

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 the Stratford district.

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

The road safety issues identified for the Stratford district are in addition to the national issues, which all road safety partners will continue to focus on.

The social cost of crashes in the Stratford district during 2001 was:

- \$8.75 million on state highways
- \$5.35 million on local roads.

Compared with 2000, this represents an increase from \$5.58 million on state highways and from \$5.04 million on local roads.

Crash and casualty numbers recorded for 2001 show the following when compared with 2000.

- Two fatal crashes were recorded for 2001, the same number as for 2000.
- Two people were killed in 2001, the same number as during 2000.

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Major road safety issues:

Stratford district

Crashes on bends

Motorcyclists

Pedestrians

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Stratford district

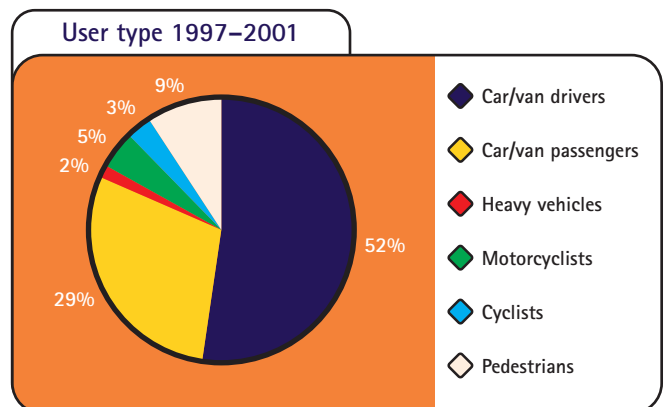


Deaths	2
Serious casualties	8
Minor casualties	16

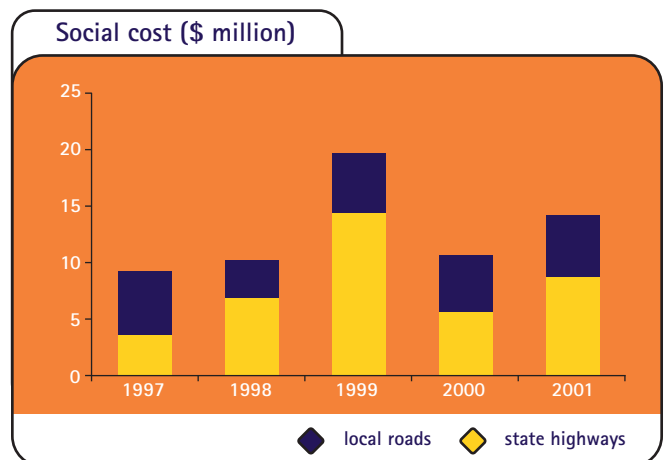


Fatal crashes	2
Serious injury crashes	8
Minor injury crashes	10
Non-injury crashes	37

Road user casualties 1997–2001



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 2001 prices.

Crashes on bends

From 1997 to 2001, this crash movement type had the highest reported percentage of all the crash types monitored on rural roads. During this period, crashes on bends accounted for five (approximately 10 percent) of the injury crashes on urban roads and 32 (nearly 40 percent) of those recorded on rural roads.

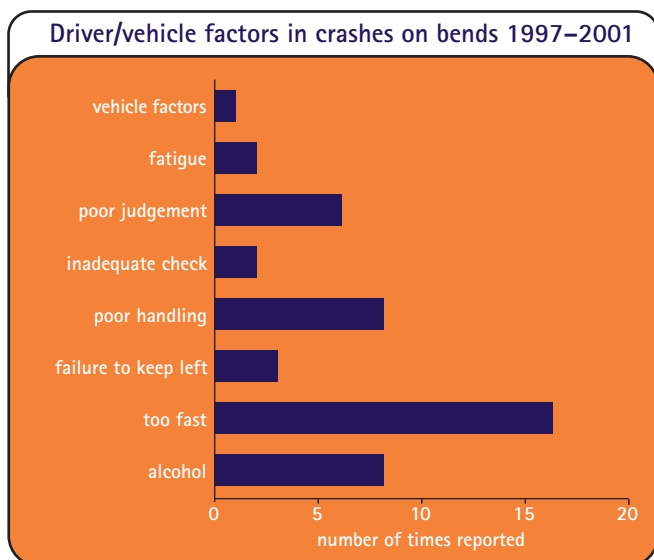
In the urban environment the proportion of these crashes was significantly lower than that calculated for other similar authorities and the rest of New Zealand. On rural roads the situation was similar.

The trend for this crash movement type on rural roads has shown a decrease in the last five years. An increase to four injury crashes during 2001 (from a 10-year low of three in 2000) is a reminder that this issue still needs further investigation. By way of comparison, 1995 recorded 23 crashes occurring on bends.

