

# road safety issues

## Wanganui District

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2001–2005 period. The intent of the report is to highlight the key road safety issues in the Wanganui District.**

The number of injury crashes (101) in the Wanganui District in 2005 was the highest for seven years. The increase predominantly relates to an increase in minor injury crashes in urban areas.

Car occupants made up 72 percent of all road user casualties from 2001 to 2005. Cyclists and motorcyclists were the next largest groups with 10 percent each. Cyclist and motorcyclist casualty numbers are showing a downward trend, however, motorcyclist casualties increased in 2005.

Two thirds of injury crashes occurred on urban roads and 62 percent of these crashes occurred at intersections or driveways. The remaining third of injury crashes occurred on rural roads and 65 percent of these involved a driver losing control on a bend.

The estimated social cost of crashes in the Wanganui District was \$35 million in 2005.

Both national and local road safety issues are identified below. Specific issues relating to the Wanganui District are considered overleaf. National issues are discussed on the back page.

### Major road safety issues

#### Wanganui District

Intersections

Loss of control on bends

Motorcyclists

Cyclists

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Wanganui District



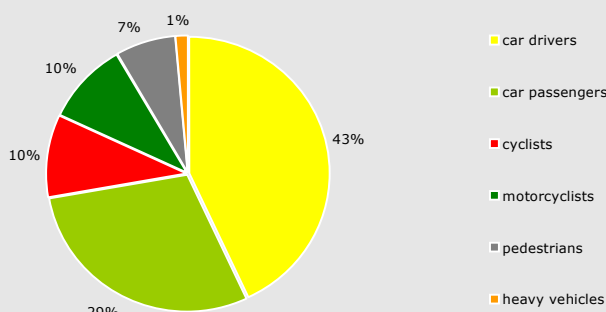
Deaths	4
Serious casualties	28
Minor casualties	110



Fatal crashes	3
Serious injury crashes	22
Minor injury crashes	76
Non-injury crashes	253

### Road casualties 2001–2005

User type 2001–2005



### 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 2005 prices.

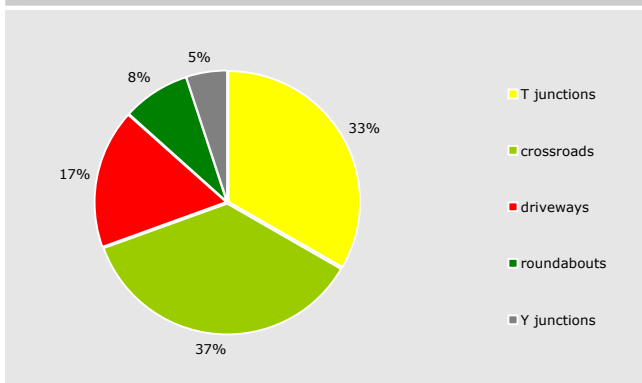
## Intersections

Between 2001 and 2005, there were a total of 225 injury crashes at intersections and driveways in the Wanganui District. Of these, 39 (17 percent) occurred at private driveways and accesses. Intersection and driveway crashes resulted in six deaths, 59 serious casualties and 232 minor casualties.

Between 2001 and 2005 crashes at intersections and driveways made up 62 percent of all urban injury crashes and 24 percent of all rural injury crashes in Wanganui District.

Eighty-four percent of intersection and driveway injury crashes occurred on urban roads and 16 percent on rural roads. Of the crashes on urban roads, 85 percent occurred on local roads and 15 percent occurred on state highways.

**Intersection crashes 2001–2005**



Thirty-seven percent of all intersection crashes between 2001 and 2005 occurred at a crossroads, 33 percent at a T junction, and eight percent at roundabouts.

Half of the intersection crashes involved a collision between vehicles making either a crossing or turning movement. Eighteen percent involved a driver losing control of their vehicle at an intersection while 12 percent involved a vehicle being hit from behind, for example when in a queue at an intersection. Ten percent involved collisions with pedestrians.

Thirty-five percent of all road users injured in intersection crashes were pedestrians, cyclists or motorcyclists.

Seventy-three percent occurred on a weekday and most of these occurred during the day.

The 15 to 19 year age group had the highest number of injuries at intersections (22 percent of all intersection injuries) while 41 percent of those injured at intersections were aged between 10 to 24 years.

