

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Westland District.

In 2002, eight people died in crashes on roads within the Westland District. Three of these were in urban areas of the district. In addition, 10 people suffered serious injuries and 37 people minor injuries. As well, there were 55 non-injury crashes reported to the Police.

Most crashes in the Westland District occurred on roads in rural areas. In the last five years, over 90 percent of casualties were sustained in crashes in rural areas, and almost 80 percent of non-injury crashes were in rural areas.

Over 80 percent of road users injured were either a driver or a passenger in a car or van.

Major road safety issues

Westland District

State highways
Speed
Alcohol
Female road users
Overseas drivers

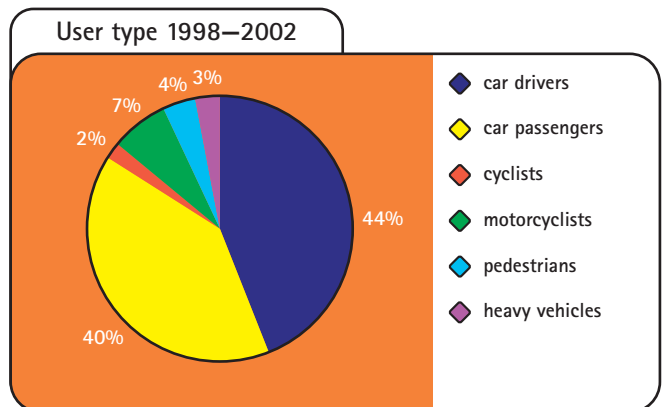
Nationally

Speed
Alcohol
Failure to give way
Restraints

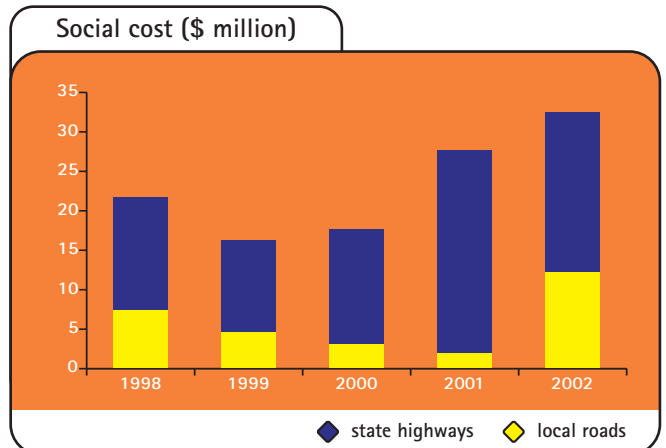
2002 road trauma for Westland District

Deaths	8
Serious casualties	10
Minor casualties	37
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Fatal crashes	7
Serious injury crashes	7
Minor-injury crashes	24
Non-injury crashes	64

Road casualties 1998–2002



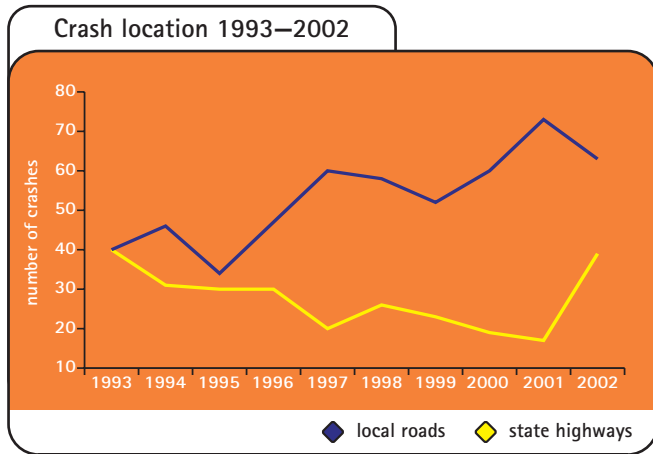
Estimated social cost of crashes*



* 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.

State highways

Over the last 10 years, the number of crashes occurring on state highways in the Westland District has increased.



On state highways, the most common crash type was the loss of control crash. About two thirds of these crashes happened on bends. The objects commonly struck were fences, ditches, banks, over banks, trees and bridges.

