

road safety issues

Waimakariri District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2001–2005 period. The intent of this report is to highlight the key road safety issues within the Waimakariri District.

Comparing the 2005 reported crashes to other years shows:

- there were just two fatal crashes compared with seven in 2004
- urban injury failure to give way or stop crashes returned from a 2004 low to a similar level to 2003
- no obvious trend in crash numbers in the last five years was evident
- the level of severity of crashes was in line with national averages
- Speed and alcohol related crashes were at their highest level in five years
- poor observation as a cause of crashes has climbed steadily in the last three years
- the number of crashes on rural non-state highways jumped sharply in 2005 after declining slowly over the previous three years
- intersection crashes generally remained a much higher percentage of all crashes than in other similar authorities
- the number of crashes on wet rural roads climbed significantly in the last two years.

Major road safety issues

Waimakariri District

Loss of control
 Poor observation
 Alcohol

Nationally

Speed
 Alcohol
 Failure to give way
 Restraints



2005 road trauma for Waimakariri District



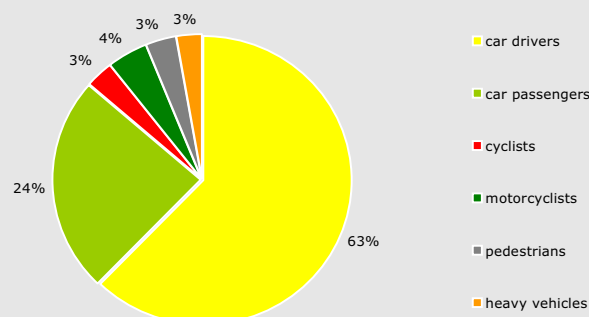
Deaths	2
Serious casualties	21
Minor casualties	99



Fatal crashes	2
Serious injury crashes	20
Minor injury crashes	68
Non-injury crashes	131

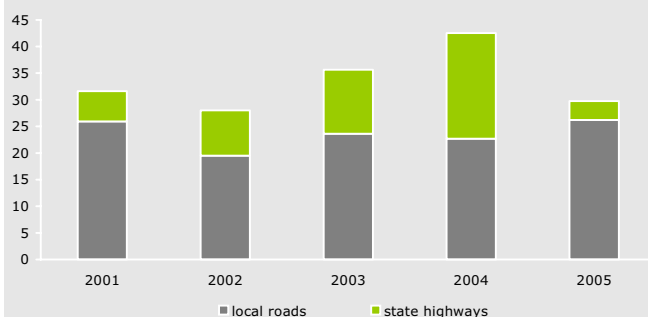
Road casualties 2001-2005

User type 2001–2005



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 2005 prices.

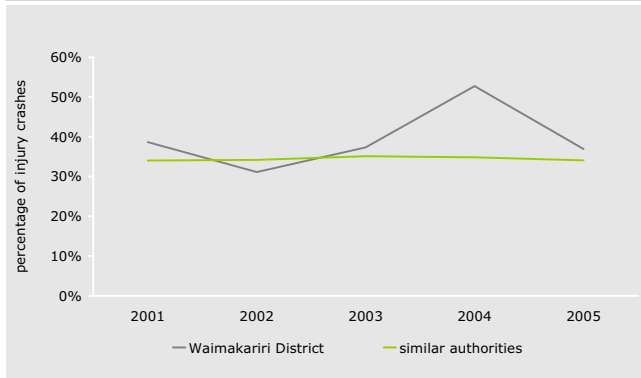
Unless otherwise stated throughout this report, the following information reports on injury and non-injury crashes from 2001 to 2005.

General

Between 2001 and 2005, 21 people were killed and 525 injured, 105 seriously, in 394 crashes in the Waimakariri District. In addition, there were 538 non-injury crashes reported to police. However, the severity of crashes is reducing.

