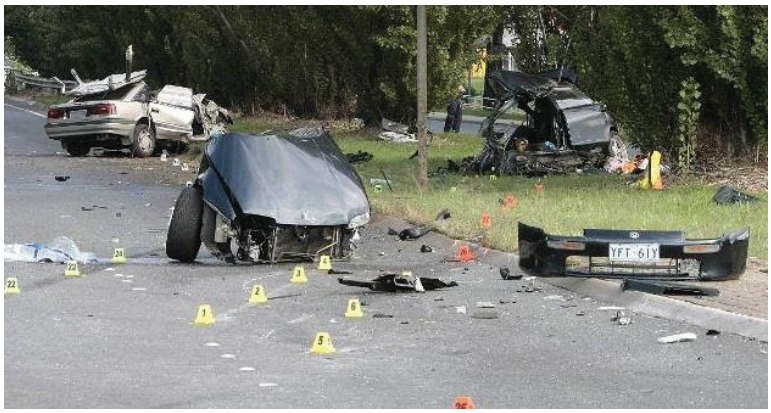
4. Selwyn's Road Safety Progress



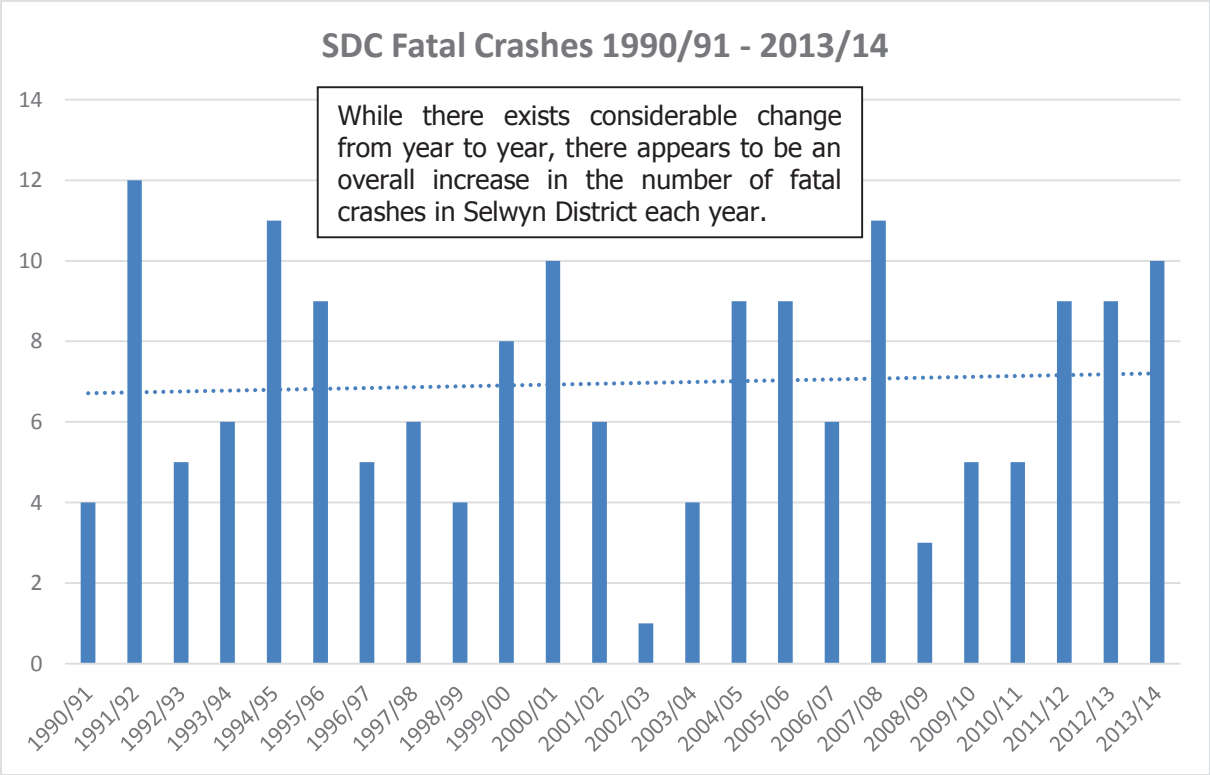
Road crash statistics produced by the NZTA show a trend towards a reduction in fatal road crashes but a continual rise in serious injury crashes. Are we making any difference? What can Selwyn do differently to reduce road crashes?

A common thread is influencing positive behaviour changes. This is an ongoing process, but one that is necessary, along with Police enforcement and targeted engineering improvements – all integrated into a "Safe System" approach.

