

road safety issues

Manawatu Wanganui Region

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 Wanganui Region.

The number of people killed or injured on the road network in the Manawatu Wanganui Region decreased from 868 in 2003 to 837 during 2004. These deaths and injuries last year were the result of 562 injury crashes, a reduction from 620 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 significantly above the averages recorded for all New Zealand and similar regions on urban roads.

Within the region, 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.

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

Major road safety issues

Manawatu Wanganui Region

- Intersections
- Loss of control
- Speed
- Vulnerable road users

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints



2004 road trauma for Manawatu Wanganui Region



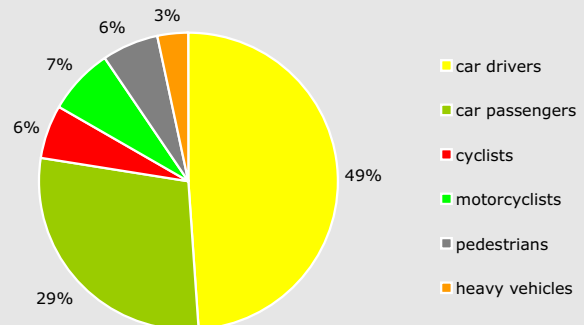
Deaths	40
Serious casualties	171
Minor casualties	626



Fatal crashes	31
Serious injury crashes	126
Minor injury crashes	405
Non-injury crashes	1,418

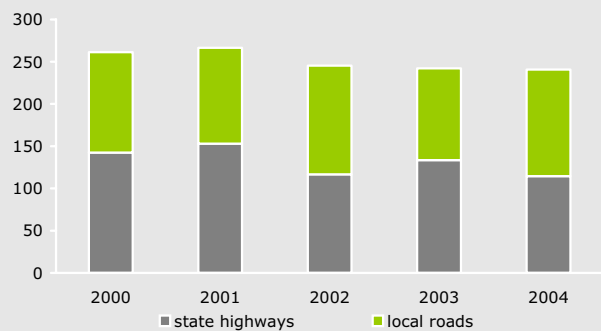
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

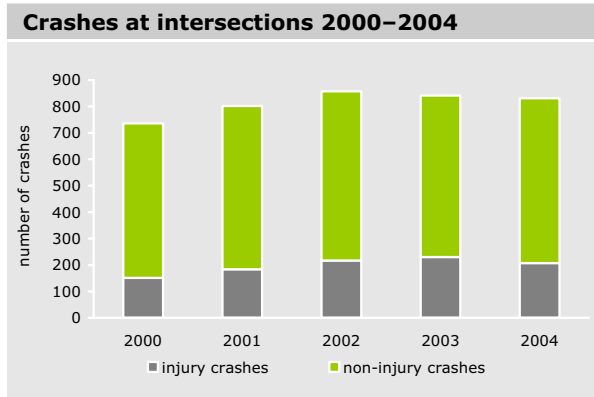
Social cost (\$ million)



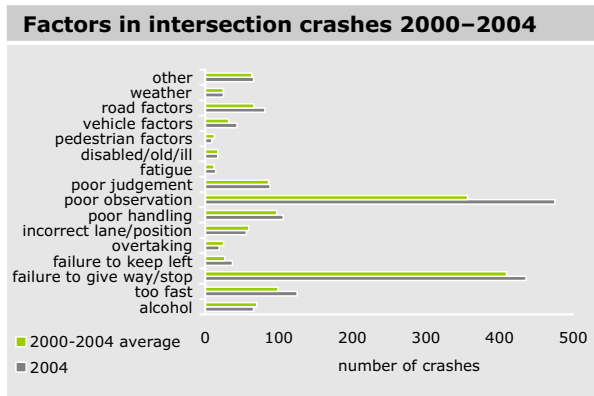
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Injury crashes at intersections made up 53 percent of the reported urban road injury crashes in 2004. Following the increase in the number of these crashes on urban roads to 169 in the Manawatu Wanganui Region during 2003, there was a reduction to 137 during 2004. The percentage of injury crashes occurring at urban road intersections has been higher than for similar authorities and the national average for the last four years. At rural road intersections the percentage of these crashes recorded during 2004 was the highest for the last 10 years.



Failure to give way or stop and poor observation were the two most common crash factors contributing to intersection injury crashes in the district from 2000 to 2004.



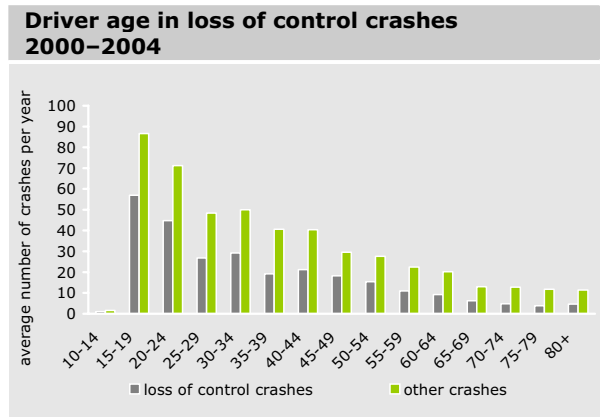
During the five years from 2000 to 2004, 52 percent (2,128) of the injury and non-injury crashes reported at the intersections in the Manawatu Wanganui Region involved a collision between vehicles making a crossing or turning movement, while 19 percent (763) involved a rear-end collision. Loss of control contributed to 23 percent (907) of these crashes.