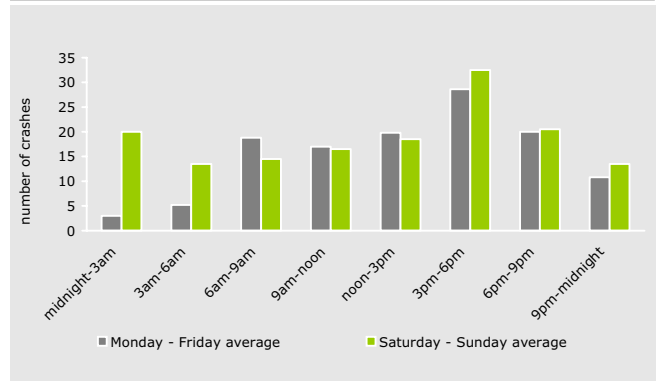
- Unlike most districts, where one type of crash dominates, in Waimakariri the crashes were spread evenly between the following four types: loss of control on straights, loss of control on bends, rear-end/obstruction, and crossing/turning. Three quarters of crashes involved more than one party.
- The most common cause of crashes was poor observation, followed by failure to give way or stop. Alcohol and speed both contributed to about one in six crashes.
- Only about a quarter of crashes occurred on wet or icy roads, however, there has been an upward trend in wet road crashes in the last couple of years.
- Rural crashes in darkness decreased after an atypical sharp rise in 2004, back to close to that for similar peer groups.

Injury crashes in darkness



- Two fifths of crashes in the Waimakariri District occurred at intersections. Intersection crashes on rural roads generally were more common in Waimakariri than other similar local authorities.
- Saturday was the busiest day of the week for crashes and between 3 pm and 6 pm the busiest time of day for crashes. Crash numbers were much lower between 9 pm and 6 am Monday to Thursday than at other times of the week. May and October were the busiest months for crashes.
- Of the drivers involved in injury crashes in Waimakariri District, just 67 percent of those at fault or part fault held full driver licences. Just over a third of drivers were female and 15 to 19 year olds were the age group most likely to be involved in crashes.

