



# briefing notes - road safety issues

## Westland District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Westland District.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Westland District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

We have included a brief overview of crashes in the district.

We encourage Westland District to delve deeper into the highlighted issues, and other road safety issues in the district. Contact the NZTA Performance Information team for additional information from to the Ministry of Transport's Crash Analysis System (CAS). All data and maps in this note are from CAS.

### Major road safety issues

#### Westland District

Bend - loss of control or head-on

Speed

Overseas drivers

### 2008 road trauma

#### Casualties

#### Westland District

Deaths 1

Serious casualties 20

Minor casualties 43

#### Nationally

Speed

Alcohol

Failure to give way

Restraints

#### Crashes

#### Westland District

Fatal crashes 1

Serious injury crashes 12

Minor injury crashes 29

Non-injury crashes 65

Fatal and Injury crashes  
Westland District  
2008



## Overview

In 2008 on local roads in Westland District there was 1 injury crash and 19 non-injury crashes. In addition there were 41 injury crashes and 46 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 42 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

### Casualties by urban / rural 2008

|       | Fatalities | Serious injuries | Minor injuries | Total |
|-------|------------|------------------|----------------|-------|
| Rural | 1          | 12               | 40             | 53    |
| Urban | 0          | 8                | 3              | 11    |
| Total | 1          | 20               | 43             | 64    |

In Westland District more than 8 of every 10 casualties were from crashes in rural areas of the district. Almost all injury crashes were on State highways.

There are no obvious long term trends in the crash numbers. The total number of crashes in 2008 was the second highest in the last ten years.

### Crash trends in Westland District

| Year | Fatal Crashes | Serious Crashes | Minor Crashes | Total Crashes |
|------|---------------|-----------------|---------------|---------------|
| 1999 | 2             | 9               | 10            | 21            |
| 2000 | 3             | 6               | 17            | 26            |
| 2001 | 4             | 11              | 23            | 38            |
| 2002 | 7             | 7               | 24            | 38            |
| 2003 | 4             | 6               | 29            | 39            |
| 2004 | 4             | 6               | 16            | 26            |
| 2005 | 2             | 11              | 27            | 40            |
| 2006 | 1             | 16              | 28            | 45            |
| 2007 | 4             | 8               | 19            | 31            |
| 2008 | 1             | 12              | 29            | 42            |

### Injury crashes 2004 to 2008

| Crash type or contributory cause 2004 to 2008 | Local road Percentage injury crashes | State Highway Percentage of injury crashes |
|---|--------------------------------------|--|
| Alcohol                                       | 30                                   | 14   |
| Too fast                                      | 43                                   | 25   |
| At bends                                      | 23                                   | 58   |
| At intersections                              | 20                                   | 3  |
| Road factors                                  | 20                                   | 21   |

### Vulnerable road users - casualties

| Road user type          | Local road Percentage of all casualties | State Highway Percentage of all casualties |
|-------------------------|---|--|
| Pedestrians             | 0                                       | 1  |
| Cyclists                | 0                                       | 1  |
| Motorcycles             | 4                                       | 11   |
| <b>Total vulnerable</b> | 4                                       | 13   |

Further information about 2004 to 2008 injury crashes on local roads in Westland District :

- Worst month June, November
- Worst day Sunday
- 30 percent on wet or icy roads
- 60 percent at night
- 20 percent at intersections
- 38 roadside objects struck
- Social cost of crashes in 2008 \$0.8 m

Further information about 2004 to 2008 injury crashes on State Highways in Westland District :

- Worst month February
- Worst day Tuesday
- 44 percent on wet or icy roads
- 23 percent at night
- 3 percent at intersections
- 125 roadside objects struck
- Social cost of crashes in 2008 \$15.5 m

Injury Bend - loss of control or head on crashes  
Westland District  
2004 - 2008



## Bend - loss of control or head on

Between 2004 and 2008 60 percent of all injury crashes in Westland District were bend - loss of control or head on. These crashes resulted in 5 fatalities, 38 serious injuries and 119 minor injuries.

