

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 Wanganui District.

The total number of injury crashes in Wanganui in 2003 was the same as the previous year. However, in 2003 there were four more fatalities and 18 more serious casualties than in 2002. The number of serious injury crashes in the district has continually increased over the last three years.

Alcohol was the main contributing factor in rural crashes, but also featured in 15 percent of all urban crashes.

Occupants of cars and vans were the largest casualty group between 1999 and 2003, making up 73 percent of all road-user casualties. The proportion of cyclist and motorcyclist casualties was high compared with similar authorities and the New Zealand average.

Between 1999 and 2003, 64 percent of all injury crashes in the district occurred on urban roads, particularly at intersections. In 2003, the number of crashes at urban intersections increased by 19 percent from 2002. On rural roads, the main type of crash involved drivers losing control of their vehicles on a bend in the road. The estimated social cost of crashes in the Wanganui District for 2003 was \$47.49 million; an increase of \$8.69 million on the previous year.

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

Major road safety issues

Wanganui District

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

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

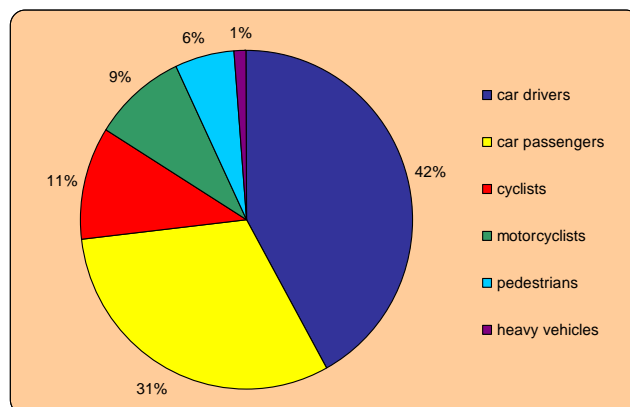


2003 road trauma for Wanganui District

♀	Deaths	9
	Serious casualties	43
	Minor casualties	91
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🚗	Fatal crashes	6
	Serious injury crashes	29
	Minor injury crashes	56
	Non-injury crashes	266

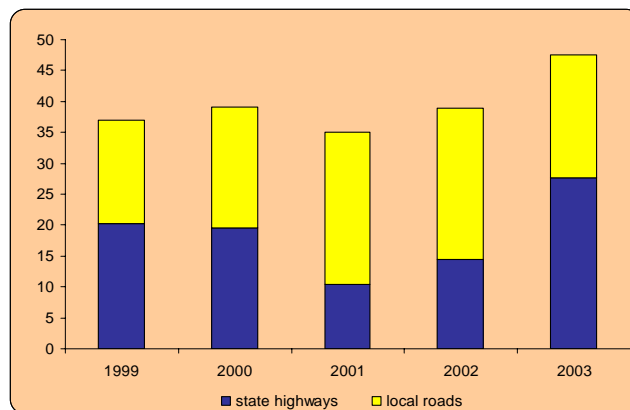
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



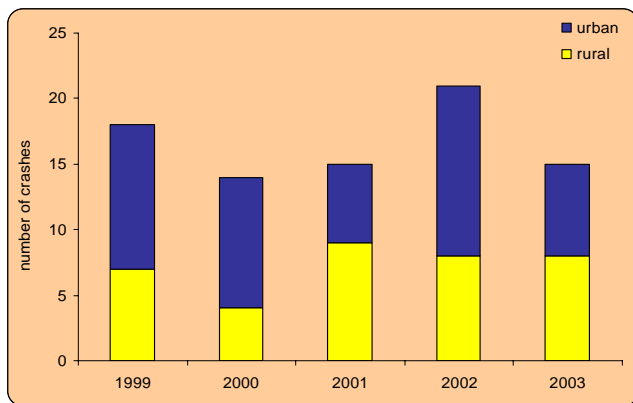
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Alcohol

