

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 key road safety issues in the Stratford District.

The number of people who died in road crashes in the Stratford District decreased from three in 2002, to one in 2003. The number of casualties also decreased significantly in the last year. Two serious casualties were recorded for 2003 compared with five in the previous year and 15 minor casualties compared with 41 in 2002.

One of the issues raising concern in the district was the 15 to 19 age group which accounted for 28 percent of all road casualties in the 1999–2003 period. Occupants of cars and vans were the largest casualty group, making up 78 percent of all road user casualties. There was also a high number of pedestrian casualties in urban areas, a sharp increase from 2002. Motorcyclist casualties in the district were higher than in similar local authorities and all of New Zealand. In 2003, 71 percent of all injury crashes in the district occurred on rural roads.

The estimated social cost of crashes in the Stratford District for 2003 was \$6.74 million, a decrease of \$10.26 million on the previous year. This can mainly be attributed to the recent decrease in fatalities and serious casualties.

Both local and national road safety issues are identified below. The specific concerns for the Stratford District are considered in detail overleaf.

Major road safety issues




Stratford District

- Younger road users
- Loss of control
- Alcohol
- Vulnerable road users

Nationally

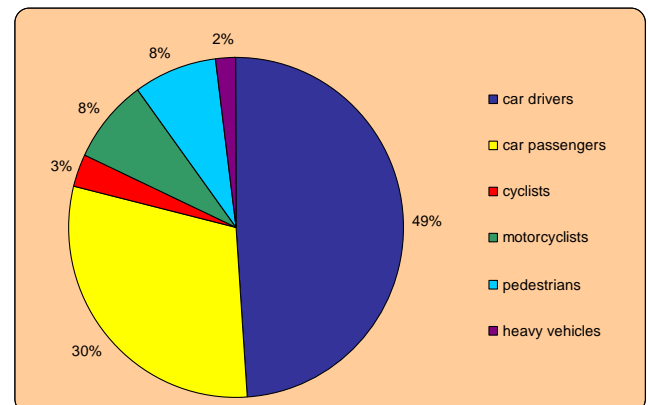
- Speed
- Alcohol
- Failure to give way
- Restraints

2003 road trauma for Stratford District

	Deaths	1
	Serious casualties	2
	Minor casualties	15
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	Fatal crashes	1
	Serious injury crashes	2
	Minor injury crashes	11
	Non-injury crashes	17

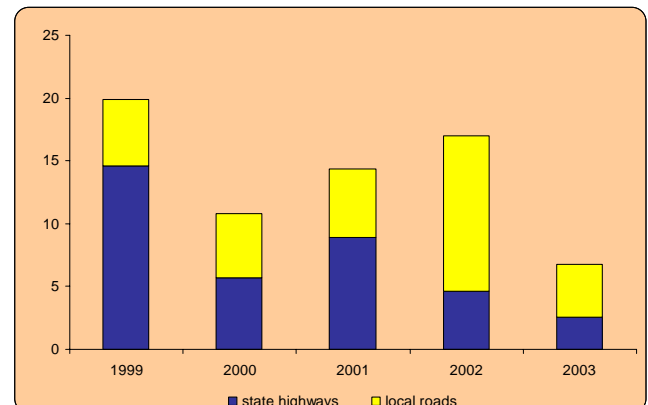
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)

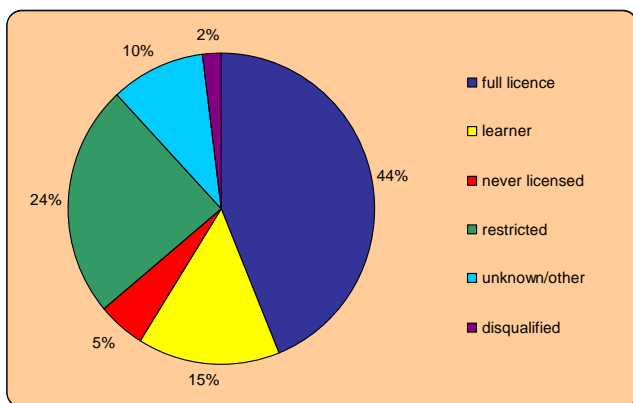


*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Younger road users

Younger road users, especially those in the 15 to 19 year age group, continue to be involved in a high number of crashes. This is not only applicable to the Stratford District, but to New Zealand as a whole. However, over the last five years, the casualty numbers of this particular age group was on average higher than in similar local authorities and New Zealand as a whole. There has been a 30 percent increase in urban injury crashes involving people on learner licences in the past year.

