

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

While there were no fatal crashes in the Masterton District during 2005 the total number of injury crashes reached 71 – one of the highest recorded. Most of the increase was due to an increase in minor injury crashes. Casualty numbers increased slightly to 86 in 2005.

Car occupants made up 72 percent of casualties with cyclists (11 percent), motorcyclists and pedestrians (seven percent each) the next largest groups.

On urban roads, half the crashes occurred at an intersection or a driveway. Failure to give way and poor observation skills were key contributing factors. On rural roads, drivers losing control of their vehicle was the most frequent type of crash. Poor driver skills such as vehicle handling, poor observation and speed were often contributing factors in crashes.

The estimated social cost of crashes in the Masterton District in 2005 was \$14 million.

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

Intersections

Loss of control

Cyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Masterton District



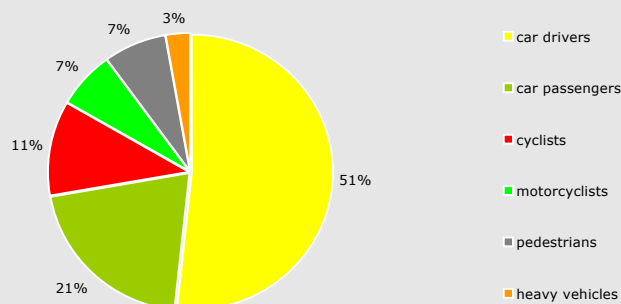
Deaths	0
Serious casualties	13
Minor casualties	73



Fatal crashes	0
Serious injury crashes	12
Minor injury crashes	59
Non-injury crashes	133

Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

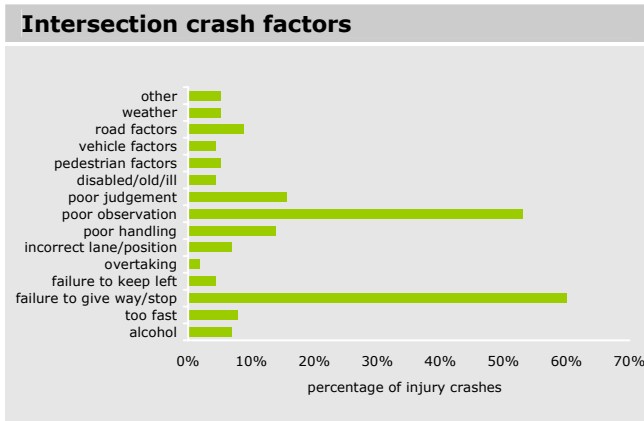
Social cost (\$ million)



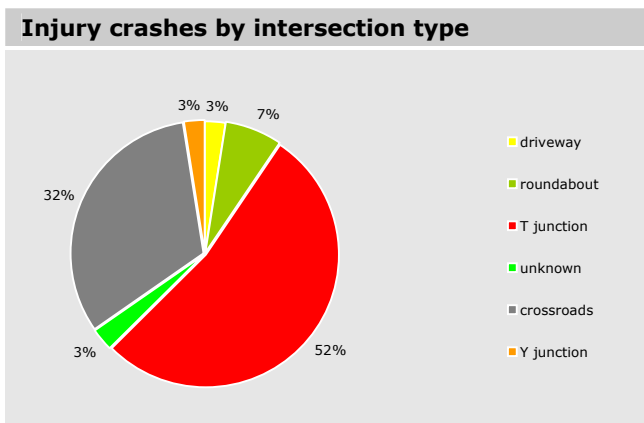
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Crashes at intersections continue to be one of the major problems in the Masterton District, particularly on urban roads. Between 2001 and 2005, almost 50 percent of all urban crashes occurred at intersections. Fifty-nine percent of all intersection crashes were crossing or turning movements while nearly 13 percent involved loss of control. Twenty-three percent of these intersection crashes involved cyclists.



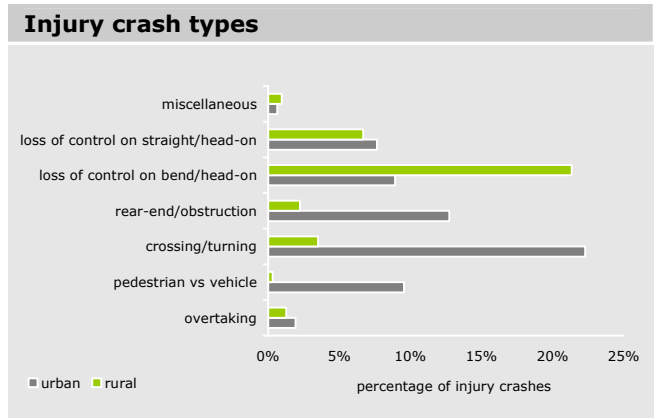
Failing to give way or stop was a factor in 60 percent of injury crashes at intersections. Poor observation also featured in 53 percent of injury crashes, often with the driver failing to adequately check the traffic from other directions. Twenty-four percent of the intersection crashes occurred on Friday. Around 31 percent of intersection crashes occurred between 12 pm and 4 pm. May was the worst month for injury crashes at intersections.



