

# road safety issues

## Westland District

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported injury and non-injury crash data for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within the Westland District.**

In the last five years 23 people died as a result of traffic crashes on roads in the Westland District. In addition, 51 people received serious injuries, and 201 received minor injuries. There were also 347 non-injury crashes reported.

The total number of reported injury crashes on roads in the district is not reducing. The number in 2005 was the highest in 10 years.

Comparing 2005 reported crashes with the previous year shows:

- there were two deaths in 2005, down from four in 2004
- the number of people injured increased from 35 to 57
- crashes at bends increased
- there was no change in the number of alcohol-impaired drivers involved in crashes
- the proportion of crashes reported where speed was a factor more than doubled
- the number of crashes on local roads increased by around 50 percent.

### Major road safety issues

Westland District

Rural state highways

Local roads

Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Westland District



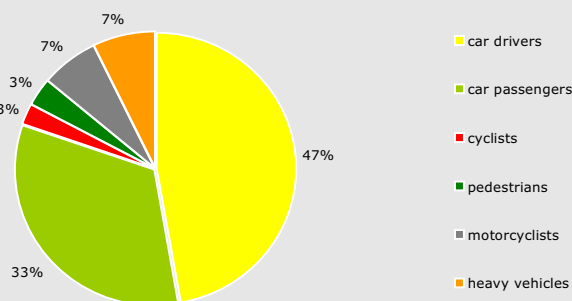
Deaths	2
Serious casualties	14
Minor casualties	43



Fatal crashes	2
Serious injury crashes	11
Minor injury crashes	27
Non-injury crashes	93

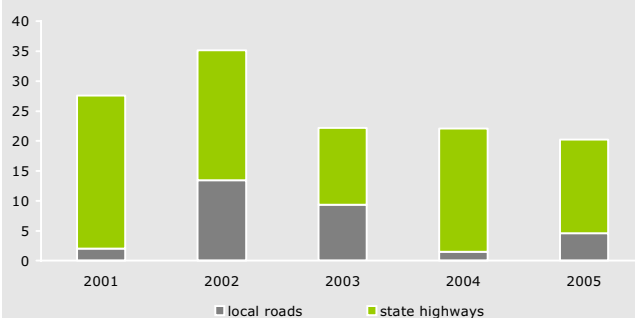
### Road casualties 2001-2005

User type 2001-2005



### 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 2005 prices.

## Rural state highways

In the last five years 15 people died on rural state highways in the Westland District. Another 193 people received serious or minor injuries. There were also 215 non-injury crashes reported.

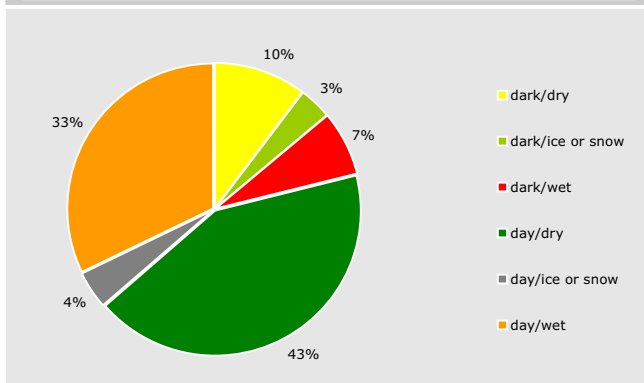
Over three quarters of reported crashes on rural state highways involved loss of control or crossing the centre line. More than half were on bends.

Over 60 percent of single vehicle crashes on bends were on right-hand bends, and less than half of multi-vehicle crashes on bends occurred on right-hand bends.

Poor handling, poor judgement, poor observation and excessive speed were the driver factors most often reported as contributing to crashes on rural state highways.

