

road safety issues

South Taranaki 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 key road safety issues in the South Taranaki District.

The number of injury crashes in the South Taranaki District has been increasing over the past five years. In the five-year period between 2000 and 2004, 35 road users were killed and a further 108 seriously injured in road crashes. In 2004, 137 people were injured in the district.

Car drivers made up 57 percent of the casualties from 2000 to 2004. Young drivers, typically on learner and restricted licences, have been increasingly involved in crashes over the past few years. Regardless of age or licence type, alcohol impairs a driver's judgement and was reported as a factor in 20 percent of all injury crashes over the 2000–2004 period.

The main crash type in the South Taranaki District from 2000 to 2004 involved a driver losing control of their vehicle, frequently on a bend. A high number of crashes also took place at intersections.

Both local and national road safety issues are identified below. Details of specific issues for the district are considered overleaf, while details of national issues are outlined on the back page.

Major road safety issues

South Taranaki District

Loss of control

Intersections

Novice drivers

Alcohol

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for South Taranaki District



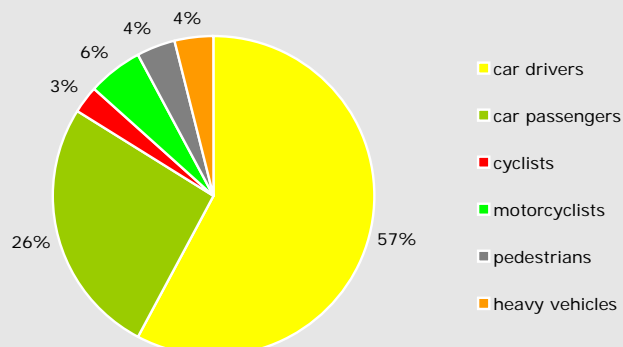
Deaths	4
Serious casualties	22
Minor casualties	111



Fatal crashes	3
Serious injury crashes	20
Minor injury crashes	69
Non-injury crashes	107

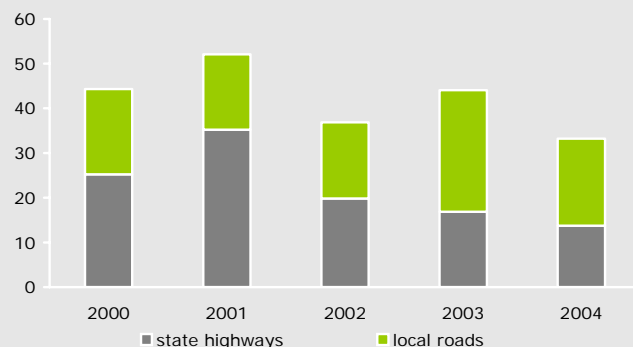
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

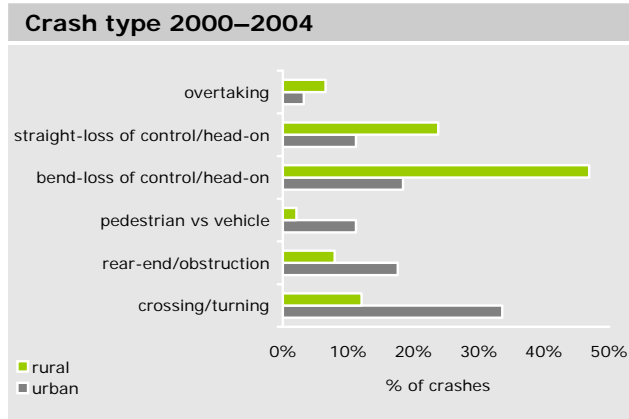
Social cost (\$ million)



*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

In the South Taranaki District there were 54 reported crashes involving drivers losing control of their vehicle in 2004. Over the 2000 to 2004 period, 58 percent of injury crashes involved loss of control, two thirds of which occurred on a bend.



Poor handling, alcohol and travelling too fast for the conditions were the leading contributing factors in loss of control injury crashes in the South Taranaki District from 2000 to 2004. Fatigue was also identified as a factor in 16 percent of crashes.



