

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on the tables and graphs in the Waimate District 1999–2003 road safety report and more detailed analysis of the crashes using the LTSA Crash Analysis System (CAS). The intent of the report is to highlight the key road safety issues in the Waimate District.

Only one person died in a road crash in the Waimate District in 2003. She was the driver of a car that lost control and crashed into a tree on a road that was slippery due to a local hail shower. The number of casualties in 2003 was the lowest for the last 10 years.

The social cost of crashes in 2003 was \$8.48 million. Most of this was from rural crashes, with \$5.45 million from rural local road crashes and \$2.20 million from rural state highway crashes.

The most common driver factor contributing to both rural and urban crashes over the last five years was poor observation. Fatigue was a factor in nearly 20 percent of rural crashes. This is a higher percentage than in other similar local authorities or all of New Zealand. Failure to give way was a factor in just under half of the urban crashes in the Waimate District compared with other areas where it was a factor in less than a third of urban crashes.

Major road safety issues

Waimate District

Poor observation

Fatigue

Failure to give way

Nationally

Speed

Alcohol

Failure to give way

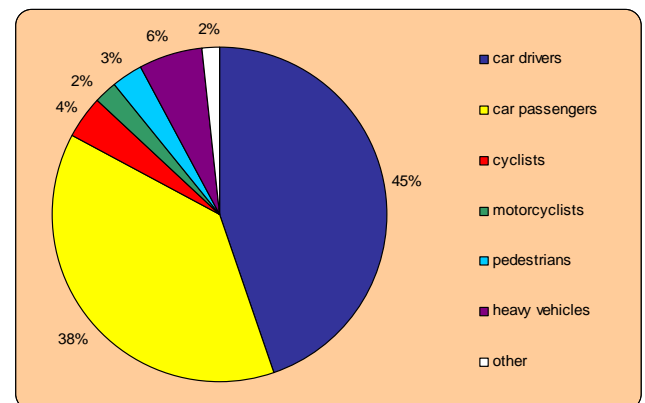
Restraints

2003 road trauma for Waimate District

Deaths	1
Serious casualties	6
Minor casualties	17
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Fatal crashes	1
Serious injury crashes	4
Minor injury crashes	12
Non-injury crashes	27

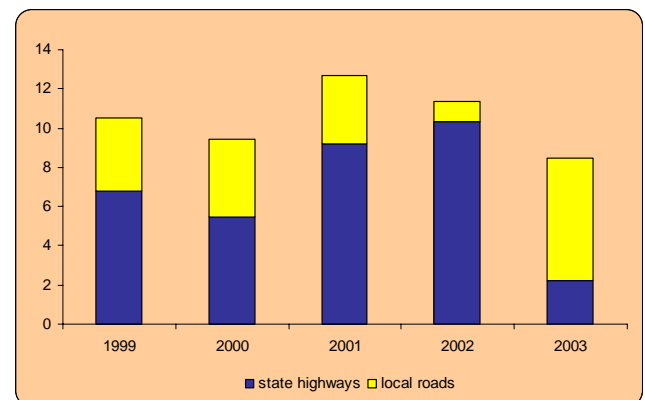
Road casualties 1999–2003

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.

Poor observation

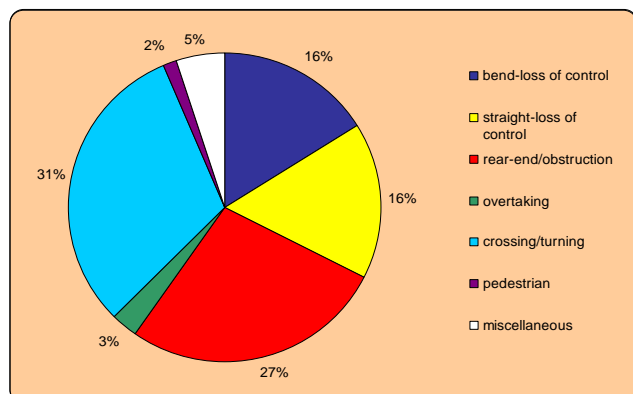
Poor observation by drivers contributed to over a third of the reported injury crashes in the Waimate District between 1999 and 2003. Between 2000 and 2003, a quarter of non-injury crashes also involved poor observation factors.

