

# 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 Timaru District.

A pedestrian, a cyclist and a car driver were killed in three separate fatal crashes on roads in the Timaru District in 2002. The pedestrian was killed on SH 8 east of Cave, the car driver died when he crashed into a bridge on Station Road and the cyclist died when he rode into the back of a parked trailer on Selwyn Street.

There were fewer injury but more non-injury crashes reported in 2002 than in 2001. Over half the social cost of crashes in 2002 was from crashes on local roads.

In the last five years nearly three quarters of road casualties were drivers or passengers in cars. Sixty percent of the casualties were males and 43 percent were under 25 years old. Cyclist casualty numbers have trended down over 10 years but were slightly higher in 2001 and 2002 than in 1998, 1999 and 2000.

Forty-four percent of the reported injury crashes in the last five years happened in rural areas with about half of these on state highways and half on local roads. About three quarters of the reported non-injury crashes were in urban areas and just over half of these occurred on local roads.

## Major road safety issues

Timaru District

- Urban intersections
- Rural state highways
- Rural local roads
- Cyclists

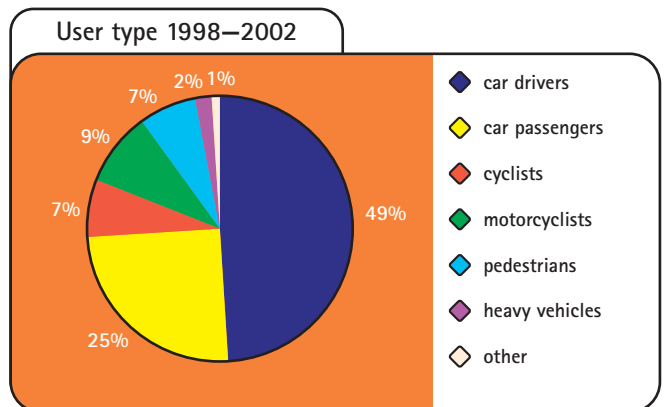
Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

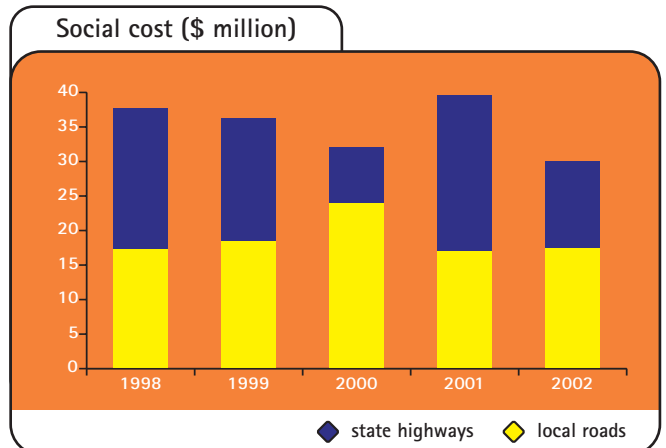
## 2002 road trauma for Timaru District

Deaths	3
Serious casualties	26
Minor casualties	83
Fatal crashes	3
Serious injury crashes	19
Minor-injury crashes	51
Non-injury crashes	194

## Road casualties 1998–2002



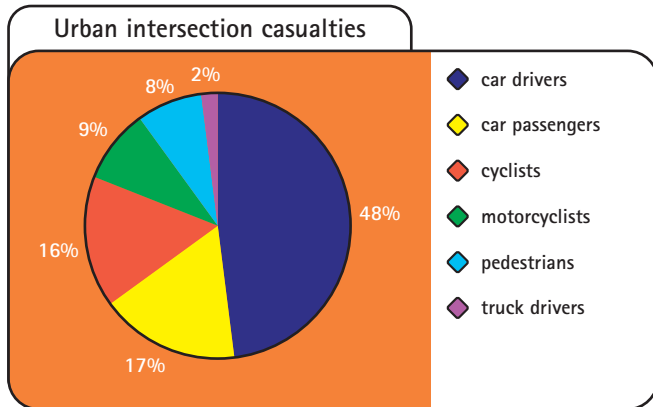
## Estimated social cost of crashes\*



\* 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.

