



# briefing notes - road safety issues

## Westland District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Westland District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Westland District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Westland District to delve deeper into the highlighted issues and other road safety issues in the district. Contact the NZTA Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

### Major road safety issues

Note  
issues are not in  
any order

#### Westland District

Bend - loss of control or head-on

Overseas drivers

### 2009 road trauma

#### Casualties

#### Westland District

Deaths 1

Serious casualties 13

Minor casualties 66

#### Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

#### Crashes

#### Westland District

Fatal crashes 1

Serious injury crashes 12

Minor injury crashes 39

Non-injury crashes 75

## Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

**Table 3 – Safer Journeys' areas of concern and the Safe System**

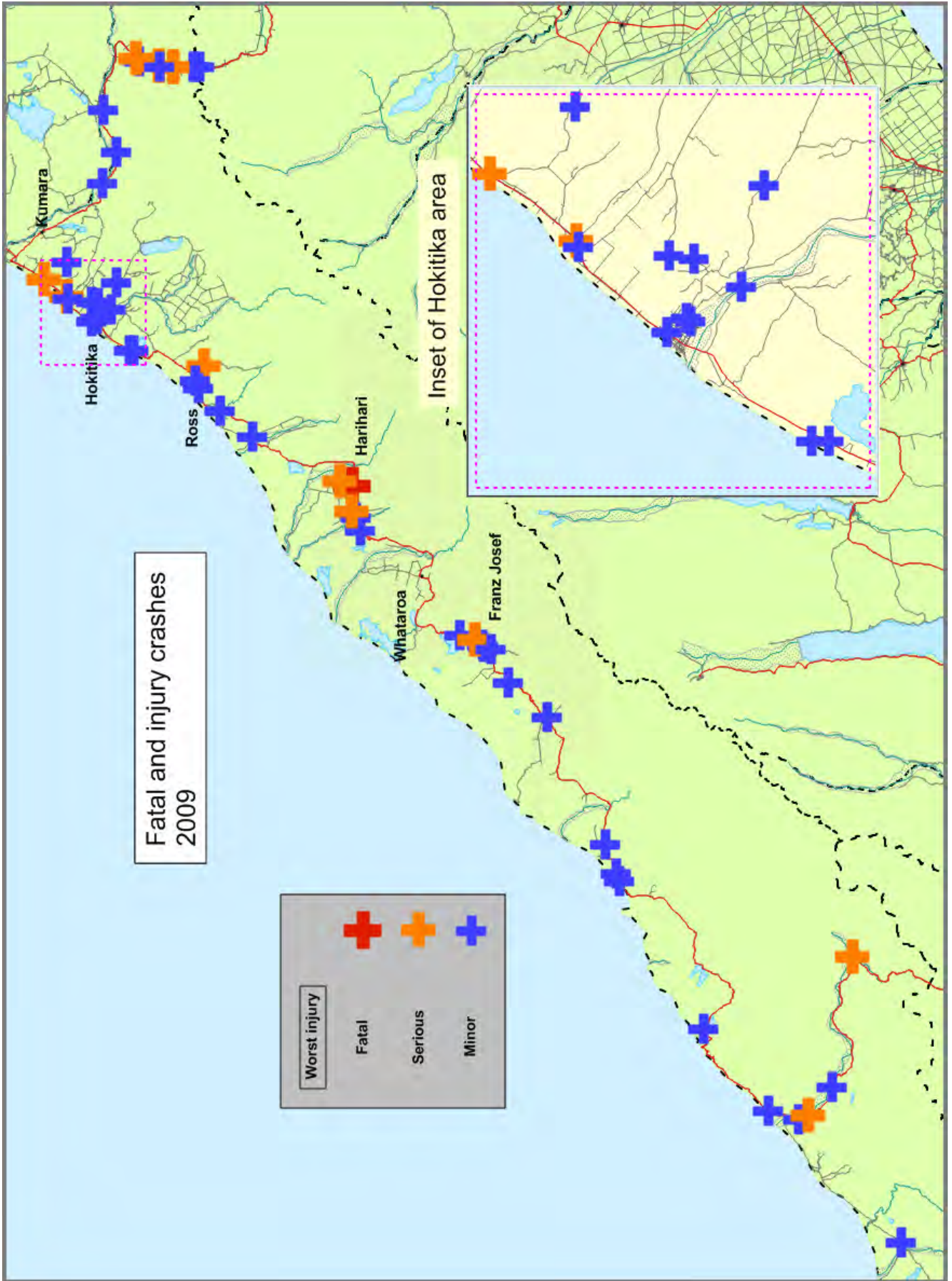
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
<b>Areas of high concern</b>				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
<b>Areas of medium concern</b>				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
<b>Areas of continued and emerging focus</b>				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source  
 Safer Journeys, Road Safety Strategy 2010-2020  
 Ministry of Transport  
 March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region  
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18





## Overview

In 2009 on Westland District local roads in there were 8 reported injury crashes, of which 2 were serious. In addition, on State Highways there were 31 reported injury crashes of which 11 were fatal or serious.

