

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 Hutt City.

The number of crashes reported in Hutt City has risen slightly in the past year both in the urban and rural environment, with corresponding increases in casualties.

Motorcyclists are the only group to stand out, with a doubling of the number of casualties.

Further examination of the statistics indicates that female casualties are above expected levels and there are possible problems with specific age groups, especially among car/van drivers, motorcyclists and pedestrians. Older cyclists are also over-represented.

Rear-end collisions or hitting obstructions are the most common crash type in the city. These crashes exceed expected levels in both urban and rural environments, principally on state highways, with parked or stationary vehicles most often struck. Intersection collisions in rural areas also feature in the statistics.

Lack of driver skills of observation, judgement and positioning are significant contributing factors in crashes in the city, as is failure to give way or stop at intersections.

Both local and national road safety issues are identified below. The specific issues for Hutt City are considered in detail overleaf.

Major road safety issues

Hutt City

Rear-end/obstruction

Intersections

Vulnerable road users

Nationally

Speed

Alcohol

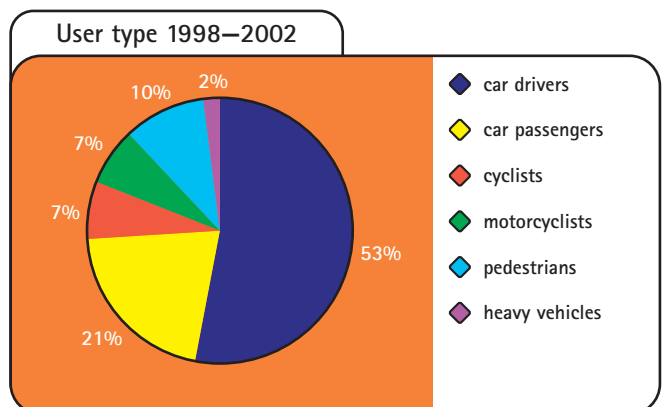
Failure to give way

Restraints

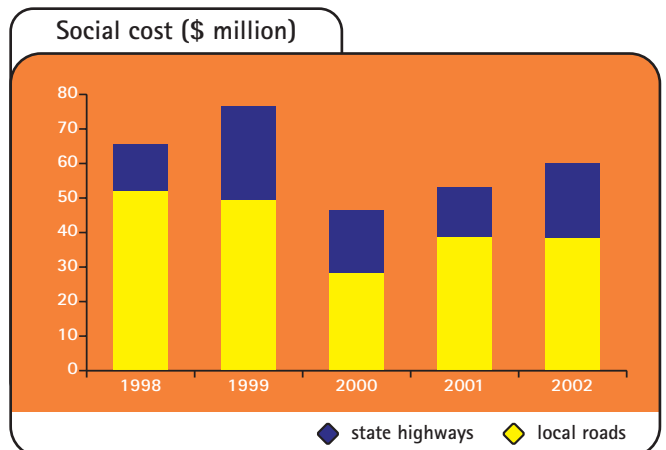
2002 road trauma for Hutt City

Deaths	6
Serious casualties	37
Minor casualties	212
Fatal crashes	6
Serious injury crashes	31
Minor-injury crashes	158
Non-injury crashes	533

