

# 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 to identify possible ways to reduce the number of road deaths and injuries in the Wanganui 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.

The road safety issues identified for the Wanganui district are in addition to the national issues, which all road safety partners will continue to focus on.

The social cost of crashes in the Wanganui district during 2001 was:

- \$10.31 million on state highways
- \$24.13 million on local roads.

Compared with 2000, this is a decrease from \$19.26 million on state highways and an increase from \$19.07 million on local roads.

Crash and casualty numbers recorded for 2001 show the following changes when compared with 2000.

- Four fatal crashes were recorded for 2001 and six during 2000.
- The number of people killed was reduced from seven in 2000 to four in 2001.

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## Major road safety issues:

### Wanganui district

Crashes on bends

Motorcyclists

Cyclists

### Nationally

Speed

Alcohol

Failure to give way

Restraints



## 2001 road toll for Wanganui district

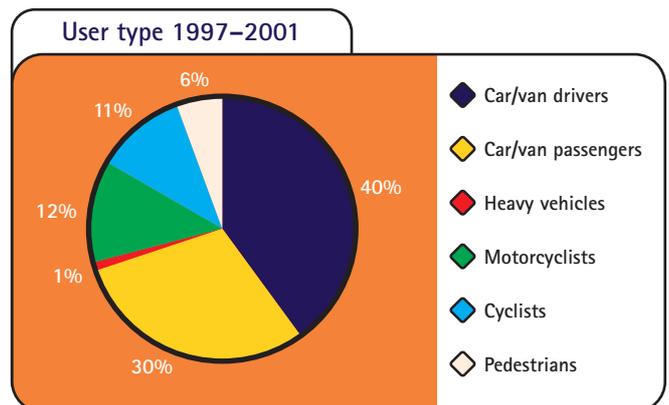


Deaths	4
Serious casualties	23
Minor casualties	90

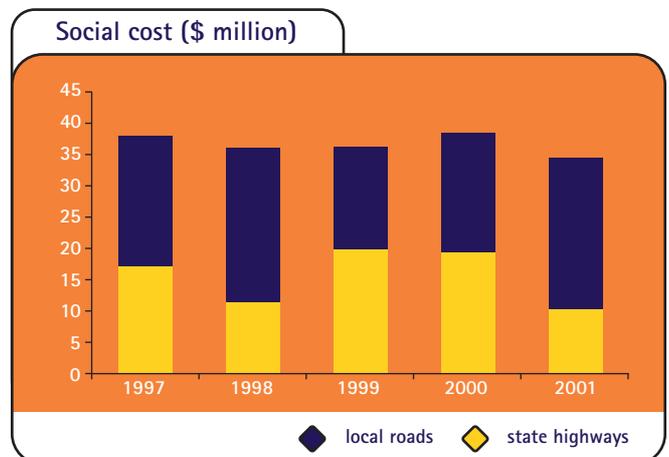


Fatal crashes	4
Serious injury crashes	20
Minor injury crashes	61
Non-injury crashes	292

## Road user casualties 1997–2001



## 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 2001 prices.

## Crashes on bends

From 1997 to 2001 this crash movement type had the highest reported percentage of all the crash types monitored in the rural area and third highest in the urban environment. During this period, crashes on bends accounted for 58 (approximately one fifth) of the injury crashes on urban roads and 86 (approximately 60 percent) of those recorded on rural roads.

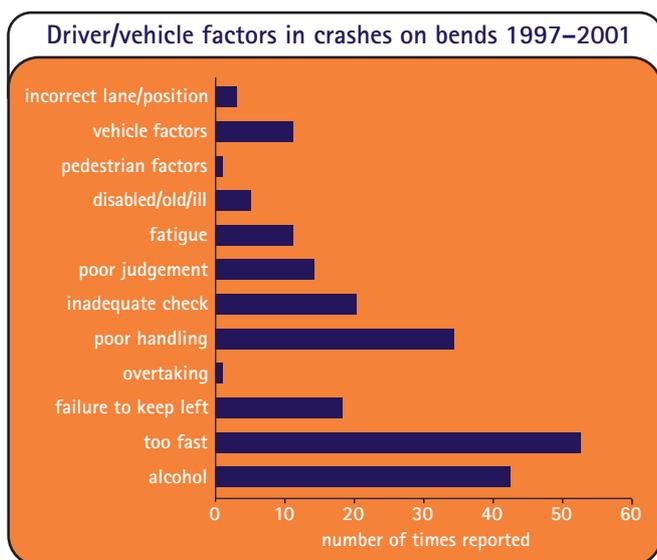
In the urban and rural environments the proportion of these crashes was well above that calculated for the rest of New Zealand and similar authorities.

