

road safety issues

The 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 Westland District.

Last year four people died in traffic crashes in the Westland District. This was four fewer than 2002, and one less than in 2001. Overall, the number of people killed and injured each year is not dropping, with the 2003 total being the second highest equal in the last 10 years.

In the last four years, five people were killed in crashes in urban areas of the district. This number is the same as the total killed in crashes in urban areas of the district in the previous 20 years.

In the Westland District, more than 90 percent of injuries from traffic crashes were from crashes on roads in rural areas of the district. In addition, over 75 percent of reported non-injury crashes in the district occurred on rural roads.

Close to 70 percent of crashes in the Westland District occurred on state highways, with almost three quarters of these occurring on State Highway 6.

Male road users aged between 15 and 19 years were the group most likely to be injured in crashes in the Westland District. Females in the 20 to 29 year age group were most likely to be injured. Over 50 year olds were more likely to be injured in the Westland District than in other areas of the country.

Major road safety issues




Westland District

- Speed
- Alcohol
- Rural roads

Nationally

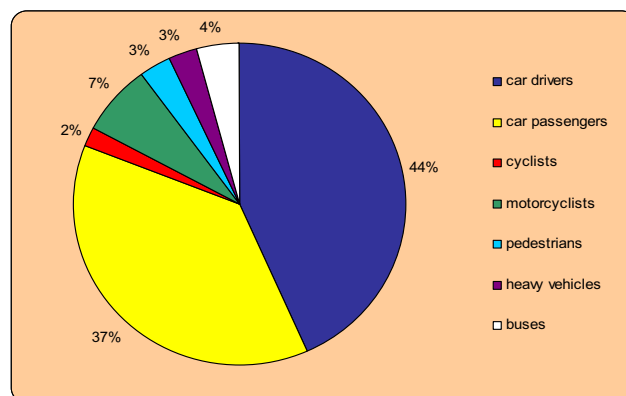
- Speed
- Alcohol
- Failure to give way
- Restraints

2003 road trauma for Westland District

	Deaths	4
	Serious casualties	7
	Minor casualties	50
	Fatal crashes	4
	Serious injury crashes	5
	Minor injury crashes	29
	Non-injury crashes	52

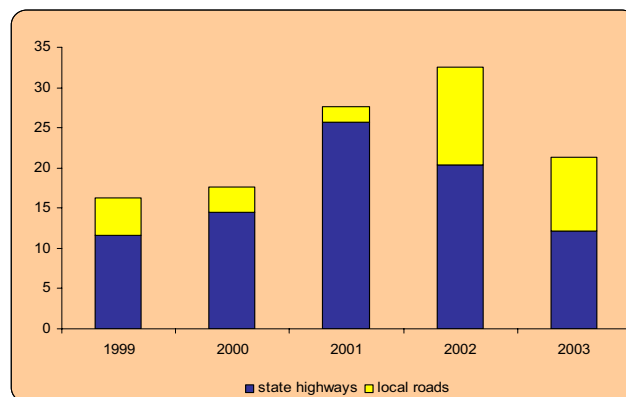
Road casualties 1999–2003

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.

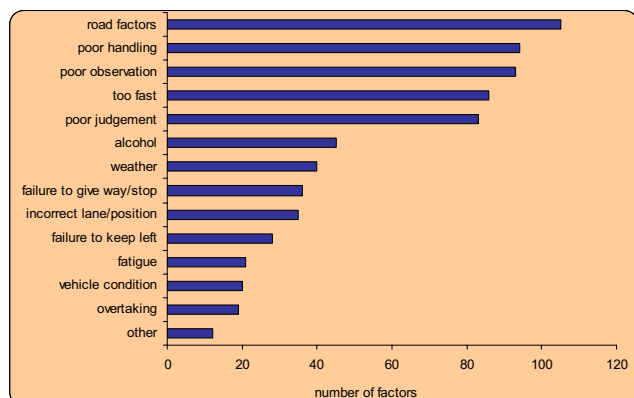
Speed

Travelling too fast was the most commonly reported crash factor in rural areas of the Westland District. It was reported in a third of crashes in rural areas and a fifth of crashes in urban areas.

