

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 Upper Hutt City.

The number of reported injury crashes in Upper Hutt City continues to decline. However, there has been a slight increase in the number of urban crashes, though the casualty numbers have dropped.

Cyclist casualties were above expected levels, though the number has not increased from the previous year. Motorcyclist casualties were twice the expected level though this is principally due to historical data.

In urban areas over the last two years, there was an increase in the number of female casualties, with above expected casualty numbers in the over 35 year age group.

The main types of crashes reported were crossing/turning and rear-end/obstruction collisions in the urban areas and loss of control/head-on at bends or crossing/turning collisions in the rural areas. The rear-end/obstruction crashes in the urban areas were significantly higher than similar authority group levels. The rural crossing/turning collisions were largely associated with the state highway.

The most significant contributing factors in the crashes were driver skills such as observation and judgement combined with poor handling of the vehicle. Driving too fast for the conditions and failing to give way or stop also featured as factors.

Both local and national road safety issues are identified below. The specific issues for Upper Hutt City are considered in detail overleaf.

Major road safety issues

Upper Hutt City

Cyclists

Rear-end/obstruction

Nationally

Speed

Alcohol

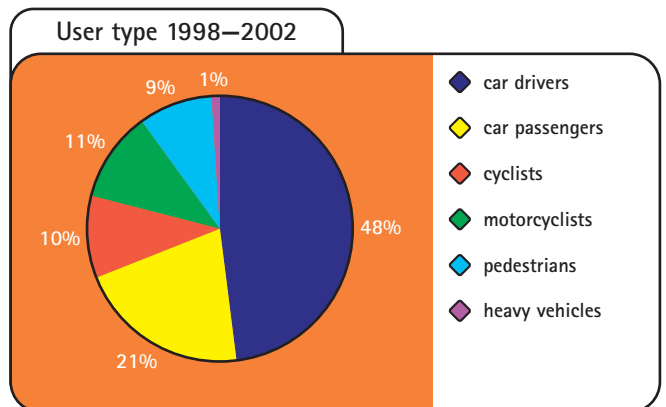
Failure to give way

Restraints

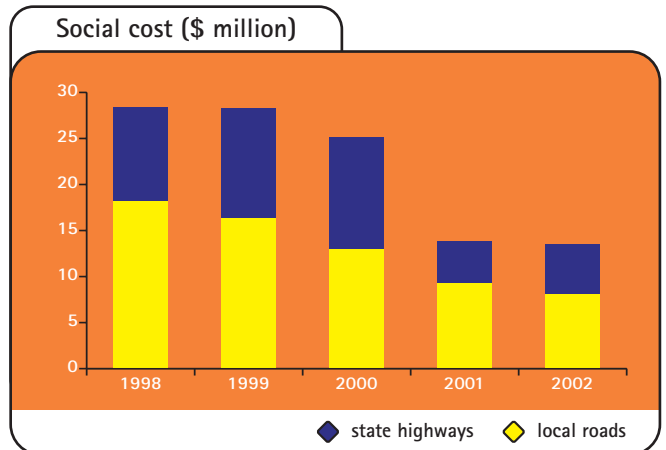
2002 road trauma for Upper Hutt City

♀	Deaths	0
	Serious casualties	11
	Minor casualties	55
🚗	Fatal crashes	0
	Serious injury crashes	11
	Minor-injury crashes	44
	Non-injury crashes	182

Road casualties 1998–2002



Estimated social cost of crashes*



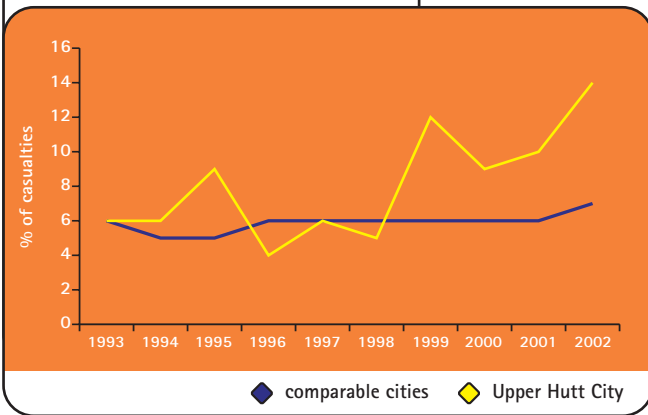
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Cyclists