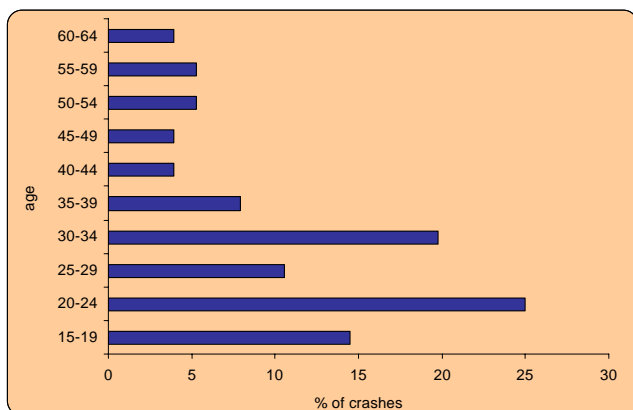
Between 1999 and 2003, 19 percent of all injury crashes in the district involved alcohol. Forty-eight percent of alcohol-related crashes happened on bends and 23 percent on straight roads, where drivers lost control of their vehicles. Alcohol has a big effect on the way people drive and poor handling skills were a factor in 24 percent of the injury crashes. Thirty-six percent of intoxicated drivers were driving too fast.

Alcohol-related crashes 1999–2003



Over the previous year, the number of alcohol-related injury crashes on urban roads decreased. The proportion of such crashes was similar to the national average. However, for the last three years the proportion of alcohol-related crashes on rural roads has been approximately 10 percent above that of comparable local authorities and the New Zealand average. Road users in the 15 to 24 age group were involved in 39 percent of all alcohol-related crashes in the Wanganui District during the period 1999–2003.

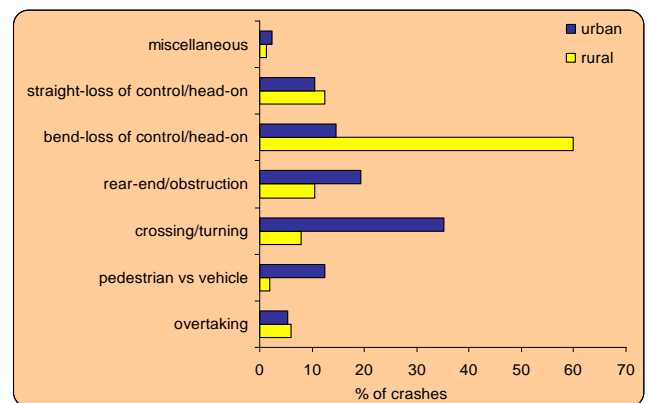
Alcohol-related crashes by age group 1999–2003



Loss of control

Forty-one percent of all injury crashes in the 1999–2003 period in the Wanganui District happened as a result of road users losing control of their vehicles. Twenty-five percent of all urban injury crashes occurred as a result of loss of control. On rural roads, a total of 72 percent of all injury crashes resulted from road users losing control of their vehicles. In 2003, the majority (73 percent) of all rural injury crashes took place on bends. This was a significant increase of 14 percent from 2002.

Crash movement types 1999–2003



In 2003, there were 36 loss of control injury crashes in the Wanganui District. This related to 40 percent of all injury crashes in the district. Ten crashes occurred on urban local roads and 26 on rural roads.

Of the 26 loss of control injury crashes on rural roads, 24 occurred on bends. Poor handling, driving too fast for the conditions, poor observation and alcohol were the main contributing factors.

Of all the road users injured as a result of loss of control crashes during 2003, 47 percent were between the ages of 15 and 24.

Apart from the injury crashes, there were an additional 83 non-injury crashes reported as a result of loss of control in 2003 for the Wanganui District.

