

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 Wellington City.

The number of injury crashes reported in 2002 in the city has decreased slightly on the 2001 figure with a corresponding decrease in casualties.

There were four deaths for the year. The number of serious and minor crashes has remained static and there has been a small decrease in the number of minor casualties.

The crash and casualty rates on Wellington City roads were lower than those in similar authorities.

Pedestrian casualties decreased in 2002 but remain over-represented at 23 percent of all casualties in Wellington City. Pedestrians were involved in 29 percent of urban crash incidents.

Rear-end and obstruction collisions were the next most common type of crash at 23 percent of the crash types reported, particularly on state highways, where they were above comparable levels of similar authorities.

Cyclist casualty numbers decreased in 2002, representing nine percent of the casualties in the city. These occur principally in the urban environment (12 percent) and this is higher than in similar authorities.

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

Major road safety issues

Wellington City

Pedestrians

Cyclists

Rear-end/obstruction

Nationally

Speed

Alcohol

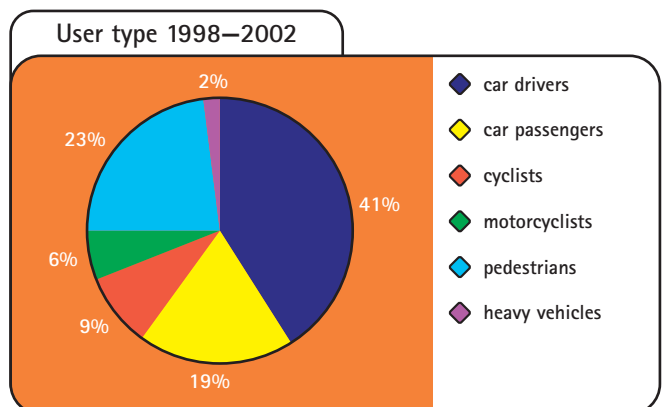
Failure to give way

Restraints

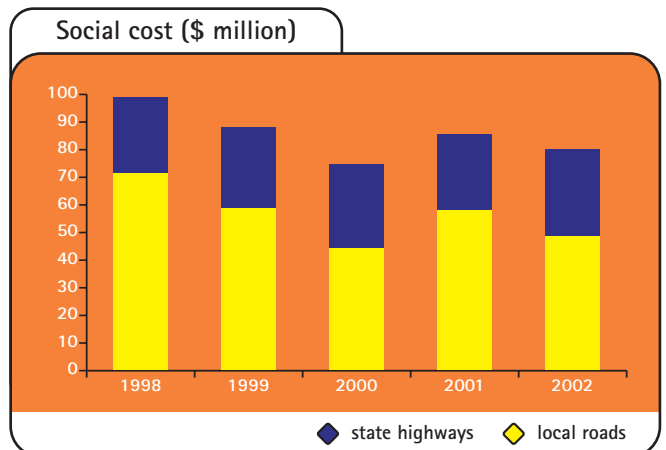
2002 road trauma for Wellington City

Deaths	4
Serious casualties	61
Minor casualties	320
Fatal crashes	4
Serious injury crashes	57
Minor-injury crashes	242
Non-injury crashes	956

