

road safety issues

Tararua 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 Tararua District.

The number of people killed or injured on the road network in the Tararua District decreased from 87 in 2003 to 77 in 2004. These deaths and injuries last year were the result of 51 injury crashes, a decrease from 80 in 2003. Occupants of cars and vans were the largest casualty group between 2000 and 2004.

An upward trend in the number of pedestrian casualties was recorded over the last 10 years, with the percentage on urban roads above the national average from 2000 to 2004. Motorcyclist casualties were also above the average on urban and rural roads.

Within the Tararua District, the most frequent type of crash involved drivers losing control of their vehicles on rural roads and those connected with driving through intersections on urban roads.

Poor driver skills related to judgement, observation or vehicle handling techniques were regularly recorded as contributing factors in injury crashes.

An increasing percentage of all the drivers involved in injury crashes held learner or restricted licences.

Major road safety issues

Tararua District

Intersections

Loss of control

Speed

Vulnerable road users

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Tararua District



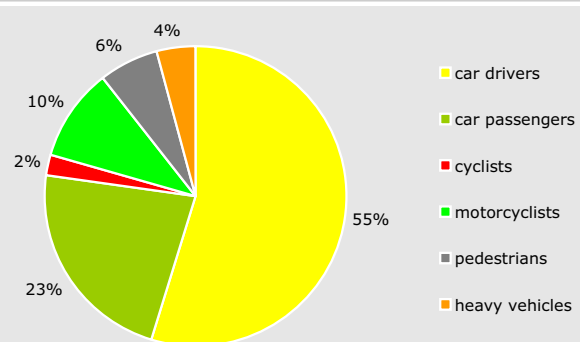
Deaths	3
Serious casualties	15
Minor casualties	59



Fatal crashes	3
Serious injury crashes	12
Minor injury crashes	36
Non-injury crashes	134

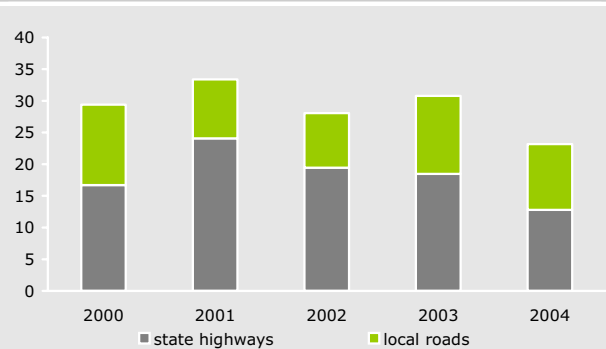
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

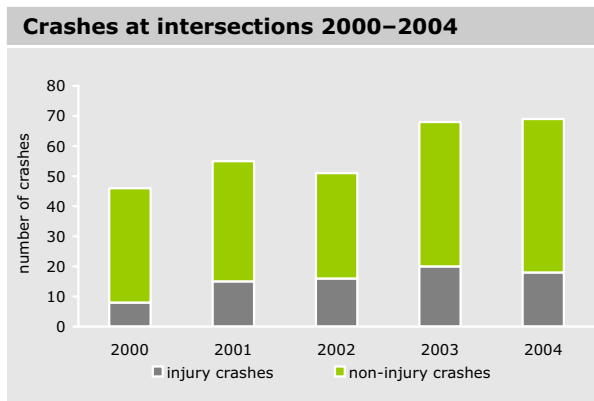
Social cost (\$ million)



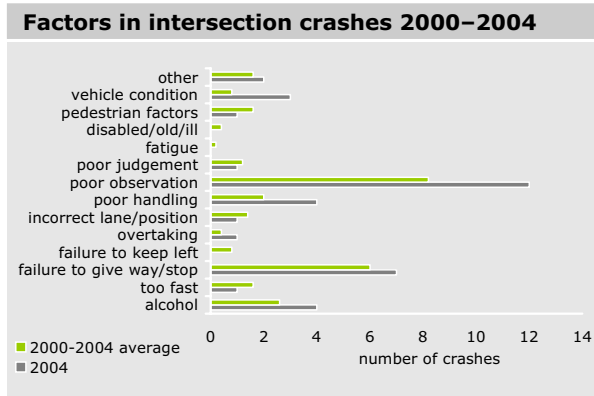
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Intersections

Injury crashes at intersections made up 69 percent of the reported urban road injury crashes in 2004. The annual number of intersection crashes across the Tararua District has been increasing since 2000 to 20 in 2003. A slight reduction to 18 crashes was recorded for 2004. For the last 10 years, the percentage of injury crashes occurring at urban road intersections has been higher than for similar authorities and for all years, except 2000, above the national average. The percentage of these injury crashes recorded during 2004 at rural road intersections was the highest for the last 10 years, at 24 percent (nine crashes).



Poor observation and failure to give way or stop were the two most common crash factors contributing to the intersection crashes causing injury in the district.