The table below shows the number of casualties resulting from the 39 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Westland District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	13	59	72
Urban	1	0	7	8
Total	1	13	66	80

In Westland District, 90 percent of crashes were on roads in the rural areas.

In 2009, the total number of reported fatal and injury crashes was the highest in the last ten years. This was primarily due to an increase in the reported minor injury crashes.

Crash trends in Westland District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	3	6	17	26
2001	4	11	23	38
2002	7	7	24	38
2003	4	6	29	39
2004	4	6	16	26
2005	2	11	27	40
2006	1	16	28	45
2007	4	8	19	31
2008	1	12	29	42
2009	1	12	39	52

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Westland District.

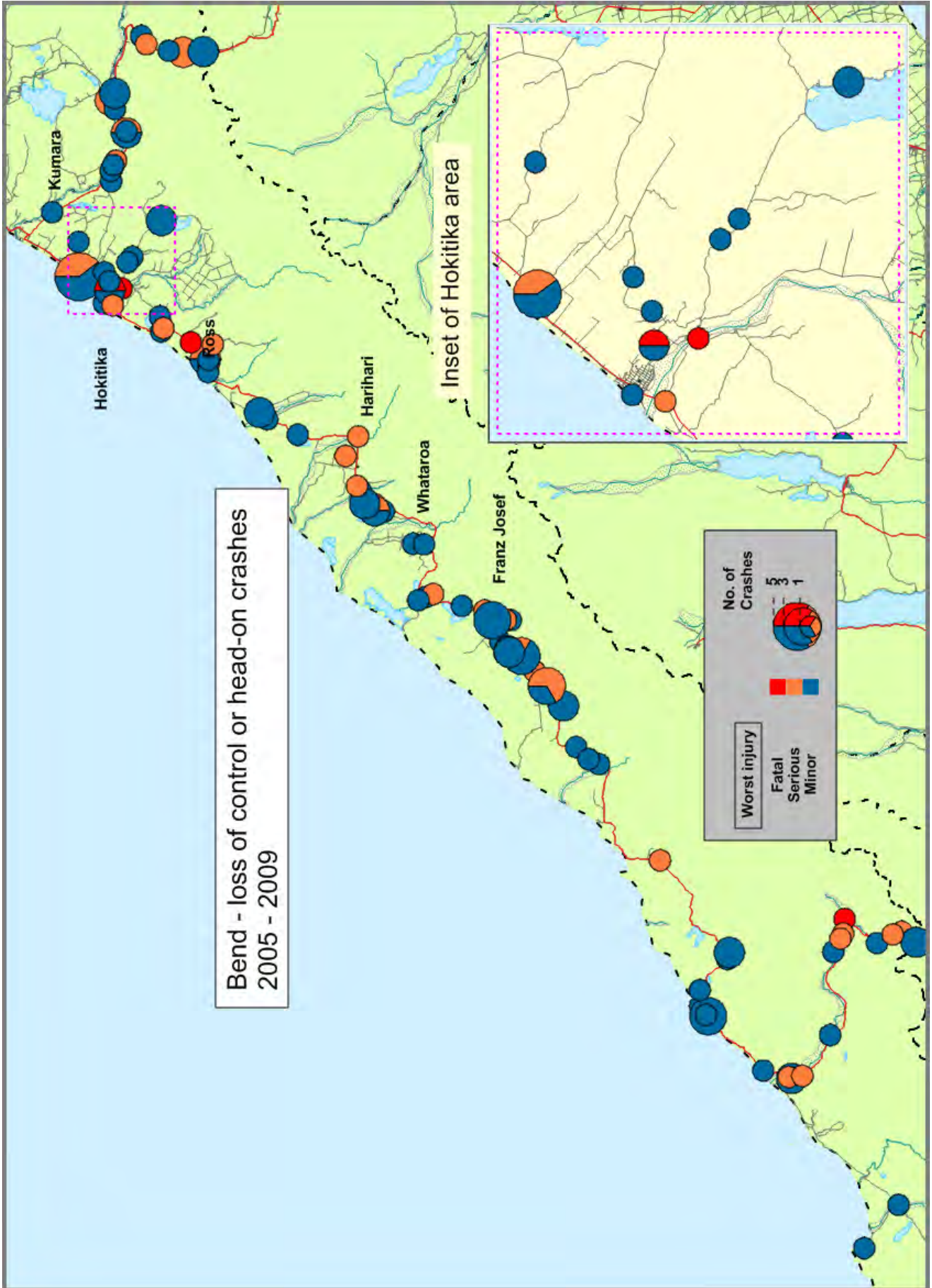
Crash characteristics (2005 to 2009) Westland District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	16	14	30	1
Too fast	32	28	59	1
At bends	59	60	125	1
On straights	25	20	43	1
Intersections	4	7	15	1
Road factors	21	21	45	1
Motorcycling	22	19	43	1
Young drivers	32	30	61	1
Fatigue	15	9	19	2
Distraction	9	5	23	2
Pedestrians	3	1	2	2
Cycling	1	1	3	2
Heavy vehicles	10	7	15	2
Older road users	8	4	8	3
Overseas drivers	26	34	73	-

