

# 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 to identify possible ways to reduce the number of road deaths and injuries in the Ruapehu 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 Ruapehu district are in addition to the national issues which all road safety partners will continue to focus on.

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

- \$17.03 million on state highways
- \$12.08 million on local roads.

Compared with 2000, this is a decrease from \$26.51 million on state highways and an increase from \$10.99 million on local roads.

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

- Four fatal crashes were recorded for 2001 and six during 2000.
- The number of people killed reduced from seven in 2000 to four in 2001.

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## Major road safety issues:

Ruapehu district

Crashes on bends

Crashes in darkness

Motorcyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



## 2001 road toll for Ruapehu district

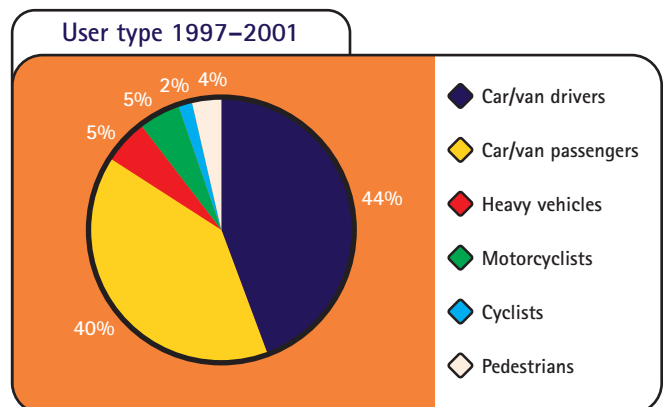


Deaths	4
Serious casualties	17
Minor casualties	66

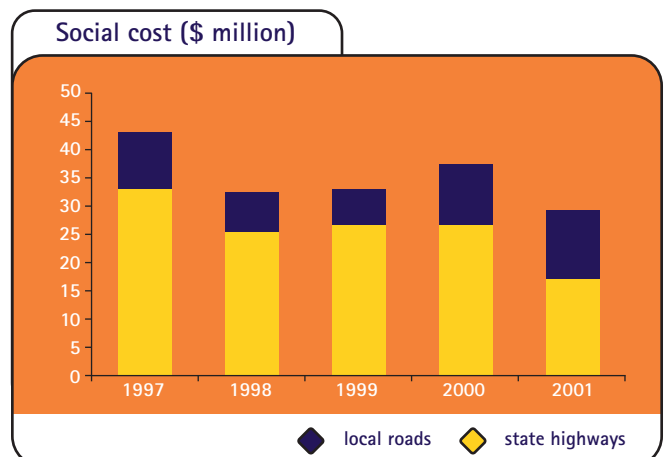


Fatal crashes	4
Serious injury crashes	12
Minor injury crashes	38
Non-injury crashes	139

## 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.

## Crashes on bends

For the 1997 to 2001 period this crash movement type had the highest reported percentage of all the crash types monitored. During these five years, crashes on bends accounted for 15 (approximately one quarter) of the injury crashes on urban roads and 148 (over half) of those recorded on rural roads.

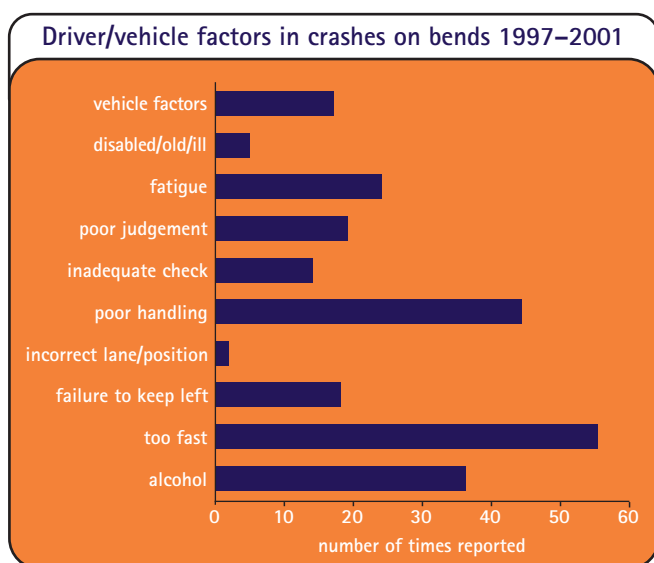
In the urban environment, the proportion of these crashes was above that calculated for similar authorities and significantly higher than the figure for all New Zealand. On rural roads the situation was different with the Ruapehu district still significantly higher than the rest of New Zealand, but in line with other similar areas.

The trend for this crash type on rural roads showed a decrease from 1997 to 2000. An increase to 31 crashes during 2001 from a 10-year low of 21 in 2000 reinforces the need to further investigate this issue. By way of comparison, the highest figure was 39 crashes in 1995.

