

# briefing notes road safety issues

## Stratford District

This report details aspects of Stratford District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Stratford District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when Stratford District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

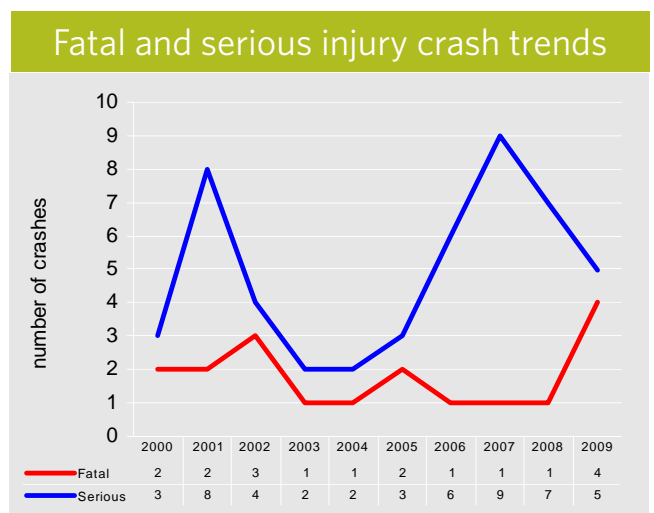
2009 road trauma	
Casualties	Stratford District
Death	4
Serious injury	8
Minor injury	29
<b>Total casualties</b>	<b>41</b>

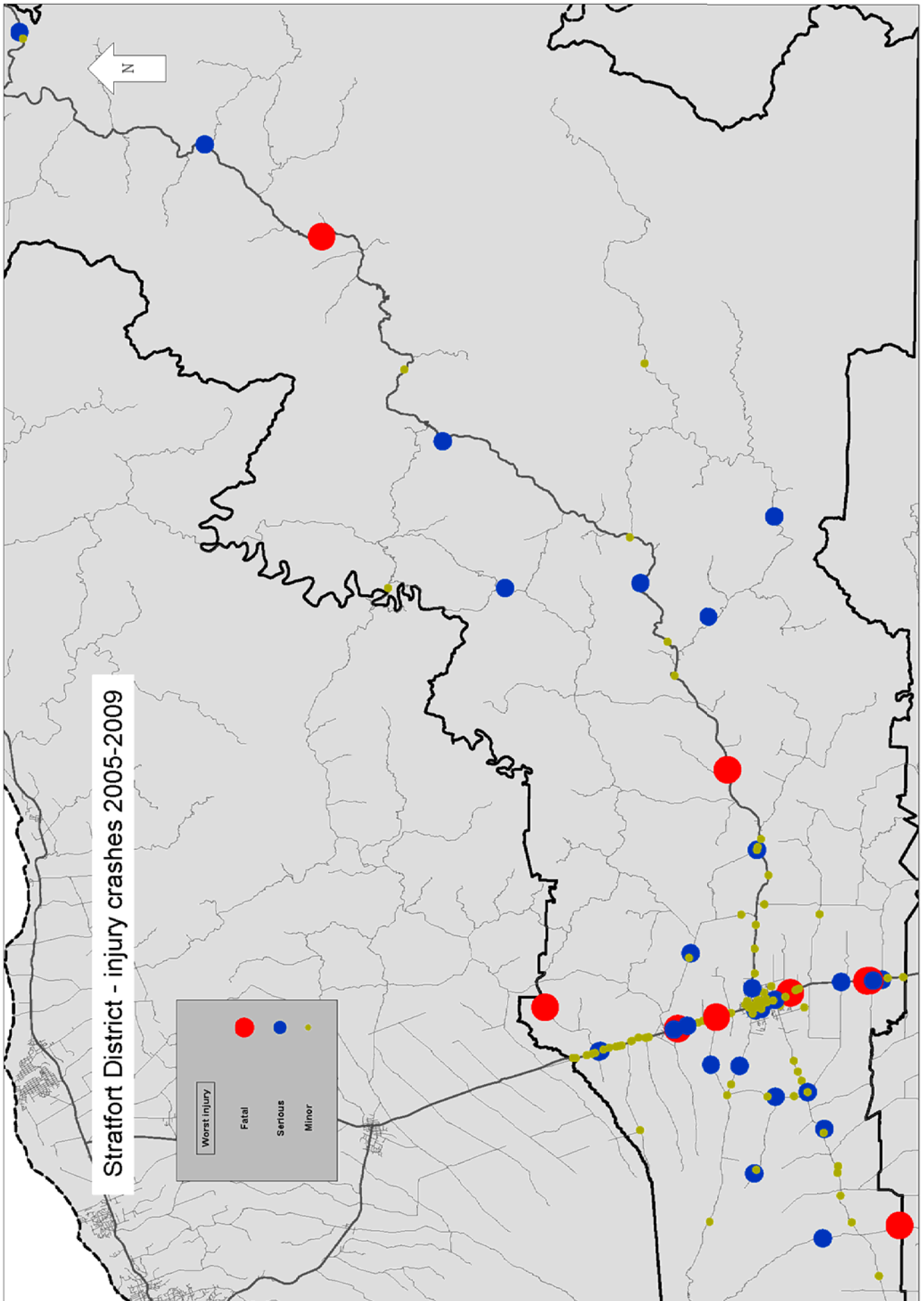
Crashes	Stratford District
Fatal crashes	4
Serious injury crashes	5
Minor injury crashes	23
<b>Total injury crashes</b>	<b>32</b>
Non-injury crashes	50 reported

