

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 2001–2005 period. The intent of the report is to highlight the key road safety issues in the Manawatu District.

The number of people killed or injured on roads in the Manawatu District decreased from 153 in 2004 to 128 in 2005, however, the 11 fatalities were the highest in the 2001–2005 period.

Occupants of cars were the largest casualty group from 2001 to 2005, accounting for 85 percent of all casualties. Seventeen percent of urban casualties were cyclists, double the national and peer group averages. Heavy vehicle casualties (13) were the highest recorded over the last 10 years, comprising 10 percent of all casualties in 2005.

Approximately 30 percent of urban and 20 percent of rural injury crashes involved drivers with a learner or restricted licence. Crashes involving crossing and turning movements were well above national and peer group averages. Between 2001 and 2005, 39 percent of all crashes were at intersections. The estimated social cost of crashes in the Manawatu District was \$57 million in 2005.

Both national and local road safety issues are identified below. Specific issues relating to the Manawatu District are considered overleaf. National issues are discussed on the back page.

Major road safety issues

Manawatu District

Loss of control on bends

Urban intersections

Rural intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Manawatu District



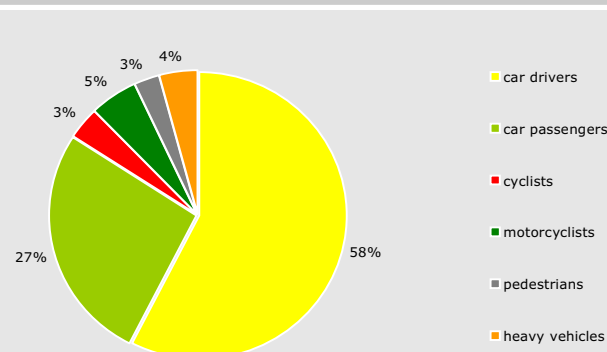
Deaths	11
Serious casualties	27
Minor casualties	90



Fatal crashes	9
Serious injury crashes	22
Minor injury crashes	50
Non-injury crashes	160

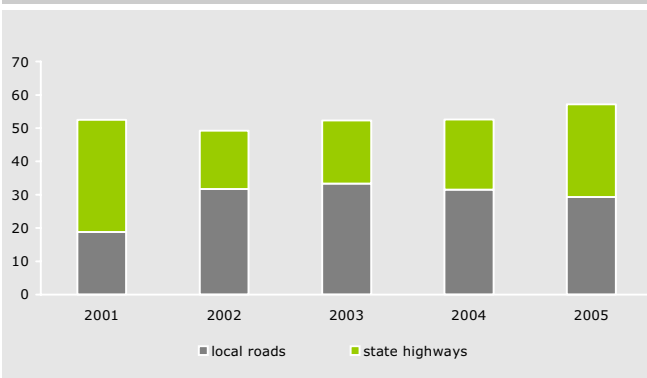
Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)

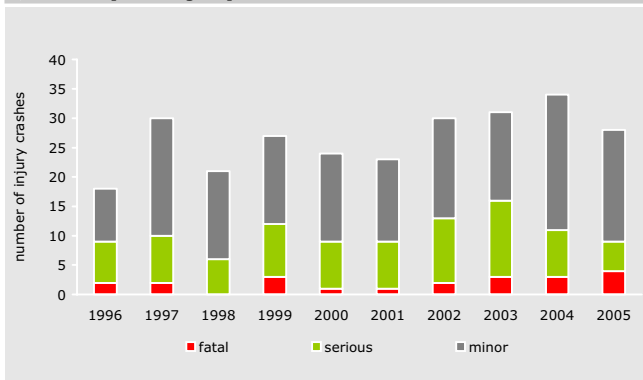


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

Loss on control on bends

One third of injury crashes in the Manawatu District between 2001 and 2005 involved a driver losing control of their vehicle on a bend. Over this period, a total of 160 injury crashes resulting in 14 deaths, 54 serious injuries and 163 minor injuries were recorded. The five deaths in 2005 involving loss of control on a bend were the highest since 1992. Eighty percent of loss of control on bend crashes occurred on local roads and the remainder on state highways. Eighty-eight percent of loss of control on bend crashes occurred on rural roads.

