

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the level of road trauma in Invercargill.

Road crashes in Invercargill over the five-year period have killed 20 people and injured more than 900. There were more than 1,300 reported non-injury crashes over the same period.

In 2001 there was a significant increase in crash reporting rates throughout Otago and Southland. That trend has continued with better and more accurate reporting of the level of injuries from crashes in these areas. Comparisons with hospital admission data show that the recorded increase in road crash injuries is not due to a sudden increase in crash numbers but reflects improved reporting. While this helps to identify problem areas in the city it does mean that it is more difficult to report on trends over the last few years.

In Invercargill last year more people were reported injured in crashes than at any point over the last 20 years. While fatal and serious injuries are still below the level found in the 1980s, the number of recorded minor injuries has increased over the record set in 2001.

Major road safety issues

Invercargill City

Intersection crashes

Vulnerable road users

Alcohol

Nationally

Speed

Alcohol

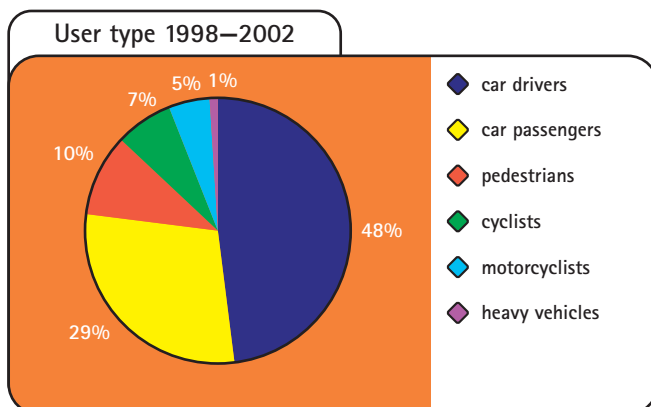
Failure to give way

Restraints

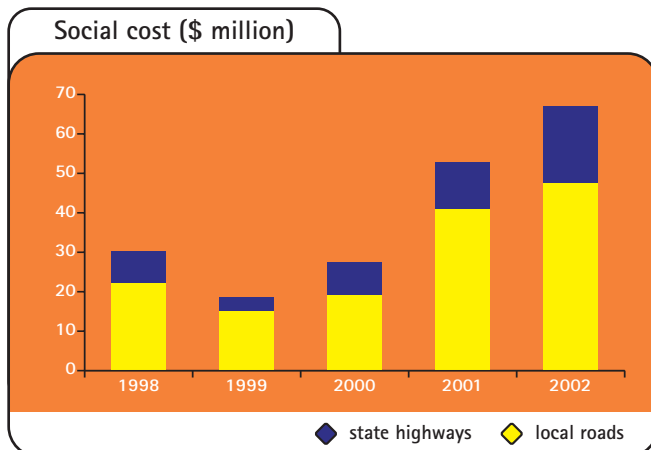
2002 road trauma for Invercargill City

Deaths	6
Serious casualties	53
Minor casualties	265
Fatal crashes	6
Serious injury crashes	41
Minor-injury crashes	181
Non-injury crashes	283

Road casualties 1998–2002



Estimated social cost of crashes*



* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

T Intersection crashes

Four out of five injury crashes within Invercargill occur on urban roads, ie those roads with a speed limit of 70 km/h or less. Over two thirds of those crashes are at intersections. In 2002 alone there were 140 injury crashes at intersections: one person died, 25 were seriously injured and 169 people received minor injuries. Nearly half of those crashes involved the same movement, one vehicle failing to give way to another when driving across an intersection. Other crashes were a mix of rear-end and loss of control type crashes. One in 10 intersection crashes involved a cyclist.

The proportion of crashes that take place at intersections is historically higher in Invercargill than elsewhere in New Zealand. The five city intersections with the most reported crashes last year, including non-injuries, were:

	Number
Tay Street and Jed Street	8
Tweed Street and Elles Road	8
Tay Street and Dee Street	7
Dee Street and Gala Street	5
Yarrow Street and Lindisfarne Street	5

The top site in the list was upgraded to traffic signals last year, which should reduce the number of crashes occurring there. Two of the other sites are roundabouts.

