

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Buller District.

In 2003 one person died as a result of a traffic crash on roads in the Buller District. This is only the third time since 1980 that such a low figure has been achieved. There were also 35 people injured in traffic crashes last year. Thirty-two non-injury crashes were also reported.

In the Buller District, 80 percent of casualties from traffic crashes and nearly 70 percent of reported non-injury crashes occurred in rural areas. Close to 80 percent of rural area crashes occurred on state highways.

Over the last 10 years the number of injury crashes reported in rural areas of the district has not changed much except for 1996 and 1997 when the number was unusually high. Last year 28 rural injury crashes were reported. This was the highest since 1997.

Over the last 10 years the number of injury crashes reported in urban areas of the district has steadily reduced. Last year was the second lowest year with only one more injury crash reported than in 2002. Over the same period the number of non-injury crashes reported in urban areas has increased by about 50 percent.

In the Buller District, males aged between 15 and 34 years and females aged between 15 and 25 years were most commonly injured in crashes. Compared with other areas, females over 45 years old were more likely to be injured in crashes.

Major road safety issues

Buller District

Speed

Alcohol

Rural state highways

Nationally

Speed

Alcohol

Failure to give way

Restraints



2003 road trauma for Buller District



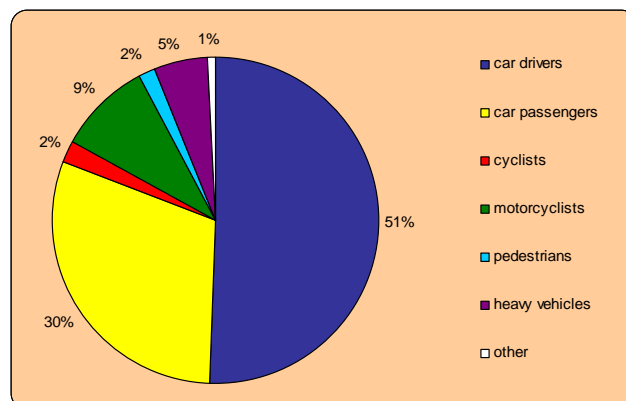
Deaths	1
Serious casualties	6
Minor casualties	36



Fatal crashes	1
Serious injury crashes	6
Minor injury crashes	27
Non-injury crashes	51

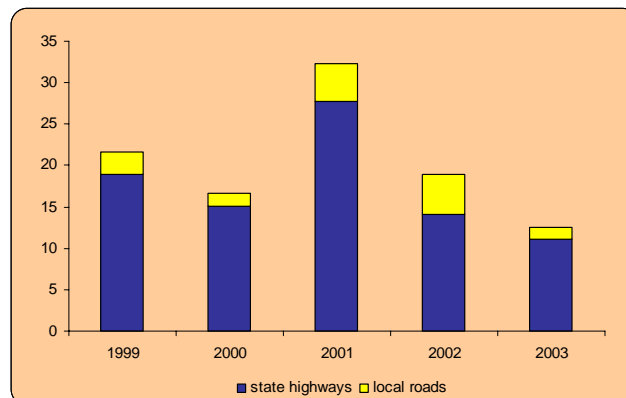
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.

Speed

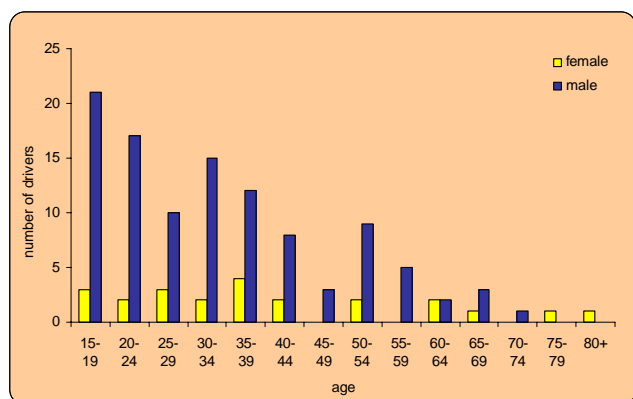
Driving too fast was reported as a factor in over 30 percent of rural crashes and in almost 25 percent of urban crashes in the district. In both rural and urban areas, speed-related crashes were more often reported in the Buller District than in other parts of the country.

