

Report No.	19-78
Information Only - No Decision Required	

ROAD SAFETY UPDATE

1. PURPOSE

- 1.1. This report is to provide an update on road safety trends in the region and advise members of road death locations and contributing factors in fatal crashes.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-78.

3. FINANCIAL IMPACT

- 3.1. No financial impact as a result of this report.

4. COMMUNITY ENGAGEMENT

- 4.1. None required.

5. BACKGROUND

- 5.1. The Road Safety Update (Report No. 19-20) from the 5 March 2019 meeting reported the latest road safety fatality trends for the region. Members requested further analysis of these road deaths, primarily whether the deaths occurred in rural or urban locations and the number of crashes versus the number of deaths. Clarification was also sought from members concerning the likely contributing factors to these crashes.

6. DISCUSSION

- 6.1. The Road Safety Update report provides a response to these questions and includes supporting research and information from **NZ Automobile Association (AA)**, **Ministry of Transport (MoT)** and **NZ Transport Agency (NZTA)**.
- 6.2. Regarding road safety fatal crash trends in the Region from 1 May 2014–1 May 2019, there were 129 fatal crashes resulting in 148 deaths. In the last five years 78% of fatal crashes and road deaths across the Region occurred on open roads. This is shown in Tables 1 and 2. **Information sourced from MoT.*

TABLE 1. Number of Road Deaths in Manawātū/Whanganui Region – 12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	12 (11)	16 (13)	13 (9)	12 (11)	18 (14)
	Urban	2 (2)	0 (0)	1 (1)	3 (3)	3 (2)
Local road	Open road	8 (8)	9 (9)	5 (5)	10 (9)	13 (11)
	Urban	9 (9)	1 (1)	0 (0)	7 (5)	6 (6)
TOTAL DEATHS (CRASHES)		31 (30)	26 (23)	19 (15)	32 (28)	40 (33)

TABLE 2. Number of Road Deaths and Fatal Crashes in Manawatū/Whanganui Region in last 5 Years to 1 May 2019*

ROAD TYPE	URBAN/RURAL	Road Deaths		Fatal Crashes	
		Number	% of Total	Number	% of Total
State highway	Open road	71	48%	58	45%
	Urban	9	6%	8	6%
Local road	Open road	45	30%	42	33%
	Urban	23	16%	21	16%
TOTAL		148	100%	129	100%

6.3. Tables 3 – 9 show road deaths and fatal crashes, broken down by district. *Information sourced from MoT.

TABLE 3. Number of Road Deaths in Ruapehu – 12 Months to 1 May, with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	2 (2)	2 (2)	4 (2)	3 (2)	-
	Urban	-	-	-	-	1 (1)
Local road	Open road	-	-	-	2 (2)	1 (1)
	Urban	-	1 (1)	-	-	-

TABLE 4. Number of Road Deaths in Whanganui– 12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	1 (1)	3 (2)	-	1 (1)	2 (2)
	Urban	1 (1)	-	-	1 (1)	-
Local road	Open road	1 (1)	2 (2)	1 (1)	-	-
	Urban	1 (1)	-	-	2 (2)	2 (2)

TABLE 5. Number of Road Deaths in Rangitikei –12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	1 (1)	4 (2)	1 (1)	1 (1)	2 (2)
	Urban	-	-	-	-	-
Local road	Open road	1 (1)	-	-	2 (1)	3 (3)
	Urban	-	-	-	-	-

TABLE 6. Number of Road Deaths in Manawatū –12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	3 (2)	2 (2)	3 (2)	2 (2)	-
	Urban	-	-	1 (1)	-	-
Local road	Open road	4 (4)	6 (6)	3 (3)	4 (4)	3 (3)
	Urban	1 (1)	-	-	-	1 (1)

TABLE 7. Number of Road Deaths in Palmerston North – 12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	2 (2)	-	-	1 (1)	2 (1)
	Urban	-	-	-	-	-
Local road	Open road	-	1 (1)	-	1 (1)	3 (2)
	Urban	3 (3)	-	-	2 (2)	3 (3)

