

briefing notes - road safety issues

Buller District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

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

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Buller District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

We have included a brief overview of crashes in the district.

We encourage Buller District to use its free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues. Also the NZTA Christchurch Performance Information team is available to provide further information if required. All data and maps in this note are from CAS.

Major road safety issues

Buller District

Bend—Lost control or Head-on

Speed

Overseas drivers

2008 road trauma

Casualties

Buller District

Deaths 2

Serious casualties 12

Minor casualties 43

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Buller District

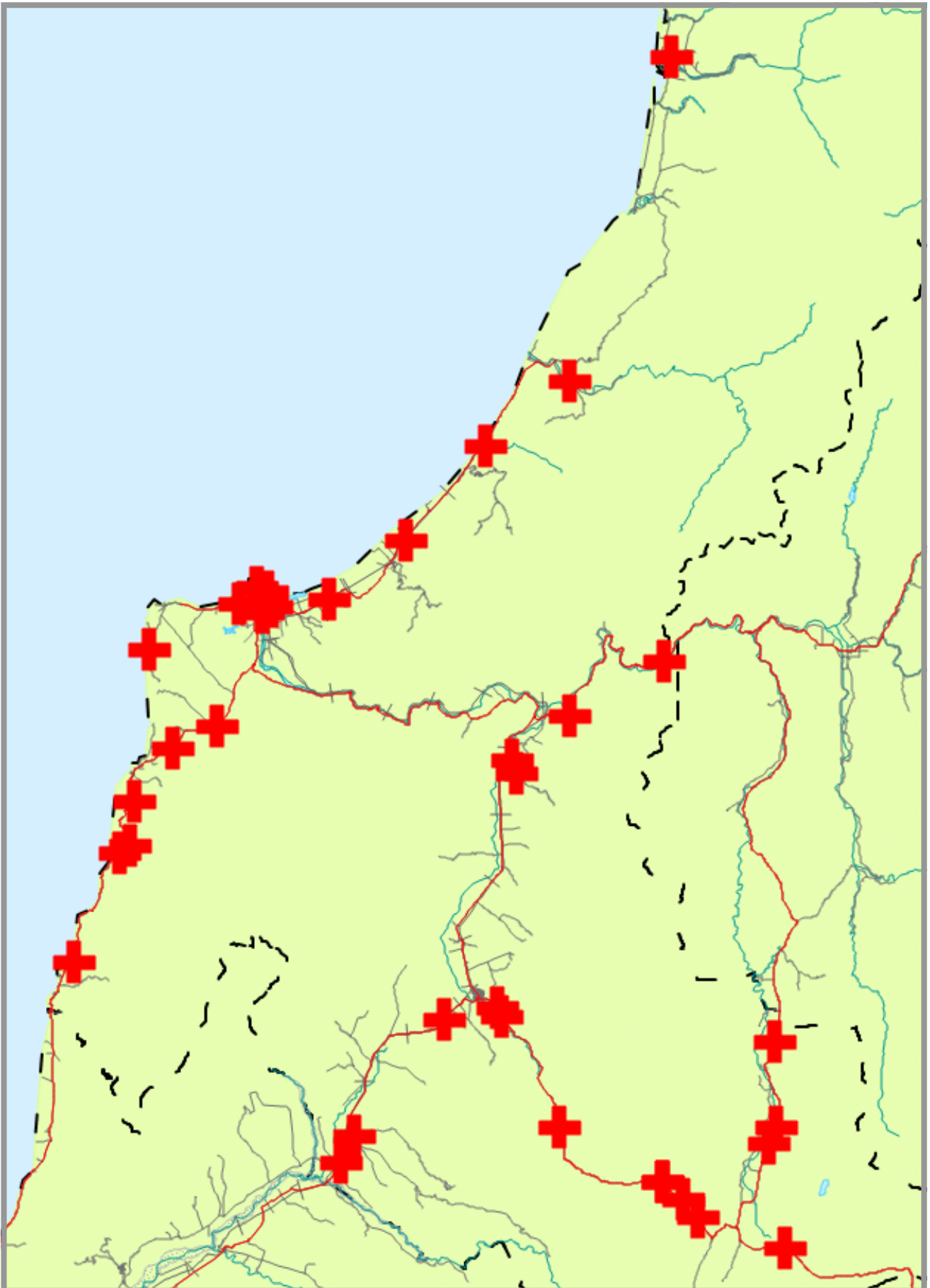
Fatal crashes 2

Serious injury crashes 9

Minor injury crashes 26

Non-injury crashes 46

Reported injury crashes
Buller District
2008



Overview

In 2008 on local roads in Buller District there were 11 injury crashes and 17 non-injury crashes. In addition there were 26 injury crashes and 29 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 37 injury crashes by rural or urban areas for local roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008

	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	11	34	47
Urban		1	9	10
Total	2	12	43	57

Over the last ten years, the number of injury crashes has generally increased. However in 2008, the total number of reported crashes dropped by about one third from the ten-year high of 55 in 2007. This drop was in both serious injury and minor injury crashes, although 2008 still had the third largest annual number of crashes over the last ten years.

Crash trends in Buller District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	2	11	18	32
2000	1	13	17	31
2001	7	9	18	34
2002	3	9	13	25
2003	1	7	28	36
2004	4	12	20	36
2005	1	9	22	32
2006	1	13	27	41
2007	2	18	35	55
2008	2	9	26	37

Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	28	9
Too fast	22	32
At bends	40	66
At intersections	30	14
Road factors	14	21

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	6	1
Cyclists	4	0
Motorcycles	15	7
Total vulnerable	25	8

Further information about the 50 injury crashes 2004 to 2008 on local roads in Buller District :

- Worst month March, best September
- Worst day Saturday
- 12 percent on wet or icy roads
- 34 percent at night
- 30 percent at intersections
- 24 roadside objects struck