Over the last 10 years, the lowest number of speed-related injury crashes was recorded in 2002 and 2003, apart from 1988 when no speed-related crashes were reported.

In both rural and urban areas of the district, the crash type most often associated with speed was loss of control. Alcohol was also commonly associated with speed in road crashes.

Over two thirds of speed-related crashes in urban areas occurred at night, while in rural areas only one third occurred at night. Almost half the rural and a quarter of urban speed-related crashes took place on wet roads.

Age and gender of drivers in speed-related crashes



Male drivers were involved in more than four times the number of speed-related crashes than females. Younger drivers were more likely than older drivers to be involved in speed-related crashes.



Alcohol

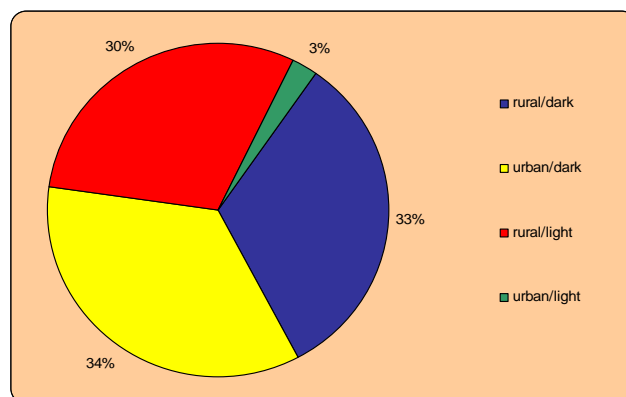
Last year one person died and nine others were injured in alcohol-related crashes on roads in the Buller District. Four non-injury crashes involving an alcohol-impaired driver were also reported.

The number of alcohol-related crashes in the Buller District has generally been decreasing over the last 10 years. In the last two years the number has increased and last year the number was higher than the 10-year average. Around 40 percent of alcohol-related crashes happened on roads in urban areas of the district.

