



# *briefing notes 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 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 Horowhenua District.

This report is the eighth road safety report for Horowhenua District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of crashes on the local road 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 Horowhenua District is compared to national averages or similar local authorities 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>Horowhenua District</b>		<b>Casualties</b>	
Intersections		Deaths	11
Loss of control		Serious casualties	31
Vulnerable road users		Minor casualties	98
Older road users			
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	8
Alcohol		Serious injury crashes	23
Failure to give way		Minor injury crashes	64
Restraints		Non injury crashes	168

## Overview of crashes in 2006

In 2006, on local roads in Horowhenua District there were 37 injury crashes and 77 non-injury crashes. In addition there were 58 injury crashes and 91 non-injury crashes on state highways, as reported by the New Zealand Police.

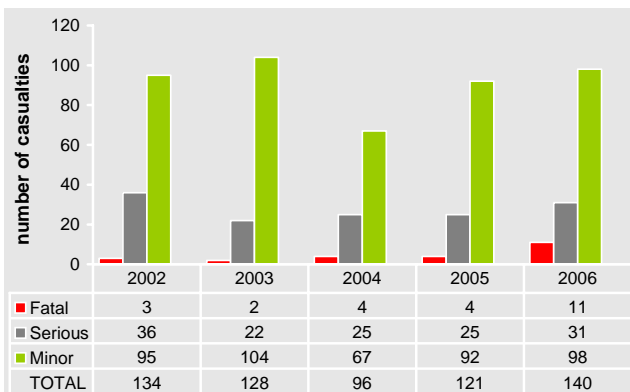
The number of injury crashes in the Horowhenua District increased from 86 in 2005 to 95 in 2006. The number of people killed or injured on roads in the Horowhenua District increased from 121 in 2005 to 140 in 2006. Eight of the 21 fatal crashes and 11 of the 24 fatalities in the Horowhenua District during the 2002-2006 five year period, occurred in 2006.

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

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	9	23	65	97
Urban	2	8	33	43
Total	11	31	98	140

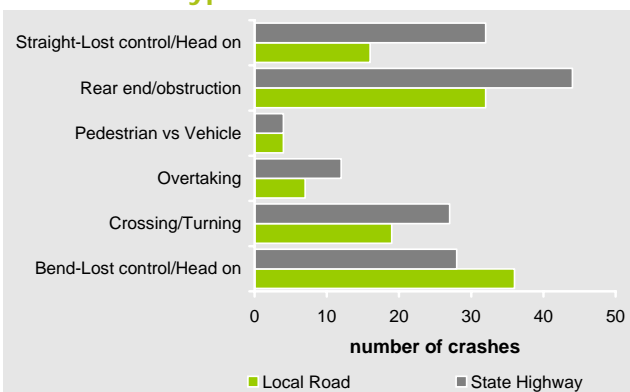
The number of casualties in 2006 was the highest in the last 5 years.

### Casualties trend 2002-2006



The following chart shows the distribution of the injury and non-injury crashes on local roads and state highways in 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, driver fatigue was determined to be a causative factor in 17 percent of injury crashes and alcohol was a factor in 11 percent of injury crashes. In 2006 failure to stop or give way contributed to 23 percent of injury crashes.

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

#### Local roads

- Worst month November (14 percent), best months February and September (4 percent each)
- Worst day Friday (21 percent), best day Thursday (8 percent)
- Wet road 21 percent
- Night time 36 percent
- Intersection 41 percent
- Social cost of crashes \$19m
- At fault male driver (injury crashes) 59 percent
- Full NZ licence (injury crashes) 50 percent of at fault drivers

#### State highways

- Worst month May (13 percent), best month November (5 percent)
- Worst day Friday (19 percent), best day Monday (8 percent)
- Wet road 34 percent
- Night time 29 percent
- Intersection 36 percent
- Social cost of crashes \$42m
- At fault male driver (injury crashes) 68 percent
- Full NZ licence (injury crashes) 65 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 Horowhenua District, slightly less than 30 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	
	Horowhenua District	New Zealand
Full	61.9	58.4
Learner	5.1	9.5
Restricted	23.7	17.6
Never licensed	1.0	2.2
Disqualified	4.1	1.7
Overseas	0	4.2
Expired	1.0	0.5
Other/unknown	3.1	5.6

## Intersections

Between 2002 and 2006, 36 percent of all crashes in the Horowhenua District occurred at intersections. Over this period there were a total of 135 injury crashes at intersections, resulting in 5 deaths, 38 serious injuries and 149 minor injuries. There were 287 non-injury crashes at intersections. Fifty-two injuries including 3 deaths at intersections in 2006 were the highest over the last 5 five year period.

