

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 number of road deaths and injuries in the Mackenzie District.

Two people were killed in road crashes in the Mackenzie District in 2002. A cyclist died when she turned in front of a motorcyclist on SH 8 east of Tekapo. A back seat passenger was thrown from a car and killed when a rental car veered onto the gravel shoulder, overcorrected and lost control on SH 80.

There were more reported injury crashes in 2002 than in previous years and all of the reported crashes were in rural areas. Nearly 90 percent of the social cost of the 2002 crashes was from crashes on state highways.

Over the last five years about 90 percent of the reported crashes were in rural areas and about 80 percent of these were on state highways. Most of the crashes were loss of control/head-on type crashes with the most common driver factors being poor handling, poor observation and poor judgement. Typically, overseas drivers are involved in about 20 percent of the injury crashes although in 2002 they were involved in about 30 percent of the crashes.

Major road safety issues

Mackenzie District

Rural state highways

Rural local roads

Overseas drivers

Nationally

Speed

Alcohol

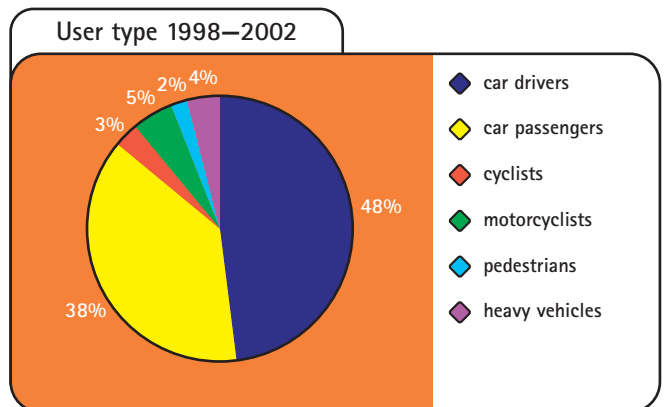
Failure to give way

Restraints

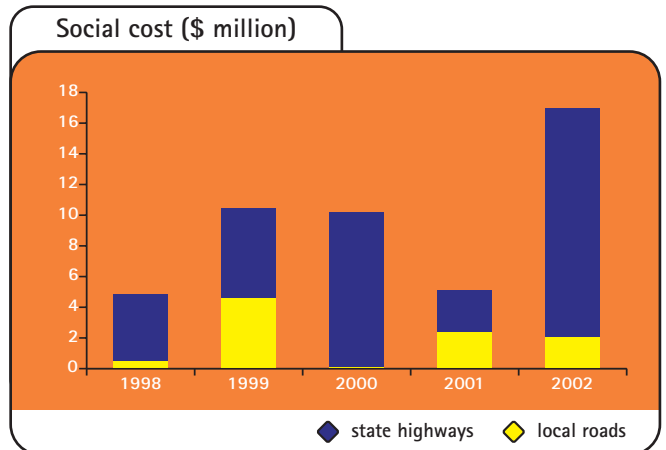
2002 road trauma for Mackenzie District

Deaths	2
Serious casualties	14
Minor casualties	18
Fatal crashes	2
Serious injury crashes	10
Minor-injury crashes	9
Non-injury crashes	33

Road casualties 1998–2002



Estimated social cost of crashes*



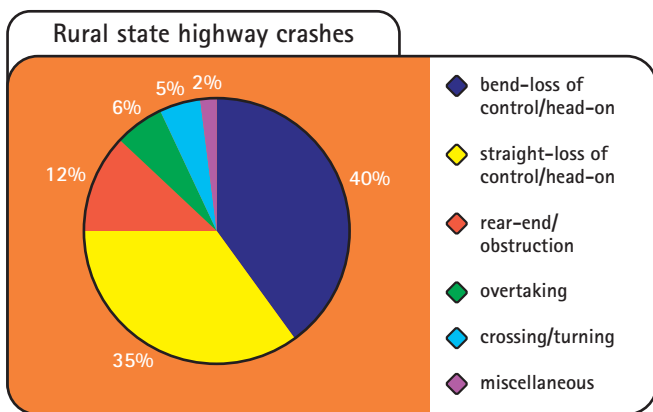
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Rural state highways

Crashes on rural state highways in the last five years killed five people and injured 88, 27 of them seriously. These casualties resulted from 58 reported injury crashes. In addition, 106 non-injury crashes were reported over the same period. Most of the casualties were drivers or passengers in cars or vans but there were three cyclist casualties. A third of the casualties were between 15 and 24 years old.