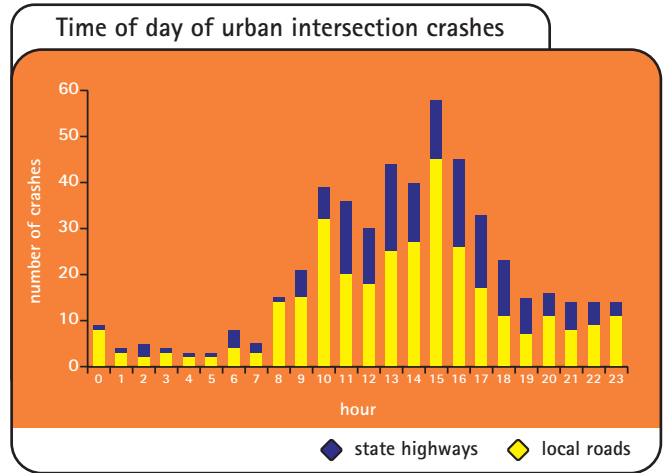
# T Urban intersections

Crashes at urban intersections in 2002 had an estimated social cost of \$7.2 million. This is about a quarter of the total social cost of crashes in 2002 and just over half the social cost of the urban crashes. In the last five years one person has been killed and 164 injured, 32 seriously, in crashes at urban intersections in the district.



Sixty-four percent of urban intersection crashes were at local road intersections and 36 percent at intersections with state highways. Seven intersections had 10 or more reported crashes in the last five years. These were:

- SH 1 Evans Street and Ranui Street (four injury, 11 non-injury crashes)
- SH 1 Evans Street and Grasmere Street (two injury, 12 non-injury crashes)
- SH 1 Evans Street and Wai-iti Road (six injury, eight non-injury crashes)
- Church Street and Grey Road (one injury, 11 non-injury crashes)
- SH 1 Bridge Road and Jellicoe Street (four injury, seven non-injury crashes)
- SH 1 Theodosia Street and North Street (four injury, six non-injury crashes)
- Wai-iti Road, Wilson Street and Selwyn Street (one injury, nine non-injury crashes).



Review of the crashes at local road urban intersections shows:

- slightly more happened at T junctions than crossroads, with the T junctions often uncontrolled and the crossroads Stop controlled
- right angle crossing collisions were most common, with other frequent movements being loss of control when turning crashes and collisions with traffic turning right to or from a side road
- poor observation, failure to give way and travelling too fast were the most common driver factors.

Review of the crashes at intersections with state highways shows:

- about 40 percent happened at traffic signal controlled intersections
- the most common crash movement involved traffic turning right in front of oncoming traffic
- right angle crossing collisions, collisions with vehicles turning right from a side road and rear-end collisions with a right turning vehicle were the next three most common movements
- one of the most common non-injury crash types was rear-end collisions in traffic signal queues
- poor observation and failure to give way/stop were the most common driver factors
- the most common factor at traffic signals was failure to stop at a red light, this being one of the failure to give way/stop factors.

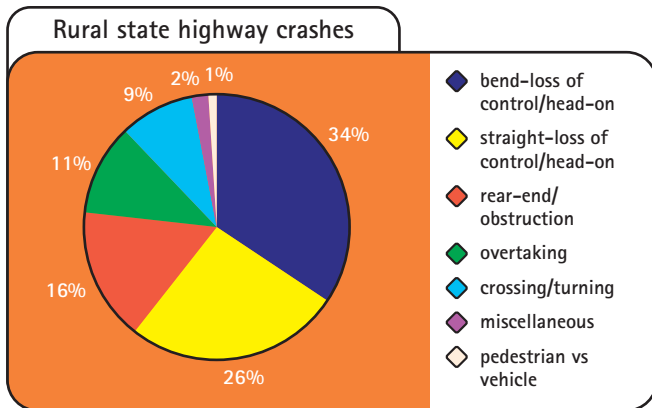
# Rural state highways

The social cost of crashes in 2002 on rural state highways was \$10.1 million. This is about 80 percent of the social cost of crashes on state highways and a third of the total social cost of crashes in 2002 in the Timaru District. In the last five years crashes on rural state highways have killed 17 people and injured 147, 44 of them seriously.