- Social cost of crashes in 2008 \$22.4 m

Further information about the 151 injury crashes 2004 to 2008 on State Highways in Buller District :

- Worst month February, November best July
- Worst day Friday
- 46 percent on wet or icy roads
- 30 percent at night
- 14 percent at intersections
- 128 roadside objects struck
- Social cost of crashes in 2008 \$83.7 m

Speed

Nationally, speed is one of the major contributing factors to road crashes. Reducing speeds is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce a three percent reduction in injury crashes.

Between 2004 and 2008, 30 percent of injury crashes in Buller District involved travelling too fast for the conditions. These crashes resulted in two fatalities, 23 serious injuries and 56 minor injuries.

Crash numbers rose in 2007 and dropped again in 2008. Most crashes involving speed too fast for the conditions were in rural areas.

Speed related crashes					
Speed related crashes	2004	2005	2006	2007	2008
Rural	8	6	7	24	6
Urban			5	2	2
Total	8	6	12	26	8

The other main causes contributing to speed related crashes were:

- Poor handling
- Alcohol
- Poor judgement

Speed related crashes by location
Road (road lengths may differ)
Rahu Saddle to Inangahua Junction
Reefton to Garveys Creek
Maruia Springs to Lewis Pass
Westport area

Age and sex of speeding drivers

Drivers at fault in speed related injury crashes (2004- 2008)	Male	Female	Total
15-19 years	11	3	14
20 - 24	5	4	9
25 - 29	3	2	5
30 - 39	6	1	7
40 - 49	7	2	9
50 - 59	7	2	9
60 - 69	3	1	4
70+	3	1	4
Total	45	16	61

Further information about the 11 speed related injury crashes in Buller District on local roads (2004 to 2008):

- 8 serious injuries and 7 minor injuries
- Most common crash type “bend—Lost control or head-on”
- 82 percent mid-block
- 9 percent wet or icy road
- 36 percent night time
- Worst month February, March, August, December
- Worst day of week Saturday
- Worst time 3 pm - 6 pm

Further information about the 49 speed related injury crashes in Buller District on State highways (2004 to 2008):

- 2 deaths, 15 serious injuries and 49 minor injuries
- Most common crash type “bend—Lost control or head-on”
- 82 percent mid-block
- 65 percent wet or icy road
- 33 percent night time
- Worst month June
- Worst day of week Wednesday, Friday
- Worst time midday - 6 pm

Bend - loss of control or head on

Between 2004 and 2008, 60 percent of all injury crashes in Buller District were bend - lost control or head on. These crashes resulted in seven fatalities, 50 serious injuries and 115 minor injuries.

