

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 period. The intent of the report is to highlight the key road safety issues and identify possible ways of reducing the number of road deaths and injuries in the Horowhenua district.

National issues shown at the end of this column have remained unchanged from last year's report although there has been a significant reduction in the number of alcohol-related crashes.

The road safety issues identified for the Horowhenua district are in addition to the national issues which all road safety partners will need to continue to focus on.

The social cost of crashes in the Horowhenua district during 2001 was:

- \$19.86 million on state highways
- \$16.98 million on local roads.

Compared with 2000 this is a decrease from \$28.65 million on state highways and a increase from \$9.12 million on local roads.

Crash and casualty numbers recorded for 2001 show the following changes when compared with 2000.

- Six fatal crashes were recorded for 2001 and five during 2000. No multiple fatality crashes were reported in either year.
- There were four fatalities in the urban area in 2001, the highest number recorded since 1997.

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Major road safety issues:

Horowhenua district

Older road users

Poor observation

Nationally

Speed

Alcohol

Failure to give way

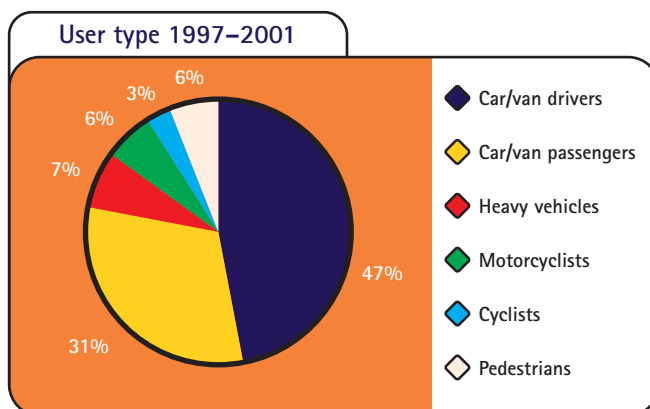
Restraints

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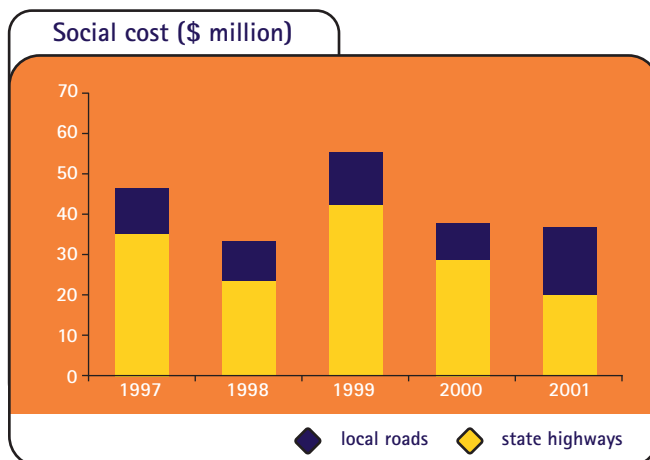
2001 road toll for Horowhenua district

♀	Deaths	6
	Serious casualties	20
	Minor casualties	110
🚗	Fatal crashes	6
	Serious injury crashes	13
	Minor injury crashes	67
	Non-injury crashes	168

Road user casualties 1997–2001



Estimated social cost of crashes*

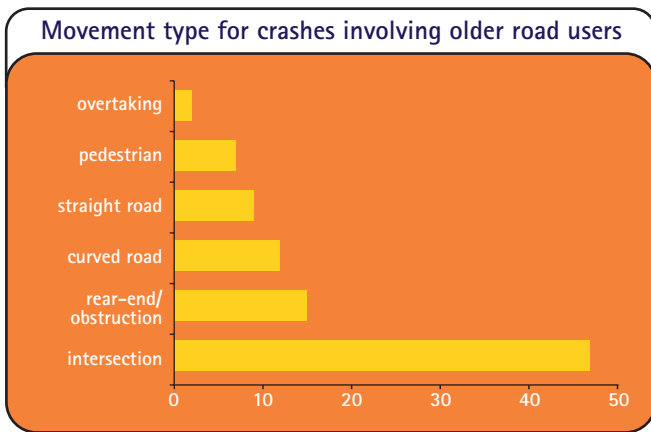


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2001 prices.

