

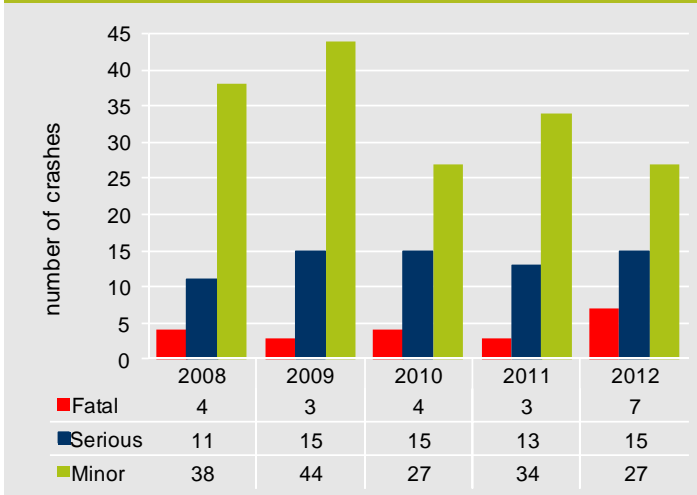
briefing notes crash analysis

a Safe System approach

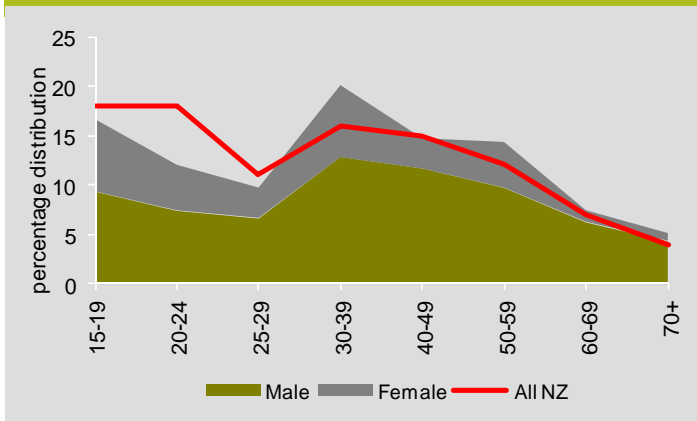
Rural road loss of control & head-on - Selwyn District

Increasing the safety of rural roads and roadsides is a high strategic priority identified in Safer Journeys. Locally rural road loss of control/head-on crashes are of concern due to the number of deaths and/or serious casualties, which reflects a high level of collective risk.

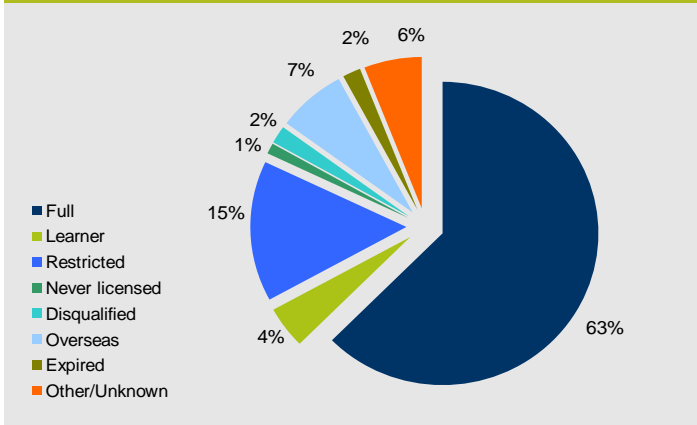
Fatal, serious & minor injury crash trends



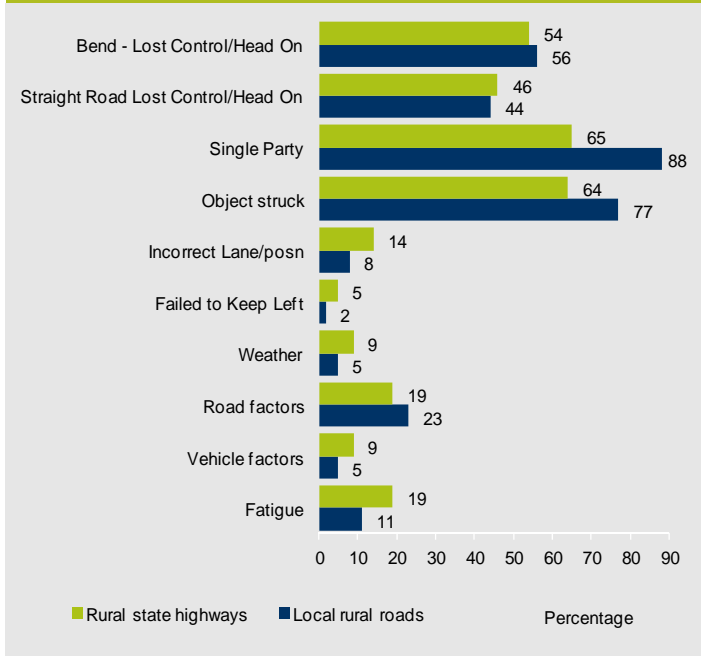
Age & gender of at fault drivers 2008-2012



