

# briefing notes road safety issues

## South Taranaki District

This report details aspects of South Taranaki District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in South Taranaki District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005-2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when South Taranaki District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

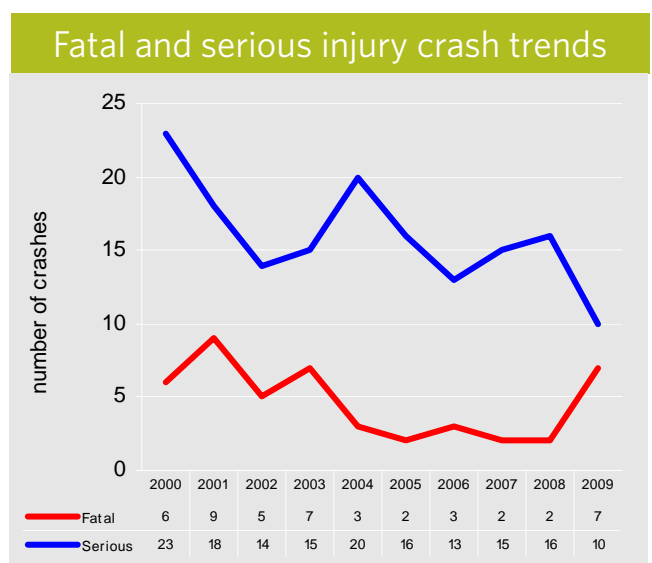
2009 road trauma	
Casualties	South Taranaki District
Death	8
Serious injury	10
Minor injury	79
<b>Total casualties</b>	<b>97</b>

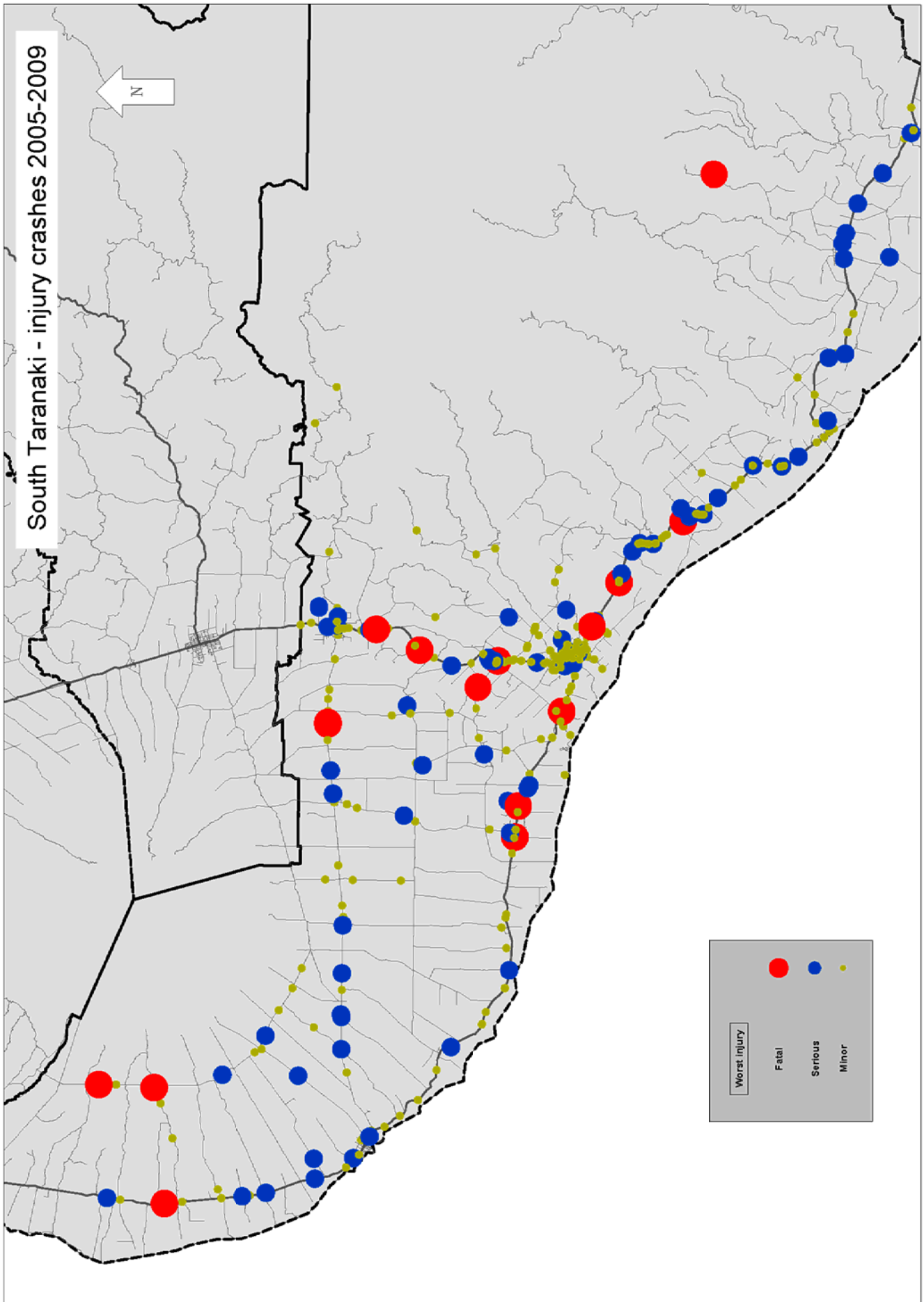
Crashes	South Taranaki District
Fatal crashes	7
Serious injury crashes	10
Minor injury crashes	50
<b>Total injury crashes</b>	<b>67</b>
Non-injury crashes	108 reported

