

Christchurch City Council City Services Group

Memo

Vision Zero Road Safety Initiative

Date: 28 December 2017

From: Ryan Rolston

To: Halswell Hornby Riccarton Community Board

Purpose

The purpose of this memo is to provide information to the Halswell-Hornby-Riccarton Community Board regarding the [Vision Zero](#) road safety initiative.

Background

At its meeting of 8 November 2016 the Halswell Hornby Riccarton Community Board received a deputation from the Haswell Residents' Association seeking that the Council adopt the Vision Zero road safety initiative.

The Halswell-Hornby-Riccarton Community Board decided to:

- Receive the deputation from David Hawke on behalf of the Halswell Residents' Association.
- Refer the proposal raised on Vision Zero to staff for consideration and response back to the Board.

The Vision Zero initiative originated in Sweden and has influenced road safety strategies internationally. The literal meaning of the initiative is a vision of zero road related fatalities. Behind the initiative is the concept that people make mistakes, but these don't result in a fatality in a working safe system. Under the safe system, safe road sides, vehicles, speeds and driving behaviour are improved so that a failure in any one element doesn't result in a fatality.

NZ Context

[Safer Journeys](#), NZ's Road Safety Strategy 2010-2020 represented a significant shift in strategy for NZ has was heavily influenced by Vision Zero. It sets the vision of:

"A safe road system increasingly free of death and serious injury"

The strategy is focused on a safe system approach, with the focus on the elements of the safe system as follows:

Roads and roadsides will be safer because transport and urban planning, and road design will accommodate errors; surfaces will be improved and roadside hazards removed or barriers installed

Speed will be managed to safe levels through more appropriate limits, and there will be smarter self-explaining roads and roadsides that show people what safe speeds mean

Vehicles will increasingly have advanced safety features, including electronic stability control, front and side curtain airbags and head restraints, collision avoidance systems and better maintenance of tyres and brakes

Road users will be alert and aware of the risks and drive or ride to the conditions; there will be more in-vehicle technologies to give drivers safety feedback, ensure alertness and reinforce compliance with the road rules.

Figure 1 is commonly used graphic representation of the safe system from the Safer Journeys document.

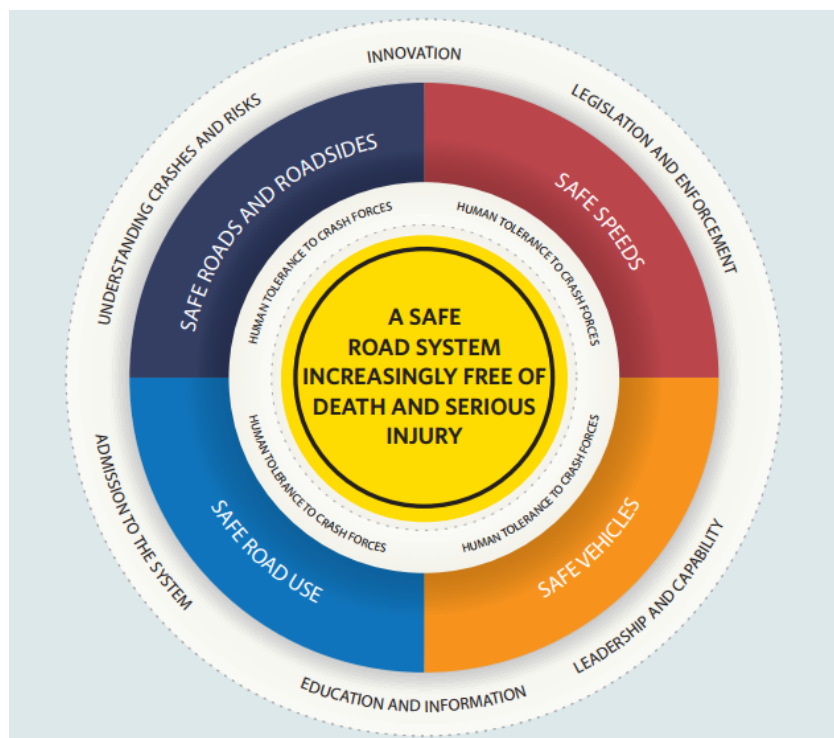


Figure 1 – The Safe System

CCC Initiatives

Christchurch Strategic Transport Plan

[Christchurch Strategic Transport plan](#) sets the strategic direction of transport planning for the City over the next decade. Safer Journeys is official recognised as the national safety strategy framework within the document. Action 2.3.1 'Safer system' involves "Implementing the national Safer Journeys Strategy through safer road use, safer speeds and safer roads and roadsides."

