

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 2003–2007 period.

This report is the ninth road safety report for the Wanganui district. Most of the information, unless otherwise stated in this report, applies to both local roads and State highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Wanganui District Council (local roads) or Transit NZ (State highways). Please refer to the last page for contact details.

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

We have also included a brief overview of crashes in the district for 2007.

Major road safety issues		2007 road trauma	
Wanganui District		Casualties	Wanganui District
Intersections		Deaths	5
Loss of control at bends		Serious casualties	22
Vulnerable road users		Minor casualties	97
Speed			
Alcohol			
Nationally		Crashes	Wanganui District
Speed		Fatal crashes	5
Alcohol		Serious injury crashes	17
Failure to give way		Minor injury crashes	71
Restraints		Non injury crashes	191

Overview 2007

In 2007 in the Wanganui district there were 93 injury crashes and 191 non-injury crashes reported by the New Zealand Police. Thirty four percent of the total injury crashes in the district were on State highways.

Crashes by injury type in 2007

	State highways				Local roads			
	F	S	M	NI	F	S	M	NI
Rural ¹	2	4	16	30	0	3	5	17
Urban	1	1	8	12	2	9	42	131

Note: 1/ Rural - area with a speed limit of 80km/h or more
 F - Fatal crashes S - Serious injury crashes
 M - Minor injury crashes NI - Non-Injury crashes

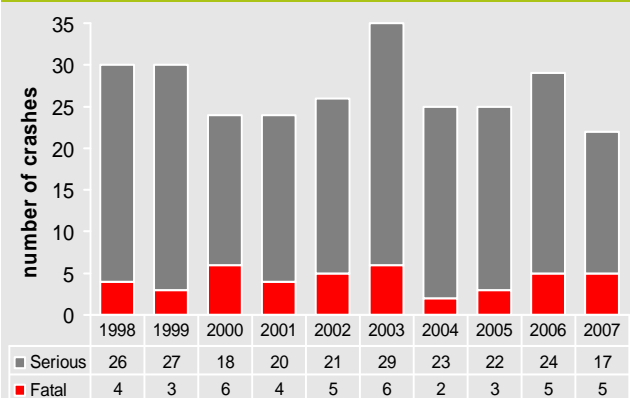
The table below shows the number of injuries resulting from these crashes in the district.

Casualties by injury type in 2007

	Fatalities	Serious injuries	Minor injuries	Total
Total	5	22	97	124

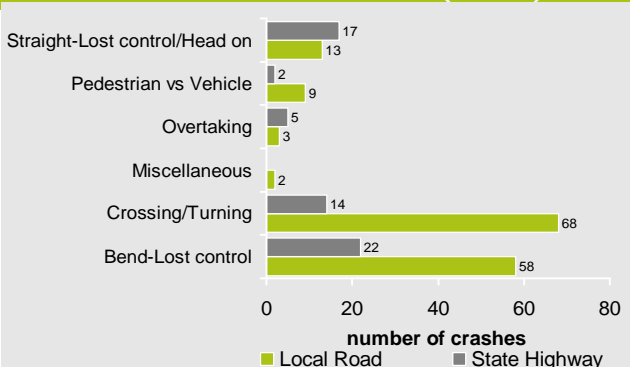
The total number of serious and fatal crashes has been steady since 2000, with the exception of spikes in 2003 and 2006.

Fatal and serious crash trends



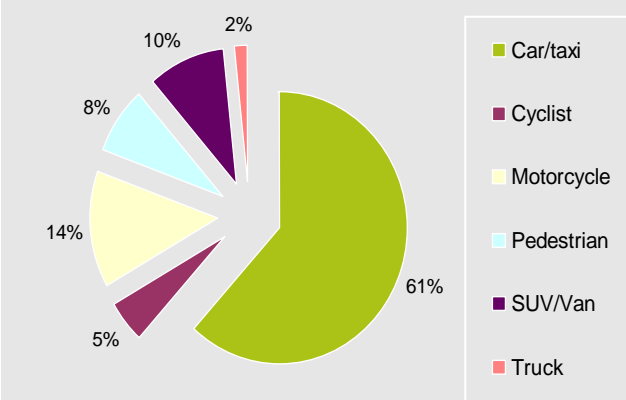
In 2007 *bend-lost control* and *crossing and turning* were the main types of crashes in the district.

