

# 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 Manawatu District.

During 2002 the Manawatu Wanganui region experienced the lowest recorded number of road deaths in over 20 years (28 deaths from 27 fatal crashes). This result was largely due to the efforts of many motivated and keen individuals and organisations determined to improve road safety throughout the region. While the human cost of road deaths continues to be a major problem, it is hoped that 2002 saw the start of a sustained reduction in road trauma.

While the reduction in road deaths is welcomed, this report notes a small increase in injuries in most districts within the wider region. Planned implementation of road safety strategies would ideally lead to a reduction in all injury crashes. Practitioners should not, however, lose sight of the fact that reducing the severity of a crash can deliver significant safety benefits and is a legitimate measure of success.

The social cost of crashes in the Manawatu District during 2002 was:

- \$18.7 million on state highways
- \$32.01 million on local roads.

Compared with 2001, this is a decrease from \$33.20 million on state highways and an increase from \$19.37 million on local roads.

## Major road safety issues

### Manawatu District

Alcohol

Night-time crashes

Intersections

### Nationally

Speed

Alcohol

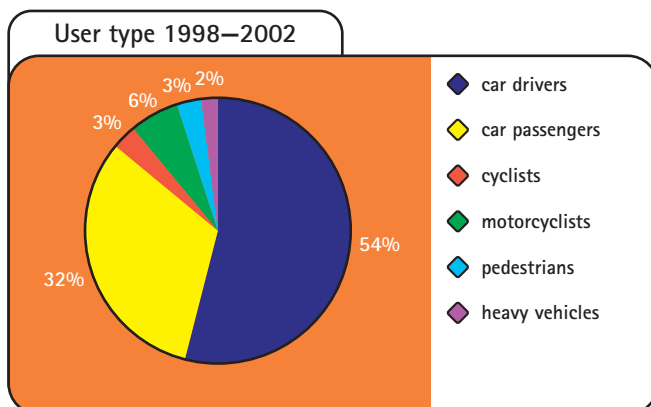
Failure to give way

Restraints

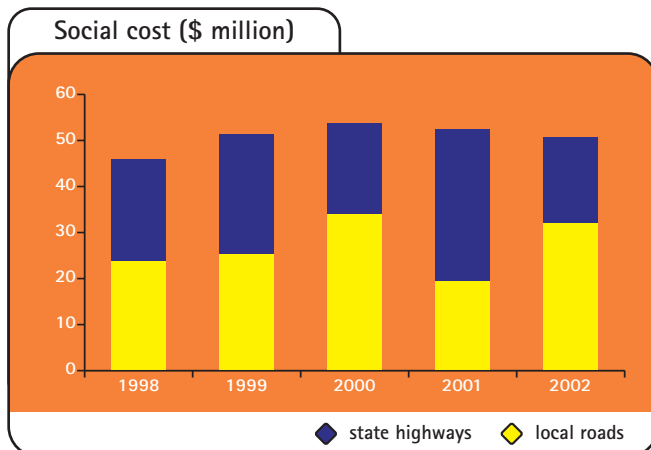
## 2002 road trauma for Manawatu District

♀	Deaths	5
♀	Serious casualties	34
	Minor casualties	109
🚗	Fatal crashes	5
	Serious injury crashes	29
	Minor-injury crashes	62
	Non-injury crashes	150

## Road user casualties 1998–2002



## Estimated social cost of crashes\*

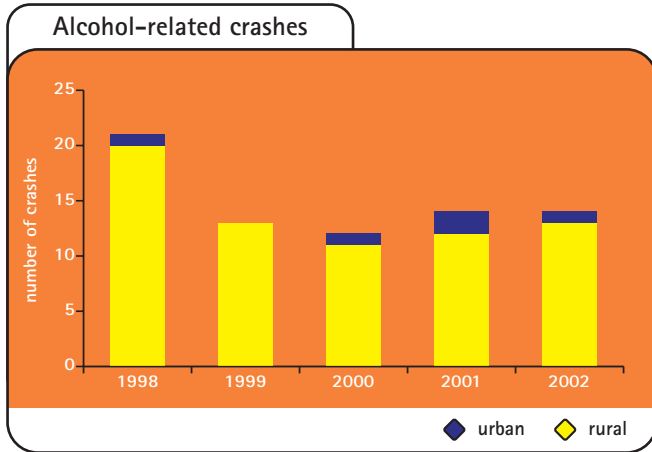


\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs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