Road casualties 1998–2002



Estimated social cost of crashes*

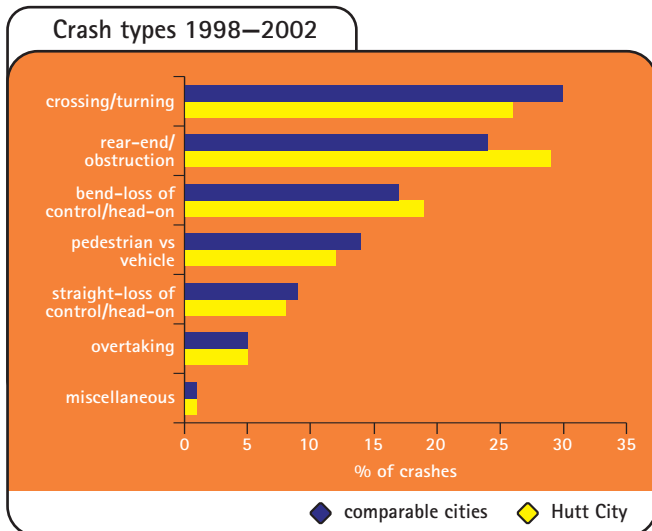


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

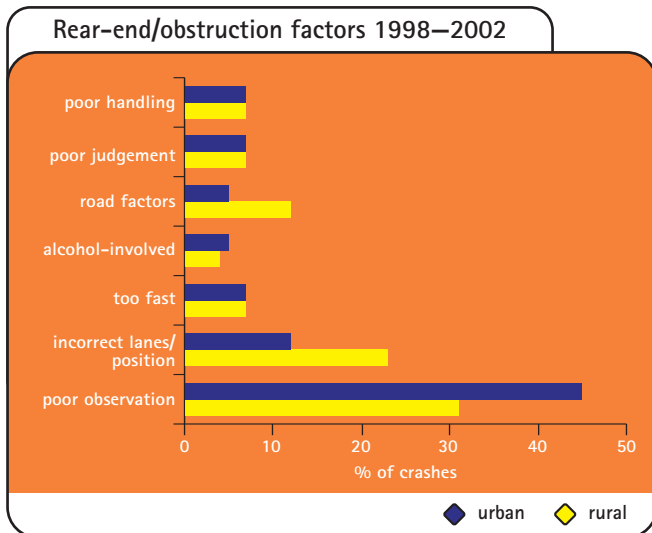


Rear-end/obstruction

Rear-end collisions or collisions with obstructions are the second most common crash type in Hutt City after the general category of loss of control crashes.



Seventy-five percent of these crashes occurred in urban zones, but in both urban and rural areas this type of crash was above similar authority levels.



The principal factor in these crashes was poor observation of the traffic ahead associated with incorrect lane or position choices on the road.

The objects most often struck were parked or stationary vehicles.

Recommended actions

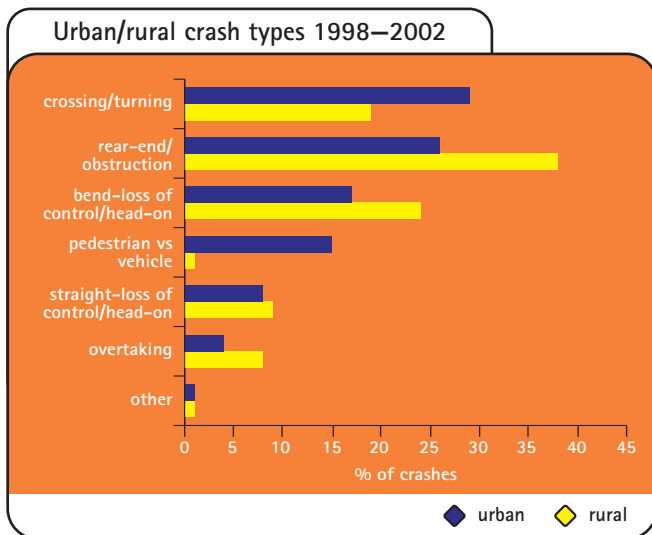
- Carry out enforcement programmes that:
 - enforce safe following distances at high-risk times
 - support education campaigns to increase driver alertness.

- Design engineering programmes that:
 - provide good skid resistant road surfaces on approaches to traffic signals, roundabouts and pedestrian crossings
 - provide good guidance as to positioning on the road
 - progressively improve sight lines
 - encourage off-road parking.
- Conduct education programmes that assist drivers to be more aware of the risks of following too closely, particularly on arterial routes.