Crash characteristics (2007)



The highest number of casualties in 2007 were car drivers and passengers followed by motorcyclists. It has been noted that more than quarter of casualties were vulnerable road users (pedestrian, cyclists and motorcyclists).

Casualties by user type in 2007



Further information about all crashes in 2007 on:

Local roads

- Worst months: *February* and *November* (11 percent each)
- Worst day of week: *Friday* (18 percent)
- Wet road crashes : 14 percent
- Night time crashes: 29 percent
- Alcohol over limit (injury crashes): 18 percent
- Too fast for conditions (injury crashes): 23 percent
- Crashes at intersection: 51 percent
- Road factors: 6 percent
- At fault male driver (injury crashes): 64 percent
- Full NZ licence held by at fault (injury crashes) drivers: 55 percent

State highways

- Worst month: *June* (12 percent)
- Worst day of week: *Friday* (23 percent)
- Wet road crashes: 19 percent
- Night time crashes: 39 percent
- Alcohol over limit (injury crashes): 22 percent
- Too fast for conditions (injury crashes): 19 percent
- Crashes at intersection: 34 percent
- Road factors: 16 percent
- At fault male driver (injury crashes): 72 percent
- Full NZ licence held by at fault (injury crashes) drivers: 62 percent

Social cost of crashes

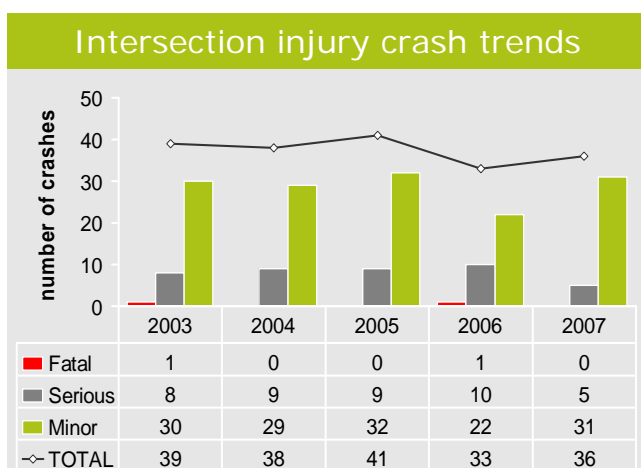
Local roads	\$ 21.35M
State highways	\$ 18.78M
Total	\$ 40.13M

NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Intersections

Between 2003 and 2007, 47 percent of all crashes in the Wanganui district occurred at intersections. These include 187 injury crashes and 582 non-injury crashes. These crashes resulted in 3 deaths, 53 serious injuries and 200 minor injuries.

The total number of injury crashes has been fairly steady for the last five years. It is noted that the total number of fatal and serious injury crashes in 2007 was the lowest in the five year period between 2003 and 2007.



The table below shows the locations of the intersections with the highest number of crashes in the district between 2003 and 2007.

Intersection name	Total crashes 2003 - 2007	Injury crashes 2003 - 2007	Total crashes in 2007
SH3/Wikitoria Rd	17	9	4
Parsons St/ Springvale Rd	15	7	2
Barrack St/London St	8	5	0
Dublin St/Somme Pde	16	5	1
SH3/Victoria Ave	11	5	3
Purnell St/Selwyn Cr	5	4	1
London St/Halswell St	7	3	1
Selwyn Cres/Grey St	5	3	0
SH3/Purnell St	8	3	1

Crashes at *cross roads* and *T (tee) junctions* were the most common types of intersection crashes, followed by *roundabouts*.

Junction type	Rural	Urban
T (tee)	24	251
Driveways	3	10
X (cross)	16	359
Y	3	32
Roundabout	0	68
Multi road join	0	3

Eighty-one percent of intersection crashes occurred on local roads and mainly in urban areas.

Crash location	Local urban	Local rural	SH urban	SH Rural
Intersection	79%	2%	15%	4%

Of the 112 intersection crashes on SH3, 83 were at urban intersections and 29 at rural intersections. Thirty of the thirty-four intersection crashes on SH4 were at urban intersections.