There were no fatal crashes of this type last year in Westland District. There are no obvious trends in the crash numbers.

| Crashes at bends 2004 to 2008 |               |                 |               |       |
|-------------------------------|---------------|-----------------|---------------|-------|
| Crash year                    | Fatal crashes | Serious crashes | Minor crashes | Total |
| 2004                          | 1             | 3               | 10            | 14    |
| 2005                          | 1             | 6               | 19            | 26    |
| 2006                          | 1             | 7               | 16            | 24    |
| 2007                          | 2             | 6               | 15            | 23    |
| 2008                          | 0             | 9               | 14            | 23    |
| Total                         | 5             | 31              | 74            | 110   |

After drivers lose control their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The most common roadside hazards struck in injury loss of control or head on crashes on bends in Westland District were cliffs or banks (25), over bank (17), trees (17), ditches (15) and fences (14) from a total of 112 objects struck.

| Main characteristics of injury bend - loss of control or head on crashes |                       |
|--|-----------------------|
| Crash characteristic   | Percentage of crashes |
| Single vehicle   | 87                    |
| Alcohol  | 17                    |
| Excessive speed for the conditions                                       | 44                    |
| Road factors   | 24                    |
| Poor handling  | 64                    |
| Rural road   | 93                    |
| Wet or icy road  | 47                    |
| Night time   | 27                    |

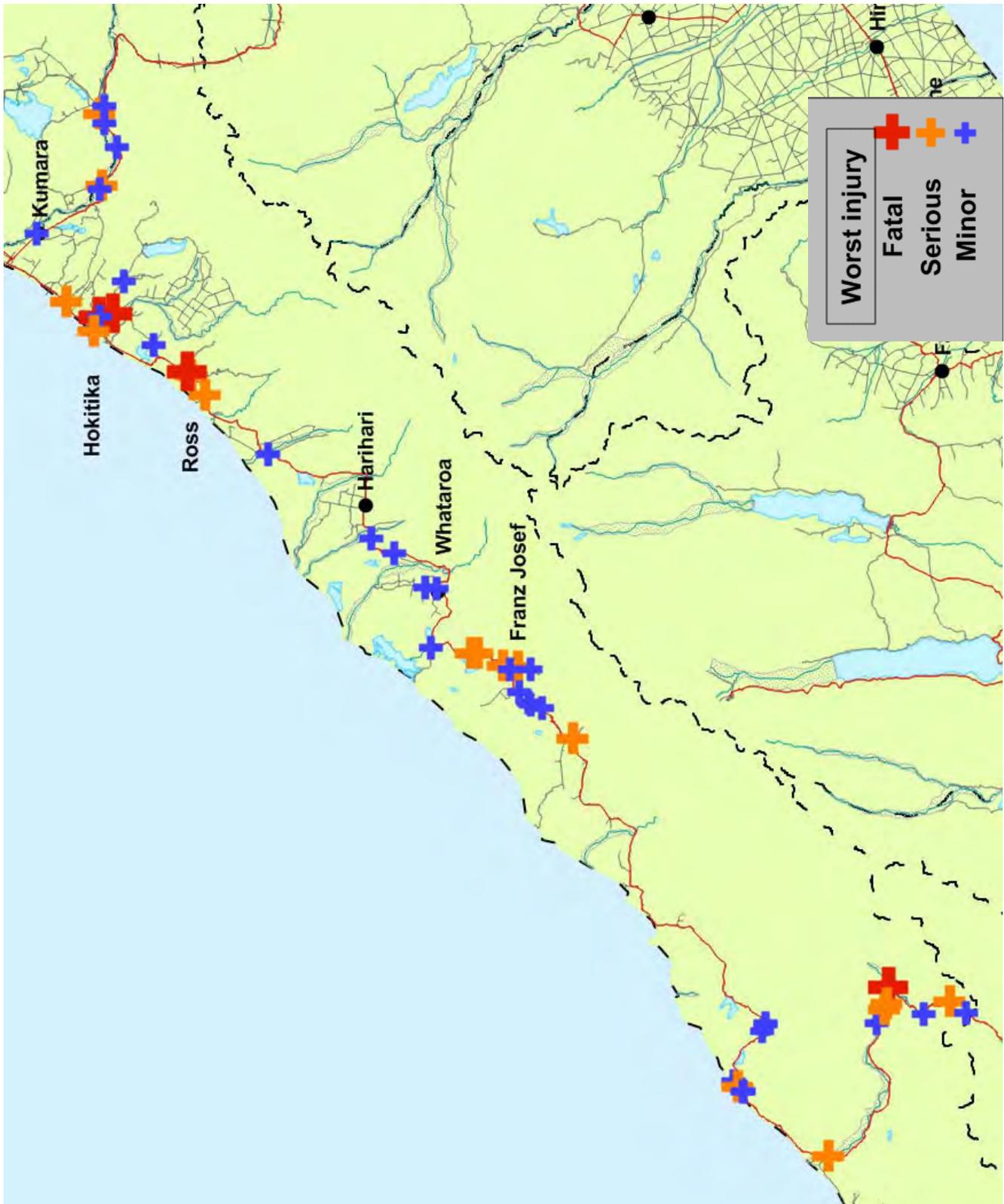
Further information about the 20 injury bend - loss of control or head on crashes (2004 to 2008) on local roads in Westland District :

