

road safety issues

Waimate District

Land Transport New Zealand has prepared this road safety issues report. It is based on the tables and graphs in the Waimate District 2000–2004 road safety report and more detailed analysis of the crashes using the crash analysis system (CAS).

Comparing the crashes reported in 2004 with other years shows:

- three deaths in 2004 compared with one in 2003
- a higher social cost of crashes in 2004
- a higher number of fatal, serious and non-injury crashes in 2004
- an increase in the number of alcohol-related injury crashes (eight in 2004, three in 2003)
- an increase in fatigue-related injury crashes (six in 2004, zero in 2003)
- the continuation of poor observation as the most common factor contributing to the crashes.

The three fatal crashes in 2004 were all on SH 1. Two involved fatigue and vehicles crossing the centre line colliding with oncoming traffic. The third involved a driver pulling out from the left-hand side of the road into the path of truck coming from behind.

Major road safety issues

Waimate District

Alcohol

Poor observation

Fatigue

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Waimate District



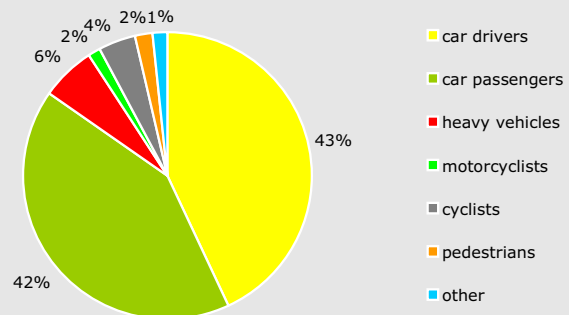
Deaths	3
Serious casualties	14
Minor casualties	30



Fatal crashes	3
Serious injury crashes	11
Minor injury crashes	13
Non-injury crashes	49

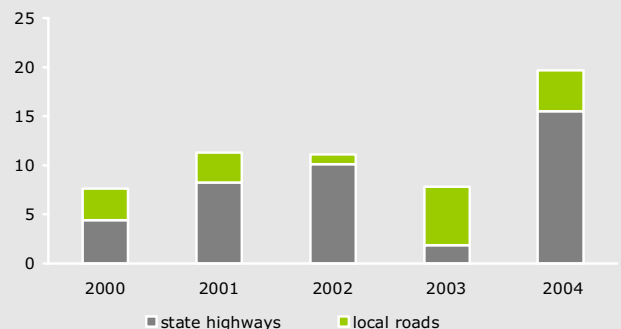
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

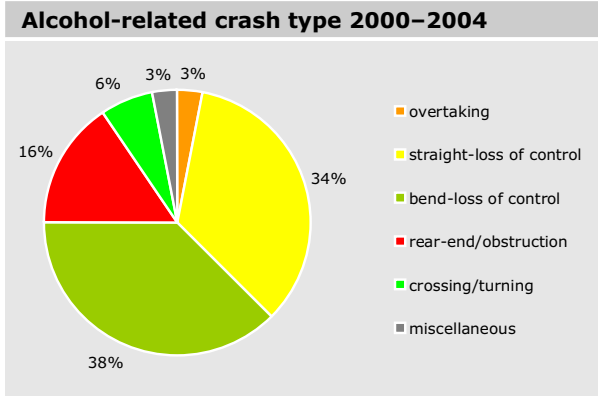
Social cost (\$ million)



*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 2004 prices.

Alcohol

The number of injury and non-injury crashes involving alcohol increased significantly in 2004. There were eight injury and five non-injury alcohol-related crashes in 2004. Alcohol-related crashes between 2000 and 2004 injured 34 people, 11 of them seriously. In addition, 16 non-injury alcohol-related crashes were reported in this period.



Nearly three quarters of the alcohol-related crashes were single vehicle loss of control crashes (38 percent on bends, 34 percent on straight sections of road).