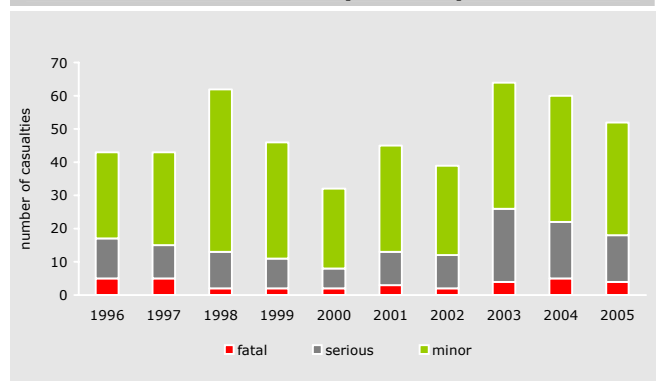
Failure to give way was a factor in half the injury crashes at intersections and poor observation in 40 percent. The next most common factors were poor handling, alcohol, and speed.

## Loss of control on bends

Almost one third of all crashes in the Wanganui District involved a driver losing control of their vehicle on a bend. In rural areas two thirds of crashes were of this type which is significantly higher than similar districts and all of New Zealand. Rural loss of control crash numbers have reduced over the last few years.

Between 2001 and 2005, there were 144 loss of control on a bend crashes resulting in 18 deaths, 73 serious casualties and 169 minor casualties.

**Loss of control crashes by severity 1996–2005**

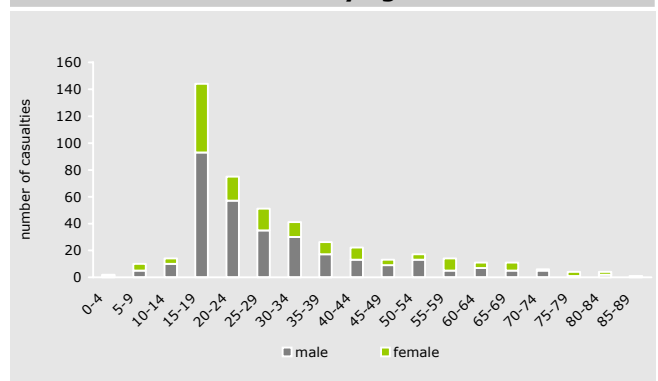


In urban areas 83 percent of loss of control on bend crashes occurred on local roads while in rural areas just over half (53 percent) occurred on state highways.

On rural roads these crashes were caused by poor handling (17 percent), speed (16 percent), and alcohol (13 percent). Poor driving skills were a major component - poor handling, observation and judgement factors occur in 30 percent of crashes.

On urban roads speed and alcohol were the major factors at 29 percent and 17 percent respectively.

**Loss of control crashes by age 2001–2005**



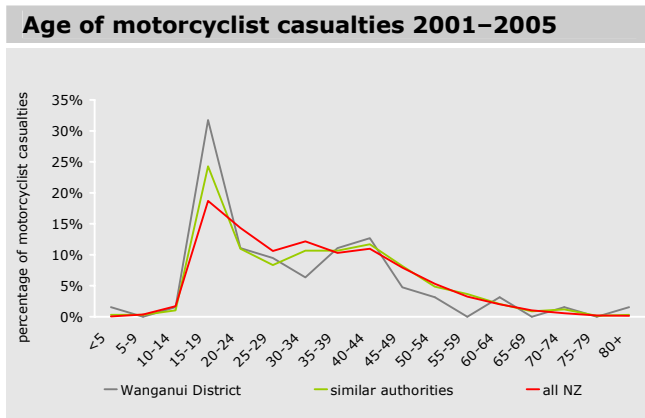
Around 70 percent of casualties were male and 22 percent were in the 15 to 19 year age range. Half were aged 15 to 29. Around a third held learner or restricted licences.

## Motorcyclists

Ten percent of casualties in Wanganui District were motorcyclists. Between 2001 and 2005 two motorcyclists were killed, 26 sustained serious injuries and 36 incurred minor injuries. While the overall trend has been downward, motorcyclist casualties increased in 2005 and were over-represented in the Wanganui District compared to similar authorities and the rest of New Zealand.

In general 31 percent of casualties are aged between 15 to 19 years – considerably higher than that recorded in similar districts or the rest of New Zealand. The next largest age group was the 40 to 44 year age group comprising 13 percent of motorcyclist casualties.

Two thirds of motorcyclist casualties were male.



Seventy percent of motorcycle casualties occurred on urban roads. Ninety-one percent of these occurred on the local roads in the urban area.

Seventy-one percent of motorcyclist casualties in the urban area occurred at intersections. Of these, 44 percent occurred at crossroads and 25 percent at driveways.