Older road users

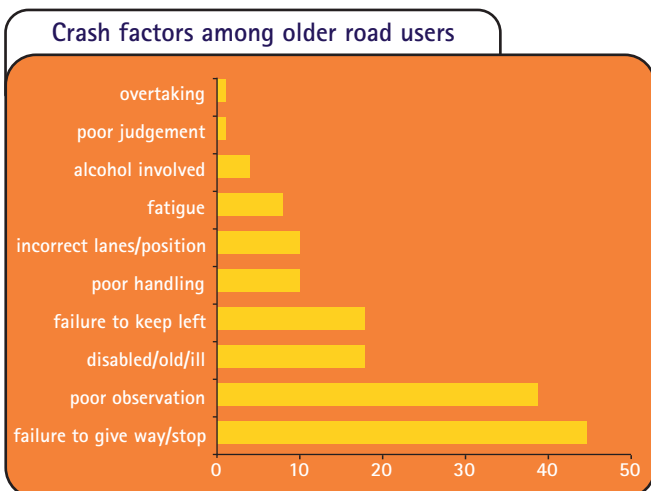
Older road users, particularly those aged over 70, were over-represented as crash casualties in the Horowhenua district, with the total being above the median level for all New Zealand and for similar authorities. This was true for both males and females, with 39 male casualties and 33 female casualties in the five years from 1997 to 2001.

The leading crash factors amongst older drivers were failing to give way or stop (45 instances) and/or poor observation (39). Crashes at intersections were the most frequent crash movement type for older drivers. Intersection crashes were profiled as an issue in the 2001 Road Safety Issues Report for the Horowhenua district.



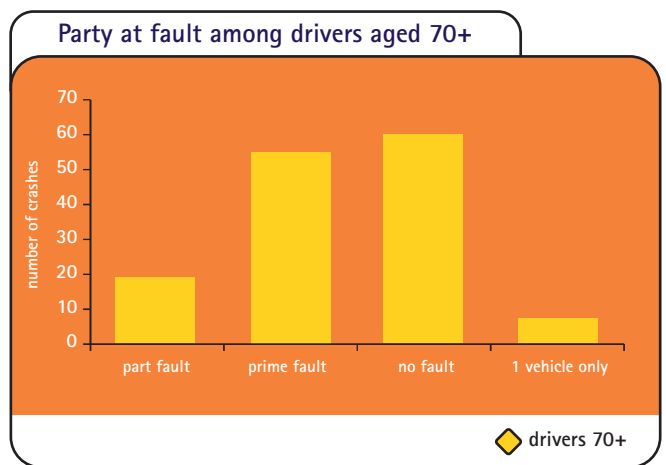
Periodic campaigns to address intersection problems in the Horowhenua district have met with mixed results. It seems clear that older drivers in particular are experiencing difficulty at intersections, and local efforts to improve this need to continue. Failure to stop at Stop signs and proceeding before the way is clear at Give Way signs are prevalent.

Other factors of significance are illness, failure to keep left, poor handling and incorrect lane driving.



An important part of any effective road safety campaign is an understanding of which drivers are primarily responsible for crashes. This allows decisions to be made on the type of safety programmes that will be most effective.

In the Horowhenua district, older drivers were primarily or partly at fault in 81 cases, compared with 60 cases where no driver fault was found. While these figures include crashes with all causes, the high numbers of crashes at intersections and those involving poor observation were most prevalent. Observation of priority driving rules by older drivers is critical to ensuring improved safety among this group.



Recommended actions

Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise the need to be fully alert when driving.
- Raise profile of education courses for older road users such as Safe with Age and Road Rules Refreshers.
- Raise awareness of problems at crash black spots.

Enforcement

- Promote targeted enforcement at high-risk sites with:
 - intersection enforcement at regular intervals
 - monitoring of lane driving at merge situations.
- Support promotional activities and local campaigns.
- Encourage reporting and removal of obstacles to vision at intersections.