	Crashes trend in 2002 –2006				
	2002	2003	2004	2005	2006
Injury	19	29	21	30	36
Non-injury	52	70	50	50	65
Total	71	99	71	80	101

Forty eight percent of intersection crashes occurred on local roads and 52 percent on state highways. Of the state highway intersection crashes, 144 were on SH1, 68 were on SH57 and 8 were on SH56. Sixty-five percent of crashes occurred at urban intersections and 35 percent at rural intersections. Of the 144 intersection crashes on SH1, 77 were at urban intersections and 67 at rural intersections.

Intersection name	Total crashes 2002–2006	Injury crashes 2002–2006	Total crashes in 2006
SH57/Queen St East	21	10	9
SH57/SH1	19	6	5
SH57/SH56	16	5	1
SH1/Queen Str East	14	5	4
SH1/Bath St	14	3	2

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

Failure to stop or give way was identified as a factor in 44 percent of injury crashes at intersections. Poor observation was identified as a factor in 44 percent of injury crashes, 17 percent involved poor handling, 13 percent involved travelling too fast for the conditions and 9 percent involved alcohol.

Forty-two percent of intersection crashes occurred at intersections with a Give Way control, 25 percent had a Stop control, 6 percent were controlled by traffic signals and 21 percent occurred at intersections with no form of traffic control.

Junction type	Number of crashes 2002-2006
Roundabout	12
T-junction	221
Crossroad (X)	178
Y-junction	5
Other (inc driveways )	6

Sixty-eight percent of intersection crashes occurred during the weekday, between 6am Monday and 6pm Friday. Seventy-two percent of crashes occurred during daylight hours.

The following table lists the licence status of at fault drivers.

Licence status	Injury crashes percentage of at fault or part fault drivers	
	Horowhenua District	New Zealand
Full	64.0	65.3
Learner	9.6	7.9
Restricted	16.9	13.8
Never licensed	2.2	1.6
Disqualified	2.2	0.9
Overseas	0	4.3
Expired	0	0.8
Other/unknown	5.1	5.4

Further facts about crashes at Intersection in Horowhenua District between 2002 to 2006:

### Local roads

- 2 deaths, 17 serious injuries and 56 minor injuries
- Male driver at fault in injury crashes—55 percent
- Most common crash factor is *failing to give way*
- 18 percent alcohol over limit in injury crashes
- 91 percent on urban roads
- 23 percent on wet roads
- 32 percent at night time
- Worst months January, May, June and October (11 percent each)
- Crashes are distributed evenly during the week days

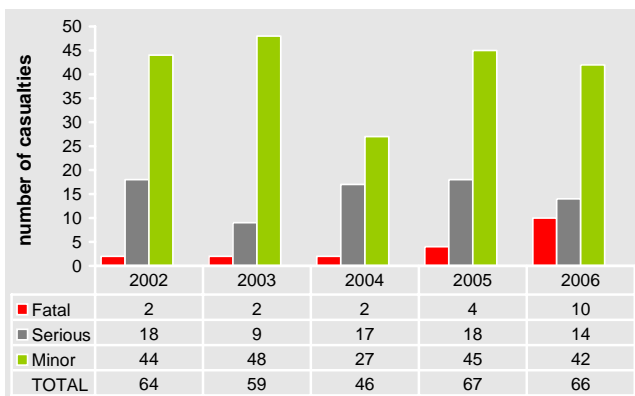
### State highways

- 3 deaths, 21 serious injuries and 93 minor injuries
- Male driver at fault in injury crashes—64 percent
- Most common crash factor is *poor observation*
- 5 percent alcohol over limit in injury crashes
- 41 percent on urban roads
- 31 percent on wet roads
- 28 percent at night time
- Worst month January (12 percent), best months March and September (6 percent each)
- Crashes are distributed evenly during the week days

## Loss of control

Between 2002 and 2006 42 percent of all crashes and 46 percent of injury crashes in the Horowhenua District involved a driver losing control of their vehicle. Sixty percent of loss of control crashes occurred at bends and the remaining 40 percent on straight sections of road. Over this period there were a total of 192 loss of control injury crashes, resulting in 20 deaths, 76 serious injuries and 206 minor injuries. There were an additional 291 non-injury crashes.