Poor observation factors include:

- drivers being inattentive and failing to notice the road alignment, other vehicles or road signs
- drivers having their attention diverted by passengers, controls or accessories in the vehicle, or by other traffic or the scenery
- drivers not seeing or looking for other vehicles until it's too late.

One person was killed and 61 people injured, 18 seriously, in poor observation crashes from 1999 to 2003.

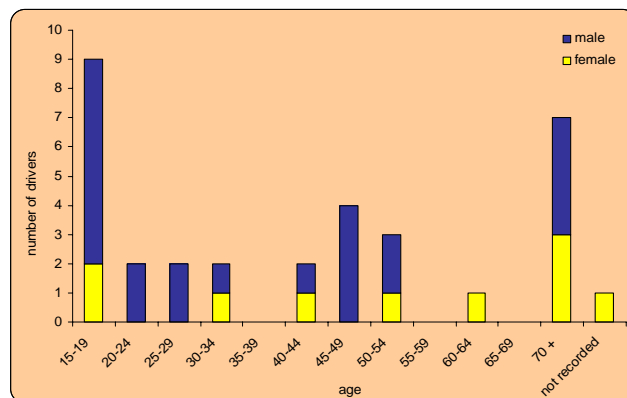
Poor observation crash types



Poor observation by drivers results in all types of crashes. The above chart shows the proportion of different poor observation crash types for injury (1999–2003) and non-injury (2000–2003) crashes. Crossing/turning crashes at intersections and rear-end/obstruction type crashes were the most common, particularly for non-injury crashes.

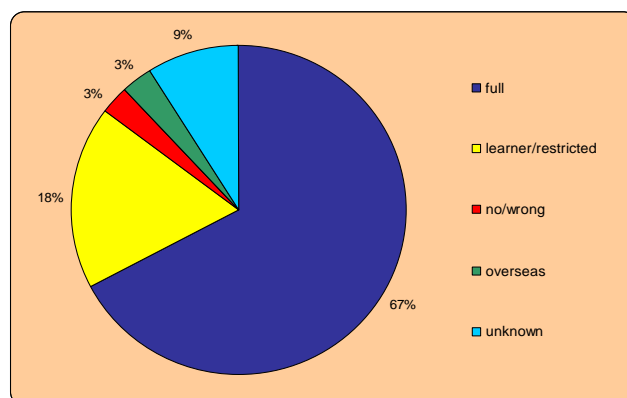
Driver age, gender, licence status and address are only recorded for injury crashes. Between 1999 and 2003 in the Waimate District, 33 drivers caused injury crashes through poor observation. The following three graphs show details for these 33 drivers.

Poor observation by drivers – age and gender



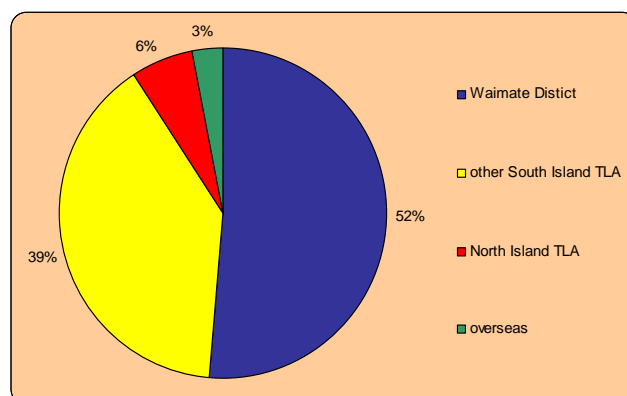
Over two thirds of the drivers were males. Most were either in the 15 to 19 or the over 70 year age groups.