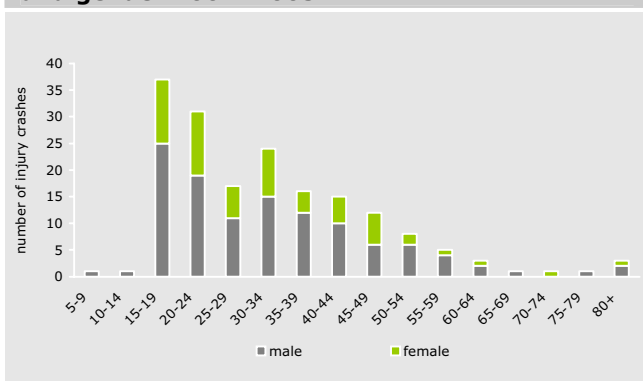
Loss of control on bend injury crashes by severity of injury 1996–2005



Poor handling of a vehicle was identified as a contributory factor in 43 percent of loss of control on bend crashes in rural areas between 2001 and 2005. Forty-one percent involved travelling too fast for the conditions and 27 percent involved alcohol.

The most common objects hit in loss of control injury crashes on bends were banks, ditches fences, trees and poles. Between 2001 and 2005, nearly two thirds of drivers involved in loss of control injury crashes on bends were male and 19 percent were between 15 and 19 years of age. A third of drivers did not hold a full licence.

Loss of control on bend crashes by driver age and gender 2001–2005



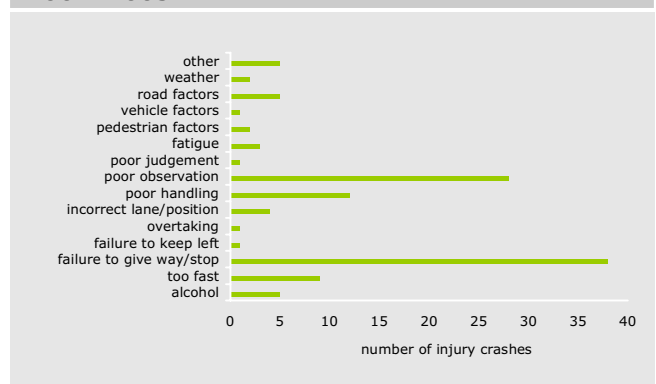
Twenty-six percent of rural loss of control on bend injury crashes occurred on a wet/icy road surface, compared to 22 percent for all rural crashes in the Manawatu District. Fifty-one percent of loss of control crashes on rural roads occurred during the hours of darkness, compared to 40 percent for all rural crashes in the Manawatu District.

Urban intersections

Between 2001 and 2005 there were a total of 58 injury crashes at urban intersections in the Manawatu District which resulted in one death (in 2005), 15 serious injuries and a further 58 minor injuries to road users. Fifty of the 58 injury crashes at urban intersections in the Manawatu District between 2001 and 2005 were in Feilding.

Forty-eight percent of injury crashes at urban intersections involved a collision between vehicles making either a crossing or turning movement. Twenty-two percent of injury crashes at urban intersections involved a crossing or turning movement and a collision between a vehicle and cyclist.

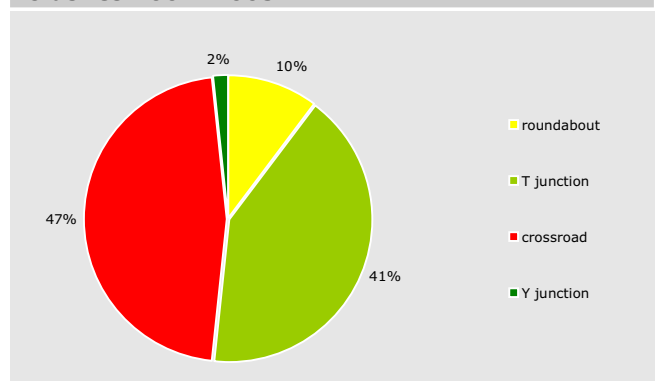
Factors in urban intersection injury crashes 2001–2005



Failure to give way or stop was identified as a contributory factor in 66 percent of injury crashes at urban intersections. Forty-one percent involved poor observation, 16 percent involved travelling too fast for the conditions and nine percent involved alcohol. Forty-seven percent of urban intersection injury crashes occurred at crossroads and 41 percent at T junctions.

Over a third of injury crashes at urban T junctions in the Manawatu District had no form of priority control (Stop, Give Way or traffic signals) at the intersection. Thirty one percent of injury crashes at urban intersections occurred on a weekend and 14 percent occurred between 8 am and 9 am.

