



briefing notes - road safety issues

Waitaki 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 Waitaki 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 Waitaki 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 Waitaki 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

Note
Issues are not in
any order

Waitaki District

Bend - loss of control or head-on

Intersections

2009 road trauma

Casualties

Waitaki District

Deaths 3

Serious casualties 25

Minor casualties 94

Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

Crashes

Waitaki District

Fatal crashes 3

Serious injury crashes 19

Minor injury crashes 65

Non-injury crashes 123

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 Otago / Southland Region of the New Zealand Transport Agency.

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

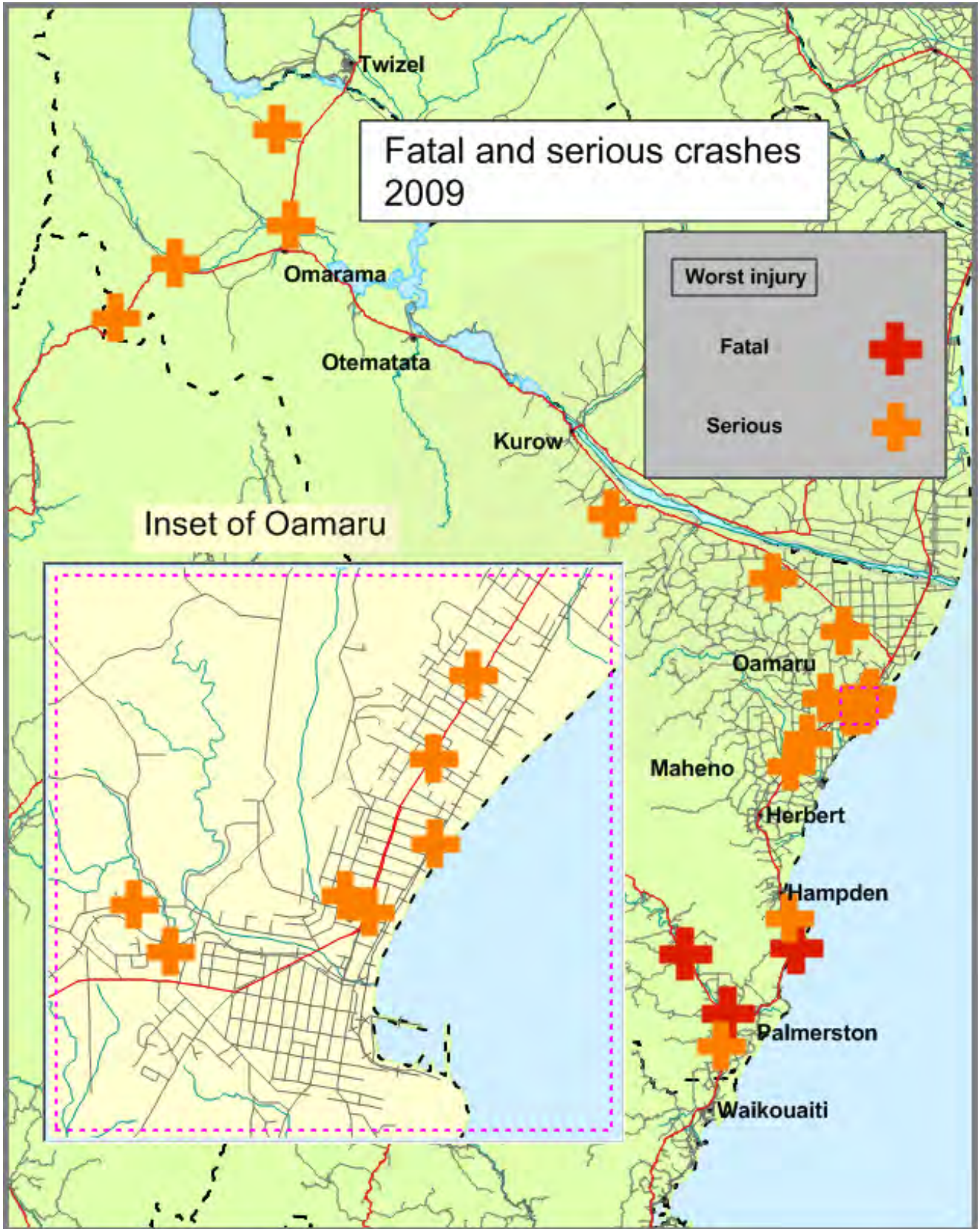
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe 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 - Otago / Southland 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
Waitaki District	19	35	52	0	19	16
Central Otago District	18	35	59	3	16	18
Queenstown-Lakes District	20	41	51	2	20	19
Dunedin City	17	44	46	21	21	13
Clutha District	14	36	61	1	22	15
Southland District	20	38	61	1	24	21
Gore District	16	53	46	1	20	18
Invercargill District	15	49	49	19	21	17
Otago Region	17	41	50	27	20	15
Southland Region	18	44	49	21	21	19
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Waitaki District local roads there were 39 reported injury crashes, of which 10 were fatal or serious. In addition, on State Highways there were 49 reported injury crashes of which 12 were fatal or serious.

