

# road safety issues

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

The number of road users injured in the Manawatu District in 2003 was 145. Although this number represents a slight improvement since 2002 when 152 casualties were reported, the number of road users injured annually was steadily declining prior to 2002. The district attained its best recent performance in 2001 when 116 casualties were recorded.

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. A combination of these initiatives should be used to address the major road safety issues affecting the nation and the local area.

The Manawatu District is centrally located and provides sections of significant North Island transport linkages. Agriculture and horticulture are prevalent throughout the district and these land uses generate a variety of demands on the local roading network. These features of the Manawatu District are reflected and complemented by over 90 percent of the roads in the district being rural roads, governed by speed limits greater than 70 km/h.

The most common type of crash in the district involved loss of control of a vehicle. Driver behaviour at intersections is of concern as is the relatively high incidence of crashes involving injury to vulnerable road users such as pedestrians, cyclists and motorcyclists.

## Major road safety issues

### Manawatu District

Loss of control

Intersections

Vulnerable road users

### Nationally

Speed


Alcohol

Failure to give way

Restraints

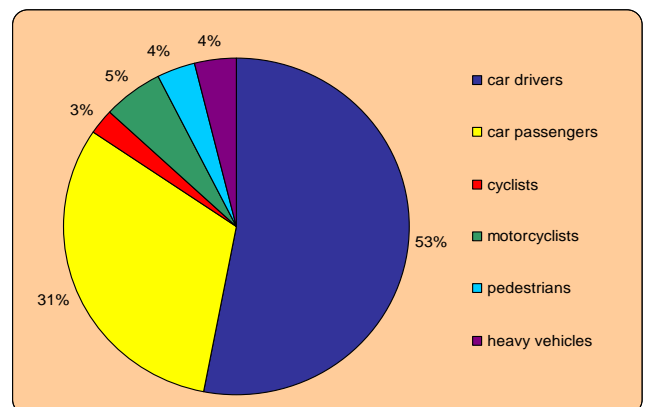
## 2003 road trauma for Manawatu District

	Deaths	7
	Serious casualties	38
	Minor casualties	100

	Fatal crashes	6
	Serious injury crashes	30
	Minor injury crashes	66
	Non-injury crashes	138

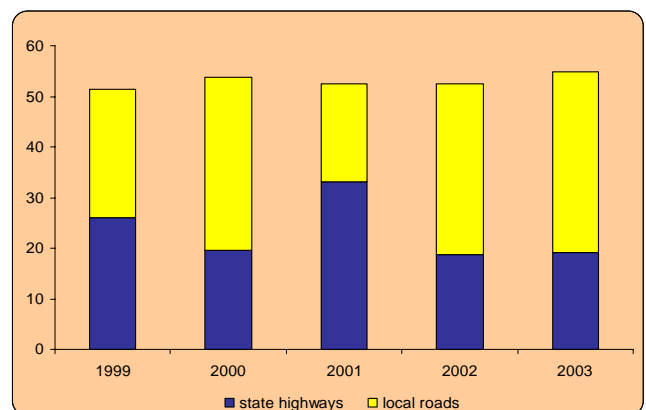
## Road user casualties 1999–2003

### User type 1999–2003



## Estimated social cost of crashes\*

### Social cost (\$ million)



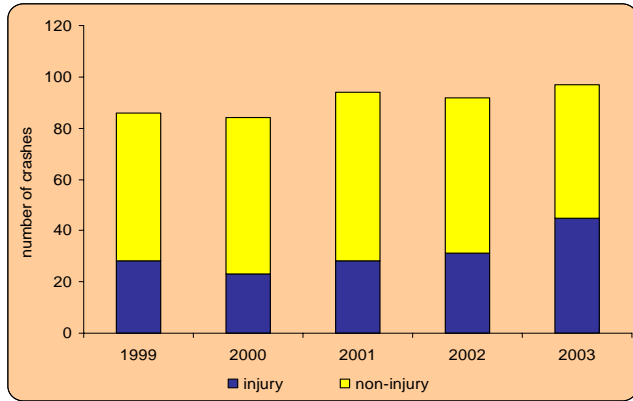
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



