

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Carterton District.

The total number of injury crashes in the Carterton District in 2003 was 20. The number of people injured as a result of crashes decreased from 32 in 2002 to 27 in 2003. Two people died and seven sustained serious injuries in these crashes.

Car drivers made up well over half of all casualties from road crashes. In particular, learner and restricted driver licence holders were noticeable within this casualty group.

The most frequent type of crash on rural roads involved a driver losing control of a vehicle. Poor driver skills such as poor observation, vehicle handling and judgement were often contributing factors in crashes.

The estimated social cost of crashes in the Carterton District in 2003 was \$13.5 million. While the cost of crashes on local roads decreased, there was an increase in social cost of \$1.2 million from 2002. This was due to both an increase in the number of crashes and the occurrence of a fatality on the state highway network.

Both local and national road safety issues are identified below. The specific concerns for the Carterton District are considered in detail overleaf, whilst Carterton’s performance in relation to national issues is considered in detail on the back page.

Major road safety issues

Carterton District

Loss of control

Novice drivers

Driver skills

Nationally

Speed

Alcohol

Failure to give way

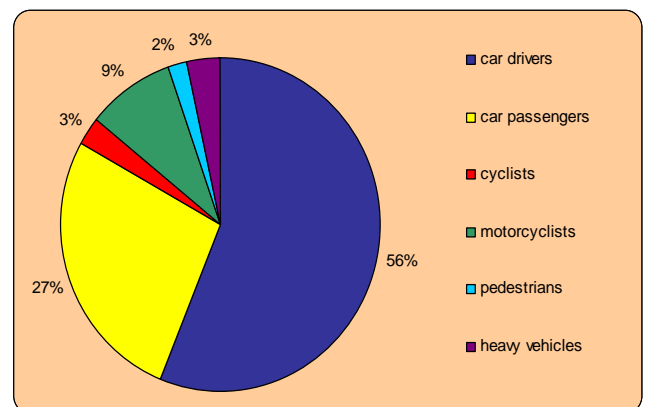
Restraints

2003 road trauma for Carterton District

♀	Deaths	2
	Serious casualties	7
	Minor casualties	18
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🚗	Fatal crashes	2
	Serious injury crashes	6
	Minor injury crashes	12
	Non-injury crashes	26

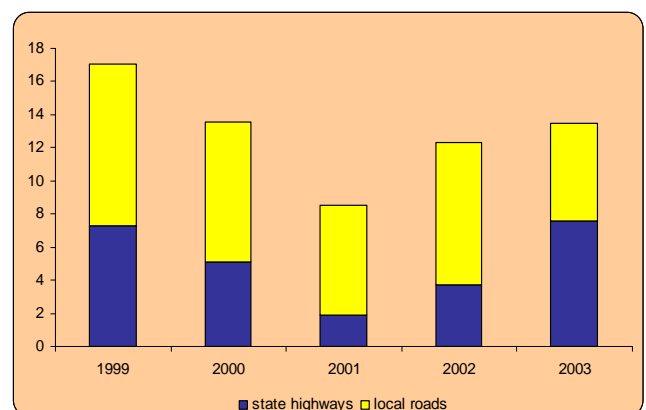
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



*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.

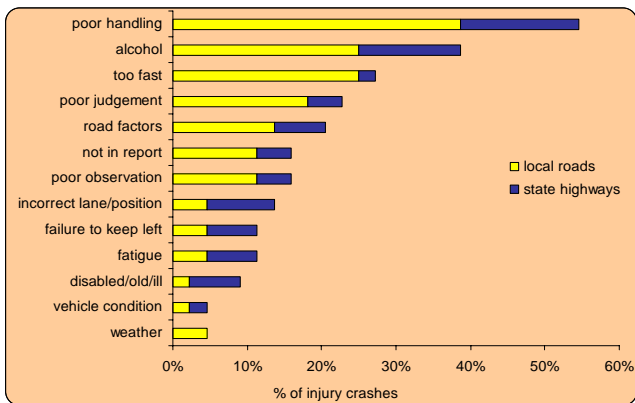


Loss of control

Loss of control was the major crash movement type recorded in the Carterton District between 1999 and 2003. Over 60 percent of rural injury crashes during this period involved drivers losing control of their vehicle. These crashes occurred at bends as well as on straight sections of road.

