

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Buller District.

There were 18 road deaths within the Buller District in the last five years. In the same period, 66 road users received serious injuries and 157 received minor injuries. In addition, 262 non-injury crashes were reported to the Police. Three quarters of injury crashes and two thirds of non-injury crashes occurred in rural areas of the district.

In urban areas, the downward trend in the number of injury crashes continued in 2002. Over the last 10 years, except for 1996 and 1997, the number of injury crashes reported has not reduced.

Over two thirds of all reported crashes happened on state highways in the district. Over 80 percent of injury crashes occurred on highways.

Drivers and passengers in cars and vans made up most of the casualties in the district. These people represent over three quarters of all casualties.

More than one in four casualties in road crashes in the Buller District were female.

Major road safety issues

Buller District

State highways

Local roads

Alcohol

Female road users

Overseas drivers

Nationally

Speed

Alcohol

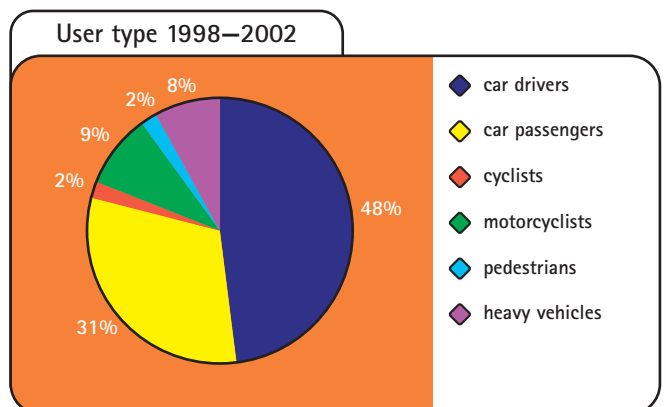
Failure to give way

Restraints

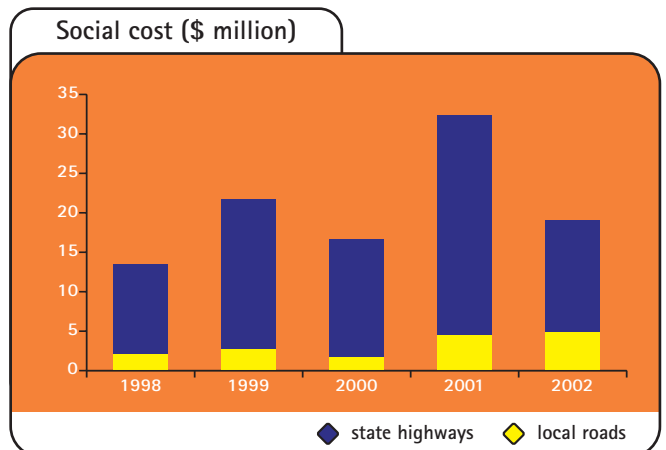
2002 road trauma for Buller District

♀	Deaths	4
♀	Serious casualties	14
♀	Minor casualties	21
🚗	Fatal crashes	3
🚗	Serious injury crashes	9
🚗	Minor-injury crashes	13
🚗	Non-injury crashes	53

Road casualties 1998–2002



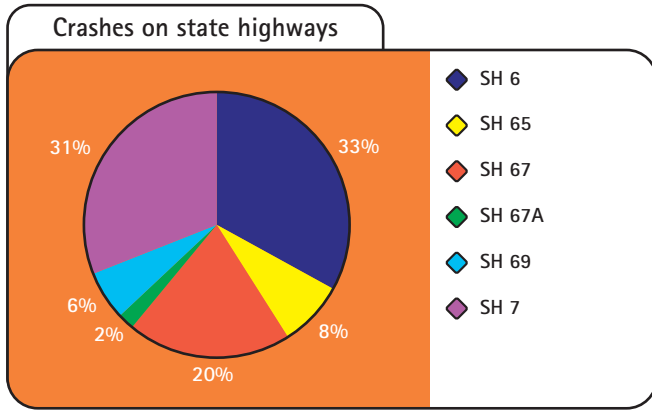
Estimated social cost of crashes*



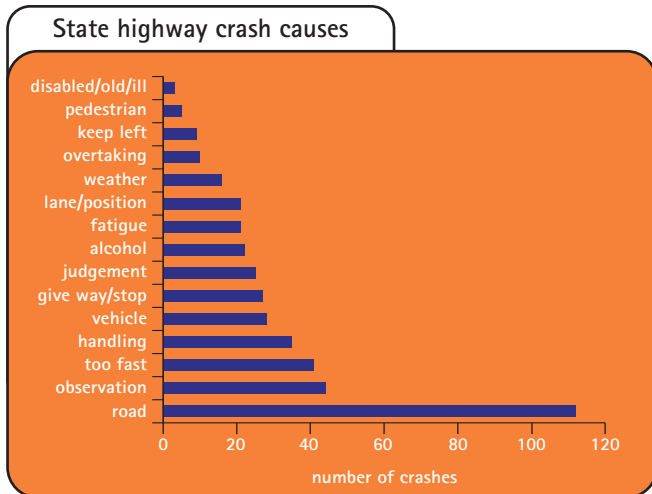
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

