

briefing notes road safety issues

Wanganui District

This report details aspects of Wanganui District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Wanganui District for 2009. Then we present more detailed analysis of local road safety issues; based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

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

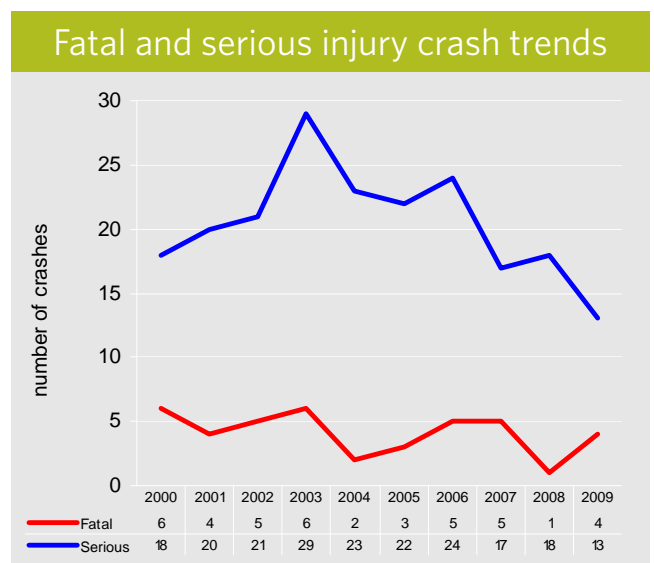
2009 road trauma	
Casualties	Wanganui District
Death	4
Serious injury	14
Minor injury	96
Total casualties	114

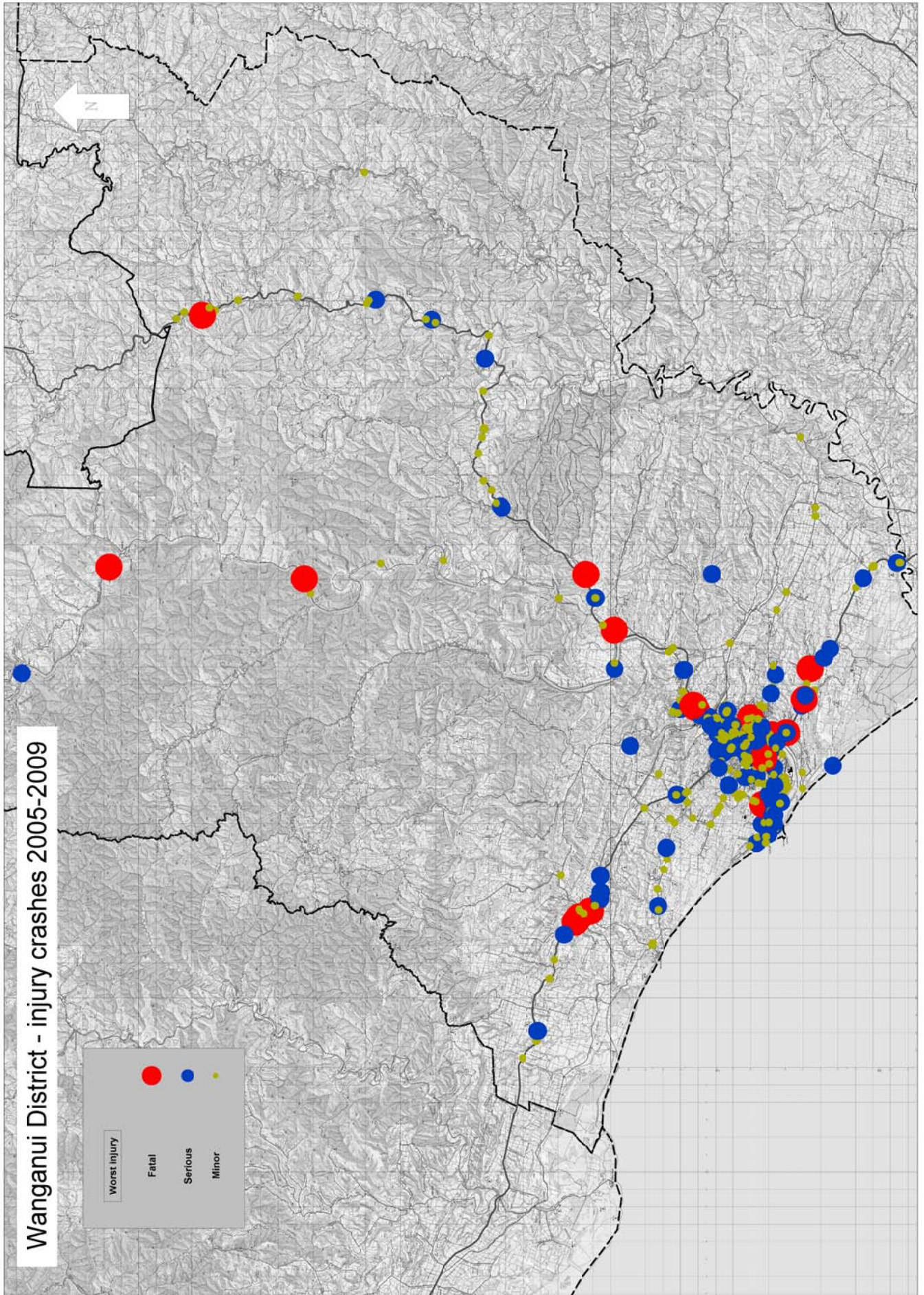
Crashes	Wanganui District
Fatal crashes	4
Serious injury crashes	13
Minor injury crashes	72
Total injury crashes	89
Non-injury crashes	184 reported