- 2 deaths, 4 serious injuries and 22 minor injuries
- 75 percent of at fault drivers were male
- Most common at fault driver age group 20 -24 years (55 percent of all at fault drivers)
- 35 percent of crashes involved alcohol
- 60 percent of crashes involved speed too fast for the conditions
- Worst month November
- Worst day of week Sunday
- Worst time period 6 pm till 9 pm

Further information about the 90 injury bend - loss of control or head on crashes (2004 to 2008) on State Highways in Westland District:

- 3 deaths, 34 serious injuries and 97 minor injuries
- 71 percent of at fault drivers were male
- Most common at fault driver age group 30 - 39 years (23 percent of at fault drivers)
- 13 percent of crashes involved alcohol
- 40 percent of crashes involved speed too fast for the conditions
- Worst month February
- Worst day of week Tuesday
- Worst time period midday pm to 3 pm

Speed related injury crashes  
Westland District  
2004 - 2008



## Speed

Nationally, speed is one of the major contributing factors to road crashes. Reducing speeds is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce a three percent reduction in injury crashes.

Between 2004 and 2008 28 percent of injury crashes in Westland District involved travelling too fast for the conditions. These 52 crashes resulted in 4 fatalities, 21 serious injuries and 58 minor injuries.

More than 8 of every 10 crashes where "Too fast" was reported were in rural areas of the district.

### Speed related crashes

| Speed related crashes | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------------------|------|------|------|------|------|
| Rural                 | 3    | 11   | 11   | 12   | 7    |
| Urban                 | 1    | 1    | 3    | 3    | 0    |
| Total                 | 4    | 12   | 14   | 15   | 7    |

The number of injury crashes rose from 2004 to 2007. In 2008 the number of crashes with a "Too fast" factor more than halved from the previous year.

The other main causes contributing to speed related crashes were:

- Poor handling
- Alcohol

### Speed related crashes by location

| Road (road lengths may differ) |
|--------------------------------|
| Franz Josef area               |
| Haast Pass area                |
| Turiwhate to Jacksons          |
| Hokitika / Ross area           |

### Age and sex of at fault drivers in speed crashes

| Drivers at fault in speed related injury crashes (2004- 2008) | Male      | Female    | Total     |
|---|-----------|-----------|-----------|
| 15-19 years   | 2         | 3         | 5         |
| 20 - 24   | 11        | 4         | 15        |
| 25 - 29   | 8         | 0         | 8         |
| 30 - 39   | 6         | 6         | 12        |
| 40 - 49   | 6         | 0         | 6         |
| 50 - 59   | 1         | 1         | 2         |
| 60 - 69   | 1         | 1         | 2         |
| 70+   | 1         | 0         | 1         |
| <b>Total</b>  | <b>36</b> | <b>15</b> | <b>51</b> |

