



# *briefing notes - road safety issues*

## *Waimakariri 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 areas to target to reduce the number of road deaths and injuries in the Waimakariri District.

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

In each years report one years 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 Waimakariri 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>Waimakariri District</b>		<b>Casualties</b>	
Loss of control on rural roads		Deaths	1
		Serious casualties	23
		Minor casualties	85
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	1
Alcohol		Serious injury crashes	19
Failure to give way		Minor injury crashes	61
Restraint use		Non-injury crashes	120

## Overview

In 2006 on local roads in the Waimakariri District there were 57 injury crashes and 91 non-injury crashes, in addition there were 24 injury crashes and 29 non-injury crashes on State Highways, as reported by the New Zealand Police.

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).

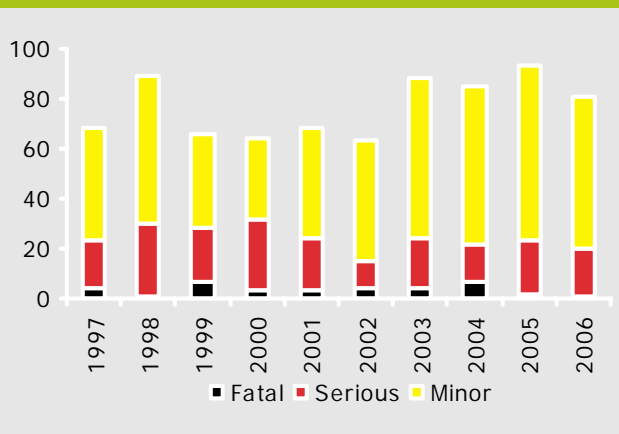
### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	23	65	89
Urban	0	0	20	20
Total	1	23	85	109

Fatalities in the district are at the lowest level seen in ten years. The highest number recorded was eight in both 1999 and 2004.

Serious injuries on the other hand continue to remain at the same level as the last three years.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	23%
Lost control on straight	22%
Crossing/turning	23%
Rear end/obstruction	26%
Overtaking	4%
Pedestrian vs vehicle	1%
Miscellaneous	1%

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

- Worst month November (17), best December (7)
- Worst day Saturday (31), best Monday (13)
- Wet road 15 percent
- Night time 31 percent
- Intersection 40 percent
- 57 percent of at fault drivers male (injury crashes)
- 65 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 August (9), best April (1)
- Worst day Friday (10), best Tuesday (5)
- Wet road 26 percent
- Night time 39 percent
- Midblock 66 percent
- 52 percent of at fault drivers male (injury crashes)
- 64 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 certainly true in the Waimakariri District where one in five drivers deemed to be at fault in injury crashes in 2006 held a restricted licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	64.0 (58.4) %
Learner	5.3 (9.5) %
Restricted	20.0 (17.6) %
Never licenced	2.6 (2.2) %
Disqualified	0 (1.7) %
Overseas	4.0 (4.2) %
Expired	0 (0.5) %
Other / unknown	4.0 (5.6) %

## Rural crashes

In 2006 68 percent of reported crashes in the Waimakariri District occurred on rural roads, that is roads with a speed limit greater than 70km/h. These crashes resulted in one death, 23 serious injuries and 65 minor injuries. There were a further 73 non injury crashes reported that year.

Over half of all rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

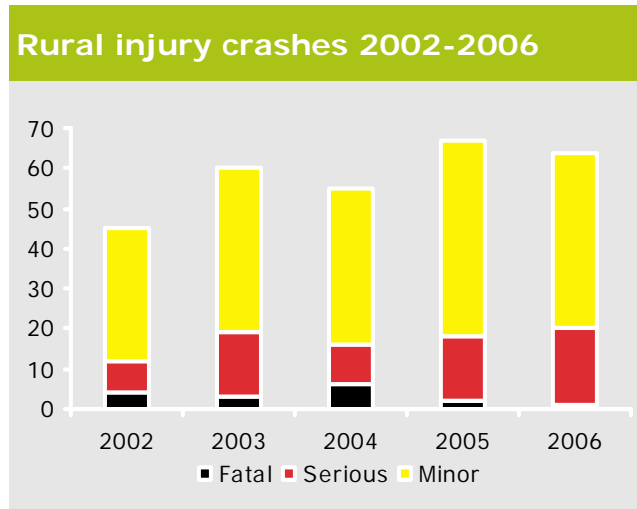
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Waimakariri District during the period 2002-2006. 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	1	0
Bridge ends	15	10
Cliff or bank	11	2
Debris	0	1
Ditch	44	9
Fence	106	25
House or building	1	0
Guard rail	4	2
Over bank	5	3
Parked vehicle	0	1
Post or pole	50	13
Stray animal	20	5
Traffic sign	15	7
Train	2	0
Tree	33	9
Water/River	2	0

The 137 reported crashes on rural roads in 2006 was the highest number seen in over ten years. The number of injury crashes was slightly below the number recorded in 2005.