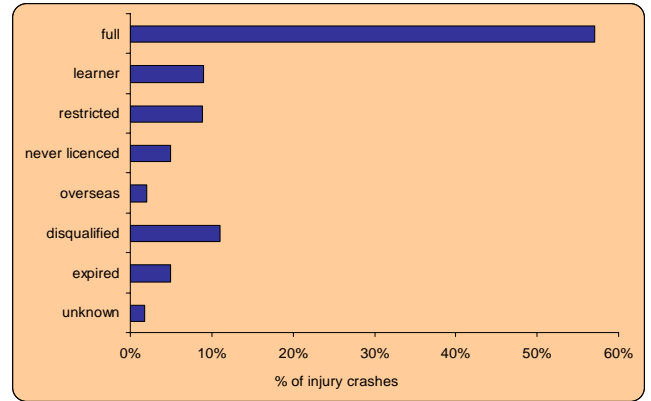
Over half (55 percent) of loss of control crashes involved some form of poor handling on the part of the driver. Alcohol and speed were also significant factors. Twenty-seven percent of the loss of control crashes occurred during the weekend between 7 pm and 6 am. This is significantly higher than at other times of the day.

Contributing factors in loss of control crashes 1999–2003

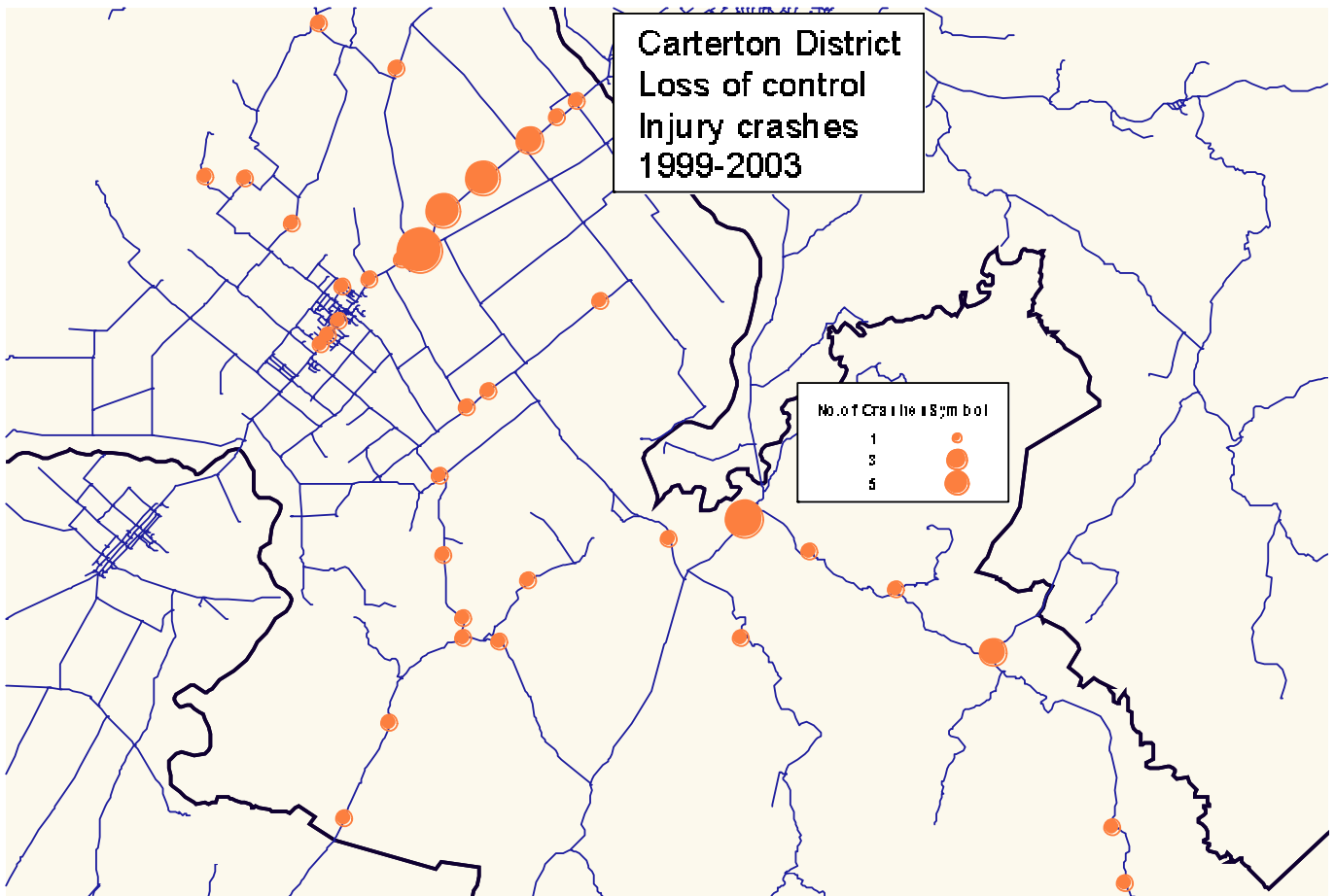


Of the drivers involved, only 57 percent were driving on a full licence. Eleven percent had been disqualified from driving. Most were male (70 percent) and were from the Wairarapa area (80 percent).

Licence type of drivers in rural loss of control crashes 1999–2003



