

# road safety issues

**T**he Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Tararua District.

The number of people killed or injured in the Tararua District decreased from 94 in 2002 to 87 during 2003. These deaths and injuries were the result of 70 injury crashes, an increase from 66 in 2002.

Occupants of cars and vans were the largest casualty group between 1999 and 2003. The number of pedestrian and motorcyclist casualties has increased over the last 10 years and is higher than the New Zealand average on urban roads.

Within the Tararua District, the most frequent types of crash involved drivers losing control of their vehicles on rural roads, and driving through intersections on urban roads.

Poor driver skills relating to judgement, observation or handling techniques were regularly recorded as contributing factors to injury crashes.

During 2003, a higher percentage of drivers involved in injury crashes held learner or restricted licences when compared with previous years.

The estimated social cost of crashes for the Tararua District in 2003 was \$33.68 million, an increase from \$29.59 million during 2002.

Both local and national issues are identified below with specific issues for the district considered in detail overleaf.

## Major road safety issues




### Tararua District

- Intersections
- Loss of control
- Speed
- Pedestrians and motorcyclists

### Nationally

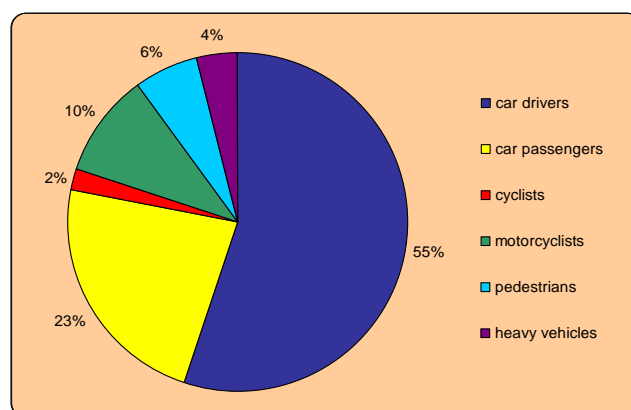
- Speed
- Alcohol
- Failure to give way
- Restraints

## 2003 road trauma for Tararua District

	Deaths	4
	Serious casualties	26
	Minor casualties	57
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	Fatal crashes	3
	Serious injury crashes	22
	Minor injury crashes	45
	Non-injury crashes	119

