

# road safety issues

**T**he Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the West Coast Region.

In 2003 five people died in traffic crashes on roads in the West Coast Region. In addition, 29 people received serious injuries and 123 received minor injuries. There were also 158 non-injury crashes reported. The number of crashes and casualties does not appear to be reducing.

Almost three quarters of reported injury crashes and over half of reported non-injury crashes occurred on rural roads. Over two thirds of reported injury crashes and over half of reported non-injury crashes occurred on state highways.

The involvement of alcohol in traffic crashes in the region has generally reduced over the last 10 years. In rural areas of the region the proportion of alcohol-related injury crashes was close to the national average. However, in urban areas of the region, alcohol involvement was still over-represented in injury crashes.

Most casualties in the region were drivers of cars or vans, or passengers in these vehicles. These people accounted for about 80 percent of casualties in rural areas and almost three quarters of urban casualties.

For both males and females, it was younger people who were most often injured. However, road users aged 40 years and over in the region were more likely to be injured than elsewhere in the country.

## Major road safety issues

### West Coast Region

|                |
|----------------|
| Speed          |
| Driving skills |
| Urban crashes  |
| Rural crashes  |

### Nationally

|                     |
|---------------------|
| Speed               |
| Alcohol             |
| Failure to give way |
| Restraints          |

ISSN 1175-897X

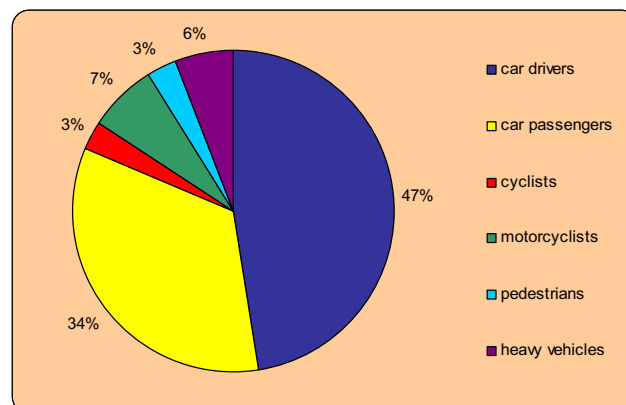
## 2003 road trauma for West Coast Region

|                    |     |
|--------------------|-----|
| Deaths             | 5   |
| Serious casualties | 29  |
| Minor casualties   | 123 |

|                        |     |
|------------------------|-----|
| Fatal crashes          | 5   |
| Serious injury crashes | 24  |
| Minor injury crashes   | 79  |
| Non-injury crashes     | 158 |

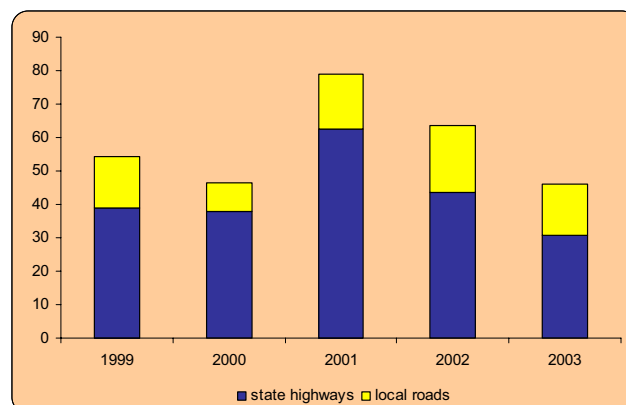
## Road casualties 1999–2003

### User type 1999–2003



## Estimated social cost of crashes\*

### Social cost (\$ million)



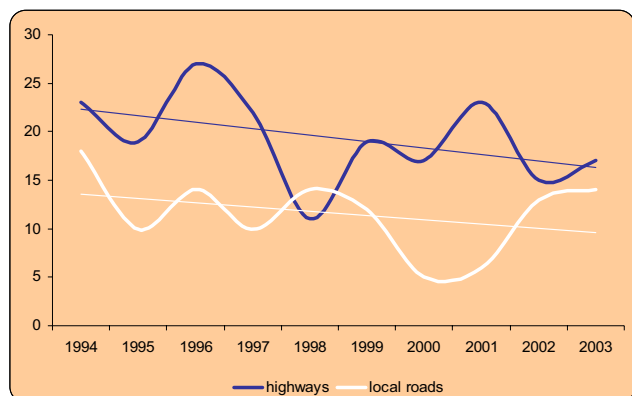
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

## 80 Speed

Speed was the most commonly reported crash factor in injury crashes on roads in the West Coast Region. This factor was more likely to be reported in a crash in this region than elsewhere in the country.

