

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 New Plymouth district.

National issues shown at the end of this column have remained unchanged from last year although there has been a significant reduction in the number of alcohol-related crashes.

The road safety issues identified for the New Plymouth district are in addition to the national issues, which all road safety partners will continue to focus on.

The social cost of crashes in the New Plymouth district during 2001 was:

- \$37.84 million on state highways
- \$18.81 million on local roads.

Compared with 2000, this was a decrease from \$42.58 million on state highways and an increase from \$15.30 million on local roads.

Crash and casualty numbers recorded for 2001 show the following changes when compared with 2000.

- Four fatal crashes were recorded for 2001 and five during 2000.
- The number of people killed reduced from six in 2000 to four in 2001.

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Major road safety issues:

New Plymouth district

Crashes on bends

Cyclists

Pedestrians

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for New Plymouth district

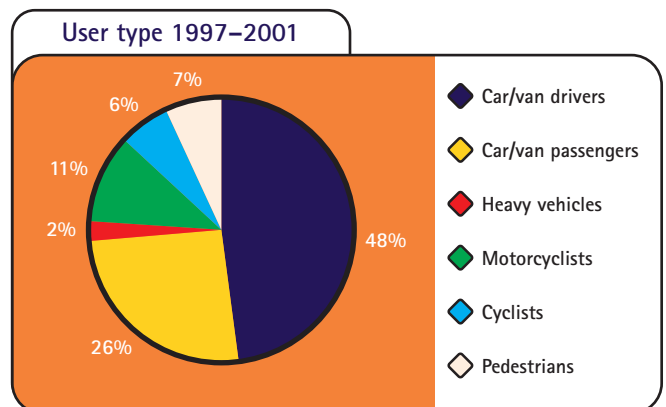


Deaths	4
Serious casualties	41
Minor casualties	234

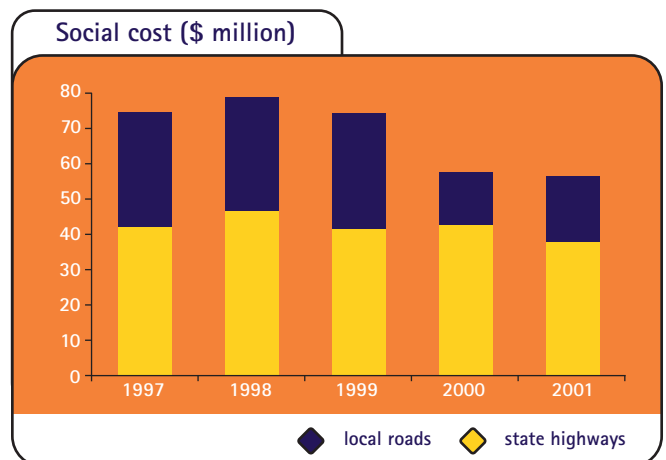


Fatal crashes	4
Serious injury crashes	33
Minor injury crashes	146
Non-injury crashes	359

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.

Crashes on bends

From 1997 to 2001 this crash movement type had the highest reported percentage of all the crash types monitored on rural roads. During these five years, crashes on bends accounted for 74 (14 percent) of the injury crashes on urban roads and 150 (over 40 percent) of those recorded on rural roads.

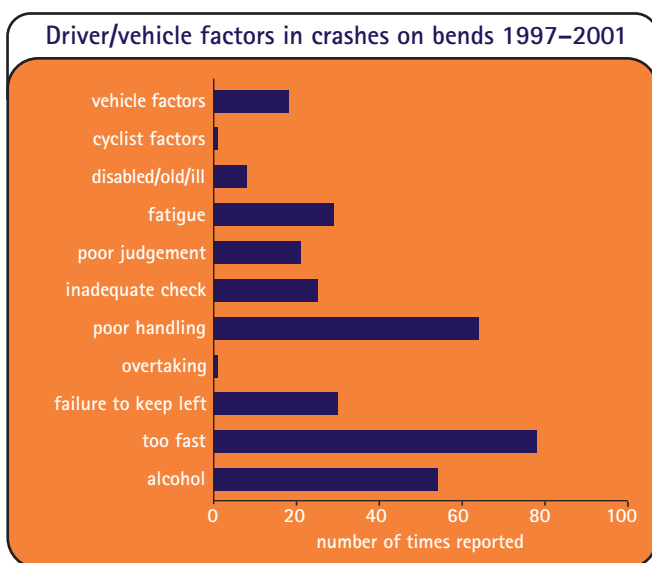
In the urban environment the proportion of these crashes was well below that calculated for other similar authorities and slightly lower than for the rest of New Zealand. The situation was similar on rural roads.

