from Berrimah Road into Palmerston. Paths must be designed with stormwater flow reduced to keep paths clean of rocks, gravel, glass and other debris. Bike tyres puncture easily and riders don't use dirty paths.

Whilst there is a DCC path down Lee Point Rd inbound from Vanderlin Dve Roundabout, it is right next to the road, is very hot, and has no shade. Need to put a new one in under all the beautiful trees, and wide, for e-scooters, cyclists and pedestrians Bagot road / Trower road dedicated lane to Casuarina and northern suburbs. Suggested waypoints circuits.

I would prefer to ride on Bagot Road (faster) but don't as it's too dangerous, instead I take Dick Ward Drive.

I suggest Strava look at the Strava Metro data to see where people ride in Darwin. Strava is used by a large number of cyclists up here and can be used to determine preferred routes and estimate usage statistics.

Plus, can view commuter/recreational rides Path extensions from the existing Coolalinga/Path out to the popular Howard Springs Mountain Bike Track at the

Pine Forest. A Modest Extension from existing path to Coolalinga. Often see riders on Howard Springs road accessing the Pine Forest Tracks.

Also, extension of Coolalinga bike path to Humpty Doo to encourage further recreational and commuting.

The further the weekend riders extend their rides, the further their economic benefit will flow to cafes etc in the rural area as well I would like to see bike path network extended beyond Coolalinga. It would be good to have more paths for bikes servicing the Darwin and Greater Darwin area. It would be good to have more signage regarding safe use of the paths (e.g. no headphone use) and ensure all crossings of paths with roads are appropriately safe.

I know this is aimed at people who use the path but It would be good to get the views of drivers. I get so nervous and worried for the poor people riding their bikes on Bagot Road, there needs to be a separate lane for them.

Humpty Doo to Coolalinga would be a great connection, getting to work with my ebike will be a lot easier.

Some more signage about interesting things along the routes like the WWII history stuff.

As above - a connection from the Coolalinga terminus around the shops and up Girraween Road would be fantastic.

Thank you - the bike path between Coolalinga and Palmerston is an amazing resource and much appreciated.

Need to improve safety for kids to be able to ride to school, provide proper crossings (cars don't stop for traffic islands).

Need to make shares use of roads more visible to cars, e.g. Dick Ward Drive where the cycling track crosses many side roads.

Shared bike path along Stuart Highway. The reason why I do not use it is because the connection to Garramilla Blvd along Harvey Street is too dangerous. There is fragmented footpaths and concealed access ways meaning riding on the road is dangerous.

More signage is needed around CBD and on bike paths about bike riders/scooter riders' responsibilities around pedestrians. Recommend a 1.5m min distance between the two groups (as guidance). When to use your bell etc.

Pls join network from Durack to Wishart Rd. This route is highly used, especially on weekends and currently people ride on the shoulder or road. With 100km limit = very dangerous for cyclists and cars. This would really open up the network to more use!

I want to ride safely from Durack to Darwin CBD. The dangerous part for me is from Durack to Wishart.

Don't ask me to ride up the hill to the Stuart Hwy, I'm 60 years of age, the flat and shorter route is along Kirkland Rd.

Make the paths safer and more people will use the bike paths. They don't have to be super expensive paths.

Don't waste money putting expensive metal rails etc. a simple smooth safe path is all we need.

When we pay all NTG debt, come back and put rails.

Tiger Brennan path due to Gravel.

Durack to Wishart to Berrimah Rd to connect to existing path on Tiger Brennan.

Where additional road space is offered on roadside it is often not suitable for riding road or high end bikes on. e.g. Roystonea has space but the road surface is so rough that you can't ride on it without worrying about a puncture or damaging the bike.

Bagot and Trower roads.

Please extend the network to Wagait Beach and beyond the store. Ideally, I would like a bike path on the east side of Wagait Tower Road with a crossing over the drain to access Uhr Road. Some weekdays there can be up to 20 cyclists from Wagait Beach. Why is the cycle path from Mandorah Jetty to Wagait store not included? I would like this path extended further. Connections at the Cullen Bay end are unsafe as riders have no option but to ride on the road to access a footpath. The general network is good.

Finn road, Jenkins and Channel Island road. I think it is a great cycle (and recreation) path system and continued maintenance to keep it in good condition is one of the most important things to me for its continued use.

Please extend the bike path for Humpty Doo/ Herbert access.

Rural roads are dangerous for cycling with no sealed apron.

The track needs to extend beyond Coolalinga and make its way all the way up the Arnhem Highway to the Wetlands tourist would use the path and it would allow rural kids to be more mobile as the highway is too dangerous after you pass the Humpty Doo Hotel.

It would be terrific to have a foot/bike path extended from Muirhead to Lee point beach. There currently isn't anything there and it's incredibly dangerous for any pedestrians walking dogs etc, kids on bikes, cyclists visiting the beach or resort. I'd love to use Dick Ward down along the shoreline to the wharf for the whole trip, and get the relaxing view.

The flat topography is fantastic, as a new rider in Darwin it has the makings of the best city to ride in- so good to see so many people riding. The safety, route markers and ease will be added benefits.

Please extend DIPL shared path from Muirhead to Lee Pt.

I do not use the DIPL as there is no route. I would like to see on connecting Howard River Park to Howard Springs along Gunn Point Road to Howard Springs Road.

Humpty Doo to Coolalinga would be great so I could ride all the way to work safely. Current network from Coolalinga to Airport is excellent - please extend further into rural area

On road painted bike lane on Dick Ward Dr. Speed limit of 60.

More pathways and extensions to Girraween primary school. An added pedestrian crossing on Girraween road with lights would assist in people crossing.

Extension of pathways to Girraween Primary school for students to be able to ride and walk on. Would love to use a Humpty Doo to Coolalinga path.

Girraween road and the extension. I don't ride my bike because there is no bike lane and too scary to ride on road.

Herbert area to Humpty Doo.

Extend the bike path from Coolalinga through Girraween (Girraween Roads, Power Road, Anglesey, Pioneer Dr, Kennedy Road) through to Humpty Doo shopping village. This would allow kids and families to use the paths to commute to schools. Connect the rural areas so kids can ride safely to schools, sports, friends' houses.

The path does not connect through the rural areas. Some ride on Girraween Rd however this is dangerous for cars and cyclists. Lots of kids out rural areas, would be great to give them a safe riding space down Girraween Rd to Coolalinga.

Connection from Coolalinga to Humpty Doo.

Coolalinga to humpty doo.

There is a bike path near Girraween school, I would like to see it continued up Girraween road to Herbert so that the school children could ride to school.

Girraween road is too busy so it is unsafe for children to ride on the road.

