

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 Taranaki region.

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

The road safety issues identified for the Taranaki region are in addition to the national issues, which all road safety partners will continue to focus on.

The social cost of crashes in the Taranaki region during 2001 was:

- \$81.14 million on state highways
- \$40.72 million on local roads.

Compared with 2000, this is an increase from \$72.95 million on state highways and from \$39.07 million on local roads.

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

- Fifteen fatal crashes were recorded for 2001 and 13 during 2000.
- The number of people killed increased from 15 in 2000 to 17 in 2001.

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Major road safety issues:

Taranaki region

Crashes on bends

Wet roads

Darkness

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Taranaki region



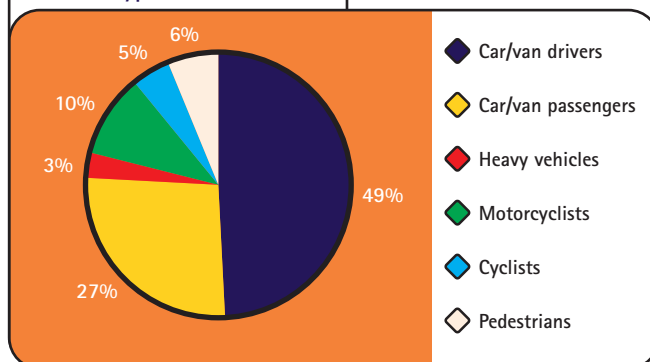
Deaths	17
Serious casualties	71
Minor casualties	330



Fatal crashes	15
Serious injury crashes	59
Minor injury crashes	206
Non-injury crashes	523

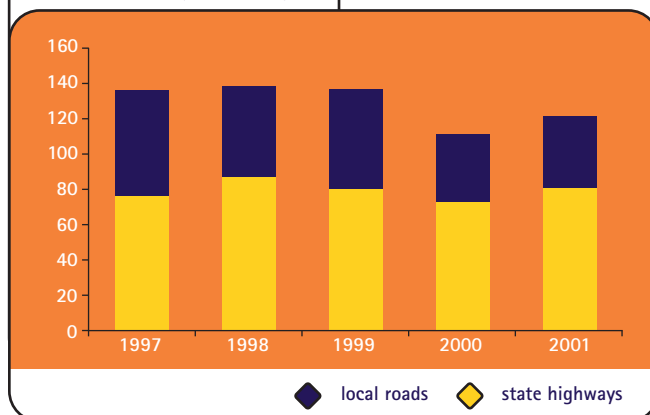
Road user casualties 1997–2001

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

For the 1997 to 2001 period, this crash movement type had the highest reported percentage of all the crash types monitored on rural roads. During these five years, crashes on bends accounted for 99 (14 percent) of the injury crashes on urban roads and 296 (over 40 percent) of those recorded on rural roads.

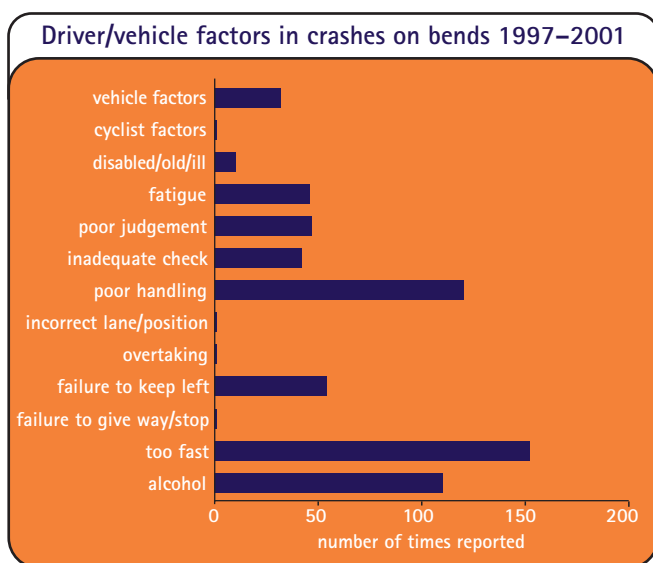
In the urban environment the proportion of these crashes was significantly lower than that calculated for other similar authorities and slightly lower than for the rest of New Zealand. On rural roads the situation was similar.

This crash movement type on rural roads showed a decreasing trend between 1997 and 2000. An increase to 68 crashes during 2001 from a 10-year low of 44 in 2000 reinforces the need to investigate this issue further. As a comparison, the highest annual number of this crash movement type during the last 10 years was 91 recorded in 1993.

