

# 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 Rangitikei 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 Rangitikei 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 Rangitikei district during 2001 was:

- \$37.91 million on state highways
- \$7.86 million on local roads.

Compared with 2000 this was an increase from \$26.11 million on state highways and a decrease from \$12.22 million on local roads.

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

- Eight fatal crashes were recorded for 2001 and four during 2000.
- The number of people killed increased from five in 2000 to 13 in 2001 – this included a triple fatality crash near Taihape.

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## Major road safety issues:

### Rangitikei district

Crashes on bends

Open road crashes

### Nationally

Speed

Alcohol

Restraints

Failure to give way



## 2001 road toll for Rangitikei district



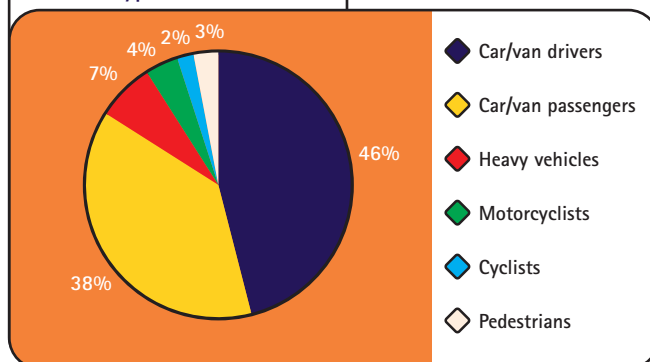
Deaths	13
Serious casualties	26
Minor casualties	67



Fatal crashes	8
Serious injury crashes	16
Minor injury crashes	38
Non-injury crashes	138

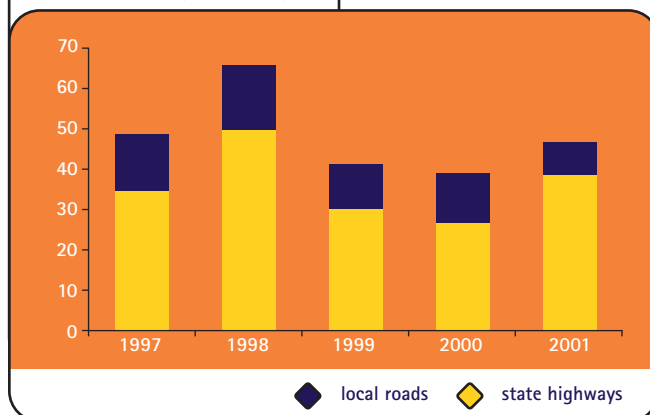
## Road user casualties 1997–2001

User type 1997–2001



## Estimated social cost of crashes\*

Social cost (\$ million)



\* 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.

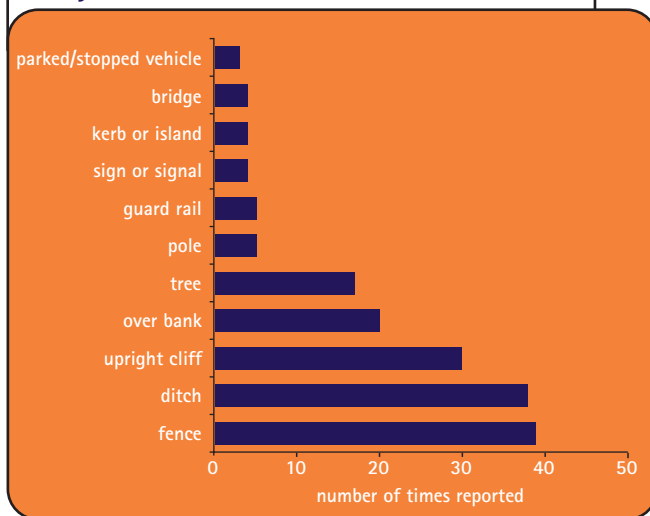
## Crashes on bends

From 1997 to 2001 this crash movement type had the highest recorded percentage of all crash types monitored. During these five years crashes on bends accounted for seven urban crashes and 162 (over half) of those recorded on rural roads.

