

# road safety issues

## Buller District

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported injury and non-injury crash data for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within the Buller District.**

In the last five years 19 people died as a result of traffic crashes on roads in the Buller District. In addition 61 people received serious injuries, and 160 received minor injuries. There were also 267 non-injury crashes reported.

The total number of reported injury crashes on roads in the district is not showing a long-term reduction.

Comparing 2005 reported crashes with the previous year shows:

- there was one fatality in 2005, down from four in 2004
- the number of other injured parties increased from 46 to 48
- the number of reported non-injury crashes almost halved
- crashes at intersections increased
- the number of alcohol impaired drivers involved in crashes increased
- the proportion of crashes where 'too fast for the conditions' was reported remained the same.

### Major road safety issues

#### Buller District

Rural bends

Urban intersections

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Buller District



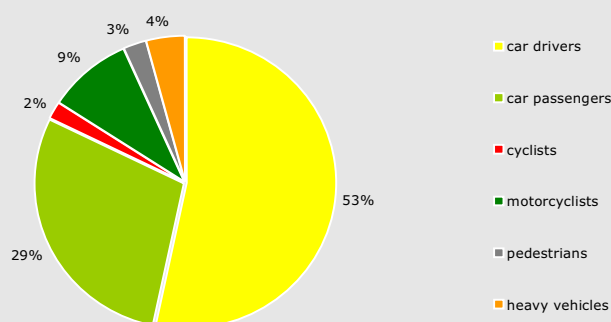
Deaths	1
Serious casualties	12
Minor casualties	36



Fatal crashes	1
Serious injury crashes	9
Minor injury crashes	22
Non-injury crashes	38

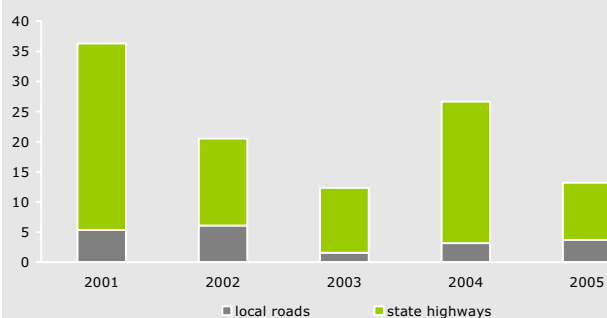
### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

#### Social cost (\$ million)

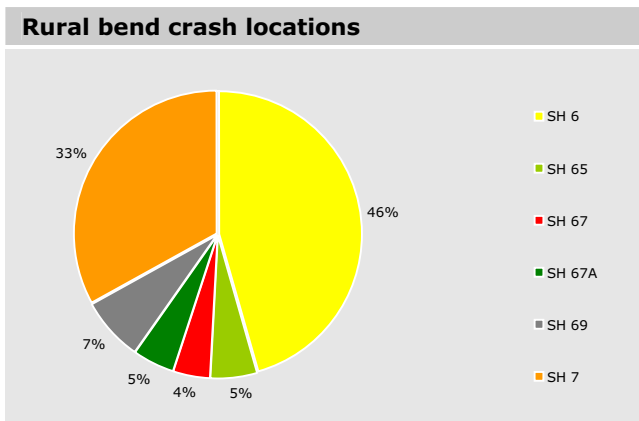


\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

## Rural bends

Over half of all reported crashes that occurred on roads in the Buller District in the last five years were on bends in rural areas. Twelve people died as a result of these crashes. An additional 41 people received serious injuries and 96 people received minor injuries. There were also 126 non-injury crashes reported.

Almost nine of every 10 crashes on rural bends were on state highways, with almost nine of every 10 of these being single vehicle crashes.



Just over half of single vehicle crashes on bends were on right-hand bends, while for crashes on bends that involved two vehicles, less than one third were on right-hand bends.

The crash factors most often reported as contributing to crashes on rural bends are poor handling, driving too fast, poor judgement and poor observation.

Almost one in three crashes on rural bends was in darkness, and almost half were on wet or icy roads.

For injury crashes, over 75 percent of the drivers involved were males, with four of every 10 aged between 20 and 34 years.

## Urban intersections

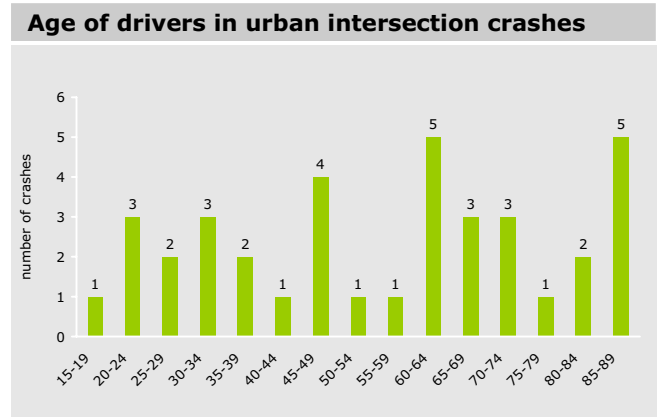
In the last five years, crashes at urban intersections in the Buller District resulted in two deaths and another 17 people sustained injuries. There were also 43 non-injury crashes reported.

Almost two-thirds of crashes at intersections were crossing/turning crashes. One crash in five involved loss of control. The factors most often reported in crashes at intersections were failed to give way/stop and poor observation. Of the failed to give way/stop factors:

- seven involved failure to give way at a Stop sign
- 18 involved failure to give way at a Give Way sign
- seven involved drivers who didn't stop at a Stop sign
- five involved failure to give way when turning.

Six intersections accounted for almost 40 percent of all intersection crashes. These intersections were Palmerston Street/Mill Street, Brougham Street/Russell Street, Mill Street/Russell Street, Brougham Street/Domett Street, Russell Street/Pakington Street, and Derby Street/Cobden Street.