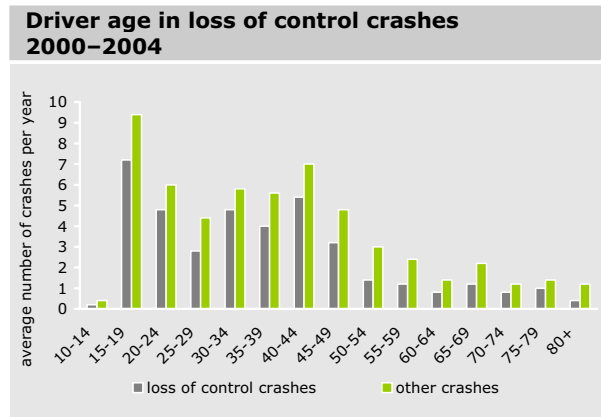
During the five years from 2000 to 2004, 42 percent (121) of the injury and non-injury crashes reported at the intersections in the Tararua District involved a collision between vehicles making a crossing or turning movement, while 19 percent (56) involved a rear-end collision. Loss of control contributed to 29 percent (84) of these crashes.

Loss of control

From 2000 to 2004, 78 percent of injury crashes on the rural roads in the Tararua District involved a driver losing control of a vehicle. The number of these crashes reported each year had been increasing since 2000 and although there was a slight reduction in 2004, loss of control crashes are still the most common injury crash type on rural roads in the district. A total of 36 loss of control crashes were recorded on all roads in the Tararua District during 2004, a decrease from 48 in 2003.



Travelling too fast for the conditions, poor observation and poor handling were the main contributory factors in loss of control injury crashes over the five years from 2000 to 2004.

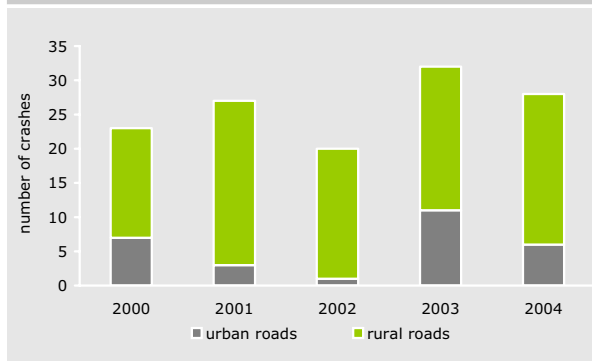


From 2000 to 2004, young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes, with drivers aged less than 25 being involved in nearly a third of the injury crashes of this type reported. Where licence types were recorded, over a quarter of the drivers losing control of their vehicles did not hold a full licence.

Speed

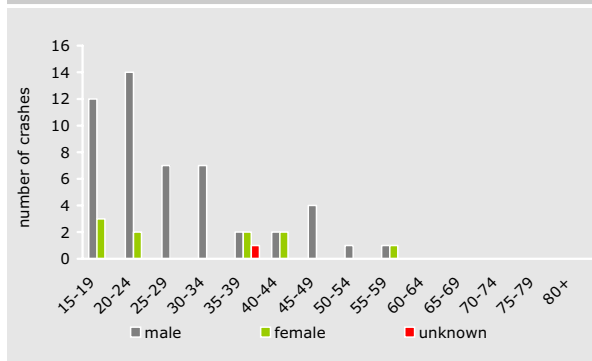
Driving at a speed too fast for the conditions was a significant contributory factor in rural road injury crashes in the Tararua District for the period 2000 to 2004. Excessive speed can be attributed to 49 (23 percent) of the rural road injury crashes and seven (nine percent) of the urban road injury crashes over these five years. The involvement of speed in injury crashes was at a slightly higher level than experienced in similar districts on rural roads and significantly lower on urban roads.

Speed-related crashes 2000–2004



Excessive speed was more likely to be a contributory factor in crashes with young drivers than with older drivers. Approximately half of the injury crashes where speed was a factor from 2000 to 2004 involved a driver under the age of 25.

Driver age in speed-related crashes 2000–2004



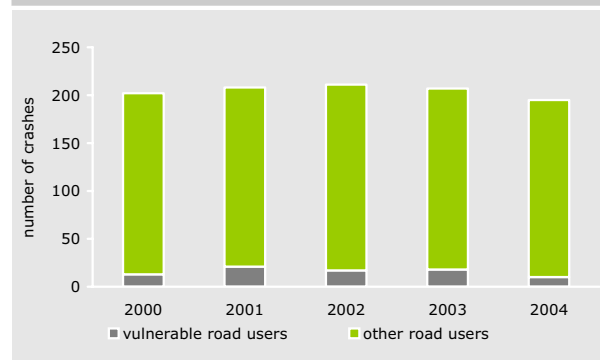
Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases. Higher speeds will result in more severe injuries in the event of a crash.

Excessive speed was a factor in 88 percent of all the crashes where a driver lost control of their vehicle. Alcohol was also identified as a contributory factor in over a third of the speed-related injury crashes.