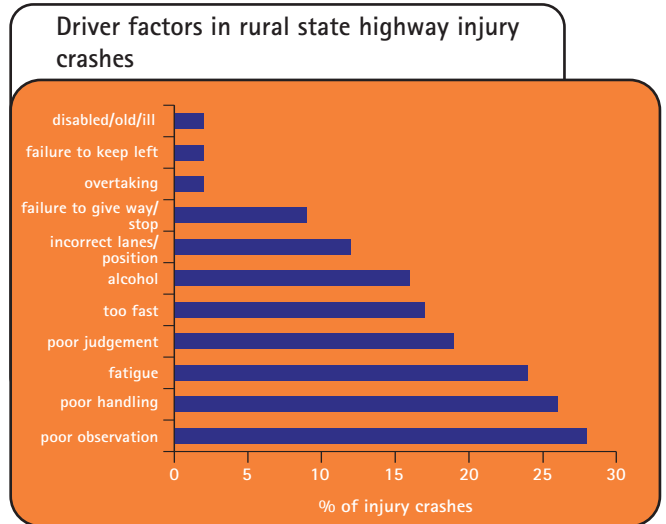
Most of the crashes were loss of control/head-on crashes on bends or straights. Only nine of these crashes were head-on collisions. Drivers of all age groups were involved in crashes on rural state highways. A high proportion (39 percent) of the drivers were females.



Nearly a quarter of the rural state highway crashes happened when the highway was wet or icy – over half of these were non-injury crashes on ice. About a third of the crashes happened in twilight or darkness.

Road factors were noted as contributing factors in a third of the non-injury crashes but only three of the injury crashes. The most common road factors noted were road slippery due to frost or ice, snow or hail, rain or loose material on seal.

Drivers crashed on the highways when they were inattentive or had their attention diverted from the task of driving (poor observation), when they were tired (fatigue) and when they lost control turning or returning to seal from an unsealed shoulder (poor handling).



Recommended actions

Education

- Encourage education campaigns aimed at improving rural driving skills, especially skills to retain control in wet or icy conditions or if a vehicle leaves the sealed roadway.
- Support campaigns on adjusting speed for different environments and road conditions.
- Encourage campaigns on the need to be fully alert when driving.
- Raise awareness of fatigue issues through community projects and continuing use of fatigue stops.

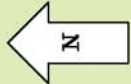
Enforcement

- Support strategic enforcement campaigns targeting speed and alcohol on rural roads, especially over the weekends.

Engineering

- Encourage shoulder widening to ensure roads are the appropriate width with good recovery areas for errant vehicles.
- Ensure advisory signs are appropriate, consistent and in the correct position.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Continue road realignment projects, where appropriate.

