



briefing notes - road safety issues

Waimate District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Waimate District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Waimate District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Waimate District to delve deeper into the highlighted issues and other road safety issues in the district. Contact the NZTA Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues		2009 road trauma	
Note Issues are not in any order		Casualties	Waimate District
Waimate District			
Straight Road - loss of control or head-on		Deaths	1
Bend - loss of control or head-on		Serious casualties	6
Young drivers		Minor casualties	16
Nationally		Crashes	Waimate District
Speed		Fatal crashes	1
Alcohol / Drugs		Serious injury crashes	5
Young Drivers		Minor injury crashes	16
Roads and Roadsides		Non-injury crashes	41
Motorcyclists			

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

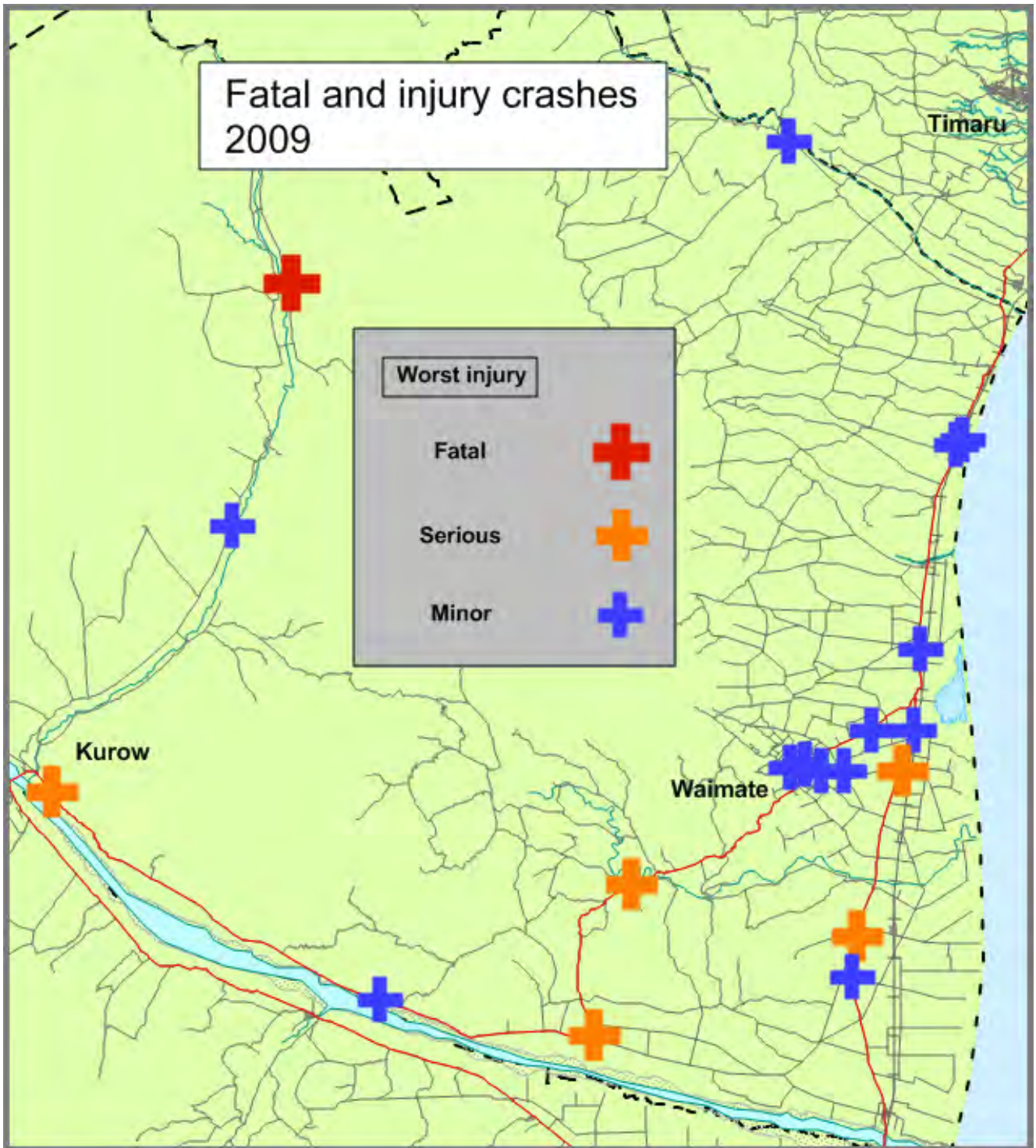
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Waimate District local roads there were 7 reported injury crashes, of which 1 was fatal. In addition, on State Highways there were 12 reported injury crashes of which 5 were serious.

