

# road safety issues

## West Coast Region

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the West Coast Region. The three authorities in the region each have their own unique crash pattern. The individual district reports should also be referred to when considering safety measures to implement.**

In the last five years 54 people died on roads in the West Coast Region. Another 163 road users were seriously injured and 530 received minor injuries. There were also 975 non-injury crashes reported. There is no obvious long-term reduction in the number of crashes although in 2004 the number of casualties from rural injury crashes reported in the region was the lowest in 10 years.

In 2004, over 80 percent of the social cost of crashes in the region resulted from crashes on rural roads. Crashes on state highways in the region accounted for 80 percent of the social cost of crashes.

One measure of safety performance is crashes per 10,000 population. In 2004, the figure for the West Coast Region was 32. The rate for all of New Zealand was 25 and for a peer group of similar authorities used for comparison, the figure was 40.

Another measure of safety performance is crashes per 100 million kilometres travelled. In the West Coast Region the rates for urban roads and rural local roads were below the national and peer group averages. The rural state highway rates were above average.

### Major road safety issues

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for West Coast Region



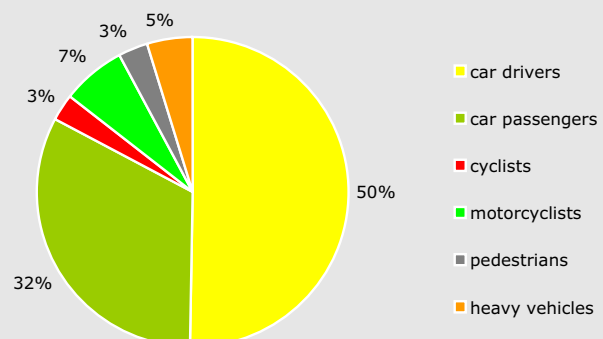
Deaths	10
Serious casualties	29
Minor casualties	100



Fatal crashes	10
Serious injury crashes	25
Minor injury crashes	64
Non-injury crashes	250

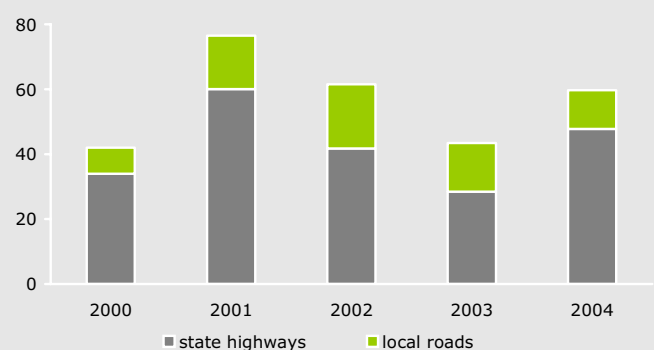
### Road casualties 2000–2004

#### User type 2000–2004



### Estimated social cost of crashes\*

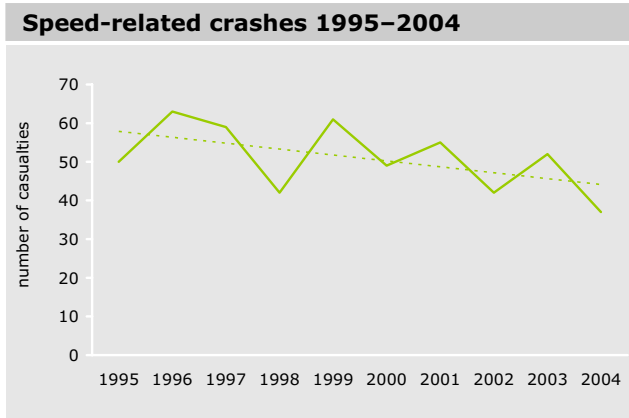
#### Social cost (\$ million)



\*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 2004 prices.