Last year two people were killed and 20 received injuries in speed-related crashes in the district.

Loss of control on bends was the most common crash type where speed was a factor. Poor handling, alcohol, poor judgement and road factors were the crash factors most often associated with speed. More than 40 percent of speed-related crashes occurred on wet roads, and around 30 percent were in darkness. One in three speed-related crashes happened on local roads.

Factors contributing to crashes



Male drivers involved in crashes were more than twice as likely to be speeding as females. Males and females aged between 15 and 30 years were most often reported to be speeding.



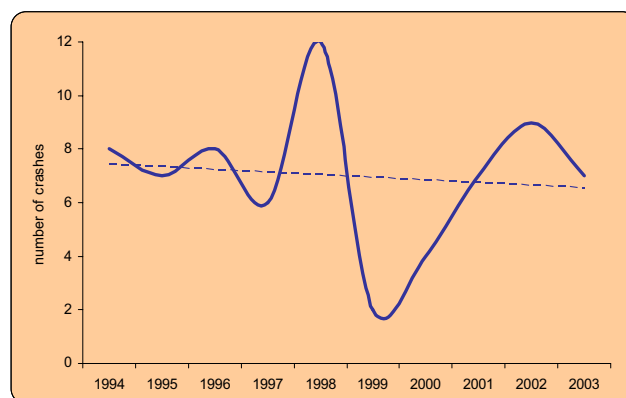
Alcohol

In the Westland District, alcohol was more often reported as a factor in crashes than elsewhere in the country. In the last five years alcohol was reported in four crashes in urban areas and in 25 crashes in rural areas. Overall, the number of alcohol-related crashes is decreasing slowly.

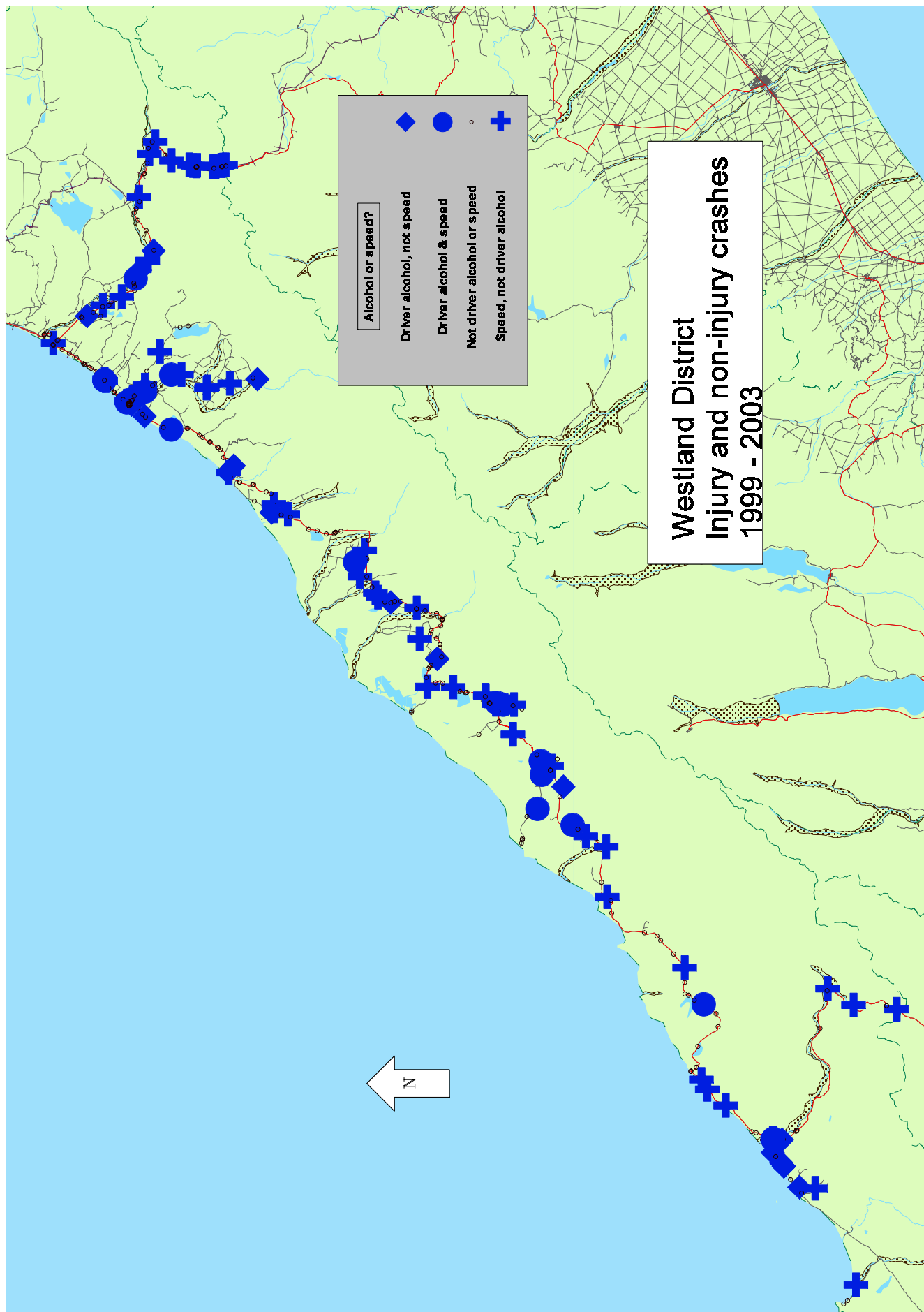
Last year one person was killed and six received injuries in alcohol-related crashes in the district. Alcohol-related crashes represented almost 20 percent of reported injury crashes in the district.