### Casualties trend 2002-2006



Seventy-three percent of loss of control crashes occurred on rural roads. Fifty-eight percent of crashes occurred on state highways and 42 percent on local roads. Of the state highway crashes, 148 were on SH1, 104 were on SH57 and 29 were on SH54.

The following table lists the main characteristics of loss of control crashes in Horowhenua District.

Crash characteristic	Statistic
Single vehicle	82 percent
Roadside objects struck	Total 544
Alcohol (injury crashes only)	18 percent
Excessive speed for the conditions (injury crashes)	29 percent
Fatigue (injury crashes)	21 percent
Failure to keep left (injury crashes)	14 percent
Road factors	13 percent
Poor handling (injury crashes)	32 percent

Thirty-six percent of drivers involved in loss of control injury crashes were between 15 and 24 years of age and 64 percent were male.

Common roadside objects hit in *loss of control* crashes were fences (30 percent of crashes), ditches (22 percent), posts/poles (17 percent of crashes) and trees (13 percent of crashes).

Where driver licence details were recorded, only 64 percent held a full New Zealand drivers licence. Seventeen percent held a restricted licence, 10 percent held a learner licence, 8 percent were disqualified, never licensed or forbidden from driving and 2 percent held an overseas drivers licence.

Forty-six percent of loss of control crashes occurred on a weekend, between 6pm Friday and 6am Monday. Forty-five percent of loss of control crashes occurred during the hours of darkness/twilight, compared with 32 percent for all crashes in the Horowhenua District.

Further facts about loss of control injury and non-injury crashes in 2002-2006 period are:

### Local roads

- 5 deaths, 25 serious injuries and 83 minor injuries
- 68 percent of at fault drivers are male in injury crashes
- Most common crash factor *excessive speed*
- Most common at fault age group in injury crashes 15-19 years
- 33 percent alcohol over limit in injury crashes
- Worst month November (12 percent), best month February (5 percent each)
- Worst day of week Saturday (26 percent), best days Tuesday and Wednesday (8 percent each)

### State highways

- 15 deaths, 51 serious injuries and 123 minor injuries
- 65 percent of at fault drivers are male in injury crashes
- Most common crash factor *poor handling* and *Fatigue*
- Most common at fault age group in injury crashes 20-24 years
- 9 percent over alcohol limit in injury crashes
- Worst month April (13 percent), best month July (6 percent)
- Worst day of week Saturday (21 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.

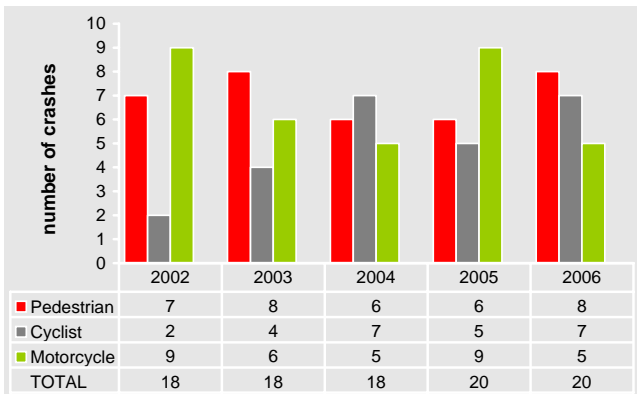
On 24 February 2005, the Government launched *Getting there - on foot, by cycle*, its strategy to advance walking and cycling in New Zealand transport.

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, 20 percent of injury crashes in the Horowhenua District involved a vulnerable road user. Of the 620 road users injured in the Horowhenua District during this 5 year period, 22 were cyclists, 30 were motorcyclists (including one fatality), 36 were pedestrians and 3 were using mobility aids.

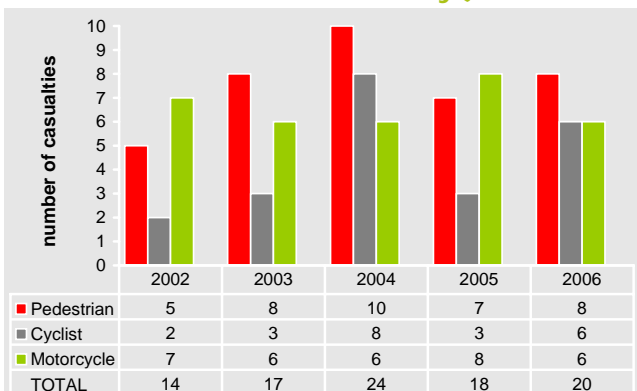
Fifty-six percent of crashes in the Horowhenua District involving a vulnerable road user occurred on local roads and 44 percent on state highways. Of the state highway crashes, 33 were on SH1 and 9 on SH57. Seventy-nine percent of crashes occurred in urban areas.

