

In Confidence

Office of the Associate Minister of Transport
Chair, Cabinet Economic Development Committee

Approval to publish the *Road to Zero* road safety strategy and initial action plan

Proposal

1. This paper seeks Cabinet's agreement to publish the 10-year *Road to Zero* road safety strategy (attached as **Appendix One**) and initial three-year action plan (attached as **Appendix Two**).

Executive Summary

2. On 1 July 2019, Cabinet agreed to consult on *Road to Zero*, the draft road safety strategy and set of initial actions [CAB-19-MIN-0317 refers].
3. The consultation document proposed a new vision for road safety, based on a Vision Zero approach, with a target of reducing deaths and serious injuries by 40 percent by 2030. It proposed seven guiding principles, five focus areas for the next decade, and a draft outcomes framework to monitor progress. Fourteen initial actions were also proposed.
4. Public consultation opened on 17 July 2019 and closed on 14 August 2019. A total of 1,369 written submissions were received. The consultation process elicited rich and detailed feedback from both individuals and those submitting on behalf of organisations (including local government, district health boards, transport-focussed membership groups, community groups and businesses).
5. Themes through the public consultation process included:
 - concern about driver behaviour (including the licensing system, a need for ongoing education, and calls for cultural shift around attitudes to safety)
 - a desire to see the strategy explicitly link mode shift (people switching car travel for travel by other means) and road safety outcomes
 - a call for the strategy to pay more attention to the mobility and travel needs of disabled people and other vulnerable groups
 - a desire for appropriate funding and resources to be made available to achieve the proposed 2030 target.
6. I have now finalised *Road to Zero* and the initial action plan following consideration of the feedback received. These documents together represent a step change in our approach to road safety. They demonstrate this Government's commitment to action that will significantly reduce the number of deaths and serious injuries on our roads,

reduce the personal and national cost of road trauma, and make our communities safer and far more attractive places to live, work and spend our leisure time.

7. I am seeking your agreement to publish *Road to Zero: New Zealand's Road Safety Strategy for 2020-2030* (**Appendix One**) and the initial action plan for 2020-2022 (**Appendix Two**).

The case for change

On average, one person is killed every day on New Zealand roads, and another seven are seriously injured

8. Although New Zealand achieved steady reductions in the number of deaths on its roads between 1989 and 2013, the number of road deaths rose significantly between 2013-2017.
9. New Zealand's road death rate is now 7.9 per 100,000 people, compared to leading jurisdictions with rates between 2 and 4 per 100,000. Figures from 2017 show that we are in the bottom quarter of OECD countries when it comes to the number of road fatalities per capita.
10. In 2018, there were 377 road deaths on the road network. This was up from 253 in 2013. Thousands more were left with serious injuries. This harm has a permanent and profound impact on New Zealand communities.
11. The Ministry of Transport estimates that the total social cost of motor vehicle injury crashes in 2017 was \$4.8 billion, up by 15 percent on the previous year. Over 50 percent of major trauma injuries treated in our hospitals relate to road crashes and in the 2017/18 financial year ACC paid \$547 million in motor vehicle-related claim costs.
12. We know that New Zealand can, and should, do better.

The development of the strategy and public consultation

The strategy development commenced in 2018

13. In March 2018, Cabinet agreed to the development of a road safety strategy [DEV-18-MIN-0025 refers] to replace Safer Journeys, the current road safety strategy which concludes at the end of 2019.
14. In July 2018, five subject-specific reference groups were set up to discuss key road safety issues and identify priorities and potential interventions. More than 100 people, including representatives of local and central government, businesses and advocacy groups, and academics, met in their capacity as subject matter experts to inform strategy development. Reports summarising the key themes of reference group discussions were published alongside the consultation document.
15. Officials also carried out an extensive programme of early engagement with stakeholders from the road safety community as part of the development of the draft strategy and initial actions. This included a one-day local government road safety

summit, a regional roadshow to 14 towns/cities, and meetings/hui with a broad range of stakeholder groups.

16. Feedback from the reference group process and the broader engagement informed development of a draft strategy and initial actions. These were presented in the *Road to Zero* consultation document.