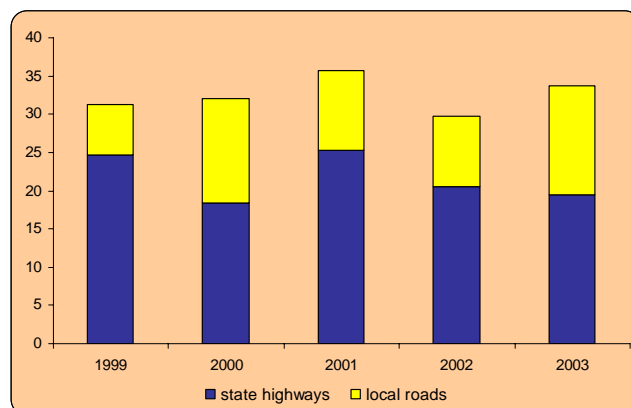
## Road user casualties 1999–2003

### User type 1999–2003



## Estimated social cost of crashes\*

### Social cost (\$ million)

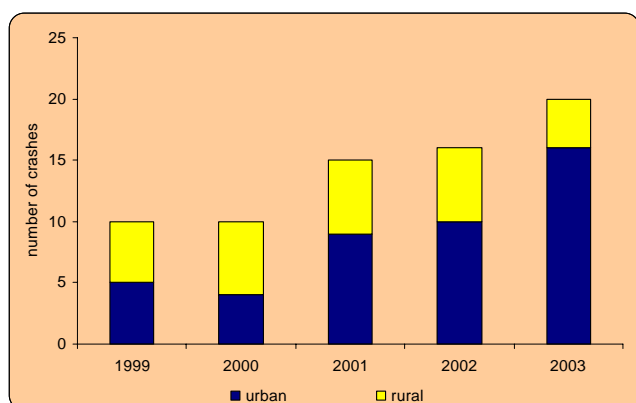


\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

## Intersections

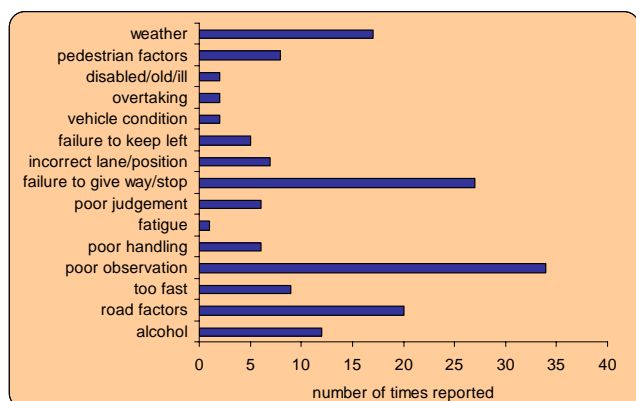
Injury crashes at intersections made up 64 percent of the reported urban road injury crashes in 2003. The number of these crashes across the Tararua District has been increasing annually since 2000. For the last 10 years, the percentage of injury crashes occurring at urban road intersections has been higher than for similar authorities and, for all years except 2000, above the national average. However, the percentage of these crashes recorded during 2003 at rural road intersections was the lowest for the last 10 years indicating that it is primarily an urban issue.

### Injury crashes at intersections 1999–2003



Poor observation and failure to give way or stop were the two most common crash factors contributing to intersection crashes causing injury in the district.

### Factors contributing to intersection crashes 1999–2003

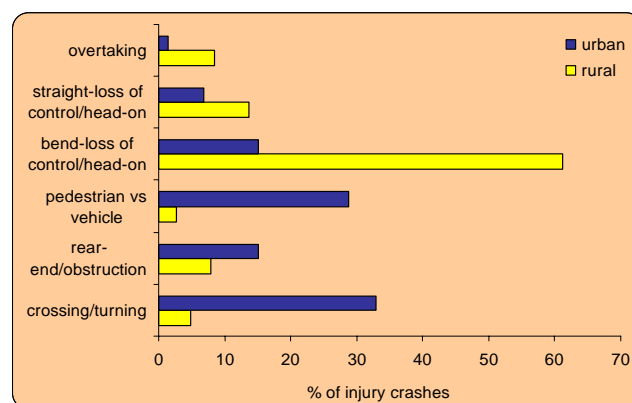


Forty-one percent (110) of the injury and non-injury crashes reported at intersections in the Tararua District involved a collision between vehicles making a crossing or turning movement, while 21 percent (58) involved a rear-end collision.

## Loss of control

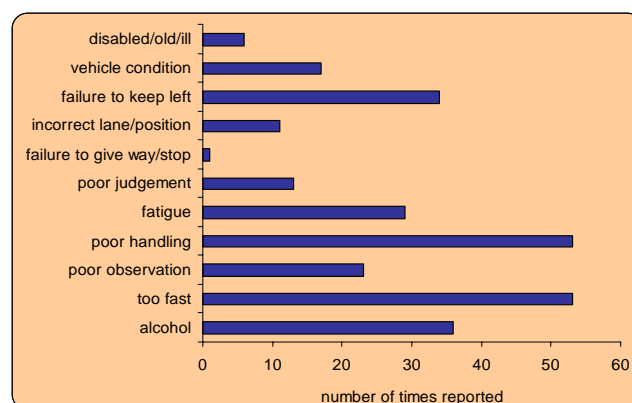
From 1999 to 2003, 74 percent of injury crashes on rural roads in the Tararua District involved a driver losing control of a vehicle. The number of these crashes reported each year has been increasing since 2000 and it is still the most common injury crash movement type on rural roads in the district. A total of 48 injury crashes were recorded on all roads in the Tararua District during 2003, an increase from 39 in 2002.

### Crash movement types 1999–2003



Travelling at a speed too fast for the conditions and poor handling were the main contributing factors in loss of control injury crashes over the 1999–2003 period.

### Driver factors contributing to loss of control injury crashes 1999–2003

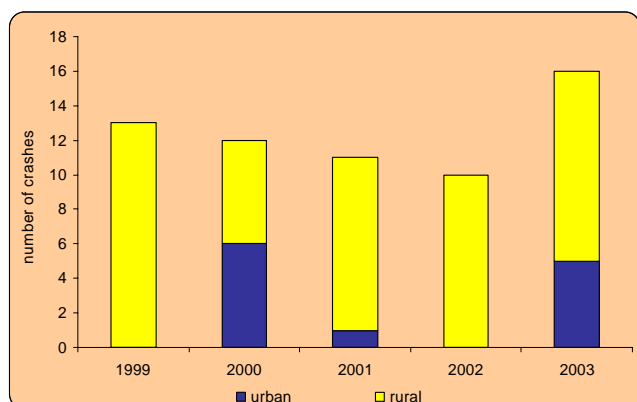


Young drivers in the 15 to 19 year age group were involved in the highest number of loss of control crashes, with drivers aged under 35 years old being involved in approximately half the crashes of this type reported. Where licence types were recorded, 20 percent of drivers who lost control of their vehicles did not hold a full licence.