The table below shows the number of casualties resulting from the 88 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Waitaki District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	16	58	76
Urban	1	9	37	47
Total	3	25	95	123

In 2009, just over 60 percent of crashes in Waitaki District were on roads in rural areas. This was true across all severities of injury.

In 2004 there was an increase in the number of reported injury crashes in the district. This was due primarily to an increase in the reported minor injury crashes. Since then the yearly number of minor crashes has reduced,

Crash trends in Waitaki District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	0	19	42	61
2001	6	17	51	74
2002	1	26	60	87
2003	3	37	48	88
2004	2	31	70	103
2005	2	22	74	98
2006	3	22	71	96
2007	2	18	75	95
2008	4	22	66	92
2009	3	19	66	88

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 Waitaki District.

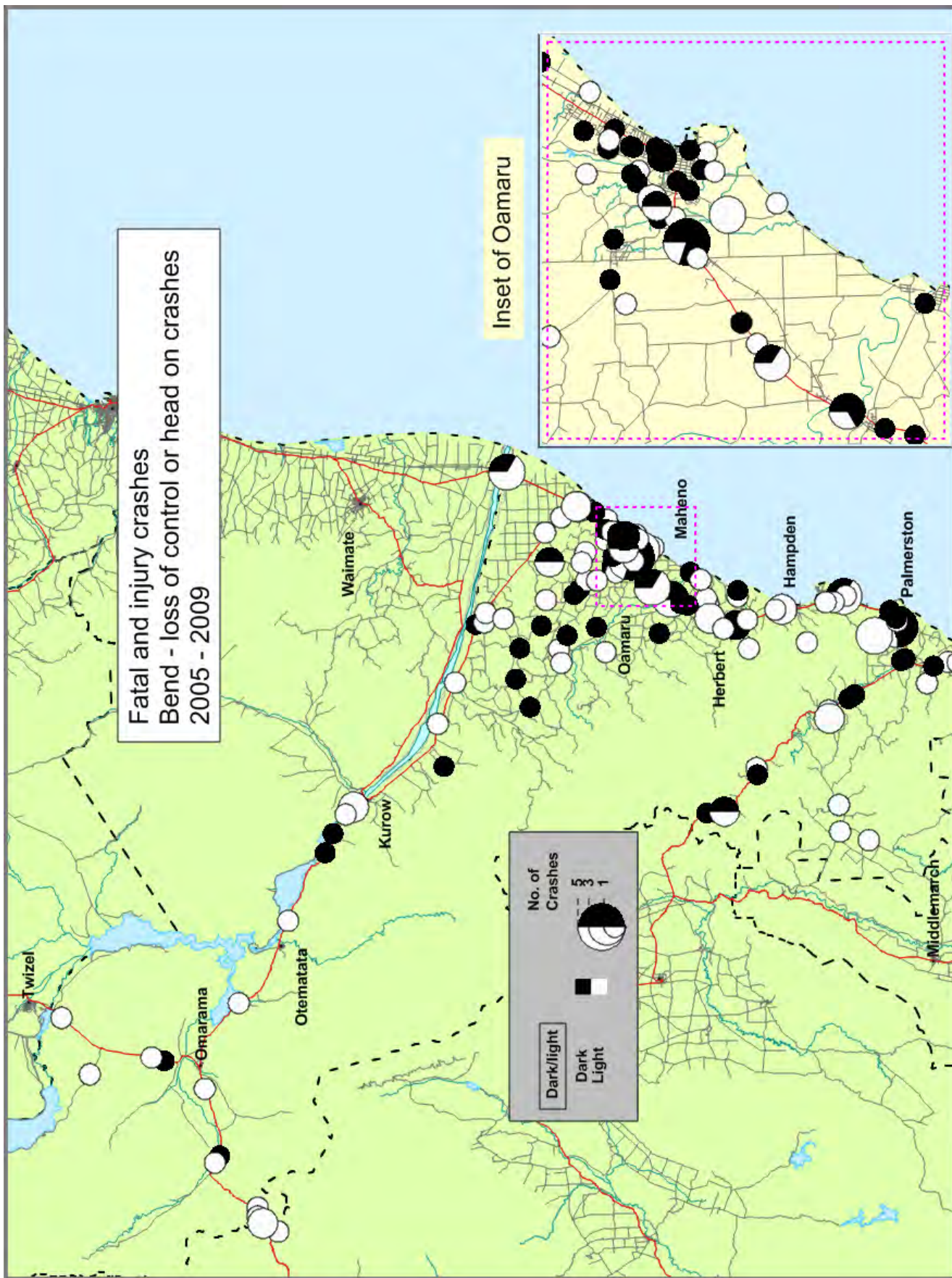
Crash characteristics (2005 to 2009) Waitaki District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	19	12	56	1
Too fast	19	17	80	1
At bends	45	34	161	1
On straights	21	18	84	1
Intersections	24	30	140	1
Road factors	15	16	76	1
Motorcycling	16	9	43	1
Young drivers	35	33	150	1
Fatigue	15	10	47	2
Distraction	15	5	65	2
Pedestrians	9	6	30	2
Cycling	7	6	31	2
Heavy vehicles	11	8	42	2
Older road users	11	11	52	3
Overseas drivers	8	9	41	-