Intersections

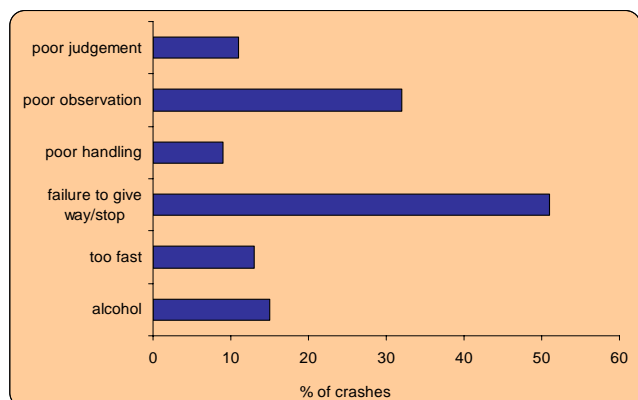
Failure to give way has been highlighted as one of the four major factors contributing to road crashes in New Zealand for 2003. In the Wanganui District, failure to give way was also a major road safety issue.

Crashes at intersections made up 41 percent of all injury crashes recorded over the 1999–2003 period.

In total, 39 intersection crashes occurred in 2003 in the Wanganui District. There was one fatal, seven serious injury and 31 minor injury crashes.

Eighty-two percent of injury crashes in 2003 took place on urban roads – an 18 percent increase from 2002. On rural roads, the proportion of injury crashes occurring at intersections remained fairly constant compared with the previous year.

Contributing factors in intersection crashes 1999–2003



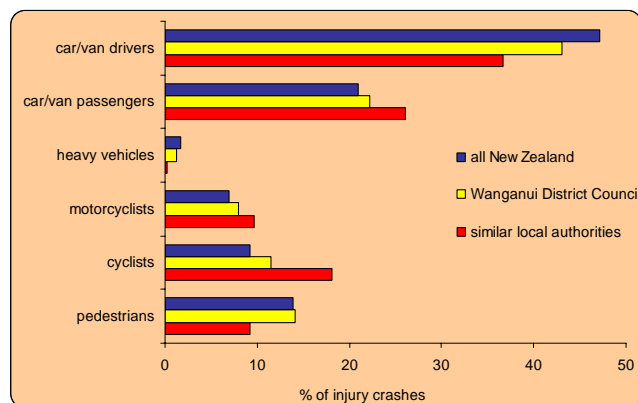
In 2003, 57 percent of injury crashes at intersections involved a collision between vehicles making a crossing or turning movement. Of all the injury crashes at intersections, 32 percent of drivers exhibited poor observation skills and 51 percent failed to give way or stop. Fourteen pedestrians were injured due to intersection crashes during the 1999–2003 period.

Due to the high number of injury crashes at intersections in the Wanganui District, it is important to ensure that road users are aware of all other road users and the potential dangers at intersections.

Vulnerable road users

Overall, cyclists and motorcyclists were involved in 20 percent of all injury crashes during the 1999–2003 period. In urban areas, cyclists were involved in 18 percent of crashes and motorcyclists in 10 percent. In the Wanganui District, this was higher than for similar local authorities and for New Zealand as a whole.

