

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Westland district.

In 2001, five people died in traffic crashes on roads in the Westland district. This number was the highest since 1989. In addition, 12 people received serious injuries and 44 received minor injuries. The total number of casualties in the district was the highest since 1995. In 2001, the total number of injury crashes reported was the highest in the last 20 years, and overall more crashes were reported in the Westland district than in any other year.

Over 90 percent of reported injury crashes and almost 80 percent of reported non-injury crashes happened on roads in rural areas of the district.

Drivers and passengers of cars or vans represented over eight of every 10 casualties in the district. Motorcyclists were the next largest group.

Major road safety issues:

Westland district

Rural roads

Speed

Female road users

Overseas drivers

Alcohol

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Westland district

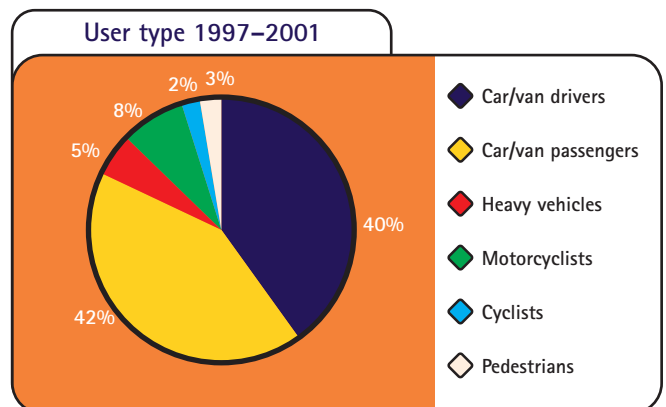


Deaths	5
Serious casualties	12
Minor casualties	44

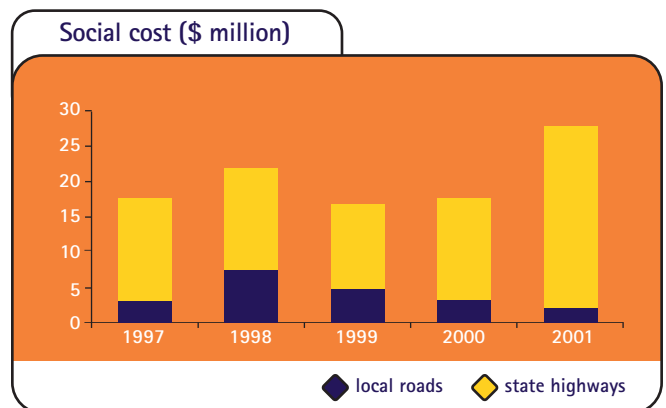


Fatal crashes	4
Serious injury crashes	12
Minor injury crashes	23
Non-injury crashes	51

Road user casualties 1997–2001



Estimated social cost of crashes*



* 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 2001 prices.



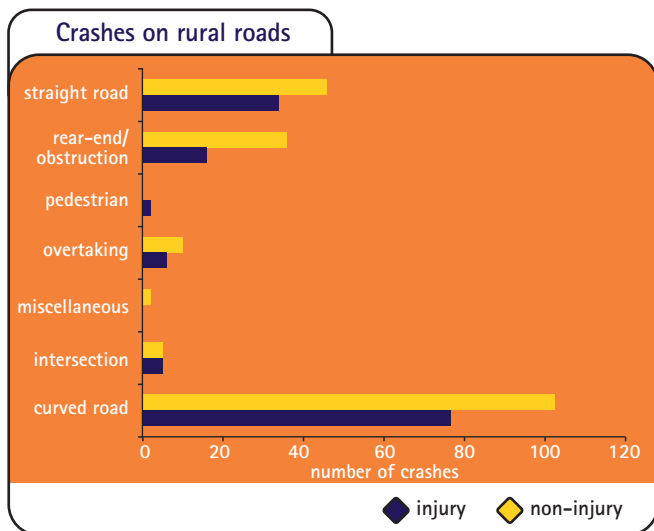
Rural roads

Over 90 percent of reported injury crashes and almost 80 percent of reported non-injury crashes happened on roads in rural areas of the district. In the last five years, these crashes resulted in 15 fatalities. In addition, 68 people received serious injuries and 169 received minor injuries. There were also 258 non-injury crashes reported in that period. One quarter of these crashes occurred on local roads within the district.

Just over half of these crashes were on bends. Close to two thirds of the casualties were sustained in these crashes. Loss of control crashes on straight roads and rear-end or collision with an obstruction crashes were the other significant crash types. Upright banks, ditches, fences and running over a drop were the roadside features most often reported in crashes in the district.

