

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 New Plymouth District.

In 2002 in the New Plymouth District, the number of people killed or seriously injured in a road crash decreased from the previous year. In addition, the overall number of casualties in the district reduced in 2002 compared with 2001, despite an increase in the number of road crashes recorded.

Occupants of cars and vans were the largest casualty group between 1998 and 2002, making up three quarters of all road-user casualties. Despite a downward trend in the number of motorcycle casualties, motorcyclists still made up a high proportion of road-user casualties. Cyclists and pedestrians were also involved in a high proportion of crashes in urban areas.

Between 1998 and 2002, 58 percent of injury crashes in the district occurred on urban roads, particularly at intersections. On rural roads, drivers losing control of their vehicle was the main type of crash movement recorded.

The estimated social cost of crashes in the New Plymouth District in 2002 was \$56.7 million, a small decrease on the previous year.

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

Major road safety issues

New Plymouth District

Intersections
Loss of control
Pedestrians and cyclists
Motorcyclists

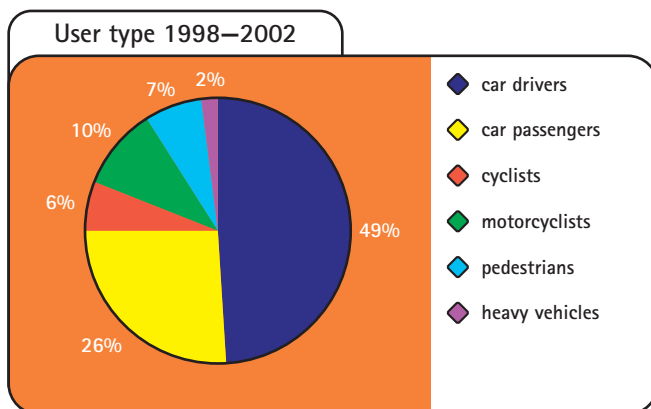
Nationally

Speed
Alcohol
Failure to give way
Restraints

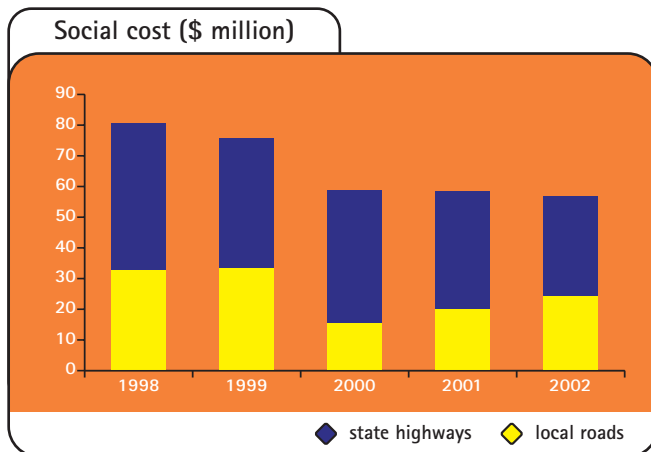
2002 road trauma for New Plymouth District

Deaths	4
Serious casualties	31
Minor casualties	243
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Fatal crashes	4
Serious injury crashes	28
Minor-injury crashes	165
Non-injury crashes	374

Road casualties 1998–2002



Estimated social cost of crashes*



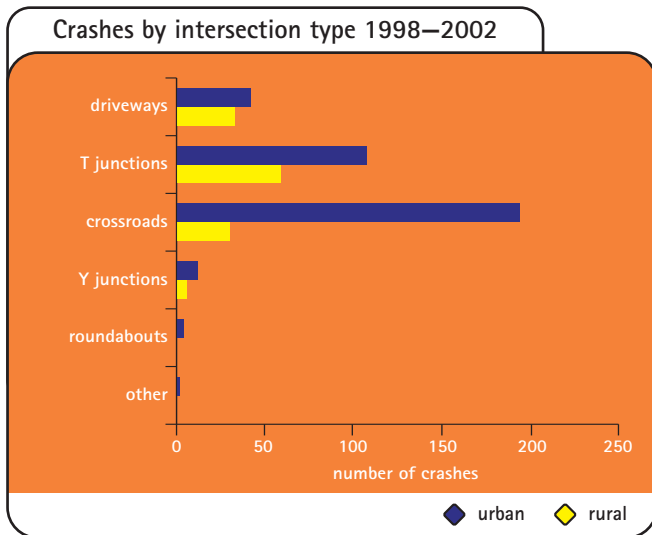
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Crashes at intersections made up 62 percent of the crashes on urban roads between 1998 and 2002. In rural areas, the proportion of injury crashes occurring at intersections has steadily increased over the last four years and made up 34 percent of all injury crashes in rural areas in 2002.