Injury crash numbers rose in 2007 and fell again in 2008.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	3	6	10	19
2005	1	7	11	19
2006	1	7	18	26
2007	1	15	20	36
2008	1	4	15	20
Total	7	39	74	120

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

The most common roadside hazards struck in injury loss of control or head on crashes on bends in Buller District were cliffs or banks (28), ditches (19), trees (16), and over bank (11) from a total of 106 objects struck.

Main characteristics of injury bend - lost control or head on crashes	
Crash characteristic	Percentage of crashes
Single vehicle	75
Alcohol	13
Excessive speed for the conditions	46
Road factors	22
Poor handling	58
Rural road	90
Wet /icy road	46
Night time	28

Further information about the 20 injury bend - lost control or head on crashes (2004 to 2008) on local roads in Buller District :

- 12 serious injuries and 13 minor injuries
- 89 percent of at fault drivers were male
- Most common at fault driver age group 15 -19 years (28 percent of all at fault drivers)
- 45 percent of crashes involved alcohol
- 45 percent of crashes involved speed too fast for the conditions
- Worst month March,
- Worst day of week Saturday
- Worst time period 3 pm till 6 pm

Further information about the 100 injury bend - lost control or head on crashes (2004 to 2008) on State Highways in Buller District:

- 7 deaths, 38 serious injuries and 102 minor injuries
- 71 percent of at fault drivers were male
- Most common at fault driver age group 20—24 years (19 percent of at fault drivers)
- 7 percent of crashes involved alcohol
- 46 percent of crashes involved speed too fast for the conditions
- Worst month November
- Worst day of week Friday
- Worst time period midday to 3 pm

Overseas drivers

In Buller District between 2004 and 2008 17 percent of injury crashes involved overseas drivers. These 34 crashes resulted in 14 serious injuries and 38 minor injuries.

These drivers may include both tourists and New Zealand residents driving on an overseas licence.

The number of injury crashes that involved overseas drivers is not showing any real trend in the numbers.

Injuries in crashes involving overseas drivers					
	2003	2004	2005	2006	2007
Fatal	0	0	0	0	0
Serious	3	2	3	4	2
Minor	6	11	10	4	7
Total	9	13	13	8	9

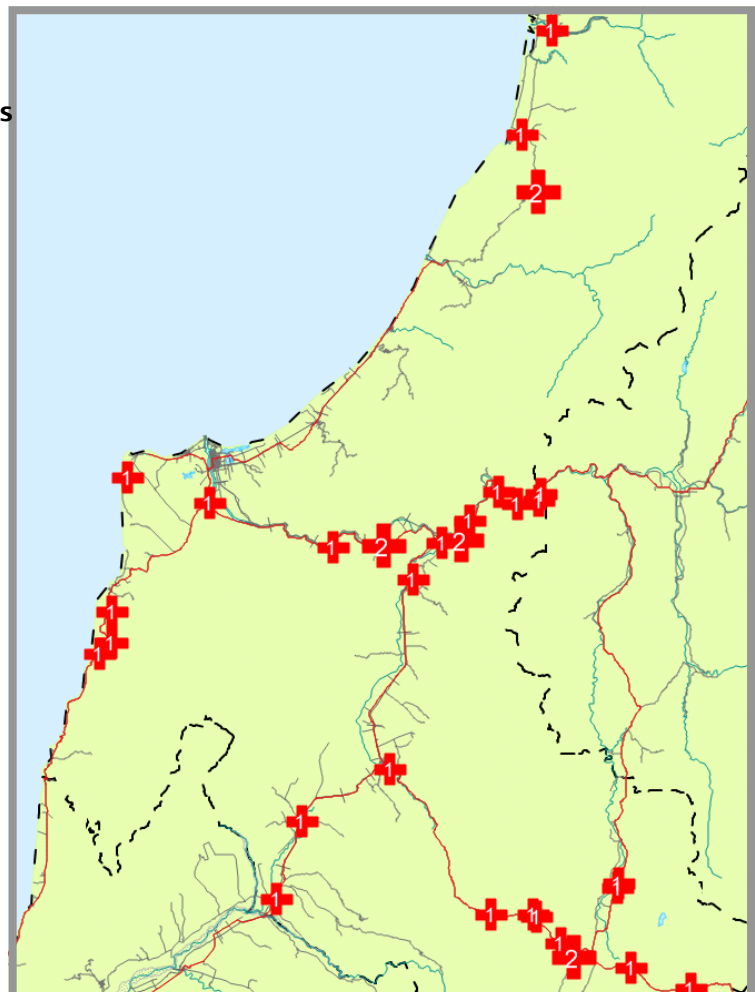
In Buller District, 82 percent of all crashes involving overseas drivers were Bend-Lost control or head-on crashes. Male drivers of all ages made up 66 percent of at fault drivers.