Failure to stop or give way was identified as a factor in 59 percent of injury crashes at intersections. *Poor observation* was identified as a factor in 50 percent of injury crashes.

Fifty percent of intersection crashes occurred at intersections with a give way control, 13 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. Fifteen of the 29 serious injury crashes on local roads occurred at intersections with no form of traffic control.

Further information about all crashes at intersections in the district for the period 2003 to 2007 on:

Local roads

- 35 serious injuries and 150 minor injuries
- Wet road crashes: 19 percent
- Night time crashes: 26 percent
- Driver with alcohol over limit (injury crashes): 15 percent
- Most common injury crash factors: *failure to give way/stop* (62 percent) followed by *poor observation* (54 percent)
- At fault male driver (injury crashes): 63 percent
- 45 percent of drivers at fault (injury crashes) were either on restricted or learner licences or not licensed at all
- Most common age group (injury crashes): 33 percent under 25 years of age

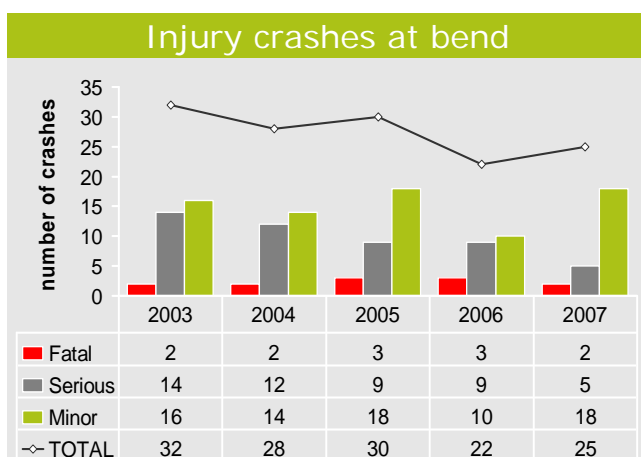
State highways

- 3 deaths, 18 serious injuries and 50 minor injuries
- Worst day of week: *Monday* (26 crashes)
- Wet road crashes: 22 percent
- Night time crashes: 31 percent
- Driver with alcohol over limit (injury crashes): 13 percent
- Most common injury crash factors: *failure to give way/stop* (50 percent) followed by *poor observation* (37 percent)
- At fault male driver (injury crashes): 59 percent
- 41 percent of drivers at fault (injury crashes) were either on restricted, or learner licences or not licensed at all licensed
- Most common age group (injury crashes): 31 percent under 25yrs and 33 percent over 60 years of age

Loss of control at bends

Between 2003 and 2007, 27 percent of all crashes in the Wanganui district involved drivers losing control of their vehicles at bends. These crashes resulted in 18 deaths, 72 serious injuries and 162 minor injuries. There were a further 302 non-injury crashes reported.

Loss of control injury crashes at bends have been decreasing. The total number of fatal and serious injury crashes in 2007 was the lowest in the last five year period.



In the last five year period, more than half (54 percent) of the crashes at bends were located on urban roads .

	Local urban	Local rural	SH urban	SH Rural
Crash location	46%	21%	8%	25%

Although only a third of the crashes occurred on State highways (SH), these crashes have resulted in more than 75 percent of the fatalities. Of the State highway crashes, 71 were on SH3 and 75 were on SH4. Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle.

The three most common roadside hazards struck in the district were *fences* (31 percent), *posts or poles* (14 percent) and *trees* (13 percent) out of the total number of 461 objects struck.

Main characteristics of injury crashes at bends

Crash characteristic	Percentage of crashes
Single vehicle	79%
Alcohol (injury crashes)	35%
Too fast for the conditions (injury crashes)	50%
Road factors	16%
Poor handling (injury crashes)	39%
Wet road	29%
Night time	47%

It has been noted that less than 30 percent of at fault drivers in loss of control at bend injury crashes on local roads were full NZ driver licence holders.