4.1 Statistics and Trends

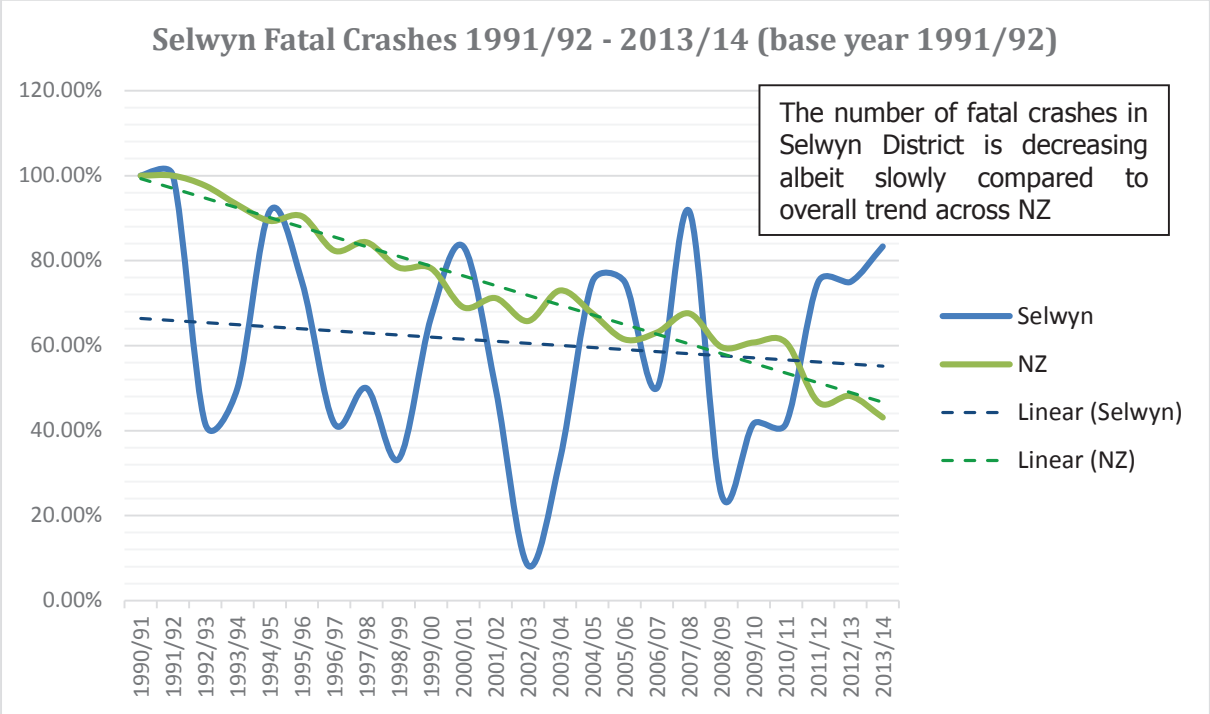
Between 1990/91 and 2013/14 there have been 167 fatal crashes on the Selwyn network, or on average 7 fatal crashes per year. Do we think this is acceptable? Do we think any fatalities are acceptable? Really, what we should be saying is that "no fatalities are acceptable" – which gives rise to the Strategy's 'Vision Zero' aspirations.

Figure 4.1: Total Number of Fatal Road Crashes Selwyn District (Data from CAS)



(Source: Waugh Infrastructure Management Ltd/Trend Data Graphs.xlsx)

Figure 4.2: Fatal Crash Trends



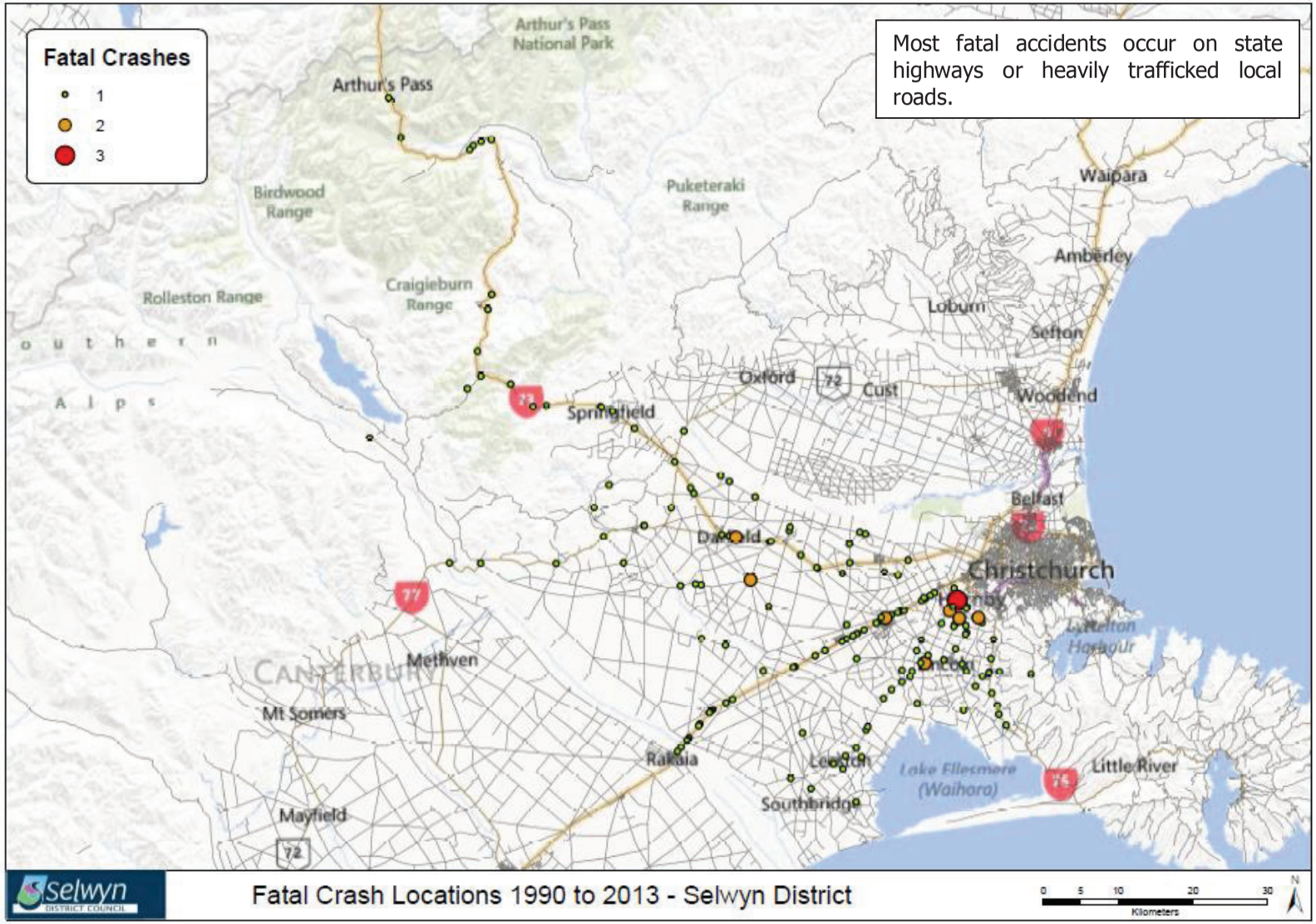
(Source: Waugh Infrastructure Management Ltd/Trend Data Graphs.xlsx)

