

road safety issues

Mackenzie District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within the Mackenzie District.

In the last five years, seven people were killed and 154 people were injured, 40 of them seriously, in road crashes in the Mackenzie District. There were also 170 non-injury crashes reported in this period.

There has been no downward trend in reported crash numbers over the last 10 years. There were more crashes reported in 2005 than in 2004.

Comparing the reported injury and non-injury crashes in 2005 with those in 2004 shows:

- there were two deaths in 2005 and none in 2004
- over 80 percent of the crashes in both years were on rural roads
- just under two thirds of the crashes in both years were on state highways
- there were more injury crashes on local roads in 2005 than in 2004 (nine compared to four)
- there were more overseas drivers at fault or partly at fault in injury crashes in 2005 (six compared to three in 2004).

Major road safety issues

Mackenzie District

Rural loss of control/head-on crashes

Overseas drivers

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Mackenzie District



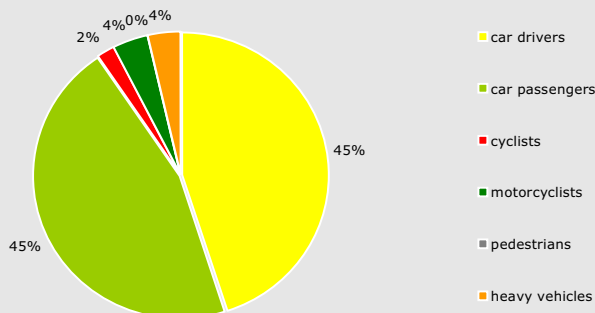
Deaths	2
Serious casualties	8
Minor casualties	24



Fatal crashes	2
Serious injury crashes	7
Minor injury crashes	11
Non-injury crashes	38

