

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 the Southland District.

Road crashes in the Southland District over the five-year period have killed 46 people and injured more than 1,000. There were more than 700 reported non-injury crashes over the same period.

In 2001 there was a significant increase in crash reporting rates throughout Otago and Southland. Comparisons with hospital admission data continue to show that the recorded increase in road crash injuries is not due to a sudden increase in crash numbers but reflects improved reporting. While in 2002 the total number of reported injury crashes in the district fell from the previous year's high, they remain above the level found throughout the 1990s. This year there has been a significant reduction in urban injury crashes within the district.

Major road safety issues

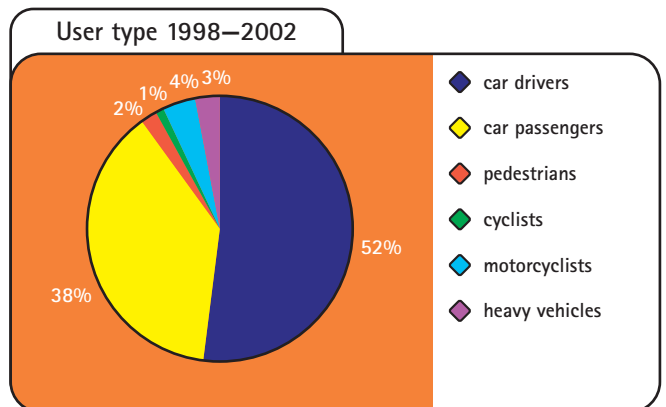
Nationally

Speed
Alcohol
Failure to give way
Restraints

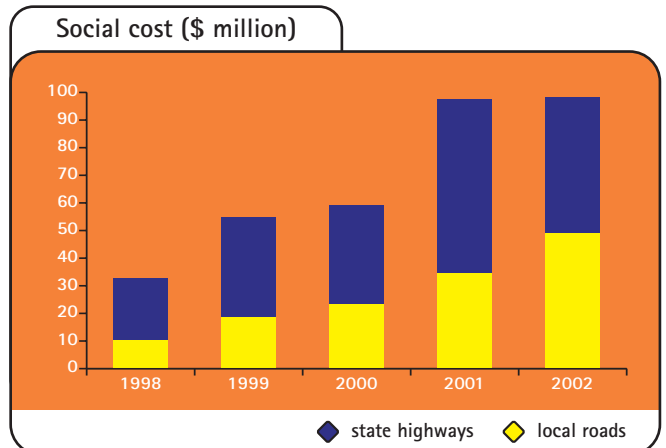
2002 road trauma for Southland District

Deaths	13
Serious casualties	74
Minor casualties	202
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Fatal crashes	10
Serious injury crashes	55
Minor-injury crashes	108
Non-injury crashes	146

Road casualties 1998–2002



Estimated social cost of crashes*



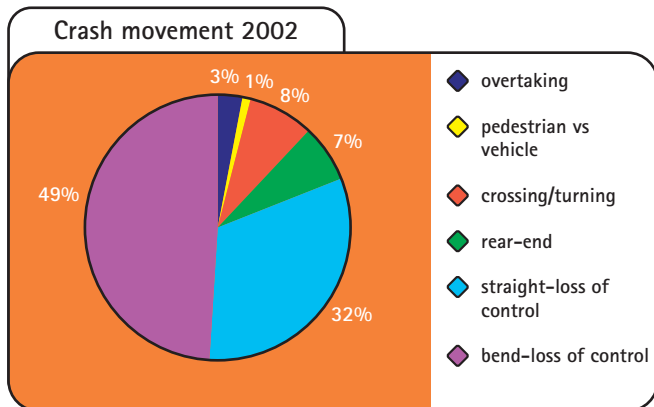
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Loss of control

By far the most common type of crash in the Southland District is a single vehicle loss of control. In the past five years four out of five rural crashes involved a vehicle losing control, either on a straight or bend. Two thirds of all rural crashes over that period involved a single vehicle.

The following graph shows the types of crash movements that took place on rural roads last year.



Road conditions do play a part in these types of crashes. A third of rural loss of control crashes last year occurred on wet roads and a further 10 percent took place when the road was icy. The majority, however, took place on dry roads in daylight conditions. Speed and alcohol also tend to feature in loss of control type crashes, contributing last year to 20 and 35 percent respectively.

The higher speed environment of rural roads is directly linked to the severity of the crashes. Fifteen percent of urban injury crashes resulted in fatal or serious injuries, whereas that figure is closer to 40 percent on rural roads. In 2002, 12 people died, 61 were seriously injured and 140 people received minor injuries in loss of control types of crashes in the Southland District.

Recommended actions

- Support campaigns on adjusting speed for different road and weather conditions and on the need to be fully alert when driving.
- Continue enforcement of and education on the issues of speed and alcohol to reduce crash numbers. These issues both play a part in loss of control type crashes.