Sixty-two percent of crashes at intersections involved a collision between vehicles making a crossing or turning movement, while 10 percent involved a rear-end collision. Of those vehicles crossing or turning, 94 percent involved one of the vehicles failing to give way or stop and 79 percent involved a driver exhibiting poor observation skills.

Forty-seven percent of intersection crashes occurred at crossroads in urban areas. Thirty percent of these occurred at intersections controlled by traffic signals.

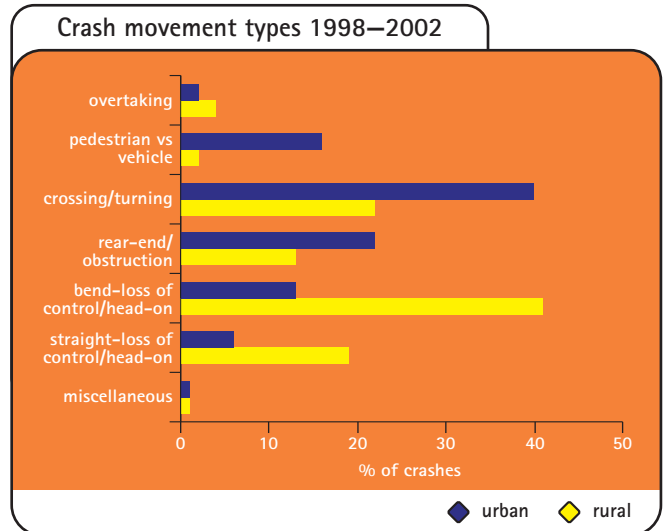


Recommended actions

- Support strategic enforcement campaigns aimed at T junctions and crossroads.
- Support the risk targeted patrol planning of the New Zealand Police.
- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling when turning or changing direction or lane, choosing a safe gap, and looking out for pedestrians, cyclists and motorcyclists.
- Encourage crash reduction studies of known black spots.
- Ensure signs and markings are up to the appropriate standard.

Loss of control

Fifty-nine percent of injury crashes on rural roads in New Plymouth between 1998 and 2002 involved a driver losing control of a vehicle. While the number of these crashes on rural roads has shown a decline over the past 10 years, loss of control crashes are still the largest crash movement type recorded on rural roads in the district.



Speed too fast for conditions, alcohol, poor handling and fatigue were the main contributory factors in loss of control crashes between 1998 and 2002. Drivers losing control of their vehicle on a bend were involved in a higher than average number of crashes when the road was wet, during hours of darkness and at the weekend. Young drivers in the 15 to 19 year age group were also involved in a higher percentage of loss of control crashes on a bend than for all other crash types.

Recommended actions

- Encourage education campaigns to improve the cornering skills of young drivers.
- Support campaigns on adjusting drivers' speed for different driving conditions.
- Support strategic enforcement campaigns targeting speed and alcohol on rural roads, during weekends and on curves.
- Continue to improve lane markings around bends, by providing edge lines and centre lines.
- Maintain good road surfaces and drainage.

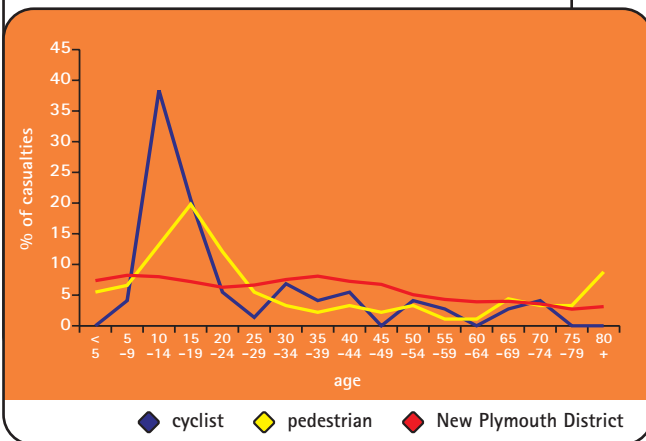
Pedestrians and cyclists

Vulnerable road users such as pedestrians and cyclists made up 23 percent of urban road-user casualties in New Plymouth between 1998 and 2002. On average, 18 pedestrians and 15 cyclists were injured each year with a total of 40 being either fatally or seriously injured during this period.