On the urban road network, the downward trend in the annual number of these crashes has continued. There were no crashes attributed to bends reported for 2001. Looking at the figures for the last 10 years, this can be compared with no crashes in 1998 and the highest total of three in 1992.

The overall decreasing trend for this category of crash is very encouraging and is a result of input from all parties concerned with road safety. Attention must still be focused on further work in the rural area to identify and rectify outstanding problems, and in the urban area to maintain the achievements to date.

The following bar chart highlights the factors contributing to the reported crashes on bends.



Recommended actions

Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position and location.
- Continue to improve lane markings around curves by providing edge lines and centre lines – textured where appropriate.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

Education

- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development of education projects.

Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.
- Continue to support the police's risk targeted patrol planning.

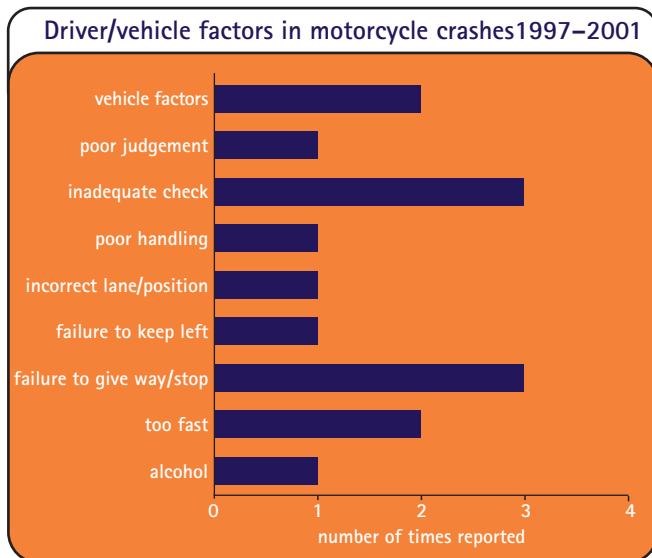
Motorcyclists

The last few years have seen a reduction in the use of motorcycles as a mode of transport. A developing trend is the return to motorcycle use for recreational purposes.

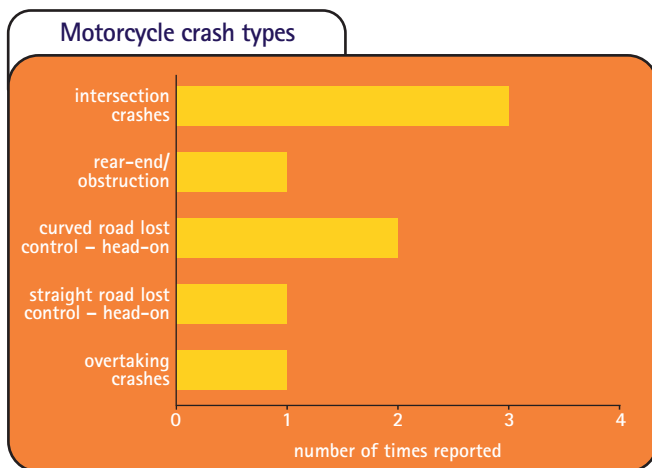
Motorcycling is inherently a more risky mode of transport and likely to result in more serious injuries. These serious injuries are costly to the community, as the injured motorcyclists will often need long-term care.

There were five motorcyclist casualties in 2001, which equated to 19 percent of the total casualties in the Stratford district for that year. An upward trend in casualty numbers has developed compared to averages for comparable areas and all New Zealand, which continue to show a downwards trend.

Driver and vehicle factors identified in the traffic crash reports from the police are shown in the next chart. Failure to give way or stop and inadequate checking were clearly significant factors.



The crash type chart below identifies intersections and curved sections of road as the main problems.



Recommended actions

Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position or location.
- Continue to improve lane markings around curves by providing edge lines and centre lines.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

Education

- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Work with the motorcycling community to develop local education solutions.

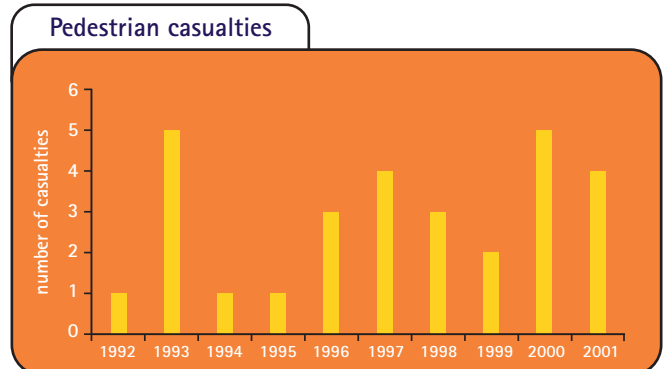
Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.
- Continue to support the police's risk targeted patrol planning.