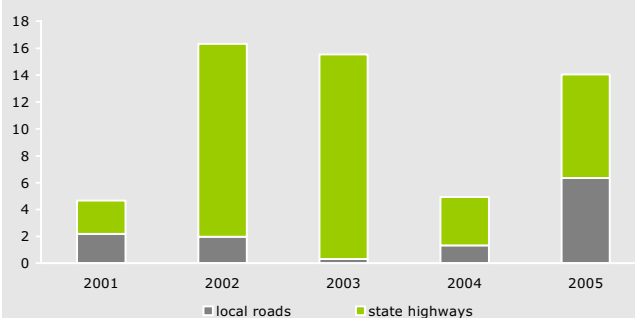
Road casualties 2001-2005

User type 2001-2005

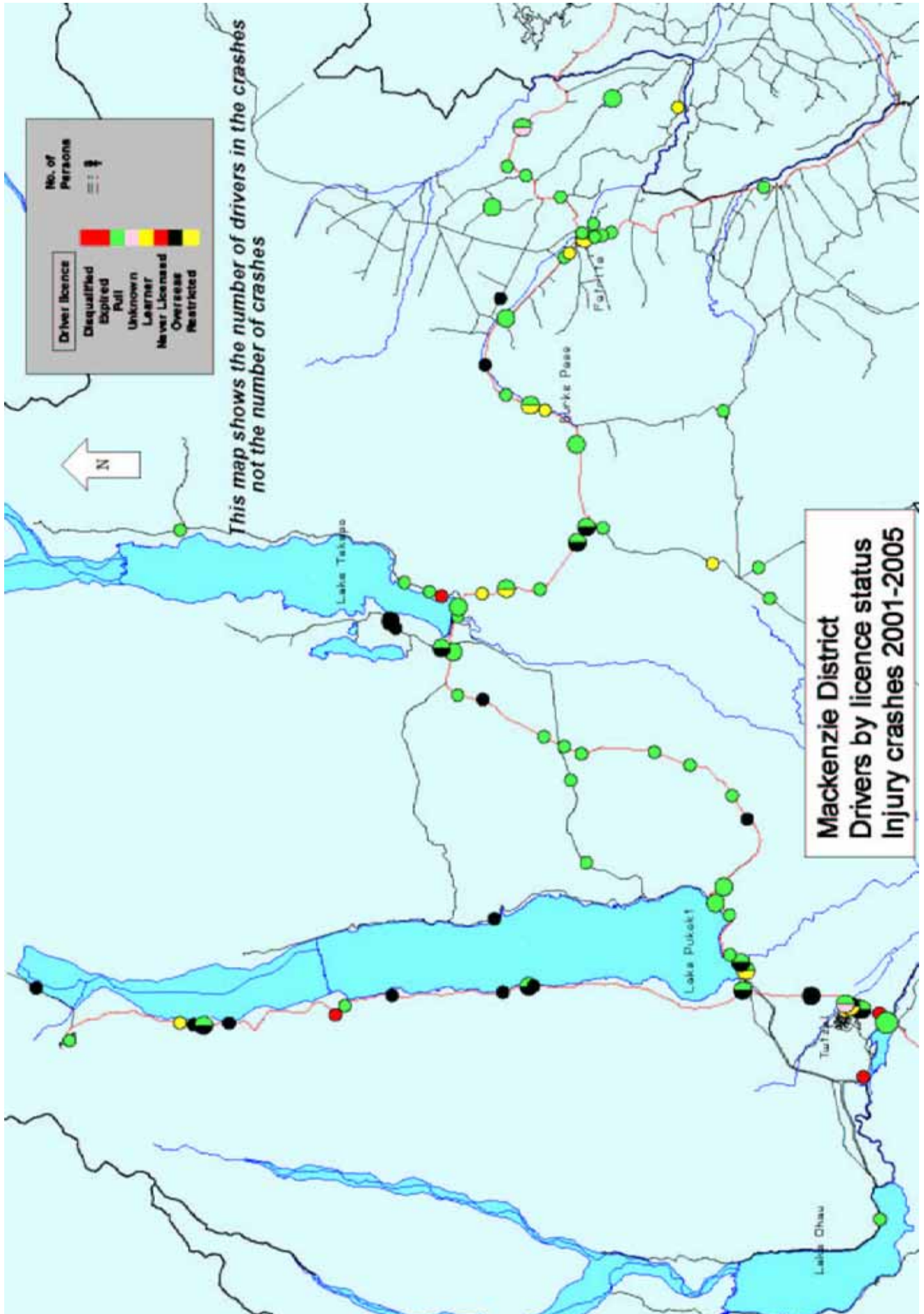


Estimated social cost of crashes*

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.



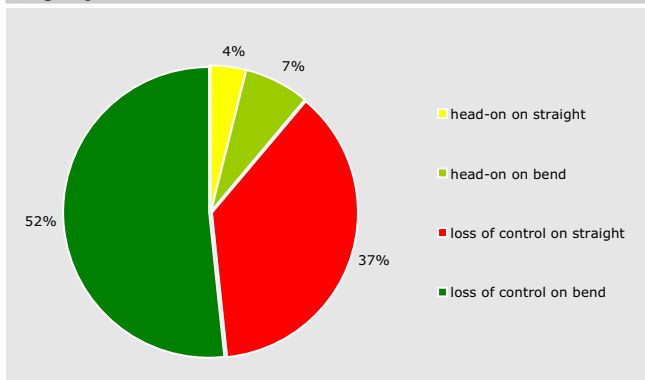
Rural loss of control/ head-on crashes

Four of every five injury crashes and two of every three non-injury crashes in Mackenzie between 2001 and 2005 were rural loss of control/head-on crashes.

Six people were killed and 124 were injured, 32 seriously, in these crashes between 2001 and 2005. There were 111 reported non-injury rural loss of control/head-on crashes in this period.

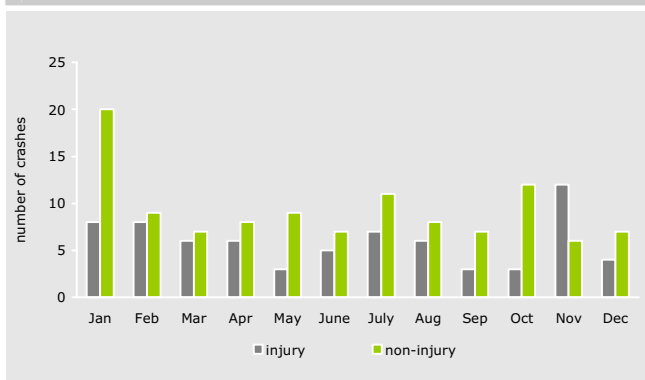
There was a total of 182 rural loss of control/head-on crashes between 2001 and 2005. Over half the crashes were loss of control on bends and about one in 10 were head-on crashes.

