

road safety issues

Manawatu 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 key road safety issues in the Manawatu District.

The number of people killed or injured on the road network in the Manawatu District increased from 145 in 2003 to 153 in 2004. The increase in serious and minor casualties last year was the result of 101 injury crashes compared with 102 in 2003.

Occupants of cars and vans were the largest casualty group from 2000 to 2004. Despite a downward trend in the number of cyclist and motorcyclist casualties over the last 10 years, these two groups were above the averages recorded for all New Zealand and similar authorities on urban roads.

Within the district, the most frequent type of crash movements were loss of control on rural roads and those connected with driving through intersections on urban roads.

Poor driver skills related to judgement, observation or handling techniques were regularly recorded as contributing factors in injury crashes, particularly on rural roads.

An increasing percentage (20 percent in 2004) of all the drivers involved in injury crashes held learner or restricted licences.



2004 road trauma for Manawatu District



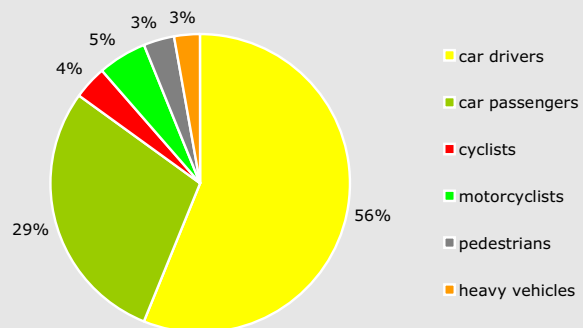
Deaths	7
Serious casualties	31
Minor casualties	115



Fatal crashes	7
Serious injury crashes	24
Minor injury crashes	70
Non-injury crashes	142

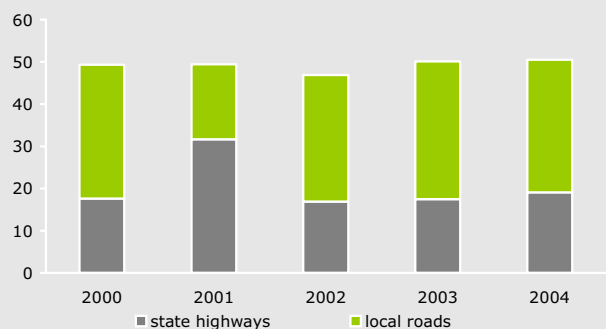
Road casualties 2000–2004

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.

Major road safety issues

Manawatu District

Loss of control

Intersections

Speed

Alcohol

Nationally

Speed

Alcohol

Failure to give way

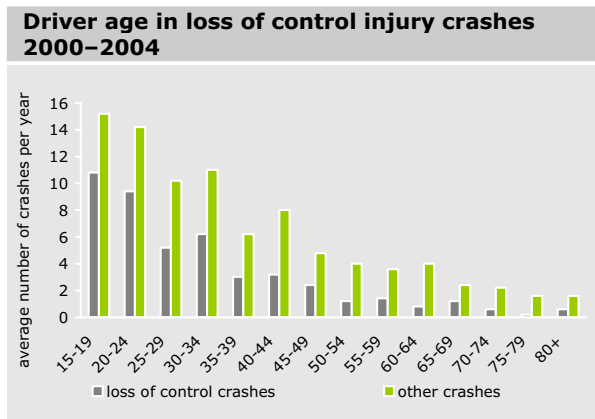
Restraints

Loss of control

From 2000 to 2004, 57 percent of injury crashes on the rural roads in the Manawatu District involved a driver losing control of a vehicle. The number of these crashes on bends reported each year has shown an upward trend since 1998. An increase in the overall number was recorded for 2004, with loss of control crashes still the most common injury crash type on rural roads in the district. A total of 54 loss of control injury crashes were recorded on all roads in the Manawatu District during 2004, an increase from 49 in 2003.



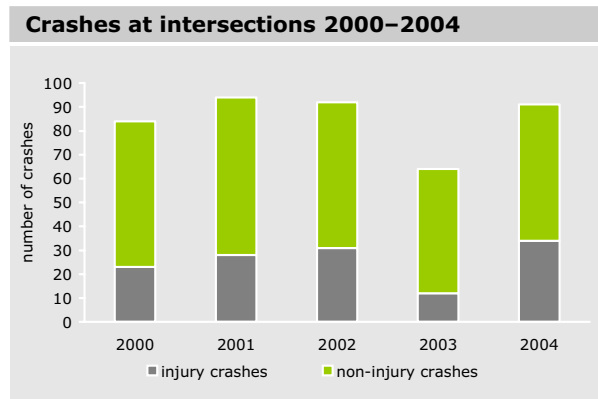
Travelling too fast for the conditions, alcohol, poor handling, poor observation and fatigue were the main contributory factors in loss of control injury crashes over the five years from 2000 to 2004.



