



# *briefing notes 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 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Wanganui District.

This report is the eighth road safety report for Wanganui District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on the local roads and state highways are provided and discussed.

In each new report the latest year's data is added to a five-year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Wanganui District is compared to the national average or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have included a brief overview of crashes in the district for 2006.

Major road safety issues		2006 road trauma	
<b>Wanganui District</b>		<b>Casualties</b>	
Intersections		Deaths	5
Loss of control at bends		Serious casualties	33
Vulnerable road users		Minor casualties	78
Speed			
Alcohol			
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	5
Alcohol		Serious injury crashes	24
Failure to give way		Minor injury crashes	43
Restraints		Non injury crashes	152

## Overview of crashes in 2006

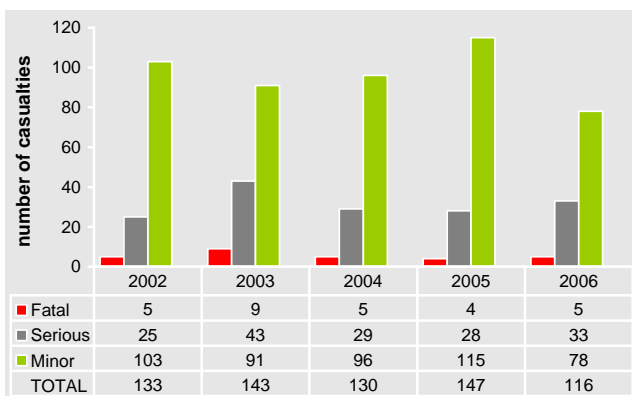
On local roads in the Wanganui District in 2006 there were 52 injury crashes and 192 non-injury crashes. In addition there were 20 injury crashes and 60 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries in 2006 resulting from crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	19	24	47
Urban	1	14	54	69
Total	5	33	78	116

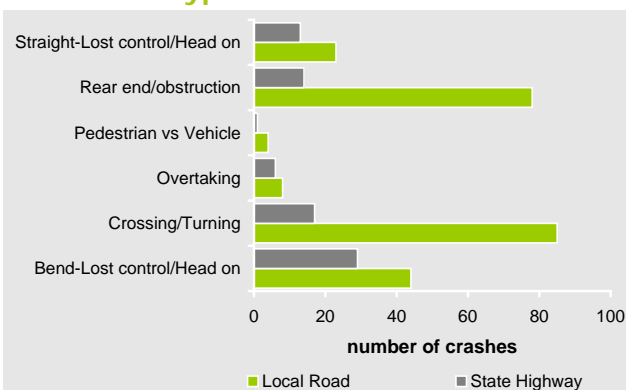
The number of injury crashes in the Wanganui District decreased from 103 in 2005 to 72 in 2006. The number of people killed or injured on roads in the Wanganui District decreased from 147 in 2005 to 116 in 2006. These decreases were primarily due to a significant reduction in the number of minor injury crashes, as serious injury and fatal crash numbers have been relatively consistent between 2002 and 2006.

### Casualties trend 2002-2006



The following chart shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.

### Movement type distribution 2006



In 2006 travelling *too fast* for the conditions was determined to be a factor in 21 percent of injury crashes and alcohol was a factor in 18 percent of injury crashes. In 2006 failure to stop or give way contributed to 28 percent of injury crashes.

Further information about 2006 injury and non-injury crashes on:

#### Local roads

- Worst month April (11 percent), best month October (5 percent)
- Worst day Thursday (22 percent), best day Sunday (9 percent)
- Wet road 19 percent
- Night time 23 percent
- Intersection 55 percent
- Social cost of crashes \$24m
- At fault male driver (injury crashes) 63 percent
- Full NZ licence (injury crashes) 47 percent of at fault drivers

#### State highways

- Worst month January (14 percent), best month July (4 percent)
- Worst day Saturday (21 percent), best day Tuesday (14 percent)
- Wet road 32 percent
- Night time 29 percent
- Intersection 41 percent
- Social cost of crashes \$19m
- At fault male driver (injury crashes) 61 percent
- Full NZ licence (injury crashes) 61 percent of at fault drivers

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. During 2006, in Wanganui District, 38 percent of all at fault drivers in injury crashes hold either a learner or restricted driving licence, or have never been licensed.

