

# road safety issues

## Horowhenua 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 Horowhenua District.**

The number of injury crashes in the Horowhenua District increased from 59 in 2004 to 84 in 2005, which is consistent with the average for the 2001–2005 period. The number of people injured in road crashes increased from 96 in 2004 to 118 in 2005. These increases are mainly associated with an increase in rural crashes.

Car occupants made up 81 percent of all road user casualties from 2001 to 2005. Female casualties are trending upward and in 2005, for the first time in the last 10 years, there were more female casualties than male. This is mainly due to the number of female casualties in rural areas.

Thirty-seven percent of all crashes in the Horowhenua District between 2001 and 2005 occurred at intersections. Sixty-two percent of injury crashes in rural areas involved drivers losing control of their vehicle. Ten percent of all injury crashes involved fatigue. The estimated social cost of crashes in the Horowhenua District was \$35 million in 2005.

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

### Major road safety issues

#### Horowhenua District

Loss of control

Intersections

Older road users

Vulnerable road users

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Horowhenua District



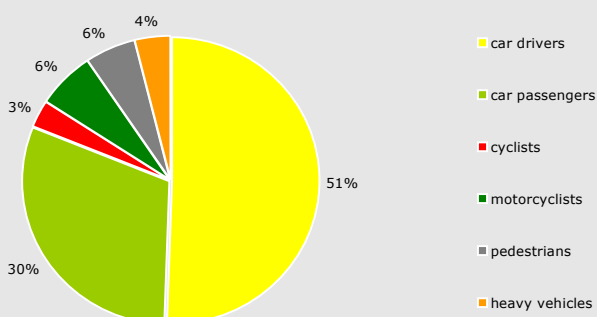
Deaths	4
Serious casualties	24
Minor casualties	90



Fatal crashes	4
Serious injury crashes	17
Minor injury crashes	63
Non-injury crashes	139

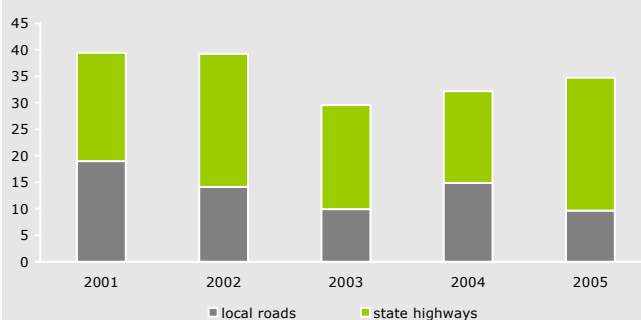
### Road casualties 2001–2005

#### User type 2001–2005



### Estimated social cost of crashes\*

#### Social cost (\$ million)



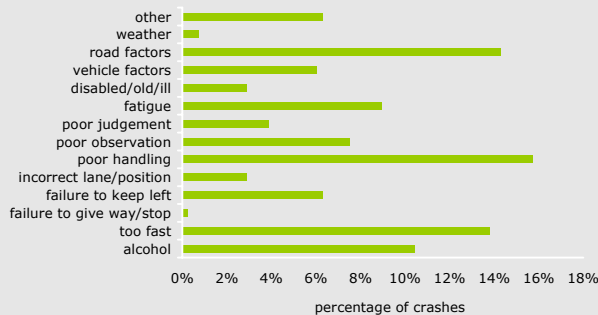
\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

## Loss of control

Almost half of the injury crashes in the Horowhenua District between 2001 and 2005 involved a driver losing control of their vehicle. In rural areas a quarter of crashes involved drivers losing control on a straight road which is a significantly higher proportion than for other similar districts and for all of New Zealand. Between 2001 and 2005, 13 of the 19 deaths in Horowhenua District involved a driver losing control of their vehicle. There were also 71 serious and 213 minor casualties during this period resulting from a driver losing control of their vehicle.

