

Road Safety Action Plan

for

Christchurch City

July 2015 – June 2016

Goal: To enable collaborative planning among road safety inter-agencies in Christchurch.



Te Kaporeihana Āwhina Hunga Whara

Christchurch City Road Safety Action Plan 2015 - Overview

Contributors

Steering Group: Christchurch City Council, New Zealand Transport Agency (NZTA), ACC, Canterbury Road Policing.

Terms of Reference

The Christchurch city Road Safety Action Plan (RSAP) has contributing agency members representing New Zealand Transport Agency (NZTA), ACC, Christchurch City Council and Canterbury Road Policing. The group have agreed to work together to develop an action plan for Christchurch city in accordance with the principles and vision of the Canterbury Regional Land Transport Plan, the Regional Road Safety Working Group Action Plan, the Christchurch Transport Plan and the Government's road safety strategy to 2020, Safer Journeys. The principles of the Safer Journeys strategy encompasses 4 pillars of a Safe System approach:

The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under a Safe System the aim is to have the whole transport system protect people from death and serious injury.

The Safe System approach acknowledges that people make mistakes, are vulnerable and that we need to share responsibility for creating a road system where crash forces don't result in death or serious injury.

We need to strengthen all parts of the system - We need to improve the safety of all parts of the system - roads and roadsides, speeds, vehicles, and road users - so that if one part fails, other parts will still protect the people involved.

Under the Safe System approach, all system designers must share the responsibility for road safety outcomes. System designers include planners, engineers, parents, policy makers, enforcement officers, educators, utility providers, insurers, vehicle manufacturers and importers, the media, fleet managers and many more.

The purpose of the Christchurch Road Safety Action Plan is to identify and record issues for a collaborative approach and action plan to address local road safety issues. Specific details of supporting and related documentation and evidence for issues identified will be referenced but not included in full detail in this Road Safety Action Plan.

The Christchurch Road Safety Action Plan (RSAP) will be developed by the agency members in a collaborative manner to address local road safety issues across infrastructure, road user safety and enforcement. The members will meet to agree on objective data, verify, scope and evaluate programmes of work using the safe system approach at a local level.

Process



1. Road Safety Priority Areas for Christchurch

- Intersections
- Young Drivers
- Cyclists
- Motorcycles
- Pedestrians

Ancillary: Speed, Restraints, Alcohol and Drugs

2. Evidence/ Data

Primary: CAS Data and Community at Risk register 2014 (NZTA)

Secondary:

- ACC
- Other external agencies - CDHB hospitalisation data, Health Promotion Agency, Insurance claims
- Ministry of Transport Sources : <http://www.transport.govt.nz/assets/Uploads/Research/Documents/Road-toll-2015Q1-v1.xls>

Intersections:

Between 2010 and 2014, 53% of crashes in Christchurch City occurred at intersections, 51% of the fatal and serious crashes occurred at intersections. Urban intersections have been identified as the highest risk factor in Christchurch urban crashes by the Canterbury District Road Risk Profile (Police National COMMS Intel, June 2015). Both urban and rural intersections are cited as being of above average personal risk in Christchurch by the Communities at Risk Register 2014 (NZTA).

Young drivers:

During the period 2010 to 2014, drivers aged under 25 were at-fault or part-fault in almost 30% of the injury crashes in Christchurch City. Young drivers have been identified as a risk factor in the Canterbury District Road Risk Profile (Police National COMMS Intel, June 2015) and the Communities at Risk Register 2014 (NZTA).

Cyclists:

Over the five years 2010 to 2014, 13% of the injured road users in Christchurch City were cyclists, compared to the national proportion of 7%. Cyclists are assessed as being a risk factor in Christchurch City crashes by Police National COMMS Intel and the NZTA Communities at Risk Register 2014 (NZTA).

Motorcycles:

Over the five years 2010 to 2014 motorcycle crashes resulted in 21% of people killed or seriously injured in road crashes in Christchurch City. Both the Canterbury District Road Risk Profile and the Communities at Risk Register 2014 list motorcycles as being a relatively high crash risk factor.

Pedestrians:

Over the five years 2010 to 2014 16% of people killed or seriously injured in road crashes in Christchurch City were pedestrians. Both the Canterbury District Road Risk Profile and the Communities at Risk Register 2014 list pedestrians as being a relatively high crash risk factor.