Further information about the 183 injury crashes on local roads in Waitaki District, 2005 to 2009:

- 3 deaths, 50 serious injuries and 182 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (24 percent of at fault drivers)
- Social cost of crashes in 2009 \$9.24 m

Further information about the 286 injury crashes on State Highways in Waitaki District, 2005 to 2009:

- 13 deaths, 72 serious injuries and 344 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$22.15 m



Bend - loss of control or head on

Between 2005 and 2009, 34 percent of all injury crashes in Waitaki District were bend - loss of control or head on crashes. These crashes resulted in 12 deaths, 50 serious injuries and 180 minor injuries.

Crash numbers have reduced in the last five years.

Bend - loss of control or head on crashes Waitaki District (2005 - 2009)				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	12	24	37
2006	3	11	23	37
2007	2	5	25	32
2008	2	8	21	31
2009	2	7	15	24
Total	10	43	108	161

Male drivers represented 72 percent of at fault drivers in these crashes. For young drivers only, (those aged 15 - 24 years) they represented 71 percent of young drivers.

Overall, young drivers represented 37 percent of at fault drivers.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	21	11	32
20 to 24	21	6	27
25 to 29	9	2	11
30 to 39	18	8	26
40 to 49	15	5	20
50 to 59	17	7	24
60 to 69	10	5	15
70 and over	5	1	6
Total	116	45	161

If drivers lose control, their vehicles 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.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Waitaki District were fence (44), over bank (20), cliff or bank (27), ditch (18) tree (16) and post or pole (15) from a total of 177 objects struck.

