



Safer Journeys summary of Stakeholder feedback

This document summarises the written feedback on the *Safer Journeys* Conversation Paper.

The Engagement Process

On 5 October 2012 the Ministry of Transport released the *Safer Journeys* conversation paper to road safety stakeholders who have knowledge and expertise in road safety¹. The feedback period closed on 9 November 2012. The Ministry of Transport also invited these stakeholders to meet with officials if they wanted to discuss the content of the conversation paper before submitting written feedback.

Eighteen submissions were received in total and there was a high level of support for the proposals.

Key Themes

- Strong support for signature projects but concern about where the funding will come from given that the National Land Transport Programme (NLTP) 2012-2015 has been set.
- Strong support for more road improvements such as median barriers, a speed management plan and mandating vehicle standards.
- Some concern about inconsistency between the recent Vehicle Licensing Reform work and the safer vehicles section of *Safer Journeys*.
- Strong support to lower the legal Blood Alcohol Concentration (BAC) level for adult drivers.
- Local Government needs a mandate (legal or otherwise) to be more involved in road safety.
- Public understanding of the safe system approach to road safety needs to increase.
- Conversations about road safety need to reach a wider audience and should take advantage of new communication channels, including social media, to effectively reach target audiences.
- Concerned that areas of safe use and vulnerable road users are missing, especially fatigue/distraction and walking/cycling.
- Core business must continue to be measured and reported on.

¹ A list of organisations that the conversation paper was sent to is in Appendix 1.

- Funding for implementation and ongoing operation and maintenance of existing and new road safety measures must be addressed, perhaps through innovative new approaches.
- Incentives may offer opportunities to encourage the faster uptake of measures that will increase safety
- New technologies offer opportunities to deliver enhanced road safety

Feedback

Safekids supports a number of road design and engineering safety initiatives including investment in wire median barriers, self-explaining roads, traffic-calming measures, child cycle lanes/paths and safer crossing sites. It also supports developing a risk rating for local roads, especially those around schools.



The **Motorcycle Safety Advisory Council** would like to see road safety barriers designed and constructed in a manner that is safe for motorcyclists. It suggests that this initiative could be included in a demonstration project.

Brake suggests that the most obvious solution to high-risk rural roads and intersections is to reduce the volume of motorised traffic. To make other transport options more attractive and improve safety, Brake suggests further subsidising rail and bus services and improving infrastructure for cyclists. To improve the safety of local roads, Brake suggests building traffic free solutions for vulnerable users such as pedestrians and cyclists. Brake also suggests that a risk rating system for local roads is unnecessary as research already demonstrates that traffic-free routes are safer.

The **Bus and Coach Association** supports identifying and targeting high-risk roads and intersections. It recommended that safety investment made through the National Land Transport Fund (NLTF) should be made visible to stakeholders and the public. It also supports improving the safety of local roads and adopting low-cost solutions to delivering safety treatments.

The **Cycling Advocates' Network** acknowledges that treatments to roads and roadsides can provide long-lasting safety benefits. However, it notes that funding will continue to be an issue as will moving to more proactive funding for safety improvements. The Cycling Advocates' Network recommends that, unlike KiwiRAP, a risk rating system for local roads should consider how it best meets the needs of all road users.

Living Streets Aotearoa suggests that roadsides should have better visual cues for drivers so they are more aware of giving way to pedestrians on footpaths and driveways. It also suggested that more visible splays are required on driveways that are lined by high fences or dense vegetation. Living Streets Aotearoa recommends that funding for the above and other minor safety improvements should be conditional on Councils following best practice guidelines. Following the 2012 changes to the Give Way Rule, Living Streets Aotearoa also suggests that the Rule be amended to require turning vehicular traffic to give way to pedestrians travelling across the intersection.

Auckland Transport sees opportunities to implement a targeted safety barrier programme on high-risk rural roads and supports a transparent system to ensure specific funding of operational and maintenance costs of safety improvements. It also recommends that the NZ Transport Agency Investment and Revenue Strategy be revised to better align with *Safer Journeys* outcomes. Auckland Transport supports the development of a local road risk rating tool similar to KiwiRAP. It also supports targeting high-risk issues at a regional level, for example, pedestrian, cyclist and motorcyclist high-risk routes on local urban roads in Auckland.

