

# 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 Tararua 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.

There were 63 injury crashes (with 90 casualties) reported in the Tararua district in 2001. This is an increase in both the number of crashes and casualties. While fatality numbers were the same as the previous year, serious casualties reduced by five.

Casualties on rural roads outnumbered urban crashes by more than three to one. Significant factors in crashes in the 1997–2001 period included speed (57 rural crashes) and alcohol (42 crashes). Road factors were reported at a high level (53 rural crashes), well above the national level, but consistent with the level recorded in similar authorities. (continued on back page)

## Major road safety issues:

Tararua district

**Pedestrians**

**Weekend crashes**

**Collisions with roadside objects**

Nationally

**Speed**

**Alcohol**

**Failure to give way**

**Restraints**



## 2001 road toll for Tararua district



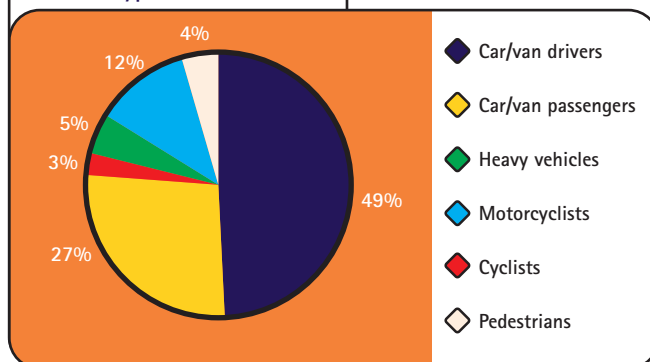
Deaths	5
Serious casualties	17
Minor casualties	68



Fatal crashes	5
Serious injury crashes	15
Minor injury crashes	43
Non-injury crashes	124

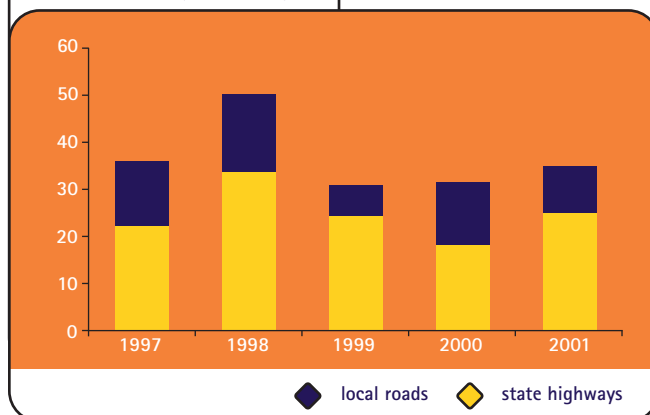
## Road user casualties 1997–2001

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.

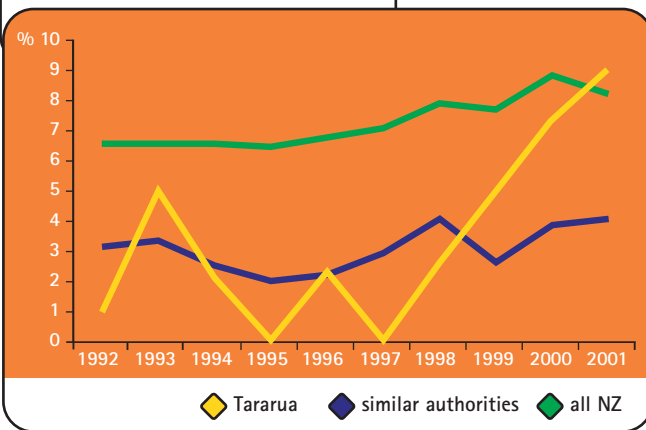


## Pedestrians

Urban pedestrian crashes in the Tararua district have increased in number during the last four years and are now above the national trend for pedestrian casualties as a percentage of all casualties. While numbers are small, efforts are needed to arrest a worrying trend.

In 2001 there were five crashes involving pedestrians, each resulting in minor injuries to a pedestrian. Of these, four were in Dannevirke and one was in Woodville, and all were on a state highway. A large majority of pedestrian crashes in the Tararua district in the last five years occurred in Dannevirke.

Pedestrian casualties trends



Local initiatives may be necessary to address trends in pedestrian crashes. Most pedestrian crashes occurred in the afternoon and early evening, with Friday being the most common day. Pedestrians injured in crashes were mostly younger than 20 or over the age of 65. Five recent crashes occurred on pedestrian crossings, and periodic enforcement, particularly in the CBD in Dannevirke, may be necessary.

