

road safety issues

Canterbury Region

Land Transport New Zealand has prepared this road safety issues report. It is based on reported injury crash data for the 2001–2005 period. The intent of the report is to highlight the key road safety issues within the Canterbury Region.

Comparing the reported injury crashes and casualties in 2005 with 2004:

- injury crashes have increased
- cyclist casualties have increased
- motorcyclist casualties have increased
- heavy vehicle casualties have decreased.

Between 2001 to 2005:

- injury crashes have increased
- drivers on a learner or restricted license consistently made up 20 percent of the drivers involved in injury crashes
- males made up 60 percent of rural casualties.

Major road safety issues

Canterbury Region

Intersections

Loss of control on bends

Speed

Cyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Canterbury Region



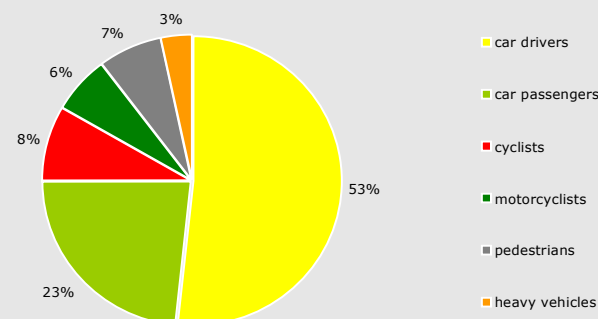
Deaths	44
Serious casualties	326
Minor casualties	1,272



Fatal crashes	39
Serious injury crashes	272
Minor injury crashes	918
Non-injury crashes	2,452

Road casualties 2001-2005

User type 2001-2005



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 2005 prices.

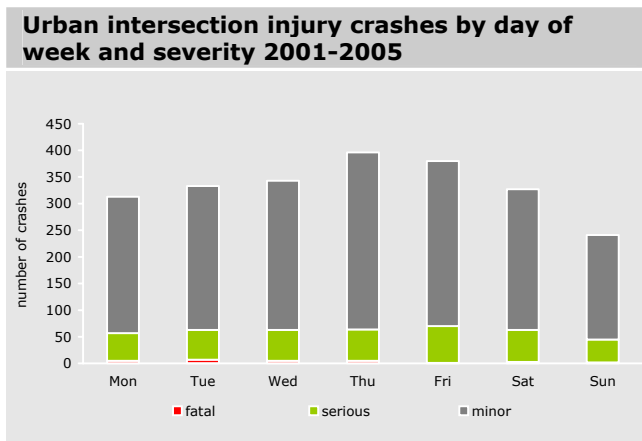
Intersections

Crashes at intersections made up almost half of the injury crashes in Canterbury from 2001 to 2005. These crashes resulted in 57 fatalities, 589 serious injuries and 3,066 minor injuries.

Over 80 percent of all the intersection crashes were at urban intersections. Rural intersection crashes were less common but, because they involved higher impact speeds, they were more likely to lead to serious or fatal injuries.

Drivers at fault were well spread throughout the age groups. Drivers aged between 15 and 24 years made up 35 percent of the at-fault drivers for urban intersection crashes and 30 percent of the at-fault drivers for rural intersection crashes. Males were almost twice as likely to be at-fault drivers than females for both rural and urban intersection crashes.

Urban intersection crashes were most common on weekdays between 3 pm and 6 pm. The chart below shows that Thursday was the day of the week with the largest numbers of crashes. Night-time crashes were concentrated in the weekends on Friday night/Saturday morning and Saturday night/Sunday morning.



Rural intersection crashes were most common between 3 pm and 6 pm – this was consistent throughout the week. Friday was the day of the week with the largest numbers of crashes. Over a quarter of the rural intersection crashes were in the dark.

For the urban intersection crashes, learner and restricted licence holders made up over 20 percent of the at-fault drivers. Learner and restricted licence holders made up just over 15 percent of the at-fault drivers involved in rural crashes.

The Canterbury Region Rural Intersection Injury Crashes 2001-2005 map shows that intersection crashes were spread throughout the region with night-time crashes clustering to some extent along State Highway 1.

