

briefing notes road safety issues

Ruapehu 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 Ruapehu District.

This report is the eighth road safety report for Ruapehu 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 and 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 Ruapehu District is compared to similar local bodies and the national average, 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 district for 2006 .

Major Road Safety Issues		2006 road trauma	
Ruapehu District		Casualties	
Loss of control at bends		Deaths	2
Speed		Serious casualties	22
		Minor casualties	70
Nationally		Crashes	
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	14
Failure to give way		Minor injury crashes	38
Restraints		Non injury crashes	136

Overview of crashes in 2006

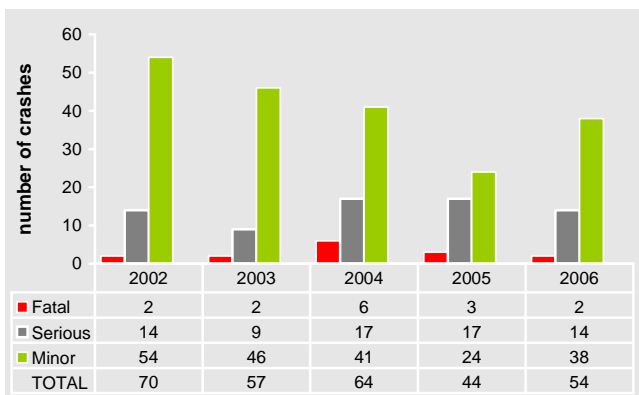
In 2006, on local roads in Ruapehu District, there were 12 injury crashes and 47 non-injury crashes, in addition there were 2 fatal and 40 other injury crashes and 89 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local road 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	2	19	54	75
Urban	0	3	16	19
Total	2	22	70	94

Although the total number of injury crashes have increased in 2006 in comparison with 2005, the number of serious injury and fatal crashes have decreased by 15 percent.

Crash trend 2002-2006

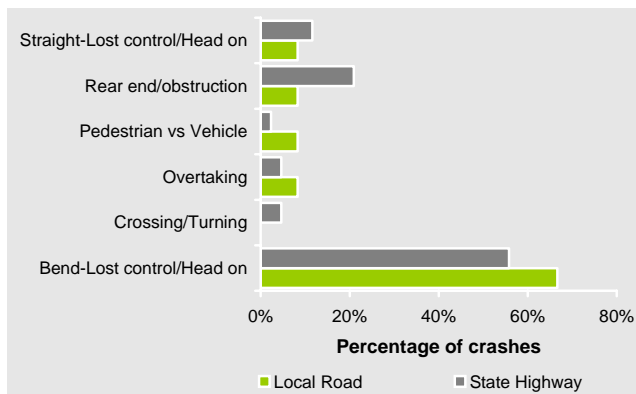


There is a decreasing trend in the overall number of crashes between 2002 and 2006. However numbers of serious injuries and fatal crashes have been fluctuating over the last five years with the minimum in 2003.

In 2006 *Bend – Loss of control/Head-on* crashes was the main type of crash on both local roads and state highways. Besides, significant number of crashes, especially on the state highways, were *rear end obstruction and straight-lost control/heads-on* types.

