

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 South Taranaki 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 South Taranaki 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 South Taranaki district during 2001 was:

- \$34.56 million on state highways
- \$16.56 million on local roads.

Compared with 2000, this was an increase from \$24.79 million on state highways and a decrease from \$18.73 million on local roads.

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

- Nine fatal crashes were recorded for 2001 and six during 2000.
- The number of people killed increased from seven in 2000 to 11 in 2001.

(continued on back page)

Major road safety issues:

South Taranaki district

Crashes on bends

Cyclists

Darkness

Nationally

Speed

Alcohol

Failure to give way

Restraints

ISSN 1175-897X



2001 road toll for South Taranaki district

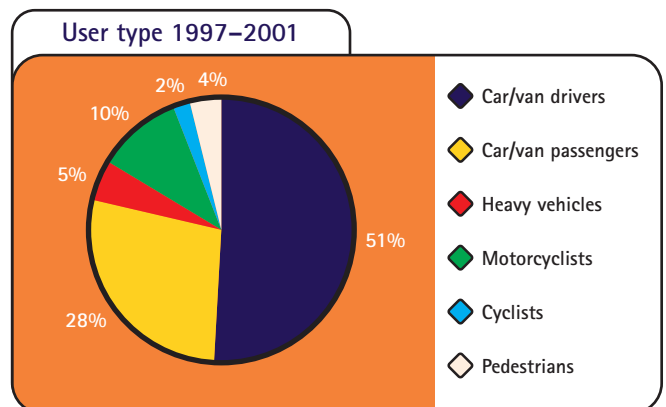


Deaths	11
Serious casualties	22
Minor casualties	80

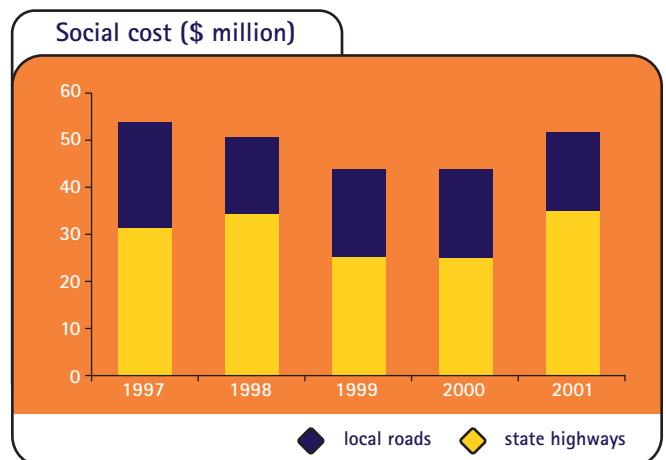


Fatal crashes	9
Serious injury crashes	18
Minor injury crashes	50
Non-injury crashes	127

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 1997 to 2001 this crash movement type had the highest reported percentage of all crash movement types monitored on rural roads. During these five years, crashes on bends accounted for 20 (approximately 15 percent) of the injury crashes on urban roads and 114 (over 40 percent) of those recorded on rural roads.

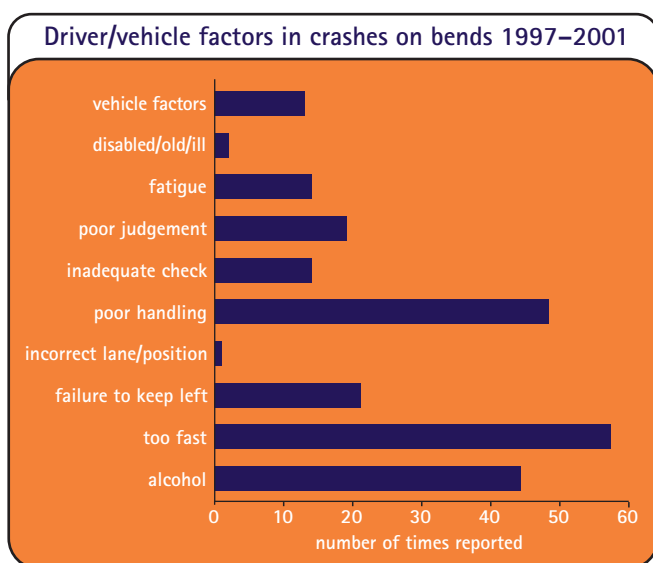
In the urban environment the proportion of these crashes was below that calculated for similar authorities and slightly higher than the figure for all New Zealand. On rural roads the situation was different, with South Taranaki district significantly lower than similar areas and the rest of New Zealand.

