

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 identify possible ways of reducing the number of road deaths and injuries in the Manawatu district.

There were 77 injury crashes (with 116 casualties) reported in the Manawatu district in 2001. This is the same number of crashes as the previous year, but casualty numbers were down 16 in total, including a reduction of six serious casualties. This trend followed the generally downward trend for the Manawatu Wanganui region.

As was noted last year, both alcohol and rural intersections remain of major concern, with both being significantly above the national trend and the rate for similar authorities.

A good overall measure for how an area is performing is the number of casualties per 10,000 people. Manawatu district data shows 42 casualties for 2001 compared with an average value of 43 across comparable areas and 34 for all New Zealand.

(continued on back page)

Major road safety issues:

Manawatu district

Alcohol

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Manawatu district

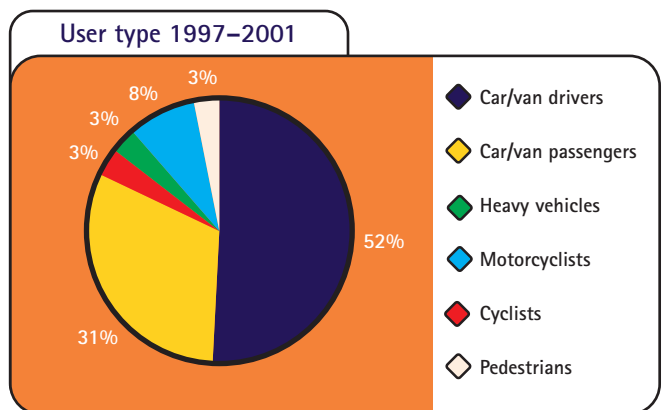


Deaths	8
Serious casualties	29
Minor casualties	79

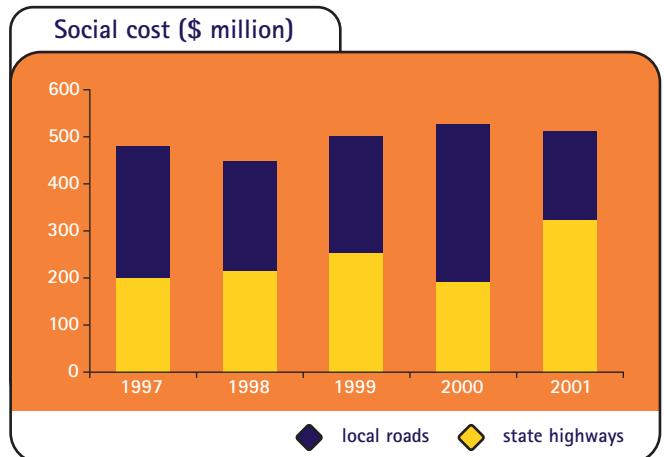


Fatal crashes	8
Serious injury crashes	23
Minor injury crashes	46
Non-injury crashes	149

Road user casualties 1997–2001



Estimated social cost of crashes*

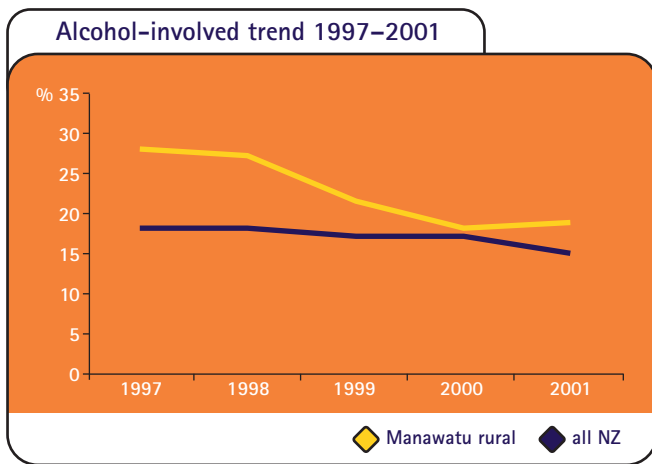


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2001 prices.



Alcohol

Alcohol in rural crashes in the Manawatu district remains stubbornly high, being above the level in all New Zealand and similar authorities. It was reported in 76 rural crashes during the period 1997 to 2001 and is noted as a factor in about 23 percent of all rural crashes. While the trend has been generally downward in the last five years, district performance remains consistently higher than the national trend.



High alcohol consumption periods at weekends remained the most common times for alcohol crashes. Mid-block crashes were most common, with crashes on bends (44) being slightly more common than those on straight stretches of road (30 crashes). Few alcohol crashes were reported in urban areas.