2009 - social cost of crashes	
Local roads	\$ 22.24M
State highways	\$ 19.80M
<b>Total</b>	<b>\$ 42.04M</b>

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
South Taranaki District	
<b>Loss of control</b>	
<b>Alcohol - incl alcohol &amp; speed</b>	
<b>Vulnerable road users - motorcyclists</b>	
<b>Young drivers</b>	
<b>Fatigue</b>	





## 2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

### Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

### Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

### Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

## South Taranaki District

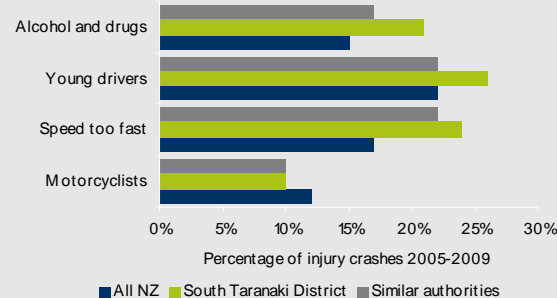
Presented below is a brief look at South Taranaki District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

### Restraints

According to 2009 survey results, restraint use rate in South Taranaki District are 97 and 100 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

### Safer Journeys’ areas of high concern



### Alcohol and drugs

In South Taranaki District, alcohol was recorded in 21 percent of injury crashes in the last five years, resulting in 12 deaths, 16 serious injuries and 77 minor injuries. Alcohol-related crashes were significantly higher proportionally than in similar authorities.

### Young drivers

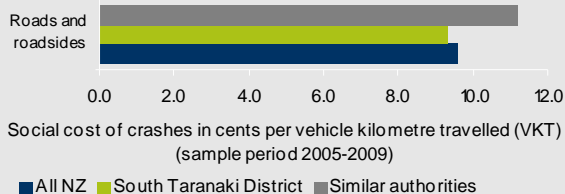
In South Taranaki District, young drivers aged 15-19 years were involved in 26 percent of all injury crashes during the last five year period, resulting in 3 deaths, 22 serious injuries and 120 minor injuries. This was proportionally significantly higher when compared to that of similar authorities.

### Speed too fast

Speed too fast was recorded in 24 percent of injury crashes in South Taranaki District in the last five years, resulting in 5 deaths, 26 serious injuries and 91 minor injuries. Speed as a factor in crashes was higher proportionally compared to similar authorities.

### Motorcyclists

In South Taranaki District, motorcyclists were involved in 10 percent of all injury crashes during the last five year period, resulting in 3 deaths, 17 serious injuries and 22 minor injuries. Injury crashes involving motorcyclists was similar proportionally when compared to similar authorities.



### Roads and roadsides

In South Taranaki District, there were on average 24 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes 17 percent lower than the similar authority average (see the graph above).