Analysis of the rural state highway crashes for the last five years shows:

- there were 59 injury and 97 non-injury crashes reported on SH 1, eight injury and six non-injury crashes on SH 82 and 17 injury and 18 non-injury crashes on SH 79
- the most common crash types were loss of control on bends (34 percent) and on straight roads (26 percent)
- just over a third occurred in twilight or darkness
- the most common driver factors contributing to the injury crashes were poor observation and poor handling
- speed, fatigue and alcohol were each involved in about 15 percent of the injury crashes
- the road being under construction or maintenance was noted as a factor in nine crashes.

Drivers of all ages crashed on the rural state highways. Two thirds of them were males and one third females. Most had full driver licences, 12 were on overseas licences, six on restricted and four on learner licences. Two were disqualified drivers and one had never been licensed.



The poor observation factors included drivers failing to notice the car in front slowing or stopping, drivers having their attention diverted to radio or cigarettes (six) or cell phones (three), and drivers failing to check behind when changing lanes or position.

Losing control when turning, under heavy braking, or when returning to seal after veering off the road were typical poor handling factors.

## Recommended actions

### Education

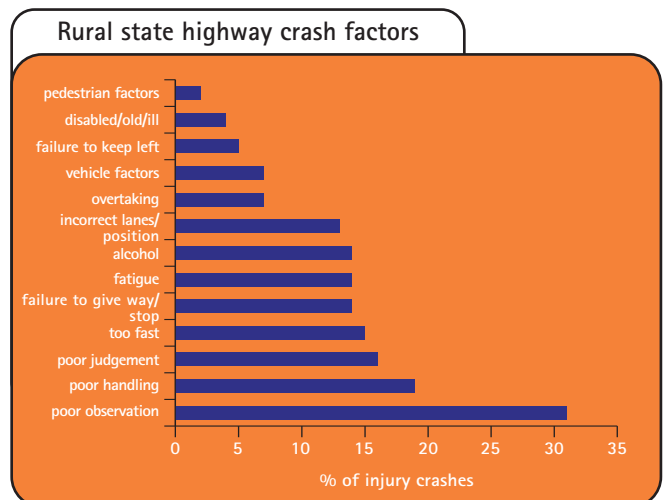
- Encourage education campaigns aimed at improving rural driving skills, especially skills to retain control if a vehicle leaves the sealed roadway.
- Encourage campaigns on the need to be fully alert when driving.
- Raise awareness of fatigue issues by community projects and continuing use of fatigue stops.

### Enforcement

- Support strategic enforcement campaigns targeting speed and alcohol on rural roads.

### 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. For local roads ensure consistency along routes.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Continue road realignment projects, where appropriate.



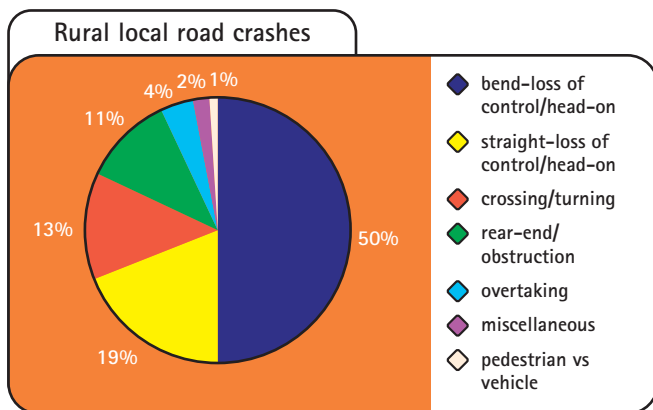


## Rural local roads

The social cost of crashes in 2002 on rural local roads was \$7.0 million. This is about 40 percent of the social cost of crashes on local roads and 23 percent of the total social cost of crashes in 2002 in the Timaru District. In the last five years crashes on rural local roads have killed six people and injured 128, 40 of them seriously.

Analysis of rural local road crashes for the last five years shows:

- there were six fatal, 32 serious, 47 minor-injury and 95 non-injury crashes reported
- most of the crashes were on sealed roads with only nine injury and 16 non-injury crashes reported on unsealed roads
- half the crashes were loss of control/head-on crashes on bends
- a high proportion, 42 percent, happened in twilight or darkness
- the most common driver factors contributing to injury crashes were poor observation, travelling too fast and poor handling
- road factors, mainly road slippery due to rain or loose material on seal, were noted in about a quarter of the crashes.



Drivers crashed on rural local roads when they:

- were inattentive to other traffic (poor observation)
- entered corners too fast
- lost control turning
- had braked heavily
- were trying to return to the seal after veering off the road.

