



briefing notes - road safety issues

Selwyn District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Selwyn District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Selwyn District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Selwyn District to use its free access to the Ministry of Transport’s Crash Analysis System (CAS), to delve deeper into the highlighted issues and other road safety issues in the district. Also the NZTA Southern Performance Information Team in Christchurch is available to provide further information or assistance if required.

Major road safety issues

Note
Issues are not in
any order

Selwyn District

Straight road - loss of control or head-on

Intersections

2009 road trauma

Casualties

Selwyn District

Deaths 5

Serious casualties 29

Minor casualties 116

Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

Crashes

Selwyn District

Fatal crashes 5

Serious injury crashes 27

Minor injury crashes 77

Non-injury crashes 154

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

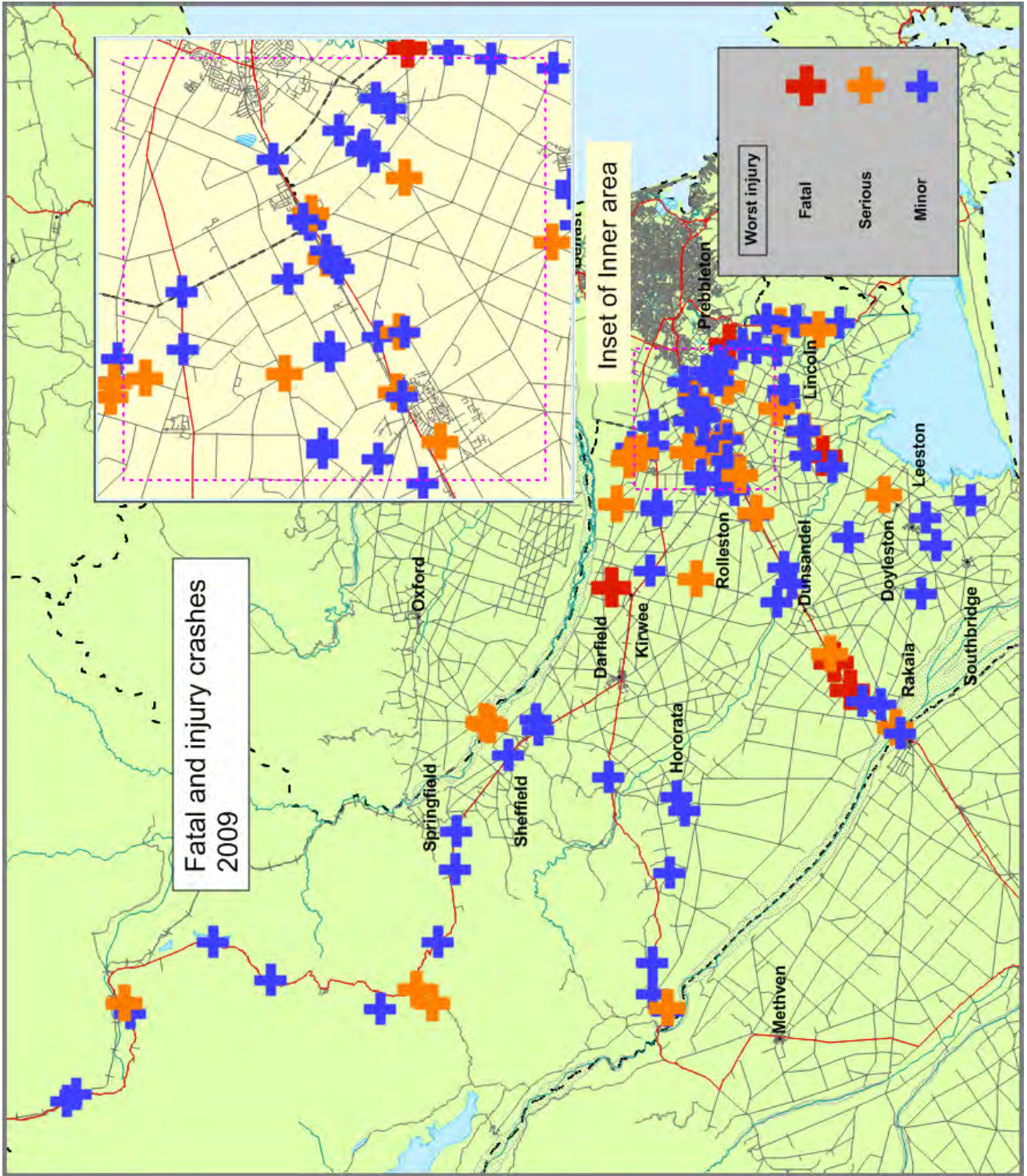
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Selwyn District local roads there were 68 reported injury crashes, of which 21 were fatal or serious. In addition, on State Highways there were 41 reported injury crashes of which 11 were fatal or serious.

