

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 Waitaki District.

Road crashes in the Waitaki District over the five-year period have killed 19 people and injured nearly 500. There were 512 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 this is due to better and more accurate reporting of the level of injuries rather than an increase in crash numbers. Although the Waitaki District did not show the same sudden increase in reporting rates, the number of injury crashes has increased gradually each year since 1999.

The more accurate reporting of crashes that is now taking place assists in identifying road safety issues in the district.

In 2002, there was only one fatality in the Waitaki District compared with seven the previous year.

Major road safety issues

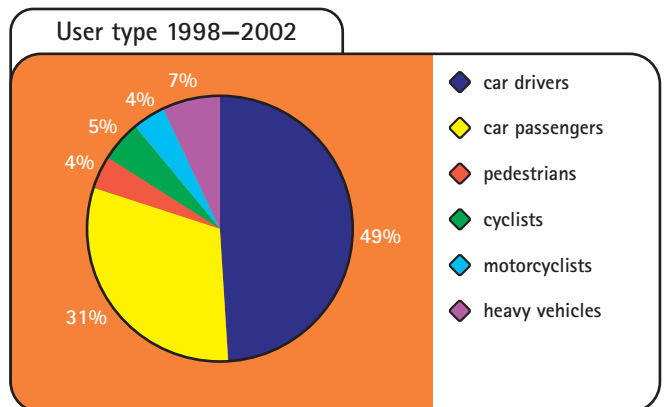
Nationally

Speed
Alcohol
Failure to give way
Restraints

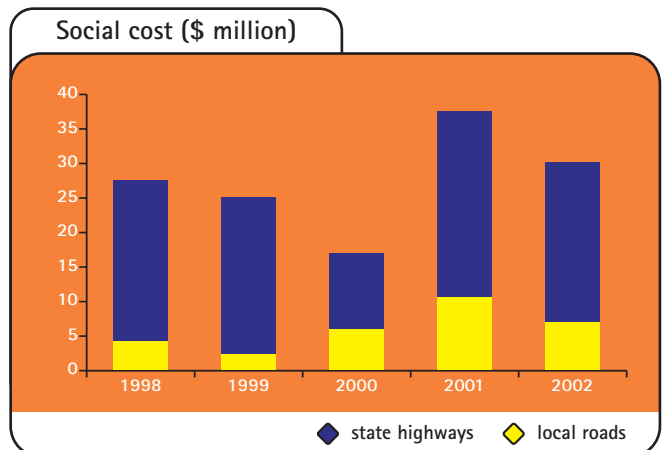
2002 road trauma for Waitaki District

Deaths	1
Serious casualties	28
Minor casualties	94
Fatal crashes	1
Serious injury crashes	23
Minor-injury crashes	60
Non-injury crashes	107

Road casualties 1998–2002

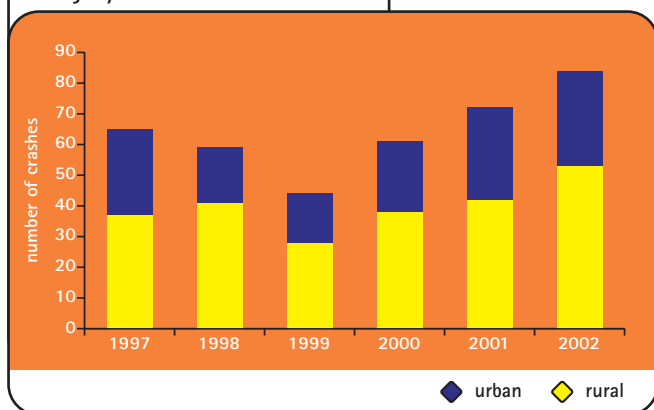


Estimated social cost of crashes*



* 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.

Injury crashes 1997–2002

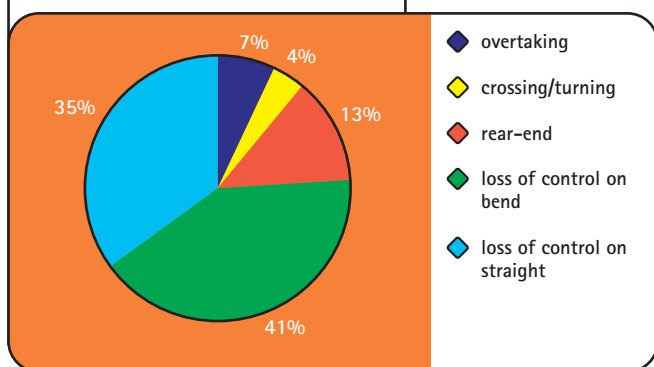


The graph above shows the ratio of urban and rural crashes in the Waitaki District. Improvements in the reporting rate have resulted in an increase in the number of injury crashes recorded. Generally there are more injury crashes on rural roads than urban. The increase in crashes in 2002 was the result of an increase in rural road crashes. Rural crashes tend to be more severe due to the higher speeds involved. Around one third of rural crashes in the district last year resulted in serious or fatal injuries.