State highways

In the Buller District crashes on state highways accounted for almost 90 percent of fatalities, almost 80 percent of injuries and over 60 percent of non-injury crashes. Almost nine out of every 10 crashes on state highways were in rural areas of the district.



Most crashes on state highways involved loss of control, with over half of all crashes involving loss of control on a bend. In addition, almost one in five crashes resulted from loss of control on a straight road.



Almost one third of crashes occurred in darkness and more than four in every 10 were on wet roads.

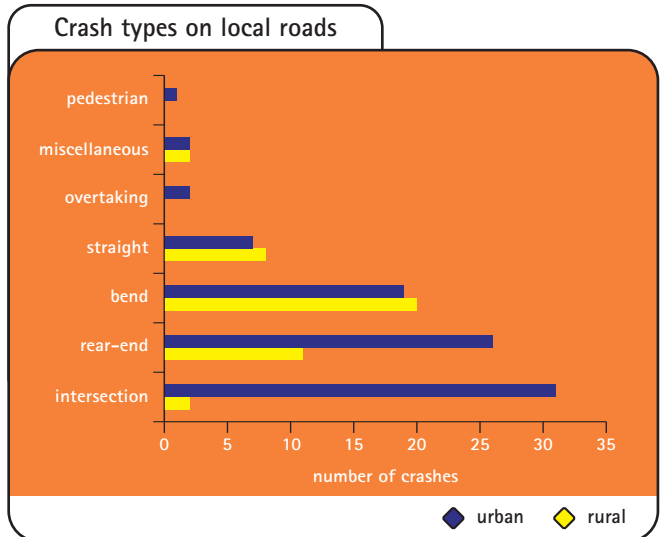
Recommended actions

- Target speed enforcement in high-risk areas.
- Target enforcement at speed and driver control, especially during wet conditions.
- Ensure good surface friction and road drainage.
- As far as practicable maintain clear roadside areas.
- Aim education campaigns at improving awareness of appropriate speeds, especially on curves, or in wet conditions.

Local roads

About one third of crashes in the Buller District happened on roads under the control of the district council. In the last five years, these crashes resulted in two fatalities, 17 people seriously injured and 28 people with minor injuries. There were also 101 non-injury crashes reported.

Over two thirds of the local road crashes were in urban areas of the district.



The most commonly reported crash factors in urban areas were poor observation, failure to give way/stop, alcohol and speed. In rural areas, road factors and speed were the most commonly reported factors.

Male drivers aged 15 to 34 years are most commonly involved in crashes. This group represents almost four out of every 10 drivers involved in crashes on local roads in the district. For females, the age group most often involved is the 15 to 24 year olds.

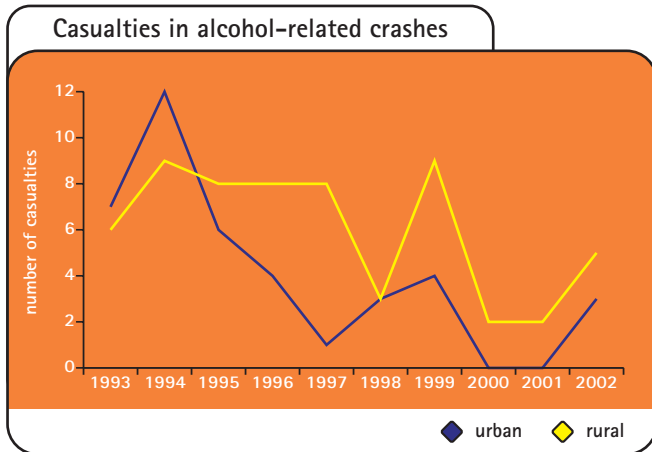
Recommended actions

- Support enforcement targeting driver behaviour at intersections and following distances, particularly in urban areas.
- Support enforcement aimed at times and places where younger people assemble.
- Ensure intersection controls are appropriate for the circumstances and remain in good condition.
- Provide education programmes addressing intersection driving behaviour and signalling.
- Provide education programmes addressing following distances.