Mackenzie District
Reported crashes
1998-2002



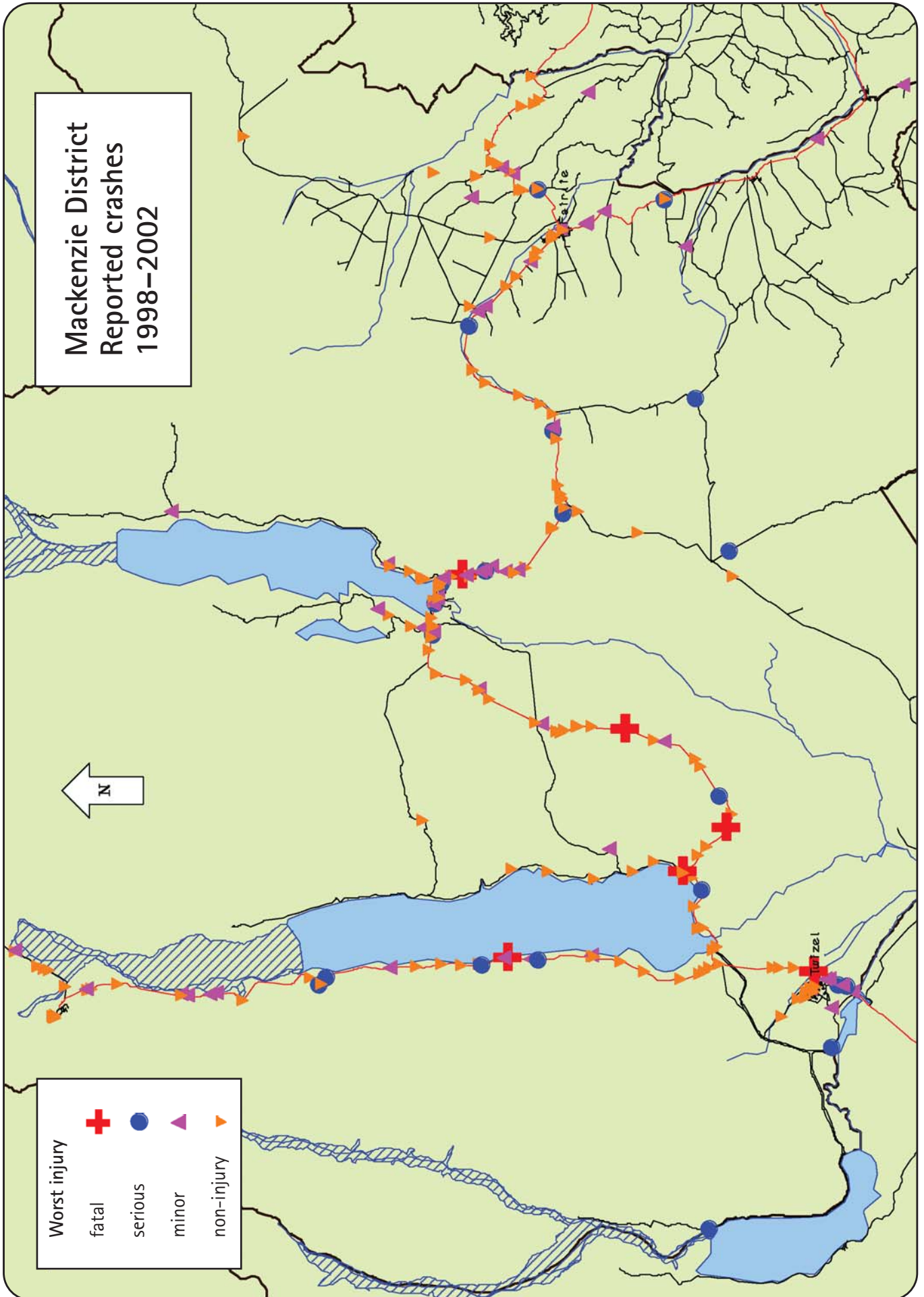
Worst injury

fatal

serious

minor

non-injury





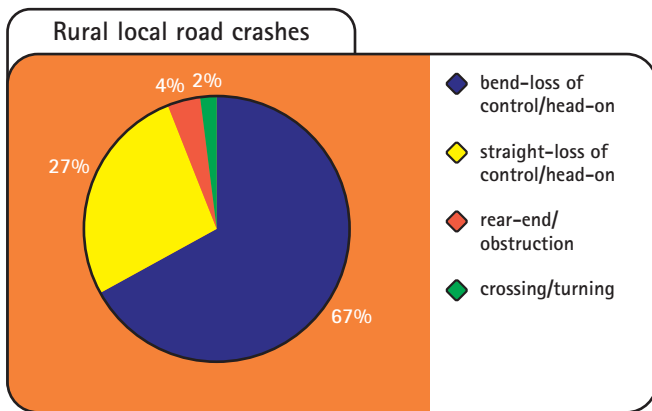
Rural local roads

The social cost of rural local road crashes in 2002 was \$2.1 million. In the last five years, crashes on rural local roads have killed one person and injured 28, six of them seriously. About one fifth of the crashes in the Mackenzie District were on rural local roads.

Analysis of these crashes for the five years shows:

- one fatal, six serious, 22 minor and 28 non-injury crashes were reported on rural local roads
- over 70 percent of these crashes were on unsealed roads; a high number of the non-injury crashes were on unsealed roads
- about two thirds of the crashes were loss of control/head-on on bends; most of these were on moderate or easy curves and only four were on severe curves
- just under a third happened in twilight or darkness
- the most common driver factors contributing to the injury crashes were poor judgement and poor handling
- road factors contributed to over 40 percent of the crashes and were particularly common on unsealed roads.

In the injury crashes on rural local roads, most of the drivers were males and all were under 60 years old. Four were driving on overseas licences.



The driver and road factors indicate overseas and New Zealand drivers are failing to drive to the conditions, especially on unsealed roads. They are travelling too fast entering corners, not making sufficient allowance for the road surface conditions or their visibility when it is limited by the environment.

Recommended actions

Education

- Encourage education campaigns aimed at improving rural driving skills, especially skills to retain control in wet or icy conditions or if a vehicle leaves the sealed roadway.
- Support campaigns on adjusting drivers' speed for different environment and road conditions.
- Encourage campaigns on the need to be fully alert when driving.
- Raise awareness of fatigue issues through community projects and continuing use of fatigue stops.