2009 - social cost of crashes	
Local roads	\$ 7.64M
State highways	\$ 14.99M
<b>Total</b>	<b>\$ 22.63M</b>

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
Stratford District	
Loss of control	
Speed - incl Alcohol	
Young drivers	





## 2020 Safer Journeys

**“A safe road system increasingly free of death and serious injury”**

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

### Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

### Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver 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

## Stratford District

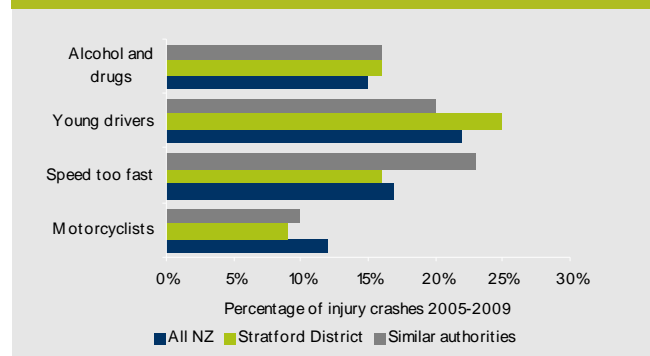
Presented below is a brief look at Stratford District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

### Restraints

According to 2009 survey results, restraint use rate in Stratford District are 99 and 100 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

## Safer Journeys’ areas of high concern



### Alcohol and drugs

In Stratford District, alcohol was recorded in 16 percent of injury crashes in the last five years, resulting in 1 death, 8 serious injuries and 18 minor injuries. Alcohol related crashes were similar proportionally when compared to similar authorities.

### Young drivers

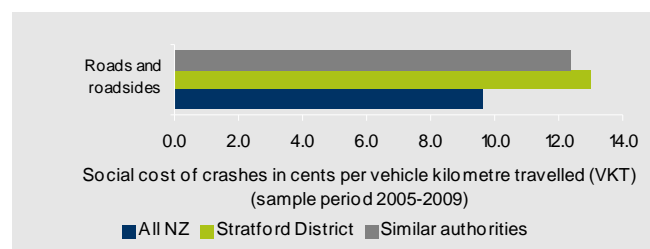
In Stratford District, young drivers aged 15-19 years were involved in 25 percent of all injury crashes during the last five year period, resulting in 2 deaths, 10 serious injuries and 47 minor injuries. This was proportionally higher compared to similar authorities.