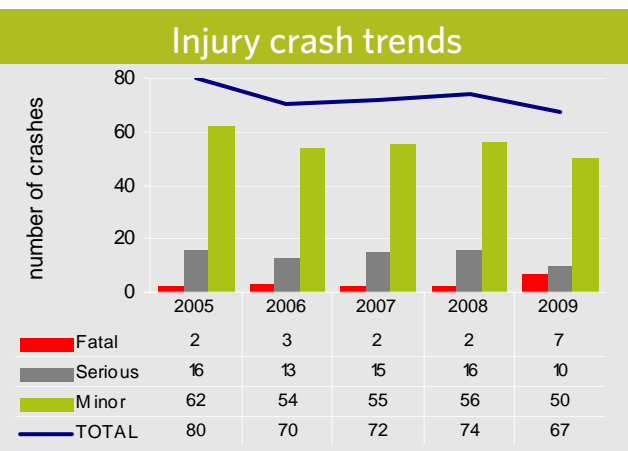
## Overview 2009

In 2009 in South Taranaki District, 67 injury crashes resulting in 97 casualties and 108 non-injury crashes were reported by the New Zealand Police. Fifty-one percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

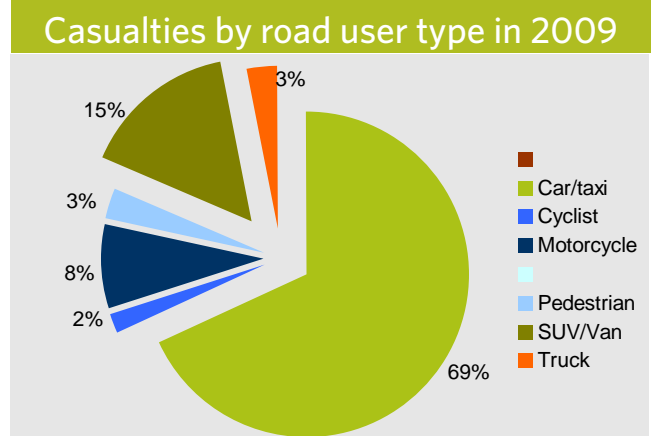
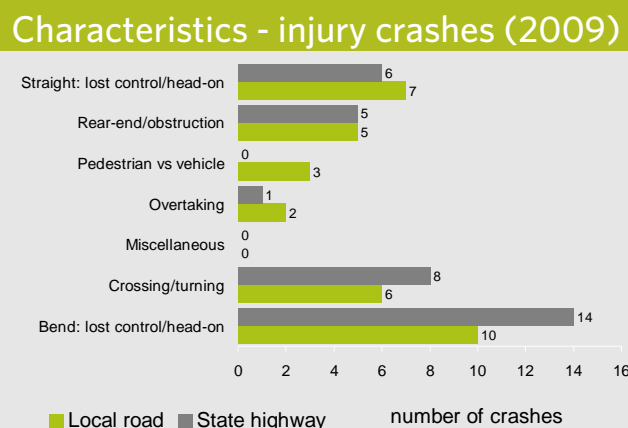
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	8	10	79	97
Local roads vs state highways				
Local roads	4	4	32	40
State highways	4	6	47	57
Rural vs urban roads				
Rural <sup>1</sup>	8	9	50	67
Urban	0	1	29	30

<sup>1</sup> Rural- an area with a speed limit of 80km/h or more

The latest five year data shows a downward trend in the total number of injury crashes, however there is little change in the combined numbers of fatal and serious crashes.



In 2009 over half the injury crashes involved a driver losing control of their vehicle and a fifth involved a crossing or turning movement.



Over two thirds of casualties were drivers or passengers of cars, a seventh of sports utility vehicles or vans and an eighth were vulnerable road users (pedestrians, cyclist and motorcyclists).

In 2009 in South Taranaki District, young drivers aged 15 to 19 years inclusive were at fault drivers in 19 percent of injury crashes and older drivers, 70 years of age and over, in 7 percent.

Further information about injury crashes in the district during 2009 on:

### Local roads

- Total number of injury crashes: 33
- Worst months: January and December (15 percent)
- Worst day of week: Thursday (27 percent)
- Wet road crashes: 18 percent
- Night time crashes: 36 percent
- Alcohol over limit: 27 percent
- Too fast for conditions: 15 percent
- Failed to give way/stop: 18 percent
- Pedestrian factors : 6 percent
- Crashes at intersection: 27 percent
- Road factors: 15 percent
- At fault male driver: 61 percent
- At fault driver held full NZ licence: 61 percent

