

road safety issues

Stratford 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 Stratford District.

From 2000 to 2004, a total of 30 people were killed or seriously injured in road crashes in the Stratford District. During this five-year period, the social cost of these crashes is estimated at \$53 million.

Car drivers made up 47 percent of the casualties between 2000 and 2004. Compared with similar local authorities, a high proportion of driver casualties in the Stratford District were aged between 15 and 24 years, and were often on learner or restricted licences.

Regardless of driver experience, the main crash type in the district involved drivers losing control of their vehicle, typically on a rural bend. Two thirds of all crashes occurred on rural roads in the district between 2000 and 2004. In urban areas, failure to give way or stop at an intersection was the main crash type.

Both local and national road safety issues are identified below. Details of specific issues for Stratford District are considered overleaf. National issues are outlined on the back page.

Major road safety issues

Stratford District

Novice drivers

Intersections

Loss of control

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Stratford District



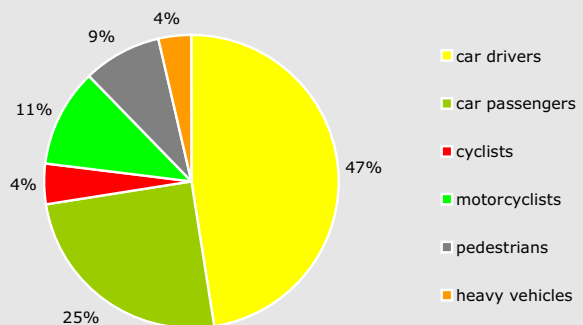
Deaths	1
Serious casualties	2
Minor casualties	14



Fatal crashes	1
Serious injury crashes	2
Minor injury crashes	13
Non-injury crashes	38

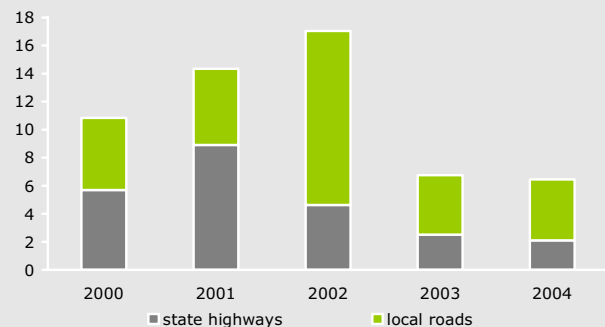
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

Social cost (\$ million)

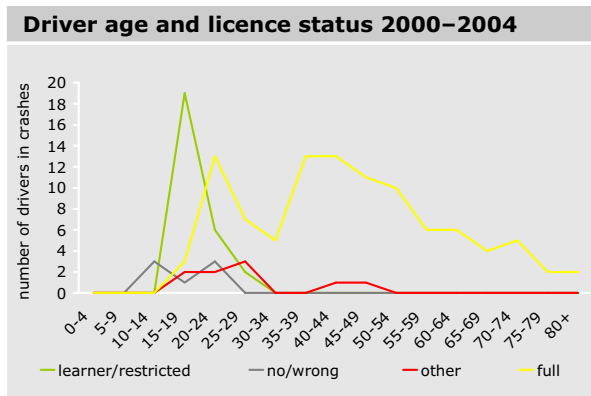


*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

Novice drivers

Age and inexperience play a major role in the high crash risk posed by young drivers: age because of lifestyle factors and the propensity to take chances, inexperience through failure to respond appropriately to traffic situations.

Between 2000 and 2004, 26 percent of all crashes in the district involved a learner or restricted licence driver. Of these drivers, 70 percent were between 15 and 19 years old and a further 22 percent were aged 20 to 24 years.



Thirty-four percent of all drivers involved in injury crashes were aged between 15 and 24 years old. The proportion of car and van driver casualties for this age range in the district was high compared with similar local authorities and New Zealand as a whole.

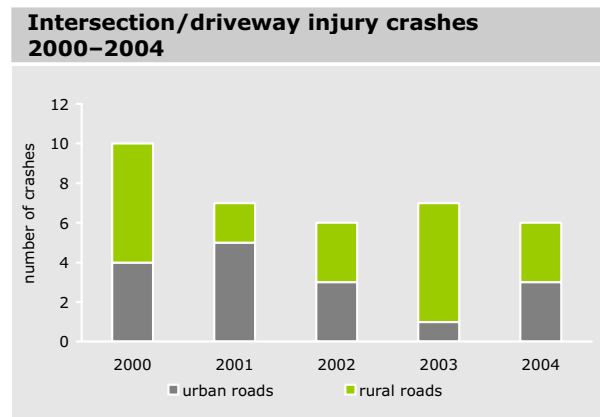
Of the 44 injury crashes from 2000 to 2004 involving 15 to 24 year old drivers, 64 percent occurred as a result of the driver losing control of the vehicle, typically on a bend.