Loss of control on bends crashes 2001–2005

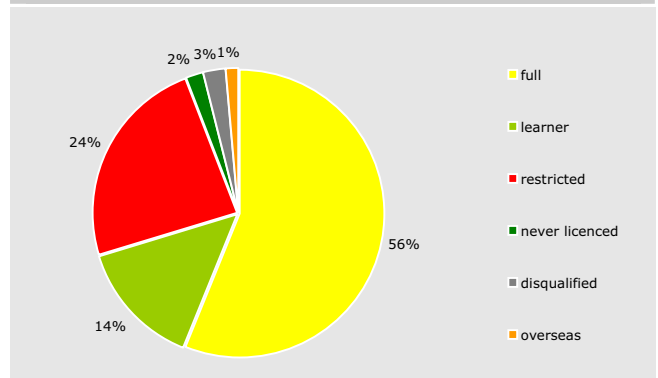


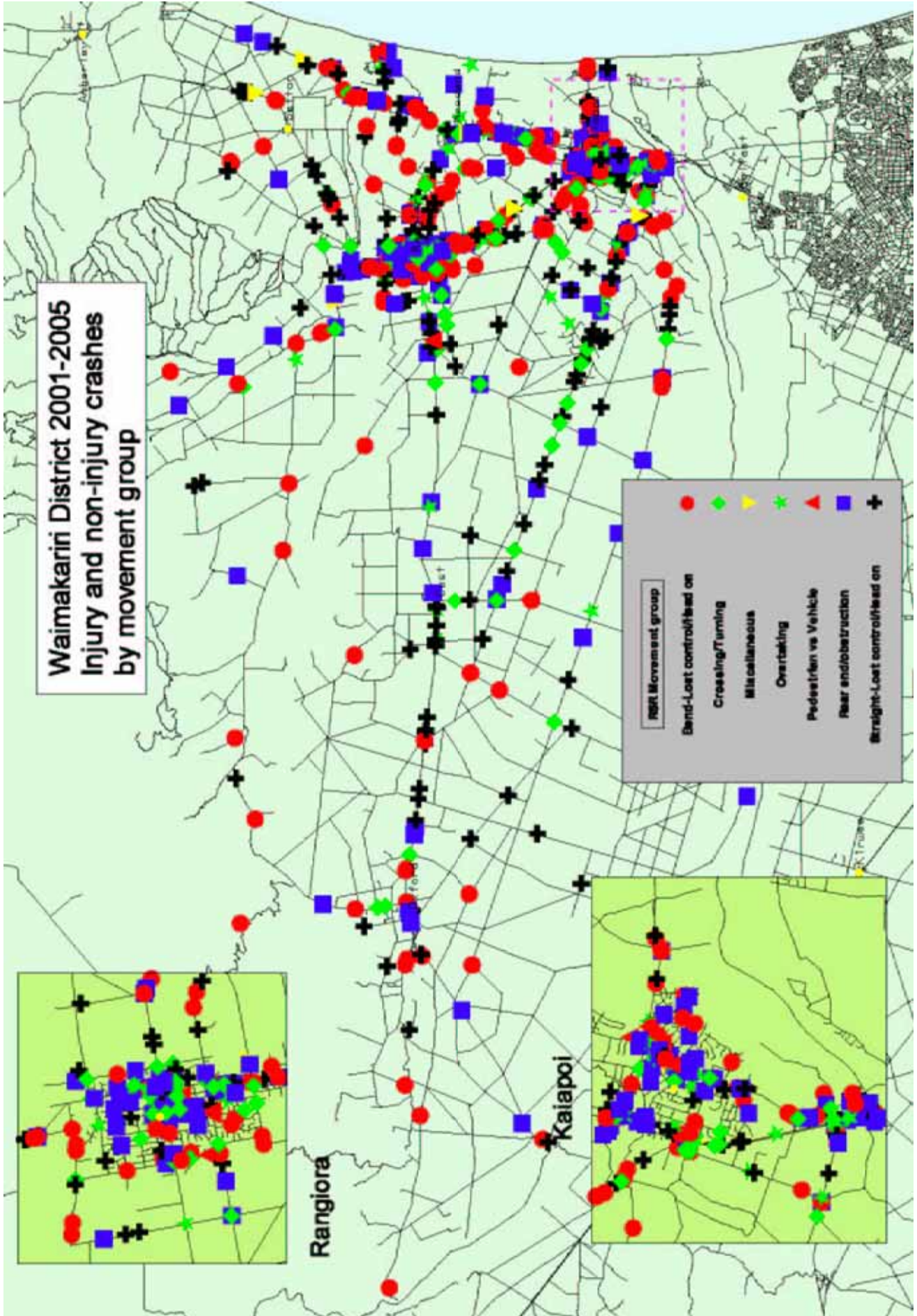
Loss of control

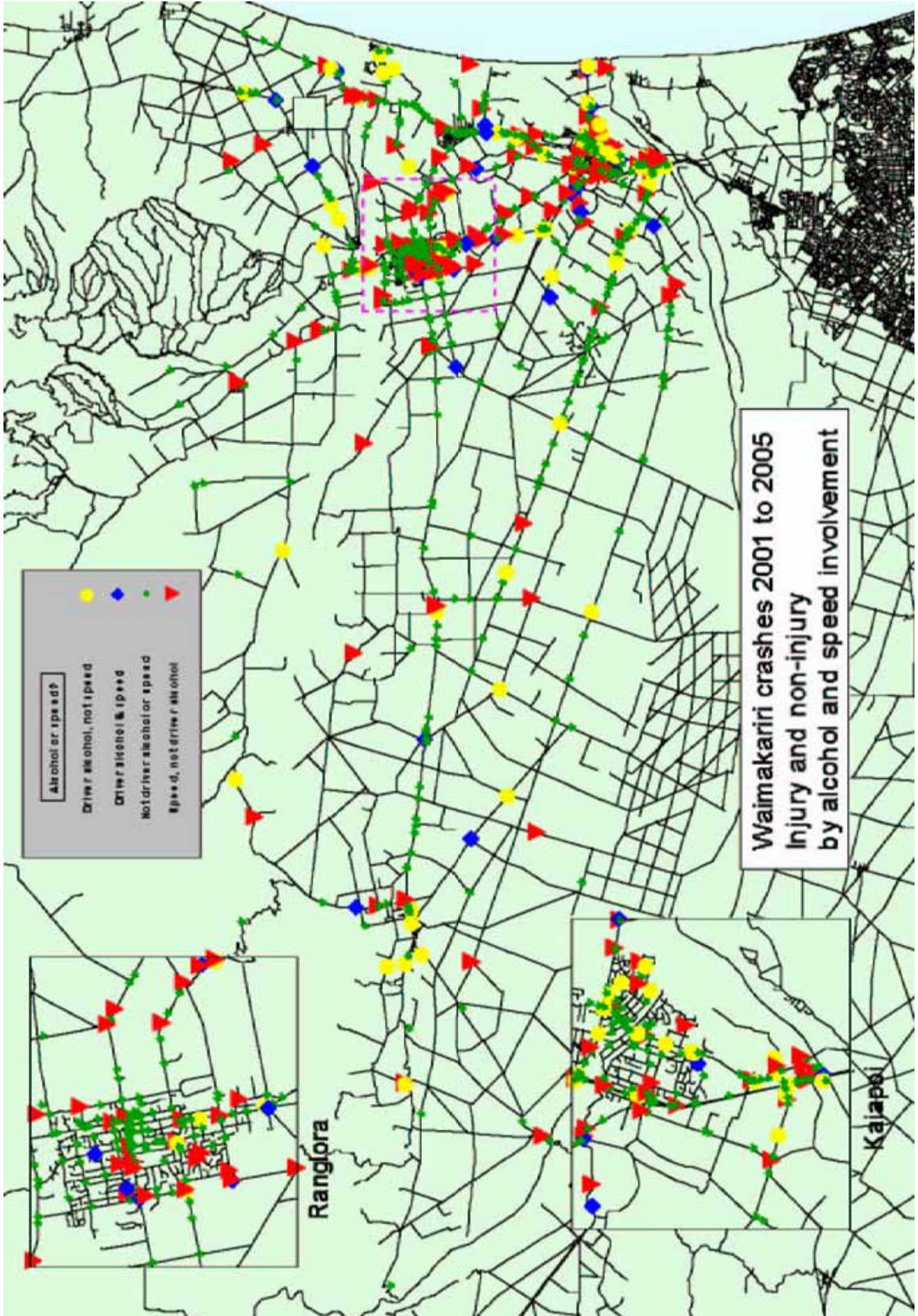
Loss of control and/or head-on crashes made up nearly half of all crashes in the Waimakariri District between 2001 and 2005. Ten people were killed and 249 injured, 50 seriously, in 181 loss of control crashes in the district over this period. In addition there were 253 non-injury crashes.

- Of those crashes, 53 percent occurred on a bend and 47 percent on a straight road.
- Excess speed for the conditions was the most common cause of crashes, followed by alcohol and poor handling.
- Alcohol played a part in one tenth of all loss of control crashes, and a quarter of all injury crashes.
- Half of all loss of control crashes occurred in darkness, compared with 38 percent in Waimakariri crashes generally.
- Three quarters of crashes occurred on rural roads.
- Time patterns for loss of control crashes were similar to those for crashes in general.
- Just 55 percent of drivers at fault in injury loss of control crashes held a full driver licence.
- Young drivers were more often at fault in loss of control crashes.