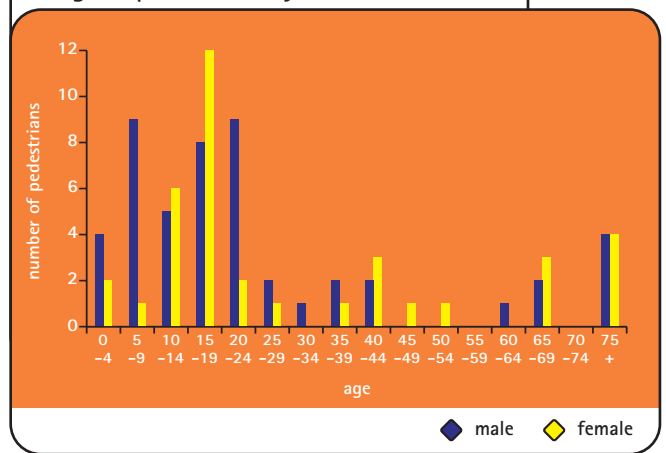
Recommended actions

- Support education and advertising campaigns on the need to give way at intersections.
- Continue with the crash reduction study programme to improve known black spots.
- Continue to improve intersections by installing traffic control and safety devices.

Vulnerable road users

Pedestrians and cyclists feature strongly in Invercargill crash statistics. Twenty-one pedestrians were injured in 2002 – the second highest total in the last 10 years. Nationally, the most common age range for injured pedestrians is from five to 14. In Invercargill pedestrians aged 15 to 19 are twice as likely to be injured as any other age group. Nearly one quarter of pedestrians injured over the last five years on Invercargill roads were from this age group. The following graph shows the age and sex of those pedestrians injured between 1998 and 2002.

Age of pedestrians injured 1998–2002



In 2002 more than half of these crashes were a result of pedestrian behaviour rather than driver error. Alcohol also played a part with three drivers and six pedestrians being affected.

Twenty cyclists were reported injured last year, a slight fall compared with 2001. The age range of cyclists involved in crashes in Invercargill follows the national pattern, with 10 to 14 year olds the most likely to be injured in a crash.

Recommended actions

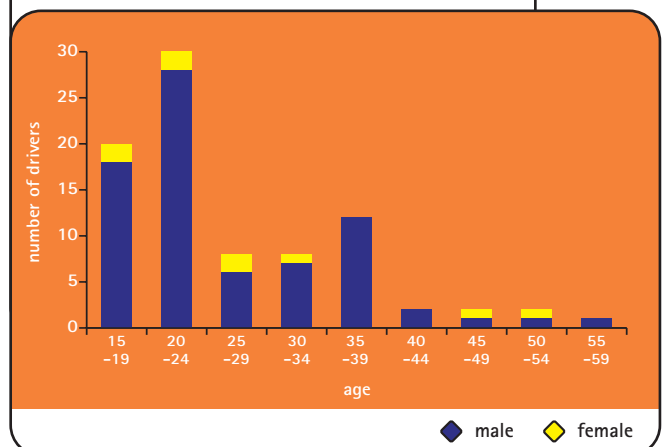
- Support initiatives and education campaigns that help improve awareness of both groups of road users.
- Initiate and support reinforcement of the need for pedestrians to be careful when entering traffic lanes.



Alcohol

The number of injury crashes in Invercargill where alcohol was a factor nearly doubled last year from 17 to 32. This is the highest figure seen in the city for over 20 years. Improved crash reporting may play a small part in the increase, but in both urban and rural areas of Invercargill it is above the rate found nationally which does point to a real increase. On top of this there were a further 23 crashes reported in the city where alcohol was a factor but nobody was injured.

Age of drunk drivers involved in crashes 1998–2002



The preceding graph is based on injury crashes over the last five years. It clearly shows the type of people who are drink-driving and crashing – males under the age of 25. Over half of all these crashes were single vehicles losing control. There were six fatal crashes last year, four of which involved drivers who had been drinking.