Loss of control on bends

Loss of control crashes on bends made up 21 percent of the injury crashes in Canterbury between 2001 and 2005. These crashes resulted in 83 fatalities, 425 serious injuries and 1,302 minor injuries.

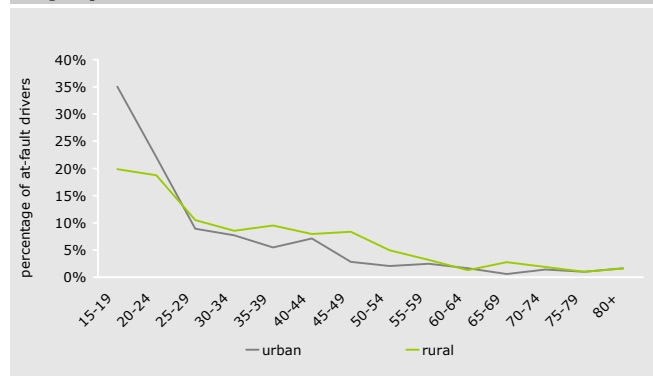
Urban areas

Loss of control crashes in urban areas made up 42 percent of all the loss of control injury crashes on bends between 2001 and 2005. Excessive speed was a factor in over half of the crashes and a third of the crashes involved alcohol as a contributing factor.

Over three quarters of these crashes involved just a single vehicle. Of the at-fault drivers in these crashes males made up 75 percent of the total. Over a third of the at-fault drivers were in the 15 to 19 year age group.

Weekend crashes accounted for 43 percent of the crashes. The worst times in the weekends were between midnight and 3 am on both Saturday and Sunday morning.