Further information about the 13 speed related injury crashes in Westland District on local roads (2004 to 2008):

- 2 deaths, 4 serious injuries and 17 minor injuries
- Most common crash type "Bend - loss of control or head on"
- 69 percent mid-block
- 38 percent wet or icy road
- 69 percent night time
- Worst month January, March, June November
- Worst day of week Sunday
- Worst time 6 pm - 9 pm

Further information about speed related injury crashes in Westland District on State highways roads (2004 to 2008):

- 2 deaths, 17 serious injuries and 41 minor injuries
- Most common crash type "Bend - loss of control or head on"
- 100 percent mid-block
- 56 percent wet or icy road
- 26 percent night time
- Worst month June
- Worst day of week Tuesday, Wednesday
- Worst time midday - 6 pm

## Overseas drivers

In Westland District between 2004 and 2008 there were 69 injury crashes that involved overseas drivers. These crashes resulted in 2 fatalities, 34 serious injuries and 89 minor injuries.

These drivers include both tourists and New Zealand residents driving on an overseas licence.

Over the last five years in Westland District, the annual numbers of casualties from reported injury crashes involving overseas drivers fluctuated, but do not show any obvious trends. The number of serious casualties in 2009 was the highest in the five year period

In Westland District, loss of control made up 78 percent of all injury crashes involving overseas drivers. 70 percent of at-fault drivers were males. All ages were represented.

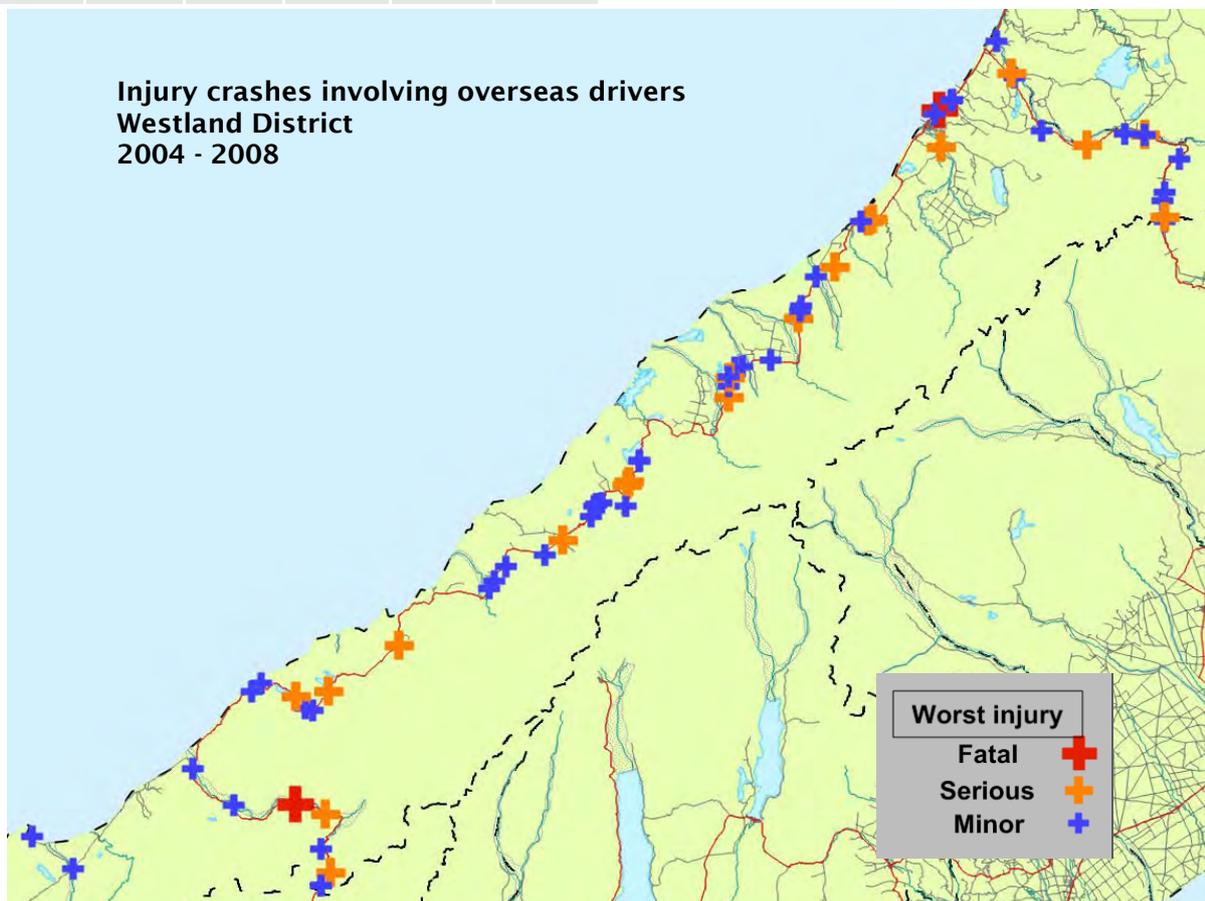
The home locations of the overseas drivers were