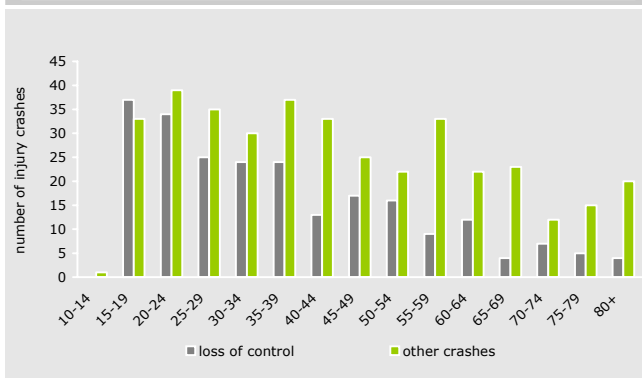
Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road, potentially resulting in a collision with a roadside object. Such an occurrence may increase the severity of a crash. The most common roadside hazards hit in Horowhenua District were fences, posts/poles, ditches and trees.

### Factors in loss of control injury crashes 2001-2005



Travelling too fast for the conditions, alcohol, poor handling, poor observation and fatigue were the main contributory factors in loss of control injury crashes over the five year period from 2001-2005.

### Driver age in loss of control crashes 2001-2005



From 2001 to 2005, young drivers in the 15-19 year age group were involved in the highest number of loss of control crashes. Where driver licence details were recorded, more than a quarter of drivers losing control of their vehicles did not hold a full licence.

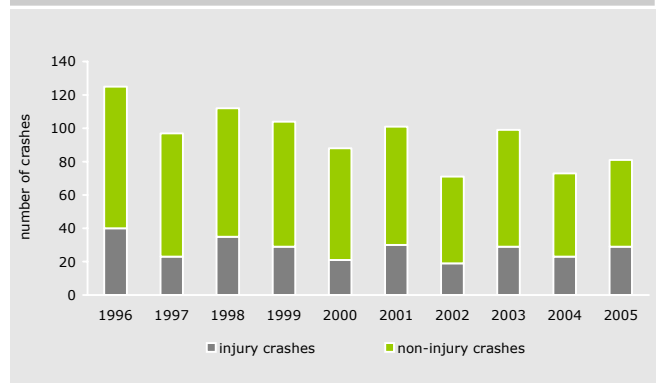
## Intersections

Between 2001 and 2005, 37 percent (425) of all crashes in the Horowhenua District occurred at intersections. Of the 425 crashes at intersections, 130 resulted in injury. There were an additional 113 crashes at driveways.

Between 2001 and 2005, intersection crashes resulted in three deaths, 33 serious injuries and 150 minor injuries to road users.

Sixty-five percent of the injury crashes at intersections occurred in urban areas compared to 35 percent in the rural areas. Overall, almost a third of the intersection injury crashes occurred on state highways in rural areas.

### Crashes at intersections 2001-2005

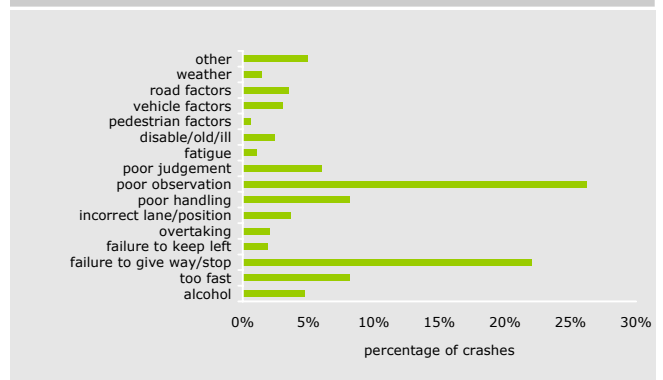


Although the majority of those injured were car drivers and passengers, 17 percent of all casualties in intersection crashes were pedestrians, cyclists or motorcyclists.

Half of all injury crashes at intersections and driveways between 2001 and 2005 involved a collision between vehicles making a crossing or turning movement. Fourteen percent involved a vehicle being hit from behind, for instance when in a queue at an intersection.

Forty-six percent of intersection injury crashes occurred at crossroads and 44 percent at T junctions. Twenty-eight percent of drivers were aged 60 years and over and 23 percent were aged between 15 and 24 years.