Road factors were the cause most often reported in crashes on state highways. Slippery because of a wet surface or ice were the main reasons for this and just under half of the reported crashes occurred in these conditions. The most commonly reported driver factors were poor observation, speed, poor handling, poor judgement and alcohol. Less than a quarter of the crashes were in darkness.

The person most often injured in crashes on state highways was the driver of a car or van. Passengers in these vehicles were the next largest group, followed by motorcyclists. Almost three quarters of casualties were males. All ages were represented.

Recommended actions

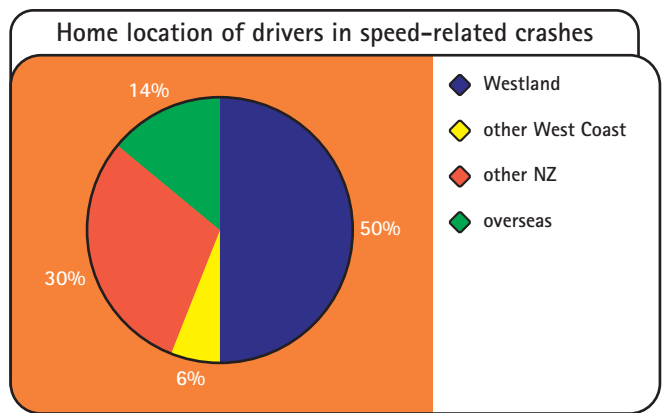
- Target enforcement activities to areas of high risk.
- Address the need to modify driving behaviour to suit the road and weather conditions through advertising campaigns.
- Maintain clear roadside areas as far as practicable.

80 Speed

In 2002, crashes involving inappropriate speed resulted in four deaths, three seriously injured people and 11 people with minor injuries. Also, eight non-injury crashes were reported involving excessive speed.

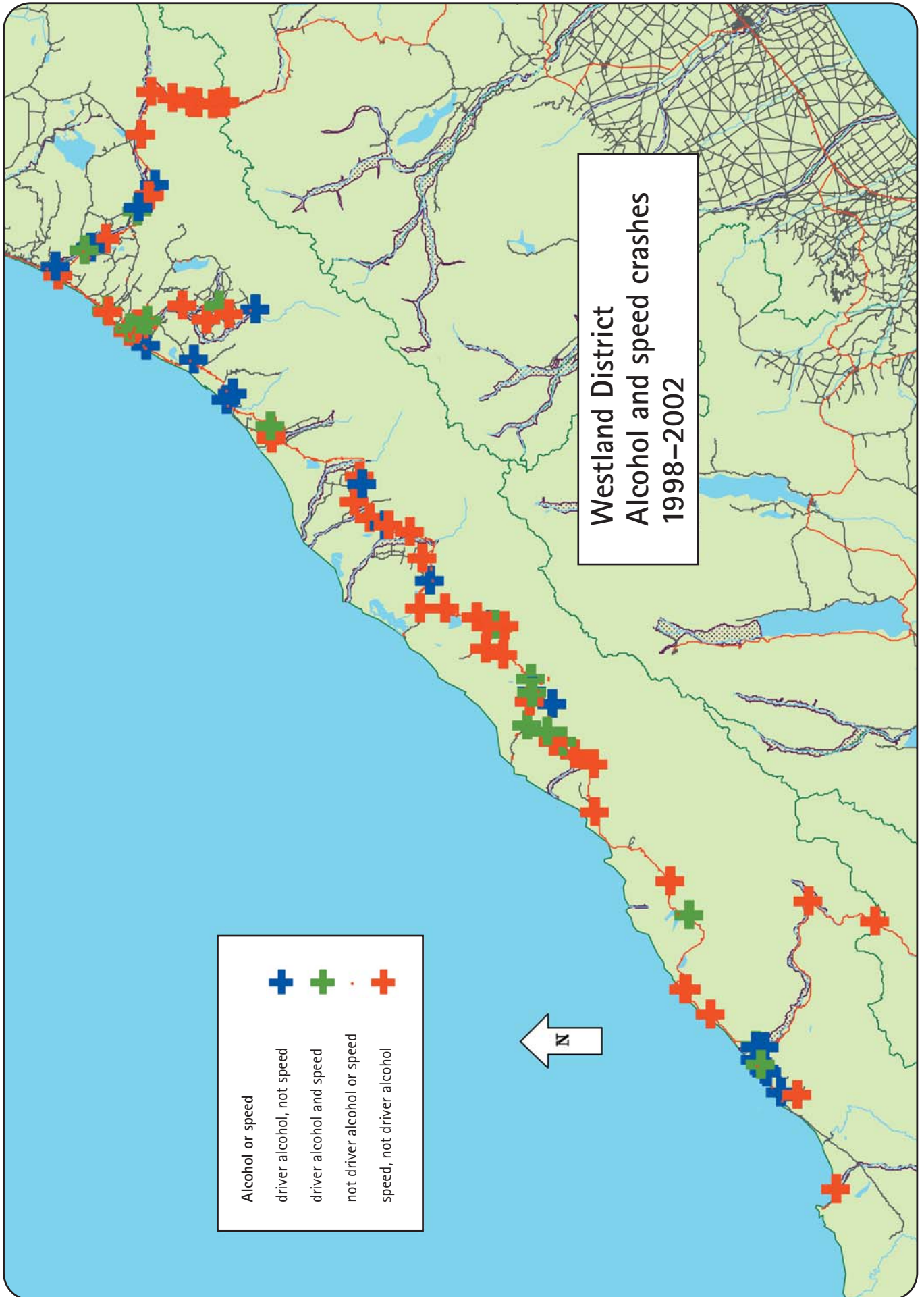
Most speed-related crashes were the loss of control type, mostly on bends. Alcohol, road factors, poor judgement and poor handling were the crash factors most often associated with speed. Almost half of the speed-related crashes occurred on wet roads. One quarter were at night.