## Recommended actions

### Education

- Raise the profile of education courses for older road users, such as Safe with Age and Road Rules Refreshers.
- Raise awareness of problems at pedestrian crossings.
- Promote road safety education aimed at school-age children.

### Enforcement

- Implement targeted enforcement at high-risk sites with:
  - intersection enforcement at regular intervals
  - driving monitored at pedestrian crossings.
- Support promotional activities and local campaigns.
- Report and remove obstacles to vision at intersections and crossings.

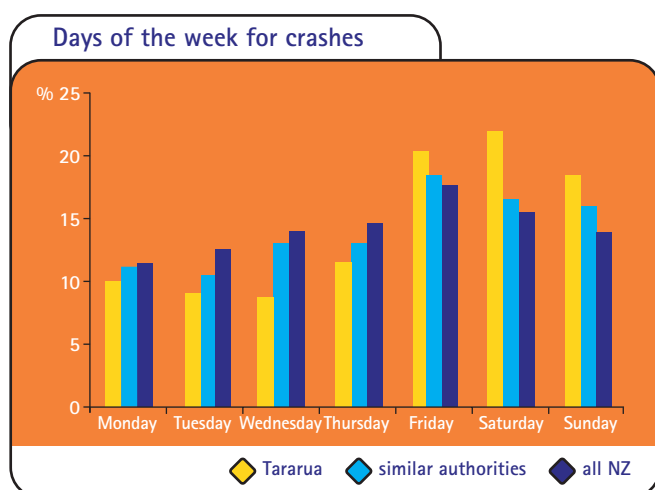
### Engineering

- Ensure sight lines at road crossing points are maintained.
- Ensure crossings are appropriately sited and remain conspicuous.
- Ensure regular review of crash trends. Consider safer crossing design or controls where possible.
- Support education programmes highlighting the need for care at intersections, with emphasis on correct signalling, lane position and give way rules.
- Consider curb extensions at crossings to improve visibility.

# Weekend crashes

Crashes in the Tararua district on Friday, Saturday and Sunday are strongly over-represented when compared with similar authorities and all New Zealand. In contrast, crashes in the earlier days of the week are below the expected rate, to a significant level on Wednesday and Thursday.

Weekend crashes peaked in January 1999 with 55 reported casualty crashes in the previous 12 months. Since that time the trend has been downward, with 37 reported injury crashes for the 12 months ended December 2001. Alcohol, speed and loss of control were the most common factors in weekend crashes.



## Recommended actions

### Education

- Target advertising for high-risk crash periods.
- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise the need to be fully alert when driving.
- Raise awareness of problems at crash black spots.

### Enforcement

- Increase enforcement in rural areas at high-risk times and places.
- Maintain high visibility patrolling at identified high-risk locations.
- Report and remove obstacles to vision at intersections.
- Ensure patrolling of state highway occurs at crash black spots.
- Undertake alcohol checkpoints on a regular basis.

### Engineering

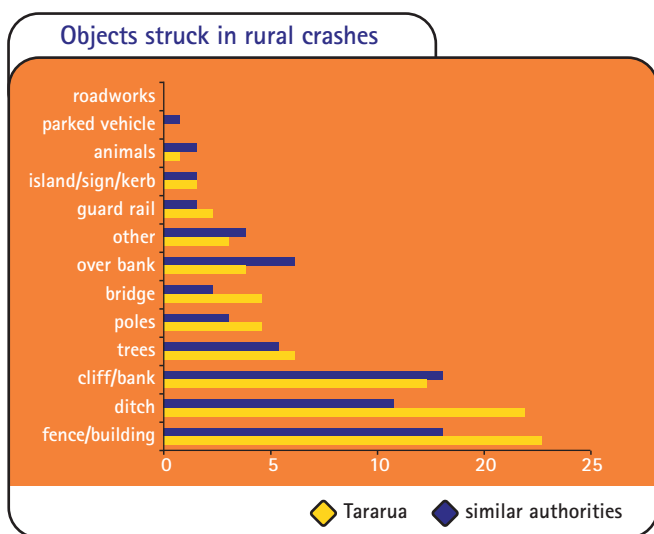
- Maintain signs and roadside delineation to an appropriate standard.
- Maintain good skid resistant road surfaces.
- Provide a no surprises driving environment.
- Ensure sight lines at intersections are maintained.
- Ensure advisory speeds are posted at bends with a known crash risk.

