

# road safety issues

## Masterton 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 the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Masterton District

The total number of injury crashes in the district in 2004 was seven less than in 2003. The number of people injured in road crashes decreased by 18, to 77 in 2004.

Car drivers were the largest casualty group, with learner and restricted licence holders prominent within this group. Cyclists and pedestrians also featured highly in the casualty numbers.

On rural roads, drivers losing control of their vehicle on a bend was the most frequent type of crash.

The estimated social cost of crashes in the Masterton District in 2004 was \$24.9 million. While this is an overall decrease of \$3 million on the previous year, social cost is showing an upward trend.

The specific concerns for the Masterton District are considered overleaf, while the performance in relation to national issues is considered on the back page.

### Major road safety issues

#### Masterton District

Loss of control on bends

Cyclists

Pedestrians

Novice drivers

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Masterton District



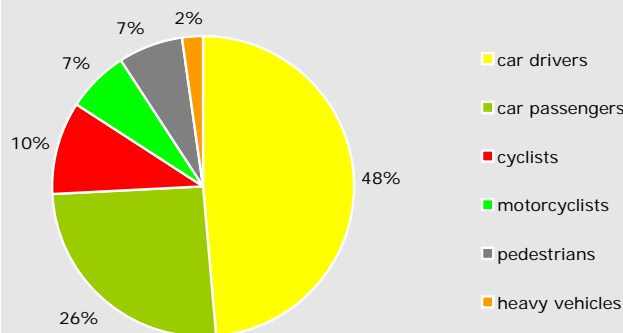
Deaths	4
Serious casualties	12
Minor casualties	61



Fatal crashes	4
Serious injury crashes	9
Minor injury crashes	44
Non-injury crashes	143

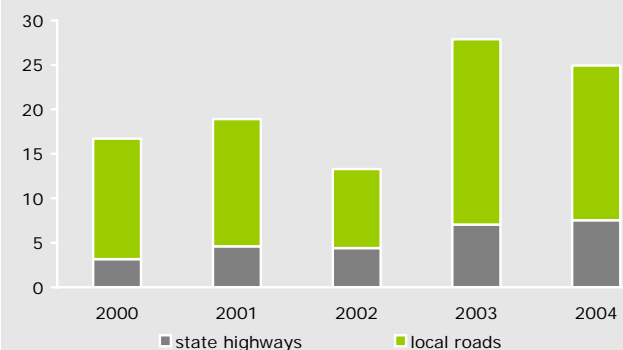
### Road casualties 2000–2004

User type 2000–2004



### Estimated social cost of crashes\*

Social cost (\$ million)



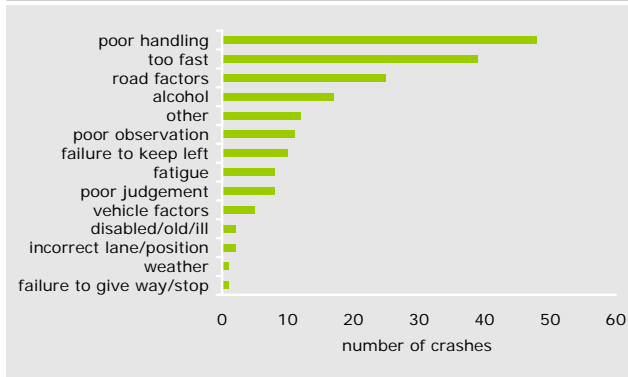
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

## Loss of control on bends

The most common type of injury crash in the Masterton District resulted from a driver losing control of a vehicle on a bend. Between 2000 and 2004 there were 89 such crashes, with 82 percent occurring on local roads. On rural roads, the 67 crashes of this type amounted to 58 percent of all rural injury crashes, which was significantly higher than in similar authorities. On urban roads, there were 22 such crashes in this period, amounting to 11 percent of urban injury crashes.

Almost half of the crashes involved some form of poor handling on the part of the driver. Excessive speed was another common factor, as was a slippery road surface due to rain, ice or roadworks.