This crash movement type on rural roads showed a decreasing trend between 1996 and 2000. An increase to 29 crashes during 2001 (from a 10-year low of 18 in 2000) reinforces the need to investigate this issue further. As a comparison, the highest was 37 crashes in 1993.

On the urban road network, the upward trend from 1997 to 2000 reversed in 2001, with two crashes attributed to bends. During the last 10 years, a comparably low figure was recorded in 1997 and the highest incidence of this crash type was recorded in 1996 (nine crashes).

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 area 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

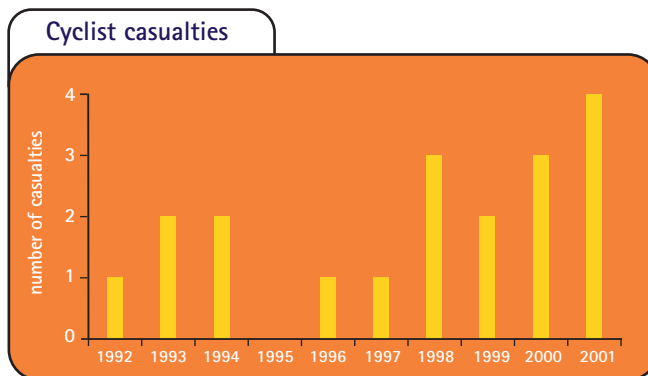
- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development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

Enforcement

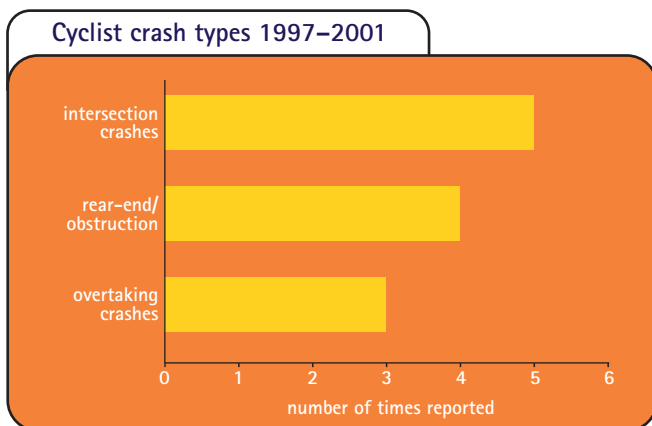
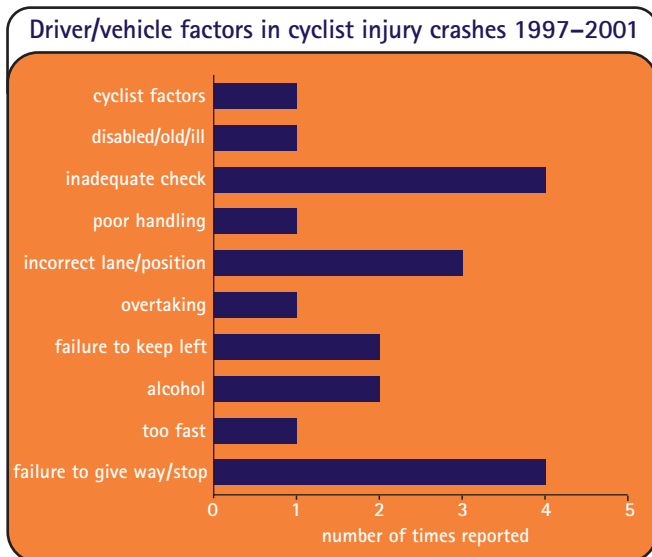
- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

Cyclists

In 1995 there were no cyclist casualties reported in the district. An upward trend since then has culminated in the 2001 statistics, when cyclists accounted for 3.5 percent of all casualties in the district. This level is the highest recorded for the last 10 years. The chart below shows the changes in the number of cyclist casualties.