While alcohol crashes were scattered across most of the roading network, higher volume roads continued to have the heaviest concentration of alcohol crashes. Leading roads in the Manawatu district for alcohol crashes since 1997 have been:

Road	No. of crashes
State Highway 54	16
State Highway 3	10
State Highway 1N	6
Awahuri Feilding Road	5
Longburn Rongotea Road	5
State Highway 56	5
Kairanga Bunnythorpe Road	4
No. 1 Line	4
Waughs Road	4

Recommended actions

Education

- Promote awareness of the host responsibility in licensed premises.
- Support the formation and operation of Students Against Driving Drunk (SADD) groups in appropriate locations.
- Raise the profile of organisations providing services such as courtesy vans and dial-a-driver.

Enforcement

- Implement targeted enforcement at high-risk sites as follows:
 - speed and alcohol enforcement at high-risk times
 - checkpoints placed strategically to target travel between population centres.
- Support promotional activities and local campaigns.

Engineering

- Maintain good road surfaces and drainage.
- Support education programmes highlighting the need to avoid drinking and driving.
- Consider improving roadside clear zones where possible.
- Utilise appropriate delineation techniques on key driving routes.



Intersections

Intersection crashes in rural areas remain above the level for similar authorities and for all New Zealand. On average there are 19 injury crashes at rural intersections each year in the Manawatu district. The most common intersection type is cross type intersections. There have been eight fatal intersection crashes since 1997 in the district, all in the rural area.

Intersections controlled by Give Way (35 crashes) or Stop signs (31 crashes) were the most common scenes for rural intersection crashes. The leading crash factors of poor observation and failure to give way were both significantly above the rate for all New Zealand and for similar authorities.

Crash road	Side road	No. of crashes 1997–2001 (includes non-injury)
State Highway 54	Waughs Road	20
State Highway 56	Jackeytown Road	16
State Highway 3	SH54	14
State Highway 3	Flygers Line	13
Gillespies Line	Kairanga Bunnythorpe Road	13
Stewart Road	Awahuri Feilding Road	13
State Highway 1N	Highway 56	12
Waughs Road	Slip Road	12
State Highway 54	Kairanga Bunnythorpe Road	11
Halcombe Road	Hill Road	11



Recommended actions

Education

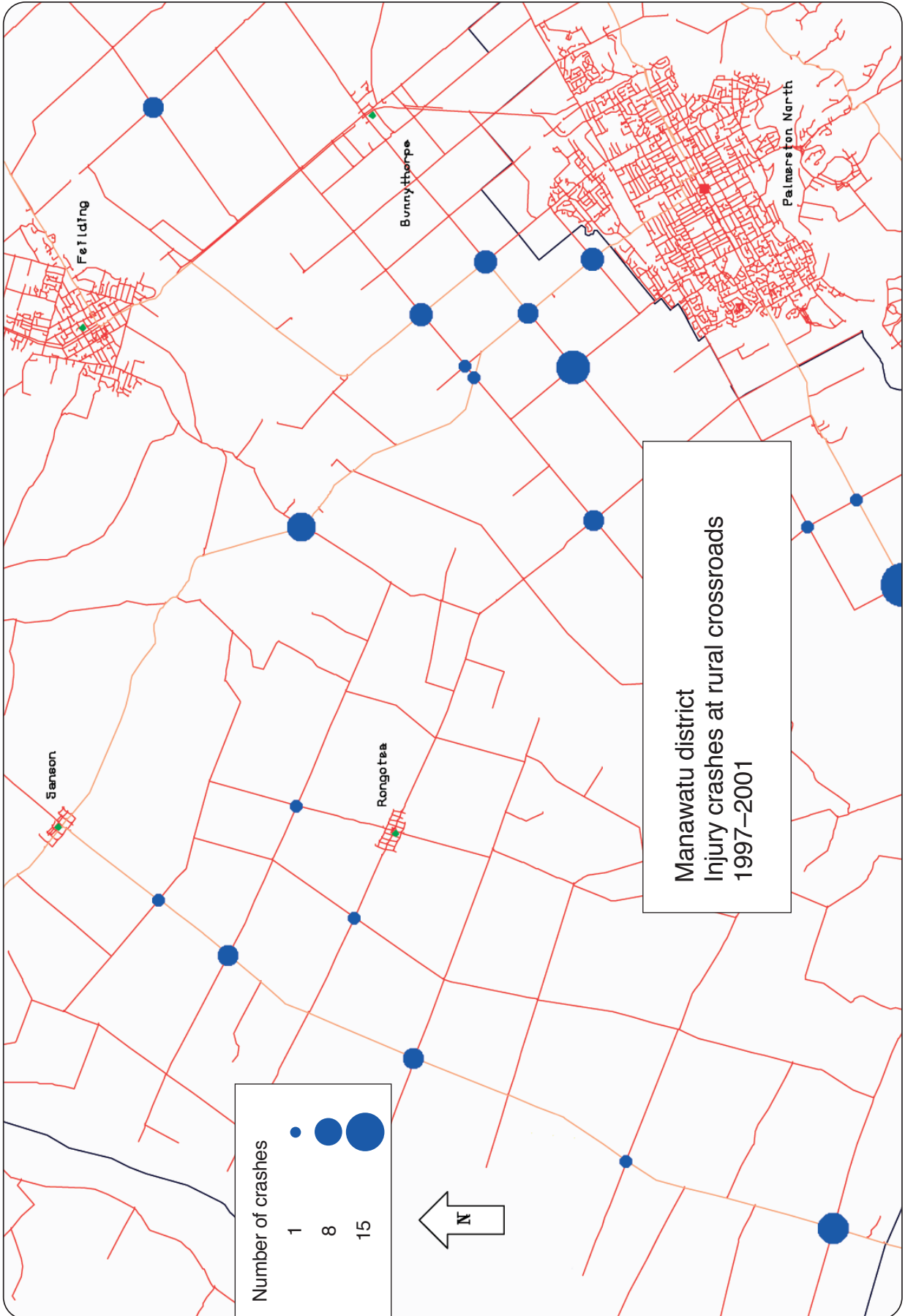
- Promote awareness of the risks of non-compliance with priority driving rules.
- Emphasise the need to be fully alert when driving.
- Raise the profile of education courses for road users, such as Road Rules Refreshers.
- Raise awareness of problems at crash black spots.

