

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 Palmerston North.

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

The road safety issues identified for Palmerston North are in addition to the national issues which all road safety partners will need to continue to focus on.

The social cost of crashes in Palmerston North during 2001 was:

- \$15.90 million on state highways
- \$20.72 million on local roads.

Compared with 2000 this is an increase from \$13.03 million on state highways and a decrease from \$23.29 million on local roads.

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Major road safety issues:

Palmerston North

Young drivers

Motorcyclists

Intersections

Cyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Palmerston North



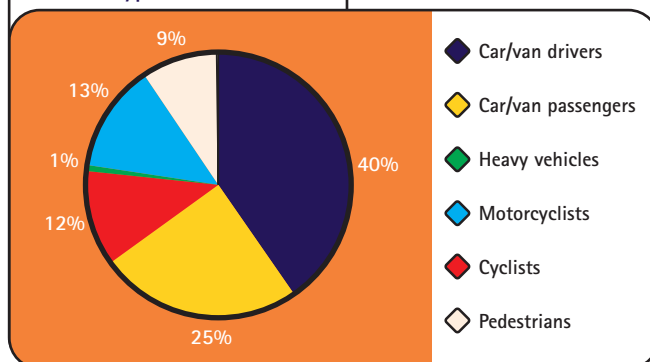
| | |
|--------------------|-----|
| Deaths | 4 |
| Serious casualties | 27 |
| Minor casualties | 134 |



| | |
|------------------------|-----|
| Fatal crashes | 4 |
| Serious injury crashes | 20 |
| Minor injury crashes | 90 |
| Non-injury crashes | 473 |

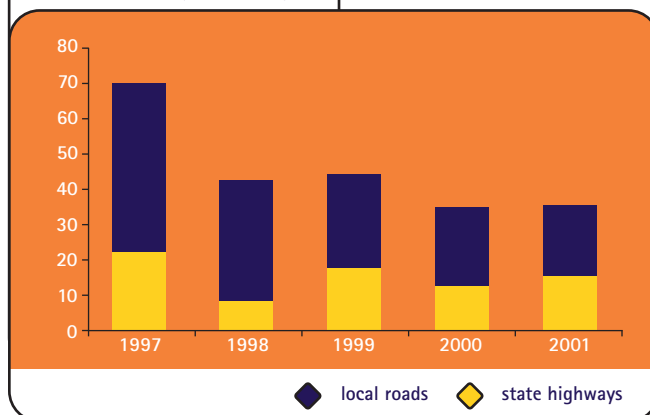
Road user casualties 1997–2001

User type 1997–2001



Estimated social cost of crashes*

Social cost (\$ million)



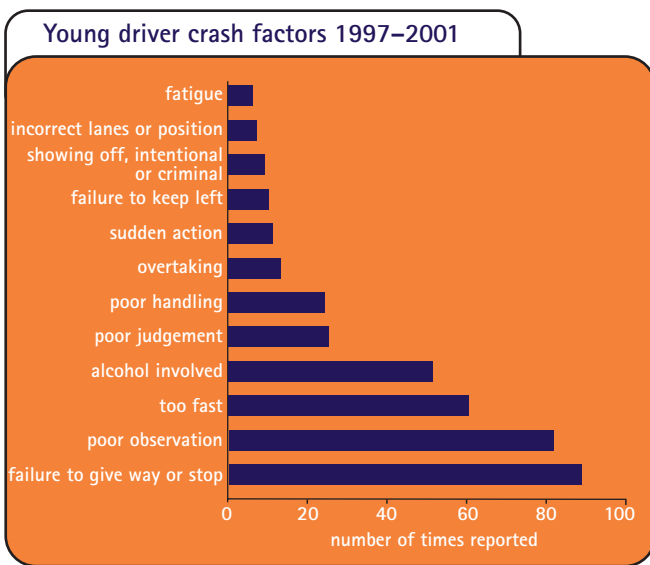
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Young drivers

Young road users are highly represented in crash statistics in Palmerston North, with just over 25 percent of male and female casualties aged between 15 and 19 years, while about 20 percent of male casualties were aged 20 to 24.