Licence status of drivers in loss of control crashes







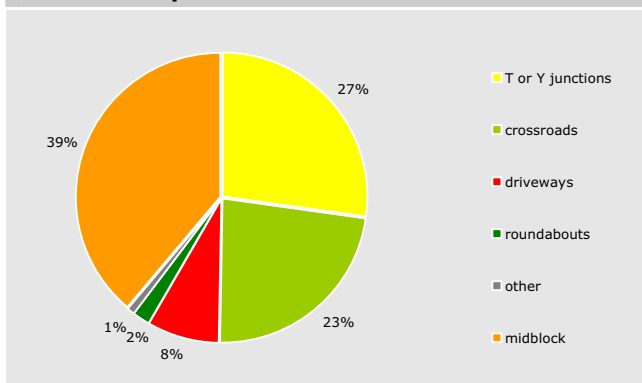
Poor observation

Poor observation refers to crashes where a driver fails to pay proper attention to the driving task, often due to being distracted by other passengers, scenery, car accessories such as radios, and many other factors.

Between 2001 and 2005, eight people were killed and 212 injured, 40 seriously, in 155 poor observation crashes in the Waimakariri District. In addition there were 184 crashes with this factor that did not involve injury.

- Poor observation occurred most often in crashes involving crossing or turning (42 percent), followed by rear-end crashes or collisions with an obstruction (35 percent).
- Most of these crashes occurred on dry roads (four fifths) and in daylight (three quarters).
- Excessive speed and alcohol only played a small part in crashes (10 percent and seven percent respectively in injury crashes).
- Just over half occurred at intersections (reflecting the crossing and turning crashes).

Location of poor observation crashes



- Just over half occurred on rural roads.
- Once again 3 pm to 6 pm was the most common time of day for crashes, and Thursday the day of week crashes were most likely to occur.
- A higher proportion of drivers in this category had a full driver licence (71 percent) compared with crashes in general.
- Young drivers were most likely to be at fault, however, there were several slightly lower 'peaks' at ages 25-29 and 45-49. The distribution is similar to that for all crashes.

Alcohol

Although alcohol is not the major cause of crashes in the Waimakariri District, it continues to play a larger part in crashes than in similar local authorities or New Zealand as a whole. In the last five years 17 percent of injury crashes involved alcohol, and the general trend is upwards.

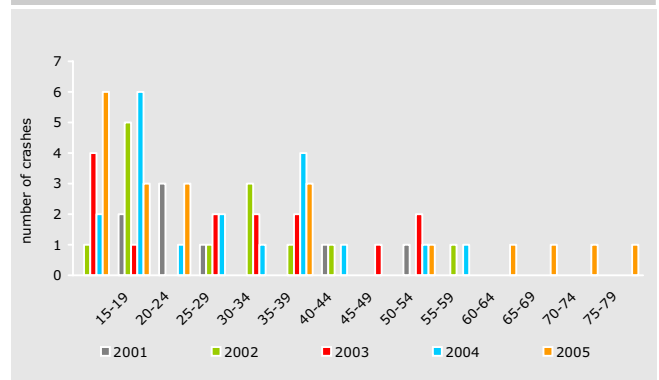
In the 17 percent of crashes, five people were killed and 80 injured, 21 seriously, in 60 crashes. In other words, one in seven casualties suffered minor injuries, one in five was seriously injured and around one in four was killed.

Severity of crashes involving alcohol



- Of those alcohol-involved crashes, over three quarters involved loss of control or head-on collisions.
- Apart from alcohol, other contributing factors included speed and poor observation.
- Over three quarters occurred at night, mostly between midnight and 6 am on Saturday or Sunday.
- Over two thirds occurred on rural roads.
- Fifty-seven percent of drivers at fault had a full New Zealand driver licence.
- Twenty to 24 year old drivers were the most likely age group to be at fault or part fault, followed by 15 to 19 year olds and 40 to 49 year olds.

Age of drivers at fault in alcohol-related crashes



Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road Safety Progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for the Waimakariri District 2005 injury crashes with the national range.

	National range	Waimakariri District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	20%
Alcohol % driver alcohol crashes	6%–31%	19%
Intersections % crashes with failed to stop or give way factors	0%–41%	27%
Pedestrian % crashes with pedestrians	0%–24%	4%
Cyclists % crashes with cyclists	0%–15%	4%
Safety belts % unrestrained – front seat	1%–13%	4%

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