2009 - social cost of crashes	
Local roads	\$ 21.58M
State highways	\$ 12.90.M
Total	\$ 34.48M

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

Local road safety issues	
Wanganui District	
Loss of control	
Intersection	
Vulnerable road user; pedestrians	
motorcycles	
Speed too fast - incl. alcohol	





2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Wanganui District

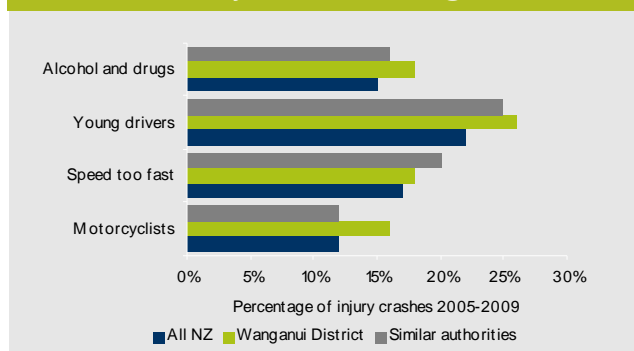
Presented below is a brief look at Wanganui District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Wanganui District are 92 and 74 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

Safer Journeys’ areas of high concern



Alcohol and drugs

In Wanganui District, alcohol was recorded in 18 percent of injury crashes in the last five years, resulting in 7 deaths, 27 serious injuries and 75 minor injuries. Alcohol-related crashes were higher proportionally than in similar authorities.

Young drivers

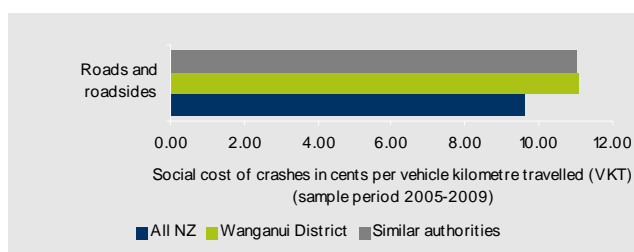
In Wanganui District, young drivers aged 15-19 years were involved in 26 percent of all injury crashes during the last five year period, resulting in 4 deaths, 29 serious injuries and 139 minor injuries. This was higher proportionally compared to similar authorities, however the trend is downward.

Speed too fast

Speed too fast was recorded in 18 percent of injury crashes in Wanganui District in the last five years, resulting in 5 deaths, 31 serious injuries and 81 minor injuries. Speed as a factor in crashes was lower proportionally compared to similar authorities.

Motorcyclists

In Wanganui District, motorcyclists were involved in 16 percent of all injury crashes during the last five year period, resulting in 2 deaths, 29 serious injuries and 48 minor injuries. Injury crashes involving motorcyclists were significantly higher proportionally compared to similar authorities.



Roads and roadsides

In Wanganui District, there were on average 30 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes is 1 percent higher than the similar authority average (see the graph above).