Enforcement

- Support strategic enforcement campaigns targeting speed and alcohol on rural roads, especially over the weekends.

Engineering

- Encourage shoulder widening to ensure roads are the appropriate width with good recovery areas for errant vehicles.
- Ensure advisory signs are appropriate, consistent and in the correct position.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Continue road realignment projects, where appropriate.



Overseas drivers

In 2002, over 30 percent of the drivers involved in injury crashes in the Mackenzie District were overseas drivers. Crashes involving overseas drivers in 2002 had an estimated social cost of \$8.2 million, nearly half the total social cost of crashes in the district for 2002.

The 20 reported injury crashes involving overseas drivers in the last five years have killed three people and injured 32, 10 seriously. All the crashes were in rural areas, eight on SH 80, eight on SH 8, and four on local rural roads.

The crashes happened on all days of the week and mostly during the day rather than at night. Only three of the crashes happened on unsealed roads and all but two when the road was dry.

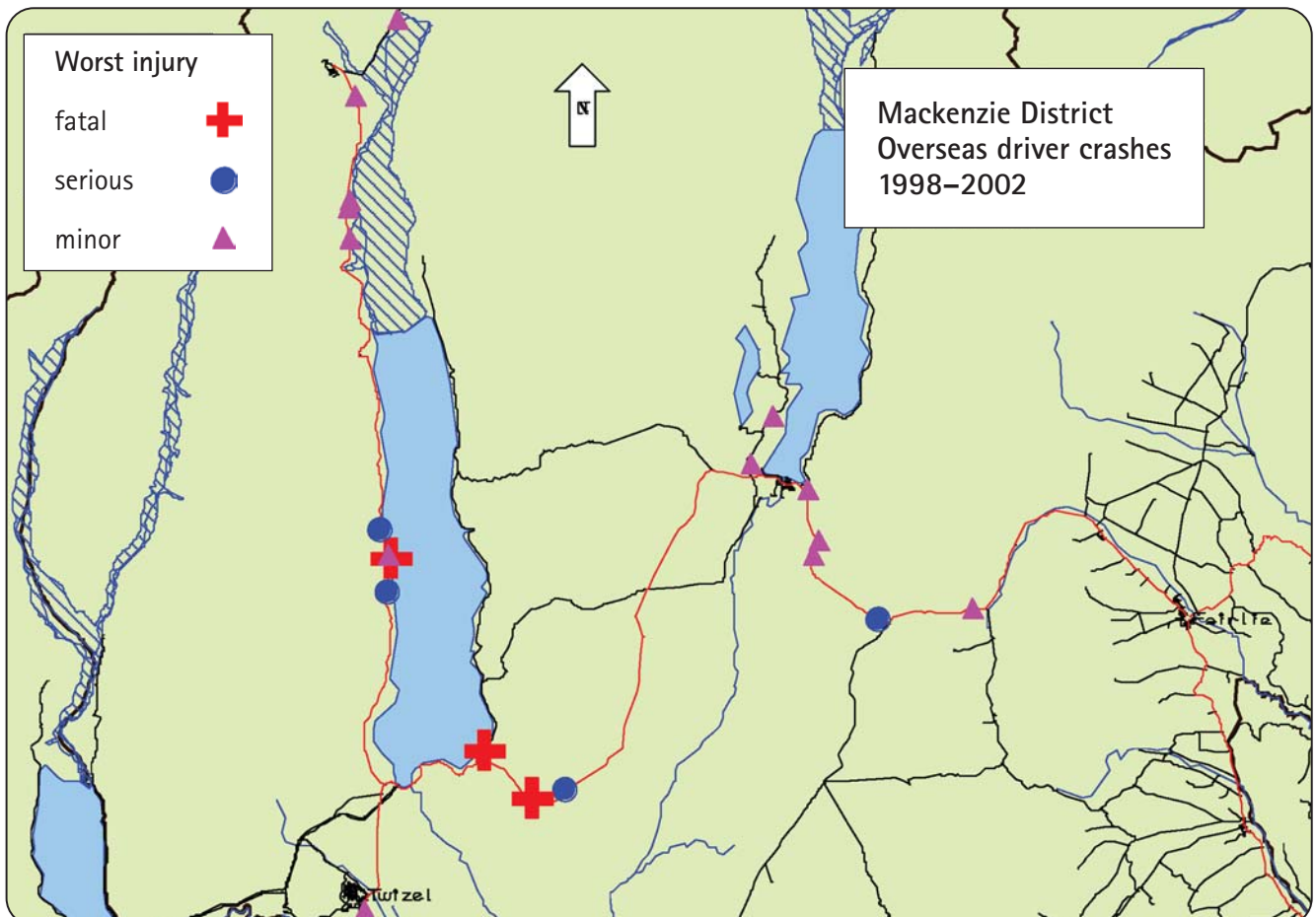
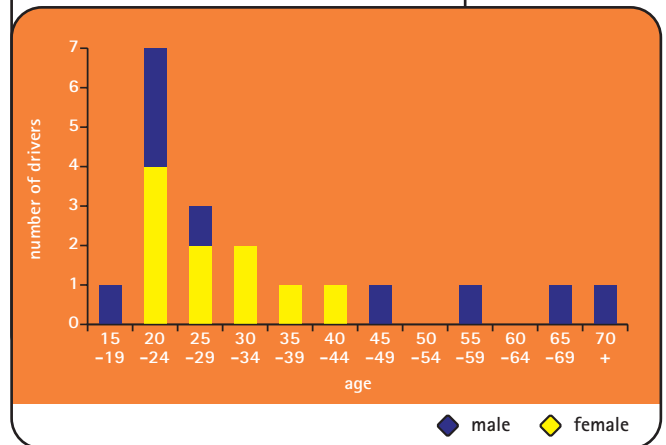
Over half the overseas drivers were females and about a third (four females, three males) were aged between 20 and 24 years. Poor judgement, poor observation and poor handling were the main driver factors in these crashes.