Males were more than twice as likely as females to be injured in a speed-related crash. Drivers of all ages were represented in speeding crashes, but those in the 20 to 29 year age group were more highly represented.



Recommended actions

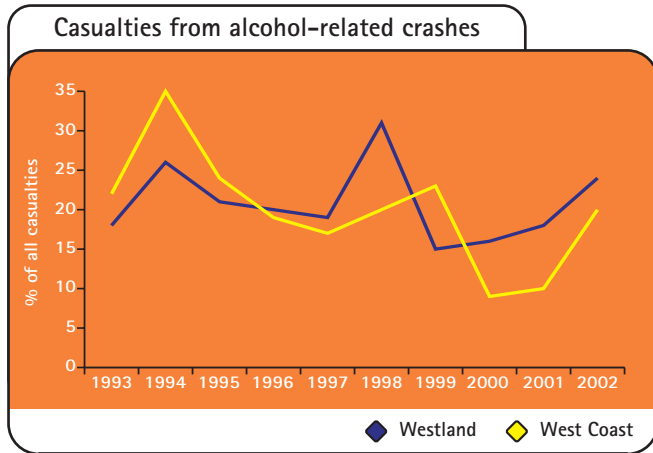
- Target enforcement activities at places and times where speeding is most likely.
- Use advertising and education to increase awareness of the need to slow down in wet conditions.
- Target local residents in advertising and education campaigns.





Alcohol

In the last five years, crashes involving alcohol-impaired road users resulted in four deaths, 17 seriously injured people and 35 people with minor injuries. In the Westland District, the involvement of alcohol in injury crashes has not reduced. Close to one in five casualties in crashes in the district were from alcohol-related crashes.



Over three quarters of crashes that involved alcohol were loss of control crashes, almost two thirds of which were on bends. The other crash factors associated with alcohol impairment were speed, poor observation, fatigue and poor handling. Most crashes involving alcohol happened at night.

Almost 90 percent of people reported as being alcohol-impaired were drivers of cars or vans. Around another 10 percent were pedestrians. Males were more than twice as likely as females to be alcohol-impaired. All ages were involved in alcohol-related crashes, but 20 to 24-year old males were the group most often reported.

➤ Recommended actions

- Target alcohol enforcement at places and times where alcohol-impaired drivers are most likely to be driving.
- Encourage local community initiatives such as host responsibility and designated driver schemes.
- Encourage peer support activities such as SADD and sober drivers.