Examination of the driver and vehicle factors involved in cyclist crashes, together with the crash types, reveals that most crashes involving a cyclist occurred at or in the vicinity of an intersection.



Recommended actions

Engineering

- Encourage the development of cyclist-friendly arterial roads.
- Consider marked cycle lanes and advanced stop lines at intersections on roads shared by cyclists and vehicles. In other areas consider shared cycle and pedestrian facilities.
- Promote the establishment of safe cycle ways.

Education

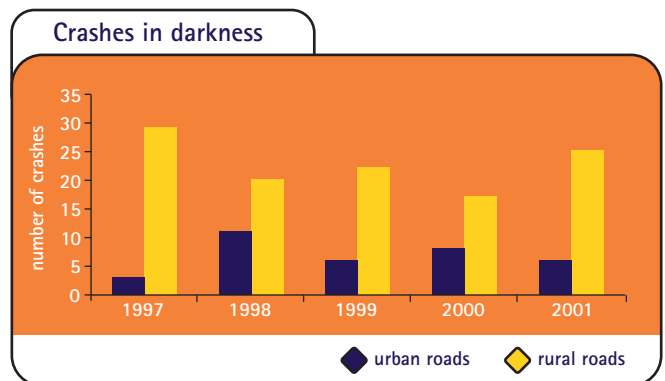
- Encourage safe cycling campaigns.
- Promote drivers' awareness of cyclists (particularly at intersections).
- Promote safe cycling routes to schools.
- Focus on initiatives to continue the improvement in cycle helmet use.
- Work with the cycling community to develop local education solutions.

Enforcement

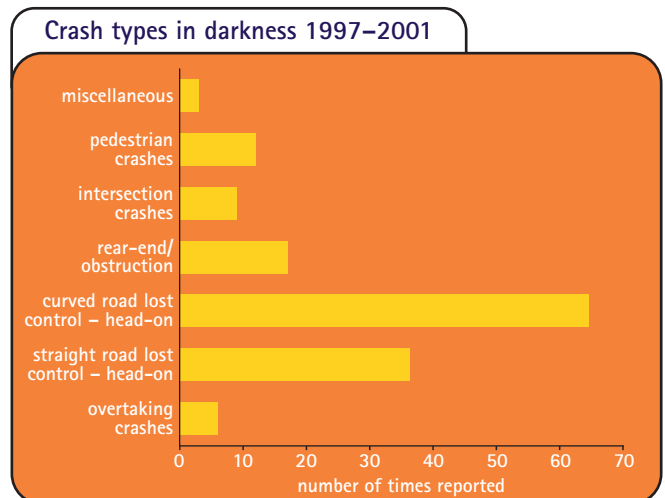
- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during the after school period.
- Encourage enforcement of the cycle lights requirements and reflective clothing for cyclists.
- Target increased enforcement to sites that are high risk before and after school hours and at other times of peak cycle flows.
- Support strategic enforcement campaigns aimed at cycle helmet use.

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 starting to emerge on rural roads.

