

# road safety issues

## Horowhenua District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues in the Horowhenua District.

There were four fatalities in 2004 in the Horowhenua District, in addition to 25 seriously injured casualties and 66 minor casualties. This is a reduction from 2003 when there were two fatalities, 22 serious and 104 minor casualties.

Vulnerable road users such as pedestrians, cyclists and motorcyclists accounted for 17 percent of casualties between 2000 and 2004. Older road users were involved in 44 percent of all injury crashes.

Loss of control of the vehicle totalled 46 percent of all injury crashes. Thirty-one percent of crashes occurred at an intersection.

The estimated social cost of road crashes in the Horowhenua District in 2004 was \$29.4 million.

Both local and national road safety issues are identified below. Details of specific issues for the Horowhenua District are considered overleaf, while details of national issues are outlined on the back page.

### Major road safety issues

#### Horowhenua District

Vulnerable road users

Older road users

Loss of control

Intersections

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Horowhenua District



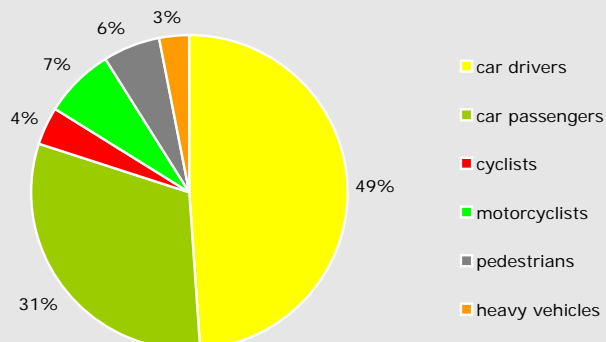
Deaths	4
Serious casualties	25
Minor casualties	66



Fatal crashes	4
Serious injury crashes	17
Minor injury crashes	37
Non-injury crashes	128

### Road casualties 2000–2004

User type 2000–2004



### Estimated social cost of crashes\*

Social cost (\$ million)



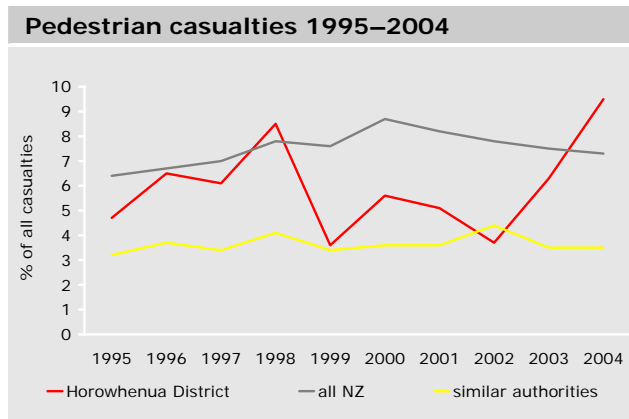
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

## Vulnerable road users

Pedestrians, cyclists and motorcyclists are all potentially vulnerable to injury in crashes as there is little physical protection from the impact.

From 2000 to 2004, 17 percent of all road casualties in the Horowhenua District were vulnerable road users. On urban roads, these road users accounted for 37 percent of all casualties, a figure greater than the average for similar local authorities.

Pedestrians accounted for nine percent of all casualties in the Horowhenua District in 2004, while they accounted for just four percent in similar local authorities.



Injury crashes involving cyclists accounted for five percent of all crashes and motorcyclists accounted for nine percent of crashes in the Horowhenua District between 2000 and 2004. From the 35 motorcycle crashes in this period, there were three fatalities and 12 serious injuries.

From 2000 to 2004, 56 percent of all cyclist casualties were aged 10 to 14 years. Pedestrian casualties over the same period also tended to be young, with 62 percent of casualties aged five to nine years and 15 to 24 years. The age spread of motorcyclists was broader, with 17 percent aged in their 20s, 29 percent in their 30s and 12 percent in their 40s.

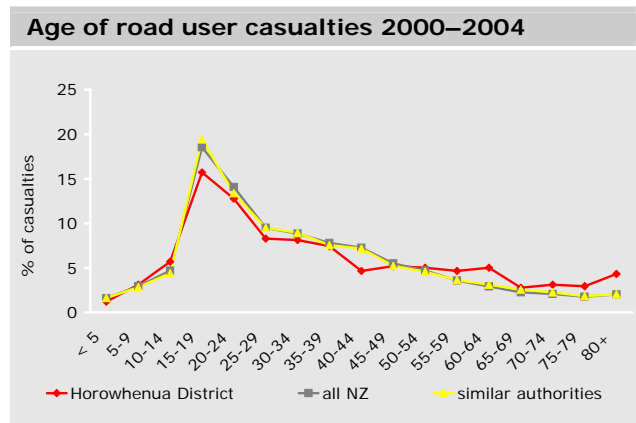
Two thirds of pedestrian injury crashes in urban areas took place at a mid-block location away from an intersection or driveway. Ninety-five percent of cyclist crashes occurred in urban areas, with 81 percent located at intersections.

