

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in Palmerston North City.

The number of people killed or injured on the road network in Palmerston North City decreased from 208 in 2002 to 178 in 2003. These deaths and injuries last year were the result of 147 injury crashes, a reduction from 165 in 2002.

Occupants of cars and vans were the largest casualty group between 1999 and 2003. Despite a downward trend in the number of cyclist and motorcyclist casualties over the last 10 years, the percentage involvement of these two road user groups in the crash statistics was above the New Zealand average for urban roads.

The most frequent crash types were loss of control on rural roads and crashes at intersections on urban roads.

Poor driving skills such as poor judgement, poor observation or lack of handling techniques were regularly recorded as contributing factors to injury crashes.

A higher percentage of drivers involved in injury crashes during 2003 held learner or restricted licences when compared with previous years.

For 2003, the estimated social cost of crashes in Palmerston North City was \$38.71 million, a decrease from \$42.41 million in 2002.

Both local and national issues are identified below with the specific issues for the area considered in detail overleaf.

Major road safety issues

Palmerston North City

Intersections
Loss of control
Speed
Cyclists and motorcyclists

Nationally

Speed
Alcohol
Failure to give way
Restraints

ISSN 1175-897X



2003 road trauma for Palmerston North City

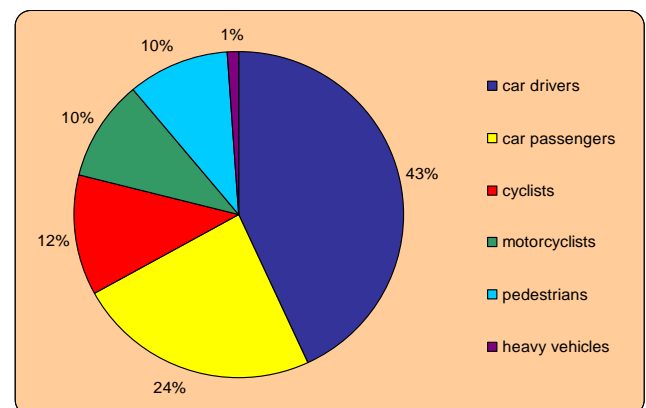
Deaths	2
Serious casualties	30
Minor casualties	146



Fatal crashes	2
Serious injury crashes	26
Minor injury crashes	119
Non-injury crashes	511

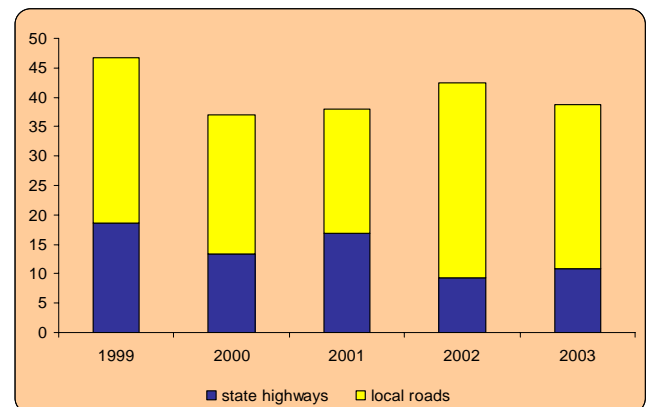
Road user casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



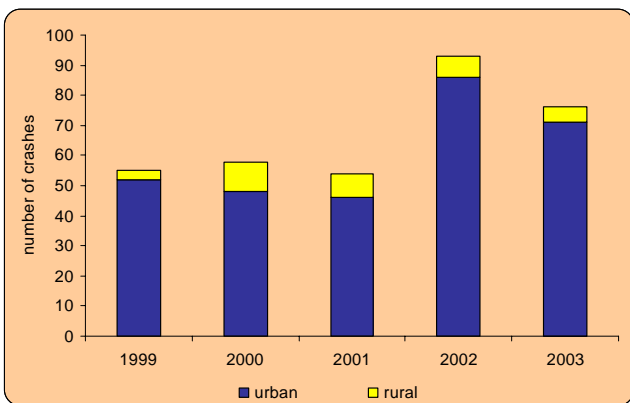
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.