This crash movement type on rural roads showed a decreasing trend from 1996 to 2000. An increase to 34 crashes during 2001 from a 10-year low of 24 in 2000 reinforces the need to investigate this issue further. By comparison, the highest numbers of this crash movement type during the last 10 years was 43 recorded in 1992, 1993 and 1995.

On the urban road network a downward trend was also maintained between 1996 and 2000. An increase from a 10-year low of 10 crashes in 2000 to 16 in 2001 has highlighted this issue. During the last 10 years, the highest number of this crash movement type was recorded in 1995 with 32.

The proportion of these crashes in the New Plymouth district is very encouraging and has resulted from the input of all parties concerned with road safety. Attention must still be focused on further work in this area to identify and rectify outstanding problems.

The following bar chart highlights the factors contributing to the reported crashes on bends.



Recommended actions

Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position and location.
- Continue to improve lane markings around curves by providing edge lines and centre lines – textured where appropriate.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

Education

- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development of education projects.

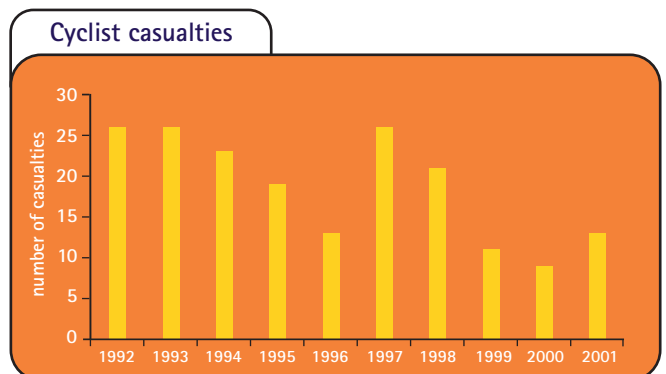
Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.
- Continue to support the police's risk targeted patrol planning.

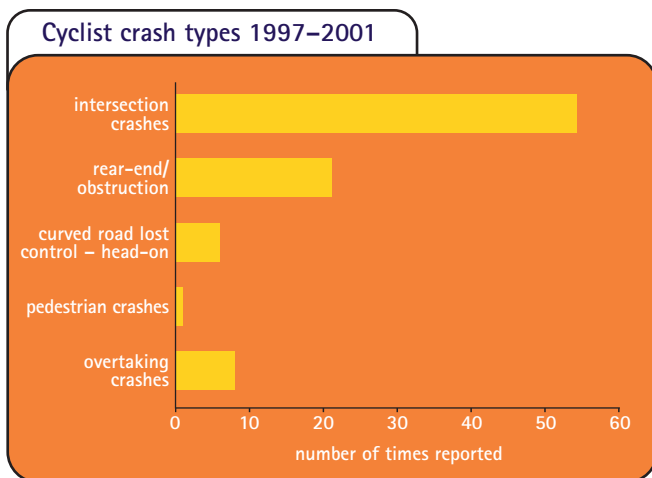
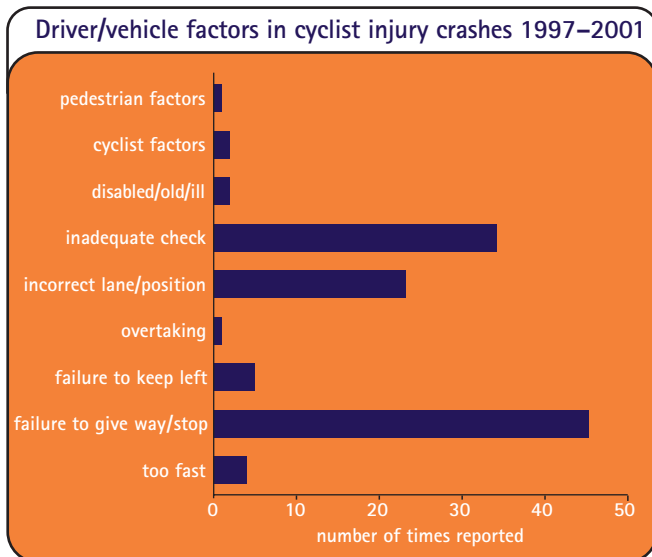