### Speed too fast

Speed too fast was recorded in 16 percent of injury crashes in Stratford District in the last five years, resulting in 1 death, 7 serious injuries and 31 minor injuries. Speed as a factor in crashes was significantly lower proportionally when compared to similar authorities.

### Motorcycling

In Stratford District, motorcyclists were involved in 9 percent of all injury crashes during the last five year period, resulting in 7 serious injuries and 7 minor injuries. Injury crashes involving motorcyclists were lower proportionally compared to similar authorities.



### Roads and roadsides

In Stratford District, there were on average 27 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes is 5 percent higher than the similar authority average (see the graph above).

## Overview 2009

In 2009 in Stratford District, 32 injury crashes resulting in 41 casualties and 50 non-injury crashes were reported by the New Zealand Police. Fifty-six percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

### Casualties by injury type in 2009

	Fatalities	Serious injuries	Minor injuries	Total
Total	4	8	29	41

#### Local roads vs state highways

Local roads	1	5	13	19
State highways	3	3	16	22

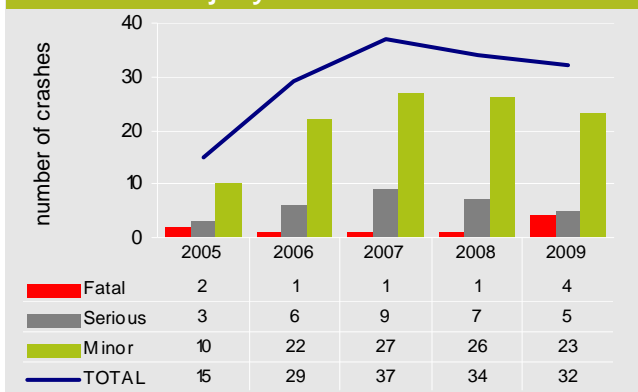
#### Rural vs urban roads

Rural <sup>1</sup>	4	7	20	31
Urban	0	1	9	10

<sup>1</sup> Rural- an area with a speed limit of 80km/h or more

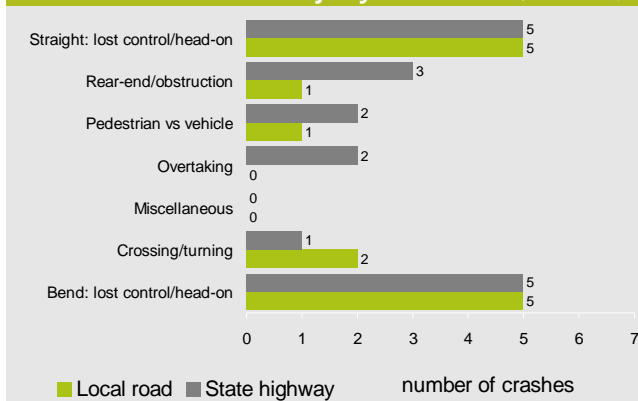
The latest five year data shows an upwards trend in the total number of injury crashes.

### Injury crash trends

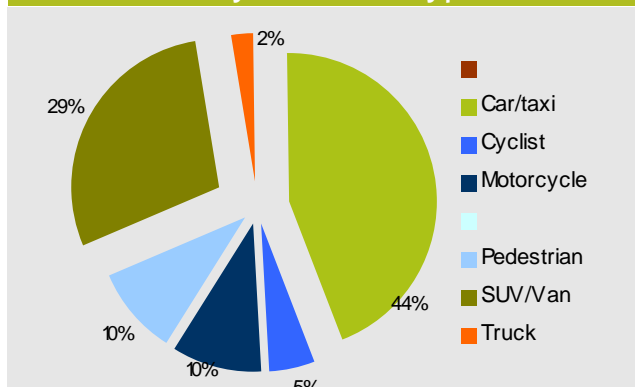


In 2009 nearly two-thirds of injury crashes involved a driver losing control of their vehicle, half of these were on straight roads.