The table below shows the number of casualties resulting from the 19 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Waimate District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	6	12	19
Urban	0	0	4	4
Total	1	6	16	23

In 2009, the only fatal was on a local road, all serious crashes were on State highways, and just under half of minor injury crashes were on local roads.

Overall, over 80 percent of crashes were on roads in rural areas of the District.

In the last ten years, the lowest annual total of fatal and injury crashes was 14 in 2006 and the high was 36 in 2007. This increase was primarily in minor injury crashes, which in 2007 was about twice the average of the other years.

Crash trends in Waimate District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	0	9	11	20
2001	1	10	12	23
2002	2	5	12	19
2003	1	4	12	17
2004	3	11	13	27
2005	2	9	8	19
2006	0	2	12	14
2007	2	8	26	36
2008	3	8	13	24
2009	1	5	13	19

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Waimate District.

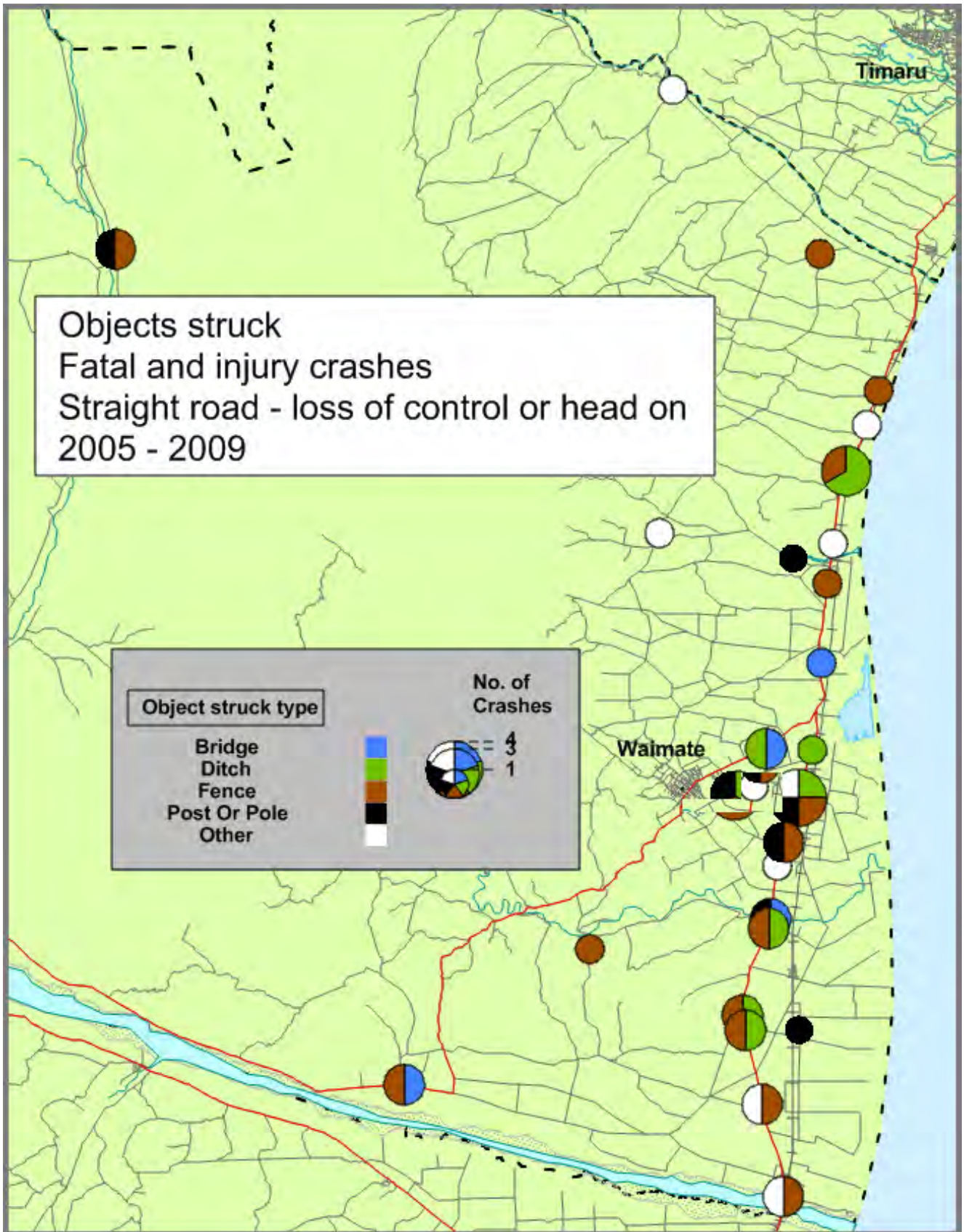
Crash characteristics (2005 to 2009) Waimate District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	30	17	19	1
Too fast	23	19	21	1
At bends	45	33	37	1
On straights	38	38	42	1
Intersections	13	17	19	1
Road factors	25	18	20	1
Motorcycling	23	13	16	1
Young drivers	36	35	40	1
Fatigue	25	22	25	2
Distraction	12	4	12	2
Pedestrians	0	1	1	2
Cycling	3	2	2	2
Heavy vehicles	10	12	14	2
Older road users	0	6	7	3
Overseas drivers	2	4	5	-

