



Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
448 Wigram Road,
CHRISTCHURCH, 8025

Delegation: **Endorsement of Vision Zero (Infrastructure, Transport & Environment Committee, Christchurch City Council)**

Date: 13 December 2017

Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and represents the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. The Association Chairperson is John Bennett; the Secretary is David Hawke and the Treasurer is Matthew Shallcrass. The Association can be contacted by email at chair.HRA@gmail.com

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- We originally brought Vision Zero to Halswell – Hornby – Riccarton Community Board for endorsement in November 2016. The text of this Delegation is attached, and contains much of the necessary background. Summarising:
 - The reason we have taken an interest in Vision Zero is that liveability is a major issue in Halswell.
 - People don't want to bike and walk (or let their children bike or walk) because of the perceived danger from motor vehicles.
 - A good example is Nicholls Road, which runs from Halswell Rd to Halswell Junction Rd. It has two entrances to a shopping centre, two side roads of which one is a major access point to the Oaklands area, over-60s units, high traffic density, lots of buses, a 50 km/h speed limit, very little in the way of pedestrian infrastructure and no cycling infrastructure.
 - If we can engender a culture of safety, then this will (we think) encourage people to bike and walk more and help improve Halswell's livability.
 - Community Board sought a response from staff.
 - A memo was written by Ryan Rolston, and was received by Community Board in February 2017.

- This response essentially said that Safe Systems is Vision Zero under another name, and that in any case the issue of road safety is one for central rather than local government.
- We responded to this memo in a written document, which we presented as a Delegation to Community Board in August 2017.
 - Basically, we said that neither City Council nor NZTA deliver Safe Systems as advertised.
 - We also highlighted Christchurch's crash record, and the complacency toward this by City Council.

Why the present "Safe Systems" approach is not fit-for-purpose

- Regardless of the philosophy of Safe Systems, implementation is restricted to the infrastructure component
- City Council largely ignores the enforcement and education component of Safe Systems
- Vision Zero is performance-based. It says what it means up front: it states the outcome that we want, whereas Safe Systems states the input that we want and assumes that the rest will follow automatically. (Health & safety legislation has been performance-based for decades now.)

The question of enforcement

- Stop-at-red enforcement – no red-light cameras (for prosecution purposes) at city intersections
- Parking enforcement – these picture from the St Asaph St cycleway were taken on 18 November 2017. Much of the design was around ensuring drivers could see people riding their bikes, before the driver turned across the cycleway. After the opening of the cycleway, there were a number of collisions of exactly this sort. These pictures represent an all-too-common situation: cars parked illegally in a way that blocks drivers' vision of people on bikes in areas adjacent to driveway entrances. Good design, let down by lax enforcement.



- Our conclusion: this Council does not prioritise the enforcement aspect of Safe Systems

The question of behaviour change

- We acknowledge that City Council has a “bikes in schools” education programme and supports cycle skills education, but budgets are miniscule compared with the amount spent on roading.
- There is also an awful lot of other behaviour change that City Council could undertake, and which falls outside the remit of central government agencies.

What endorsement of Vision Zero will mean to City Council

- Little in the way of extra resourcing
- Moderate new resourcing
- Large amounts of new resourcing

What endorsement of Vision Zero will mean to community groups such as ours

- Challenge priorities of Council
- Propose low or no cost local safety and liveability improvements
 - A good example would be a speed limit review on a particular stretch of road
 - A good example of a behaviour change project would be enforcement of a particular set of traffic signals (e.g. Halswell Road – Sparks Road)
- Propose minor capital works
 - A good example of an infrastructure project would be a pedestrian refuge
 - A good example of a behaviour change project would be engaging with a school community around dropping off / picking up children from school
- Propose major capital works
 - A good example of an infrastructure project would be replacing a roundabout with traffic signals
 - A good example of a behaviour change project would be engaging with a local community about driving habits in a contested space such as supermarket entrances and exits.

Just in case the above isn't persuasive enough:

- People's Choice candidates at the last election pledged endorsement of Vision Zero.
- Waitemata Local Board (in Auckland) endorsed a couple of months ago.
- Hamilton City Council has endorsed, and is writing into its transport strategies.