Road casualties 1998–2002



Estimated social cost of crashes*

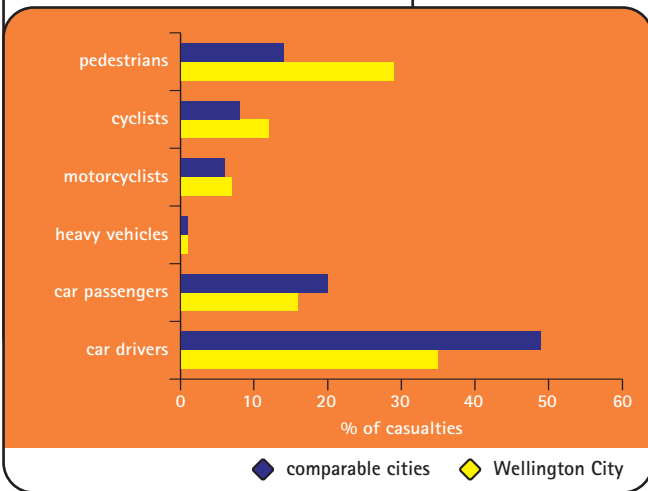


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



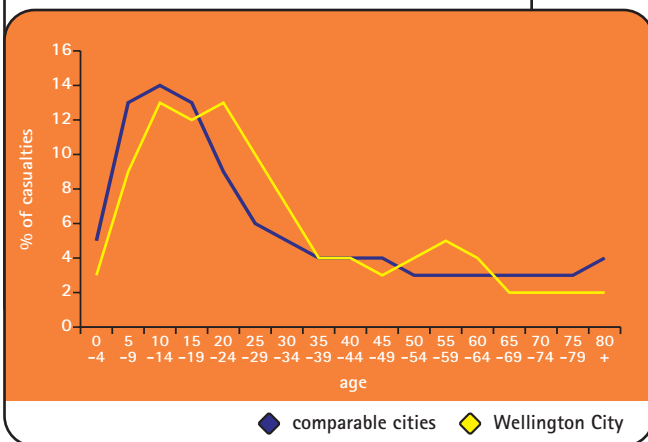
Pedestrians

Urban casualties 1998–2002



Pedestrians make up 29 percent of all casualties on urban roads in the city. The numbers injured have decreased in the last year. Pedestrians were significantly over-represented as a proportion of all casualties in Wellington when compared with similar authorities.

Age distribution of pedestrian casualties 1998–2002



Pedestrian casualties in the age ranges of 20 to 34 years and 50 to 64 years were above both national and similar authority group levels.

These statistics may be influenced by the large number of pedestrians that come into the city for work and leisure activities.

Recommended actions

- Conduct education programmes that:
 - ensure pedestrians are aware of safe walking and crossing techniques
 - make drivers more aware of pedestrians.

- Carry out enforcement programmes that:
 - enforce legal use of crossing points by pedestrians
 - target inappropriate behaviour by motorists towards pedestrians.
- Design engineering programmes that:
 - progressively upgrade pedestrian crossing facilities
 - prioritise requirements for pedestrians.

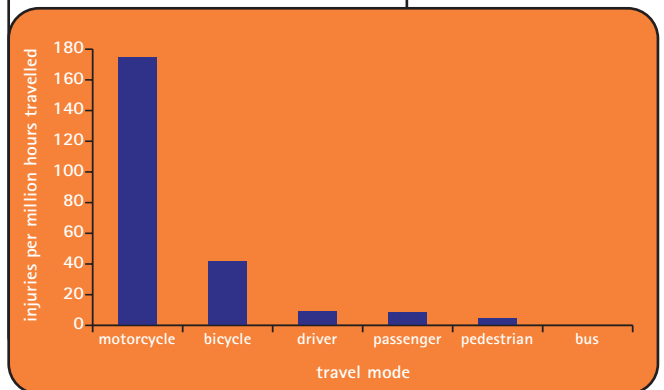


Cyclists

Cyclists make up 12 percent of all casualties in the city. Although cyclist casualty numbers decreased in 2002, an average of 36 cyclists per year were injured from 1998 to 2002. As a percentage of all road casualties within the city, they remain over-represented compared with similar authorities and national figures.

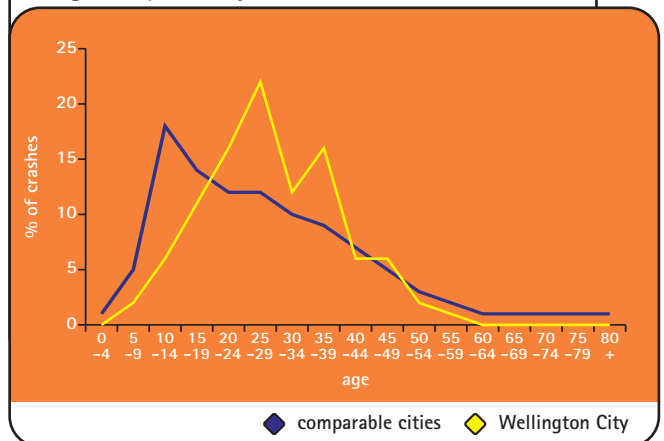
Recent travel surveys conducted by the LTSA have indicated that, while motorcycling remains the most risky travel mode, the injury risk to cyclists is three times that of a vehicle occupant and eight times that of a pedestrian when considering trips, distance or time as a measure of exposure.