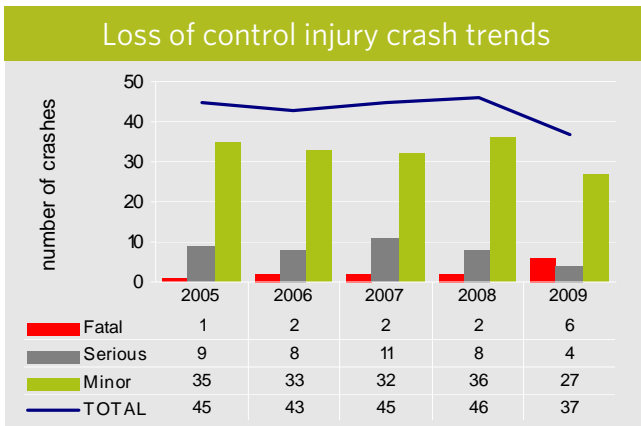
### State highways

- Total number of injury crashes: 34
- Worst months: May and July (18 percent)
- Worst day of week: Thursday (24 percent)
- Wet road crashes: 41 percent
- Night time crashes: 35 percent
- Alcohol over limit: 21 percent
- Too fast for conditions: 12 percent
- Failed to give way/stop: 24 percent
- Fatigue: 18 percent
- Crashes at intersection: 29 percent
- Road factors: 18 percent
- At fault male driver: 61 percent
- At fault driver held full NZ licence: 61 percent

## Loss of control

During the most recent five year period (2005-2009) 59 percent of all injury crashes in South Taranaki District occurred due to loss of control. These crashes resulted in 16 deaths, 53 serious injuries and 242 minor injuries. A further 292 non-injury crashes were reported involving loss of control.

The latest five year data shows a slight downward trend in the total number of loss of control type injury crashes. There is a level trend in the fatal and serious injury crash total over this period.



Nearly three-quarters of loss of control crashes occurred at bends (71 percent). These involved a driver losing control of their vehicle then commonly running off the road or perhaps colliding with another vehicle (17 percent).

In loss of control crashes the three most common roadside hazards struck in loss of control crashes were fences (33 percent), post or poles (16 percent) and cliff banks and ditches (13 percent each). In total 596 reported roadside objects were struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows a breakdown of the general environment of all loss of control crashes (508 crashes) in South Taranaki District 2005-2009, split to show urban and rural speed limits.

Loss of Control	Local Urban	Local Rural	SH urban	SH Rural
At bends	12%	22%	3%	34%
Straight road	5%	11%	3%	10%

Rural roads are roads with a speed of 80km/hr or more

The following table shows the main characteristics of loss of control crashes. Alcohol was a contributing factor in over a quarter of the loss of control injury crashes and speed too fast for conditions was recorded as a factor in a third. Poor handling was a contributing factor in two-fifths of the injury crashes. Just over three-quarters of all loss of control crashes occurred in rural areas. Nearly half all loss of control crashes were during hours of darkness and over a third occurred in wet conditions.

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	83%
Alcohol (injury crashes)	28%
Too fast for the conditions (injury crashes)	33%
Road factors	18%
Poor handling (injury crashes)	38%
Rural road	77%
Wet road	36%
Night time	46%

Further information about all crashes due to loss of controls in South Taranaki District 2005-2009 on:

### Local roads

- 6 deaths, 21 serious injuries and 108 minor injuries
- Worst month: January (34 crashes)
- Worst day of week: Friday (50 crashes)
- Wet road crashes: 27 percent
- Night time crashes: 52 percent
- Crashes at intersection: 26 percent
- Road factors: 15 percent
- Alcohol over limit (injury crashes): 35 percent
- Most common injury crash factors: poor handling (45 percent) followed by too fast (40 percent)
- At fault male driver (injury crashes): 73 percent
- At fault driver held restricted or learner licence (injury crashes): 43 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (56 percent)

### State highways

- 10 deaths, 32 serious injuries and 134 minor injuries
- Worst month: December (32 crashes)
- Worst day of week: Sunday (48 crashes)
- Wet road crashes: 45 percent
- Night time crashes: 41 percent
- Crashes at intersection: 14 percent
- Road factors: 21 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factors: poor handling (32 percent) followed by too fast (28 percent)
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes): 60 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (34 percent)

## Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

During 2009, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

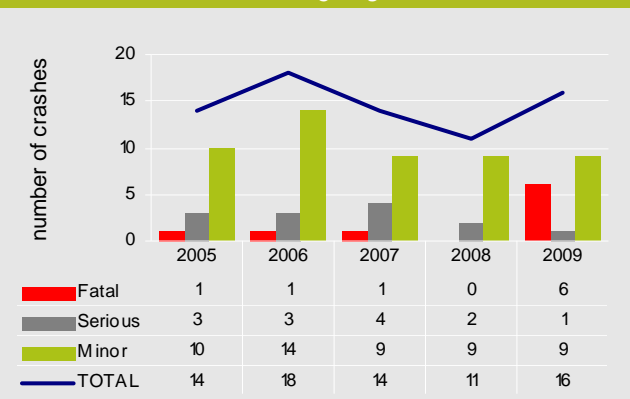
### South Taranaki District

During the last five year period (2005-2009) 21 percent of all injury crashes in South Taranaki District were alcohol-related which was higher than the latest five year average for similar authorities (17 percent) and the national average (15 percent). Last year 24 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 73 injury and 78 non-injury alcohol related crashes reported in the last five years. These crashes resulted in 12 deaths, 18 serious injuries and 77 minor injuries.

The latest five year data shows a level trend in the total number of alcohol-related injury crashes. The trend in total fatal and serious injury crashes over this period is upwards.

#### Alcohol-related injury crash trends



Over a third of alcohol-related crashes occurred on state highways (37 percent) accounting for nearly three-fifths of all fatalities (59 percent). Just over a three-fifths of alcohol-related crashes occurred in urban areas (62 percent).

Thirty-seven percent of at fault drivers involved in alcohol-related crashes held a full New Zealand drivers' licence and also 37 percent held either a learner licence or restricted licence.

Over two-fifths of the at fault drivers in alcohol related crashes were in the age group 15-24 years (41 percent): split between the age groups 15-19 years (18 percent) and 20-24 years (23 percent).

## Alcohol and speed

Speed was a factor in 30 percent of the 73 alcohol related injury crashes in the district 2005-2009 resulting in 5 deaths, 7 serious injuries and 25 minor injuries. Speed itself has been a factor in 24 percent of all injury crashes in the district in the last five years.

Over two-fifths of the crashes where alcohol and speed were both contributing factors occurred within urban speed limits (44 percent), 70 percent on local roads and three-quarters in dark conditions (74 percent). Most of these loss of control type crashes occurred at bends (86 percent).

Nearly half of the at fault drivers in these injury crashes were males under 25 years of age (46 percent).

Further information about alcohol-related crashes in South Taranaki District 2005-2009 on:

### Local roads

- 5 deaths, 9 serious injuries and 45 minor injuries
- Worst months: January and December (11 crashes each)
- Worst day of week: Sunday (27 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 80 percent
- Crashes at intersection: 24 percent
- Too fast for conditions (injury crashes): 35 percent
- Most common injury crash factors: poor handling (43 percent) and poor observation (18 percent)
- Road factors: 8 percent
- At fault male driver (injury crashes): 78 percent
- At fault drivers held learner or restricted licence (injury crashes): 45 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (53 percent)

### State highways

- 7 deaths, 9 serious injuries and 32 minor injuries
- Worst month: January (7 crashes)
- Worst day of week: Sunday (15 crashes)
- Wet road crashes: 18 percent
- Night time crashes: 68 percent
- Crashes at intersection: 20 percent
- Too fast for conditions (injury crashes): 24 percent
- Most common injury crash factors: poor handling (21 percent) and fatigue (18 percent)
- Road factors: 5 percent
- At fault male driver (injury crashes): 79 percent
- At fault drivers held restricted or learner licence (injury crashes): 27 percent
- Most common at fault drivers' age group (injury crashes): 15-29 years (33 percent), followed by 40-49 years (22 percent)

## Vulnerable road users

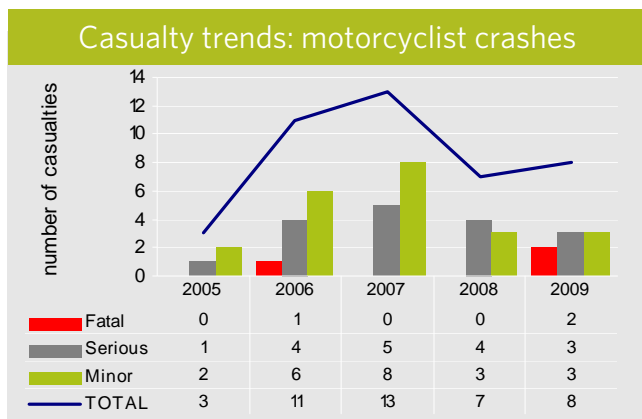
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In South Taranaki District vulnerable road users accounted for 18 percent of all casualties over the last five years (2005-2009), resulting in 4 deaths (three motorcyclists and one cyclist), 25 serious injuries and 46 minor injuries in the district for this period.