Vulnerable road users

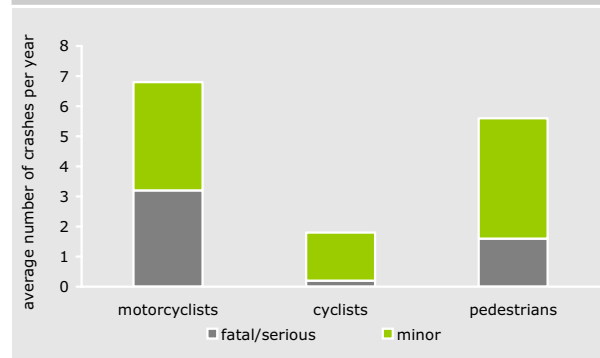
Travel in the Tararua District is dominated by occupants of light and heavy vehicles, such as cars and trucks, but motorcyclists, cyclists and pedestrians also use the roads. These vulnerable road users account for only a small proportion of the road user population and distance travelled on the roading network but have experienced approximately 24 percent of the injuries from crashes during the five years from 2000 to 2004.

Vulnerable road user crashes 2000–2004

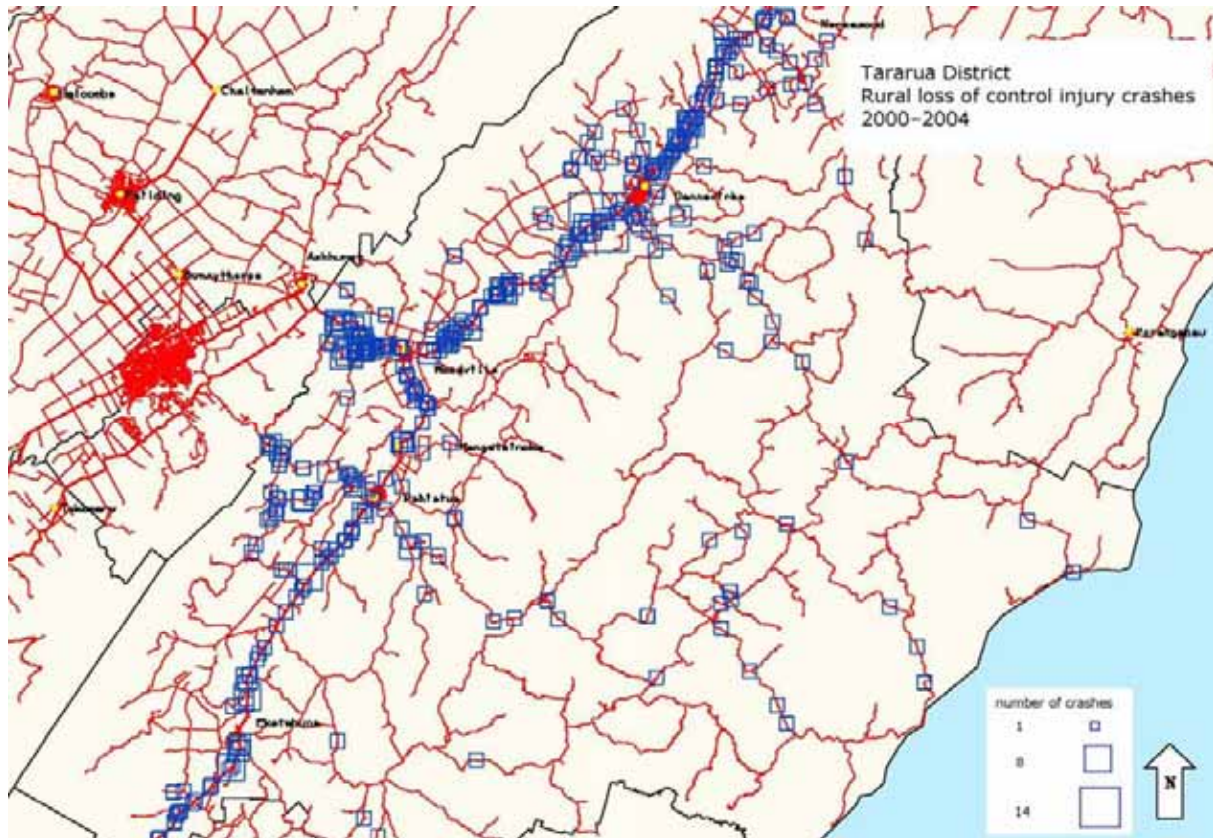


Generally, vulnerable road users have less protection than vehicle drivers and passengers, making injuries sustained by these road users more severe. Within the Tararua District during the last five years, approximately 34 percent of injured vulnerable road users experienced fatal or serious injuries compared with 28 percent of other injured road users.

Vulnerable road user injury severity 2000–2004



Approximately half of the injuries incurred by vulnerable road users happened within urban speed limits (70 km/h and less) and half within rural speed limits (greater than 70 km/h). Fifty-eight percent of urban injuries occurred at intersections and 42 percent at mid-block locations, whereas less than 12 percent of rural vulnerable road user injuries occurred at intersections.



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