On rural roads this crash movement type experienced a downward trend from 1998 to 2000. An increase to 20 crashes during 2001 (from a 10-year low of 12 in 2000) reinforces the need to investigate this issue further. By comparison, the highest was 28 in 1993.

On the urban road network, nine crashes attributed to bends were reported for 2001. Over the last 10 years, the lowest number (seven) of these crashes was recorded in 1996 and 1999, and the highest number (18) was recorded in 1998.

The steadily decreasing trend for this type of crash in the urban environment is very encouraging and reflects the input of all parties concerned with road safety. Attention must still be focused on further work in the rural areas to identify and rectify outstanding problems.

The following bar chart highlights the factors contributing to the reported crashes on bends.



## Recommended actions

### Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position and location.
- Continue to improve lane markings around curves by providing edge lines and centre lines – textured where appropriate.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

### Education

- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Consult and involve the community in the development of education projects.

### Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.
- Continue to support the police's risk targeted patrol planning.

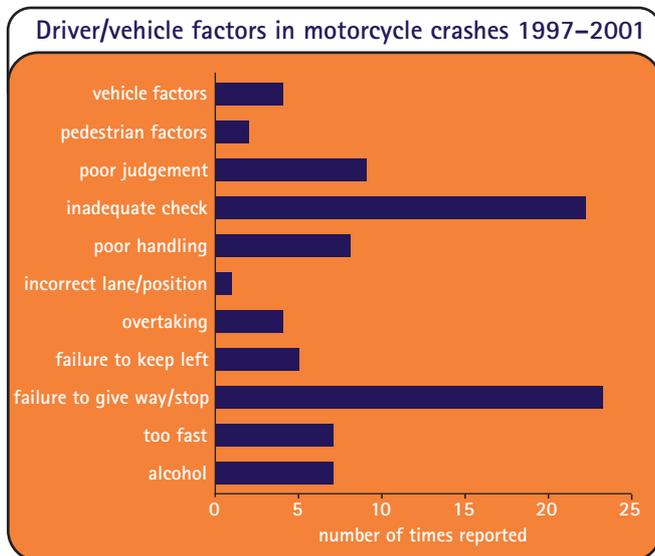
## Motorcyclists

The use of motorcycles has been in decline for a number of years. A developing trend is the return to motorcycle use for recreational purposes.

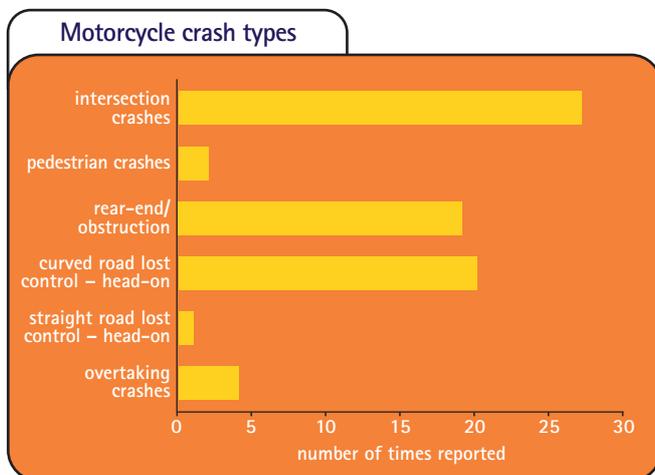
Motorcycling is inherently a more risky mode of transport and likely to result in more serious injuries that are costly to the community. Those injured will often need long-term care.