Further information about all loss of control crashes at bends in the district for the period 2003-2007 on:

Local roads

- 4 deaths, 40 serious injuries and 102 minor injuries
- Worst day of week: *Sunday* (59 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 49 percent
- Driver with alcohol over limit (injury crashes): 38 percent
- Most common injury crash factor: *too fast* (56 percent) followed by *poor handling* (42 percent)
- At fault (injury crashes) male driver: 73 percent
- 71 percent of drivers at fault (injury crashes) did not hold Full NZ licence
- Most common fault (injury crashes) drivers' age group: 15 to 39 years old

State highways

- 14 deaths, 32 serious injuries and 60 minor injuries
- Worst day of week: *Saturday* (31 crashes)
- Wet road crashes: 36 percent
- Night time crashes: 42 percent
- Alcohol over limit (injury crashes): 30 percent
- Most common injury crash factor: *too fast* (40 percent) and *poor handling* (34 percent)
- At fault (injury crashes) male driver: 65 percent
- 45 percent of drivers at fault (injury crashes) did not hold Full NZ licence
- Most common fault (injury crashes) drivers' age group: 15 to 39 years old

Vulnerable road users

Pedestrians, cyclists and motorcyclists are all considered vulnerable road users as they have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

Between 2003 and 2007, 33 percent of injury crashes in the Wanganui district involved a vulnerable road user. Of the 660 road users injured in the Wanganui district between 2003 and 2007, 63 were motor-cyclists (including two deaths), 50 were cyclists and 45 were pedestrians (including two deaths).

Pedestrians

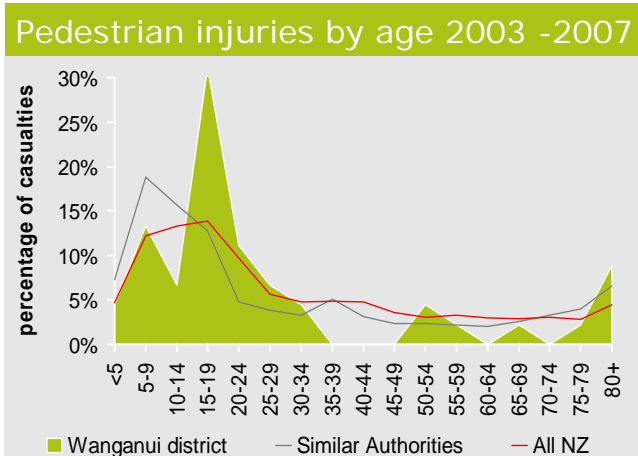
Between 2003 and 2007 the pedestrians injured account for 7 percent of all injuries, 7 percent of all fatalities and 10 percent of serious injuries in the Wanganui district.

The number of pedestrians injured has been fluctuating. The number of fatal and serious injuries in 2007 is significantly higher than previous 2 years.



Most (91 percent) of the pedestrian accidents occurred on urban roads and 40 percent occurred at intersections. A quarter of pedestrian accidents occurred during hours of darkness.

Young people, under 25 years of age constitute two-thirds of pedestrian injured in the last five year period



Thirty-six percent involved pedestrians crossing the road being hit by a driver approaching from their right. Eighteen percent involved pedestrians crossing the road being hit by a driver approaching from their left.

High pedestrian accident locations/routes

- In the town centre along Victoria Avenue and side roads
- Dublin Street
- In the vicinity of Wanganui Girls' College

Further information about pedestrian injuries in the district between 2003 and 2007 on:

Local roads

- 2 deaths, 10 serious injuries and 24 minor injuries
- Most common injury crash factors: *poor observation (45 percent)* followed by *failure to give way/stop (15 percent)*
- Night time crashes: 17 percent
- Alcohol over limit (injury crashes): 9 percent
- Crashes at intersection: 40 percent

