

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 Wellington Region.

There has been a further small increase of three percent in the number of crashes reported in the region in 2002 which is a reversal of the strong downward trend seen in the 1990s.

Cyclist casualties, with those aged 20 to 39 years over-represented, have been high for the last two years. Travel surveys indicate that cycling has an injury risk three times that of vehicle occupants and eight times that of pedestrians.

Thirty-two percent of crashes in the region involved loss of control, either on bends (23 percent) or on straights (nine percent). Rear-end/obstruction collisions (23 percent) were the next most common crash type and are over-represented in the region's statistics followed by intersection-related crashes (21 percent).

Pedestrian casualty numbers continue to decline, but the 20 to 39 year and 50 to 64 year age groups are over-represented and should be monitored.

Motorcyclist casualties, with those aged 25 to 44 years over-represented, should be monitored as they have increased by 40 percent in the last year though the trend in numbers continues downward.

Lack of good driver skills continues to be a major cause of crashes, with poor observation, failure to give way to other traffic and poor positioning on the road being common factors.

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

Major road safety issues

Wellington Region

Cyclists

Loss of control

Rear-end/obstruction

Pedestrians

Nationally

Speed

Alcohol

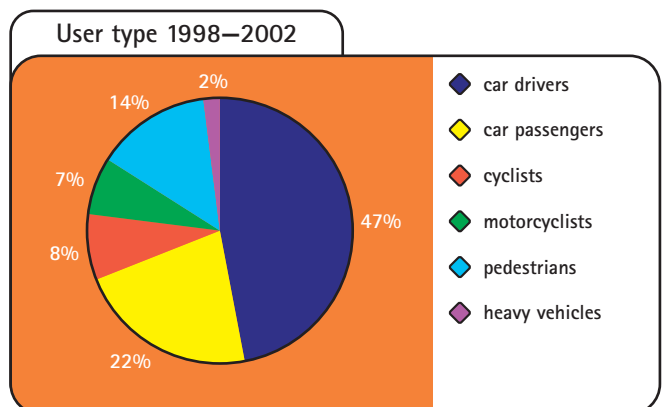
Failure to give way

Restraints

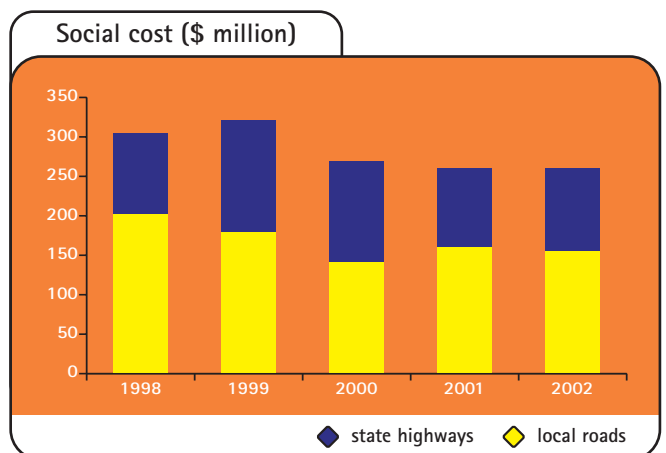
2002 road trauma for Wellington Region

♀	Deaths	24
♀	Serious casualties	194
	Minor casualties	865
🚗	Fatal crashes	21
	Serious injury crashes	167
	Minor-injury crashes	616
	Non-injury crashes	2,390

Road casualties 1998–2002



Estimated social cost of crashes*



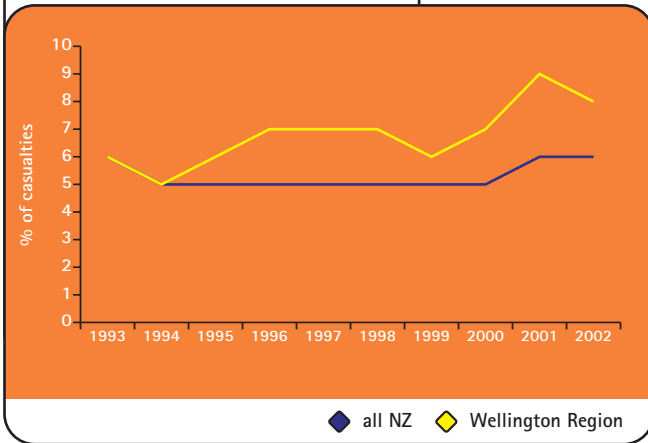
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Cyclists

