

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 Waimakariri District.

Waimakariri is one of the fastest growing districts in the country. Despite this, the critical road safety issues tend not to change greatly from year to year. It is easy to focus entirely on the major issues and lose sight of smaller ones until suddenly they too have grown into major issues. Therefore, this year, two ongoing issues are re-visited and two new ones introduced.

Overall, the number of crashes in Waimakariri has changed little in the last five years. 2002 saw no fatal crashes on urban roads. However, there were four on rural roads, up two from the previous year. Just over two fifths of all injury crashes occurred on urban roads.

Key points include:

- the overall severity of crashes has declined from the decade's highest in 2000 to the lowest since 1995
- Waimakariri has a higher percentage of female casualties between the ages of 35 and 54 than the rest of the country
- loss of control on bends, although relatively static in numbers, is increasing as a percentage of all crashes
- the worst days for crashes are Friday through to Sunday.

Major road safety issues

Waimakariri District

Intersections

Loss of control

Collisions with objects

School road safety

Nationally

Speed

Alcohol

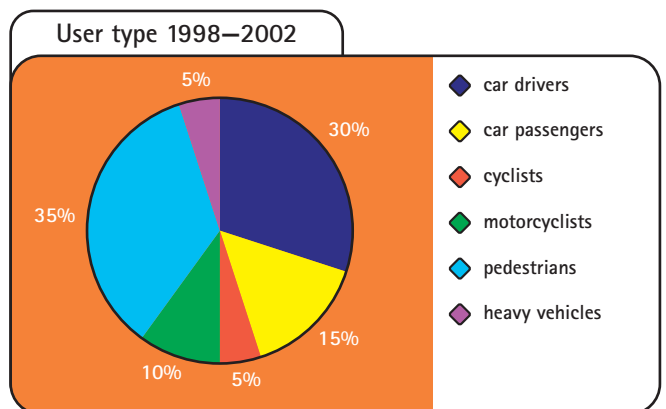
Failure to give way

Restraints

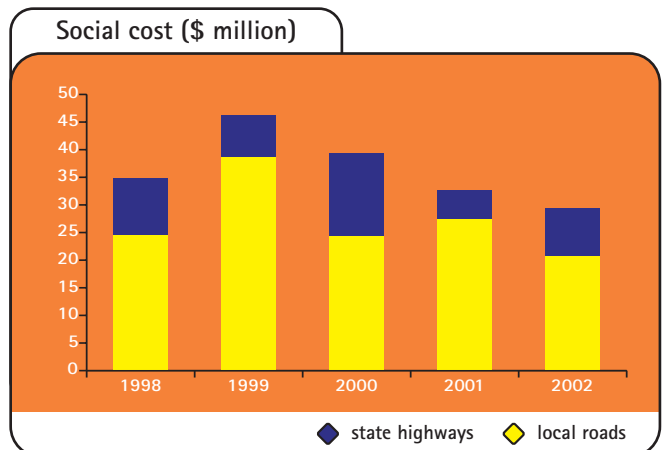
2002 road trauma for Waimakariri District

♀	Deaths	4
♀	Serious casualties	11
♀	Minor casualties	61
🚗	Fatal crashes	4
🚗	Serious injury crashes	11
🚗	Minor-injury crashes	48
🚗	Non-injury crashes	93