## Intersections

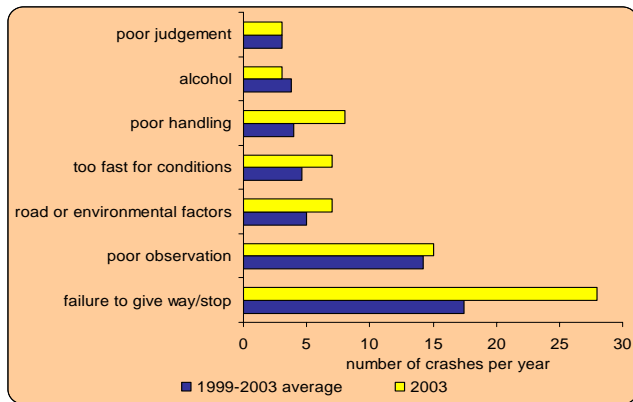
The proportion of crashes occurring at intersections in the Manawatu District was over 35 percent for the 1999–2003 period.

### Crashes at intersections



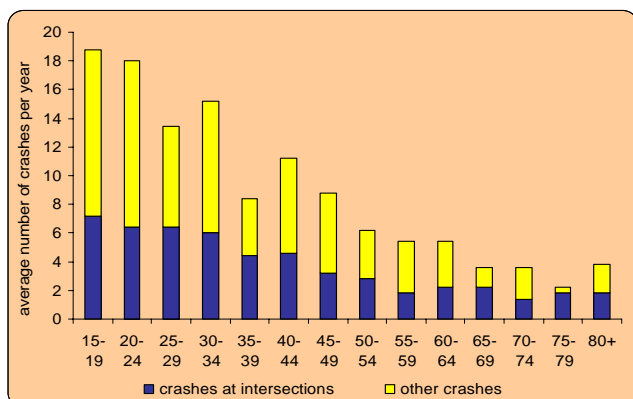
Factors relating to driver behaviour such as failure to give way or stop and poor observation were commonly reported as contributing to injury crashes occurring at intersections in recent years.

### Factors involved in injury crashes at intersections



The age of drivers involved in injury crashes occurring at intersections highlights this as an area of particular concern for older road users.

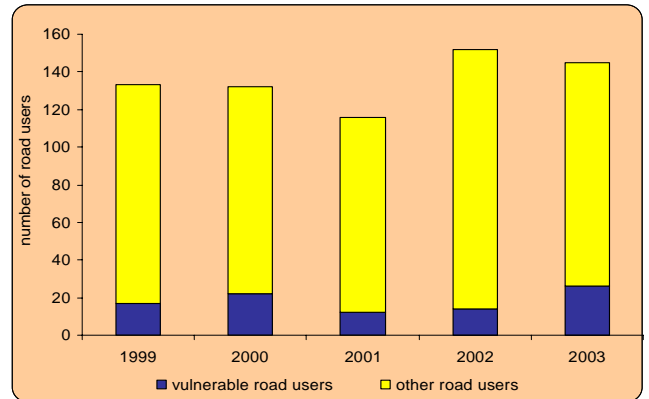
### Age of drivers involved in injury crashes 1999–2003



## Vulnerable road users

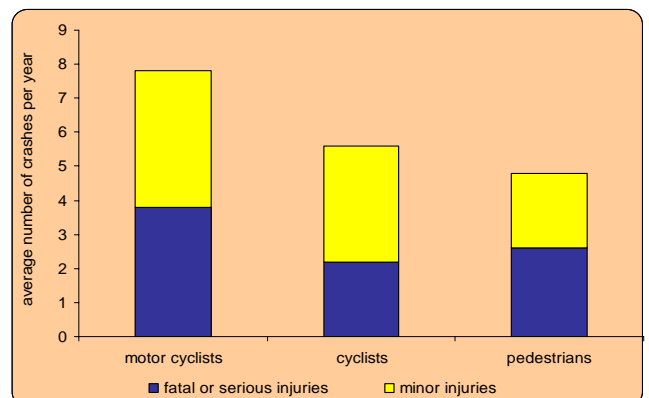
Cars and trucks form the major group of road users on Manawatu District roads, but motorcyclists, cyclists and pedestrians also use the roads. These vulnerable road users accounted for only a small proportion of those using the roading network but have experienced approximately 13 percent of injuries from crashes over the five-year period.

### Road user injuries



Generally, vulnerable road users have less protection than vehicle drivers and passengers and suffer more severe injuries. Within the Manawatu District in recent years, approximately 47 percent of injured vulnerable road users experienced fatal or serious injuries compared with 27 percent of other injured road users.