Cyclists

In 1997 cyclist casualties accounted for just over nine percent of all casualties. This percentage decreased each year to a 10-year low of approximately four percent in 2000. An increase to just under five percent was recorded for 2001. The chart below shows the changes in the number of cyclist casualties.



Examination of the driver and vehicle factors involved in cyclist crashes, together with the crash types, reveals that most crashes involving a cyclist occurred at or in the vicinity of an intersection.



Recommended actions

Engineering

- Encourage the development of cyclist-friendly arterial roads.
- Where cyclists share the road with vehicles, consider marked cycle lanes and advanced stop lines at intersections. In other areas consider shared cycle and pedestrian facilities.
- Promote the establishment of safe cycle ways.

Education

- Encourage safe cycling campaigns.
- Promote drivers' awareness of cyclists (particularly at intersections).
- Promote safe cycling routes to schools.
- Focus on initiatives to continue the improvement in cycle helmet use.
- Work with the cycling community to develop local education solutions.

Enforcement

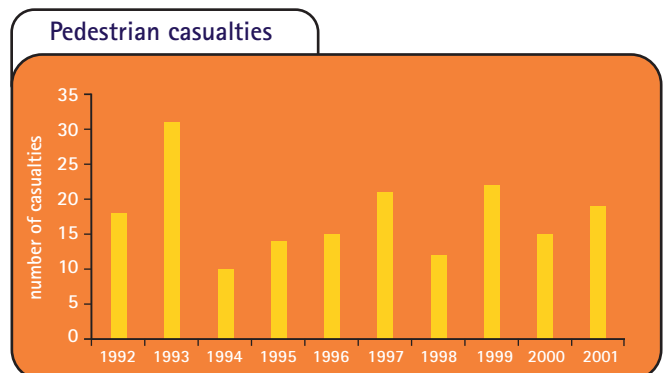
- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during the after school period.
- Encourage enforcement of the cycle lights requirements and reflective clothing for cyclists.
- Target increased enforcement to sites that are high risk before and after school hours and at other times of peak cycle flows.
- Support strategic enforcement campaigns aimed at cycle helmet use.



Pedestrians

In the five years covered by this report pedestrians made up over 12 percent of all casualties on urban roads in the district. This was lower than percentages for comparable areas and all New Zealand.

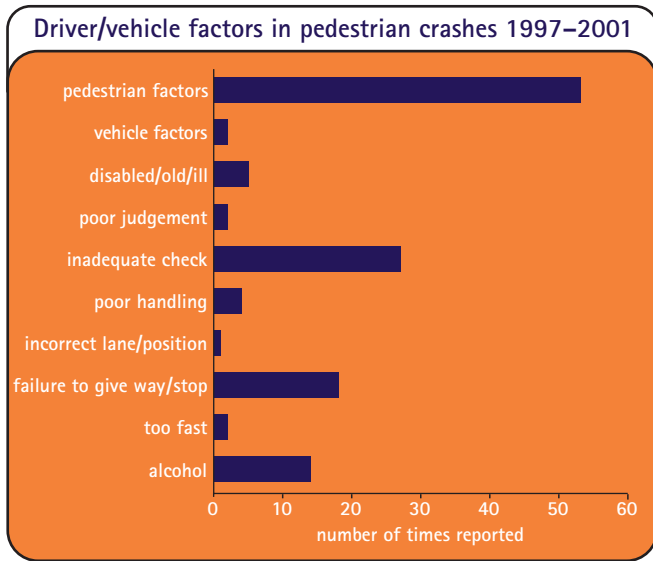
An upward trend in casualty numbers is developing according to data from 1994 to 2001.