3. Objectives

- The Strategic links, targets and priorities for the Road safety Action Plan reflect the objectives and outcomes of the Road Safety Working Group Action Plan (RSWG) <http://ecan.govt.nz/publications/General/canterbury-road-safety-plan.pdf>, the Regional Transport Committee and the government's national road safety strategy Safer Journeys using the Safe System Approach: safe speeds, safe vehicles, safer road use and safer roads and road side.
- Leadership, collaboration and accountability to achieve an integrated and timely approach by inter-agency members across infrastructure, road user safety and enforcement to reduce harm using a Safe System Approach.
- Delivery of an effective programme of work for Christchurch city across the key areas of concern.

4. Outcomes

- Trend analysis against targeted and objective data.
- Evidence based agreement on the risk and tactics to address both short and longer term programme of work.
- Reduction in risk to road users in Christchurch using road infrastructure.
- An agreed programme of work to meet the RSAP objective.
- Alignment with RSWG outcomes.
- Adoption and promotion of the RSAP to relevant partner agencies and sectors via a MarComms plan.

5. Strategies and Actions

- An agreed programme of work and projects for each area identified will be coordinated and completed as per the action plan in the appendix of this RSAP in collaboration by each contributing interagency. Each programme of work will have assigned accountabilities and responsibilities within a timeline.

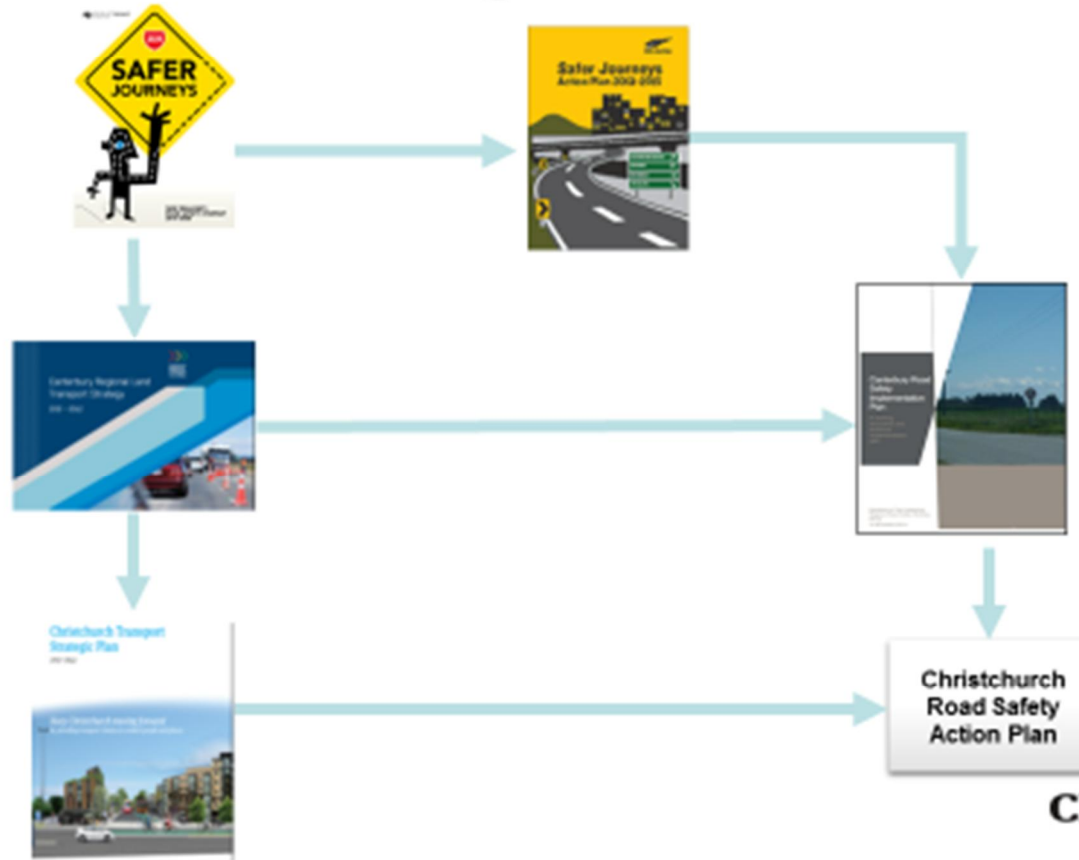
6. Success Indicators/Measurement and Evaluation

- CAS Data
- Percentage annual reduction 5% in F/SI crashes as benchmark indicated in the CCC Activity Management Plan performance measures. Reductions for each of the five key areas will be assessed as part of evaluation of this plan.
- Percentage change in red light running indicated by CTOC data. Action James Newton, CTOC representative (Ryan Cooney) and Mike McCosker (Police).
- Independent studies
- Agency reports
- Review activity and results