### Vulnerable road users by severity of injury 1999–2003



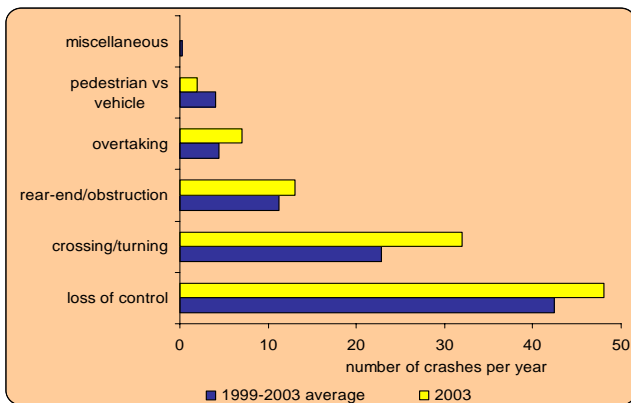
Approximately half the injuries suffered by vulnerable road users occurred within urban speed limits (70 km/h and less) and half within rural speed limits (greater than 70 km/h). The location of urban injuries was split equally between intersections and mid-block, whereas less than 20 percent of rural vulnerable road user injuries occurred at intersections.



## Loss of control

The number of crashes involving drivers losing control of their vehicle reported during 2003 within the Manawatu District was 109, with 48 of those causing injuries to road users. These numbers continue the trend of previous years and demonstrate that loss of control is the most common crash type occurring on Manawatu District roads over recent years. This type accounted for over 45 percent of all reported crashes.

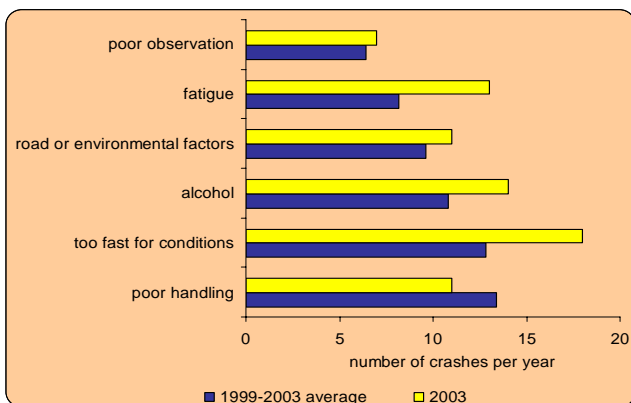
### Movements involved in injury crashes



During the 1999–2003 period, 80 percent of injury crashes throughout the Manawatu District occurred on rural roads with speed limits greater than 70 km/h. This proportion was even greater for loss of control injury crashes with 90 percent occurring on rural roads.

Poor handling and travelling too fast for the conditions were reported as the leading contributing factors to loss of control injury crashes in the Manawatu District over recent years.

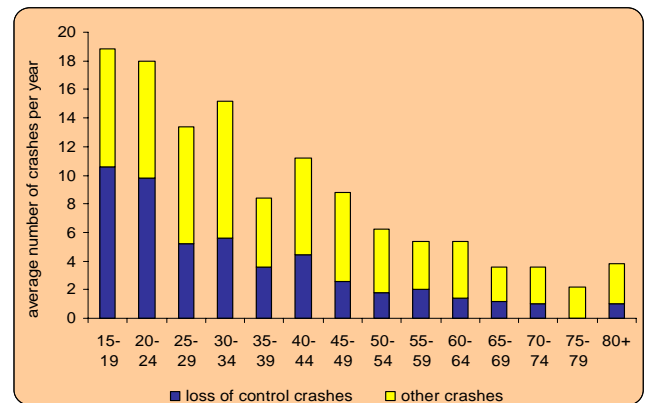
### Factors involved in loss of control injury crashes



Circumstances where road or environmental factors were recorded against a crash included where the road surface was slippery due to rain, oil or loose material such as gravel, or if the road was obstructed through a slip or fallen tree. Throughout the 1999–2003 period, 23 percent of injury crashes in the Manawatu District occurred on wet road surfaces and 37 percent occurred during the hours of darkness. By comparison, 30 percent of loss of control injury-causing crashes occurred on wet roads, and over 45 percent took place while it was dark.