Girraween Rd is dangerous for cyclists, as there is no path or shoulder that is large enough. Often see kids riding on road in the 100 zone. I'd like to see a bike path from Herbert to Coolalinga, and Humpty doo to Coolalinga.

Paths around Robertson Barracks need resurfacing and regular sweeping As per above riding past Gateway shopping center. Also continue bike path from Berrimah Rd to Roystonea Ave along Tiger Brennan. Thanks

It would be good to have a 'circular' route at Coolalinga.

Stuart Hwy bike path (coming into Darwin) - not clear where to cross Stuart Highway around Bagot Rd intersection - Coolalinga path fence is a nightmare - no space if you need to do repairs Wide paths with trees are fabulous.

Yellow bars across the paths are a dangerous nightmare for riders.

Signage / advertising for sharing paths protocols (pedestrians with earphones tend to 'hog' paths and feel they have right of way).

Every path should connect to every other path, safely. Priority lights, zebra crossing, give way & stop signs needed. So many obstacles: high curbs so can't get from road to path. Remove bollards to ensure cyclists can cross roads. Darwin DOES NOT HAVE cycling infrastructure. No good to be able to ride with pedestrians. Dedicated cycling infra needed. Think Netherlands, Denmark, Germany, Sweden. Much busier. Much more safer.

Please extend the path along Girraween road to Anglesey. We are further out, however this area is extremely dangerous to ride on the roadside given the 1 lanes and volume of traffic. There are blackspot areas should be improved to accommodate cyclers Extend track from Coolalinga to Arnhem Highway to enable rural area access without requiring travel along the Stuart highway.

Extend to Noonamah and Humpty Doo shops minimum, be better all the way to acacia store and Lambells - with an electric bike this gives a viable transport option to rural residents who can't or don't want to drive.

The major roads are dangerous for bikes. The bike paths along the foreshore are amazing, but in terms of demand for path expansion, the rural Area public transport options are very limited A bike path from Darwin to Katherine long term for tourism, and Litchfield national park MTB trails etc.

Herbert to Girraween school on Girraween road. Sunter road turn off - a path to join the one to Humpty Doo shops.

Coolalinga to Humpty Doo. Would be great to see Whitewood Rd shared pathway repaired and cleaned regularly of broken glass and loose gravel. (As promised by Litchfield Council)

I am actually surprised that Bagot Road and Trower Road are considered part of DIPL shared path network.

It's not shared - this section is a section for cars. There is no aspect about it that encourages or assists cyclists. I choose to commute to work a longer way to make sure I go along Dick Ward Drive and not along Trower Road or Bagot Road even though these would be most convenient for my cycle commute and probably prevents me from cycling more often.

Whilst I like to take the Lee Pt buffalo creek route 3x weekly I rarely do so these days due to the increase traffic and lack of suitable (or any) bike path. There needs to be a dedicated bike path outbound to Lee Pt. it needs to have a white line down the middle so it can be used either way **COOLALINGA TO THE RURAL AREA OF HUMPTY DOO AND BERRY SPRINGS.**

There needs to be more connectivity with MTB tracks, there also needs to be more MTB tracks and trails built around Darwin to increase connectivity with dipl shared pathways

From Howard Springs / Stuart Highway intersection would like path to travel adjacent to Stuart Highway to Coolalinga with a path turning right and continuing all the way down Virginia Road.

Would also like a path on Wells Creek Rd. This road is dangerous Don't do shared path; provide dedicated cycle paths for real commuting that are prioritised and offer safe and speedy journeys. Better and more connections between Palmerston and Darwin to encourage commuting; many won't cycle from southern Palmerston areas as it is unsafe; shade trees for Tiger Brennan path from Berrimah and in to CBD - it is otherwise awful to ride Lee point road cycle path. Please keep adding cycling infrastructure. It makes Darwin fantastic.

Connect Humpty Doo to Coolalinga please!

Extending paths off the Stuart Hwy to the east and west would create better connectivity for residents to access the rail corridor.

Extension of bike path from Tiger Brennan drive (Berrimah Rd intersection) through to Durack/Palmerston.

Extension of bike path from Coolalinga to Humpty doo. Improve bike access to cycle bridge over Stuart highway at Gateway shopping center.

Extending Tiger Brennan Drive network.

Pretty good now but could be more comprehensive. More priority needed for path users in general, cars should have to give way in many more places.

Extend from the Lee Point roundabout down to Lee Point beach.

Toward and then along Girraween road from current ending in Coolalinga. Great job so far, keep it coming rural.

Out to lee point.

Bagot road needs improvement.

From Coolalinga to Berry Springs then Berry Springs to Batchelor along the old railway line.

All the way along Arnhem highway at humpy doo from Stuart highway to Adelaide river.

Keep repairing the existing ones, holes, bumps and drainage A bike path down to Lee Point.

A bike path through the national park Charles Darwin, add more repair kits around the place

Can they be cleaned or swept more often.

When doing road works take no account the cyclists where do they go.

Tennant Creek

Survey Questions – Tennant Creek NT Cycle and Shared Path Network Review

[The Project](#)

The Department of Infrastructure, Planning and Logistics is undertaking an important, periodic review of the existing cycle and shared path network in the Katherine and Tennant Creek regions. This review is key to facilitating the continuing strategic development of these assets in line with stakeholder and community requirements for the next 10 years. The project will involve a review that

delivers recommendations for improvements, enhanced connectivity and network extension.

[User feedback is essential](#)

Whether you use the cycle and shared path network to commute to work or school, or for recreational purposes, or other purposes – we want to hear from you. Your input will help us build an understanding of what is needed to improve the cycle and shared path network.

Survey closes 5pm Friday 18 December 2020

[Survey Questions](#)

1) Which of the below categories best apply to you? (Please circle one or multiple)

Pedestrian / Cyclist / Other _____

2) To assist in informing infrastructure solutions, what is your age? (Please circle)

0-9 / 10-17 / 18-29 / 30-49 / over 50 / Prefer not to say

3) To assist in informing infrastructure solutions, what is your gender? (Please circle)

Female / Male / Other _____ / Prefer not to say

4) How often do you use shared paths for walking? (Please circle)

Daily / A few times per week / A few times per month / A few times per year

5) How often do you ride a bike on shared paths? (Please circle)

Daily / A few times per week / A few times per month / A few times per year

6) How often do you ride a bike on the road? (Please circle)

Daily / A few times per week / A few times per month / A few times per year

7) What are your reasons for walking? (select all that apply)

Transport to/from work / Recreation and exercise / Shopping / Social visits / To access public transport/

Other _____

8) What are your reasons for cycling? (select all that apply)

Transport to/from work / Recreation and exercise / Shopping / Social visits / To access public transport/

Other _____

9) Where do you most often travel to or from? (Please list locations)

_____, _____, _____
_____, _____, _____

10) Which route/s do you take? (Please describe the route/s below)

11) What are the good aspects of the route/s? (Please write your response below)

Katherine and Tennant Creek Regions Cycle and Shared Path Network Review | Tennant Creek NT Survey Questions

Results: To be provided by DIPL Transport Planning on acceptance from Consultant ETC mid-May.

