

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 Carterton district.

In almost all aspects, the statistics for road crashes are a marked improvement over the previous year. There was only one fatality compared to three in the year 2000. The numbers of serious and minor casualties were less than the figures given in last year's report.

These figures, however, hide the fact that, while the crashes on rural roads have been steadily decreasing, those on urban roads have not. Between 1992 and 1998, there was a steady drop in crashes on urban roads, but since 1998, for four consecutive years, the number of injury crashes has risen.

The overall crash and casualty rates for Carterton declined in 2001, continuing the downward trend of the past 10 years. Car and van drivers made up 45 percent of urban casualties and 66 percent of rural casualties. The latter figure was significantly higher than the national average.

Major road safety issues:

Carterton district

Crashes on local rural roads

Poor observation

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Carterton district



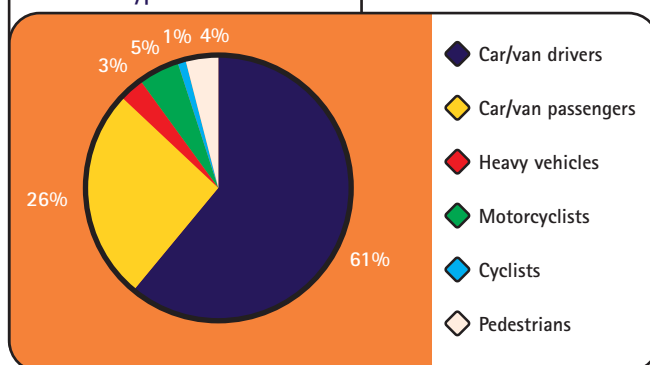
Deaths	1
Serious casualties	5
Minor casualties	17



Fatal crashes	1
Serious injury crashes	5
Minor injury crashes	8
Non-injury crashes	20

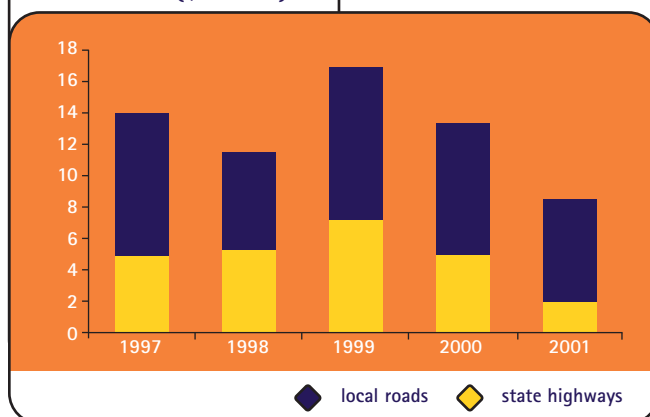
Road user casualties 1997–2001

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.

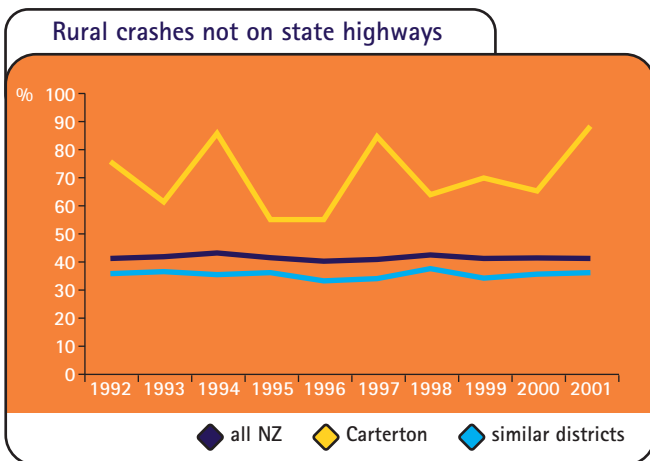
Crashes on local rural roads

Crashes on roads with an open speed limit tend to produce more severe injuries than those on urban roads. In a district like Carterton with fewer urban roads, it is expected that the small number of crashes will result in a rather high number of severe injuries.

