

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 Porirua City.

There has been an increase in reported injury crashes and casualties in 2002 compared with 2001. Three people were killed and 23 seriously injured in crashes in Porirua in 2002.

While car and van drivers and passengers dominated the casualty statistics, pedestrians also featured in a high proportion of the casualties. Between 1998 and 2002 pedestrian versus vehicle crashes was the most common injury crash type on urban roads.

Overall, the most frequently reported type of crash in the city involved loss of control of a vehicle on a bend. This was a problem on both urban and rural roads. Such crashes often involved speed inappropriate for conditions and/or poor handling by the driver.

The estimated social cost of crashes in Porirua in 2002 was \$27.6 million. Local roads have shown an increased social cost on the previous year.

Both national and local road safety issues are identified below, with the specific concerns for Porirua City considered in detail overleaf.

Major road safety issues

Porirua City

Pedestrians

Loss of control on bends

Nationally

Speed

Alcohol

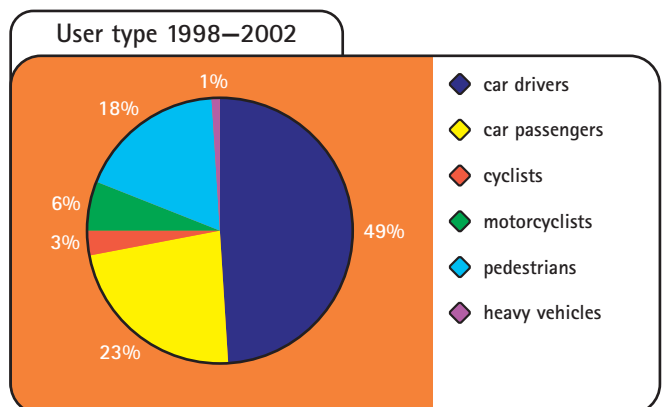
Failure to give way

Restraints

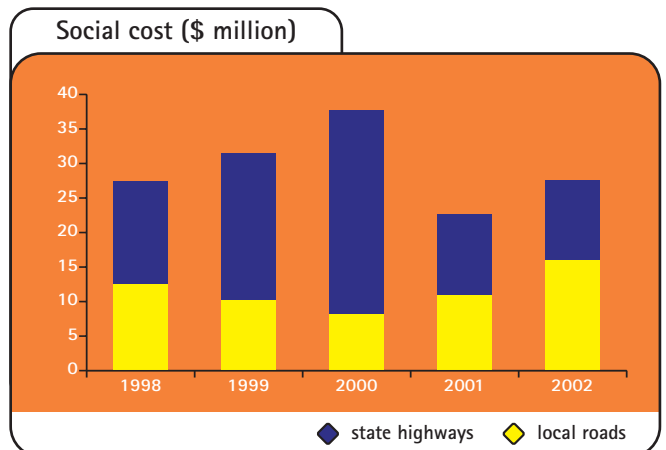
2002 road trauma for Porirua City

| | | |
|---|------------------------|-----|
| ♀ | Deaths | 3 |
| ♀ | Serious casualties | 23 |
| ♀ | Minor casualties | 77 |
| 🚗 | Fatal crashes | 2 |
| 🚗 | Serious injury crashes | 21 |
| 🚗 | Minor-injury crashes | 54 |
| 🚗 | Non-injury crashes | 351 |

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.

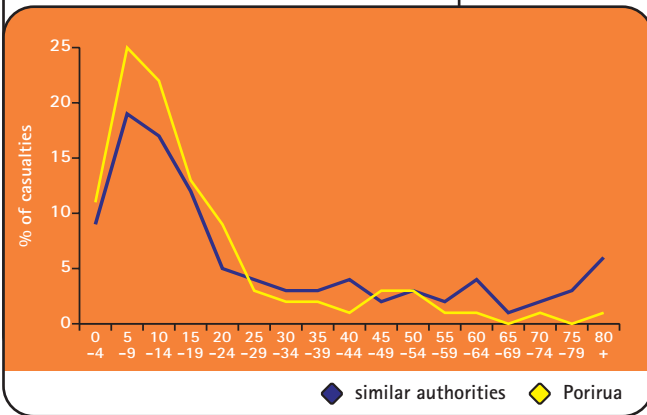


Pedestrians

Porirua has a high proportion of pedestrian casualties compared with similar authorities. This has been of concern for many years. Between 1998 and 2002, pedestrians made up 30 percent of all urban casualties.

Closer examination of pedestrian casualties shows that the majority (58 percent) were under the age of 15 years. Over 60 percent of the pedestrians were male. It is also notable that 70 percent of the crashes could be at least partially attributed to the pedestrians' actions.