### Factors in intersection crashes 2001-2005

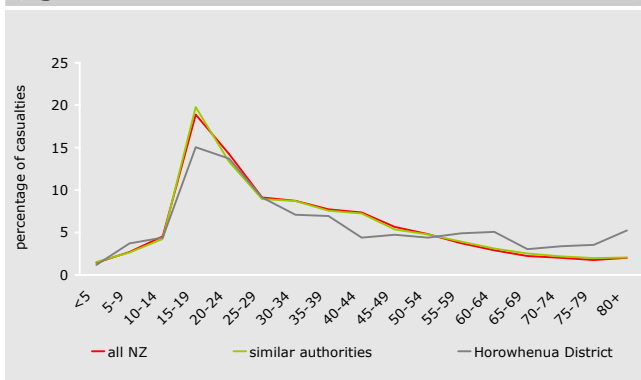


## Older road users

The ability of people to cope with the road environment reduces with age. The elderly are at greater risk of suffering an injury in a crash because of their increasing physical frailty.

Between 2001 and 2005, the proportion of driver casualties over the age of 50 was higher in the Horowhenua District compared with similar local authorities and the national average. Thirty percent of road user casualties in Horowhenua District between 2001 and 2005 were over 50 years old. Most older road user casualties were car or van occupants; 10 were pedestrians.

**Age of road user casualties 2001–2005**

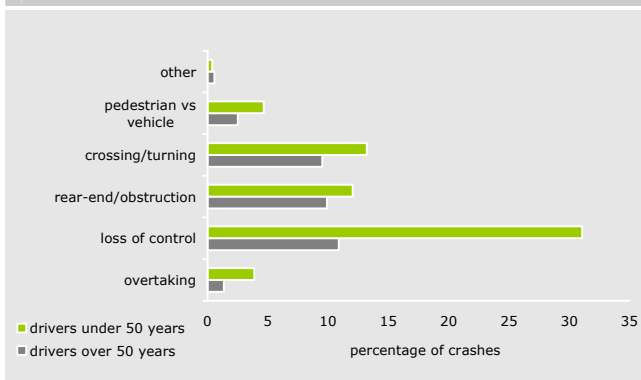


Ten of the 25 fatal crashes between 2001 and 2005 involved a driver over the age of 50.

Poor observation was attributed to 47 percent of injury crashes involving drivers over the age of 50, while a failure to give way or stop was a factor in 24 percent of injury crashes.

Female casualties over the age of 80 accounted for seven percent of total casualties between 2001 and 2005, nearly three times the proportion seen in similar local authorities and the rest of New Zealand.

**Crash type involving older road users 2001–2005**



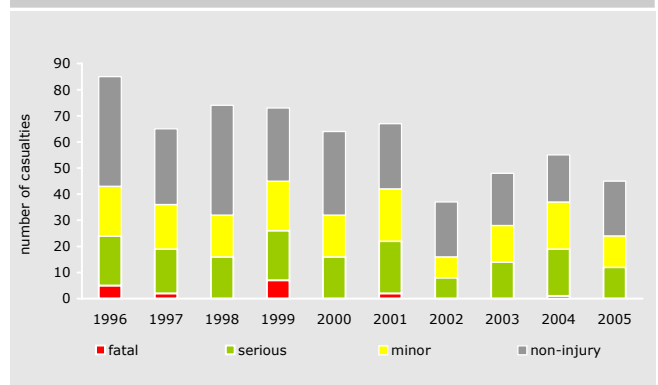
## Vulnerable road users

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

From 2001 to 2005, 16 percent of all road casualties in the Horowhenua District were pedestrians, cyclists and motorcyclists. On urban roads, these road users accounted for 35 percent of all casualties, a higher figure when compared with similar local authorities and all of New Zealand.

Pedestrians accounted for 16 percent of urban casualties, while motorcyclists made up 10 percent and cyclists a further nine percent in the Horowhenua District between 2001 and 2005.