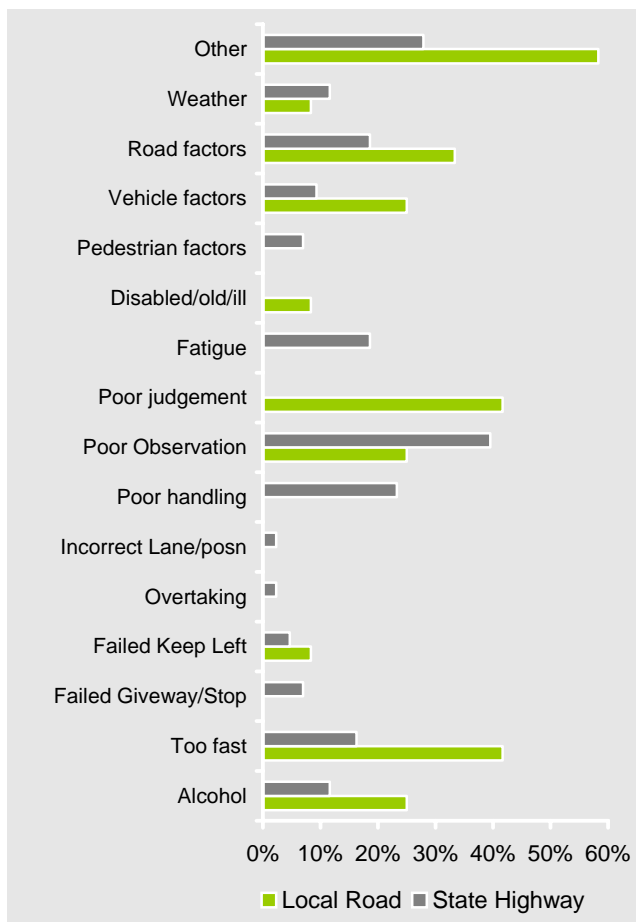
The proportions of the different crash movement types in the total number of crashes are similar for the last 5 years. The exception is a slightly higher number of rear-end/obstruction type of crashes in 2006

Crash Characteristics (2006)

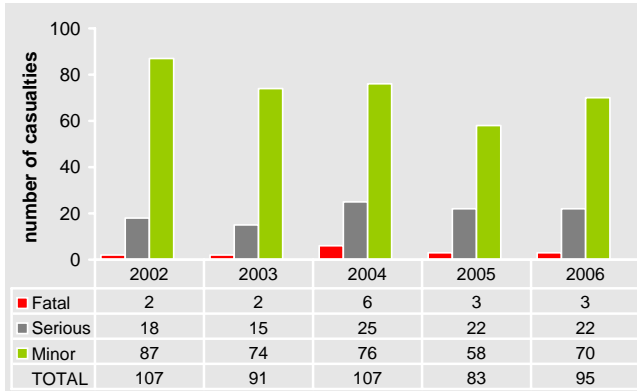


Poor Observation, poor handling, fatigue, road factors and speed are the major issues with the crashes on state highways in 2006. On local roads speed, poor judgement and road factors are the major factors in 2006. No major changes in crash factors have been observed in the past five years.

Crash Factors (2006)

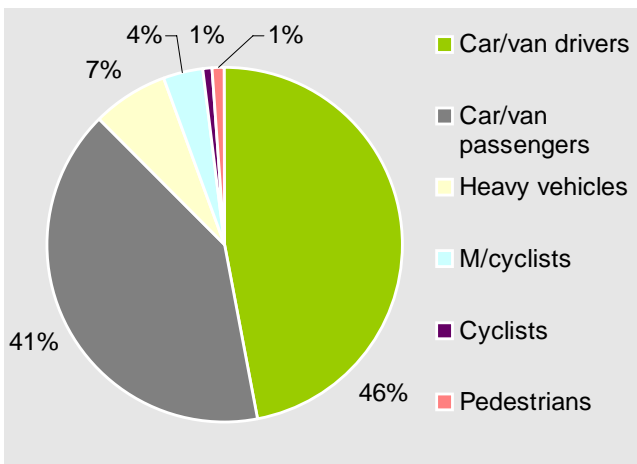


Casualties by injury type 2002–2006



The number of serious injuries and fatal casualties in 2006 is similar to 2005. Although the number of these types of casualties is slightly less than in 2004 (the highest in the last 5 years), it is higher than in 2002 and 2003.

Casualties by user type 2002–2006



The highest number of casualties between 2002 and 2006 were the car/van drivers followed by car/van passengers.

The casualties user type distribution in 2006 is similar to the distribution over last five years, with car/van occupants (include drivers and passengers) consisting of 83% and heavy vehicles 12% of the total casualties.

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 true to certain extent in Ruapehu District with 27 percent of at fault drivers in injury crashes being the holder of a learner or a restricted driving licence.