Alcohol

In the Buller District the involvement of alcohol in crashes has been dropping in both rural and urban areas. In 2000 and 2001 no alcohol-related crashes were reported in urban areas of the district. However, in 2002 the number of reported crashes that involved alcohol increased in both urban and rural areas. One of the crashes resulted in a fatality.



Loss of control, particularly on bends, is the type of crash most likely to involve an alcohol-impaired driver. The other factor most often associated with alcohol is speed.

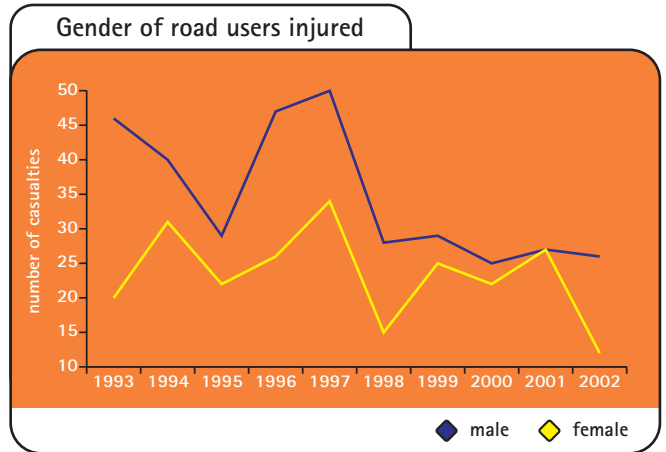
Drivers in the 25 to 34 year age group are those most likely to be involved in alcohol-related crashes. Of those drivers involved in crashes, males are seven times more likely than females to be alcohol-impaired.

➔ Recommended actions

- Target enforcement activities at places and times where alcohol-impaired drivers are most likely to be found.
- Encourage peer support activities such as SADD and sober drivers.
- Identify those groups most at risk and develop programmes aimed at these groups.

Female road users

In 1993 females represented only one in three road casualties. In 2001 the numbers of male and female casualties were the same. Last year the number of female road users injured more than halved, while the number of male casualties reduced only slightly.



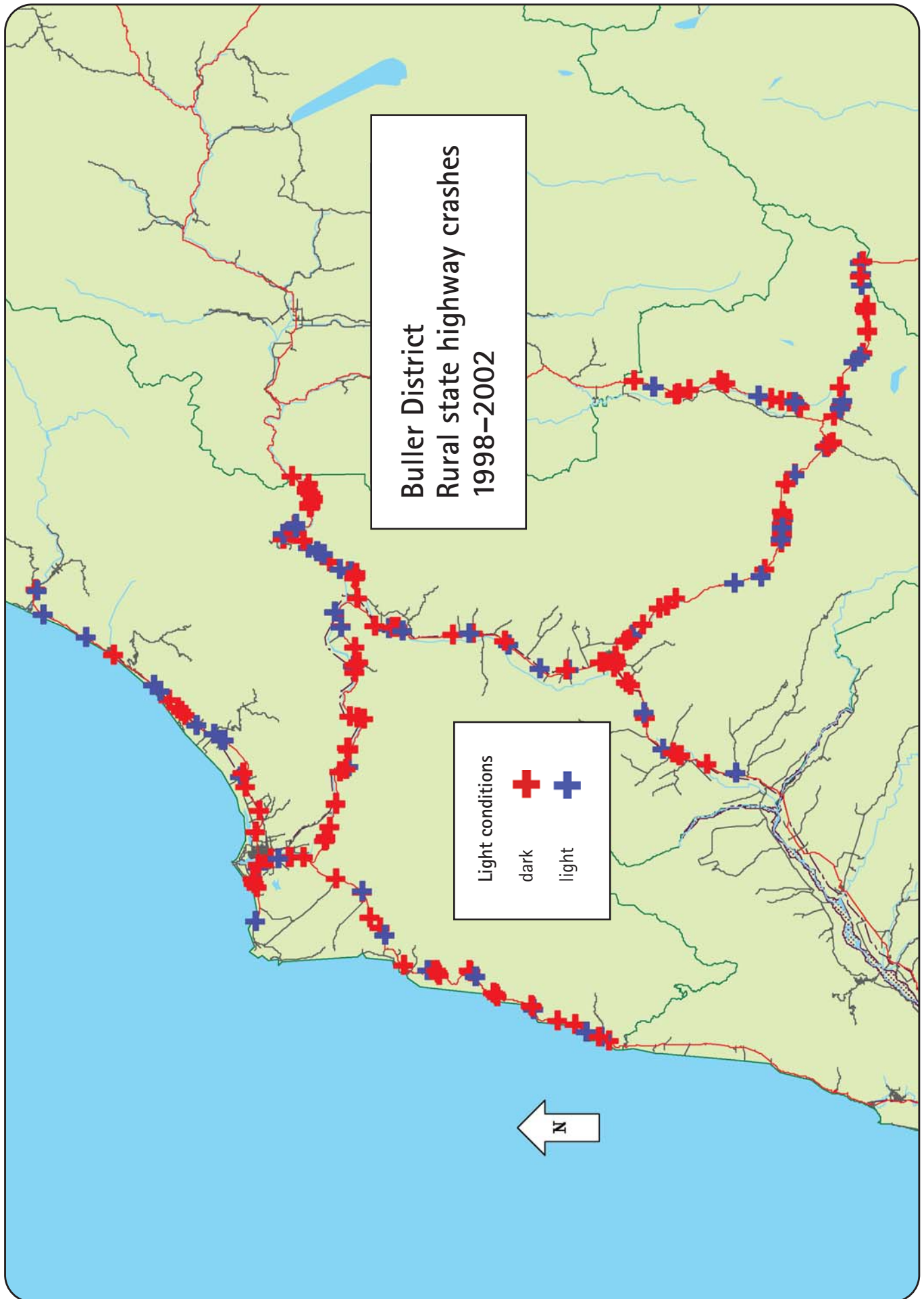
Females are more than twice as likely as males to be injured as passengers in cars and vans. As drivers in cars and vans, males are more likely to be injured than females. As motorcyclists, males are more than seven times more likely than females to be injured.