The table below shows the number of casualties resulting from the 109 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Selwyn District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	5	28	110	143
Urban	0	1	6	7
Total	5	29	116	150

On 2009, 95 percent of casualties were from crashes on roads in rural areas of the District.

In the last three years, the total number of injury crashes has been higher than at any other time in the last ten years, and has increased in each of the last three years.

Crash trends in Selwyn District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	5	28	41	74
2001	11	21	61	93
2002	4	17	56	77
2003	4	21	45	70
2004	5	17	46	68
2005	9	19	54	82
2006	4	18	61	83
2007	14	26	61	101
2008	4	24	80	108
2009	5	27	77	109

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Selwyn District.

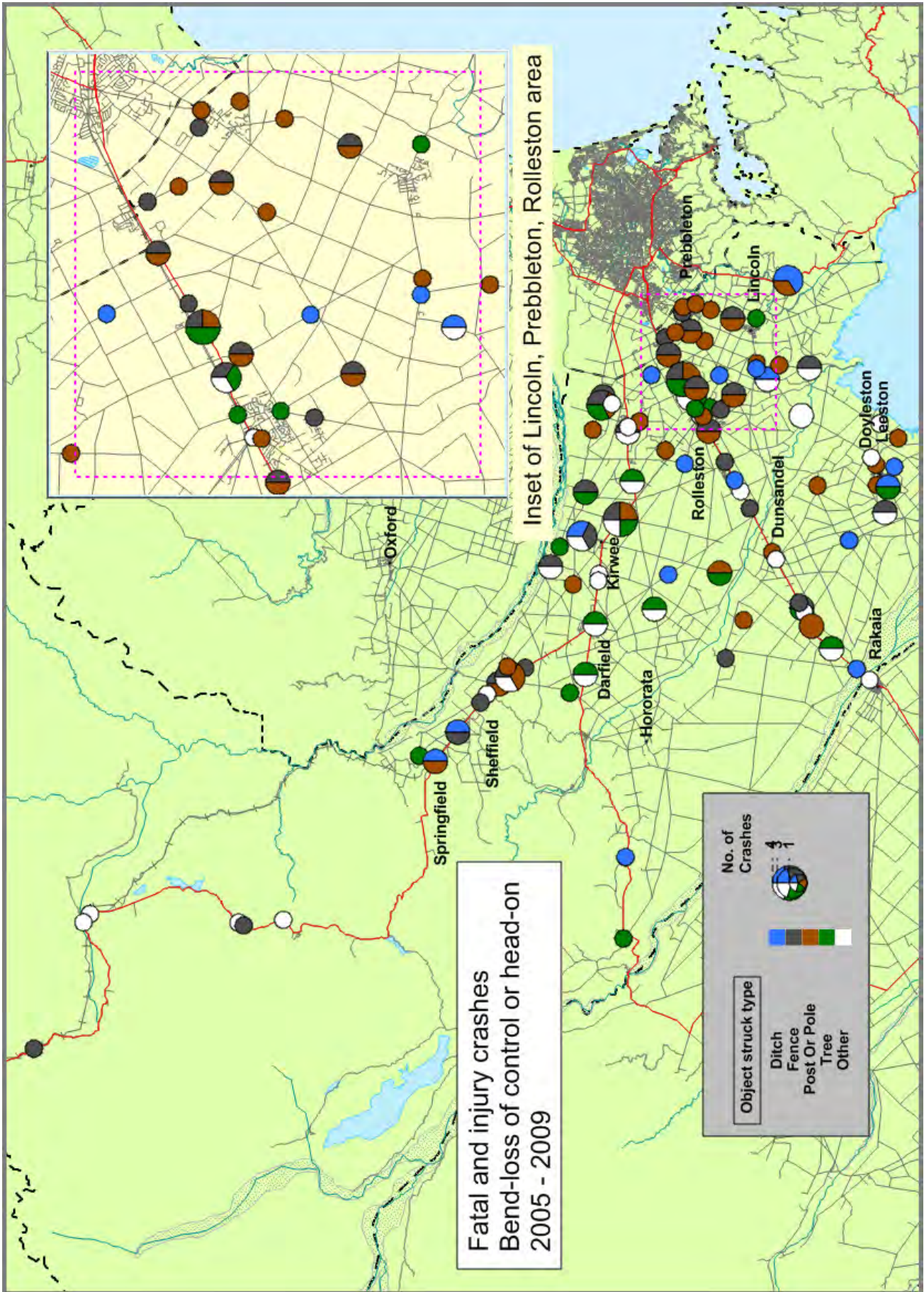
Crash characteristics (2005 to 2009) Selwyn District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	20	15	71	1
Too fast	16	17	81	1
At bends	29	27	130	1
On straights	29	29	140	1
Intersections	27	34	164	1
Road factors	13	13	61	1
Motorcycling	17	9	45	1
Young drivers	26	31	146	1
Fatigue	8	9	43	2
Distraction	14	5	52	2
Pedestrians	3	1	7	2
Cycling	7	4	24	2
Heavy vehicles	14	10	50	2
Older road users	11	10	50	3
Overseas drivers	3	6	31	