The crash type most commonly involving alcohol was loss of control on bends and on straight roads. Speed was the other crash factor most often associated with alcohol.

Alcohol-related crashes



Drivers aged between 20 and 24 years old were the age group most likely to be involved in an alcohol-related crash.



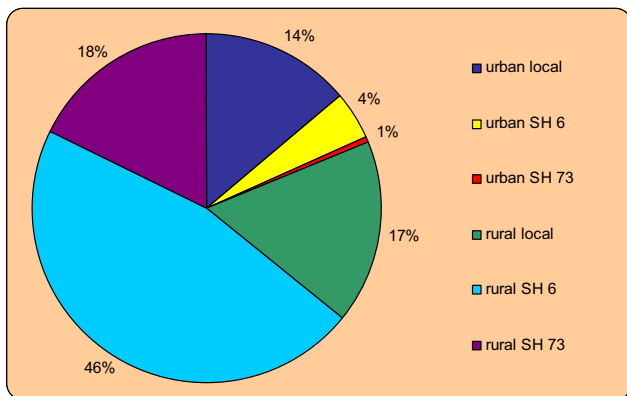


Rural roads

In the Westland District, over 90 percent of injuries from traffic crashes were on roads in rural areas of the district. In addition, over 75 percent of reported non-injury crashes in the district occurred on rural roads.

Close to 80 percent of crashes in rural areas of the district happened on state highways with State Highway 6 accounting for almost 60 percent of rural crashes. In urban areas most crashes happened on local roads.

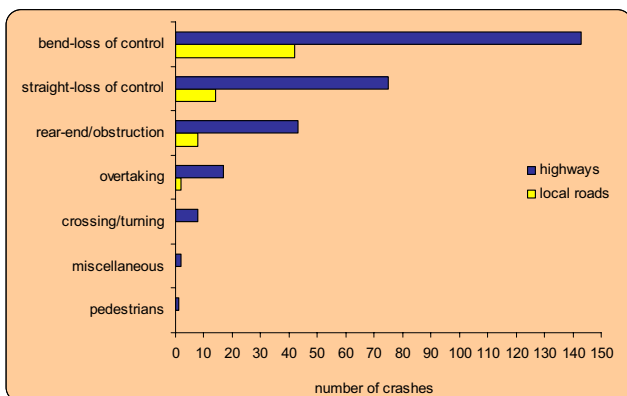
Crash locations



Loss of control was the most common type of crash on both state highways and local roads. This crash type represented almost 90 percent of crashes on rural local roads and 75 percent of crashes on state highways in rural areas of the district.

