



briefing notes - road safety issues

Waitaki 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 Waitaki District.

All the material, 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 Waitaki District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). 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

Waitaki District

Loss of control on rural roads

Urban non-intersection crashes

Speed

2006 road trauma

Casualties

Deaths 4

Serious casualties 27

Minor casualties 110

Nationally

Speed

Alcohol

Failure to give way

Restraint use

Crashes

Fatal crashes 3

Serious injury crashes 22

Minor injury crashes 70

Non-injury crashes 106

Overview

In 2006 on local roads in the Waitaki District there were 37 injury crashes and 49 non-injury crashes, in addition there were 57 injury crashes and 57 non-injury crashes on State Highways, as reported by the New Zealand Police.

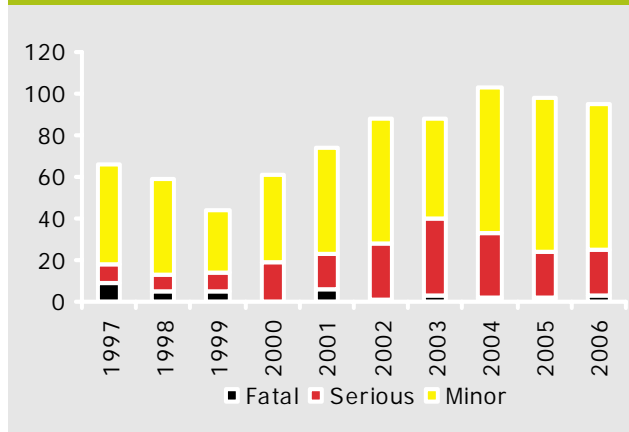
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	21	77	102
Urban	0	6	33	39
Total	4	27	110	141

Fatalities in the district have fluctuated over the last ten years between none in 2000 and 12 in 1997. Serious injuries on the other hand remained steady after peaking at 43 in 2003.

Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	28%
Lost control on straight	22%
Crossing/turning	12%
Rear end/obstruction	30%
Overtaking	4%
Pedestrian vs vehicle	3%
Miscellaneous	1%

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

- Worst month February (11), best September (3)
- Worst day Thursday (14), best Monday (10)
- Wet road 17 percent
- Night time 41 percent
- Intersection 24 percent
- 67 percent of at fault drivers male (injury crashes)
- 50 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 April (16), best August (5)
- Worst day Friday (27), best Tuesday (10)
- Wet road 10 percent
- Night time 26 percent
- Midblock 79 percent
- 69 percent of at fault drivers male (injury crashes)
- 78 percent of at fault drivers in injury crashes held a full NZ licence

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.

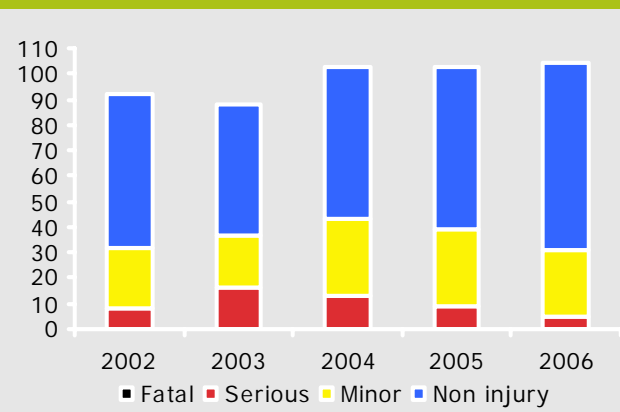
This is not shown in the crash data for the Waitaki District, where more than two thirds of drivers at fault in injury crashes held a full driving licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	67.9 (58.4) %
Learner	9.8 (9.5) %
Restricted	8.6 (17.6) %
Never licenced	1.2 (2.2) %
Disqualified	1.2 (1.7) %
Overseas	4.9 (4.2) %
Expired	0 (0.5) %
Other / unknown	6.1 (5.6) %

Urban crashes

In 2006 52 percent of all crashes in the Waitaki District occurred on urban roads, that is roads with a speed limit of 70km/h or less. These crashes resulted in six serious injuries and 33 minor injuries. There were also 73 non injury crashes reported on urban roads. The 31 injury crashes recorded was the lowest number since 2000, although overall urban crash numbers were the highest since 1997.

Urban crashes 2002-2006



44 percent of all urban crashes were a rear end type collision or hitting a parked vehicle. Over one quarter of urban crashes involved a vehicle losing control. One third of all urban crashes occurred at intersections.