Road casualties 1998–2002



Estimated social cost of crashes*



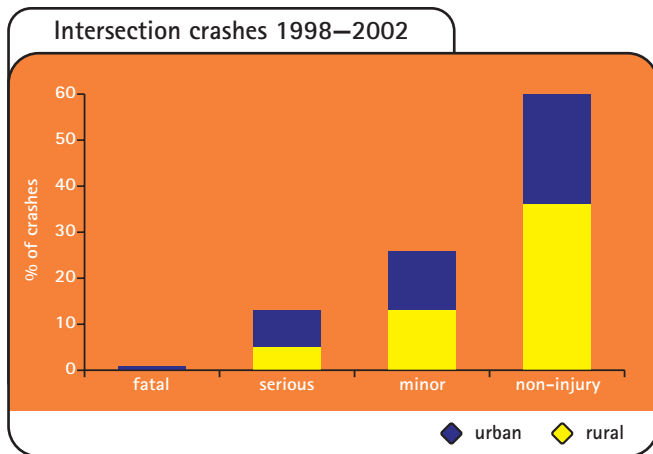
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Dealing with intersection crashes requires treating each case on its merits. Solutions may be as simple as cutting back overgrown vegetation or replacing a worn sign, or as complex as a complete realignment or change of control. Where engineering fails to solve the problem, educating the public about particularly challenging intersections may be helpful.

Main features of crashes include:

- there were slightly more rural than urban intersection crashes and crashes on rural roads were more severe
- crashes were slightly more frequent at the weekend
- crashes were most common between 4 pm and 8 pm
- the worst months were February and May
- half involved crossing or turning movement, and just over a quarter involved loss of control
- 15 to 19 year olds continue to be the most highly represented group involved in intersection crashes, both as an injured party and as a driver, injured or not, followed by 20 to 24 year olds and 25 to 29 year olds
- a quarter of injury crashes at intersections only involved one vehicle and were usually caused by a loss of control
- the most common factor contributing to crashes was poor observation, as opposed to poor judgement. In other words, the driver looked but failed to notice other traffic.



Recommended actions

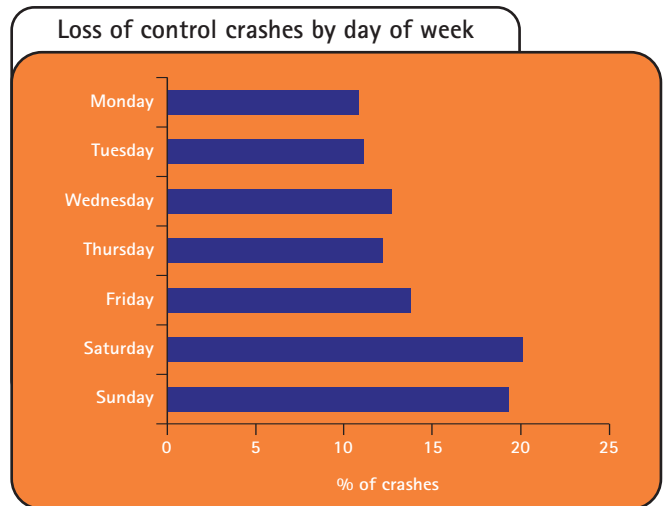
- Participate in crash reduction studies.
- Keep up with a good asset management programme.
- Target education to black spots.

Loss of control

Forty-five percent of all crashes in the Waimakariri District between 1998 and 2002 involved some form of loss of control with slightly more occurring on bends than on straight roads. Just over two fifths (159 crashes) involved some form of injury, 10 of which were fatal. Three quarters of all loss of control crashes occurred on rural roads, and nearly 80 percent were on local roads. Nearly a quarter occurred at intersections.

These crashes were far more likely to occur on a Saturday or Sunday. Males made up nearly two thirds of all those injured, particularly 15 to 19 year olds. This group was most likely to be involved in a crash.

Thirty percent of loss of control crashes in Waimakariri involved speed, and 28 percent alcohol. These were the most common factors in the crashes, followed by poor handling. Speed is declining as a factor in Waimakariri crashes generally, while alcohol is starting to creep up again.