When compared with other similar districts, crashes on rural roads in Carterton resulted in a greater number of severe injuries than expected. The 10-year trend is static, which means that this problem is not getting worse.

On closer examination, the problem appears to be centred more on the local rural roads than the rural state highway network. For the 10-year period 1992 to 2001, 64.7 percent of all crashes on roads with open speed limit occurred on local roads. This figure is much higher than the 28 percent for comparable districts. From 1992 to 1995 there were no fatalities on such roads.

There were also unusually high numbers of crossing/turning crashes that occurred at intersections. Also above expectation was the number of crashes occurring on straight roads.



Recommended actions

- Promote driving at speeds appropriate for the conditions.
- Educate drivers to recognise hazardous road and weather conditions.
- Ensure good, consistent signs and delineation to assist drivers to adjust their speed for the conditions.
- Provide good road shoulders and verges wherever possible.

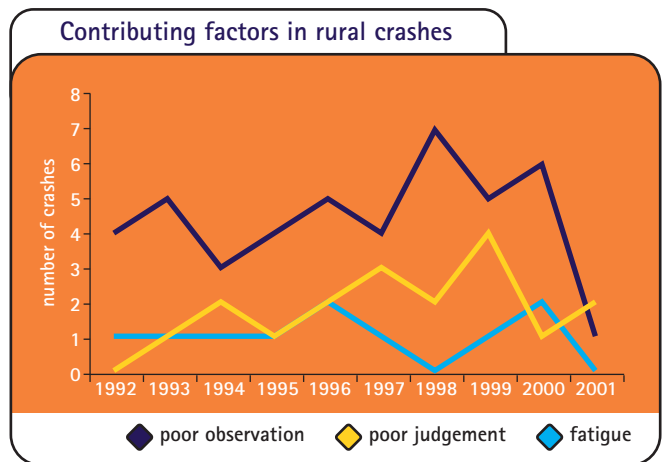
Poor observation

Poor observation is the leading cause contributing to crashes on urban and rural roads.

On urban roads, poor observation was identified as a factor in 48 percent of all crashes for the five-year period between 1997 and 2001. A similar district would only expect 33 percent of all crashes to be partly or wholly attributed to this cause.

On rural roads, poor observation was also the number one cause of crashes in Carterton. From 1997 to 2001, about 38 percent of all rural crashes involved poor observation, compared with 17 percent in similar districts.

