

road safety issues

Selwyn District

Land Transport New Zealand has prepared this road safety issues report. It is based on the tables and graphs in the Selwyn District 2000–2004 road safety report and more detailed analysis of the crashes using the crash analysis system (CAS).

Comparing the crashes reported in 2004 with the previous year shows:

- five deaths in 2004 compared with four in 2003
- a slightly lower social cost of crashes in 2004
- a slightly higher number of fatal and non-injury crashes in 2004, but fewer serious and minor injury crashes
- the severity ratio slowly trending down for rural crashes, but a sharp increase in the urban severity ratio
- the continuation of poor observation as the most common factor contributing to the crashes.

The five fatal crashes in 2004 involved:

- two vehicles failing to stop for trains
- an elderly driver failing to notice traffic on the side road at an intersection
- a 20 year old driver losing control on a gravel road and hitting a tree when travelling too fast for the conditions, possibly affected by alcohol
- a 17 year old driver falling asleep, veering off the road and hitting a pole.

Major road safety issues

Selwyn District

Poor observation

Rural intersections

Loss of control on rural roads

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Selwyn District



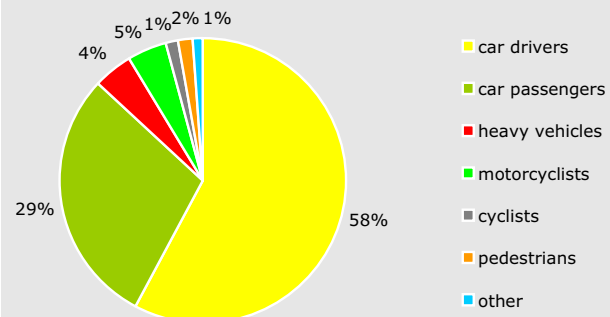
Deaths	5
Serious casualties	23
Minor casualties	73



Fatal crashes	5
Serious injury crashes	17
Minor injury crashes	43
Non-injury crashes	127

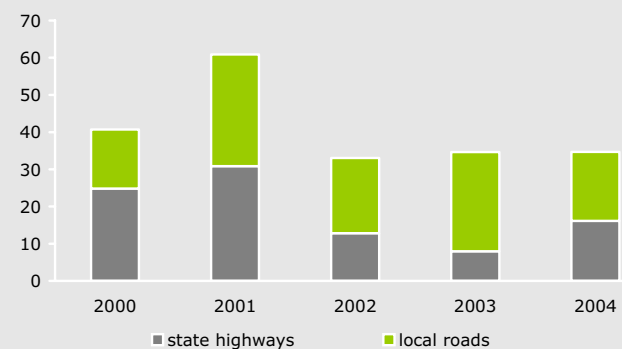
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

Social cost (\$ million)



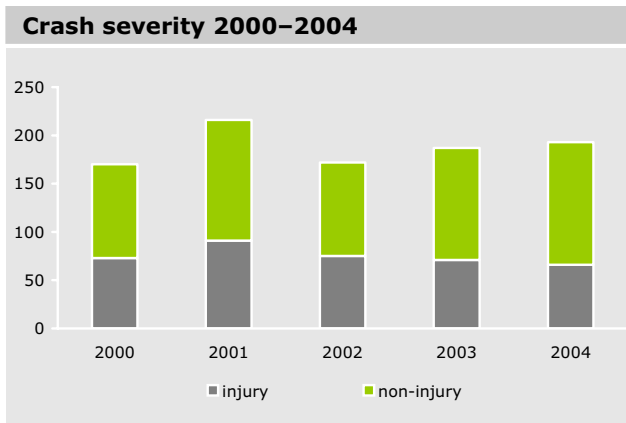
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

General

Injury crashes took a large jump in 2001 but have been declining since then. The most common crash type, loss of control on bends, reduced 16 percent in 2004 but crossing/turning crashes, ie at intersections, increased by a third. For the first time in five years more crashes involved multiple vehicles than single vehicles. This reflects the change in crash type. On average, 85 percent of Selwyn District crashes occurred on rural roads.