Further information about the 38 injury crashes on local roads in Waimate District, 2005 to 2009:

- 4 deaths, 11 serious injuries and 40 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (28 percent of at fault drivers)
- Social cost of crashes in 2009 \$4.88 m

Further information about the 74 injury crashes on State Highways in Waimate District, 2005 to 2009:

- 4 deaths, 30 serious injuries and 68 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years and 20 to 24 years (each 14 percent of at fault drivers)
- Social cost of crashes in 2009 \$4.68 m



Straight road -loss of control or head on

Between 2005 and 2009, 38 percent of all fatal and injury crashes in Waimate District were straight road - loss of control or head on crashes. These 42 crashes resulted in 6 deaths, 15 serious injuries and 42 minor injuries.

Straight road - loss of control or head on crashes Waimate District				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	2	2	2	6
2006	0	1	4	5
2007	0	1	11	12
2008	3	3	4	10
2009	1	2	6	9
Total	6	9	27	42

These crashes occurred when a driver lost control and either ran off the road or collided with another vehicle. If drivers lose control, they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

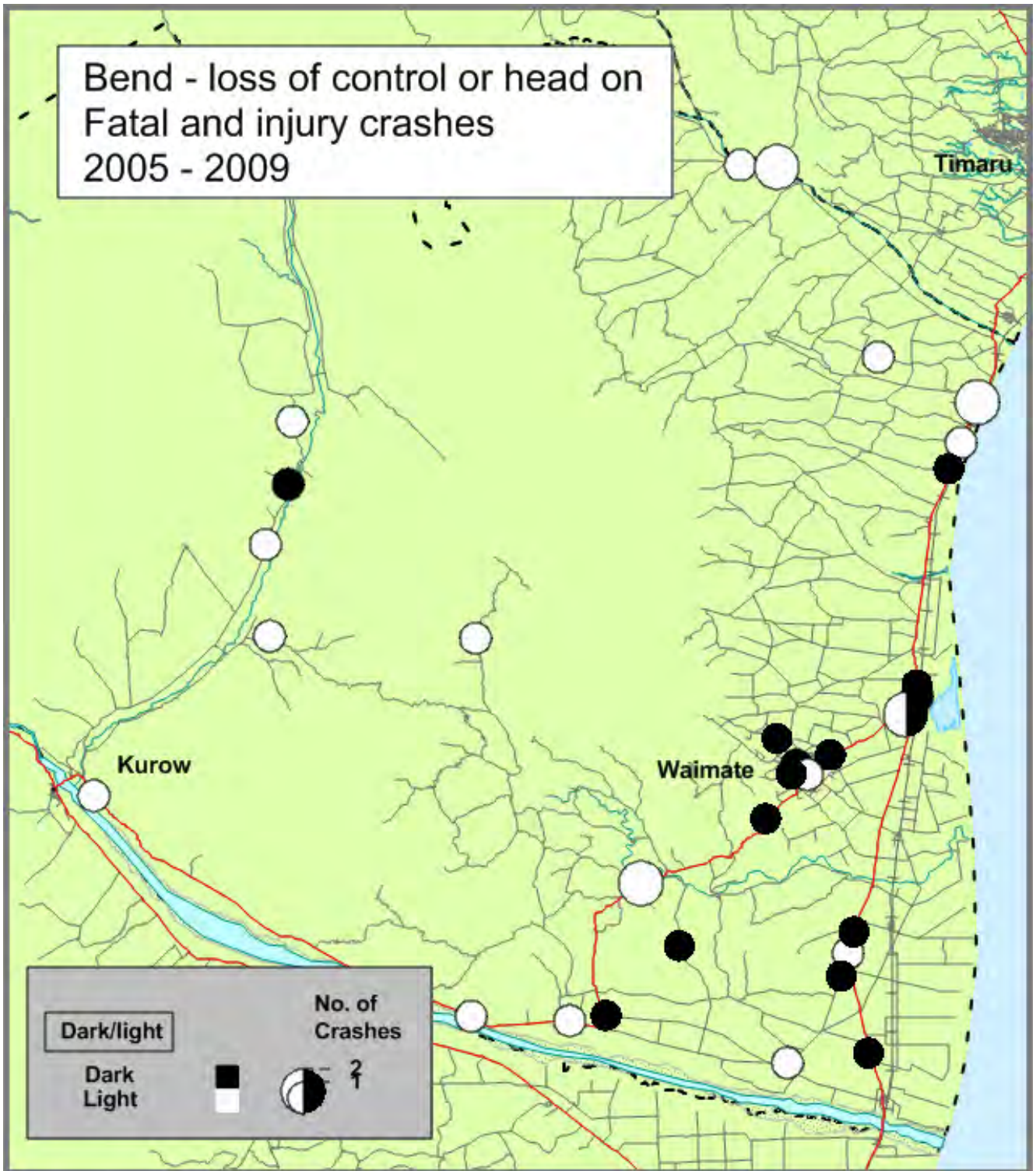
Ages of at fault drivers in straight road related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	6	5	11
20 to 24	5	2	7
25 to 29	3	1	4
30 to 39	4	1	5
40 to 49	3	0	3
50 to 59	4	4	8
60 to 69	3	2	5
70 and over	0	1	1
Total	28	16	44

Further information about the 10 injury straight road - loss of control or head on crashes on local roads in Waimate District:(2005 to 2009)

- 3 deaths, 1 serious injuries and 11 minor injuries
- Most common crash type "off road to left"
- 30 percent of crashes involved alcohol
- 10 percent of crashes involved speed
- 50 percent involved "road factors"
- No crashes were reported involving fatigue
- 80 percent resulted in a roadside hazard being struck
- Commonly struck objects were fence, post or pole
- 10 percent on wet or icy roads
- 70 percent at night
- Worst month May
- Worst day of week Friday
- Worst time period 9 pm to midnight pm

Further information about the 32 injury straight road - loss of control or head on crashes on State Highways in Waimate District (2005 to 2009):

