

# road safety issues

**T**he Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on the tables and graphs in the Mackenzie District 1999–2003 road safety report and more detailed analysis of the crashes using the LTSA Crash Analysis System (CAS). The intent of the report is to highlight the key road safety issues in the Mackenzie District.

Three people were killed in three separate road crashes in the Mackenzie District in 2003. All three occurred in rural sections of State Highway 8 and all the fatalities were male drivers. Driver fatigue was reported as a factor in all of the crashes. Two were single vehicle loss of control crashes and one was a head-on collision. Two of the drivers killed were from Christchurch and one was from Marlborough.

In 2003, the social cost of crashes in the Mackenzie District was \$15.8 million with nearly all of this resulting from crashes on rural state highways. There were 20 injury and 32 non-injury crashes reported in 2003.

Over the last five years about 90 percent of reported crashes were in rural areas and about 80 percent of these happened on state highways. Most of the crashes were loss of control/head-on type crashes with poor handling, fatigue and poor observation the most common factors.

During the 1999–2003 period, just over half of the crash casualties were male. Casualty ethnicity recorded for 2002 and 2003 showed that over 20 percent of the casualties in the Mackenzie District were Asian compared with 10 percent for similar authorities and for all New Zealand.

## Major road safety issues

Mackenzie District

Rural state highways

Rural local roads

Overseas drivers

Nationally

Speed

Alcohol

Failure to give way

Restraints



## 2003 road trauma for Mackenzie District



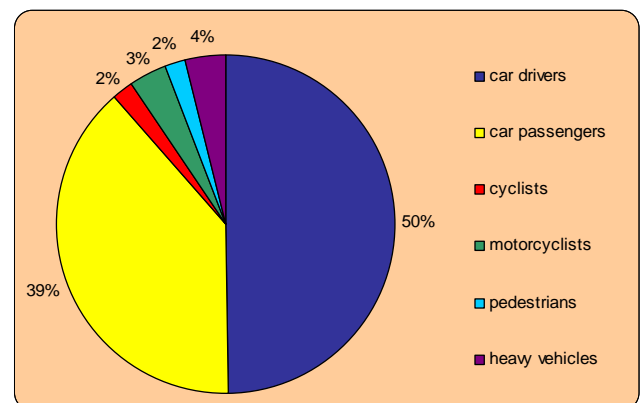
Deaths	3
Serious casualties	7
Minor casualties	28



Fatal crashes	3
Serious injury crashes	4
Minor injury crashes	13
Non-injury crashes	32

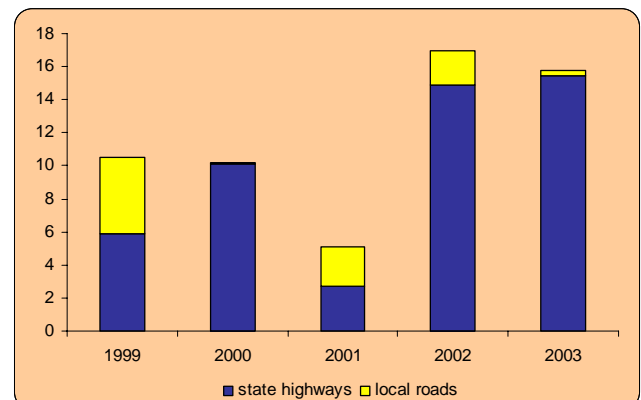
## Road casualties 1999–2003

User type 1999–2003



## 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 2002 prices.

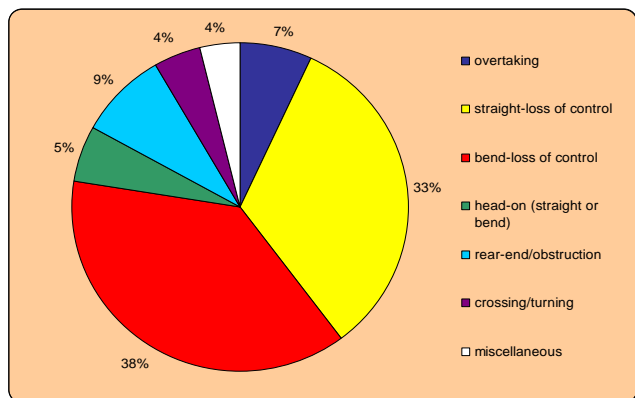
## Rural state highways

The social cost of crashes in 2003 on rural state highways was \$15.4 million. In the five years from 1999 to 2003 crashes on rural state highways in the district killed seven people and injured 108, 31 of them seriously. In addition 112 non-injury crashes on rural state highways were reported.

