

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 Christchurch City.

Comparing the reported injury crashes and casualties in 2002 with 2001:

- the total number of injury crashes increased again
- the total number of casualties increased again
- the increases occurred in both urban and rural areas of the city
- the proportion of crashes at intersections decreased slightly
- the number of collisions with roadside hazards stayed about the same
- alcohol involvement increased slightly in both urban and rural crashes
- speed involvement stayed about the same in both urban and rural crashes.

The number of reported non-injury crashes decreased on both urban and rural roads.

Some characteristics of injury crashes and casualties in the five-year period were:

- crashes became less severe overall on both urban and rural roads
- around one third of crashes occurred in the dark and about one sixth on wet roads
- just under a third of all casualties were in the 15 to 24 year age group
- 62 percent of male casualties and 79 percent of female casualties were in a car or van
- cyclist and motorcyclist casualties were much more likely to be male than female.

Major road safety issues

Christchurch City

Intersections

Roadside hazards

Cyclists

Nationally

Speed

Alcohol

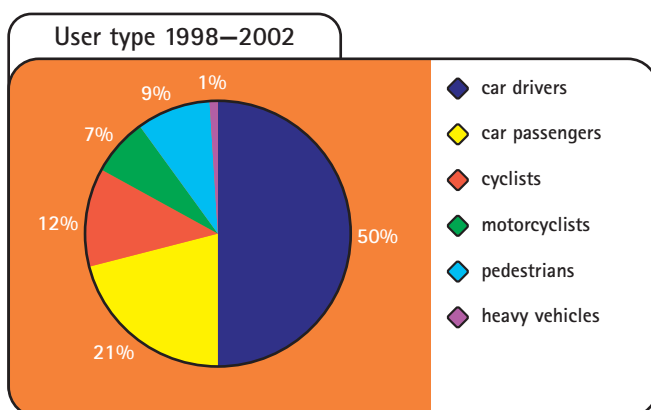
Failure to give way

Restraints

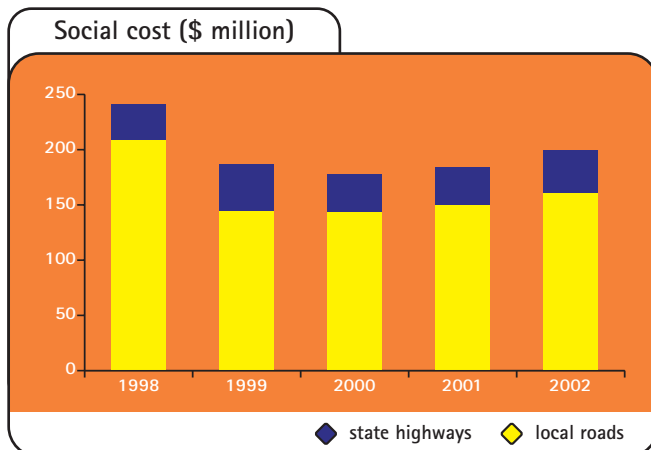
2002 road trauma for Christchurch City

♀	Deaths	16
	Serious casualties	142
	Minor casualties	837
🚗	Fatal crashes	15
	Serious injury crashes	128
	Minor-injury crashes	630
	Non-injury crashes	1,754

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.



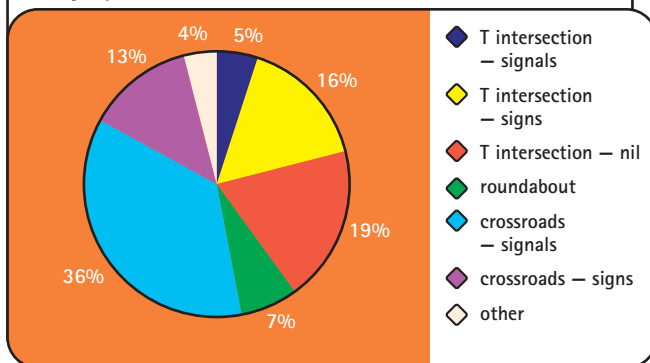
Intersections

About 60 percent of urban crashes in Christchurch occur at intersections. Last year's report highlighted crashes at signalised intersections and measures are continually being implemented to address these crashes. A recent crash reduction study was conducted and recommended appropriate measures at some of the worst signalised intersections.