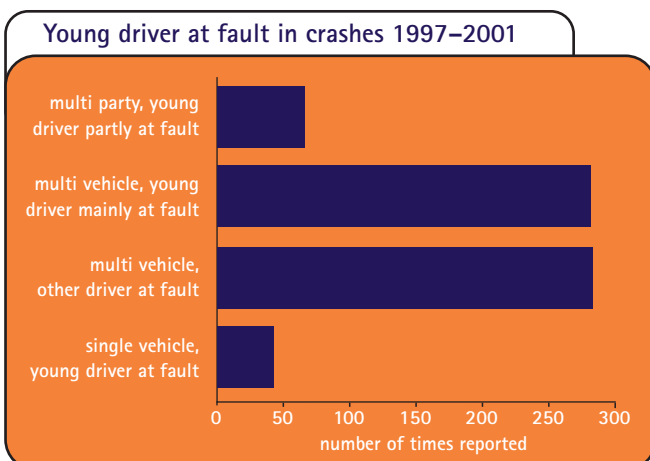
Crashes involving young drivers were most likely to occur in daylight at intersections in urban areas.

The main driver factors for young drivers were failure to give way, excessive speed, alcohol or not adequately checking for other traffic.



An important part of any effective road safety campaign is an understanding of which drivers are primarily responsible for crashes. This allows a better assessment of the type of safety programmes that are likely to be effective.

In Palmerston North, young drivers are known to have been primarily or partly at fault in 398 cases, compared with 286 cases where another driver was at fault. Observation of priority driving rules by young drivers and adoption of safe driving speeds are critical to ensuring improved safety among this group.



Recommended actions

Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise speed and alcohol.
- Raise the profile of education courses for novice drivers.
- Raise awareness of problems at crash black spots.

Enforcement

- Promote targeted enforcement at high-risk sites with:
 - intersection enforcement at regular intervals
 - speed and alcohol enforcement at high-risk times.
- 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. Correct signalling, lane position and give way rules can be emphasised.
- Follow appropriate speed management techniques.
- Utilise traffic calming measures to reduce traffic speeds where appropriate.

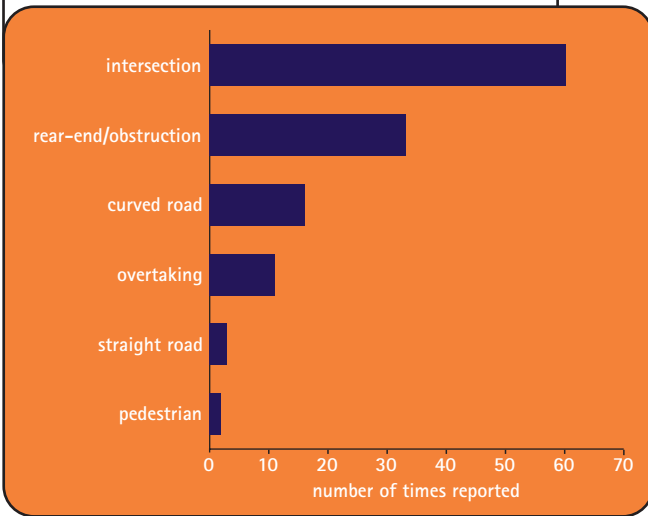
Motorcyclists

In recent years the proportion of motorcyclist casualties in urban areas of Palmerston North has been relatively high compared with similar authorities and all New Zealand. Since 1997 the trend in casualty numbers has been increasingly downward, with casualty numbers in 2001 (15) being less than one third of casualty numbers in 1997 (52). Motorcycle casualties now account for about 10 percent of all casualties, compared with about five percent for all New Zealand.

In common with similar areas, motorcycle casualty rates were very high for motorcyclists aged 15 to 24 years.

Most motorcycle crashes occurred at intersections. The next most frequent type was rear-end collisions, with bends and overtaking crashes also prevalent.