Further information about the 37 injury crashes on local roads in Westland District, 2005 to 2009:

- 2 deaths, 9 serious injuries and 43 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (41 percent of at fault drivers)
- Social cost of crashes in 2009 \$2.54 m

Further information about the 173 injury crashes on State Highways in Westland District, 2005 to 2009:

- 7 deaths, 70 serious injuries and 192 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$15.79 m



## Bend - loss of control or head on

Between 2005 and 2009 60 percent of all injury crashes in Westland District were bend - loss of control or head on crashes. These crashes resulted in 4 deaths, 42 serious injuries and 139 minor injuries.

There were no fatal crashes of this type in the last two years. However in 2009 the total number of injury crashes reaches a five-year high.

Bend - loss of control or head on crashes Westland District (2005 - 2009)				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	6	19	26
2006	1	7	16	24
2007	2	6	15	23
2008	0	9	14	23
2009	0	8	21	29
Total	4	36	85	125

Overall almost three quarters of at fault drivers were males. While the 20 - 24 years age group was the most highly represented in the at fault drivers, the 15 - 19 years group was involved less than a third of 20 - 24 years group.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	4	5	9
20 to 24	24	6	30
25 to 29	15	3	18
30 to 39	12	9	21
40 to 49	16	2	18
50 to 59	10	4	14
60 to 69	6	3	9
70 and over	2	0	2
Total	89	32	121

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Westland District were cliffs or banks (27), over bank (21), trees (15) and ditches (15) from a total of 117 objects struck.

A roadside hazard was struck in 71 percent of bend - loss of control crashes in the District.

Further information about the 23 injury bend - loss of control or head on crashes on local roads in Westland District, (2005 to 2009):

- 2 deaths, 6 serious injuries and 24 minor injuries
- 30 percent of crashes involved alcohol
- 61 percent of crashes involved speed too fast for the conditions
- 13 percent involved road factors
- 43 percent involved poor handling
- 78 percent were on rural roads
- 26 percent were on wet or icy roads
- 52 percent were at night
- Worst month November
- Worst day of week Sunday
- Worst time period 9 pm till midnight

Further information about the 102 injury bend - loss of control or head on crashes on State Highways in Westland District, (2005 to 2009):

- 2 deaths, 36 serious injuries and 115 minor injuries
- 12 percent of crashes involved alcohol
- 40 percent of crashes involved speed too fast for the conditions
- 29 percent involved road factors
- 69 percent involved poor handling
- 99 percent were on rural roads
- 45 percent were on wet or icy roads
- 21 percent were at night
- Worst month February
- Worst day of week Tuesday, Saturday
- Worst time period midday till 3 pm







## Overseas drivers

On roads in Westland District between 2005 and 2009, 34 percent of injury crashes involved overseas drivers. These 82 crashes resulted in one death, 34 serious injuries and 110 minor injuries. Overseas drivers may include both tourists and New Zealand residents driving on an overseas licence.

### Casualties from crashes involving overseas drivers (2005 - 2009) Westland District

	2005	2006	2007	2008	2009
Fatal	0	0	0	0	1
Serious	8	7	3	12	4
Minor	29	15	21	16	29
Total	37	22	24	28	34

In 2009, the number of casualties from crashes involving overseas drivers was the highest in the last four years. The only fatal crash in the 5 year period was in 2009.

