

Part 4-A:

Model Road Safety Strategy



Erewhon City Council

Road Safety Strategy



This strategy has been developed in conjunction with the following road safety partners:

Erewhon City Council, Land Transport New Zealand, Eastland Regional Council, Transit New Zealand, Erewhon Hospital Board, Automobile Association, Cycle Safe, Walk for Life and public consultation.

1. Vision

“The safest roads in New Zealand”

2. Road Safety Issues

Road crashes are an ongoing cost to the residents of Erewhon City. Between 1999 and 2003 there have been 21 fatalities, 145 serious injuries and 440 minor injuries. This level of cost is unacceptable to the community and actions need to be taken to improve the situation.

Analysis of the crashes in Erewhon City have identified the main types of crashes; these are:

- Pedestrian
- Cyclist
- Intersections
- Loss of control

3. Goals

To achieve the vision of “the safest roads in New Zealand” the key road safety issues have been addressed with the following goals. The goals in this strategy are consistent with the regional land transport strategy and the national road safety strategy. These goals will contribute to achieving the national targets of 300 fatalities and 4,500 hospitalisations by 2010 (Road Safety to 2010).

Goal 1 – Improving the safety of pedestrians

Pedestrians are particularly vulnerable road users, actions need to be taken to remove them from hazardous situations or to minimise the amount of time they are exposed to conflict with vehicles. Pedestrians also need to be aware of their responsibilities as road users so that they do not place themselves at risk.

Goal 2 – Improving the safety of cyclists

Cyclists share the roadway with vehicles but have none of their physical protection. They are vulnerable when drivers of other vehicles fail to see them. Cyclists need their own space on the road and it is also part of the councils cycling strategy to encourage cycling as a viable transport option.

Goal 3 – Reduction in failed to Give Way or Stop crashes

The central city contains a large number of intersections. The crashes at these intersections are often happening when drivers fail to give way to approaching traffic sometimes this is a result of them failing to see the approaching vehicle. Drivers need to be made aware of intersections and be prepared to give way.

Goal 4 – Keeping vehicles on the roadway

Severe crashes are occurring when a vehicle leaves the roadway and either rolls or comes in contact with a roadside hazard. We need to guide vehicles along the roadway and also reduce the harm that will occur if a vehicle does stray. The drivers of vehicles also need to ensure that they are able to drive safely, especially when they are fatigued or have consumed alcohol.

4. Targets

Specific measurable targets are used to achieve the Road Safety Strategy goals. Each goal can be associated with one or more targets. Measurement against these targets will be done to see what progress has been made towards achieving the vision of Erewhon City Council to have, “*the safest roads in New Zealand*”.

Targets associated with Goal 1 – Improving the safety of pedestrians

Target 1.1	Achieve a reduction in the 5 year average number of pedestrian casualties, by 2007
Target 1.2	Achieve an annual reduction in the injury severity of pedestrian casualties

Targets associated with Goal 2 – Improving the safety of cyclists

Target 2.1	Achieve a reduction in the 5 year average number of cycle casualties, by 2007
Target 2.2	Achieve an annual reduction in the injury severity of cyclist casualties

Targets associated with Goal 3 – Reduction in failure to Give Way or Stop crashes at Intersections

Target 3.1	Achieve an annual reduction in the number of failed to Give Way or Stop crashes
Target 3.2	Achieve an annual reduction in the number of crashes where drivers had poor observation factors

Targets associated with Goal 4 – Keeping vehicles on the roadway

Target 4.1	Achieve a reduction of 5 percent in the 5 year average number of loss of control crashes, by 2007
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5. Interventions

To achieve the targets that have been set actions have been allocated to various road safety stakeholders. These actions or interventions fall into five basic areas 1. engineering and design improvements, 2. regulatory controls, 3. enforcement, 4. education and communication and 5. land use activities. Each intervention may impact on more than one target, the table below shows the relationship between the targets and the interventions.