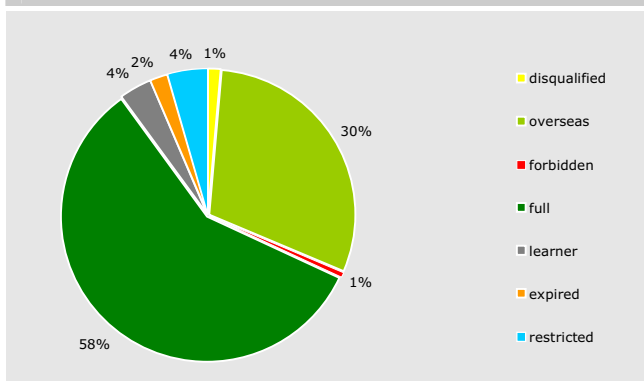
Almost half of all reported crashes on rural state highways were on wet or icy roads. Over one fifth were in darkness.

**Road conditions in rural state highway crashes**



Males accounted for almost two thirds of drivers involved in reported injury crashes on rural state highways. While younger drivers were more highly represented, drivers of all ages were involved.

**Driver licence status in rural state highway crashes**



Drivers with overseas driver licence made up 30 percent of all drivers involved in reported injury crashes on rural state highways.

## Local roads

From 2001 to 2005 seven road users died in crashes on local roads in the Westland District. There were also 49 people who received serious or minor injuries in reported crashes. Three quarters of crashes on local roads in the district were in rural areas. In the same period there were 113 non-injury crashes reported on local roads in the district. Half of these were in urban areas.

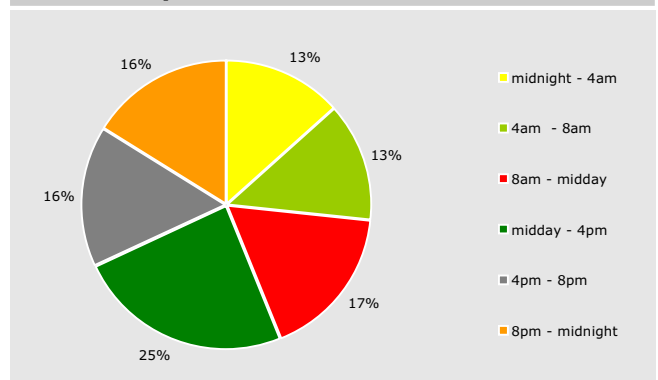
## Rural areas

On local roads in the rural areas, over 80 percent of reported injury and non-injury crashes involved loss of control or a vehicle crossing the centre line. Of these crashes, almost three quarters were on bends.

Excessive speed and poor handling were the driver factors most often reported in crashes on rural local roads. Alcohol and poor judgement were also highly represented.