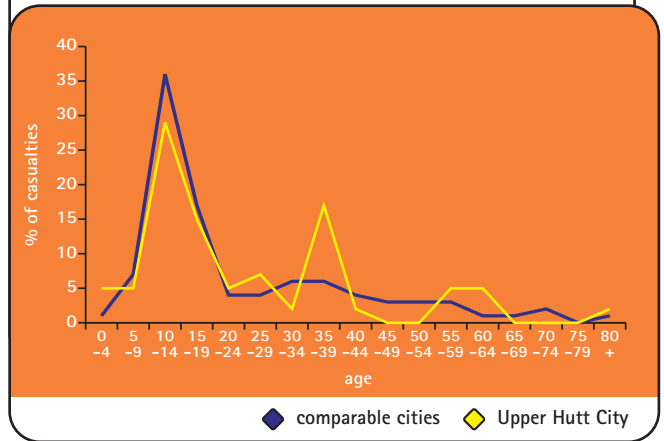
The number of cyclists injured in road crashes is not high but they are increasing as a proportion of the casualties in Upper Hutt. This may be due in part to the increasing popularity of cycling as both a mode of transport for going to work and for recreational use.

Cyclist casualties 1993–2002



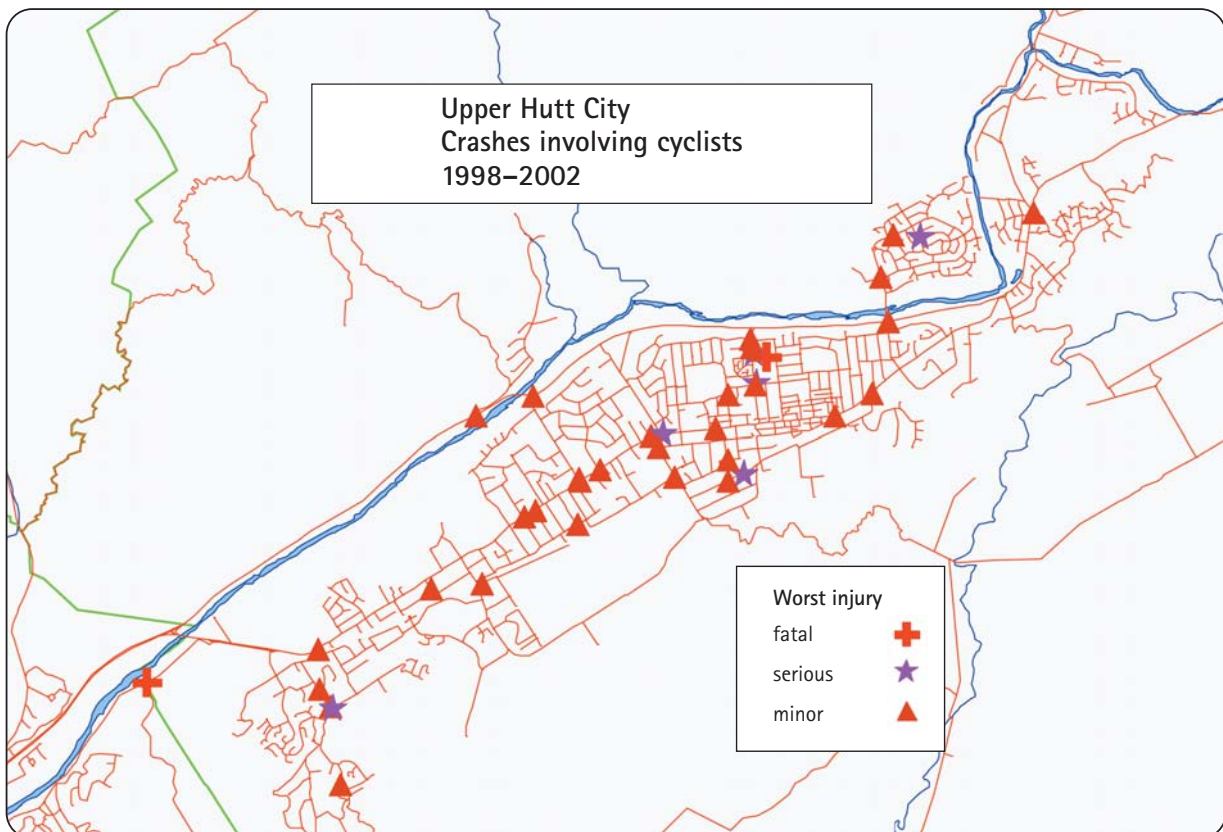
The at-risk group for cyclist casualties for the last five years was the 30 to 39 year olds. Factors associated with cycle crashes were poor observation and failing to give way or stop by the cyclist and/or the other party involved.