Local Government New Zealand strongly supports the development of an assessment tool similar to KiwiRAP for local roads. It also supports the proposal to implement median/edge barrier programmes and target intersections of highest risk. Local Government New Zealand

notes that these initiatives will need to be supported by a funding system that facilitates operation and maintenance costs.

Trafinz recommends a major median and edge barrier programme that utilises the work that has already been done to identify high-risk roads. It also recommends an increased focus on making roads and roadsides safer for vulnerable road users such as pedestrians and cyclists. Trafinz supports the proposal to target high-risk intersections and the development of an equivalent of KiwiRAP for local roads.

The **Waikato Regional Road Safety Steering Group** advocates a 'one network' approach and the development of tools and treatments that can be effectively utilised on local roads as well as state highways. It notes the importance of funding availability for maintenance of safety treatments. Similarly, if a risk assessment tool like KiwiRAP is introduced for local roads it will have ongoing costs that need to be taken into account. The Waikato Regional Road Safety Steering Group suggests that using funding in the NLTP 2012-2015 for low-cost treatments is not practical as programmes are already planned and underway.

The **NZ Automobile Association** strongly supports improving high-risk roads and intersections. It considers that a strong focus on continuity is needed to ensure that the positive initiatives that began with the first *Safer Journeys* action plan are carried through the second. It suggests that a national road hierarchy will need to be finalised and high level agreement reached between central and local government about how to move forward to improve the safety of local roads while achieving consistency for road users.

Feedback

Safekids recommends reducing speed limits on roads, especially in residential areas and outside rural schools. It also suggests that 20km/h illuminated signs be fitted to buses. Safekids supports investment in speed cameras and would like to see them targeted to locations where risk to vulnerable road users, especially children, is high. It also supports the hypothecation of fine revenue from speed camera offences for specific road safety initiatives.



The **Motorcycle Safety Advisory Council** supports appropriate speeds, as opposed to just 'slower speeds'.

A **school safety campaigner** suggests lowering the speed limits outside schools to 30km/h at peak times, and no higher than 70km/h at all other times. Furthermore, road marking and signage around school zones would need to support this change as would enforcement.

Brake suggest that the biggest opportunities in developing a speed management plan are to have fewer and lower speed limits, and to create a speed map to enable the introduction of Intelligent Speed Adaptation (ISA) in vehicles. Brake also strongly supports increasing the number of speed cameras.

The **Bus and Coach Association** supports speeds that reflect the function and safety of roads, as well as efforts to educate road users on driving to the conditions. It also supports further investigation of ISA so that the government and industry can better understand how this technology could be adopted in New Zealand. The Bus and Coach Association is comfortable with enhancing automated speed enforcement as long as the cost-benefit analysis supports implementing these technologies.

The **Cycling Advocates' Network** strongly supports initiatives to introduce safer speeds and enhance compliance with those speeds. This includes speed setting, speed management treatments, and a public conversation that goes beyond the motorist, to its impacts on other road users. The Cycling Advocates' Network recommends providing more incentives or guidance for Road Controlling Authorities to ensure that speed setting on local roads reflect their form and function. It also supports the implementation of automated enforcement technology that has been proven to have safety benefits. It recommends rebalancing fines and demerit points to mitigate revenue gathering arguments.

Living Streets Aotearoa supports a speed management plan in principle. It suggests that the plan should prioritise safety ahead of efficiency and be consistent. Living Streets Aotearoa supports having speeds that reflect the form and function of the road and recommends that this takes into account all uses and users of the road. It also favours a standard speed limit for areas that have high usage by vulnerable road users, such as rural schools. Living Streets Aotearoa also suggests that the plan could review open road speed limits at night or in certain weather conditions.

Auckland Transport supports the production of a speed management plan that revises the Speed Setting Rule, sets out a hierarchy of speed limits, provides local government funding and support, creates a speed map, and supports technology, alternative funding arrangements and behaviour change initiatives. Auckland Transport also strongly supports the adoption of safety camera technology to improve enforcement.

Local Government New Zealand strongly supports a nationally-led speed management plan and suggests that this should be aligned to work on a national road classification system. It supports a comprehensive communication plan to ensure public understanding and acceptance. Local Government New Zealand also supports the hypothecation of fine revenue for safety purposes.