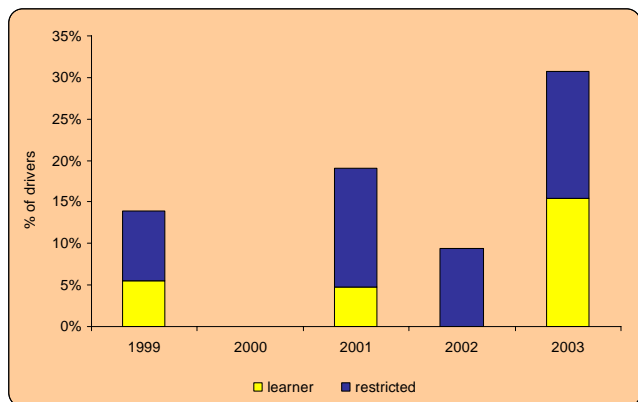
Forty-one percent of loss of control crashes occurred on the state highway network.



Novice drivers

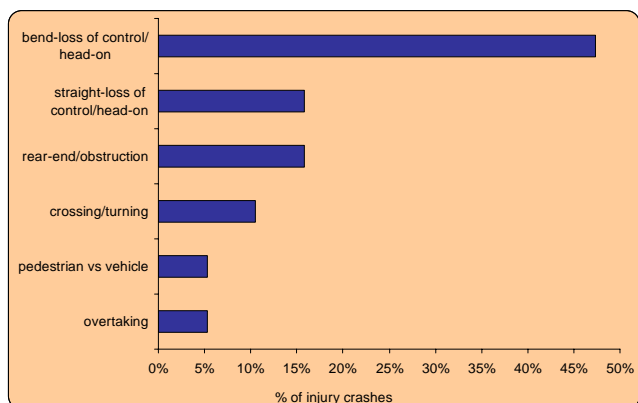
Between 1999 and 2003, 14 percent of drivers involved in injury crashes were driving on a learner or restricted licence. However, in 2003 alone, 31 percent of drivers involved in injury crashes were classed as novice drivers.

Crashes involving novice drivers 1999–2003



The novice drivers involved in crashes were predominantly male (79 percent), and living in the Wairarapa area (74 percent). Their ages ranged from 16 to 39 years with most (74 percent) being under 21 years old. The most common type of crash involved a driver losing control of their vehicle on a bend.