## Speed

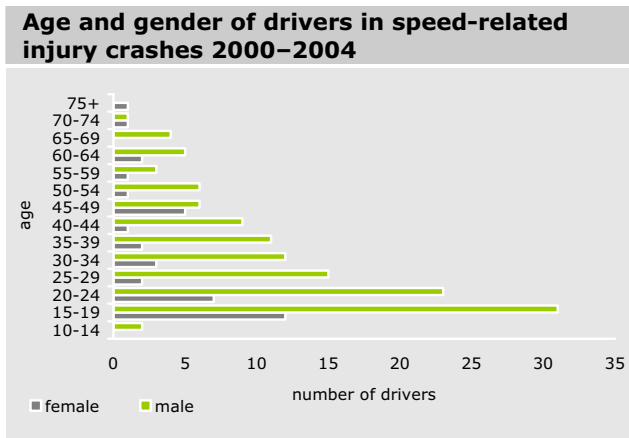
Last year three people died and 34 people were injured in speed-related crashes on roads in the West Coast Region. There were also 37 non-injury crashes. The number of road users injured in speed-related crashes in the region in 2004 was the lowest in the last 10 years. There is a long-term downward trend in the number of casualties from these crashes.



Close to three quarters of speed-related crashes were on roads in rural areas of the region. Almost all speed-related crashes were loss of control crashes on bends.

Poor handling, alcohol, poor judgement and poor observation were the driver factors most often associated with excessive speed. The second most commonly reported factor (14 percent) contributing to speed-related crashes was road condition, such as a slippery surface due to rain or loose material.

More male than female drivers were involved in speed-related crashes.

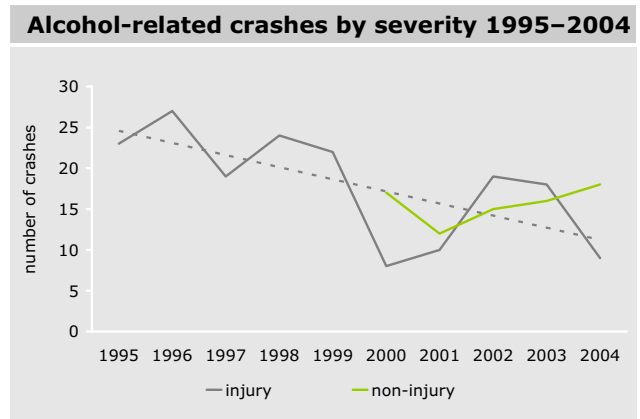


Almost half of speed-related crashes in the region were at weekends, almost half were in the dark and over half were on wet or icy roads.

## Alcohol

In 2004, one person died as a result of a crash involving an alcohol-impaired driver on roads in the West Coast Region. Thirteen people also received serious or minor injuries. In addition there were 18 non-injury crashes that involved an alcohol-impaired driver.