Pedestrians

Pedestrians made up 24 percent of all casualties on urban roads in the district during the five years covered by this report. This was significantly higher than percentages for comparable areas and all New Zealand.

An upward trend in casualty numbers is apparent when reviewing data for the last 10 years.



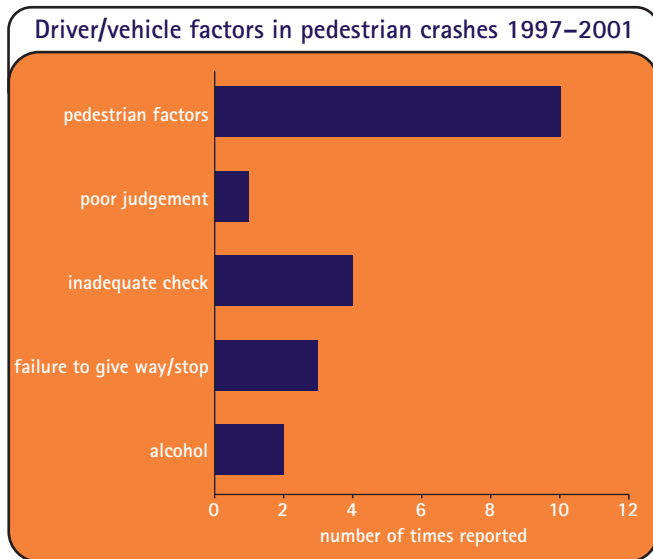
The highest percentages of pedestrian casualties were aged between 10 and 20 years.

Records show that 40 percent of the crashes involving pedestrians occurred at intersections and 60 percent mid block.



Pedestrians continued

The next chart examines the driver and vehicle factors recorded in the traffic crash reports received from the police.



Recommended actions

Engineering

- Maintain and progressively upgrade pedestrian facilities.

Education

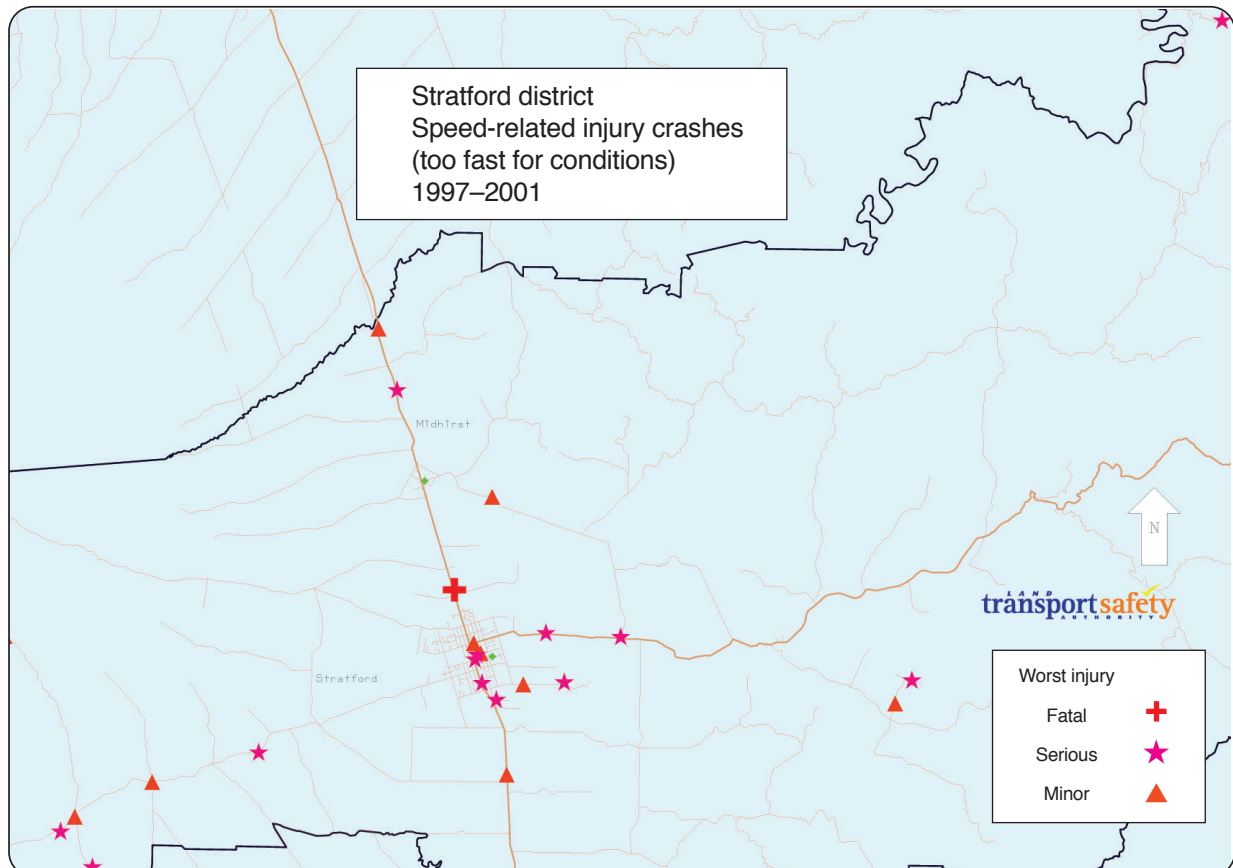
- Continue to support education campaigns aimed at improving pedestrian awareness.
- Promote drivers' awareness of pedestrians.
- Continue to initiate and support reinforcement of the need for pedestrians to be careful entering traffic lanes and the need for improved pedestrian discipline.
- Work with the pedestrian community to develop local education solutions.

