

# 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 to identify possible ways to reduce the number of road deaths and injuries in Porirua City.

There were two fatal crashes resulting in two deaths in Porirua City in the 2001 year. The total number of reported injury crashes in Porirua City fell in 2001 suggesting the downward trend in crash numbers is continuing or has plateaued. This fall related to serious crashes reported.

The reported crashes on local roads showed an increasing trend over the last three years particularly in the number of minor crashes resulting in minor injuries.

Pedestrian versus vehicle incidents continued to dominate the urban scene, with over 30 percent of the reported incidents involving pedestrians. Pedestrian involvement in incidents in Porirua City was almost twice that of comparable authorities and national rates.

The most frequently reported type of crash in the city involved the loss of control of a vehicle on a bend. This type of crash was over 20 percent of the urban incidents and over 60 percent of the rural (principally state highway) incidents.

Other things of note include over-representation of 25 to 29 year-old drivers as casualties, and an increase in road and vehicle factors in rural crashes.

## Major road safety issues:

Porirua City

**Pedestrians**

Loss of control on bends

Nationally

**Speed**

**Alcohol**

**Failure to give way**

**Restraints**



## 2001 road toll for Porirua City



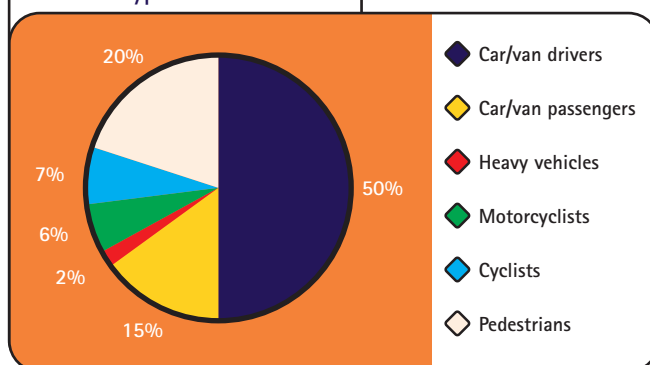
Deaths	2
Serious casualties	14
Minor casualties	70



Fatal crashes	2
Serious injury crashes	13
Minor injury crashes	56
Non-injury crashes	297

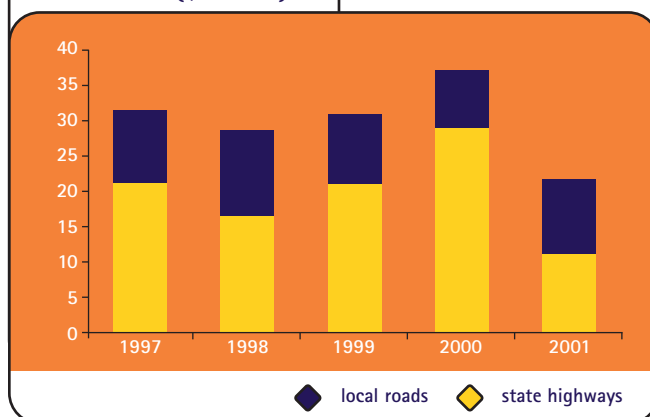
## Road user casualties 1997–2001

User type 1997–2001

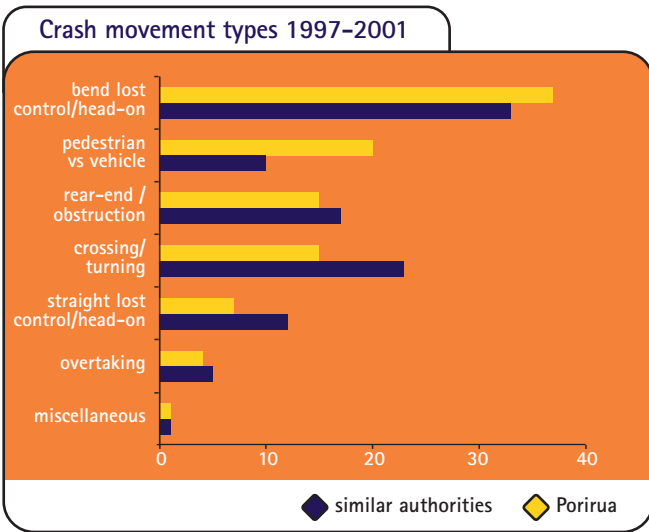


## Estimated social cost of crashes\*

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.