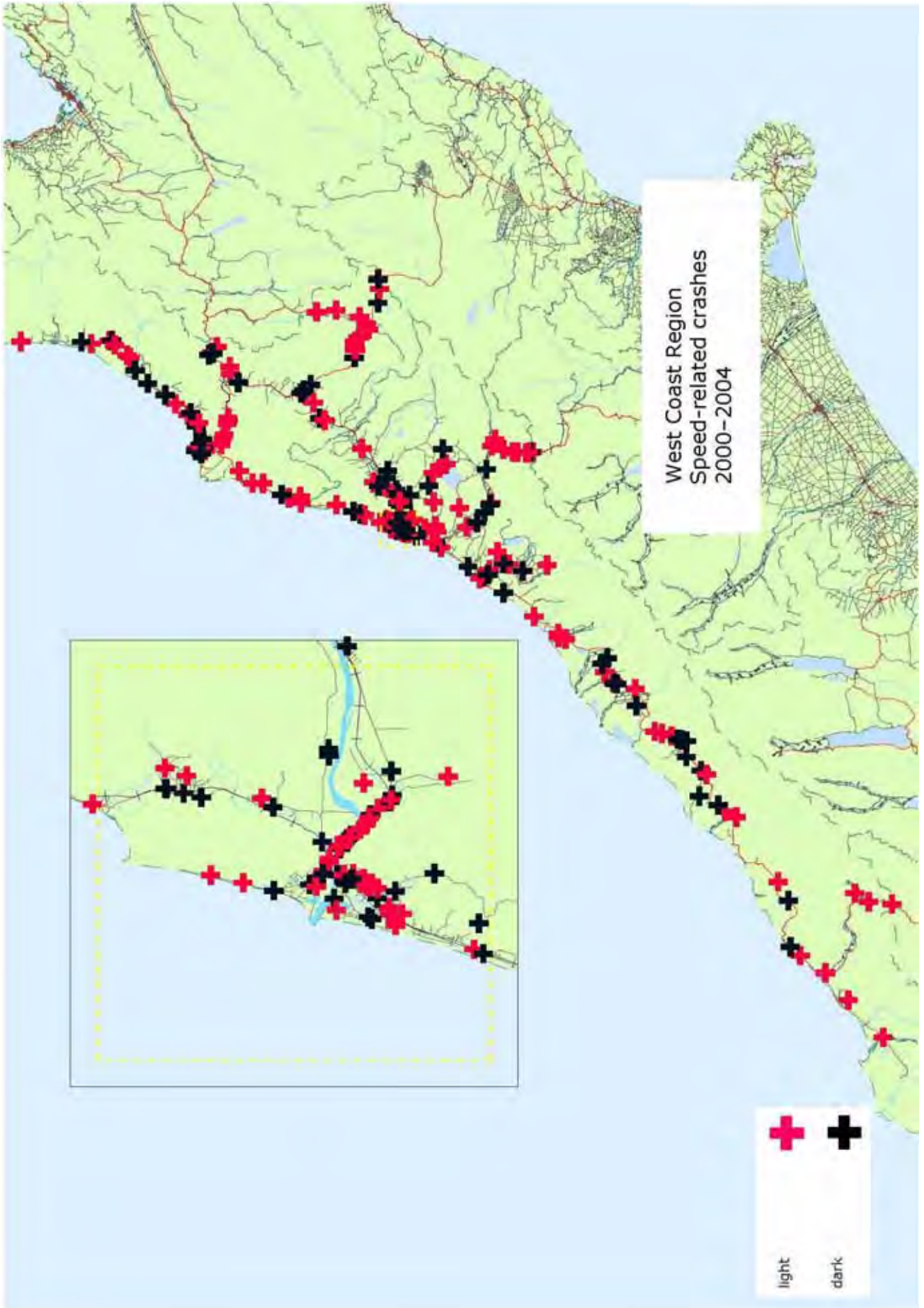
Over the last 10 years, the number of alcohol-related injury crashes has reduced. Last year, the number was the second lowest in the period. For non-injury crashes driver factors have been recorded from 2000 only. Over the last five years, the number of non-injury alcohol-related crashes appears to be increasing.