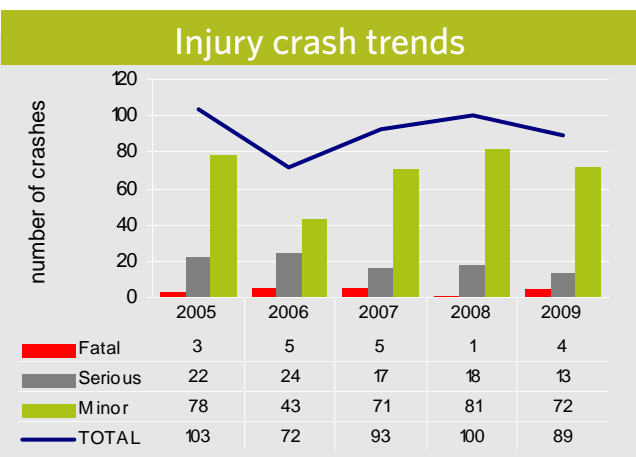
Overview 2009

In 2009 in Wanganui District, 89 injury crashes resulting in 114 casualties and 184 non-injury crashes were reported by the New Zealand Police. Twenty-six percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

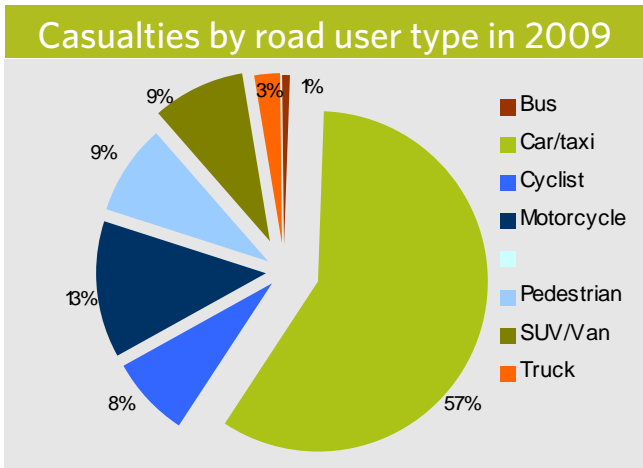
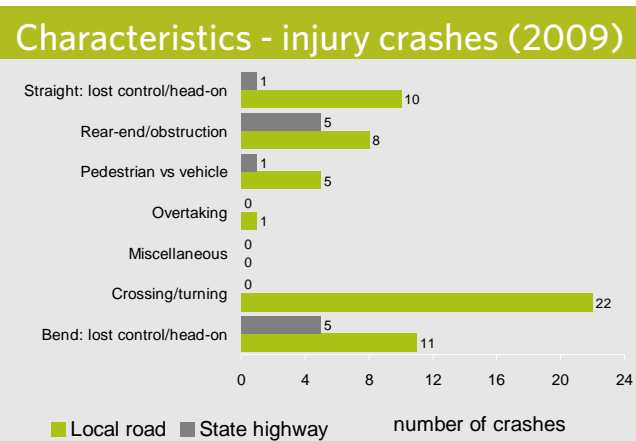
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	4	14	96	114
Local roads vs state highways				
Local roads	2	10	66	78
State highways	2	4	30	36
Rural vs urban roads				
Rural ¹	2	3	31	36
Urban	2	11	65	78

¹ Rural- an area with a speed limit of 80km/h or more

The latest five year data shows a slight downward trend in the total number of injury crashes and also the serious injury crash numbers are trending downwards.



In 2009 over a third of the injury crashes involved a driver losing control of their vehicle and three-tenths involved a crossing or turning movement.



Over half the casualties were drivers or passengers of cars, a tenth of sports utility vehicles or vans and three-tenths were vulnerable road users (pedestrians, cyclists and motorcyclists), an eighth were motorcyclists.

In 2009 in Wanganui District, young drivers aged 15 to 19 years inclusive were at fault drivers in 18 percent of injury crashes and older drivers, 70 years of age and over, in 10 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 66
- Worst month: October (15 percent)
- Worst day of week: Friday (18 percent)
- Wet road crashes: 12 percent
- Night time crashes: 33 percent
- Alcohol over limit: 17 percent
- Too fast for conditions: 17 percent
- Failed to give way/stop: 33 percent
- Pedestrian factors : 14 percent
- Crashes at intersection: 47 percent
- Road factors: 15 percent
- At fault male driver: 63 percent
- At fault driver held full NZ licence: 52 percent