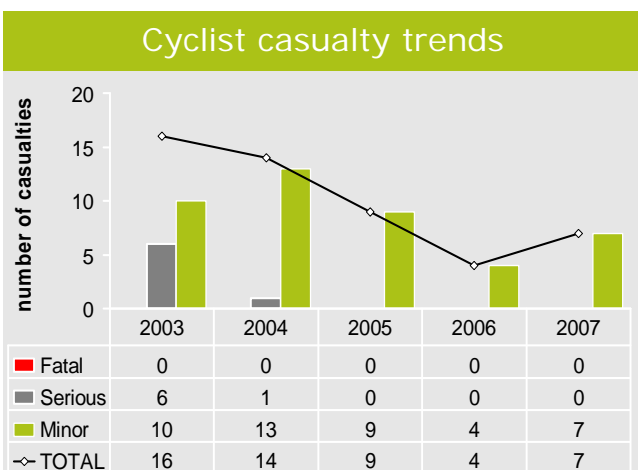
State highways

- 4 serious injuries and 5 minor injuries
- Most common injury crash factors: *poor observation (25 percent)* followed by *failure to give way/stop (13 percent)*
- Night time crashes: 44 percent
- Alcohol over limit (injury crashes): 38 percent
- Crashes at intersection: 33 percent

Cyclists

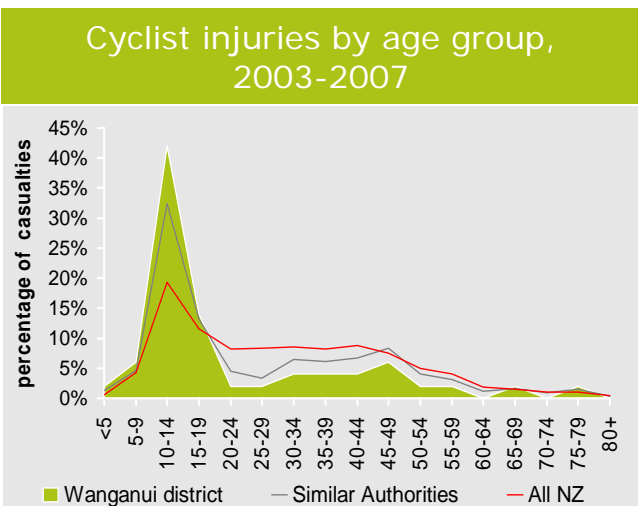
In the Wanganui district, cyclists injury crashes accounted for 8 percent of all injury crashes in the last five year period.

Injuries involving cyclists have gradually decreased until 2006. Slight increment in cyclist injuries have been reported in 2007. There was no death in the last five years and no cyclists reported seriously injured in the last three years.



Most (84 percent) cycling crashes occurred on urban roads. Forty eight percent of the crashes were at intersections and most (87 percent) of crashes happened during daylight hours.

Cyclist injuries are not spread evenly across all age distributions. In the last five years young people less than 25 years of age accounted for two thirds of cyclists injuries. More than 40 percent of the injured cyclists were young people 10 to 14 years of age.



Cyclist crashes have primarily occurred along the main routes of the central business district of Wanganui city. Some of the high cyclist crash locations or routes are given in the table below:

High cyclist crash locations/routes
In town centre along Victoria Avenue and side roads
SH 3 between Brassey Rd & Fitzherbert Ave
Somme Parade
Puriri St/York St/Alma Rd

Further information about cyclist injury crashes between 2003 and 2007 on:

Local roads

- 5 serious injuries and 41 minor injuries
- Worst day of week: *Thursday (12 crashes)*
- Most common injury crash factors: *poor observation (68 percent)* followed by *failure to give way /stop (41 percent)*
- Crashes at intersection: *59 percent*
- Wet road crashes: *7 percent*
- Night time crashes: *5 percent*

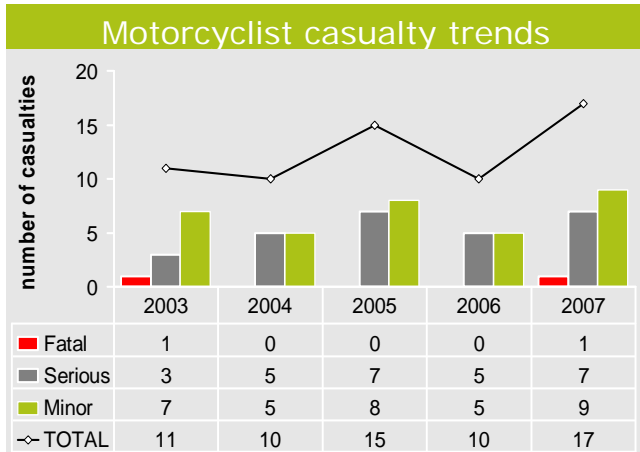
State highways

- 2 serious injuries and 2 minor injuries
- Worst days of week: *Wednesday, Friday and Sunday (2 crashes each)*
- Most common injury crash factors: *poor observation (75 percent)* and *failure to give way/stop (75 percent)*
- Crashes at intersection: *83 percent*
- Wet road crashes: *17 percent*
- Night time crashes: *33 percent*

Motorcyclists

Motorcyclists in the Wanganui district accounted for 7 percent of all injury crashes and 3 percent of fatalities in the last five year period.