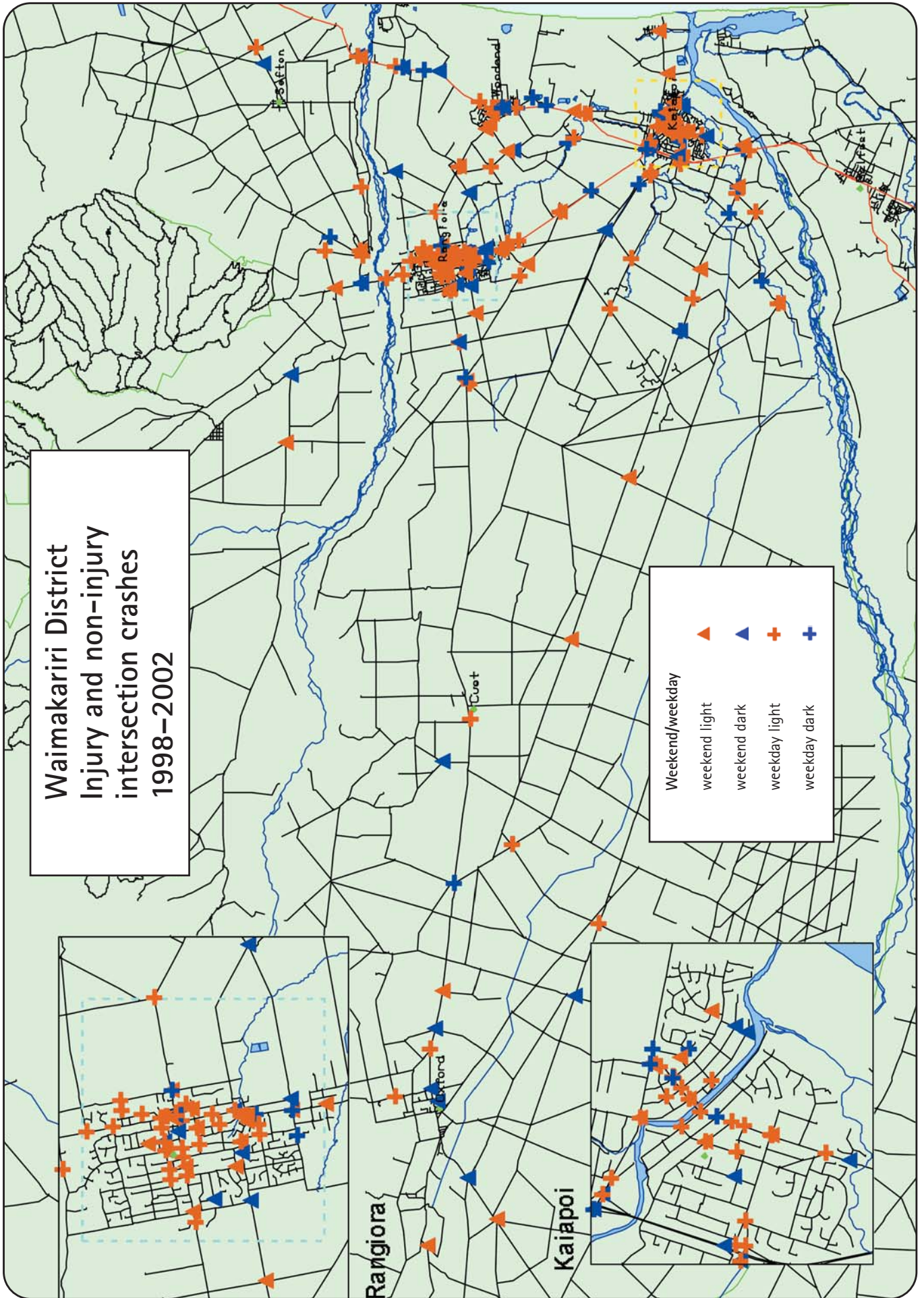


Recommended actions

- Target enforcement to both speed and alcohol on local roads.
- Pay attention to roadside hazards, as these can increase severity in event of a vehicle leaving the road.