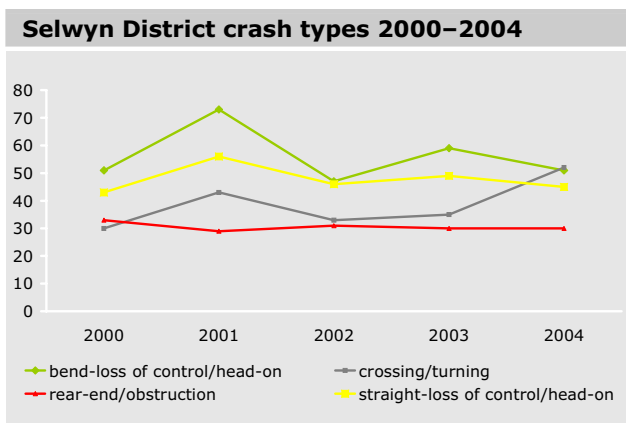
Between 2000 and 2003 there were slightly more crashes on local roads than on state highways; in 2004 this position was reversed, so that 51 percent of all crashes in the Selwyn District occurred on state highways.

The main cause of crashes was poor observation, followed by road factors, excessive speed and poor handling.



The largest group of drivers involved in crashes were 15-19 year old males, followed by 20-24 year olds.

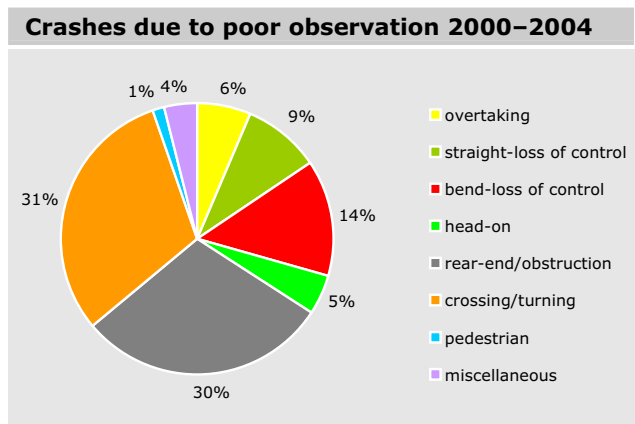
On average, most crashes happened in December, followed by July. Saturdays had the highest number of crashes, and 4 pm to 8 pm was the peak time. Around eight percent of crashes occurred during the main holiday periods of Easter, Queen's Birthday, Labour Weekend and Christmas/New Year.



Poor observation

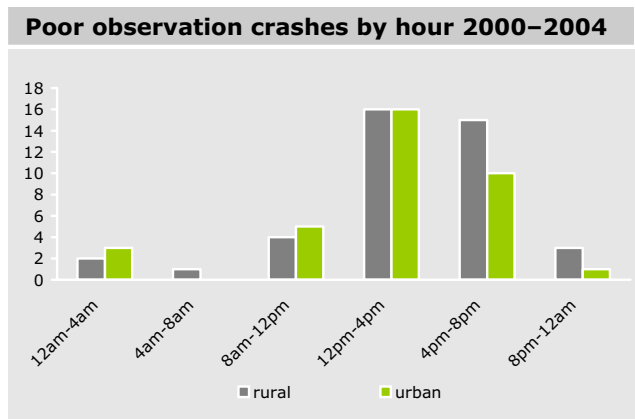
Between 2000 and 2004, poor observation was the highest reported cause of crashes, featuring in 112 injury and 159 non-injury crashes. Fifty-seven percent of these crashes happened on state highways, 83 percent on the open road and just over half at intersections. The most common findings were failure to notice Stop or Give Way signs or turning traffic, followed by failure to notice traffic ahead slowing, and being distracted by things such as scenery, cigarettes or sunlight.

December recorded the most crashes due to poor observation, with Saturday the most common day of the week. More crashes due to this factor were recorded in 2004 than in the previous four years.