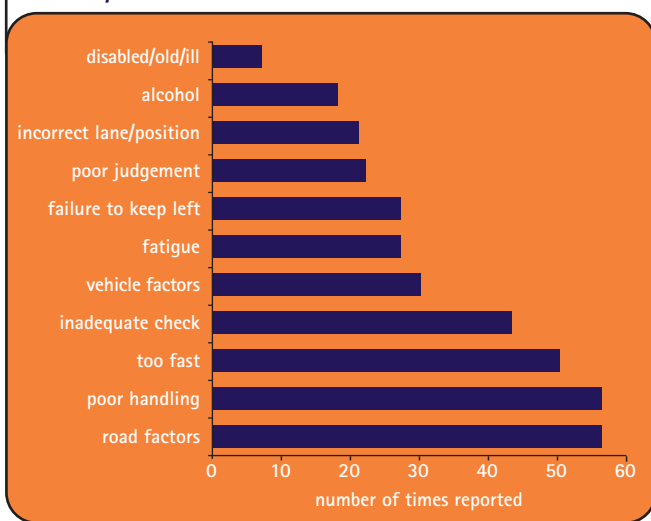
In the urban environment the proportion of these crashes was lower than that calculated for similar authorities and the rest of New Zealand. On rural roads the situation was different with Rangitikei being higher than the rest of New Zealand but lower than similar areas.

This crash movement type generally showed a decreasing trend, though a five-year high was recorded in 2000. The 27 rural crashes recorded in 2001 were below the five-year mean of 34 crashes per year. This movement type remains the most significant for rural crashes, however, and attention must still be given to identifying and rectifying outstanding problems on rural roads.

Objects struck in crashes on bends 1997–2001



Driver/vehicle factors in crashes on bends 1997–2001



An aggravating feature of many rural crashes was the collision with roadside objects. In the Rangitikei district crashes on bends included collisions with 169 roadside obstacles. The most prevalent of these were fences (39 instances), ditches (38), cliffs or banks (30), over banks (20) and trees (17).

The Wanganui Office of Transit New Zealand has initiated a project to examine the application of clear zone principles to rural state highways. Much of this study will be based around State Highway 1 as it passes through the Rangitikei district. The study aims to determine the feasibility of funding remedial measures on sections of highway with a clear zone of less than the recommended nine metres. Engineering solutions such as construction of guard rails and removal of unnecessary roadside furniture will be considered as part of the remedial measures.

## Recommended actions

### Education

- Promote awareness of the risks of speed.
- Promote the identification of appropriate speeds for conditions and the need to be fully alert when driving.
- Improve attitudes to fast driving.
- Raise awareness of fatigue issues.

### Enforcement

- Focus on speed and alcohol.
- Promote targeted enforcement of the following at high-risk sites:
  - speed at bends with advisory speed signs
  - cross centre line breaches
  - inappropriate overtaking on bends.

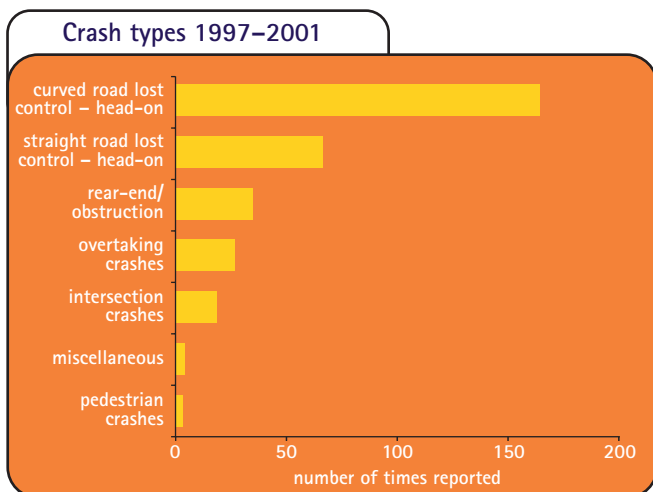
### Engineering

- Ensure clear delineation of curves.
- Ensure advisory signs are of an appropriate, consistent standard and are in the correct position.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Provide sealed road shoulders where appropriate.
- Continue realignment projects where possible.

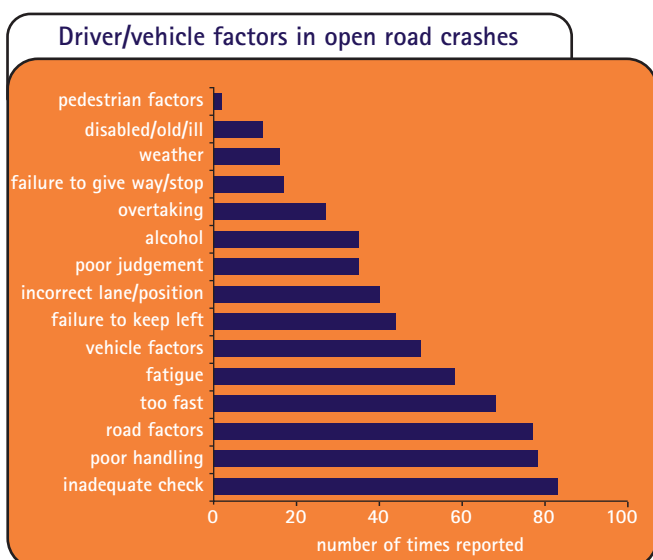
# Open road crashes

Manawatu Wanganui Road Safe Central will be continuing their Sam I Am campaign across the Rangitikei, Ruapehu and Wanganui districts during 2002/2003. The focus of the campaign will include driver knowledge, speed, alcohol, fatigue and use of restraints.

