

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 Wanganui District.

Between 1998 and 2002, 22 people were killed and 138 seriously injured in road crashes in the Wanganui District. In 2002, the Wanganui District experienced a second successive increase in the number of road crashes. Crashes involving motorcycles and cycles were responsible for more than 10 percent of all casualties. Young road users make up a high proportion of casualties.

Two thirds of all injury crashes in the Wanganui District occurred on urban roads. The main crash movement type on urban roads involved a vehicle making a crossing or turning movement, such as at an intersection. On rural roads, the majority of crashes involved a driver losing control of a vehicle on a bend. Alcohol was identified as a contributing factor in a number of both urban and open road crashes.

The estimated social cost of crashes in the Wanganui District in 2002 was \$38.8 million, an overall increase on the previous year.

Both national and local road safety issues are identified below. The specific concerns for the Wanganui District are considered in detail overleaf.

Major road safety issues

Wanganui District

Alcohol

Intersections

Loss of control

Younger road users

Nationally

Speed

Alcohol

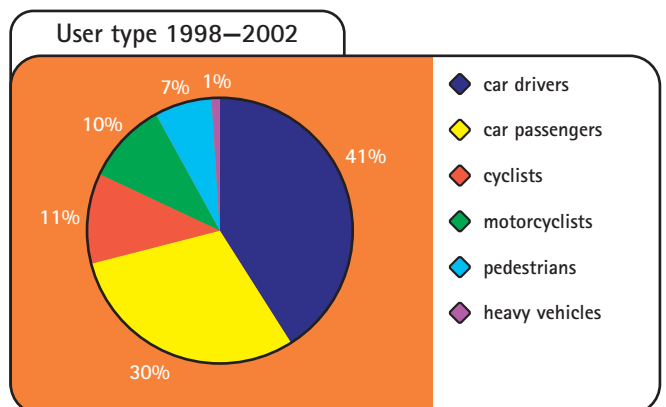
Failure to give way

Restraints

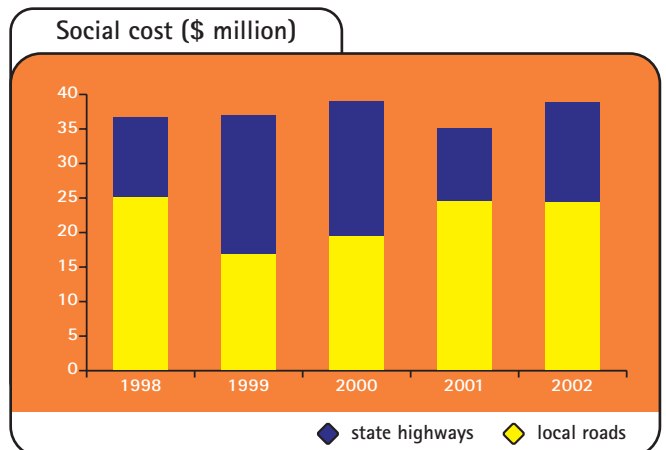
2002 road trauma for Wanganui District

♀	Deaths	5
♀	Serious casualties	25
	Minor casualties	103
🚗	Fatal crashes	5
	Serious injury crashes	21
	Minor-injury crashes	65
	Non-injury crashes	348

Road casualties 1998–2002



Estimated social cost of crashes*

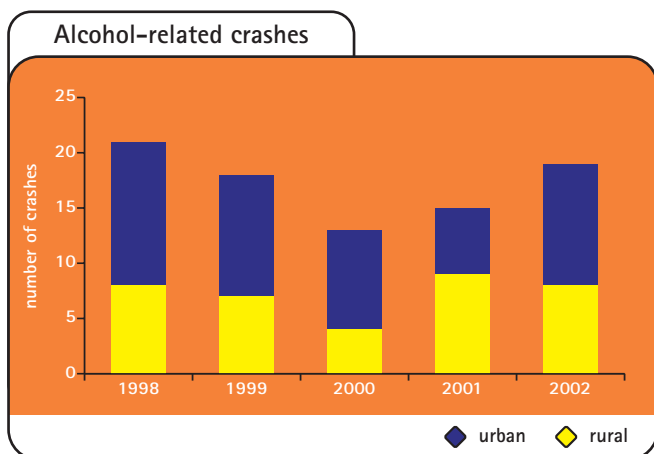


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Alcohol

In the period 1998–2002, 24 percent of rural crashes and 16 percent of urban crashes in the Wanganui District had alcohol as a contributory factor. In rural areas of the Wanganui District, the proportion of crashes involving alcohol as a factor was significantly higher than in similar authorities. Between 1998 and 2002, seven fatal crashes and 25 serious injury crashes have involved drink-driving.



