

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 Hutt City district.

The crash statistics for Hutt City in 2001 show a continuing downward trend in injury crashes and the number of injuries. The decrease is more significant for men than for women. The reduction of crashes on urban roads is more pronounced and consistent than that shown on rural roads.

The proportion of casualties who are fatally or seriously injured has remained steady over the last decade. Over the same period the proportion of casualties resulting from heavy vehicle crashes has risen at the same rate as the national trend. Pedestrian casualties have also risen at the same rate as the national trend. The proportion of injured cyclists in Hutt City is, however, rising faster than the national average.

Major road safety issues:

Hutt City

Urban speed

Intersections on state highways

Bends on local rural roads

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Hutt City

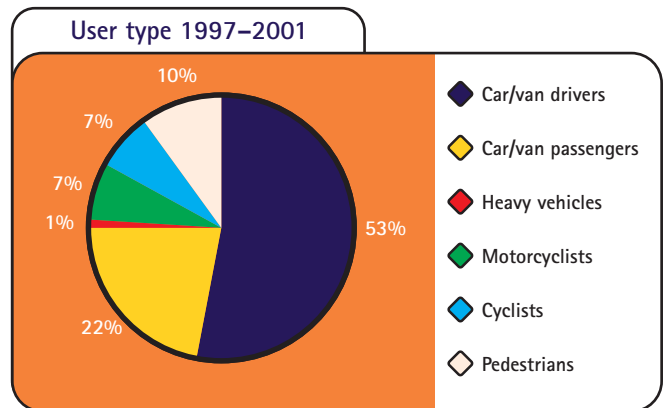


Deaths	6
Serious casualties	32
Minor casualties	192

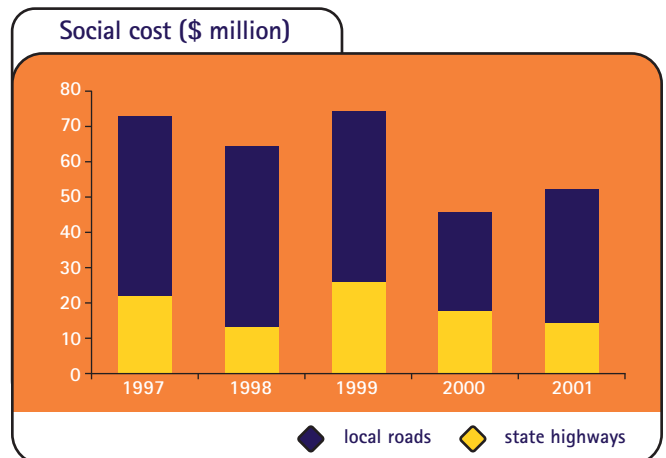


Fatal crashes	6
Serious injury crashes	24
Minor injury crashes	155
Non-injury crashes	529

Road user casualties 1997–2001



Estimated social cost of crashes*



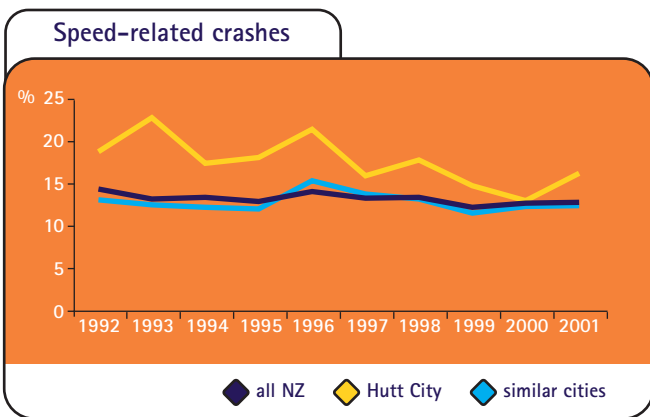
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2001 prices.

80 Urban speed

A significant number of crashes in Hutt City involved an element of speed. Vehicles involved in such crashes might be travelling below the speed limit, but the speed would be too high for the conditions that existed. Often the weather made the road more dangerous, or the driver was too inexperienced and failed to drive safely.

Crashes involving speed as a cause have reduced steadily in Hutt City over the last 10 years. Between 1992 and 1998, speed was identified as a factor in approximately 30 percent of crashes on rural roads. Since then there has been a marked decrease in speed as a cause of crashes on rural roads. In 2001, less than 10 percent of all crashes on rural roads had speed as a factor. Nevertheless it still remains a major factor contributing to crashes.

In 2001, the percentage of urban crashes in which speed was a factor rose slightly from 13 percent in 2000 to 16 percent in 2001. Despite the steady decrease in the past decade, speed contributed to proportionately more urban crashes in Hutt City than the national average. The crash percentage was also higher in Hutt City than in other metropolitan centres in New Zealand.