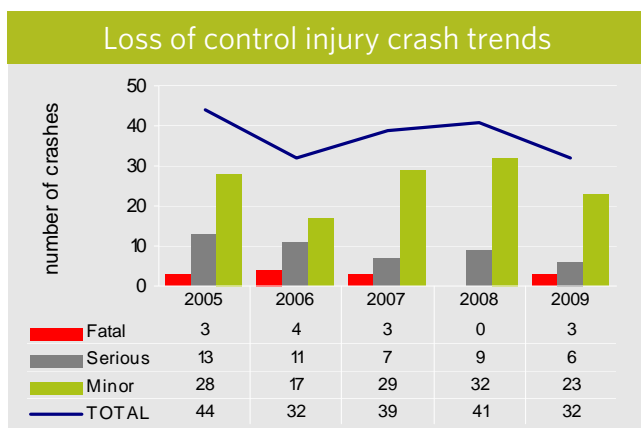
State highways

- Total number of injury crashes: 23
- Worst month: July (17 percent)
- Worst days of week: Tuesday and Saturday (26 percent each)
- Wet road crashes: 26 percent
- Night time crashes: 39 percent
- Alcohol over limit: 17 percent
- Too fast for conditions: 13 percent
- Failed to give way/stop: 22 percent
- Fatigue: 4 percent
- Crashes at intersection: 26 percent
- Road factors: 17 percent
- At fault male driver: 70 percent
- At fault driver held full NZ licence: 58 percent

Loss of control

During the most recent five year period (2005-2009) 41 percent of all injury crashes in Wanganui District occurred due to loss of control. These crashes resulted in 14 deaths, 59 serious injuries and 211 minor injuries. A further 350 non-injury crashes were reported involving loss of control.

The latest five year data shows a downward trend in the total number of loss of control injury crashes.



Nearly three-quarters of the loss of control type crashes occurred at bends (73 percent). These involved a driver losing control of their vehicle then commonly running off the road or in one in five cases colliding with another vehicle (20 percent).

The following table shows a breakdown of the general environment of all loss of control crashes (538 crashes) in Wanganui District 2005-2009, split to show urban/rural speed limits.

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	31%	16%	5%	21%
Straight road	14%	3%	3%	7%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Just over a third of all loss of control crashes were on state highways (35 percent) resulting in three-fifths of all fatalities (57 percent) and two-fifths of all serious injuries (39 percent).

The three most common roadside hazards struck in loss of control crashes were fences (26 percent), posts or poles (17 percent), followed by trees and ditches (10 percent each). In total 557 objects were struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows the main characteristics of loss of control crashes. Speed too fast for conditions each was a contributing factor in a third of injury crashes and alcohol in just a little under a third. Half of all crashes occurred on rural roads, half during the hours of darkness and a quarter of all loss of control crashes occurred in wet conditions.

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	80%
Alcohol (injury crashes)	31%
Too fast for the conditions (injury crashes)	34%
Road factors	15%
Poor handling (injury crashes)	37%
Rural road	48%
Wet road	25%
Night time	49%

Further information about all crashes due to loss of control in Wanganui District 2005-2009 on:

Local roads

- 6 deaths, 36 serious injuries and 124 minor injuries
- Worst month: July (45 crashes)
- Worst day of week: Saturday (70 crashes)
- Wet road crashes: 21 percent
- Night time crashes: 51 percent
- Crashes at intersection: 38 percent
- Road factors: 11 percent
- Alcohol over limit (injury crashes): 36 percent
- Most common injury crash factors: too fast (43 percent) followed by poor handling (39 percent)
- At fault male driver (injury crashes): 71 percent
- At fault driver held learner or restricted licence (injury crashes): 40 percent
- Most common at fault driver's age group (injury crashes): 15-19 years (38 percent)

State highways

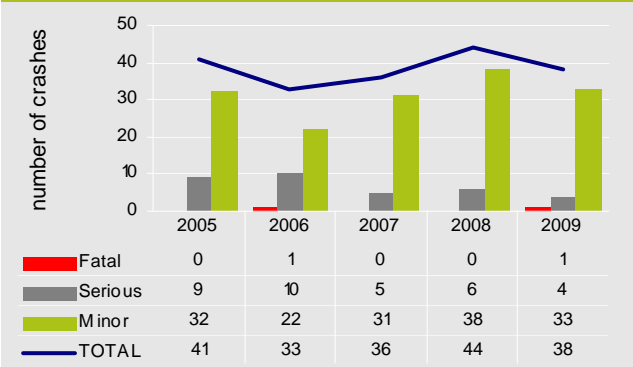
- 8 deaths, 23 serious injuries and 87 minor injuries
- Worst month: March (25 crashes)
- Worst day of week: Saturday (43 crashes)
- Wet road crashes: 34 percent
- Night time crashes: 42 percent
- Crashes at intersection: 14 percent
- Road factors: 21 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factors: poor handling (33 percent) followed by fatigue (21 percent)
- At fault male driver (injury crashes): 73 percent
- At fault driver held full NZ licence (injury crashes): 64 percent
- Most common at fault driver's age group (injury crashes): 30-39 years (30 percent) followed by 15-24 years (22 percent)

Intersections

In Wanganui District during the last five year period (2005-2009) 42 percent of all injury crashes occurred at intersections. These crashes resulted in 2 deaths, 40 serious injuries and 204 minor injuries. There were a further 526 non-injury crashes reported.