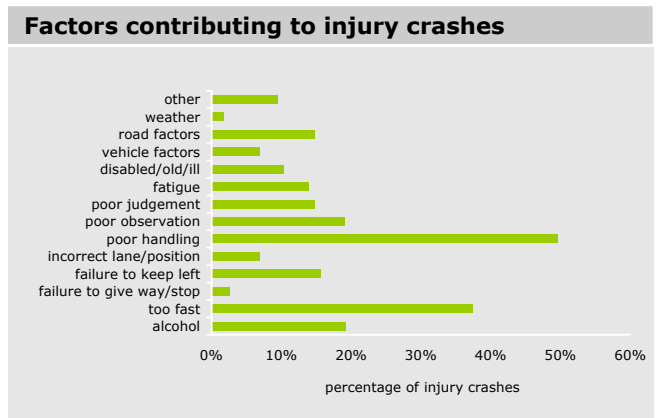
Thirty-four percent of all intersection crashes occurred on state highways. Over half of all intersection crashes occurred at T junctions. Twenty-four percent of intersection injury crashes occurred at night and a similar percentage occurred in wet conditions. Eighty percent of the drivers involved in injury crashes were local residents.

Loss of control

The number of loss of control crashes reported during 2005 within the Masterton District was 88, with 37 of those causing injuries. Loss of control continues to be the most common crash type occurring in the Masterton District, accounting for 77 percent of rural crashes – the majority (58 percent) of them occurred on bends.



Poor driver skills such as poor vehicle handling, poor observation, traveling too fast for the conditions and alcohol were reported as the leading contributing factors to loss of control injury crashes.

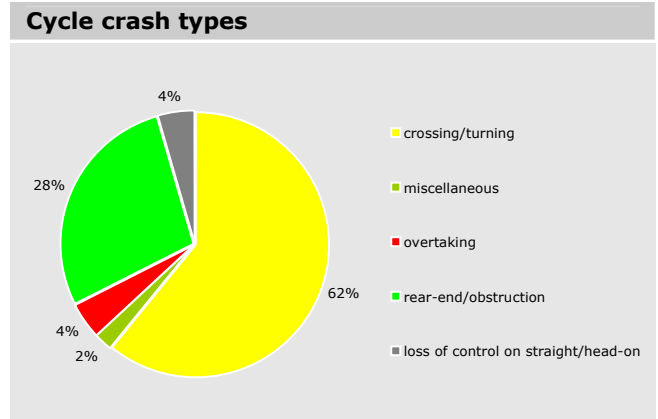
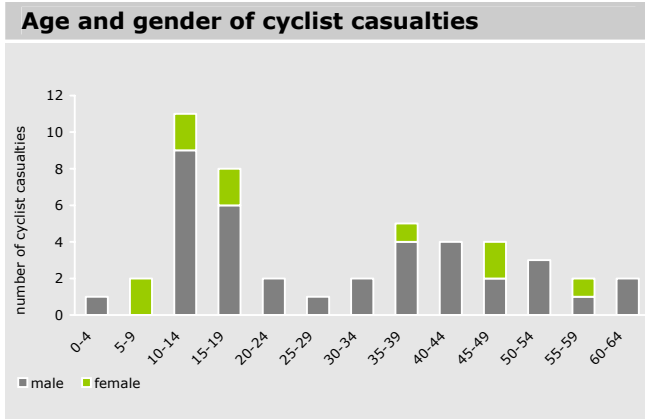


Twenty-eight percent of injury crashes occurred on wet road surfaces and 39 percent occurred during the hours of darkness. Young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes with drivers under 30 years old being involved in over 53 percent of the reported crashes. Where licence types had been recorded, 28 percent of the drivers losing control of their vehicles did not hold a full licence.