Recommended actions

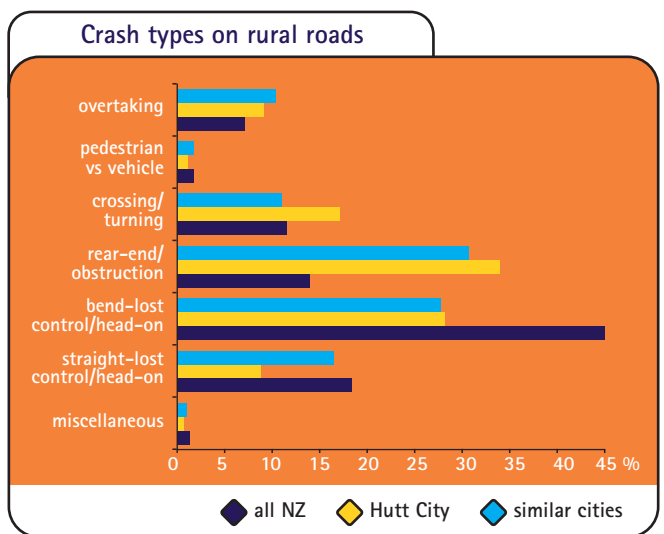
- Continue to work with police to carry out appropriate levels of speed enforcement, using risk targeted patrol planning.
- Encourage enforcement campaigns aimed at driving too fast for the conditions.
- Support education campaigns aimed at improving awareness of appropriate speeds for the driving conditions.
- Use speed advice devices (speed trailers) during campaigns.

T Intersections on state highways

In 2001, the 69 crashes at urban intersections (up 10 from the previous year) represented 49 percent of all urban crashes. This is below the national average and below the group average of similar metropolitan cities. Crashes on rural road intersections were, however, above the national average and the average for similar cities. Over a 10-year period, the number of crashes in this category has decreased.

Crashes resulting from crossing/turning movements were over-represented in Hutt City. These crashes, which often occurred at intersections, were similarly more prevalent in Hutt City than in comparable centres.

Further investigation revealed that most of the intersection crashes on rural roads occurred on the state highways. This was partly due to the layout of State Highway 2 which has many intersections with minor roads. In the short to medium term, the at-grade intersection layout is unlikely to change. This means that other solutions must be found for this problem.



Recommended actions

- Support enforcement campaigns aimed at intersection black spots.
- Consider introducing red light camera use.
- Initiate and support campaigns on the need to give way at intersections, particularly when turning right.
- Encourage drivers to show courtesy.
- Consider joint crash reduction studies with Transit New Zealand and Hutt City, to reduce duplication and allocate responsibility for improvements.

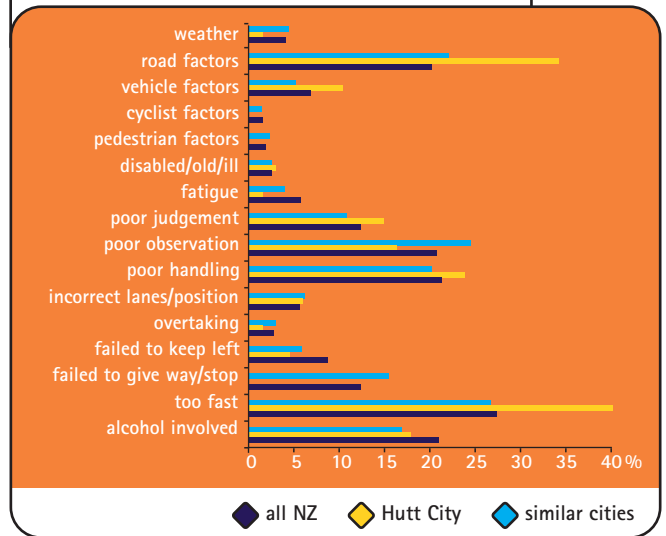
Bends on local rural roads

This section covers a number of separate but related aspects of crashes on the local rural road network in Hutt City. About 74 percent of all injury crashes on local rural roads within the city boundary were on bends. This typically involved a loss of control, or some kind of head-on crash. This percentage was higher than the New Zealand average of 55 percent and the metropolitan average of 51 percent.

Despite a steady reduction in the number of crashes, the percentage of crashes on wet, local rural roads was still high, averaging 55 percent for the past 10 years. The percentage of such crashes for Hutt City is higher than the national rate and the average of similar cities for every year over the last decade.