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



Twenty-three percent of vulnerable road user casualties were between 5 and 14 years of age and 72 percent were male. Twenty-five percent of pedestrian crashes and 20 percent of all vulnerable road user crashes occurred between 3pm and 4pm.

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



## Older road users

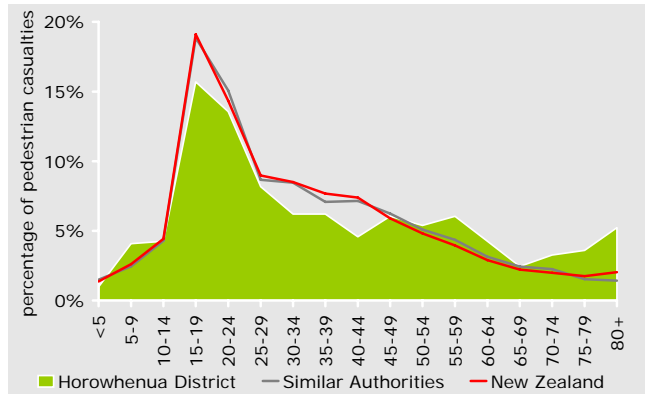
The ability of people to cope with the road environment reduces with age. The elderly are at greater risk of suffering an injury in a crash because of their increasing physical frailty.

Between 2002 and 2006, the proportion of casualties aged 50 years or older was higher in the Horowhenua District compared with similar local authorities and the national average (although the proportion of older people in the Horowhenua District is also slightly higher than the national average).

Thirty percent of road user casualties in the Horowhenua District between 2002 and 2006 were over 50 years old and 32 percent of injury crashes involved a driver aged 50 years or older. Most older road user casualties were car or van occupants while 8 were pedestrians.

Six of the 26 fatal crashes in the Horowhenua District between 2002 and 2006 involved a driver aged 65 years or older, and 22 percent of serious injury crashes involved a driver aged 60 years or older.

### Age of road user casualties (2002-2006)



Poor observation was attributed to 48 percent of injury crashes involving drivers aged 50 years or older, while failure to give-way or stop was a factor in 25 percent of injury crashes and poor handling in 14 percent.

Male casualties aged 75 years or older accounted for 5 percent of all road user casualties in the Horowhenua District between 2002 and 2006 which is twice the national average. Female casualties aged 80 years or older accounted for 3 percent of all road user casualties in the Horowhenua District between 2002 and 2006 which is almost 3 times the national average.

## National issues

### Speed

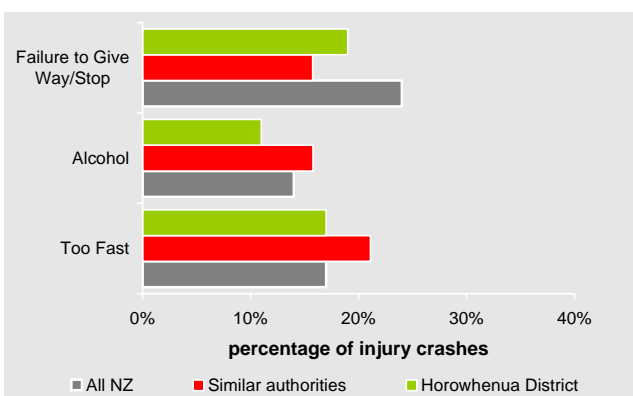
The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Horowhenua District, this factor was recorded in 16 percent of injury crashes in the Horowhenua District. These crashes resulted in 9 deaths, 19 serious injuries and 82 minor injuries. Sixty-one percent of speed related crashes in the Horowhenua District involved a driver losing control of their vehicle on a bend and running off the road or having a head-on collision with another vehicle. Forty-nine percent of speed related crashes occurred during dark or twilight hours and 49 percent occurred on a weekend, between 6pm Friday and 6am Monday.

### 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. Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Horowhenua District, alcohol was identified as a factor in 11 percent of injury crashes in the Horowhenua District. These crashes resulted in 5 deaths, 22 serious injuries and 45 minor injuries. Sixty-nine percent of alcohol related crashes occurred during dark or twilight hours and 69 percent of alcohol related crashes occurred on a weekend, between 6pm Friday and 6am Monday.

### Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Horowhenua District, this factor was recorded in 18 percent of injury crashes resulting 9 deaths, 19 serious injuries and 82 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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