The common home locations of the overseas drivers were: Europe - 15, North America - 8, and Asia - 5

Further information about the 34 injury crashes involving overseas drivers in Buller District 2004 to 2008:

- The most common crash type was Bend - Lost control or head-on
- Most common crash factors were Poor judgement, Poor handling, Too fast and failed to keep left
- 94 percent of crashes mid block
- 3 percent of crashes at night
- 44 percent in of crashes in wet or icy conditions
- Worst month February
- Worst day of week Tuesday
- Worst times midday - 3 pm

Injury crashes involving overseas drivers Buller District 2004 - 2008

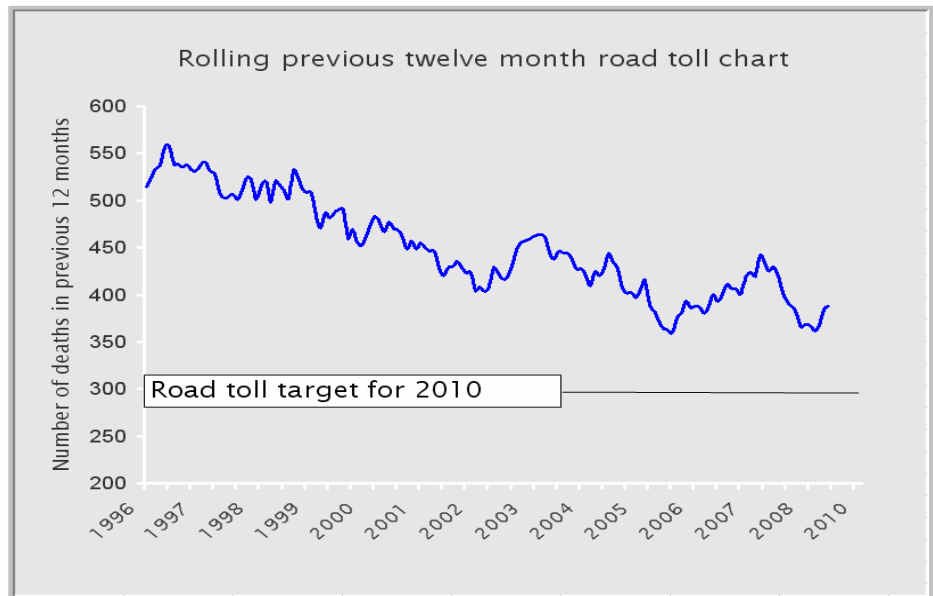


The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

Contacts

New Zealand Transport Agency

Performance Information Manager (Southern)
Geoff Holland
PO Box 13364
Christchurch
03 964 2845

Regional Communications Advisor
Bob Nettleton
PO Box 9058
Dunedin
03 951 3005

www.nzta.govt.nz

New Zealand Police

Inspector Hugh Flower
Road Policing Manager
New Zealand Police
Private Bag 39
Nelson
Phone 03 546 3855

www.police.govt.nz

Local Authority

Road Safety Co-ordinator
Ivan Wilson
03 769 9400

Manager Operations
Steve Griffin

Buller District Council
PO Box 21
Westport
Phone 03 788 9117

www.bullerdc.govt.nz