Age distribution of cyclist casualties 1998–2002



Recommended actions

- Carry out enforcement programmes that:
 - target the use of cycle lights and helmets
 - target cyclists and drivers who incorrectly use traffic signals
 - target parking on cycle lanes and footpaths.
- Carry out education programmes that:
 - promote cycle awareness by drivers
 - promote cycle lighting and helmet use
 - encourage safe cycling activity.
- Promote engineering works that:
 - develop cycle-friendly arterial roads
 - establish cycle ways.

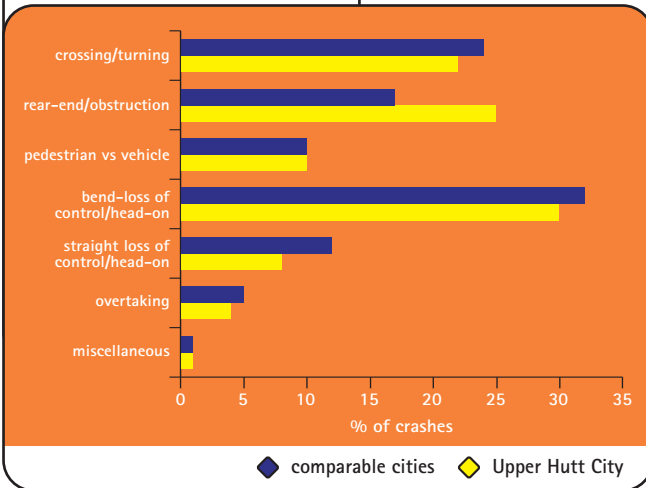




Rear-end/ obstruction

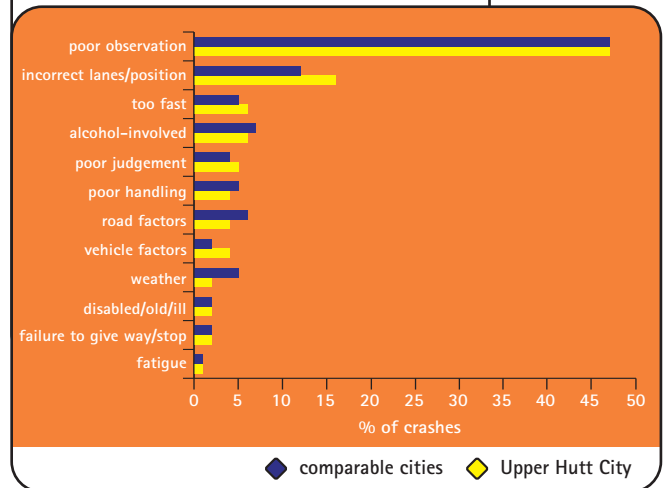
Rear-end collisions or collisions with obstructions were the second most common type of crash in Upper Hutt City after loss of control on bends. Eighty percent of these collisions took place within the urban environment of the city.