There is an increasing trend in motorcyclist injuries. The total number of motorcyclist injured in 2007 was the highest in the last five year period.

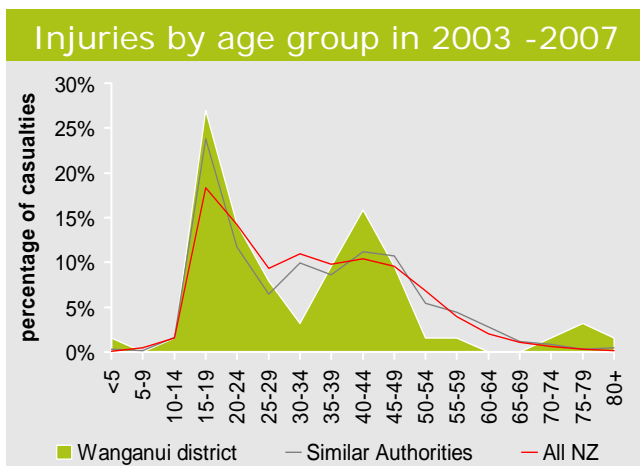


Nationally, motorcyclist fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend. In 2007 motorcyclists accounted for 11 percent of road fatalities in New Zealand.

Eighty-three percent of the motorcycling crashes in the Wanganui district happened on urban roads.

More than half of the motorcyclist crashes (52 percent) happened at intersections.

Young motorcyclists, 15 to 29 years of age accounted for almost half of motorcyclist casualties. Thirty-five to 49 years of age were the second most prominent age group with one third of injuries.



Motorcyclist crashes are spread through out the main routes in Wanganui city centre. Some of the high motorcyclist crash locations or routes are given in the table below:

High motorcyclist crash locations/routes

SH 3 in town centre and vicinity
Victoria Avenue
Somme Parade
ANZAC Parade (SH 4)
Glasgow street
Fitzherbert Ave—Purnell St
Ridgway St

Further information regarding motorcycling crashes in the district between 2003 and 2007 on:

Local roads

- 17 serious injuries and 27 minor injuries
- Worst day of week: *Thursday (13 crashes)*
- Most common injury crash factors: *failure to give way/stop (57 percent)* followed by *poor observation (55 percent)*
- Wet road crashes: *15 percent*
- Night time crashes: *22 percent*
- Alcohol over limit (injury crashes): *14 percent*
- Crashes at intersection: *53 percent*

State highways

- 2 deaths, 10 serious injury and 7 minor injuries
- Worst day of week: *Saturday (7 crashes)*
- Most common injury crash factors: *too fast (37 percent)* followed by *failure to give way/stop (32 percent)*
- Wet road crashes: *10 percent*
- Night time crashes: *29 percent*
- Alcohol over limit (injury crashes): *16 percent*
- Crashes at intersection: *48 percent*

Speed

Nationally, speed is one of the major contributing factors to crashes on our roads. In 2007, there were 2,115 injury crashes where the driver was travelling *too fast* for the conditions. Excessive speed contributed to around 33 percent of fatal crashes and 18 percent of injury crashes, nationally.

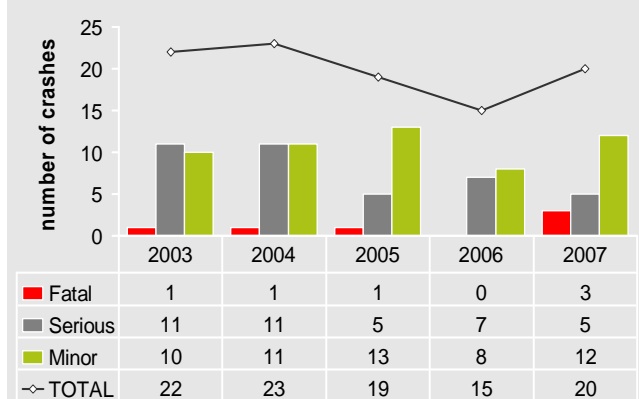
Reducing speeds to appropriate levels is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to hazardous situations and it also leads to more serious injuries.