Licence status	Injury crashes percentage of at fault drivers in 2006	
	Wanganui District	New Zealand
Full	50.7	58.4
Learner	17.4	9.5
Restricted	20.3	17.6
Never licensed	2.9	2.2
Disqualified	4.3	1.7
Overseas	0	4.2
Expired	0	0.5
Other/unknown	4.3	5.6

## Intersections

Between 2002 and 2006 47 percent of all crashes in the Wanganui District occurred at intersections. Over this period there were a total of 184 injury crashes at intersections, resulting in 3 deaths, 56 serious injuries and 201 minor injuries. There were an additional 658 non-injury crashes at intersections.

Crashes	2002	2003	2004	2005	2006
Injury	32	40	38	41	33
Non-injury	174	117	120	114	133
Total	206	157	158	155	166

Eighty-two percent of intersection crashes occurred on local roads and 18 percent on the state highway network. Of the state highway intersection crashes, 118 were on SH3, including both of the fatal crashes between 2002 and 2006, and 32 were on SH4.

Ninety-five percent of intersection crashes occurred at urban intersections and 5 percent at rural intersections. Of the 118 intersection crashes on SH3, 92 were at urban intersections and 26 at rural intersections. Thirty of the thirty-two intersection crashes on SH4 were at urban intersections.

The table below shows the locations of the six intersections in the Wanganui District with the highest number of crashes between 2002 and 2006.

Intersection	Total crashes	Injury crashes	Crashes in 2006
Victoria Ave / Dublin St	36	3	8
Victoria Ave / Glasgow St	25	2	6
Dublin St / Somme Pde	23	5	5
Victoria Ave / Guyton St	19	2	2
Parsons St / Springvale R.	18	7	3
SH3 / SH4	18	8	5

Failure to stop or give way was identified as a factor in 53 percent of injury crashes at intersections. Poor observation was identified as a factor in 46 percent of injury crashes, 16 percent involved poor handling, 18 percent involved travelling too fast for the conditions and 16 percent involved alcohol.

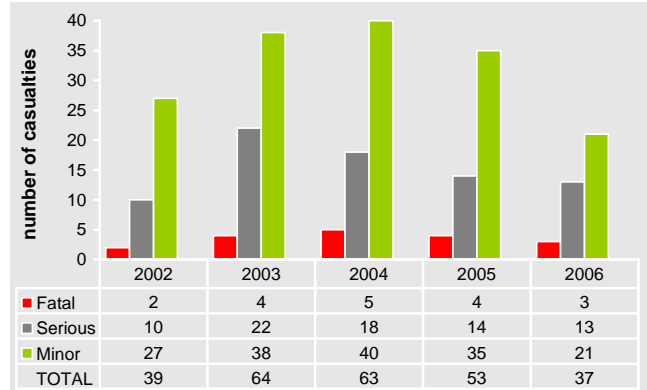
Fifty-two percent of intersection crashes occurred at intersections with a Give Way control, 12 percent were at intersections controlled by traffic signals, 11 percent had a Stop control and 25 percent occurred at intersections with no form of traffic control. Eighteen of the 32 serious injury crashes on local roads occurred at intersections with no form of traffic control.

Between 2002 and 2006 71 percent of intersection crashes occurred during the weekday, between 6am Monday and 6pm Friday. Seventy-four percent of crashes occurred during daylight hours.

## Loss of control at bends

Between 2002 and 2006 25 percent of all injury crashes in the Wanganui District involved a driver losing control of their vehicle on a bend. Over this period there were a total of 139 injury crashes and 318 non-injury crashes involving loss of control at bends.

### Casualties trend 2002-2006



Sixty-five percent of *loss of control* injury crashes at bends occurred on rural roads. Sixty-seven percent of crashes occurred on local roads and 33 percent on state highways. Of the state highway crashes, 80 were on SH3 and 71 were on SH4.

The following table lists the main characteristics of

Crash characteristic	Percentage
Single vehicle	78 percent
Head-on collision	22 percent
Roadside object struck	78 percent
Alcohol	34 percent
Excessive speed for the conditions	45 percent
Fatigue	9 percent
Road factors	17 percent
Poor handling	42 percent

these crashes:

Thirty-eight percent of drivers involved in *loss of control* injury crashes at bends were between 15 and 24 years of age and 69 percent were male. Where driver licence details were recorded, only 51 percent held a full New Zealand drivers licence. Twenty-three percent held a restricted licence, 11 percent held a learner licence, 7 percent were disqualified, forbidden from driving or held an expired licence and 5 percent had never held a drivers licence.