Loss of control

From 2000 to 2004, 70 percent of injury crashes on the rural roads in the Manawatu Wanganui Region involved a driver losing control of a vehicle. The number of these rural crashes on bends reported each year had been increasing since 2000. A significant reduction in the overall numbers was recorded for 2004, although loss of control crashes were still the most common injury crash type on rural roads in the area. A total of 280 loss of control crashes were recorded on all roads in the Manawatu Wanganui Region during 2004, a decrease from 304 in 2003.



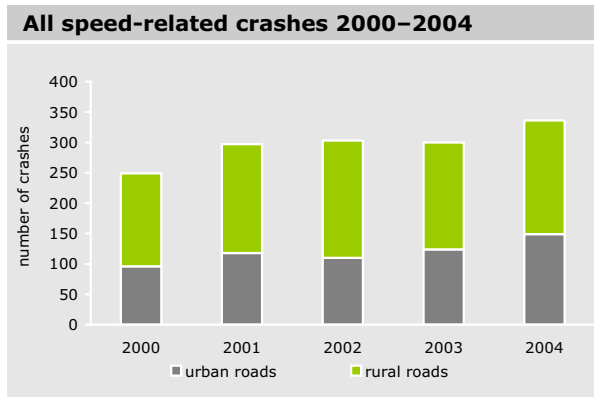
Travelling too fast for the conditions, alcohol, poor handling and poor observation were the main contributory factors in loss of control injury crashes over the five years from 2000 to 2004.



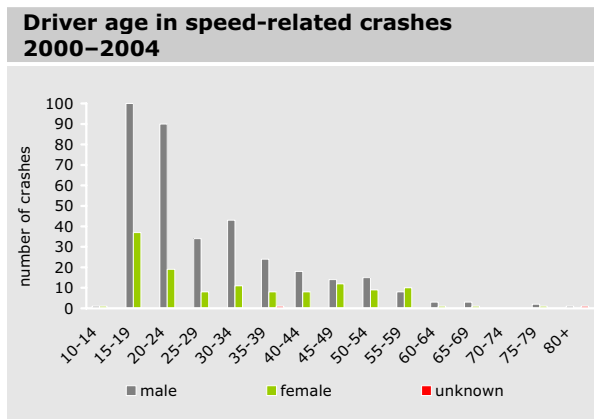
From 2000 to 2004, young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes, with drivers aged less than 25 being involved in 37 percent of the injury crashes of this type reported. Where licence types were recorded, over 35 percent of the drivers losing control of their vehicles did not hold a full licence.

Speed

Driving at a speed too fast for the conditions was one of the main contributory factors in the rural and urban road injury crashes in the Manawatu Wanganui Region for the period 2000 to 2004. Excessive speed can be attributed to 353 (22 percent) of the rural road injury crashes and 158 (12 percent) of the urban road injury crashes over these five years. The involvement of speed in the injury crashes on rural roads was at a significantly lower level than that experienced in other similar regions.



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

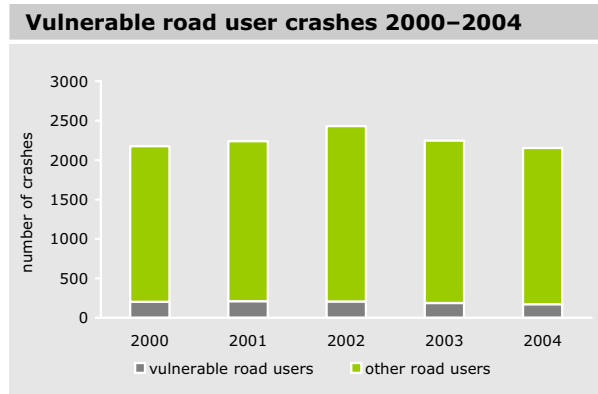


Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases. Higher speeds will result in more severe injuries in the event of a crash.

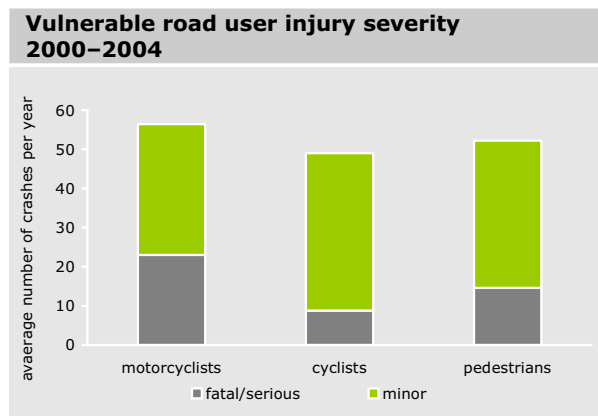
Excessive speed was a factor in 82 percent of all the crashes where a driver lost control of their vehicle. Alcohol was also identified as a contributory factor in nearly a third of the speed-related injury crashes.

