

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 identify possible ways of reducing the number of road deaths and injuries in the Manawatu Wanganui region.

The area covered by this report includes state highways and local roads in the seven local authorities that make up the Manawatu Wanganui region. Tables and charts used in this report originate from the Road Safety Report for the Manawatu Wanganui region.

There were 541 casualty crashes in the Manawatu Wanganui region in 2001, resulting in 817 casualties in total. This compares with 507 crashes and 795 casualties in 2000.

The social cost of crashes in the Manawatu Wanganui region during 2001 was \$269.4 million, compared with \$272.7 million in 2000. This equates to 7.8 percent of national road trauma. The region has 9.5 percent of the New Zealand roading network and 5.9 percent of the national population. Total trauma was down marginally on 2000 and remains well below the level of the period 1997 to 1999.

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Major road safety issues:

Manawatu Wanganui region

Speed

Urban intersection crashes

Cyclists

Motorcyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Manawatu Wanganui region

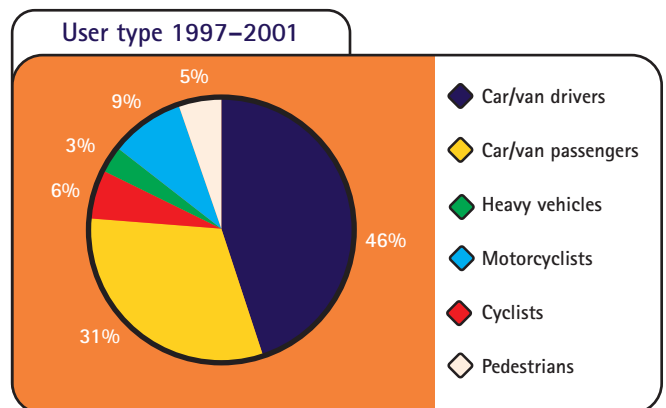


Deaths	44
Serious casualties	159
Minor casualties	614

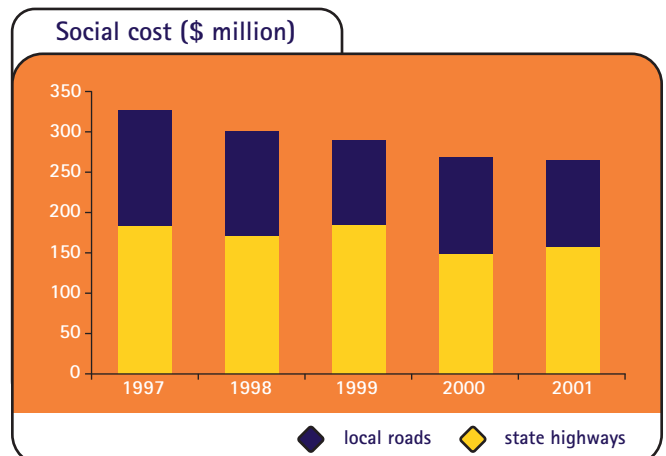


Fatal crashes	39
Serious injury crashes	119
Minor injury crashes	383
Non-injury crashes	1,483

Road user casualties 1997–2001



Estimated social cost of crashes*



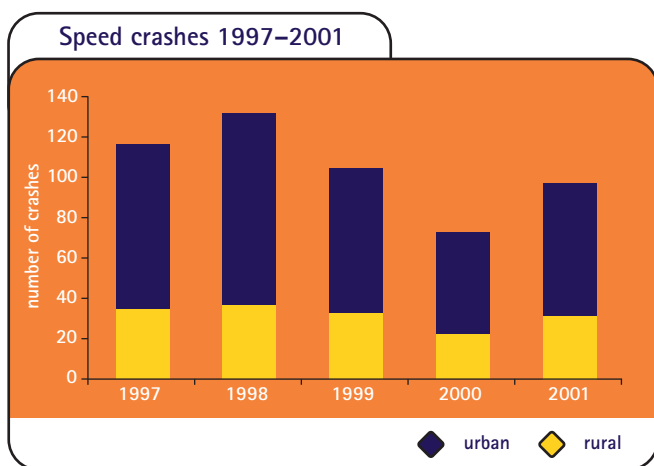
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Speed

Travelling at a speed too fast for the conditions was the highest single factor in rural crashes for the period 1997 to 2001. It contributed to 361 rural crashes (over 20 percent) and 155 urban crashes (12 percent). During the last five years there was an average of two speed-related injury crashes every week throughout the region.