Three quarters of crashes involving alcohol as a contributing factor occurred on local roads away from the state highway and tended to involve drivers losing control of their vehicles on either a bend or a straight. Speed too fast for the conditions was also a factor in a third of all alcohol-related crashes.

Three quarters of all alcohol-related crashes occurred between 7 pm and 6 am.

Recommended actions

- Continue to support drink-driving strategic enforcement campaigns, especially on rural roads.
- Continue to support the Police’s risk targeted patrol planning.
- Promote and support random alcohol checks by the Police.
- Encourage enforcement aimed at directing recidivist drink-drivers to alcohol awareness programmes.

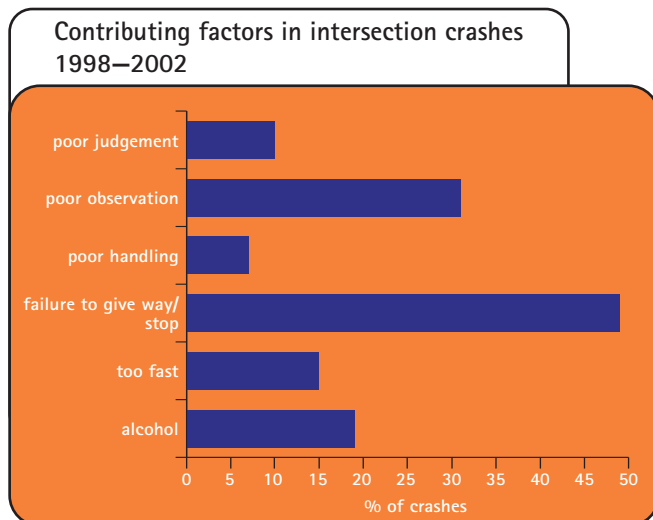


Intersections

Forty-one percent of injury crashes in the Wanganui District between 1998 and 2002 occurred at an intersection. A further five percent occurred at a driveway.

The majority (43 percent) of intersection crashes occurred at T junctions. Of these T junction crashes, 47 percent had no formal control such as Give Way or Stop signs and markings.

Fifty-four percent of intersection crashes involved a vehicle making a crossing or turning movement while half involved a vehicle failing to give way. Thirty-one percent of intersection crashes involved poor observation skills by the driver.



Between 1998 and 2002, cyclists were involved in 22 percent of intersection crashes and motorcyclists were involved in 15 percent.

Recommended actions

- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling when turning or changing direction or lane, choosing a safe gap, and looking out for pedestrians, cyclists and motorcyclists.
- Support the risk targeted patrol planning of the New Zealand Police.
- Encourage crash reduction studies of known black spots.
- Conduct a safety audit/survey of intersection controls and visibility.
- Investigate the level of control at T junctions.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see.



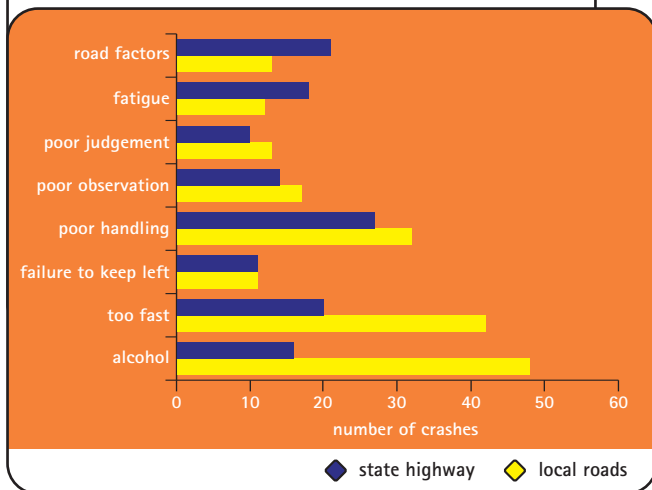
Loss of control

Sixty percent of injury crashes on rural roads in the Wanganui District between 1998 and 2002 involved a driver losing control of their vehicle on a bend. Such crashes can result in either a head-on collision or the vehicle leaving the road. When vehicles leave the road the severity of the injuries will often be related to the amount of free recovery area that is available and the presence of objects at the side of the road. In rural areas, ditches and trees were over-represented as objects struck in crashes, and in urban areas poles were the most commonly struck object.