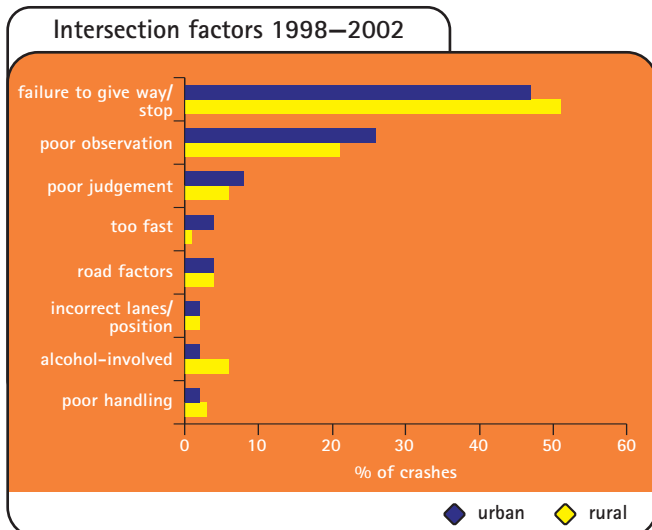


Intersections

Crashes when crossing or turning at intersections (273 crashes) were the third most common type of crash recorded in Hutt City for the period 1998–2002. They represent 26 percent of the reported crashes and 27 percent of the casualties.



It is not uncommon that a considerable proportion of crashes in a principally urban area such as Hutt City are intersection-related. However, with a major highway running through the city, rural intersection crashes were over-represented.



A significant number of both urban and rural crossing or turning crashes were the result of failure to stop or give way. These were likely to be associated with a number of other factors, such as alcohol which accounted for six percent of the crashes in rural areas.

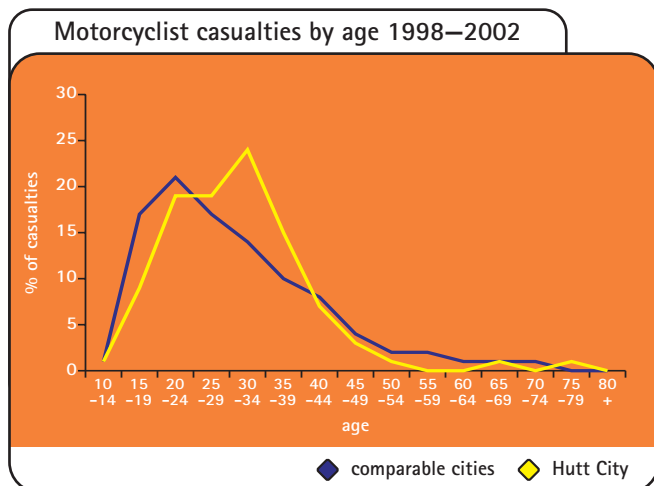
Recommended actions

- Conduct education programmes that assist drivers to:
 - understand the give way rules at intersections, particularly when turning right
 - use the monthly Code Red tips in the media (community newspaper, radio, advertising boards).
- Carry out enforcement programmes that:
 - target drivers who fail to stop or give way
 - target intersection black spots.
- Design engineering programmes that:
 - include crash reduction studies of known black spots
 - conduct safety audit/survey of intersection controls and visibility
 - provide good skid resistant road surfaces on approaches to traffic signals, roundabouts and pedestrian crossings
 - provide good guidance as to positioning on the road
 - progressively improve sight lines.