Speed, road conditions, driver control, alcohol and failure to keep left were the factors most often reported in crashes in rural areas of the Westland district. Over four of every 10 crashes on rural roads happened on wet roads. Almost three quarters were in daylight conditions.

Male drivers were involved in almost three quarters of crashes on rural roads. Those in the 20 to 24 and the 25 to 29 year age groups were most likely to be involved in crashes.



Recommended actions

- Support strategic enforcement campaigns targeting speed and alcohol.
- Target drivers travelling at speeds inappropriate for the conditions.
- Support campaigns on adjusting drivers' speed for different driving conditions.
- Promote the message of slowing down in the wet.
- Ensure roadside areas are kept as clear as practicable of solid objects.
- Maintain road drainage and investigate ways to keep the road surface dry.



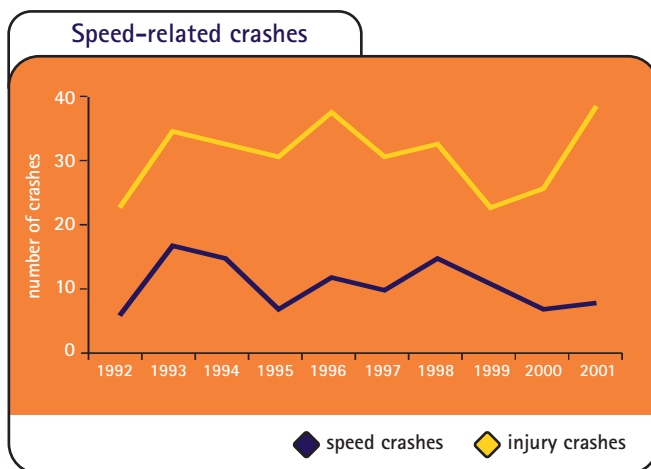
Speed

In the last five years, speed-related crashes resulted in seven fatalities. In addition, 27 people received serious injuries and 66 received minor injuries. Speed was the factor most often reported in injury crashes in rural areas of the Westland district. It was also one of the most common factors in urban areas. Over the last 10 years, the incidence of speed in injury crashes in the district was generally higher than the national average, but has reduced in the last two years.

Crashes on curves represented almost three quarters of speed-related crashes. The roadside features most often struck in these crashes were fences and trees. Alcohol, inexperience and road surface conditions were the factors most often associated with speed.

Male drivers made up about three quarters of all drivers involved in speed-related crashes. Those in the 20 to 24, the 25 to 29 and the 35 to 39 year age groups were most often involved.

The locations of speed-related injury crashes are shown in the map opposite.