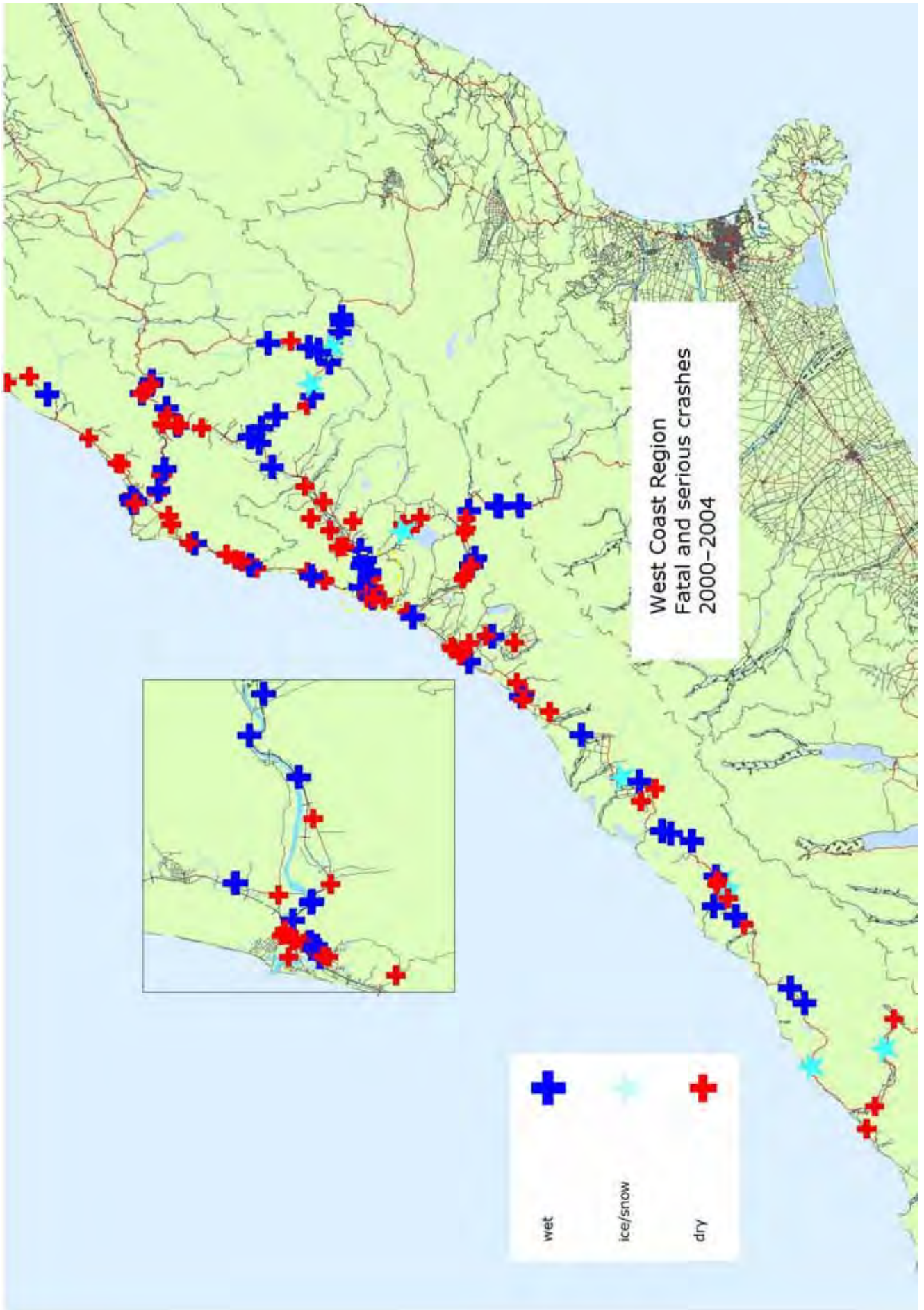


Almost two thirds of all alcohol-related crashes in the region were in rural areas, although for injury crashes only, over three quarters were in rural areas. Loss of control was the crash type most likely to be associated with alcohol impairment. Excessive speed, poor handling and fatigue were the crash factors most often associated with alcohol.

Over half of all reported alcohol-related crashes were on weekends and over half were on local roads. Most alcohol-related crashes were in darkness with only one quarter occurring in daylight.

Three quarters of drivers in alcohol-related crashes were males. Male drivers aged 20 to 24 years were those most likely to be involved in alcohol-related crashes. Drivers under 20 years old were the next group most often involved in alcohol-related crashes, followed by those aged 30 to 34 years and 35 to 39 years.





## Failure to give way or stop

Failure to give way or stop was reported in just over 10 percent of crashes on roads in the West Coast Region in the last five years. Last year one person received serious injuries and six people sustained minor injuries in crashes where one party failed to give way or stop.

Almost three quarters of crashes where a road user failed to give way or stop were in urban areas. Over half of these crashes were at crossroads. In urban areas almost 15 percent were at driveways. In rural areas just under half of all failure to give way crashes occurred at T junctions, with most of the remaining crashes being at driveways.