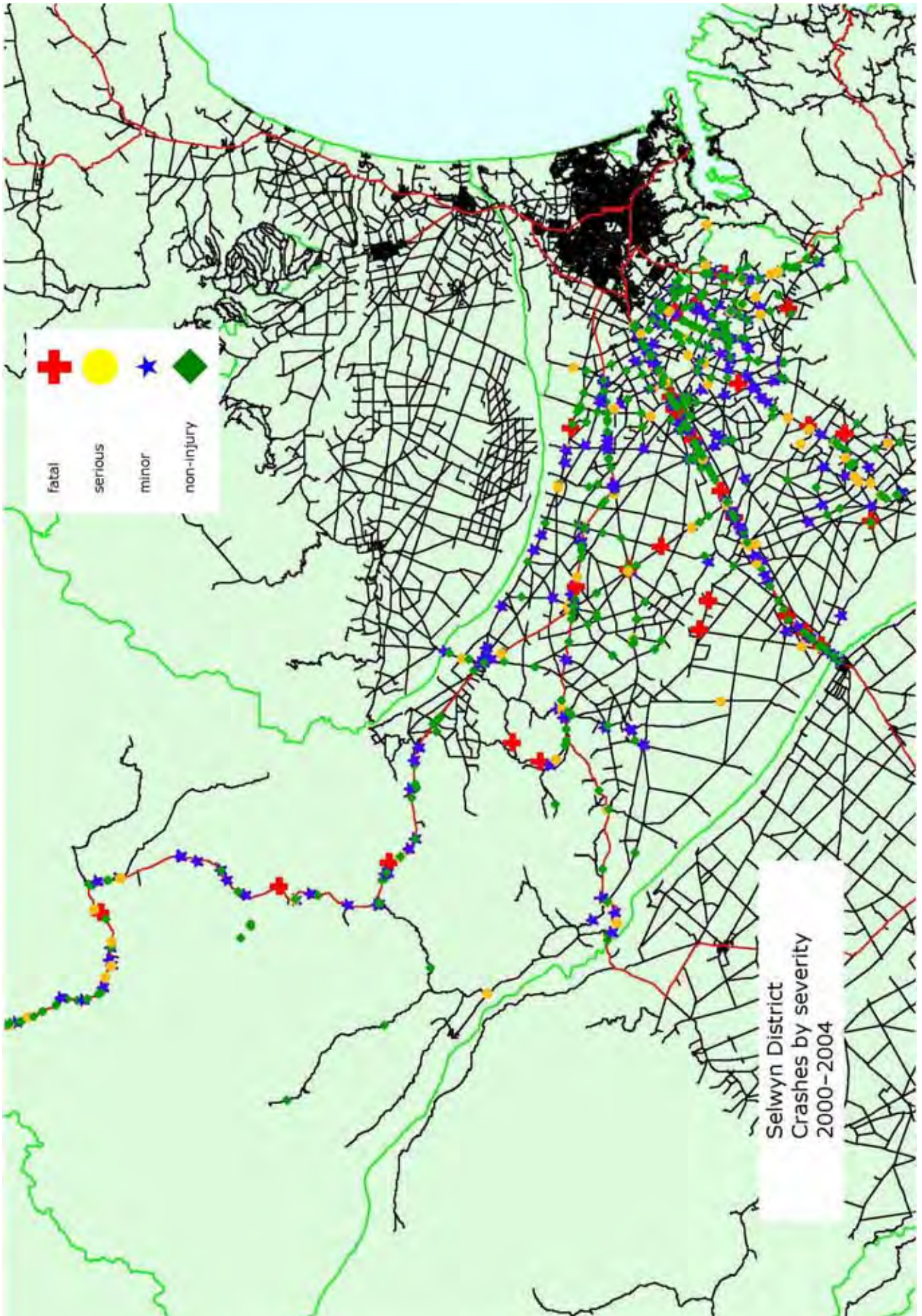


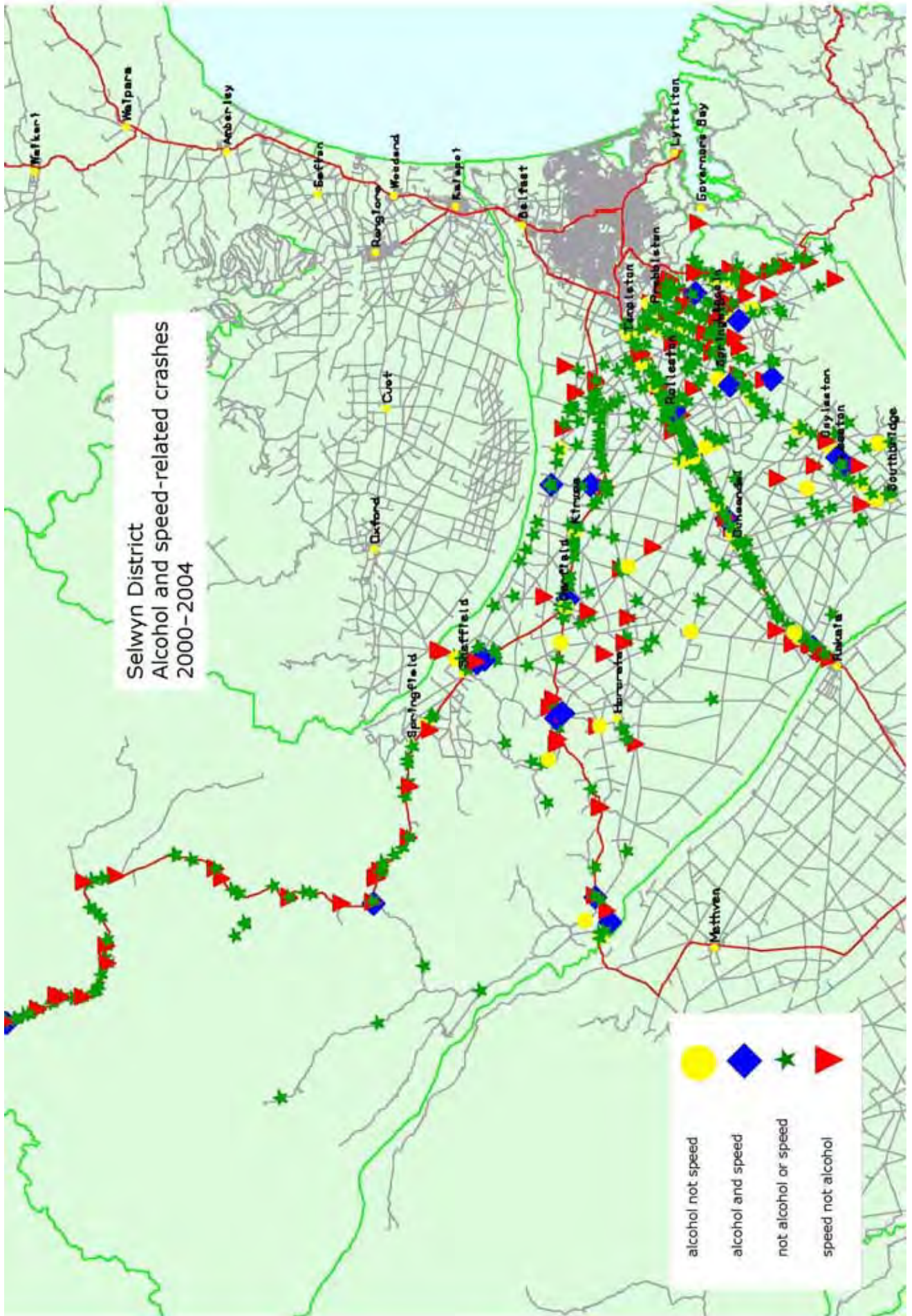
Neither excessive speed nor alcohol were major components in these crashes, with alcohol contributing to less than three percent and double that for speed. Crashes due to poor observation were more likely to occur in daylight on a dry road (80 percent).

Nearly a quarter of all poor observation crashes occurred on SH 1, with another 13 percent on SH 73.



Male drivers aged 35 to 39 were the highest reported group in poor observation crashes followed by 30 to 34 year olds.