## Motorcyclists

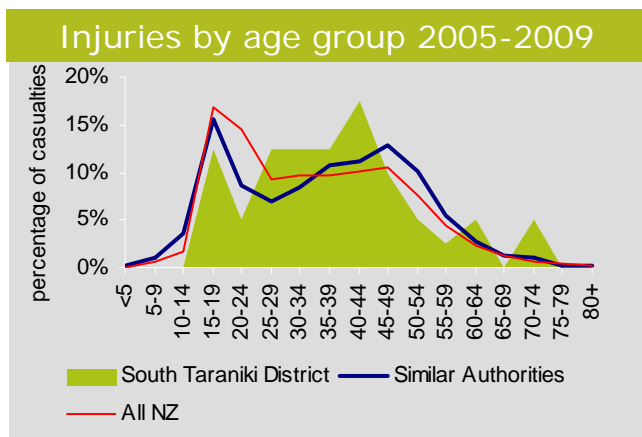
Injury crashes involving motorcyclists represented 10 percent of all injury crashes in South Taranaki District during the last five year period, resulting in 3 deaths, 17 serious injuries and 22 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcyclist crashes over this period.



Just over three-fifths of crashes involving motorcyclists occurred on rural roads (62 percent). Over a third occurred at intersections (36 percent). Just over two-fifths are reported as single party motorcycle crashes (43 percent).

The age distribution of injured motorcyclists is shown below. Motorcyclists aged 25-44 years were the most commonly injured group (54 percent). Young riders aged 15-19 years accounted for 13 percent of those injured motorcyclists in the district over this period.



Location / route	Number of motorcyclist injury crashes
SH 3/ Puriri St	2
SH 3/ Ingahape Road	2
Along SH 3 route	14
Along SH 45 route	6
High St route	3
Wiremu Road route	2

Crash locations/routes for motorcycle crashes in South Taranaki 2005-2009 are scattered, high crash roads are shown in the table above.

The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in South Taranaki District 2005-2009 were:

- lost control on a straight road: 10 percent
- lost control at bends: 41 percent
- at a crossroad both vehicles travelling straight through collide: 15 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 8 percent

Over three-fifths of crashes involving motorcyclists occurred in rural areas (62 percent), with almost equal numbers upon local roads and state highways.

Further information regarding crashes involving motorcyclists in South Taranaki District 2005-2009 on:

### Local roads

- 2 deaths, 8 serious injuries and 8 minor injuries
- Worst month: December (4 crashes)
- Worst day of week: Friday (4 crashes)
- Most common injury crash factors: poor observation ( 47 percent) followed by failed to give way/ stop (40 percent )
- Wet road crashes: 5 percent
- Night time crashes: 37 percent
- Alcohol over limit (injury crashes): 27 percent
- Crashes at intersection: 37 percent
- Male motorcyclist injured: 88 percent

### State highways

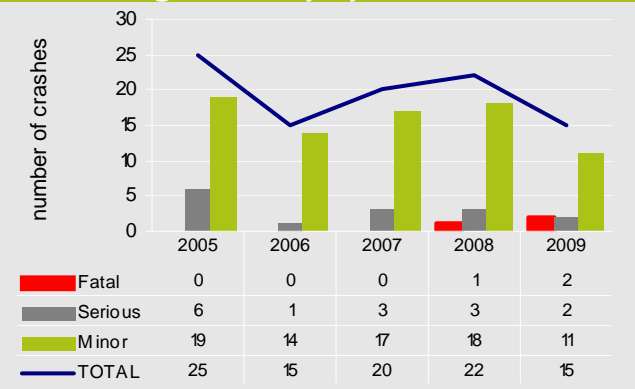
- 1 death, 9 serious injuries and 14 minor injuries
- Worst months: February and December (4 crashes each)
- Worst day of week: Sunday (8 crashes)
- Most common injury crash factors: poor observation ( 40 percent) followed by failed to give way/ stop (30 percent)
- Wet road crashes: 15 percent
- Night time crashes: 15 percent
- Alcohol over limit (injury crashes): 20 percent
- Crashes at intersection: 35 percent
- Male motorcyclist injured: 64 percent

## Young drivers

During the most recent five year period (2005-2009) in South Taranaki District, 27 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 3 deaths, 22 serious injuries and 123 minor injuries.