While speed-related crashes have fallen in line with the reduction in all crashes in the region, they remain above the level experienced in similar regions and all New Zealand.

Speed was more likely to be a factor for young drivers than older drivers. Most crashes where speed was a factor involved a driver younger than 30 years of age.



Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases. When a crash occurs, faster speeds will result in more severe injuries.

Recommended actions

Education

- Promote awareness of the risks of speed.
- Identify appropriate speeds for conditions and stress the need to be fully alert when driving.
- Improve attitudes to fast driving.

Enforcement

- Focus on speed enforcement at high-risk times and places.
- Ensure a low enforcement tolerance is observed.
- Conduct targeted enforcement at high-risk sites. This includes:
 - controlling speed at bends with advisory speed signs
 - identifying crash black spots
 - monitoring travelling speeds and following distances during wet weather.

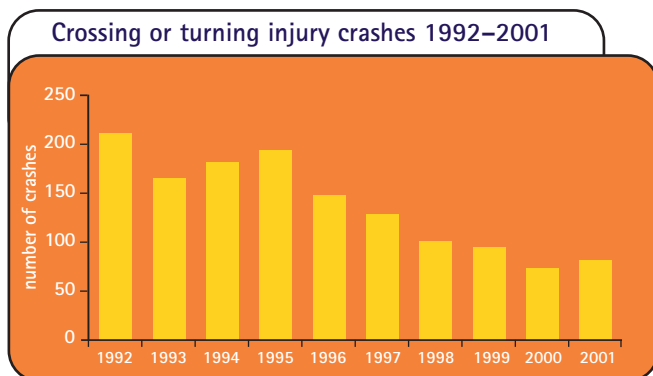
Engineering

- Ensure clear delineation of curves.
- Ensure advisory speed signs are of an appropriate, consistent standard and are in the correct position.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Provide sealed road shoulders where appropriate.
- Continue realignment projects where possible.

Urban intersection crashes

Crashes at urban intersections have reduced substantially but still account for just over 50 percent of all urban crashes. Crashes involving crossing and turning vehicles comprise 37 percent of urban crashes.

Failure to give way and poor observation were the most common contributory factors to urban crashes. Most intersection crashes occurred on local authority roads, particularly in Palmerston North, Manawatu and Wanganui.



Intersection black spots in the Manawatu Wanganui region

Crash road	Side road	No. of injury crashes 1997–2001
Fitzherbert Avenue	Te Awe Awe Street	8
Rangitikei Street (SH3)	Featherston Street	7
Ferguson Avenue	Linton Street	7
Pioneer Highway	Botanical Road	7
Botanical Road	Ferguson Street	7
Tremaine Avenue	Botanical Road	7
SH1N	SH3	7
Tennant Drive	Main Drive	7

Recommended actions

Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise the need to be fully alert when driving.
- Raise profile of education courses for road users such as Road Rules Refreshers.
- Raise awareness of problems at crash black spots.

Enforcement

- Maintain high visibility patrolling at identified high-risk locations.
- Undertake periodic monitoring of driver behaviour at intersections.
- Conduct targeted enforcement at high-risk sites by implementing 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.
- 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.