Officials heard from a wide range of stakeholders during the public consultation process

17. Consultation on the *Road to Zero* consultation document took place over four weeks during July and August 2019. We received 1,369 written submissions.
18. Of these, 1,093 submissions were received through the primary online survey tool. We also received 185 responses to a simplified survey from young people aged 8 to 18 years old; 40 responses to a version of the survey from people with learning disabilities; and 51 submissions outside the primary survey tool, primarily from people corresponding directly with the Associate Minister of Transport.
19. More than 100 of these submissions were received from organisations. These included advocacy groups (including large membership organisations), community groups, local government and district health boards.
20. In parallel with the public consultation process, targeted discussions were also held with a small number of stakeholders including members of the reference groups, Local Government New Zealand's policy advisory group and its Transport Special Interest Group, and some membership organisations. Ongoing engagement with these groups, and especially with iwi Māori groups and vulnerable users, will be a critical element in delivering the strategy over the next 10 years.
21. The public consultation process elicited rich and detailed feedback¹. Most submitters provided detailed comments explaining their responses to the high level selections in the survey. A number of individual submitters also shared their personal experiences of being involved in road crashes or of losing family or friends.

The majority of feedback from the public consultation process was positive

22. Almost 85 percent of those who submitted through the online consultation tool broadly supported the vision, although some submitters suggested the vision should include a commitment to improving access to the transport network, as well as to reducing road trauma.
23. There was broad support for including a target in the strategy, with 42 percent of submitters supporting the proposed target and 34 percent of submitters calling for the

¹ In some cases the feedback we received from the public was out of scope for the road safety strategy and action plan. Examples include: (i) feedback relating to specific operational road safety issues, such as concerns around construction materials or specific intersections/corridors of the network and (ii) detailed suggestions about the implementation of the strategy and action plan, such as specific databases to support operational delivery, or advice on membership of governance bodies. All feedback received through the process has been retained for consideration through the next phase of the process.

target to be more ambitious. There was broad support for the proposed principles (each supported by at least 80 percent of submitters); the focus areas (each supported by 75–95 percent of submitters); and the outcomes framework.

24. Those submitting on behalf of organisations were particularly likely to support the overall direction and specific components of the draft strategy.

A number of key themes emerged from the public consultation process

25. Submitters provided a wide range of views via free text comment sections within the online survey. Key themes were:

- *Driver behaviour.* Many submitters expressed a strong view that if driver skills and attitudes improved, New Zealand would have a much lower rate of road trauma, and the government should therefore prioritise driver education, licensing and training.
- *Enforcement and penalties.* The need for more effective enforcement and penalties was also a strong theme. Many submitters called for greater Police presence on New Zealand roads and increased levels of enforcement of the road rules. There was also desire for higher penalties for some offences (e.g. for using a cellphone while driving).
- *Mode shift and mode neutrality.* Many submitters wanted to see the link between mode shift (i.e. people shifting to transport modes other than private vehicles) and its impacts on road safety shown more explicitly in the new road safety strategy. In addition, many submitters thought we should have regard to all road transport modes equally throughout the document (although some submitters disagreed, particularly highlighting the need for cars in rural areas).
- *Vulnerable users and disabled people.* Linked to the above theme, a number of submitters called for the strategy to pay more attention to the mobility and travel needs of vulnerable road users. Submitters highlighted the need to take account of the specific vulnerabilities of particular groups, including disabled people, children, pedestrians, cyclists, motorcyclists and economically disadvantaged communities.
- *Funding and implementation.* Some submitters (most likely to be those representing organisations and councils) stressed the importance of ensuring there is appropriate funding and resources, as well as effective coordination and leadership, to achieve the proposed 2030 target. Local government requested greater partnership working with central government to achieve the vision articulated in the consultation document.

We received distinct feedback via the student survey and People First NZ survey

26. We heard from 185 young people via our student survey. Of these, more than three-quarters were between the ages of 9 and 12 years. Frequent road safety concerns included: incompetent drivers, vehicles travelling too fast, walking alone, and a lack of footpaths and cycle paths. More than 80 percent of respondents supported the vision and almost 90 percent either supported the proposed target or believed it should be more ambitious.
27. People with learning disabilities were asked through the People First NZ survey what made them feel safe and unsafe when travelling on the road and footpath. Following the road rules and simple safety measures – drivers travelling at safe speeds, wearing a seat belt, looking both ways before crossing a road, separated bike lanes – were common themes, as were well-maintained and well-lit roads and footpaths, graded slopes off kerbs for wheelchairs, reliable bus and train services, and courtesy and care from other road users.
28. Many of these submitters noted the level of aggression they experience from other road users, cars and buses going too fast, drivers not stopping at pedestrian crossings, not having enough time to cross the road, and the danger of electric scooters and other silent vehicles for disabled and vision-impaired people.