7. RSAP Meetings

- Short term - 6 weekly
- Longer term 3 monthly

Strategic Context



1. Risk Area: Intersections

What are the issues/Problem? Statistics

Between 2010 - 2014:

- 497 people were killed or seriously injured in crashes at intersections in the 2010/2014 five year period.
- This was 51% of people killed or seriously injured in crashes in the City in this period.
- In total there were 2,183 injury crashes and 3,409 non-injury crashes at intersections in this period.
- 92% were at urban intersections; 40% at traffic signal controlled intersections, 34% at give way controlled intersections and 26% at other (Stop or uncontrolled) intersections.
- 175 people were killed or seriously injured at traffic signal controlled intersections.
- The main crash movement types for fatal and serious crashes at traffic signal controlled intersections were crossing / turning collisions (63%) and pedestrian crashes (22%)

Target Groups

All road users

Strategic Linkages / Documents / References

Police Risk Profile

Safer Journeys Action Plan 2013-2015 <http://www.saferjourneys.govt.nz/action-plans/>

Christchurch Transport Plan 2012-2042 page 54 <http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

NZTA Communities At Risk Register <http://www.nzta.govt.nz/resources/communities-at-risk-register/register/>

Objectives of this Activity

- A. Reduction in death and serious injury crashes at intersections
- B. To ascertain whether signal phasing affects crash rate
- C. As per Safer Journeys objectives
- D. Develop safe systems intervention for high risk sites
- E. Continual intersection enforcement as part of road policing operations
- F. Encourage drivers to check at least twice for other road users at all intersections, and to turn into the nearest lane at high volume, multi-road intersections.

Locations

Urban City network with focus on signalised intersections

Risk Area: Intersections				
Safe System Approach -	Actions	Success Indicators / KPI's / Outcomes	Dates	Collaborative Agency / Road safety partners / Stakeholders Responsible
Safer Road Sides	<p>A. Engineering improvements to high crash prone intersections as in CCC Long Term Plan including capital programmes and minor improvements</p> <p>B. The RRSWG have prioritised intersections as an all or region priority and will be undertaking an all or regional focus. This will include research, trialling projects and leading the all of region approach to safer intersections. Signal phasing improvements research project to be developed (Police/CCC/)</p> <p>C. Update Urban Kiwi Rap to identify current high risk intersections and undertake study of at least top 5 sites to identify safe system interventions (ACC/CCC)</p>	<p>A. Engineering improvements constructed as programmed to contribute to reduction in death and serious crashes at intersections.</p> <p>B. Actively participate in the RRSWG intersection focus work and ensure that all intersection initiatives are regionally linked</p> <p>C. Development of safe systems interventions demonstration project with ACC and consultant based on Urban Kiwi Rap high risk sites</p>	<p>A. On going annually</p> <p>B. As project to be developed</p> <p>C. As ACC demo project (Urban Kiwi Rap December 2015)</p>	<p>A. CCC</p> <p>B. CCC / RRSWG</p> <p>C. ACC / CCC (Steve Parry)</p>
Safe Road Use - Police Enforcement	<p>Police enforcement - e.g. Red light running at high risk intersections identified by CTOC and in collaboration with CCC's Check Again campaign targeting all road users and promoting observation at intersections in collaboration with CCC's advertising campaign</p>	<p>80% of infringement notices should be for Fatal five</p>	<p>January to March 2016</p> <p>Turning into the nearest lane: tentatively May 2016</p>	<p>Police (Scott Richardson / Sgt Lachy Garrick) and CCC (Ryan Cooney and Joy Kingsbury Aitken)</p>
Safer Road Use -Education	<ul style="list-style-type: none"> CCC's prioritise intersection as a major theme for all education and awareness activities CCC's advertising campaign "Check Again" (Bus routes on high risk intersections, and Springs/ Halswell Junction billboard, with supporting radio messaging.) Turning into the nearest lane education and enforcement campaign. 	<p>40% of survey respondents who recall messaging report positive impact on their driving behaviour.</p>		<p>CCC / RRSWG</p> <p>Police (Scott Richardson / Sgt Lachy Garrick) and CCC (Joy Kingsbury Aitken)</p>

2. Risk Area: Young Driver

What are the issues/Problem? Statistics

- 309 people were killed or seriously injured in crashes at intersections in the 2010/2014 five year period.
- This was 31% of people killed or seriously injured in crashes in the City in this period.
- In total there were 1,426 injury crashes involving young drivers. Driver age is not recorded for non-injury crashes.
- 88% were on urban roads, 53% were at intersections and 47% mid-block locations.
- Poor observation and failure to give way or stop were the main crash factors.
- Crossing / turning and rear-end / obstruction were the two most common crash types.
- Over one third of these crashes involved drivers on restricted or learner licences.
- 15,768 GDLS breaches between March 2014 - March 2015.