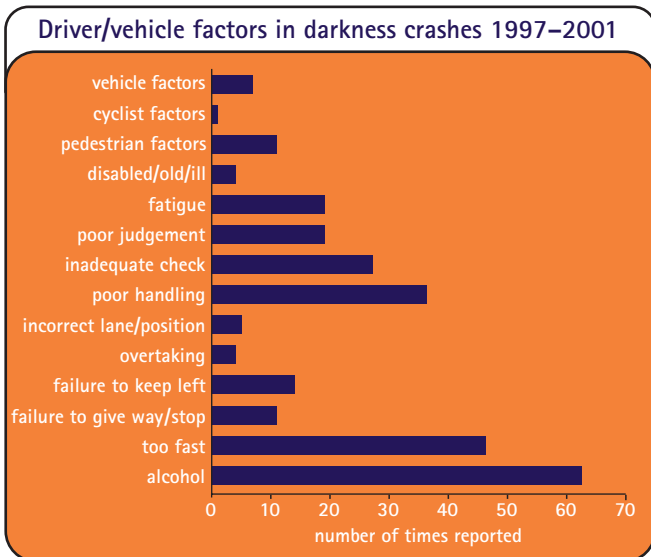


Loss of control crashes on curved and straight roads are identified as significant crash types in the next chart.



Darkness continued

Examination of the driver and vehicle factors shows alcohol and speed were the 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/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.

