

# road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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 Taranaki Region.

Although the number of recorded minor-injury crashes was the second highest since 1980, the total number of fatal and serious injury crashes has dramatically reduced from over 100 in 1998 to 58 in 2002.

While drivers of motor vehicles form the largest casualty group, it should be noted that there is a high proportion of young road users of all types aged between 15 and 19 years being killed and injured.

Between 1998 and 2002, 42 percent of rural crashes involved drivers losing control of a vehicle on a bend. Despite a decline in the number of alcohol-related crashes, drink-driving still made up 14 percent of all crashes between 1998 and 2002. In urban areas, 41 percent of crashes occurred at intersections and were mainly due to drivers failing to give way.

The estimated social cost of crashes in the Taranaki Region in 2002 was over \$110 million, equally split between local and state highway roads.

Both national and local road safety issues are identified below with the specific issues for the Taranaki Region considered in detail overleaf.

## Major road safety issues

### Taranaki Region

Young road users

Alcohol

Intersections

Loss of control

### Nationally

Speed

Alcohol

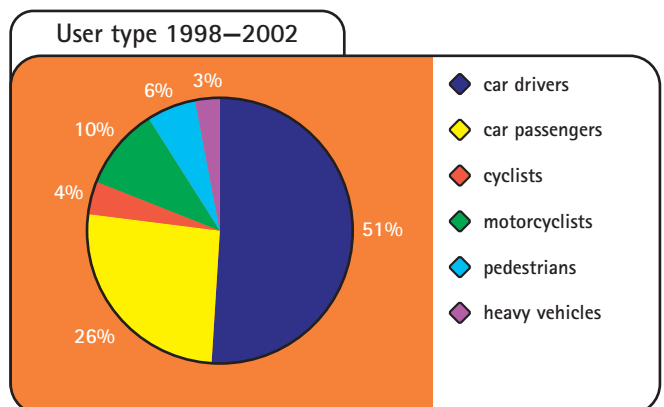
Failure to give way

Restraints

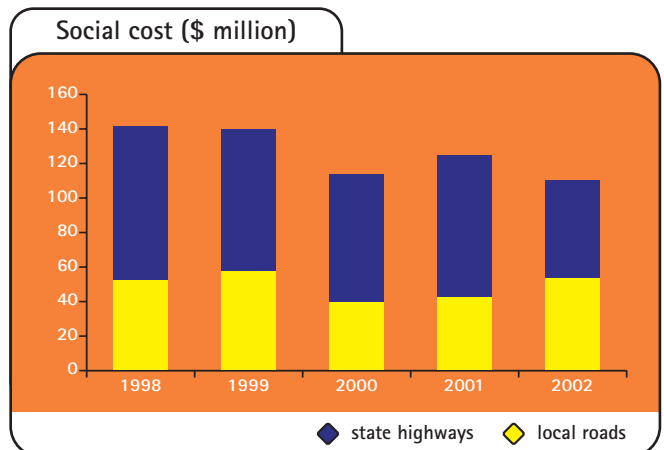
## 2002 road trauma for Taranaki Region

Deaths	13
Serious casualties	52
Minor casualties	374
Fatal crashes	12
Serious injury crashes	46
Minor-injury crashes	253
Non-injury crashes	524

## Road casualties 1998–2002



## Estimated social cost of crashes\*



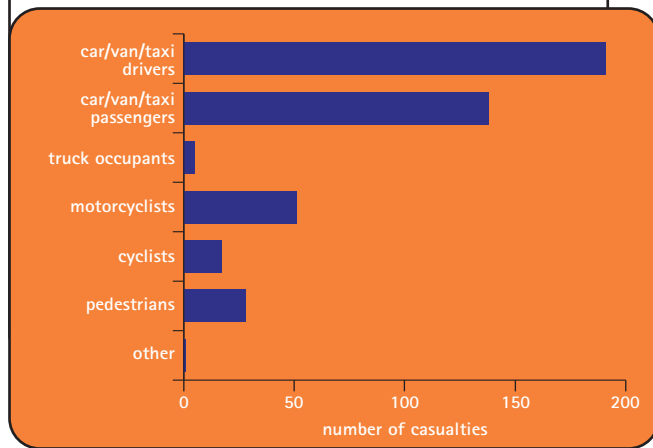
\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

## Young road users

While 15 to 19 year olds make up only seven percent of the population, 21 percent of all casualties between 1998 and 2002 occurred within this age group in the Taranaki Region. That is, 431 teenagers in this age group were killed or injured, compared with the 20 to 24 year age group who made up only half this number of casualties.