The following interventions are scheduled to be completed before the review of this strategy

Target/s	Intervention	Who is responsible	To be completed by
1.1 1.2	Identify dangerous pedestrian locations and provide engineering countermeasures	Land Transport NZ Council	2006
1.1 1.2	Enforcement of traffic laws at pedestrian crossings	Police	Annually
1.1. 1.2	Promote pedestrian safety through media campaigns	Council	Annually
2.1 2.2	Develop and extend cycle way network	Council Transit NZ	Annually
2.1 2.2	Promote safe cycling through media campaigns	Council	Annually
3.1 3.2	Audit intersection layouts whole network	Council Transit NZ	2006
3.1 3.2	Identify intersections with significant crash numbers and determine intersection problems, design and implement solutions	Council Transit NZ Land Transport NZ	Annually
4.1	Check that signs and markings at loss of control crashes meet required standards	Council	2005
4.1	Targeted alcohol enforcement at key sites to reduce numbers of drunk drivers	Police	Annually
4.1	Promote fatigue awareness through media campaigns	Council Land Transport NZ	Annually
4.1	Promote drink driving awareness through media campaigns	Council Land Transport NZ	Annually

6. Monitoring

The performance of this strategy will be evaluated through monitoring progress towards the set targets. Progress towards the targets will be monitored annually by the Erewhon Road Safety Coordinating Committee

The following table shows the targets and measures. This table will be updated annually by 31 August and reported to the Works and Services committee.

Target	Source Data	2003 (Baseline)	2004	Target achieved (Reduction over 03) (Yes / No)	2005	Target achieved (Reduction over 03/04) (Yes / No)	2006	Target achieved (Reduction over 03/04/05) (Yes / No)
1.1 Achieve a reduction in the 5 year average number of pedestrian casualties, by 2007	LTNZ RSR Fig 18a	8.2						
1.2 Achieve an annual reduction in the severity of pedestrian casualties (Fatal and severe injury / all casualties)	LTNZ CAS	0.15						
2.1 Achieve a reduction in the 5 year average number of cycle casualties, by 2007	LTNZ RSR Fig 19a	8.4						
2.2 Achieve an annual reduction in the severity of cyclist casualties (Fatal and severe injury / all casualties)	LTNZ CAS	0.29						
3.1 Achieve an annual reduction in the number of failed to Give Way or Stop crashes (Urban Roads)	LTNZ RSR Fig 35a	14.6						
3.2 Achieve an annual reduction in the number of crashes where drivers had poor observation factors	LTNZ RSR Fig 35b	22						
4.1 Achieve a reduction of 5 percent in the 5 year average number of loss of control crashes, by 2007 (Rural Roads)	LTNZ RSR Fig 32a	13.8						

7. Review Date

This strategy is current for the period 2004 to 2007. Review of this strategy should commence in 2006 to be completed in February 2007.

Appendix 1

Erewhon City Council - Road Safety Performance 1999 - 2003

The following tables and graphs show the road safety performance of Erewhon City over the last five years. This provides a baseline to assess the performance of the Road Safety Strategy.

Crashes

	1999	2000	2001	2002	2003	Total	%
Fatal crashes	5	0	4	3	5	17	4%
Serious crashes	17	34	24	19	20	114	29%
Minor crashes	49	51	58	51	53	262	67%
Total injury crashes	71	85	86	73	78	393	100%
Non-injury crashes	205	198	190	195	221	1009	

Casualties

	1999	2000	2001	2002	2003	Total	%
Fatal casualties	5	0	5	3	8	21	3%
Serious casualties	28	36	30	26	25	145	24%
Minor casualties	99	84	96	83	78	440	73%
Total casualties	132	120	131	112	111	606	100%

INSERT- Pedestrian Casualties Graph (1999-2003) [inc. ALL NZ comparison]

INSERT- Cycle Casualties Graph (1999-2003) [inc. ALL NZ comparison]

INSERT- Failure to Give Way / Stop Crash Factor Graph (1999-2003) [inc. ALL NZ comparison]

INSERT- Poor Observation Crash Factor Graph (1999-2003) [inc. ALL NZ comparison]

INSERT- Loss of Control Crash Graph (1999-2003) [inc. ALL NZ comparison]

NOTE: This appendix should be added to annually to allow comparison of 5-year period data during the life of the Road Safety Strategy.