The most common objects hit in *loss of control* crashes at bends were fences (29 percent of crashes), cliffs and banks (22 percent of crashes), posts/poles (13 percent of crashes), trees (12 percent of crashes) and ditches (10 percent of crashes). Forty-four percent of *loss of control* crashes at bends occurred on a weekend (between 6pm Friday and 6am Monday).

Forty-eight percent of crashes occurred during the hours of darkness/twilight, compared with 29 percent for all crashes in the Wanganui District.

## Vulnerable road users

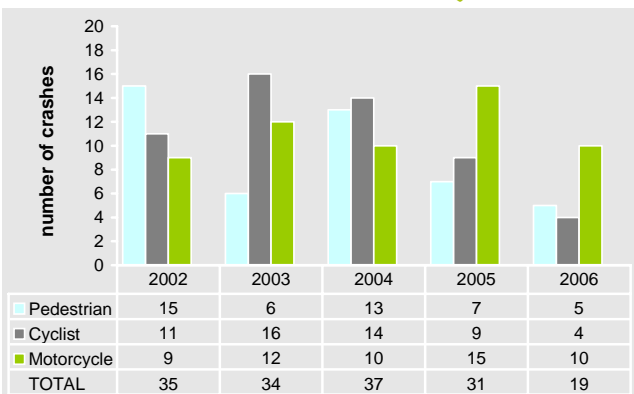
Pedestrians, cyclists and motorcyclists are all potentially vulnerable to severe injury in crashes as there is little physical protection from the impact.

On 24 February 2005, the Government launched *Getting there - on foot, by cycle*, its strategy to advance walking and cycling in New Zealand transport. *Getting there - on foot, by cycle* aims to improve environments for walking and cycling, improve safety for pedestrians and cyclists, and increase the choice of walking and cycling for day-to-day transport.

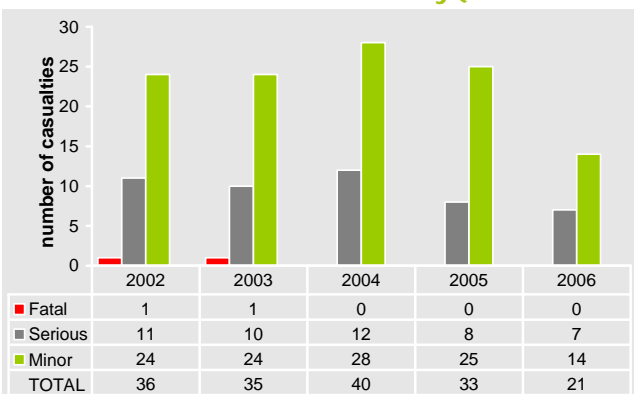
It is vitally important to recognise that promotion alone of cycling and walking is not going to be effective at increasing their mode share unless they can be made safer.

Between 2002 and 2006, 34 percent of injury crashes in the Wanganui District involved a vulnerable road user. Of the 668 road users injured in the Wanganui District between 2002 and 2006, 62 were motor-cyclists (including one fatality), 54 were cyclists and 52 were pedestrians (including one fatality).

### Vulnerable road user crashes(2002 -2006)



### Vulnerable road user severity(2002 -2006)



Fifty-six percent of crashes in the Wanganui District involving a vulnerable road user occurred on local roads and 44 percent on state highways. Of the state highway crashes, 33 were on SH1 and 9 were on SH57. Ninety percent of crashes occurred in urban areas.