Vulnerable road users

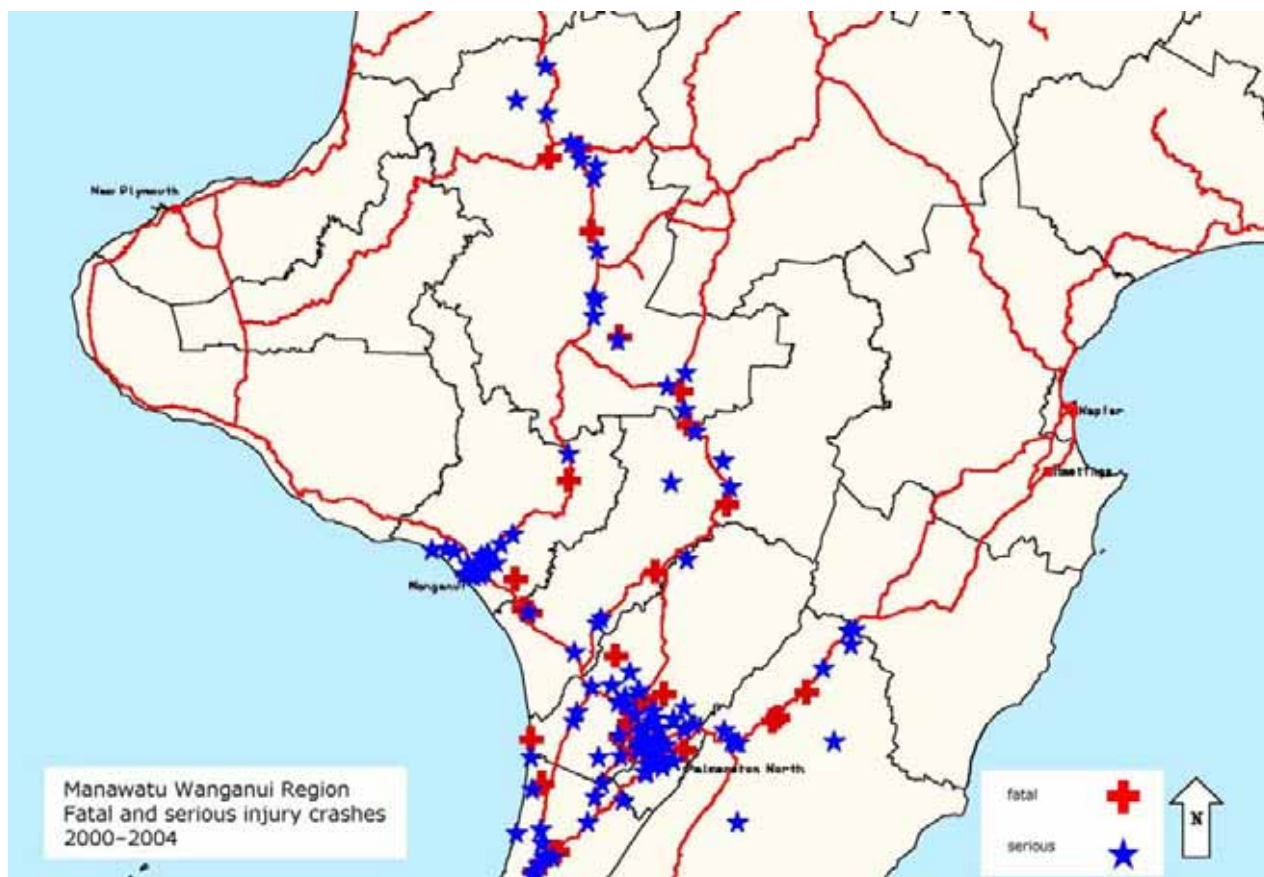
Travel in the Manawatu Wanganui Region is dominated by occupants of light and heavy vehicles such as cars and trucks, but motorcyclists, cyclists and pedestrians also share the roads. These vulnerable road users account for only a small proportion of the road user population and distance travelled on the roading network but experienced approximately 23 percent of the injuries from crashes during the five years from 2000 to 2004.



Generally, vulnerable road users have less protection than vehicle drivers and passengers and therefore the injuries sustained by these road users are often more severe. Within the Manawatu Wanganui Region during the last five years, approximately 29 percent of injured vulnerable road users experienced fatal or serious injuries compared with 25 percent of other injured road users.



Approximately three quarters of the injuries incurred by vulnerable road users happened within urban speed limits (70 km/h and less) and a quarter within rural speed limits (greater than 70 km/h). Urban injuries occurred equally between intersections and mid-block locations, whereas less than 16 percent of rural vulnerable road user injuries occurred at intersections.



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