Katherine

12) What are things that you do not like about the route/s? (Please circle issue/s below)

Safety / Amenity / Connectivity / Infrastructure quality / Traffic stress / Other (please specify below)

13) What issues are most important to you when cycling and walking? Consider the list of issues below. Order the 6 issues from 1-6, with 1 being the most important issue

() Safety (e.g. traffic, street lighting, road crossings)

- () Amenity (e.g. trees, parks, seating)
- () Connectivity (e.g. path does not extend to your destination)
- () Infrastructure quality (e.g. paths damaged, too narrow)
- () Traffic stress (e.g. too busy, too many trucks)
- () Other (Please specify) _____

14) Are there other routes you would prefer to take, but do not? If yes, please specify which route/s below

15) If you answered yes to question 14), please circle and/or note why you do not take it
 Safety / Amenity / Connectivity / Infrastructure quality / Traffic stress / Other (please specify below)

16) For routes that you prefer to use, please select the reasons for your preference
 Safety / Amenity / Connectivity / Infrastructure quality / Traffic stress / Other (please specify below)

17) Are there any other comments you would like to add?
 Safety / Amenity / Connectivity / Infrastructure quality / Traffic stress / Other (please specify below)

Survey Submission

To submit your survey, please email to drwmail@ghd.com or mail to Level 7, 24 Mitchell Street Darwin NT 0800 Australia

Please note you can also complete this survey online at <https://dipl.mysocialpinpoint.com.au/ktrcp>

Results: To be provided by DIPL Transport Planning on acceptance from Consultant ETC mid-May.

COMMUNICATIONS AND MARKETING

19. Please detail expenditure on advertising and communications during the period 1 July 2020 to 31 March 2021.

For each advertisement for which an expense was incurred:

- a) What was the purpose / description of the advertisement?
- b) Who was the advertisement placed with, i.e. media outlet, newspaper, and television station or similar?
- c) What was the total production cost, including, but not limited to, design, commissions, and placement costs?
- d) Were tenders or expressions of interest called? If not, why not?

Expenditure on advertising and communications during the period of time beginning 1 July 2020 and ending 31 March 2021 is broken down as per below:

Department of Infrastructure, Planning and Logistics; and Planning Commission. Including Housing Data.

Advertising	1 July 2020 to 31 March 2021
Magazines/Journals	\$1,130
Newspaper	\$72,422
Online	\$6,874
Outdoor	\$50,036
Radio	\$14,663
Statutory Notices	\$63,345
Television	\$13,299
Total	\$221,769

Communications	1 July 2020 to 31 March 2021
Consultants	\$137,806
Displays	\$6,119
Document Production	\$16,928
Events And Exhibitions	\$7,609
Marketing And Promotion - Other	\$139,172
Marketing Materials - Other	\$30,966
Total	\$338,600

Northern Territory Government Works Program – Specific Project Costs:

Advertising and Communications	1 July 2020 to 31 March 2021
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Print Advertising, including Signage & Airport Billboard Advertising	\$14,048
TV Advertising	\$375
Radio Advertising	\$664
Communication Consultants	\$5,028
Design and Layout Maps for Advertising and Flyers	\$448
Total	\$20,563

a) The purpose / descriptions of the all advertisements were:

- Project delivery notifications (TV, print, radio and online advertisements, flyers and brochures)
- Public safety and targeted community campaigns such as *Respect your Driver and Sober Bob*
- Community engagement on planning projects
- Recruitment advertising
- Planning Commission notifications and public information displays
- Land administration statutory notifications

b) The advertisements were placed with the following media outlets through the NT Government media booking agency Atomic 212.

Print	Radio	Television	Digital/Other
NT News	Mix 104.9 FM Radio Darwin	Channel 9 – Darwin	Seek
Katherine Times	Hot 100 (8HOT) Darwin	Channel 7 – Darwin	Facebook
Alice Springs Centralian Advocate	Territory FM Darwin/Tennant/Katherine	Imparja Television Pty Ltd	Google
Tennant & District Times	GEM Imparja	Aboriginal TV CH 4	Instagram
The Australian	8HA – Alice Springs	8CCC Alice Springs and Tennant Creek	YouTube
Territory Q Magazine	SUN FM (8SUN) Alice Springs		LinkedIn
Sunday Territorian	8KIN 100.5FM CAAMA Radio Indigenous Alice Springs		
	Radio Larrakia 94.5		

c) Total expenditure on advertising and communications during the period beginning 1 July 2020 and ending 31 March 2021 was \$580,932 inclusive of design, commission and placement costs.

d) Tenders or expressions of interest were not included as it is mandatory to use D13-0470 panel contract for advertising in the Northern Territory.

TRAVEL

20. Please provide the total expenditure and itemised details of travel, including, but not limited to travel-related costs such as accommodation, travel allowance, entertainment, car rental, meals and

incidentals, in each Agency and authority during the period 1 July 2020 to 31 March 2021 broken down to:

- a) **International Travel**
- b) **Interstate Travel**
- c) **Intrastate Travel**

Total expenditure paid on travel by the Department of Infrastructure, Planning and Logistics (including Planning Commission) during the period 1 July 2020 to 31 March 2021 was \$1,365,119.

- a) International travel

Nil.

- b) Interstate travel

Total expenditure \$6,673. This expenditure relates to 6 records of data as summarised below.

Fares	Accommodation	Travel Allowance	Total Interstate Travel Cost to 31/03/2021
\$4,596	\$1,353	\$724	\$6,673

- c) Intrastate travel

Total expenditure \$1,358,446. This expenditure relates to over 1,212 records of data and it is administratively onerous and time-consuming to respond in detail for individual travel dates, destinations and reasons for each instance of travel.

21. **In the case of international travel identified in response to the question above, please provide the purpose, itinerary, persons and costs involved in each trip.**

Nil.

22. **Please provide itemised details and costs of all travel undertaken by the Minister that was paid for by the Agency or authority, including travel on charters during the period 1 July 2020 to 31 March 2021.**

Nil.