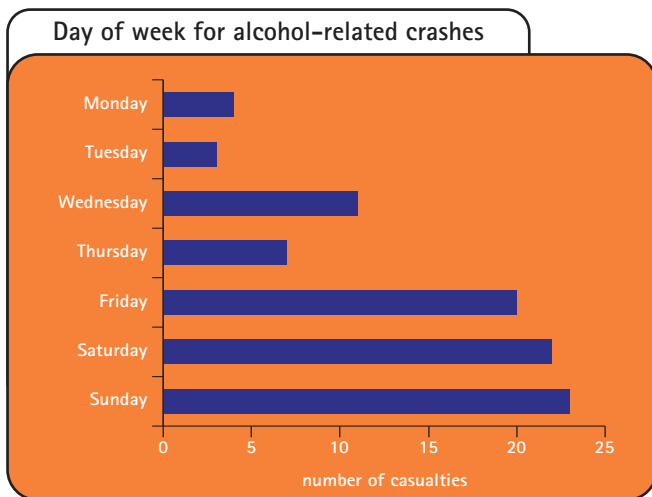


# Alcohol

Alcohol involvement in rural crashes in the Manawatu District remains stubbornly high, with the percentage of drink-drive crashes being above the level of all New Zealand and similar authorities. It was reported in 69 rural crashes during the period 1998 to 2002 and was noted as a factor in about 21 percent of all rural crashes. While the percentage of rural crashes involving alcohol has generally been tracking downward in the last five years, district performance remains consistently worse than the national trend.



Weekends continue to be the most common time for alcohol-related crashes to occur. Mid-block alcohol-involved crashes were most common, with crashes on bends (40 crashes) being slightly more common than those on straight stretches of road (27). Fewer alcohol-related crashes were reported in urban areas.



While alcohol-related crashes were scattered across most of the roading network, higher volume roads continue to have the heaviest concentration of alcohol crashes. Leading roads in the Manawatu District for alcohol-involved crashes since 1998 have been:

Road	Number of crashes
SH 54	14
SH 3	10
SH 1N	8
Awahuri Feilding Road	7
Longburn Rongotea Road	6
SH 56	5
Kairanga Bunnythorpe Road	3
Taonui Road	3

## Recommended actions

### Education

- Promote awareness of host responsibility in licensed premises.
- Support the formation and operation of SADD groups in appropriate locations.
- Raise the profile of organisations providing services such as courtesy vans and dial-a-driver.

### Enforcement

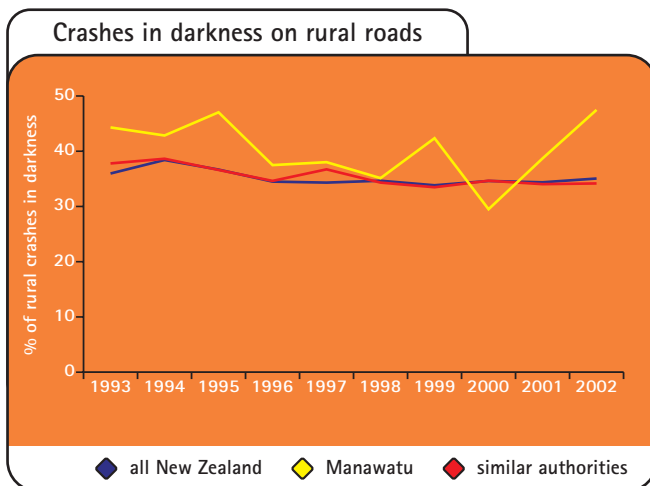
- Target enforcement at high-risk sites as follows:
  - speed and alcohol enforcement at high-risk times
  - checkpoints placed strategically to target travel between population centres.
- Support promotional activities and local campaigns.

### Engineering

- Maintain good road surfaces and drainage.
- Support education programmes highlighting the need to avoid drinking and driving.
- Consider improving roadside clear zones where possible.
- Utilise appropriate delineation techniques on key driving routes.

## Night-time crashes

Crashes during the hours of darkness in the Manawatu District are consistently above the rate experienced in similar authorities and all New Zealand. Just over 40 percent of rural crashes in the Manawatu District happen at night, compared with 35 percent for all New Zealand. While alcohol and fatigue may be factors leading to this higher proportion of night-time crashes, environmental factors may also contribute.