The latest five year data shows a level trend the total number of injury crashes at intersections. The trend in serious injury crashes over this period is downward.

Intersection injury crash trends



Nearly all of these crashes occurred at intersections in urban areas (94 percent) and were mostly on local roads (80 percent). Eighteen percent of all crashes occurred on state highways, accounting for all fatalities but only 38 percent of the serious injuries.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	80%	2%	14%	4%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

The table below shows the locations of intersections with the highest number of crashes in the district (2005-2009).

Intersection name	Total crashes 2005 -	Injury crashes 2005 -	Total crashes in 2009
Somme Parade /Dublin St	25	11	3
SH 3 / Wikitoria Road	16	8	0
Parsons St / Springvale Road	13	7	2
London St / Barrack St	7	4	2
Purnell St/Selwyn Crescent	5	4	0
SH 3 / Glasgow St	5	4	1
SH 3 / Grey St	14	3	5
SH 4 / Dublin St Bridge	5	3	1
Glasgow St / Campbell St	4	3	1
Ingestre St / St Hill St	16	3	3

Junction Type	Rural	Urban
Crossroad	17	343
T-junction	24	220
Y-junction	2	22
Roundabout	0	76
Driveway	1	9

Crashes at crossroads and T-junctions on urban roads are the most common types of intersection crashes reported 2005-2009.

Over half of the intersection crashes occurred due to failure to give way; 52 percent at give way signs, 13 percent at stop signs, 14 percent at traffic signals and 21 percent of all intersection crashes occurred at uncontrolled intersections.

Further information about all crashes at intersections in Wanganui District 2005-2009 on:

Local roads

- 25 serious injuries and 167 minor injuries
- Worst month: May (62 crashes)
- Worst day of week: Friday (99 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 27 percent
- Alcohol over limit (injury crashes): 15 percent
- Most common injury crash factors: Failed to give way/stop (63 percent) followed by poor observation (54 percent)
- At fault male driver (injury crashes): 60 percent
- At fault driver held full NZ licence (injury crashes): 54 percent
- Most common age group (injury crashes): 15-24 years (34 percent) followed by 40-49 years (14 percent)

State highways

- 2 deaths, 15 serious injuries and 37 minor injuries
- Worst month: June (16 crashes)
- Worst day of week: Saturday (25 crashes)
- Wet road crashes: 16 percent
- Night time crashes: 25 percent
- Alcohol over limit (injury crashes): 14 percent
- Most common injury crash factors: failed to give way/stop (65 percent) followed by poor observation (38 percent)
- At fault male driver (injury crashes): 56 percent
- At fault driver held full NZ licence (injury crashes): 51 percent
- Most common age group (injury crashes): 15-19 years (23 percent)

Vulnerable road users

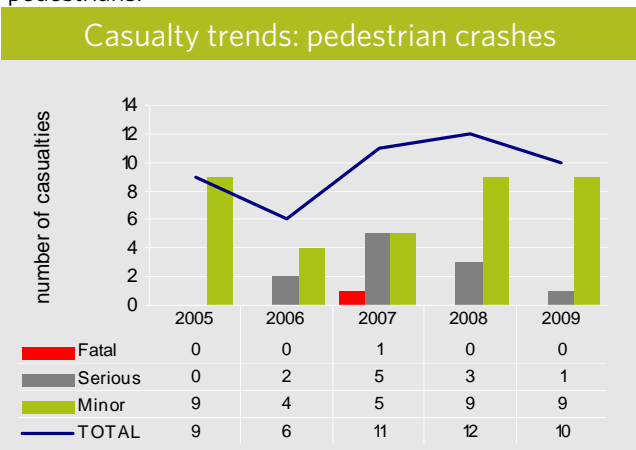
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are described as pedestrians, motorcyclists and cyclists.

In Wanganui District, vulnerable road users were involved in a third of all injury crashes in 2005-2009 accounting for a quarter (26 percent) of all casualties; 16 percent of all deaths, 36 percent of all serious injuries and 25 percent of all minor injuries over the five year period.