Injury risk per time travelled



<http://www.ltsa.govt.nz/research/travel-survey/risk-modes.html>

Age of cyclists injured in crashes 1998–2002



The age profile of cyclists injured in Wellington City suggests cycling for recreation or commuting purposes has become popular with the 20 to 39 year olds and this is reflected in the casualties for this age group.

Recommended actions

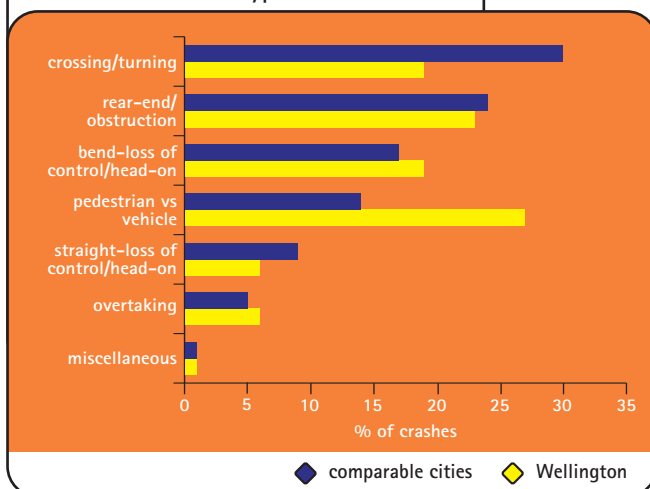
- Devise education programmes that:
 - provide cyclists with defensive riding techniques
 - inform cyclists of legal safety equipment requirements
 - increase drivers' awareness of cyclists.
- Conduct enforcement programmes that:
 - encourage the use of cyclist safety equipment
 - target inappropriate behaviour by both motorists and cyclists.
- Design engineering programmes that:
 - progressively improve cycle facilities in shared vehicle environments
 - provide shared cycle/pedestrian facilities where appropriate.



Rear-end/obstruction

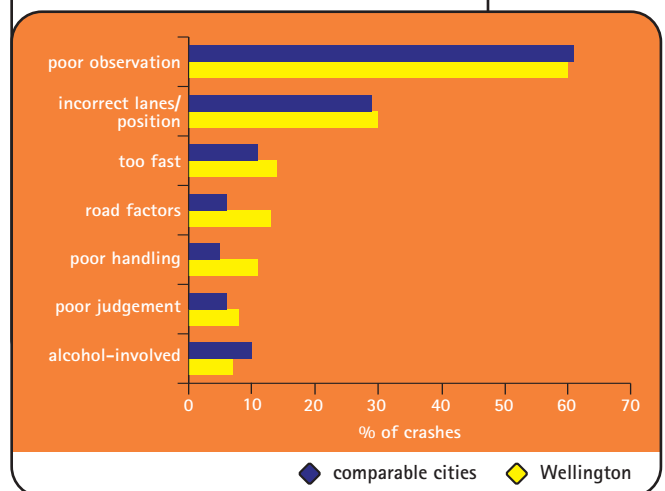
Rear-end collisions or collisions with obstructions were the second most common crash type in Wellington City.

Crash movement types 1998–2002



Sixty-five percent of these crashes occurred in urban zones, but only on state highways were the numbers above similar authority levels.

Rear-end crash factors 1998–2002



Factors in these crashes were mainly poor observation of the traffic ahead associated with incorrect lane or position choices on the road.

The obstructions most often hit were parked or stationary vehicles.

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 (roadmarking, delineation) to assist positioning on the road
 - progressively improve sight lines
 - improve street lighting for improved visibility.

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 Wellington City for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinators (2)	\$76,000
Traffic laws (programmes)	\$6,000
Cycling programmes	\$10,000
Safe routes to school	\$10,000
School-based performances	\$23,000

Road policing

There has been no change in the total hours related to road policing in the last few years. The Police expect to deliver 72,820 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	50,300
Traffic management including crash attendance, incidents, emergencies and events	20,050
School road safety education	1,500
Police community services	970

The LTSA and Wellington City Council will liaise with the New Zealand Police to ensure risk targeted patrol plans are implemented.

Where to get more information

For more specific information relating to road crashes in Wellington 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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