Just over half of drivers involved in injury crashes at intersections were female. For both males and females, drivers of all ages were involved.



## General

### Speed

Driving at a speed too fast for the conditions was the third most commonly reported crash factor in crashes in the district. In the last five years, four people died, and 54 people were injured in speed crashes.

Almost all speed-related crashes occurred at bends. Of these, most were single vehicle crashes. Poor handling and alcohol were the other factors most often associated with speed. Male drivers, especially younger males were most likely to be involved in crashes associated with speed.

### Alcohol

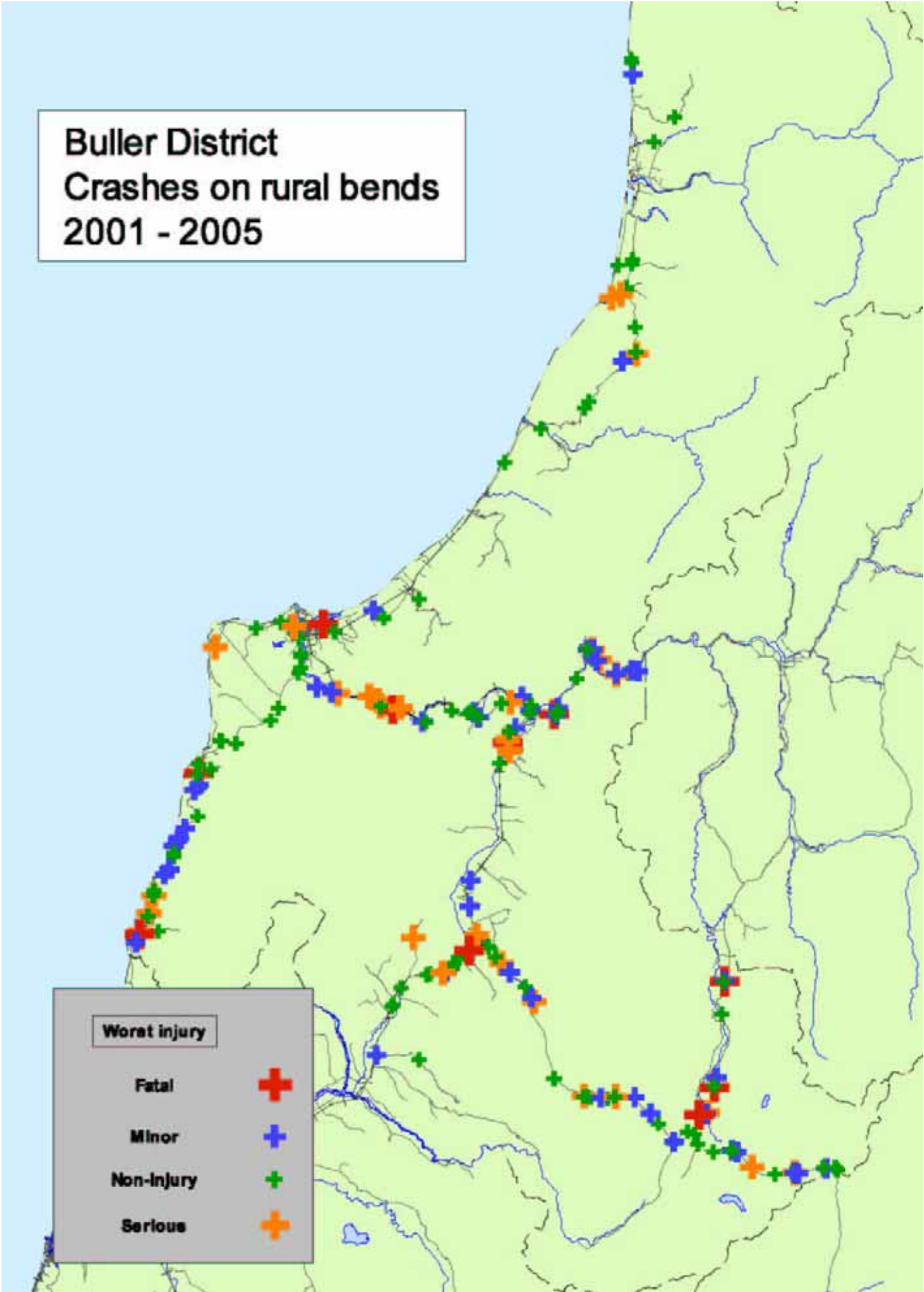
Alcohol was involved in 13 percent of crashes in the district. In the last five years, two people died and 25 people were injured in alcohol-related crashes. The number of crashes involving alcohol is not reducing.

Almost all alcohol crashes occurred at bends. Of these, most were single vehicle crashes. Travelling too fast was the other factor most often associated with alcohol. Over half of these crashes occurred in darkness, during weekends. Both male and female drivers were involved, and all ages were represented.

### Restraints

Surveys of restraint wearing indicate that use of safety belts in the Buller District has generally been above 90 percent. In 2005, there were reductions in wearing rates for both drivers and passengers at the indicator sites surveyed by Land Transport NZ.

**Buller District  
Crashes on rural bends  
2001 - 2005**



## Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics at the Ministry of Transport. It compares the measures for Buller District injury crashes in the last 12 months with the national range.

	National range	Buller District
<b>Speed</b> % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	16%
<b>Alcohol</b> % driver alcohol crashes	6%–31%	9%
<b>Intersections</b> % crashes with failed to stop or give way factors	0%–41%	28%
<b>Pedestrian</b> % crashes with pedestrians	0%–24%	3%
<b>Cyclists</b> % crashes with cyclists	0%–15%	3%
<b>Safety belts</b> % unrestrained – front seat	1%–13%	10%

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