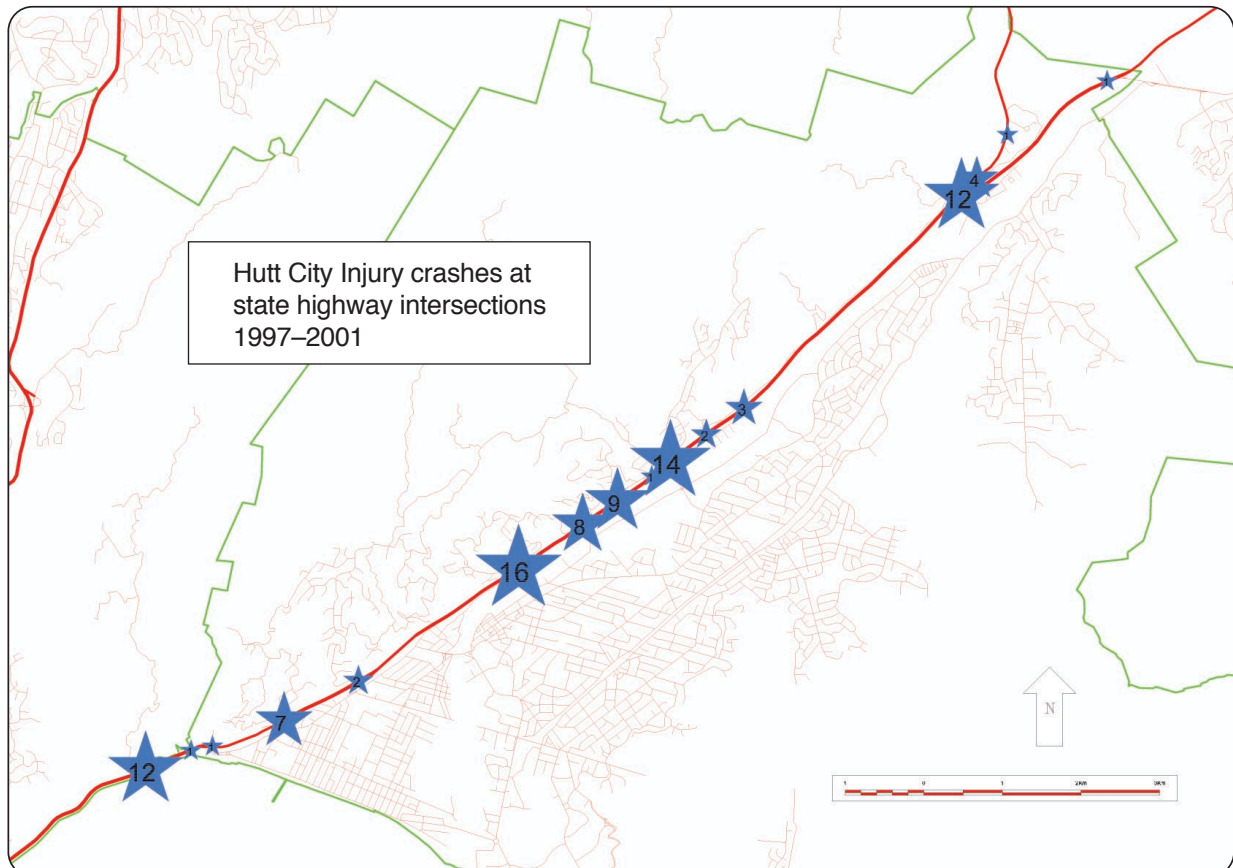
There is further evidence that wet, local rural roads may be a problem. Such evidence may be found in the statistics for crashes that can partly be attributed to road conditions or going too fast. A crash on a wet road would typically mean that the driver was going too fast for the weather conditions. The statistics for both these attributes show that Hutt City crashes were more likely to be caused in part by these factors, compared with other regions.

Driver causes in crashes on curves



Recommended actions

- Target enforcement on drivers travelling at speeds inappropriate for the conditions.
- Assist drivers to recognise hazardous road or weather conditions, especially in the wet.
- Improve road drainage.



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 Hutt City.

Funding for community projects in Hutt City from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$20,000
'Speed kills doesn't it'	\$12,000
Ho ho easy as you go III	\$5,500
'Buckle them in'	\$3,000
Survival on the cycle III	\$700
ESOL learner licence courses 2	\$1,500

Police enforcement

In Hutt City during 2002/2003, police will deliver 37,570 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	26,990
Traffic management including crash attendance, incidents, emergencies and events	8,400
Road safety education	1,800
Police community services	380

Where to get more information

For more specific information relating to road crashes in Hutt City, 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
Demetra Kennedy
Phone 04 382 6421

Regional Engineer
Alan Dixon
Phone 04 382 6441

Regional Educational Advisor
Roy Hitchcock
Phone 04 382 6428

Road Safety Co-ordinator

Tony Yung
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Phone 04 570 6666

New Zealand Police

Sen. Sgt. Pete Cowan
PO Box 30-840, Lower Hutt
Phone 04 560 2600

Hutt City Council

Joe Hewitt
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Phone 04 570 6730

Transit New Zealand

Regional Highways Manager
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LTSA Wellington Regional Office

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