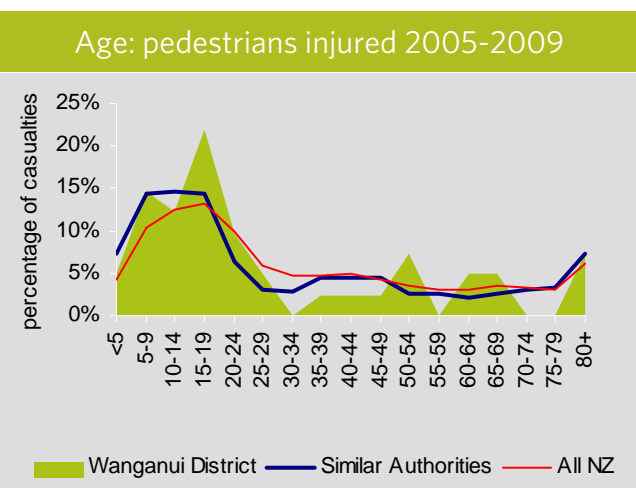
Pedestrians

Injury crashes involving pedestrians in Wanganui District accounted for 9 percent of all injury crashes during the last five year period, resulting in 1 death, 11 serious injuries and 36 minor injuries.

The latest five year data shows an upward trend in the total number of casualties in crashes involving pedestrians.



Nearly a quarter of pedestrians injured during the last five years were in the 15-19 year age group (22 percent), which is higher when compared to similar authorities (13 percent). The larger group 10-19 years constitutes a third of all injured pedestrians (34 percent) and younger people under 10 years constituted a fifth (20 percent).



High pedestrian crash locations/routes

- Duncan St / Tinirau St - intersection
- Dublin St / Wicksteed St - intersection
- In the city centre generally: area between Victoria Avenue and Somme Parade
- SH 3 route through the district
- Wanganui East route: Dublin St Bridge thru to Wakefield St

Crash locations for crashes involving pedestrians in Wanganui District 2005-2009 are scattered, high crash locations or routes are shown above.

Most crashes involving pedestrians occurred on urban local roads (83 percent) and a third of these crashes occurred at intersections (33 percent). Nearly three-quarters of these crashes took place during the hours of daylight (71 percent).

The following were the most commonly reported pedestrian factors contributing to these pedestrian crashes:

- 40 percent involved pedestrians crossing roads heedless of traffic
- 12 percent involved pedestrians stepping out from behind parked cars
- 12 percent involved pedestrians who were visibly intoxicated
- 7 percent pedestrian unsupervised child or escaped from supervision

Ten percent of pedestrian crashes recorded that a driver failed to give way to a pedestrian on a zebra crossing.

Further information regarding pedestrian crashes in Wanganui District 2005-2009 on:

Local roads

- 1 death, 8 serious injuries and 33 minor injuries
- Worst months: October (17 crashes)
- Worst day of week: Wednesday (9 crashes)
- Wet road crashes: 19 percent
- Night time crashes: 25 percent
- Alcohol over limit (injury crashes): 8 percent
- Crashes at intersection: 39 percent
- Pedestrian factors for crashes: 72 percent

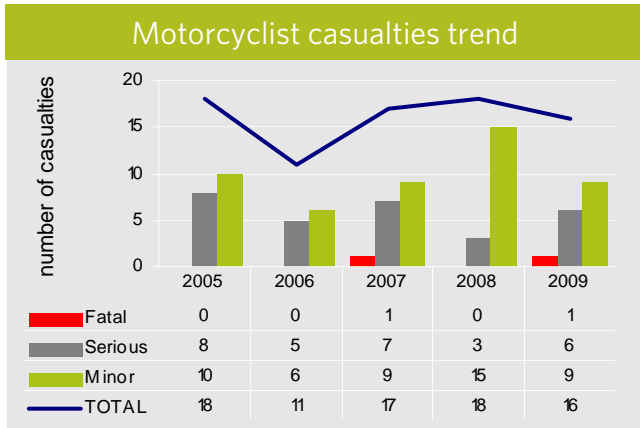
State highways

- 3 serious injuries and 3 minor injuries
- Worst days of week: Saturday and Sunday (2 crashes each)
- Wet road crashes: nil
- Night time crashes: 50 percent
- Alcohol over limit (injury crashes): 60 percent
- Crashes at intersection: nil
- Pedestrian factors for crashes: 60 percent

Motorcyclists

Injury crashes involving motorcyclists represent 16 percent of all injury crashes in Wanganui District during the last five year period 2005-2009, resulting in 2 deaths, 29 serious injuries and 49 minor injuries.