What is absolutely clear is the need to continue to work collaboratively. This is the key to reducing road crashes on Selwyn roads. Alone Council cannot reduce the trauma on our roads. High profile road safety education and enforcement campaigns targeted at risk consequence, together with a significant commitment to school road safety over the last three years, has resulted in the raised awareness of road safety throughout the district.

The maps on the following pages illustrate where and how many fatal and serious injury crashes occurred throughout Selwyn between 1991/92-2013/14 on both the state highway and local roading network. These have been produced from Councils SafetyNET system (see section 9.3).

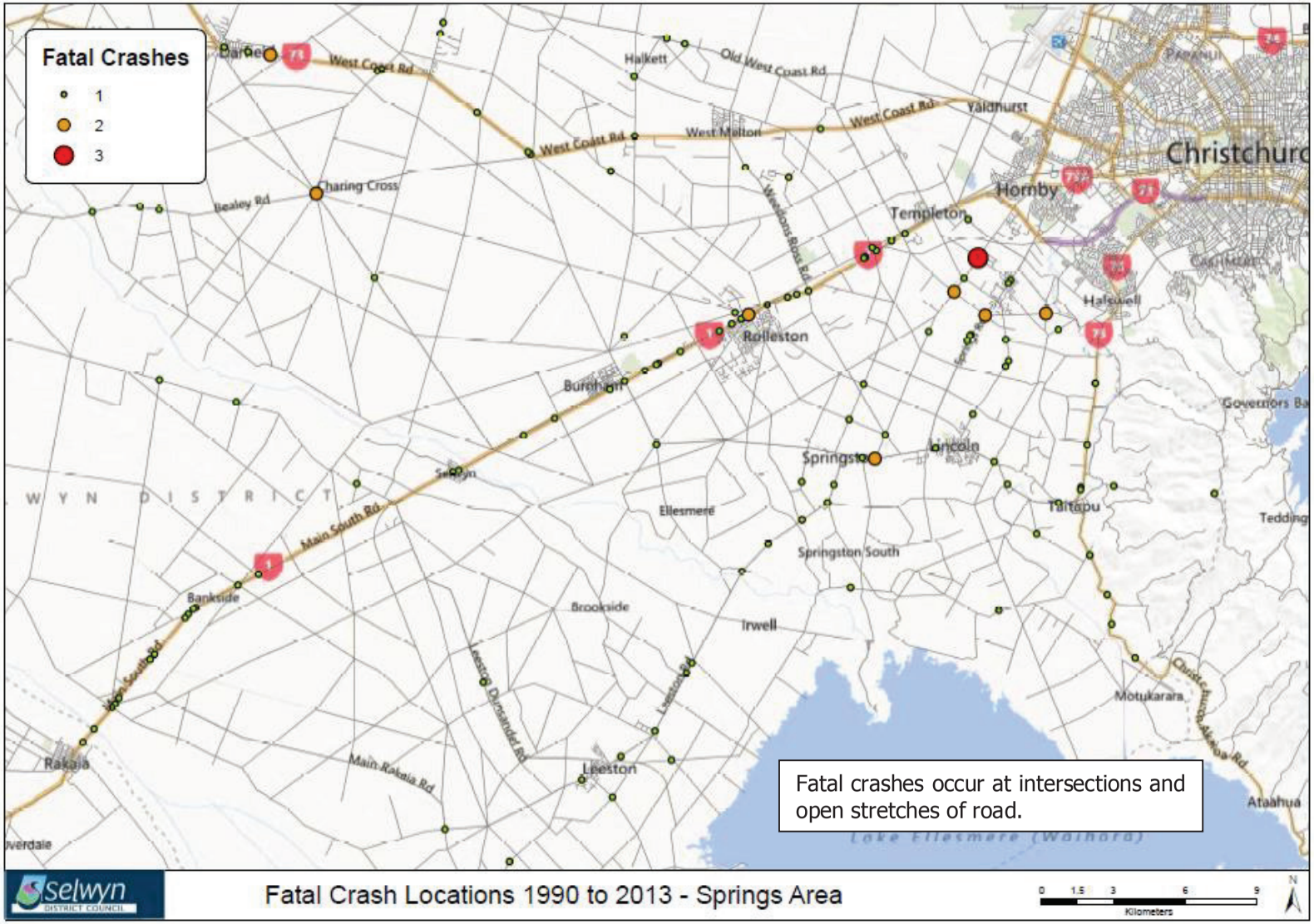
It can be seen that where people live, work and travel is where most of the crashes occur, in particular along key transport corridors between the districts main townships and along the state highway system.

