|  |
| --- |
| **Road to Zero 2020-2030** |

## **1. VISION**

Our proposed vision for road safety is: 'a New Zealand where no one is killed or seriously injured in road crashes'.

To what extent do you support the proposed vision?

What was the reason for your rating? Do you have any other comments on the proposed vision?

## **2. TARGET**

As a step towards achieving this vision, we propose a target of a 40 percent reduction in deaths and serious injuries by 2030.

What do you think about this target?

What was the reason for your response? Do you have any other comments on our proposed target?

## **PRINCIPLES**

Clear guiding principles provide a shared understanding of how we will work, and the values that will guide our actions and decision-making.

Our proposed seven guiding principles for our road safety strategy are:

1. We plan for people’s mistakes.
2. We design for human vulnerability.
3. We strengthen all parts of the road transport system.
4. We have a shared responsibility for improving road safety.
5. Our actions are grounded in evidence and evaluated.
6. Our road safety actions support health, wellbeing and liveable places.
7. We make safety a critical decision-making priority.

You will now be asked to rate and provide comment on these proposed principles.

## **3. Principle 1:  We plan for people's mistakes**

We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.

Our first principle is: ‘We plan for people's mistakes’.
To what extent do you support this principle?

Do you have any further comments about this principle?

## **4. Principle 2:  We design for human vulnerability**

There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.

Our second principle is: 'We design for human vulnerability'.
To what extent do you support this principle?

Do you have any further comments about this principle?

## **5. Principle 3:  We strengthen all parts of the road transport system**

We will improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.

Our third principle is: 'We strengthen all parts of the road transport system'.
To what extent do you support this principle?
Do you have any further comments about this principle?

## **6. Principle 4:  We have a shared responsibility for improving road safety**

The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.

Our fourth principle is: 'We have a shared responsibility for improving road safety'.
To what extent do you support this principle?

Do you have any further comments about this principle?

## **7. Principle 5:  Our actions are grounded in evidence and evaluated**

We will strengthen our road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn’t work and what needs to be altered.

Our fifth principle is: 'Our actions are grounded in evidence and evaluated'.
To what extent do you support this principle?

Do you have any further comments about this principle?

## **8. Principle 6:  Our road safety actions support health, wellbeing and liveable places**

Our roads are not just used for getting from A to B. In urban areas in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.

Our sixth principle is: 'Our road safety actions support health, wellbeing and liveable places'.
To what extent do you support this principle?

Do you have any further comments about this principle?

## **9. Principle 7:  We make safety a critical decision-making priority**

We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.

Our seventh principle is: 'We make safety a critical decision-making priority'.
To what extent do you support this principle?
Do you have any further comments about this principle?

## **10. Do you have any final comments about our principles?**

## **FOCUS AREAS**

Our target will be achieved through action in five key areas:

1. Improve the safety of our cities and regions through infrastructure improvements and speed management
2. Significantly improve the safety performance of the vehicle fleet
3. Treat road safety as a critical health and safety at work issue
4. Encourage safer choices and safer behaviour on roads
5. Drive action through effective system management.

You will now be asked to rate and provide comment on these five proposed focus areas. You will then be asked about priority actions on the next page.

## **11. Focus Area 1:  Infrastructure and Speed**

Our roads and streets reflect our natural landscape and changing communities: our roads are winding, hilly and often narrow, and our streets can be full of people, and bustling retail areas. Not all risks are visible, and the wrong speed can result in an unforeseen tragedy. Improving our road infrastructure and setting and enforcing safe speed limits are some of the most powerful ways we can create a road system that is forgiving of human mistakes.

Our first focus area is: 'Improve the safety of our cities and regions through infrastructure improvements and speed management.'
To what extent do you support this focus area?

What was your reason for this rating? Do you have any further comments about this focus area?

## **12. Focus Area 2:  Vehicle safety**

The design and safety features of our vehicles matter. Safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen.

Our second focus area is: 'Significantly improve the safety performance of the vehicle fleet'.
To what extent do you support this focus area?

What was your reason for this rating? Do you have any further comments about this focus area?

## **13. Focus Area 3:  Work-related road safety**

Employers have a responsibility to ensure that work-related road travel is safe for their staff and the public. About 25 percent of the deaths on our roads involve someone driving for work, whether as a commercial driver or as a secondary part of their main role. Ensuring that road safety is treated as a critical health and safety at work issue has the potential to significantly reduce this harm.

Our third focus area is: 'Ensure that businesses and other organisations treat road safety as a critical health and safety issue'.
To what extent do you support this focus area?

What was your reason for this rating? Do you have any further comments about this focus area?

## **14. Focus Area 4:  Road user choices**

Everyone has a responsibility to act with care and consideration on our roads. We need to continue to shift public attitudes and behaviour through road safety education and promotion, ensure that our training and licensing systems equip people with the skills required to be safe, alert and compliant, and deliver effective enforcement targeted towards risk.

Our fourth focus area is: 'Encourage safer choices and safer behaviour on our roads.'
To what extent do you support this focus area?

What was your reason for this rating? Do you have any further comments about this focus area?

## **15. Focus Area 5:  System management**

Everyone who uses, designs, manages and maintains our roads, streets and footpaths has an important role to play. Leadership, co-ordination, engagement, and accountability will therefore be critical if we are to achieve our road safety ambitions.

Our fifth focus area is: 'Develop a management system that reflects international best practice.'
To what extent do you support this focus area?

What was your reason for this rating? Do you have any further comments about this focus area?

## **16. Do you have any final comments about our focus areas?**

## **17. ACTION PLAN PRIORITIES**

We have proposed a list of 14 priority actions under our five focus areas.

Please tick your top three priorities from the list below.

* Introduce a new approach to tackling unsafe speeds
* Invest in safety treatments and infrastructure improvements
* Review infrastructure standards and guidelines
* Raise safety standards for vehicles entering the fleet
* Promote the availability of vehicle safety information
* Implement mandatory anti-lock braking systems for motorcycles
* Support best practice for work-related travel
* Strengthen the regulation of commercial transport services
* Enhance the safety and accessibility of footpaths, bike lanes and cycleways
* Prioritise road policing
* Enhance drug driver testing
* Support motorcycle safety
* Review financial penalties and remedies
* Strengthen system leadership, support and co-ordination

Do you have any comments about these priority actions?

## **18. ADDITIONAL ACTIONS**

Do you have any suggestions about other actions we could consider for future action plans?

## **19. MEASURING SUCCESS**

The Road to Zero consultation document provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. This outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy. The framework will continue to evolve as we develop the final strategy.

Do you have comments about the way we intend to monitor our performance?