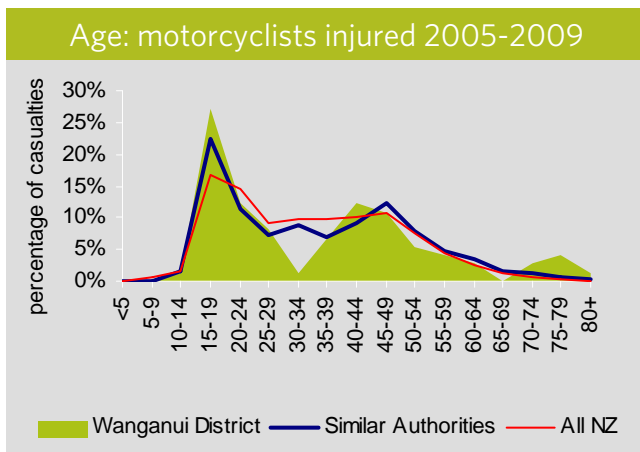
The latest five year data shows a slight upward trend in the total number of casualties involved in motorcyclist crashes.



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios for injury crashes involving motorcyclists in Wanganui District 2005-2009 were:

- loss of control: 25 percent
- at a crossroad both vehicle travelling straight through collide: 16 percent
- a vehicle turning right across an oncoming straight through vehicle: 12 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 12 percent

The age distribution of injured motorcyclists is shown below. Around two-fifths of the injured motorcyclists (39 percent) were young riders in the age group 15-24 years. Nearly a quarter of the motorcyclists injured during this five year period were in the age group 40-49 years (23 percent).



Location / route	Number of motorcyclist injury crashes
SH 3 thru town centre and surrounds	
Dublin St route	11
Dublin St/ Somme Parade	4
Springvale Road/ Parsons St	3
SH 3/ Wikitoria Road	2
SH 3/ Grey St	2
SH 3/ Glasgow St	2
Purnell St/ Selwyn Crescent	2
Dublin St/ Victoria Avenue	2

Crash locations for motorcycle crashes in Wanganui District 2005-2009 are scattered, high crash locations or routes are shown above.

Two-thirds of motorcycle crashes occurred on urban local roads (68 percent), mostly were on dry roads (89 percent) and during the daylight hours (82 percent). Just over a quarter of motorcyclist crashes occurred on state highways (27 percent) accounting for all fatalities.

Half of the crashes involving motorcyclists occurred at intersections (52 percent). A quarter of the crashes were single party motorcycle only crashes (23 percent).

Further information regarding crashes involving motorcyclists in Wanganui District 2005-2009 on:

Local roads

- 18 serious injuries and 40 minor injuries
- Worst month: November (12 crashes)
- Worst day of week: Monday (14 crashes)
- Most common injury crash factors: Poor observation (64 percent) and failure to give way/stop (49 percent)
- Wet road crashes: 9 percent
- Night time crashes: 15 percent
- Crashes at intersection: 53 percent
- Alcohol over limit (injury crashes): 11 percent
- Too fast for conditions (injury crashes): 15 percent
- Male motorcyclists injured: 75 percent

State highways

- 2 deaths, 11 serious injuries and 9 minor injuries
- Worst month: September (5 crashes)
- Worst days of week: Thursday and Saturday (6 crashes each)
- Most common injury crash factors: poor observation (45 percent) followed by failure to give way/stop (30 percent)
- Wet road crashes: 17 percent
- Night time crashes: 25 percent
- Crashes at intersection: 50 percent
- Alcohol over limit (injury crashes): 15 percent
- Too fast for conditions (injury crashes): 25 percent
- Male motorcyclists injured: 95 percent

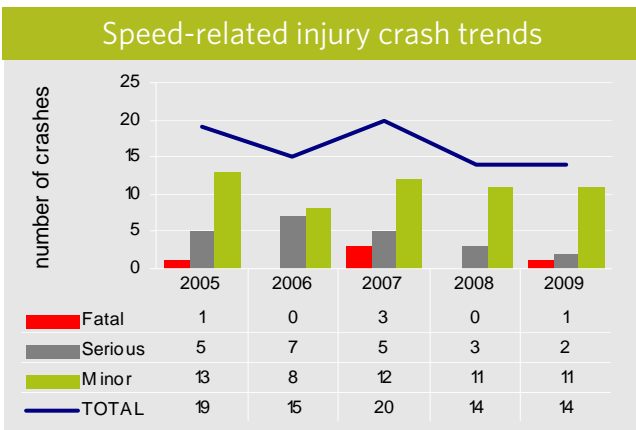
Speed

Speed is a major contributing factor involved in road crashes. In 2009, excessive speed contributed to 31 percent of all fatal crashes and 17 percent of all injury crashes in New Zealand. These crashes resulted in 118 deaths, 553 serious injuries and 2067 minor injuries.