Poor observation by drivers – licence status

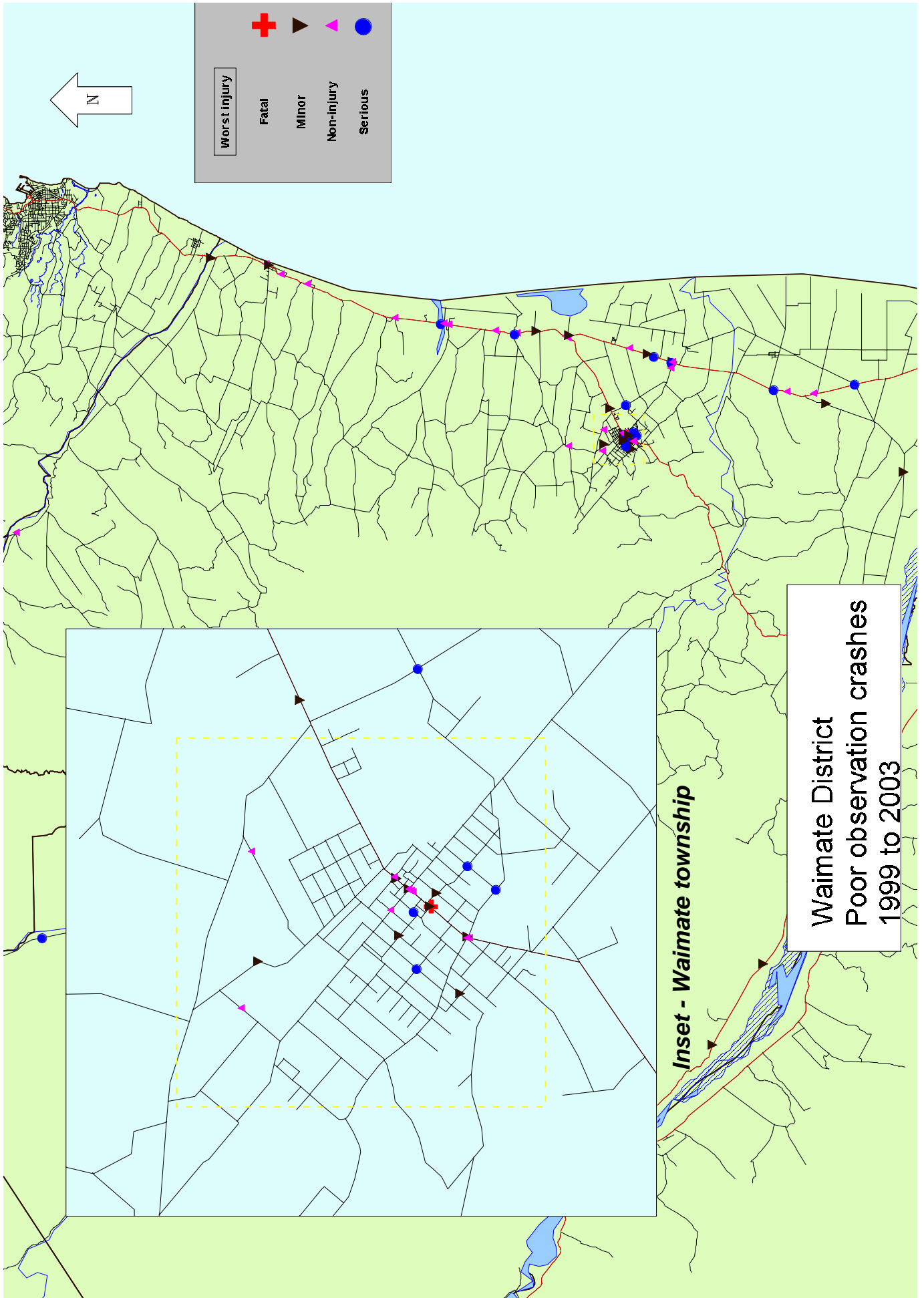


Nearly one fifth of the drivers in crashes where poor observation was a factor held a learner or restricted driving licence.