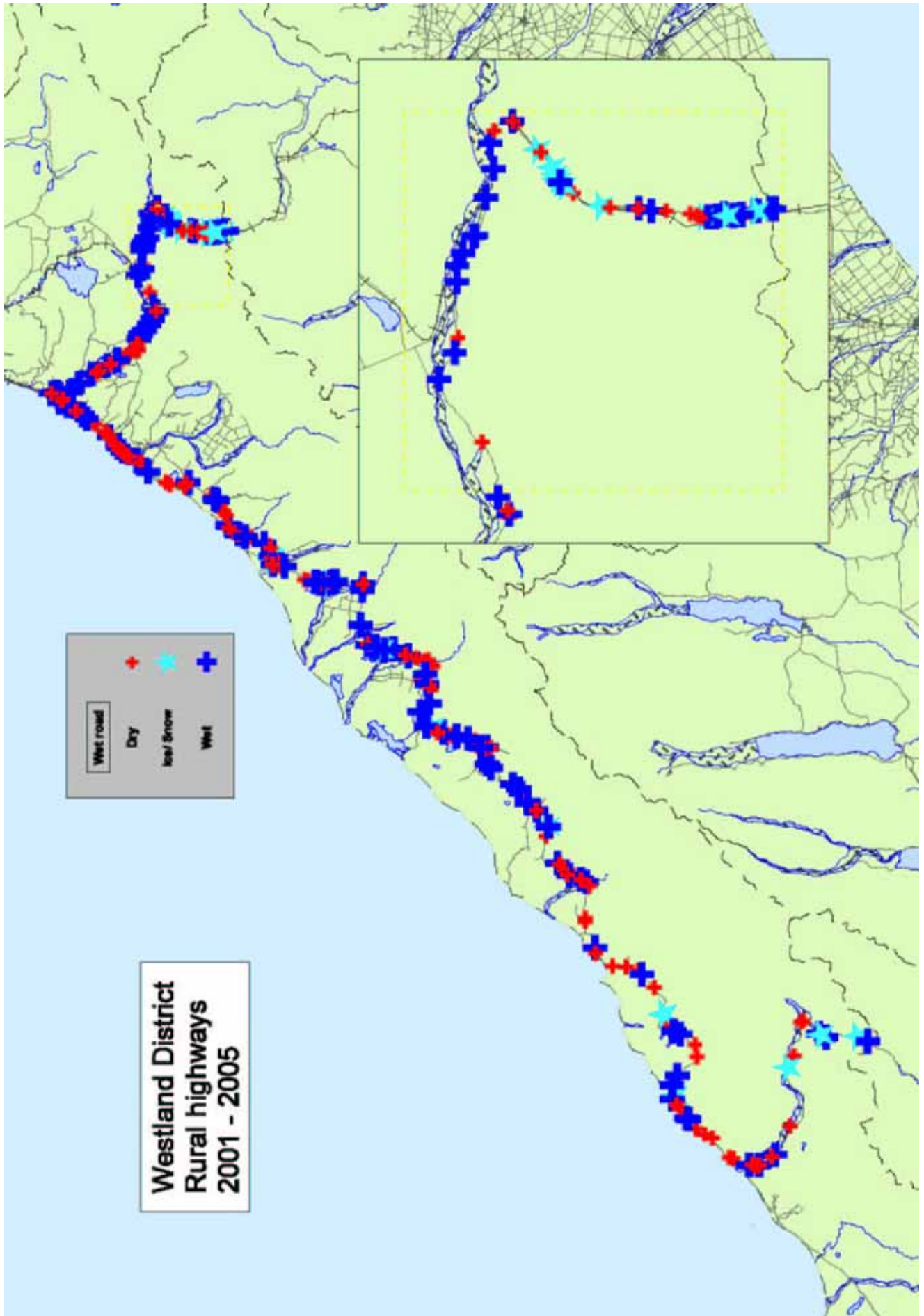
Almost 40 percent of crashes on rural local roads were at weekends.

