



briefing notes - road safety issues

Selwyn District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify areas to target to reduce the number of road deaths and injuries in the Selwyn District.

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Selwyn District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues		2006 road trauma	
Selwyn District		Casualties	
Loss of control on rural roads		Deaths	5
Speed		Serious casualties	22
Alcohol		Minor casualties	84
Nationally		Crashes	
Speed		Fatal crashes	4
Alcohol		Serious injury crashes	18
Failure to give way		Minor injury crashes	60
Restraint use		Non-injury crashes	130

Overview

In 2006 on local roads in the Selwyn District there were 34 injury crashes and 66 non-injury crashes, in addition there were 48 injury crashes and 64 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

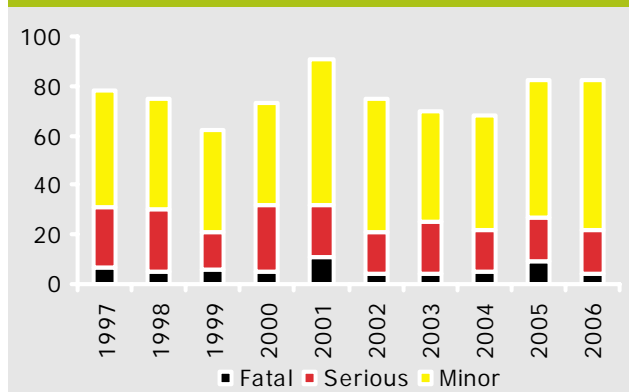
Casualties by road type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	5	17	77	99
Urban	0	5	7	12
Total	5	22	84	111

Fatalities in the district have fluctuated between a high of 11 and low of four.

Serious injuries fell to the lowest level since 2002. The highest number recorded in the last ten years was 40 in 1998.

Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	26%
Lost control on straight	25%
Crossing/turning	22%
Rear end/obstruction	17%
Overtaking	6%
Pedestrian vs vehicle	2%
Miscellaneous	2%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month August (14), best December (6)
- Worst day Saturday (20), best Wednesday (9)
- Wet road 27 percent
- Night time 34 percent
- Intersection 50 percent
- 74 percent of at fault drivers male (injury crashes)
- 64 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month September (13), best October (4)
- Worst day Sunday (23), best Tuesday (8)
- Wet road 24 percent
- Night time 29 percent
- Midblock 81 percent
- 75 percent of at fault drivers male (injury crashes)
- 67 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is certainly true in Selwyn District where nearly one in five at fault drivers in injury crashes in 2006 held a restricted licence.

Driver licence status	Percentage of total 'at fault'
Full	66.2 (58.4) %
Learner	7.0 (9.5) %
Restricted	19.7 (17.6) %
Never licenced	0 (2.2) %
Disqualified	1.4 (1.7) %
Overseas	2.8 (4.2) %
Expired	0 (0.5) %
Other / unknown	2.8 (5.6) %

Rural crashes

In 2006 85 percent of reported crashes in the Selwyn District occurred on rural roads, that is roads with a speed limit greater than 70km/h. These crashes resulted in five fatalities, 17 serious injuries and 77 minor injuries. There were also 109 non injury crashes reported.

Over half of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

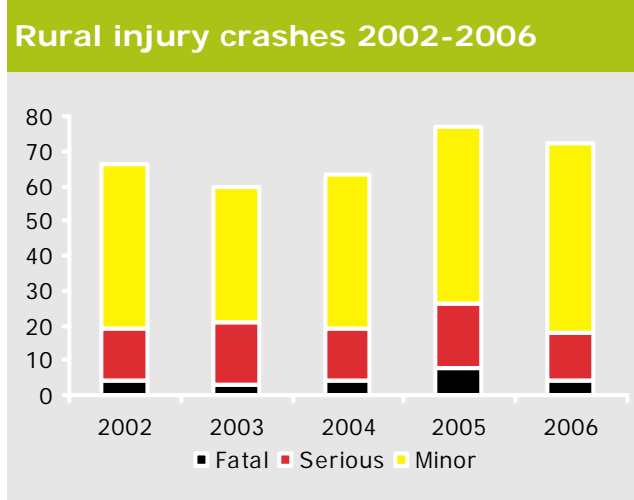
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Selwyn District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	2	0
Bridge ends	1	12
Cliff or bank	2	20
Ditch	41	21
Fence	72	51
House or building	2	0
Guard rail	4	4
Over bank	4	16
Parked vehicle	3	7
Post or pole	70	29
Slip or flood	1	0
Stray animal	12	11
Traffic sign	7	13
Train	3	0
Tree	28	13
Water/River	8	4