- 3 deaths, 14 serious injuries and 31 minor injuries
- Most common crash type "off road to left"
- 19 percent of crashes involved alcohol
- 6 percent of crashes involved speed
- 3 percent involved "road factors"
- 59 percent involved fatigue
- 75 percent resulted in a roadside hazard being struck
- Commonly struck objects were fence, ditch, bridge
- 13 percent on wet or icy roads
- 38 percent at night
- Worst month June
- Worst day of week Saturday
- Worst time period midday pm to 3 pm



Bend - loss of control or head on

Between 2005 and 2009, 33 percent of all injury crashes in Waimate District were bend - loss of control or head on crashes. These crashes resulted in 2 deaths, 18 serious injuries and 34 minor injuries.

Crash numbers rose in 2007 and fell again in 2008. In 2007 there were two fatal crashes of this type.

Bend - loss of control or head on crashes Waimate District (2005 - 2009)				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	5	3	8
2006	0	1	5	6
2007	2	4	7	13
2008	0	3	1	4
2009	0	3	3	6
Total	2	16	19	37

Young drivers, those aged 15 to 24, represented 36 percent of at fault drivers in bend - loss of control or head on crashes.

Overall males made up over 70 percent of at fault drivers, while for young drivers only males represented almost 80 percent of at fault drivers in these crashes.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	5	2	7
20 to 24	6	1	7
25 to 29	4	0	4
30 to 39	8	1	9
40 to 49	3	5	8
50 to 59	2	1	3
60 to 69	0	0	0
70 and over	0	1	1
Total	28	11	39

If drivers lose control, their vehicles may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Waimate District were fence (9), and cliffs or banks (6) from a total of 30 objects struck.

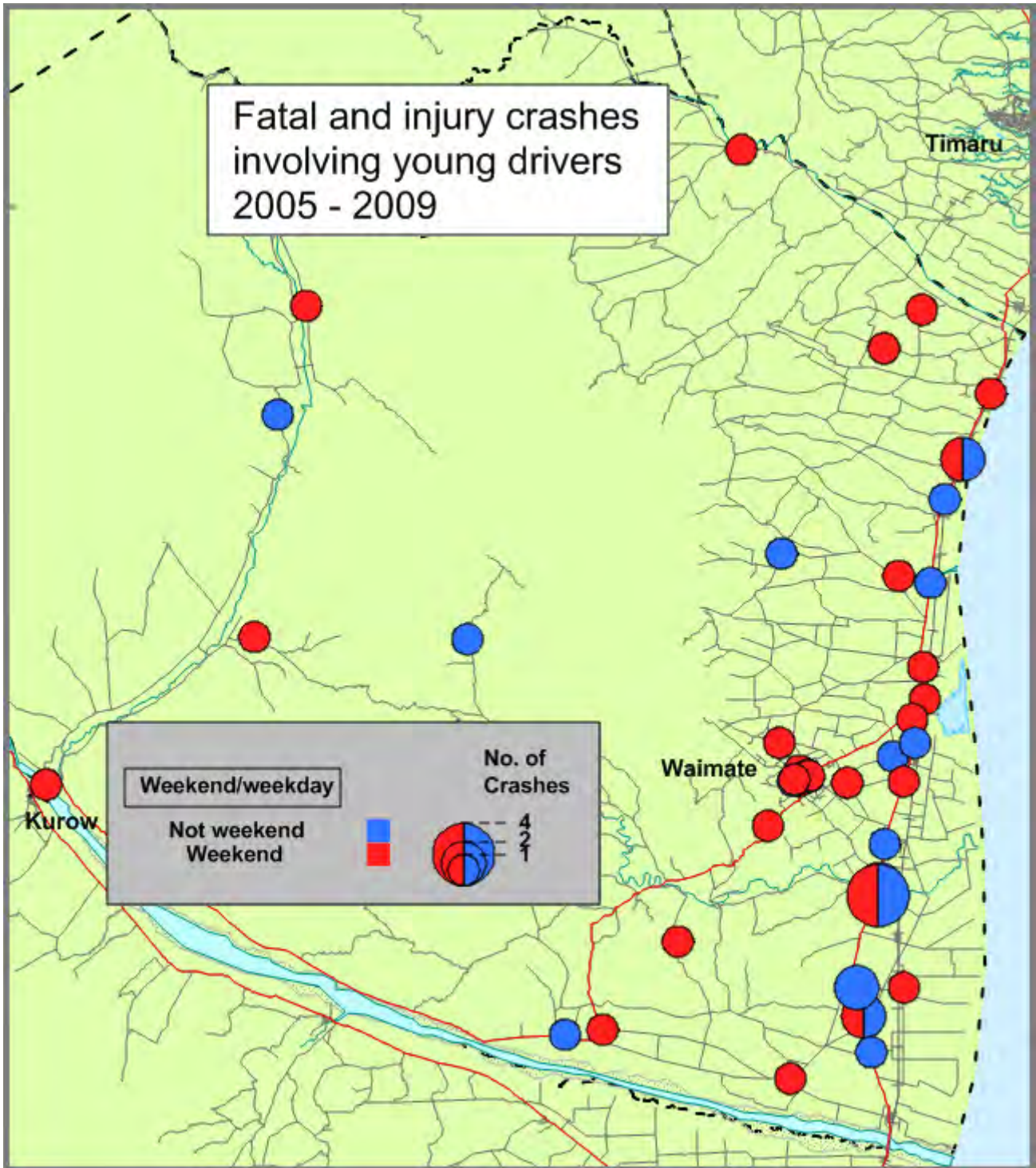
A roadside hazard was struck in 59 percent of bend - loss of control or head on crashes in the district.