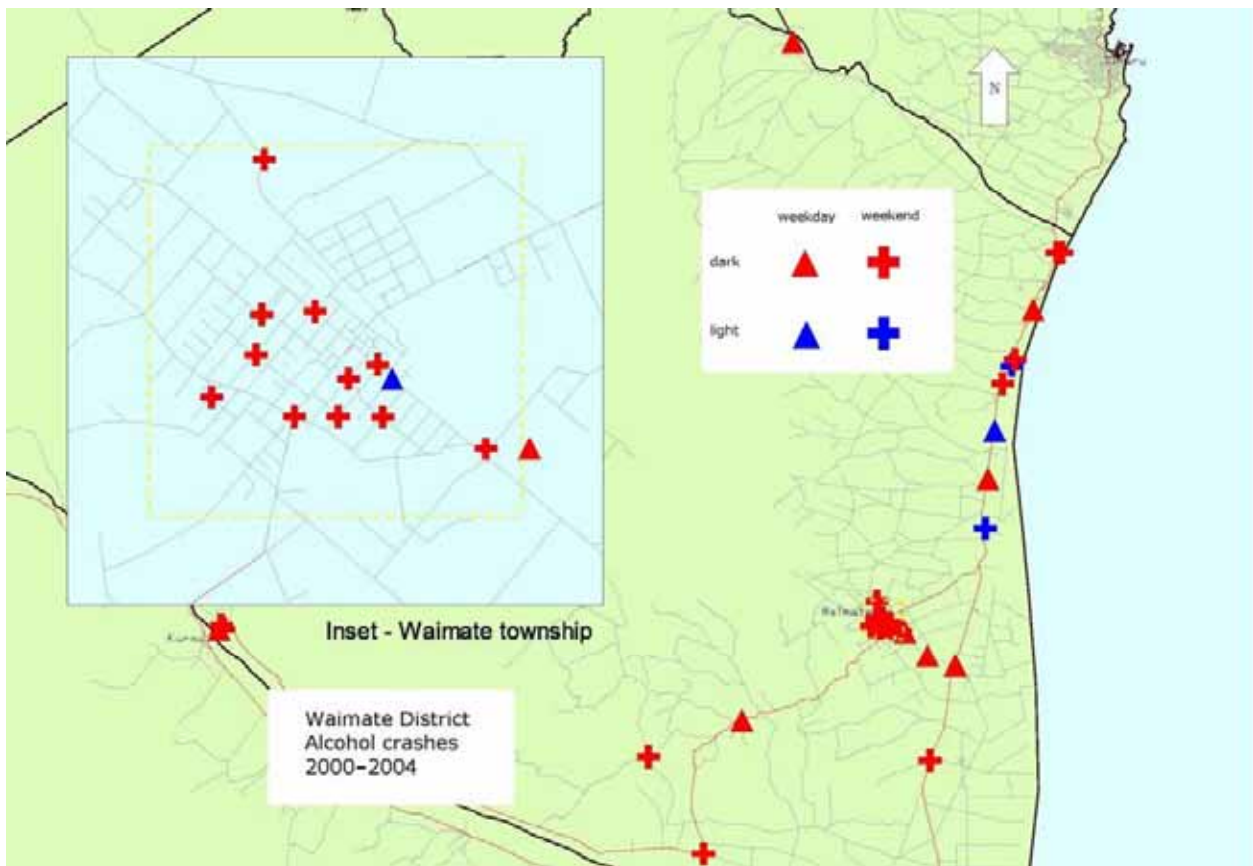
Over 60 percent of the alcohol-related crashes happened in rural areas and nearly 90 percent at twilight or in darkness. Over half occurred between midnight and 6 am on a Saturday or Sunday.