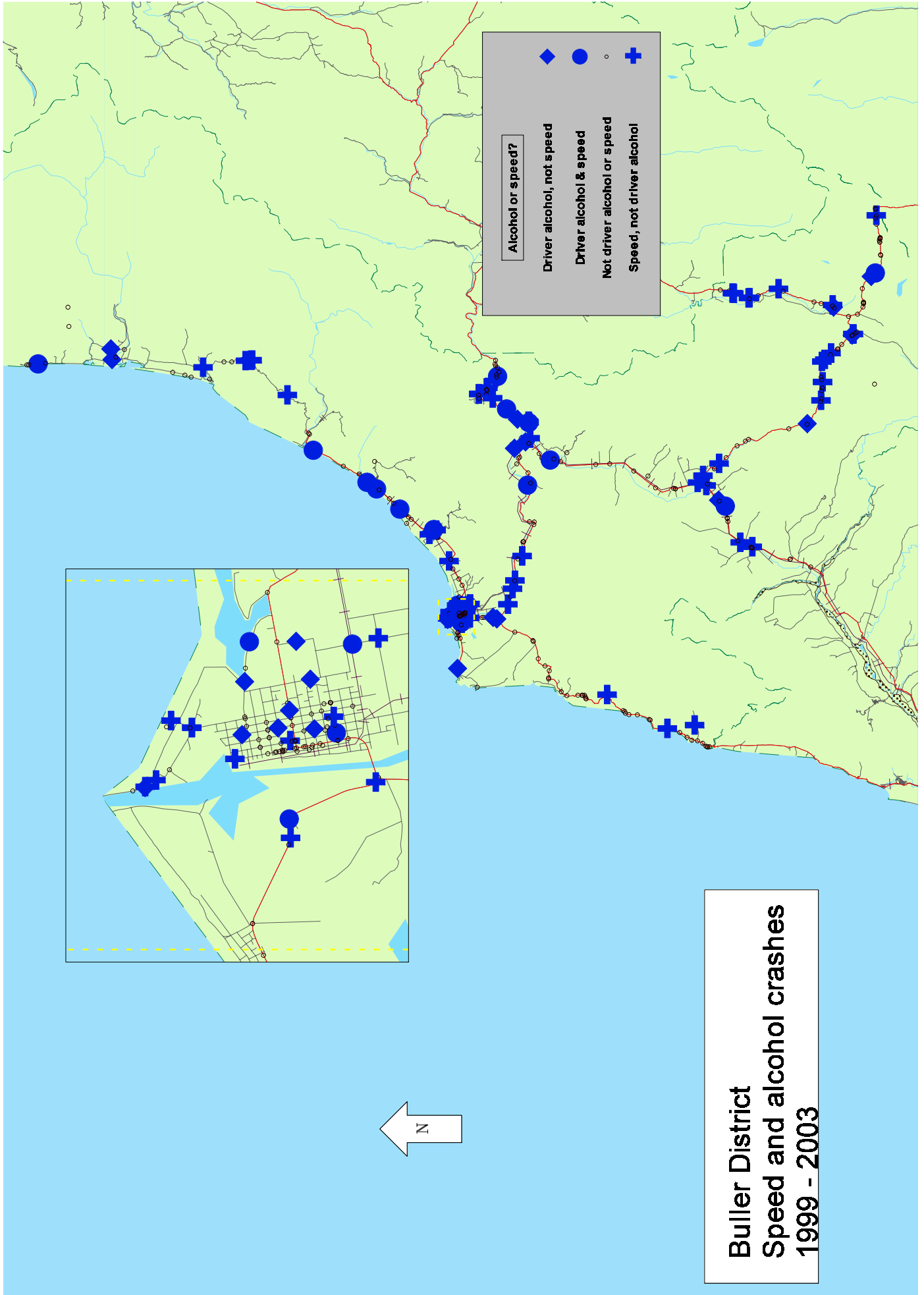
Most crashes involving alcohol-impaired drivers were loss of control crashes. Speed was the other crash factor commonly associated with alcohol.

In urban areas most alcohol-related crashes happened at night on local roads, and in rural areas just under half happened during the day. Most rural alcohol-related crashes occurred on state highways.

