

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 South Taranaki District.

Between 1998 and 2002, 36 people died and 133 were seriously injured in road crashes in the South Taranaki District. In 2002, there was a slight increase in the number of injury crashes recorded in the district, due primarily to an increase in the number of urban minor-injury crashes.

While the majority of road users involved in an injury crash between 1998 and 2002 were occupants of a car or van, motorcyclists made up 10 percent of all road-user casualties.

Between 1998 and 2002, two thirds of all crashes in the South Taranaki District occurred on rural roads. A further two thirds of these crashes involved drivers losing control of their vehicle, particularly on a bend. Sixty percent of crashes in urban areas occurred at an intersection.

The estimated social cost of crashes in the South Taranaki District in 2002 was \$36.7 million, a significant decrease on the 2001 value.

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

Major road safety issues

South Taranaki District

Intersections

Loss of control (bends and straight roads)

Motorcyclists

Nationally

Speed

Alcohol

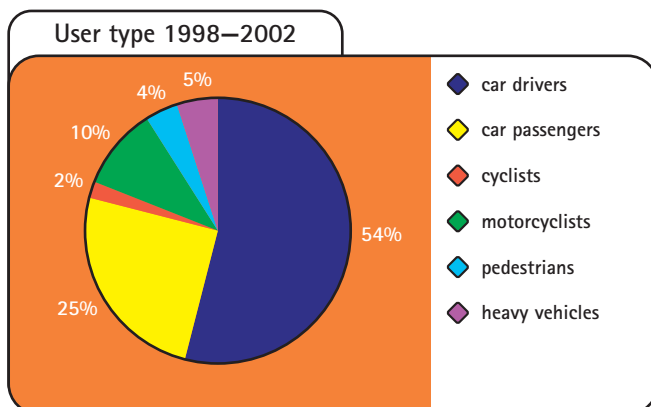
Failure to give way

Restraints

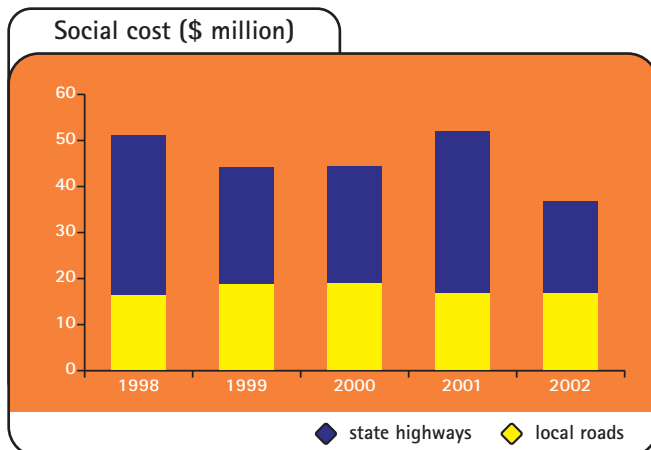
2002 road trauma for South Taranaki District

♀	Deaths	6
♀	Serious casualties	16
	Minor casualties	91
🚗	Fatal crashes	5
	Serious injury crashes	14
	Minor-injury crashes	63
	Non-injury crashes	113

Road casualties 1998–2002



Estimated social cost of crashes*



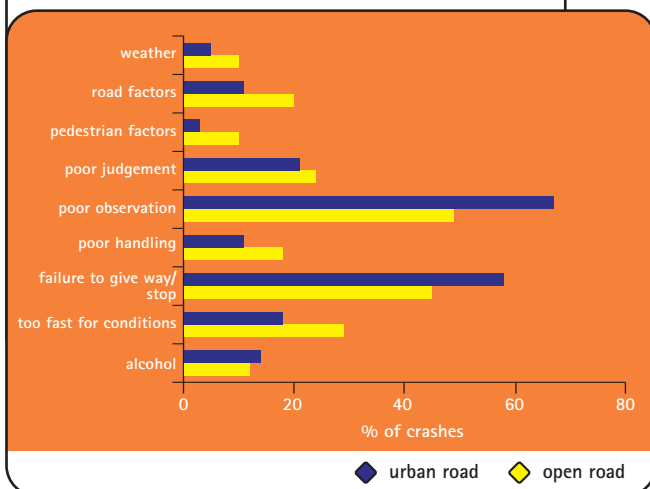
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Crashes at intersections made up 59 percent of all urban injury crashes and 18 percent of all rural injury crashes in the South Taranaki District between 1998 and 2002. A further nine percent of all crashes in urban areas occurred at driveways.

Fifty-four percent of intersection crashes involved a collision between vehicles making a crossing or turning movement. Ninety-one percent of these involved a vehicle failing to give way or stop and two thirds involved a driver exhibiting poor observation skills.

Contributing factors in intersection crashes 1998–2002



In both urban and rural areas, crashes at both T junctions and crossroads tended to be equally split, with 11 percent of urban crashes occurring at roundabouts.

Six percent of crashes at intersections in the South Taranaki District between 1998 and 2002 involved a pedestrian.