In the Wanganui district, excessive speed was a factor in 22 percent of all injury crashes in 2007.

There were 99 speed-related injury crashes and 186 non-injury crashes reported in the last five years. These crashes resulted in 11 deaths, 61 serious injuries and 111 minor injuries.

No consistent reduction in speed related injury crashes has been observed in the last five year period. However the number of these fatal crashes in 2007 was the highest in the last five years.

Speed related injury crash trends



Two-thirds of the speed related crashes in the last five year period occurred in the urban area.

Speed related crashes

Speed related crashes	2003	2004	2005	2006	2007
Urban	36	41	40	31	44
Rural	20	18	21	18	16
Total	56	59	61	49	60

Although only a quarter of the speed related crashes happened on the State highways, they account for more than 80 percent of the fatalities.

More than 60 percent of the drivers at fault in speed related injury crashes were either learner, restricted licence holders, never licensed or disqualified.

Half of the at fault drivers in the speed related injury crashes were less than 25 years old. Males represented more than 80 percent of the at fault drivers.

Age and sex of at fault drivers

Drivers at fault in speed related injury crashes (2003- 2007)	Male	Female	Total
15 - 19 years	28	7	35
20 - 24	21	3	24
25 - 29	11	2	13
30 - 39	14	2	16
40 - 49	2	1	3
50 - 59	3	0	3
60 - 69	0	1	1
70+	0	2	2
Total	79	18	97

Further information about speed related crashes in the district between 2003 and 2007 on:

Local roads

- 2 deaths, 34 serious injuries and 86 minor injuries
- Worst day of week: *Sunday* (41 crashes)
- Wet road crashes: 22 percent
- Night time crashes: 49 percent
- Alcohol over limit (injury crashes): 36 percent
- Most common injury crash factor: *bend-loss of control* (69 percent)
- At fault male driver (injury crashes): 80 percent
- 80 percent of drivers at fault (injury crashes) were either on restricted or learner licences or not licensed at all
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old followed by 20 to 29 years old

State highways

- 9 deaths, 27 serious injuries and 25 minor injuries
- Worst day of week: *Saturday* (16 crashes)
- Wet road crashes: 43 percent
- Night time crashes: 39 percent
- Alcohol over limit (injury crashes): 41 percent
- Most common injury crash factor: *bend-loss of control* (74 percent)
- At fault male driver (injury crashes): 85 percent
- 48 percent of drivers at fault (injury crashes) were either on restricted or learner licences or not licensed at all
- Most common at fault drivers' age group (injury crashes): 15 to 29 years old

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

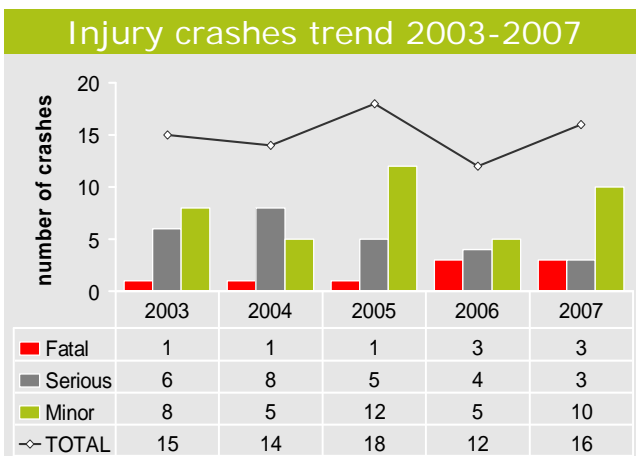
People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in the same crash.

Nationally in 2007, alcohol affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes.

In the Wanganui district, alcohol was a factor in 17 percent of all injury crashes in 2007 which is higher than the national average and also slightly higher than the last five year district average of 18 percent.