Crashes involving motorcycles 1997–2001

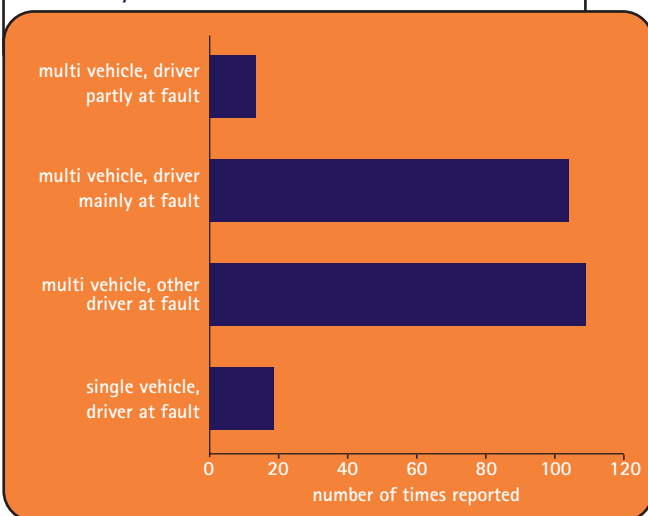


Most motorcycle crashes occurred under normal driving conditions, with only one crash in six on a wet road and one crash in 10 at night. This is possibly due to reduced motorcycle riding in inclement conditions. Most crashes involved another vehicle, with about one crash in six being a single vehicle crash.

An important part of any effective road safety campaign is an understanding of which drivers are primarily responsible for crashes. This allows a better assessment of the type of safety programmes that are likely to be effective.

In Palmerston North, motorcyclists are known to have been primarily or partly at fault in 138 cases, compared with 102 cases where another driver was at fault. Improved observation of priority driving rules and adoption of safe driving speeds are critical to ensuring improved safety among this group.

Motorcyclists at fault in crashes 1997–2001



Recommended actions

Education

- Promote awareness of the use of 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.
- Raise awareness of problems at crash black spots.

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

- Maintain signs and roadside delineation to an appropriate standard.
- Ensure roadside areas are kept clear of solid objects.
- Maintain good skid resistant road surfaces.
- Provide a no surprises driving environment.

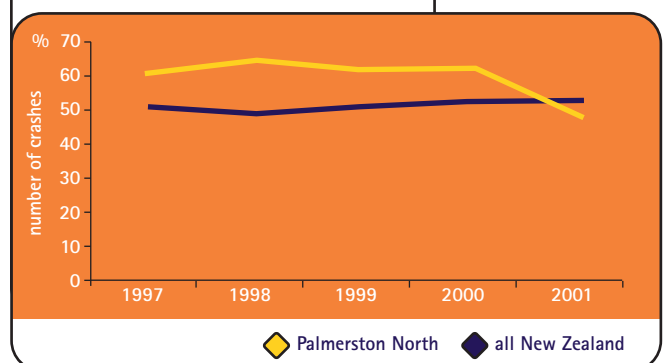
Intersections

In 2001 the number of urban intersection crashes in Palmerston North fell below the level in similar authorities and nationally. The 45 urban crashes recorded were a 10-year low and well below the peak of 139 crashes recorded in 1995. There were more rural intersection crashes than in similar authorities but they were a much smaller problem with only eight recorded injury crashes.

Despite the lower numbers of crashes, crossing and turning type crashes remained above the national trend, while failure to give way or stop and poor observation were the leading contributing factors.

During the last five years crossroad intersections were the most common intersection type for urban crashes, while 73 reported crashes were at intersections controlled by Give Way signs. Intersections controlled by Stop signs had 60 crashes, uncontrolled intersections had 56 crashes and intersections controlled by traffic signals had 38 injury crashes.

Urban intersection crashes



Intersection black spots in Palmerston North

| Crash road | Side road | No. of crashes 1997-2001 (includes non-injury) |
|--------------------|--------------------|--|
| Fitzherbert Avenue | Te Awe Awe Street | 38 |
| Rangitikei Street | Featherston Street | 37 |
| Ferguson Avenue | Fitzherbert Avenue | 31 |
| Pioneer Highway | Botanical Road | 31 |
| Botanical Road | Ferguson Street | 30 |
| Tremaine Avenue | Rangitikei Street | 28 |
| Walding Street | Taonui Street | 28 |
| Church Street | Cook Street | 27 |

Recommended actions

Education

- Promote awareness of the risks of non-compliance with priority driving rules.
- Raise awareness of problems at crash black spots.