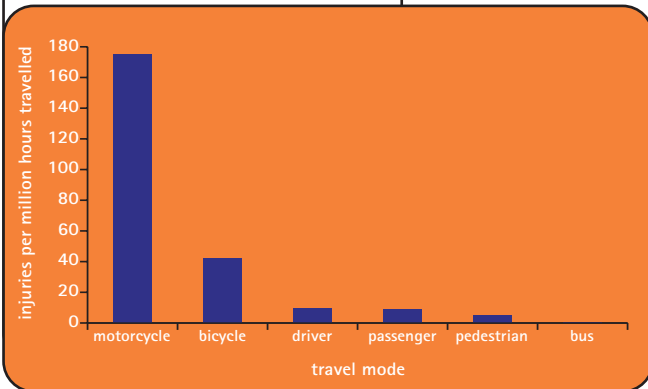
Cyclists made up about eight percent of the region's casualties. This percentage has been increasing slowly for the past 10 years.

Cyclist casualties 1993–2002



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 or distance or time as a measure of exposure.

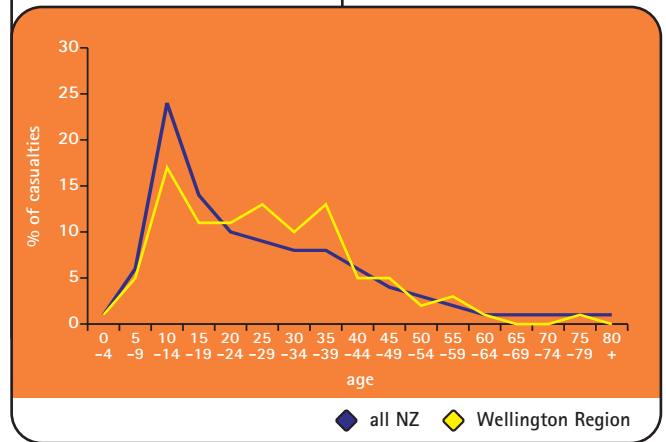
Injury risk per time travelled



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

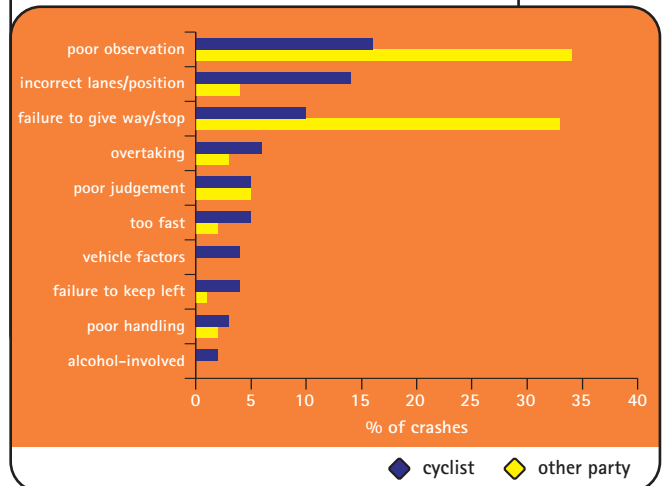
Examination of the age profile of cyclist casualties indicates that those aged 20 to 39 years are over-represented in the statistics.

