

# 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 Carterton District.

The number of injury crashes has risen from 14 in 2001 to 19 in 2002, due primarily to an increase in crashes on rural roads. In the past five years, 15 people have died and 31 have been seriously injured.

Drivers losing control of a vehicle on a bend was the largest cause of crashes in the rural environment but the proportion was less than in similar authorities. Loss of control on the straight, while slightly fewer in numbers, was significant when the proportion of crashes was compared with similar authorities.

Poor observation was the most common contributing factor in crashes between 1998 and 2002 and was above similar authority levels.

The proportion of crashes involving motorcyclists between 1998 and 2002 was 11 percent. 2002 was a particularly bad year for motorcyclists. The motorcyclists were predominantly locals.

The estimated social cost of crashes in the Carterton District in 2002 was \$12.3 million, an increase on the previous year.

Both national and local road safety issues are identified below. The specific concerns for the Carterton District are considered in detail in this report.

## Major road safety issues

### Carterton District

Poor observation

Loss of control

### Nationally

Speed

Alcohol

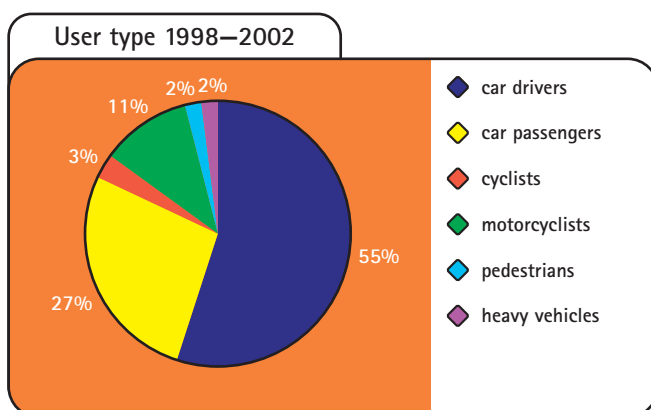
Failure to give way

Restraints

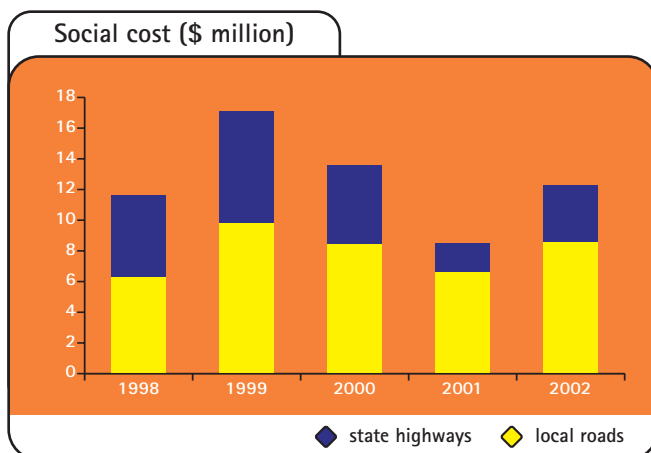
## 2002 road trauma for Carterton District

♀	Deaths	3
♀	Serious casualties	7
	Minor casualties	22
🚗	Fatal crashes	2
	Serious injury crashes	5
	Minor-injury crashes	12
	Non-injury crashes	28

## 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.



## Poor observation

Poor observation was the major contributing factor for both urban and rural injury crashes. The proportion of crashes involving poor observation was significantly higher in the Carterton District than for similar authorities. Between 1998 and 2002, over half the urban injury crashes and over 35 percent of rural injury crashes involved poor observation as a contributing factor.

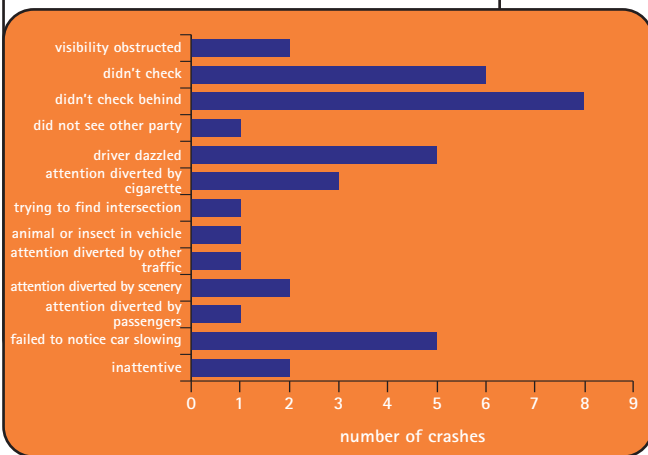
Common contributing factors were: not checking properly when changing lanes or entering an intersection, dazzled by the sun or lights, or failing to notice the car in front slowing down.