HOSPITALITY / FUNCTIONS AND EVENTS

23. Please provide full details of all official hospitality provided for the period 1 July 2020 to 31 March 2021.

In relation to each occasion where official hospitality was provided:

- a) What was the purpose of the hospitality?**
- b) How many guests attended?**
- c) How many Ministers attended?**
- d) How many Ministerial staff attended?**
- e) How many MLAs attended?**
- f) How many Public Sector employees attended?**
- g) What was the total cost incurred?**

The total expenditure on all official hospitality provided for the period 1 July 2020 to 31 March 2021 by the Department of Infrastructure, Planning and Logistics was \$13,811.

- a) Purpose of hospitality – refer table 1
- b) Guests attended – refer table 1
- c) Ministers attended - Nil
- d) Ministerial staff attended – Nil
- e) MLAs attended – Nil
- f) Public sector employees attended – refer table 1
- g) Total cost incurred – refer table 1

Table 1:

(a) Purpose/Event	(f) Number of Public Sector Employee Attendees	(b) Total Number of Attendees	(g) Total Cost
Community Engagement Meetings Catering	Various	Various	\$8,543
Development Consent Authority (DCA) Meetings Catering	Various	Various	\$1,433
Development Consent Authority (DCA) Lunches	Various	Various	\$193
Light Vehicle Modifications in the NT Meetings Catering	Various	Various	\$325
NTPC Board Members Meetings Catering	10	10	\$475
NTPC Board Members Meeting Lunch	12	12	\$210
Refreshments for Training and Other In-House Events	Various	Various	\$1,672
Roads Australia Annual Luncheon	8	8	\$960
Total Entertainment			\$13,811

GRANTS, DONATIONS AND INCENTIVES

24. Please detail expenditure on grants, donations and incentives paid by your Agency (including the recipient of each payment) during the period 1 July 2020 to 31 March 2021.

The total expenditure on grants paid by the Department of Infrastructure, Planning and Logistics during the period beginning 1 July 2020 and ending 31 March 2021 was \$7,846,862.

Nil donations were paid by the Department during the period beginning 1 July 2020 and ending 31 March 2021.

Nil incentives were paid by the Department during the period beginning 1 July 2020 and ending 31 March 2021.

Program	Recipient	NGO	Amount
Asset Management - Transport Assets			\$237,960
Services Funding Agreement for Wurrumiyanga Barge Facility	Tiwi Enterprises Ltd	NGO	\$221,960
Services Funding Agreement For Ongoing Maintenance and Insurance of The Melville Bay Community Boat Ramp Facility	Nhulunbuy Regional Sportsfishing Club Inc.		\$16,000
Remote Passenger Transport Program			\$1,558,255
Regional Alice Springs	Centre Bush Bus		\$227,575
Regional Gove	YBE (2) Pty Ltd ATF The YBE Unit Trust		\$81,655
Regional Tennant Creek	Tennant Creek Transport Inc.	NGO	\$104,000
Tiwi Islands	Tiwi Enterprises Ltd	NGO	\$379,954
Bagala	Bagala Aboriginal Corporation	NGO	\$95,000
Maningrida	Bawinanga Aboriginal Corporation	NGO	\$257,400
Wadeye	Murin Association Inc.	NGO	\$328,771
Bus Trial - Wadeye	West Daly Regional Council		\$83,900
Crown Land Estate			\$1,279,100
Darwin Waterfront Corporation – Management of Stokes Hill Wharf and Facilities	Darwin Waterfront Corporation		\$1,029,100
Operational Funding for the NT Land Corporation	Northern Territory Land Corporation		\$250,000
General School Education And Awareness			\$118,000
Street Smart High	Automobile Association of NT		\$118,000
DriveSafe			\$345,911
Driving School	ABC Driving School Darwin		\$12,449
Driving School	Achieve Driving Academy NT		\$3,171
Driving School	ACME Driving School Alice Springs		\$2,200
Driving School	Andrew's Driving School		\$993
Driving School	Andrews Driving School		\$5,043
Driving School	Angela's Driver Training		\$16,023
Driving School	A1 Territory Driving School		\$3,696
Driving School	Central Australian Driving School		\$3,373

Program	Recipient	NGO	Amount
Driving School	Connie's Driving School		\$10,000
Driving School	Fernando Driving School Darwin Pty Ltd		\$1,835
Driving School	Darwin Driving School		\$1,080
Driving School	Eagle Training Services NT Pty Ltd		\$6,205
Driving School	East Arnhem Land Consulting & Training Pty Ltd		\$980
Driving School	Elite Driving School		\$8,800
Driving School	Gulkula Education and Training		\$525
Driving School	One2one Driving School		\$4,817
Driving School	I drive NT		\$640
Driving School	Top Gear (Aust) Pty Ltd		\$41,158
Driving School	Drv4lyf Driving School		\$2,909
Driving School	Lams Driving School		\$5,416
Driving School	Manila Smart Driving School		\$3,840
Driving School	NT Driver Education		\$4,875
Driving School	Motor Vehicle Registry		\$113,588
Driving School	MRM Driving School		\$14,340
Driving School	Palmerston Driving School		\$16,409
Driving School	Logic Transport Training		\$19,952
Driving School	Satnam Singh Darian		\$240
Driving School	1st Attempt Driving School		\$3,760
Driving School	Thomas Shilling		\$15,074
Driving School	tony Bacus Drivers' Education & Training		\$160
Driving School	Ziersch, Mr John Brian		\$22,360
NT Roads Program			\$75,000
ISLRIP - Improving Strategic Local Roads Infrastructure Program	Roper Gulf Regional Council		\$75,000
Australian Government Roads Program			\$419,560
Black Spot	Alice Springs Town Council		\$70,000
Black Spot	Darwin City Council		\$160,000
Black Spot	City of Palmerston		\$91,100
Black Spot	Katherine Town Council		\$98,460
Passenger Transport Management Services			\$1,640,742
Services Funding Agreement Mandorah Ferry Service	Sealink Queensland		\$1,150,812
Services Funding Agreement Tiwi	Sealink Queensland		\$489,930
Road Safety			\$66,467
Towards Zero Community Grant	Tiwi Training & Employment Pty Ltd	NGO	\$2,500
Towards Zero Community Grant	Neighbourhood Watch Northern Territory Incorporated	NGO	\$5,000
Towards Zero Community Grant	Living Waters Lutheran School Inc.	NGO	\$4,808
Towards Zero Community Grant	Envirocollective CDU		\$4,980
Towards Zero Community Grant	Bakewell Primary School		\$1,000
Towards Zero Community Grant	YWCA Australia	NGO	\$930
Towards Zero Community Grant	UMNT Incorporated	NGO	\$1,000
Towards Zero Community Grant	Larapinta Primary School		\$7,983
Towards Zero Community Grant	NT Cricket		\$5,000
Towards Zero Community Grant	Larrakeyah Primary School		\$2,970
Towards Zero Community Grant	Red Lily Health Board Aboriginal Corporation	NGO	\$5,000
Towards Zero Community Grant	Waratah Football Club Inc.		\$3,296
Towards Zero Community Grant	Alice Springs Town Council		\$5,000