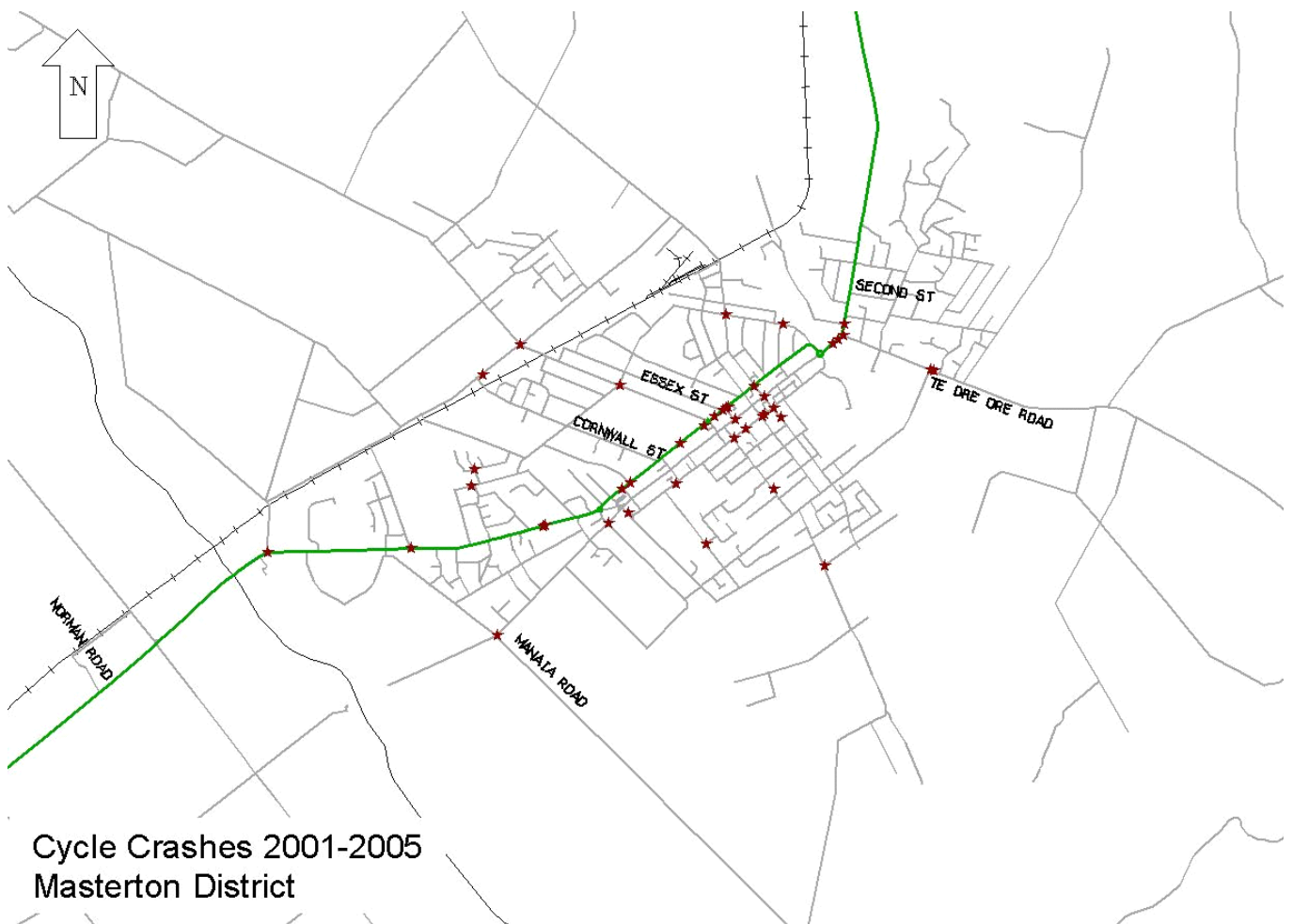
Cyclists

Cyclists are vulnerable road users and often suffer death or serious injury when in conflict with a motor vehicle. Over the 2001–2005 period, cyclist casualties comprised eight serious and 40 minor injuries.

Over 59 percent of cyclist crashes occurred at intersections. Incorrect lane position, failure to give way or stop and poor observation were the top three contributing factors between 2001 and 2005.



Between 2001 and 2005, around 48 percent of cyclist casualties were under 20 years old with the highest casualty group aged between 10 and 14 years. Seventy-five percent of them were male. On urban roads, 62 percent of cycle crashes involved crossing or turning movements and 28 percent involved rear-end movements.



National issues

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 48 injury crashes in the Masterton District between 2001 and 2005. This comprised 16 percent of all injury crashes. There was a steady upward trend in speed-related injury crashes in the 2001-2005 period.

Alcohol

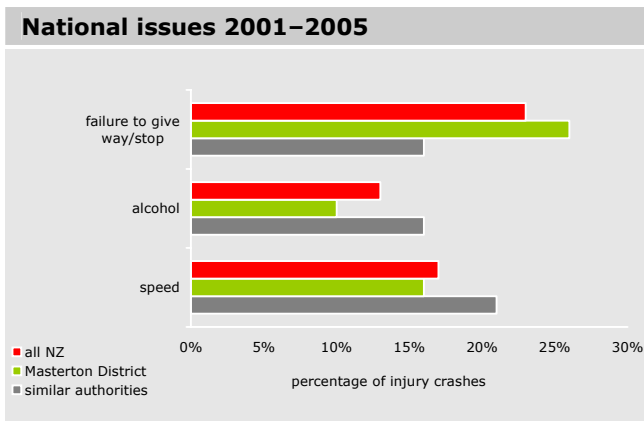
Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2001 and 2005, alcohol was a factor in 27 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.

Eighty-six injury crashes in the Masterton District between 2001 and 2005 involved a vehicle failing to give way. At 26 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 2005 survey of safety belt wearing, 96 percent of front seat adults were wearing safety belts in the Masterton District. This was above the national average of 95 percent.

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