Further information about the 265 injury crashes on local roads in Selwyn District, 2005 to 2009:

- 23 deaths, 76 serious injuries and 261 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (19 percent of at fault drivers)
- Social cost of crashes in 2009 \$31.77 m

Further information about the 218 injury crashes on State Highways in Selwyn District, 2005 to 2009:

- 20 deaths, 68 serious injuries and 237 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (12 percent of at fault drivers)
- Social cost of crashes in 2009 \$18.7 m



Straight road -loss of control or head on

Between 2005 and 2009, 29 percent of all fatal and injury crashes in Selwyn District were straight road - loss of control or head on crashes. These 140 crashes resulted in 12 deaths, 43 serious injuries and 137 minor injuries.

Straight road - loss of control or head on crashes Selwyn District				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	8	20	29
2006	1	3	17	21
2007	3	11	17	31
2008	2	7	24	33
2009	2	6	18	26
Total	9	35	96	140

These crashes occurred when a driver lost control and either ran off the road or collided with another vehicle. If drivers lose control, they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

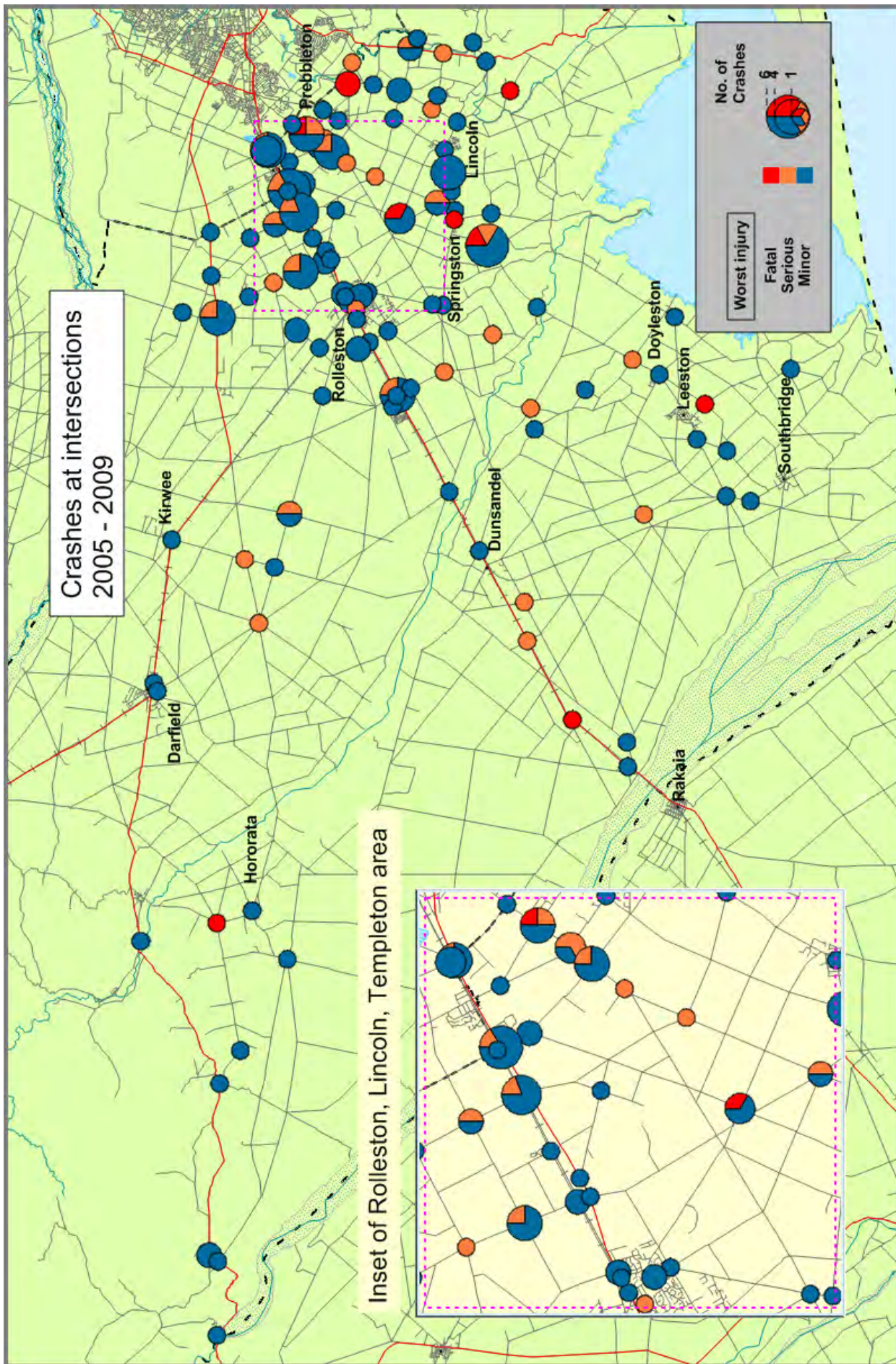
Ages of at fault drivers in straight road related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	21	11	32
20 to 24	11	5	16
25 to 29	7	2	9
30 to 39	21	14	35
40 to 49	19	3	22
50 to 59	10	5	15
60 to 69	4	0	4
70 and over	7	1	8
Total	100	41	141

Further information about the 72 injury straight road - loss of control or head on crashes on local roads in Selwyn District:(2005 to 2009)

- 6 deaths, 20 serious injuries and 63 minor injuries
- Most common crash type "off road to left"
- 25 percent of crashes involved alcohol