|                |    |
|----------------|----|
| Europe         | 17 |
| United Kingdom | 13 |
| Asia           | 12 |
| Australia      | 11 |
| USA / Canada   | 9  |

Further information about the 69 injury crashes involving overseas drivers in Westland District 2004 to 2008:

- Most common crash factors Poor handling, Poor observation, and Too fast
- 61 percent of crashes at bends
- 6 percent of crashes at intersections
- 9 percent of crashes at night
- 41 percent in of crashes in wet or icy conditions
- Worst month February
- Worst day of week Tuesday
- Worst times midday - 6 pm

| Casualties in crashes involving overseas drivers |      |      |      |      |      |
|--|------|------|------|------|------|
|  | 2004 | 2005 | 2006 | 2007 | 2008 |
| Fatal  | 2    | 0    | 0    | 0    | 0    |
| Serious  | 4    | 8    | 7    | 3    | 12   |
| Minor  | 8    | 29   | 15   | 21   | 16   |
| Total  | 14   | 37   | 22   | 24   | 28   |

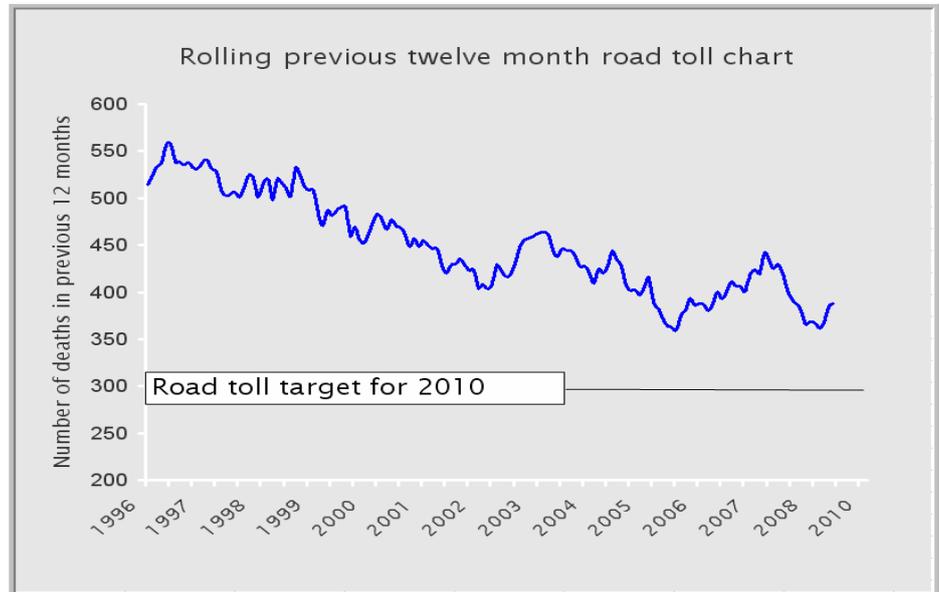


## The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

### Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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