Analysis of rural state highway crashes shows:

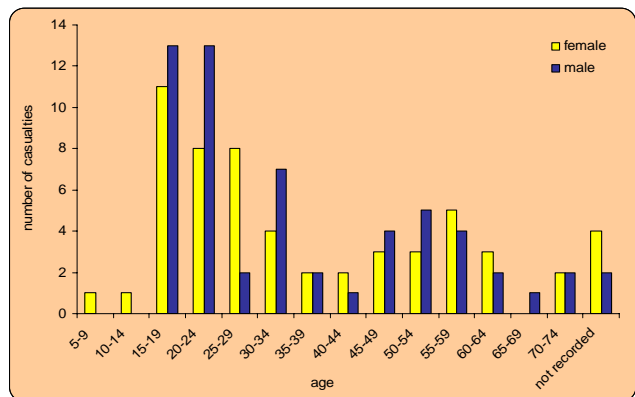
- there were 51 injury and 84 non-injury crashes on State Highway 8, 15 injury and 19 non-injury crashes on State Highway 80 and four injury and nine non-injury crashes on State Highway 79
- most of the injury and non-injury crashes were single vehicle loss of control type crashes on bends (38 percent) or straight roads (33 percent)
- fatigue, poor handling and poor observation were the most common crash factors
- just over a quarter of the injury and a third of the non-injury crashes happened in twilight or darkness.

### Rural state highway crashes



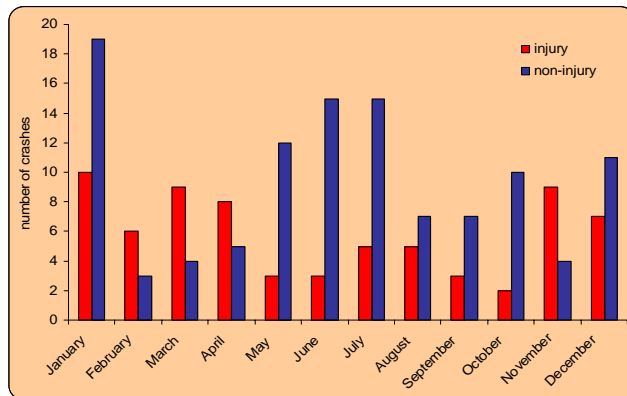
Fatigue, inattention (poor observation) and losing control after driving onto the road shoulder (poor handling g) were common factors in these crashes.

### Rural state highway casualties



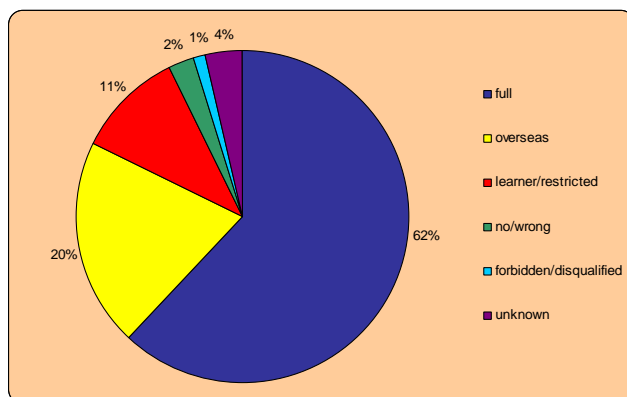
The 70 injury crashes from 1999 to 2003 injured 115 people, 58 males and 57 females. Many of the casualties were aged between 15 and 24 years.