It should also be noted higher than national average number of at fault driver held full licence.

Licence Status	Injury crashes Percentage of at fault or part fault drivers	
	Ruapehu District	New Zealand
Full	67.6	58.4
Learner	13.5	9.5
Restricted	13.5	17.6
Never Licensed	0	2.2
Disqualified	0	1.7
Overseas	0	4.2
Expired	0	0.5
Unknown	5.5	5.6

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

Local roads

- Worst month December (17 percent)
- Worst day Thursday (22 percent)
- Wet road 31 percent
- Night time 29 percent
- Mid-block 88 percent
- Social cost of crashes \$4.3m
- At fault or part fault (injury crashes) male driver 86 percent
- Full NZ licence 58 percent of at fault drivers in injury crashes

State highways

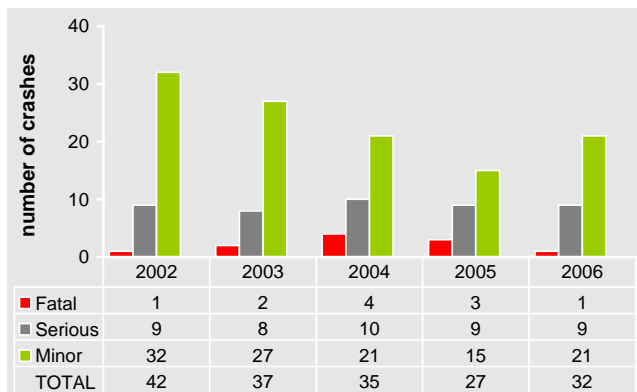
- Worst month June (15 percent)
- Worst day Sunday (22 percent)
- Wet road 35 percent
- Night time 39 percent
- Mid-block 93 percent
- Social cost of crashes \$27m
- At fault or part fault (injury crashes) male driver 67 percent
- Full NZ licence 72 percent of at fault drivers in injury crashes

Loss of control at bends

Between 2002 and 2006, 14 percent of urban and 86 percent of rural crashes resulting in injury in Ruapehu District were from loss of control at bends, either running off the road or by colliding with another vehicle. These crashes resulted in 11 fatalities, 67 serious injuries and 215 minor injuries. There were also 341 non-injury crashes reported.

Fatal and serious crash numbers have remained fairly constant for the past 2 years.

Loss of Control Crashes 2002-2006



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

The three most common roadside hazards struck, after fences (in 21 percent of crashes), were over or into banks (22 and 17 percent), into ditches (14 percent) and trees (10 percent). A total of 567 objects were reported struck in the 513 reported crashes.

The following table lists the main crash characteristics related to *bend-loss of control/head-on* crash type in the Ruapehu District.

Crash characteristic	Statistic
Single vehicle	83 percent
Roadside object struck	85 percent
Alcohol (Injury crashes)	13 percent
Excessive speed for the conditions (Injury crashes)	39 percent
Road factors	33 percent
Poor handling (Injury crashes)	39 percent
Rural road	86 percent
Wet road	42 percent
Night time	39 percent

Licence status of at fault drivers in crashes at bends in Ruapehu District and all New Zealand (2002–2006).

Licence Status	Injury crashes Percentage of at fault or part fault drivers	
	Ruapehu District	New Zealand
Full	65.3	51.1
Learner	7.5	10.7
Restricted	15.6	17.9
Never Licensed	4.0	4.1
Disqualified	1.7	2.8
Overseas	4.0	5.6
Expired	0	0.9
Unknown	2.3	6.8

Further information about crashes at bends in Ruapehu District:

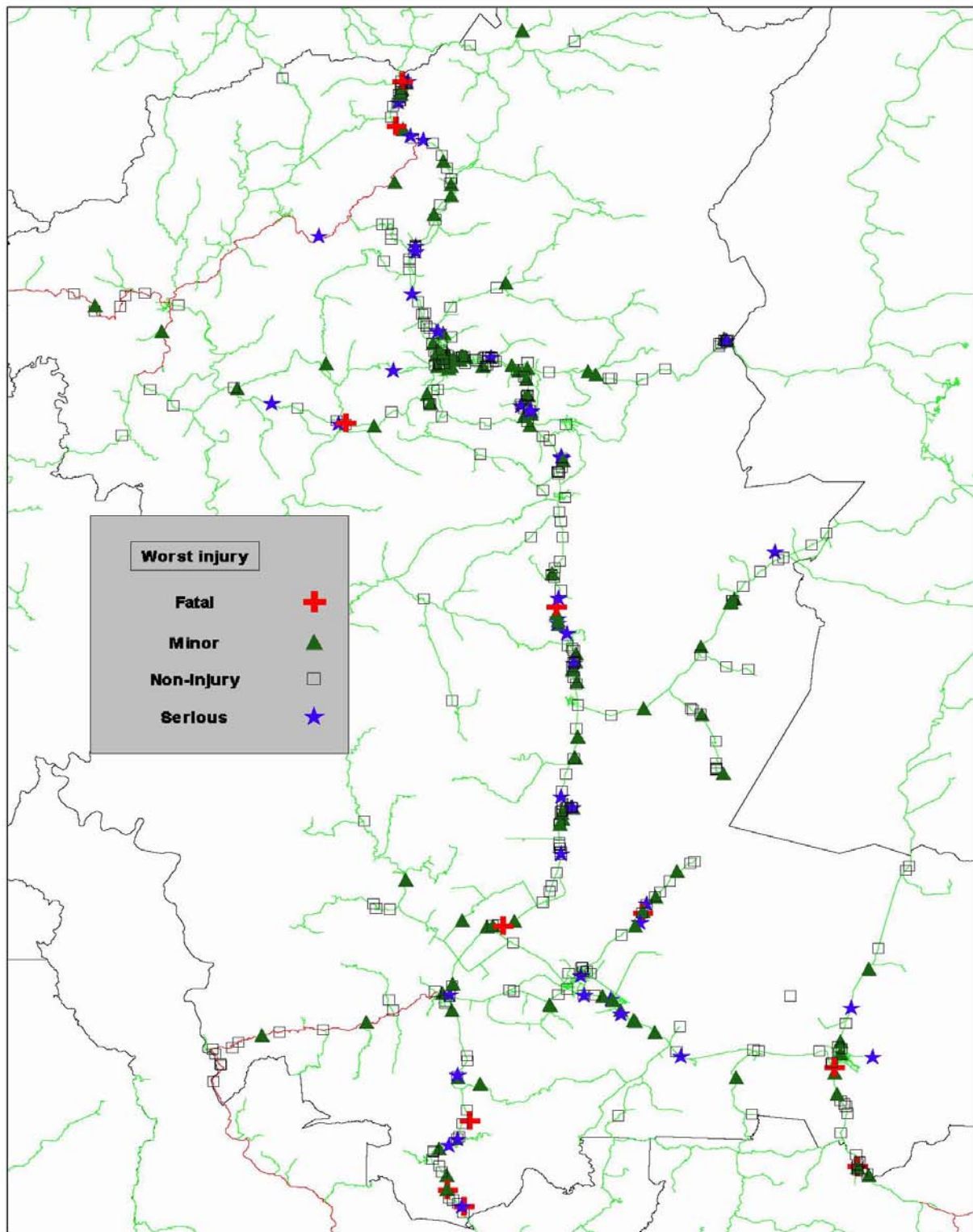
Local roads

- 2 deaths, 9 serious injuries and 57 minor injuries
- Male drivers at fault in 75 percent injury crashes
- Most common injury crash factor excessive speed (52 percent)
- Most common age group at fault in injury crashes under 25 years old
- 25 percent of injury crashes involved alcohol
- Worst month September (13 percent)
- Worst day of week Sunday (29 percent)

State Highways

- 9 deaths, 58 serious injuries and 158 minor injuries
- Male drivers at fault in 66 percent injury crashes
- Most common injury crash factor poor handling (41 percent)
- Most common age group 30-39 year olds (27 percent)
- 9 percent of injury crashes involved alcohol
- Worst month July-August (27 percent)
- Worst day of week Friday (20 percent)

Location of loss of control/head-on at bend crashes 2002-2006.



