

# 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 Stratford District.

Between 1998 and 2002, 10 people were killed and 38 seriously injured in road crashes in the Stratford District. The total number of casualties in 2002 was almost double that for the previous year, due mainly to an increase in minor-injury crashes on rural roads in the district.

Occupants of cars and vans formed the largest casualty group in the district with young road users aged between 15 and 24 years making up a high proportion of these casualties.

Two thirds of all injury crashes in the Stratford District between 1998 and 2002 occurred on rural roads. Forty-one percent of these rural crashes involved drivers losing control of a vehicle on a bend. While alcohol-related crashes have reduced, drink-driving still contributed to 18 percent of all crashes between 1998 and 2002.

The estimated social cost of crashes in the Stratford District in 2002 was \$17 million, an overall increase on the previous year. While the social cost was less for state highways in 2002 than the previous year, it has increased greatly for local roads.

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

## Major road safety issues

### Stratford District

Alcohol

Younger road users

Loss of control

### Nationally

Speed

Alcohol

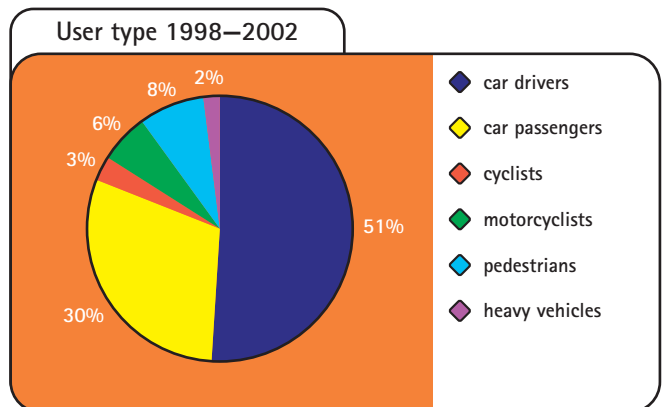
Failure to give way

Restraints

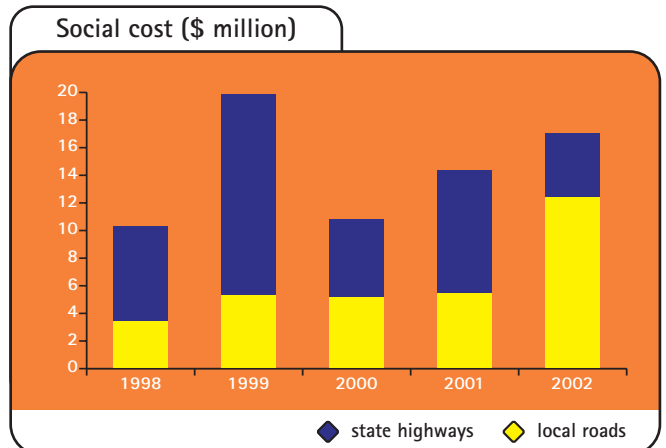
## 2002 road trauma for Stratford District

Deaths	3
Serious casualties	5
Minor casualties	41
Fatal crashes	3
Serious injury crashes	4
Minor-injury crashes	26
Non-injury crashes	40

## 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.

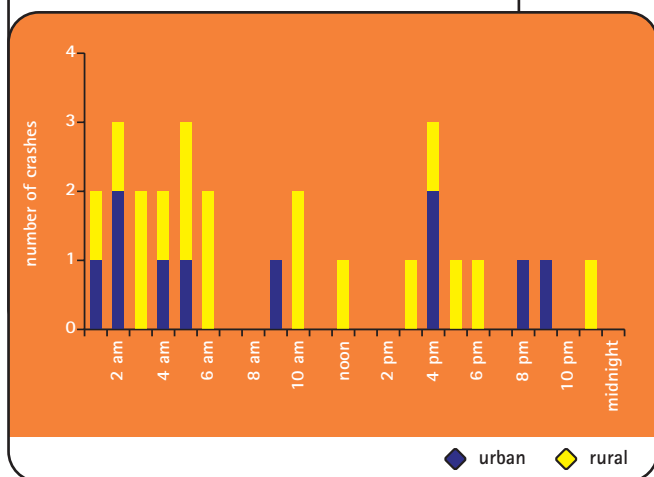


## Alcohol

Drink-driving was a factor in 18 percent of crashes in the Stratford District between 1998 and 2002. While the number of crashes involving alcohol has shown a general downward trend over the past 10 years, 2002 saw an increase in alcohol-related crashes in rural areas in the district. Sixty-four percent of alcohol-related crashes occurred in rural areas between 1998 and 2002. Two thirds of the alcohol-related crashes occurred on the state highway.

Fifty-nine percent of alcohol-related crashes in the Stratford District occurred during the hours of darkness with 78 percent occurring over the weekend period. A higher than average proportion of crashes occurred on a wet road.