### Month for rural state highway crashes



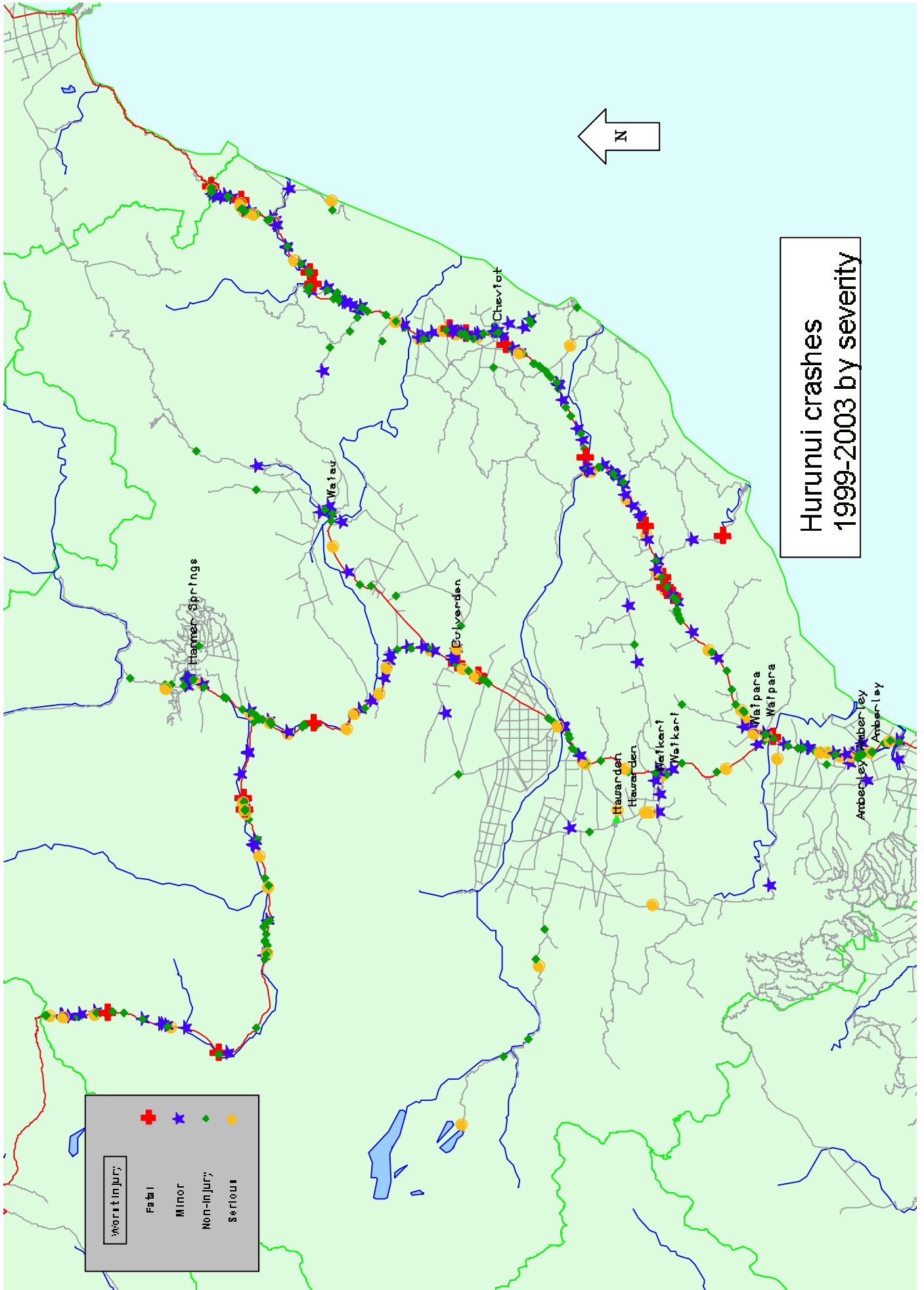
More injury crashes happened over the summer months of November to April (49 crashes) than the winter months of May to October (21 crashes). However, there were relatively high numbers of non-injury crashes in May, June and July.