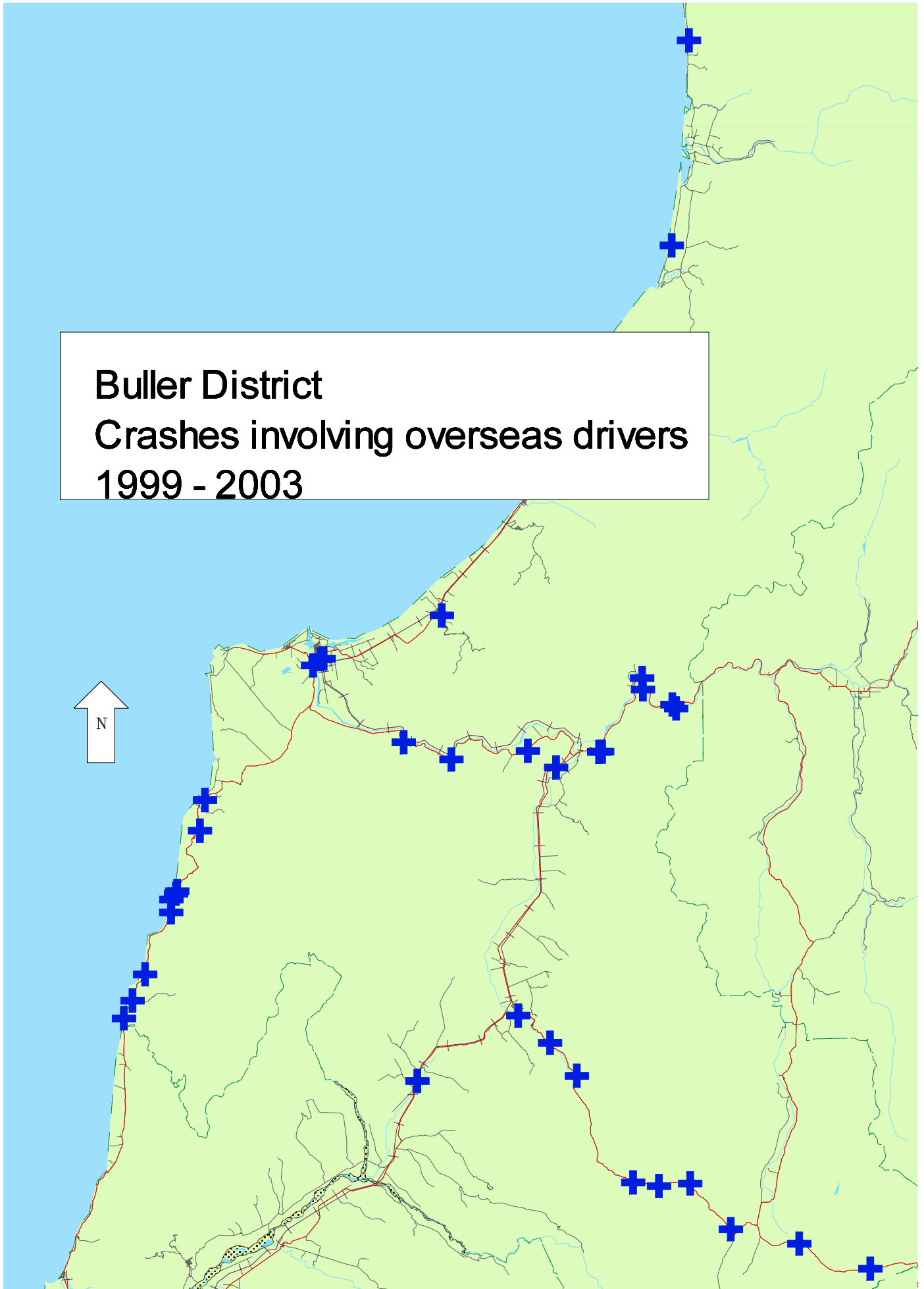
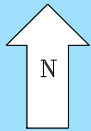
Alcohol-related crashes



Male drivers were four times more likely to be involved in alcohol-related crashes than female drivers. Those in the 25 to 29 and 30 to 34 year age groups were twice as likely to be involved in alcohol-related crashes than any other age group.



**Buller District
Crashes involving overseas drivers
1999 - 2003**

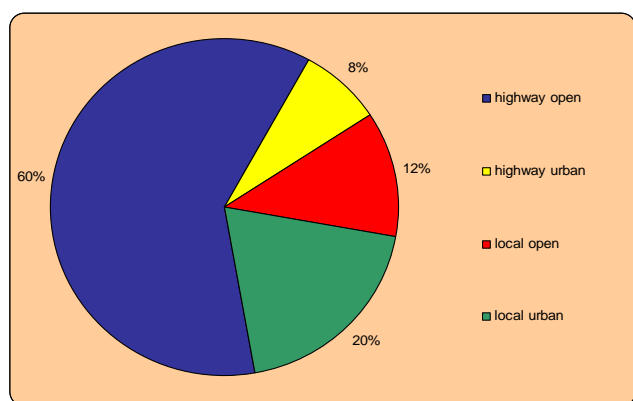


Rural state highways

Almost three quarters of injuries from traffic crashes in the Buller District resulted from crashes on rural state highways. In addition, over half of all reported non-injury crashes in the district were on rural state highways. Last year one person died on a rural state highway in the Buller District. Another five people received serious injuries and 26 received minor injuries. There were also 24 non-injury crashes reported.

Over the last 10 years the number of reported injury crashes has shown neither an upward nor a downward trend. The number of reported non-injury crashes has increased over the same period.