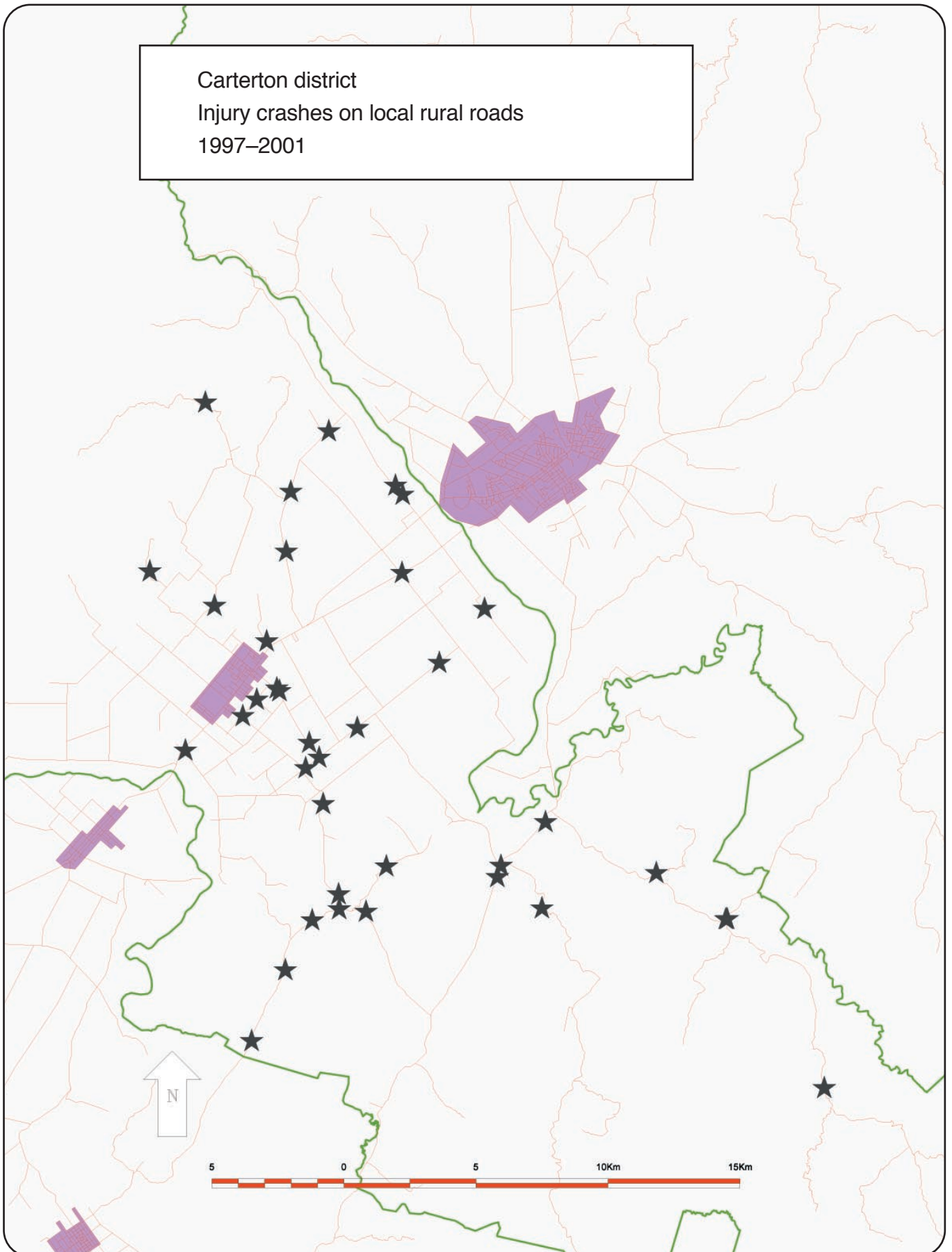
The 10-year trend shows that the number of urban crashes involving poor observation is actually decreasing. The situation, however, is not the same for rural crashes. The diagram below shows that, from 1992 to 2000, the number of crashes with poor observation identified as a cause was rising. The number of crashes in 2001 was very low compared with the 1992 to 2000 figures, but it is too soon to be sure if this is a downward trend. The graph also shows that poor judgement is another factor that is increasing.



Recommended actions

- Support education/publicity campaigns aimed to increase driver awareness of the problem.
- Ensure the monthly Code Red articles are displayed on community notice boards etc.
- Conduct crash reduction studies for areas, routes and black spots.
- Carry out road safety audits for sight distances and controls at intersections.

Carterton district
Injury crashes on local rural roads
1997–2001



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 Roding Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target 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 Carterton district.

Funding for community projects in the Wairarapa region (which includes Carterton district) from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$27,000
Down with speed	\$3,000
Cycle in safety	\$1,000
Wairarapa intersection week	\$1,000
Stop and refresh stops	\$2,000
Be seen be safe	\$1,300
Be lady-bug safe	\$2,000

Police enforcement

In the Wairarapa region (which includes Carterton district) during 2002/2003, police will deliver 12,910 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	9,170
Traffic management including crash attendance, incidents, emergencies and events	2,540
Road safety education	720
Police community services	480

Where to get more information

For more specific information relating to road crashes in Carterton 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
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Regional Engineer
Alan Dixon
Phone 04 382 6441

Regional Educational Advisor
Roy Hitchcock
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Road Safety Co-ordinator

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Phone 06 378 9666

New Zealand Police

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Phone 06 378 6166

Carterton District Council

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Transit New Zealand

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