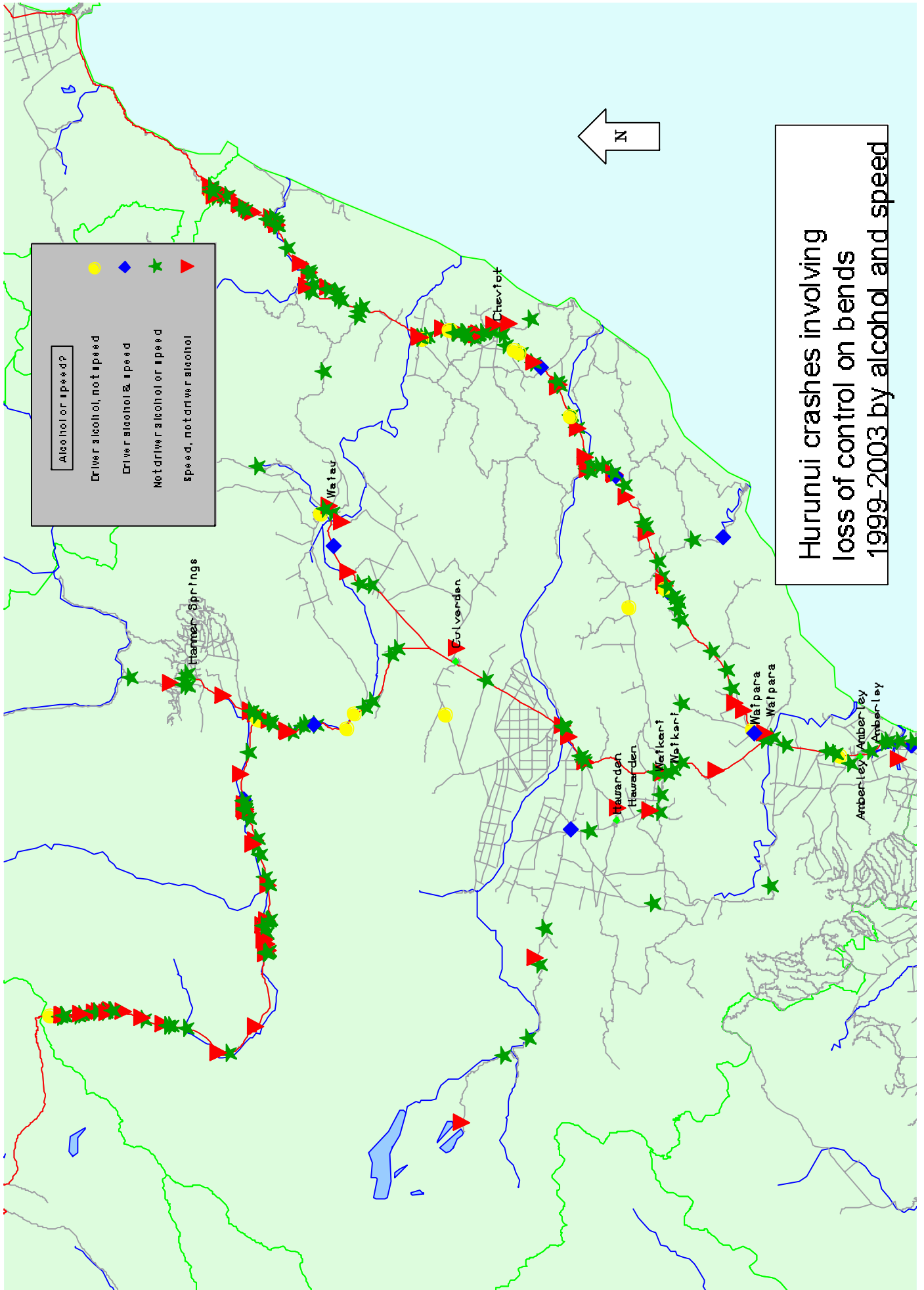
### Licence status of drivers in rural state highway crashes



The above graph shows the licence status for drivers involved in injury crashes on rural state highways. Twenty percent had overseas licences.

A review of the addresses of drivers involved in injury crashes showed that more than 50 percent of the drivers lived in the South Island but not in the Mackenzie District. Twenty-one percent lived in the Mackenzie District and 10 percent were from overseas.