In urban areas causes assigned to the driver of the other vehicle included failure to give way and poor observation. Causes commonly assigned to the motorcyclist were speed, poor handling and poor observation.

Thirty percent of motorcycle casualties occurred on rural roads and of these 63 percent occurred on state highways. In the rural environment over half the crashes involved loss of control. Causes were generally attributed to the rider and included factors such as speed, alcohol, poor judgement and poor handling.

Motorcycle casualty figures also included mopeds which accounted for 14 casualties (one fatality, five serious and eight minor casualties). Most moped crashes occurred on roads in the urban area and involved the 15 to 19 year age group. Moped casualties were evenly split between male and female.

## Cyclists

Between 2001 and 2005 there were 64 cyclist casualties in the Wanganui District comprising nine serious and 55 minor casualties. No cyclists were killed during this period. Overall, cyclists made up 10 percent of casualties but as all occurred on the urban network, cyclists made up 17 percent of urban casualties for this time period. Cyclist casualty numbers are trending downward in the Wanganui District and for the first time in 2005 they comprised a similar proportion to that for comparable districts and the rest of New Zealand.

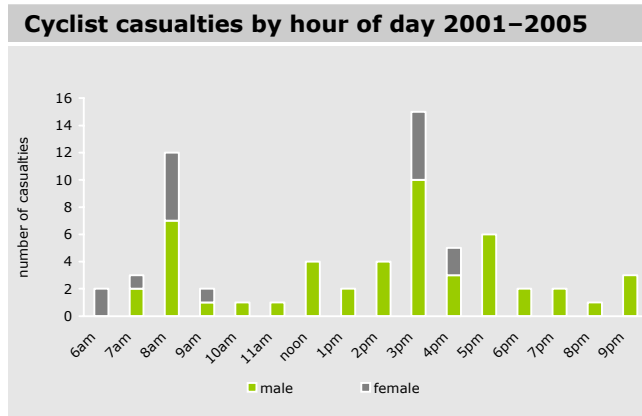
All occurred on the urban road network, and of these 89 percent occurred on local roads compared to 11 percent on state highways.

Two thirds of cycle casualties occurred at intersections or driveways. Of these 34 percent occurred at

T junctions, 28 percent at crossroads, 18 percent at roundabouts and 16 percent at driveways.

Forty percent were aged from 10 to 14 years, 16 percent aged between 15 to 19 and 11 percent were aged 40 to 44.

Three quarters of cyclist casualties were male.



Ninety-four percent occurred on a weekday, and of these casualties, 20 percent occurred between 8 and 9 am and 30 percent between 3 and 5 pm

The most common causes assigned to cyclists were poor observation (28 percent), failure to give way (17 percent), and incorrect lane position (nine percent). Poor observation (47 percent) and failure to give way (40 percent) were also the most common cause factors assigned to drivers involved in crashes with cyclists.

## National issues

### Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death.

Between 2001 and 2005, speed too fast for the conditions was a factor in 18 percent of injury crashes in the Wanganui District.

### Alcohol

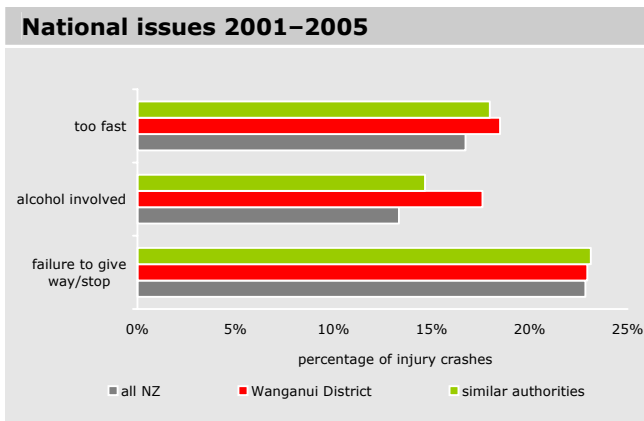
Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2001 and 2005, alcohol was identified as a factor in 18 percent of crashes in the Wanganui District which was higher than that for all of New Zealand.

### Failure to give way

While most failure to give way crashes result in no injuries or minor injuries, many can have serious consequences.

Twenty-three percent of crashes on roads in the Wanganui District between 2001 and 2005 involved drivers failing to give way, and of these, 23 percent resulted in a fatal or serious crash.



### Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same.

The 2005 national survey of safety belt use showed the front seat safety belt wearing rate for Wanganui District was 88 percent which is considerably lower than the national average of 95 percent.

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