### Characteristics - injury crashes (2009)



### Casualties by road user type in 2009



Two-fifths of casualties were drivers or passengers of cars, three-tenths of sports utility vehicles or vans and a quarter were vulnerable road users (pedestrians, cyclists and motorcyclists)

In 2009 in Stratford District, young drivers aged 15 to 19 years inclusive were at fault drivers in 25 percent of injury crashes and older drivers, 70 years of age and over, in no injury crashes.

Further information about injury crashes in the district during 2009 on:

#### Local roads

- Total number of injury crashes: 14
- Worst month: November (21 percent)
- Worst day of week: Sunday (35 percent)
- Wet road crashes: 29 percent
- Night time crashes: 21 percent
- Alcohol over limit: 14 percent
- Too fast for conditions: 7 percent
- Failed to give way/stop: 14 percent
- Pedestrian factors : 7 percent
- Crashes at intersection: 42 percent
- Road factors: 36 percent
- At fault male driver: 62 percent
- At fault driver held full NZ licence: 54 percent

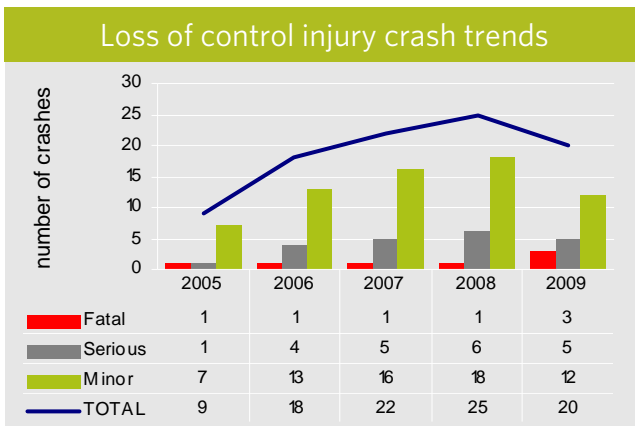
#### State highways

- Total number of injury crashes: 18
- Worst months: March (17 percent)
- Worst days of week: Tuesday and Friday (22 percent each)
- Wet road crashes: 33 percent
- Night time crashes: 44 percent
- Alcohol over limit: 22 percent
- Too fast for conditions: 17 percent
- Failed to give way/stop: 6 percent
- Fatigue: 17 percent
- Crashes at intersection: 12 percent
- Road factors: 22 percent
- At fault male driver: 67 percent
- At fault driver held full NZ licence: 67 percent

## Loss of control

During the most recent five year period (2005-2009) 64 percent of all injury crashes in Stratford District occurred due to loss of control. These crashes resulted in 7 deaths, 31 serious injuries and 97 minor injuries. A further 115 non-injury crashes were reported involving loss of control.

The latest five year data shows an upward trend in the total number of loss of control type injury crashes.



Nearly two-thirds of loss of control crashes occurred at bends (64 percent). These involved a driver losing control of their vehicle then commonly running off the road or perhaps colliding with another vehicle (17 percent).

In total 221 reported roadside objects were struck. Hitting these object can result in more serious injuries than would otherwise be sustained. The three most common roadside hazards struck in loss of control crashes were fences (22 percent), banks (21 percent) and ditches (16 percent).

The following table shows a breakdown of the general environment of all loss of control crashes (209 crashes) in Stratford District 2005-2009, split to show urban and rural speed limits.

Loss of Control	Local Urban	Local Rural	SH urban	SH Rural
At bends	7%	27%	5%	24%
Straight road	3%	9%	6%	19%
Rural roads are roads with a speed of 80km/hr or more				

The following table shows the main characteristics of loss of control crashes. Alcohol contributed in a fifth of the loss of control injury crashes and similarly speed too fast for conditions was recorded as a factor in a fifth also. Poor handling was a contributing factor in a third of injury crashes. Over three-quarters of all loss of control crashes occurred in rural areas. Two-fifths of all loss of control crashes occurred during hours of darkness and just over a third occurred in wet conditions.