On the urban road network the downward trend has continued with only one crash attributed to bends reported in 2001. When considering the last 10 years, comparisons can be made with 1997 (equal lowest number of this crash type) and 1995 (highest at nine).

The decreasing trend for this category of crash in the urban environment is very encouraging and has resulted from the input of all parties concerned with road safety. Attention must still be focused on further work in the rural areas to identify and rectify outstanding problems.

The following bar chart highlights the factors contributing to the reported crashes on bends.



## Recommended actions

### Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position and location.
- Continue to improve lane markings around curves by providing edge lines and centre lines – textured where appropriate.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

### Education

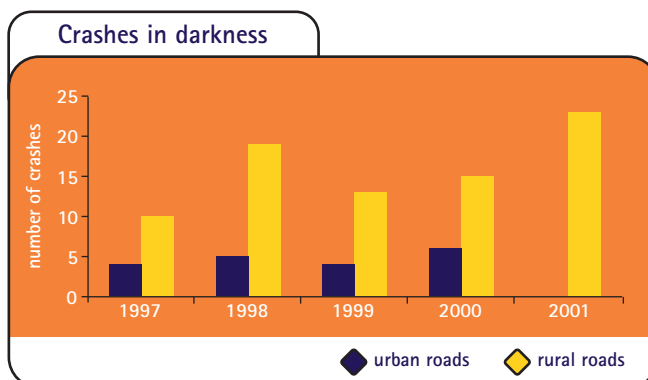
- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development of education projects.

### Enforcement

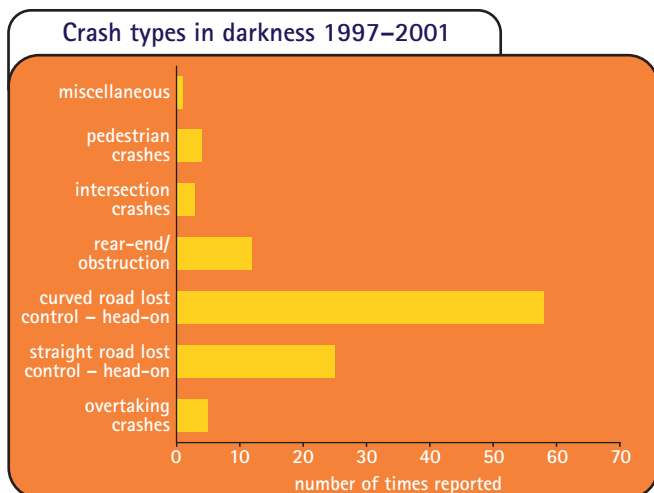
- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

## Crashes in darkness

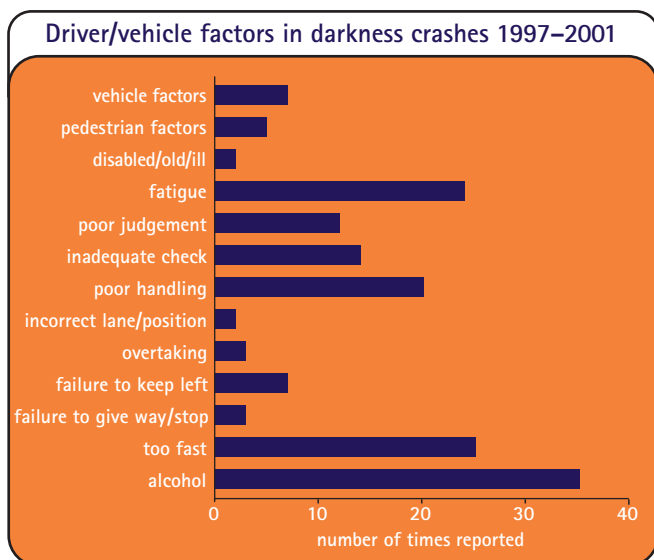
The chart below shows the numbers of crashes reported in this category for each of the last five years and shows an upward trend developing for rural roads.



Loss of control crashes on curved and straight roads are identified as significant crash types in the next chart.



Examination of the driver and vehicle factors shows alcohol, speed, fatigue and poor handling as main contributors to the crashes.



## Recommended actions

### Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position and location.
- Continue to improve lane markings around curves by providing edge lines and centre lines – textured where appropriate.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.
- Ensure that intersections, curves and other potential hazards are as easy to see as possible.

### Education

- Support drink-drive education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development of education projects.

### Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

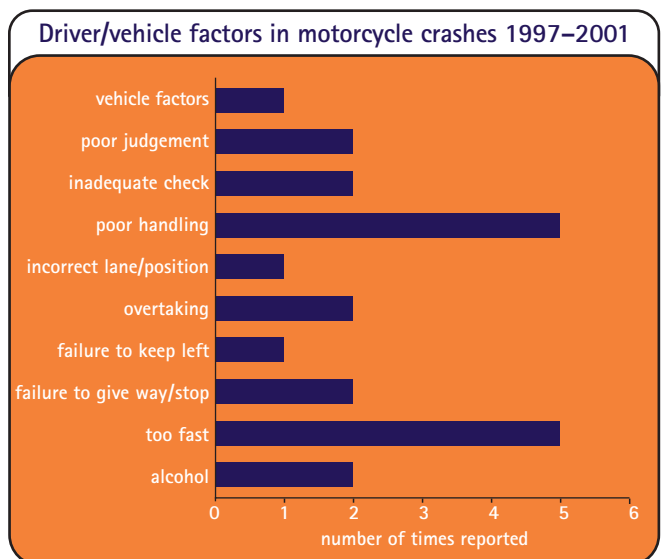
## Motorcyclists

There has been a decrease in the use of motorcycles as a mode of transport for a number of years. A developing trend is a return to using them for recreational purposes.

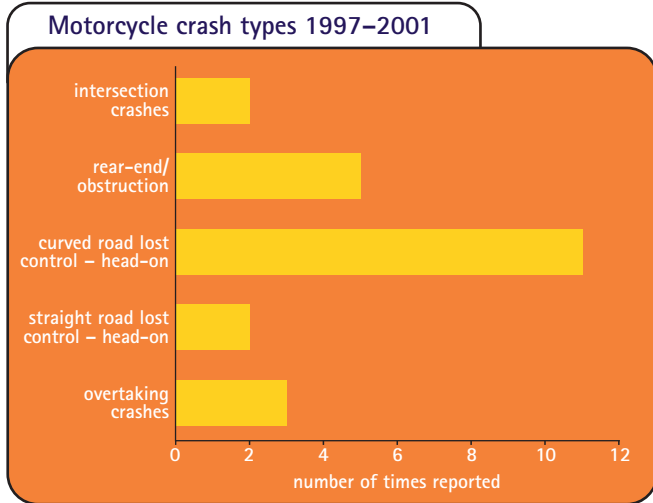
Motorcycling is inherently a more risky mode of transport and likely to result in more serious injuries that are costly to the community. Those injured often need long-term care.

There were seven motorcyclist casualties in 2001 making up eight percent of the total casualties in the Ruapehu district. An upward trend in casualty numbers has developed compared with averages for all New Zealand and similar areas that continue to show a downward trend.

Driver and vehicle factors identified in the traffic crash reports from the police are shown in the following chart. Speed and poor handling are clearly significant factors.



The crash type chart below identifies curved sections of road as the main problem.



## Recommended actions (motorcyclists)

### Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position or location.
- Continue to improve lane markings around curves, by providing edge lines and centre lines.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.
- Ensure that intersections, curves and other potential hazards are as easy to see as possible.