**Contributing factors in loss of control crashes 2000–2004**



Drivers involved were typically male (76 percent) and under 25 years of age (54 percent). Thirty-four percent held learner or restricted licences. Over 70 percent were from the Wairarapa area, with 64 percent from the Masterton District.

Loss of control crashes can result in either a head-on collision with another vehicle or a vehicle leaving the road and colliding with a roadside object. This can increase the severity of a crash. The most commonly hit objects in loss of control crashes in the Masterton District included fences (34 percent), posts or poles (21 percent) and cliffs or banks (17 percent).

## Cyclists

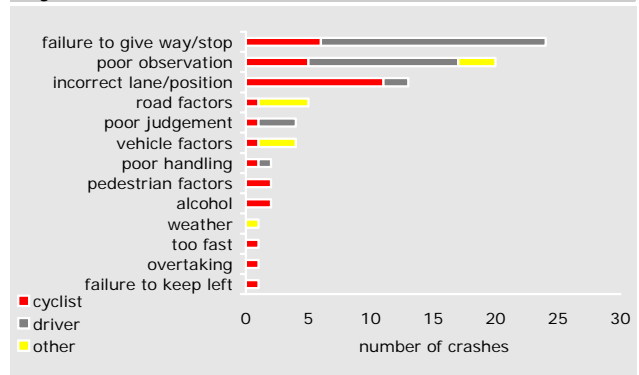
Between 2000 and 2004, 18 percent of the casualties on urban Masterton District roads were cyclists, almost double the percentage for similar authorities. Over the five-year period, 41 cyclists were injured in 40 crashes.

Of those injured, 71 percent were male and 57 percent were under the age of 20. Seventeen of the injuries occurred on the state highway network. Seven cyclists were seriously injured. Cyclist injuries have shown a slight upward trend.

The majority of crashes (63 percent) involved a cyclist being hit by a vehicle during a crossing or turning manoeuvre at an intersection or driveway.

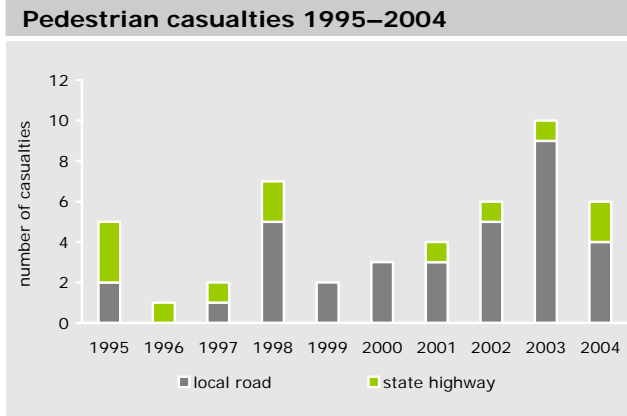
Of the 40 drivers involved, the actions of 24 directly contributed to the crashes. The major driver factors were failure to give way or stop and poor observation. Nineteen cyclists were in some way directly responsible for crashes, such as by being in an incorrect position or lane (including seven riding on the footpath), failing to give way and poor observation. Three incidents involved vehicle occupants failing to notice a cyclist when opening a car door.

**Contributing factors in crashes involving cyclists 2000–2004**

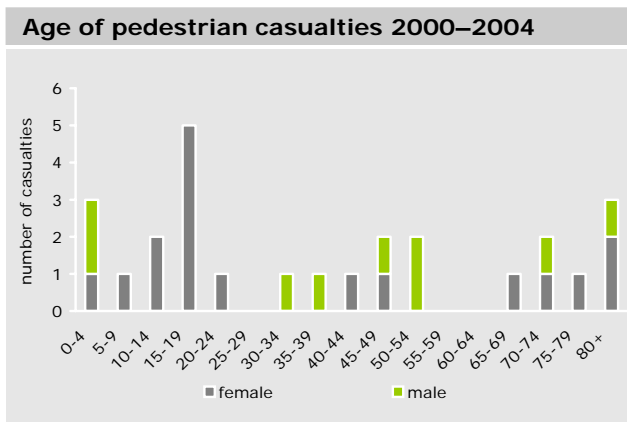


## Pedestrians

Between 2000 and 2004, there were 29 pedestrians injured in the Masterton District. This comprised seven percent of urban casualties. In the past 10 years there has been an upward trend in pedestrian casualty numbers.



