

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 Masterton District.

The number of injury crashes in the district has increased from 59 in 2001 to 65 in 2002. This was mostly due to an increase in minor-injury crashes in the urban area. There were no fatalities in 2002.

Car drivers were the largest group of casualties. The proportion of cyclist casualties in the urban environment was greater than for similar authorities, and the number is increasing. The proportion of motorcyclist casualties was also high.

Intersection crashes accounted for two thirds of all injury crashes in the district. In rural areas, drivers losing control of a vehicle on a bend occurred in over 60 percent of injury crashes.

The estimated social cost of crashes in the Masterton District in 2002 was \$14 million. The most significant decrease occurred on local roads.

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

Major road safety issues

Masterton District

Intersections

Loss of control on bends

Cyclists

Motorcyclists

Nationally

Speed

Alcohol

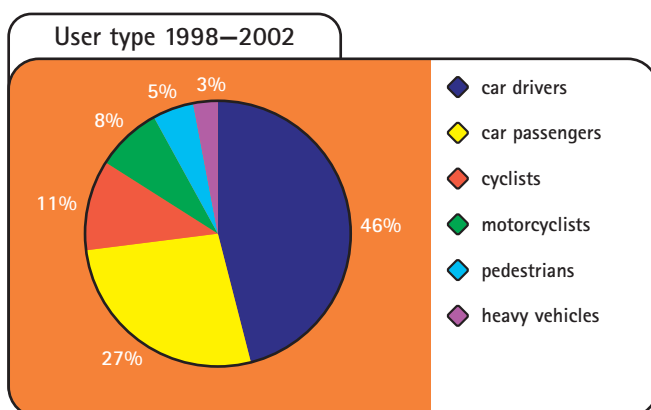
Failure to give way

Restraints

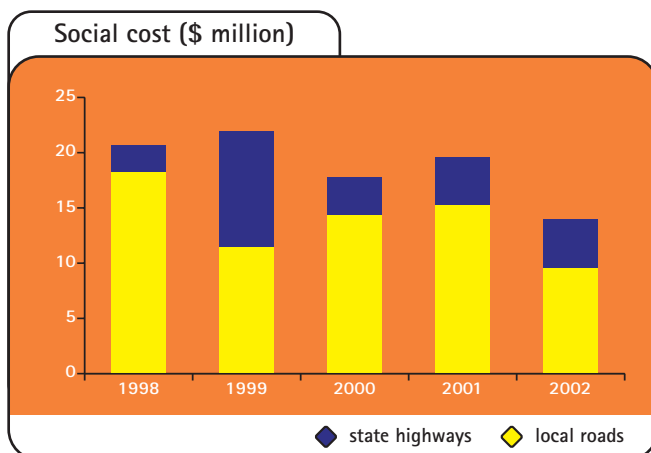
2002 road trauma for Masterton District

Deaths	0
Serious casualties	10
Minor casualties	73
Fatal crashes	0
Serious injury crashes	10
Minor-injury crashes	55
Non-injury crashes	119

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.

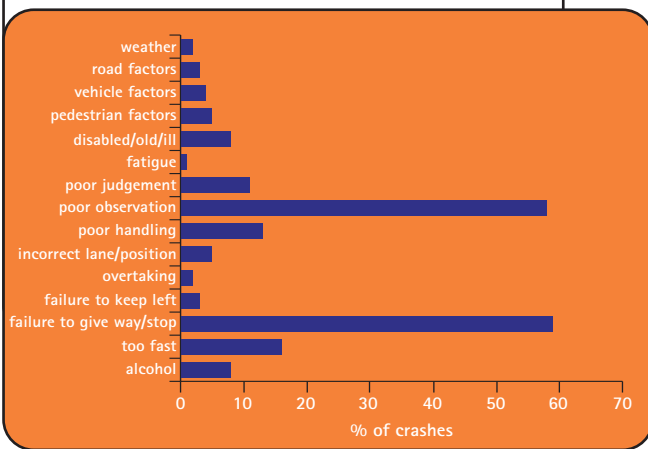


Intersections

There were 102 injury crashes at intersections in the Masterton District between 1998 and 2002, totalling over one third of all crashes. The majority of these occurred in urban areas. Most of these crashes involved vehicles crossing or turning (60), but there were also a number of rear-end/obstruction crashes (14). Twenty-five percent of the crashes involved cyclists.

Poor observation featured in over half of the intersection crashes, often with the driver failing to adequately check that the way was clear. Failing to give way or stop also featured in over half of the intersection crashes.

Contributing factors in intersection crashes 1998–2002



Recommended actions

- Increase awareness of right of way at intersections.
- Review the traffic controls at intersections to see if they are still appropriate.
- Ensure there is an effective programme to control vegetation at intersections and that signs and markings are in good condition.
- Improve visibility at intersections.
- Support strategic enforcement campaigns aimed at T junctions and crossroads.
- Support enforcement of compliance with Give Way and Stop signs.
- Support enforcement of following distances.
- Maintain good skid resistant road surfaces.