The above chart shows the two major crash types that should be of concern to all parties in Porirua City.

## Pedestrians

The number of pedestrian casualties resulting from incidents with vehicles in Porirua City has been a concern for many years. This concern is ongoing considering the over-representation of pedestrians in crashes shown in the above chart.

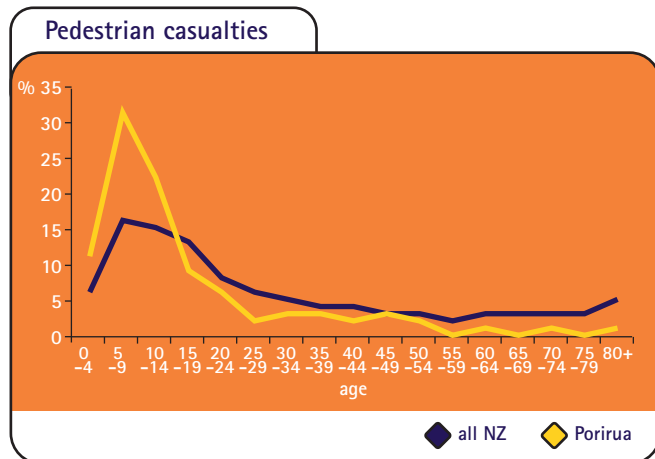
In 2001, the actual number of pedestrian casualties (17) did not increase. However, pedestrian casualties as a percentage of crash casualties almost doubled from 1997 to 2001. It is a concern that, where casualties from other types of incidents have generally declined, there has not been a decline in pedestrian casualties over the same period.

Closer examination of pedestrian casualties shows that the greater proportion (60 percent) were under 15 years old. It is also notable that a high proportion of the crashes were the result of the pedestrian's actions.

Pedestrian behaviours that contributed to collisions included:

- crossing the road without looking to see if a vehicle was approaching
- stepping out on the road from behind or in front of a parked vehicle
- unsupervised children or children escaping from supervision
- playing on the road or being unnecessarily on the road.

This problem has been recognised by the Porirua City Council, and it has worked with local community groups to implement a Safe Routes to School Programme in the city.



## Recommended actions

- Education programmes should be devised that:
  - target under 15 year-old pedestrians with safe walking and road crossing techniques
  - discourage play on or near roads
  - increase driver awareness of child pedestrians.
- Police enforcement programmes should be directed at:
  - encouraging the use of designated crossing points by pedestrians
  - targeting inappropriate behaviour by motorists to pedestrians
  - targeting speed in pedestrian areas.
- Engineering programmes should be designed to:
  - provide appropriate new and upgraded pedestrian crossing facilities
  - create pedestrian designated areas
  - separate pedestrians from vehicles.



## Loss of control on bends

In Porirua City the most common type of crash involved a vehicle losing control on a bend (see the crash movement types chart).

A significant number of these crashes resulted from a vehicle going too fast for the conditions, with the vehicle either running off the road, hitting roadside objects, or hitting a vehicle coming the other way.

In rural areas over 60 percent of injury crashes involved loss of control on a bend, split three to one between the state highways and local roads.