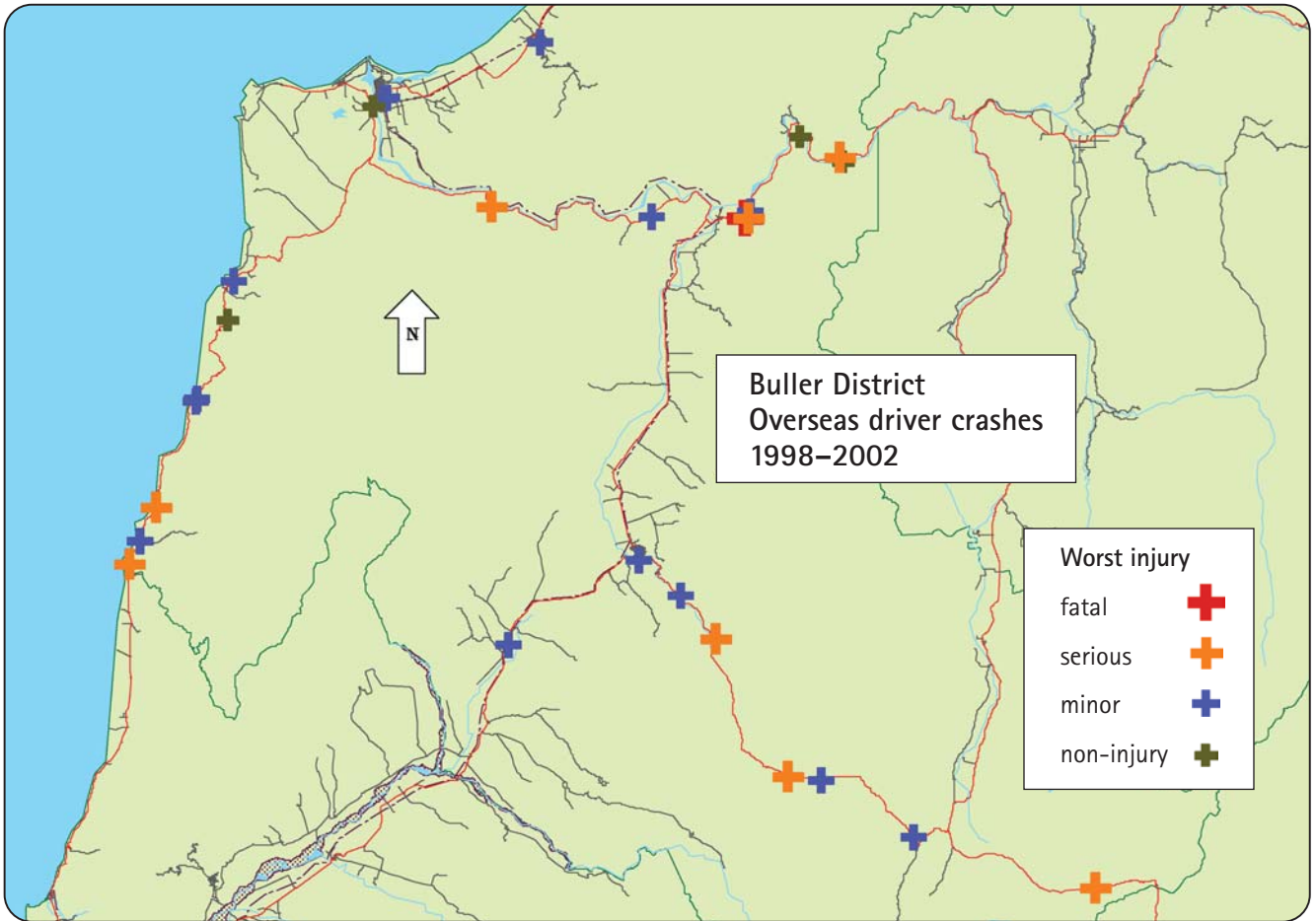
The crash types that female drivers are more commonly involved in are loss of control on bends and intersection crashes. Females are over-represented in intersection crashes. The crash factors commonly attributed to female drivers are failure to give way/stop, inexperience, inattention and loss of control.

