

# 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 Selwyn 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 Selwyn District.

Comparing the reported injury crashes and casualties in 2003 with 2002:

- the total number of injury crashes decreased
- the total number of casualties decreased
- these decreases occurred mainly in rural areas of the district – a continuation of a trend started in 2002
- the proportion of crashes at intersections increased
- the number of male casualties increased while female casualties decreased
- the number of cyclist casualties increased.

Over the period from 1999 to 2003 the following trends emerged:

- the number of rural injury casualties and their severity decreased
- around one third of crashes occurred in the dark and about one quarter on a wet road
- one in seven crashes involved a collision with a pole
- one third of all casualties were in the 15 to 24 year age group.

## Major road safety issues

Selwyn District

Loss of control
Rural intersections
Roadside hazards
Speed

Nationally

Speed
Alcohol
Failure to give way
Restraints

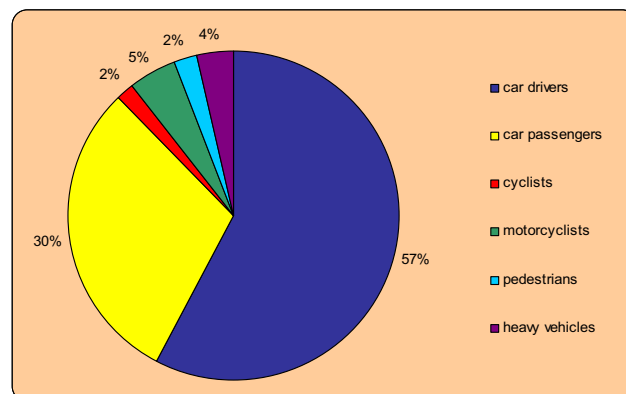


## 2003 road trauma for Selwyn District

Deaths	4
Serious casualties	26
Minor casualties	69
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Fatal crashes	4
Serious injury crashes	22
Minor injury crashes	44
Non-injury crashes	115

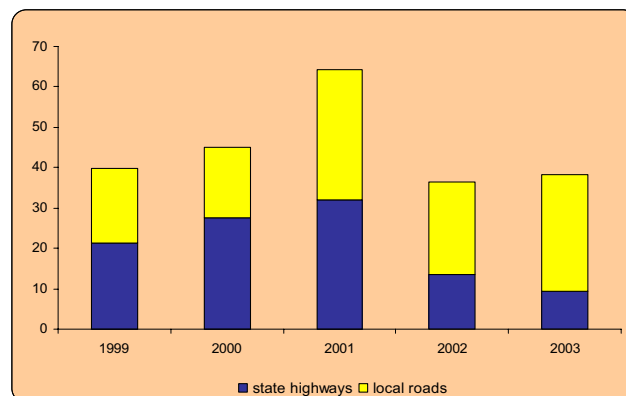
## Road casualties 1999–2003

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.

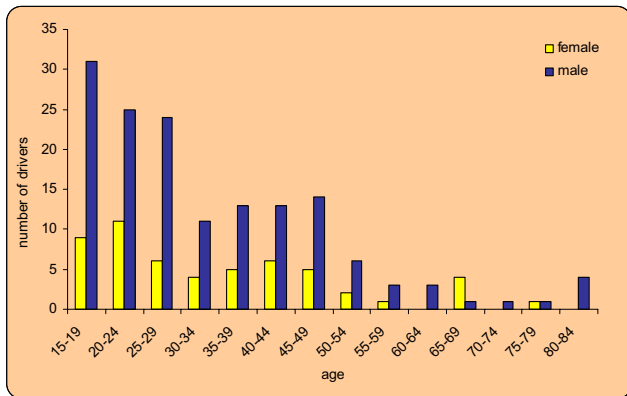


## Loss of control

Loss of control and head-on crashes were the most common crash types in the Selwyn District, together making up 55 percent of all injury crashes between 1999 and 2003. The following statistics give some indication as to who had these crashes and when, where and why.

- Seventy-five percent of the drivers and 50 percent of the passengers were male.
- Just under half of the crashes happened at night, and almost half occurred on a Saturday or a Sunday.
- December was the busiest month for loss of control crashes.
- Ninety percent of all of these crashes occurred on rural roads.
- The most common contributing factors to these crashes were speed, fatigue, poor driving skills and the condition of the road.
- Speed was a contributing factor in just under a third of the injury crashes and alcohol was a factor in a fifth of the injury crashes.
- When the crash resulted in a collision with an object, that object was most likely to be either a fence or a pole.

