

# *briefing notes road safety issues*

## *Rangitikei 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 Rangitikei District.

This report is the eighth road safety report for Rangitikei District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on the local road and state highways are provided/discussed.

In each new report the latest 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 Rangitikei District is compared to national average or to similar local authorities or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have included a brief overview of crashes in the region for 2006.

Major road safety issues		2006 road trauma	
<b>Rangitikei District</b>		<b>Casualties</b>	
Loss of control		Deaths	3
Trucks		Serious casualties	18
Fatigue		Minor casualties	72
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	3
Alcohol		Serious injury crashes	13
Failure to give way		Minor injury crashes	41
Restraints		Non injury crashes	105

## Overview of crashes in 2006

In 2006, on local roads in Rangitikei District there were 21 injury crashes and 34 non-injury crashes. In addition there were 36 injury crashes and 71 non-injury crashes on State Highways, as reported by the New Zealand Police.

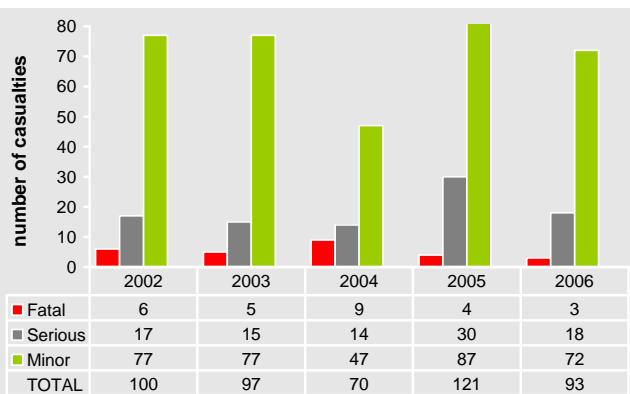
The table below shows the number of injuries in 2006 resulting from crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	3	18	63	84
Urban	0	0	9	9
Total	3	18	72	93

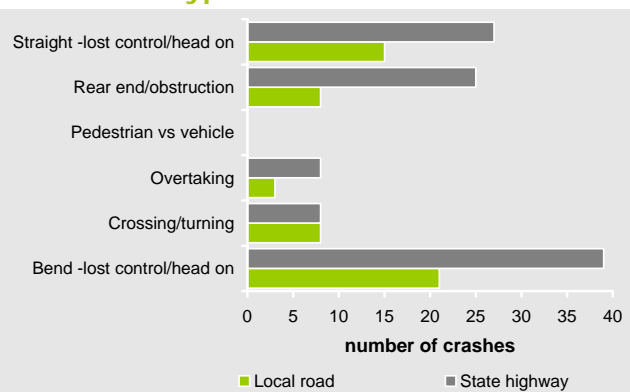
It should be noted that only 1 out of the 16 serious injuries (6 percent) in 2006 was a vulnerable road user (pedestrians, cyclists and motorcyclists), in this case a motorcyclist. Cyclists account for 8 percent of the minor injuries.

Number of casualties in 2006 is consistent with the five year average. The distribution of injury severity fluctuates year by year but the number of injured parties is only slightly lower than the norm (97 percent of the five year norm).

### Casualties trend 2002-2006



### Movement type distribution 2006



The previous chart shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.

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

#### Local roads

- Worst months January and March (15 percent), best month August (2 percent)
- Worst day Friday (10 percent), best day Monday (6 percent)
- Wet road 33 percent
- Night time 40 percent
- Mid block 78 percent
- Social cost of crashes \$6.3m
- At fault male driver (injury crashes) 64 percent
- Full NZ licence (injury crashes) 50 percent of at fault drivers

#### State highways

- Worst month March (15 percent), best month August (3 percent)
- Worst day Friday (21 percent), best day Wednesday (10 percent)
- Wet road 27 percent
- Night time 40 percent
- Mid block 85 percent
- Social cost of crashes \$23m
- At fault male driver (injury crashes) 69 percent
- Full NZ licence (injury crashes) 75 percent of at fault drivers

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. As a consequence it is more difficult to target educational material.

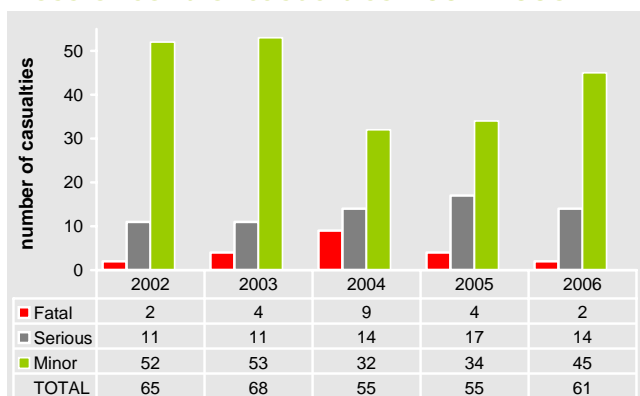
During 2006 in Rangitikei District almost a quarter (23 percent) of all at fault drivers in injury crashes hold either a learner or restricted driving licence, or have never been licensed.