Age of cyclists injured



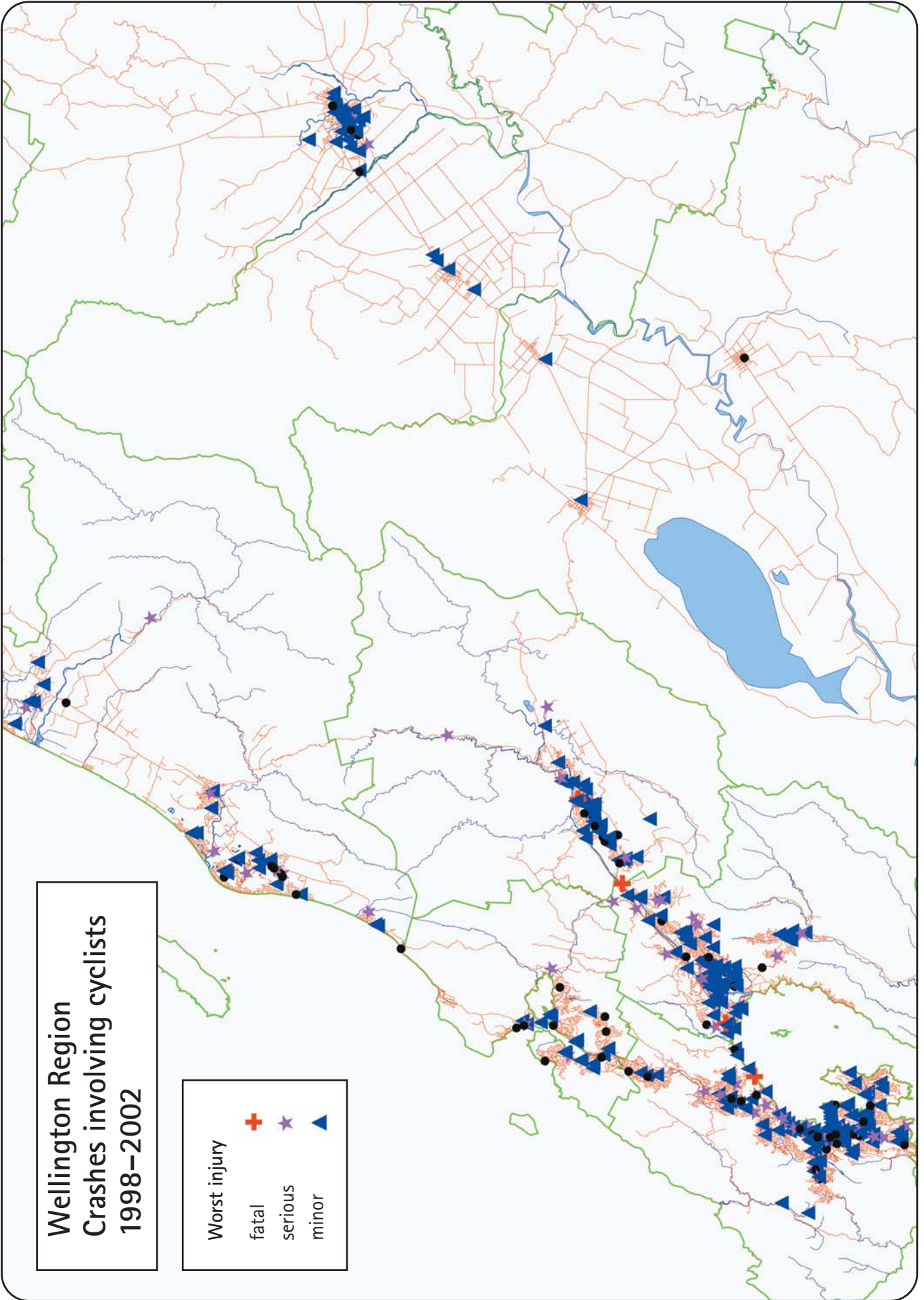
Examination of the factors related to the crashes suggests that cyclists have a low visibility profile but that they also need to operate in a more cautious manner in traffic.