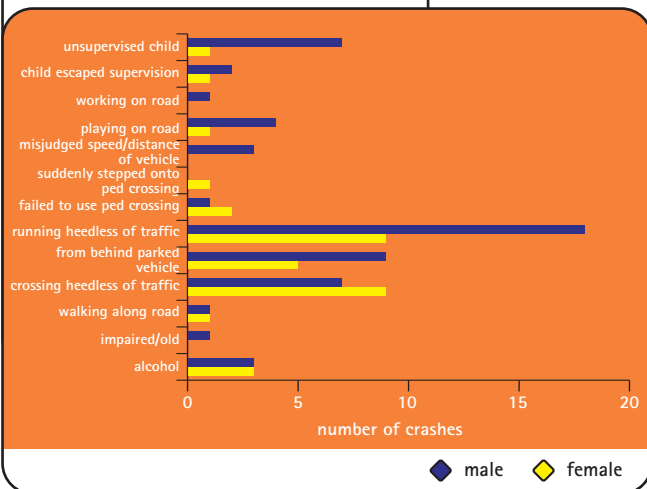
Pedestrian casualties 1998–2002



Pedestrian behaviours that contributed to collisions included:

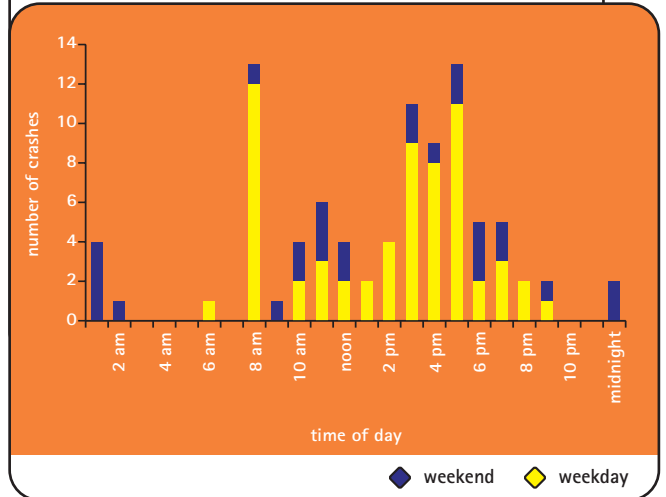
- crossing the road without looking to see if a vehicle was approaching
- stepping out on the road from behind or in front of a parked vehicle
- children who are unsupervised or escaping supervision
- alcohol.

Pedestrian factors 1998–2002



The majority of crashes involving a pedestrian between 1998 and 2002 occurred between 8 am and 9 am and between 3 pm and 6 pm. These are the times before and after school and most of the people involved were school children.

Pedestrian crashes by time of day 1998–2002



This problem has been recognised by the Porirua City Council which 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:
 - improve pedestrian awareness
 - initiate and support reinforcement of the need for pedestrians to be careful entering traffic lanes, and the need for improved pedestrian discipline generally
 - target under 15 year-old pedestrians with safe walking and road crossing techniques
 - support pedestrian safety promotion during Kidsafe Week
 - help parents to understand that a busy road is not a safe place for young children
 - encourage the use of designated crossing points by pedestrians.
- Police enforcement programmes should be directed at:
 - pedestrians and drivers who do not use traffic signals or other crossing facilities correctly
 - targeting speed in pedestrian areas.
- Engineering programmes should be designed to:
 - separate pedestrians from vehicles
 - encourage the development of pedestrian-friendly arterial roads
 - control or restrict developments that create a need for pedestrians to cross high volume traffic routes.



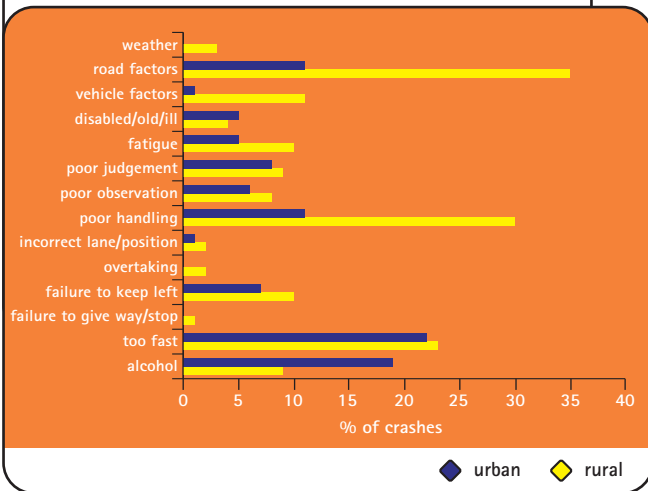
Loss of control on bends

The most common type of crash between 1998 and 2002 in Porirua City involved a driver losing control of a vehicle on a bend.