# Collisions with roadside objects

In the period 1997 to 2001, the number of rural crashes involving collisions with a fixed roadside object remained above the national trend and the rate for similar authorities. Generally, about 70 percent of crashes in the rural area involved such a collision. A small drop in percentage terms was noted in 2001, though the number of crashes (27) was higher than the previous year.

Fences, buildings and ditches were the most common objects struck, with trees, poles, banks and bridges the next most common.

Most crashes with roadside objects involved a single vehicle, occurred on a bend and were typically mid-block crashes. Leading crash factors were speed, alcohol and loss of control. Young drivers were significantly over-represented.



## Recommended actions

### Education

- Promote safe driving practices in rural areas and high-speed environments.
- Raise awareness of problems at crash black spots.
- Continue efforts to curb alcohol and speed offending among drivers.
- Target messages at young drivers.

### Enforcement

- Implement targeted enforcement at high-risk sites by:
  - monitoring speeds on corners with advisory speeds
  - maintaining high emphasis on speed and alcohol.
- Support promotional activities and local campaigns.
- Report and remove obstacles near bends.

### Engineering

- Ensure sight lines on bends are maintained.
- Create a no surprises environment.
- Ensure regular review of crash trends at bends. Treat sub-standard bends with appropriate improvements.
- Maintain good road surfaces and drainage.
- Support education programmes highlighting the need for care when driving on the highway. Correct lane position and driving speed can be emphasised.
- Remove unnecessary roadside furniture.
- Provide protective measures in high-risk locations such as guard rails.
- Support a nine metre clear zone standard where possible.

# 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 Tararua district.

Funding for the Tararua district and Manawatu/Wanganui regional community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
<b>Tararua district</b>	
Road safety co-ordinator (joint Manawatu, Palmerston North, Tararua and Horowhenua)	\$9,500
<b>Manawatu/Wanganui regional</b>	
Open road campaign	
– speed	\$36,000
– alcohol	\$36,000
– restraints	\$36,000
– fatigue	\$36,000
– driver knowledge	\$36,000
Safety Link newsletter	\$4,000
Driver licensing courses	\$18,000
Safe with age	\$14,000
Committee-run projects	\$50,000

Project	Funding
<b>Palmerston North LTSA region</b>	
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 Tararua district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	6,260
Traffic management including crash attendance, incidents, emergencies and events	1,310
School road safety education	260
Police community services	50
Taranaki regional community projects	180

The LTSA will liaise with Tararua 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 Wanganui 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  
Phone 06 350 2342

Regional Education Advisor  
Darryl Harwood  
Phone 06 350 1889

Road Safety Analyst  
David Lane  
Phone 06 350 1883

### Regional Road Safety Co-ordinator (Manawatu, Horowhenua, Palmerston North and Tararua)

Sharon Vera  
Public Health Unit  
Mid Central Health  
PO Box 2056, Palmerston North  
Phone 06 350 8463

### New Zealand Police

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

### Tararua District Council

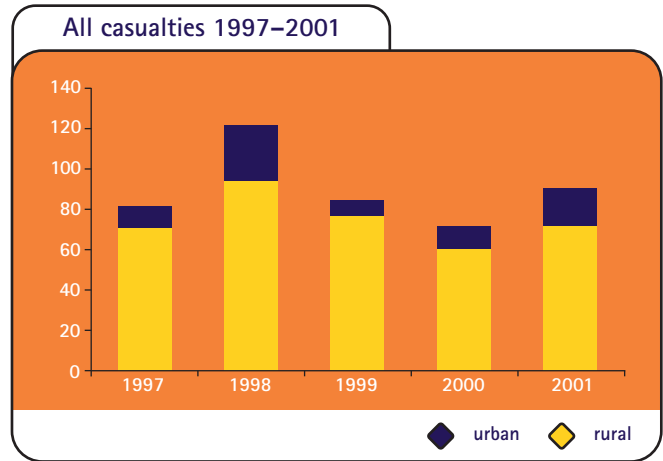
Kailash Mehrotra  
Tararua Consultancy  
45 Vogel Street  
PO Box 12, Woodville  
Phone 06 376 1010

### Transit New Zealand

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

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A measure of how an area is performing is the number of casualties per 10,000 people. Tararua district data shows 50 casualties for 2001 compared with an average value of 57 across comparable areas and 34 for all New Zealand.



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