The number of pedestrian casualties in New Plymouth has been following an upward trend since 1994 with 23 pedestrians injured in 2002. The age profile of pedestrian casualties in New Plymouth showed a marked peak among the 15 to 19 year age group, with 20 percent of all pedestrian casualties in this age group.

While cyclist casualties in New Plymouth had been following a decreasing trend since 1993, the last three years have seen a successive increase in crashes involving cyclists. Thirty-eight percent of cyclist casualties were in the 10 to 14 year age group.

Cycle and pedestrian casualties 1998–2002



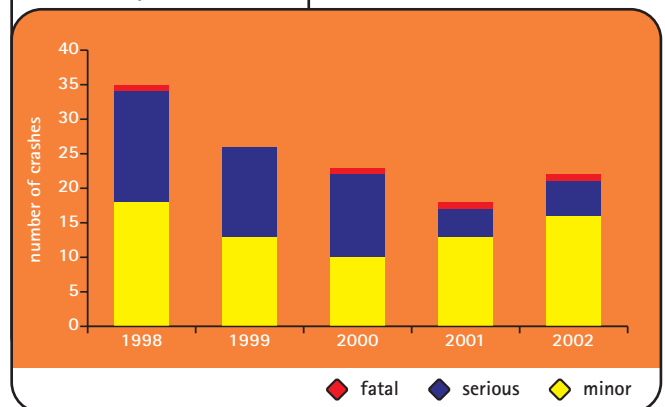
Recommended actions

- Continue to support education campaigns aimed at improving pedestrian and cycle awareness.
- Continue with initiatives designed to help school children to use roads safely.
- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.
- Encourage the development of pedestrian and cycle-friendly arterial roads.

Motorcyclists

From 1993 to the present, crashes involving motorcyclists in New Plymouth have been over-represented in the injury crash statistics, when compared with both the New Zealand average and similar authority groups. In 2002 there were 22 motorcyclist casualties in New Plymouth, up from 17 in 2001. Between 1998 and 2002, four motorcyclists were killed and 50 were seriously injured.

Motorcycle crashes



The age profile of motorcycle casualties showed a predominance of casualties in the 15 to 19 year age group. This is also true of the national and peer group profile but in New Plymouth, casualties in this age group were even more marked. Twenty-eight percent of all motorcycle casualties in New Plymouth were aged between 15 and 19 years.

Half of all crashes involving a motorcycle occurred at an intersection.

Recommended actions

- Encourage all road users to be more aware of motorcyclists and the dangers that they face.
- Ensure that motorcyclists, as a key road-user group, are featured in other road safety campaigns.
- 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) 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 Taranaki Region of \$130,500, as well as a community development dedicated fund of \$19,250. The inter-agency group responsible for regional road safety will produce 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 Taranaki Region is \$72,250. 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 projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004, the Police are funded to deliver 29,590 hours of road policing in the New Plymouth District (the same as in 2002/2003) 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	850

The New Plymouth 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 New Plymouth 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
Phone 06 350 1889

Road Safety Engineer
Dave Curson
Phone 06 356 5016

CRSP Regional Liaison Officer
Barbara Broederlow
Phone 06 350 1899

See LTSA staff contact details at the bottom of the page

New Zealand Police

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

New Plymouth District Council

Manager Roading Assets
Max Aves
Private Bag 2025, New Plymouth
Phone 06 759 6060

Transit New Zealand

Regional Manager
Errol Christiansen
PO Box 345, Wanganui
Phone 06 345 4173

Accident Compensation Corporation

Injury Prevention Consultant
Kath Forde
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