Age of at-fault drivers in loss of control on bend injury crashes 2001-2005

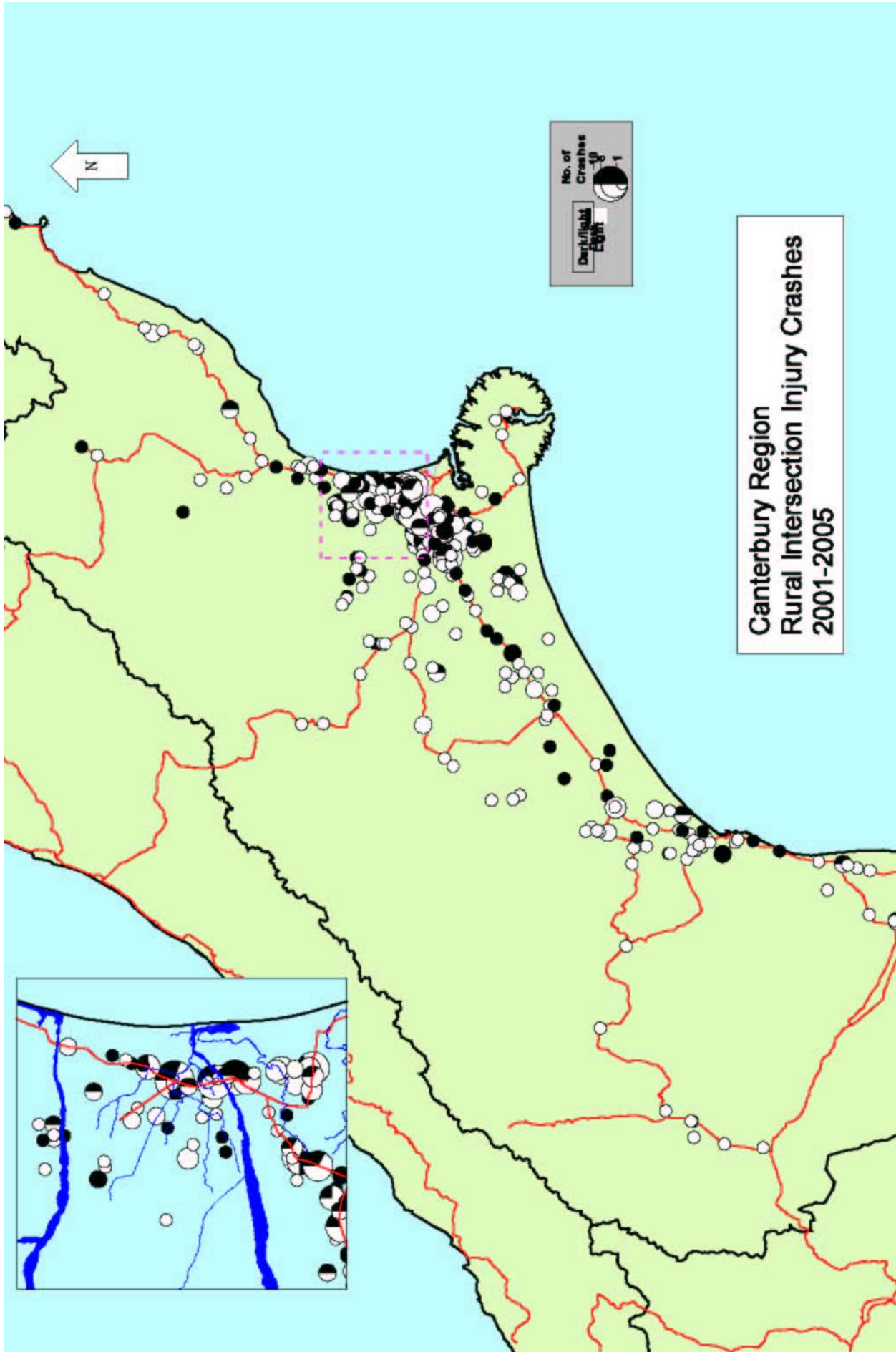


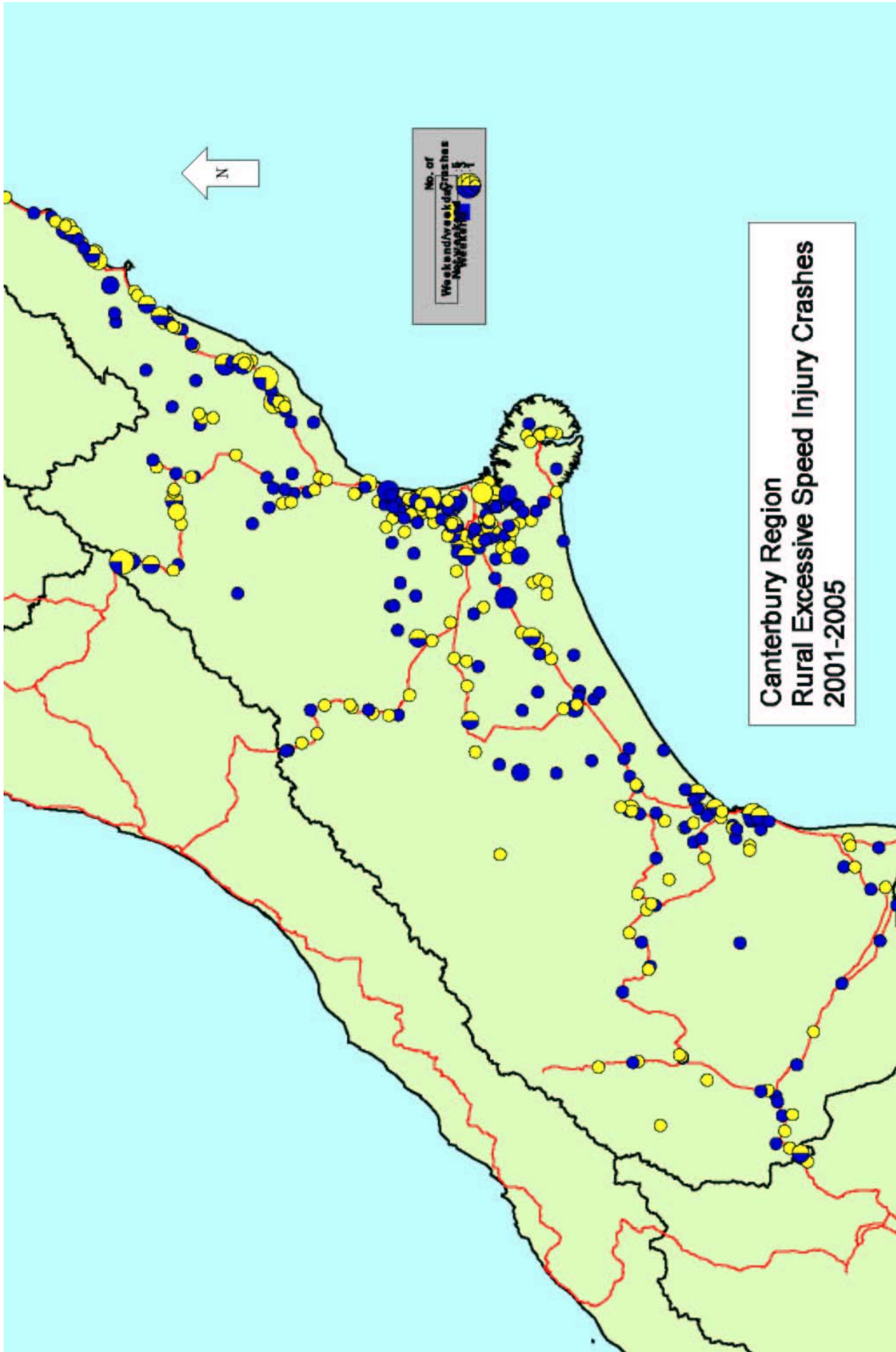
Rural areas

Loss of control crashes in rural areas made up 58 percent of all the loss of control injury crashes on bends between 2001 and 2005. Rural areas include roads with speed limits greater than 70 km/h. The higher speeds of vehicles in rural areas led to greater injury severity with rural crashes resulting in 65 fatalities, 284 serious injuries and 730 minor injuries. Excessive speed was a factor in 42 percent of these crashes and 18 percent of the crashes involved alcohol as a contributing factor.

Over 70 percent of these crashes involved just a single vehicle. Of the at-fault drivers in these crashes, males made up 72 percent of the total. A fifth of the at-fault drivers were in the 15 to 19 year age group.

Weekend crashes accounted for 44 percent of the crashes. The worst times for weekend crashes were during Friday evening and on Saturday between midday and 3 pm.





Speed

