

briefing notes 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 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Manawatu District.

This report is the eighth road safety report for Manawatu District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on the local roads and state highways are provided and discussed.

In each new report the latest year's data is added to a five-year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Manawatu District is compared to similar authorities and the national average, or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have included a brief overview of crashes in the district for 2006.

Major road safety issues		2006 road trauma	
Manawatu District		Casualties	
Loss of control at bends		Deaths	4
Fatigue		Serious casualties	24
Urban intersections		Minor casualties	109
Rural intersections			
Nationally		Crashes	
Speed		Fatal crashes	4
Alcohol		Serious injury crashes	21
Failure to give way		Minor injury crashes	71
Restraints		Non injury crashes	142

Overview of crashes in 2006

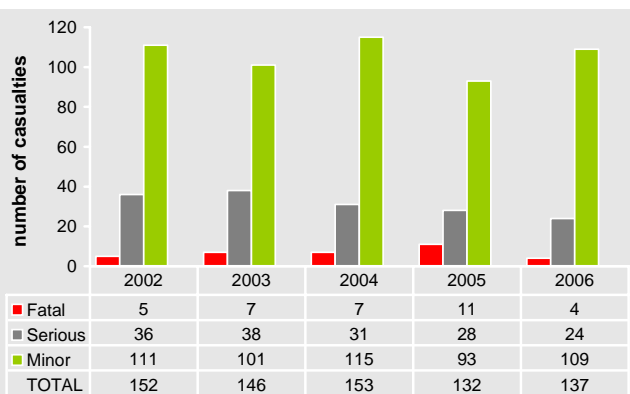
In 2006, on local roads in Manawatu District there were 53 injury crashes and 68 non-injury crashes. In addition there were 43 injury crashes and 74 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries in 2006 resulting from crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	21	84	109
Urban	0	3	25	28
Total	4	24	109	137

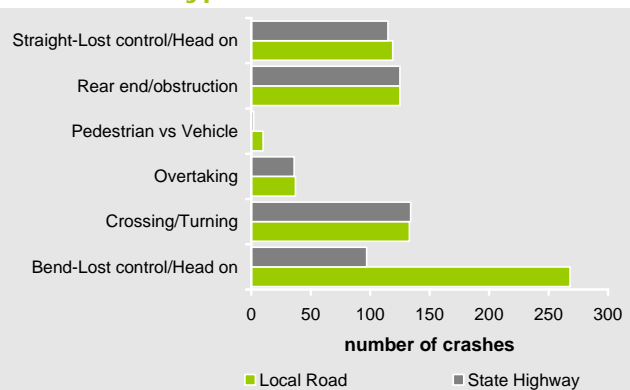
The number of people killed or injured on roads in the Manawatu District in 2006 increased slightly to 137 from 132 in 2005, however the 4 fatalities in 2006 were the lowest for the 2002-2006 period. The number of casualties in 2006 is the second lowest in the last 5 years.

Casualties trend 2002-2006



The following chart shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.

Movement type distribution 2006



Further information about 2006 injury and non-injury crashes on:

Local roads

- Worst month April (16 percent), best month August (3 percent)
- Worst day Thursday (17 percent), best day Sunday (9 percent)
- Wet road 27 percent
- Night time 42 percent
- Intersection 36 percent
- Social cost of crashes \$25m
- At fault male driver (injury crashes) 75 percent
- Full NZ licence (injury crashes) 62 percent of at fault drivers

State highways

- Worst month June (16 percent), best months January and March (4 percent each)
- Worst day Thursday and Saturday (19 percent each), best day Tuesday (10 percent)
- Wet road 25 percent
- Night time 37 percent
- Intersection 37 percent
- Social cost of crashes \$44m
- At fault male driver (injury crashes) 56 percent
- Full NZ licence (injury crashes) 67 percent of at fault drivers

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. During 2006 in Manawatu District slightly less than 23 percent of all at fault drivers in injury crashes held either a learner or restricted driving licence, or have never been licensed.

Licence status	Injury crashes percentage of at fault drivers in 2006	
	Manawatu District	New Zealand
Full	63.9	58.4
Learner	3.1	9.5
Restricted	20.6	17.6
Never licensed	2.1	2.2
Disqualified	3.1	1.7
Overseas	2.1	4.2
Expired	0	0.5
Other/unknown	5.1	5.6

Urban Intersections

Between 2002 and 2006 16 percent of all crashes and 14 percent of injury crashes in the Manawatu District occurred at urban intersections. Over this period there were a total of 67 injury crashes at urban intersections, resulting in 1 death, 11 serious injuries and 75 minor injuries. There were an additional 127 non-injury crashes.