Figure 4.3: Fatal Crash Locations 1990 to 2013 – Whole District



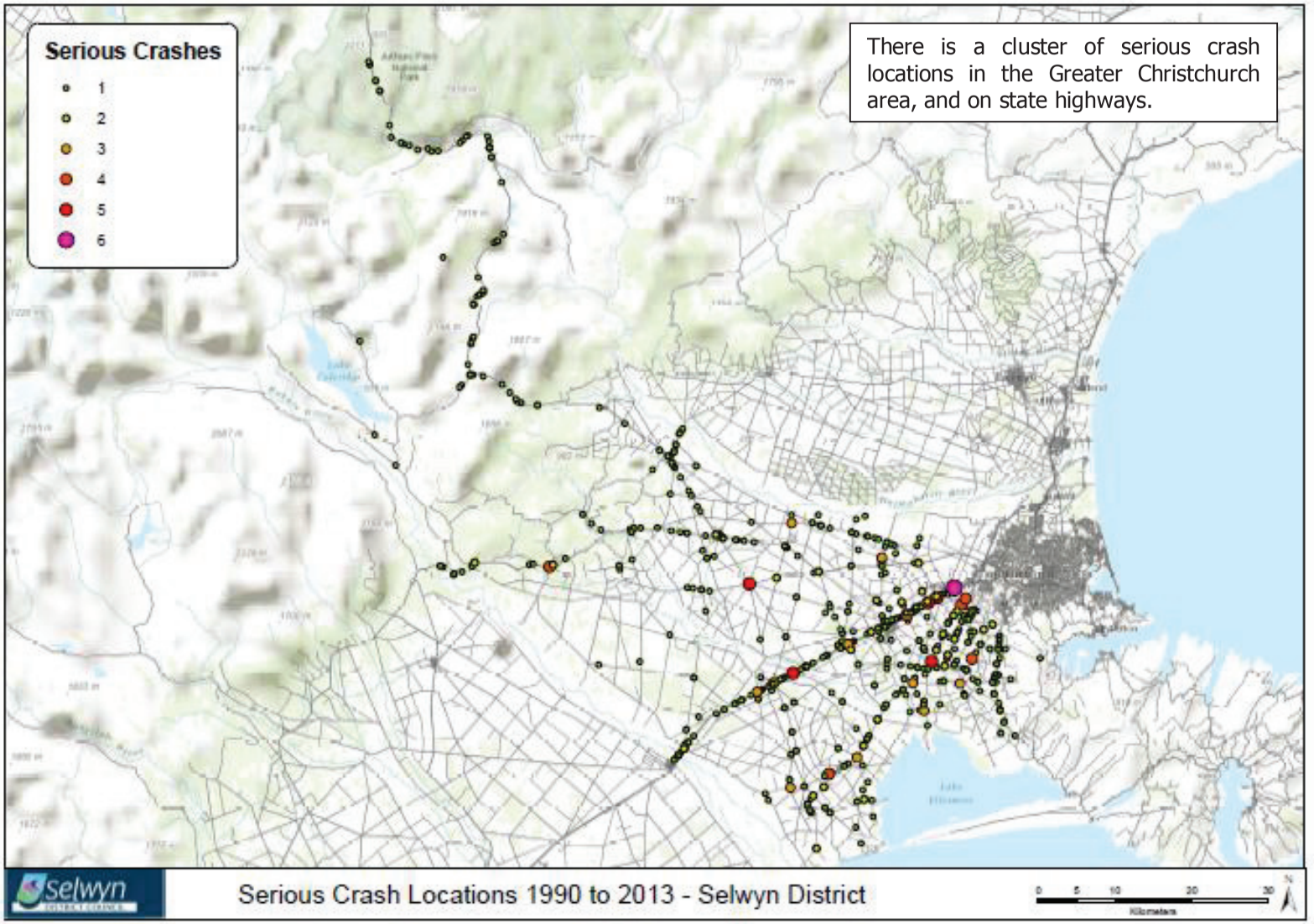
(Source: Abley Transportation Consultants/Selwyn_Area_Fatal)