Forty percent of injury crashes at urban intersections, 802 crashes in total, occurred at T intersections. The majority of these intersections were uncontrolled. The most common types of crashes occurring at T intersections were vehicles turning right:

- from a side road colliding with a vehicle from their right
- into a side road colliding with a vehicle travelling straight through from the opposite direction.

Injury crashes at urban intersections 1998–2002



The most common factors contributing to these crashes were associated with driver inattention, failure to check properly, or misjudgement. Specifically, they were:

- misjudging the speed of oncoming vehicles when turning right
- not seeing oncoming vehicles when turning right
- failing to notice a vehicle slowing.

Recommended actions

- Continue to address crashes at signalised intersections.
- Carry out crash reduction studies to look at intersection crash themes.
- Improve intersection lane layouts.
- Continue education campaigns, backed by enforcement and based on proper analysis, to promote appropriate speed and behaviour at intersections.



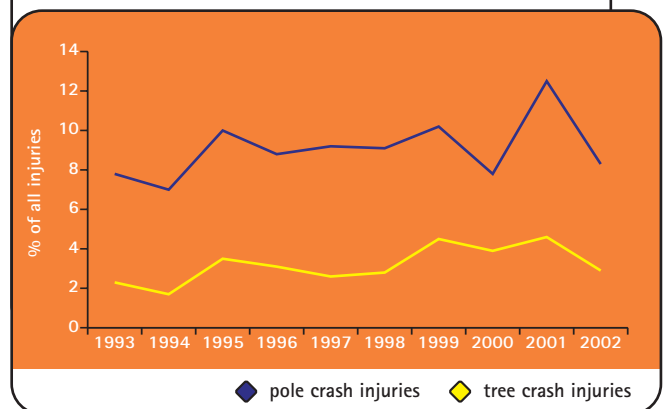
Roadside hazards

Collisions with poles or trees during 1998–2002 accounted for:

- 23 fatalities (26 percent of all road deaths)
- 154 serious injuries
- 476 other injuries.

These collisions accounted for an increasing proportion of the number of people injured in traffic crashes in Christchurch.

Injuries caused by collisions with poles or trees 1998–2002



Roadside hazards turn incidents where a vehicle leaves the road into crashes with potentially serious consequences. The hazard is greatest on busy roads, the outside of bends and the departure side of intersections, particularly at roundabouts.

Undergrounding overhead services is very effective, but expensive. The safety benefits of underground services will not be achieved if existing poles are replaced by equally hazardous trees. Appropriate design in residential streets can use trees as part of effective traffic calming. Their use needs to be subject to firm guidance so that they contribute to safer roads and don't just create new hazards.

Recommended actions

- Enhance the programme to relocate utilities underground.
- Identify the most hazardous locations for pole and tree crashes and develop appropriate countermeasures for those locations.
- Develop and adopt policies for safe planting of roadsides.
- Develop and adopt policies for roadside hazard clear zones.



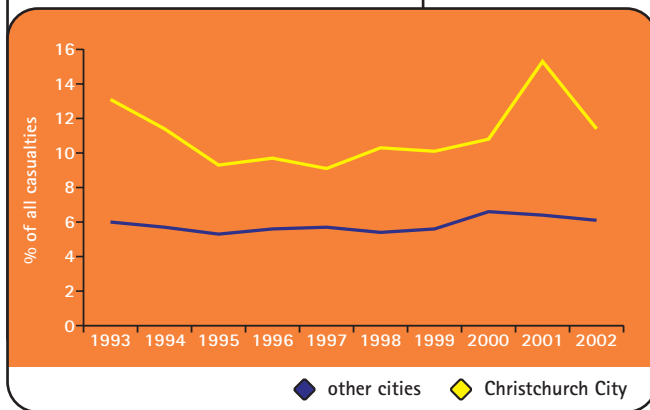
Cyclists

Cyclist casualties reported on Christchurch roads in the last five years included:

- six fatalities
- 117 seriously injured
- 449 with minor injuries.

More cyclists are injured than any other road-user type apart from car occupants.

Cyclist casualties 1998–2002



Collisions between cyclists and motor vehicles are most likely to happen at intersections and driveways. Usually the driver of a motor vehicle that fails to give way to a cyclist has not noticed the cyclist.