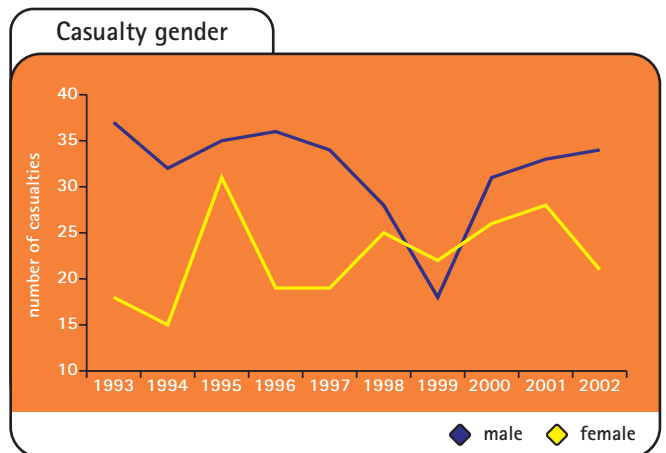
Female road users

In 1993, the number of males injured in crashes on roads in the Westland District was twice that of females injured. Since then the number of males injured each year has reduced, but the number of female casualties has increased until in 2001 the numbers were similar. In 2002 the number of females injured dropped, but the number of males did not. Females were less likely than males to be seriously injured.

Females were more likely to be in a car or van, but less likely than males to be the driver. Female casualties were less likely than males to be riding a motorcycle or driving a heavy vehicle, but more likely to be cyclists or pedestrians.

Females were less likely than males to be involved in a loss of control crash on a bend, but more likely to be involved in a crash at an intersection. Female drivers were less likely to speed but more likely to mishandle the vehicle or to not see something.

The ages of drivers involved in crashes were similar for both males and females.



➤ Recommended actions

- Target education and advertising campaigns at safety belt wearing.
- Target enforcement activity at driving at intersections.
- Increase awareness of the dangers faced by pedestrians and cyclists.
- Improve driving skills through programmes such as Defensive Driving.

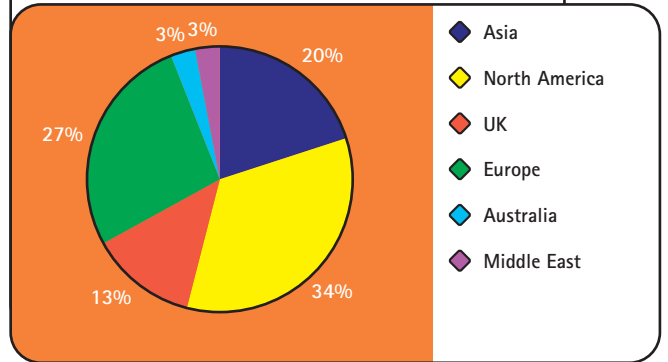


Overseas drivers

From 1993 to 2001 the number of crashes involving overseas drivers steadily increased until these crashes represented one third of all injury crashes in the district. In 2002 the number of crashes involving overseas drivers was half the 2001 figure.

