

road safety issues

Westland District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the Westland District.

In the last five years, 24 people died on roads within the Westland District. Another 50 road users were seriously injured and 198 received minor injuries. In addition, 307 non-injury crashes were reported. There is no evident long-term reduction in the annual number of crashes, although in 2004 the number of casualties reported in the district was the lowest in 10 years.

Over 85 percent of the social cost of crashes in the Westland District occurred in rural areas. More than eight out of every 10 reported injury crashes and close to eight out of every 10 reported non-injury crashes in the district were in the rural areas.

One measure of safety performance is crashes per 10,000 population. In 2004 the figure for the Westland District was 33, the lowest in the last four years. For all of New Zealand the rate was 25 and for a peer group of similar local authorities used for comparison, the figure was 40.

Another measure of safety performance is crashes per 100 million kilometres travelled. In the Westland District for both state highways and local roads in both urban and rural areas the rates were below the national and peer group averages.

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Westland District



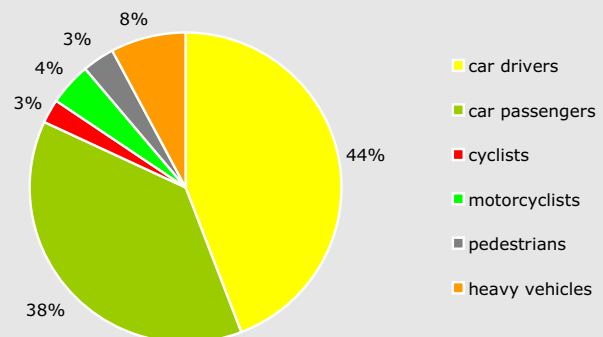
Deaths	4
Serious casualties	8
Minor casualties	27



Fatal crashes	4
Serious injury crashes	6
Minor injury crashes	16
Non-injury crashes	85

Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

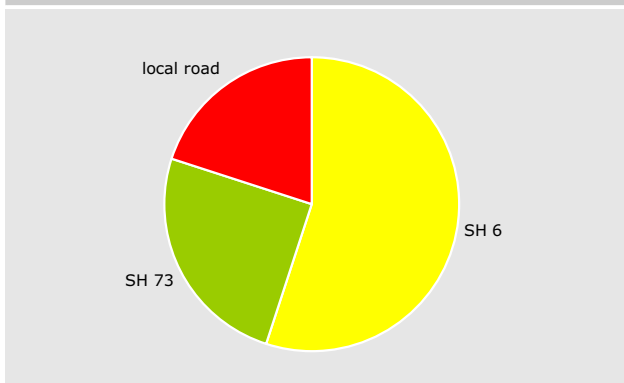
Rural crashes

Over 85 percent of the social cost of crashes in the Westland District occurred in rural areas. More than eight out of every 10 reported injury crashes and close to eight out of every 10 reported non-injury crashes in the district were in the rural areas. In the last five years, as a result of these crashes, 19 people died and another 228 people were injured. There were also 237 non-injury crashes reported.

Over the last 10 years, the number of crashes on rural bends has neither increased nor reduced. Over the same period the number of crashes on rural roads on straights has increased, but there was a drop in 2004. In 2004, the number of casualties from crashes on rural roads was the lowest in the last 10 years.

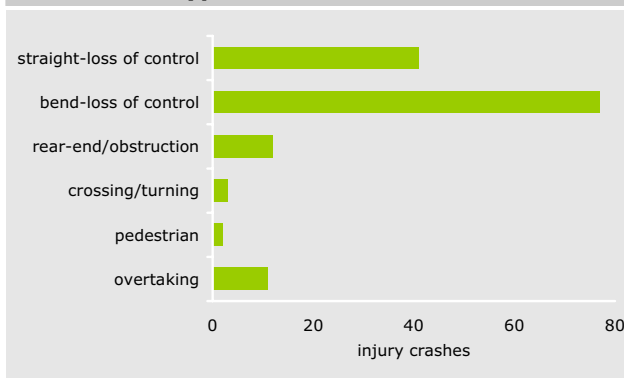
State highways form a significant part of Westland District's road network. Eight out of every 10 rural crashes in the district occurred on state highways.

Rural crash locations 2000–2004



Most crashes on rural roads in the district were loss of control crashes. Over two thirds of these crashes were on bends. In the Westland District, there was a lower than elsewhere percentage of crashes on bends but a higher than elsewhere percentage of crashes on straights.

Rural crash types 2000–2004



In the Westland District, almost half of rural crashes were on wet or icy roads. The proportion of these crashes is rising. Less than one third were in darkness.

The most common roadside features struck in rural crashes were:

- fences
- ditches
- trees
- upright banks.

Vehicles crashing over banks were also a common crash type.

General

Travelling too fast for the conditions was the fourth most common driver factor in crashes on roads in the Westland District. There was a higher proportion of speed-related crashes in the district than in other parts of the country. However, there was a slight downward trend in these crashes in the district. Most speed-related crashes were loss of control on bends. Poor handling and alcohol were commonly associated with speeding. Drivers, mainly males, aged 15 to 29 years were those most often involved in speed-related crashes. Overall half of the speed-related crashes occurred on wet roads, more than half during darkness.

The incidence of alcohol involvement in crashes in the district was higher than elsewhere in the country. Over the last 10 years the incidence of alcohol in urban crashes has not reduced. Most alcohol-related crashes were loss of control crashes, both on bends and on straights. Excessive speed was the other factor most often associated with alcohol. There were more of these crashes on weekends than on weekdays, and most were in darkness. Drivers involved in alcohol-related crashes were typically younger males.

Almost 80 percent of reported urban crashes in the district were non-injury. One third of urban crashes in the district were at intersections. Crossing/turning crashes and rear-end crashes were the most common crash types. The crash factor most often reported in urban areas was poor observation.

In the Westland District, the highest number of casualties were females aged 25 to 29 years, followed by males and females in the 15 to 19 years age group and males aged 20 to 24. The involvement of older road users in the casualty figures was higher in the Westland District than in other areas.



Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport. It compares the results for the Westland District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Range for five poorest performances	Westland District 2004 injury crashes
Speed % crashes with excessive speed	28% to 35%	15%
Alcohol % driver alcohol crashes	21% to 40%	19%
Intersections % crashes with failed to stop or give way factors	35% to 43%	8%
Pedestrian % crashes with pedestrians	14% to 22%	4%
Cyclists % crashes with cyclists	12% to 17%	4%
Safety belts % unrestrained – front seat	11% to 19%	9%

Contacts

Land Transport New Zealand

Jackie Curtis

Partnership Manager Southern

See contact details at bottom of the page.

Regional Road Safety Co-ordinator

Malcolm White

39 Albert Mall

PO Box 20

Greymouth

Phone 03 768 4912

Westland District

Rob Daniel

Operations Manager

Private Bag 704

Hokitika

Phone 03 755 8322

New Zealand Police

Hugh Flower

Private Bag 39

Nelson

Phone 03 546 3855



Christchurch Regional Office

Level 5 BNZ House

129 Hereford Street

PO Box 13364

Christchurch

Telephone 03 964 2866

Fax 03 964 2855

www.landtransport.govt.nz