Over two thirds of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Waitaki District in 2006:

Local roads

- Four serious injuries, 11 minor injuries and 39 non injury crashes
- At fault drivers 67 percent male
- 15 percent of crashes involved travelling too fast for the conditions
- 19 percent of crashes were on a wet surface
- 40 percent of crashes occurred at night
- 83 percent of crashes involved more than one vehicle

Transit roads

- Two serious injuries, 22 minor injuries and 34 non injury crashes
- At fault drivers 56 percent male
- 17 percent of crashes involved alcohol
- 11 percent of crashes involved travelling too fast for the conditions
- 88 percent of crashes were on a dry road surface
- 75 percent of crashes occurred during daylight hours
- 80 percent of crashes involved more than one vehicle

Speed

'Too fast for the conditions' was recorded in 17 percent of injury crashes in the district in the last five years resulting in three deaths, 44 serious injuries and 83 minor injuries. There were also 77 non-injury speed-related crashes reported. The number of speed related injury crashes has remained steady over the last five years.

87 percent of speed-related crashes over the last five years were loss of control type crashes, 52 percent of which took place on local roads. 20 percent of speed related crashes also involved excess alcohol.

Over three quarters of at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for 39 percent of them.

Alcohol

Alcohol was a factor in nine percent of injury crashes in the district over the last five years resulting in three deaths, 28 serious injuries and 32 minor injuries. There were also 42 non-injury alcohol-related crashes reported. The number of alcohol related crashes in Waitaki fell for the second year running.

Over the last five years 71 percent of at fault drivers in alcohol related crashes were male.

As is to be expected, a large number of alcohol related crashes occurred at night, 84 percent. 65 percent of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 39 percent of injury crashes.

Rural crashes

In 2006 48 percent of reported crashes in the Waitaki District occurred on rural roads, that is roads with a speed limit greater than 70km/h. These crashes resulted in four deaths, 21 serious and 77 minor injuries. There were a further 34 non injury crashes reported that year.

Three quarters of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

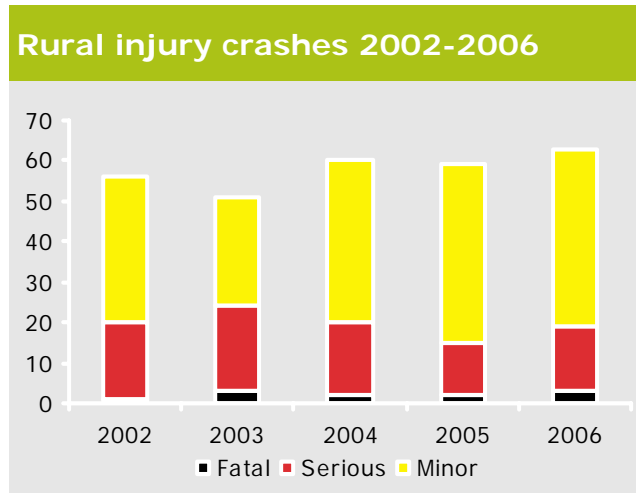
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Waitaki 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	17
Cliff or bank	15	45
Debris	0	4
Ditch	19	62
Fence	46	76
House or building	1	0
Guard rail	0	4
Over bank	15	33
Parked vehicle	2	2
Post or pole	9	19
Slip or flood	1	0
Stray animal	8	23
Traffic sign	3	15
Train	1	0
Tree	14	18
Water/River	1	6

The 63 reported injury crashes on rural roads was the highest number seen in at least ten years.

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



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

Local roads

- Six serious injuries and 29 minor injuries
- At fault drivers 71 percent male
- Most common crash type - losing control on a bend
- Only four percent of injury crashes involved alcohol over limit
- 25 percent of crashes involved a vehicle travelling too fast for the conditions
- 15 percent of crashes were on a wet surface
- 41 percent of crashes occurred at night
- 79 percent of crashes involved a single vehicle
- 15 percent of crashes were at intersections

Transit roads

- Four deaths, 15 serious injuries and 48 minor injuries
- At fault drivers 74 percent male
- Ten percent of injury crashes involved alcohol over limit
- 15 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 86 percent of crashes were on a dry road surface
- 29 percent of crashes occurred at night
- 65 percent of crashes involved a single vehicle
- Worst month was April, best August