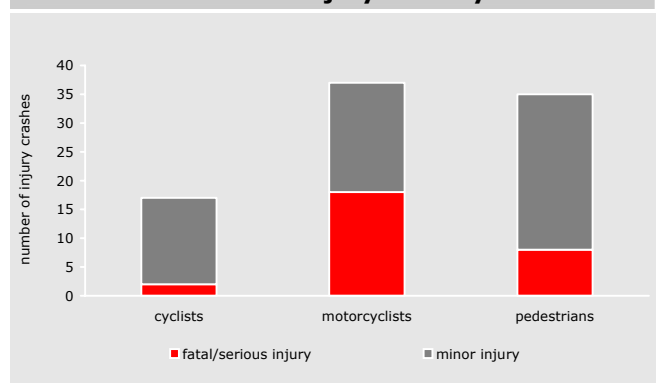
**Vulnerable road user crashes 1996–2005**



Ninety percent of pedestrian injury crashes in urban areas occurred at a mid-block location, away from an intersection. Ninety-five percent of injury crashes involving cyclists occurred in urban areas, with two thirds occurring at intersections.

Fifty-eight percent of injury crashes involving cyclists occurred between 7 am and 9 am and between 4 pm and 6 pm. Thirty-nine percent of injury crashes involving pedestrians occurred between 3 pm and 5 pm. A quarter of pedestrian casualties were aged between five and nine years.

**Vulnerable road user injury severity 2001–2005**



## National issues

### Speed

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

From 2001 to 2005, speed too fast for the conditions was a factor in 17 percent of injury crashes in the Horowhenua District, which is lower than for all roads in New Zealand, and compared to similar authorities.

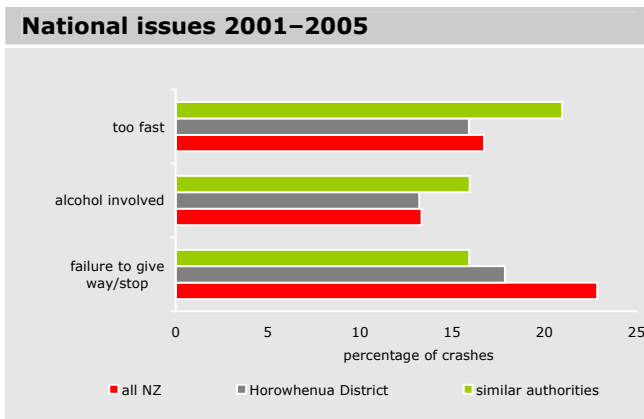
### Alcohol

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 14 percent of injury crashes on roads in the Horowhenua District, which is lower compared to all of New Zealand and similar authorities.

### Failure to give way

Whilst most failure to give way crashes result in no injuries or minor injuries, many can have serious consequences. Eighteen percent of injury crashes on roads in Horowhenua District between 2001 and 2005 involved drivers failing to give way or stop.



## 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. Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing for adults was 95 percent, compared to 94 percent for the Horowhenua District.

## Contacts

### Land Transport New Zealand

Ian Hunter  
Partnership Manager Central  
Master Builders House  
234 Wakefield Street  
PO Box 27-249  
Wellington  
Phone 04 931 8900

### Road Safety Coordinator

Mary Mitchell  
Private Bag 11025  
Palmerston North  
Phone 06 952 2810

### Horowhenua District Council

Ross Nicholson  
Manager – Community Assets  
PO Box 4002  
Levin  
Phone 06 949 4949

### Transit New Zealand

Errol Christiansen  
Regional Manager  
PO Box 345  
Wanganui  
Phone 06 349 6520

### New Zealand Police

Neil Wynne  
Road Policing Manager Central District  
Central District Headquarters  
Private Bag 11040  
Palmerston North  
Phone 06 351 3600



**Palmerston North Office**  
Level 3, IRD Building  
Cnr Ashley and Ferguson Streets  
PO Box 1947  
Palmerston North

Telephone 06 953 6396  
Fax 06 953 6203

[www.landtransport.govt.nz](http://www.landtransport.govt.nz)