### Injury crashes involving Overseas drivers (2005 to 2009) Westland District

Highway number	Number of crashes	Social cost of crashes (m)
SH 6	62	\$21.83 m
SH 73	15	\$4.81 m
District roads	5	\$1.27 m

More than nine of every ten crashes in that involved an overseas driver in the area were on rural roads.

On roads in Westland District, 55 percent of all crashes involving overseas drivers were Bend - loss of control or head-on crashes. Straight road - loss of control or head on crashes accounted a further 18 percent of injury crashes, and rear end/collision with obstruction represented 16 percent of crashes.

Drivers and passengers in cars or station wagons made up 70 percent of casualties in these crashes. Motorcyclists represented 17 percent of all casualties.

Male drivers of all ages made up 70 percent of at-fault drivers.

### Ages of drivers at fault in crashes involving overseas drivers Westland District (2005-2009)

Ages (years)*	Male	Female	Total
15 to 19	2	3	5
20 to 24	13	3	16
25 to 29	7	2	9
30 to 39	11	8	19
40 to 49	8	3	11
50 to 59	5	4	9
60 to 69	6	0	6
70 +	4	1	5

The common home locations of the overseas drivers were:

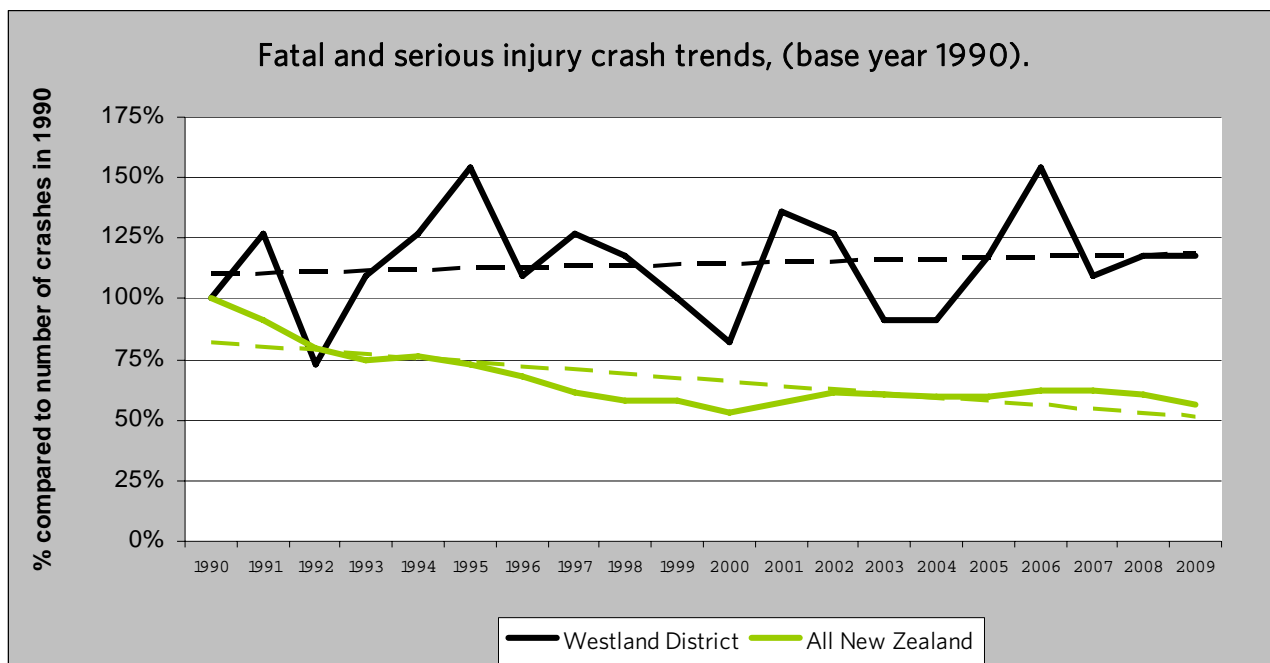
United Kingdom	21
Europe	14
USA / Canada	14
Asia	12
Australia	9
Other	2

Further information about the 82 injury crashes involving overseas drivers in Westland District 2005 to 2009:

- Most common crash factors were:- Poor handling and , Poor observation, Poor judgement and Too fast.
- 5 percent of crashes were at intersections
- 12 percent of crashes at night
- 43 percent in of crashes in wet or icy conditions
- Worst month February
- Worst day of week Tuesday
- Worst times 3 pm to 6 pm

## Looking back - the last two decades.

The vision of the Government’s “Safer Journeys” road safety strategy is “A safe road system that is increasingly free of road deaths and serious injuries”. The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Westland District and for the country as a whole.



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