Fifty-seven percent of these crashes occurred on the local, non-state highway network.

Speed too fast for conditions was identified as a contributory factor in 40 percent of loss of control crashes on bends between 1998 and 2002. Other major contributory factors included alcohol and poor driving skills, particularly in rural areas.

Contributing factors in loss of control crashes 1998–2002



Half of all loss of control crashes occurred during the hours of darkness.

Recommended actions

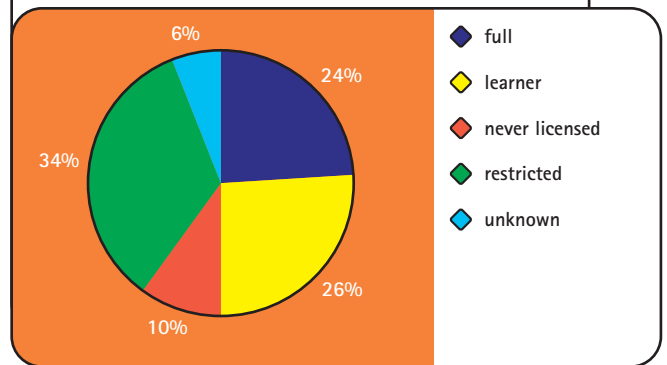
- Investigate ways to reduce the number of crashes into roadside ditches and trees.
- Ensure roadside areas are kept clear of solid objects.
- Support enforcement campaigns targeting driving too fast for the conditions, and alcohol.

Younger road users

Teenagers in the Wanganui District in the 14 to 19 year age range made up 23 percent of all road-user casualties between 1998 and 2002. Forty-one percent of these casualties were car drivers.

Twenty-two percent of injury crashes in the Wanganui District involved a driver aged between 15 and 19 years. Two thirds of these drivers were male. Only one quarter of these teenage drivers had a full driver licence with drivers involved in such crashes typically holding either learner (26 percent) or restricted (34 percent) licences. Over the past 10 years, there has been an increasing proportion of crashes involving a driver with a learner or restricted licence.

Licence status of drivers aged 15 to 19 years involved in injury crashes 1998–2002



Between 1998 and 2002, the Wanganui District had a higher proportion of female casualties in the 15 to 19 year age group (26 percent) than similar local authorities (19 percent). Male casualties in the Wanganui District in this age group had a similar proportional involvement to that of similar authorities.

Recommended actions

- Support enforcement aimed at the places and times when young people gather with their vehicles.
- Support enforcement and education campaigns targeting young drivers.

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) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

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 development aims to encourage local involvement in and ownership of road safety issues. 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.

There is a community development general fund allocation for the Manawatu Wanganui Region of \$271,500, as well as a community development dedicated fund of \$61,500. Road Safe Central, the inter-agency group responsible for regional road safety, has developed a road safety action plan for 2003/2004, where projects and initiatives will be developed and funding will be allocated to them during the year.

CRSP programmes are established, community-based road safety initiatives which meet community needs. They address road safety issues and enhance road safety in the community, eg Safe with Age, child restraints and driver licence schemes. The LTSA's general and dedicated programme allocation for the Manawatu Wanganui Region is \$178,000. The LTSA allocates funds upon application.

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004, the Police are funded to deliver 20,290 hours of road policing in the Wanganui District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	16,110
Traffic management including crash attendance, incidents, emergencies and events	3,290
School road safety education	750
Police community services	140

The Wanganui District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003/2004.

Where to get more information

For more specific information relating to road crashes in the Wanganui District, 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

Land Transport Safety Authority

Regional Manager
Darryl Harwood
Phone 06 350 1889

Road Safety Engineer
Dave Curson
Phone 06 356 5016

CRSP Regional Liaison Officer
Barbara Broederlow
Phone 06 350 1899

See LTSA staff contact details at the bottom of the page

Road Safety Co-ordinator

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

New Zealand Police

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

Wanganui District Council

Roading Manager
John Jones
PO Box 637, Wanganui
Phone 06 349 0531

Transit New Zealand

Regional Manager
Errol Christiansen
PO Box 345, Wanganui
Phone 06 345 4173

Accident Compensation Corporation

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

Palmerston North Regional Office

71 Queen Street

PO Box 1947, Palmerston North

Phone 06 356 5016, Fax 06 356 5017

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