Speed as a factor in injury crashes has reduced over the last 10 years.

### Speed-related injury crashes

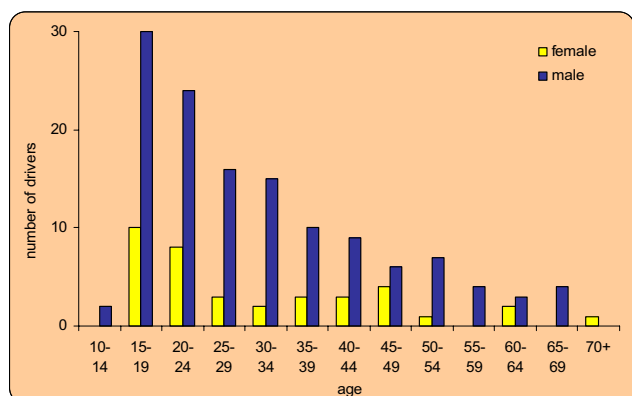


A speed-related crash was most likely to involve loss of control on a bend. This crash type made up over 90 percent of rural crashes and almost 80 percent of urban crashes.

In rural areas of the region, poor handling, alcohol and poor judgement were the other factors commonly associated with speed. In urban areas, alcohol, poor handling, poor observation and road factors were the common factors.

Male drivers were more involved in speed-related crashes than female drivers. Younger drivers were more involved in speed-related crashes than older drivers.

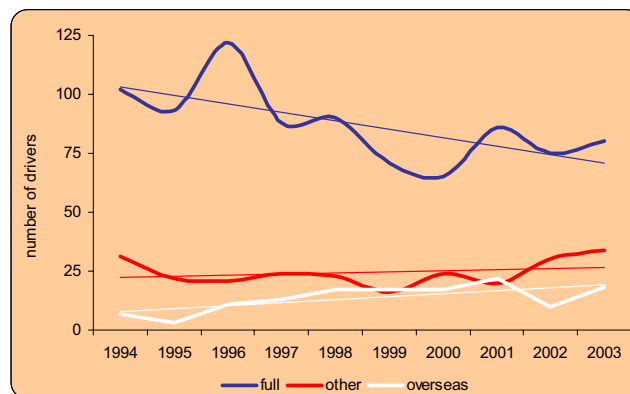
### Age and gender of drivers in speed-related injury crashes



## Driving skills

Drivers with a driver licence type other than a full New Zealand licence made up close to 30 percent of all drivers involved in injury crashes in the West Coast Region.

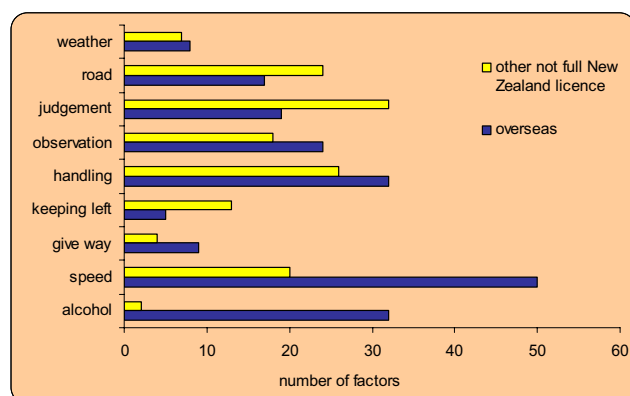
### Driver licence status of drivers in injury crashes



The 'other' category included disqualified, expired, forbidden, learner, never licensed, wrong class and restricted drivers.