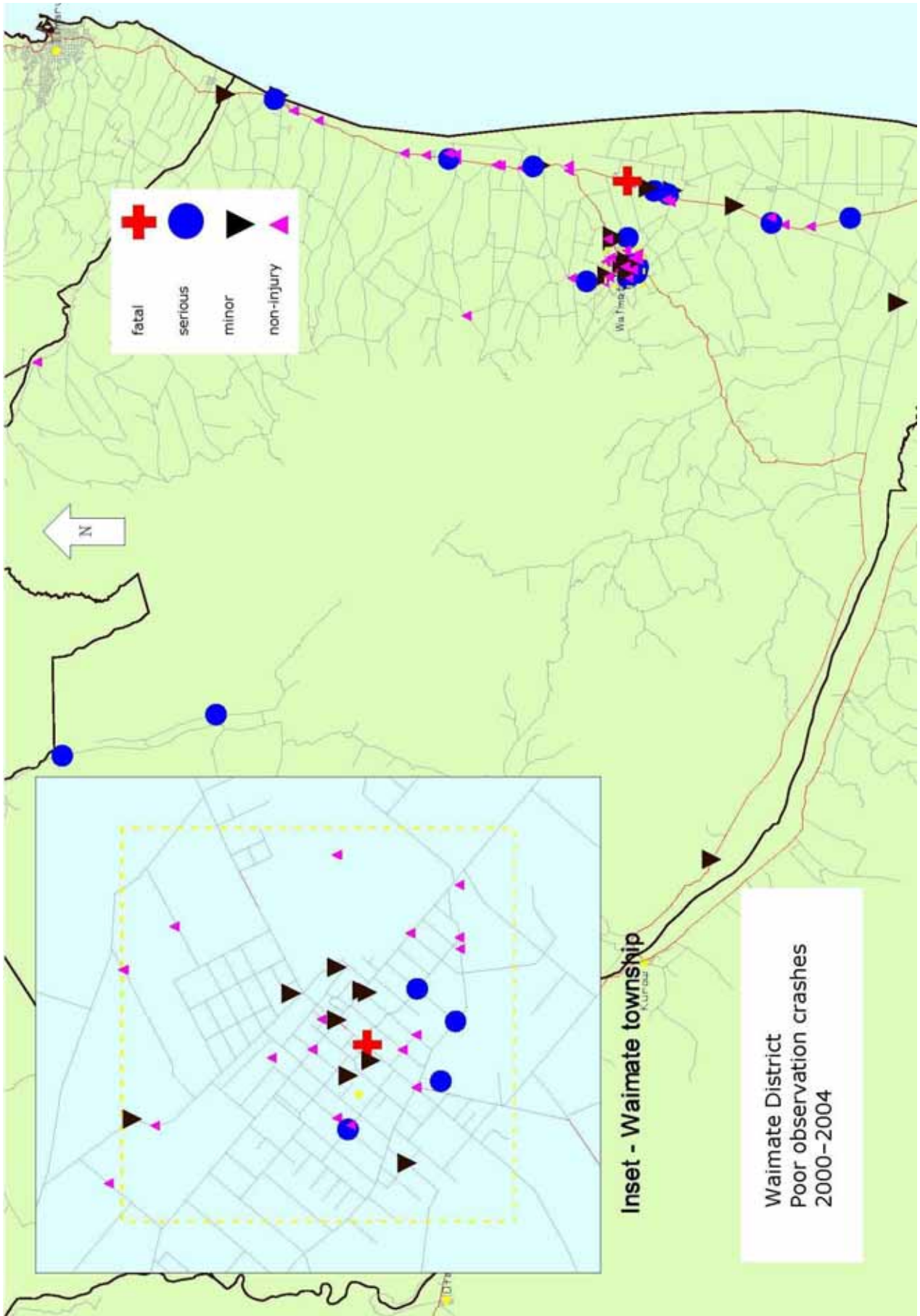
Driver details are only recorded for injury crashes. A review of the details for the 16 drunk drivers involved in injury crashes between 2000 and 2004 showed:

- all except one were male
- most were under 30 years old
- all eight who crashed in urban areas were from the Waimate District
- half of the eight who crashed in rural areas were from the Waimate District and the rest were from other South Island local authorities.