TABLE 8. Number of Road Deaths in Tararua – 12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	1 (1)	1 (1)	4 (3)	1 (1)	3 (2)
	Urban	-	-	-	-	2 (1)
Local road	Open road	1 (1)	-	1 (1)	-	3 (2)
	Urban	3 (3)	-	-	-	-

TABLE 9. Number of Road Deaths in Horowhenua – 12 Months to 1 May with Number of Fatal Crashes (in brackets)*

ROAD TYPE	URBAN/RURAL	2015	2016	2017	2018	2019
State highway	Open road	2 (2)	4 (4)	1 (1)	3 (3)	9 (7)
	Urban	1 (1)	-	-	2 (2)	-
Local road	Open road	1 (1)	-	-	1 (1)	-
	Urban	1 (1)	-	-	3 (1)	-

- 6.4. There are challenges in providing detailed analysis and information on contributing factors for each fatal crash, because of ongoing Police investigations and privacy concerns. For these reasons **Road Safety Coordinators (RSC)** used national research to explain the contributing factors involved with fatal and serious injury crashes.
- 6.5. AA Research Foundation study investigated light vehicle crashes that resulted in death or serious injury. The research investigated the NZTA's **Crash Analysis System (CAS)** reports of 300 random crashes in 2015-16 and analysed them against the Government's current 'safe system' road safety strategy.

Figure 1. Safe System approach to road safety (MoT)

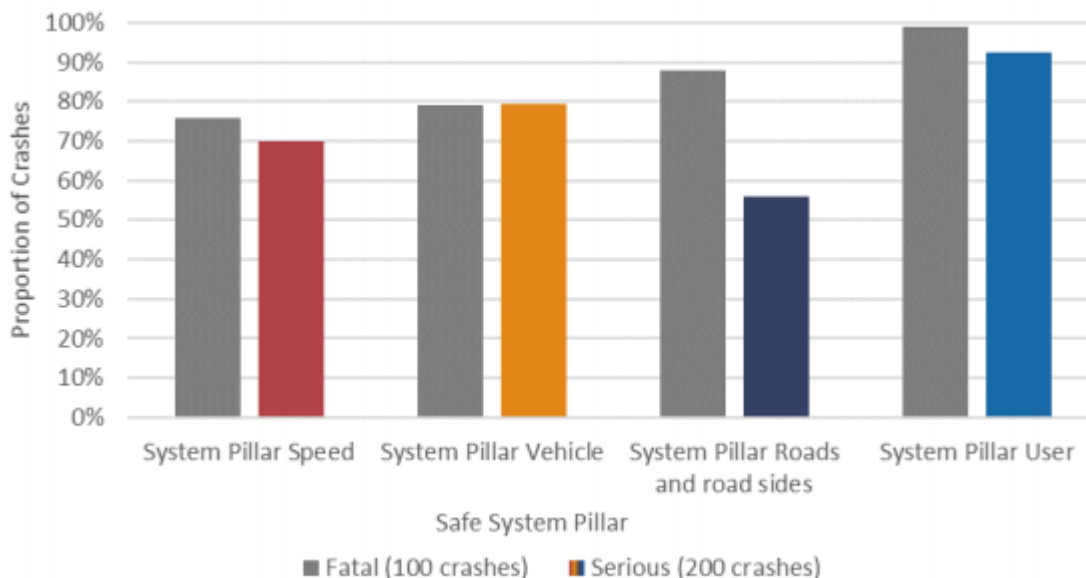
Details the four pillars Speed, Vehicles, User, Roads and Roadsides



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- 6.6. Researchers analysed the CAS data, looking at whether there was driver error, or was speed an issue? Was the vehicle safe? Was the road unsafe? Each safe system pillar (speed, vehicle, road and roadside, user) could be implicated in a crash in response to certain factors being present.
- 6.7. Analysis revealed an error by the road user was involved in 99% of fatal and 93% of serious injury crashes. This finding reinforces the understanding that people make mistakes and further highlights the need to strengthen all parts of the system so if one part fails, the other parts will work to protect people.

