

# 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 Dunedin.

Road crashes in Dunedin over the five-year period have killed 24 people and injured more than 2,200. There were more than 3,700 reported non-injury crashes over the same period.

In 2001 there was a significant increase in crash reporting rates throughout Otago and Southland. That trend has continued with better and more accurate reporting of the level of injuries in those crashes. Comparisons with hospital admission data show that the recorded increase in road crash injuries is not due to a sudden increase in crash numbers but reflects improved reporting. While this helps to identify problem areas in the city it does mean that it is more difficult to report on trends over the last few years.

In Dunedin last year more people were reported injured on the road than at any point over the last 20 years. While fatal and serious injuries are still significantly below the level found in the 1980s, the number of recorded minor injuries has increased over the record set in 2001.

## Major road safety issues

Dunedin City

Intersection crashes

Vulnerable road users

Alcohol

Nationally

Speed

Alcohol

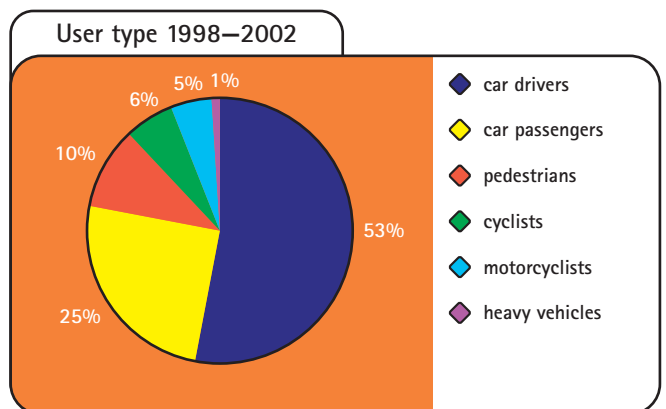
Failure to give way

Restraints

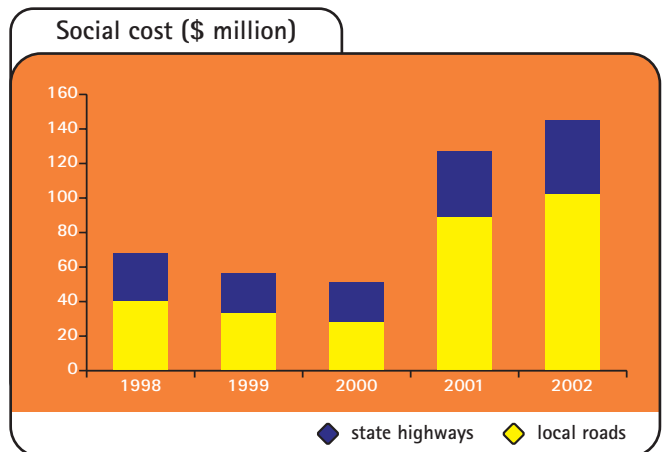
## 2002 road trauma for Dunedin City

Deaths	4
Serious casualties	136
Minor casualties	679
Fatal crashes	4
Serious injury crashes	113
Minor-injury crashes	440
Non-injury crashes	864

## 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 Intersection crashes

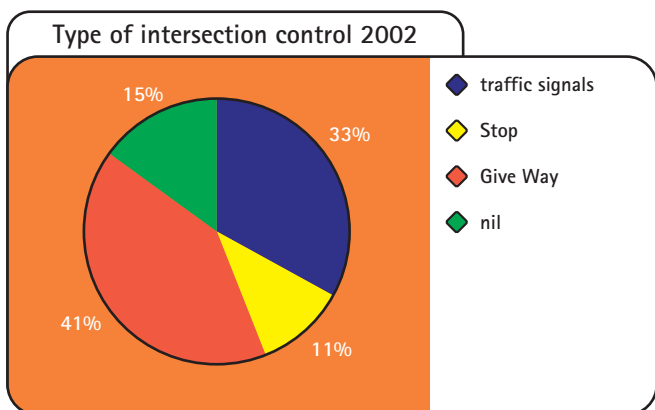
Three quarters of all crashes within the Dunedin boundary occur on urban roads, ie those roads with a speed limit of 70 km/h or less. Over half of those crashes generally occur at intersections. In 2002 alone there were 213 injury crashes at intersections, one person died, 37 were seriously injured and 270 people received minor injuries.

The majority of intersection crashes are caused by a driver either failing to comply with the type of traffic control or failing to see another party when required to give way to them. In early 2003 the Police ran an enforcement campaign concentrating on driver behaviour at those intersections with the highest number of crashes. It is hoped that this campaign will also have an effect on other intersections that were not targeted.

The five city intersections with the most reported crashes last year, including non-injuries, were:

	Number
Great King Street and St Andrew Street	8
Great King Street and Pine Hill Road	7
Princes Street and Moray Place	7
George Street and Moray Place	7
Andersons Bay Road and Strathallan Street	7

As in last year's report, four of the top five intersections are controlled by traffic signals. One third of all intersection crashes took place at those controlled by traffic lights. Many of these crashes, 40 percent, were caused by a vehicle failing to stop for a red light. The majority of intersection crashes in the city, however, occurred at those controlled by Give Way signs, as shown on the graph below.