Poor observation and poor judgement were the driver factors most often associated with failure to give way or stop. Most crashes were during the week in dry, daylight conditions.

Male drivers accounted for six out of every 10 drivers involved in these crashes. All ages were represented, with females predominating in the younger age groups.

**Drivers injured in failure to give way or stop crashes 2000–2004**



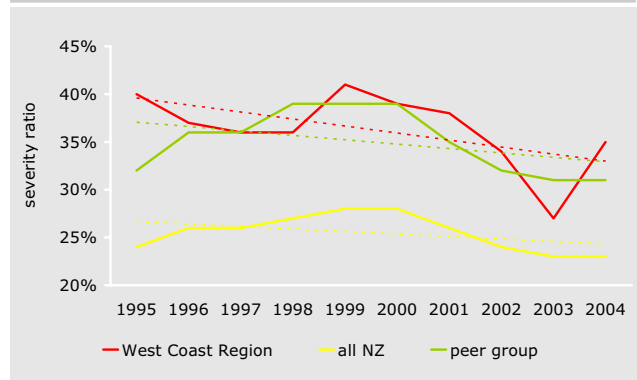
## Restraints

The Ministry of Transport arranges surveys of restraint use on roads. Restraint wearing rates for drivers and front seat passengers in cars on roads in the West Coast Region are shown in the table on the last page of this report. In the region the percentage of non-compliance ranges from six to nine percent. Nationally the five worst performing local authorities have non-compliance rates from 11 to 19 percent.

The wearing of safety belts reduces the severity of injury in the event of a crash. One means of assessing the effectiveness of restraint measures is the severity ratio – the ratio of fatal and serious crashes to all injury crashes.

The West Coast Region and comparison ratios are shown in the graph below.

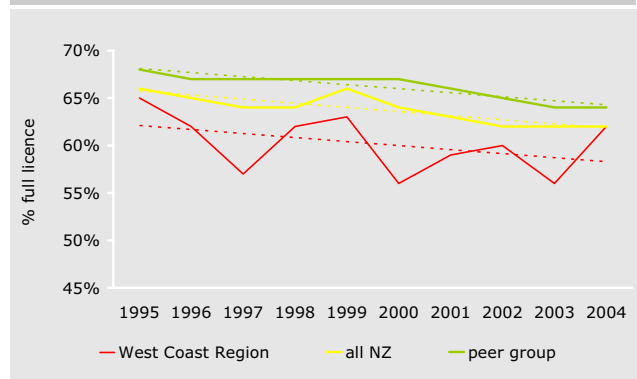
**Severity ratio of injury crashes 1995–2004**



## Licensing

The number of fully licensed drivers involved in injury crashes on roads in the West Coast Region has reduced over the last 10 years. This corresponds with a reduction in the national and peer group levels. While there was an increase in the 2004 figures, they remain below both the national and comparison group averages.

**Full licence held in injury crashes 1995–2004**



Of those drivers without a full New Zealand licence, one third were overseas drivers, one quarter held restricted licences and one sixth had learner licences.

Speeding, poor handling, poor observation and poor judgement were the crash factors most often associated with these drivers.

## Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport.

It compares the results for the three West Coast Districts' 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Buller District 2004 injury crashes	Grey District 2004 injury crashes	Westland District 2004 injury crashes	Range for five poorest performances
<b>Speed</b> % crashes with excessive speed	22%	35%	15%	28% to 35%
<b>Alcohol</b> % driver alcohol crashes	8%	3%	19%	21% to 40%
<b>Intersections</b> % crashes with failed to stop or give way factors	11%	19%	8%	35% to 43%
<b>Pedestrian</b> % crashes with pedestrians	3%	8%	4%	14% to 22%
<b>Cyclists</b> % crashes with cyclists	3%	0%	4%	12% to 17%
<b>Safety belts</b> % unrestrained – front seat	6%	7%	9%	11% to 19%

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