Twenty-two percent of all crashes involved pedestrians aged from 15 to 19 years, compared with 13 percent for New Zealand as a whole. Alarming, over a quarter of all motorcycle casualties between 1998 and 2002 were also in this age range, compared with 17 percent in the rest of the country. This age group was also higher in driver and passenger casualties.

Casualties aged 15–19 years by road-user type 1998–2002



Forty percent of cyclist casualties between 1998 and 2002 were in the 10 to 14 year age range compared with 24 percent for the rest of the country.

### Recommended actions

- Support education campaigns targeting young road users.
- Continue with initiatives designed to help school children to use roads safely.
- Encourage safe cycling campaigns aimed at the 10 to 14 year age group.



## Alcohol

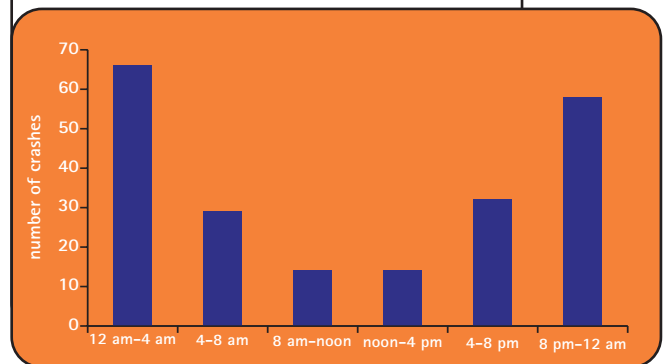
Unlike other crash causes, drink-driving is a choice that is made by a driver before getting into the vehicle. Over 200 casualty crashes between 1998 and 2002 occurred in the Taranaki Region when drivers made the choice to drink and drive.

By targeting drink-driving, the number of speed-related crashes could also be reduced as around a third of the drink-driving crashes also involved speeding. This is over a quarter of all speed-related casualty crashes in the region.

Just under half of the drink-driving crashes were caused by drivers between the ages of 15 and 24 years and over 80 percent of all these crashes involved male drivers.

Almost two thirds of drink-driving crashes in the Taranaki Region happened between the hours of 9 pm and 6 am. About three quarters occurred during the weekend.

Alcohol-related crashes by time of day 1998–2002



### Recommended actions

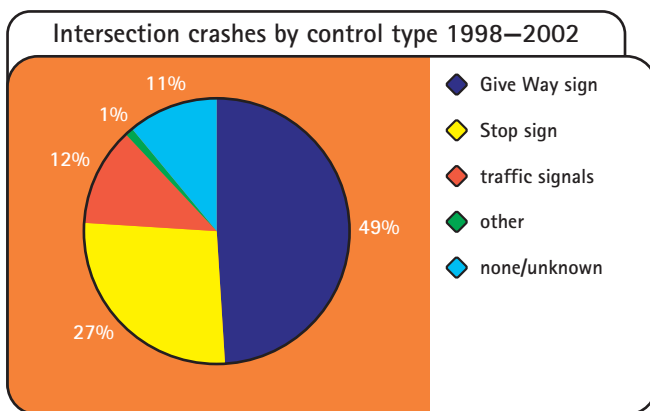
- Continue to support drink-driving strategic enforcement campaigns, especially at night and during weekends.
- Promote and support random alcohol checks by the Police.
- Encourage community education and advertising campaigns targeting young male drivers.
- Support host responsibility and designated driver programmes in rural communities, sports clubs and licensed premises.

## Intersections

Intersections are particularly dangerous locations, as vehicles must pass through conflict points. Traffic controls assist the movement of vehicles through intersections by indicating right of way (Give Way and Stop signs) or by fully controlling movements (traffic lights).

In the Taranaki Region, 575 injury crashes occurred at intersections. Seventy percent of these crashes were due to drivers failing to give way or stop, or to poor observation skills by the driver. This could include drivers not seeing another vehicle or misjudging the speed of an approaching vehicle.