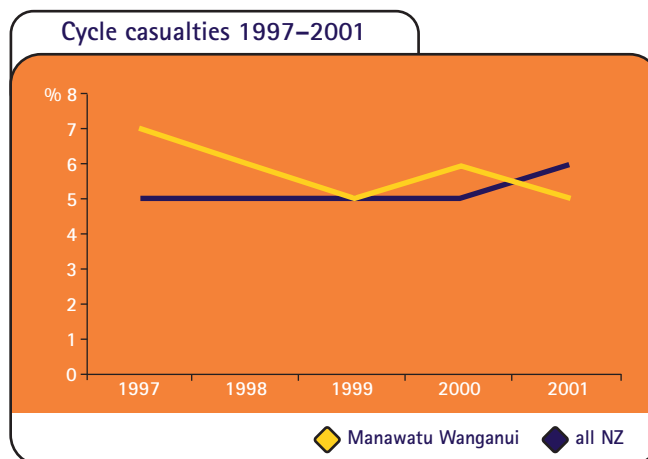
Cyclists

In recent years the proportion of cyclist casualties in the Manawatu Wanganui region has been relatively high compared with similar authorities and all New Zealand. Since 1997 the trend in casualty numbers has generally been downward, with casualty numbers in 2001 (45) being five less than those recorded in 2000. Cycle casualties in 2001 accounted for around five percent of all casualties which was about the same level as for all New Zealand. Total casualties in urban areas for the five years 1997–2001 (245) were, however, well above the national level.

In common with other similar areas, cycle casualty rates were high for cyclists aged 15 to 24 years but the 10 to 14 year age group remained the greatest risk group, with over 30 percent of total casualties.

Most cycle crashes occurred at intersections, with T junctions, crossroads and roundabouts being the most common. Mid-block collisions were less common.

Leading crash factors were similar to those found with other road users, with failure to give way and poor observation being leading causes. Overtaking on the left at intersections can be a problem amongst cyclists.



Recommended actions

Education

- Promote awareness of the use of cycle lights and other aids to visibility.
- Emphasise the need to be fully alert when driving.
- Raise the profile of education courses for cyclists, particularly novice riders.
- Continue with school-based education programmes.
- Continue with programmes supporting helmet use.

Enforcement

- Support education programmes aimed at cyclists.
- Maintain high visibility patrolling at identified high-risk locations.
- Undertake periodic monitoring of driver behaviour at intersections.
- Discourage unsafe driving practices among cyclists.

Engineering

- Support use of cycle lanes where possible.
- Provide cycle facilities at intersections.
- Continue work with urban schools to support safe cycling facilities.
- Consider dedicated cycle phases at traffic signals.



Motorcyclists

In line with experience throughout New Zealand, motorcycle casualties are reducing. There were 74 reported motorcycle casualties in 2001, a slight increase on the previous two years but well below the 100 casualties recorded in 1998. Motorcycle casualties accounted for about nine percent of all casualties, compared with about six percent for all New Zealand.

In common with other similar areas, motorcycle casualty rates are high for those aged 15 to 24 years. The 15 to 19 year age group remains the greatest risk group, with over 20 percent of total casualties.

Motorcycle crashes tended to follow trends common across all crashes. There were more urban crashes than rural, but severity tended to be greater in rural crashes. Crashes on bends and at intersections were most common, and most occurred during daylight and on dry roads. Failure to give way and inadequate checking were the most common factors occurring on the part of both motorcyclists and other road users. For crashes where the motorcyclist was primarily at fault, speed, alcohol and overtaking were also reported as more common factors.

Recommended actions

Education

- Promote awareness of the use of daytime driving lights and other aids to visibility.
- Emphasise the need to be fully alert when driving.
- Raise the profile of education courses for motorcyclists, particularly novice riders.
- Support specialist education programmes for ATVs and off-road motorcycle use.

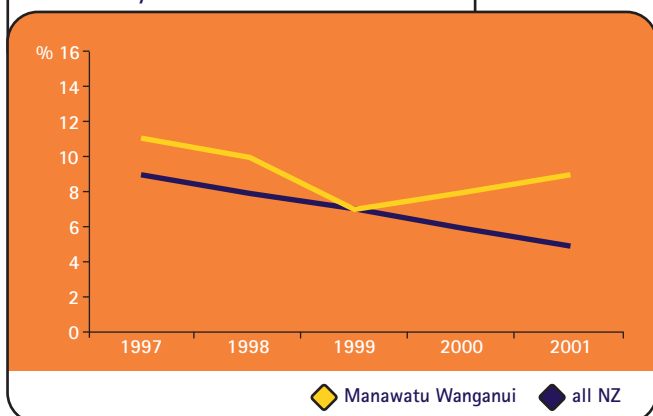
Enforcement

- Support education programmes aimed at motorcyclists.
- Maintain high visibility patrolling at identified high-risk locations.
- Undertake periodic monitoring of driver behaviour at intersections.
- Discourage unsafe driving practices among motorcyclists.