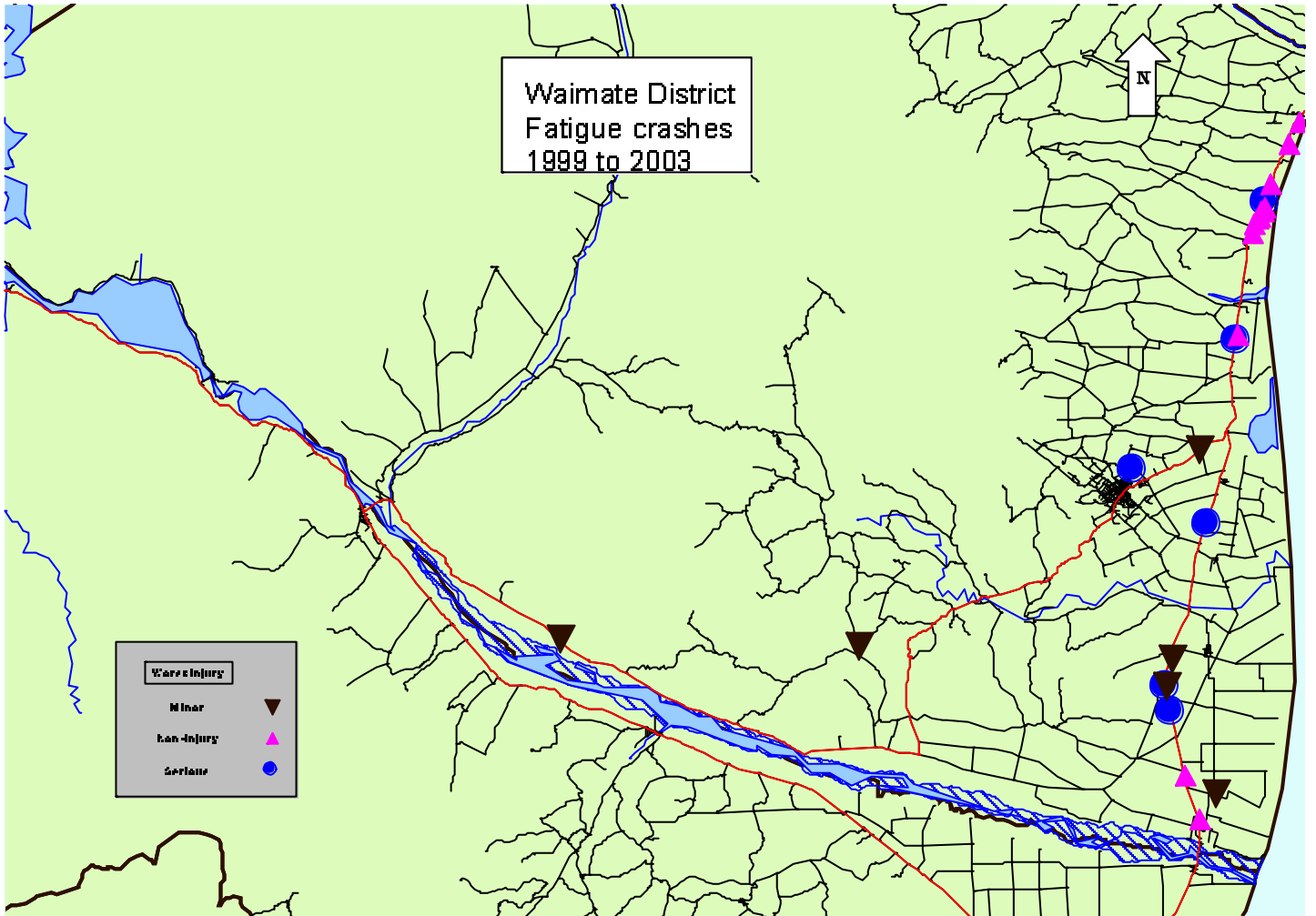
Poor observation by drivers – home location