Driver licence status of at fault drivers



Characteristics of injury crashes 2008-2012



Further information about these rural road injury crashes locally in 2008-2012:

Local roads

- In 131 crashes - 7 deaths, 42 serious injuries and 111 minor injuries

Safe Speed

- Speed too fast for the conditions - 36 percent

Safe Use

- Young drivers - 38 percent
- Alcohol & drugs - 30 percent

Safe Roads & roadsides

- Rural roads - 50 percent were on local roads
- Intersections - 27 percent

Safe Vehicles

- Motorcyclists - 10 percent
- Trucks - 5 percent

State highways

- In 129 crashes - 17 deaths, 42 serious injuries and 128 minor injuries

Safe Speed

- Speed too fast for the conditions - 23 percent

Safe Use

- Young drivers - 20 percent
- Alcohol & drugs - 15 percent

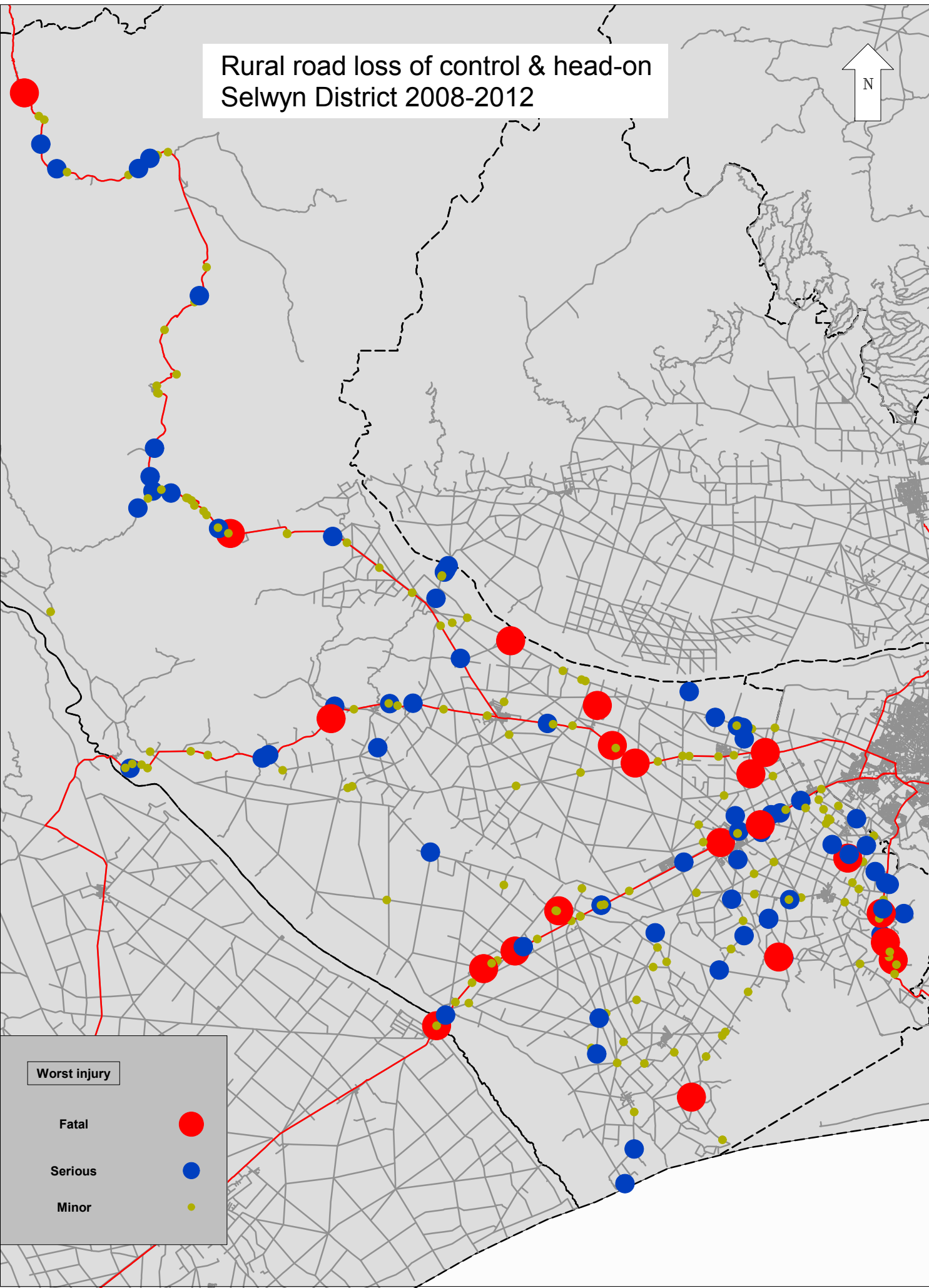
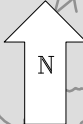
Safe Roads & roadsides

- Rural roads - 50 percent were on state highways
- Intersections - 4 percent

Safe Vehicles

- Motorcyclists - 14 percent
- Trucks - 13 percent

Rural road loss of control & head-on Selwyn District 2008-2012



Worst injury

Fatal



Serious



Minor