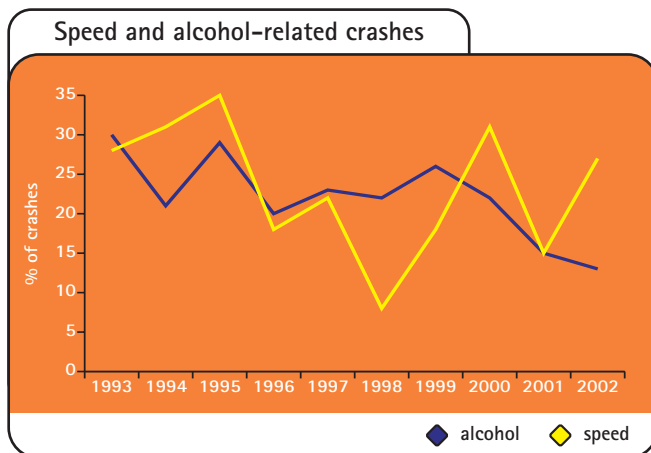


Speed and alcohol

2002 was the first year that there were no injuries recorded as a result of an alcohol-impaired driver in urban areas. In rural areas the figure remained as in 2001, at around 15 percent of crashes. This is on a par with national levels.

The number of speed-related injury crashes doubled in 2002. It is estimated that nearly one in three rural crashes involved a vehicle travelling too fast for the conditions.

The graph below shows the level of speed and alcohol involvement in the district over the last 10 years. Overall, alcohol involvement is at its lowest level for many years, although it is still a fact that more than one in 10 drivers who crash have been drinking.



Recommended actions

- Continue to support drink-driving strategic enforcement campaigns.
- Continue to support education campaigns aimed at drink-driving.
- Support host responsibility and designated driver programmes.
- Support enforcement campaigns aimed at speed control and education to make people more aware of the consequences of excessive speed.

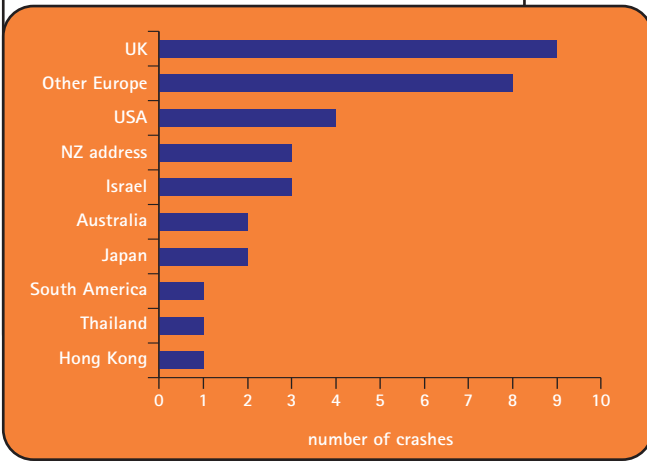
Other issues

Three times more pedestrians were injured on Southland District roads in 2002 than during the preceding 12 months and in fact the figure reached a 10-year high. As a proportion of all road users injured, the level of involvement of pedestrians in the Southland District is below that found elsewhere in New Zealand and in comparable local authorities.

There has been some discussion about the problem of overseas drivers on roads in Otago and the Southland District. In 2002 the proportion of drivers with overseas licences involved in injury crashes in the Southland District reached a new high of 15 percent. This number is likely to increase as more tourists are encouraged to visit New Zealand. As a comparison, 17 percent of drivers involved in crashes in the same period held either a learner or restricted licence.

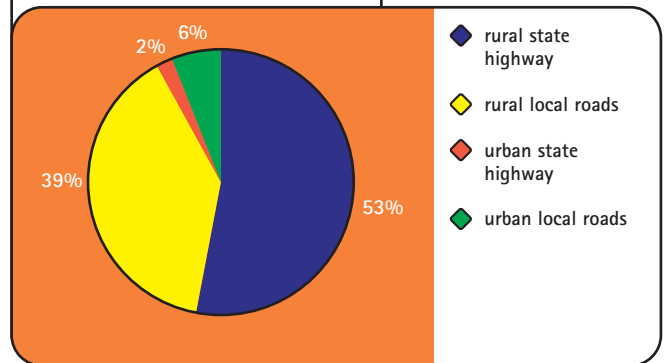
Two thirds of all crashes involving overseas drivers in the district last year took place on the Milford Road. The graph shows the country of residence of overseas drivers who were involved in crashes last year. This graph shows all drivers, not just those at fault. Only one crash involved a driver travelling on the wrong side of the road.

Home location of overseas drivers 2002



The Southland District has an extensive road network containing several state highways. The graph below provides a breakdown of the location of injury crashes in the district in 2002.

