

## Road Safety - Crash Reduction Study

Council is currently undertaking a study of accident black-spots in the District. Information on the location of serious accidents is available through the NZ Police, but it is known that many less serious accidents go unreported and will not show up in these statistics.

For example if a vehicle runs off the road at a corner and goes through a fence without causing damage to the car or injuries to the occupants, the accident is not usually reported. But if such minor accidents are often occurring at the same corner there may be an issue with the road that needs attention. Council would prefer to address this road safety accident before further, potentially more serious, accidents occur.

Council is therefore seeking the assistance of residents to improve its knowledge of where such 'unreported' accidents are occurring.

You are invited to provide such information by filling out a simple and anonymous Minor Accident Report Form that can be obtained from Council. The report need not come from the car driver or occupants, and can even be submitted by the property owner upon discovering the damage. The information supplied is for Council road safety purposes only, and will not be provided to the Police.

These Minor Accident Report Forms are enclosed and additional forms can be obtained from the following locations;

Council's website

Council offices or libraries

Phone 07 873 4000 to have a form posted to you

Email [martin@otodc.govt.nz](mailto:martin@otodc.govt.nz) for an emailed copy.

## Road Hazards

As well as the Crash Reduction Study, other work is underway to identify possible road and footpath hazards, and as opposed to the Crash Reduction Study, this process can capture sites where no accidents have yet been reported.

As part of the survey process the public are invited to let Council know of any parts of the roading or pedestrian network where they consider an accident **may** occur, either large or small. Sites such as the following might be included:

- Corners which can't be seen around
- Tight corners not marked with a speed advice sign
- Difficult intersections
- Off camber roads or corners
- Excessively rough roads
- Faded road marking and signage, or signage which has lost its reflectivity
- Solid objects close to the road
- Trip hazards on footpaths

Of course there are many other possibilities which constitute a road hazard which might be considered for safety improvements, and Council is hoping to hear from the general public with information on locations. It is the people who use a section of road most often, who are most aware of road hazards, witnessing near misses, being surprised by the other vehicles, slippery road surface during frosts, water across the road during heavy rain etc may not be obvious to Council staff who seldom use a road.

Comments or requests for a site to be investigated can be made on the enclosed forms. Additional forms are available from the following locations:

Council's website

Council offices or libraries

Phone 07 873 4000 to have a form posted to you

Email [martin@otodc.govt.nz](mailto:martin@otodc.govt.nz) for an emailed copy.

## Stock Crossings

Council's Stock Movement Bylaw came into effect in 2006. Most farmers have registered their stock crossings with Council and these crossings are generally kept in a good condition and in compliance with the Bylaw.

Road users can report unsafe practises by:

Phoning 07 873 4000

Email [robyn@otodc.govt.nz](mailto:robyn@otodc.govt.nz)

## Traffic Management

Any person who is undertaking an activity on or near the road, which may impact on the road users, is likely to need a Traffic Management Plan (TMP), approved by Council.

Activities such as loading or unloading trucks, or working on a road berm trimming trees, are typical examples of things needing a TMP.

Anybody who carries out such an activity should contact Council to discuss the need for and preparation of a TMP.

## Road Work Sites

When road works are underway, and traffic restrictions and speed limits are in place, please be patient and stick to the speed restriction.

This is for the safety of the work staff on site, and the travelling public when road conditions are unusual, with loose metal and restricted visibility and often a changed road layout.