Three quarters of alcohol-related crashes occur at weekends, which is not unexpected. The most common time of day for a crash of this type is between 2 am and 4 am which again is not unusual. Although the majority of alcohol-related crashes were at weekends they do not appear to take place during holiday periods which points to the influence that advertising campaigns and an increased police presence may be having on driver behaviour.

Recommended actions

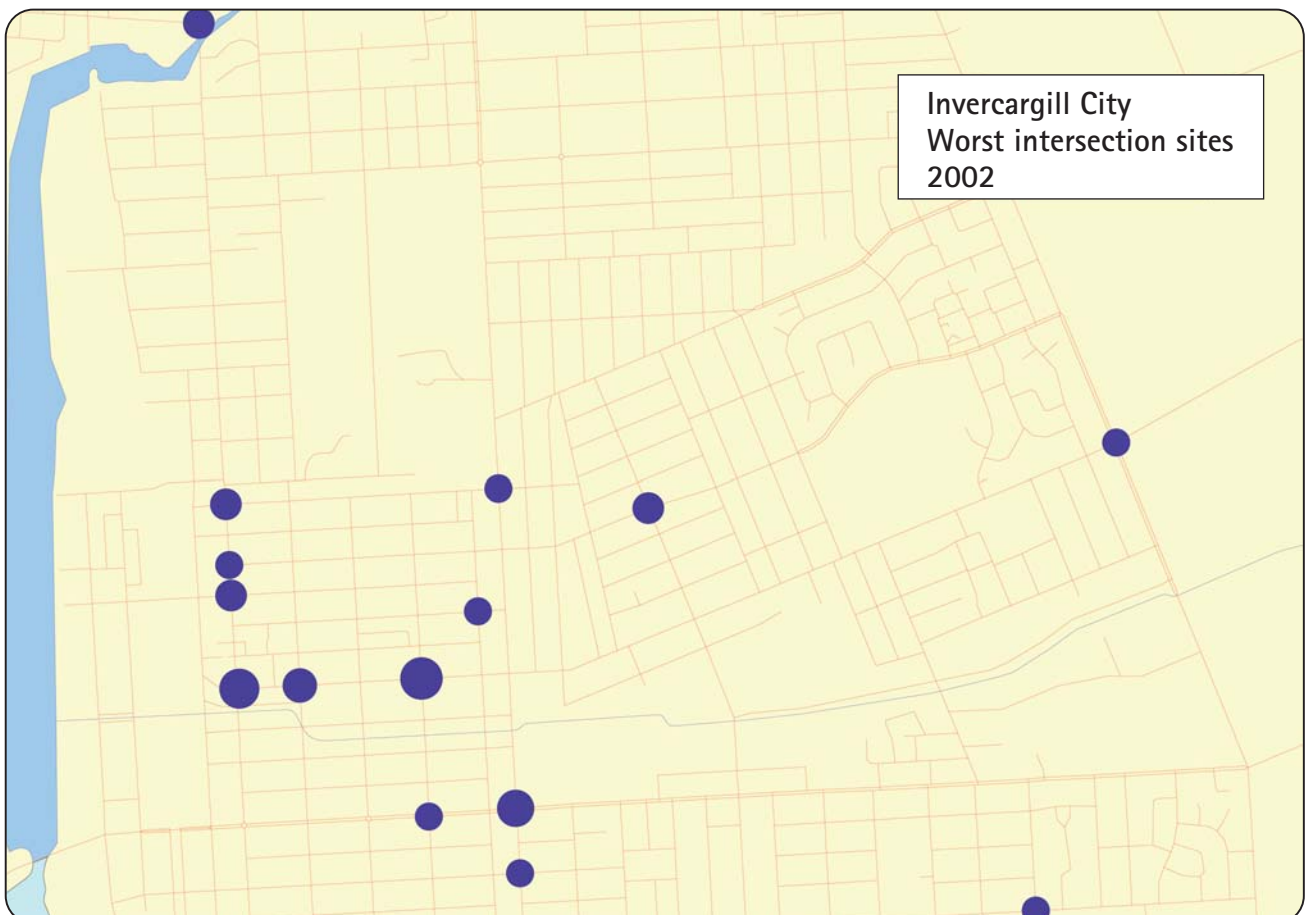
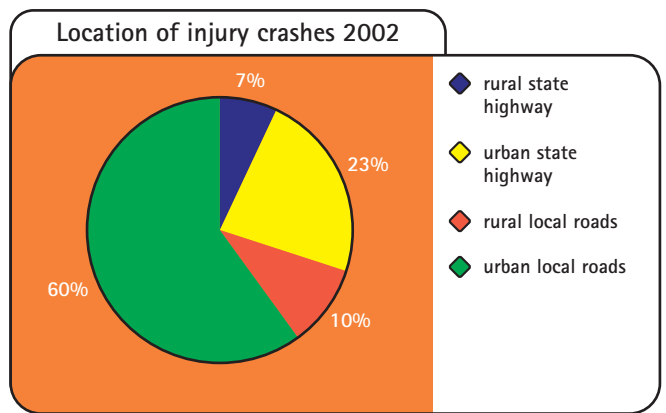
- Continue to support drink-driving strategic enforcement campaigns including use of the Stop Bus.
- Continue to support education campaigns aimed at drink-driving.
- Support host responsibility and designated driver programmes.