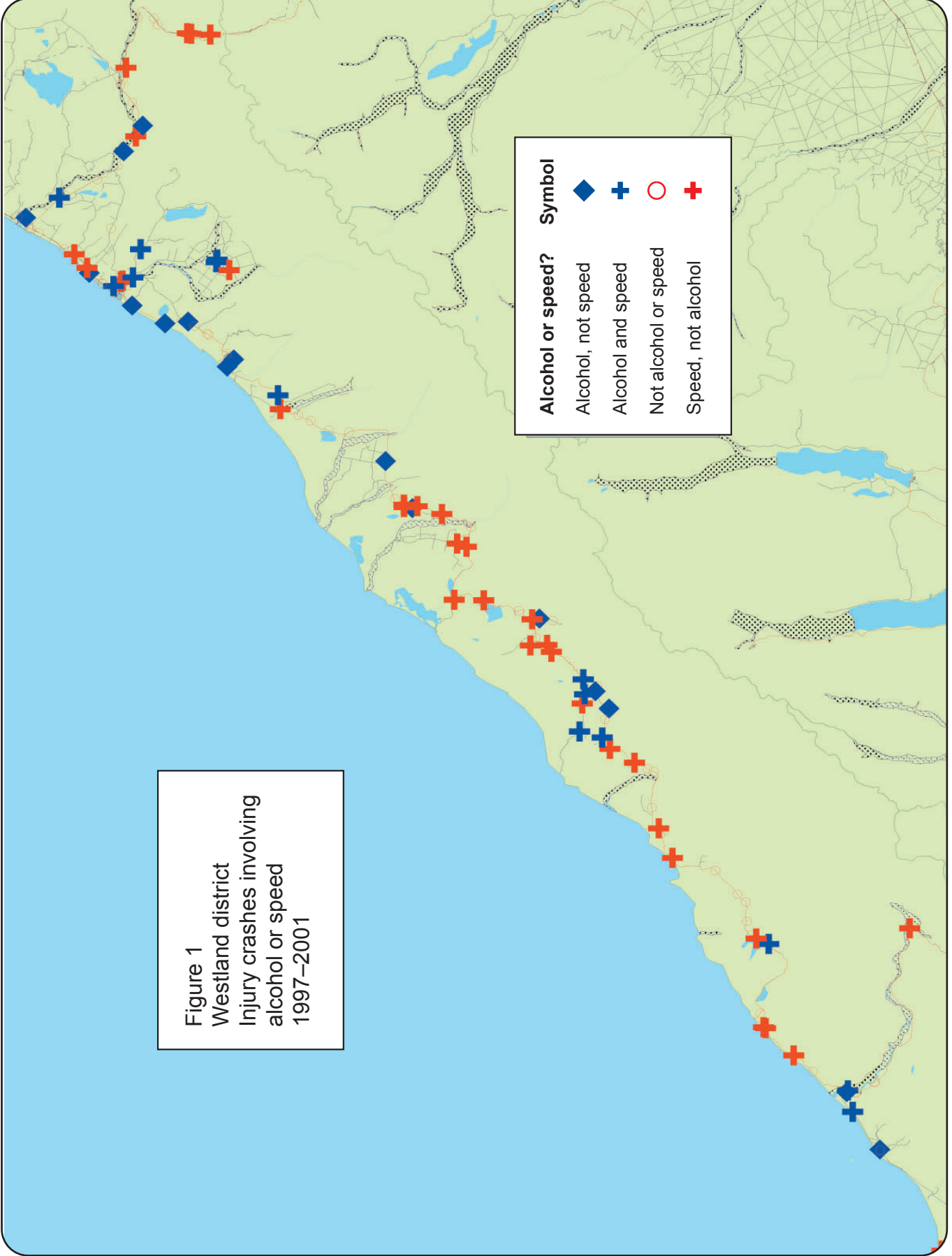


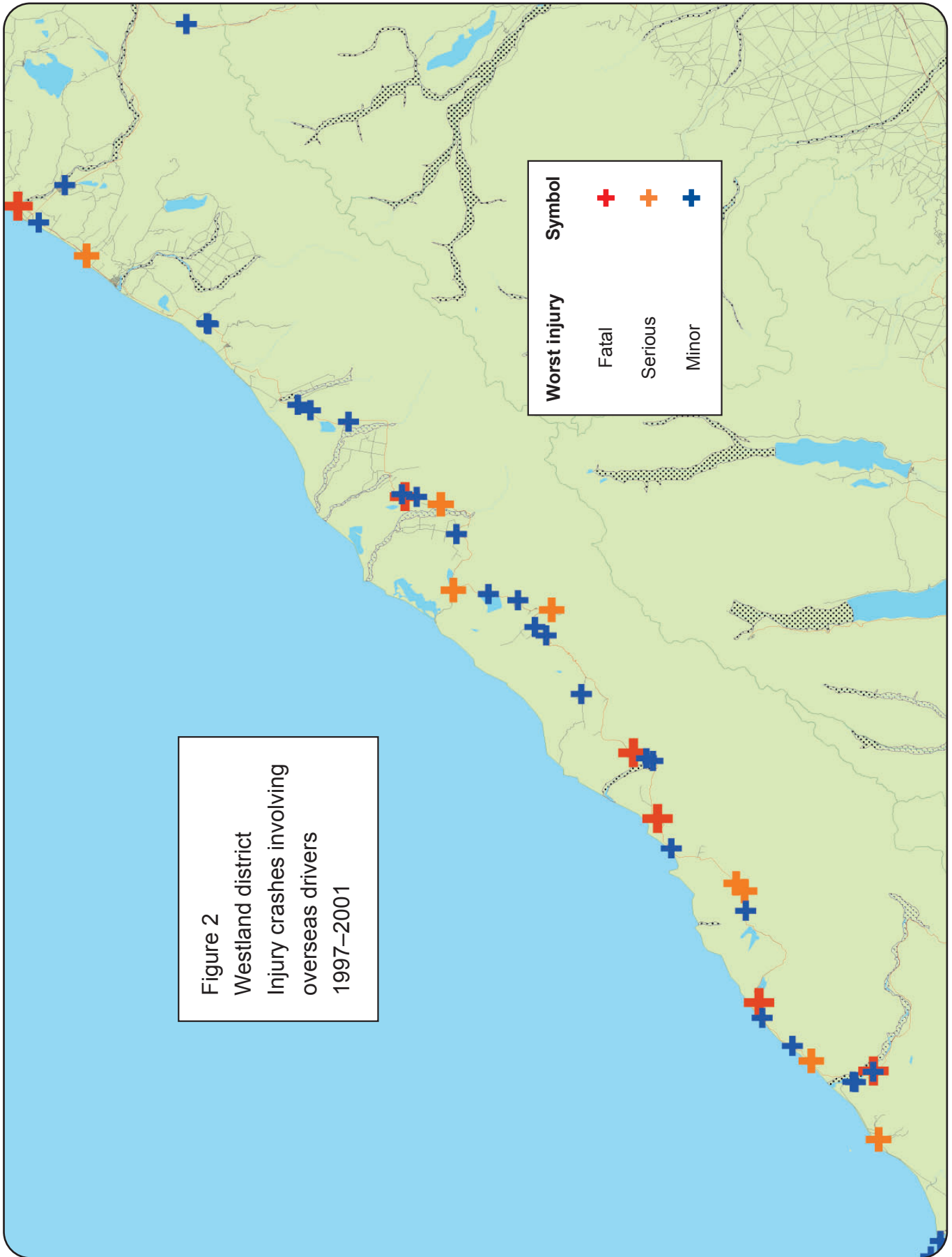
Recommended actions

- Encourage enforcement campaigns aimed at driving too fast for the conditions.
- Support targeted enforcement of at-risk sites.
- Deliver education programmes targeted at young people, particularly young male drivers.

Figure 1
Westland district
Injury crashes involving
alcohol or speed
1997-2001

Alcohol or speed?	Symbol
Alcohol, not speed	◆
Alcohol and speed	+
Not alcohol or speed	○
Speed, not alcohol	+



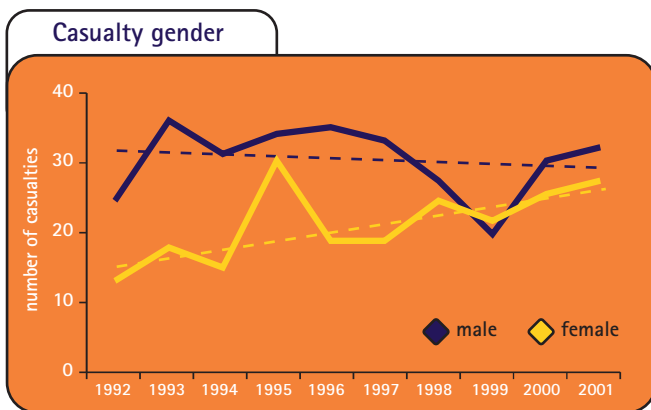


Female road users

Over the last 10 years, the number of males injured in crashes dropped slightly. In the same period the number of females injured almost doubled. This was mainly due to an increase in female drivers and passengers in cars and vans receiving injuries in crashes.

Female drivers were more likely than males to be involved in intersection crashes. They were also more likely than males to be reported as failing to give way and being inattentive. The ages of female drivers involved in injury crashes were not concentrated towards the younger age groups.