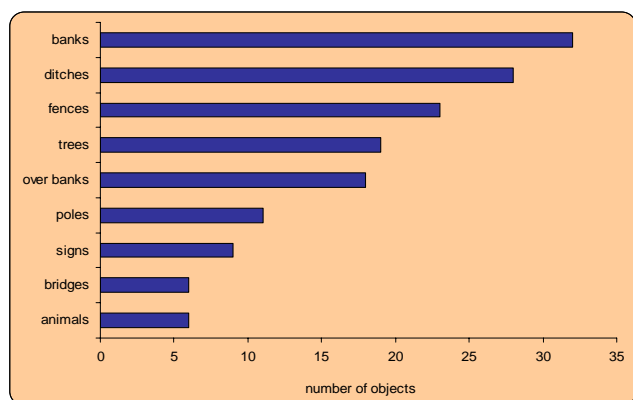
Crash locations



The most common crash type on rural state highways in the district is loss of control. During 1999 to 2003, this crash type represented over 80 percent of crashes on rural state highways. Of these, crashes 80 percent occurred on bends.

Fixed objects were struck in two thirds of loss of control crashes on rural state highways in the district. Upright banks were the roadside fixed object most often struck in crashes on rural state highways. Other objects commonly struck were ditches, fences and trees. Crashes over banks were also common.

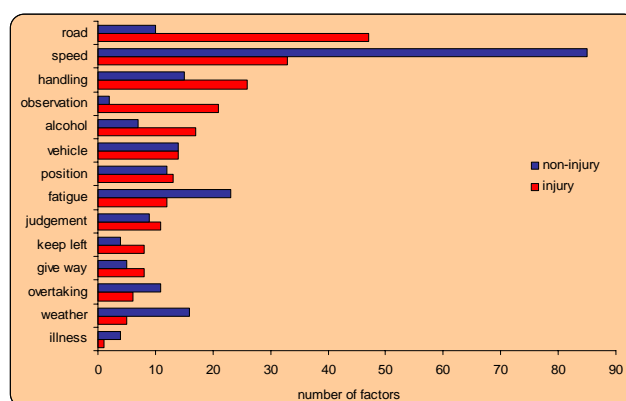
Commonly struck roadside objects



The most common contributing factor to injury crashes on rural state highways in the Buller District is road factors. Road factors are reported more often than any other factor group. Other commonly reported factors are speed, poor handling, poor observation, alcohol and vehicle defects.

Road factors include slippery surface, surface condition and visibility problems. On rural state highways in the Buller District, the most commonly reported road factor is slippery surface. The reasons given include rain, frost or ice, oil/fuel and loose material on seal. Between 1999 and 2003, almost 45 percent of reported crashes on rural state highways in the Buller District happened on wet roads.

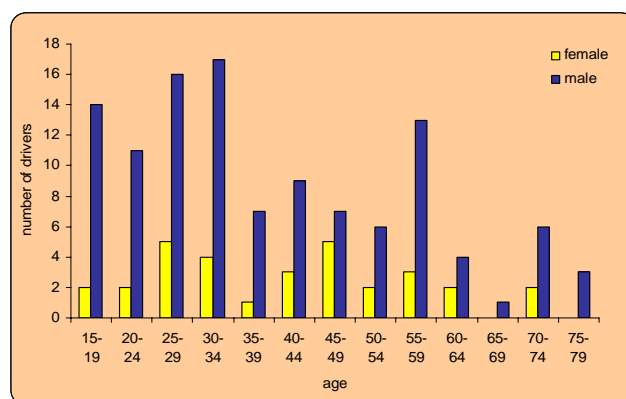
Factors contributing to crashes



Almost 80 percent of drivers involved in crashes on rural state highways in the district were male. Males in the younger age groups were more likely to be involved in crashes with those aged 25 to 29 years and 30 to 34 years being the most numerous.

The ages of female drivers were more evenly spread over the whole range.

Age and gender of drivers in injury crashes



Overseas drivers represented 20 percent of drivers involved in injury crashes on roads in the Buller District. The location of crashes involving overseas drivers is shown on the map. The number of overseas drivers involved in crashes in the district has increased steadily over the last 10 years.

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