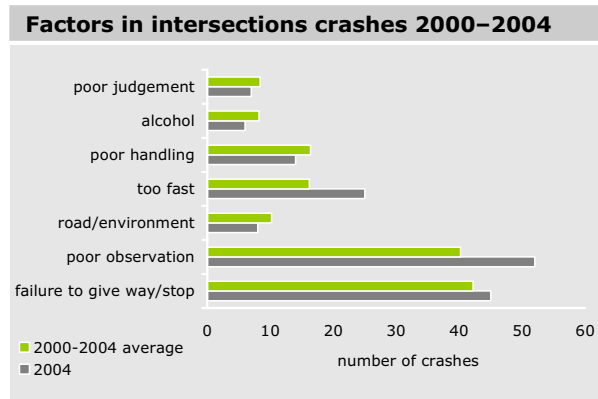
From 2000 to 2004, young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes, with drivers aged less than 25 being involved in over 40 percent of the injury crashes of this type reported. Where licence types had been recorded, 37 percent of the drivers losing control of their vehicles did not hold a full licence.

Intersections

Injury crashes at intersections made up 53 percent of the reported urban road injury crashes in 2004. Following the increase to 19 in the number of these crashes on urban roads in the Manawatu District during 2003, there was a significant reduction to eight during 2004. The percentage of injury crashes occurring at urban road intersections was higher than that of similar authorities and the national average for the last four years. The percentage of these crashes recorded at rural road intersections has been higher than for similar authorities and the national average since 1997, and was 30 percent (26 crashes) in 2004.



Failure to give way or stop and poor observation were the two most common crash factors contributing to intersection injury crashes in the district.

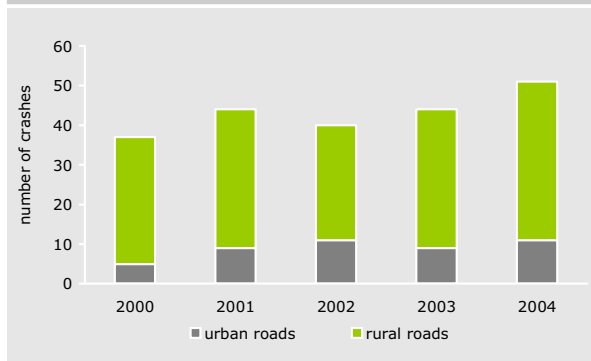


During the five years from 2000 to 2004, 49 percent (225) of the injury and non-injury crashes reported at intersections in the Manawatu District involved a collision between vehicles making a crossing or turning movement, while 17 percent (77) involved a rear-end collision. Loss of control contributed to 28 percent (129) of these crashes.

Speed

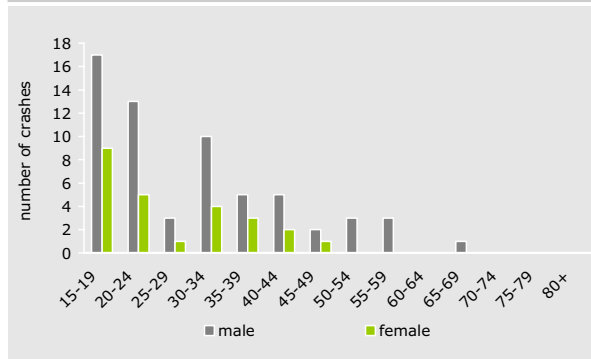
Driving at a speed too fast for the conditions was one of the main contributory factors in rural and urban road injury crashes in the Manawatu District from 2000 to 2004. Excessive speed can be attributed to 73 (20 percent) of the rural road and 11 (12 percent) of the urban road injury crashes over these five years. The involvement of speed in injury crashes on rural and urban roads was, however, lower than the average percentages for all New Zealand and similar districts.

Speed-related injury crashes 2000–2004



Excessive speed was more likely to be a contributory factor in crashes with young drivers than with older drivers. Just under half of the injury crashes from 2000 to 2004 where speed was a factor involved a driver under the age of 25.

Driver age in speed-related crashes 2000–2004



Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases. Higher speeds will result in more severe injuries in the event of a crash.

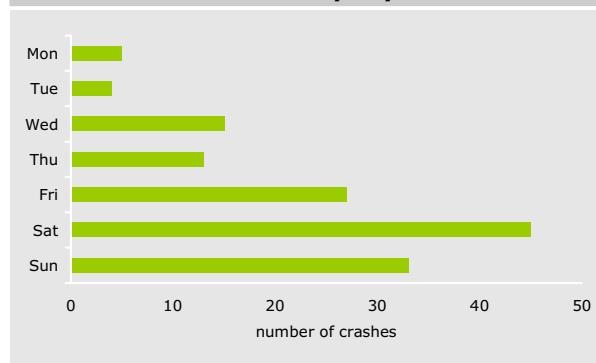
Excessive speed was a factor in 82 percent of all the crashes where a driver lost control of their vehicle. Alcohol was also identified as a contributory factor in nearly a third of the speed-related injury crashes.

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.