As passengers, females were more likely to be injured than males. The crash type in which they were commonly injured was the loss of control crash, both on bends and on straight roads. As passengers, females under 30 years old were the most likely to be injured.



Recommended actions

- Support education and advertising campaigns aimed at women on the right of way rules and vehicle control.
- Encourage enforcement activities targeting drivers who fail to stop or give way.
- Support strategic enforcement campaigns aimed at restraint use.
- Work with at-risk sections of the community to deliver appropriate programmes.

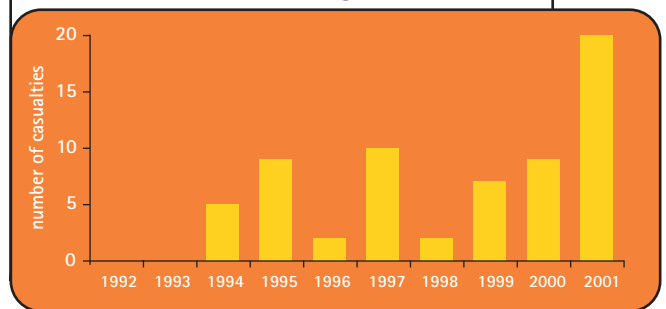
Overseas drivers

Injury crashes involving overseas drivers represented almost one third of injury crashes in the Westland district. Crashes involving overseas drivers were more likely to be fatal. In the last five years, nine people died in crashes involving overseas drivers.