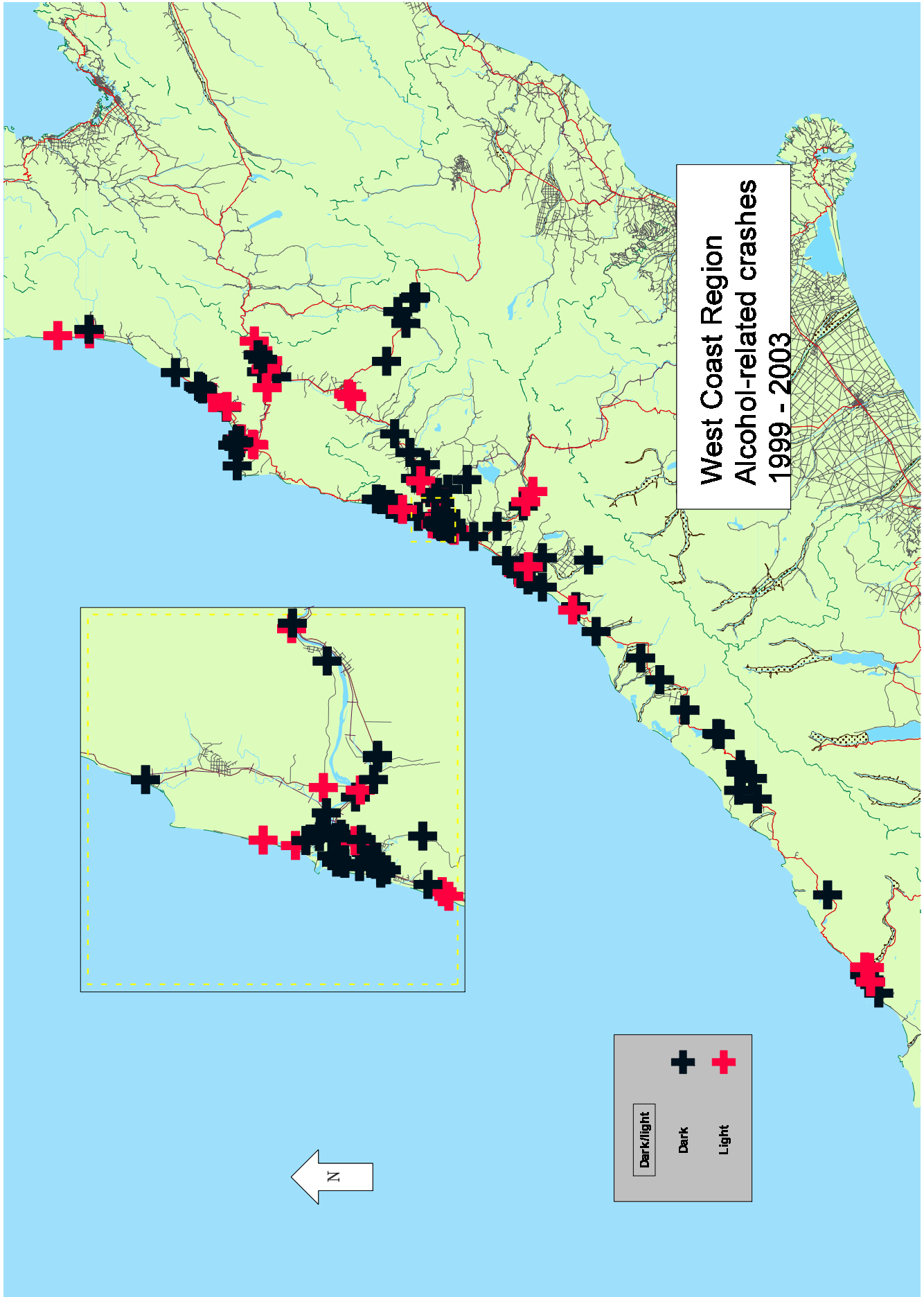
Crash factors most often reported for overseas drivers were speed, alcohol and poor handling. For other drivers who did not hold a full New Zealand licence, the factors most reported were poor judgement, poor handling and road factors.