The map below shows that most of the urban alcohol-related crashes in the Waimate township in 2004 happened at night on weekends.

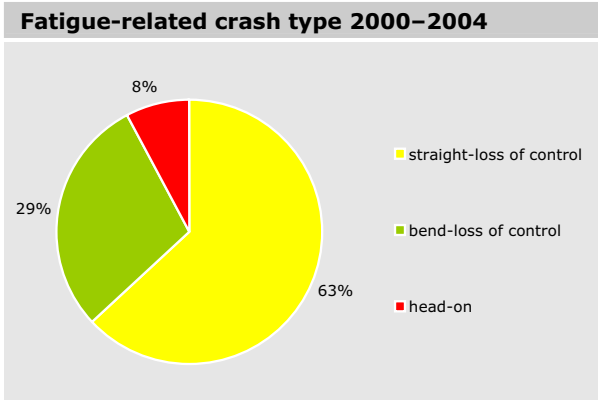




Fatigue

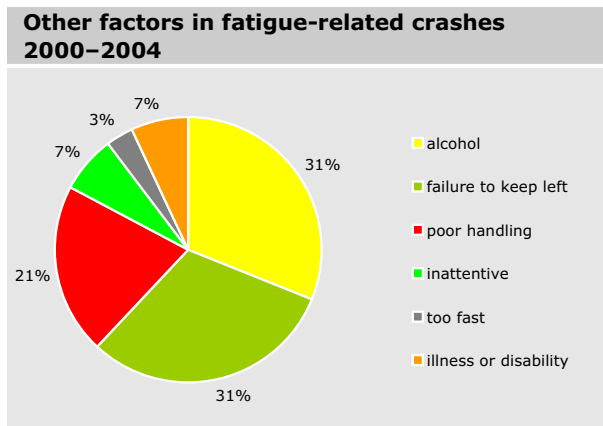
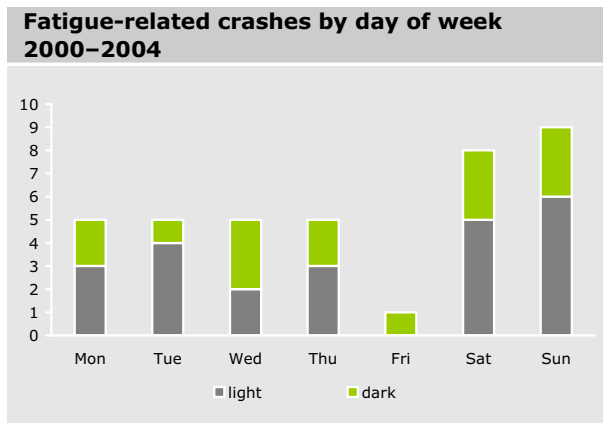
Over 20 percent of the rural injury crashes in the Waimate District involved fatigue. This is about twice the percentage for all New Zealand rural injury crashes.

Two of the three fatal crashes in 2004 in the Waimate District involved fatigue. From 2000 to 2004, two people were killed and 36 injured, 12 seriously, in fatigue-related crashes. There were 17 injury and 21 non-injury fatigue-related crashes in this five year period. All except one of the non-injury crashes were in rural areas.