In the same period, 39 percent of crashes involving cyclists occurred between 8 am and 9 am and between 5 pm and 6 pm. Forty percent of crashes involving pedestrians occurred between 3 pm and 7 pm, and 29 percent of motorcycle crashes occurred during the hours of darkness.

## Older road users

The ability of people to cope with the road environment reduces with age. The elderly are at greater risk of suffering an injury in a crash because of their increasing physical frailty.

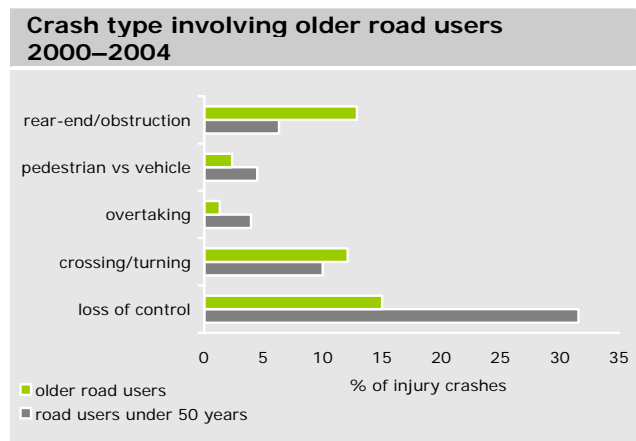
Between 2000 and 2004, the proportion of older driver casualties over the age of 50 was higher in the Horowhenua District compared with similar local authorities. Twenty-eight percent of road users involved in crashes were over 50 years old. Most older road user casualties were car or van drivers; only six casualties were pedestrians.



Half of all fatal crashes from 2000 to 2004 involved a driver over the age of 50.

Poor observation was attributed to 56 percent of crashes involving older drivers. These included failure to check at a Give Way sign (10 percent), failure to check before changing lanes (nine percent) and failure to notice a slowing car in front (eight percent). Another eight percent of crashes occurred around a driveway.

Older road users were more likely to be involved in rear-end/obstruction crashes and crossing/turning crashes than their younger counterparts.

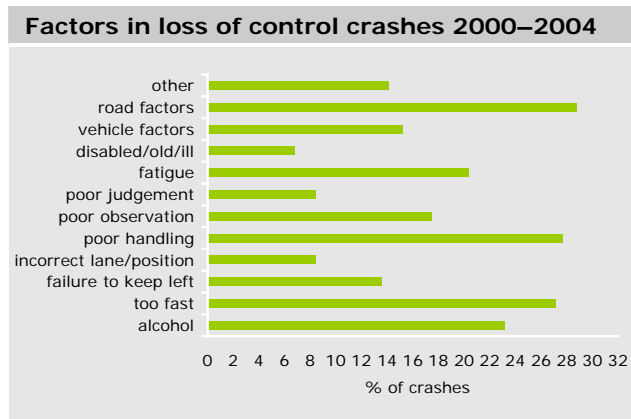


## Loss of control

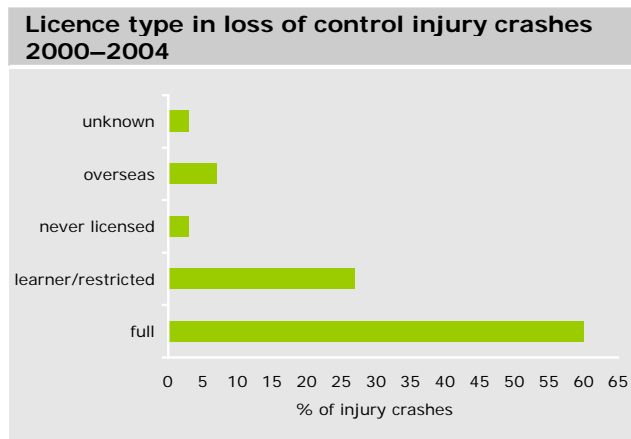
Between 2000 and 2004, 26 percent of urban and 61 percent of rural injury crashes were caused by drivers losing control of their vehicle either on a bend or on a straight section of road.

During this period, there were 20 fatalities in the Horowhenua District. Fifty-five percent of these were due to loss of control crashes. There were also 50 crashes that led to serious injury – 51 percent of all serious injury crashes from 2000 to 2004.

Forty-two percent of loss of control injury crashes occurred in darkness. Of these, 80 percent were located in rural areas.