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



Further information about rural crashes in the Waimakariri District in 2006:

### Local roads

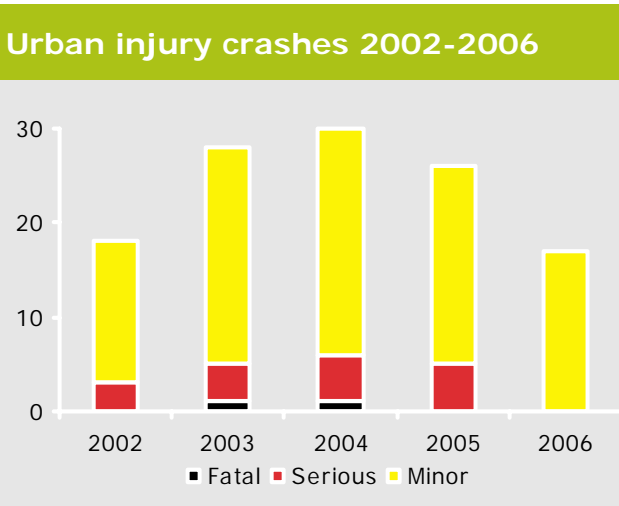
- 18 serious injuries and 44 minor injuries
- At fault drivers 64 percent male
- Most common crash type losing control on a straight section of road
- 16 percent of injury crashes involved alcohol over limit
- 19 percent of crashes involved a vehicle travelling too fast for the conditions
- 20 percent of crashes were on a wet surface
- 36 percent of crashes occurred at night
- 62 percent of crashes involved a single vehicle

### Transit roads

- One death, five serious injuries and 21 minor injuries
- At fault drivers 57 percent male
- One quarter of at fault drivers held a restricted licence
- No injury crashes were alcohol related
- 20 percent of injury crashes were deemed to have fatigue as a factor
- 24 percent of crashes were on a wet surface
- 39 percent of crashes occurred at night
- 37 percent of crashes involved a single vehicle
- 31 percent of crashes took place at an intersection
- Worst month was August, best April

## Urban crashes

In the Waimakariri District in 2006 32 percent of crashes occurred on urban roads. 20 people were injured in urban crashes and there were a further 47 crashes reported that resulted in no injury. The 17 injury crashes recorded was the lowest number since 2000. Urban crashes as a whole fell 30 percent from the previous year.



34 percent of all urban crashes were a rear end type collision or hitting a parked vehicle. 28 percent of crashes involved a vehicle losing control. 55 percent of all urban crashes took place at intersections.

Three quarters of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Waimakariri District in 2006:

### Local roads

- 17 injuries and 46 non injury crashes
- At fault drivers 60 percent female
- 14 percent of crashes involved excess alcohol
- 92 percent of crashes were on a dry road
- 77 percent of crashes occurred during daylight hours
- 75 percent of crashes involved more than one vehicles
- 53 percent of crashes occurred at intersections

### Transit roads

- Only four crashes were reported on urban state highways in 2006 which resulted in three 3 minor injuries.

## Speed

'Too fast for the conditions' was recorded in 16 percent of injury crashes in the district in the last five years resulting in seven deaths, 24 serious injuries and 71 minor injuries. There were also 87 non-injury speed-related crashes reported. The nine speed related injury crashes in 2006 was less than half the number recorded in 2005.

86 percent of speed-related crashes over the last five years were loss of control type crashes, 88 percent of which took place on local roads. Road conditions often play a part in speed related crashes, over the last five years one in four crashes occurred on a wet road surface. 27 percent of speed related crashes also involved excess alcohol.

61 percent of at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for 31 percent of them.

## Alcohol

Alcohol was also a factor in 16 percent of injury crashes in the district over the last five years resulting in six deaths, 19 serious injuries and 61 minor injuries. There were also 42 non-injury alcohol-related crashes reported. The nine alcohol related injury crashes in 2006 was half the number seen in 2005 and was in single figures for only the second time in over 20 years.

Over the last five years 71 percent of at fault drivers in alcohol related crashes were male.

As is to be expected, a large number of alcohol related crashes occurred at night, 73 percent. 78 percent of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 27 percent of injury crashes.

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