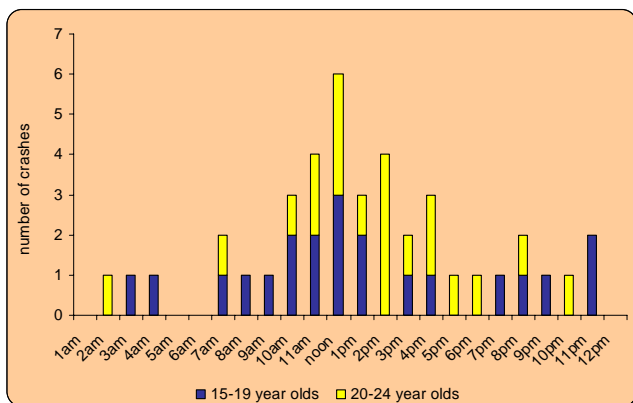
Licence status of drivers aged 15 to 24 years involved in a crash 1999–2003



Road users in the 15 to 24 age group were involved in 36 percent of injury crashes in the Stratford District in 2003. Male drivers in the 15 to 24 age group made up 50 percent of all casualties and female drivers, 32 percent.

The majority of younger road users showed inexperience, with a high percentage of drivers losing control as a result of poor handling, poor observation and driving too fast for the road conditions.

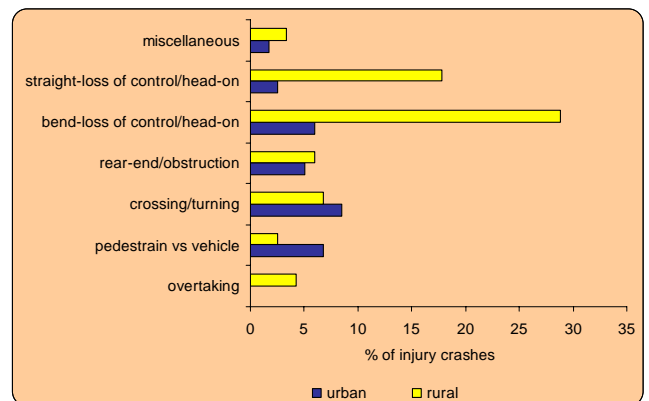
Younger road users time of crash 1999–2003



Loss of control

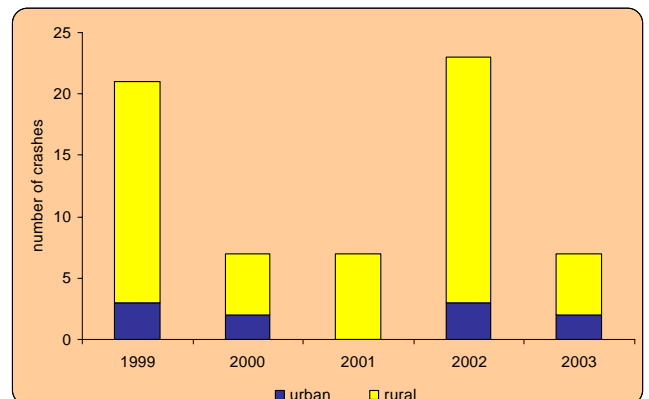
Fifty-five percent of all injury crashes during the 1999–2003 period in the Stratford District happened as a result of road users losing control of their vehicles. Twenty-eight percent of all loss of control crashes occurred on urban roads. On rural roads, a total of 67 percent of all injury crashes resulted from road users losing control of their vehicles. For 2003, the majority (71 percent) of rural loss of control crashes took place on bends.

Crash movement types 1999–2003



During 2003, there were seven loss of control injury crashes in the Stratford District. This number seems low and was reflective of the overall low number of crashes in the district for 2003. However, this relates to 50 percent of all injury crashes in the district. Two crashes occurred on urban roads and the other five on rural roads. The main factors behind loss of control crashes were poor handling and driving too fast for the conditions.