## Recommended actions

### Education

- Encourage education campaigns aimed at improving rural driving skills, especially skills to retain control if a vehicle leaves the sealed roadway.
- Encourage campaigns on the need to be fully alert when driving.
- Raise awareness of fatigue issues by community projects and continuing use of fatigue stops.

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## Cyclists

In the last five years one cyclist has died and 41 have been injured, nine of them seriously, in reported crashes in the Timaru District. A further 23 cyclists have been involved in reported non-injury crashes. Nearly all the cyclist crashes were in urban areas and most of them occurred on local roads; only seven were on state highways.

There were 24 male and 18 female cyclists involved in injury crashes and 40 percent were aged between 10 and 19 years old. Three were under 10 years old and the eldest was a 70-year old female cyclist.

Car drivers are not checking well enough for cyclists they should give way to, and are opening car doors without checking behind for cyclists. Cyclists factors include: cyclists riding on the footpath, failing to give way when turning onto a road, failing to check behind when changing lanes or position, and riding with inadequate or no headlights.

## ➔ Recommended actions

### Education

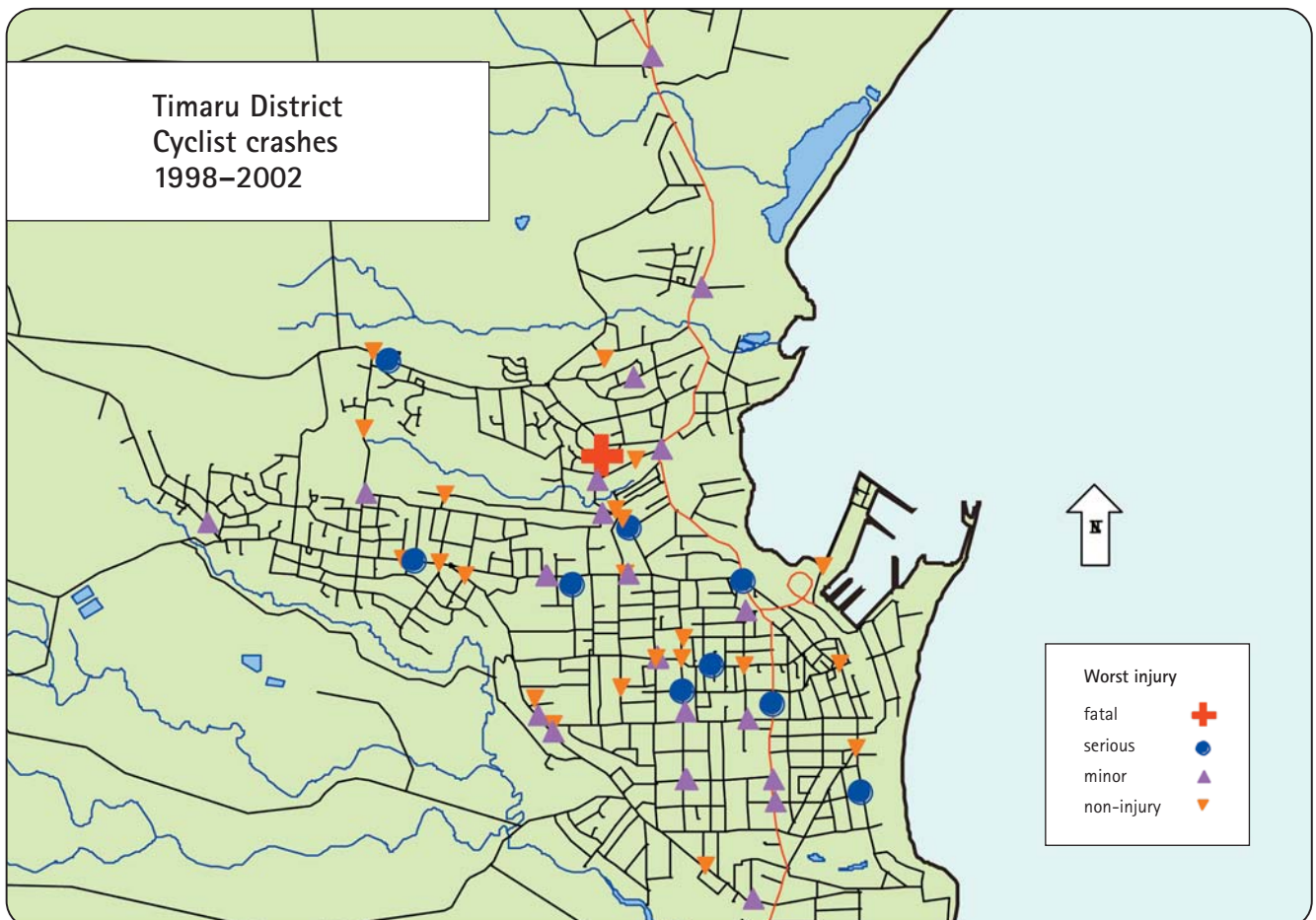
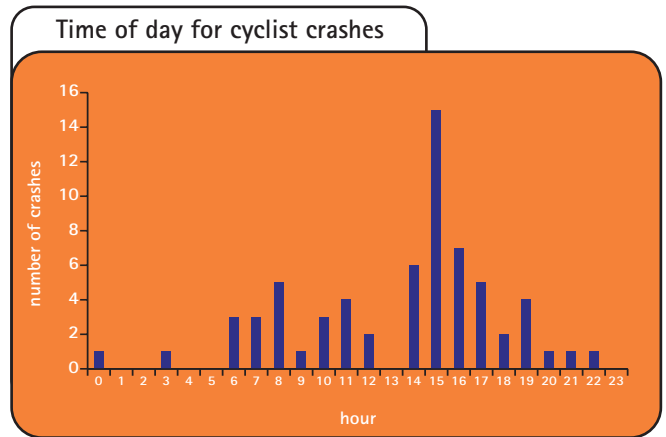
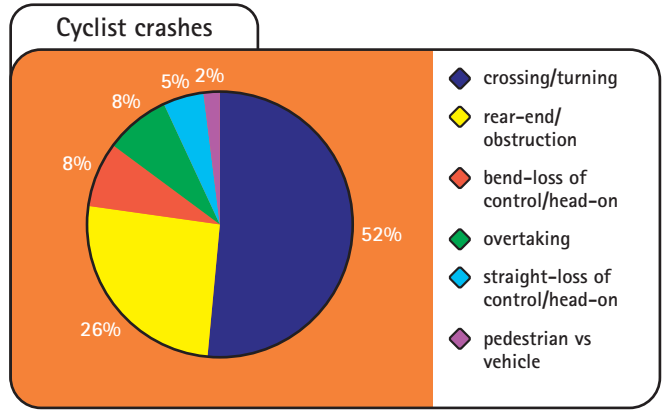
- Encourage safe cycling campaigns aimed at the 10 to 19 year age groups.
- Support cycle safety promotion during Kidsafe Week.
- Promote drivers' awareness of cyclists (particularly at intersections).
- Promote safe cycling routes to schools.
- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.