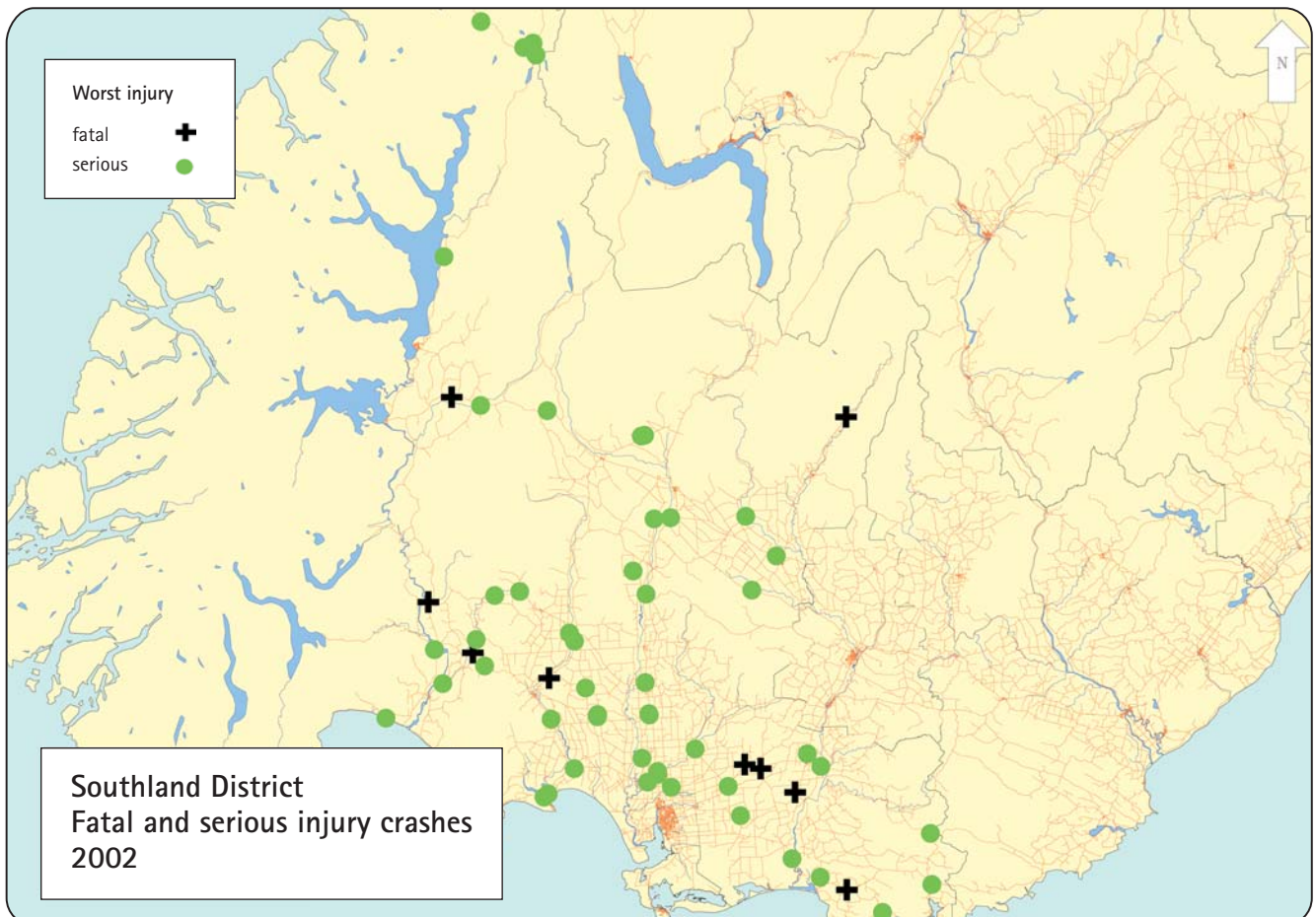
Location of injury crashes



Because of growing concerns with this group of road users, the LTSA is embarking on a project to identify ways of improving the delivery of road safety information to overseas tourist drivers. It will also look at whether current road safety information is meeting the needs of this group. A pilot study is currently under way in this region due to the high number of tourists who pass through.

The graph clearly shows the predominance of crashes on rural roads. Compared with 2001, there has been a shift in crashes from urban to rural roads. Of the crashes that took place on rural local roads, 20 percent last year occurred on unsealed roads.

The map below shows the location of all fatal and serious injury crashes in the Southland District last year.



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 17,380 hours of road policing in the Southland District as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	14,780
Traffic management including crash attendance, incidents, emergencies and events	1,920
School road safety education	500
Police community services	180

Road environment

The Southland District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Roothing Programme 2003–2004.

Where to get more information

For more specific information relating to road crashes in Southland, 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
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