

16. ROAD SAFETY STRATEGY 2010

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Corporate Plan Output: Road Safety	

The purpose of this report is to inform the Committee of the submission made to the National Road Safety Committee on the proposed Road Safety Strategy 2010.

BACKGROUND

The Council has had input into the submission process through its representatives on TRAFINZ and the Christchurch Coordinating Committee for Traffic Safety. In addition to the separate submissions made by these groups, Community Alcohol Action Road Safety Project (CAAP) has commented along with the Cycle Steering Group and the Road Show Trust all of which have connections with the Council.

The Council's submission includes important elements of the submissions made by these groups. Highlighted is the suggestion that the strategy aim for "worlds best practice" with the halving of the current road toll by 2010.

The following is the text of the submission which was sent to the National Road Safety Committee on 21 December 2000:

"ROAD SAFETY STRATEGY 2010

The Council is pleased to be given the opportunity to comment on the National Road Safety Committee's consultation document "Road Safety Strategy 2010." The strategy document reflects accurately the road safety issues confronting New Zealand at the moment and offers suggestions on how we might tackle these over the next decade. We found the section on "The Road Environment" most useful from a road safety engineering point of view.

Council Input

The Christchurch City Council has had input into the process, firstly through the regional meeting held by the LTSA in Christchurch and then as a contributor to the TRAFINZ submission on the strategy. The Council relies heavily on the views of the Christchurch Coordinating Committee for Traffic Safety. The committee reports monthly to the Council, often with advice on road safety matters. The Council endorses the submission made by the Coordinating Committee. The Community Alcohol Action Road Safety Project (CAAP), which is a subgroup of the coordinating committee, has also made a submission on the proposed strategy.

Coordinating Committee for Traffic Safety

I am aware that, as well as commenting on issues targeted in the strategy, the Coordinating Committee for Traffic Safety highlighted matters involving the development of a road safety culture amongst road users. Education is a key factor in developing a heightened awareness of road safety issues and there is a suggestion that this could be used as an intervention equal to enforcement and engineering.

Local Authority Traffic Institute of New Zealand

In its support for the submission from TRAFINZ, the Council joins with Local Government NZ in the promotion of the development of a National Land Transport Strategy. Such a strategy would encourage alternative means of transport to counter social costs that are increasing through an over reliance on private motor cars. Road engineering is increasingly focusing on safety rather than capacity and the Christchurch City Council is already active in the development and promotion of facilities for alternative modes of transport (walking, cycling and buses).

*The proposal to set an overall goal for the strategy – halve the road toll within 10 years, is supported. TRAFINZ suggests that the 2010 strategy "should be seen in the context of a longer term vision for planning for zero road deaths. The Council considers that this vision has merit. However, for the period up to the year 2010, we should be aiming to match world's best road safety practice **at that time** rather than just "catch up to where the safest countries are now."*

The Council suggests the following target be set for the Road Safety Strategy 2010:

- Halving the current road toll by 2010.
- Setting regional as well as national targets to achieve this.

The Council suggests that the following strategic option be adopted for the Strategy:

- *An enforcement/engineering mix to match world's best practice in 2010.*

The Council suggests that the following interventions be included in the Strategy:

- *Setting speed limits that suit varying road environments and operating speeds.*
- *Manage both urban and rural speeds.*
- *Adoption of safety management systems for engineering, education and enforcement activities.*
- *Give priority to safety rather than capacity enhancement when improving road environments.*
- *Manage the available road space to cater for all modes of transport.*
- *Increased management of alcohol/drug impaired drivers.*
- *Involve communities in "living streets" programmes/introduction of traffic calming to all roads other than motorways.*

Funding:

- *Although the Council accepts that road users will need to contribute more by way of road user charges, vehicle licence fees and fuel excise tax, consideration should be given to increasing the take from other revenue sources.*
- *The Council is prepared to continue to invest in local road enhancements, pedestrian and cycle facilities.*
- *More assistance is required to fund public transport initiatives including the cost of the on street infrastructure.*
- *A bulk funded approach for safety engineering works is supported. This will allow the retrofitting of safety features in substandard locations before crash problems develop.*
- *A continuance of the publicity and educational programmes already funded is essential. Some refocusing will be necessary and substantial increase in funding will no doubt be required if we are to develop a road safety culture amongst road users.*

I trust that the above summary of the views of the Christchurch City Council will be of assistance to the National Road Safety Committee in it's role as adviser to the government on matters concerning the proposed strategy."

Chairman's

Recommendation: That the information be received.