Hurunui crashes involving loss of control on bends 1999-2003 by alcohol and speed

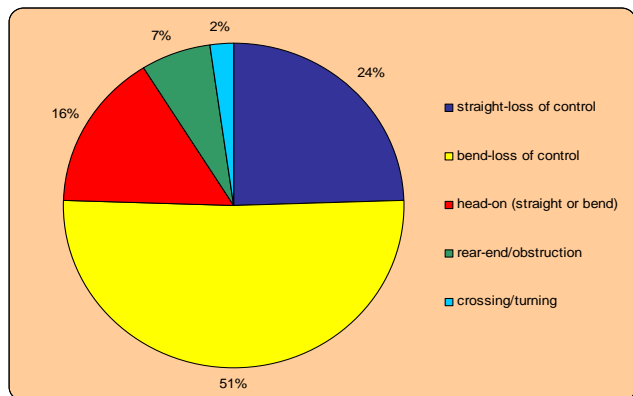
## Rural local roads

The social cost of crashes in 2003 on rural local roads was \$0.33 million. In the five years from 1999 to 2003, crashes on rural local roads in the district killed one person and injured 27, six of them seriously. In addition, 29 non-injury crashes on rural local roads were reported.

Analysis of the rural local road crashes showed:

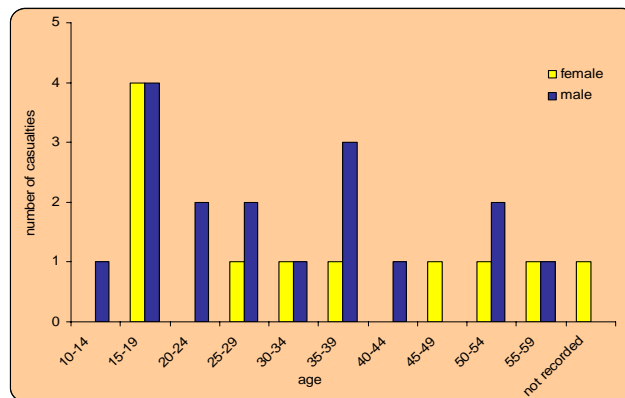
- there were 11 injury and 21 non-injury crashes on unsealed local roads and five injury and eight non-injury crashes on sealed local roads
- about half of the crashes were single vehicle loss of control on bends and a quarter involved loss of control on straight roads
- new and foreign drivers lost control due to inexperience on unsealed roads and drivers crashed when cutting corners on narrow roads with limited visibility
- 25 percent of the injury and 45 percent of the non-injury crashes happened in twilight or darkness
- there were more crashes over the summer months of November to April (28 crashes) compared with the winter months of May to October (17 crashes).

### Rural local road crashes



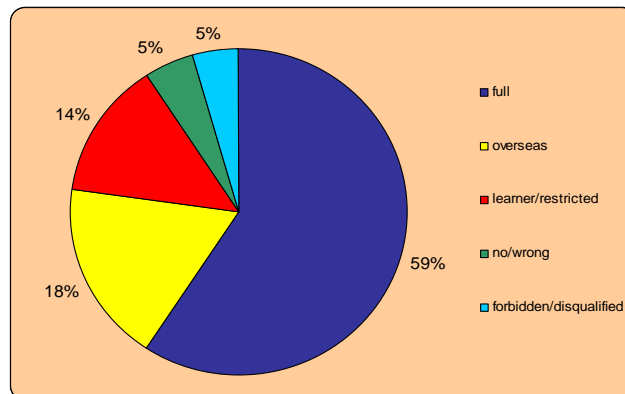
The crashes on unsealed roads were all loss of control or head-on type crashes. Nearly all the loss of control on straight roads, the head-on (straight or bend) and 70 percent of the loss of control crashes on bends were on unsealed roads.

### Rural local road casualties



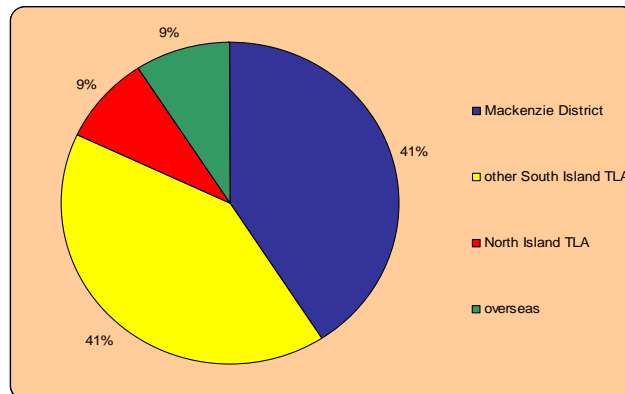
The 16 injury crashes on rural local roads injured 28 people, 17 males and 11 females. Over 30 percent were under 20 years old.