I have finalised the strategy and initial action plan following consideration of feedback

29. A summary of submissions document has been prepared. I intend to release this alongside the final *Road to Zero* strategy and action plan.
30. I have made a number of changes to *Road to Zero* and drafted the stand-alone initial action plan following consideration of key elements of the feedback from the public consultation process. These changes are summarised below.

The most significant change is a new action focussed on driver licensing

31. The strongest feedback received throughout the consultation were calls for the Government to focus on driver behaviour (for example, through the driver licensing regime, education, training or cultural change). Access to driver licensing opportunities was also a specific focus for Māori in our engagement to date.
32. Given the level of public interest in this issue, and acknowledging that 'road user choices' is a key focus area for the strategy, I have included further text in the strategy emphasising the importance of responsible road user behaviour, and highlighting ongoing initiatives in this area².
33. I have also included a new action focussing on driver training and licensing. This has three components: increasing access to driver licensing opportunities (particularly for disadvantaged groups); encouraging drivers to progress through the graduated licensing system; and reviewing the licensing system to encourage progression, improve training and increase access.

² These include the Drive Community Toolkit (developed by ACC and NZ Transport Agency), the Community Driver Mentor Programme (led by NZ Transport Agency and Ministry of Social Development), and community and student-led road safety programmes such as Students Against Dangerous Driving.

34. This action will contribute to both road safety and broader transport outcomes, and has wider social benefits such as improving mobility and employment opportunities.

I have also refined the Review of Financial Penalties action

35. We received calls for stronger road safety enforcement and higher penalties.
36. The Review of Financial Penalties and Remedies action was framed quite broadly in the *Road to Zero* consultation document, signalling that the Ministry of Transport is undertaking a regulatory review of financial penalties across the transport system.
37. I have provided more detail on the penalties action in the initial action plan. In particular, I have signalled our intention to review a number of key road safety penalties (for example, associated with cellphone use while driving) as a priority. I have also renamed the action “*Review road safety penalties*”.

The strategy has an amended first principle and includes new vignettes

38. In the consultation document, the first principle stated: “We plan for people’s mistakes”. We received feedback that the principle might imply people are not obliged to make good choices as road users. In response, the principle has been amended to read: “We promote good choices but plan for mistakes”.
39. The strategy also includes new demographic vignettes. These vignettes outline key issues for different user groups (including vulnerable users, Māori and disabled people). Their addition was in response to feedback suggesting that the strategy did not adequately take into account the specific road safety concerns of particular groups of road users. We have also reflected the different needs of users where it is appropriate in the strategy and action plan.

Most other proposed changes are largely edits to (or an expansion of) existing text

40. I have made a number of changes to the text of *Road to Zero* and the initial action plan to clarify policy intent. These changes include:
- Additional text to highlight the link between the road safety strategy and the Ministry of Transport’s broader strategic assessment of access to transport (including an assessment of the barriers to accessible transport for vulnerable users as identified in the Government’s proposed new Disability Action Plan).
 - Additional text to highlight the link between mode shift (people switching car travel for travel by other means) and road safety. This is in response to feedback suggesting that the strategy did not adequately explain the potential road safety benefits of more people choosing to travel by foot, bicycle or public transport rather than travelling by car.
 - Further detail on the modelling that supports the target of reducing deaths and serious injuries by 40 percent. This is designed to give stakeholders greater reassurance that the target can be achieved if the right mix of interventions are applied.

- More information about the Government’s approach to overseas drivers. This is in response to feedback from some members of the public who told us that they believe that overseas drivers often have poor standards of driving and/or are responsible for many road crashes. The strategy now shows that overseas drivers crash at about the same rate as the general population and explains how the current Visiting Drivers Project intends to support overseas drivers to travel safely in New Zealand.
- Greater detail on components of the system management actions in the initial action plan. This reflects feedback from local government submitters who said they wanted more clarification about how central government agencies plan to work with local government partners to implement the strategy.
- Adding additional measures to the outcomes framework. This reflects both calls for more measures to be added around vulnerable road users and enforcement, and the further development by officials of the framework since the consultation process occurred.

The documents are now ready for release – and they will drive change

41. The strategy consists of the following elements:



Vision:

A New Zealand where no one is killed or seriously injured in road crashes



2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2018 levels)



Principles:

We promote good choices but plan for mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



Focus areas:

Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management

42. The strategy proposed for release includes the vision - “A New Zealand where no one is killed or seriously injured in any road crash”. This remains unchanged since consultation.