Figure 4.4: Fatal Crash Locations 1990 to 2013 – Springs Area



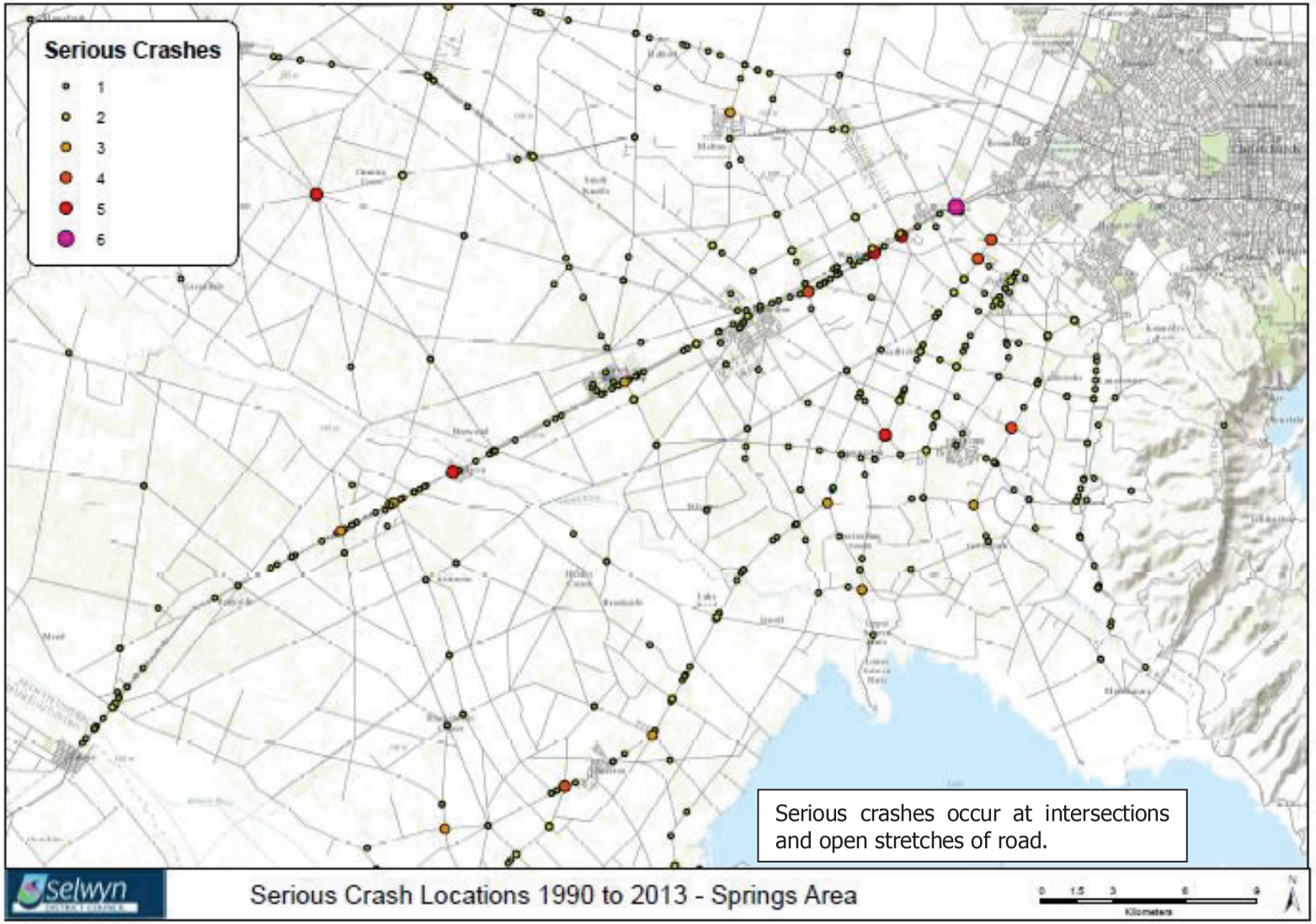
(Source: Abley Transportation Consultants/Springs_Area_Fatal)

Figure 4.5: Serious Crash Locations 1990 to 2013 – Whole District



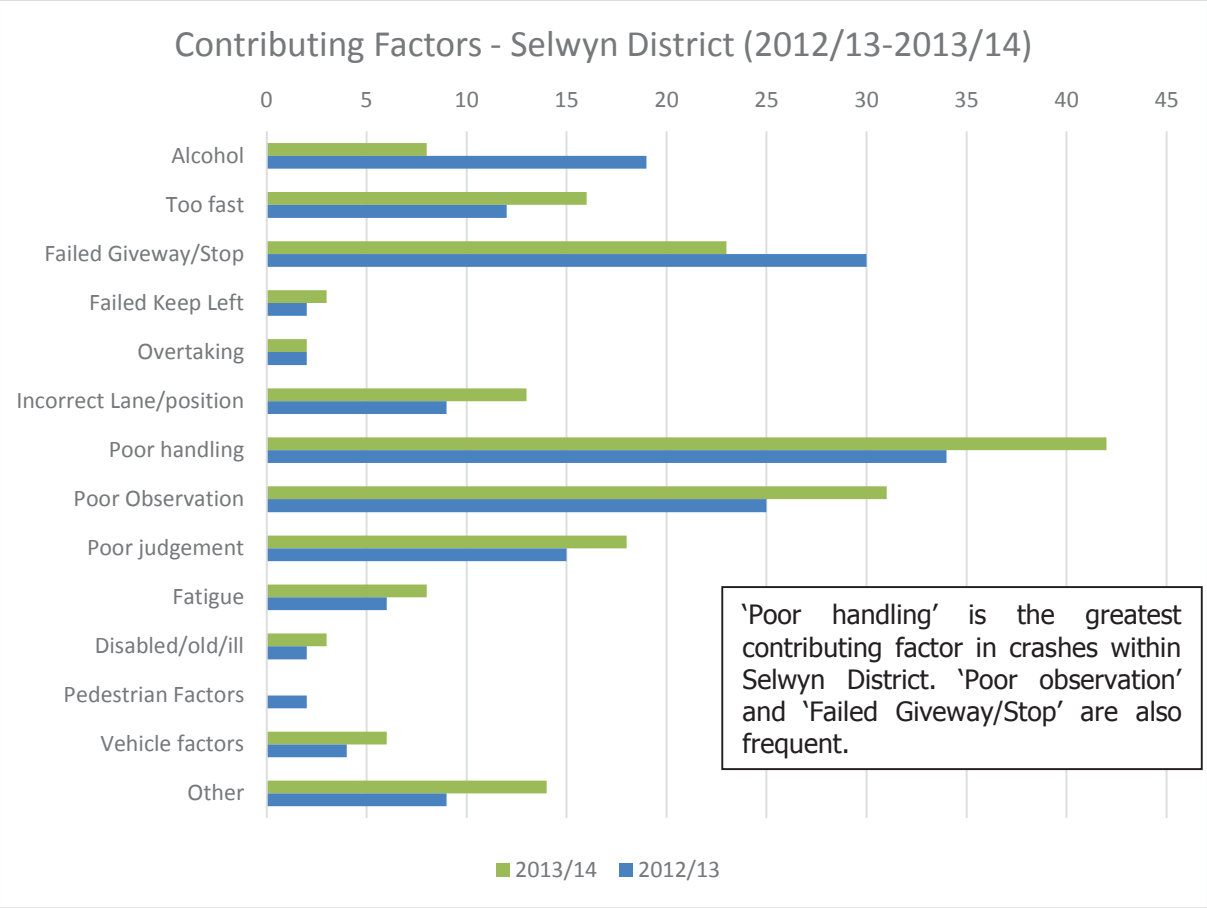
(Source: Abley Transportation Consultants/Selwyn_Area_Springs)