Loss of control crashes in the Manawatu District are more common at night than during the day, as are speed and alcohol crashes. About 65 percent of night-time crashes involve loss of control, compared with 44 percent of daytime crashes. Approximately two thirds of loss of control crashes occur on bends. Intersection crashes are less common at night, though failure to give way featured in 18 night-time crashes. Failure to keep left featured in 17 crashes.

## Recommended actions

### Education

- Promote awareness of fatigue as a safety issue.
- Raise profile of education courses for professional drivers.
- Promote fatigue stops and use of roadside facilities.
- Continue with alcohol programmes.

### Enforcement

- Support education programmes aimed at fatigue.
- Maintain high-visibility patrolling at identified high-risk locations.
- Support fatigue stops at holiday times and high-risk locations.
- Monitor driving hours among commercial drivers.

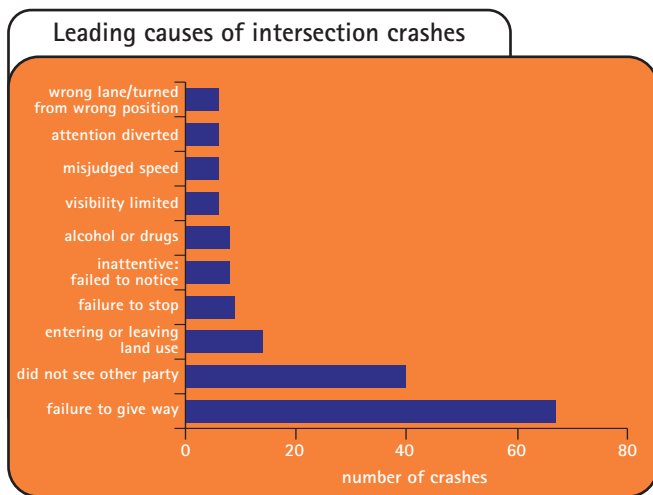
### Engineering

- Maintain signs and roadside delineation to an appropriate standard.
- Ensure roadside areas are kept clear of solid objects.
- Support local efforts to curb fatigue.
- Investigate installing audible edge markings in high-risk locations.
- Maintain roadside facilities such as rest areas.
- Investigate installing flag lighting at problem intersections.
- Provide a 'no surprises' driving environment.

# Intersections

In 2002 the number of urban intersection crashes in the Manawatu District increased to 10 reported crashes from nine in 2001, while rural intersection crashes increased to 20, up from 19 in 2001. The proportion of such crashes in the Manawatu District was slightly above the average for all New Zealand and for similar authorities.

The proportion of crossing and turning type crashes in the Manawatu District remains above that for similar authorities. Failure to give way or stop and poor observation are the leading contributing factors. Failure to give way was a factor in 23 urban crashes and 59 rural crashes in the period from 1998 to 2002. Poor observation was the most common crash factor in the Manawatu District in both rural and urban areas, occurring in 24 urban crashes and 97 rural crashes in the same five-year period.



Crossroads and T junctions are the most common intersection types for urban crashes. The most common movement types associated with intersection crashes from 1998 to 2002 were:



## Intersection black spots in the Manawatu District

Crash road	Side road	Number of crashes 1998-2002 (includes non-injury)
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### Urban intersections

SH 54	South Street	26
SH 54	Derby Street	25
SH 54 (Aorangi)	East Street	17
Kimbolton Road	Aorangi Street	16
SH 54	Denbigh Street	14
Church Street	Grey Street	12

### Rural intersections

SH 54	Waughs Road	36
SH 3	SH 54	28
Stewart Road	Awahuri Feilding Road	27
SH 3	Flygers Line	24
SH 1	Highway 56	23

## Recommended actions

### Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Raise awareness of problems at crash black spots.
- Support public education campaigns.
- Advocate appropriate driving behaviour.