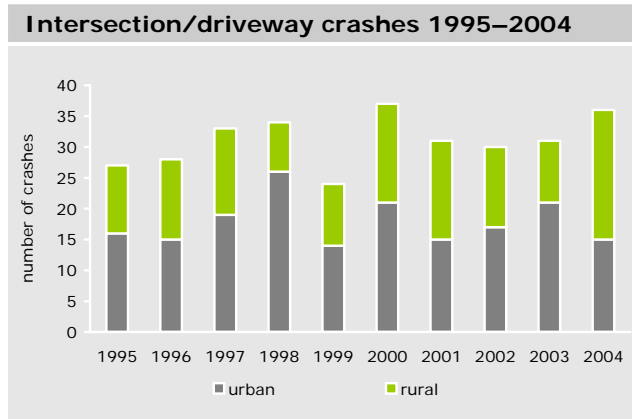
Compared with other crash types in the South Taranaki District in the period 2000–2004, a high proportion of loss of control crashes occurred during the hours of darkness, during weekends and on wet or icy road surfaces.

Road users between the ages of 15 and 19 were involved in 21 percent of loss of control crashes during this five-year period. A further 14 percent of loss of control crashes involved 20 to 24 year olds.

Intersections

From 2000 to 2004, there was an average of 33 injury crashes per year at intersections and driveways in the South Taranaki District. During this period, these crashes made up 40 percent of all injury crashes.

From the 165 injury crashes at intersections and driveways between 2000 and 2004, six people were killed and a further 38 suffered serious injuries.



Crashes at intersections typically involved vehicles colliding with other vehicles when making crossing and turning movements.

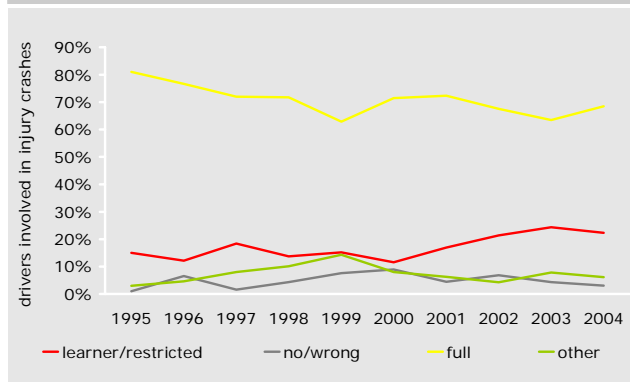
The most common factors contributing to intersection crashes included drivers failing to give way or stop and poor driver observation. A quarter of crashes at T junctions in the district had no form of priority control (Stop or Give Way signs and markings) at the intersection.

Twelve percent of crashes at intersections and driveways involved a motorcyclist.

Novice drivers

Novice drivers on learner and restricted licences were involved in 28 percent of crashes in 2004. From 2000 to 2004, there was an upward trend in their involvement in injury crashes in the district, from 12 percent of drivers in 2000 to 22 percent in 2004.

Driver licence status 1995–2004



Thirty-eight percent of crashes involving a novice driver occurred at an intersection; for all crashes in the district regardless of driver licence status, this figure was 32 percent. Sixty percent of crashes involving learner and restricted licence holders involved a driver losing control of their vehicle.

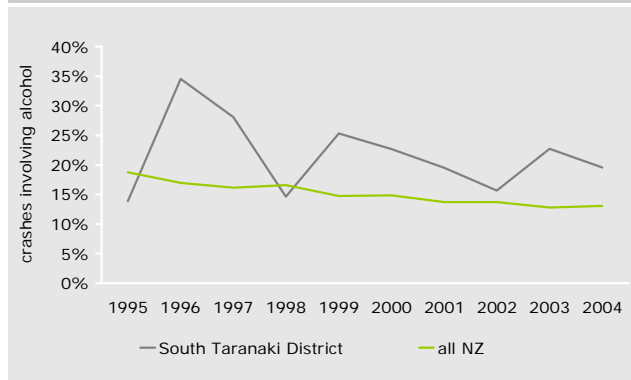
Over half of all novice drivers involved in crashes in the South Taranaki District from 2000 to 2004 were aged between 15 and 19 years old. A further 34 percent were aged between 20 and 29 years old.