Licence status	Injury crashes percentage of at fault drivers	
	Rangitikei District	New Zealand
Full	66.2	58.4
Learner	4.8	9.5
Restricted	17.8	17.6
Never licensed	0	2.2
Disqualified	0	1.7
Overseas	10	4.2
Expired	1.6	0.5
Other/unknown	4.8	5.6

## Loss of control

Between 2002 and 2006, 63 percent of all injury crashes in the Rangitikei District involved a driver losing control of their vehicle. Two thirds of loss of control crashes occurred on bends and the remaining third on straight sections of road. Over this period there were a total of 185 injury crashes and 354 non-injury crashes. These crashes resulted in 21 fatalities, 67 serious injuries and 216 minor injuries.

### Loss of control casualties 2002-2006



Eighty-nine percent of *loss of control* crashes occurred on rural roads. Seventy percent of crashes occurred on state highways and 30 percent on local roads. Of the state highway crashes, 295 were on SH1, 82 were on SH3 and 3 were on SH54.

The following table lists the main characteristics of these *loss of control* crashes.

Crash characteristic	
Single vehicle	83 percent
Roadside object struck (Fences and ditches are the most common)	622 objects
Loss of control at bend	65 percent
Alcohol	16 percent
Excessive speed for the conditions	24 percent
Head on collision	14 percent
Rural road	89 percent
Road factors	16 percent
Poor handling	41 percent

Alcohol over limit was factor for more than one-third of injury crashes due to loss of control on rural roads.

Forty-five percent of at fault/part fault drivers involved in loss of control injury crashes were between 15 and 24 years of age and 71 percent of all at fault/part fault drivers were male.

The most common objects hit in loss of control crashes were fences (29 percent of crashes), ditches (26 percent of crashes), cliffs/banks (13 percent of crashes), posts/poles (10 percent of crashes) and trees (9 percent of crashes).

Where driver licence details were recorded, only 55 percent held a full New Zealand drivers licence. Twenty percent held a restricted licence, 6 percent held a learner licence and 5 percent held an overseas drivers licence.

Licence Status	Injury crashes percentage of at fault drivers	
	Rangitikei District	New Zealand
Full	55.2	51.1
Learner	6.3	10.7
Restricted	20.0	17.9
Never licensed	2.1	4.1
Disqualified	1.6	2.8
Overseas	5.3	5.6
Expired	1.6	0.9
Other/ Unknown	7.9	6.8

Forty-four percent of *loss of control* crashes occurred on a weekend, between 6pm Friday and 6am Monday. Forty-five percent of loss of control crashes occurred during the hours of darkness/twilight, compared with 39 percent for all crashes in the Rangitikei District.

Further information about *loss of control* crashes in Rangitikei District 2002-2006 on:

#### Local roads

- 3 deaths, 16 serious injuries and 58 minor injuries
- Male drivers 60 percent at fault in injury crashes
- Most common injury crash factor poor handling
- Most common age group drivers at fault are under 25 years old
- 35 percent of injury crashes alcohol over limit
- Worst month December
- Worst day of week Friday

#### State highways

- 18 deaths, 51 serious injuries and 158 minor injuries
- Male drivers 76 percent at fault in injury crashes
- Most common crash factors *fatigue* and *poor handling*
- Most common age group drivers at fault are under 25 years old
- 8 percent of injury crashes over alcohol limit
- Worst months January and February
- Worst day of week Friday

## Fatigue

Fatigue was identified as a contributory factor in 24 percent of injury crashes in the Rangitikei District between 2002 and 2006.

Fatigue however remains a difficult cause to identify and it is accepted that the reported numbers of crashes where fatigue is a factor will be below the actual crash numbers.

Even though it is considered socially acceptable to drive while fatigued as opposed to drink driving, research indicates that the effects on cognitive skills are similar. It is however extremely difficult for Police to prevent people from driving while fatigued.

Between 2002 and 2006 fatigue was reported as a contributory factor in around six percent of all injury crashes reported by the Police in New Zealand. However for the same period fatigue has been implicated in between 11 and 14 percent of all fatal crashes.

In the Rangitikei District between 2002 and 2006 there were 157 crashes where fatigue was a contributory cause, 65 of which were injury crashes. In these crashes 6 people were killed, 29 received serious injuries and 81 received minor injuries.

Eighty-three percent of fatigue related injury crashes were on state highways, with 17 percent on local roads. Of the state highway injury crashes, 80 were on SH1 and 21 were on SH3.

Forty-four percent of *fatigue* related crashes occurred on a weekend, between 6pm Friday and 6am Monday. Fifty percent of crashes occurred during the hours of darkness/twilight, compared with 39 percent for all crashes in the Rangitikei District, and 18 percent occurred between 5am and 7am.