### Recommended actions

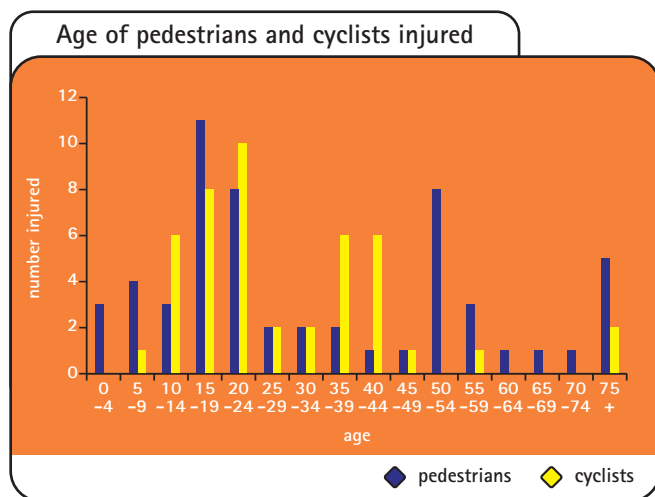
- Continue to support the ongoing police intersection campaign.
- Support education and advertising campaigns on the need to give way at intersections.
- Continue with the crash reduction study programme to improve known black spots.
- Continue to improve intersections by installing traffic control and safety devices.

## Vulnerable road users

Pedestrians and cyclists feature strongly in Dunedin crash statistics. Fifty-six pedestrians were injured in 2002, a slight drop on 2001 but the trend is still upwards. The most common age range to be hurt is from five to 14. In Dunedin the peak age for pedestrian casualties is 15 to 19 followed closely by 20 to 24 year olds. In 2000, over 15 percent of all casualties were pedestrians, which is nearly double the national rate. That figure has dropped over the last two years.

Forty-five cyclists were reported injured last year, which is the highest number on record. This amounts to a 50 percent increase on 2001. Nationally, 10 to 14 year old cyclists are significantly more likely to be involved in an injury crash than any other age group. In Dunedin the peak involves 20 to 24 year olds followed by 15 to 19 years and then the lower age group.

Occupation data is generally not collected for these two road-user types but from the age range it can be assumed that the large number of students in the city plays a part in these figures.



Whilst intersections are considered to be the most dangerous places for vulnerable road users, last year more than half the crashes for both groups occurred away from the usual points of conflict.

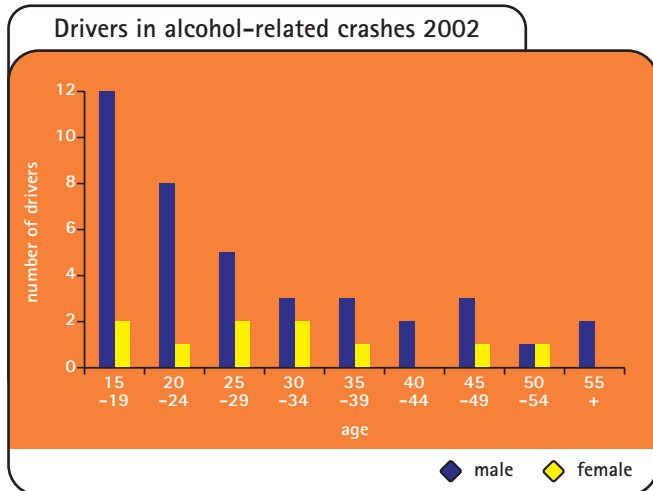
### Recommended actions

- Support both the pedestrian and cycling strategies recently produced by the Dunedin City Council.
- Support initiatives and education campaigns that help improve awareness of both groups of road users.
- Initiate and support reinforcement of the need for pedestrians to be careful when entering traffic lanes.