## 80 Speed

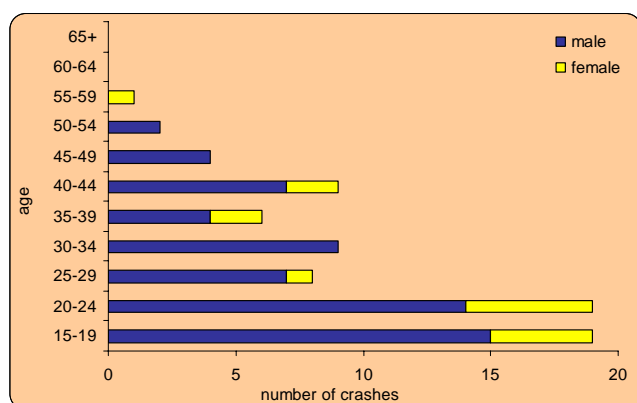
Driving at a speed too fast for the conditions was a significant contributing factor in rural road injury crashes in the Tararua District for the period 1999 to 2003. Excessive speed can be attributed to 50 (22 percent) of the rural road injury crashes and seven (nine percent) of the urban road injury crashes over the five-year period. In the Tararua District, the involvement of excessive speed in injury crashes was at a slightly lower level than experienced in similar districts.

### Speed-related injury crashes



Excessive speed was more likely to be a contributing factor in crashes for young drivers rather than older drivers. From 1999 to 2003, approximately half of the crashes where speed was a factor involved a driver under the age of 25.

### Age of drivers in speed-related crashes 1999-2003

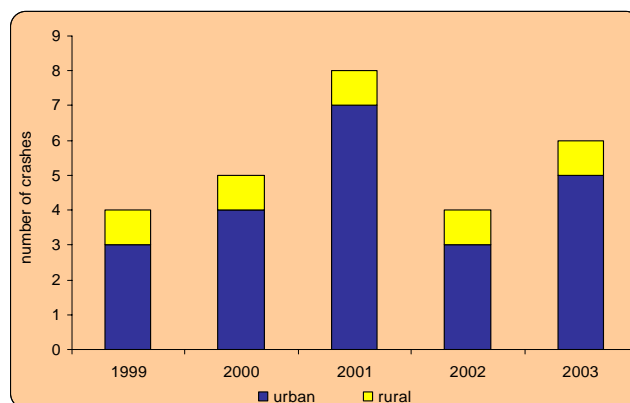


Vehicle speed is a major determinant of the outcome of a crash. Research has shown that as speed increases, the likelihood of a crash also increases along with the chances of suffering more severe injuries.

## Pedestrians and motorcyclists

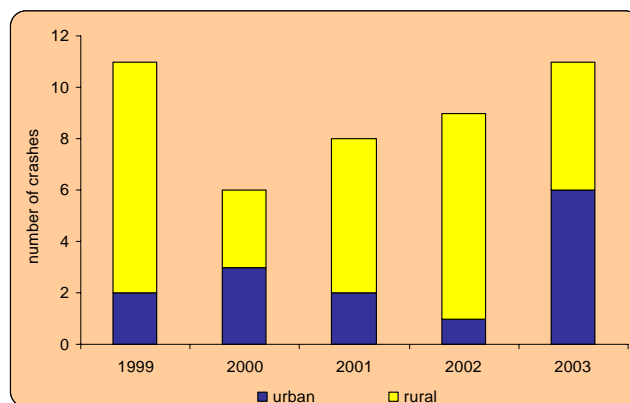
Pedestrians and motorcyclists are two particularly vulnerable road-user groups and often suffer death or serious injury when in conflict with a motor vehicle. The percentage of casualties for both groups for the period 1999–2003 was higher than for similar authorities and the national average on urban roads. On rural roads, the percentage of pedestrian and motorcyclist casualties was higher than the national average, significantly for motorcyclists.