The majority of pedestrian casualties were aged between five and 25 years old.

Records show that 43 percent of the crashes involving pedestrians occurred at intersections and 57 percent mid block.

The next chart examines the driver and vehicle factors recorded on the traffic crash reports received from the police.



Recommended actions

Engineering

- Maintain and progressively upgrade pedestrian facilities.

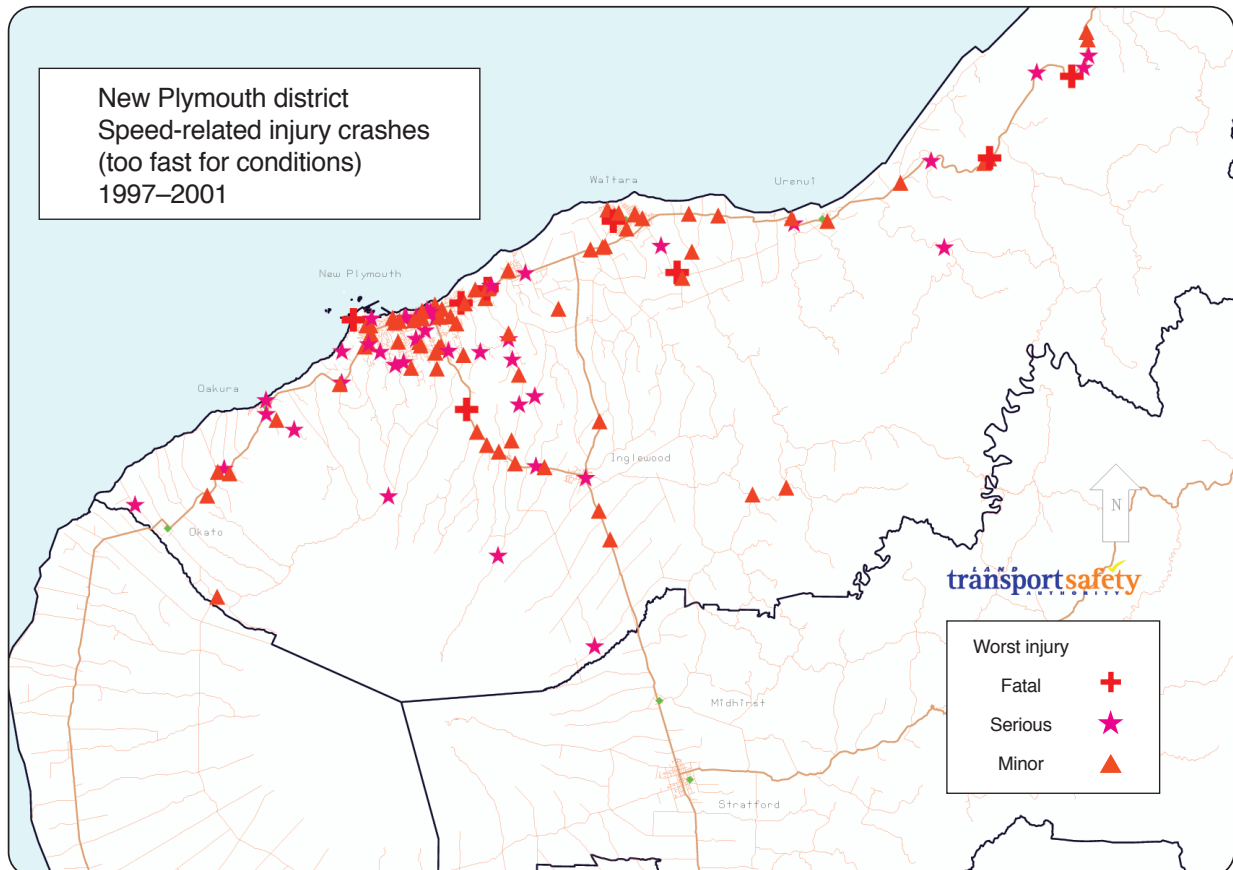
Education

- Continue to support education campaigns aimed at improving pedestrian awareness.
- Promote drivers' awareness of pedestrians.
- Continue to initiate and support reinforcement of the need for pedestrians to be careful on entering traffic lanes, and the need for improved pedestrian discipline.
- Work with the pedestrian community to develop local education solutions.