### Licence status of drivers in rural local road crashes



The above graph shows the licence status for drivers involved in injury crashes on rural local roads. Eighteen percent were driving on overseas licences and 14 percent were on learner or restricted licences.

### Home location of drivers in rural local road crashes



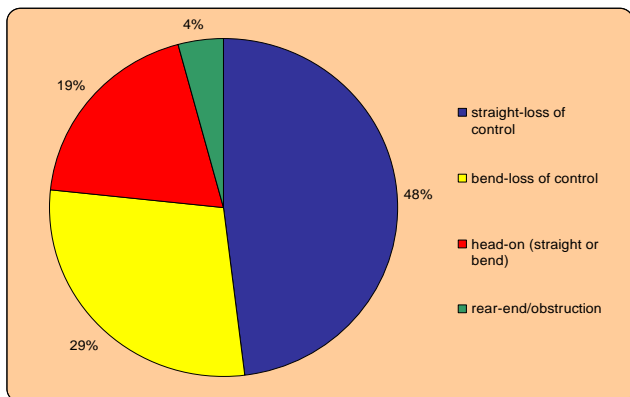
Driver addresses recorded for the injury crashes showed equal numbers of drivers from the Mackenzie District and from other South Island local authorities. Nine percent were from overseas.

## Overseas drivers

Nearly a quarter of the injury crashes in the Mackenzie District between 1999 and 2003 involved overseas drivers. There were three fatal, five serious and 13 minor injury crashes involving overseas drivers in this five-year period. Driver licence status was not recorded for non-injury crashes. One of the 21 overseas drivers involved in the crashes was killed and 16 others were injured, two of them seriously. Other casualties from these crashes were two passengers killed, 16 passengers injured and three other drivers injured.

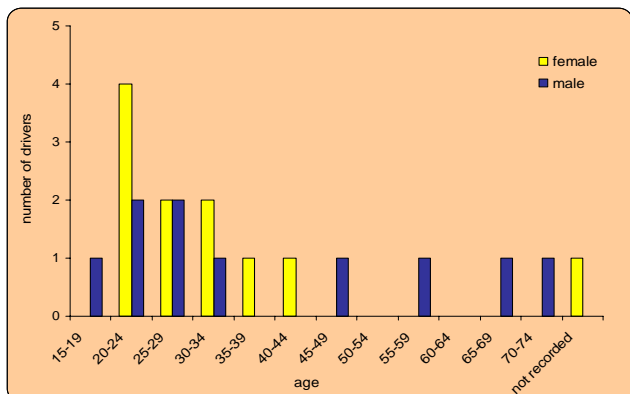
All of these crashes were in rural areas with nine occurring on State Highway 8, eight on State Highway 80 and four on local roads. Three of the crashes happened on unsealed local roads.

### Overseas driver crashes



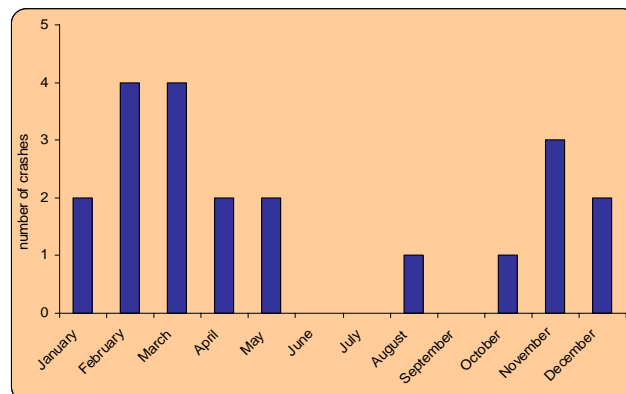
All except five of the crashes were single vehicle loss of control type crashes. The cause factors for the overseas drivers showed they did not adjust to local conditions, entered corners too fast, lost control after driving on to the road shoulder and allowed their attention to be diverted by the scenery or passengers. Fatigue was another common factor.

### Age and gender of overseas drivers



Eleven of the 21 overseas drivers were females and about half were under 30 years old.

### Month for overseas driver crashes



Most of the overseas driver crashes happened in the summer months from November to April. Similar numbers of crashes happened on all days of the week.

## Contacts

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