Trafinz supports the development of a national speed management plan and the adoption of technology to improve enforcement. It recommends hypothecating fine revenue for safety purposes. Trafinz also notes that existing arrangements place hurdles in front of proactive safety initiatives and that this may be addressed by work to enhance automated enforcement. However, Trafinz does not consider this to be a 'game changing' action.

The **Waikato Regional Road Safety Steering Group** strongly supports the introduction of a nationally led speed management plan and believes that it should include a review of current rules, tied to the national classification system, and give clear guidance to Road Controlling Authorities with regards to roading levels of service. No speed demonstration projects should be encouraged until this plan is developed. The Waikato Regional Road Safety Steering Group would like more work done on who administers and operates automated enforcement devices and what impact this will have on the decision regarding hypothecation of fine revenue.

The **NZ Automobile Association** considers the development of a speed management plan to be urgent. It also supports enhancing automated speed enforcement as long as speeds are fair and consistent, penalties are fair, cameras are located based on risk, and Police resources are freed up to target high-risk drivers.

Feedback

The **Royal Australasian College of Surgeons** expressed concern about injuries caused by lap-belts in the event of a crash. It suggests public education to raise awareness about the availability of kits that convert lap-belts to a 3-point harness, and prohibiting lap-belts in new vehicles.



Safekids suggests requiring that all children up to their tenth birthday or 148cm in height (whichever comes first) use an appropriate child restraint. Furthermore, approved car seats should be restricted to those that meet only the Australian/New Zealand 1754 Standard. Safekids recommends that all imported vehicles be fitted with anchor systems for child passenger restraints before being sold and that new vehicles should enable three child car restraints to be fitted into the rear passenger seats. It suggests that checking that car restraints are correctly fitted become part of the Warrant of Fitness (WOF). Safekids also suggests that child restraint information be included at vehicle point-of-sale and on the RightCar website.

The **Motorcycle Safety Advisory Council** supports cost-effective initiatives to increase the exit of older vehicles before they become unsafe. It also supports introducing minimum safety standards for used imports, including a staged approach to mandating Electronic Stability Control (ESC) for new and used vehicles. It stops short of making some vehicle safety solutions, such as Anti-lock Braking System (ABS) for motorcycles, compulsory.

Brake supports mandating safety features but notes that these are subsidiary to actions such as reducing speeds, eliminating impaired driving and creating traffic-free zones for vulnerable road users. Brake supports exiting older, less safe vehicles.

The **Bus and Coach Association** supports the vehicle initiatives in the conversation paper in principle. It also highlighted that the bus and coach industry has taken a number of proactive steps to increase the safety of its vehicles and how they are used. The Bus and Coach Association believes that the Operator Rating System (ORS) is already influencing operators to ensure the safety of their fleets.

The **Cycling Advocates' Network** cautions that vehicle safety technology may make some drivers complacent, thereby reducing the potential benefits of this technology. It also highlights truck front/side under-run protection and blind-spot mirrors as vehicle features that could improve safety, particularly for vulnerable road users. The Cycling Advocates' Network suggests introducing a sliding scale for vehicle registration fees based on age or safety/environmental features. Government fleet purchasing policies should also be reviewed.

The **Motor Industry Association** is comfortable with the proposals in the conversation paper. In particular, it has set out a timeline for when it believes it would be realistic to mandate ESC for new vehicles. At the same time, it emphasises the importance of mandating ESC on used imported vehicles within a reasonable timeframe as well. With regard to exiting older, less safe vehicles from the fleet, the Motor Industry Association strongly advocates a proactive scrappage scheme funded by a levy payable by all vehicle owners as part of the annual licensing of a vehicle.

The **Motor Trade Association** outlines a number of challenges to the effectiveness of new vehicle standards and restrictions. It suggests that the government consider introducing a rolling age ban on imported vehicles because age is a reasonable proxy for the advances in vehicle

technology. In order to change consumer purchasing behaviour and encourage the exit of older, less safe vehicles from the fleet, the Motor Trade Association recommended introducing in-service vehicle exhaust emissions testing, increasing vehicle safety aspects in WOF tests, increase roadside enforcement, introduce demerit points for drivers operating vehicles without a current WOF, ongoing promotion and publicity of the importance of vehicle safety (including RightCar), apply 'risk price signals' with the ACC motor vehicle levies and consider introducing incentives through the insurance sector.