The most recent New Zealand Travel Survey, undertaken in 1997/1998, described the average distances driven by road users within different age groups. This survey indicated that the average annual distance driven by New Zealand drivers was greatest for those drivers between 25 and 49 years old. Examination of the age of drivers involved in loss of control injury crashes within the Manawatu District highlights the over-representation of some particular age groups.

### Age of drivers involved in injury crashes 1999–2003



Between 1999 and 2003, loss of control type crashes accounted for over 55 percent of injury crashes involving younger road users (aged from 15 to 24 years).

## Contacts

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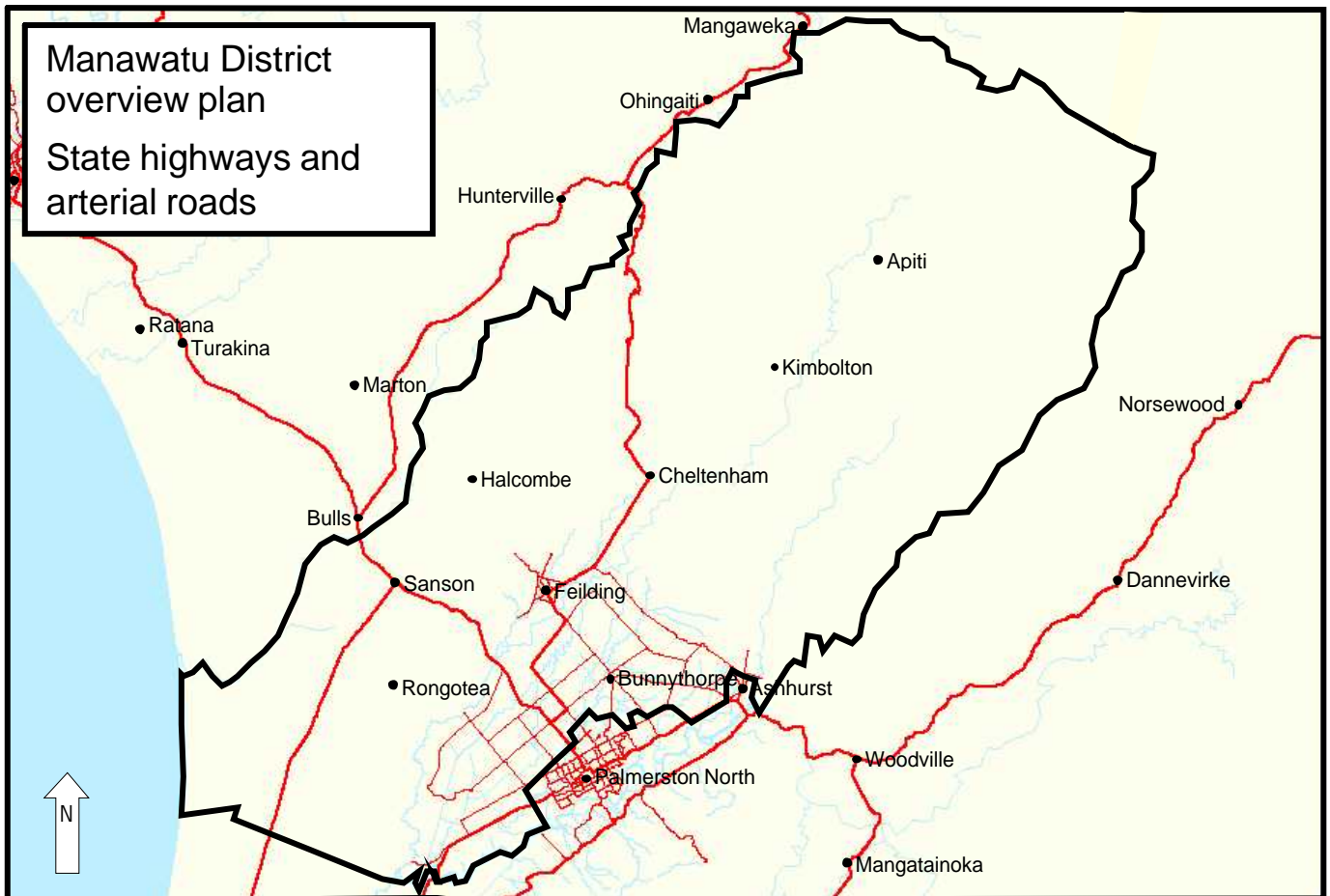
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