Figure 4.6: Serious Crash Locations 1990 to 2013 – Springs Area



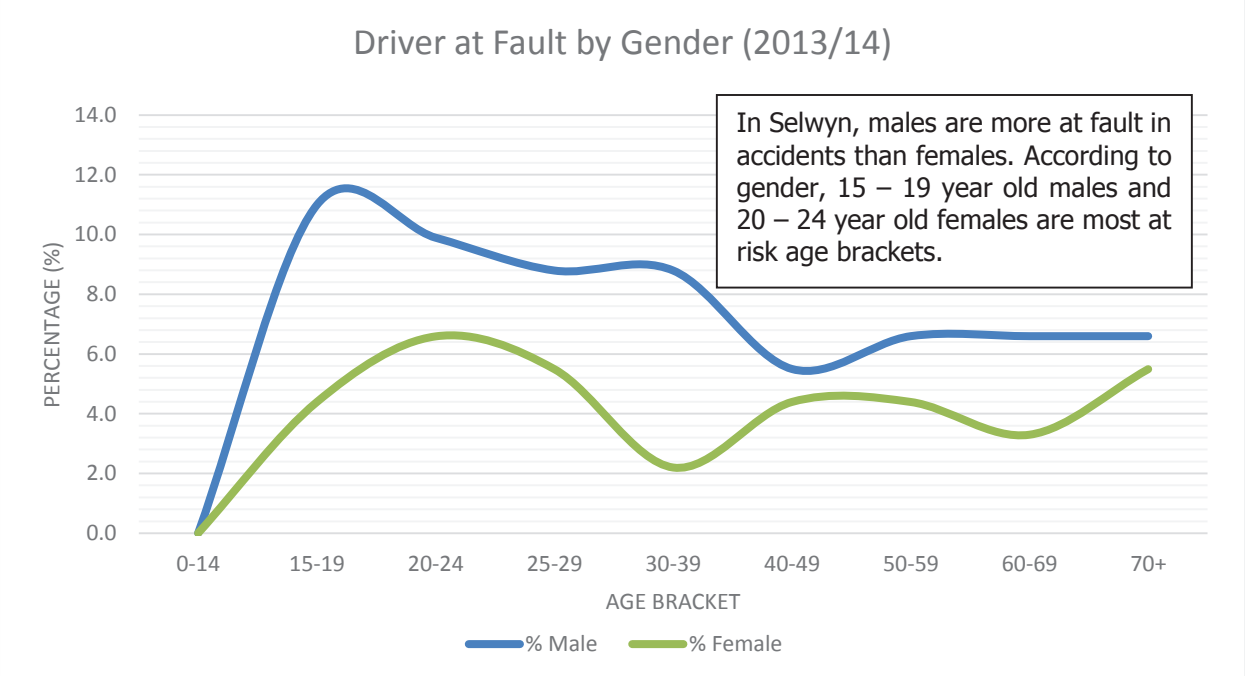
(Source: Abley Transportation Consultants/Springs_Area_Serious)

Figure 4.7: Crash Contributing Factors – Selwyn District 2012/13 & 2013/14



(Source: Waugh Infrastructure Management Ltd/Trend Data Graphs.xlsx)