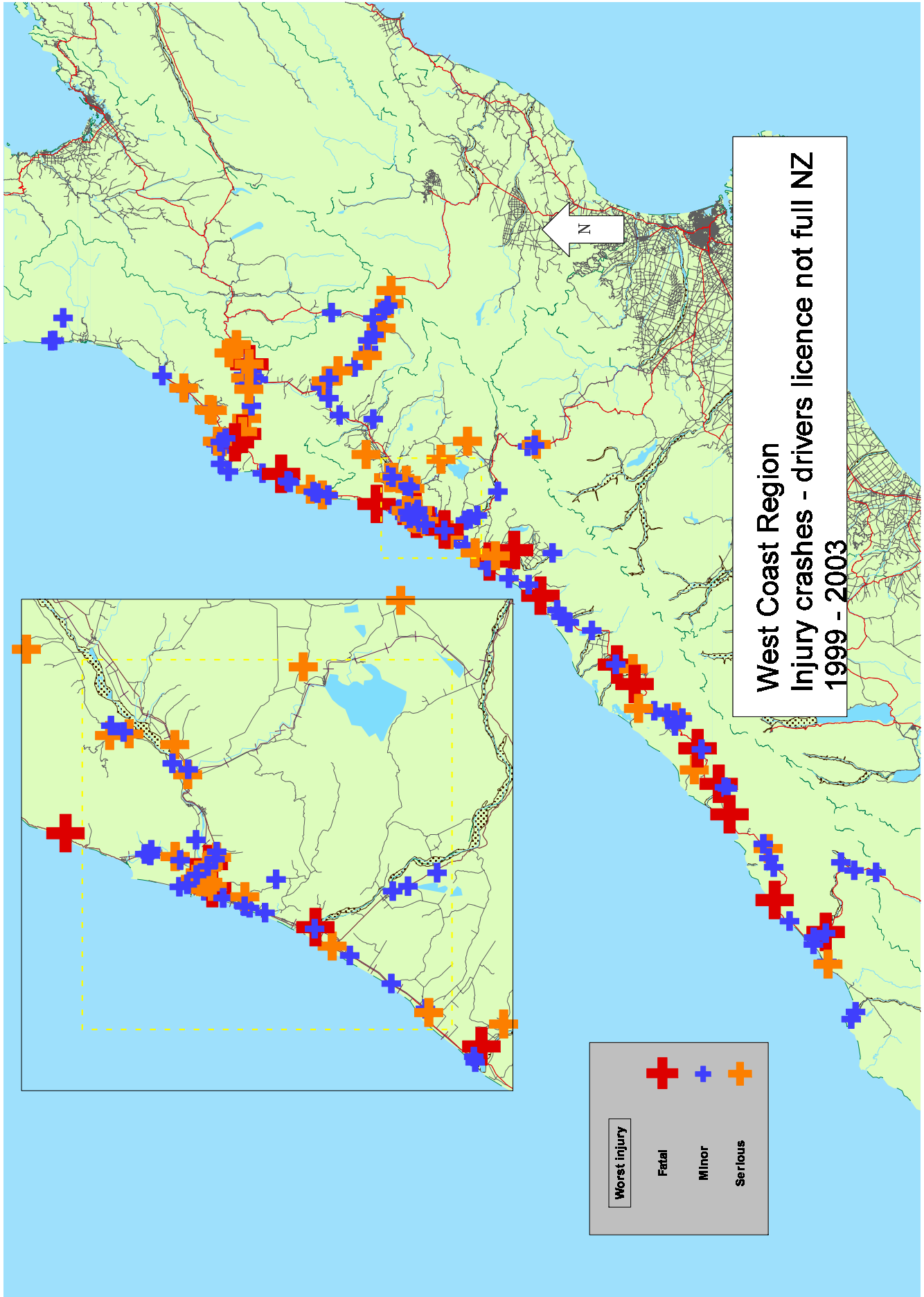
### Common crash factors



The age of drivers involved in injury crashes who did not hold a full New Zealand licence was generally higher than for drivers with a full licence.

Female drivers with licence issues were more highly represented than average in injury crashes.



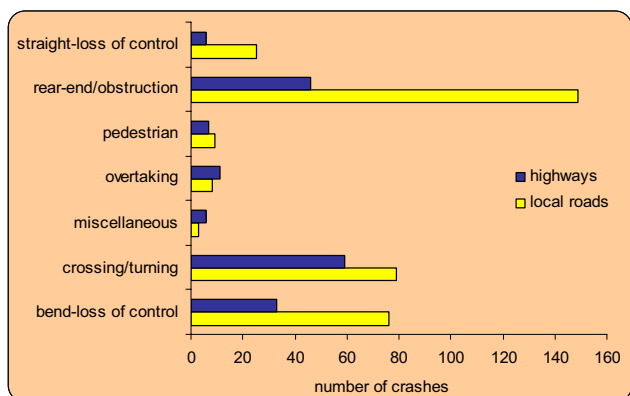


## Urban crashes

Last year in urban areas of the region one person died in a traffic crash, 13 received serious injuries and 32 sustained minor injuries. There were 14 non-injury crashes reported.

The most common injury crash type in urban areas of the region was loss of control on bends. This differs from urban areas in other parts of the country where crossing and turning crashes were most common. Crossing and turning crashes were the second most common injury crash type in the region.