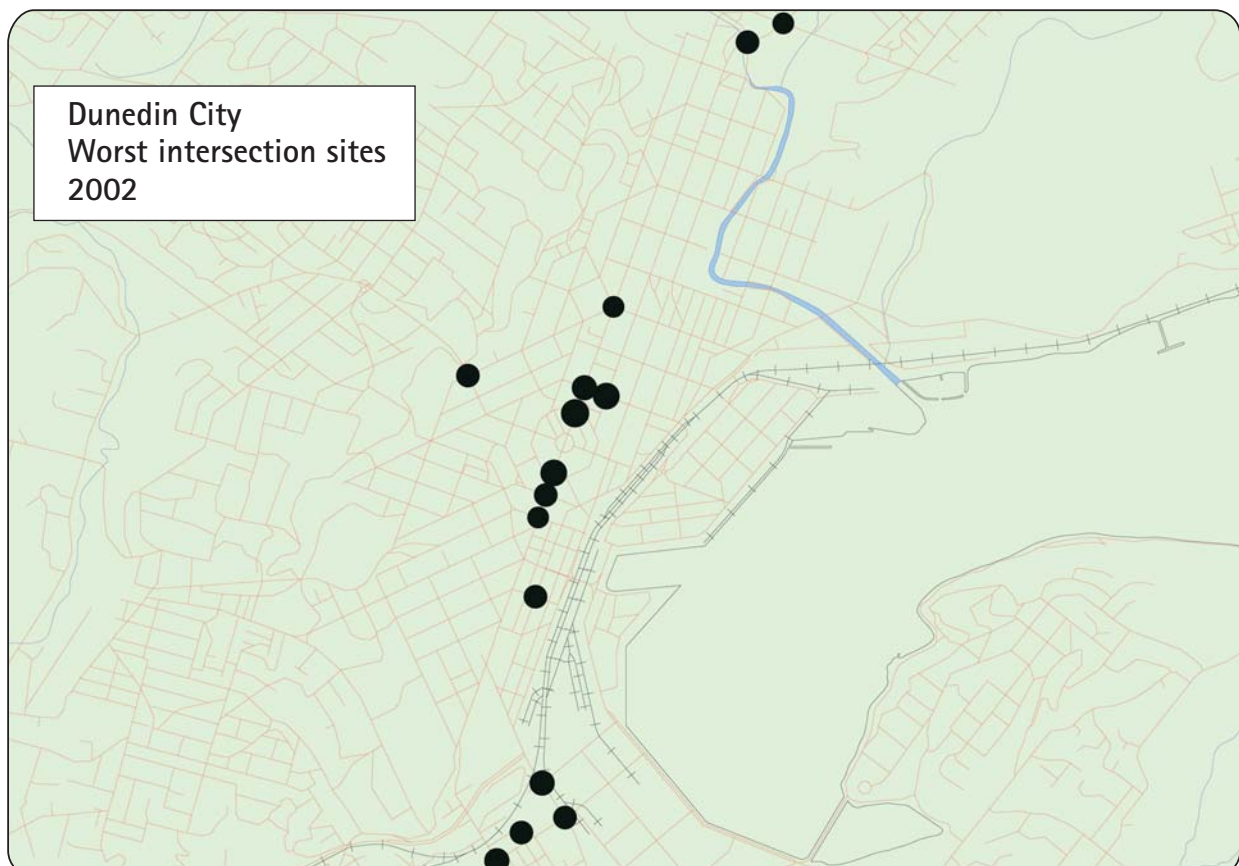


# Alcohol

In urban areas 10 percent of all injury crashes last year involved alcohol. In rural areas the figure was slightly higher. This is an increase on 2001 in both real numbers and as a proportion of all crashes. Last year there were 60 injury crashes in Dunedin where alcohol was a factor – one person died and over 80 people were injured as a result. In Dunedin young male drivers are the biggest problem when it comes to drink-driving. The graph below shows the age and sex of drivers who crashed last year and were found to have been drinking.



The map below shows the location of the top 15 intersections with the most reported crashes last year.



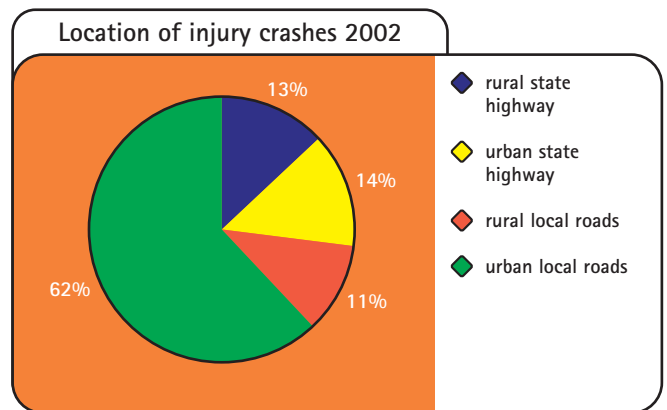
As in previous years, one quarter of all alcohol-related injury crashes were caused by a male driver under the age of 20.

While most alcohol-related crashes elsewhere occurred at weekends, in Dunedin they were split evenly with weekdays. Crashes also tended to occur earlier in the night here than elsewhere.

## Recommended actions

- Continue to support drink-driving strategic enforcement campaigns including use of the Stop Bus.
- Continue to support education campaigns aimed at drink-driving.
- Support host responsibility and designated driver programmes.

As in previous reports for the city, approximately three quarters of all crashes within Dunedin took place on local roads rather than the state highway network, as shown on the graph below.



# 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 LTSA on the number below or alternatively email [crsp@ltsa.govt.nz](mailto: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 55,400 hours of road policing in Dunedin City as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	43,000
Traffic management including crash attendance, incidents, emergencies and events	7,170
School road safety education	3,400
Police community services	1,830

## Road environment

Dunedin 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 Dunedin, 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  
John Doesburg  
Phone 03 477 7789

Regional Education Advisor  
Graeme Rice  
Phone 03 477 7789

Senior Road Safety Engineer  
Jeremy Byfield  
Phone 03 477 7789

Community Advisor, Road Safety  
Justine Nol  
Phone 03 477 4000

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Inspector Dave Cliff  
Phone 03 471 4800

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