There is no particular age at which female drivers are more likely to be involved in a crash.

➔ Recommended actions

- Target enforcement activities to driver behaviour at intersections.
- Improve driving skills through programmes such as Defensive Driving.
- Use targeted education and advertising campaigns to raise awareness of the rules for driving at intersections and the hazards likely to be encountered.





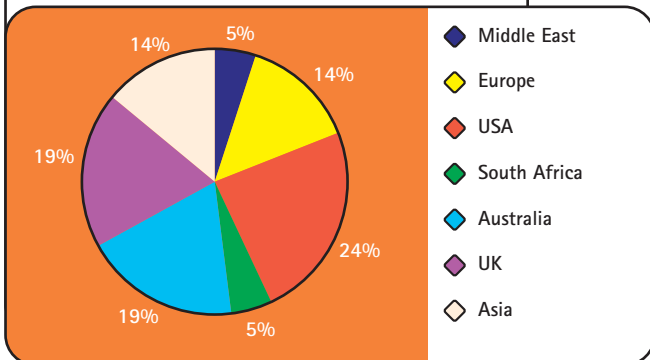
Overseas drivers

One in eight drivers involved in an injury crash on roads in the Buller District was a visitor to New Zealand. This group of people is the second most highly represented driver licence class and is involved in more crashes than disqualified drivers, learner drivers, or restricted drivers.

Overseas drivers were typically involved in crashes on bends. The crash factors most commonly reported involving overseas drivers are: inexperience, failure to keep left, loss of control, slippery surface and speed.

Almost three quarters of overseas drivers involved in crashes were males. All age groups were represented, with those in their twenties only slightly more likely to be involved than other age groups.

Country of residence of overseas drivers involved in crashes



Recommended actions

- Target overseas drivers through local campaigns and tourism/visitor support networks.
- Encourage the development of information packs to be available through vehicle rental companies.

New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Land Transport Programme.

Community projects

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes. Funding from the NZRSP for community projects in the Buller District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Rural/urban speed	\$2,000
Intersections	\$2,500
Female road users	\$2,500
Drive Sober	\$5,500

In addition to project funding, a further \$19,800 has been allocated to the West Coast Region for advertising which supports community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators have the criteria.

The Buller District will also be involved this year in regionally funded projects to target the high-risk issues of cycling, young road users, speed, restraints and fatigue. These projects have been funded as follows:

Project	General funding
Regional road safety co-ordinator	\$40,000
Small project fund	\$2,500
Bike Wise	\$2,700
Kidsafe Week	\$2,700
Young drivers	\$5,000
Rural speeds	\$21,000
Restraints	\$3,000
Driver fatigue	\$15,600

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004, the Police are funded to deliver 6,120 hours of road policing in the Buller District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	4,710
Traffic management including crash attendance, incidents, emergencies and events	1,220
School road safety education	100
Police community services	90

Road environment

The Buller District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

Where to get more information

For more specific information relating to road crashes in the Buller District, please refer to the 1998 to 2002 Road Safety Data Report, or to one of the contacts listed below:

Contacts

Land Transport Safety Authority

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