Compared with other crash types in the Stratford District, travelling too fast for the conditions and poor judgement were contributing factors in crashes in which 15 to 24 year olds were driving. Other contributing factors in such crashes included poor driver observation, poor handling skills, alcohol and the vehicle being in an incorrect lane or position on the road.

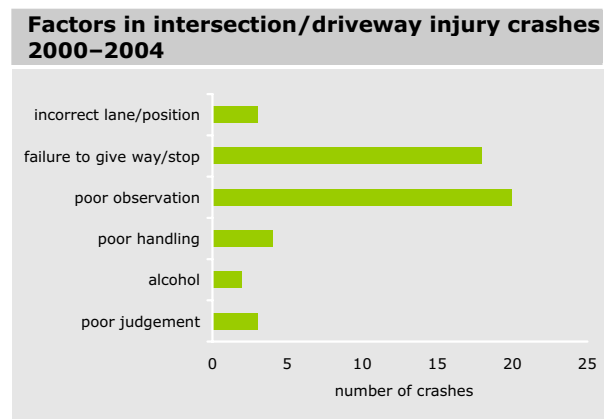
Intersections

Between 2000 and 2004, there were a total of 36 crashes at intersections and driveways (35 percent of all crashes) in the Stratford District. Of these, 25 percent occurred at private driveways and accesses. The intersection and driveway crashes during the 2000 to 2004 period resulted in two deaths and seven serious injuries. Of those injured, 45 percent were motorcyclist, cyclist or pedestrian casualties.

Crashes at intersections and driveways made up 47 percent of all urban and 29 percent of all rural injury crashes in the Stratford District between 2000 and 2004. Sixty-one percent of intersection crashes occurred on state highways, and of these, slightly more occurred in the rural area.



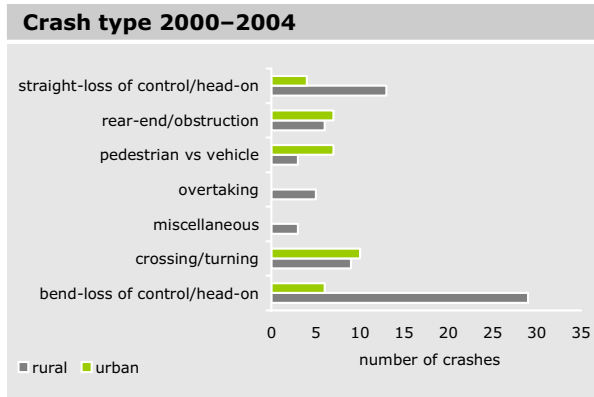
Driver behaviour such as failing to give way or stop and poor observation were the most common factors in intersection crashes in the Stratford District.



During the period 2000–2004, 47 percent of intersection/driveway crashes occurred at a T junction (of which 65 percent were uncontrolled), and a further 19 percent at crossroads.

Loss of control

The most common type of crash in the Stratford District between 2000 and 2004 involved a driver losing control of their vehicle, either on a bend (67 percent) or straight section of road. Over this five-year period, there were a total of 52 crashes (51 percent of all crashes) resulting in 16 deaths or serious injuries and 64 minor injuries. Of these injury crashes, 81 percent occurred in the rural area with 67 percent of these on local roads.



Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road and potentially colliding with a roadside object. Collisions with roadside objects after a vehicle has left the road can increase the severity of the crash.