The crash type that most often involved an overseas driver was the loss of control crash. Two thirds of these were on a bend, one third on a straight. Inexperience with local conditions was the cause most often reported against an overseas driver. Other commonly reported factors were speed and failure to keep left.

Figure 2 (opposite) shows the location of crashes involving overseas drivers.

Casualties in crashes involving overseas drivers



Recommended actions

- Target overseas drivers through local campaigns and tourism/visitor support networks.

Alcohol

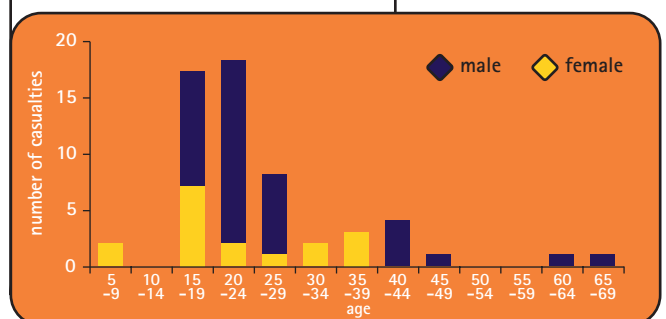
In the last five years, four people died and 51 people were injured as a result of a crash involving alcohol impairment. Most were either a driver or a passenger in a car or van. The involvement of alcohol in road crashes does not appear to have reduced in the Westland district.

Alcohol-related crashes were most likely to involve loss of control, with about twice as many on curves as on straight roads. Speed and fatigue were commonly reported in association with alcohol impairment.

Male drivers were three times more likely than females to be involved in a crash that involved alcohol. For both male and female drivers, the age group most often involved in alcohol-related crashes was the under 25 year-old age group.

The locations of alcohol-related injury crashes are shown in Figure 1 on page three.

Casualties in alcohol crashes



Recommended actions

- Promote and support random alcohol checks by the police.
- Encourage campaigns aimed at rural communities.
- Support host responsibility and designated driver programmes in rural communities, sports clubs and licensed premises.

New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to road controlling authorities for roading projects through its National Land Transport Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in the Westland district.

Funding for community projects in the Westland district from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Speed – rural and urban	\$2,500
Drive sober	\$6,000
Restraints wearing	\$2,500
Road safety – intersections	\$3,500

The Westland district will also be involved this year in regionally funded projects to target the high-risk issues of speed, alcohol, restraints and pedestrian issues. These projects have been funded as follows:

Project	Funding
Regional road safety co-ordinator	\$38,000
Rural speed	\$30,000
Restraints – education/publicity campaign	\$3,500
Street skills – Bike Wise	\$2,700
Young drivers	\$10,000
Driver fatigue	\$15,200
Kidsafe Week 2002	\$2,700

Road environment

The Westland district has an allocation for minor safety projects in Transfund's National Land Transport Programme 2002–2003.

Police enforcement

Included in the 4,550 hours to be delivered by police in the Westland district as below, is police support for community projects.

	Hours
Strategic – alcohol/drugs, speed, restraint and visible road safety enforcement	3,690
Traffic management including crash attendance, incidents, emergencies and events	740
School road safety education	100
Police community services	20

Where to get more information

For more specific information relating to road safety in the Westland district please refer to the 1997 to 2001 Road Safety Data Report or one of the contacts listed below:

Land Transport Safety Authority

Regional Manager
Dennis Robertson
Phone 03 363 5661

Regional Education Advisor
Bob Clements
Phone 03 363 5677

Area Road Safety Engineer
Geoff Holland
Phone 03 363 5645

Road Safety Co-ordinator

Malcolm White
39 Albert Mall
PO Box 20, Greymouth
Phone 03 768 4912
teachu@xtra.co.nz

New Zealand Police

Hugh Flower
Tasman District Headquarters
Private Bag 39, Nelson
Phone 03 546 3855
Mobile 025 2667170

Westland District Council

Manager Operations
Rob Daniel
Private Bag 704, Hokitika
Phone 03 755 8321

Transit New Zealand

Area Engineer
Peter Connors
PO Box 1479, Christchurch
Phone 03 366 4455

Christchurch Regional Office
Level 5, BNZ House, 129 Hereford Street
PO Box 13-364, Christchurch
Phone 03 363 5666, Fax 03 363 5655
www.ltsa.govt.nz

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