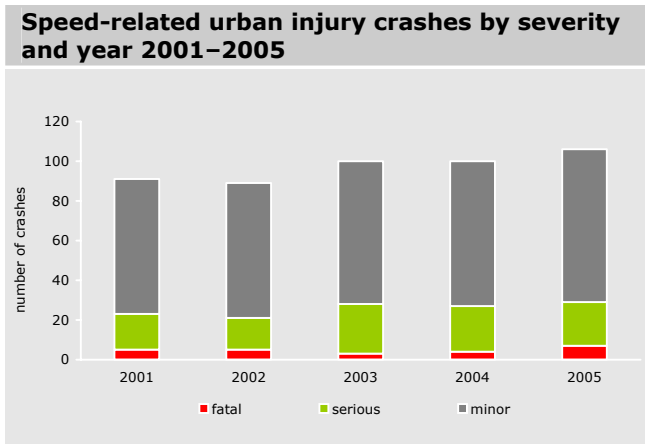
Excessive speed was a contributing factor in 16 percent of the injury crashes in Canterbury between 2001 and 2005. These crashes resulted in 75 fatalities, 311 serious injuries and 1,029 minor injuries.

Urban areas

Injury crashes in urban areas involving excessive speed made up 53 percent of all the excessive speed crashes. These crashes were evenly spread throughout the year. The largest number of crashes occurred on Friday, Saturday and Sunday. The period from midnight to 3 am on both Saturday and Sunday morning had the highest numbers of crashes of any three-hour period.

The at-fault drivers were dominated by the younger age groups. The largest contribution was made by drivers aged between 15 and 24 years who made up 63 percent of the at-fault drivers for urban speed-related crashes. Males made up the bulk of the at-fault drivers; they were four times more likely to be at-fault drivers than females. Almost a quarter of the at-fault drivers were male and had either a learner or restricted licence.