Intersections

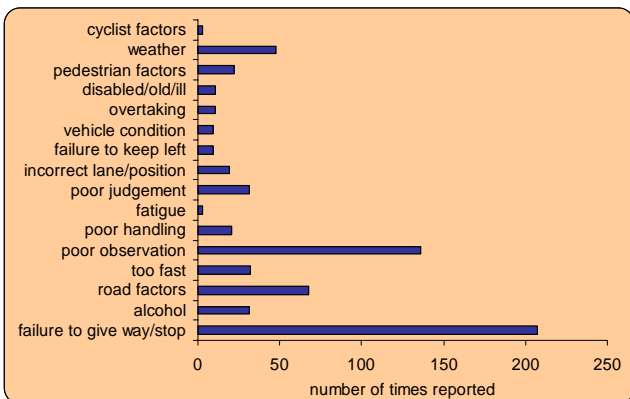
Injury crashes at intersections made up 59 percent of reported urban road injury crashes in 2003. Following the increase in the number of these crashes on urban roads in Palmerston North City during 2002, there was a reduction in 2003. For the last two years, the percentage of injury crashes occurring at urban road intersections was higher than that for similar authorities and the national average. At rural road intersections, the percentage of these crashes recorded during 2003 was the lowest in the last three years.

Injury crashes at intersections



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

Factors contributing to intersection crashes 1999–2003



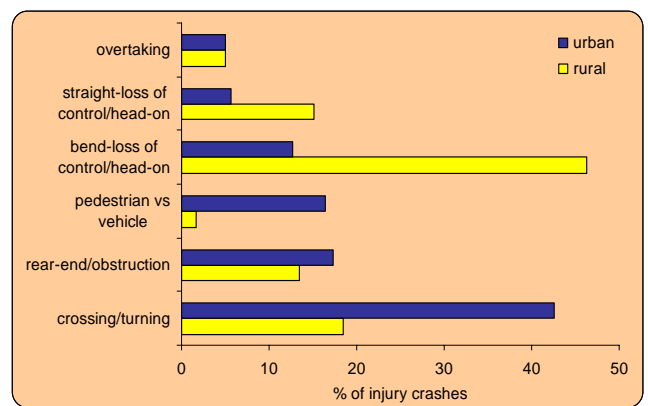
Sixty-two percent (988) of the injury and non-injury crashes reported at intersections in Palmerston North City involved a collision between vehicles making a crossing or turning movement while 19 percent (299) involved a rear-end collision.



Loss of control

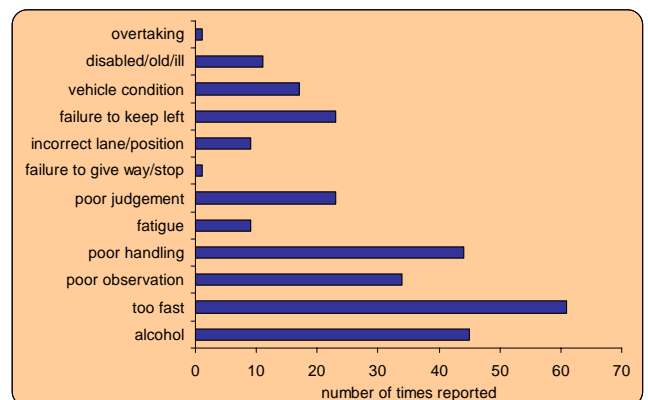
From 1999 to 2003, 61 percent of injury crashes on rural roads in Palmerston North City involved a driver losing control of a vehicle. The number of these crashes reported each year on bends had been increasing from 1999 to 2002. A slight reduction in overall numbers was recorded for 2003 although loss of control crashes were still the most common injury crash movement type on rural roads in the area. A total of 41 were recorded on all roads in Palmerston North City during 2003, a decrease from 44 in 2002.

Crash movement types 1999–2003



Travelling too fast for the conditions, alcohol, poor handling and poor observation were the main contributing factors in the loss of control injury crashes during the 1999–2003 period.

Driver factors contributing to loss of control injury crashes 1999–2003

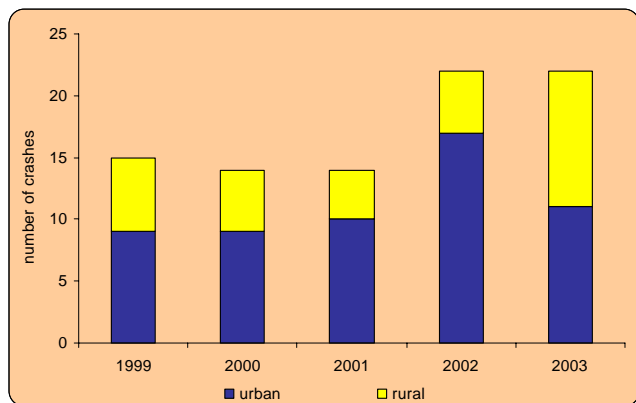


Young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes with drivers under 25 years old being involved in over half the crashes of this type reported. Over 40 percent of drivers involved in loss of control crashes did not hold a full licence.