### Urban injury crash types

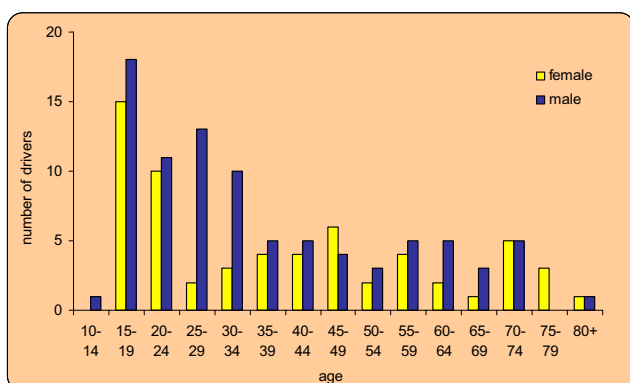


The object most often struck in urban crashes in the West Coast Region was parked cars. Other objects hit on state highways were signs, poles and fences and on local roads they were fences, poles, buildings and trees.

The crash factors most commonly reported for urban crashes were poor observation, failure to give way, speed, poor judgement and alcohol. In urban areas of the region, crashes in the dark were more likely to be on local roads than on state highways.

Female drivers made up over 40 percent of drivers involved in injury crashes in urban areas of the region.

### Age and gender of drivers in urban injury crashes



## Rural crashes

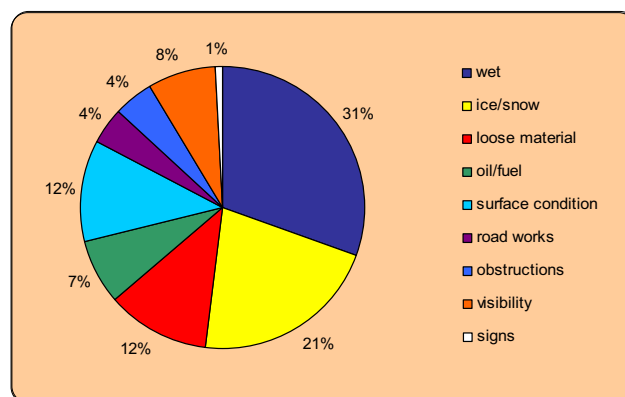
In 2003, four people died on rural roads in the West Coast Region, 16 received serious injuries and 91 sustained minor injuries. There were also 111 non-injury crashes reported.

Loss of control on bends represented over 60 percent of all rural crashes and loss of control on straight roads accounted for around 20 percent. These crash types were more highly represented in rural areas of the West Coast Region than elsewhere in the country.

The roadside objects most often struck in rural crashes in the region were banks, ditches, fences, over banks and trees.

Crash factors most often reported were speed, poor handling and road factors. Speed and road factors were over represented in the region.

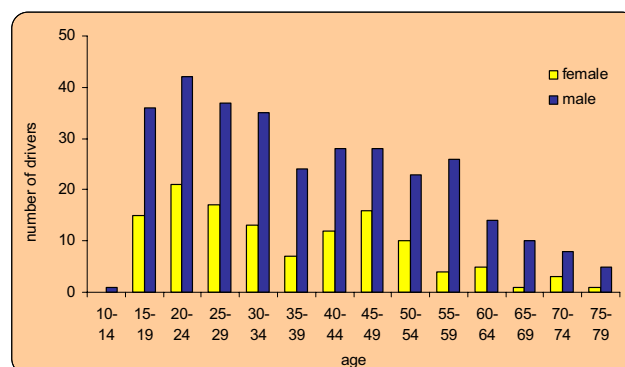
### Road factors in rural crashes



Crashes on wet roads in rural areas of the region accounted for over 40 percent of all crashes on rural roads. The percentage of crashes on wet roads was higher in the West Coast Region than elsewhere in the country.

Female drivers made up less than 30 percent of drivers involved in injury crashes in urban areas of the region.

### Age and gender of drivers in rural injury crashes



## Contacts

Land Transport Safety Authority

Regional Manager

Dennis Robertson

See LTSA staff contact details at bottom of page

Road Safety Co-ordinator

Malcolm White

39 Albert Mall

PO Box 20

Greymouth

Phone 03 768 4912

New Zealand Police

Hugh Flower

District Operations Manager

Private Bag 39

Nelson

Phone 03 546 3855

Christchurch Regional Office  
Level 5, BNZ House, 129 Hereford Street  
PO Box 13364, Christchurch  
Phone 03 964 2866, Fax 03 964 2855  
[www.ltsa.govt.nz](http://www.ltsa.govt.nz)

**transport**safety  
L A N D AUTHORITY