Program	Recipient	NGO	Amount
Towards Zero Community Grant	Autism Northern Territory Inc.	NGO	\$2,000
Towards Zero Community Grant	Carpentaria Disability Services Limited	NGO	\$5,000
Towards Zero Community Grant	NT Netball Association		\$5,000
Towards Zero Community Grant	Murrupurtiyanuwu Catholic Primary School	NGO	\$5,000
Aviation, Logistics & Industry Development			\$1,467,318
Contract D14-0355 - Trial Air Services for the Northern Territory's Regional Centres of Katherine and Tennant Creek	Airnorth		\$1,467,318
NT Railway			\$152,000
Australasian Railway Corporation	Australasia Railway Corporation		\$152,000
Indigenous Advancement Strategy			\$486,549
Township Leasing	Tiwi Land Council Incorporated	NGO	\$15,000
Township Leasing	Anangu Uwankaraku Punu Aboriginal Corporation	NGO	\$471,549
		TOTAL	\$7,846,862

25. Please detail the funds utilised to distribute awards and sponsorships in the period 1 July 2020 to 31 March 2021.

The funds utilised to distribute sponsorships by the Department of Infrastructure, Planning and Logistics for the period beginning 1 July 2020 and ending 31 March 2021 was \$60,636.

The following is a list of sponsorships that the Department paid during 1 July 2020 – 31 March 2021:

Recipient:	Purpose:	Cost:
Civil Contractors Federation - NT Branch	Earth Awards Gala Dinner 2020	\$5,000
Civil Contractors Federation - NT Branch	Indigenous Trainee Award 2020	\$1,000
Civil Contractors Federation - NT Branch	Sponsorship of the 2020 President's Christmas Luncheon	\$1,000
AFL Northern Territory Ltd	Towards Zero Corporate Partner 2020-21	\$40,000
Urban Development Institute Of Australia NT	End Of Year Gala Dinner 2020	\$13,636
TOTAL		\$60,636

26. Indicate which awards and sponsorships were managed by Regional Offices. What is anticipated for the 2021/22 financial year?

There were no sponsorships managed by Regional Offices.

Sponsorships are assessed as requests come into the department. There is no set allocation for the 2021-22 financial year.

27. Please detail the amounts paid on grants, donations and incentives to non-Government organisations for the period 1 July 2020 to 31 March 2021, including to which organisation and the services to be provided?

Between 1 July 2020 and 31 March 2021, the Department of Infrastructure, Planning and Logistics paid a total of \$1,904,872 in grants to non-Government organisations.

Non-Government Organisations (NGO's) were determined by using the Australian Government website for Australian Charities and Not-For-Profit Commission.

Grants to Non-Government Organisations for the period 1 July 2020 to 31 March 2021

Program	Recipient	NGO	Amount
Asset Management - Transport Assets			\$221,960
Services Funding Agreement for Wurrumiyanga Barge Facility	Tiwi Enterprises Ltd	NGO	\$221,960
Remote Passenger Transport Program			\$1,165,125
Regional Tennant Creek	Tennant Creek Transport Inc.	NGO	\$104,000
Tiwi Islands	Tiwi Enterprises Ltd	NGO	\$379,954
Bagala	Bagala Aboriginal Corporation	NGO	\$95,000
Maningrida	Bawinanga Aboriginal Corporation	NGO	\$257,400
Wadeye	Murin Association Inc.	NGO	\$328,771
Road Safety			\$31,238
Towards Zero Community Grant	Tiwi Training & Employment Pty Ltd	NGO	\$2,500
Towards Zero Community Grant	Neighbourhood Watch Northern Territory Incorporated	NGO	\$5,000
Towards Zero Community Grant	Living Waters Lutheran School Inc.	NGO	\$4,808
Towards Zero Community Grant	YWCA Australia	NGO	\$930
Towards Zero Community Grant	UMNT Incorporated	NGO	\$1,000
Towards Zero Community Grant	Red Lily Health Board Aboriginal Corporation	NGO	\$5,000
Towards Zero Community Grant	Autism Northern Territory Inc.	NGO	\$2,000
Towards Zero Community Grant	Carpentaria Disability Services Limited	NGO	\$5,000
Towards Zero Community Grant	Murrupurtiyanuwu Catholic Primary School	NGO	\$5,000
Indigenous Advancement Strategy			\$486,549
Township Leasing	Tiwi Land Council Incorporated	NGO	\$15,000
Township Leasing	Anangu Uwankaraku Punu Aboriginal Corporation	NGO	\$471,549
		TOTAL	\$1,904,872

MEDIA MONITORING SERVICES

- 28. Provide expenditure details on media monitoring services for the period 1 July 2020 to 31 March 2021 (including entities engaged and who utilises the service).**

A whole-of-government response to Question 28 will be provided by the Department of the Chief Minister and Cabinet.

INFRASTRUCTURE PROJECTS

- 29. How many projects have been submitted or are in the process of being submitted to Infrastructure Australia to be considered for the Infrastructure Priority List?**

The 2021 Infrastructure Australia Priority List included the following Northern Territory Government submitted initiatives:

Three new initiatives:

- Enabling infrastructure for developing the Beetaloo Sub-basin (High Priority Initiative)
- Common user infrastructure at the Middle Arm Precinct (Priority Initiative)
- Northern Territory remote community power generation program (Priority Initiative)

One updated initiative:

- Darwin region water supply infrastructure upgrades (Priority Initiative progressed to Stage 2)

Two retained initiatives on the Priority List from previous submissions:

- Enabling infrastructure and essential services for remote NT communities (Wadeye, Tiwi Islands, Jabiru) (Priority Initiative)
- Tanami Road upgrade (Priority Initiative)

With the establishment of Infrastructure NT, a review of further submissions to Infrastructure Australia will be undertaken in consideration of the Territory's economic reconstruction program.

- 30. Please provide details of newly committed projects for the period 1 July 2020 to 31 March 2021.**

Refer table below.