Rural loss of control/head-on injury and non-injury crashes 2001–2005



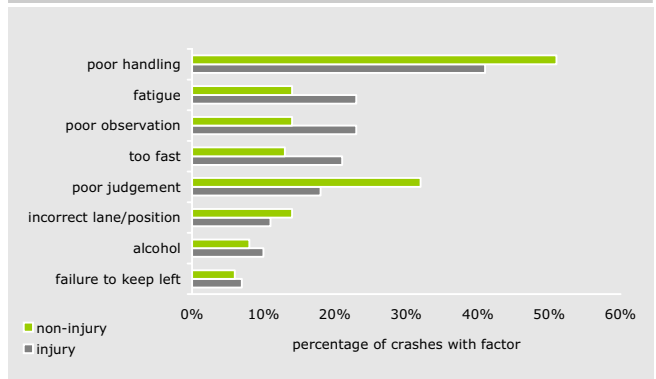
Over two thirds of these crashes were on state highways. Most of the crashes were single vehicle loss of control crashes. On bends, more were loss of control when turning right than when turning left.

Month for rural loss of control/head-on crashes 2001-2005



Nearly two thirds of the injury crashes happened in the summer months (November to April). A greater number of non-injury crashes happened in January compared to other months.

Driver factors in rural loss of control/head-on crashes 2001–2005



Poor handling and poor judgement were the two most common driver factors contributing to the crashes. About half the poor handling factors involved drivers losing control then trying to return to the seal after drifting onto an unsealed road shoulder. Other common poor handling factors included drivers losing control when turning or on unsealed roads. About half the poor judgement factors were overseas drivers failing to adjust to local conditions (often unsealed road conditions).

Over a third of the drivers at fault or partly at fault were under 25 years old. Over half were between 25 and 60 years old.

Overseas drivers

Driver licence status is only recorded for injury crashes. Nearly a quarter of the injury crashes in the Mackenzie District between 2001 and 2005 involved overseas drivers. In 2005 the proportion of rural crashes involving overseas drivers increased significantly to over 40 percent.

One fatal and 21 other injury crashes in the 2001–2005 period involved overseas drivers. All of these were rural crashes and most were loss of control/head-on crashes. Over two thirds of the crashes happened in the summer months of November to April.

Ethnicity was recorded for 18 of the 24 overseas drivers involved in the crashes: nine were Asian and nine were European.

General

Speed, alcohol and restraints

Speed too fast for the conditions was a factor in 17 rural crashes and no urban injury crashes in Mackenzie in the five year period. Rural speed crashes have typically varied between three and five crashes per year.

Between 2001 and 2005, alcohol was involved in eight rural and two urban injury crashes in Mackenzie. Both the urban injury alcohol crashes were in 2005. There was one rural alcohol crash in 2005.

Surveys of restraint wearing indicate that about 15 percent of drivers were not wearing safety belts in the Mackenzie District in 2005. This has increased from 7.5 percent in 2001. The proportion of adult passengers not wearing safety belts was five percent in 2005, the same as in 2001. All child passengers were wearing restraints in 2005 and 2001 but between 2002 and 2004, about 10 percent were not wearing restraints.

Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for the Mackenzie District injury crashes in the last 12 months with the national range.

	National range	Mackenzie District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	15%
Alcohol % driver alcohol crashes	6%–31%	15%
Intersections % crashes with failed to stop or give way factors	0%–41%	0%
Pedestrian % crashes with pedestrians	0%–24%	0%
Cyclists % crashes with cyclists	0%–15%	0%
Safety belts % unrestrained – front seat	1%–13%	7%

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