

## 10. DRAFT ROAD SAFETY STRATEGY

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The purpose of this report is to seek feedback from the Board on the draft updated version of the current Christchurch Road Safety Strategy. This updated version of the Strategy was reported to the Council, which released it for the current six week long consultation period ending on 18 June 2004. The existing Christchurch Road Safety Strategy is now five years old and was programmed to be updated at this time.

### BACKGROUND

In 1998 the Christchurch Road Safety Co-ordinating Committee (a Council committee) produced the first Christchurch Road Safety Strategy after a series of workshops with representatives from the organisations and community groups involved with road safety work in Christchurch.

The Christchurch Road Safety Strategy was adopted by the Council in 1999, and has been the basis for subsequent road safety activities undertaken by the Christchurch Road Safety Co-ordinating Committee. It has proven to be an effective document with the outcomes reported to stakeholders in an annual report on road safety projects and programmes.

One of the roles of the Christchurch Road Safety Co-ordinating Committee is to “develop a Road Safety Strategy which integrates safety aspects of engineering, education and enforcement for Christchurch and the surrounding areas in consultation with all key sectoral groups.” Over the last five years road fatalities and injuries per 100 million vehicle kilometres travelled in Christchurch are fairly similar to the average when compared with a group of similar cities in New Zealand, slightly better on local rural roads, slightly worse on rural state highways. The social cost of these crashes for Christchurch was valued at around \$4.2 billion. The purpose of the Christchurch Road Safety Strategy is to provide a framework for addressing road safety issues in Christchurch.

### UPDATE PROCESS

Beginning in 2003, the Road Safety Co-ordinating Committee began updating the Strategy, using a workshop and community focus group to identify priorities and issues. Many of the issues identified in the first Strategy were confirmed as being of continuing importance, and some new issues were identified. These were included in the updated Strategy, which was formatted to be consistent with other recent Council transportation strategies. Goals, issues and objectives are identified and monitoring and an implementation plan are included.

The draft updated Strategy has been distributed with the agenda. It will be released for public consultation on 10 May for a six weeks period. Copies have been sent to schools, and to organisations involved in road safety issues, and will be made available for the public to collect from Council service centres and libraries. A public meeting to provide information about the Strategy will be held on 25 May 2004 at 5.30pm at the Fendalton Service Centre, and will be advertised in the Press and Star newspapers. Submissions can be made by using a return post form or through the Have Your Say website. The closing date for submissions will be 18 June 2004. It is planned to have the Council adopt the final version of the Strategy in time for it to be launched on 27 September 2004.

### DRAFT (UPDATED) STRATEGY

#### Strategic Goals

- The Strategic Goals of the Christchurch Road Safety Strategy are aligned with the goals in the Road Safety to 2010 Strategy, and are consistent with the New Zealand Transport Strategy, the Canterbury Regional Land Transport Strategy, the Metropolitan Christchurch Transport Statement, and the Christchurch City Plan.

#### Targets

- The road safety targets set for Christchurch City in the Strategy are to have road casualties decreasing over the next five years, so that in 2009 there are:
  - Fewer than 12 fatalities, compared with 15 in 2002
  - Fewer than 110 serious injury casualties, compared with 142 in 2002.
- The ultimate goal is to have land transport systems in place to ensure that no lives are lost on the road.

## Issues

- The road safety issues identified and addressed in the Strategy are:
  - Speed
  - Alcohol and drugs
  - Intersections
  - Seat belts and child seats
  - Fatigue and distractions
  - Specific risks for cycling, walking and motorcycling
  - Road user groups (including older road users, young people, schools, early childhood facilities and foreign drivers)
  - Physical environment (including land use planning, high use areas, roadside hazards)

## CONCLUSION

The updated Christchurch Road Safety Strategy will allow Christchurch to expand and better focus resources to address local road safety issues while complementing the work being done nationally.

The draft of the updated Strategy is currently released for consultation and all feedback will be considered by staff and the Road Safety Co-ordinating Committee. A new Road Safety Strategy will then be presented to the Sustainable Transport and Utilities Committee. The aim is for the Council to adopt the updated Strategy at its meeting in August 2004.

## Staff

**Recommendation:** That the Board consider the draft Christchurch Road Safety Strategy and provide comments to the City Transport Unit by 18 June 2004.

## Chairperson's

**Comment:** In areas where the Board does not have consensus, individual Board members may wish to make their own submission.