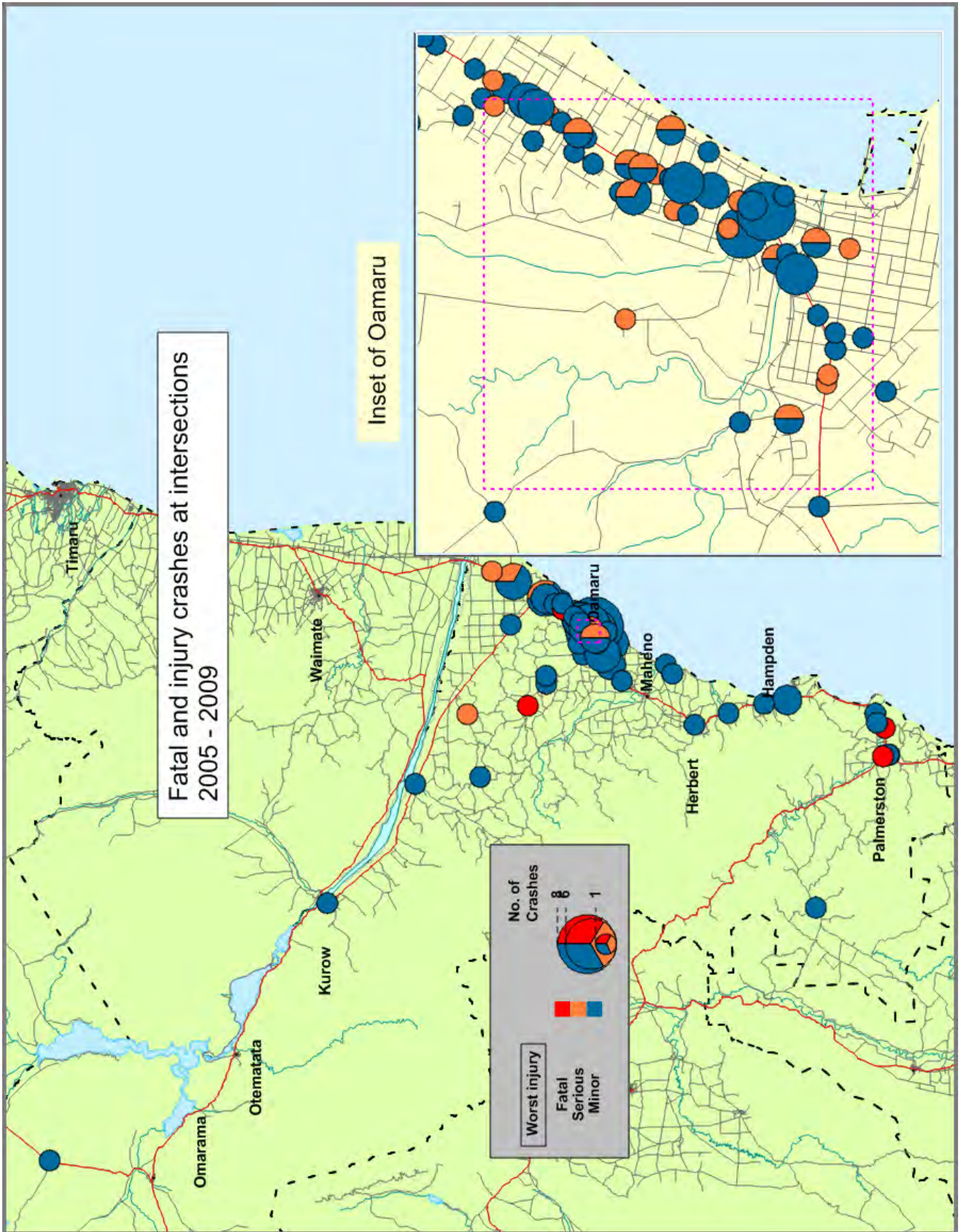
A roadside hazard was struck in of bend - loss of control crashes in the District.

Further information about the 76 injury bend - loss of control or head on crashes on local roads in Waitaki District, (2005 to 2009):

- 1 deaths, 20 serious injuries and 84 minor injuries
- 21 percent of crashes involved alcohol
- 39 percent of crashes involved speed too fast for the conditions
- 29 percent involved road factors
- 64 percent involved poor handling
- 78 percent were on rural roads
- 23 percent were on wet or icy roads
- 41 percent were at night
- Worst month December
- Worst day of week Friday, Saturday
- Worst time period midday to 3 pm and 3 pm to 6 pm

Further information about the 85 injury bend - loss of control or head on crashes on State Highways in Waitaki District, (2005 to 2009):

- 11 deaths, 30 serious injuries and 96 minor injuries
- 19 percent of crashes involved alcohol
- 21 percent of crashes involved speed too fast for the conditions
- 21 percent involved road factors
- 59 percent involved poor handling
- 93 percent were on rural roads
- 32 percent were on wet or icy roads
- 41 percent were at night
- Worst month October
- Worst day of week Saturday
- Worst time period 3 pm till 6 pm



Intersections

During the five year period 2005 to 2009, on roads in Waitaki District, there were a total of 140 fatal and injury crashes at intersections.

Casualties in crashes at Intersections Waitaki District (2005 - 2009)					
	2005	2006	2007	2008	2009
Deaths	1	1	0	1	1
Serious injury	6	4	7	5	7
Minor injury	25	23	38	42	24
Total	32	28	45	48	32

Crash numbers in 2007 and 2008 were higher than in other years. Seventy percent of crashes at intersections were at in urban areas of the district.

Overall males made up two thirds of at fault drivers.

Young drivers, (those aged 15 to 24 years), represented 27 percent of at fault drivers.