Loss of control 1999–2003

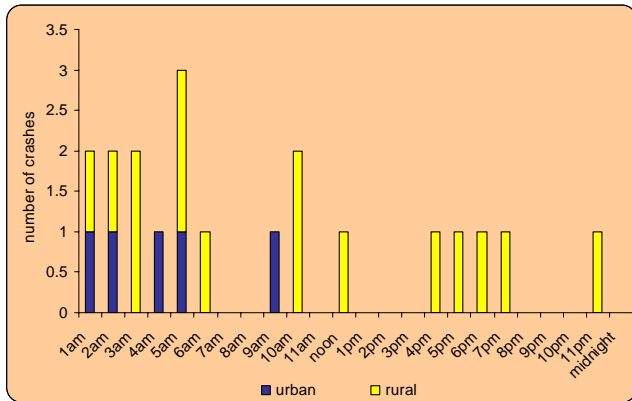




Alcohol

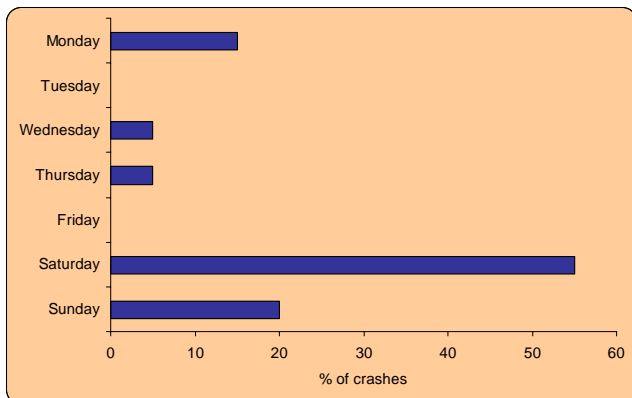
Over the last five years, drink-driving was a contributing factor in 17 percent of all injury crashes in the district. Although there has been a decrease in alcohol-related crashes in 2003 compared with 2002, it is still a major cause of concern, not only in the Stratford District, but also in the whole of New Zealand.

Alcohol-related crashes by time of day 1999–2003



Twelve percent of all urban crashes during the 1999–2003 period occurred as a result of drink-driving. Alcohol was the cause of 18 percent of all rural injury crashes between 1999 and 2003. Sixty-five percent of these crashes occurred during the hours of darkness, with 75 percent occurring over the weekend period.

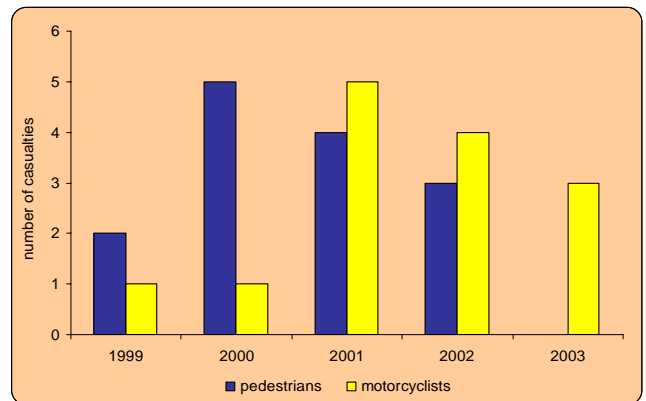
Alcohol-related crashes by day of week 1999–2003



