



# *briefing notes - road safety issues*

## *Waimate 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 Waimate 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 Waimate District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes). 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>Waimate District</b>		<b>Casualties</b>	
Rural crashes		Deaths	0
		Serious casualties	2
		Minor casualties	18
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	0
Alcohol		Serious injury crashes	2
Failure to give way		Minor injury crashes	12
Restraint use		Non-injury crashes	34

## Overview

In 2006 on local roads in the Waimate District there were six injury crashes and 14 non-injury crashes, in addition there were eight injury crashes and 20 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).

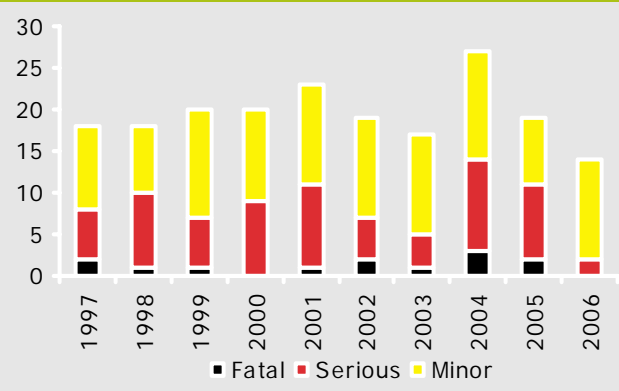
### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	2	15	17
Urban	0	0	3	3
Total	0	2	18	20

For only the second time in the last ten years there were no fatalities on roads in the Waimate District.

The two serious injuries recorded in 2006 was a significant drop on the 14 reported in both of the preceding two years.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type in 2006
Lost control at bend	39%
Lost control on straight	33%
Rear end/obstruction	12%
Overtaking	6%
Crossing/turning	10%

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

- Worst month December (4), best June (0)
- Worst day Saturday (5), best Tuesday (1)
- Wet road 25 percent
- Night time 45 percent
- Intersection 35 percent
- 60 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 May (5), several; months had only one crash
- Worst day Wednesday (7), best, Monday and Thursday (2)
- Wet road 27 percent
- Night time 38 percent
- Midblock 76 percent
- 55 percent of at fault drivers female (injury crashes)

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 Waimate District however where 86 percent of at fault drivers in injury crashes in 2006 held a full driving licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	86.6 (58.4) %
Learner	6.6 (9.5) %
Restricted	6.6 (17.6) %
Never licenced	0 (2.2) %
Disqualified	0 (1.7) %
Overseas	0 (4.2) %
Expired	0 (0.5) %
Other / unknown	0 (5.6) %

## Rural crashes

In 2006 79 percent of reported crashes in the Waimate District occurred on rural roads, that is roads with a speed limit greater than 70km/h. 85 percent of all injuries occurred on these higher speed roads.

Nearly three quarters of 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.

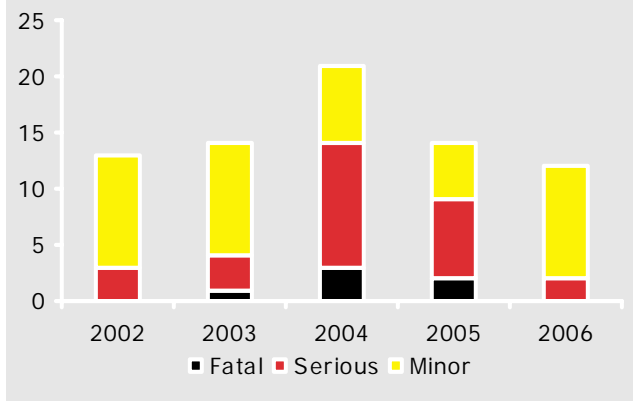
The following table shows the number of various road side hazards that were hit in rural crashes in the Waimate District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Bridge ends	1	12
Cliff or bank	4	8
Ditch	4	13
Fence	14	33
Guard rail	0	2
Over bank	2	1
Parked vehicle	1	1
Post or pole	5	9
Stray animal	4	8
Traffic sign	2	6
Train	1	0
Tree	5	5

The 39 reported crashes on rural roads in 2006 was significantly below the 58 recorded in 2004, a ten year high. The number of crashes that resulted in injury was a ten year low at 12.

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

Rural injury crashes 2002-2006



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

### Local roads

- Four injury and ten non-injury crashes
- At fault drivers 75 percent male
- Most common crash type losing control on a bend
- Half of the injury crashes involved alcohol over limit, (two injury crashes)
- Three quarters of injury crashes involved a vehicle travelling too fast for the conditions
- 21 percent of crashes were on a wet surface
- 43 percent of crashes occurred at night
- All but one rural crash involved a single vehicle

### Transit roads

- Eight injury and 11 non-injury crashes
- At fault drivers 55 percent female
- Most common crash type loss of control on a straight section of road
- 13 percent of injury crashes involved alcohol over limit
- 25 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 32 percent of crashes were on a wet surface
- 40 percent of crashes occurred at night
- 72 percent of crashes involved a single vehicle
- 20 percent of crashes took place at an intersection
- Worst months were May and December, best was September

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