80 Speed

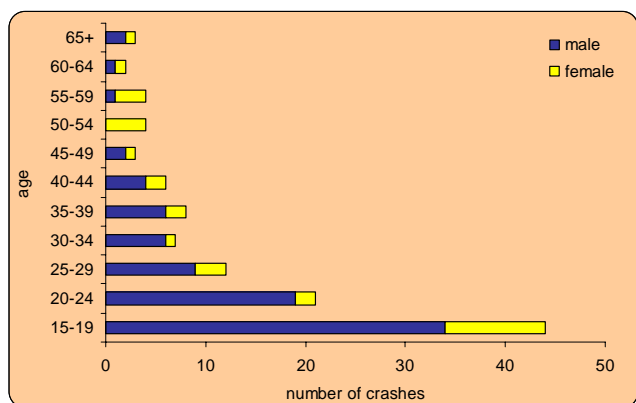
Driving at a speed too fast for the conditions was one of the main contributing factors in rural and urban injury crashes in Palmerston North City for the period 1999–2003. Speed can be attributed to 31 (26 percent) of rural road injury crashes and 56 (11 percent) of urban road injury crashes over these five years. The involvement of speed in injury crashes on rural roads was significantly higher than in other similar areas.

Speed-related injury crashes



Speed was more likely to be a contributing factor in crashes involving young drivers than older drivers. From 1999 to 2003, over half the crashes where speed was a factor involved a driver under the age of 25.

Age of drivers in speed-related crashes 1999–2003

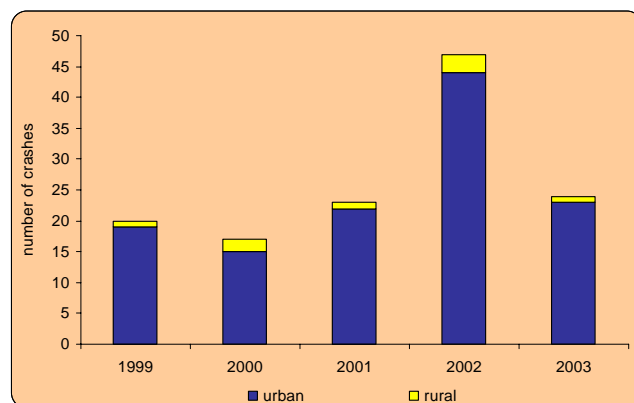


Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases along with the chances of suffering more severe injuries in the event of a crash.

Cyclists and motorcyclists

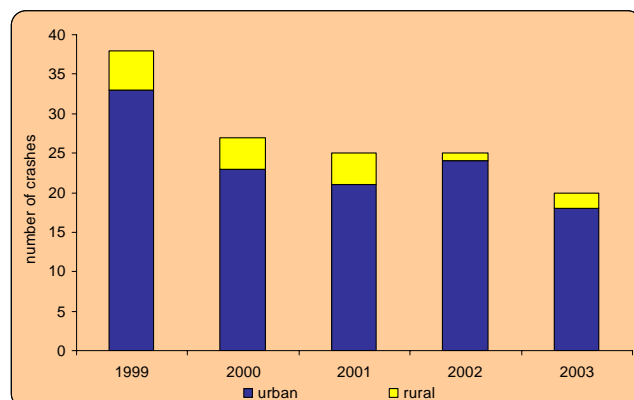
Cyclists and motorcyclists are two particularly vulnerable road-user groups and often suffer death or serious injury when in conflict with a motor vehicle. Over the 1999–2003 period, the percentage of urban road casualties for both groups was significantly higher than for similar authorities. On rural roads the percentage of cyclist and motorcyclist casualties was also higher than for similar authorities over the five-year period and cyclist casualties were significantly higher than the national average.