Junction type in urban intersection injury crashes 2001–2005



Rural intersections

Between 2001 and 2005, one quarter of all injury crashes in the Manawatu District occurred at rural intersections and driveways. There were 116 injury crashes at rural intersections which resulted in 11 deaths, 46 serious injuries and a further 151 minor injuries to road users. Six of the 11 deaths at rural intersections and driveways were in 2005.

Sixty percent of these rural intersection/driveway injury crashes occurred on local roads and 40 percent occurred on state highways.

Fifty-five percent of injury crashes at rural intersections involved a collision between vehicles making either a crossing or turning movement. Eleven percent involved a vehicle being hit from behind, for instance when in a queue at an intersection.

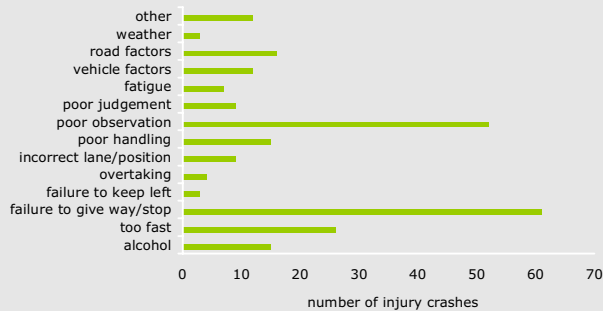
Failure to give way or stop was identified as a contributory factor in 51 percent of injury crashes at rural intersections. Forty percent involved poor observation, 22 percent involved travelling too fast for the conditions and 10 percent involved alcohol.

Forty-nine percent of rural intersection injury crashes occurred at crossroads and 48 percent at T junctions.

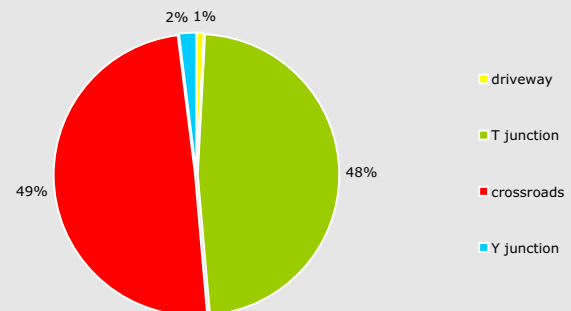
Over a third of injury crashes at rural T junctions in the Manawatu District had no form of priority control (Stop, Give Way or traffic signals) at the intersection.

Thirty-eight percent of injury crashes at rural intersections occurred on a weekend and 23 percent occurred during wet road conditions. One third of injury crashes at rural intersections occurred at night.

Factors in rural intersection injury crashes 2001-2005



Junction type in rural intersection injury crashes 2001-2005



National issues

Speed

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

During this period, speed too fast for the conditions was a factor in 19 percent of injury crashes in the Manawatu District, which is higher than for all roads in New Zealand, and slightly lower than similar authorities.

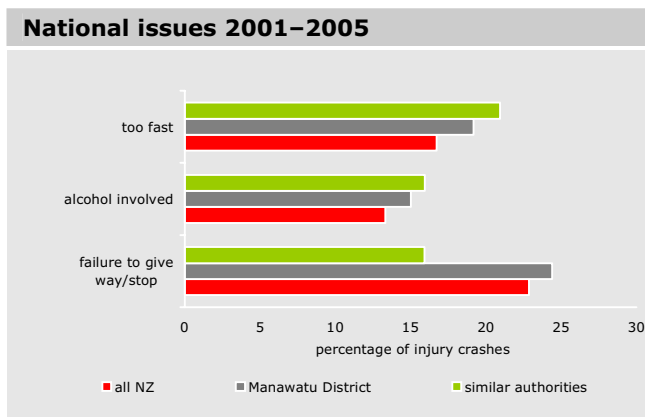
Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2001 and 2005, alcohol was identified as a factor in 15 percent of injury crashes on roads in the Manawatu District which is higher than for all roads in New Zealand and lower than similar authorities.

Failure to give way

While most failure to give way crashes result in no injuries or minor injuries, many can have serious consequences. Twenty-four percent of injury crashes in the Manawatu District between 2001 and 2005 involved drivers failing to give way and of these 39 percent resulted in a fatal or serious crash.



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same. Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared with 94 percent for the Manawatu District.

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