There were 20 motorcyclist casualties in 2001, which equates to 17 percent of the total casualties in the Wanganui district. An upward trend in casualty numbers has developed compared with averages for similar areas and all New Zealand, which continue to show a downward trend.

Driver and vehicle factors identified in the traffic crash reports from the police are shown in the next chart. Failure to give way or stop and inadequate checking were clearly significant factors.



The crash type chart below identifies intersections, curved sections of road and rear-end/obstruction as the main problems.



## Recommended actions

### Engineering

- Encourage crash reduction studies of known black spots and routes.
- Ensure advisory signs are appropriate, consistent and in the correct position or location.
- Continue to improve lane markings around curves by providing edge lines and centre lines.
- Continue road realignment projects where appropriate.
- Maintain good road surfaces and drainage.

### Education

- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different visibility levels and road conditions.
- Encourage campaigns on the need to be fully alert when driving and raise awareness of fatigue issues.
- Work with the motorcycling community to develop local education solutions.

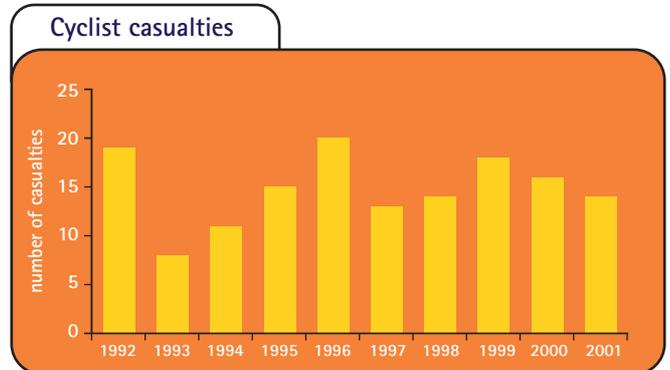
### Enforcement

- Support enforcement campaigns targeting driving too fast for the conditions and alcohol.
- Continue to support the police's risk targeted patrol planning.

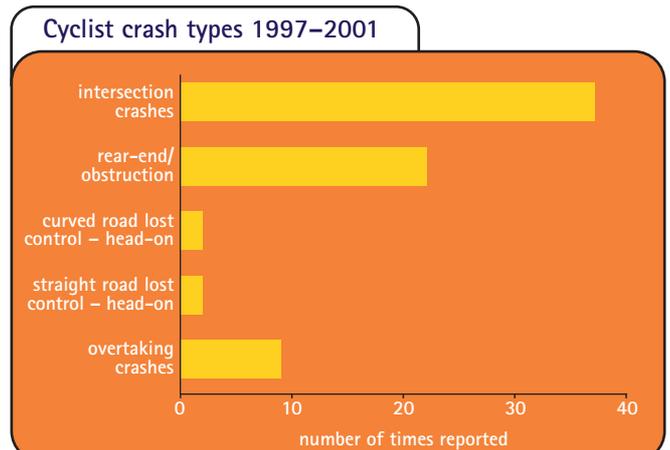


## Cyclists

In 1997 cyclist casualties accounted for nine percent of all casualties. This percentage increased each year to a 10-year high of approximately 15 percent in 2000. A reduction to 10 percent was recorded for 2001. The chart below shows the changes in the number of cyclist casualties.

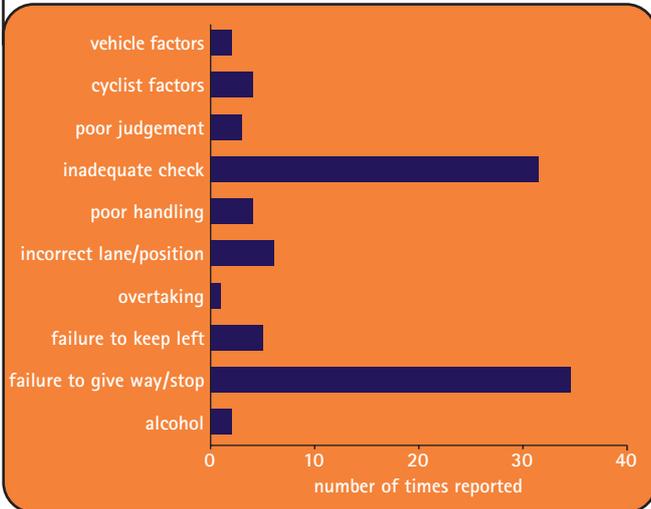


Examination of the driver and vehicle factors involved in cyclist crashes, together with the crash types, reveals that most crashes involving a cyclist occurred at or in the vicinity of an intersection.