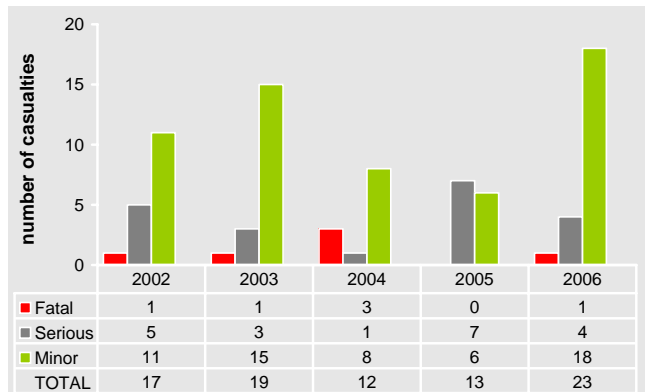
Almost a quarter (22 percent) of drivers at fault or part fault in *fatigue* related injury crashes were between 15 and 24 years of age. Three quarters (76 percent) of at *fault/part fault* drivers were male. Of all at *fault/part fault* drivers it is recorded that 17 percent of drivers held a *restricted* licence, 8 percent held a *learner* licence and 2 percent were *never licensed*.

Type of fatigue	Percentage of injury crashes	
	Rangitikei District	New Zealand
General or unspecific fatigue	57.6	57.7
Long trip	7.6	10.1
Lack of sleep	16.7	16.2
Working long hours prior	1.5	2.3

## Trucks

Between 2002 and 2006, a fifth (19 percent) of all injury crashes in the Rangitikei District involved a truck. Over this period there were a total of 53 injury crashes and 81 non-injury crashes involving trucks. These crashes resulted in 6 deaths, 20 serious injuries and 58 minor injuries.

### Casualties trend 2002-2006



Eighty-one percent of all crashes involving trucks and 88 percent of injury crashes involving trucks were on the state highway network. Of the state highway crashes, 88 crashes were on SH1 and 22 were on SH3, 41 percent of these resulted in injury.

Eighty-one percent of crashes involving trucks occurred at mid-block locations, away from an intersection. Forty-one percent of crashes involving trucks were during dark/twilight hours and 22 percent occurred on a wet or icy road.

The table below shows *driver factors* contributing to crashes involving trucks between 2002 and 2006 in the Rangitikei District.

Contributing factors	Statistic
Fatigue	25 percent
Failure to give way/stop	11 percent
Excessive speed for the conditions	11 percent
Failure to keep left	9 percent
Poor handling	36 percent
Poor observation	32 percent
Vehicle factors	9 percent

The most common objects hit in crashes involving trucks were fences (20 percent of crashes) and ditches (14 percent of crashes).

Seventy-six percent of truck crashes occurred during the weekday, between 6am Monday and 6pm Friday. Thirteen percent of truck crashes occurred between midnight and 4am, and 15 percent between 4am and 8am.

## National issues

### Speed

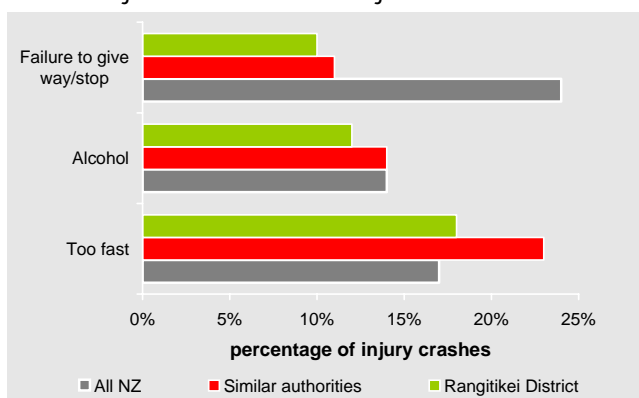
The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Between 2002 and 2006 speed *too fast* was recorded in 17 percent of all nationally reported injury crashes. This was a factor in 18 percent of injury crashes in the Rangitikei District. These crashes resulted in 6 deaths, 24 serious injuries and 57 minor injuries. Three quarters of speed related crashes in the Rangitikei District involved a driver losing control of their vehicle on a bend and running off the road or having a head-on collision with another vehicle. Sixty percent of speed related crashes occurred during dark or twilight hours and 56 percent occurred on a weekend, between 6pm Friday and 6am Monday.

### Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80mg per 100ml) are three times more likely to be involved in a crash than a sober driver. Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. Alcohol was identified as a factor in 12 percent of injury crashes in the Rangitikei District. These crashes resulted in 2 deaths, 17 serious injuries and 26 minor injuries. Seventy-seven percent of alcohol related crashes occurred during dark or twilight hours and 61 percent of alcohol related crashes occurred on a weekend, between 6pm Friday and 6am Monday.

### Failure to give way

While most crashes involving failure to give way or stop are non-injury or minor-injury crashes, many can have serious consequences. Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. Ten percent of injury crashes in the Rangitikei District between 2002 and 2006 involved drivers failing to give way or stop. These crashes account for 15 percent of all injuries in this period: 2 deaths, 7 serious injuries and 64 minor injuries.



### Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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