On the urban road network a downward trend was also maintained for the last 10 years. The 19 crashes in this category recorded during 2001 was a 10-year low and equalled the previous lowest total in 1997. This can be compared with 1995 when the highest number of this crash movement type was recorded at 36.

The proportion of these crashes in the Taranaki region 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 this area to identify and rectify outstanding problems.

The following bar graph 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

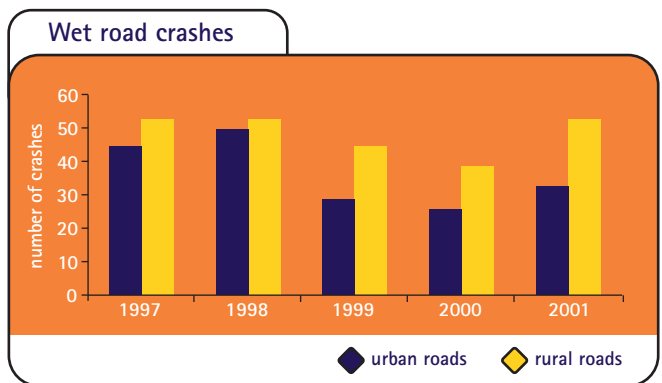
- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development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

Enforcement

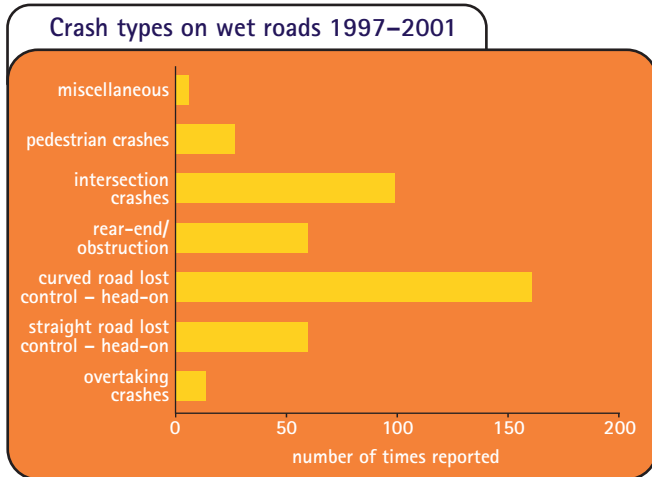
- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.
- Continue to support the police's risk targeted patrol planning.

Wet roads

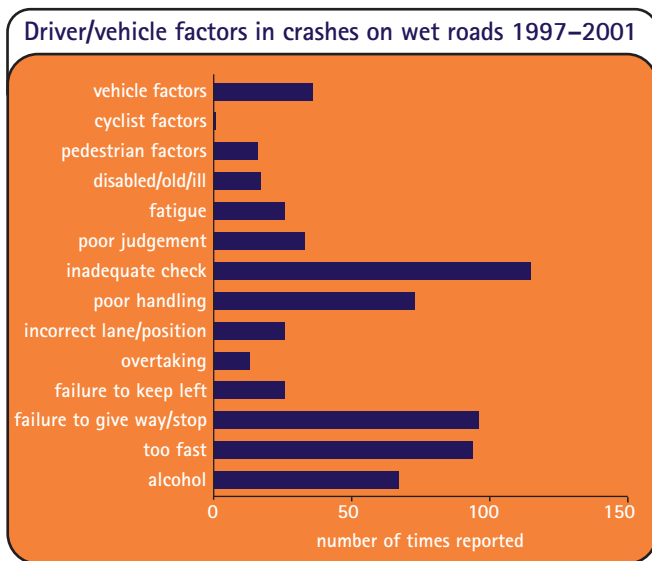
The graph below shows the numbers of crashes reported in this category for each of the last five years and shows an upward trend starting to emerge on urban and rural roads.



Loss of control on curved roads and on intersections are identified as significant crash types in the following graph.



Examination of the driver and vehicle factors shows inadequate checks, failure to give way or stop, speed, alcohol and poor handling as the main contributors to the crashes.



Recommended actions

Engineering

- Maintain good road surfaces and drainage.
- 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.