Two of the crashes were head-on collisions on bends, one where the overseas driver swung wide on a bend and one where the overseas driver cut a corner. One crash involved a tourist driving on the right-hand side on a straight section of road. Most of the crashes, however, were single vehicle loss of control type crashes, 10 on straight sections of road and six on bends.

Recommended actions

- Target these drivers through local campaigns and tourism and visitor support networks.
- Encourage car rental companies to ensure tourists are adequately informed about driving in New Zealand.
- Ensure rest and viewing areas are well sign-posted and marked.

Age of overseas drivers in crashes



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 projects

Through the Community Road Safety Programme (CRSP), the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives in South Canterbury for the 2003/2004 year has been confirmed as follows. This funding is for joint South Canterbury projects in the Mackenzie, Waimate and Timaru Districts and includes the salary subsidy for the employment of a road safety co-ordinator.

Project	Funding
CAAP	\$30,000
Intersections/poor observation	\$18,000
Speed	\$15,500
Rural driving	\$7,000
Restraints	\$6,000
Driver fatigue	\$5,500
Safe With Age	\$3,320

In addition to project funding, a further \$77,300 has been allocated to the Canterbury Region for advertising to support community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators can advise the criteria.

The Mackenzie District will also be involved this year in regionally funded projects. These projects have been funded as follows:

Project	General funding
Regional road safety co-ordinator	\$42,000
Small project fund	\$76,720
Fatigue	\$40,000
A & P show displays	\$24,000
Regional billboard project	\$18,000

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 projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004, the Police are funded to deliver 1,960 hours of road policing in the Mackenzie District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	1,410
Traffic management including crash attendance, incidents, emergencies and events	270
School road safety education	60
Police community services	220

Road environment

Transfund New Zealand's National Land Transport Programme 2003–2004 has allocations for minor safety projects on local roads and state highways in the Mackenzie District.

Where to get more information

For more specific information relating to road crashes in the Mackenzie District, please refer to the 1998 to 2002 Road Safety Data Report, or to one of the contacts listed below:

Contacts

Land Transport Safety Authority Regional Manager Dennis Robertson Phone 03 363 5661	New Zealand Police Strategic Traffic Manager Derek Erasmus PO Box 2109, Christchurch Phone 03 363 7417
Regional Education Advisor Bob Clements Phone 03 363 5677	Mackenzie District Council Bernie Haar PO Box 52, Mackenzie Phone 03 685 8514
Senior Road Safety Engineer Steve Parry Phone 03 363 5646	Transit New Zealand Area Engineer Colin Hey PO Box 1479, Christchurch Phone 03 366 4455
Road Safety Co-ordinator Cat Marvin South Canterbury Road Safety Charitable Trust PO Box 522, Timaru Phone 03 684 8199 Mobile 027 438 6285	

Christchurch Regional Office
Level 5, BNZ House, 129 Hereford Street
PO Box 13364, Christchurch
Phone 03 363 5666, Fax 03 363 5655
www.ltsa.govt.nz

LAND
transport safety
AUTHORITY