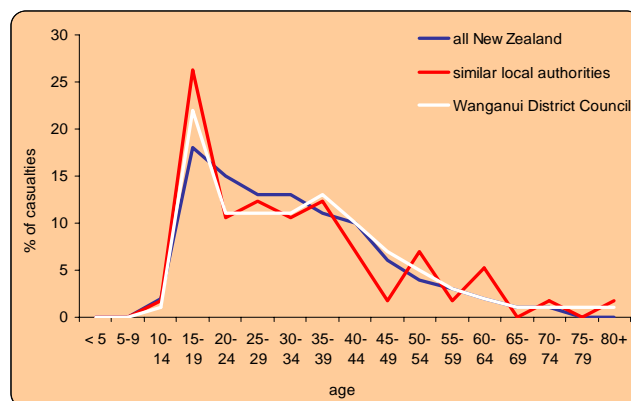
Urban road-user casualties 1999–2003

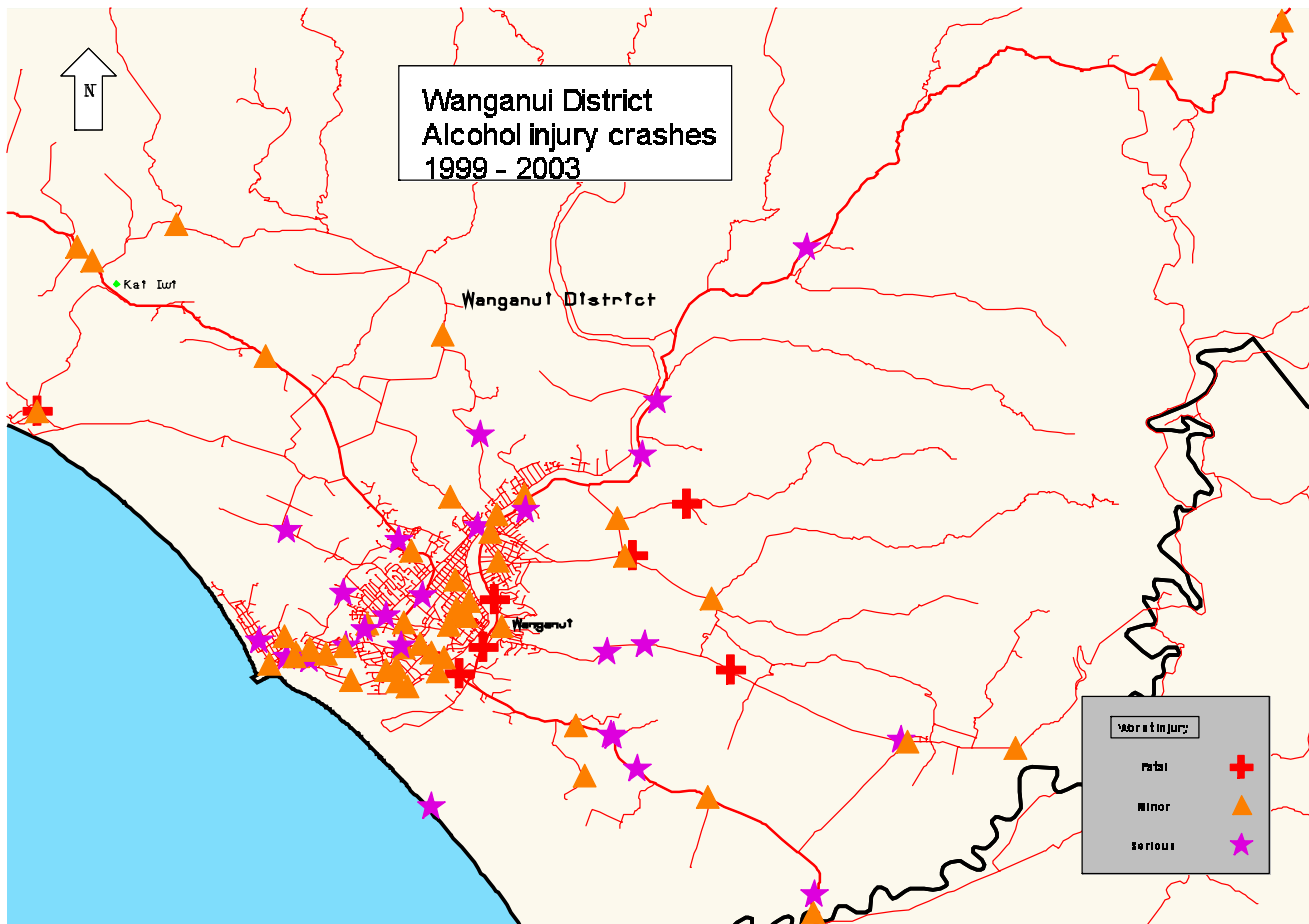


There was a significant increase in cyclist casualties from 2002. During the 1999–2003 period, 42 percent of all cyclist casualties came from the 10 to 14 age group. Two thirds of cyclists were reported to be solely at fault mainly due to poor observation, failing to give way or being in the incorrect lane or wrong positioning.

Over the last five years, the 15 to 19 age group has featured prominently in casualty numbers, accounting for more than 26 percent of all motorcyclist casualties.

Motorcyclist casualties by age 1999–2003





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