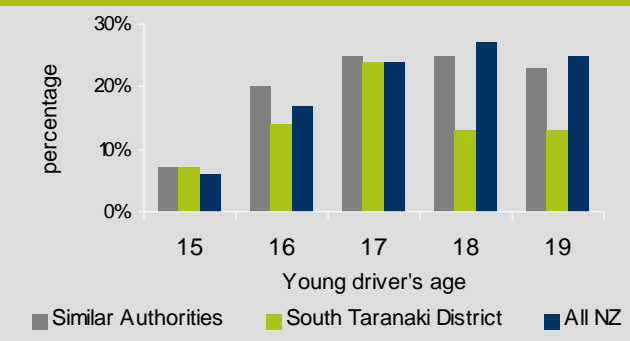
The latest five year data shows a downward trend in the total number of injury crashes involving young drivers.

### Young driver injury crash trends



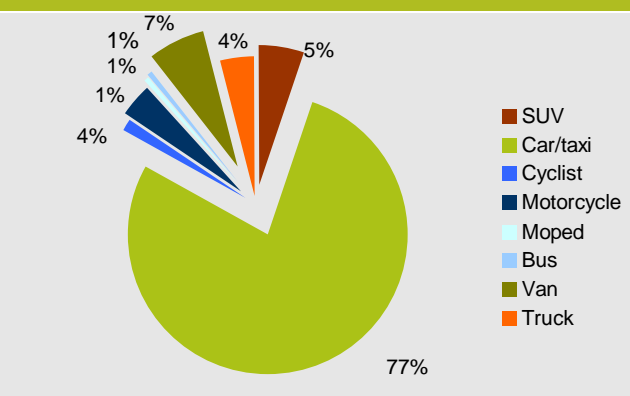
The age distribution of young drivers involved in injury crashes is shown below. Eighty-three percent of these injury crashes show young drivers were at fault or part-fault.

### Age distribution of young drivers 2005-2009

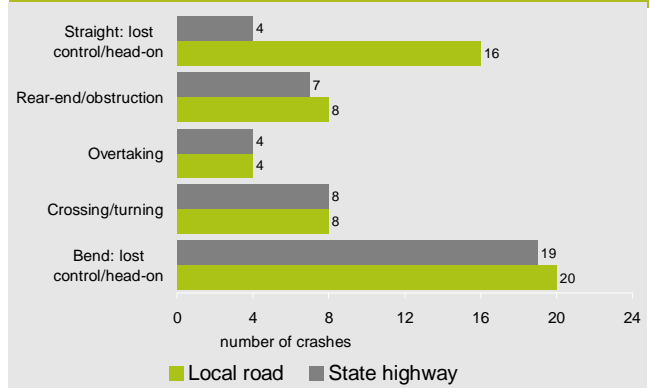


The types of vehicles involved in injury crashes involving young drivers are shown below. Nearly half of these crashes were single vehicle crashes (48 percent).

### Vehicle types involved in young driver injury crashes 2005-2009



### Characteristics of young driver injury crashes



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement involves a driver losing control of their vehicle (58 percent):

- loss of control at bends: 30 percent
- loss of control on a straight road: 17 percent
- loss of control head-on collision: 7 percent
- loss of control overtaking: 4 percent

Further information about injury crashes involving young drivers in South Taranaki District 2005-2009 on:

#### Local roads

- 15 serious injuries and 71 minor injuries
- Worst month: October (11 crashes)
- Worst day of week: Friday (10 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 32 percent
- Alcohol over limit (injury crashes): 18 percent
- Speed too fast (injury crashes): 38 percent
- Most common injury crash factors: poor observation (32 percent) followed by failure to give way/stop (16 percent)
- At fault driver held learner NZ licence (injury crashes): 19 percent
- At fault driver held restricted NZ licence (injury crashes): 39 percent