Enforcement

- Increase enforcement in rural areas at high-risk times and places.
- Maintain high visibility patrolling at identified high-risk locations.
- Report and remove obstacles to vision at intersections.

Engineering

- Maintain signs and roadside delineation to an appropriate standard.
- Ensure roadside areas are kept clear of solid objects.
- Maintain good skid resistant road surfaces.
- Provide a no surprises driving environment.
- Ensure sight lines at intersections are maintained.
- Ensure regular review of crash trends at intersections. Consider safer intersection design or controls where possible.
- Consider rumble strips, marker lighting and visibility improvements at cross intersections in rural areas.
- Consider guard rails for roadside ditches at rural intersections.



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 Manawatu district.

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

Project	Funding
Manawatu district	
Road safety co-ordinator (joint Manawatu, Palmerston North, Tararua and Horowhenua)	\$9,500
Manawatu/Wanganui regional	
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
Palmerston North LTSA region	
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 Manawatu district as follows.

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	9,520
Traffic management including crash attendance, incidents, emergencies and events	1,210
School road safety education	600
Police community services	290

The LTSA will liaise with the Manawatu 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 Manawatu 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
Phone 06 350 2342

Regional Education Advisor
Darryl Harwood
Phone 06 350 1889

Road Safety Analyst
David Lane
Phone 06 350 1883

Regional Road Safety Co-ordinator (Manawatu, Horowhenua, Palmerston North and Tararua)

Sharon Vera
Public Health Unit
Mid Central Health
PO Box 2056, Palmerston North
Phone 06 350 8463

New Zealand Police

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

Manawatu District Council

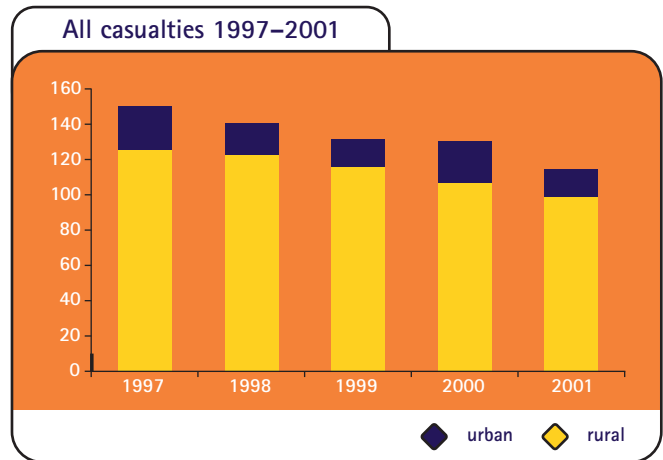
Colin Giles
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The graph below shows the changes in casualty numbers over the last five years.



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

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