Over the last 10 years, the 181 reported crashes on rural roads in 2006 was second only to the 189 recorded in 2001. More non injury crashes were recorded in 2006 than any preceding year of the last ten.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Selwyn District in 2006:

Local roads

- Four deaths, six serious injuries and 27 minor injuries
- At fault drivers 74 percent male
- Most common crash type losing control on a bend
- 22 percent of injury crashes involved alcohol over limit
- 19 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 47 percent of crashes occurred at intersections
- 29 percent of crashes were on a wet surface
- 37 percent of crashes occurred at night

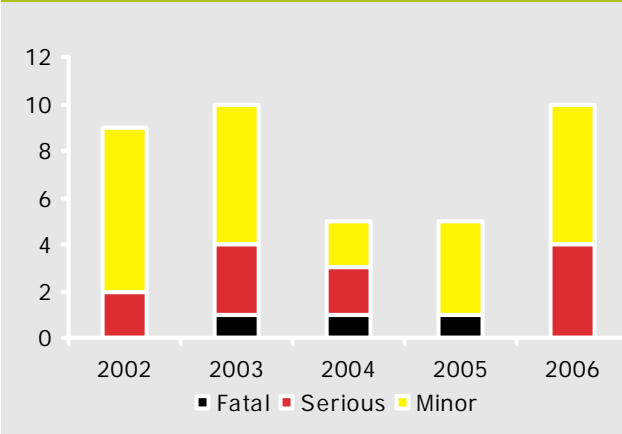
Transit roads

- One death, 11 serious injuries and 50 minor injuries
- At fault drivers 76 percent male
- Most common crash type loss of control on a straight section of road
- Nine percent of injury crashes involved alcohol over limit
- 16 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 24 percent of crashes were on a wet surface
- 28 percent of crashes occurred at night
- Half of all crashes involved a single vehicle
- Worst month December, best June

Urban crashes

In the Selwyn District in 2006 15 percent of crashes occurred on urban roads. 12 people were injured in urban crashes and there were a further 21 crashes reported that resulted in no injury. The 31 crashes recorded was the highest number in the last ten years.

Urban injury crashes 2002-2006



35 percent of all urban crashes were crossing or turning movements. The same number of crashes involved a vehicle losing control. 53 percent of all urban crashes took place at intersections.

Two thirds of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Selwyn District in 2006:

Local roads

- Three serious injuries, six minor injuries and 18 non injury crashes
- At fault drivers 75 percent male
- No crashes involved speed or alcohol
- 20 percent of crashes were on a wet surface
- 24 percent of crashes occurred at night
- 66 percent of crashes involved more than one vehicle
- 58 percent of crashes occurred at intersections

Transit roads

- Three injuries and three non injury crashes
- At fault drivers 50 percent male
- No crashes involved speed or alcohol
- 17 percent of crashes were on a wet surface
- 50 percent of crashes occurred during daylight hours
- 33 percent of crashes occurred at intersections
- 67 percent of crashes involved more than one vehicle

Speed

'Too fast for the conditions' was recorded in 17 percent of injury crashes in the district in the last five years resulting in seven deaths, 22 serious injuries and 80 minor injuries. There were also 91 non-injury speed-related crashes reported. While the number of speed related injury crashes increased slightly to 26 in 2006 it was still well below the 40 recorded in 2003.

86 percent of speed-related crashes over the last five years were loss of control type crashes, half of which took place on local roads. 22 percent of speed related crashes also involved excess alcohol.

Four out of five at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for 43 percent of them.

Alcohol

Alcohol was a factor in 12 percent of injury crashes in the district over the last five years resulting in six deaths, 13 serious injuries and 49 minor injuries. There were also 48 non-injury alcohol-related crashes reported. The 22 alcohol related crashes in 2006 was a fall from the 24 recorded the previous year but well above the 9 reported in 2004.

Over the last five years 84 percent of at fault drivers in alcohol related crashes were male.

As is to be expected, a large number of alcohol related crashes occurred at night, 80 percent. 76 percent of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 30 percent of injury crashes.

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