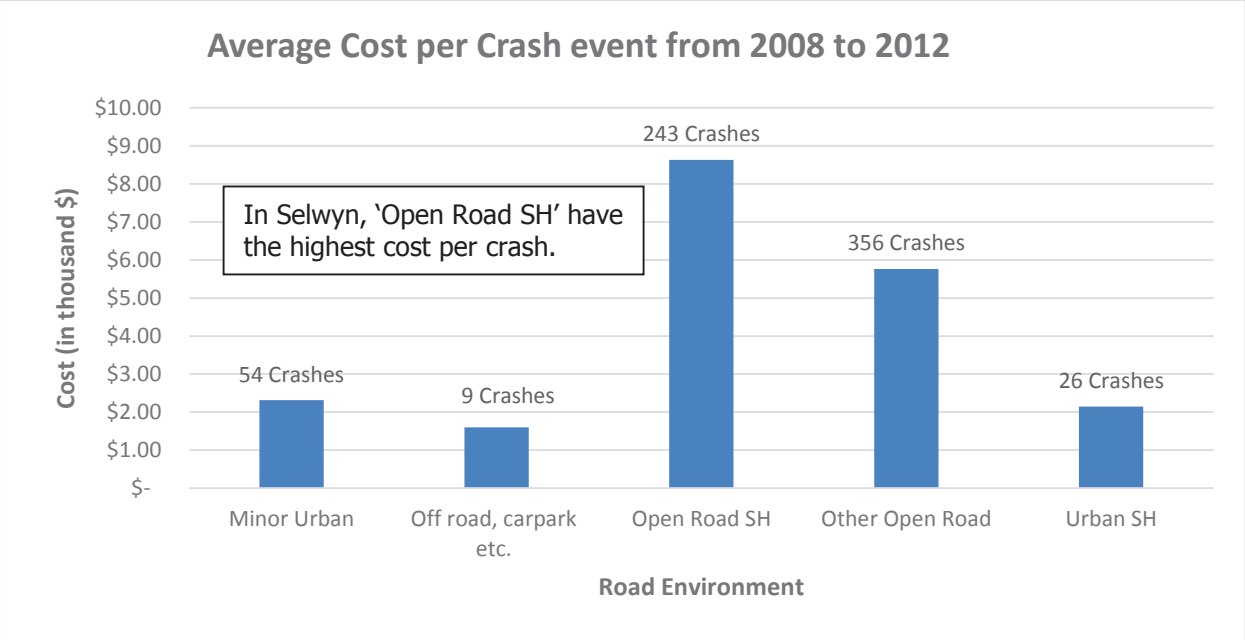
Figure 4.8: Driver fault by Age and Gender (2013/14)



(Source: Waugh Infrastructure Management Ltd/Trend Data Graphs.xlsx)

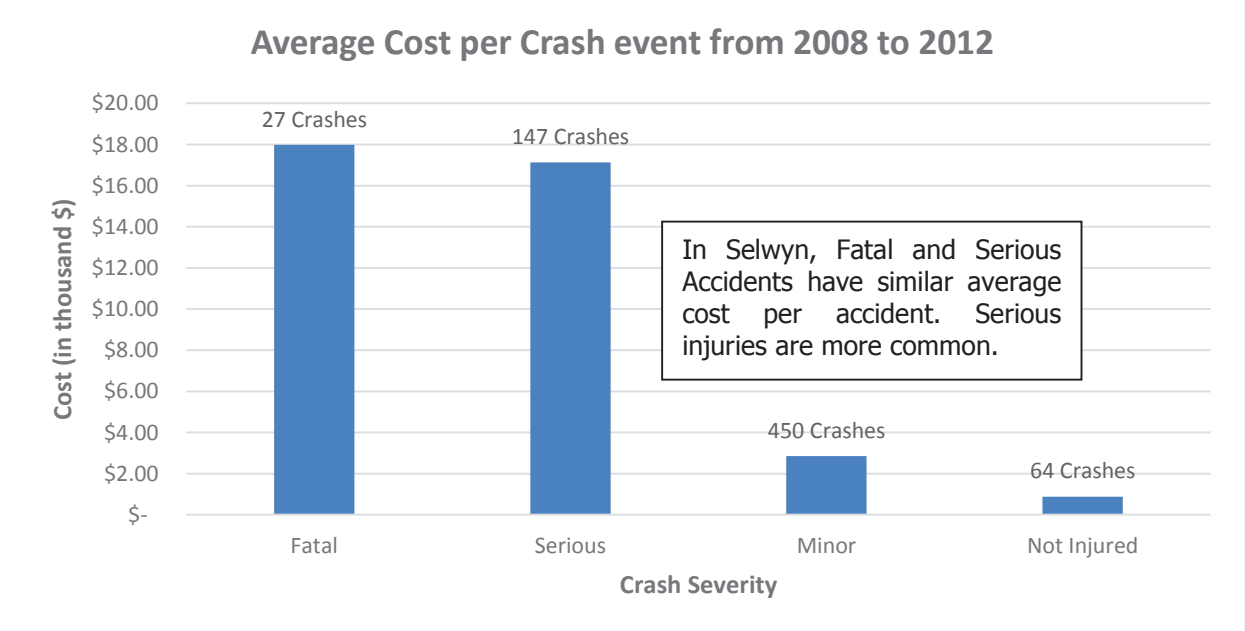
ACC provided information on the **first year** crash claim cost for accidents that occurred in Selwyn District. This information was able to be broken up to give the average crash cost by road environment, crash severity, transport mode and age bracket. This information is presented in Figures 4.9 to 4.12.