Target Groups

- GDLS drivers
- 16-24 years

Strategic Linkages / Documents / References

Police Risk Profile

Safer Journeys Action Plan 2013-2015 <http://www.saferjourneys.govt.nz/action-plans/>

Christchurch Transport Plan 2012-2042 page 54 <http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

NZTA Communities At Risk Register <http://www.nzta.govt.nz/resources/communities-at-risk-register/register/>

Objectives of this Activity

- A. Raise young driver awareness of the risk associated with driving, distractions and peers
- B. B. Raise driver awareness of the risks associated with licence breaches

Locations

- A. Greater Christchurch secondary schools - (Rangiora, Lincoln, Kaiapoi, Darfield, Oxford)
- B. Operation UNIFORM (Senior Sergeant Kelly Larsen) targeting GDLS offending through deferring fine for a period to allow young drivers to attend a multi-agency presentation on the risks of breaching their licence conditions.

Risk Area: Young Driver				
Safe System Approach -	Actions	Success Indicators / KPI's / Outcomes	Dates	Collaborative Agency / Road safety partners / Stakeholders Responsible
Safe Road Use - Police Enforcement	Operation Uniform - Police led initiative targeting drivers in breach of their graduated licence	A. Reduction in young driver crash statistics B. Reduced re-offending rate from GDLS drivers	A. February 24 - April 6 2015 B. January - June 2016	A. CCC (Angela McDonnell), Police (Sergeant Richard Wilson), CPIT (Tom Rainey) B. Senior Sergeant Kelly Larsen (Police)
Safer Road Use - Education	A. Link with and utilise the new learner and young driver resources being developed from NZTA B. Crash bash young Driver programme which tours secondary schools C. Operation Uniform D. ACC and NZTA promoting Practice	A. B. C. D. Number of people who sign up to Practice		A. CCC / NZTA B. C. D. ACC and NZTA

3. Risk Area: Cyclists

What are the issues/Problem? Statistics

- 201 people were killed or seriously injured in crashes involving cyclists in the 2010/2014 five year period. All the deaths and most of the seriously injured were cyclists.
- This was 22% of people killed or seriously injured in crashes in the City in this period.
- Cyclists across all age groups were casualties, 10% under 20 years old, 69% 20 to 60 year olds and 8% over 60 years old.
- In total there were 682 injury and 101 non-injury cyclist crashes reported in this period.
- 96% were on urban roads, 63% of these were at intersections and 37% mid-block locations.
- Poor observation and failure to give way or stop were the main crash factors.
- Crossing / turning and rear-end / obstruction were the two most common crash types.
- 85% happened on weekdays and 15 on weekends.
- More of the crashes happened between 3pm and 6pm than in any other 3 hour periods.

Between 2009-2013, NZ Police reported that the majority of cyclist deaths and injuries involving motor vehicles occurred at intersections on urban roads. Cyclists were found to have primary responsibility in 22% of all of these reported cyclist-vehicle crashes. Of these cases where the cyclists were found to have primary responsibility, 39% of the at-fault cyclists failed to give way and 25% did not see the other party.

In the cases where the vehicle drivers were found to have primary responsibility, 63% failed to give way or stop and 59% did not see the other party; 14% were inattentive or their attention was diverted.

Target Groups

Strategic Linkages / Documents / References

Police Risk Profile

Safer Journeys Action Plan 2013-2015 <http://www.saferjourneys.govt.nz/action-plans/>

Christchurch Transport Plan 2012-2042 page 54 <http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

NZTA Communities At Risk Register <http://www.nzta.govt.nz/resources/communities-at-risk-register/register/>

Objectives of this Activity

- Raise awareness of safety and visibility of cyclists including blind spots for larger vehicles
- Raise awareness of 'inattentional' blindness and encourage "Check again" behaviours amongst all road users.