Engineering

- Create a no surprises driving environment.
- Maintain sight lines at intersections.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.
- Provide sealed road shoulders where appropriate.

Motorcycle casualties 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 Land Transport Programme.

Community projects

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

Funding for the Manawatu/Wanganui regional community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Manawatu/Wanganui regional	
Road safety co-ordinator (joint Wanganui and Manawatu)	\$38,000
Open road project	
- speed	\$36,000
- alcohol	\$36,000
- restraints	\$36,000
- fatigue	\$36,000
- driver knowledge	\$36,000
Safety Link newsletter	\$4,000
Driver licensing courses	\$18,000
Safe with age	\$14,000
Committee-run projects	\$50,000

Project	Funding
Palmerston North LTSA region Maori road safety community programme	
Maori road code learner licence programme – 160 learners	\$13,300
Community road safety initiatives	\$35,000
The Ngati Uenuku Whanau development project	\$5,500
Hapu-based learner licence programme	\$3,700
He Taonga Te Tamaiti car restraints plus a driver licence programme	\$15,000
Maori road safety programme	\$7,000
Whanganui River – road safety project	\$15,000

Police enforcement

In addition to the nationally delivered outputs, the provisional 2002/2003 New Zealand Road Safety Programme of police hours shows that the the New Zealand Police will deliver hours for the Manawatu Wanganui region as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	72,450
Traffic management including crash attendance, incidents, emergencies and events	15,590
School road safety education	3,570
Police community services	1,710
Community projects	45

The LTSA will liaise with district councils, Transit New Zealand and the New Zealand Police to develop and implement Road Safety Action Plans and Risk Targeted Patrol Plans.

Where to get more information

For more specific information relating to road crashes in the Manawatu Wanganui region, 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

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Regional Education Advisor
Darryl Harwood
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Road Safety Analyst
David Lane
Phone 06 350 1883

Regional Road Safety Co-ordinator (Manawatu, Horowhenua, Palmerston North and Taranua)

Sharon Vera
Public Health Unit
Mid Central Health
PO Box 2056, Palmerston North
Phone 06 350 8463

Regional Road Safety Co-ordinator (Wanganui, Rangitikei and Ruapehu)

Judith Pene-Jones
Public Health Unit
Private Bag 3003, Wanganui
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New Zealand Police

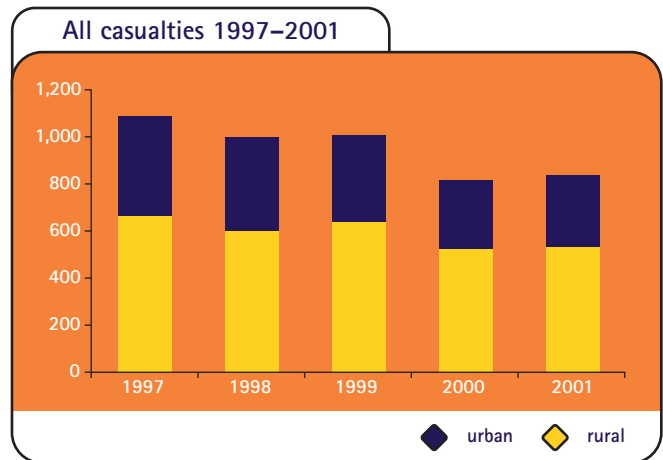
Strategic Traffic Manager
Inspector Neil Wynne
Central District Headquarters
Private Bag 11-040, Palmerston North
Phone 06 351 3600

Transit New Zealand

Regional Manager
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Seddon House
Park Place
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Phone 06 345 4173

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The graph below shows the changes in casualty numbers over the last five years.



A measure of how an area is performing is the number of casualties per 10,000 people. Manawatu Wanganui region data shows 37 casualties for 2001 compared with an average value of 34 for all New Zealand.

A sustained effort from all road safety partners is needed this year to further improve the information base we use to target and evaluate our safety programmes.

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