Intersection crashes	2002	2003	2004	2005	2006
Injury	10	16	9	14	18
Non-injury	32	26	22	27	20
Total	42	42	31	41	38

Sixty-one percent of urban intersection crashes occurred on local roads and 39 percent on state highways. Of the state highway crashes, 62 were on SH54, 7 were on SH3 and 7 were on SH56.

The table below shows the locations of the four urban intersections in the Manawatu District with the highest number of crashes between 2002 and 2006.

Intersection name	Total crashes 2002–2006	Injury crashes 2002–2006	Total crashes in 2006
SH54/Derby St	17	8	3
SH54/Aorangi St	14	4	5
Beattie St / Grey St	11	2	2
SH54 / Denbigh St	10	6	2

Failure to stop or give way was identified as a factor in 70 percent of injury crashes at urban intersections. Forty-eight percent involved poor observation, 15 percent involved travelling too fast for the conditions and 9 percent involved alcohol.

Sixty-eight percent of urban intersection crashes occurred at intersections with a Give Way control, 11 percent at intersections with a Stop control and 21 percent occurred at intersections with no form of traffic control.

Junction Type	Number of crashes 2002-2006
Roundabout	27
T-junction	67
Crossroad (X)	92
Y-junction	6
Other (incl driveways)	2

Sixteen percent of urban intersection crashes occurred between 7am and 9am and 26 percent between 3pm and 6pm.

Rural Intersections

Between 2002 and 2006 22 percent of all crashes and 24 percent of injury crashes in the Manawatu District occurred at rural intersections. Over this period there were a total of 117 injury crashes at rural intersections, resulting in 7 deaths, 42 serious injuries and 152 minor injuries. There were an additional 152 non-injury crashes.

Intersection crashes	2002	2003	2004	2005	2006
Injury	22	26	25	22	22
Non-injury	29	26	33	37	27
Total	51	52	58	59	49

Fifty-one percent of rural intersection crashes occurred on local roads and 49 percent on state highways. Of the state highway crashes, 17 were on SH1, 40 were on SH3, 52 were on SH54 and 24 were on SH56.

The table below shows the locations of the five rural intersections in the Manawatu District with the highest number of crashes between 2002 and 2006.

Intersection name	Total crashes 2002–2006	Injury crashes 2002–2006	Total crashes in 2006
SH3 / Kairanga Bunnythorpe	20	10	3
Cameron's Line / Waughs Road	19	3	3
Milson Line / Kairanga Bunnythorpe	18	7	5
Makino Road / Reid Line West	14	7	3
Gillespies Line / Kairanga Bunnythorpe	13	4	3

Failure to stop or give way was identified as a factor in 50 percent of injury crashes at rural intersections. Thirty-nine percent involved *poor observation*, 20 percent involved travelling *too fast* for the conditions and 9 percent involved *alcohol*.

Forty percent of rural intersection crashes occurred at intersections with a give way control, 36 with a stop control and 24 percent occurred at intersections with no form of traffic control.

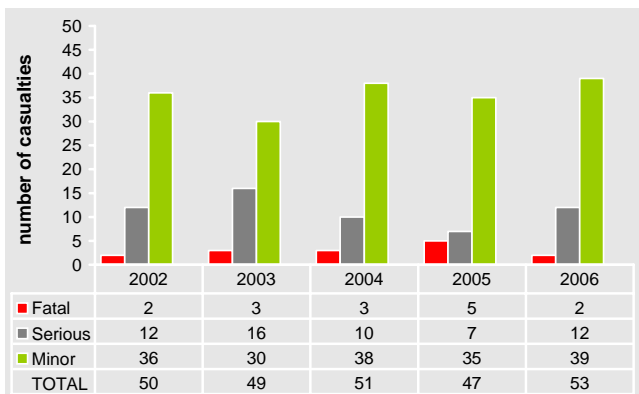
Junction Type	Number of crashes 2002-2006
T-junction	138
Crossroad (X)	104
Y-junction	26
Other (inc driveways)	1

Twelve percent of rural intersection crashes occurred between 7am and 9am and 24 percent between 3pm and 6pm.

Loss of control at bends

Between 2002 and 2006 30 percent of all injury crashes in the Manawatu District involved a driver losing control of their vehicle on a bend. Over this period there were a total of 157 injury crashes and 208 non-injury crashes. These crashes resulted in 15 fatalities, 57 serious injuries and 178 minor injuries.

Casualties trend 2002-2006



Eighty four percent of loss of control crashes at bends occurred on rural roads. Seventy three percent of crashes occurred on local roads and 27 percent on state highways. Of the state highway crashes, 17 were on SH1, 20 were on SH3, 37 were on SH54 and 23 were on SH56.

The following table lists the main characteristics of these crashes.

Crash characteristic	Statistic
Single vehicle	82 percent
Head-on collision	18 percent
Roadside object struck	77 percent
Alcohol (injury crashes only)	18 percent
Excessive speed for the conditions	29 percent
Fatigue	21 percent
Failure to keep left	14 percent
Road factors	13 percent
Poor handling	32 percent

Thirty-nine percent of drivers involved in loss of control injury crashes at bends were between 15 and 24 years of age and 63 percent were male.