Ages of at fault drivers in intersection related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	17	6	23
20 to 24	10	3	13
25 to 29	11	3	14
30 to 39	14	4	18
40 to 49	7	9	16
50 to 59	9	3	12
60 to 69	14	2	16
70 and over	8	15	23
Total	90	45	135

Main characteristics of injury Intersection crashes Waitaki District (2005-2009)

Crash characteristic	Percentage of crashes
Single vehicle	16%
Alcohol	7%
Excessive speed for the conditions	14%
Failed to stop or give way	51%
Poor observation	66%
Poor judgement	17%

The most common crash type at intersections was when a vehicle travelling straight through is struck by a vehicle turning right across his path from the left. The next most common type of crash is when a vehicle travelling straight through is hit by a vehicle travelling straight through from the right, (a right angle collision).

In Waitaki District there are 24 intersection sites which have had two or more injury crashes in the last five years, including 12 sites with three or more injury crashes in the past five years.

Further information about the 57 injury crashes at intersections on local roads in Waitaki District 2005 to 2009:

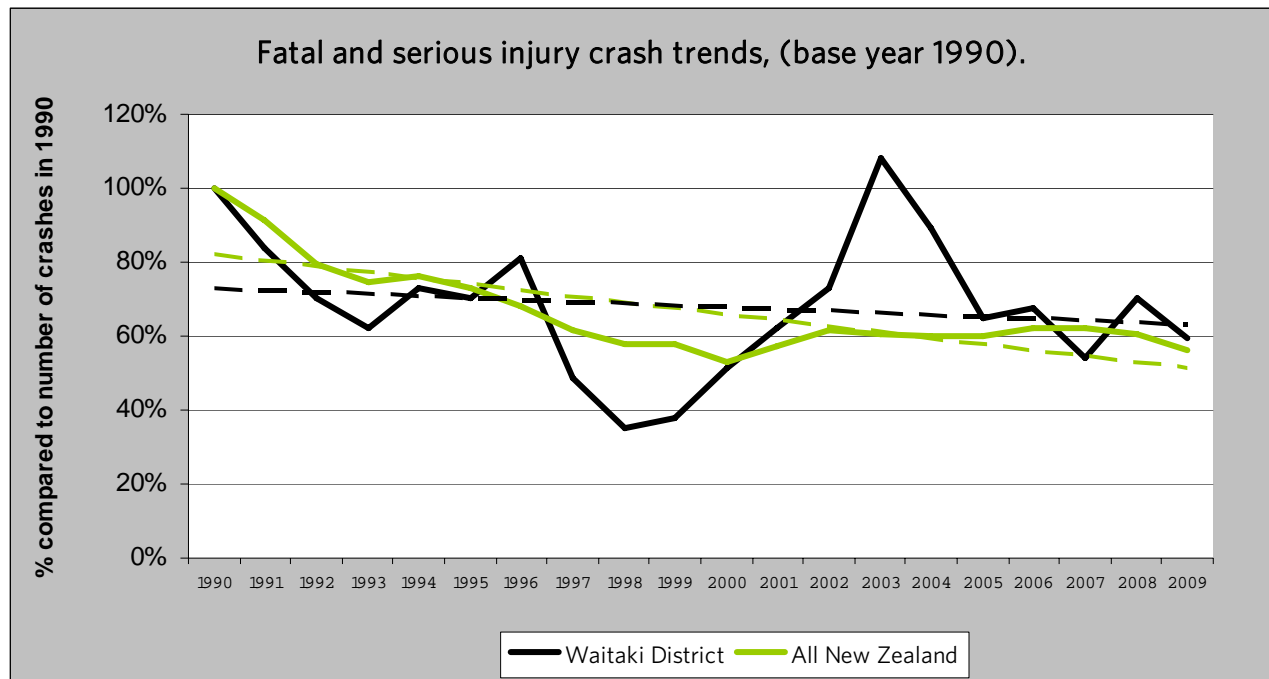
- 1 death, 14 serious injuries and 58 minor injuries
- 16 percent wet or icy roads
- 25 percent night time
- Worst month March
- Worst day of week Friday
- Worst time 6 pm till 9 pm

Further information about the 112 injury crashes at intersections on State Highways in Waitaki District 2005 to 2009:

- 3 deaths, 15 serious injuries and 94 minor injuries
- 8 percent wet or icy roads
- 23 percent night time
- Worst month February
- Worst day of week Monday
- Worst time 3 pm till 6 pm

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 Waitaki District and for the country as a whole.



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