### Age of drivers in loss of control injury crashes



- About a half of the male and female drivers were under 30 years old.
- Almost forty percent of the casualties were males aged between 15 and 29 years.
- Females made up one third of the casualties.
- Around three quarters of the crashes only involved one vehicle.



## Rural intersections

Crashes at rural intersections had the following features:

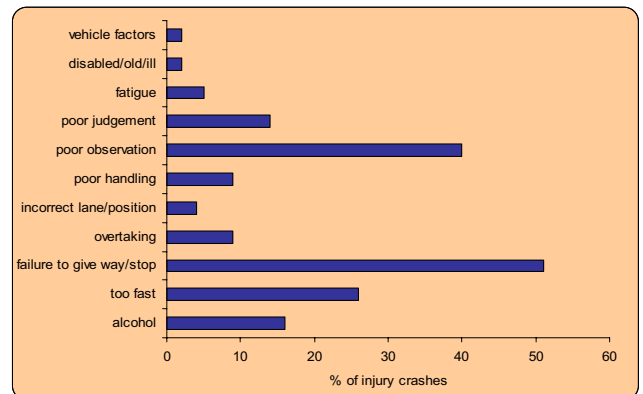
- they made up 30 percent of all rural crashes in the Selwyn District
- sixty percent of the intersection crashes were on local authority roads
- forty percent of the rural intersection crashes occurred between 3 pm and 7 pm
- most of the drivers were local residents and almost 70 percent of the drivers were male.

About 50 percent of the crashes at state highway intersections were collisions where one of the vehicles was making a right turn onto or off the highway and collided with another vehicle. In contrast, at intersections between local authority roads:

- about 40 percent of the crashes were right angle collisions
- about a quarter of the crashes were single vehicle, loss of control crashes.

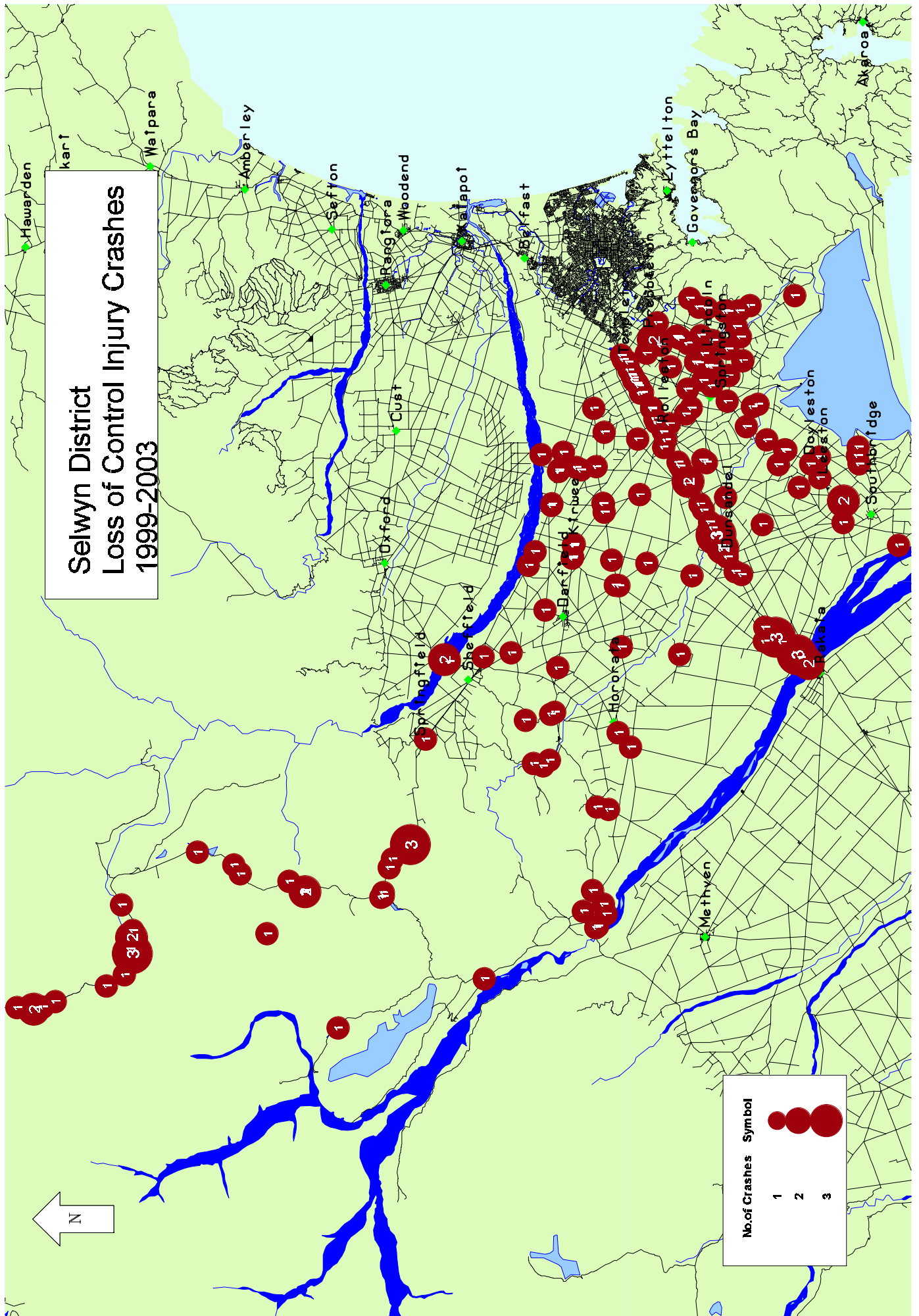
The nature of the road network in the Selwyn District with its large number of crossroads contributes to this. Crossroads are known to be more dangerous than T junctions.