Locations

A. Be Bright Be Seen campaign: high cyclist volume intersections across central Christchurch

B. Check again campaign: Christchurch-wide C. Shared pathway etiquette - targeting communities around shared pathways throughout Christchurch				
Risk Area: Cyclists				
Safe System Approach -	Actions	Success Indicators / KPI's / Outcomes	Dates	Collaborative Agency / Road safety partners / Stakeholders Responsible
Safer Road Sides	<ul style="list-style-type: none"> Development of improved major cycleways as in CCC Long Term Plan. Include safety improvements to cycle network within the minor improvements programme as in the CCC Long Term Plan. 	<ul style="list-style-type: none"> A. At least 5% reduction in death and serious injury crashes involving cyclists B. Improved public perception that Christchurch is a cycle friendly city C. Implementation of major cycle-ways and minor improvements to the cycle network D. Safe and appropriate speed limits for all users. 	<ul style="list-style-type: none"> A. Annual review B. Annual survey C. Ongoing LTP programme of works D. Ongoing reviews and assessments 	<ul style="list-style-type: none"> A. CCC B. CCC C. CCC D. CCC
Safe Road User - Police Enforcement	"Be Bright Be Seen"	<ul style="list-style-type: none"> Reduction in number of crashes resulting in fatal or serious injury of cyclists Cyclist personal interaction during Be Bright Be Seen campaign 	Be Bright Be Seen: May - July 2016	Police (Sergeant Lachy Garrick)
Safer Road Use - Education	<ul style="list-style-type: none"> A. Road User Workshop support for truck/bus/cycle safety awareness B. Shared pathway etiquette in conjunction with Pedestrian Safety and the Major Cycle Routes programme where applicable C. Cycle Safe in schools cycle skills programme targeting year 6 students in collaboration with NZ Police D. Grade 1 & 2 of NZTA cycle skills delivery guidelines 	<ul style="list-style-type: none"> A. Evaluation from Road User Workshops B. Public awareness of shared pathway etiquette C. Reduction in number of crashes resulting in fatal or serious injury of cyclists in this year group D. Number of students put through training. Evaluation from schools & students 	<ul style="list-style-type: none"> A. Road User Workshop: August 2015 B. Shared Pathway Etiquette: March 2016 C. School year February - December D. School year February - December 	<ul style="list-style-type: none"> A. Cycling Advocates Network (Rose Dovey, Richard Barter) B. Christchurch City Council Transport Education Team (Minn Brodie, Sarah Cooper and Joy Kingsbury-Aitken) C. CCC (Sarah Cooper), Team Cycle Safe and NZ Police Y.E.S. (Sergeant Richard Wilson) D. CCC (Sarah Cooper), Team Cycle Safe and NZ Police Y.E.S (Sergeant Richard Wilson)

4. Risk Area: Motorcycles

What are the issues/Problem? Statistics

- 206 people were killed or seriously injured in crashes involving motorcycles in the 2010/14 five year period.
- This was 21% of people killed or seriously injured in crashes in the City in this period.
- In total there were 527 injury and 117 non-injury crashes involving motorcyclists reported in this period.
- 88% were on urban roads, 53% were at intersections and 47% mid-block locations
- Poor observation and failure to give way or stop were the main crash factors
- Crossing/turning and rear-end/obstruction were the two most common crash types.
- 76% happened on weekdays and 24% on weekends
- More of the crashes happened between 3pm and 6pm than in any other 3 hour period

Target Groups

All motor scooter and motorcycle riders

Strategic Linkages / Documents / References

Police Risk Profile

Safer Journeys Action Plan 2013-2015 <http://www.saferjourneys.govt.nz/action-plans/>

Christchurch Transport Plan 2012-2042 page 54 <http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

NZTA Communities At Risk Register <http://www.nzta.govt.nz/resources/communities-at-risk-register/register/>