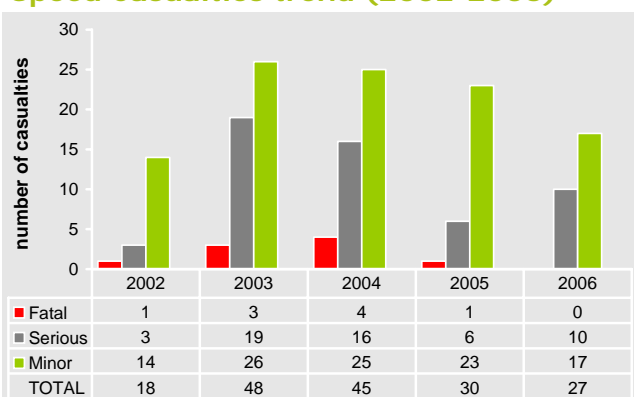
## Speed

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2006, excessive speed contributed to around 31 percent of fatal crashes and 16 percent of injury crashes in New Zealand.

During 2006, there were 1,839 injury crashes where the driver was travelling too fast for conditions.

In the Wanganui District, excessive speed was a factor in 20 percent of injury crashes between 2002 and 2006. During this period, excessive speed contributed to 9 deaths, 54 serious injuries and 105 minor injuries.

### Speed Casualties trend (2002-2006)



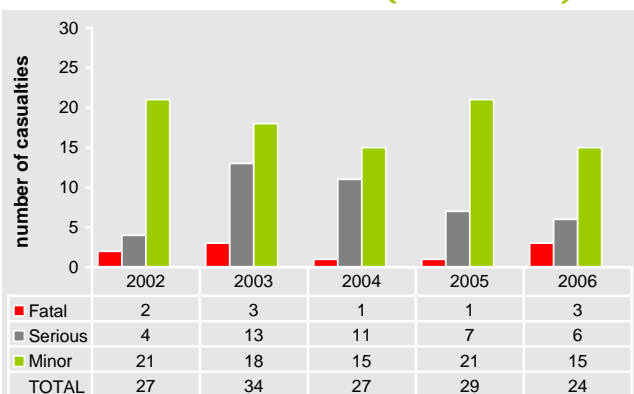
## Alcohol

Alcohol has a big effect on the way people drive. Studies repeatedly show that the risk of crashing increases as a driver's blood alcohol level increases.

Contrary to popular opinion, people with a high blood alcohol level are more likely to be injured or killed in a crash than those who have not consumed alcohol. People that drink and drive (with a blood alcohol level over 80mg per 100ml) are three times more likely to be involved in a crash than a sober driver. If injured, they are also more likely to encounter complications in their recovery.

In the Wanganui District, alcohol was a contributing factor in 18 percent of injury crashes between 2002 and 2006. During this period, alcohol contributed to 10 deaths, 41 serious injuries and 90 minor injuries.

### Alcohol Casualties trend (2002-2006)



## National issues

### Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. Speed was a particular issue in the Wanganui District between 2002 and 2006.

During this period, speed *too fast* for the conditions was a factor in 20 percent of injury crashes (see Speed on page 4 for further details) in the Wanganui District, which was higher than for all roads in New Zealand, and higher than similar authorities.

### Alcohol

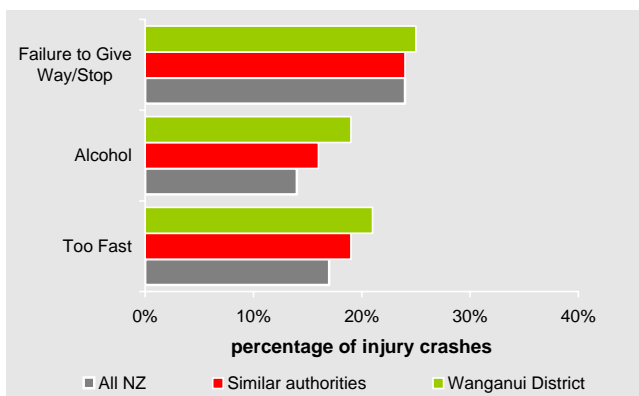
Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80mg per 100ml) are three times more likely to be involved in a crash than a sober driver.

Between 2002 and 2006, alcohol was involved in 14 percent of all nationally reported injury crashes. In Wanganui District, alcohol was identified as a factor in 18 percent of injury crashes (see Alcohol on page 4 for further details), which was higher than for all roads in New Zealand, and higher than similar authorities.

### Failure to give way

While most crashes involving failure to give way or stop are non-injury or minor-injury crashes, many can have serious consequences. Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years.

In Wanganui District, this factor was recorded in



25 percent of injury crashes, resulting in 3 deaths, 36 serious injuries and 125 minor injuries.

### Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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