Education

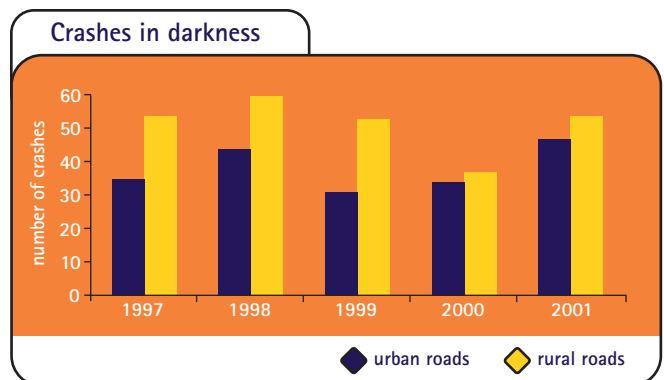
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Support drink-driving education campaigns.
- Consult and involve the community in the development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

Enforcement

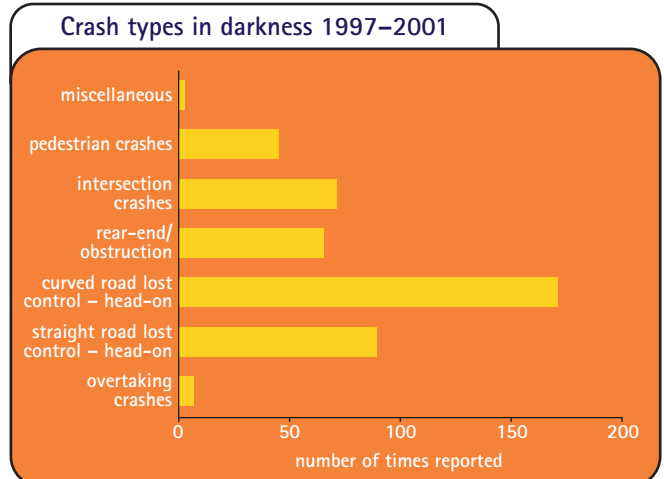
- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

Darkness

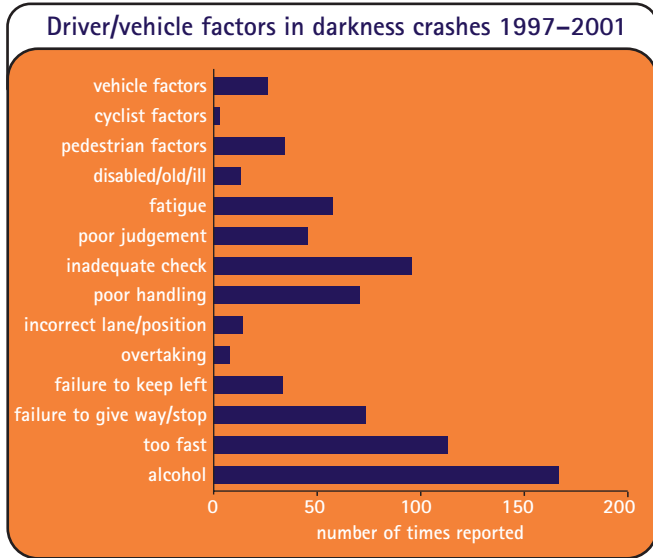
The graph below shows the numbers of crashes reported in this category for each of the last five years and shows an upward trend starting to emerge on urban and rural roads.



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



Examination of the driver and vehicle factors shows alcohol and speed as 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 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.