Crash types of novice drivers 1999–2003

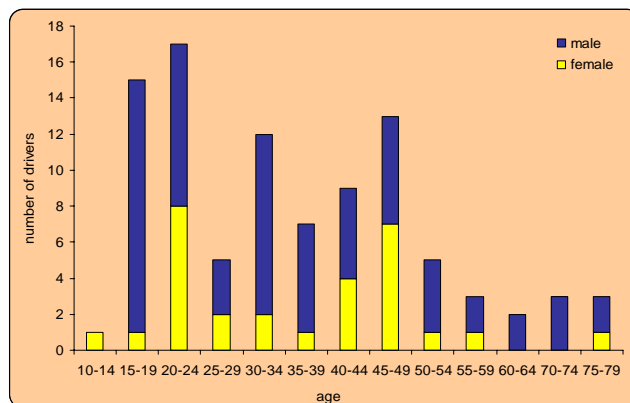


Driver skills

Poor handling, poor observation and poor judgement were major causes of crashes in the Carterton District. Between 1999 and 2003, 67 percent of injury crashes involved one or more of these factors.

Poor handling of a vehicle featured predominantly in loss of control and head-on crashes. Poor observation featured strongly in rear-end/obstruction crashes, and crossing and turning crashes. Some examples of poor observation included inadequately checking the road for vehicles and attention being diverted from the road. Poor judgement featured frequently in all crash types. This included misjudging the speed or distance of vehicles, or a novice driver showing their inexperience.

Age and gender of drivers with poor driver skills 1999–2003



Males made up 70 percent of the drivers exhibiting poor driving skills. Drivers under the age of 25 years were the most prone to these errors, making up 35 percent of the drivers involved.

Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death.

Speed was a factor in 15 injury crashes in the Carterton District between 1999 and 2003 and accounted for 16 percent of all injury crashes in the Carterton District. This is similar to the figures for New Zealand as a whole. Thirteen of these crashes occurred on rural roads.



Alcohol

Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 1999 and 2003, alcohol was a factor in 17 injury crashes in the Carterton District. This comprised 18 percent of all injury crashes in the Carterton District and was higher than figures for New Zealand as a whole and for similar authorities. Fifteen of these crashes occurred on rural roads.

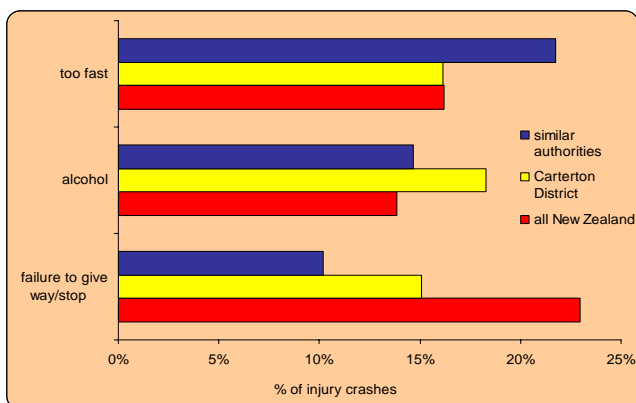


Failure to give way

Failure to give way at intersections is the third largest cause of death and injury crashes on New Zealand roads.

Fourteen injury crashes in the Carterton District between 1999 and 2003 involved a vehicle failing to give way. This amounts to 15 percent of all crashes. This proportion is higher than similar authorities, but less than for New Zealand as a whole. Twelve of these crashes occurred on rural roads.

National issues 1999–2003



Restraints

Wearing a safety belt reduces the chances of death or suffering serious injuries by 40 percent.

Between 1994 and 2003, there were 19 fatalities on roads in the Carterton District. Of those who died, it is estimated that at least one life would have been saved if that person had been wearing a restraint.

In a 2003 survey, 84 percent of front seat adults in the Carterton District wore safety belts. This is considerably lower than the New Zealand average.

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