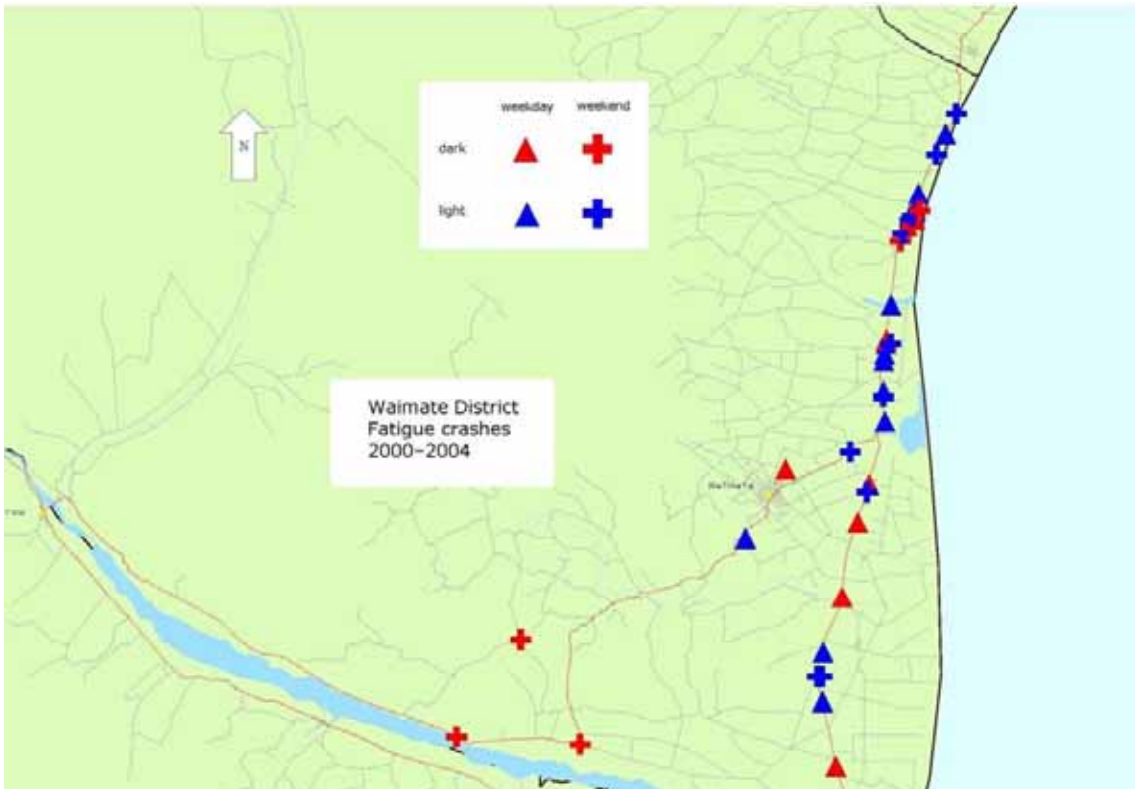


All except the three head-on crashes were single vehicle loss of control crashes, 24 on straight sections of road and 11 on bends.

Nearly half of the crashes happened on weekends and 40 percent occurred at twilight or in darkness.



The other most common crash factors for fatigued drivers were alcohol, failure to keep left and poor handling. Failure to keep left includes fatigued drivers who drifted off the road to the left or the right.



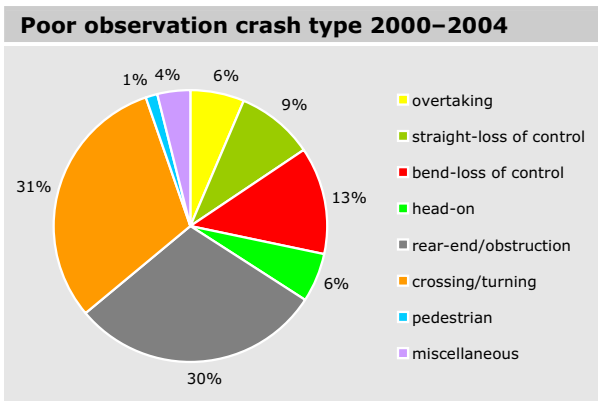
Poor observation

Poor observation was the most common contributing factor for injury crashes between 2000 and 2004 in the Waimate District. Nearly 25 percent of the rural injury and 60 percent of the urban injury crashes involved poor observation.