Forty-two percent of the pedestrians injured were under 20 years of age. There were more females than males.



Over half (57 percent) of the crashes involved a pedestrian element, eg crossing the road without looking to see if a vehicle was approaching, or wearing dark clothing which made them difficult to be seen.

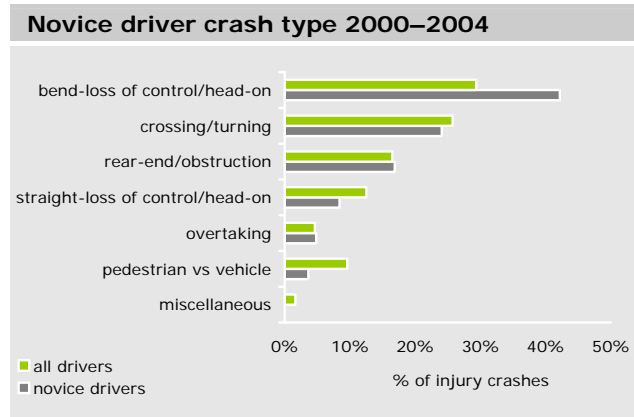
Poor observation by drivers was recorded in 54 percent of crashes. This included such things as not checking properly when visibility was reduced, or being distracted by something other than the driving task.

## Novice drivers

Between 2000 and 2004, 18 percent of the drivers involved in injury crashes were novice drivers, driving on a learner or restricted licence. Last year's figure of 22 novice drivers, at 27 percent, was the worst in the five-year period.



The most common type of crash involving a novice driver was caused by the driver losing control of their vehicle on a bend. Loss of control crashes are more likely to occur when a novice driver is involved.



The novice drivers involved in crashes were predominantly male (62 percent), under 20 years of age (52 percent) and living in the Masterton District (75 percent).

Common contributing factors for crashes involving novice drivers were:

- failure to give way (17 percent)
- travelling too fast for the conditions (23 percent)
- alcohol or drugs (13 percent)
- attention diverted (13 percent).

## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Excessive speed was a factor in 49 injury crashes in the Masterton District between 2000 and 2004. This comprised 16 percent of all injury crashes. There was a steady upward trend in speed-related injury crashes in those five years.

## Alcohol

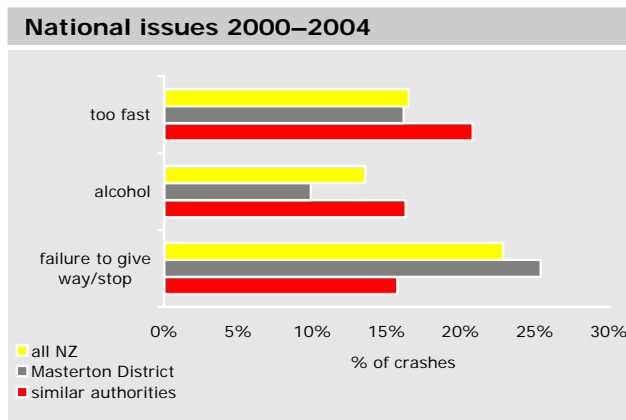
Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2000 and 2004, alcohol was a factor in 30 injury crashes in the Masterton District, which was 10 percent of the total injury crashes for the region.

## Failure to give way

Failure to give way at intersections is the third largest cause of death and injury crashes on New Zealand roads.

Seventy-seven injury crashes in the Masterton District between 2000 and 2004 involved a vehicle failing to give way. At 25 percent of all crashes, this level was greater than for similar local authorities and New Zealand as a whole.



## Restraints

Wearing a safety belt reduces the chance of being killed or suffering serious injury in a crash by 40 percent.

In a 2004 survey, 91 percent of front seat adults were wearing safety belts in the Masterton District. This was lower than the New Zealand average.

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