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	83%
Alcohol (injury crashes)	19%
Too fast for the conditions (injury crashes)	21%
Road factors	18%
Poor handling (injury crashes)	34%
Rural road	78%
Wet road	36%
Night time	39%

Further information about all crashes due to loss of controls in Stratford District 2005-2009 on:

### Local roads

- 2 deaths, 13 serious injuries and 41 minor injuries
- Worst month: April (14 crashes)
- Worst day of week: Thursday (21 crashes)
- Wet road crashes: 30 percent
- Night time crashes: 41 percent
- Crashes at intersection: 18 percent
- Road factors: 20 percent
- Alcohol over limit (injury crashes): 20 percent
- Most common injury crash factors: poor handling (43 percent) followed by too fast (25 percent)
- At fault male driver (injury crashes): 63 percent
- At fault driver held restricted or learner licence (injury crashes): 33 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years (34 percent)

### State highways

- 5 deaths, 18 serious injuries and 56 minor injuries
- Worst months: January and May (16 crashes each)
- Worst day of week: Sunday (22 crashes)
- Wet road crashes: 41 percent
- Night time crashes: 39 percent
- Crashes at intersection: 19 percent
- Road factors: 16 percent
- Alcohol over limit (injury crashes): 19 percent
- Most common injury crash factors: poor handling (28 percent) followed by fatigue (27 percent)
- At fault male driver (injury crashes): 67 percent
- At fault driver held full NZ licence (injury crashes): 67 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (44 percent)

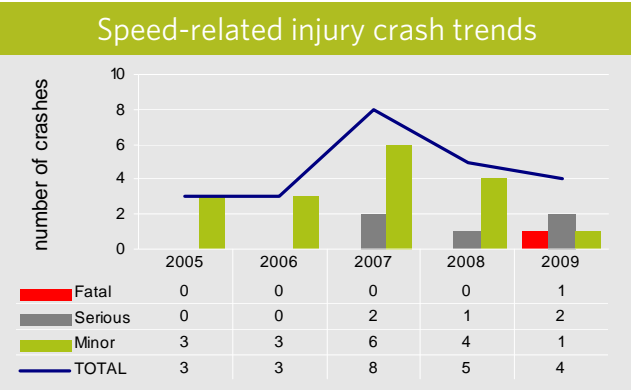
# Speed

Speed is a major contributing factor involved in road crashes. In 2009, excessive speed contributed to 31 percent of all fatal crashes and 17 percent of all injury crashes in New Zealand. These crashes resulted in 118 deaths, 553 serious injuries and 2067 minor injuries.

In Stratford District, speed too fast for conditions was a factor in 13 percent of all injury crashes in 2009, lower proportionally than the national average (17 percent) and the average for similar authorities (23 percent).

During the last five year period (2005-2009) there were 23 speed-related injury crashes resulting in 1 death, 7 serious injuries and 28 minor injuries. There were also 38 non-injury crashes reported for the same period.

The latest five year data shows a slight upward trend in the total number of speed-related injury crashes.



Over two-thirds of the speed-related crashes occurred in rural areas (69 percent). Just under half of the speed-related crashes occurred on local roads (46 percent) accounting for nearly two-thirds of the fatal and serious injuries (63 percent).

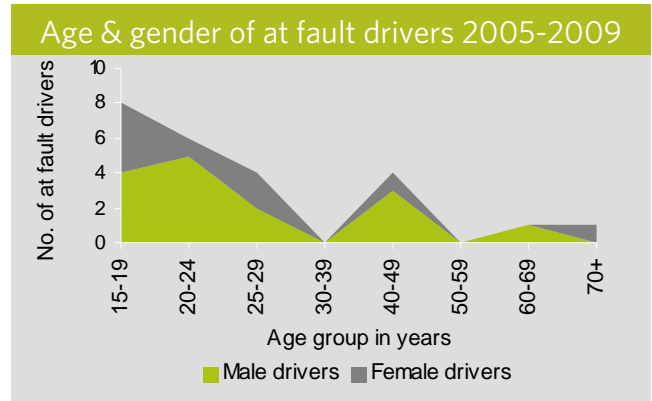
The following table shows a breakdown of the speed limit environment of all speed-related crashes.