Enforcement

- Promote targeted enforcement at high-risk sites with:
 - 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 reviews 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. Correct signalling, lane position and give way rules can be emphasised.
- Utilise traffic calming measures to reduce traffic speeds where appropriate.

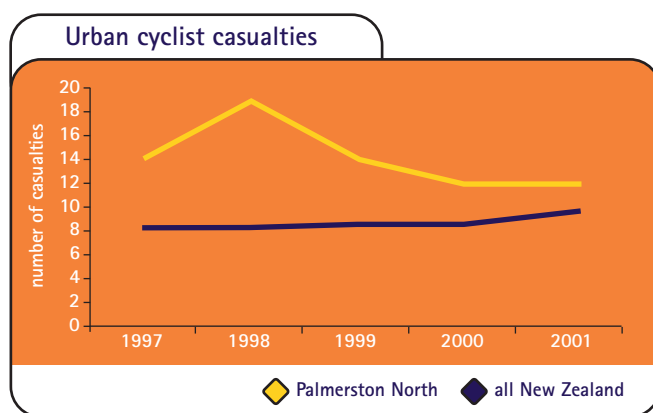
Cyclists

In recent years the proportion of cyclist casualties in urban areas of Palmerston North has been relatively high compared with all New Zealand but level with similar authorities. Since 1997 the trend in casualty numbers has been increasingly downward, with casualty numbers in 2001 (16) being one more than those recorded in 2000. Cycle casualties account for about 10 percent of all casualties, compared with about six percent for all New Zealand.

In common with 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 25 percent of the total casualties.

Most cycle crashes occurred at intersections, with T junctions the most common (39 reported crashes) followed by crossroads (23) and roundabouts (13). Twenty-nine mid-block collisions were reported and there were nine crashes at driveways.

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 good vision.
- 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.

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 the 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.

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 Palmerston North.

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

| Project | Subsidy |
|---|----------|
| Palmerston North | |
| Road safety co-ordinator (joint Manawatu, Palmerston North, Taranua and Horowhenua) | \$9,500 |
| Manawatu/Wanganui regional | |
| 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 | Subsidy |
|---|----------|
| 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 New Zealand police will deliver hours for Palmerston North as follows.

| Project | Police hours |
|--|--------------|
| Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement | 18,090 |
| Traffic management including crash attendance, incidents, emergencies and events | 3,700 |
| School road safety education | 1,200 |
| Police community services | 60 |
| Community projects | 300 |

The LTSA will liaise with Palmerston North City 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 Palmerston North, 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
John Kay
Phone 06 350 2342

Regional Education Advisor
Darryl Harwood
Phone 06 350 1889

Road Safety Analyst
David Lane
Phone 06 350 1883

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

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

New Zealand Police

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

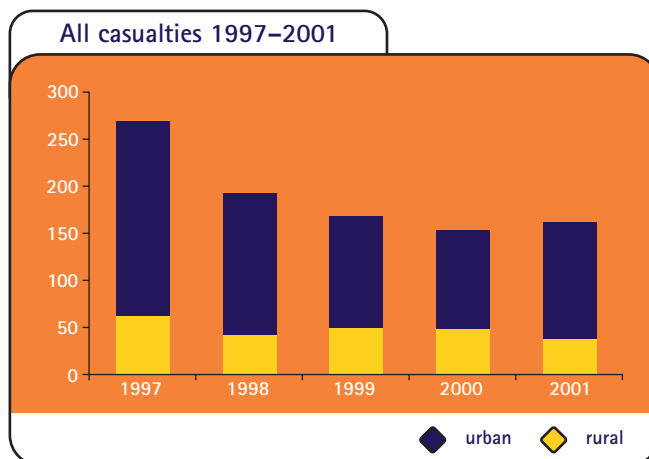
Palmerston North City Council

Janette Underwood
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Phone 06 356 8199

Transit New Zealand

Regional Manager
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A measure of how an area is performing is the number of casualties per 10,000 people. Palmerston North data shows 23 casualties for 2001 compared with an average value of 28 across comparable areas and 34 for all New Zealand.

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LAND
transport safety
AUTHORITY