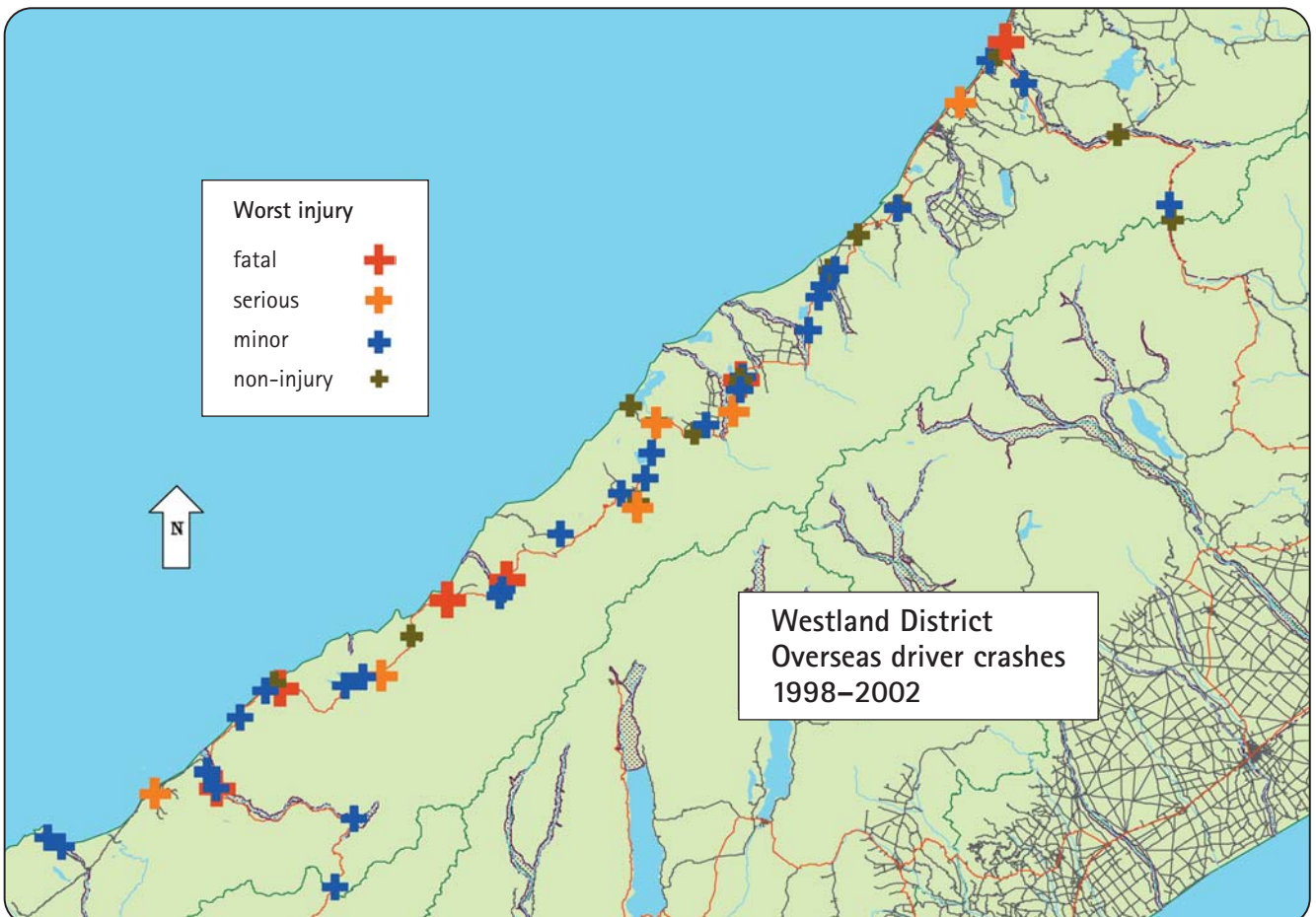
Overseas drivers were most commonly involved in loss of control crashes, both on bends and on straight roads. Poor judgement, speed and poor observation were the driver factors most commonly reported. Road conditions were also commonly reported. Most overseas drivers were males, and all ages were represented.

Home location of overseas drivers involved in crashes



Recommended action

- Target overseas drivers through local campaigns and tourism/visitor networks.



New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Land Transport Programme.

Community projects

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the NZRSP for community projects in the Westland District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Sober driver	\$6,000
Urban intersections	\$3,000
Speed rural/urban	\$2,500
Female road users	\$2,500

In addition to project funding, a further \$19,800 has been allocated to the West Coast Region for advertising which supports community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators have the criteria.

The Westland District will also be involved this year in regionally funded projects to target the high-risk issues of cycling, young road users, speed, restraints and fatigue issues. These projects have been funded as follows:

Project	General funding
Regional road safety co-ordinator	\$40,000
Small project fund	\$2,500
Bike Wise	\$2,700
Kidsafe Week	\$2,700
Young drivers	\$5,000
Rural speeds	\$21,000
Restraints	\$3,000
Driver fatigue	\$15,600

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004 the Police are funded to deliver 4,550 hours of road policing in the Westland District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	3,540
Traffic management including crash attendance, incidents, emergencies and events	890
School road safety education	100
Police community services	20

Road environment

The Westland District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

Where to get more information

For more specific information relating to road crashes in the Westland District, please refer to the 1998 to 2002 Road Safety Data Report, or to one of the contacts listed below:

Contacts

Land Transport Safety Authority

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