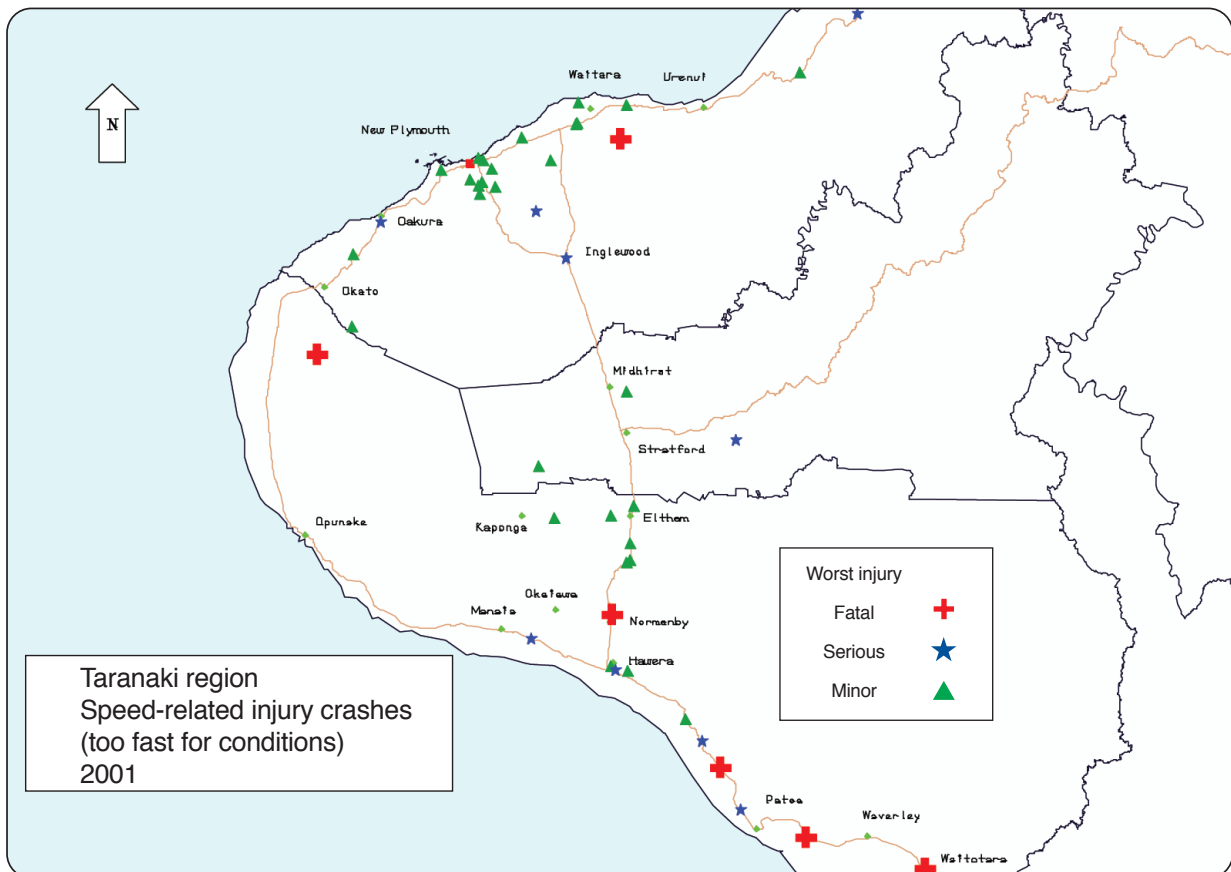
Education

- 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.

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 Taranaki region.

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

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

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

Police enforcement

In addition to the nationally delivered outputs, the provisional 2002/2003 New Zealand Road Safety Programme of police hours shows that police will deliver hours for the Taranaki region as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	34,810
Traffic management including crash attendance, incidents, emergencies and events	6,190
School road safety education	1,170
Police community services	650
Intersection safety (operation 'red light') and bicycle safety (helmets and riding) – New Plymouth district	300
Taranaki regional community projects	45

The LTSA will liaise with Taranaki Regional Council, the three district councils, 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 Taranaki region, 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

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

Taranaki Regional Council

47 Cloten Road
Private Bag 713, Stratford
Phone 06 765 7127

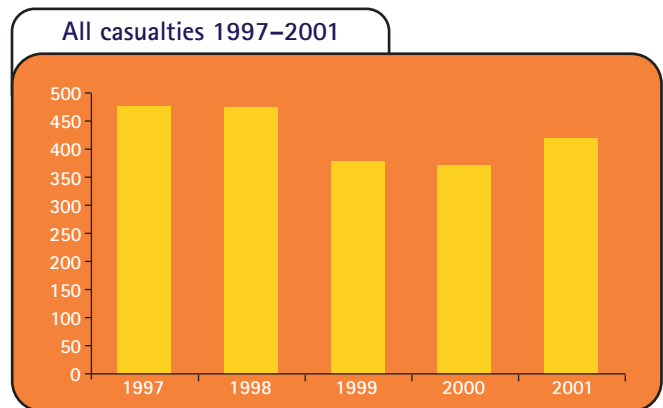
Transit New Zealand

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 from 21 to 18 on urban roads and remained the same at 41 on rural roads in 2001. An overall reduction of serious casualties in the region from 79 in 2000 to 71 in 2001 was recorded.
- Minor crash numbers on rural roads increased by 25 to 96 for 2001 and from 97 to 110 on urban roads. Minor casualty numbers increased to 330 (2001) from 276 (2000) across both road classes.
- Non-injury crashes over the whole district increased from 518 (2000) to 523 (2001).

The following graph 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. Taranaki region data shows 41 casualties in 2001 compared with an average value of 49 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.

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AUTHORITY