Auckland Transport supports continuing to raise standards for vehicles entering the fleet and suggests mandatory standards for used imports and fleet purchases, combined with requiring fleet operators to adopt safe system planning are all highly desirable. Auckland Transport also supports encouraging the exit of older, less safe vehicles from the fleet, and considers that there may be merit in using ACC and insurance levies, and the frequency of Warrant/Certificate of Fitness (WOF/COF) assessments, to encourage the exit of unsafe vehicles. It suggests that 'trade-in' arrangements may also assist but notes that very few serious crashes are caused by vehicle deficiency so this initiative may not be transformational. To change consumer purchasing behaviour, Auckland Transport supports expansion of education programmes to encourage safe purchasing decisions and recommends the encouragement of safer transport choices through public transport and travel plans.

Local Government New Zealand supports actions to improve the safety of vehicles entering the fleet and agree that more could be done to change consumer vehicle purchasing behaviour. It also supports formalising the responsibilities of vehicle dealerships and the introduction of a consumer information programme to assist with this. Local Government New Zealand is concerned that the recent work on Vehicle Licensing Reform does not align with *Safer Journeys* and would like a clearer indication of what encouraging the exit of unsafe vehicles would entail.

Trafinz broadly supports the proposals in the conversation paper. Specifically, it supports mandatory standards for used vehicles and fleet purchasing standards to improve the safety of vehicles entering the fleet. Trafinz considers that there may be merit in ACC and insurance levies, and the frequency of WOF/COF assessments as tools to encourage the exit of unsafe vehicles. However, it notes that this is unlikely to be a 'game changer'. Trafinz also suggest that both entry and exit of vehicles could be addressed by action to change consumer purchasing behaviour.

The **Waikato Regional Road Safety Steering Group** commented on the need to link recent work on Vehicle Licensing Reform with *Safer Journeys*. It supports the proposals in the conversation paper and suggests that it is important to involve stakeholders that do not currently have a high profile in road safety (e.g. insurance companies, car dealers). The Waikato Regional Road Safety Steering Group would like a clearer idea of who is responsible for the exit of less safe vehicles from the fleet and how they intend to achieve this. It would also like to see this action plan outline responsibilities for fleet safety. The Waikato Regional Road Safety Steering Group stresses the importance of realistic actions to improve road safety that take into account economic differences between buyers.

The **NZ Automobile Association** supports improving the safety of vehicles entering the fleet by introducing new standards for new and used imports. It also supports encouraging the exit of unsafe vehicles from the fleet by developing a scrappage scheme and investigating in-service emissions testing. The NZ Automobile Association outlined a number of proposals to help change consumer buying behaviour including mandatory display of ANCAP or equivalent ratings, publicising safety features and revamping the RightCar website.

Reducing the impact of alcohol/drug impaired road users

Feedback

New Zealand Sleep Safety was disappointed to see no specific actions to reduce the impact of distraction and fatigue was in the conversation paper. It argued that as an area of medium concern in the *Safer Journeys* Strategy, fatigue and distraction should be specifically addressed in the second *Safer Journeys* action plan.

Brake believes that alcohol interlocks should be mandatory on all vehicles. It also suggests introducing best practice drug testing at the roadside and in workplaces, including mandatory drug testing of commercial drivers.

The **Bus and Coach Association** supports further research into aligning New Zealand's breath alcohol limits with international best practice and would like industry to be consulted on whether specific areas should be targeted in order to comply with international best practice. With regard to all initiatives to address alcohol/drug impaired driving, the Bus and Coach Association supports an evidence-based approach which ensures that bus and coach drivers are not unfairly targeted.

The **Cycling Advocates' Network** supports lowering the adult breath alcohol limit to 0.05 as it is an area where quick gains can be made. It also supports further investigation for drug-driving and wider use of alcohol interlocks. The Cycling Advocates' Network was concerned that safe road use areas such as walking and cycling, and fatigue and distraction have received little attention in the past and continue to be overlooked in this action plan.

The **Campaign against Drugs on Roads** does not think that the legal breath alcohol limit should be reduced until roadside saliva testing for drugs is introduced. It suggests forming a taskforce to fund work on impaired driving. The Campaign against Drugs on Roads recommends a number of changes to penalties and sentencing options for impaired driving. It also advocates legislation for risk-targeted saliva testing and an accompanying publicity campaign.