The number of loss of control crashes on straight roads has been increasing over the last 10 years.

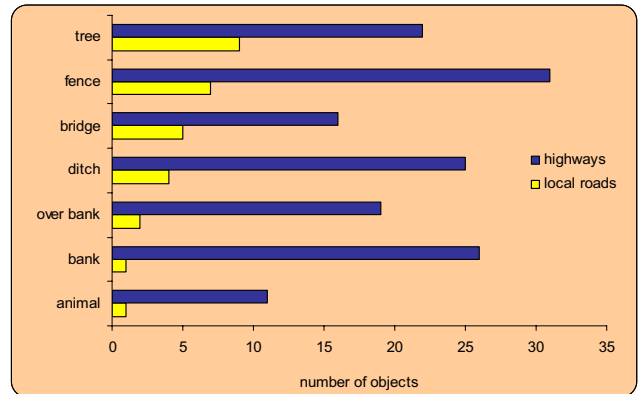
Rural crash types



The fixed objects most often struck in crashes on state highways are fences, upright banks, ditches and trees. On local roads they are trees, fences and bridges.

Over the last 10 years, the number of roadside objects struck has shown neither an upward nor a downward trend. When compared with other parts of the country, the Westland District was close to average in the number of objects struck.

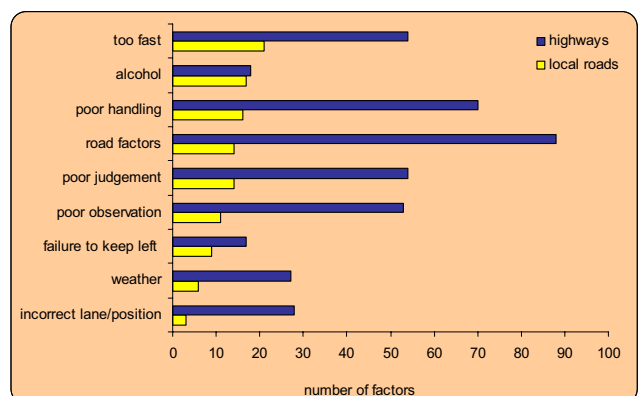
Objects commonly struck



On rural local roads in the Westland District, speed and alcohol were the factors most often reported in crashes, followed by driver handling, road factors and poor driver judgement. The most commonly reported crash factor on rural state highways in the district was road factors, followed by driver handling, speed, poor judgement and poor observation.

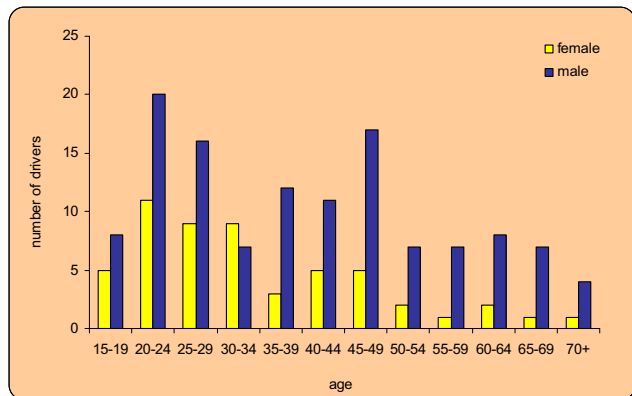
Road factors include surface condition. Ice was the most commonly reported reason for a surface problem followed by wet surface.

Common crash factors



Male drivers were more likely than female drivers to be involved in a crash in rural roads in the district. Over the last five years, 129 male drivers and 54 female drivers were involved in injury crashes. For both female and male drivers, those aged between 20 and 25 years were most often involved in crashes.

Age and gender of drivers



Overseas drivers were involved in more than a quarter of crashes in the Westland District. The location of crashes involving overseas drivers is shown on the map.

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