The most common objects hit in loss of control crashes at bends were fences (29 percent of crashes), ditches (26 percent of crashes) and posts/poles (12 percent of crashes).

Where driver licence details were recorded, only 62 percent held a full New Zealand drivers licence. Twenty-one percent held a restricted licence, 7 percent held a learner licence and 3 percent had never held a drivers licence.

Forty-six percent of loss of control crashes at bends occurred on a weekend (between 6pm Friday and 6am Monday). Forty-eight percent of crashes occurred during the hours of darkness/twilight, compared with 37 percent for all crashes in the Manawatu District.

Fatigue

Fatigue was identified as a contributory factor in 11 percent of injury crashes in the Manawatu District between 2002 and 2006.

Fatigue however remains a difficult cause to identify and it is accepted that the reported numbers of crashes where fatigue is a factor will be below the actual crash numbers.

Even though it is considered socially acceptable to drive while fatigued as opposed to drink driving, research indicates that the effects on cognitive skills are similar. It is however extremely difficult for Police to prevent people from driving while fatigued.

Between 2002 and 2006 fatigue was reported as a contributory factor in around six percent of all injury crashes reported by the Police in New Zealand. However for the same period fatigue has been implicated in between 11 and 14 percent of all fatal crashes.

In the Manawatu District between 2002 and 2006 there were 108 crashes where fatigue was a contributory cause, 55 of which were injury crashes. In these crashes 4 people were killed, 22 received serious injuries and 58 received minor injuries.

Different types of Driver Fatigue identified by Police in Manawatu District:

Type of Fatigue	Percentage of Injury crashes	
	Manawatu District	New Zealand
General (drowsy, tired, fell asleep)	9.8	4.9 percent
Long trip	0.6	0.3 percent
Lack of sleep	1.0	0.5 percent
Worked long hours before driving	0.2	0.6 percent

Forty seven of the 108 fatigue related crashes were on local roads and 61 occurred on state highways. Of the state highway crashes, 26 were on SH1, 13 were on SH3, 13 were on SH54 and 7 were on SH56.

Forty-seven percent of fatigue related crashes occurred on a weekend (between 6pm Friday and 6am Monday). Sixty-three percent of crashes occurred during the hours of darkness/twilight, compared with 37 percent for all crashes in the Manawatu District, and 23 percent occurred between 4am and 7am.

Forty-six percent of drivers involved in fatigue related injury crashes were between 15 and 24 years of age and 67 percent were male. Where driver licence details were recorded, 15 percent of drivers held a restricted licence and 11 percent were on a learner licence.

National issues

Speed

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

Between 2002 and 2006, *Speed Too fast* was recorded in 17 percent of all nationally reported injury crashes. In Manawatu District, this factor was recorded in 18 percent of injury crashes. These crashes resulted in 8 deaths, 40 serious injuries and 105 minor injuries. Seventy percent of speed related crashes in the Manawatu District involved a driver losing control of their vehicle on a bend and running off the road or having a head-on collision with another vehicle. Forty-nine percent of speed related crashes occurred during dark or twilight hours and 49 percent occurred on a weekend, between 6pm Friday and 6am Monday.

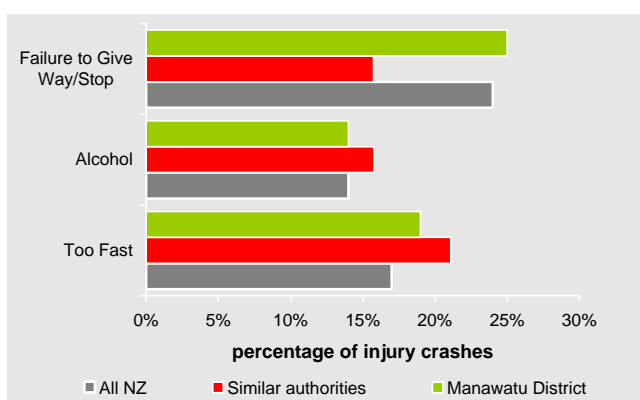
Alcohol

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

Between 2002 and 2006, alcohol was identified as a factor in 14 percent of all nationally reported injury crashes. In the Manawatu District alcohol was identified as a factor in 14 percent of injury crashes. These crashes resulted in 9 deaths, 29 serious injuries and 57 minor injuries. Seventy-three percent of alcohol related crashes occurred during dark or twilight hours and 62 percent of alcohol related crashes occurred on a weekend, between 6pm Friday and 6am Monday.

Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Manawatu District, this factor was recorded in 25 percent of injury crashes resulting in 6 deaths, 39 serious injuries and 139 minor injuries.



Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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