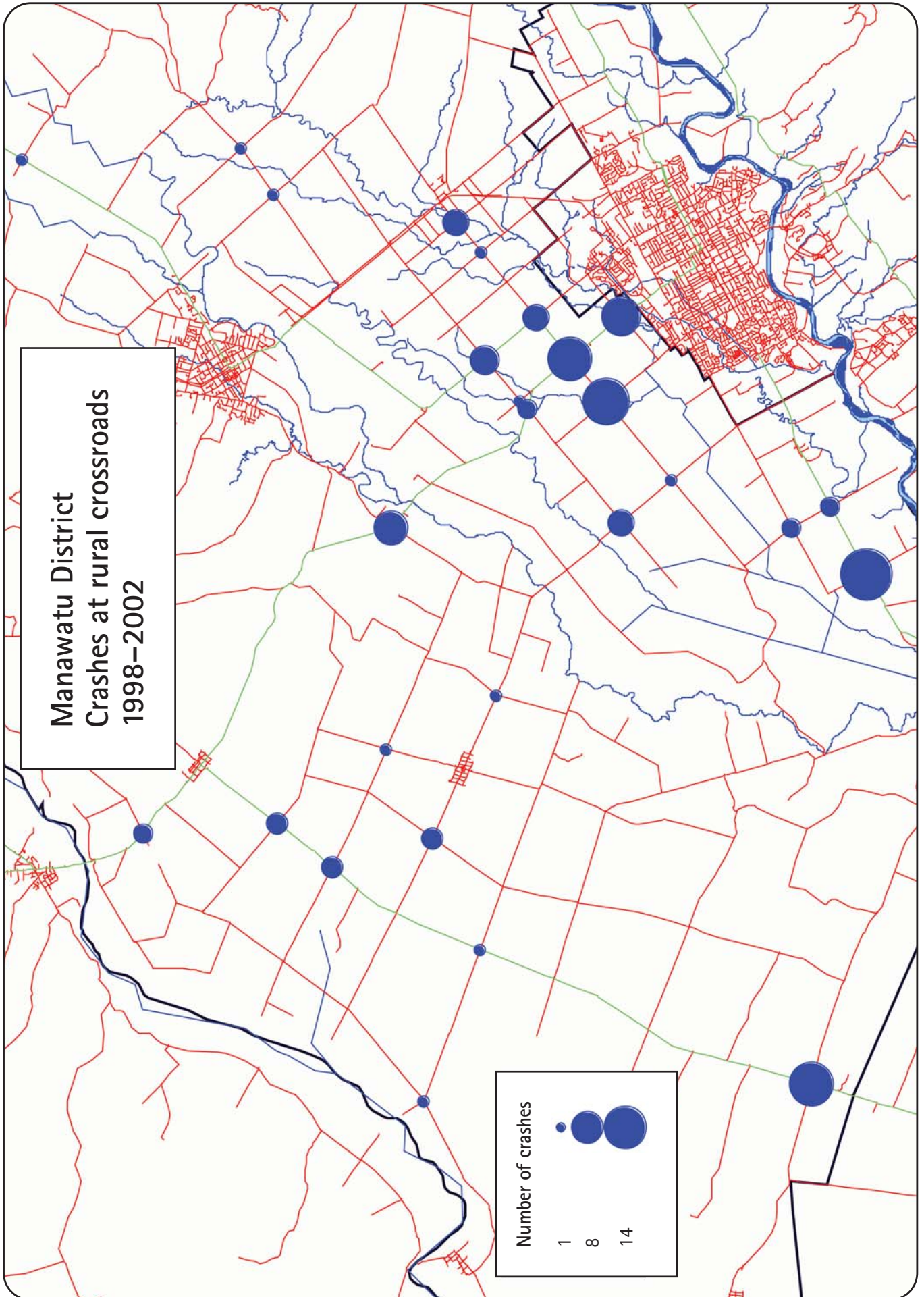
### Enforcement

- Target enforcement at high-risk sites.
- Target intersection enforcement at regular intervals.
- Support promotional activities and local campaigns.
- Report and remove obstacles to vision at intersections.

### Engineering

- Ensure sight lines at intersections are maintained.
- Ensure regular review of crash trends at intersections. Consider safer intersection design or controls where possible.
- Maintain good road surfaces and drainage.
- Support education programmes highlighting the need for care at intersections and emphasising correct signalling, lane position and give way rules.
- Utilise traffic calming measures to reduce traffic speeds where appropriate.





# 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 Manawatu Wanganui Region of \$271,500, as well as a community development dedicated fund of \$61,500. Road Safe Central, the inter-agency group responsible for regional road safety, has developed 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 Manawatu Wanganui Region is \$178,000. 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 2003/2004 the Police are funded to deliver 11,620 hours of road policing in the Manawatu District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	9,520
Traffic management including crash attendance, incidents, emergencies and events	1,210
School road safety education	600
Police community services	290

## Road environment

The Manawatu 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 Manawatu 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

Regional Manager  
Darryl Harwood  
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Road Safety Engineer  
David Lane  
Phone 06 350 1883

CRSP Regional Liaison Officer  
Barbara Broederlow  
Phone 06 350 1899

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