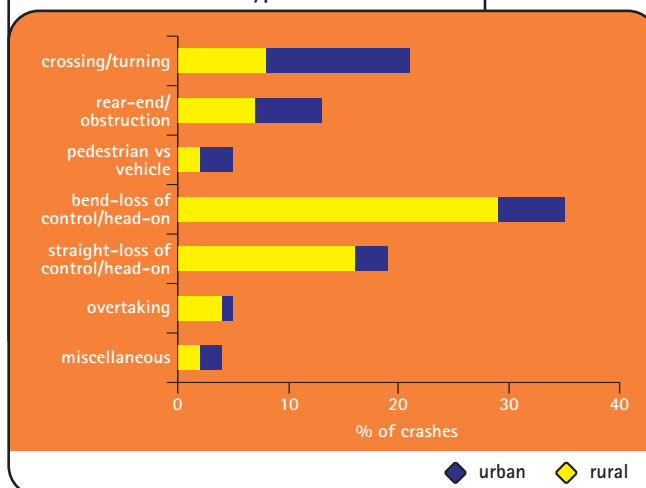
Recommended actions

- 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 for conditions, keeping a safe distance, signalling when turning or changing direction or lane, choosing a safe gap, and looking out for pedestrians and cyclists.
- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.
- Encourage crash reduction studies of known black spots.
- Install appropriately designed islands at rural crossroads.

Loss of control (bends and straight roads)

Two thirds of all injury crashes on open roads in the South Taranaki District between 1998 and 2002 involved a driver losing control of their vehicle. The majority (65 percent) of loss of control crashes occurred on a bend.

Crash movement types 1998–2002



Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road and potentially colliding with a roadside object. Between 1998 and 2002, a roadside hazard was hit in 68 percent of all rural crashes. Objects most commonly hit were fences and cliffs/banks while a number of vehicles also went over banks or into ditches, or hit poles by the side of the road.

Speed too fast for conditions was identified as a contributory factor in a third of loss of control injury crashes in rural areas between 1998 and 2002. Other significant contributory factors included poor handling (42 percent) and alcohol (26 percent).

Forty-one percent of loss of control crashes on bends in rural areas occurred on a wet road and 51 percent occurred at night. This compares with 30 percent and 37 percent respectively for all crashes in the district between 1998 and 2002.

Recommended actions

- Support campaigns on adjusting drivers' speed for different driving conditions.
- Support strategic enforcement campaigns targeting speed and alcohol.
- Continue to improve lane markings around curves, by providing edge lines and centre lines.
- Maintain good road surfaces and drainage.
- Ensure roadside areas are kept clear of solid objects.

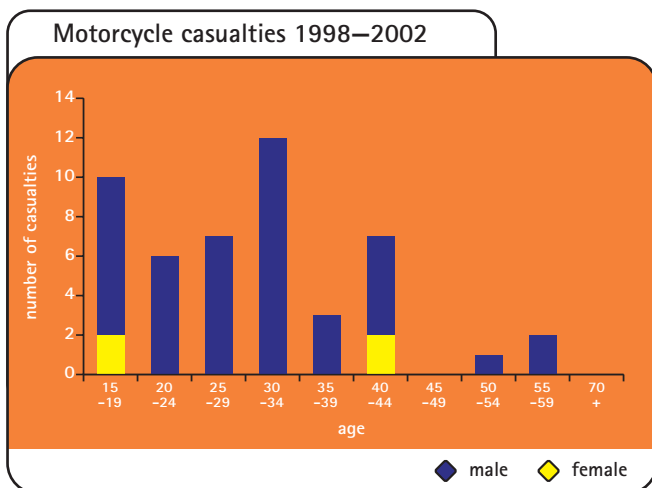


Motorcyclists

While there has been a downward trend in the number of motorcyclist casualties in the South Taranaki District over the past 10 years, the proportion of casualties in rural and urban areas is significantly greater than nationally or in similar local authorities. In total, motorcyclists made up 10 percent of all casualties in the South Taranaki District between 1998 and 2002 with 53 percent of motorcycle crashes resulting in either a fatality or a serious injury.

Speed, poor judgement and poor observation were recorded as the main contributory factors in motorcycle crashes between 1998 and 2002. Thirty-six percent of crashes involving a motorcycle occurred at an intersection.

Between 1998 and 2002, 46 percent of crashes involving motorcycles occurred at the weekend. Casualties ranged in age from 15 to 59 years, with a peak in the 30 to 34 age group.



Recommended actions

- Encourage all road users to be more aware of motorcyclists and the dangers 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 curves 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 develop 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 10,120 hours of road policing in the South Taranaki District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	8,430
Traffic management including crash attendance, incidents, emergencies and events	1,460
School road safety education	150
Police community services	80

Road environment

The South Taranaki 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 South Taranaki 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

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South Taranaki District Council
Roading Manager
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Transit New Zealand
Regional Manager
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Accident Compensation Corporation
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