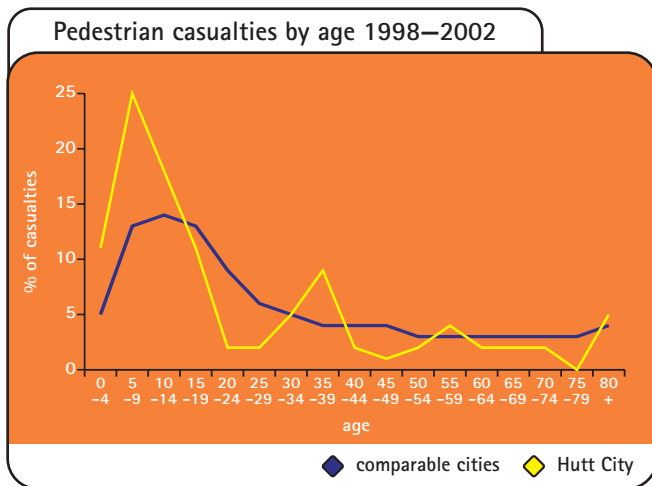
Vulnerable road users

Pedestrians, cyclists and motorcyclists were the most vulnerable road users, representing 24 percent of the casualties within Hutt City.

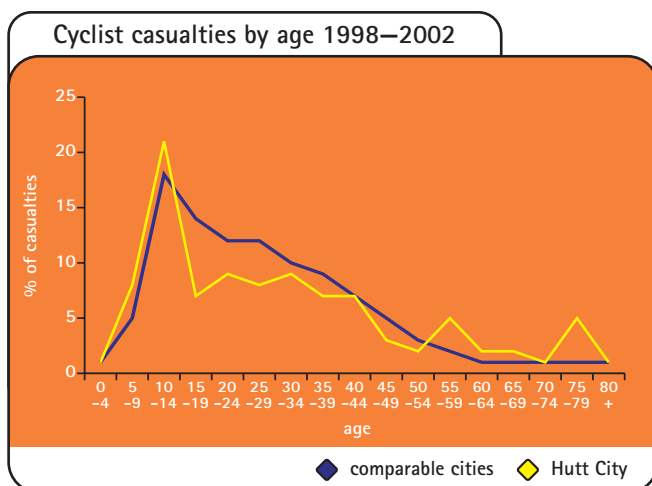
The number of motorcyclist casualties has been falling for several years matching trends throughout the country. However, numbers doubled to 22 in Hutt City in 2002. The motorcyclist casualty age profile suggests that 30 to 39 year old riders may be the most at risk.



Pedestrian casualty numbers are reducing but they are becoming a greater proportion of the casualties within Hutt City. The most at-risk group of pedestrians are those aged 14 and under.



Cyclist casualties are reducing and are below comparable levels. However, 10 to 14 year olds and those 55 years and over are the areas of concern in Hutt City.



Recommended actions

- Carry out enforcement programmes that:
 - target the use of cycle lights and helmets
 - target pedestrians and drivers who incorrectly use traffic signals or other crossing facilities
 - target parking on cycle lanes and footpaths.
- Carry out education programmes that:
 - improve pedestrian/cycle awareness by drivers
 - reinforce the need for good pedestrian behaviour particularly when entering traffic lanes
 - discourage parents from allowing young children to play near busy roads
 - encourage safe cycling/pedestrian activity aimed at the under 14 age group
 - promote safe driving practices by motorcyclists.
- Promote engineering works that:
 - develop pedestrian and cyclist friendly arterial roads
 - develop residential pedestrian safe play zones
 - establish cycle ways
 - reduce the need for pedestrians and cyclists to cross high volume traffic routes.

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

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 initiatives aims to encourage local involvement and ownership of road safety issues, and to 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 from the CRSP for community initiatives in Hutt City for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$40,000
Marae-based driver licence courses	\$3,100
ESOL driver licensing courses	\$3,000
Pacific learner licence courses	\$3,000
Safer vehicles	\$9,400
Street Smart	\$2,400
Host responsibility	\$7,500

Road policing

In Hutt City during 2002/2003, the 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
Community services	380

The Hutt City Council and the LTSA will liaise with the New Zealand Police to ensure risk targeted patrol plans are implemented.

Where to get more information

For more specific information relating to road crashes in Hutt City, 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

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