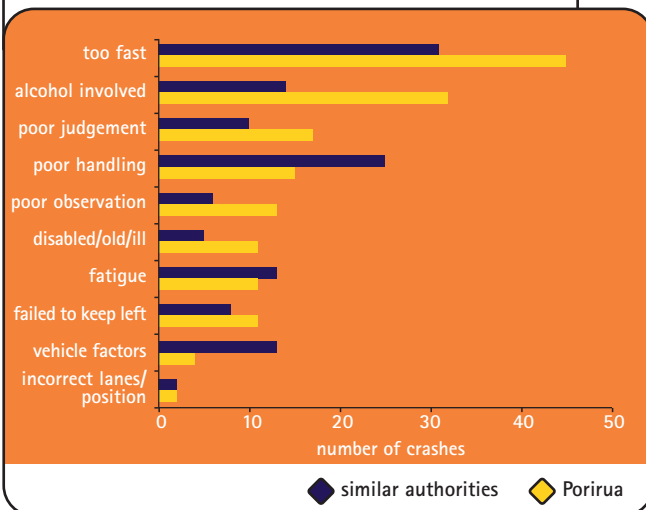
In the urban areas the percentage of this type of crash was lower at over 20 percent of injury crashes. However, this was above the level of similar authorities.

Travelling too fast for the conditions was a common factor in all loss of control crashes but other factors included poor vehicle control, positioning on the road and anticipating hazards ahead.

## Recommended actions

- Education programmes should be devised that assist the public to:
  - be more aware of the risks of speed
  - identify appropriate speeds for conditions
  - reduce aggressive driving.
- Police enforcement programmes should be designed to:
  - target enforcement at high-risk periods such as commuting times
  - target drivers travelling too fast for the conditions.
- Engineering programmes should be designed to:
  - conduct a safety audit/safety survey of curve delineation, signposting, shoulder width, surface friction, curve delineation and street lighting of curves
  - continue to improve lane markings around curves, by providing edge lines and centre lines
  - ensure advisory signs are appropriate, consistent and in the correct position
  - install thresholds and traffic calming in urban areas where warranted
  - install consistent advisory speed signs where required.

Factors in loss of control on bends 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 Rooding Programme.

## Community projects

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

Funding for community projects in Porirua City from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding	Police hours
Road safety co-ordinator	\$27,000	0
Corner control II	\$8,300	20
Maraeroa child restraint	\$2,100	0
Child awareness III	\$20,000	25
Porirua language project 3	\$3,500	0
Driver licence support	\$5,000	0
Supporting Porirua teenage drivers	\$5,000	20
Wiki Matauranga mo nga taraiwa Rangatahi	\$13,000	0
Te Mana O Rangatahi	\$5,500	
Pathway to driver awareness	\$7,500	20

## Police enforcement

In addition to the 85 police hours to support community projects, a further 34,140 hours will be delivered by police in the Kapiti-Mana police district as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraint and visible road safety enforcement	23,860
Traffic management including crash attendance, incidents, emergencies and events	8,420
School road safety education	1,480
Police community services	380

LTSA and the Porirua City Council will liaise with New Zealand Police to ensure risk targeted patrol plans are implemented.

## Where to get more information

For more specific information relating to road crashes in Porirua City, 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  
Demetra Kennedy  
Phone 04 382 6421

Regional Educational Advisor  
Roy Hitchcock  
Phone 04 382 6428

Senior Road Safety Engineer  
James King  
Phone 04 382 6438

Road Safety Co-ordinator

Mark Kairua  
Porirua City Council  
PO Box 50218, Porirua  
Phone 04 237 1493

New Zealand Police

Porirua Central  
PO Box 50027, Porirua  
Phone 04 238 1400

Porirua City Council

Manager Rooding  
Geoff Marshall  
PO Box 50218, Porirua  
Phone 04 237 5089

Transit New Zealand

Regional Highways Manager  
Stanley Chesterfield  
PO Box 27-477, Wellington  
Phone 04 801 2580

LTSA Wellington Regional Office

Master Builders House,

234-242 Wakefield Street

PO Box 27-249, Wellington

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