Risk Analysis

The City Council maintains a [mapping system](#) that classifies the risk of corridors and intersections based on the likelihood of high severity crashes. There are a number within the Halswell-Hornby-Riccarton ward:

- Halswell Road (NZ Transport Agency (NZTA))
- Springs Road, south of Haswell Junction Road
- Shands Road, south of Sir James Wattie Drive
- Yaldhurst Road (NZTA)
- Riccarton Road
- Straven Road
- Main South Road / Chalmers Street intersection (NZTA)
- Main South Road / Carmen Road / Shands Road intersection (NZTA)
- Curletts Road / Main South Road intersection (NZTA)
- Curletts Road / Yaldhurst intersection (NZTA)
- Blenheim Road / Clarence Street intersection
- Blenheim Road / Matipo Street intersection
- Whiteleigh Avenue / Troup Drive intersection
- Riccarton Road / Ilam Road / Middleton Road intersection
- Shands Road / Marshs Road intersection (NZTA Southern Motorway)

Road safety improvements through the 2015-25 Long Term Plan were prioritised based on crash risk identified through this system.

Business Case for Investment

In preparation for the 2018-2028 Long Term Plan, Council is developing a business case in collaboration with the NZ Transport Agency (NZTA) for future investment in transport. The business case focuses on three objectives, of which one is to:

Reduce transport related fatalities and serious injuries by 5% per annum

With a focus on fatalities and serious injuries, it is evident that the business case is aligned with the safe system approach of targeting high severity crashes. The business case identifies intersections, vulnerable road users and driver distraction as high risk areas. Staff are currently working through the process of identifying and prioritising packages of works that best achieve the business case objectives.

Road Safety Action Plan

The Road Safety Action Plan (RSAP) is a document that enables a coordinated response to high priority road safety issues for the City. The partners to the road safety action plan are the City Council, NZTA, ACC and the NZ Police. The RSAP focuses on five priority areas:

- Intersections
- Young Drivers
- Cyclists
- Motorcyclists
- Pedestrians

The identification of the five priority areas is from an evidence based approach highlighting these areas as the most influential target areas for the reduction of high severity crashes.

The RSAP lists 26 initiatives that are being carried out by the partners in the current period (June 2016-2017).

Safer Speeds

The NZTA recently published the [Speed Management Guide](#). The Guide is heavily focused on the speed element of the safe system, with *“Over the longer-term, all deaths and serious injuries, especially speed related ones are reduced”* being one of four stated success factors.

The guide states that the NZTA will provide each Road Controlling Authority a draft Speed Management Plan of their network, which will:

- Show where current travel speeds differ most from the Framework’s safe and appropriate speeds
- Identify where the greatest benefits from applying speed management will be achieved

The City Council has not received a draft Speed Management Plan from the NZTA at the present time. However, it is understood that the NZTA is undertaking a series of workshops in early 2017, which are envisaged to initiate the Speed management Plan process for Road Controlling Authorities.

Summary

The Vision Zero safety initiative has heavily influenced safety strategies across the globe, including New Zealand. The strategy involves focusing on the eradicating of high severity crashes by improvements to the safe system (safe road sides, vehicles, speeds and drivers).

The Vision Zero initiative is essentially a government level framework that is replicated by the NZ Government through Safer Journeys, which has the vision of *“A safe road system increasingly free of death and serious injury”*.

Council has adopted Safer Journeys officially through the Christchurch Strategic Transport Plan with strong linkages to the Road Safety Action Plan and its investment business case for the 2018/2021 Long Term Plan.

The NZTA’s recently released Speed Management Guide is intended to address speed in high risk locations, and is anticipated to result in the development of a Speed Management Plan for the City in 2017.

Vision Zero is essentially already adopted within New Zealand albeit under different branding. Therefore it is not necessary for Council to adopt Vision Zero as this would not alter its current approach to road safety, being already aligned with the safe system principles. Further, two of the key elements of the safe system, being safe vehicles and to a lesser extent safe drivers, are not under the direct influence of Councils, which is why the adoption of Vision Zero is more appropriate at a national level.

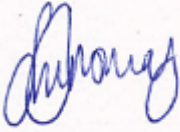
Recommendation

That the Halswell Hornby Riccarton Community Board receives this memorandum.



Ryan Rolston
Traffic Engineer

Approval:

Name	Position	Signature	Date
Steffan Thomas	Manager (Transport) Operations		19 January 2017