



# briefing notes - road safety issues

## Mackenzie 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 the Mackenzie District.

All the data, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year’s report, one 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 the Mackenzie District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues		2006 road trauma	
<b>Mackenzie District</b>		<b>Casualties</b>	
Rural crashes		Deaths	2
		Serious casualties	2
		Minor casualties	33
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	1
Failure to give way		Minor injury crashes	24
Restraint use		Non-injury crashes	34

## Overview

In 2006 on local roads in the Mackenzie District there were nine injury crashes and seven non-injury crashes, in addition there were 18 injury crashes and 27 non-injury crashes on State Highways.

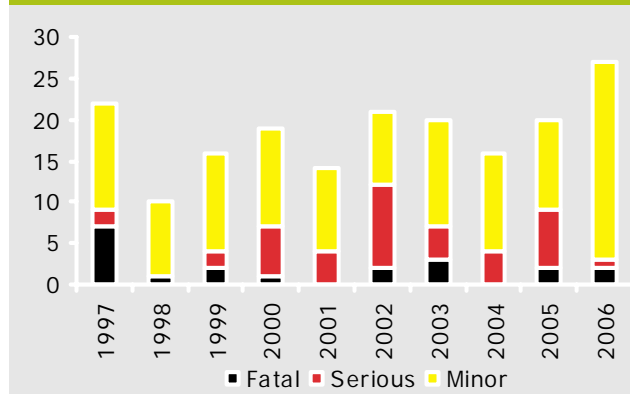
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	0	28	29
Urban	1	2	5	8
Total	2	2	33	37

Fatalities in the district have been fluctuating over the last ten years from a high of eight in 1997 to none in 2001 and 2004. Serious injuries in 2006 were the lowest seen in at least ten years and continue to fall from the high of 14 in 2002.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	49%
Lost control on straight	33%
Rear end/obstruction	6%
Overtaking	2%
Crossing/turning	6%
Miscellaneous	3%

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

- Worst month October (3), best June / July (0)
- Worst day Sunday (6), best Wednesday and Saturday (0)
- Wet road 12 percent
- Night time 18 percent
- Intersection 12 percent
- 78 percent of at fault drivers male (injury crashes)
- 67 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month July (8), best January / June (1)
- Worst day Thursday (12), best Friday and Saturday (4)
- Wet/icy road 33 percent
- Night time 31 percent
- 68 percent of at fault drivers male (injury crashes)
- 37 percent of at fault drivers in injury crashes held a full NZ licence

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. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is not the case in the Mackenzie District however where nearly one third of at fault drivers in injury crashes in 2006 held an overseas licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	46.4 (58.4) %
Learner	0 (9.5) %
Restricted	7.1 (17.6) %
Never licenced	3.6 (2.2) %
Disqualified	0 (1.7) %
Overseas	32.1 (4.2) %
Expired	0 (0.5) %
Other / unknown	10.7 (5.6) %

## Rural crashes

In 2006 85 percent of reported crashes in the Mackenzie District occurred on rural roads, that is roads with a speed limit greater than 70km/h. Nearly four out of five injuries occurred on these higher speed roads.

Nearly half of all rural crashes involved a vehicle losing control on a bend and either leaving the road or colliding with an oncoming vehicle. A further 37 percent involved loss of control on a straight section of road.

After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

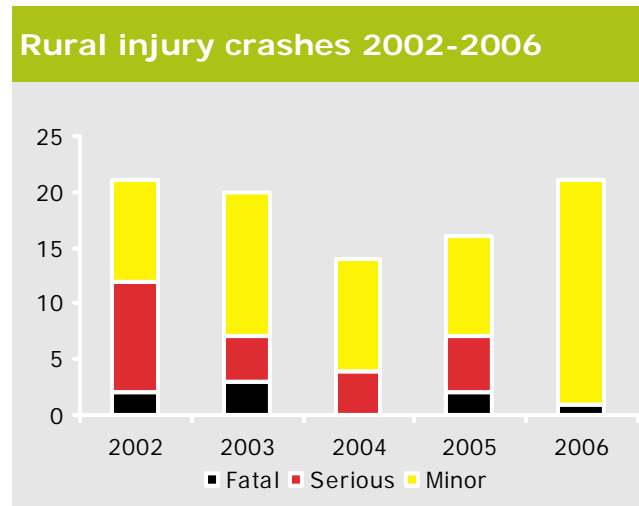
The following table shows the number of various road side hazards that were hit in rural crashes in the Mackenzie District during the period 2002 to 2006.

Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	0	1
Cliff or bank	2	8
Ditch	3	19
Fence	6	17
Guard rail	1	5
Over bank	3	14
Parked vehicle	0	2
Post or pole	1	3
Stray animal	2	6
Traffic sign	0	4
Tree	0	4
Water/River	2	1

The 52 reported crashes on rural roads in 2006 was the highest number seen for over ten years. The 21 injury crashes was equal to the highest number, seen in both 1997 and 2002.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about all rural crashes in the Mackenzie District in 2006:

### Local roads and State Highways

- One death, 28 minor injuries and 31 non-injury crashes
- 81 percent of crashes occurred on the State Highway network
- At fault drivers 68 percent male
- Most common crash type losing control on a bend – 48 percent
- Five percent of injury crashes involved alcohol over limit
- 14 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 15 percent of crashes were on a wet surface
- 15 percent of crashes were on an icy surface
- 25 percent of crashes occurred at night
- 85 percent of crashes involved a single vehicle
- Ten percent of injury crashes were deemed to have fatigue as a factor.
- 40 percent of at fault drivers held an overseas licence
- Worst month July, best June

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