



# *briefing notes - road safety issues*

## *Buller District*

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify areas to target to reduce the number of road deaths and injuries in the Buller District.

All the material unless otherwise stated in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Buller District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

### Major road safety issues

#### Buller District

Loss of control on rural roads

Speed

Alcohol

### 2006 road trauma

#### Casualties

Deaths	1
Serious casualties	13
Minor casualties	48

#### Nationally

Speed

Alcohol

Failure to give way

Restraint use

#### Crashes

Fatal crashes	1
Serious injury crashes	11
Minor injury crashes	27
Non-injury crashes	57

## Overview

In 2006 on local roads in the Buller District there were 11 injury crashes and 15 non-injury crashes, in addition there were 28 injury crashes and 42 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads. Rural is defined as an area with a speed limit of 80km/h or more.

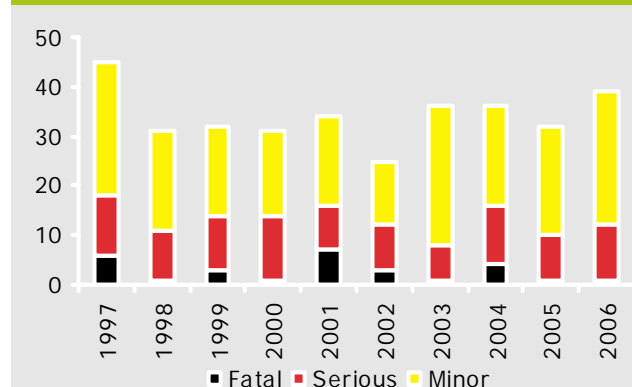
### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	9	36	46
Urban	0	4	12	16
Total	1	13	48	62

Fatalities in the district have been falling over the last few years from a high of nine in 2001 to one in 2006.

Serious injuries on the other hand have remained fairly steady over the last ten years.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	44%
Lost control on straight	9%
Crossing/Turning	10%
Rear end/Obstruction	35%
Overtaking	1%
Miscellaneous	1%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month March (6), best January (0)
- Worst day Friday (7), best Saturday (2)
- Wet road 11 percent
- Night time 58 percent
- Intersection 46 percent
- All at fault drivers in injury crashes were male
- 64 percent of at fault drivers in injury crashes held a full NZ licence

Transit roads

- Worst month November (14), best June (1)
- Worst day Sunday (14), best Thursday (4)
- Wet road 50 percent
- Night time 28 percent
- Midblock 87 percent
- 67 percent of at fault drivers male (injury crashes)
- 59 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

In the Buller District 15 percent of at fault drivers in injury crashes held a learner or restricted licence. This is below the level found nationally, primarily because of the number of overseas drivers who crash on Buller roads— nearly one in five of all at fault drivers last year.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	60.5 (58.4) %
Learner	7.8 (9.5) %
Restricted	7.8 (17.6) %
Never licenced	0 (2.2) %
Disqualified	0 (1.7) %
Overseas	18.4 (4.2) %
Expired	0 (0.5) %
Other / unknown	5.2 (5.6) %

## Rural crashes

In 2006 68 percent of reported crashes in the Buller District occurred on rural roads, that is roads with a speed limit greater than 70km/h. Three quarters of all injuries occurred on these higher speed roads.

Over 80 percent of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

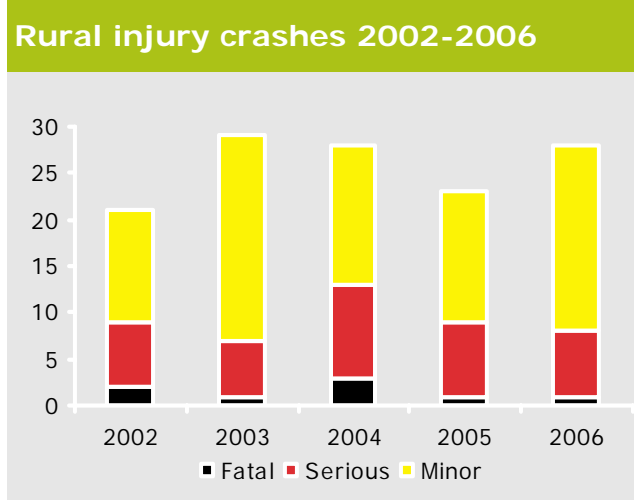
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Buller District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	1	0
Bridge ends	2	9
Cliff or bank	3	37
Ditch	9	30
Fence	4	28
House or building	2	0
Guard rail	0	5
Over bank	5	16
Parked vehicle	2	2
Post or pole	2	9
Slip or flood	0	1
Stray animal	4	10
Traffic sign	1	9
Train	0	1
Tree	4	21
Water/River	2	7