Speed

In the Ruapehu District, excessive speed was a factor in 22 percent of injury crashes in 2006.

Speed related injury crashes	2002	2003	2004	2005	2006
Urban	4	3	4	1	3
Rural	18	15	18	8	9
Total	22	18	22	9	12

There were 83 speed-related injury crashes and 139 non-injury crashes reported in the last five years.

Males are highly represented as at the fault drivers in speed related crashes, accounting for 73 percent of drivers

Drivers at fault in speed related injury crashes (2002- 2006) *	Male	Female	Total
15- 19 years	15	7	22
20 - 24	18	5	23
25 - 29	3	1	4
30 - 39	15	1	16
40 - 49	4	6	10
50 - 59	4	2	6
60 - 69	1	0	1
70+	0	0	0
Total	60	22	82

* (note ranges are not equal)

Licence status of at the fault drivers in speed related crashes in Ruapehu District and all New Zealand (2006).

Licence Status	Injury crashes percentage of at fault or part fault drivers	
	Ruapehu District	New Zealand
Full	57.8	43.0
Learner	8.4	15.3
Restricted	24.1	22.5
Never licensed	3.6	4.5
Disqualified	2.4	4.1
Overseas	1.2	3.7
Expired	0	0.5
Unknown	2.4	6.2

Further facts about speed related crashes in Ruapehu District (2002 -2006)