Enforcement

- Support enforcement activities directed at pedestrians and drivers who do not use crossing facilities correctly.
- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during peak pedestrian times.

80 Speed



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 in the New Plymouth district.

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

Project	Funding
Regional	
Road safety co-ordinator	\$38,000
Open road campaign	
- speed	\$20,000
- restraints	\$5,000
- fatigue	\$5,000
- vehicle factors	\$5,000
- intersections	\$5,000
- alcohol	\$5,000
TALELTS licence programme	\$4,000
Driving weekend - New Plymouth	\$6,380
Driving weekend - Hawera	\$6,000
Driver licence courses - Waitara	\$2,990
Lion Foundation driver scholarship	\$13,800
Motorcycle safety	\$5,800
Safe with age	\$3,800
Committee-run community projects	\$22,000

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 police will deliver hours for the New Plymouth district as follows.

Project	Police hours
Strategic - alcohol/drugs, speed, restraints and visible road safety enforcement	23,930
Traffic management including crash attendance, incidents, emergencies and events	3,910
School road safety education	900
Police community services	520
Intersection safety (operation 'red light') and bicycle safety (helmets and riding)	300
Taranaki regional community projects	45

The LTSA will liaise with New Plymouth District Council, 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 New Plymouth district, 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

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Regional Education Advisor

Darryl Harwood

71 Queen Street

PO Box 1947, Palmerston North

Phone 06 350 1889

Road Safety Engineer

Dave Curson

234-242 Wakefield Street

PO Box 27-249, Wellington

Phone 04 382 6424

Regional Road Safety Co-ordinator

Graham Moody

Taranaki Regional Council

AA Centre

Powderham Street, New Plymouth

Phone 06 759 4010

Accident Compensation Corporation

Injury Prevention Consultant

Kath Forde

ACC New Plymouth

22-28 Molesworth Street

Private Bag, New Plymouth

Phone 06 759 0700

New Zealand Police

Strategic Traffic Manager

Inspector Neil Wynne

Central District Headquarters

Private Bag 11-040, Palmerston North

Phone 06 351 3600

New Plymouth District Council

Manager Roading Assets

Max Aves

Liardet Street

Private Bag 2025, New Plymouth

Phone 06 759 6060

Transit New Zealand

Regional Manager

Errol Christiansen

Seddon House

Park Place

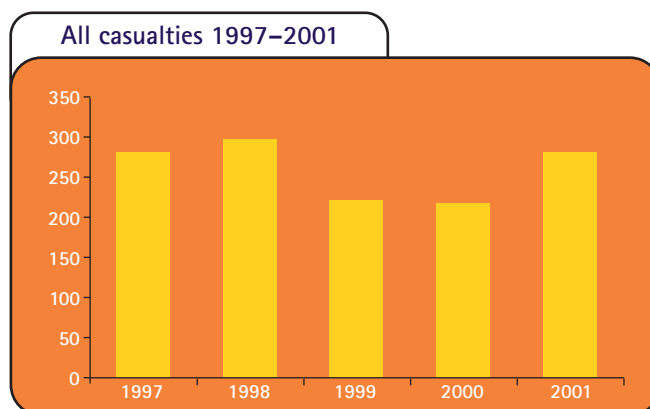
PO Box 345, Wanganui

Phone 06 345 4173

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- The number of serious injury crashes reported remained at 11 on urban roads and reduced by three to 22 on rural roads in 2001. An overall reduction of serious casualties in the district from 45 in 2000 to 41 in 2001 was recorded.
- Minor crash numbers in 2001 increased by 19 to 53 on rural roads and from 74 to 93 on urban roads. Minor casualty numbers increased from 165 in 2000 to 234 in 2001 across both road classes.
- Non-injury crashes decreased from 379 in 2000 to 359 in 2001 over the whole district.

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



A measure of how an area is performing is by examining the number of casualties per 10,000 people. New Plymouth district data shows 42 casualties per 10,000 people in 2001 compared with an average value of 30 across similar areas and 34 for all New Zealand.

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

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