Appendix: Text of Halswell Residents Association delegation to Halswell – Hornby – Riccarton Community Board, 8 November 2016

Why we are here tonight – Vision Zero

- Much of our work is reactive. Council comes up with a plan or a proposal to build something, or a developer lodges a resource consent application, and we respond to that proposal. We have done this sort of thing for a long time now.
- We want to be more pro-active in what we do. Historically, we have actually done this a lot. Examples include the process by which Halswell Domain was extended, and our work around establishing the ANZAC Day commemoration in Halswell.
- Over the last 5 or so years, we have presented many times to this Board on transport issues. Much of our transport-related advocacy has been quite ad hoc – a speed limit review here, a pedestrian refuge there. We are seeking to put our activity into a much more organised and strategic framework. We think that City Council is also quite ad hoc in the way it goes about things too, notwithstanding various strategies, plans etc. At least that’s the way it looks in Halswell.
- Transport is fundamental to the liveability of a community. This is especially important in a rapidly-growing community like Halswell, where provision of “liveability aspects” tends to follow well behind the putting up of houses etc.
- Our interest in transport issues is because “transport” is at the core of how a community functions. There is also some really interesting work done by Simon Kingham from UC. He showed that interactions between neighbours (whether along or across the street) depend strongly on motor vehicle traffic density.
- Interestingly, the Greater Christchurch Urban Development Strategy (UDS) has a strong focus on sustainability, in its broadest sense. And sustainability links to community. If we look at the key barriers to increased participation in active transport, it is perceptions of safety. Will I get hit by a car if I bike to the supermarket? Can my children scooter safely to school, given that they cross an intersection where people routinely run red lights? Can over-60s safely cross the road when the speed limit is 60 km/h?
- This brings us to Vision Zero.

What is “Vision Zero”?

- Just thinking for a moment about people in our social circle or even in our own family who have been killed or seriously injured on the road. We’re not talking about fault here – just death and injury. By our reckoning, pretty much everyone will know at least one such person. In our

committee, we know from our own experience that such events cast a very long shadow among those of us who are left.

- Vision Zero is a road safety concept that came originally from Sweden. Vision Zero aims to achieve a highway system with no fatalities or serious injuries in road traffic. A core principle of the vision is that 'Life and health can never be exchanged for other benefits within the society' rather than the more conventional comparison between costs and benefits, where a monetary value is placed on life and health, and then that value is used to decide how much money to spend on a road network towards the benefit of decreasing how much risk.
- Since approval in Sweden in 1997, Vision Zero has been approved in multiple jurisdictions around the world. Have a look at <https://www.youtube.com/watch?v=E9sImnOIS3M> This is a clip from Rhode Island, in the USA.
- It is really important to emphasise that Vision Zero is multi-faceted. It includes education and enforcement, just as much as it includes design of safe roading infrastructure.

How we see Vision Zero being implemented in Halswell – Hornby – Riccarton

- Vision Zero, to us, is a philosophy that enables one to assess any kind of development that has anything to do with transport or has a transport component.
- Halswell Residents Association will, in future, be looking at all developments in our community through the lens of 'Vision Zero. This will include everything from speed limits to cycleways to subdivisions. Interestingly, the People's Choice ticket here in Christchurch publicly decided to back Vision Zero just as we were working through the decision to pursue Vision Zero.
- We think that such an approach will help this Community Board too. As a Board, you see a huge range of issues, from speed limits to whether a particular tree should stay or go. Many of these issues do have transport implications, one way or another. Having Vision Zero as a fundamental philosophy will, we think, help the Board ask the right questions of both council officers and regular citizens who come to the Board on various matters.
- The questions that come before you to do with transport are most often to do with infrastructure. However, Vision Zero will help you ask questions relating to how people will interface with particular projects, and how this interface can be managed to keep people safe.
- Aspects such as education and enforcement are typically the job of central government. We can't do much about the enforcement question, but Council can do an awful lot about education without in any way minimising the role of NZTA or the Police (or itself spending up large). Simply thinking through and explaining to people how they should behave in particular situations to do with new projects could make an enormous contribution, without costing the earth.

The decisions we are seeking from the Board

1. To endorse the concept of Vision Zero, for the three Wards represented on this Community Board.
2. To take your endorsement to the Council's Infrastructure, Transport & Environment Committee for city-wide endorsement and implementation.