Alcohol-related crashes by time of day 1998–2002



### Recommended actions

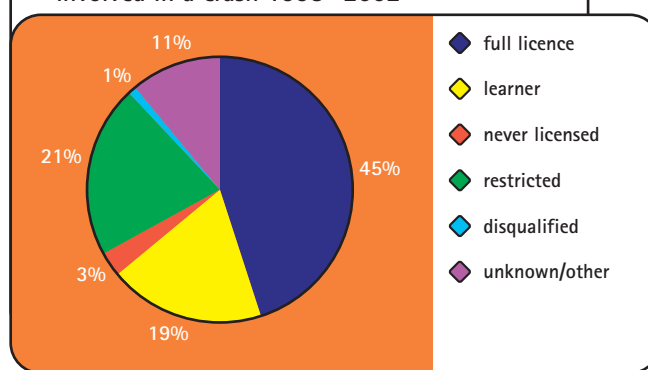
- Continue to support drink-driving strategic enforcement campaigns, especially on rural roads at night and during weekends.
- Continue to support the Police’s risk targeted patrol planning.
- Support the use of roving roadblocks and the booze bus in the district.
- Continue to support education campaigns aimed at drink-driving.
- Encourage campaigns aimed at rural communities.
- Support host responsibility and designated driver programmes in rural communities, sports clubs and licensed premises.
- Conduct crash studies to determine whether road improvements are needed.
- Provide consistent ‘no surprises’ road environments.

## Younger road users

Road users in the age range from 15 to 24 years made up 40 percent of all casualties in the Stratford District between 1998 and 2002. Two thirds of these were male and their proportional involvement in crashes is higher than that for similar authorities.

Thirty-five percent of all drivers involved in crashes in the district were in the 15 to 24 year age range. Of these drivers, only 45 percent had a full driver licence compared with 40 percent holding either a learner or restricted driver licence.

Licence status of drivers aged 15 to 24 years involved in a crash 1998–2002



Fifty-two percent of all injured passengers in vehicles were in the 15 to 24 age group.

Sixteen percent of all casualties under the age of 19 years were pedestrians.

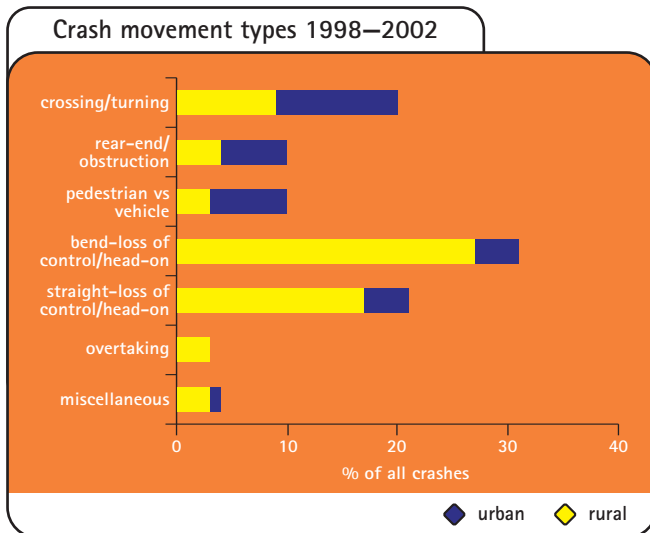
### Recommended actions

- Support enforcement aimed at the places and times when young people gather with their vehicles.
- Support enforcement campaigns targeting young drivers.
- Support education campaigns targeting young drivers.



## Loss of control

Fifty-three percent of crashes in the Stratford District between 1998 and 2002 involved a driver losing control of a vehicle. Eighty-five percent of these occurred on rural roads, with the majority (60 percent) occurring on a bend. Fifty-two percent of loss of control crashes occurred on local roads.



Loss of control crashes tend to result in either a head-on crash with another vehicle or the vehicle leaving the road, both of which often result in injury or death. Collisions with roadside objects after a vehicle has left the road can increase the severity of the crash. Objects hit by vehicles leaving the road in the district include cliff banks, fences, bridges and trees.

Speed too fast for conditions, alcohol, and poor driver handling skills were all common contributory factors in loss of control injury crashes on bends in rural areas between 1998 and 2002. A higher than average proportion of crashes occurred during the hours of darkness.



## Recommended actions

- Encourage education campaigns aimed at improving cornering skills.
- Support drink-driving education campaigns.
- Support strategic enforcement campaigns targeting speed and alcohol.
- Encourage crash reduction studies of known black spots and routes.
- Continue to improve lane markings around curves, by providing edge lines and centre lines.
- Ensure roadside areas are kept clear of solid objects.

# 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 3,455 hours of road policing in the Stratford District (the same as in 2002/2003) 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	65

## Road environment

The Stratford 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 Stratford 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

New Zealand Police

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

Stratford District Council

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

Transit New Zealand

Regional Manager  
Errol Christiansen  
PO Box 345, Wanganui  
Phone 06 345 4173

Accident Compensation Corporation

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

Palmerston North Regional Office

71 Queen Street

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