Program Division Name	Project Description	Approved Program
TERRITORY FAMILIES HOUSING AND COMMUNITIES	ALICE SPRINGS YOUTH JUSTICE CENTRE FITOUT	\$ 2,900,000
	CASCOM CENTRE OFFICE FITOUT	\$ 1,055,000
	DARWIN PLAZA LEVEL 5 AND 6 OFFICE FITOUT	\$ 830,000
CENTRAL AUSTRALIA HEALTH SERVICE	ASH NEW AMBULATORY CARE CENTRE	\$ 25,700,000
	ASH OUTPATIENTS AREA 1A ENT UPGRADE	\$ 608,000
	REPLACEMENT OF MOBILE ORAL HEALTH DENTAL UNIT	\$ 632,000
TOP END HEALTH SERVICE	TENNANT CREEK HOSPITAL STAFF ACCOMMODATION BLOCK	\$ 3,175,000
	CASUARINA PLAZA - OFFICE FIT OUT	\$ 950,000
	RDH FIP AND ASSOCIATED SYSTEMS DESIGN AND QS CONSULTANCY	\$ 900,000
DEPT OF EDUCATION	RDH MENTAL HEALTH UNIT UPGRADES	\$ 32,500,000
	RDH ESTABLISH STABILISATION ASSESSMENT AND REFERRAL AREA UNIT	\$ 7,500,000
	RDH BUILDING 2 REPLACE CSD TROLLEY WASHER	\$ 600,000
DEPT OF ENVIRONMENT, PARKS & WATER SECURITY	LANGARRA HOMELAND LEARNING CENTRE UPGRADES	\$ 2,000,000
	TENNANT CREEK HS JUNO CENTRE UPGRADES	\$ 1,600,000
	SHEPHERDSON COLLEGE REPLACE VERANDAHS	\$ 799,000
TERRITORY WILDLIFE PARKS	RANGER STATION HYBRID SOLAR SYSTEMS	\$ 1,440,000
	TWP CRITICAL INFRASTRUCTURE WORKS	\$ 2,780,000
	BORDER CHECKPOINTS DEMOUNTABLE RELOCATION & TEMP SHADE	\$ 1,300,000
INFRASTRUCTURE PLANNING & LOGISTICS	MANIGURR-MA VILLAGE UPGRADE SHARED SPACES	\$ 4,061,000
	FISHERMANS WHARF REPAIRS	\$ 970,000
	CARPENTARIA HWY UPGRADE	\$ 150,000,000
	COVID-19 STIMULUS LOCAL ROADS	\$ 11,143,000
	HIGHWAY UPGRADES	\$ 46,590,000
	COVID-19 STIMULUS - SHOVEL READY	\$ 18,500,000
	COVID-19 STIMULUS - TARGETED ROAD SAFETY	\$ 34,600,000
POLICE FIRE AND EMERGENCY SERVICES	ROAD SAFETY PROGRAM	\$ 47,014,000
	PMC- ESTABLISH EMERGENCY OPERATIONS CENTRE	\$ 2,249,459
	TOTAL	\$ 402,396,459

Note: Tier 4 and above listed (\$500,000 and \$5 million, including GST), given quantity of all projects (question is not limited).

31. Please provide details of contracts awarded to interstate firms, for what purpose, the cost and why a Territory firm was not chosen.

There were no contracts awarded to interstate firms for infrastructure projects during the reporting period.

GOVERNMENT LEASED BUILDINGS

32. What is the total annual power bill of each Government building owned/leased/used by each Department for the period 1 July 2020 to 31 March 2021?

The total annual power bill for the Department of Infrastructure, Planning and Logistics for the period 1 July 2020 to 31 March 2021 is as per the table below.

Power for Government Buildings	Total
Greenwell Building, Alice Springs	\$18,121
Energy House, Darwin	\$89,687
Highway House, Darwin	\$67,353
Chan Building, Darwin	\$2,821
RCG Centre, Darwin	\$6,351
Government Centre, Katherine	\$5,774
Government Centre, Jabiru	\$647
John Flynn Drive, Nhulunbuy	\$13,725

Power for Government Buildings	Total
Government Centre, Tennant Creek	\$24,805
Bus Interchanges	\$73,336
Motor Vehicle Registries	\$71,347
Heavy Vehicle Inspection Facility Wishart	\$11,020
Weighbridges	\$11,547
Frances Bay Mooring Basin	\$194,186
Howard Springs Quarantine Centre	\$1,392,023
Power - Other ¹	\$88,406
Total as at 31 March 2021	\$2,071,149

¹ Other includes the Parap Road Safety Centre, Visitor Officer Quarters, Cullen Bay Ferry Terminal and a number of Crown Land managed buildings across the Territory.

33. What is the total annual leased space of each Government building used by each Agency/authority and at what cost for the period 1 July 2020 to 31 March 2021 ?

A whole-of-government response to Questions 33 will be provided by the Department of Corporate and Digital Development.

34. How much Government owned or leased premises or office space is currently under-utilised (at less than 100 per cent occupied) or vacant?

A whole-of-government response to Questions 34 will be provided by the Department of Corporate and Digital Development.

FEES AND CHARGES

35. Please detail the statutory or legislative fees and charges levied by your Agency/authority, the revenue raised in the 2020/21 financial year and whether any of these fees and charges was increased following the passage of the 2020/21 financial year budget.

Fees and charges levied by the agency and on behalf of the central holding authority can be found in table below.

Table 1: Agency Fees and Charges Revenue:

Fees and Charges - Agency Goods and Services Revenue	31 March 2021 \$000	Description
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Goods and services income	11 085	Includes revenue from Motor Vehicle Registry administrative charges, advertising on public bus networks, Regional Harbour Master cost recovery and revenue from digital data charges.
Manual ticket sales	1 323	Includes revenue from bus fares and passes.
Land Summary	407	Includes agency fees and charges collected for services provided to the public.
Development Assessment Services Summary	478	Includes agency fees and charges levied on developments.
Miscellaneous	2 025	Includes all miscellaneous revenue.
Total fees and charges collected	15 318	

Table 2: Central Holding Authority Fees and Charges Revenue:

Revenue Collected on behalf of the Central Holding Authority	31 March 2021 \$000	Description
Taxation revenue	43 770	Motor vehicle registration fees for heavy and light vehicles and revenue received for passenger service levy for ride share.
Fees from Regulatory Services	4 109	Fees from regulatory services include Motor Vehicle Registry fees for driver licences, taxi licences, registration concession, rideshare vehicle licence fees and number plate fees. In addition, it includes survey plan lodgement, shooting licences, and marine fees collected in relation to certificate and examination fees. Note - Fees from Regulatory Services are administered through the Revenue Unit allocation system and subject to change with the revenue unit.
Land Rents	2 243	Land Rents and Royalties include Building Lease Rent, Crown Leases, and other Land Occupation Rents etc.
Fines	52	Fines and Court recoveries.