Factors in cycling crashes 1998–2002

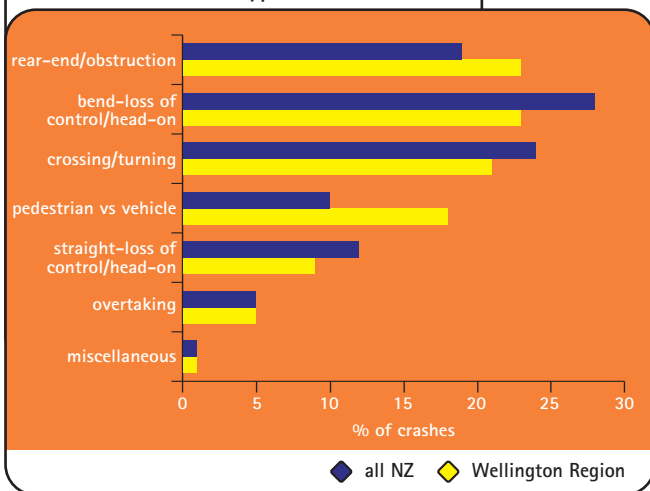


Wellington Region
Crashes involving cyclists
1998–2002

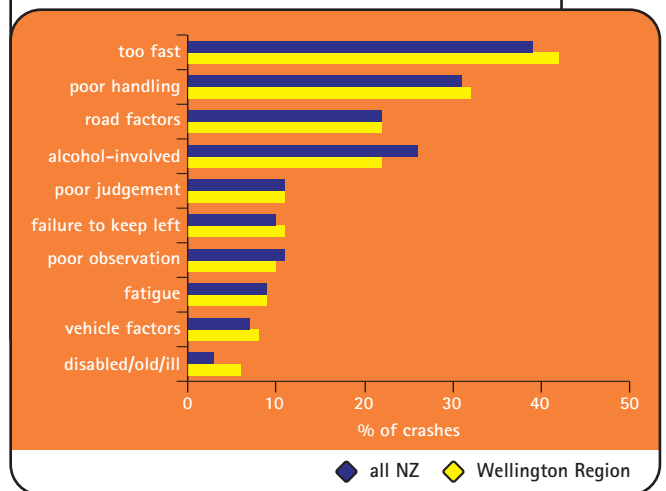
Worst injury
fatal serious minor



Crash movement types 1998–2002



Factors in loss of control crashes on bends



Loss of control

Loss of control either on a straight road or on a bend resulting in a head-on collision is the most common type of crash in the region. These crashes represent 32 percent of the region's crashes (23 percent on bends and nine percent on straights).

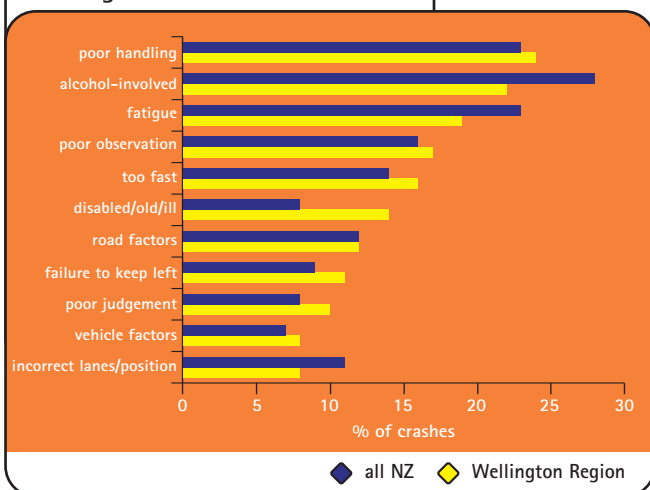
While these crashes were not above national levels, it is appropriate to try to reduce their occurrence because they represent such a large proportion of the reported crashes.

Poor handling of a vehicle was a contributing factor in loss of control crashes. Other compounding factors in these crashes on straight roads were alcohol, fatigue and inattention, and on bends, driving too fast for the conditions together with alcohol and road conditions.

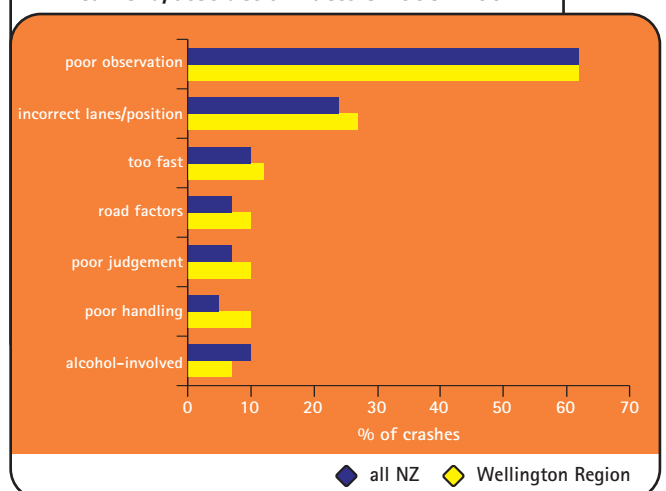
Rear-end/obstruction

Rear-end/obstruction crashes were the second most common crash type in the Wellington Region after loss of control crashes. These collisions usually involved running into the back of the vehicle ahead that had stopped for a variety of reasons (queues, pedestrians, intersections, turning) or hitting an object in or adjacent to the roadway.