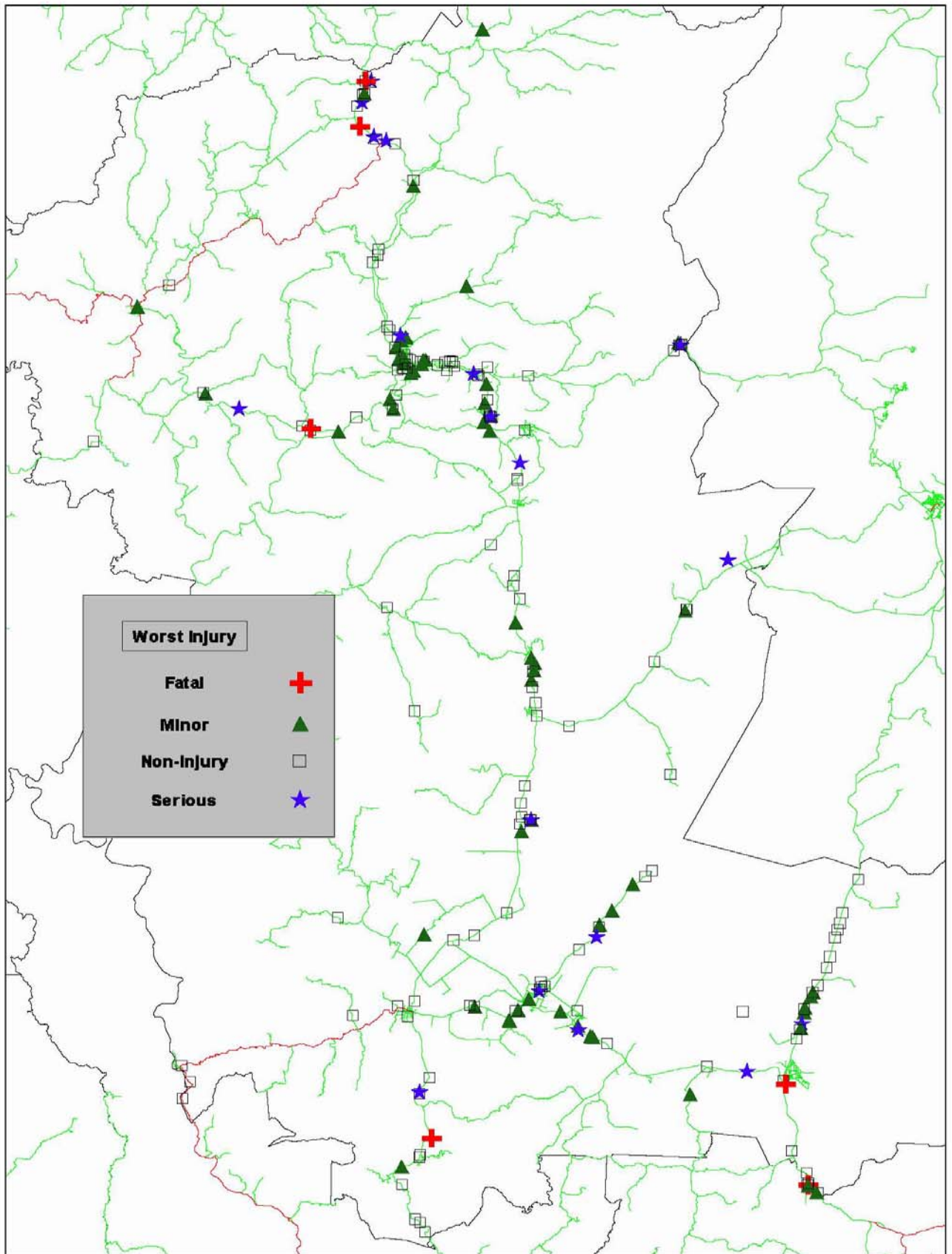
Local roads

- 1 death, 6 serious injuries and 39 minor injuries
- Male drivers at fault in 77 percent of injury crashes
- Most common crash type is a loss of control/ heads-on at a bend (82 percent)
- Single vehicle (75 percent)
- 15 percent at intersections
- 44 percent on wet roads
- 47 percent at night time
- Worst month August (19 percent)
- Worst day of week Sunday (16 percent)

State highways

- 5 deaths, 26 serious injuries and 68 minor injuries
- Male drivers at fault in 72 percent of injury crashes
- Most common crash type is a loss of control/ heads-on at a bend (79 percent)
- Single vehicle 84 percent
- 8 percent at intersections
- 25 percent on wet roads
- 45 percent at night time
- Worst months are January and August (13 percent each)
- Worst day Friday (28 percent)

Location of Speed Related Crashes 2002-2006



National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Ruapehu District this has resulted in 6 deaths and 139 other injuries. Speed as a factor in crashes is NOT reducing in the district.

Eighty percent of speed-related crashes involved *loss of control/heads-on*. Alcohol and *poor handling* were the driver factors most often associated with speed. Male drivers aged under 40 years old were most involved in speed related crashes.

Alcohol

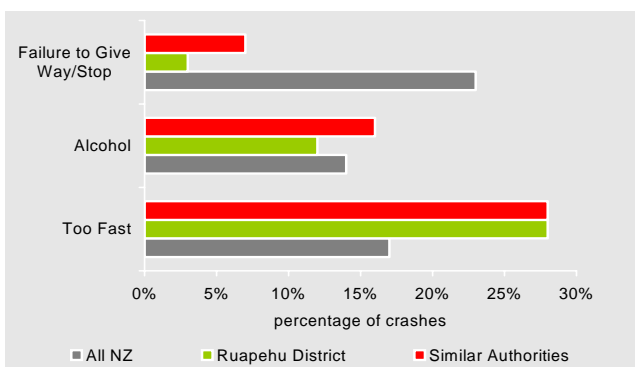
Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Ruapehu District this has resulted in 6 death and 53 other injuries. The number of injury crashes involving alcohol is increasing.

Fifty eight percent of alcohol crashes were in urban areas. Seventy percent of these crashes involved *loss of control/head-on crashes*. Travelling too fast and poor handling were the factors often associated with alcohol.

Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Ruapehu District this has resulted in 1 death and 35 other injuries.

Ninety percent of these are crossing/turning manoeuvres often associated with failure to look for other parties. For drivers at fault in injury crashes 60 percent are male and all age groups are represented.



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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