Revenue Collected on behalf of the Central Holding Authority	31 March 2021 \$000	Description
Total fees and charges collected	50 174	

There were no increases to fees and charges in 2020-21.

INTERNAL AUDITS

36. How many internal audits and financial investigations were conducted in the period 1 July 2020 to 31 March 2021?

Four internal audits were completed during the period.

Investigations into claims paid against the Indigenous Employment Provisional Sum continued throughout this period.

37. What were the terms of reference or focus for each investigation?

Internal audit/investigation	Terms of Reference or focus
Contract Management Review – Contractor Compliance Unit – Management of Non-compliances	To establish that the Contractor Compliance Unit has effective processes in place for managing contractor non-compliances and that contractor non-compliances are adequately captured and reported to appropriate contract management staff.
Weed Control on Vacant Crown Land	To ensure that processes are in place to manage weed control on Crown land.
Building Advisory Services – Investigating Practitioner Complaints	To ensure that the building practitioner complaints handling process is being applied in a consistent and transparent manner and to establish complaints are being escalated in line with industry best practice and legislative requirements.
Value for Territory Audit No. 5 – Procurement Assurance Program – 1 January to 31 December 2020	To evaluate the design and operating effectiveness of the internal controls established by the Department to manage compliance with the NTG Procurement Framework. This is a requirement of the Buy Local Industry Advocate and is completed annually.

Internal audit/investigation	Terms of Reference or focus
Indigenous Employment Provisional Sum (ongoing)	To assess compliance of claims against the Conditions of Contract relating to the Indigenous Employment Provisional Sum clauses.

38. Please provide detail of any fraud, anomalies, breaches of financial legislation or Northern Territory Government policy and procedures exposed by the audits and financial investigations.

Internal audit/investigation	Fraud, anomalies, breaches of financial legislation or NTG policy and procedures
Contract Management Review – Contractor Compliance Unit – Management of Non-compliances	Minor non-compliances of departmental policy and procedures.
Weed Control on Vacant Crown Land	Minor non-compliances of departmental policy and procedures.
Building Advisory Services – Investigating Practitioner Complaints	Minor non-compliances of departmental policy and procedures.
Value for Territory Audit No. 5 – Procurement Assurance Program – 1 January to 31 December 2020	Minor non-compliances of departmental policy and procedures and of Procurement Rules.
Indigenous Employment Provisional Sum (ongoing)	Potential misuse is referred to the Northern Territory Police and the Office of the Independent Commissioner Against Corruption for further investigation.

BOARDS / ADVISORY BODIES

39. Please detail all boards and advisory bodies in your Agency in 2020/21, also providing the following information:

- a) **The Terms of Reference, if changed from last year**
- b) **The current members and when they were appointed**
- c) **The total remuneration paid to each Board member during the 2020/21 financial year**
- d) **The itemised total cost incurred by the Board during the 2020/21 financial year**

- a) Terms of Reference have not changed from last year.

- b) The current members and terms of appointment are listed in the table below:

Board/Member	Expiry Date	Chairperson / Member	Gender
Department of Infrastructure, Planning and Logistics			
AUSTRALASIA RAILWAY CORPORATION			
Mr Alastair Shields	16/10/2024	Chairperson	Male
Mr Andrew Kirkman	30/10/2025	Member	Male
Mr Michael Wilde	28/07/2021	Member	Male
Mr Samuel Burke	N/A Ex-officio	Member	Male
Mr Timothy Materne	25/11/2024	Member	Male
BUILDING ADVISORY COMMITTEE			
Mr Paul Nowland	18/04/2021	Chairperson	Male
Mr Cameron Mansfield	18/04/2021	Member	Male
Mr Christopher Lovewell	18/04/2021	Member	Male
Mr Dehne Tynan	18/04/2021	Member	Male
Mr Graham Lockerbie	18/04/2021	Member	Male
Mr Jorge Antonio Mu	18/04/2021	Member	Male
Mr Justin Gill	18/04/2021	Member	Male
Mr Mark Meldrum	18/04/2021	Member	Male
Mr Neil Clarke	18/04/2021	Member	Male
Mr Peter Russell (Deputy Chair)	18/04/2021	Member	Male
Mr Steven Ehrlich	18/04/2021	Member	Male
Ms Elisha Harris	18/04/2021	Member	Female
Ms Sandra Howlin	18/04/2021	Member	Female
BUILDING APPEALS BOARD			
Ms Elisha Harris	29/03/2024	Chairperson	Female
Mr Adam Russell Twomey	29/03/2024	Member	Male
Mr Christopher Brian Lovewell	29/03/2024	Member	Male
Mr Mark Meldrum	29/03/2024	Member	Male
Mr Regan Paul Anderson	29/03/2024	Member	Male
Mr Shane David Cooper	29/03/2024	Member	Male
COMMUNITY LIVING AREAS TRIBUNAL			
Mr Hugh Burton Bradley	N/A	Chairperson	Male

Board/Member	Expiry Date	Chairperson / Member	Gender
DEVELOPMENT CONSENT AUTHORITY			
Ms Suzanne Joan Philip	31/07/2023	Chairperson	Female
Development Consent Authority (Alice Springs Div)			
Dr Deepika Mathur	11/04/2023	Member	Female
Mr Christopher Murray Neck	11/04/2023	Member	Male
Mr James Arthur Cocking	03/12/2021	Member	Male
Mr Jamie Dennis de Brenni	03/12/2021	Member	Male
Development Consent Authority (Batchelor Div)			
Mr Bradley Mark Rake	11/04/2023	Member	Male
Mr Andrew John Turner	03/12/2021	Member	Male
Mr Christian McElwee	03/12/2021	Member	Male
Ms Deborah Moyle	03/12/2021	Member	Female
Ms Monica Ann Baumgartner	11/04/2023	Member	Female
Development Consent Authority (Darwin Div)			
Mr Mark Douglas Blackburn	11/04/2023	Member	Male
Mr Peter John Pangquee	03/12/2021	Member	Male
Mr Simon John Niblock	03/12/2021	Member	Male
Mrs Marion Isabel Guppy	11/04/2023	Member	Female
Ms Robin Margaret Knox	03/12/2021	Member	Female
Development Consent Authority (Katherine Div)			
Mr Allan Noel Domenschenz	11/04/2023	Member	Male
Mr John Zelle	03/12/2021	Member	Male
Mr Peter Gazey	03/12/2021	Member	Male
Ms Margaret Chamberlain	11/04/2023	Member	Female
Development Consent Authority (Litchfield Div)			
Mr Adam Russell Twomey	11/04/2023	Member	Male
Mr Douglas Spencer Barden	03/12/2021	Member	Male
Mr Keith James Aitken	11/04/2023	Member	Male
Ms Christine May Simpson	03/12/2021	Member	Female
Development Consent Authority (Palmerston Div)			
Her Worship the Mayor of Palmerston Ms Athina Pascoe-Bell	03/12/2021	Member	Female
Mr Benjamin John Giesecke	03/12/2021	Member	Male
Mr Stephen James Essex Ward	11/04/2023	Member	Male