Researching Impaired Driving in NZ supports lowering the adult breath alcohol limit to 0.05 and outlines several areas of concern that could be examined as part of a review of breath alcohol limits. It supports utilising a 'whole of government' approach and makes some suggestions about how this could be done. Researching Impaired Driving in NZ also supports the use of interlocks accompanied by rehabilitation programmes. It suggests adding components to make the interlock programme more effective. Researching Impaired Driving in NZ recommends conducting an investigation to determine impairment based legislative levels for drugs. Dedicated drug testing units that use oral drug testing technologies would need to be established to enforce this legislation.

The **Motor Trade Association** notes that the vehicle repair industry will need information about alcohol interlocks and how to mobilise a vehicle fitted with one of these devices, how to operate them and any hygiene requirements.



Auckland Transport strongly supports lowering the legal breath alcohol level from 0.08 to 0.05 and urges the National Road Safety Committee to re-start the national conversation on this issue. It supports enhancing a whole of government approach to drink driving outlined in the conversation paper but notes that this targets a small proportion of drivers and is not likely to be 'transformational'. Similarly, Auckland Transport supports the wider use of alcohol interlocks but suggests that this should be part of ongoing 'business as usual'. It also supports ongoing development of research and tools to address drug-driving but notes that a large number of fatal drug-driving crashes also involve alcohol. Therefore, Auckland Transport recommends the incorporation of alcohol and drug-driving into the one stream of 'alcohol and other drug driving' assessment, sanction and behaviour change.

Local Government New Zealand supports an urgent review to reduce the legal blood alcohol limit for adults and more work on drug-driving. It suggests that any demonstration project in this area needs to be well planned and resourced. While Local Government New Zealand supports alcohol interlocks, it notes that these devices target a small group of drink drivers and would not want to see investment in interlocks at the expense of initiatives which would benefit a broader cross-section of the community. Local Government New Zealand would like to see more actions under safe road use to target high-risk groups.

Trafinz supports lowering the legal blood alcohol limit for adults from 0.08 to 0.05. It considers this is an obvious step to take and should be supported by appropriate education. Trafinz supports enhancing the whole of government approach to drink driving and extending the use of alcohol interlocks but notes that they target a limited number of drivers and is therefore unlikely to be a 'game changing' initiative.

The **Waikato Regional Road Safety Steering Group** would like to see this area expanded to include all road use areas of concern. It does not believe that the proposed actions get to the root of alcohol and drug impaired driving. In particular, it suggests stronger action to lower the legal breath alcohol limit for adults. The Waikato Regional Road Safety Steering Group also notes that interlocks only target a very specific group of drivers. It does not see any clear actions and responsibilities to advance research into drug driving. A whole of government approach to drink driving is supported but the Waikato Regional Road Safety Steering Group notes that barriers to this happening must be addressed first.

The **NZ Automobile Association** strongly supports improving the market penetration of alcohol interlocks and a whole of government approach for not only alcohol and drug impaired driving, but all areas of the safe system. The NZ Automobile Association is open to discussion about the legal breath alcohol limit as part of a package of impaired driving initiatives. It also supports new interventions for drug driving. The NZ Automobile Association is concerned that the proposed actions under safe road use in the conversation paper only address alcohol and drug impaired driving, and proposes a number of initiatives to address high-risk drivers, inattention, and fatigue. It also suggests that action to address motorcycling and older drivers should be included in this action plan.

Demonstrating the Safe System

Feedback

Safekids supports the creation of Safe System Signature projects that are centred on reducing child transport related injury. To support equity of outcome, signature projects should target areas of high socio-economic deprivation that are disproportionately affected by unintentional transport related injury. Safekids also recommends that child impact assessment tools should be utilised to ensure transport interventions meet best practice guidelines for children.

The **Bus and Coach Association** is comfortable with the proposals to demonstrate the safe system in the conversation paper. It signalled its availability to be involved in a corporate partnership programme to contribute to road safety as well as improving workplace safety and operating safety management systems.

The **Motorcycle Safety Advisory Council** would support the introduction of a 6M licence to improve the safety of moped riders and suggests that the proposal be reconsidered to look at the possibility of introducing a licence for motorcycles between 51cc and 150cc.

The **Cycling Advocates' Network** strongly supports introducing demonstration projects around the country. However, it suggests that these need not be "large, high profile projects" in order to provide value. It also recommends the work be done to promote the ISO 39001 standard for "road safety management systems" as part of the corporate partnership programme. The Cycling Advocates' Network also suggests that greater self-determination about funding would empower local/regional government to take more responsibility for road safety.