Rural crashes

The majority of crashes in the district took place on rural roads. Three quarters of these were loss of control type crashes, either on a straight or a bend. The following graph shows the types of crash movements that took place on rural roads last year.

Rural crash movement 2002



Road conditions do play a part in these types of crashes – one quarter of rural loss of control crashes last year occurred on wet roads. 2002 had a relatively mild winter and there were only three reported injury crashes due to ice. The majority of loss of control type crashes took place on dry roads in daylight conditions. Speed and alcohol also tend to feature in loss of control type crashes and last year contributed to 35 and 10 percent respectively of this type of crash.

In 2002, one person died, 17 were seriously injured and 43 people received minor injuries in loss of control crashes in the Waitaki District. Three quarters of all rural crashes resulted in a vehicle hitting a roadside object. In many cases this increased the severity of the crash.

Recommended actions

- 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.
- Support campaigns on adjusting speed for different road and weather conditions and the need to be fully alert when driving.

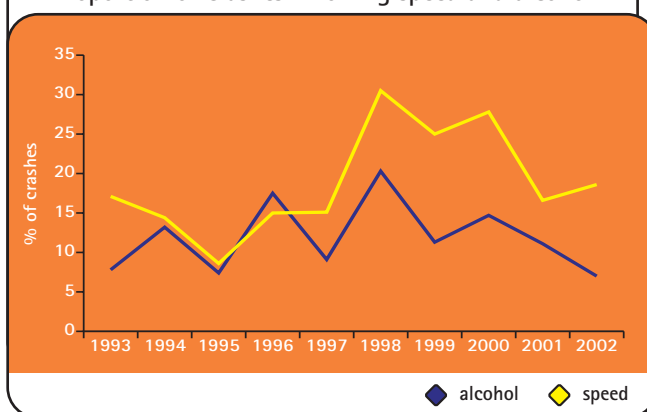


Speed and alcohol

Alcohol remains one of the major road safety issues both nationally and in Otago. In Waitaki, however, 2002 saw the lowest rate of alcohol involvement in injury crashes for more than 10 years. In both urban and rural areas the rate was significantly below that found in other districts.

In rural areas the number of crashes where excessive speed was a factor increased last year. The graph below shows the proportion of crashes involving speed and alcohol in the Waitaki District over the last 10 years.

Proportion of crashes involving speed and alcohol



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.

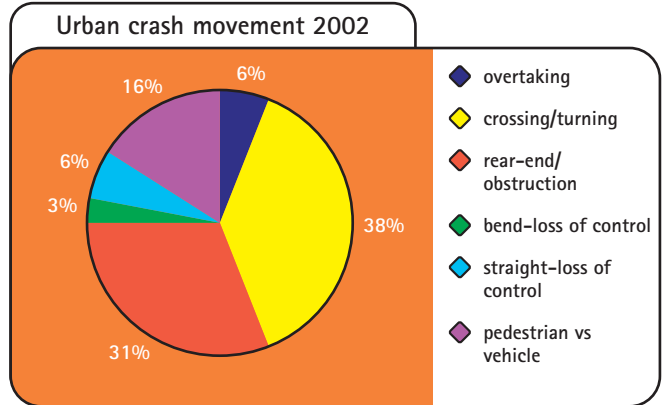
Other issues

Although the majority of injury crashes in the Waitaki District occurred on rural roads, there were over 90 crashes reported in urban areas last year. Eight of those resulted in serious injuries and 24 in minor injuries, and 60 crashes were reported where only vehicles were damaged. More than half of these crashes were on SH 1 as it passes through Oamaru. The site with the most crashes in 2002 was the intersection of Severn and Thames Street recording five crashes. Four of these crashes were caused when vehicles turning right out of Thames Street failed to give way to vehicles on the main road. This is one of the most common crash movements in an urban area.