### Contributing factors in rural intersection injury crashes 1999–2003

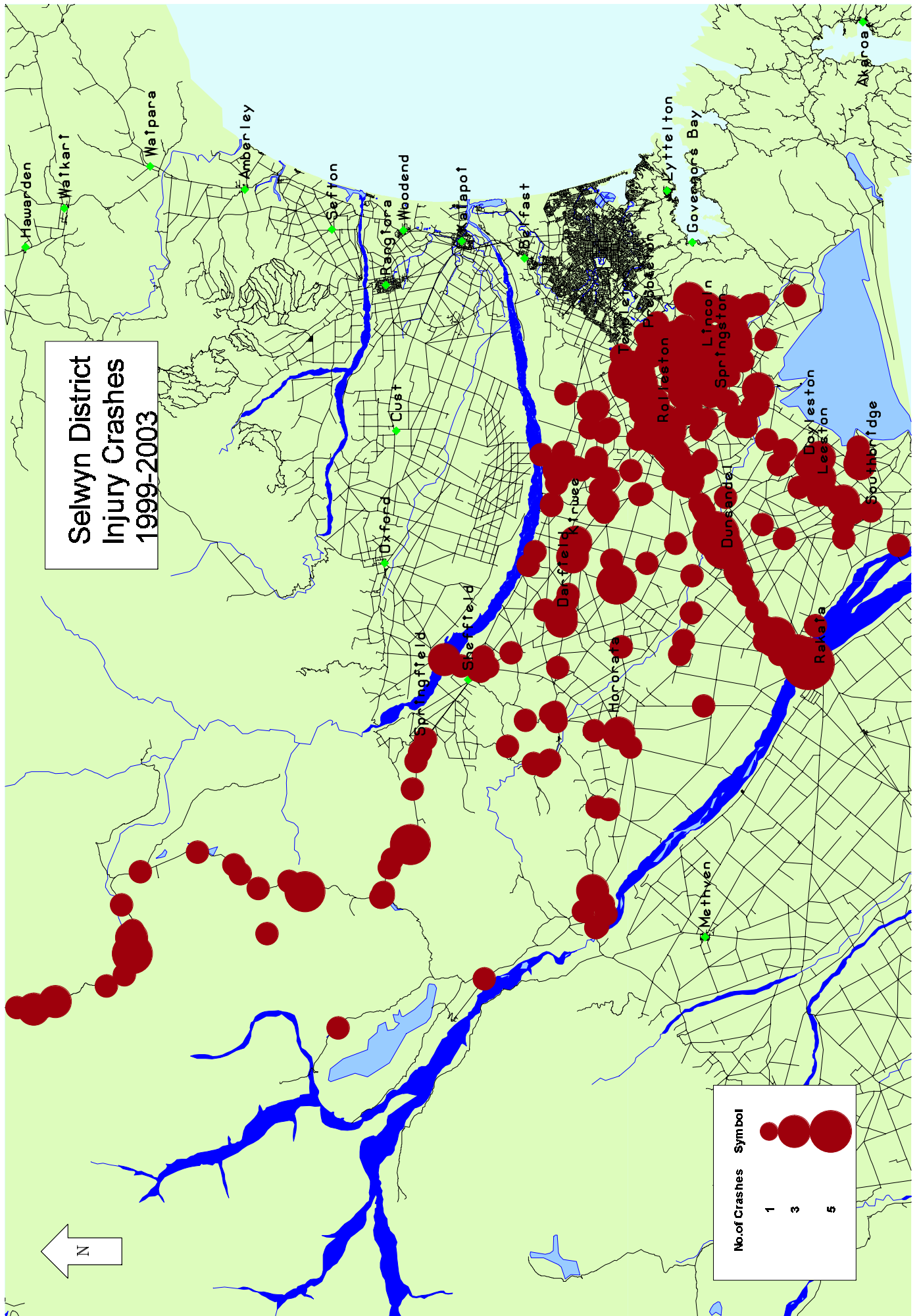


The major contributing factors in crashes that occurred at rural intersections were:

- failure to notice the intersection or its control sign in time, or failure to see the other vehicle
- excessive speed and misjudgement of speed.



Map labels include: Hawarden, Waipara, Amberley, Selton, Rangiora, Woodend, Papanui, Beaufast, Lyttelton, Governors Bay, Akaroa, Methven, Hororata, Darfield, Kiriwaimata, Dunstons, Dunsandel, Springston, Dexton, Dexton, Southbridge, and Pukaha.





## Roadside hazards

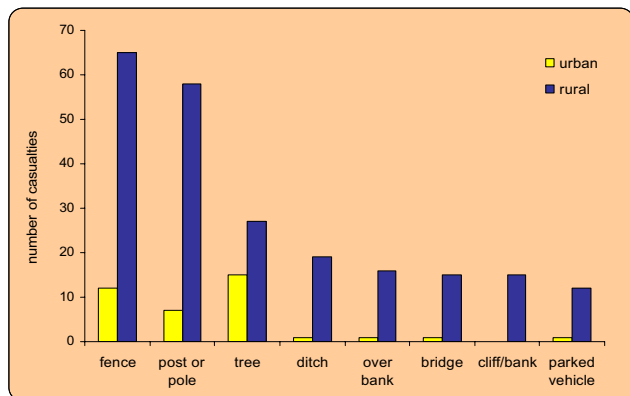
About 60 percent of injury crashes on both urban and rural roads in the Selwyn District involved a collision with a roadside hazard. Roadside hazards such as trees and power poles turn incidents where vehicles leave the road into crashes with potentially serious consequences.

In the period 1999 to 2003:

- 12 people were killed
- 61 people were seriously injured
- 191 people received minor injuries in collisions with roadside hazards.

The hazard is greatest on busy roads, the outside of bends and the departure side of intersections, particularly roundabouts.

### Roadside hazards struck 1999–2003



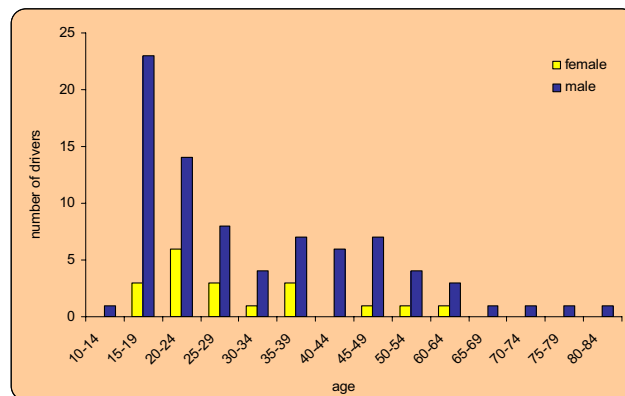
The graph above shows that poles and trees are the most significant roadside hazards needing attention. Effective treatments for the types of roadside hazards shown in the graph vary and can be expensive. It is therefore especially important not to make roadsides more hazardous by, for example, planting trees, installing deep water tables or installing new lines of poles in hazardous locations.



One fifth of all injury crashes in the Selwyn District in the last five years involved a road user, usually a car driver, travelling too fast for the conditions. It has been a factor in six fatalities, 25 serious injuries and 87 minor injuries in the last five years. These injury crashes occurred predominantly in rural locations. Eighty percent of these crashes were either loss of control or head-on and 60 percent occurred on local authority roads.

Friday and Sunday together produced nearly 40 percent of all speed-related injury crashes. The most common time for these crashes was between 8 pm and midnight but there were also significant numbers of crashes early on Saturday and Sunday mornings. Forty percent of all speed-related crashes occurred in darkness.

### Drivers in speed-related crashes 1999–2003



Male drivers made up 80 percent of drivers in speed-related crashes and male drivers aged between 15 to 19 years were easily the most featured age group. The next largest group were males in the 20 to 24 year age group.

Alcohol and poor handling were factors in 20 percent of crashes, while poor judgement featured in around 10 percent of crashes.

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