43. The target is a 40 percent reduction in deaths and serious injuries by 2030 (from 2018 levels), and this also remains unchanged since consultation. The target is informed by modelling, focussed on the initiatives that international evidence suggests will have the greatest impact on reducing deaths and serious injuries. I am confident this is an appropriate target for the first 10 years, on our journey towards zero.

44. The strategy is accompanied by an initial action plan, which contains 15 actions. The initial action plan will last for three years, although delivery of some of the initial actions will continue over the term of the strategy.
45. The initial actions are:
- Invest more in safety treatments and infrastructure improvements
 - Introduce a new approach to tackling unsafe speeds³
 - Review infrastructure standards and guidelines
 - Enhance safety and accessibility of footpaths, bike lanes and cycleways
 - Raise safety standards for vehicles entering the fleet
 - Increase understanding of vehicle safety
 - Implement mandatory anti-lock braking systems (ABS) for motorcycles
 - Support best practice for work-related travel
 - Strengthen the regulation of commercial transport services
 - Prioritise road policing⁴
 - Enhance drug driver testing
 - Increase access to driver training and licensing (note: new since consultation)
 - Support motorcycle safety
 - Review road safety penalties
 - Strengthen system leadership, support and co-ordination.
46. Note that in December 2018, Cabinet directed ACC, the Ministry of Business, Innovation and Employment, the NZ Transport Agency and the Ministry of Transport to report back to DEV on how best to inform consumers about the safety risks of their vehicles and make best use of the Vehicle Risk Rating safety data as part of the government's new road safety strategy report back in 2019 [DEV-18-MIN-0025]. This work is being delivered through the 'Increase understanding of vehicle safety' action in the initial action plan.

The delivery of the strategy is a 10-year programme and one that will require ongoing resourcing, drive and leadership

47. The strategy contains a new vision for road safety with a target of reducing deaths and serious injuries by 40 percent by 2030. Steady progress towards this would mean around 750 fewer people would be killed on our roads over the next 10 years, compared to 2019. This is the start of our journey to zero.
48. Modelling suggests that substantial investments in road safety, including both infrastructure and enforcement, will be required to achieve this target, alongside regulatory changes.
49. The initial three-year action plan contains specific initiatives that will help us meet the target. I am confident this package of actions together lays the foundations for the

³ The proposals outlined in the Tackling Unsafe Speeds package will provide greater transparency for decision makers and the public regarding which roads will be improved and which will be subject to speed reductions.

⁴ Police has identified operational priorities for road safety that directly address those factors known to contribute to the greatest harm, specifically the use of restraints, impaired driving (including fatigue), distraction and speed.

strategy's 10-year change programme. It aims to make our roads safer through addressing all aspects of the safe system, informed by evidence, modelling and our learnings from the previous road safety strategy.

50. The Government currently invests \$800m per year in safety, through road policing (\$350m), national road safety promotion (\$30m) and infrastructure investment (up to \$450m per year). The NZTA's modelling says that to achieve the DSI reduction target of 40 percent, we will need to increase current spend by 25 percent to \$1 billion per annum.
51. This funding will enable us to deliver the following:
 - Infrastructure safety treatments on roads across New Zealand where data shows the highest concentrations of deaths and serious injuries (particularly targeting head-on, run-off-road and intersection crashes). This is expected to deliver:
 - 1,000km of additional median barriers
 - more than 1,700km of other safety treatments including side barriers and rumble strips)
 - more than 1,500 intersection improvements such as roundabouts and platform treatments.
 - Maintaining current levels of road policing, which includes funding for:
 - 1,070 dedicated road police, plus wage increases over time necessary to sustain those numbers
 - associated equipment to support the work of road police, such as breathalysers and police vehicles.
 - Court-imposed alcohol interlocks to support the road policing action.
 - Road safety campaigns (including on speed, restraint use, cell phone use while driving, and drug and alcohol impaired driving) to support actions targeting safer road user choices.
 - New roadside drug testing equipment to support the action on drug driver testing.
 - A range of measures to support the *Tackling Unsafe Speeds* action including:
 - rolling out additional safety cameras and building the back-office IT support system that maintains the camera network
 - engineering up some sections of both local roads and state highways (including on key freight routes, where appropriate) to ensure that current speed limits are safe and appropriate
 - road engineering to support speed reductions around urban and rural schools
 - speed signage changes.
52. It will take time, investment, and teamwork to make the changes we need.
53. It will be vital to demonstrate leadership at all levels of government and hold ourselves to account. Seven central government agencies (Ministry of Transport, NZ Transport Agency, NZ Police, Ministry of Business, Innovation and Employment, WorkSafe,

Ministry of Education and ACC), working in partnership with others (including local government) have key roles in delivering the initiatives in the initial action plan.