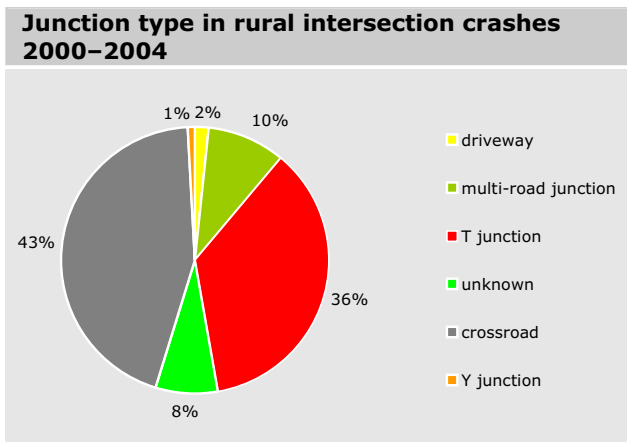
Selwyn District
Alcohol and speed-related crashes
2000 - 2004

- alcohol not speed
- alcohol and speed
- not alcohol or speed
- speed not alcohol

Rural intersections

One third of all rural crashes in the Selwyn District between 2000 and 2004 occurred at intersections. Around half of these were crossing/turning type crashes, followed by loss of control/head-on on bends (27 percent). The most common factors in these crashes were failure to give way to other traffic, followed by travelling too fast for the conditions, loss of control and alcohol involvement.