The **Motor Trade Association** notes that the Vehicle Licensing Reform work being undertaken by the Ministry of Transport appears to be at odds with *Safer Journeys*. It suggests that as a champion of the safe system approach, the Ministry of Transport should ensure that its own policies and strategies are aligned with the safe system.

Auckland Transport strongly supports the development of demonstration projects to showcase innovation and learnings for others. It also strongly supports key corporates becoming involved in progressing the safe system as it is an important component in developing a safe system culture across the country. Auckland Transport suggests four areas that need to be addressed as part of aligning policies and strategies with the safe system. These are: varied safe system interpretations; legislative alignment with the safe system; specific safe system NLTP funding; and a revised Investment and Revenue Strategy.

Local Government New Zealand strongly supports strengthening and clarifying national, regional and local government responsibilities to deliver safe systems. It proposes that these responsibilities are mandated and embedded into all transport legislation, planning and funding. For example, Local Government New Zealand recommends that 'system owners', beginning with Road Controlling Authorities, are required to have a Safe System Plan. It also recommends establishing an independent body that would have the sole purpose to oversee road safety. Local Government New Zealand would like a more detailed funding plan to support the delivery of the second *Safer Journeys* action plan.



Trafinz recommends mandating that 'system owners', beginning with Road Controlling Authorities, must develop and maintain Safe System Plans showing how they intend to proactively audit their network and make it safer. It considers that this requirement could extend to other key players such as Police, ACC, major transport operators and insurers. Trafinz also recommends establishing an independent organisation that is focussed on road safety. It supports developing demonstration projects and notes that the other two actions proposed in this section can be addressed through their recommended initiatives. Trafinz also comments that future *Safer Journeys* work should also consider post trauma care and align with timeframes for local, regional and national transport plans.

The **Waikato Regional Road Safety Steering Group** supports the inclusion of actions focussed on planning alignment, coordination and collaboration between agencies, and partnerships with a broader audience. It suggests that agencies involved with post trauma care should also be specifically included. A mandate for local government to be involved and take responsibility for road safety the way the safe system intends needs to be established. The Waikato Regional Road Safety Steering Group strongly supports signature projects and the suggestion to develop one in the Waikato.

The **NZ Automobile Association** supports the use of properly implemented demonstration projects but is concerned that current demonstration projects are solely about lower speeds. While there may be funding constraints to implementing demonstration projects, this should not be the starting position. The NZ Automobile Association supports a corporate partnership programme and, in particular, the use of insurance industry incentives. It would support strong leadership on specific projects to share good practice. The NZ Automobile Association expressed strong support for increased alignment of policies to improve consistency for motorists and improved safety outcomes.

Appendix 1 Organisations that received the conversation paper

Partners (NRSMG/NRSC Members)	Tier 1 Stakeholders
<p>New Zealand Transport Agency New Zealand Police Accident Compensation Corporation Ministry of Transport EECA Local Government New Zealand Ministry of Justice Ministry of Health MBIE Ministry of Education</p>	<p>New Zealand Treasury TPK Ministry of Youth Development Motorcycle Safety Advisory Council* Automobile Association* Road Transport Forum Health Promotion Agency (formally ALAC) National Trauma Network MTA* IMVIA MIA* Local Government NZ* Local Government Zone Meetings Auckland Transport* Waikato Regional Road Safety Steering Group* Road Controlling Authorities Forum, TRAFINZ* SASTA</p>
Tier 2 Stakeholders	
<p>Starship BCA Bike NZ CAN* ACENZ IPENZ NZPI Ingenium Road Safety Trust Contractors' Fed Grey power & age concern Federated farmers Business NZ NZ business council for sustainable business Motorcycling NZ Living Streets Aotearoa* Children Commissioner Rural NZ women MITO Transqual Taxi Fed</p>	<p>Ambulance NZ NZ Fire service Roothing NZ Site Safe NZ Institute of Driver Educators Royal Australian College of Surgeons* Safe Kids* St John (order of) NZ Medical Association CANDOR* Sleep safety* Dog and Lemon Guide BRONZ Plunket Safe communities foundation NRC BRAKE* SADD Reducing Impaired Driving NZ* Drug foundation</p>

* Provided written feedback on the *Safer Journeys* Conversation Paper 2012