Objectives of this Activity

Locations

Christchurch wide

Risk Area: Motorcycles				
Safe System Approach -	Actions	Success Indicators / KPI's / Outcomes	Dates	Collaborative Agency / Road safety partners / Stakeholders Responsible
Safe Road Used - Police Enforcement	High Risk Routes State Highway Akaroa - Operation Mataki	Reduction in motorcycle offences and crashes	December 2015 - February 2016	Sergeant Lachy Garrick
Safer Road Use Education	<ul style="list-style-type: none"> A. Collaborative road safety event with Police, ACC and professional trainers promoting riders taking responsibility for their own safety through upskilling B. Interaction with all motorcycle riders at motorcycle events C. Ride Forever training rolled out across New Zealand, particular focus in Christchurch due to high prevalence of crashes in the Christchurch TA 	<ul style="list-style-type: none"> A. Reduction in number of fatalities and serious injury crashes over next financial year. B. Reduction in number of fatalities and serious injury crashes over next financial year. C. Increase in riders who access Ride Forever training 	<ul style="list-style-type: none"> A. October 2015 - completed B. December - March 2016 C. 	<ul style="list-style-type: none"> A. Police (Sergeant Lachy Garrick), CCC (Angela McDonnell), ACC (Alisa Davies), Rider Forever (Dan Ornsby and Pete Daly), Duncan Seed 2 Drive-Safe, David Golightly (MSAC) B. Sergeant Lachy Garrick C. ACC
Safer Road Sides	Based on the Motorcycle Safety Advisory Council (MSAC) High Risk Routes guide (once released) will provide direction and prioritisation of the regions motorcycle interventions	Delivery of a significant Motorcycle safety project based on the high risk journeys , as per the MSCA High Risk motorcycle routes guide (to be released)	June 2016	CCC / NZTA CCC / RRSWG

5. Risk Area: Pedestrians

What are the issues/Problem? Statistics

- 156 people were killed (10) or seriously injured (146) in crashes involving pedestrians in the 2010/14 five year period. All the deaths and most of the seriously injured were pedestrians.
- This was 16% of people killed or seriously injured in crashes in the City in this period.
- About 10% of pedestrians injured were under 10 years old, 23% 10 to 20 years old, 33% 20 to 30 years old and 14% over 70 years old
- In total there were 416 injury and 38 non-injury crashes involving pedestrians in this period.
- 98% were on urban roads, 40% were at intersections and 60% mid-block locations
- Pedestrian factors were reported for 65% of the crashes with poor observation and failure to give way or stop the next two highest crash factors crash factors
- Crossing/turning and rear-end/obstruction were the two most common crash types.
- 80% happened on weekdays and 20% on weekends
- More of the crashes happened between 3pm and 6pm than in any other 3 hour period
- 78% happened in light or overcast conditions and 22% when it was dark

Target Groups

All pedestrians but with a focus on sage routes to schools

Strategic Linkages / Documents / References

Police Risk Profile

Safer Journeys Action Plan 2013-2015 <http://www.saferjourneys.govt.nz/action-plans/>

Christchurch Transport Plan 2012-2042 page 54 <http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012/>

NZTA Communities At Risk Register <http://www.nzta.govt.nz/resources/communities-at-risk-register/register/>

Objectives of this Activity

- A. Families of school age child provided with road safety information around child pedestrians and cyclists
- B. School patrollers empowered to become road safety leaders within school communities
- C. Encourage the development of a culture of alert, safe and courteous behaviour by pedestrians on footpaths and when crossing roads.

Locations

Christchurch wide

Risk Area: Pedestrians				
Safe System Approach -	Actions	Success Indicators / KPI's / Outcomes	Dates	Collaborative Agency / Road safety partners / Stakeholders Responsible
<p>Safer Road Use Education</p>	<ul style="list-style-type: none"> Messaging focussed in/on high pedestrians areas (e.g. major shopping centres) - March/April 2016 Linked to intersection education and awareness initiatives 	<p>A. Four schools involved in piloting programme</p> <p>B. 40% of survey respondents who recall messaging report it having a positive impact on their behaviour as pedestrians</p>	<p>A. 17 February 2016 Walk or Wheel Safety to School Day</p> <p>B. School Road Safety Leaders Pilot</p> <p>C. March/April 2016 pedestrian "Check again" campaign</p>	<p>A. CCC (Sarah Cooper and Joy Kingsbury Aitken) Primary schools; Primary Schools; Police School Community Officers Sergeant Richard Wilson</p> <p>B. CCC (Sarah Cooper and Joy Kingsbury Aitken) Primary schools; Primary Schools; Police School Community Officers Sergeant Richard Wilson</p> <p>C. CCC (Joy Kingsbury Aitken and Police , Police (Sergeant Richard Wilson)</p> <p>NB: Police intersection enforcement supports pedestrian safety.</p>
<p>Safer Road Sides</p>	<p>Include pedestrian safety improvements within the minor improvements programme as in the CCC long term plan</p>	<p>A. Implementation of pedestrian safety improvements including tactile pavers, safer crossing points and refuge islands and school speed zones.</p> <p>B. Safe and appropriate speed limits for all users</p>	<p>A. Annual programme of improvements</p> <p>B. On-going reviews and assessments</p>	<p>A. CCC</p> <p>B. CCC</p> <p>C. CCC / RRSWG</p>