In Wanganui District, speed too fast for conditions was a factor in 18 percent of all injury crashes during 2005-2009. This is lower when compared to similar authorities (20 percent) and slightly higher than the national average (17 percent) for the same period.

During the last five year period (2005-2009) there were 82 speed-related injury crashes resulting in 5 deaths, 32 serious injuries and 89 minor injuries. There were also 176 non-injury speed-related crashes reported for the same period.

The latest five year data shows a downward trend in the total number of speed-related injury crashes.



Ninety percent of the speed-related crashes were in urban areas of local roads. The following table shows a breakdown of the speed limit environment of all speed related crashes in Wanganui District 2005-2009.

Speed related crashes					
	2005	2005	2006	2007	2009
Urban	38	29	40	37	25
Rural	23	20	20	12	14
Total	61	49	60	49	39

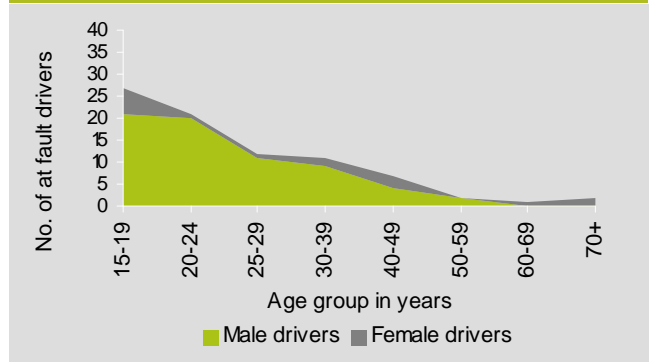
Note: Rural roads are roads with a speed limit of 80km/hr or more.

Over half of the speed-related crashes occurred during the hours of daylight (57 percent). Two-thirds of these crashes were single vehicle crashes (66 percent).

Two-fifths of at fault drivers in speed-related injury crashes in the district 2005-2009 held either a learner licence or a restricted driver's (41 percent).

A third of the at fault drivers in speed related injury crashes were young drivers in the age group 15-19 years (33 percent). A quarter of at fault drivers in these crashes were in the age group 20-24 years. Most at fault drivers in speed-related injury crashes were male (81 percent).

Age & gender of at fault drivers 2005-2009



Speed and alcohol

Alcohol was a contributing factor in 31 percent of the 64 speed-related injury crashes 2005-2009; resulting in 3 deaths, 14 serious injuries and 17 minor injuries. Alcohol itself has been a factor in 17 percent of all injury crashes in the district in the last five years.

Seventy-nine percent of the crashes where driver alcohol and speed were both contributing factors occurred within urban speed limits, mostly on local roads (70 percent) and in dark conditions (78 percent). Over three-quarters of these were loss of control at bend type crashes (79 percent). Nearly three-quarters of the at fault drivers in these injury crashes were males under 30 years of age (73 percent).

Further information about speed-related crashes in Wanganui District 2005-2009 on:

Local roads

- 2 deaths, 20 serious injuries and 77 minor injuries
- Worst month: July (25 crashes)
- Worst day of week: Saturday (40 crashes)
- Wet road crashes: 23 percent
- Night time crashes 46 percent
- Alcohol over limit (injury crashes): 31 percent
- Most common injury crash factor: loss of control at bends (63 percent)
- At fault male driver (injury crashes): 82 percent
- At fault drivers held learner or restricted licence (injury crashes): 48 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (70 percent)

State highways

- 3 deaths, 12 serious injuries and 12 minor injuries
- Worst month: March (10 crashes)
- Worst day of week: Saturday (15 crashes)
- Wet road crashes: 48 percent
- Night time crashes: 35 percent
- Alcohol over limit (injury crashes): 28 percent
- Most common injury crash factor: loss of control at bends (73 percent)
- At fault male driver (injury crashes): 78 percent
- At fault driver held full NZ licence (injury crashes): 67 percent
- Most common at fault drivers' age group (injury crashes): 25-39 years (50 percent)

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Wanganui District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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