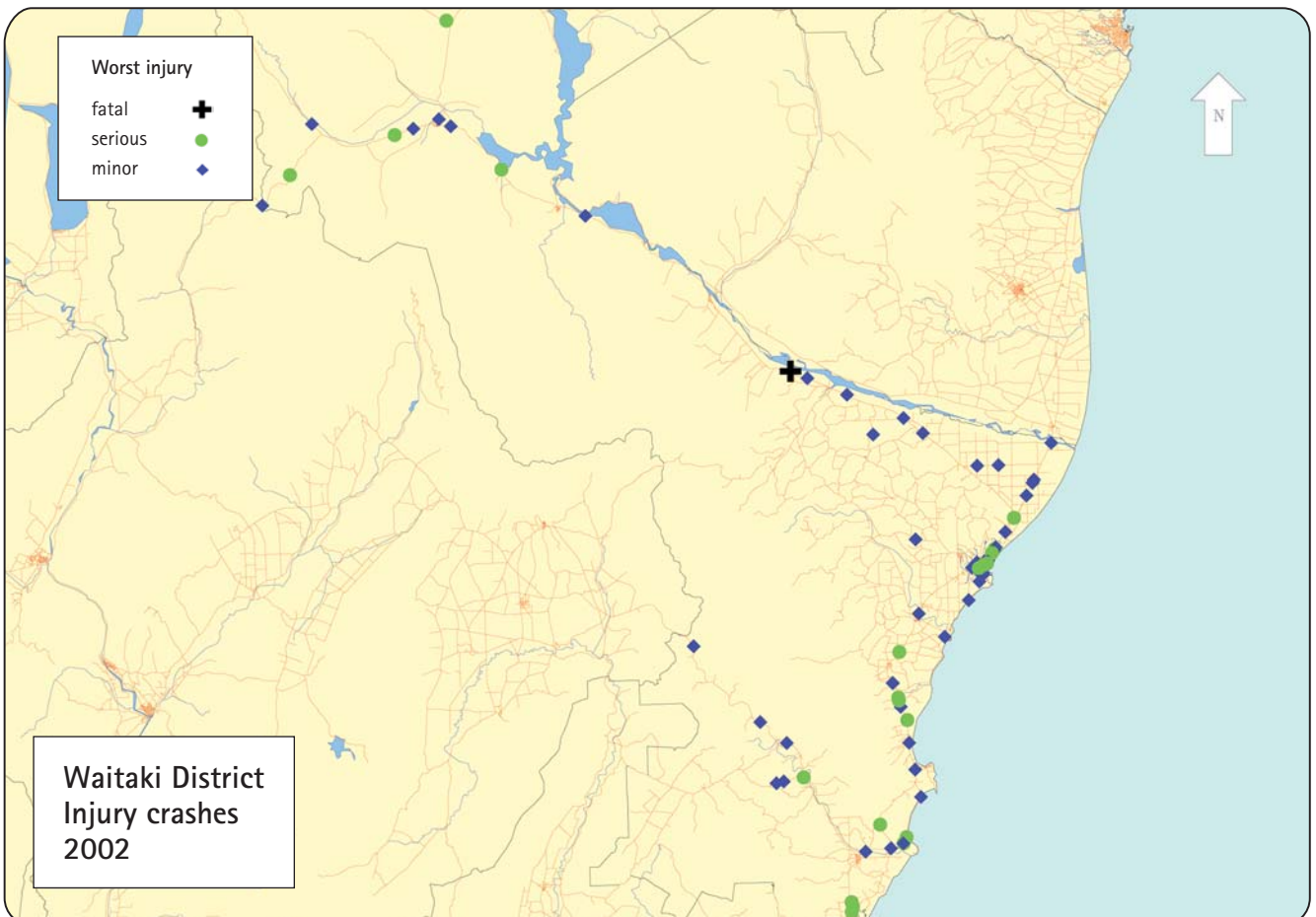
The age of people injured in the district generally follows the same pattern as the rest of the country. Those between 15 and 19 years old continued to be the most common age group to be injured. The proportion of females over the age of 65 injured was slightly above the national level over the last five years. This was due in part to the number of female pedestrians that have been hurt in the Waitaki District.

Eight cyclists were injured in the Waitaki District in 2002, which is the highest total since 1993. The rate was slightly above the national level. Five pedestrians were injured last year, the same as in 2001.

The graph below shows the different types of injury crashes that took place on urban roads in the district last year and can be compared with the rural graph opposite.



The Waitaki District has an extensive road network. The map below shows the location of all injury crashes that took place 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 on a clearly identified local road safety issue.
- Training sessions, seminars, public meetings.
- Brochures supporting a local 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 LTSA 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.

For 2003/2004 the Police have been funded to deliver 11,430 hours of road policing in the Waitaki District as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	9,220
Traffic management including crash attendance, incidents, emergencies and events	1,230
School road safety education	500
Police community services	480

Road environment

The Waitaki District 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 the Waitaki District, 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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