Enforcement

- Support enforcement activities directed at pedestrians and drivers who do not use crossing facilities correctly.
- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during peak pedestrian times.



Speed



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 the Stratford district.

Funding for Taranaki regional community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Regional	
Road safety co-ordinator	\$38,000
Open road campaign	
– speed	\$20,000
– restraints	\$5,000
– fatigue	\$5,000
– vehicle factors	\$5,000
– intersections	\$5,000
– alcohol	\$5,000
TALELTS licence programme	\$4,000
Driving weekend – New Plymouth	\$6,380
Driving weekend – Hawera	\$6,000
Driver licence courses – Waitara	\$2,990
Lion Foundation driver scholarship	\$13,800
Motorcycle safety	\$5,800
Safe with age	\$3,800
Committee-run projects	\$22,000

Project	Funding
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 the Stratford district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	2,450
Traffic management including crash attendance, incidents, emergencies and events	820
School road safety education	120
Police community services	60
Taranaki regional community projects	45

The LTSA will liaise with Stratford District 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 the Stratford district, 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
71 Queen Street
PO Box 1947, Palmerston North
Phone 06 350 2342

Regional Education Advisor
Darryl Harwood
71 Queen Street
PO Box 1947, Palmerston North
Phone 06 350 1889

Road Safety Engineer
Dave Curson
234-242 Wakefield Street
PO Box 27-249, Wellington
Phone 04 382 6424

Regional Road Safety Co-ordinator

Graham Moody
Taranaki Regional Council
AA Centre
Powderham Street, New Plymouth
Phone 06 759 4010

Accident Compensation Corporation

Injury Prevention Consultant
Kath Forde
ACC New Plymouth
22-28 Molesworth Street
Private Bag, New Plymouth
Phone 06 759 0700

New Zealand Police

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

Stratford District Council

Roading Asset Manager
Barry Jagersma
Miranda Street
PO Box 320, Stratford
Phone 06 765 6099

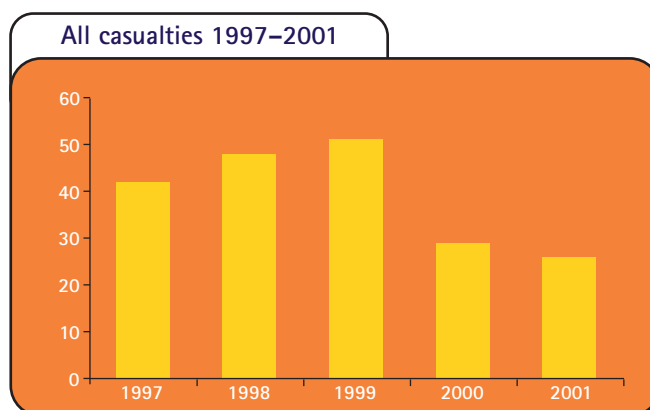
Transit New Zealand

Regional Manager
Errol Christiansen
Seddon House
Park Place
PO Box 345, Wanganui
Phone 06 345 4173

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- The number of serious injury crashes reported increased by one to three on urban roads and by four to five on rural roads in 2001. Eight serious casualties were recorded during 2001, four more than 2000.
- Minor crash numbers on rural roads decreased by two to six for 2001 and by two to four on urban roads. Minor casualty numbers decreased in 2001 to 16 from 23 in 2000 across both road classes.
- Non-injury crashes decreased from 41 in 2000 to 37 in 2001 over the whole district.

The graph below shows the changes in reported casualty numbers over the last five years.



A measure of how an area is performing is the number of casualties per 10,000 people. Stratford district data shows 29 casualties per 10,000 people for 2001, compared with an average value of 58 across similar areas and 34 for all New Zealand.

A sustained effort from all road safety partners is needed this year to further improve the information base used to target and evaluate road safety programmes.

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