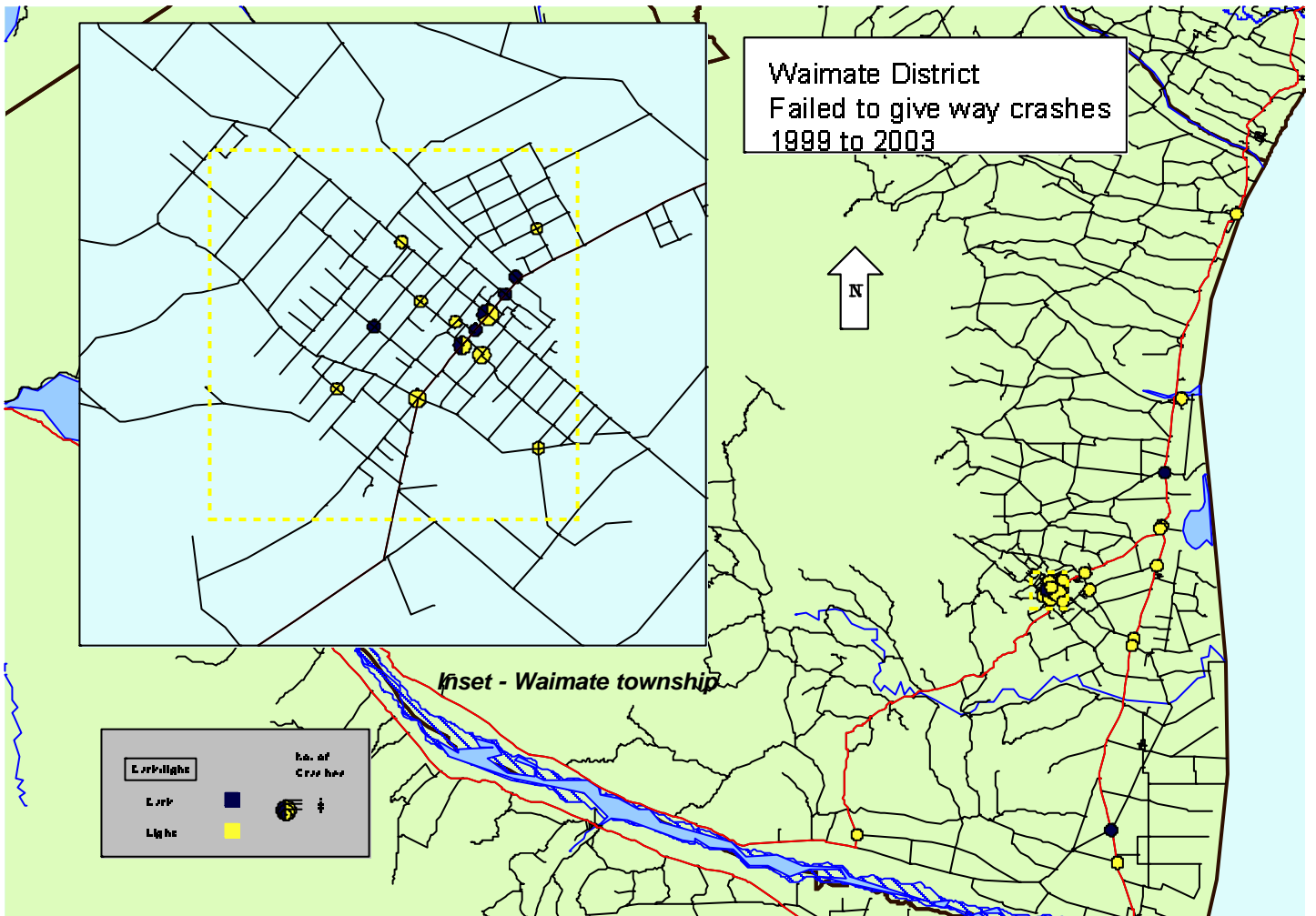
Over half the drivers were from the Waimate District and 41 percent from other South Island areas. Only one driver was from overseas.