### Crashes involving pedestrians

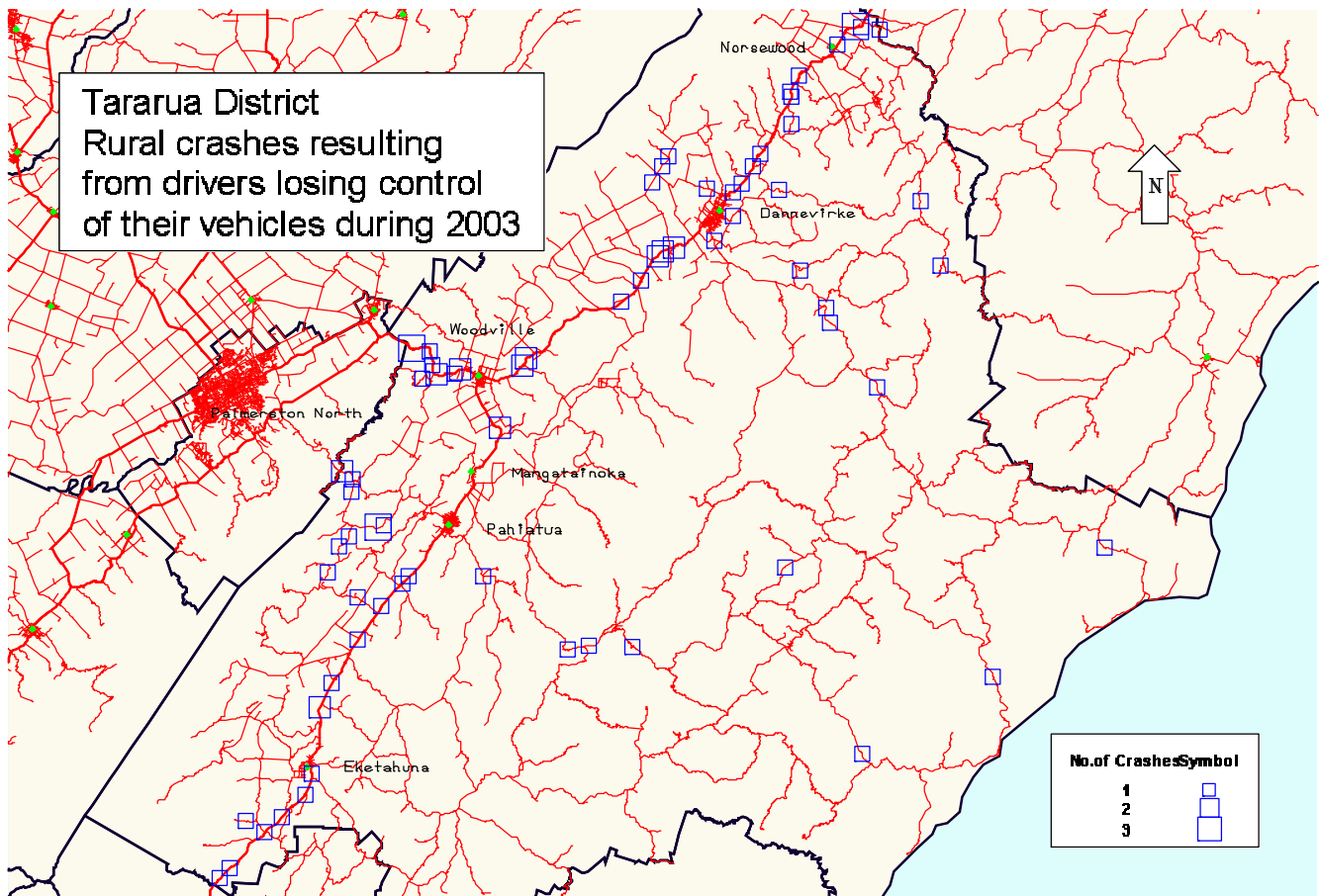


There has been an upward trend in the number of pedestrian casualties in the Tararua District since 1994. Over 80 percent of the reported injury crashes involving pedestrians occurred on urban roads in the district.

### Crashes involving motorcyclists



There has been an upward trend in the number of motorcyclist casualties in the Tararua District since 1994. Just under 70 percent of the reported injury crashes involving motorcyclists occurred on rural roads in the district.



## Contacts

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