Poor observation factors include:

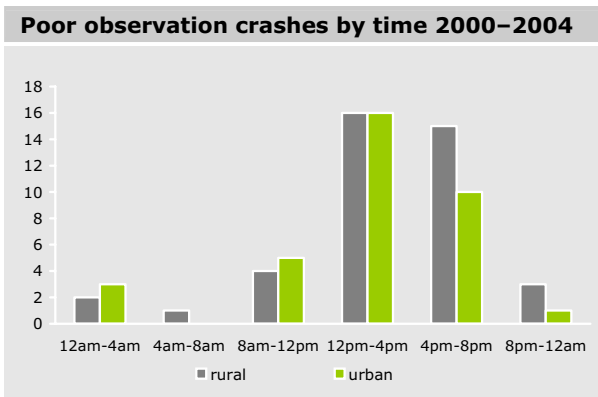
- drivers not seeing or looking for other vehicles until too late
- drivers being inattentive and failing to notice the road alignment, road signs or vehicles in front slowing down or turning
- drivers having their attention diverted by passengers, controls or accessories in the vehicle or by other traffic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

There were 36 injury and 41 non-injury crashes due to poor observation between 2000 and 2004. Two people were killed and 69 injured, 21 seriously, in these crashes.



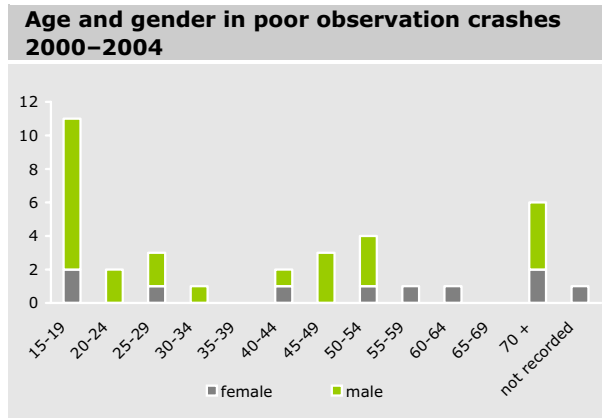
All crash types were recorded with poor observation factors. Just over half of the crashes were in rural areas. Crossing/turning crashes at intersections and rear-end/obstruction type crashes were the most common. The rear-end/obstruction crashes included:

- collisions with parked cars
- collisions with animals or other obstructions on the road
- rear-end collisions of vehicles turning right
- collisions with vehicles doing U-turns or changing lanes.

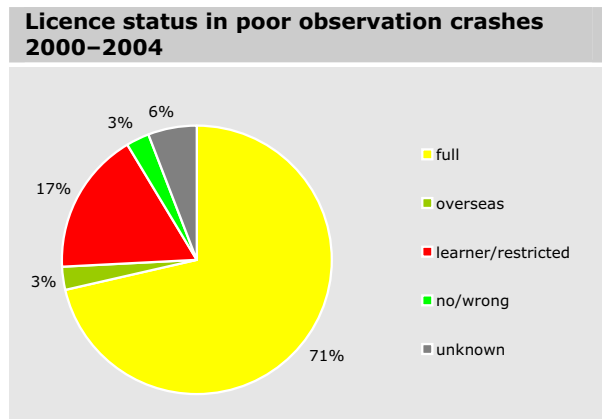


Most of the poor observation crashes happened in the afternoon or early evening in both urban and rural areas.

The following graphs were prepared from a review of the driver details recorded for the 35 drivers whose poor observation contributed to injury crashes. Driver details are not recorded for non-injury crashes.



Nearly a third of the drivers were under 20 years old. Most, 71 percent, were male. One in six of the drivers had a learner or restricted licence.



Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport. It compares the results for the Waimate District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Range for five poorest performances	Waimate District 2004 injury crashes
Speed % crashes with excessive speed	28% to 35%	19%
Alcohol % driver alcohol crashes	21% to 40%	30%
Intersections % crashes with failed to stop or give way factors	35% to 43%	11%
Pedestrian % crashes with pedestrians	14% to 22%	0%
Cyclists % crashes with cyclists	12% to 17%	11%
Safety belts % unrestrained – front seat	11% to 19%	8%

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