Vulnerable road users

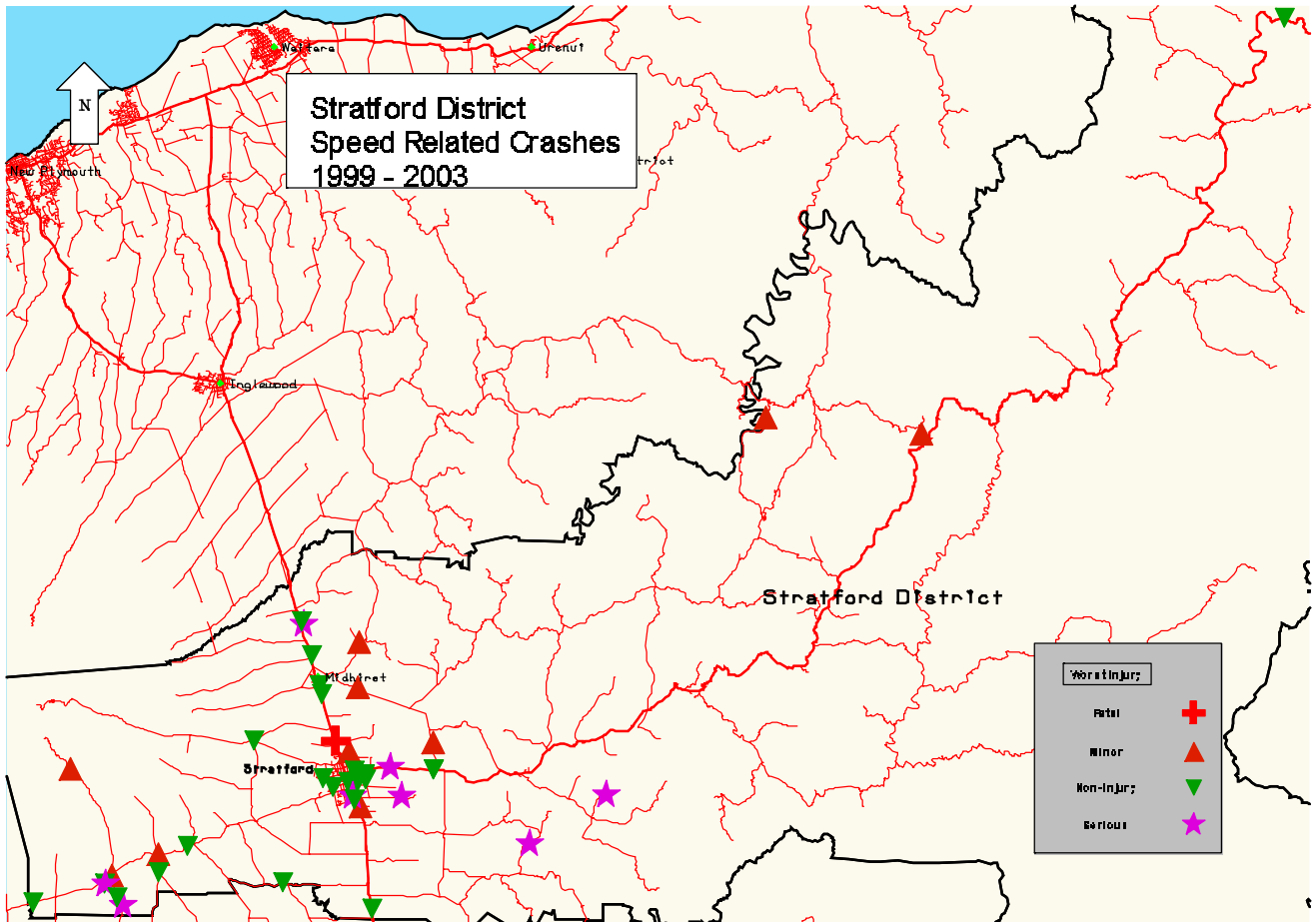
Vulnerable road users such as pedestrians and motorcyclists were involved in a high percentage of injury crashes during the 1999–2003 period. In particular, vulnerable road users were at risk primarily in urban areas. Over this period in the Stratford District, pedestrians were involved in 22 percent and motorcyclists were involved in nine percent of all urban injury crashes, accounting for almost one third of all urban casualties. There has been a steady downward trend in the number of pedestrian casualties over the last three years. However, the casualty numbers for pedestrians and motorcyclists in the Stratford District over the last five years has still been higher than in similar local authorities and New Zealand as a whole.

Vulnerable road users 1999–2003



Thirty-eight percent of all pedestrian crashes occurred when poor observation and/or poor judgement was shown by people attempting to cross a roadway. Fifteen percent of pedestrians were intoxicated while attempting to cross the road.

Motorcycle crashes mainly happened as a result of excessive speed or poor observation. Speed-related crashes were due to motorcyclists losing control, mainly on bends in the road. Thirty-three percent of all injury crashes resulted when drivers showed poor observation or poor judgement by crossing or turning into the path of motorcyclists.



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