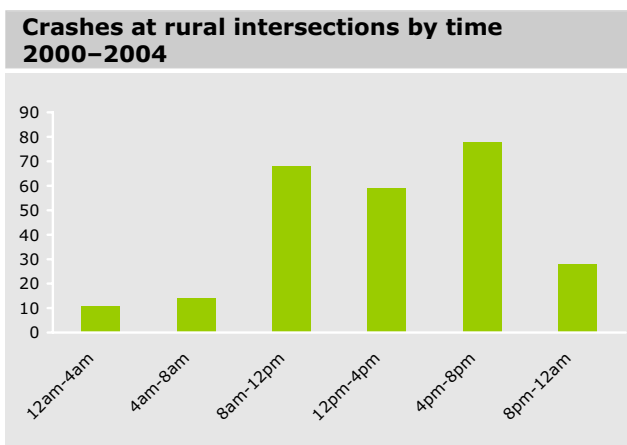
There has been at least one fatal crash at a rural intersection every year for the last five; 2004 saw two. Both minor and non-injury crash numbers at rural intersections jumped last year, leading to a total increase in this type of crash from the previous year.



Both speed and alcohol involvement was reduced in 2004 from the previous years. Around 60 percent of rural intersection crashes occurred on local roads.

Crossroads had the highest number of crashes recorded, and of those around 70 percent occurred at Stop signs.

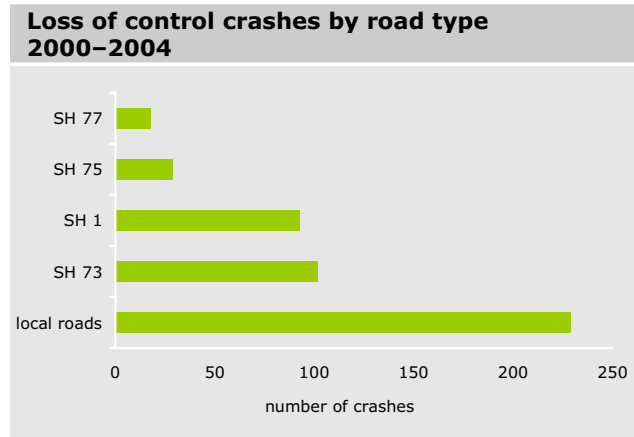
Over half of these crashes occurred in daylight on a dry road. Crashes were most likely to occur on Fridays and Mondays.



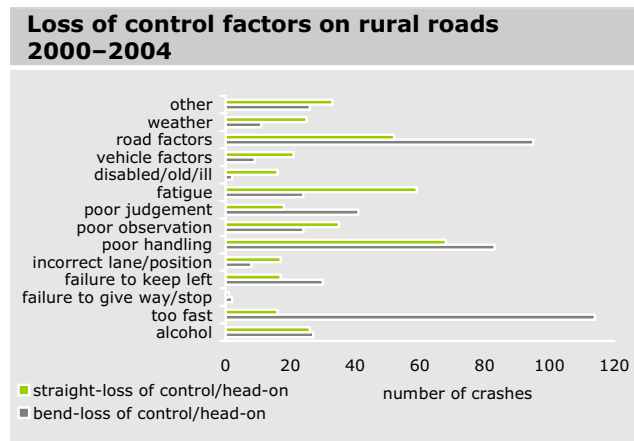
Drivers aged 30 to 34 years were most likely to have a crash at a rural intersection, followed by 35 to 39 year olds.

Loss of control on rural roads

In the last five years, 17 fatal crashes, 52 serious, 117 minor and 285 non-injury crashes occurred as a result of loss of control on Selwyn District rural roads. Of these, 80 percent were single vehicle crashes while 53 percent involved loss of control on bends. Just under half occurred on local roads. Of those that occurred on the state highways, 42 percent occurred on SH 73 and 38 percent on SH 1.



Poor handling and road factors were two of the main factors in loss of control crashes on both bends and straight sections of road. However, in loss of control on straight road crashes, fatigue replaced excessive speed as the third major factor, as shown below.



A quarter of crashes happened on wet roads and 43 percent occurred in darkness. Nearly 60 percent took place during the week, however, the worst days for loss of control crashes on rural roads were Saturday and Sunday.

Male drivers 15 to 19 year old were most likely to be involved in rural loss of control crashes.

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 measures for Selwyn District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Range for five poorest performances	Selwyn District 2004 injury crashes
Speed % crashes with excessive speed	28% to 35%	15%
Alcohol % driver alcohol crashes	21% to 40%	5%
Intersections % crashes with failed to stop or give way factors	35% to 43%	35%
Pedestrian % crashes with pedestrians	14% to 22%	–
Cyclists % crashes with cyclists	12% to 17%	–
Safety belts % unrestrained – front seat	11% to 19%	4%

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