Further information about the 18 injury bend - loss of control or head on crashes on local roads in Waimate District, (2005 to 2009):

- 1 death, 8 serious injuries and 19 minor injuries
- 33 percent of crashes involved alcohol
- 44 percent of crashes involved speed too fast for the conditions
- 22 percent involved road factors
- 67 percent involved poor handling
- 83 percent were on rural roads
- 11 percent were on wet or icy roads
- 39 percent were at night
- Worst month October
- Worst day of week Saturday
- Worst time period midday till 3 pm

Further information about the 19 injury bend - loss of control or head on crashes on State Highways in Waimate District, (2005 to 2009):

- 1 death, 10 serious injuries and 15 minor injuries
- 21 percent of crashes involved alcohol
- 42 percent of crashes involved speed too fast for the conditions
- 21 percent involved road factors
- 47 percent involved poor handling
- 84 percent were on rural roads
- 31 percent were on wet or icy roads
- 42 percent were at night
- Worst month March, June, November, December
- Worst day of week Sunday
- Worst time period 9 pm till midnight



Young drivers

Young drivers are those aged less than 25 years. This analysis is based on injury crashes only as driver age is not recorded in non-injury crashes.

In Waimate District between 2005 and 2009, 35 percent of injury crashes involved young drivers. These crashes resulted in 5 deaths, 23 serious injuries and 49 minor injuries.

The total number of injury crashes involving young drivers rose to a high of 9 in 2007 and has since reduced each year. There has been one death in each of the last three years.

Casualties from crashes involving young drivers Waimate District				
	Fatal	Serious	Minor	Total
2005	2	10	9	21
2006	0	2	7	9
2007	1	5	18	24
2008	1	5	8	14
2009	1	1	7	9
Total	5	23	49	77

Just over half of the 50 young drivers in these crashes had a learner or restricted licence. Almost three quarters of them were males.

Almost two thirds of the young drivers were local residents.