**Waimakariri District
Injury and non-injury
intersection crashes
1998–2002**

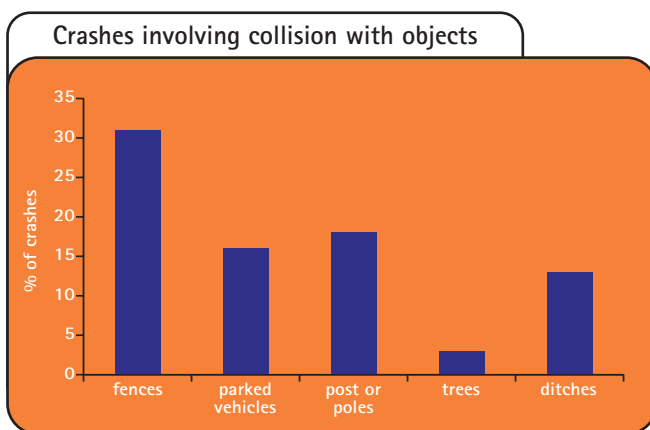
Weekend/weekday	▲
weekend light	▶
weekend dark	▲
weekday light	+
weekday dark	+



Collisions with objects

Nearly half of all injury crashes in the Waimakariri District between 1998 and 2002 ended with a collision with some object other than a road user. Over half occurred as a result of losing control, with a further fifth colliding with the rear of another vehicle, an animal in the road, or some other form of obstruction.

Often the collision can add to the severity, particularly when the object struck is a pole or large tree. The percentage of crashes resulting in a collision with a particular object is shown below.



note: only the objects most commonly involved feature in this chart.

Also:

- collisions with objects were most common on a Saturday or Sunday, and most likely to occur between 4 pm and 8 pm
- 17 percent of collisions with object crashes involved speed and 17 percent alcohol, but only five percent involved both.

➤ Recommended actions

- Ensure that when poles are replaced, they are placed either underground or back from the roadside.
- Take care not to plant non-frangible vegetation at bends.
- Target enforcement at speed and alcohol-related offences.

School road safety

Parents' concern for their children's safety has been growing in line with the increase in traffic on our roads. In many areas, walking and cycling are considered extremely unsafe modes of transport. Many of the schools in the district have, in the past year or two, attempted to have changes made which they believe will improve children's safety, the most common being to transport them to and from school. This brings its own problems, from traffic behaviour outside school, to less opportunity for children to practise other road safety skills.

Many people believe lowering the speed limit outside a school will automatically make it safer for children. This is certainly the case where a high speed is not automatically reduced by the increased activity outside a school. However, traffic is often already travelling well below the legal speed limit because of the congestion and traffic manoeuvres. In these cases the major safety hazard is often lack of a clearly defined and visible crossing point for children rather than having them crossing between and behind vehicles. If children are being collected by a parent, they should either cross at a single controlled point or be collected or dropped off on the school side of the road.

Another simple measure is brightly covered outer clothing. Many school uniforms are neutral or dark colours, serviceable but not visible on the road. A brightly coloured or fluorescent vest or jacket will help distinguish a child from the roadway.

Schools and the Police also provide road safety education. However, the more this can be reinforced with parental guidance, the more automatic safe responses become for children.

➤ Recommended actions

- Provide children with brightly coloured outer clothing.
- Monitor traffic behaviour outside schools to determine relevant road safety needs.
- Take as many opportunities as possible to practise good road safety behaviour.

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) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Land Transport Programme.

Community projects

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and 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 NZRSP for community projects in the Waimakariri District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Safe With Age	\$700
CAAP	\$7,500
Speed past horses	\$1,000
Speed too fast for conditions	\$2,000
Winter driving	\$1,000
Young road users	\$2,000
Vulnerable road users	\$2,000
Restraints	\$2,000
Intersections	\$2,500
Community funding round	\$3,500
Lack of attention	\$2,500
A & P shows	\$1,000
Logging trucks and schools	\$1,000
Road safety co-ordinator	\$29,500

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

The Waimakariri 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 11,160 hours of road policing in the Waimakariri District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	8,700
Traffic management – including crash attendance, incidents, emergencies and events	1,560
School road safety education	800
Police community services	100

Road environment

The Waimakariri 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 Waimakariri District, please refer to the 1998 to 2002 Road Safety Data Report or the Land Transport Safety Authority CAS System, or contact the people or organisations listed below:

Contacts

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