## Cyclists continued

Driver/vehicle factors in cyclist injury crashes 1997–2001



## Recommended actions

### Engineering

- Encourage the development of cyclist-friendly arterial roads.
- Where cyclists share the road with vehicles, consider marked cycle lanes and advanced stop lines at intersections. In other areas consider shared cycle/pedestrian facilities.
- Promote the establishment of safe cycle ways.

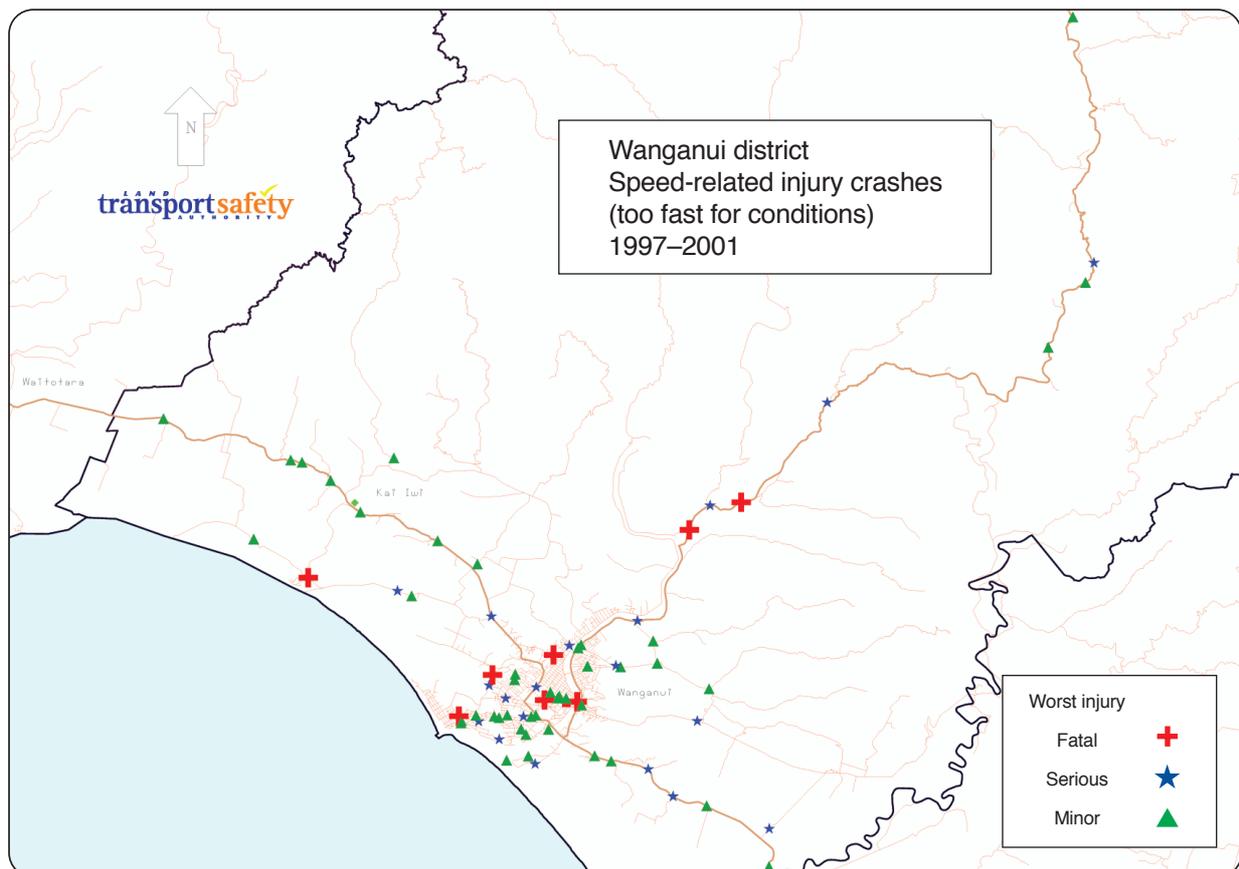
### Education

- Encourage safe cycling campaigns.
- Promote drivers' awareness of cyclists (particularly at intersections).
- Promote safe cycling routes to schools.
- Focus on initiatives to continue the improvement in cycle helmet use.
- Work with the cycling community to develop local education solutions.

### Enforcement

- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or who speed, especially during the after school period.
- Encourage enforcement of the cycle lights requirements and reflective clothing for cyclists.
- Target increased enforcement at sites that are high risk before and after school times and at other times of peak cycle flows.
- Support strategic enforcement campaigns aimed at cycle helmet use.

## Speed



# 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 Wanganui district.

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

Project	Funding
<b>Wanganui district</b>	
Road safety co-ordinator (joint Ruapehu and Rangitikei)	\$16,000
<b>Manawatu/Wanganui regional</b>	
Open road project	
– 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 Wanganui district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	15,460
Traffic management including crash attendance, incidents, emergencies and events	3,290
School road safety education	750
Police community services	760
Community projects	30

The LTSA will liaise with the Wanganui 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  
71 Queen Street  
PO Box 1947, Palmerston North  