	2005	2005	2006	2007	2009
Urban	4	1	5	4	5
Rural	7	6	12	9	8
<b>Total</b>	<b>11</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>13</b>

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Just under half of the speed-related crashes occurred on weekends, between 6pm Friday and 6am Monday (44 percent). Over a third of the speed-related crashes occurred during hours of darkness (37 percent).

Nearly three-fifths of at fault drivers in speed-related injury crashes were under 25 years of age (58 percent). A third of the at fault drivers held a learner licence or a restricted licence (34 percent). Nearly two-thirds of at fault drivers in speed-related injury crashes were male (63 percent).



## Speed and alcohol

Alcohol was a factor in 22 percent of speed-related injury crashes 2005-2009. Alcohol combined with speed too fast for conditions was a contributing factor in 4 percent of all injury crashes in the district for this same period; resulting in 4 serious injuries and 6 minor injuries. Alcohol itself has been a factor in 16 percent of all injury crashes in the district in the last five years.

Nearly two-thirds of all crashes where both alcohol and speed were contributing factors occurred on local roads (64 percent), three-quarters in dark conditions (73 percent) and most of these crashes were a loss of control at bend type (82 percent). Most at fault drivers in the injury crashes were males under 25 years of age (80 percent).

Further information about speed-related crashes in Stratford District 2005-2009 on:

### Local roads

- 3 serious injuries and 14 minor injuries
- Worst month: November (6 crashes)
- Worst day of week: Thursday (9 crashes)
- Wet road crashes: 36 percent
- Night time crashes: 36 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factor: loss of control at bends (85 percent)
- At fault male driver (injury crashes): 57 percent
- At fault drivers held full NZ licence (injury crashes): 64 percent
- Most common at fault drivers' age group (injury crashes): 15-29 years (71 percent)

### State highways

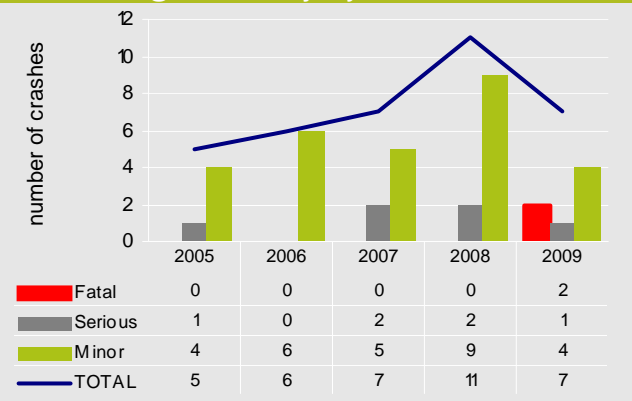
- 1 death, 4 serious injuries and 14 minor injuries
- Worst month: June (5 crashes)
- Worst day of week: Sunday (8 crashes)
- Wet road crashes: 68 percent
- Night time crashes: 39 percent
- Alcohol over limit (injury crashes): 20 percent
- Most common injury crash factor: loss of control at bends (75 percent)
- At fault male driver (injury crashes): 70 percent
- At fault driver held learner or restricted licence (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (80 percent)

## Young drivers

During the most recent five year period (2005-2009) in Stratford District, 25 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 2 deaths, 10 serious injuries and 44 minor injuries.