- 15 percent of crashes involved speed
- 18 percent involved "road factors"
- 17 percent involved fatigue
- 82 percent resulted in a roadside hazard being struck
- Commonly struck objects were post or pole, fence, tree, and ditch
- 30 percent on wet or icy roads
- 40 percent at night
- Worst month July
- Worst day of week Friday
- Worst time period 3 pm to 6 pm

Further information about the 68 injury straight road - loss of control or head on crashes on State Highways in Selwyn District (2005 to 2009):

- 6 deaths, 23 serious injuries and 74 minor injuries
- Most common crash type "off road to left"
- 21 percent of crashes involved alcohol
- 9 percent of crashes involved speed
- 16 percent involved "road factors"
- 26 percent involved fatigue
- 72 percent resulted in a roadside hazard being struck
- Commonly struck objects were fence, and post or pole
- 29 percent on wet or icy roads
- 38 percent at night
- Worst month January, February, March
- Worst day of week Sunday
- Worst time period midday to 3 pm



Intersections

During the five year period 2005 to 2009, on roads in Selwyn District there were a total of 123 fatal and injury crashes at intersections.

Casualties in crashes at Intersections Selwyn District (2005 - 2009)					
	2005	2006	2007	2008	2009
Deaths	2	3	5	0	1
Serious injury	7	4	7	9	12
Minor injury	27	31	37	45	52
Total	36	38	49	54	65

The overall number of casualties from crashes at intersections has increased each year in the last five years. Eighty five percent of crashes at intersections were at intersections in rural areas of the district.

While young drivers are involved in crashes at intersection, representing 29 percent of at fault drivers, other age groups are well represented, particularly the older drivers.