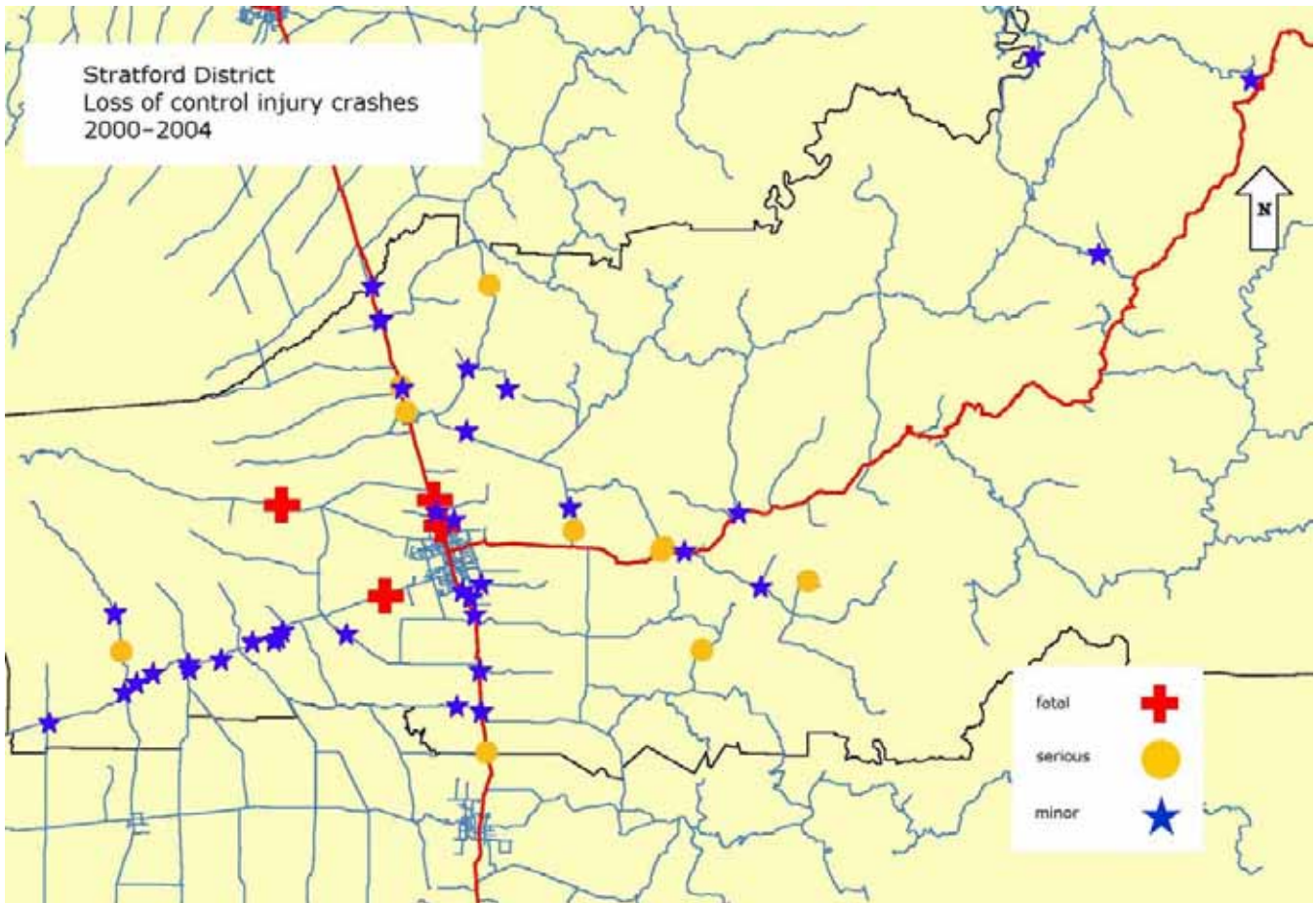
Eighty-one percent of loss of control crashes resulting in injury on rural roads in the Stratford District from 2000 to 2004 involved a vehicle hitting at least one roadside object, the most common being a cliff or bank, fence or tree. Of these crashes, two resulted in a fatality and six road users sustained serious injuries.

Poor handling was a contributory factor in 38 percent of loss of control crashes in the Stratford District during this five-year period. Other significant factors included speed too fast for the conditions (25 percent), alcohol (25 percent), poor observation and judgement (27 percent combined) and fatigue (10 percent).

The majority of injured road users were car occupants. Almost 20 percent of drivers involved in loss of control crashes held a learner or restricted licence. Half of those injured were aged 15 to 24 years.

Forty-four percent of loss of control crashes occurred on weekends, and of these, 30 percent occurred between midnight and 6 am.

Compared with all crashes in the district, a higher proportion of loss of control crashes occurred in the dark (30 percent) or in wet or icy conditions (33 percent).



Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Twelve percent of crashes involving speed in the Stratford District from 2000 to 2004 resulted in a death or serious injury. Travelling too fast for the conditions was a factor in 13 percent of injury crashes in the district from 2000 to 2004, which was below that for all New Zealand and for similar authorities.

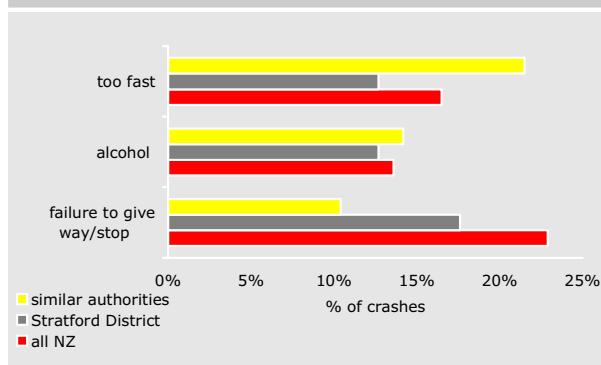
Alcohol

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 15 percent of crashes on roads in the Stratford District, which was lower than for all New Zealand and similar authorities.

Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, failure to give way can have severe consequences. Between 2000 and 2004, 20 percent of crashes on roads in the Stratford District involved drivers failing to give way. This was significantly lower than for all roads in New Zealand but higher than for similar authorities.

National issues 2000–2004



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 national front seat safety belt wearing rate was 94 percent. The corresponding percentage for the Stratford District was 91 percent.

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