Board/Member	Expiry Date	Chairperson / Member	Gender
Mr Trevor Paul Dalton	11/04/2023	Member	Male
Ms Sarah Louise Henderson	03/12/2021	Member	Female
Development Consent Authority (Tennant Creek Div)			
Mr Hal Anthony Ruger	03/12/2021	Member	Male
Mr Kris Mathew Civitarese	03/12/2021	Member	Male
Mr Lennart Elo Holbrok	11/04/2023	Member	Male
Mr Siddhant Vashist	03/12/2021	Member	Male
Mr Stevan Andrew Huntingford	11/04/2023	Member	Male
NT PLANNING COMMISSION			
Dr David Ritchie	12/07/2021	Chairperson	Male
Dr Paul Vogel	31/12/2023	Member	Male
Mr Allan McGill	31/01/2024	Member	Male
Mr Robert Jennings	12/07/2021	Member	Male
Ms Dorte Ekelund	12/07/2021	Member	Female
Ms Fran Kilgariff	12/07/2021	Member	Female
Ms Suzanne Philip	31/07/2021	Member	Female
PLACE NAMES COMMITTEE OF THE NT			
Ms Samantha Wells	02/04/2021	Chairperson	Female
Mr Ronald Plummer	02/04/2021	Member	Male
Mr Robert Sarib	N/A Ex-officio	Member	Male
Mrs Katrina Fong Lim	02/04/2021	Member	Female
SWIMMING POOL SAFETY REVIEW COMMITTEE			
Mr Daniel Thomas Bacon	Ongoing	Chairperson	Male
Mr Quentin James Kilian	Ongoing	Member	Male
Ms Annette (Floss) Roberts	Ongoing	Member	Female
VALUATION BOARD OF REVIEW PANEL			
Dr Michael McDermott	27/01/2027	Chairperson	Male
(Deputy Chair) Mr John Gleeson	27/01/2027	Member	Male
Mr Anthony West	27/01/2027	Member	Male
Mr Matthew Garraway	30/11/2021	Member	Male
Mr Ross Copland	27/01/2027	Member	Male
Mr Terence Roth	25/02/2025	Member	Male
Mr Timothy Rabbitt	25/02/2025	Member	Male
Mr Trevor Dalton	17/05/2023	Member	Male

Board/Member	Expiry Date	Chairperson / Member	Gender
Ms Carol Ann Need	27/01/2027	Member	Female
Ms Gabrielle Martin	28/06/2021	Member	Female

- c) The *Assembly Members and Statutory Officers (Remuneration and Other Entitlements) Act 2006* governs the setting of remuneration and other entitlements for members of statutory bodies.
- d) The itemised total cost incurred by the Board during the 2020-21 financial year to 31 March 2021:

BOARD / COMMITTEE	Total \$
Australasia Railway Corporation	0
Building Advisory Committee	48,008
Buildings Appeal Board	10,091
Community Living Areas Tribunal	0
Development Consent Authority (Darwin, Palmerston, Litchfield, Batchelor, Katherine, Tennant Creek, Alice Springs Divisions)	268,301
Northern Territory Planning Commission	192,622
Place Names Committee of the NT	13,850
Swimming Pool Fencing Review Committee	0
Valuation Board of Review	0
Total Boards and Advisory Bodies	532,872

40. The number of times the Board met during the period 1 July 2020 to 31 March 2021.

The number of times the Boards met during the period 1 July 2020 to 31 March 2021:

BOARD / COMMITTEE	No. of Meetings 1/07/20 to 31/03/21
Australasia Railway Corporation	3
Building Advisory Committee	9
Buildings Appeal Board	5
Community Living Areas Tribunal	nil
Development Consent Authority - total	41
Development Consent Authority - Darwin Division	13
Development Consent Authority - Palmerston Division	5

Development Consent Authority - Litchfield Division	8
Development Consent Batchelor - Division	1
Development Consent Authority - Katherine Division	6
Development Consent Authority - Tennant Creek Division	1
Development Consent Authority - Alice Springs Division	7
Northern Territory Planning Commission	4
Place Names Committee of the NT	3
Swimming Pool Fencing Review Committee	nil
Valuation Board of Review	2

REVIEWS AND INQUIRIES

41. Details of all reviews and inquiries completed or commenced during the 2020/21 financial year, also providing the following information:
- The Terms of Reference
 - The criteria for selection of all panel members
 - The composition, qualifications and state or territory of residence of the persons undertaking the review/inquiry
 - The cost of the review/inquiry
 - How the information was/is accumulated to contribute to the review/inquiry
 - If completed, when, the outcome and whether the report has been tabled in the Legislative Assembly
 - If not completed when this is expected

Nil.

WORKPLACE HEALTH AND SAFETY

42. Please provide the number, nature and cost of reportable safety issues for the period 1 July 2020 to 31 March 2021.

A total of 50 incidents were reported for the period 1 July 2020 to 31 March 2021.

Table below indicates the nature of the incidents, whether first aid or medical treatment was required.

There were zero fatalities reported.

Total costs of claims for the period was \$561,600.31

Classification*	Total	First aid	Medical treatment	Fatality
Injury sustained	24	19	5	

Property damage	14			
Near miss	23			
Vehicle equipment	16			
Environmental				
Notifiable to NT WorkSafe				
	77			

*More than one classification can be applied to an incident e.g. an incident may result in an injury as well as property damage.

43. Please detail the number of stress related matters and claims for the period 1 July 2020 to 31 March 2021.

Agency Total	1 July 2020 – 31 March 2021
Mental Stress Claims Received	2
Mental Stress Claims Accepted	2

REGIONAL OFFICES

44. Please detail expenditure on staff located in regional offices across the Territory. Include the number of staff, their functions and outcomes achieved in the 2020/21 financial year. What are the locations for which they are responsible?

As at 31 March 2021, the Department of Infrastructure, Planning and Logistics regional staffing was:

Region	FTE	Expenditure to 31 March 2021 \$000
Alice Springs	68.1	5,877
Katherine	32.87	3,469
Gove	11	1,190

Tennant Creek	12.5	980
Yulara	0.65	38
Overall Total	125.12	11,554