54. Officials are exploring the option of providing dedicated implementation resource (possibly two roles) to oversee and coordinate the effective delivery of the strategy and action plan. Funding avenues through the National Land Transport Fund (NLTF) may also be investigated.
55. A robust outcomes framework will measure road safety outcomes to help track progress towards the strategic outcomes. We intend to publish an annual report outlining progress towards meeting the target.
56. Advice on the second action plan will be provided to Cabinet in 2021, alongside an update on the implementation of *Road to Zero* and the initial action plan.

Next steps for the release of the document

57. *Road to Zero* and the first action plan will be published on the Ministry of Transport website after Cabinet approval. The release will be announced through media and social media channels, and through partner networks. An updated version of the *Road to Zero* animation developed for use during the public consultation will remain on the *Road to Zero* website to support public understanding of the strategy's vision.

Risks

58. It is possible that some submitters are disappointed that *Road to Zero* and the initial action plan do not incorporate their suggestions to the extent they may have wished. The consultation document was developed based on the latest international research and best practice, as well as extensive consultation with road safety experts, industry stakeholders, advocacy groups and other interested parties. We then received feedback on the consultation document from more than 1,300 individuals and organisations, many of whom provided specific and detailed recommendations. On a number of issues views were often polarised and the summary of submissions document records the range of views received during the public consultation. All feedback has been considered at every stage alongside evidence.
59. Some stakeholders are concerned that adequate funding is not available to support the level of ambition sought through *Road to Zero*. This is largely reflective of the fact that *Road to Zero* is being released ahead of the next Government Policy Statement on land transport (discussed further below), and that, to date, financial details about the package have not been released publicly. The strategy document now includes the high level package cost. Final details will be confirmed when next Government Policy Statement on land transport is released.

Agency consultation

60. The following agencies have been consulted on this Cabinet paper: ACC, Department of Conservation, Department of Internal Affairs, Local Government New Zealand, Ministry of Business, Innovation and Employment, Ministry of Education, Ministry of Health, Ministry of Justice, Ministry of Social Development, Ministry for Primary Industries (Rural Communities team), Office for Seniors, Office for Disabilities, NZ

Police, NZ Transport Agency, Te Puni Kōkiri, NZ Treasury, WorkSafe, Auckland Transport. The Department of the Prime Minister and Cabinet has been informed.

Financial Implications

61. While the publication of the strategy and initial action plan will not have direct financial implications, achieving a significant level of road trauma reduction over the next decade will require increased and sustained investment in road safety. This funding is likely to be primarily drawn from the NLTF.
62. At an indicative level, modelling suggests that just over half the target reduction in deaths and serious injuries could be achieved through a combination of infrastructure improvements (such as median barriers and intersection treatments), targeted speed limit changes in urban areas and on the highest risk parts of the network, and increased levels of enforcement (both by safety cameras and by police officers). These changes will require increasing our investment in road safety over the next decade.
63. The Government currently invests \$800m per year⁵ in safety, through road policing (\$350m), road safety promotion (\$30m) and infrastructure investment (up to \$450m per year). The NZTA's modelling says that to achieve the DSI reduction target of 40 percent, we will need to increase current spend by 25 percent to \$1 billion per year to maintain existing levels of road policing and road safety promotion, introduce the safety camera proposal, and spend \$500m per year on targeted safety infrastructure improvements.
64. Competing funding pressures on the NLTF, including the road safety strategy, will be considered in the context of the next Government Policy Statement on land transport, which is under development.
65. Financial implications associated with individual actions, where relevant, will be outlined when Cabinet approval is sought to progress these actions further.

Legislative Implications

66. While the publication of the strategy will not have direct legislative implications, some of the actions proposed in the initial action plan will require legislative change.

Impact Analysis

67. The strategy and initial action plan do not propose any regulatory or legislative changes that would be subject to Regulatory Impact Analysis requirements.
68. Where the initial action plan includes legislative or regulatory proposals, regulatory impact analysis will be undertaken prior to public consultation or policy decisions on those proposals.