Waimate District
Fatigue crashes
1999 to 2003



Waimate District
Failed to give way crashes
1999 to 2003



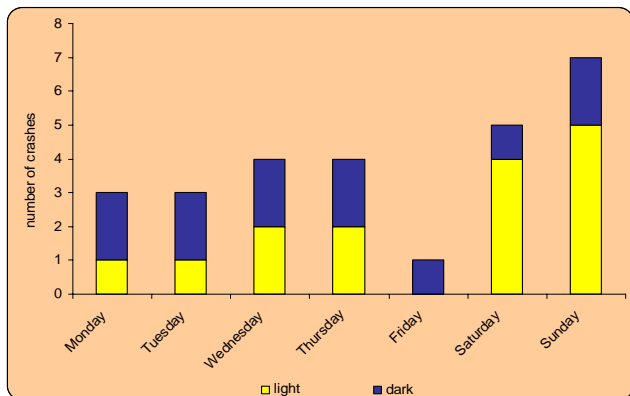
Zzzz Fatigue

Fatigue was a factor in nearly 20 percent of rural crashes in the Waimate District between 1999 and 2003. For other similar districts and all of New Zealand, fatigue was a factor in less than 15 percent of rural injury crashes. Fatigue was a factor in about three injury crashes per year in the Waimate District. Since 2000, it was also a factor in just over 20 percent of rural non-injury crashes.

There were 14 injury fatigue-related crashes between 1999 and 2003 and 13 non-injury fatigue-related crashes between 2000 and 2003. Nearly all the fatigue-related crashes were loss of control crashes on bends (15 crashes) or straight roads (11 crashes). There was one head-on crash where fatigue was recorded as a factor. Most of the fatigue-related crashes happened on rural state highways: 21 on State Highway 1 and two on State Highway 82.

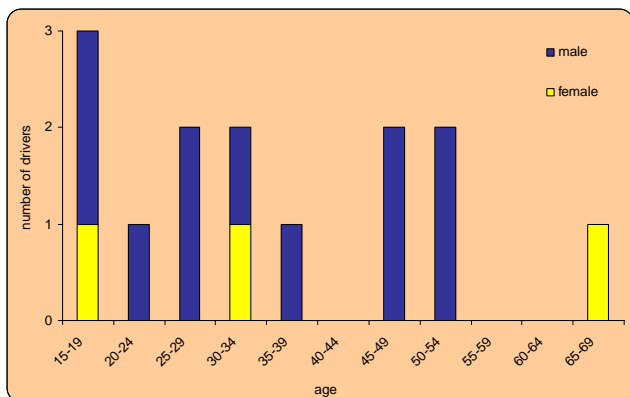
These fatigue-related crashes injured 32 people, 10 of them seriously.

Day of week for fatigue-related crashes



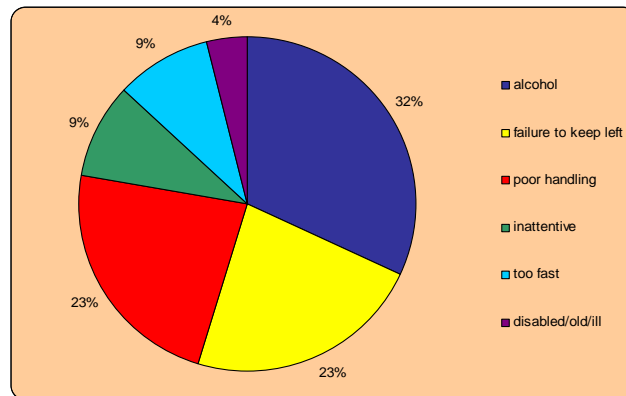
More crashes happened on Sunday than on other days. During the week more crashes occurred at night but on Saturday and Sunday, more were during daylight hours.

Age and gender of fatigued drivers



Driver age was only recorded for injury crashes. Of the 14 fatigued drivers in injury crashes, all apart from three were males. Three of the drivers lived in the Waimate District and the rest were from other South Island areas.

Other crash factors for fatigued drivers



Other crash factors for fatigued drivers were alcohol, failure to keep left and poor handling. Failure to keep left included fatigued drivers who drifted off the road to either the left or the right.