## Recommended actions

- Support enforcement of correct following distances.
- Initiate and support campaigns on the need to give way at intersections, particularly when turning right.
- Encourage drivers to focus and concentrate on the driving task.
- Ensure signs and markings are up to the appropriate standard.
- Maintain good skid resistant road surfaces.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see.

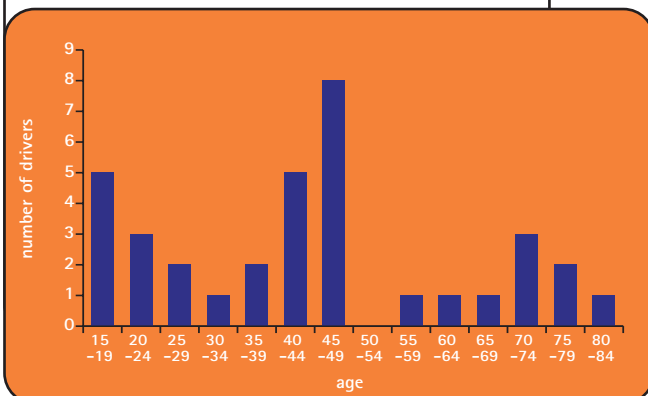
Poor observation factors 1998–2002



Fifty-four percent of poor observation injury crashes between 1998 and 2002 occurred at intersections. These resulted in rear-end crashes and cars crashing while crossing or turning. In such circumstances drivers often failed to see cars they were required to give way to at intersections. The mid-block crashes involved hitting parked vehicles or cars doing a u-turn.

The largest age group of drivers involved in reported poor observation injury crashes between 1998 and 2002 consisted of those in their forties. The next most common age group was drivers under 20.

Age of drivers in poor observation crashes 1998–2002



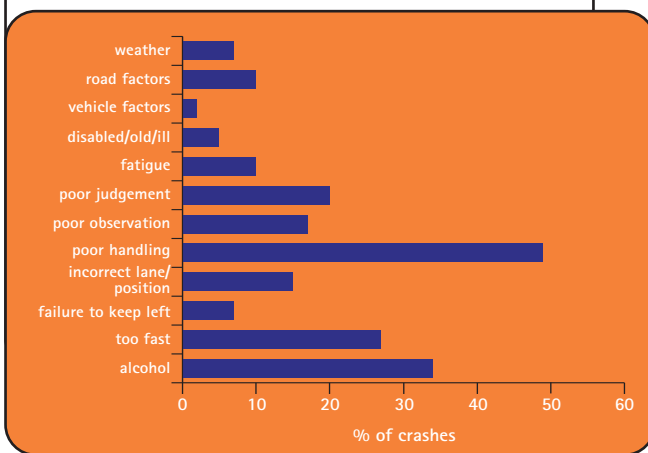


## Loss of control

Loss of control was the major crash movement type in the Carterton District with over 60 percent of rural injury crashes involving drivers losing control of their vehicles. This was a problem at bends as well as on straight sections of road.

Almost half of the loss of control crashes between 1998 and 2002 involved some form of poor handling. Motorcycles were involved in seven of the crashes, with most being driven by locals. Alcohol was a factor in over 30 percent of the loss of control crashes. Related to this may be the fact that over 30 percent of loss of control crashes occurred between 7 pm and 6 am during weekends.

Factors in loss of control crashes 1998–2002



The proportion of fatal and serious injury crashes in the Carterton District was higher than in similar authorities. A collision with a roadside object after a vehicle has left the road can increase the severity of the crash. Between 1998 and 2002, a fixed object was hit in 32 out of the 41 injury crashes involving loss of control. The object most commonly struck was a fence. Another regular occurrence was a vehicle entering a ditch.



## Recommended actions

- Support drink-driving education campaigns.
- Support campaigns on adjusting speed for different driving conditions.
- Support strategic enforcement campaigns targeting alcohol and speed on open roads at night and on the weekends.
- Encourage campaigns on the need to be fully alert when driving.
- Conduct a safety audit/safety survey of curve delineation, signposting, shoulder width, surface friction and street lighting of curves.
- Install consistent advisory speed signs where required.
- Investigate ways to reduce the severity of injuries caused by vehicles leaving the road.
- Encourage motorcyclists to learn techniques for handling different road environments.

# 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) 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

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. 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.

Funding for community projects in the Wairarapa District from the NZRSP for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$35,000
Cycling	\$3,400
Driver education	\$4,800
Pedestrian safety	\$2,000
Alcohol	\$5,000
Community network	\$3,000

## 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 projects will need to be negotiated by the road safety co-ordinator.

In the Wairarapa Region (which includes the Carterton District) during 2003/2004, the 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	2,950
Road safety education	720
Community services	70

The LTSA will liaise with the Carterton District Council, Transit New Zealand and the New Zealand Police to ensure both the risk targeted patrol plans and the road safety action plans are undertaken.

## Road environment

The Carterton District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

## Where to get more information

For more specific information relating to road crashes in the Carterton District, 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

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New Zealand Police

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