Approximately half of the crashes occurred at Give Way controlled intersections, while a further quarter of crashes occurred at Stop controlled intersections.



Over 40 percent of the crashes occurred at T junctions, and over 70 percent happened in urban areas.

### Recommended actions

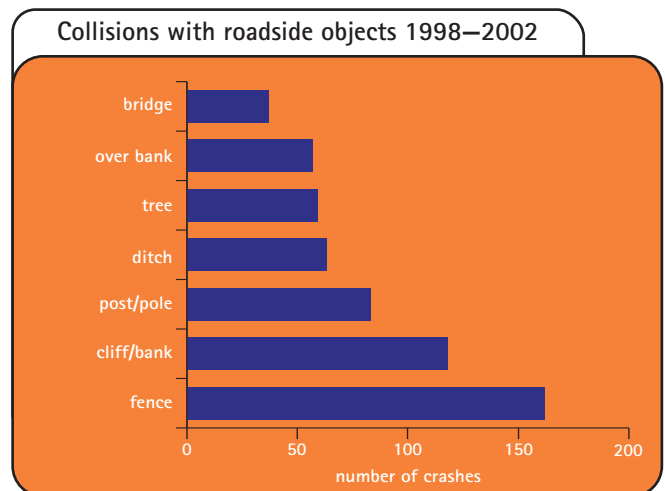
- Support strategic enforcement campaigns aimed at T junctions and crossroads.
- Encourage enforcement campaigns targeting drivers who fail to stop or give way.
- Initiate and support campaigns on the need to give way at intersections.
- Encourage crash reduction studies of known black spots.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see.
- Ensure signs and markings are up to the appropriate standard.

## Loss of control

In the Taranaki Region, almost 600 injury crashes between 1998 and 2002 were due to drivers losing control of a vehicle. While such crashes often involved contributory factors such as speed and/or alcohol, it should be noted that over half of the loss of control crashes involved neither of these factors. Other factors that contributed to such crashes included fatigue or slippery road surfaces.

Seventy-five percent of the loss of control crashes were on rural roads with a speed limit of 100 km/h. Around two thirds of these were on curves.

Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road. Nineteen percent of the loss of control crashes resulted in a head-on collision. Most of the remaining crashes resulted in the vehicle striking a roadside object such as a fence, cliff or vertical bank.



### Recommended actions

- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.
- Encourage the development of roadside hazard management strategies to:
  - identify hazardous roadside objects
  - rank the hazards
  - develop a programme to either remove or protect hazards.
- Ensure adequate clear zones are included in all new road projects.

# New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

## Community Road Safety Programme

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community development aims to encourage local involvement in and ownership of road safety issues. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

There is a community development general fund allocation for the Taranaki Region of \$130,500, as well as a community development dedicated fund of \$19,250. The inter-agency group responsible for regional road safety will develop a road safety action plan for 2003/2004, where projects and initiatives will be developed and funding will be allocated to them during the year.

CRSP programmes are established, community-based road safety initiatives which meet community needs. They address road safety issues and enhance road safety in the community, eg Safe with Age, child restraints and driver licence schemes. The LTSA's general and dedicated programme allocation for the Taranaki Region is \$72,250. The LTSA allocates funds upon application.

## Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In the Taranaki Region during 2003/2004, the Police will deliver 43,165 hours 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	995

## Where to get more information

For more specific information relating to road crashes in the Taranaki Region, please refer to the 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

## Contacts

Land Transport Safety Authority

Regional Manager  
Darryl Harwood  
Phone 06 350 1889

Road Safety Engineer  
Dave Curson  
Phone 06 356 5016

CRSP Regional Liaison Officer  
Barbara Broederlow  
Phone 06 350 1899

See LTSA staff contact details at the bottom of the page

New Zealand Police

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

Taranaki Regional Council  
Private Bag 713, Stratford  
Phone 06 765 7127

Transit New Zealand  
Regional Manager  
Errol Christiansen  
PO Box 345, Wanganui  
Phone 06 345 4173

Accident Compensation Corporation  
Injury Prevention Consultant  
Kath Forde  
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