Figure 4.9: Cost per Crash by Road Environment



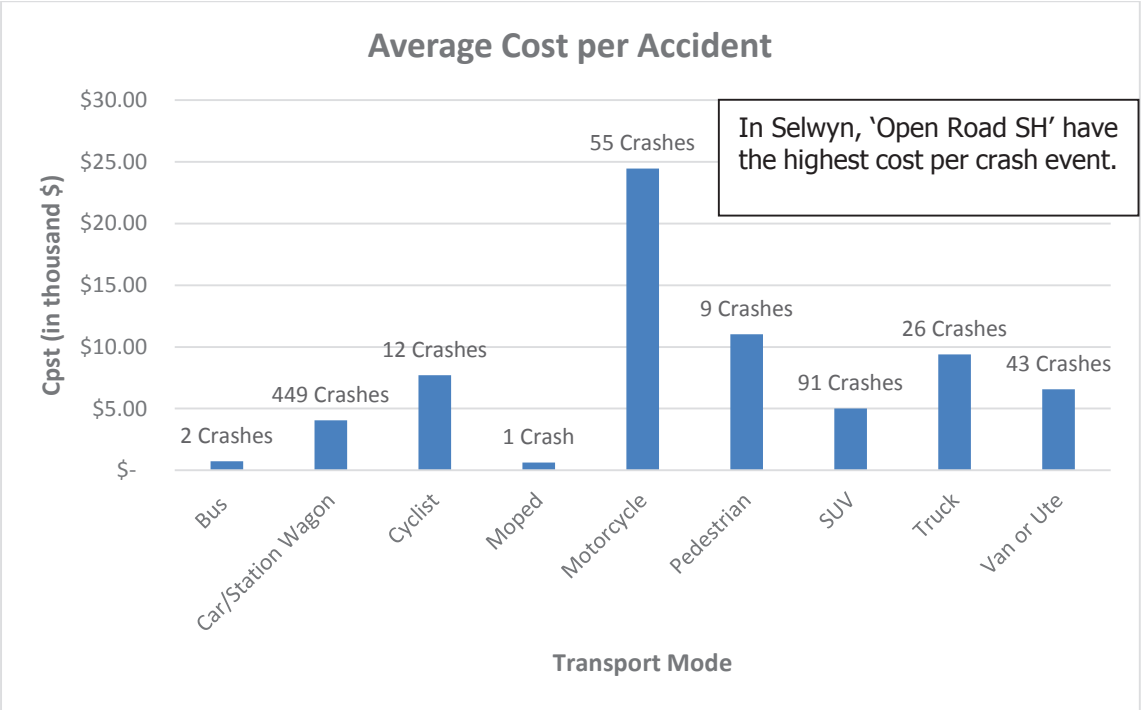
N.B. Total crashes in five years are annotated on top of each individual bar graphs. (Data for graph provided by ACC)

Figure 4.10: Cost per Accident by Crash Severity



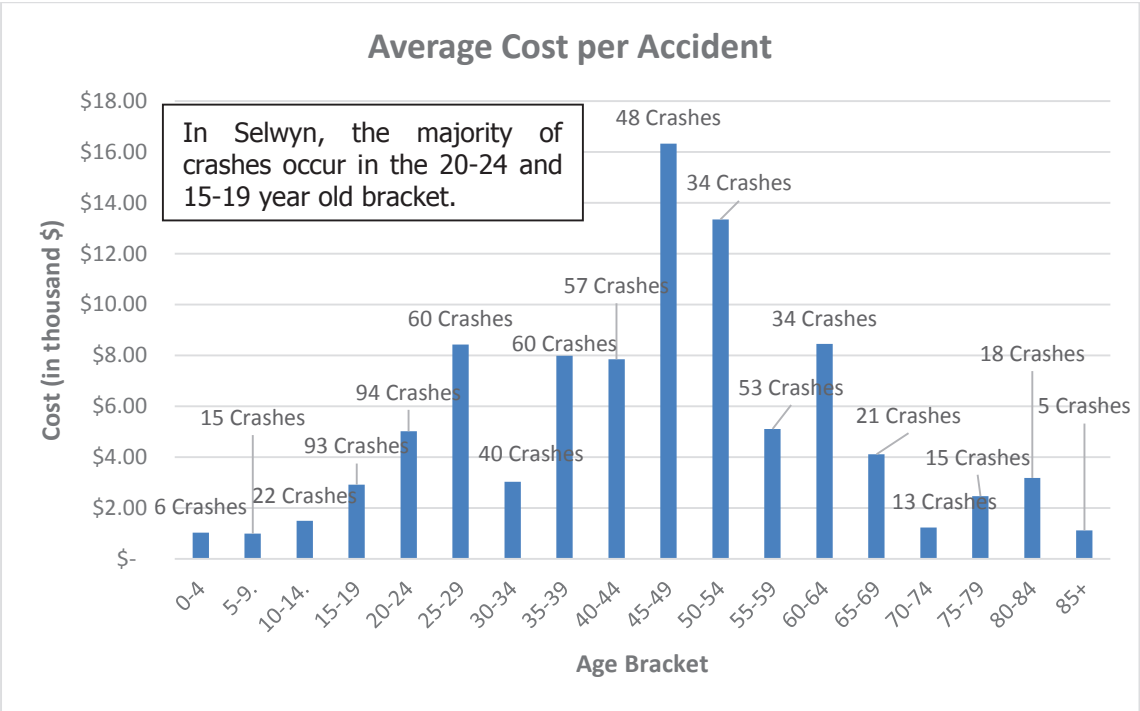
N.B. Total crashes in five years are annotated on top of each individual bar graphs. (Data for graph provided by ACC)

Figure 4.11: Cost per Accident by Transport Mode



N.B. Total crashes in five years are annotated on top of each individual bar graphs. (Data for graph provided by ACC)

Figure 4.12: Cost per Accident by Age Bracket



N.B. Total crashes in five years are annotated on top of each individual bar graphs. (Data for graph provided by ACC)