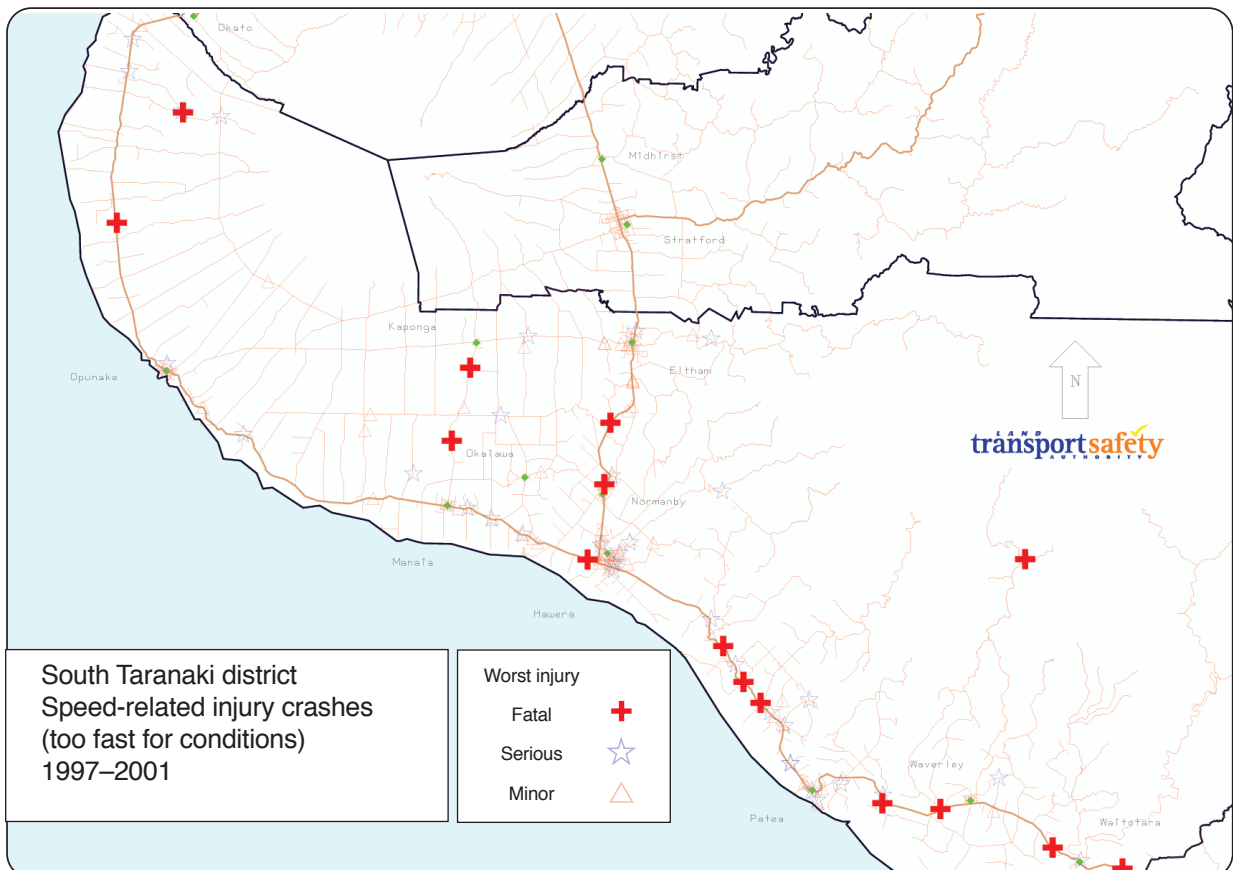
Education

- 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.

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 South Taranaki district.

Funding for Taranaki regional community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Regional	
Road safety co-ordinator	\$38,000
Open road campaign	
- speed	\$20,000
- restraints	\$5,000
- fatigue	\$5,000
- vehicle factors	\$5,000
- intersections	\$5,000
- alcohol	\$5,000
TALELTS licence programme	\$4,000
Driving weekend – New Plymouth	\$6,380
Driving weekend – Hawera	\$6,000
Driver licence courses – Waitara	\$2,990
Lion Foundation driver scholarship	\$13,800
Motorcycle safety	\$5,800
Safe with age	\$3,800
Committee-run community projects	\$22,000

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 South Taranaki district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	8,430
Traffic management including crash attendance, incidents, emergencies and events	1,460
School road safety education	150
Police community services	70
Community projects	0
Taranaki regional community projects	45

The LTSA will liaise with South Taranaki 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 South Taranaki 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

Graham Moody

Taranaki Regional Council

AA Centre

Powderham Street, New Plymouth

Phone 06 759 4010

Accident Compensation Corporation

Injury Prevention Consultant

Kath Forde

ACC New Plymouth

22-28 Molesworth Street

Private Bag, New Plymouth

Phone 06 759 0700

New Zealand Police

Inspector Neil Wynne

Strategic Traffic Manager

Central District Headquarters

Private Bag 11-040, Palmerston North

Phone 06 351 3600

South Taranaki District Council

Roading Manager

Vincent Lim

Private Bag 902, Hawera

Phone 06 278 8010

Transit New Zealand

Regional Manager

Errol Christiansen

Seddon House, Park Place

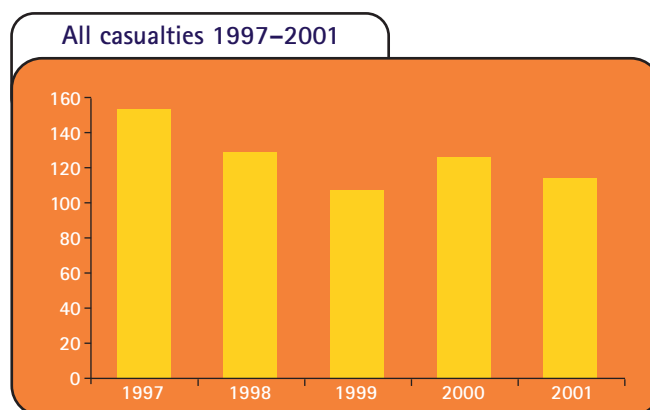
PO Box 345, Wanganui

Phone 06 345 4173

(continued from front page)

- The number of serious injury crashes reported reduced from eight to four on urban roads and from 15 to 14 on rural roads in 2001. Eight fewer serious casualties, 30 in 2000 and 22 in 2001, were recorded for all roads.
- Minor crash numbers on rural roads increased by eight to 37 for 2001 and decreased from 17 to 13 on urban roads. Eighty minor casualties were reported in the district during 2001, a reduction from 88 in 2000.
- Non-injury crashes over the whole district increased from 98 (2000) to 127 (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. South Taranaki district data shows 41 for 2001 compared with an average value of 43 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

LAND
transport safety
AUTHORITY