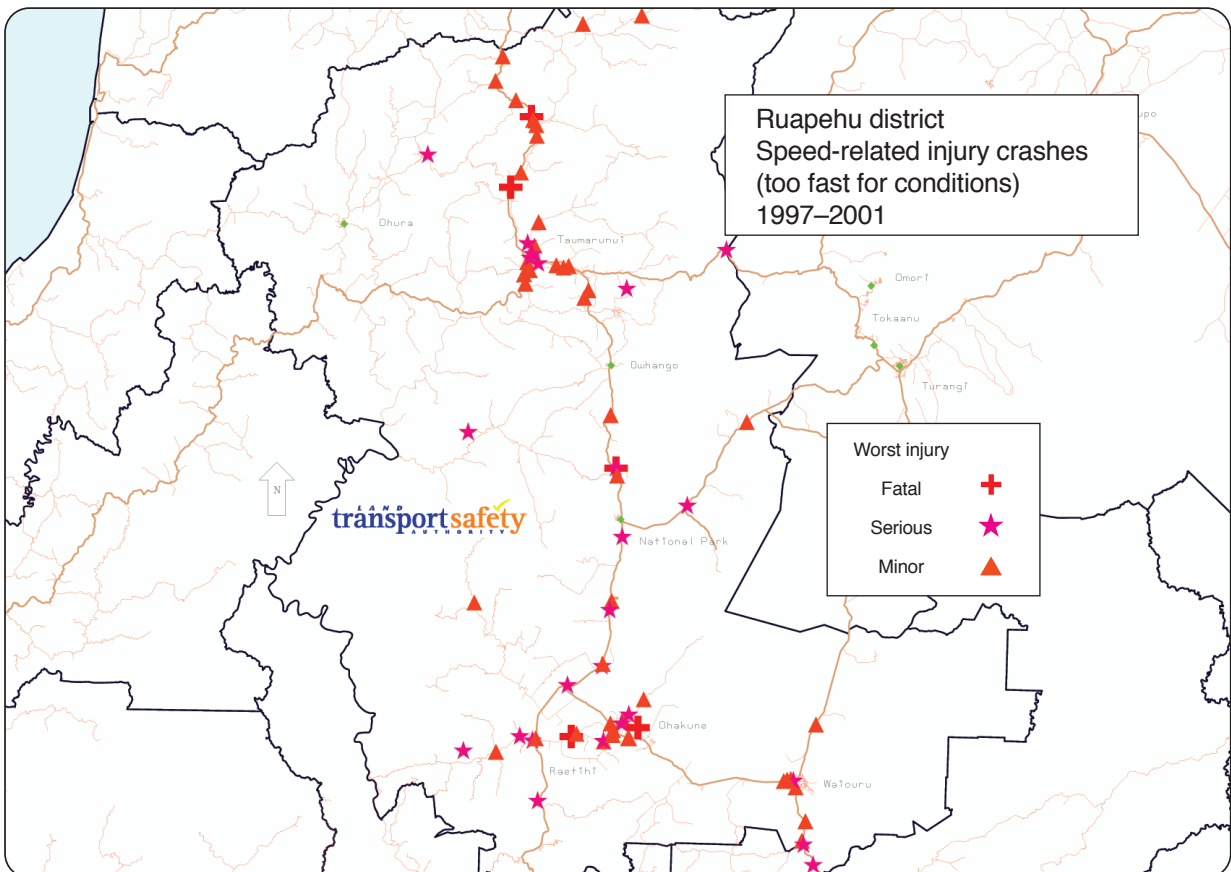
### Education

- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.
- Encourage and support motorcyclist training programmes.
- Work with the motorcycling community to develop local education solutions.

### Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

## 80 Speed



# 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 Ruapehu district.

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

Project	Funding
<b>Ruapehu district</b>	
Road safety co-ordinator (joint Wanganui 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
<b>Palmerston North LTSA region</b>	
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 Ruapehu district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	7,280
Traffic management including crash attendance, incidents, emergencies and events	1,310
School road safety education	210
Police community services	120
Community projects	80

The LTSA will liaise with the Ruapehu 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 Ruapehu 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  
71 Queen Street  
PO Box 1947, Palmerston North  
Phone 06 350 1889

Road Safety Engineer  
Dave Curson  
234-242 Wakefield Street  
PO Box 27-249, Wellington  
Phone 04 382 6424

### Regional Road Safety Co-ordinator (Wanganui, Rangitikei and Ruapehu)

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

### Accident Compensation Corporation

Injury Prevention Consultant  
Brigid Crowley  
PO Box 435, Wanganui  
Phone 06 349 0416

### New Zealand Police

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

### Ruapehu District Council

District Engineer  
Chris Van Rooyen  
Private Bag 1001, Taumarunui 2600  
Phone 06 349 0531

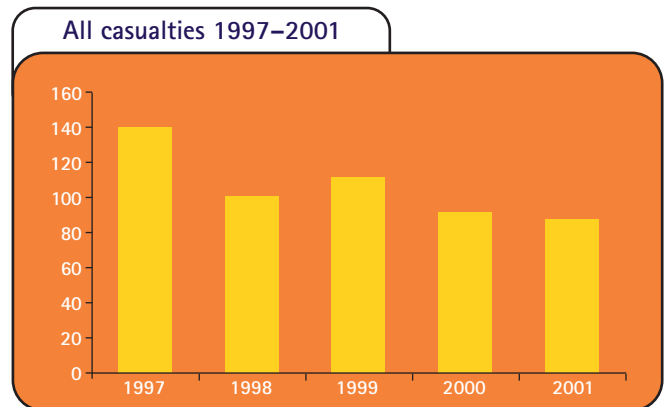
### Transit New Zealand

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 both urban and rural roads in 2001. Five fewer serious casualties were recorded.
- Minor crash numbers on rural roads increased by three to 31 for 2001 and decreased from 14 to seven on urban roads. Minor casualty numbers increased to 66 (2001) from 62 (2000) on all road classes.
- Non-injury crashes for the whole district decreased from 149 (2000) to 139 (2001).

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



A measure of how an area is performing is the number of casualties per 10,000 people. Ruapehu district data shows 61 for 2001 compared with an average value of 57 across similar 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.

Palmerston North Regional Office

71 Queen Street

PO Box 1947, Palmerston North

Phone 06 356 5016, Fax 06 356 5017

[www.ltsa.govt.nz](http://www.ltsa.govt.nz)

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