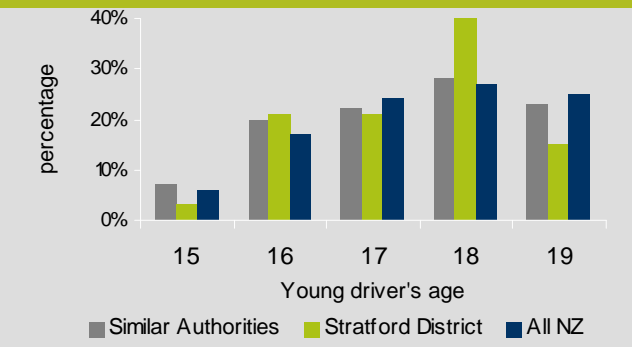
The latest five year data shows an upward trend in the total number of injury crashes involving young drivers.

### Young driver injury crash trends



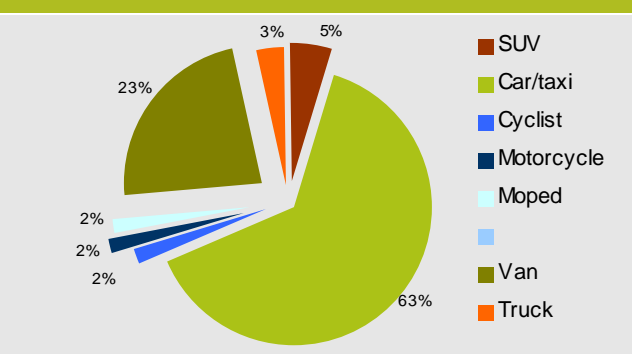
The age distribution of young drivers involved in injury crashes is shown below. Eighty-two percent of these injury crashes show young drivers were at fault or part-fault.

### Age distribution of young drivers 2005-2009

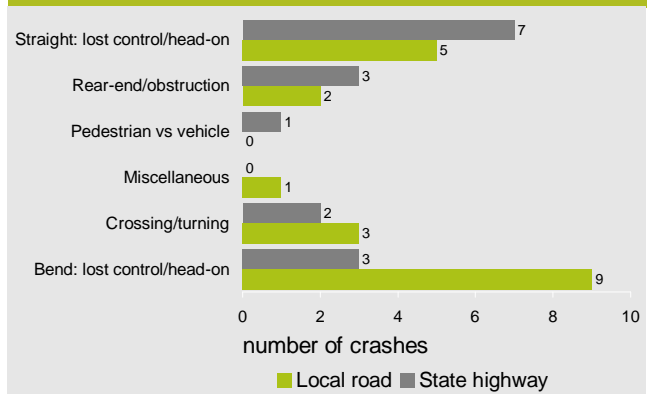


The types of vehicles involved in injury crashes involving young drivers are shown below. Two-fifths of these crashes were single vehicle crashes (58 percent).

### Vehicle types involved in young driver injury crashes 2005-2009



### Characteristics of young driver injury crashes



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement involves a driver losing control of their vehicle (56 percent):

- loss of control at bends: 28 percent
- loss of control on a straight road: 25 percent
- loss of control head-on collision: 3 percent

Further information about injury crashes involving young drivers in Stratford District 2005-2009 on:

#### Local roads

- 1 death, 5 serious injuries and 21 minor injuries
- Worst month: September (4 crashes)
- Worst day of week: Sunday (6 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 20 percent
- Speed too fast (injury crashes): 20 percent
- Most common injury crash factors: poor observation (30 percent) followed by failure to give way/stop (20 percent)
- At fault driver held learner NZ licence (injury crashes): 23 percent
- At fault driver held restricted NZ licence (injury crashes): 41 percent

#### State highways

- 1 death, 5 serious injuries and 23 minor injuries
- Worst month: November (3 crashes)
- Worst days of week: Tuesday and Saturday (4 crashes each)
- Wet road crashes: 38 percent
- Night time crashes: 38 percent
- Alcohol over limit (injury crashes): 13 percent
- Speed too fast (injury crashes): 25 percent
- Most common injury crash factors: poor handling (50 percent) followed by failure to give way/stop (19 percent)
- At fault driver held learner NZ licence (injury crashes): 18 percent
- At fault driver held restricted NZ licence (injury crashes): 30 percent

## Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Stratford District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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