Cyclist crashes 1999–2003

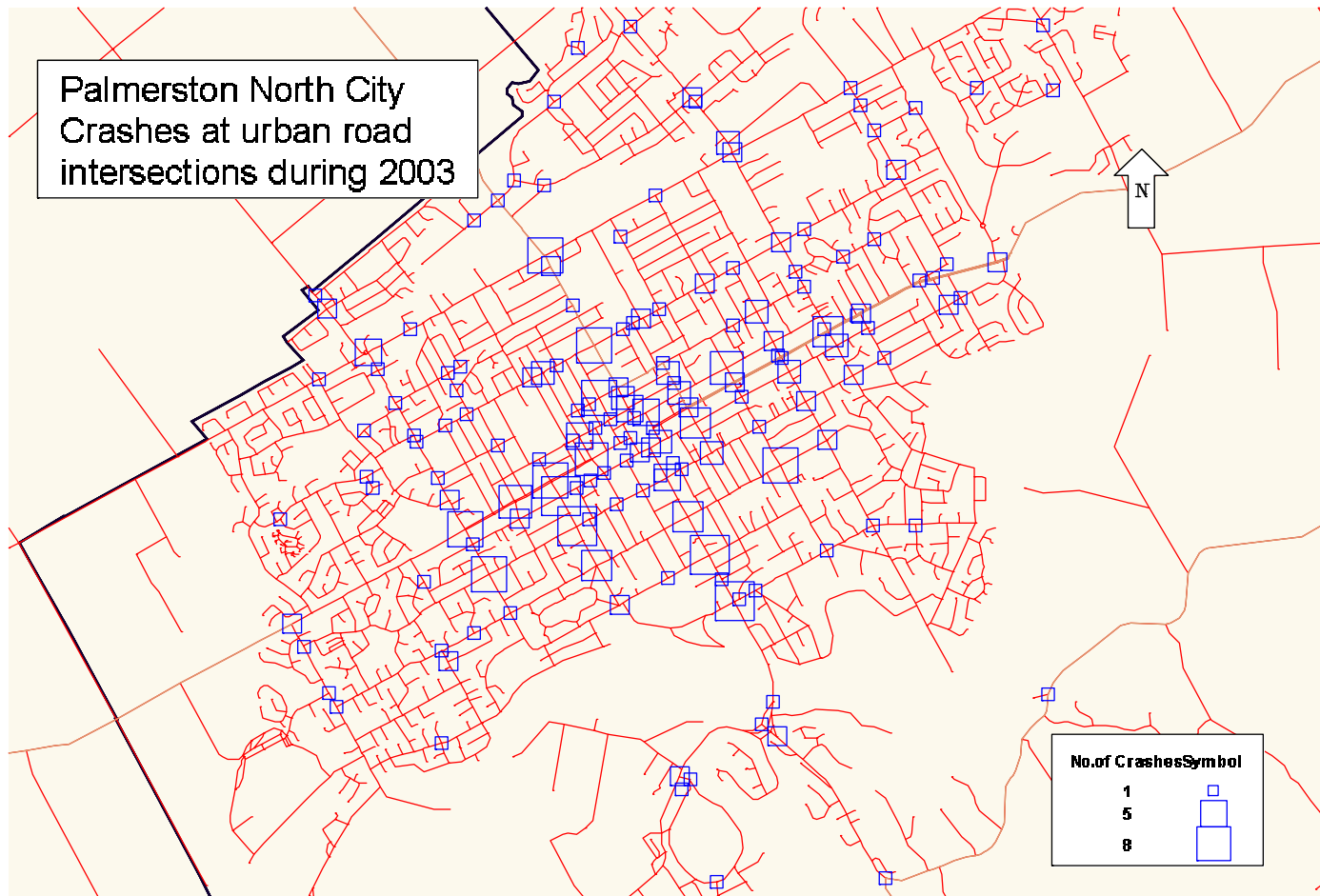


Over the last 10 years, there has been a downward trend in the number of cyclist casualties in Palmerston North City although they still make up over 11 percent of all casualties. Over 94 percent of reported injury crashes involving cyclists have occurred on urban roads in the district.

Motorcyclist crashes 1999–2003



Over the last 10 years, there has been a downward trend in the number of motorcyclist casualties in Palmerston North City, although they still make up over 10 percent of all casualties. Eighty-seven percent of reported injury crashes involving motorcycles have occurred on urban roads in the district.



Contacts

Land Transport Safety Authority

Regional Manager, Darryl Harwood
 Road Safety Engineer, Dave Curson
 Regional Education Advisor, Barbara Broederlow
 See LTSA staff contact details at bottom of page

Horizons Regional Council (Roadsafe Central)

Road Safety Co-ordinator, Mary Mitchell
 Private Bag 11025
 Palmerston North
 Phone 06 952 2810

Palmerston North City Council

Roading Manager, Graeme Tong
 Private Bag 11034
 Palmerston North
 Phone 06 356 8199

Transit New Zealand

Regional Manager, Errol Christiansen
 PO Box 345
 Wanganui
 Phone 06 345 4173

New Zealand Police

Strategic Traffic Manager
 Inspector Neil Wynne
 Central District Headquarters
 Private Bag 11040
 Palmerston North
 Phone 06 351 3600

Accident Compensation Corporation

Neesha Gouldsbury
 29 Queen Street
 Levin
 Phone 06 366 0326

Palmerston North Regional Office
 Corner Ashley and Ferguson Streets
 PO Box 1947, Palmerston North
 Phone 06 953 6296, Fax 06 953 6203
www.ltsa.govt.nz