Straight-loss of control factors



Rear-end/obstruction factors 1998–2002



There are two main factors in these crashes, namely poor observation of traffic by the driver and incorrect positioning on the road.

Of the objects struck in these collisions 20 percent involved a parked or stationary vehicle, whereas fences, guard rails and poles were hit in seven percent of the crashes.



Pedestrians

Pedestrian casualties arising from motor vehicle crashes were over-represented but considered to be a lower risk than cycling within the urban areas of the Wellington Region. Most of these incidents (60 percent) occurred in Wellington City, followed by 16 percent in Hutt City and 12 percent in Porirua City.

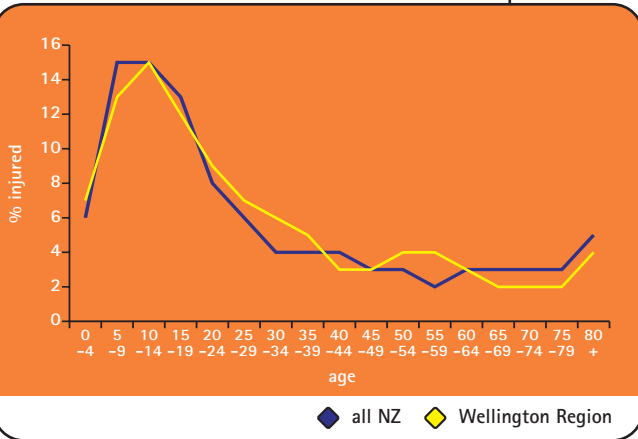
Pedestrians in the 20 to 39 year and the 50 to 64 year age groups were over-represented in the injury statistics.

Recommended regional actions

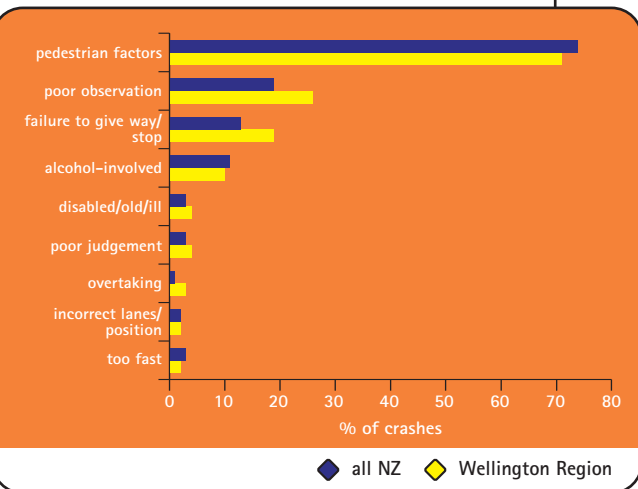
A number of issues related to road users and the types of crashes in the region have been highlighted. The Greater Wellington Regional Council should be addressing these issues by developing policies, within a regional road safety strategy, that have educational, enforcement and engineering components.

A number of the issues may be addressed by the constituent bodies and there may be other issues specific to them, which the Regional Council may be able to co-ordinate for a more positive outcome.

Age of pedestrians injured 1998–2002



Urban pedestrian crash factors 1998–2002



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 for Wellington Region community projects from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Road Safety Week	\$25,000
Strait Road magazine	\$15,000

Further community projects have also been funded within individual local authorities in the region.

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 172,590 hours of road policing as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	121,590
Traffic management including crash attendance, incidents, emergencies and events	42,400
School road safety education	6,250
Police community services	2,350

Where to get more information

The Wellington Region comprises the following authorities: Wellington City, Hutt City, Porirua City, Upper Hutt City, Kapiti Coast District, South Wairarapa District, Carterton District and Masterton District.

Each of the above authorities may have specific issues in its area and may have programmes in place to address them. Information on these should be available from those authorities.

For more specific information relating to road crashes in the Wellington Region, 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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