Alcohol was a factor in 75 reported injury rashes, and 127 reported non-injury crashes in the last five years. These crashes resulted in 11 deaths, 44 serious injuries and 80 minor injuries.

The total number of alcohol related injury crashes has been fluctuating in the last five year period. There were 3 fatal crashes in both in 2006 and 2007.



Three quarters of the alcohol related crashes happened in the urban area and mostly during the night.

Although only a quarter of the alcohol related crashes happened on the State highways, they account for more than 60 percent of the fatalities.

Only a quarter of the at fault drivers in alcohol related injury crashes on local roads held a full NZ driver's licence holders, which is a matter of concern.

Further information about alcohol related crashes in the district between 2003 and 2007 on:

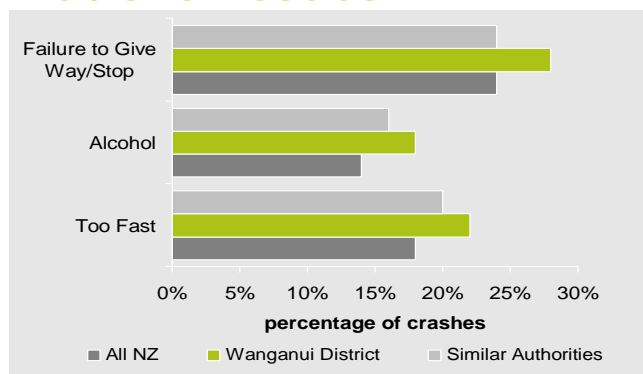
Local roads

- 4 deaths, 22 serious injuries and 55 minor injuries
- Worst day of week: *Saturday (41 crashes)*
- Wet road crashes: *19 percent*
- Night time crashes: *72 percent*
- Crashes at intersection: *47 percent*
- Excessive speed: *50 percent*
- Most common injury crash factors: *too fast (50 percent)* followed by *poor handling (33 percent)*
- Road factors: *2 percent*
- At fault male driver (injury crashes): *77 percent*
- Full NZ licence at fault drivers (injury crashes): *25 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 24 and 30 to 49 years old*

State highways

- 7 deaths 22 serious injuries and 25 minor injuries
- Worst day of week: *Saturday (13 crashes)*
- Wet road crashes: *28 percent*
- Night time crashes: *78 percent*
- Crashes at intersection: *33 percent*
- Excessive speed: *48 percent*
- Most common injury crash factors: *poor handling (26 percent)* and *fatigue (13 percent)*
- Road factors: *4 percent*
- At fault male driver (injury crashes): *86 percent*
- Full NZ licence at fault drivers (injury crashes): *50 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 49 years old*

National issues



Speed

Speed "too fast" was recorded in 22 percent of injury crashes in Wanganui district in the last five years resulting in 11 deaths and 172 injuries. *Speed* as a factor in crashes is relatively high in the district in comparison with national and similar authorities average and is not reducing.

Seventy one percent of speed-related injury crashes were *bend-lost control*. *Alcohol* and *poor handling* were the other driver factors most often associated with *speed*. Drivers aged under 25 years old were most involved in *speed* related crashes.

Alcohol

In the Wanganui district, *alcohol* was recorded in 17 percent of injury crashes in the last five years resulting in 11 deaths and 131 injuries. *Alcohol* as a factor in crashes is relatively high in the district in comparison with national and similar authorities averages.

Most (75 percent) of alcohol related crashes were in urban areas. Fifty-five percent of these involved *loss of control* crashes. Travelling *too fast* and *poor handling* were often associated with alcohol. Eighty-one percent of at fault drivers in these crashes were male.

Failure to give way

In the Wanganui district, *failure to give way or stop* was a factor in 28 percent of all reported injury crashes for the last five years, resulting in 3 deaths and 168 other injuries. Most (93 percent) of these crashes were related to *crossing/turning manoeuvres* and often associated with failure *to look for other parties*. Fifty-six percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. 2007 survey results show restraint rates in the Wanganui district for front seat and rear seat are 98 and 86 percent respectively (while corresponding national rates are 95 and 87 percent).

The results are obtainable from the Ministry of Transport website.

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

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