

road safety issues

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 key road safety issues within the Waimate District.

In the last five years, nine people died as a result of crashes in the Waimate District. In addition 55 people received serious injuries, and 132 sustained minor injuries. There were also 168 non-injury crashes reported.

The total number of reported crashes was high in 2004 and reduced in 2005 but there is no reducing trend over five or 10 years.

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

- there were two deaths in 2005, down from three in 2004
- the number of other injured parties decreased from 44 in 2004 to 30 in 2005
- the number of reported non-injury crashes decreased from 49 in 2004 to 30 in 2005
- as in 2004, just over three quarters of the crashes were in rural areas and about three in every five crashes were on state highways
- the number of injury crashes with poor handling, poor judgement and fatigue factors was similar to 2004. These were the most common contributing factors in 2005.

Major road safety issues

Waimate District

Rural loss of control/head-on crashes

Urban poor observation crashes

Nationally

Speed

Alcohol

Failure to give way

Restraints

Waimate District



2005 road trauma for Waimate District



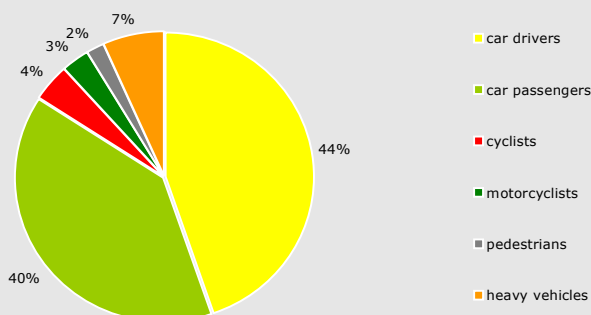
Deaths	2
Serious casualties	14
Minor casualties	16



Fatal crashes	2
Serious injury crashes	9
Minor injury crashes	8
Non-injury crashes	30

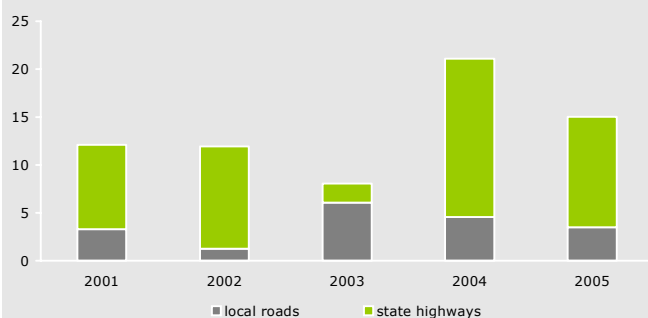
Road casualties 2001-2005

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.

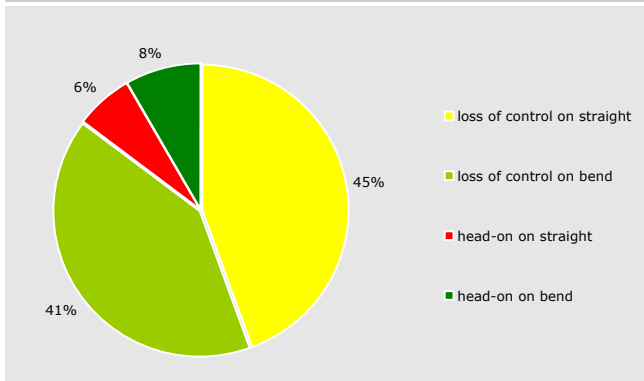
Rural loss of control/ head-on crashes

Between 2001 and 2005, three quarters of all reported crashes in the Waimate District were on rural roads. Two thirds of these rural crashes were loss of control/head-on crashes.

In the five years 2001-2005 there were five people killed and 101 people were injured, 32 seriously, in rural loss of control/head-on crashes. There were also 89 reported non-injury crashes of this type in this period.

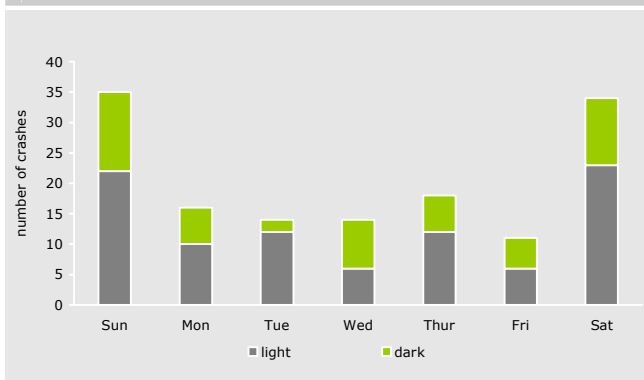
Between 2001 and 2005, there were 142 rural loss of control/head-on crashes on rural roads. About half of these were on straights and half on bends.