Figure 2. Proportion of fatal and serious injury crashes involving each Safe System Pillar



- 6.8. Researchers also set criteria that triggered a ‘reckless behaviour’ categorisation, like driving drunk or without a licence, driving at more than 20 km/h over the speed limit, or not wearing a seatbelt.
- 6.9. The findings found significant differences between fatal and serious injury crashes in relation to reckless behaviour versus safe system failures. For fatal crashes there’s an even split between reckless behaviour and system failures. However for serious injury crashes the study found more of the crashes involved a systems failure.

Figure 3. Reckless Behaviour versus System Failure

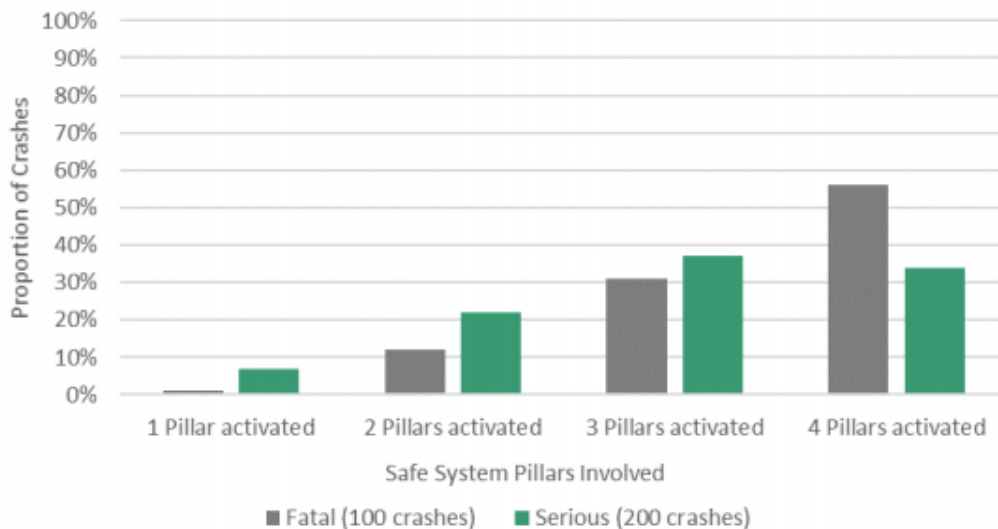
Proportion of fatal and serious crashes involving reckless behaviour



- 6.10. Another key finding was the majority of crashes, both fatal and serious, involved failings across three or four pillars of the safe system. Multiple system failures were evident

across fatal (99%) and serious injury crashes (93%). In most cases people were also in vehicles that were less than ideal in safety terms, and on roads that could offer more protection or have speed limits that may not match the environment.

Figure 4. Proportion of fatal and serious injury crashes involving multiple System Pillars



- 6.11. Other notable findings were: fatal crashes had a higher proportion of roadside objects and other vehicles struck, were more likely to involve narrow shoulders for run off road crashes, were more likely to involve centreline crossing crashes on 100 km/h roads and typically happened in high speed environments.
- 6.12. To summarise fatal and serious injury crash causes and what happened; in the majority of crashes where light vehicle occupants died or were seriously injured, the driver made an error or a poor decision, or something unexpected occurred. Road users make mistakes and when these mistakes are amplified by system failures, the consequences are severe and may result in death and serious injury. By strengthening all pillars of the safe system and understanding the relationships among them, this can prevent major trauma on our roads.

7. ROAD SAFETY TRENDS

- 7.1 Officers will speak to the road safety report to explain the fatal crash statistics. The Police representative will also be available to provide comment for the region.

8. SIGNIFICANCE

- 8.1. This is not a significant decision according to the Council’s Policy on Significance and Engagement.

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ROAD SAFETY COORDINATOR

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments to this report.