On the open road, loss of control and head-on crashes accounted for the majority of crashes, with inadequate checking, poor handling and fatigue being significant factors. These three factors were more prevalent in the Rangitikei district than in similar authorities or in New Zealand as a whole.



Speed too fast for the conditions was noted in over 20 percent of crashes on the open road. While this level is consistent with patterns elsewhere in New Zealand, speed remains a significant problem, with 66 reported crashes having speed as a factor. High impact speeds in particular are associated with high mortality rates and efforts to reduce the incidence of speed are critical if improved road safety outcomes are to be achieved.



## Recommended actions

### Education

- Increase awareness of the risks of speed.
- Advocate for stricter enforcement of limits.
- Identify appropriate speeds for conditions.
- Improve attitudes to fast driving.
- Deliver education programmes targeted at driving in the wet and in darkness.
- Continue with alcohol awareness programmes.
- Raise awareness of fatigue issues.

### Enforcement

- Increase enforcement in rural areas.
- Maintain strict enforcement tolerance for speed and restraints.
- Maintain high visibility patrolling at identified high-risk locations.

### Engineering

- Maintain signs and roadside delineation to an appropriate standard.
- Continue to install textured edgelines on state highways.
- Ensure roadside areas are kept clear of solid objects.
- Maintain good skid resistant road surfaces.
- Provide a no surprises driving environment.

# 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 Rangitikei district.

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

Project	Subsidy
<b>Rangitikei district</b>	
Road safety co-ordinator (joint Wanganui Ruapehu and Rangitikei)	\$11,000
<b>Manawatu/Wanganui regional</b>	
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 Rangitikei district as follows.

New Zealand Road Safety Programme output category	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	7,400
Traffic management including crash attendance, incidents, emergencies and events	2,700
School road safety education	250
Police community services	210
Community projects	20

The LTSA will liaise with Rangitikei 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 the Rangitikei 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  
71 Queen Street  
PO Box 1947, Palmerston North  
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 (Wanganui, Rangitikei and Ruapehu)

Judith Pene-Jones  
Public Health Unit  
Private Bag 3003, Wanganui  
Phone 06 348 1779

### New Zealand Police

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

### Rangitikei District Council

Area Engineer  
Kelly de Malmanche  
GHD Consultants  
262 Broadway  
PO Box 61, Marton  
Phone 06 327 4630

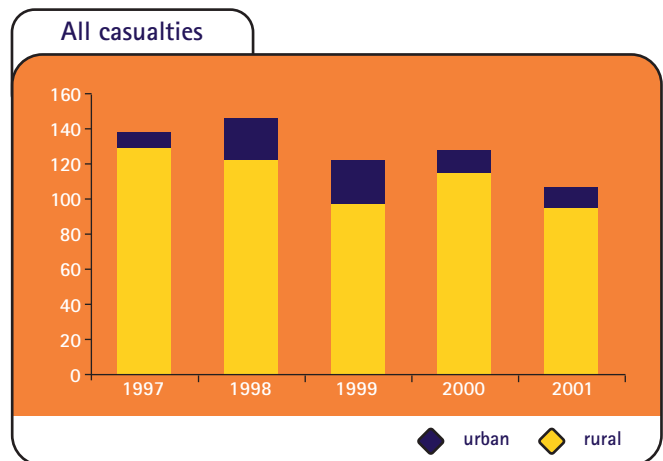
### Transit New Zealand

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 reduced by one on urban roads and five on rural roads in 2001 resulting in 12 fewer serious casualties.
- Minor crash numbers on rural roads decreased by five to 30 for 2001 and decreased by one to eight on urban roads. Casualty numbers from this crash category decreased to 67 (2001) from 84 (2000) on all road classes.
- A small increase was noted for non-injury crashes over the whole district, from 131 in 2000 to 138 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 by examining the number of casualties per 10,000 people. Rangitikei district data shows 70 casualties per 10,000 people for 2001 compared with an average value of 57 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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