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



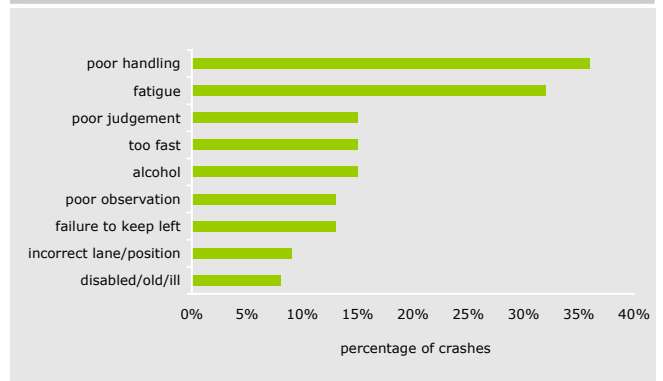
Nearly three quarters of these crashes were on state highways. Most of the crashes were single vehicle loss of control crashes. On bends, more crashes were loss of control when turning right than when turning left.

Crash days for all rural loss of control/head-on crashes 2001-2005



Most of the crashes happened on a Saturday or Sunday. Over a third were during dark or twilight conditions.

Driver factors, rural injury loss of control/head-on crashes 2001-2005



The poor handling factors were mainly due to drivers losing control when turning or when returning to the seal from an unsealed shoulder.

Fatigue was the second most common factor for these injury crashes. Nearly a quarter of all rural injury crashes in Waimate had recorded fatigue as a factor. All of the fatigue-related crashes in the Waimate District were rural loss of control/head-on crashes.

Urban poor observation crashes

About a quarter of the crashes in Waimate were urban crashes. The social cost of urban crashes was about 10 percent of the total social cost of crashes in the district. Over half the urban crashes were caused, at least in part, by poor observation by drivers.

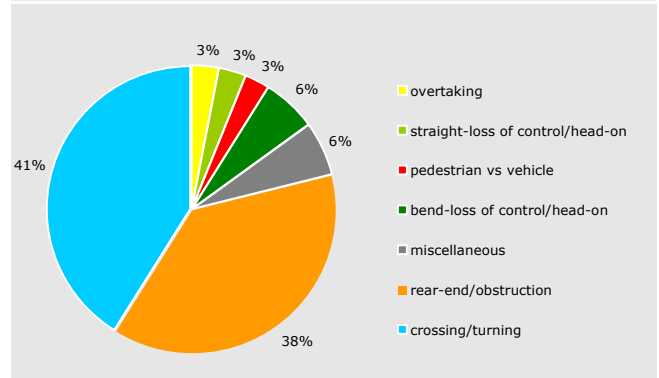
Poor observation was involved in 16 injury and 16 non-injury urban crashes in the 2001–2005 period. One person was killed and 27 were injured, 10 of them seriously, in these crashes.

Poor observation factors include:

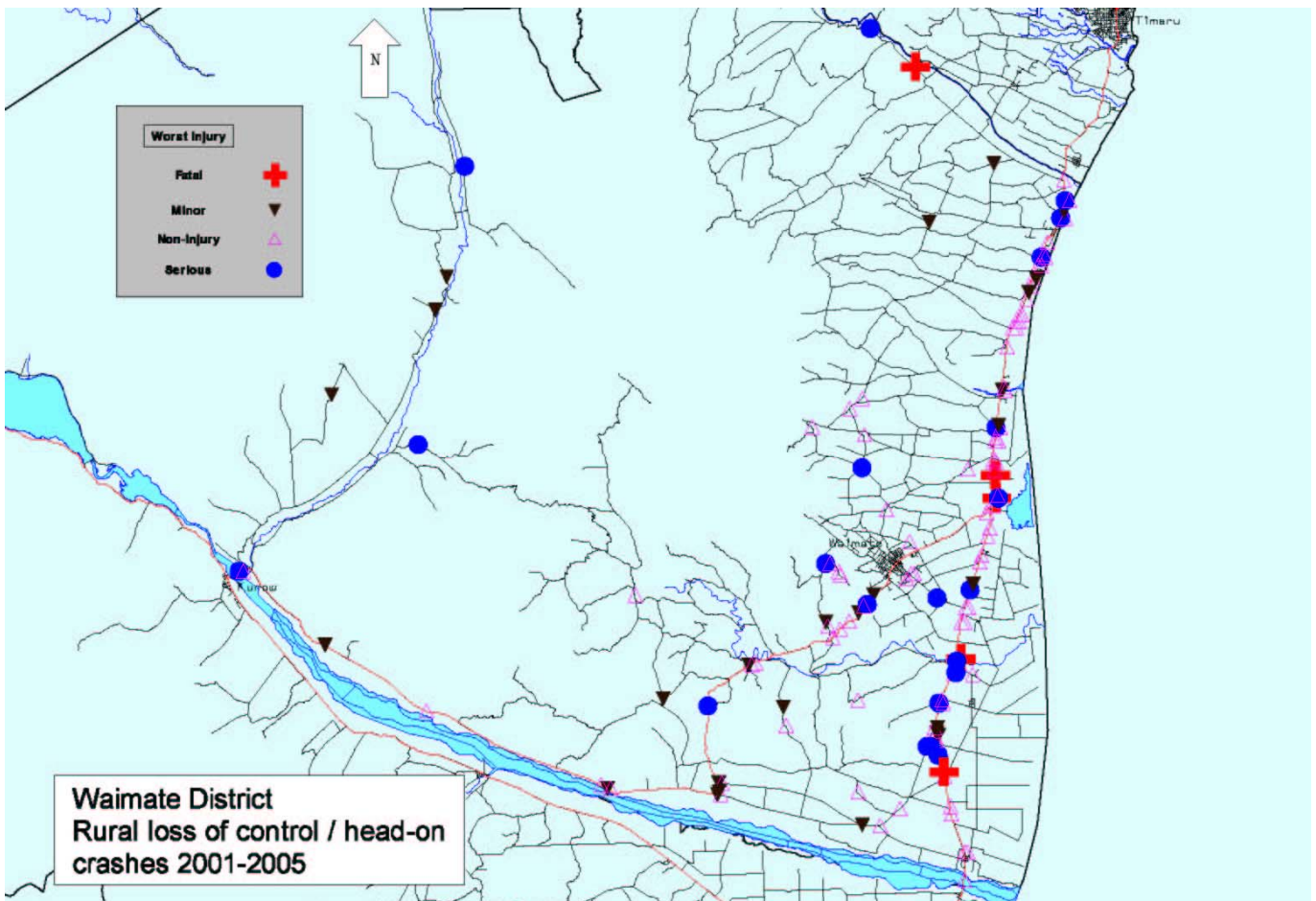
- drivers not seeing or looking for other vehicles until too late
- drivers being inattentive and failing to notice the road alignment, road signs or vehicles in front slowing down or turning
- drivers having their attention diverted by passengers, controls or accessories in the vehicle or by other traffic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

Most poor observation crashes happened in the afternoon or early evening on all days of the week. Only about one in five of these crashes happened in dark or twilight conditions. Nearly two thirds happened at intersections.

Crash types with poor observation factors, injury and non-injury 2001–2005



Most of the crashes were crossing/turning or rear end/obstruction type crashes. Typically drivers are not seeing or looking for other drivers when turning or crossing at intersections, or are not seeing other vehicles slowing down to turn or stop.



General

Speed, alcohol and restraints

Between 2001 and 2005, speed too fast for the conditions was a factor in nine rural and six urban injury crashes in Waimate. Rural speed crashes have reduced over the last 10 years from six in 1996 to one last year. One or two urban crashes per year have involved excessive speed or driving too fast for the conditions.

Alcohol was involved in 10 rural and eight urban injury crashes in Waimate in the five year period. Six of the rural alcohol injury crashes happened in 2004. There were two rural alcohol injury crashes in 2005. Three of the urban alcohol crashes were in 2003 with only one or two in other years.

Surveys of restraint wearing indicate that the use of safety belts by drivers in the Waimate District has generally increased from about 85 percent in 2000 to 94 percent in 2005. Adult passenger restraint use was at about the same rate as that for drivers in 2005.

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 Waimate District injury crashes in the last 12 months with the national range.

	National range	Waimate District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	16%
Alcohol % driver alcohol crashes	6%–31%	16%
Intersections % crashes with failed to stop or give way factors	0%–41%	11%
Pedestrian % crashes with pedestrians	0%–24%	0%
Cyclists % crashes with cyclists	0%–15%	0%
Safety belts % unrestrained – front seat	1%–13%	4%

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