⁵ This baseline figure includes safety-focussed (but not exclusively safety) interventions including the Safe Network Programme, road safety promotion funding, and the Road Safety Partnership Programme. While the financial figures are sound, the projected percentage increase (of 25 percent) may understate the percentage change. This reflects that the future package is costed around specific safety interventions, so the absolute increase in safety spend (as a percentage) may be higher than 25 percent.

Human Rights and Gender Implications

69. There are no identified human rights implications or gender implications arising from the proposals in this paper or the consultation document itself. Any subsequent actions in the action plan that have direct human rights or gender implications will be considered against the New Zealand Bill of Rights Act 1990 and the Human Rights Act 1993.

Disability Perspective

70. Transport issues in general, and road safety in particular, are of interest to disabled people. Road-related injuries are both a major cause of disability, as well as some people with existing disabilities being more vulnerable transport system users compared to other New Zealanders. Ensuring disabled people can get from one place to another easily and safely is also a key outcome for the New Zealand Disability Strategy 2016-26.
71. Representatives of disability groups, including the Disabled Persons Assembly, were engaged during the development of the strategy and participated in the reference group process. We also received a number of submissions during the consultation process from representatives of disability groups and from individuals with disabilities.
72. During the engagement programme and the subsequent consultation process, disability groups expressed some concerns about use of footpaths by users of scooters, bicycles and mobility scooters. They also noted that the current infrastructure guidelines and standards do not adequately meet their needs. These concerns will be further considered through relevant action plan initiatives.
73. I have amended the strategy to further acknowledge the specific needs and vulnerabilities of disabled road users. Engagement with representatives of disability groups will be ongoing.

Publicity

74. I intend to announce the *Road to Zero, Accessible Streets and Tackling Unsafe Speeds* decisions following the Cabinet meeting on 11 November 2019. I will issue a press release.
75. The Ministry of Transport will contact key stakeholders to announce the publication of the strategy and initial action plan.

Proactive Release

76. I intend to proactively release this paper within 30 days of the Cabinet decision, along with the summary of submissions.

Recommendations

77. The Associate Minister of Transport recommends that the Committee:

- 1) **note** that the number of deaths and serious injuries on New Zealand roads rose between 2013-2017 and that New Zealand is now in the bottom quarter of OECD countries when it comes to the number of road fatalities per capita;
- 2) **note** that the total social cost of motor vehicle injury crashes in 2017 was \$4.8 billion and that reducing the number of deaths and serious injuries on our roads will not only protect people from the trauma of losing a loved one or living with a life-changing injury, but will also provide New Zealand with economic benefits;
- 3) **note** that in July 2019, Cabinet agreed to publicly consult on the *Road to Zero*, the proposed new road safety strategy;
- 4) **note** that public consultation took place across July and August 2019 and 1,369 written submissions were received;
- 5) **note** that the strategy proposed for release contains a vision, a target to reduce deaths and serious injuries by 40 percent by 2030, is based on seven principles, has five focus areas and includes a robust outcomes framework to drive action;
- 6) **note** that the strategy is accompanied by an initial action plan, which includes 15 actions;
- 7) **note** that advice on the second action plan will be provided to Cabinet in 2021, alongside an update on the implementation of *Road to Zero* and the initial action plan;
- 8) **note** that in December 2018, Cabinet directed ACC, the Ministry of Business, Innovation and Employment, the New Zealand Transport Agency and the Ministry of Transport to report back to the Cabinet Economic Development Committee (DEV) on how best to inform consumers about the safety risks of their vehicles and make best use of the Vehicle Risk Rating safety data as part of the government's new road safety strategy report back in 2019 [DEV-18-MIN-0025] and that this work is being delivered through the *Increase understanding of vehicle safety* action in the initial action plan;
- 9) **note** that delivering the 40 percent target will require \$1 billion of investment per year, which the Minister of Transport will include in the Government Policy Statement on land transport 2021 paper that comes to Cabinet for consideration later this year;
- 10) **agree** to publish the 10-year *Road to Zero* road safety strategy (**Appendix One**) and initial action plan for 2020-2022 (**Appendix Two**).

Authorised for lodgement
Hon Julie Anne Genter
Associate Minister of Transport

Appendix One: *Road to Zero* road safety strategy

Appendix Two: *Road to Zero* initial action plan