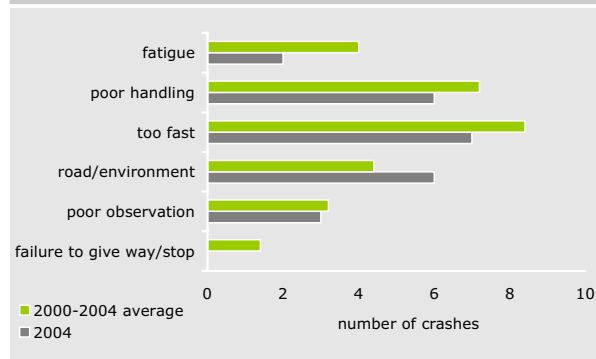
During the five years from 2000 to 2004, 10 percent of urban injury crashes and 16 percent of rural injury crashes in the district involved alcohol. Forty-nine percent of the alcohol-related injury crashes happened when drivers lost control of their vehicles on bends and 27 percent were loss of control on straight roads. Alcohol has a big effect on the way people drive and poor handling skills were a factor in 23 percent of the alcohol-related injury crashes. Thirty-five percent of the intoxicated drivers were driving too fast.

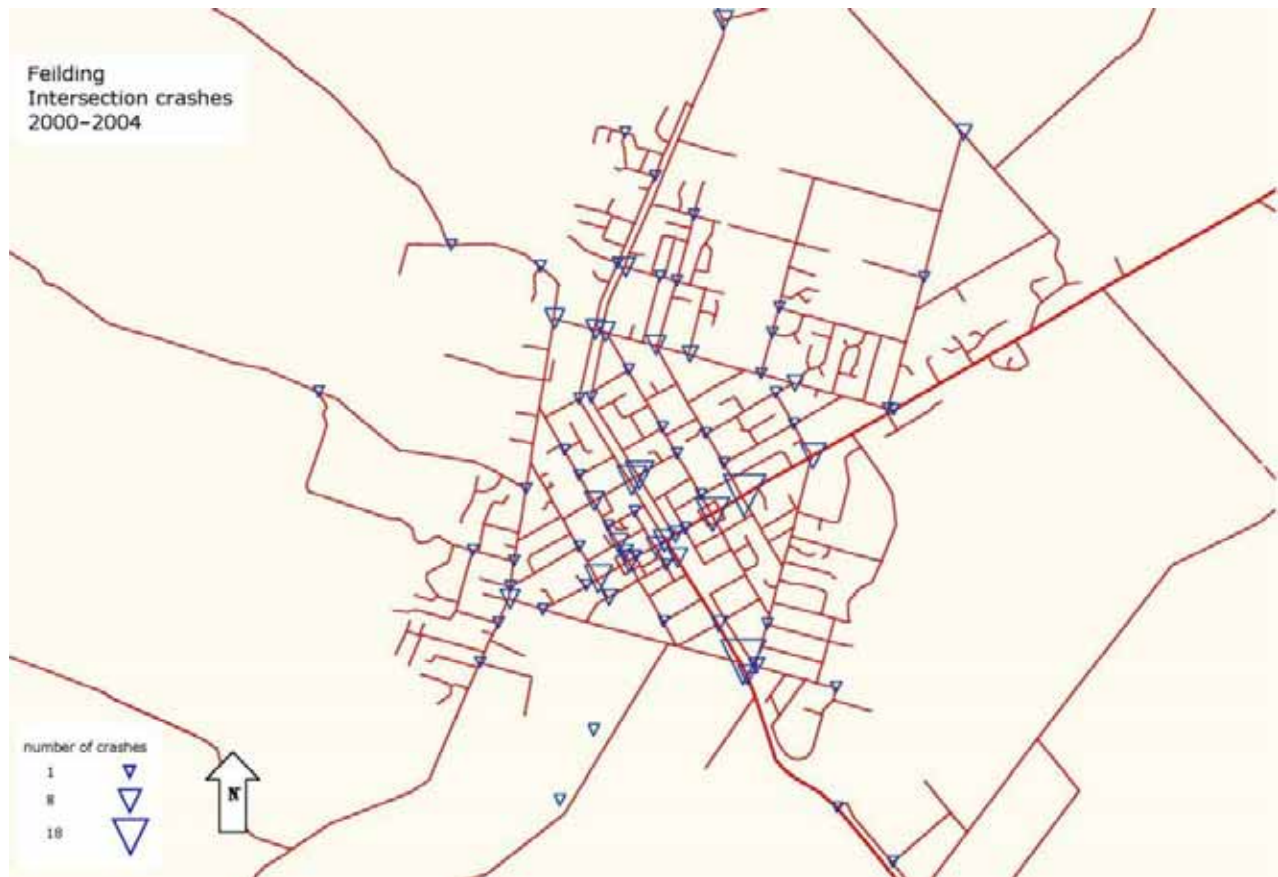
Alcohol-related crashes by day 2000–2004



From 2003 to 2004, the number of injury crashes on urban roads involving alcohol increased and decreased on rural roads. The proportion of such crashes on urban roads was lower than the averages for all of New Zealand and similar authorities. On rural roads the proportion was also lower than the average for similar authorities but above the all New Zealand average. Drivers in the 15 to 24 year age group were involved in 32 percent of alcohol-related injury crashes in the Manawatu District from 2000 to 2004.

Other factors in alcohol-related crashes 2000–2004





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