Ages of at fault drivers in intersection related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	18	5	23
20 to 24	17	7	24
25 to 29	6	3	9
30 to 39	14	11	25
40 to 49	17	10	27
50 to 59	9	7	16
60 to 69	12	1	13
70 and over	12	14	26
Total	105	58	163

Main characteristics of injury Intersection crashes Selwyn District (2005-2009)

Crash characteristic	Percentage of crashes
Single vehicle	25%
Alcohol	12%
Excessive speed for the conditions	16%
Failed to stop or give way	58%
Poor observation	64%

The most common crash type at intersections was when a vehicle proceeding straight through an intersection is struck on the right by a vehicle travelling straight through from the right, (a right angle crash). This crash type represented 45 percent of all crashes at intersections.

In Selwyn District there are 13 intersection sites which have had three or more injury crashes in the last five years, including 3 sites with 5 or more injury crashes in the past five years.

The locations of the crashes at intersections are shown opposite.

Further information about the 119 injury crashes at intersections on local roads in Selwyn District 2005 to 2009:

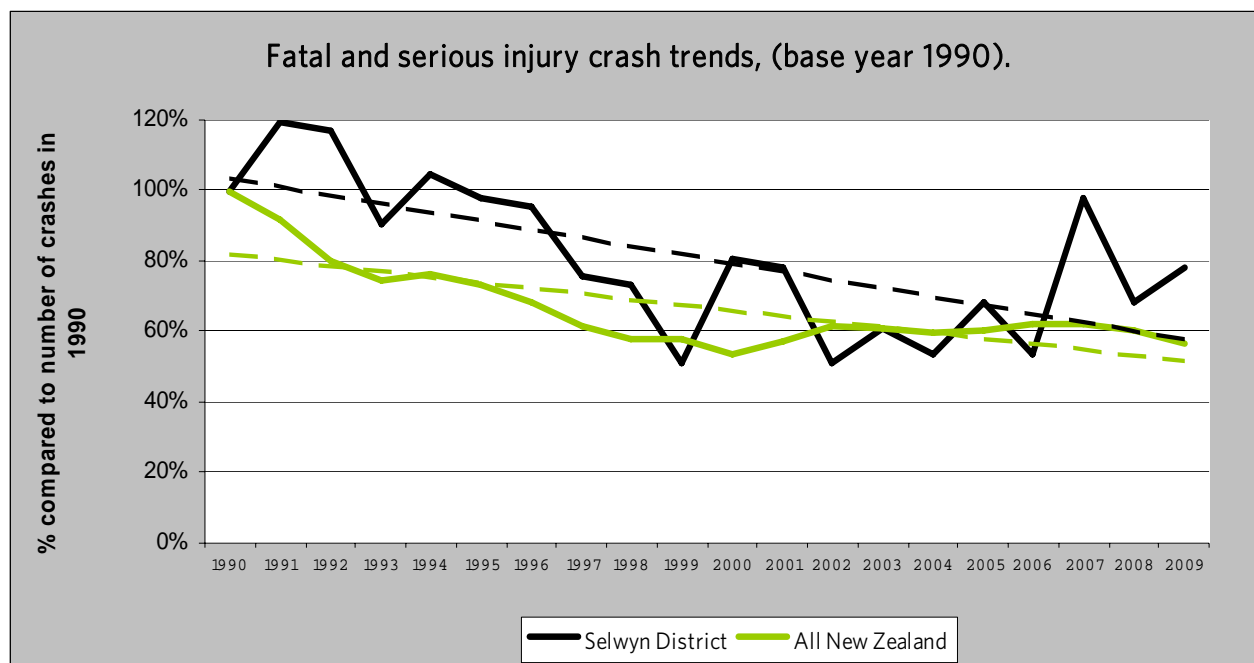
- 10 deaths, 31 serious injuries and 137 minor injuries
- 26 percent wet or icy roads
- 31 percent night time
- Worst month February, March, August
- Worst day of week Wednesday, Friday
- Worst time 3 pm till 6 pm

Further information about the 45 injury crashes at intersections on State Highways in Selwyn District 2005 to 2009:

- 1 death, 8 serious injuries and 55 minor injuries
- 7 percent wet or icy roads
- 24 percent night time
- Worst month January, October
- Worst day of week Friday
- Worst time 3 pm till 6 pm

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Selwyn District and for the country as a whole.



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