### Enforcement

- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during the after school period.
- Encourage enforcement of the cycle lights requirements and reflective clothing for cyclists.

### Engineering

- Where cyclists share the road with vehicles, consider marked cycle lanes and advanced stop lines at intersections. In other areas consider shared cycle/pedestrian facilities.
- Promote the establishment of safe cycle ways.



# 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 Timaru, Mackenzie and Waimate 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 Timaru District will also be involved this year in regionally funded projects 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 19,120 hours of road policing in the Timaru District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	14,190
Traffic management including crash attendance, incidents, emergencies and events	2,870
School road safety education	900
Police community services	1,160

## 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 Timaru District.

## Where to get more information

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

### Contacts

Land Transport Safety Authority

Regional Manager  
Dennis Robertson  
Phone 03 363 5661

Regional Education Advisor  
Bob Clements  
Phone 03 363 5677

Road Safety Engineer  
Steve Parry  
Phone 03 363 5646

Road Safety Co-ordinator  
Cat Marvin  
South Canterbury Road Safety Charitable Trust  
PO Box 522, Timaru  
Phone 03 684 8199  
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New Zealand Police

Strategic Traffic Manager  
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Timaru District Council  
Brian Ward  
PO Box 522, Timaru  
Phone 03 684 8199

Transit New Zealand  
Area Engineer  
Colin Hey  
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Phone 03 366 4455

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Level 5, BNZ House, 129 Hereford Street  
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