Engineering

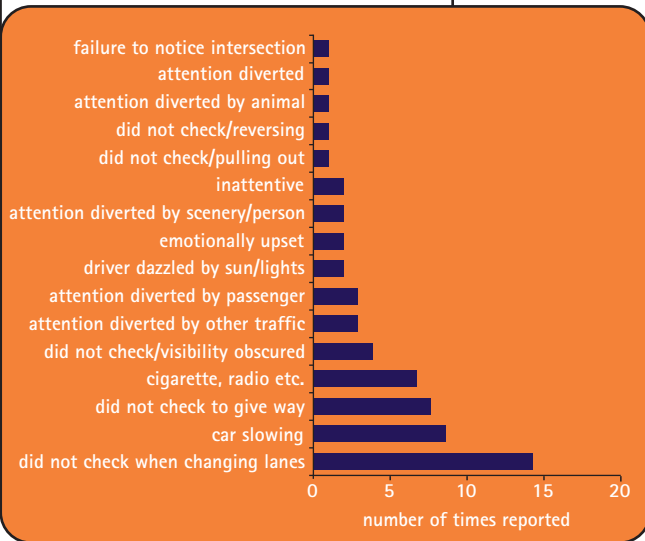
- Ensure sight lines at intersections are maintained.
- Ensure regular review of crash trends at intersections. Consider safer intersection design or controls where possible.
- Maintain good road surfaces and drainage.
- Support education programmes highlighting the need for care at intersections. Emphasise correct signalling, lane position and give way rules.



Poor observation

Poor observation by drivers is the most prevalent contributing factor (55 instances) in rural crashes in the Horowhenua district, and the second most prevalent factor (also 55 instances) in urban areas. For rural crashes this factor is above the level for the rest of New Zealand and for similar authorities. For the rural crashes, 21 instances occurred at intersections and 17 involved rear-end collisions.

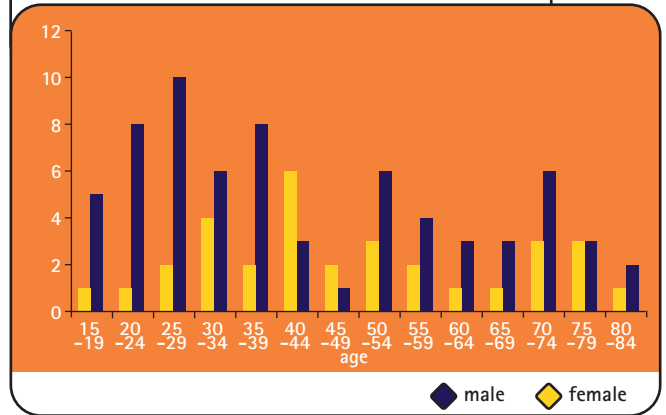
Poor observation in rural crashes



The leading causes for crashes involved inattention and inadequate checking. While sources of driver distraction varied widely, inattention at critical times when driving conditions changed, such as at roadworks or areas of congestion, are issues requiring attention. Maintenance of warning signs at appropriate and known high-risk locations should be supported.

Inadequate checking, particularly at intersections, remains a significant problem area. Maintenance of sight-line standards and elimination of obstacles to clear vision are priority areas. Poor driving habits, such as coasting through Stop or Give Way signs with a brief glance, should be actively discouraged and enforced as appropriate.

Age profile for poor observation crashes



The age profile for drivers where poor observation skills have led to a crash reveals problems among young males and older drivers. Women drivers are more heavily represented in the 30–50 year age group. These numbers are drawn from a small population sample and should be considered indicative only.

Manawatu Wanganui Road Safe Central will be continuing their Sam I Am campaign across the Horowhenua, Manawatu, Palmerston North and Tararua districts during 2002 and 2003. The focus of the campaign will include driver knowledge, speed, alcohol, fatigue and use of restraints. Community involvement in this campaign will assist in improving road safety performance in respect of poor observation.

Recommended actions

Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise the need to be fully alert when driving.
- Raise profile of education courses for road users, such as Road Rules Refreshers.
- Raise awareness of problems at crash black spots.
- Encourage promotion of safe driving practices among cellphone users.

Enforcement

- Increase enforcement in rural areas where there is traffic congestion.
- Maintain high visibility patrolling at identified high-risk locations.
- Undertake periodic monitoring of driver behaviour at intersections and road works.

Engineering

- Maintain signs and roadside delineation to an appropriate standard.
- Ensure roadside areas are kept clear of solid objects.
- Maintain good skid resistant road surfaces.
- Provide a no surprises driving environment.
- Ensure compliance with the code of practice for temporary traffic control.

New Zealand Road Safety Programme

Reducing 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

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and targets local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in the Horowhenua district.