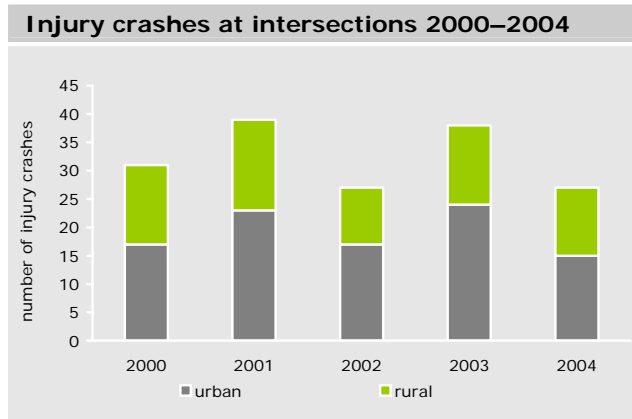
In 2004, most drivers (60 percent) involved in loss of control crashes held full driving licences, while 27 percent held learner or restricted licences. There has been a general upward trend in the proportion of drivers on learner and restricted licences being involved in crashes in the Horowhenua District.



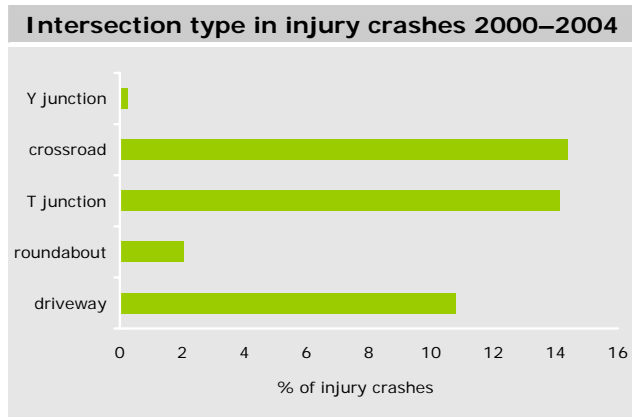
## Intersections

From 2000 to 2004, 42 percent of crashes in the Horowhenua District were located at intersections. Twenty-eight percent of all rural crashes and 61 percent of all urban crashes were located at intersections.

Of the 20 fatalities in the Horowhenua District in the period 2000–2004, two occurred at a driveway, two at a T junction and three at crossroads.



In this period, 14 percent of injury crashes occurred at crossroads and 14 percent at T junctions. Of the crashes at T junctions, 44 percent were at uncontrolled intersections. Eleven percent of crashes occurred at driveways.



Crossing and turning manoeuvres are the movement type which causes the greatest number of crashes. Twenty-two percent of crashes between 2000 and 2004 occurred while one vehicle was crossing or turning.

A major contributing factor to intersections having a poor safety record is poor observation by drivers. Forty-five percent of urban intersection crashes and 65 percent of rural intersection crashes were attributed to poor observation.

## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of injury or death. Excessive speed was a factor in 59 crashes in the Horowhenua District between 2000 and 2004. This comprised 15 percent of injury crashes in the district.

## Alcohol

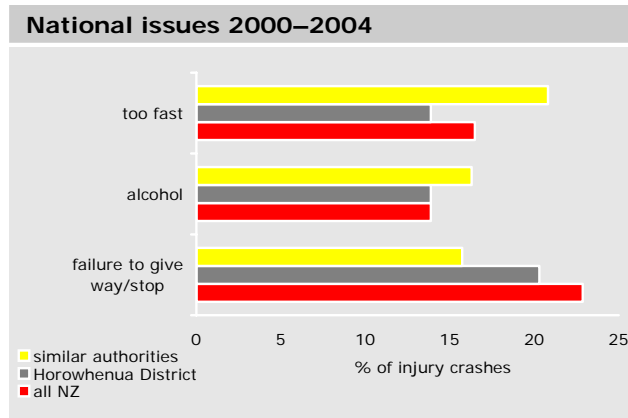
Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2000 and 2004, alcohol was a factor in 56 injury crashes in the Horowhenua District and accounted for 14 percent of all injury crashes. Fifty percent of these crashes occurred in the urban environment.

## Failure to give way

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

Eighty injury crashes in the Horowhenua District between 2000 and 2004 involved a vehicle failing to give way. This accounted for over 20 percent of all crashes.



## Restraints

Wearing a safety belt reduces the chances of death or serious injury in a crash by 40 percent.

Results from a 2004 survey showed that throughout New Zealand 94 percent of front seat adults wore safety belts. In the Horowhenua District, the seatbelt wearing rate was 95 percent.

## Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

Phone 04 931 8900

Also see contact details at bottom of the page.

Horizons Regional Council (Roadsafe Central)

Road Safety Co-ordinator

Mary Mitchell

Private Bag 11025

Palmerston North

Phone 06 952 2810

New Zealand Police

Road Policing Manager

Inspector Neil Wynne

Central Police District

Private Bag 11040

Palmerston North

Phone 06 351 3600

Transit New Zealand Regional Manager

Errol Christiansen

PO Box 345

Wanganui

Phone 06 345 4173

Horowhenua District Council

Manager – Community Assets

Ross Nicholson

PO Box 4002

Levin

Phone 06 949 4949



**Palmerston North  
Regional Office**  
Level 3, IRD Building  
Corner Ashley and Ferguson  
Streets  
PO Box 1947  
Palmerston North

Telephone 06 953 6396  
Fax 06 953 6203

[www.landtransport.govt.nz](http://www.landtransport.govt.nz)