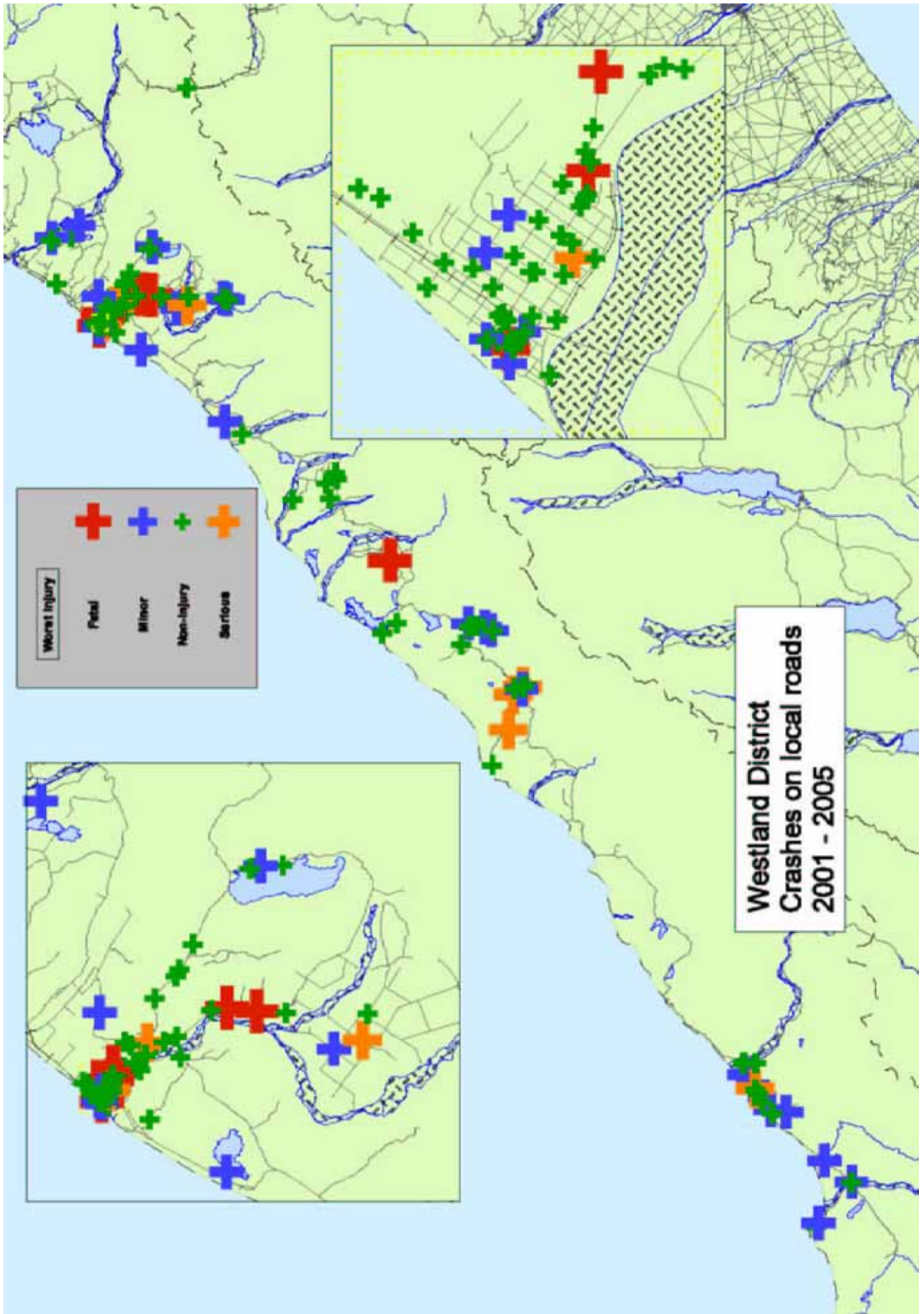
**Time of day for rural local road crashes**



Males accounted for over 80 percent of drivers involved in injury crashes on rural local roads in the district. Drivers aged less than 25 years represented almost half of all drivers in these crashes.

Local drivers made up over half of all drivers involved in injury crashes on rural local roads in the Westland District. Only two were overseas residents.

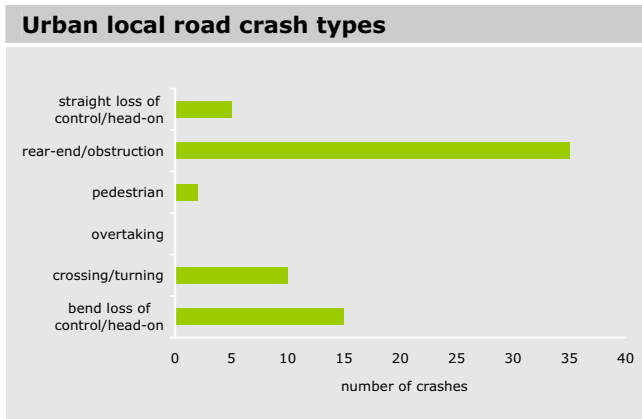




## Urban areas

On local roads in the urban areas over half of the reported injury and non-injury crashes were rear-end crashes or collisions with an obstruction. Another 30 percent involved loss of control. Less than 15 percent were crossing/turning crashes.