Funding for the Horowhenua district and Manawatu/Wanganui regional community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Subsidy
Horowhenua district	
Road safety co-ordinator (joint Manawatu, Palmerston North, Taranua and Horowhenua)	\$9,500
Manawatu/Wanganui regional	
Open road project:	
– speed	\$36,000
– alcohol	\$36,000
– restraints	\$36,000
– fatigue	\$36,000
– driver knowledge	\$36,000
Safety Link newsletter	\$4,000
Driver licensing courses	\$18,000
Safe with age	\$14,000
Committee-run projects	\$50,000

Project	Funding
Palmerston North LTSA region	
Maori road safety community programme	
Maori road code learner licence programme – 160 learners	\$13,300
Community road safety initiatives	\$35,000
The Ngati Uenuku Whanau development project	\$5,500
Hapu-based learner licence programme	\$3,700
He Taonga Te Tamaiti car restraints plus a driver licence programme	\$15,000
Maori road safety programme	\$7,000
Whanganui River – road safety project	\$15,000

Police enforcement

In addition to the nationally delivered outputs, the provisional 2002/2003 New Zealand Road Safety Programme of police hours shows that the New Zealand Police will deliver hours for the Horowhenua district as follows.

New Zealand Road Safety Programme output category	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	8,090
Traffic management including crash attendance, incidents, emergencies and events	2,400
School road safety education	300
Police community services	200
Community projects	270

The LTSA will liaise with Horowhenua District Council, Transit New Zealand and the New Zealand Police to develop and implement Road Safety Action Plans and Risk Targeted Patrol Plans.

Where to get more information

For more specific information relating to road crashes in Horowhenua district, please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the people or organisations listed below:

Land Transport Safety Authority

Regional Manager
John Kay
Phone 06 350 2342

Regional Education Advisor
Darryl Harwood
Phone 06 350 1889

Road Safety Analyst
David Lane
Phone 06 350 1883

Regional Road Safety Co-ordinator (Manawatu, Horowhenua, Palmerston North and Taranui)

Sharon Vera
Public Health Unit
Mid Central Health
PO Box 2056, Palmerston North
Phone 06 350 8463

New Zealand Police

Strategic Traffic Manager
Inspector Neil Wynne
Central District Headquarters
Private Bag 11-040, Palmerston North
Phone 06 351 3600

Horowhenua District Council

Cat Hancock
13 Bath Street
PO Box 4002, Levin
Phone 06 949 4949

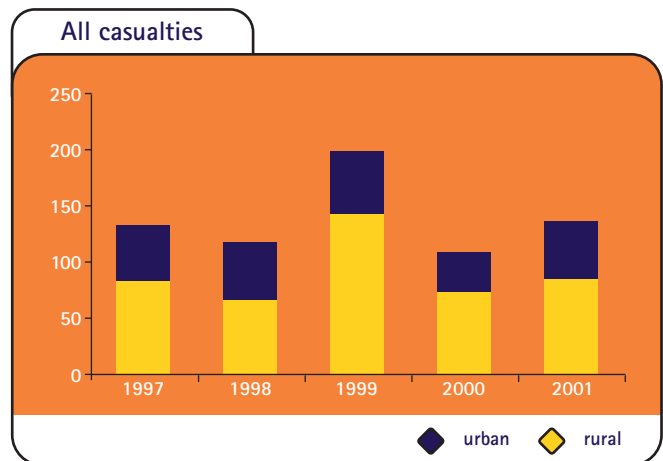
Transit New Zealand

Regional Manager
Errol Christiansen
Seddon House
Park Place
PO Box 345, Wanganui
Phone 06 345 4173

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- The number of serious injury crashes reported increased by one on urban roads but reduced by eight on rural roads in 2001, resulting in seven fewer serious casualties.
- Minor crash numbers on rural roads increased by 25 to 42 for 2001 and increased by two to 25 on urban roads. Casualty numbers from this crash category increased to 110 (2001) from 76 (2000) on all road classes.
- A small decrease was noted for non-injury crashes over the whole district, from 184 in 2000 to 168 in 2001.

The graph below shows the changes in casualty numbers over the last five years.



A measure of how an area is performing is the number of casualties per 10,000 people. Horowhenua district data shows 46 for 2001 compared with an average value of 43 across comparable areas and 34 for all New Zealand.

A sustained effort from all road safety partners is needed this year to further improve the information base used to target and evaluate road safety programmes.

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AUTHORITY