Young drivers at fault in injury crashes Waimate District (2005 - 2009)			
Licence type	Female	Male	Total
Full	4	15	19
Learner	3	7	10
Restricted	5	11	16
Overseas	1	1	2
Never licensed	0	0	0
Disqualified	0	1	1
Other (unknown, wrong class)	1	1	2
Total	14	36	50

Injury crashes involving young drivers Waimate District (2005 - 2009) (% of injury crashes)

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	2	10
Speed	4	10
Failed to stop/Give way	2	1
Poor handling	2	15
Poor observation	5	10
Lost control - straight	0	21
Lost control - bend	3	13
Rear end / obstruction	3	3
Crossing / turning	3	1

Further information about the 22 injury crashes involving young drivers on local roads in Waimate District 2005 to 2009:

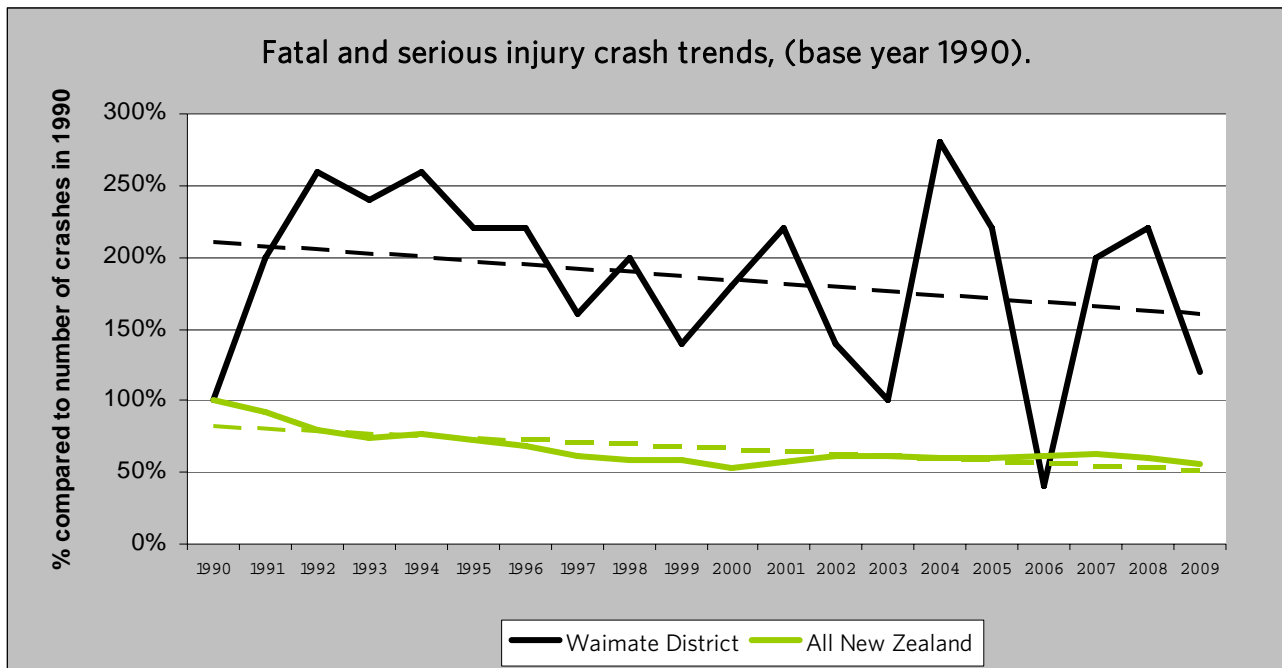
- 3 deaths, 7 serious injuries 26 minor injuries
- 64 percent were single vehicle crashes
- 27 percent were on urban roads
- 23 percent at intersections
- 45 percent at night
- 9 percent wet or icy roads
- Worst month May
- Worst day of week Saturday
- Worst time 3 pm to 6 pm and 6 pm to 9 pm

Further information about the 26 injury crashes involving young drivers on State highways in Waimate District 2005 to 2009:

- 2 deaths, 16 serious injuries 23 minor injuries
- 62 percent were single vehicle crashes
- 12 percent were on urban roads
- 8 percent at intersections
- 42 percent at night
- 8 percent on wet or icy roads
- Worst month June, August
- Worst day of week Saturday, Sunday
- Worst time 6 am to 9 am

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Waimate District and for the country as a whole.



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