The 65 reported crashes on rural roads in 2006 was an increase on the 52 recorded the previous year but was well below the ten year high of 81 recorded in 2004.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Buller District in 2006:

### Local roads

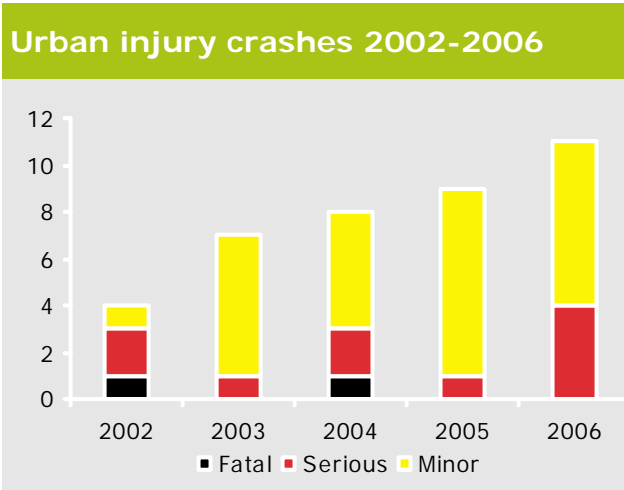
- Three serious injuries and six minor injuries
- All at fault drivers male
- Most common crash type losing control on a bend
- 33 percent of injury crashes involved alcohol over limit
- Half of all crashes were due to a driver failing to keep left
- Nine percent of crashes were on a wet surface
- 64 percent of crashes occurred at night
- 73 percent of crashes involved a single vehicle

### Transit roads

- One death, six serious injuries and 30 minor injuries
- At fault drivers 68 percent male
- Most common crash type loss of control on a bend
- Five percent of injury crashes involved alcohol over limit
- 32 percent of injury crashes involved a vehicle travelling too fast for the conditions
- Half of all crashes were on a wet surface
- 18 percent of crashes occurred at night
- 59 percent of crashes involved a single vehicle
- Ten percent of crashes took place at an intersection

## Urban crashes

Nearly one third of all crashes reported in 2006 in the Buller District took place on urban roads. In 2006 16 people were injured in urban crashes and there were a further 20 crashes reported that resulted in no injury. The 31 crashes recorded on urban roads was second only to the 34 recorded in 1998.



39 percent of all urban crashes involved crossing or turning movements. Over one third of crashes involved a vehicle losing control. 48 percent of all urban crashes took place at intersections.

Two thirds of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Buller District in 2006:

### Local roads

- Three serious injuries, four minor injuries and ten non injury crashes
- All at fault drivers were male
- 40 percent of crashes involved alcohol over limit
- 40 percent of crashes involved travelling too fast for the conditions
- 13 percent of crashes were on a wet surface
- 53 percent of crashes occurred at night
- 80 percent of crashes involved more than one vehicle
- 73 percent of crashes occurred at intersections

### Transit roads

- One serious injury, eight minor injuries and ten non injury crashes
- At fault drivers 60 percent male
- 33 percent of crashes involved alcohol over limit
- Half of all injury crashes involved travelling too fast for the conditions
- 50 percent of crashes were on a wet surface
- 62 percent of crashes occurred at night
- 25 percent of crashes occurred at intersections
- Half of all crashes involved more than one vehicle

## Speed

'Too fast for the conditions' was recorded in 24 percent of injury crashes in the district in the last five years resulting in three deaths and 58 injuries. There were also 71 non-injury speed-related crashes reported. The number of speed related crashes reached a five year high in 2006 with 31 crashes reported.

94 percent of speed-related crashes over the last five years were loss of control type crashes, 70 percent of which took place on the State Highway network. 37 percent of speed related crashes also involved excess alcohol.

Four out of five at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for one quarter of them.

## Alcohol

Alcohol was a factor in 16 percent of injury crashes in the district over the last five years resulting in two deaths and 32 other injuries. There were also 22 non-injury alcohol-related crashes reported. The number of injury crashes where alcohol was a factor was more than double the two preceding years.

Over the last five years 73 percent of at fault drivers in alcohol related crashes were male.

As is to be expected, a large number of alcohol related crashes occurred at night, 63 percent. Nearly three quarters of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 56 percent of injury crashes.

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