In rural areas, 63 percent of injury crashes between 1998 and 2002 involved loss of control on a bend. In urban areas, the percentage of this type of crash was lower at 21 percent. Both urban and rural proportions were above those of similar authorities.

Travelling too fast for conditions and alcohol were both significant contributing factors in the urban environment in loss of control crashes. While speed still featured highly in the rural environment, road factors and poor handling were more significant. Road factors were involved in 20 percent of all loss of control crashes. These included the road being slippery due to rain, frost, or spillages, with 70 percent of road factors being on the state highway network. Poor handling, speed and alcohol were also significant contributing factors in loss of control crashes.

Contributing factors in loss of control crashes 1998–2002

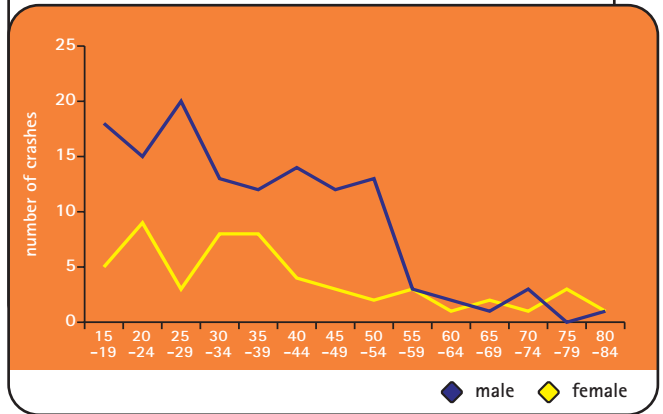


Motorcycles comprised nine percent of the vehicles involved in loss of control crashes in Porirua between 1998 and 2002.

Seventy percent of the drivers involved in loss of control crashes between 1998 and 2002 were men. Males aged between 25 and 29 years have the highest number of crashes involving this type of movement. Alcohol and speed were more commonly reported factors in males aged between 15 and 55 years.

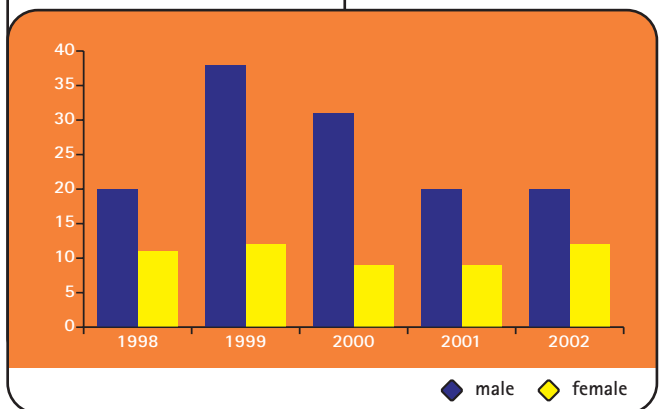
The number of drivers over the age of 55 involved in a loss of control crash was relatively small. There is an equal split between male and female drivers over this age involved in such crashes.

Driver age and gender in loss of control crashes 1998–2002



However, while males have more loss of control crashes than females, the number of loss of control crashes involving males has been declining since 1999.

Loss of control crashes



Recommended actions

- Education programmes should be devised that:
 - target drink-driving
 - target males aged from 15 to 55 years.
- Police enforcement programmes should be directed at:
 - targeting alcohol and speed on urban roads.
- Engineering programmes should be designed to:
 - ensure advisory signs are appropriate, consistent and in the correct position
 - conduct safety audits/safety surveys of curve delineation, signposting, shoulder width, surface friction and street lighting of curves
 - continue to improve lane markings around curves, by providing edge lines and centre lines
 - install thresholds and traffic calming in urban areas where warranted.

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 Porirua City from the NZRSP for the 2003/2004 year has been confirmed as follows:

| Project | Funding |
|---|----------|
| Road safety co-ordinator | \$27,000 |
| Code Red | \$2,000 |
| Supporting teenage drivers | \$12,000 |
| Taniwha – pedestrian | \$13,000 |
| Driver learner licence assistance courses. General: \$2,000, Maori: \$2,500, Pacific: \$2,500 | \$7,000 |

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 Porirua and Kapiti Coast Districts during 2003/2004, the Police will deliver 34,335 hours as follows:

| Project | Police hours |
|--|--------------|
| Strategic – alcohol/drugs, speed, restraints 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 and projects | 575 |

The LTSA will liaise with the Porirua City 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.

Road environment

Porirua City 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 Kapiti Coast 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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