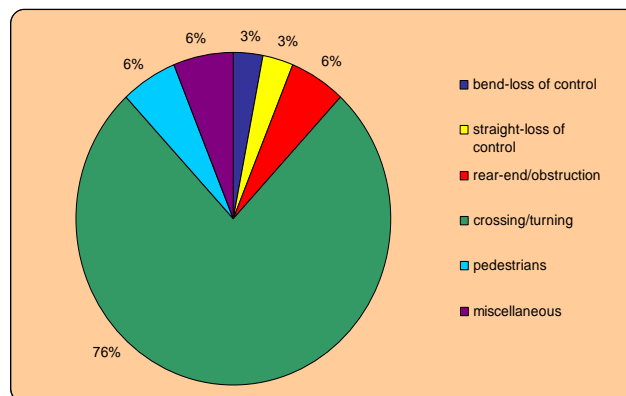
Failure to give way

Failure to give way was a factor in just under 50 percent of urban and 10 percent of rural injury crashes in the Waimate District. In other similar districts, it was a factor in only about 25 percent of urban and six percent of rural injury crashes.

Nineteen injury crashes between 1999 and 2003 and 13 non-injury crashes between 2000 and 2003 featured failure to give way factors. Factors have only been recorded for non-injury crashes since the year 2000. Twenty of these crashes were in urban areas and 12 were in rural areas.

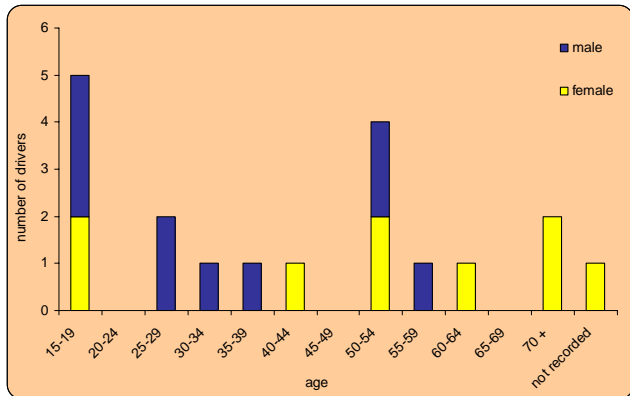
One pedestrian was killed and 27 other road users injured, eight seriously, from crashes where drivers failed to give way.

Failure to give way crash types



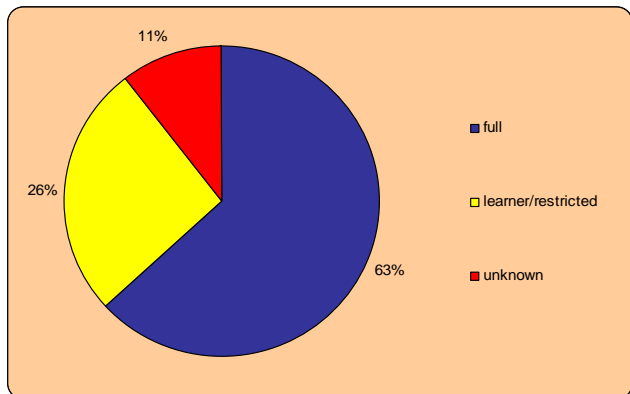
Three quarters of the crashes were crossing/turning type crashes and most of these were at intersections.

Age of drivers that failed to give way



Nearly half of the drivers that failed to give way were female. Five of the 19 drivers were aged between 15 and 19 years old.

Licence status of drivers that failed to give way



About a quarter of the drivers that failed to give way held a learner or restricted licence. Four of the five young drivers on restricted or learner licences were from the Waimate District.

Contacts

Land Transport Safety Authority

Regional Manager

Dennis Robertson

See LTSA staff contact details at bottom of page

Road Safety Co-ordinator

Cat Marvin

South Canterbury Road Safety Charitable Trust

PO Box 522

Timaru

Phone 03 363 5646

Mobile 027 438 6285

Waimate District Council

Fraser Northover

PO Box 122

Waimate

Phone 03 689 8079

New Zealand Police

Alan Weston

Acting Inspector

Road Policing Manager

PO Box 2109

Christchurch

Phone 03 363 7417

Christchurch Regional Office
 Level 5, BNZ House, 129 Hereford Street
 PO Box 13364, Christchurch
 Phone 03 964 2866, Fax 03 964 2855

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