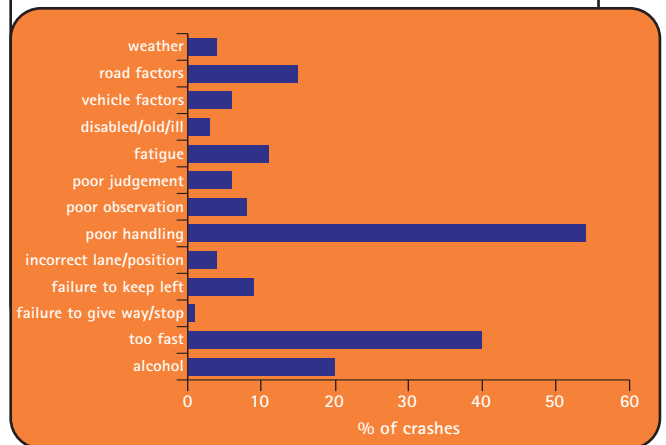


Loss of control on bends

Over 60 percent of injury crashes on open roads in the Masterton District between 1998 and 2002 involved a driver losing control of their vehicle on a bend. This resulted in either a head-on crash or the vehicle leaving the road. This proportion was significantly higher than in similar authorities where only 47 percent of injury crashes involved drivers losing control on a bend.

Poor handling skills was a factor in over half of rural loss of control crashes on bends, while driving too fast for the conditions was a contributing factor for over 40 percent. Over 80 percent occurred on local roads and two thirds of the drivers were locals. Over half occurred between 6 pm Friday and 6 am Monday.

Contributing factors in loss of control crashes 1998–2002



Recommended actions

- Support drink-driving education campaigns.
- Encourage campaigns on the need to be fully alert when driving.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Support enforcement campaigns targeting speed and alcohol.
- Monitor skid resistance and review intervention levels for skid resistance on severe bends.
- Encourage shoulder widening to ensure roads are the appropriate width.
- Provide sealed road shoulders, where appropriate.

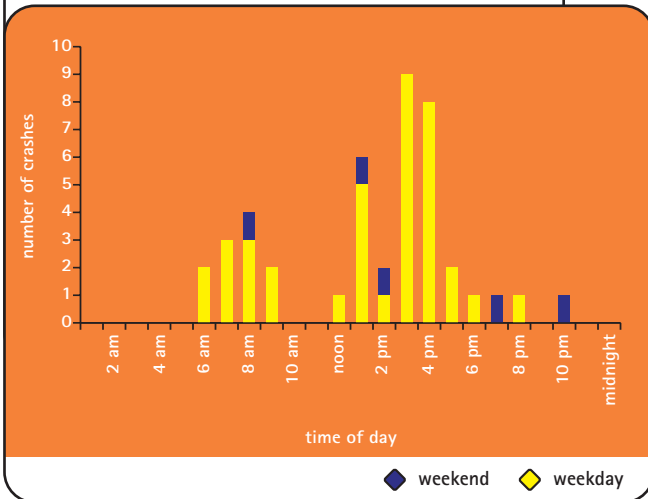


Cyclists

The proportion of cyclist casualties in the Masterton District was more than double that in similar authorities or New Zealand as a whole. The 43 cyclists injured in urban Masterton between 1998 and 2002 made up 19 percent of all urban casualties.

The crashes occurred predominantly just before and after school times, and mostly on weekdays. Two thirds of the cyclists were male, and over half were under 20 years of age.

Time of day for cyclist crashes 1998–2002



The most common type of crash (60 percent) involved crossing or turning movements, for instance at intersections. Failure to give way or stop and poor observation were frequently occurring factors in crashes involving cyclists.

Recommended actions

- Continue with developing a plan of cycle ways and cycle lanes.
- Continue to support education campaigns aimed at improving cycle awareness.
- Promote driver awareness of cyclists, particularly at intersections.
- Target increased enforcement to sites that are high-risk at before and after school times.



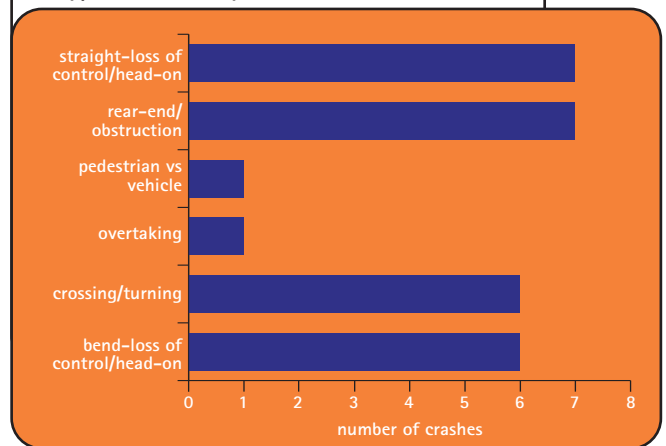
Motorcyclists

Motorcyclists made up eight percent of all casualties in the Masterton District between 1998 and 2002. Of the 23 motorcyclist casualties during this period, half were either killed or seriously injured.

Motorcyclists involved were mainly males in the 14 to 40 year age group. Two thirds of the motorcyclists were locals. Forty-three percent of the crashes occurred between 6 pm Friday and 6 am Monday. Poor observation, alcohol or speed were often reported as contributing factors.

Motorcycle crashes predominantly involved losing control, followed by rear-end obstruction and crossing or turning movements.

Types of motorcycle crashes 1998–2002



Recommended actions

- Initiate a campaign to make other motorists more aware of motorcyclists.
- Encourage motorcyclists to be more aware of the dangers that they face.
- Target enforcement of motorcycle speed and riding behaviour on the open road.
- Integrate motorcycle safety into the actions for addressing the loss of control on bends issue in the district.

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 Masterton 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
School road safety education	720
Police community services	70

The LTSA will liaise with the Masterton 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.

Where to get more information

For more specific information relating to road crashes in the Masterton 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:

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