#### State highways

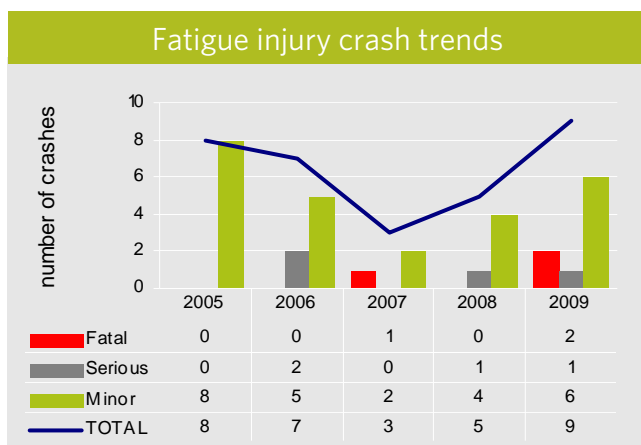
- 3 deaths, 7 serious injuries and 52 minor injuries
- Worst month: July (7 crashes)
- Worst day of week: Friday (10 crashes)
- Wet road crashes: 43 percent
- Night time crashes: 48 percent
- Alcohol over limit (injury crashes): 7 percent
- Speed too fast (injury crashes): 29 percent
- Most common injury crash factors: poor observation (44 percent) followed by failure to give way/stop (20 percent)
- At fault driver held learner NZ licence (injury crashes): 18 percent
- At fault driver held restricted NZ licence (injury crashes): 36 percent



## Fatigue

During the most recent five year period (2005-2009) fatigue was reported as a factor contributing to 9 percent (32 injury crashes) of all injury crashes in South Taranaki District. These crashes resulted in 4 deaths, 4 serious injuries and 28 minor injuries. There were a further 36 non-injury crashes reported.

The latest five year data shows a downward trend in the total number of fatigue-related injury crashes.



Three-fifths of the fatigue-related crashes occurred on state highways in rural areas (59 percent). During 2005-2009 there were 22 fatigue-related injury crashes on state highways:

- SH 3 had 17 fatigue-related injury crashes
- SH 45 had 5 fatigue-related injury crashes

Nearly half of all the fatigue-related crashes occurred on a weekend, between 6pm Friday and 6am Monday (46 percent). And a similar number of the all fatigue-related crashes occurred during the hours of darkness (47 crashes).

The most common contributory factor in the fatigue-related injury crashes was alcohol, recorded in 28 percent of all injury crashes.

The most common movement cause associated with fatigue is loss of control (90 percent):

- loss of control at bends: 49 percent
- loss of control on straight road: 41 percent

The largest represented age group in fatigue-related injury crashes of at fault drivers were males aged 20-24 years (34 percent). Young drivers 15-19 years were at fault in 9 percent of these injury crashes and those in the group 30-39 years in 16 percent. Seventy-eight percent of at fault drivers were male.

Fifty-six percent of drivers at fault in fatigue-related injury crashes held a full NZ driver's licence. Over a third (34 percent) of at fault drivers held either a restricted licence or a learner licence.

### Fatigue 2005-2009

Fatigue causes	Percentage of injury crashes	
	South Taranaki District	New Zealand
General (drowsy, tired, fell asleep)	8.2%	4.6 %
Long trip	nil	0.2 %
Lack of sleep	1.0%	1.0 %
Worked long hours before driving	nil	0.3 %

The above table shows the recorded causes of fatigue and their contribution to all injury crashes in South Taranaki District 2005-2009.

Further information about all fatigue-related crashes in South Taranaki District 2005-2009 on:

#### Local roads

- 1 death, 1 serious injury and 8 minor injuries
- Worst month: April (6 crashes)
- Worst day of week: Sunday (6 crashes)
- Wet road crashes: 27 percent
- Night time crashes: 59 percent
- Alcohol over limit (injury crashes): 30 percent
- Most common injury crash factors: poor handling (20 percent) followed by too fast (10 percent)
- Road factors: nil
- At fault male driver (injury crashes): 70 percent
- At fault driver held full NZ licence (injury crashes): 60 percent
- Most common at fault drivers' age group (injury crashes): 20-29 years (60 percent)

#### State highways

- 3 deaths, 3 serious injuries and 20 minor injuries
- Worst month: December (7 crashes)
- Worst day of week: Sunday (11 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 41 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: poor handling (14 percent) followed by failed to keep left (9 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 82 percent
- At fault driver held learner or restricted licence (injury crashes): 36 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years (26 percent, all males)

## Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either South Taranaki District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

## Contacts

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