Other issues

Nearly a quarter of drivers who were at fault in injury crashes in Invercargill last year were either learner drivers or on restricted licences. Whilst new and inexperienced drivers are always going to be at risk, this figure is an increase on previous years.

The proportion of crashes that took place on wet roads last year increased from 40 to 60 percent in rural areas. This increase was not seen in other areas of the country. The proportion of night-time crashes also increased throughout the city.

The majority of crashes in Invercargill happen on local urban roads as they do in most cities. The graph below gives a breakdown of crashes by location in 2002.



New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

Many community groups in the south have good road safety ideas to help reduce road trauma, but are often unsure of where to go for advice and funding to make these ideas a reality.

This is where the Community Road Safety Programme (CRSP) can assist. It provides funding, subject to certain criteria being met, to allow community groups to develop and run initiatives to deal with local road safety issues, in ways that meet the needs of their community.

As a guide, some of the following activities could qualify for funding:

- An activity meeting a clearly identified local road safety issue.
- Training sessions, seminars, public meetings.
- Brochures supporting a road safety activity.
- Localised advertising campaigns.
- Fees for contracting providers.
- Road safety displays.
- Small-scale survey and information gathering.

The community advisor, road safety, at the local district or city council will be able to advise if a road safety idea might qualify for CRSP assistance.

To receive a CRSP information pack contact the community advisor, road safety, on the number below or alternatively email crsp@ltsa.govt.nz for an electronic copy.

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the community advisor, road safety.

In 2003/2004 the Police are funded to deliver 21,065 hours of road policing in Invercargill City as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	16,210
Traffic management including crash attendance, incidents, emergencies and events	4,000
School road safety education	600
Police community services	255

Road environment

Invercargill City has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

Where to get more information

For more specific information relating to road crashes in Invercargill, please refer to the 1998 to 2002 Road Safety Report or the Land Transport Safety Authority Crash Analysis System (CAS), or contact the people or organisations listed below:

Contacts

Land Transport Safety Authority
Regional Manager
John Doesburg
Phone 03 477 7789

Regional Education Advisor
Graeme Rice
Phone 03 477 7789

Senior Road Safety Engineer
Jeremy Byfield
Phone 03 477 7789

Community Advisor, Road Safety
Jane Ballantyne
Phone 03 214 9781

New Zealand Police
Inspector Dave Cliff
Phone 03 471 4800

Dunedin Regional Office
AA Building, Moray Place
PO Box 5245, Dunedin
Phone 03 477 7789, Fax 03 474 1434
www.ltsa.govt.nz