The chart below shows there has been an increasing number of urban crashes involving speed over the last five years.



Rural areas

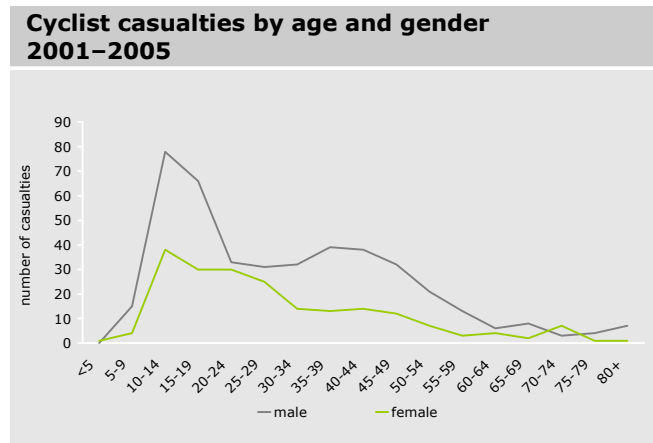
Injury crashes in rural areas involving excessive speed resulted in 48 fatalities, 163 serious injuries and 462 minor injuries. Almost half of these crashes occurred during the weekend. Note: The weekend is from Friday 6 pm to Monday 6 am.

The Canterbury Region, Rural Excessive Speed Injury Crashes 2001-2005 map shows the distribution of the excessive speed crashes and highlights some areas with clusters of weekend crashes and routes with weekend crashes. The locations of the crashes were split evenly between local roads and state highways.

Cyclists

Between 2001 and 2005, there were nine cyclist fatalities, 146 serious injuries and 515 minor injuries.

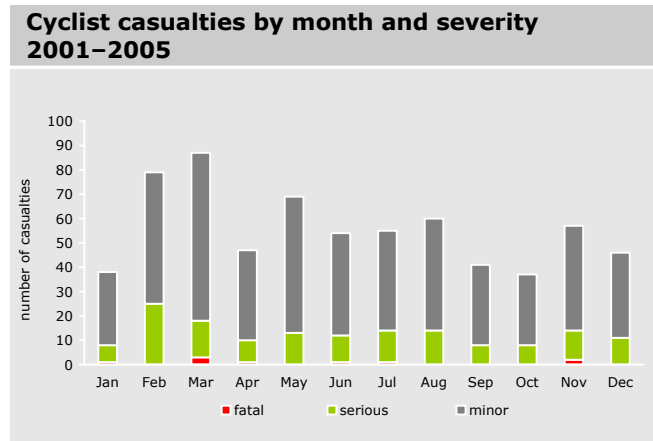
Between 2001 and 2005, over 90 percent of cyclist injury crashes occurred on roads with speed limits of 70 km/h or less. The chart below shows that younger cyclists sustained the most injuries and that more males sustained injuries than females.



Crashes that resulted in cyclists being injured were concentrated in the weekdays. These crashes made up 81 percent of the total. During the week the worst time for crashes was in the morning from 8 am to 9 am and then in the afternoon from 3 pm to 6 pm. The highest number of crashes occurred on Wednesday.

Many of the crashes involved drivers failing to see cyclists – cyclists can help by wearing bright and reflective clothing. In dark and twilight conditions cyclists can improve their visibility by using front and rear lights.

The chart below shows that cyclist crashes peaked in the months of February and March. This peak coincides with the start of the school year and these crashes feature a large number of cyclists in the 10-14 year age group and the 15-19 year age group.



Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for the Canterbury Region 2005 injury crashes with the national range.

	Performance range for all regions	Canterbury Region 2005 injury crashes
Open road speed crashes % of rural crashes where excessive speed was a factor	18%–29%	22%
Open road alcohol crashes % of rural crashes where alcohol was a factor	9%–22%	14%
Urban alcohol crashes % of urban crashes where alcohol was a factor	8%–20%	13%
Reporting rate Estimated % of all serious injury crashes that are reported	52%–71%	61%
Safety belts % of seatbelts not worn	3%–9%	5%
Cycle helmets % of cycle helmets not worn	5%–24%	10%

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