Phone 06 350 2342

Regional Education Advisor  
Darryl Harwood  
71 Queen Street  
PO Box 1947, Palmerston North  
Phone 06 350 1889

Road Safety Engineer  
Dave Curson  
234-242 Wakefield Street  
PO Box 27-249, Wellington  
Phone 04 382 6424

### Regional Road Safety Co-ordinator (Wanganui, Rangitikei and Ruapehu)

Judith Pene-Jones  
Public Health Unit  
Private Bag 3003, Wanganui  
Phone 06 348 1779

### Accident Compensation Corporation

Injury Prevention Consultant  
Brigid Crowley  
PO Box 435, Wanganui  
Phone 06 349 0416

### New Zealand Police

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

### Wanganui District Council

Roading Manager  
Walter Middelberg  
101 Guyton Street  
PO Box 637, Wanganui  
Phone 06 349 0531

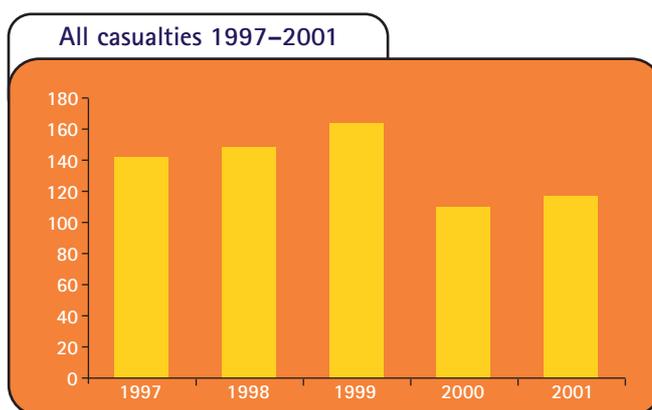
### Transit New Zealand

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

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- The number of serious injury crashes reported was reduced by two to 10 on urban roads and increased by four to 10 on rural roads in 2001. The same number of serious casualties (23) as in 2000 was recorded.
- Minor crash numbers on rural roads increased by two to 19 for 2001 and by one from 41 to 42 on urban roads. Minor casualty numbers increased to 90 (2001) from 80 (2000) on all road classes.
- Non-injury crashes decreased from 297 (2000) to 292 (2001) over the whole district.

The graph below shows the changes in reported casualty numbers over the last five years.



A measure of how an area is performing is the number of casualties per 10,000 people. Wanganui district data shows 27 per 10,000 for 2001, compared with an average value of 30 across similar areas and 34 for all New Zealand.

A sustained effort from all road safety partners is needed this year to further improve the information base used to target and evaluate road safety programmes.

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