Overall, a third of crashes involving these types of licence holders occurred between the hours of 8 pm and 6 am. For weekend crashes, this proportion increased to 52 percent. Forty-three percent of crashes involving learner and restricted drivers occurred during the hours of darkness.

Alcohol

Between 2000 and 2004, 20 percent of all injury crashes included alcohol as a factor. During this period, the percentage of injury crashes involving alcohol in the South Taranaki District was higher than that of similar local authorities and New Zealand as a whole. Forty percent of crashes involving drunk drivers resulted in either a fatal or serious injury crash.

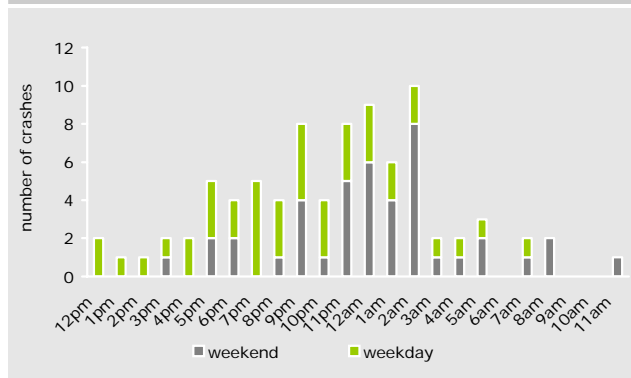
Alcohol-related injury crashes 1995–2004



Younger drivers aged 15 to 24 were involved in over one third of alcohol-related crashes in the district.

Compared with other crash types in the district between 2000 and 2004, a high proportion of alcohol-related crashes occurred at weekends, in the dark or on wet or icy roads.

Alcohol-related injury crashes by time of day 2000–2004



Fifty-seven percent of alcohol-related crashes involved a driver losing control of their vehicle on a bend and a further 24 percent on a straight road.

Alcohol has a considerable effect on the way people drive and accordingly, poor handling skills were reported as a factor in 36 percent of alcohol-related injury crashes. Thirty-three percent of alcohol-affected drivers were travelling too fast for the conditions.

Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. In the South Taranaki District between 2000 and 2004, 37 percent of crashes involving speed resulted in a death or serious injury.

During this period, travelling too fast for the conditions was a factor in 22 percent of injury crashes. Over the five-year period between 2000 and 2004, crash numbers involving speed as a factor remained static. A high proportion of speed-related crashes (compared with all crashes in the district) occurred during the hours of darkness and on wet or icy roads.

Alcohol

Alcohol has a big effect on the way people drive. People who drink and drive (with a blood alcohol level over 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 identified as a factor in 83 crashes in the South Taranaki District. Drink-driving has been identified as an issue requiring specific attention in the South Taranaki District.

Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, failing to give way at an intersection can have severe consequences. Twenty-three out of the 83 crashes where a driver failed to give way in the South Taranaki District between 2000 and 2004 resulted in a fatal or serious crash.

Crashes involving failure to give way has been identified as a local issue related to intersections in the South Taranaki District.

Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether in the front or the back seat, the risk of serious or fatal injury if not wearing a safety belt is virtually the same.

Results from the 2004 national restraint wearing survey showed that the front seat safety belt wearing rate for the South Taranaki District was 89 percent, compared with the national average of 94 percent. The 2003 rear seat belt wearing rate for the South Taranaki/Stratford Districts was 85 percent compared with the New Zealand average of 81 percent.

Contacts

Land Transport New Zealand
Rosalie Orr
Partnership Manager Midlands
See contact details at bottom of the page.

Road Safety Co-ordinator
Marion Webby
South Taranaki District Council
Private Bag 902
Hawera
Phone 0800 111 323

South Taranaki District Council
Roading Manager
Vincent Lim
Private Bag 902
Hawera
Phone 06 278 0555

New Zealand Police
Road Policing Manager
Inspector Neil Wynne
Central Police District
Private Bag 11040
Palmerston North
Phone 06 351 3600

Transit New Zealand Regional Manager
Errol Christiansen
PO Box 345
Wanganui
Phone 06 345 4173



Midland Regional Office
183 Collingwood Street
Private Bag 3081
Hamilton

Telephone 07 958 7840
Fax 07 958 7866

www.landtransport.govt.nz