Crash types 1998–2002



The principal factors in these crashes were related to driver skills such as poor observation and judgement of the traffic ahead, associated with incorrect lane or position choices on the road. Speed and alcohol may be involved but to a minor extent.

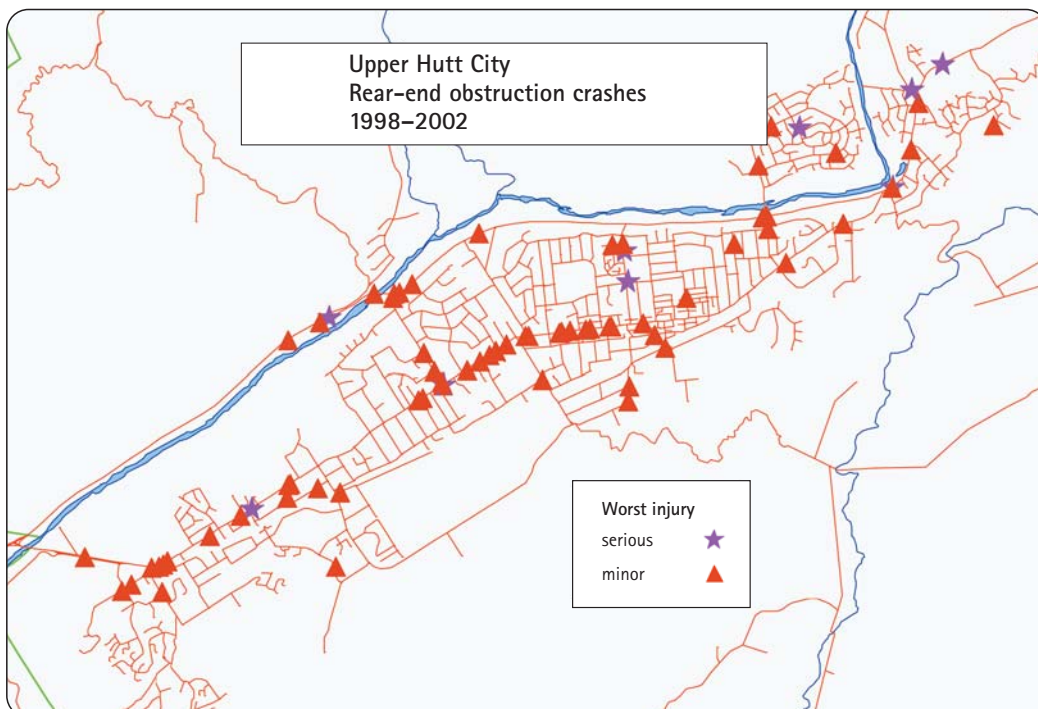
Rear-end crash factors 1998–2002



Twenty percent of these crashes involved objects being struck, most often a parked or stationary vehicle.

Recommended actions

- Conduct education programmes that assist drivers to:
 - be more aware of the risks of following too closely particularly on arterial routes.
- Carry out enforcement programmes that:
 - enforce safe following distances at high-risk times
 - support education campaigns to increase driver alertness.
- Design engineering programmes that:
 - provide good skid resistant road surfaces on approaches to traffic signals, roundabouts and pedestrian crossings
 - provide good guidance as to positioning on the road
 - progressively improve sight lines
 - encourage off-road parking.



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

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 initiatives aims to encourage local involvement and ownership of road safety issues, and to 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 from the CRSP for community initiatives in Upper Hutt City for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$20,000
Safe With Age	\$1,200
Learner licence	\$2,500
Restraints	\$1,175
Motorcycling	\$3,000
Driver-related projects	\$10,000
Pedestrians	\$3,000
Cycling	\$3,500

Road policing

In Upper Hutt City during 2003/2004, the Police will deliver 15,060 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	11,270
Traffic management including crash attendance, incidents, emergencies and events	2,900
Road safety education	750
Community services	140

Where to get more information

For more specific information relating to road crashes in Upper Hutt City, 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

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