The main mid-block crash type is where a cyclist collides with an opening door. A recent campaign has encouraged car drivers to look for cyclists when opening doors. An examination of crash reports shows that, in nearly all cases, there was room for cyclists to ride further away from parked cars, which would have prevented the crash.

Cycle traffic counts indicate that there was an increase in cycling activity in Christchurch in 2001. As new cyclists take up the activity there is a period when they are more vulnerable while mastering the skills for safe cycling.

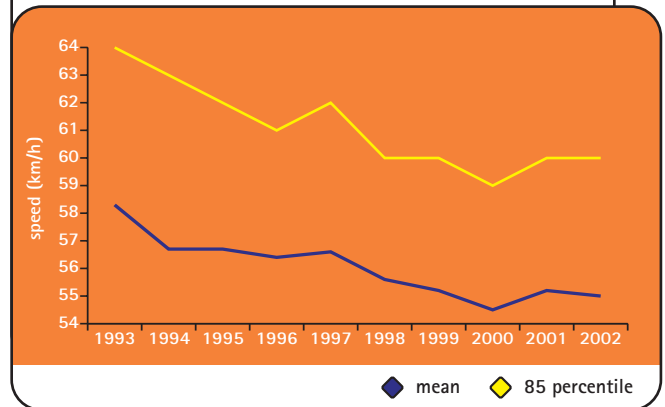
➔ Recommended actions

- Continue to improve roads, intersections and paths to be more cycle friendly.
- Continue to implement and evaluate engineering improvements for cyclists.
- Continue to develop cycle education for schools, and communicate with parents.
- Develop adult cycling safety education activities to complement cycle promotion.
- Encourage the correct wearing of cycle helmets.

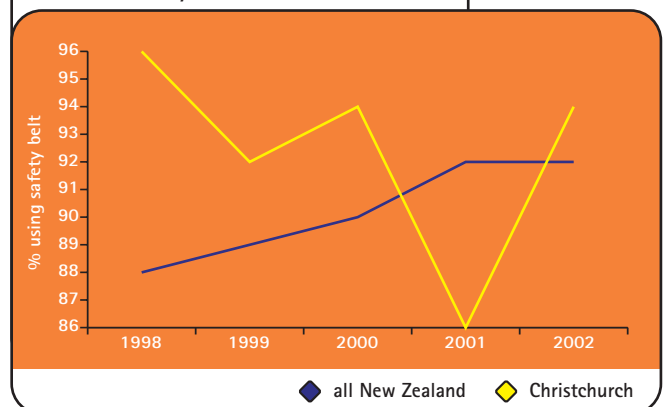
Road safety compliance indicators

Results of indicator surveys of road safety compliance in urban Christchurch City are shown in the following graphs.

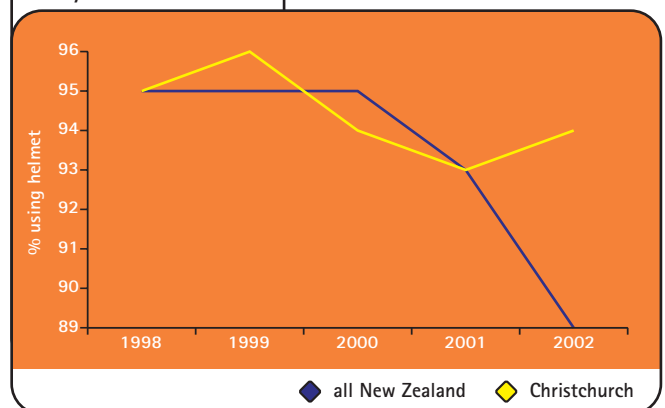
Urban speeds, minor arterial roads 1998–2002



Adult safety belt use – front seat



Cycle helmet use



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

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 NZRSP for community projects in Christchurch City for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$40,575
Speed	\$24,460
CAAP	\$59,000
Restraints	\$16,600
Cycle safety	\$10,000
Small community projects	\$16,840
Intersection safety	\$20,280
Safe With Age	\$10,830

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 supply the criteria.

Christchurch City 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 108,440 hours of road policing in Christchurch City (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	74,180
Traffic management including crash attendance, incidents, emergencies and events	23,220
School road safety education	3,500
Police community services	7,540

Road environment

Christchurch City 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 Christchurch City, 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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