Almost three quarters of crashes on urban local roads occurred at mid-block locations.



The objects most commonly struck were parked vehicles, fences and poles.

The driver factor most often reported in crashes on urban local roads was poor observation. Other common factors were excessive speed, poor judgement, failure to give way or stop and alcohol.

Almost three quarters of crashes were on weekdays and over two thirds were in daylight.

For injury crashes on urban local roads drivers of all ages were involved. Almost two thirds were males and most were local residents.

## General

### Speed

Excessive speed was recorded in almost one fifth of all injury crashes reported in the district in the last five years. Seven people died and 79 others were injured in these crashes. There were also 54 non-injury speed-related crashes reported. Speed as a factor in crashes is not reducing in the district.

Almost 90 percent of speed-related crashes were loss of control or head-on crashes on bends. Poor handling and alcohol were the other driver factors most often associated with speed. Almost half of speed-related crashes were on wet or icy roads. More than 40 percent were at weekends.

Drivers, mainly males aged less than 30 years were more often involved in speed-related crashes.

### Alcohol

Alcohol was involved in 18 percent of injury crashes in the district. In the last five years four people died and 47 people received other injuries in crashes where alcohol was a factor. There were also 24 non-injury alcohol-related crashes reported. The number of injury crashes involving alcohol may be reducing, but reported non-injury crashes where alcohol was involved has steadily increased over the last five years.

Almost three quarters of alcohol crashes were in rural areas of the district and almost 90 percent of these involved loss of control. Excessive speed and poor handling were the other factors most often associated with alcohol.

### Failure to give way

Failure to give way or stop was reported in only seven percent (12 injury crashes) of all reported injury crashes for the last five years. One person died, 17 received injuries and 31 were not injured. Seven of the 12 injury crashes and 13 of the 31 non-injury crashes were in rural areas of the district.

Poor observation was the driver factor most often associated with failure to give way. For the injury crashes, drivers of all ages and both genders were involved.

### Restraints

Surveys of restraint wearing indicate that use of seat belts in the Westland District in 2005 was between 85 and 90 percent, except for child passengers who had a wearing rate of over 95 percent. The wearing rate for drivers has been reasonably stable for the last four years at the indicator sites surveyed by Land Transport NZ.

## Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for Westland District 2005 injury crashes with the national range.

	National range	Westland District
<b>Speed</b> % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	28%
<b>Alcohol</b> % driver alcohol crashes	6%–31%	13%
<b>Intersections</b> % crashes with failed to stop or give way factors	0%–41%	5%
<b>Pedestrian</b> % crashes with pedestrians	0%–24%	0%
<b>Cyclists</b> % crashes with cyclists	0%–15%	3%
<b>Safety belts</b> % unrestrained – front seat	1%–13%	4%

## Contacts

### Land Transport New Zealand

Jackie Curtis  
Partnership Manager Southern  
See contact details at the bottom of the page.

### Road Safety Coordinator

Malcolm White  
Regional Road Safety Coordinator  
Natasha Glover  
Road Safety Office Coordinator  
39 Albert Mall  
PO Box 20  
Greymouth  
Phone 03 768 4912

### Westland District Council

Rob Daniel  
Manager Operations  
Weld Street  
Private Bag 704  
Hokitika  
Phone 03 756 9010

### New Zealand Police

Hugh Flower  
Road Policing Manager, Tasman District  
Private Bag 39  
Nelson  
Phone 03 546 3855



### Christchurch Office

Level 5, BNZ House  
129 Hereford Street  
PO Box 13-364  
Christchurch

Telephone 03 964 2866  
Fax 03 964 2855

[www.landtransport.govt.nz](http://www.landtransport.govt.nz)