

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 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 Grey district.

Four people died in traffic crashes on roads within the Grey district in 2001. This was the highest number of deaths in one year since 1988. In addition, nine people received serious injuries and 39 received minor injuries.

Six of every 10 injury crashes happened on roads in rural areas of the district. Almost three quarters of reported non-injury crashes were in urban areas. Over the last 10 years, the number of crashes and casualties in urban areas did reduce, but last year the number of people injured in urban areas doubled from the previous year. In rural areas there was no decrease in the number of people injured.

Most crashes involved loss of control, in both rural and urban areas of the district. Speed as a factor in crashes did not reduce over the last 10 years, but the involvement of alcohol in crashes in the Grey district did reduce. In each of the last two years, there were only two crashes reported that involved alcohol impairment.

Major road safety issues:

Grey district

Young road users

Rural roads

Speed

Female road users

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Grey district



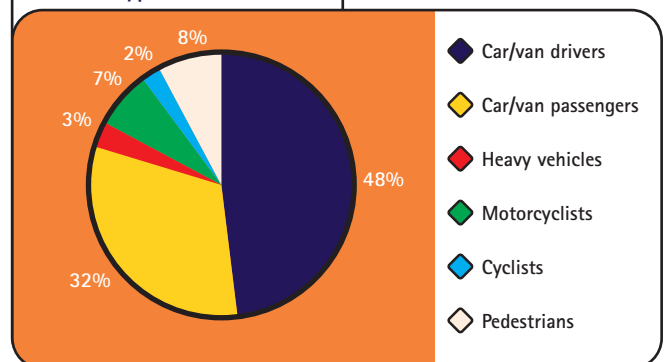
Deaths	4
Serious casualties	9
Minor casualties	39



Fatal crashes	4
Serious injury crashes	5
Minor injury crashes	25
Non-injury crashes	73

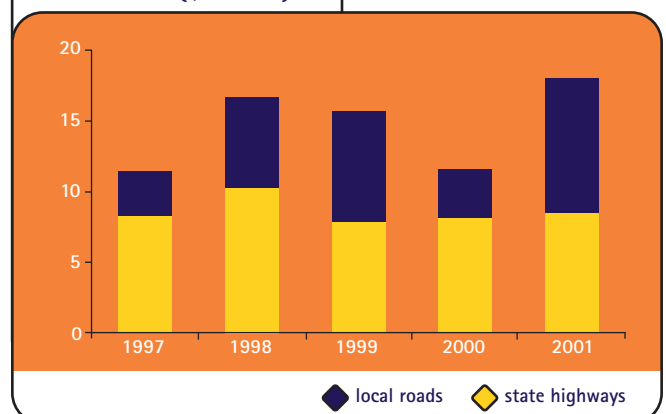
Road user casualties 1997–2001

User type 1997–2001



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 2001 prices.

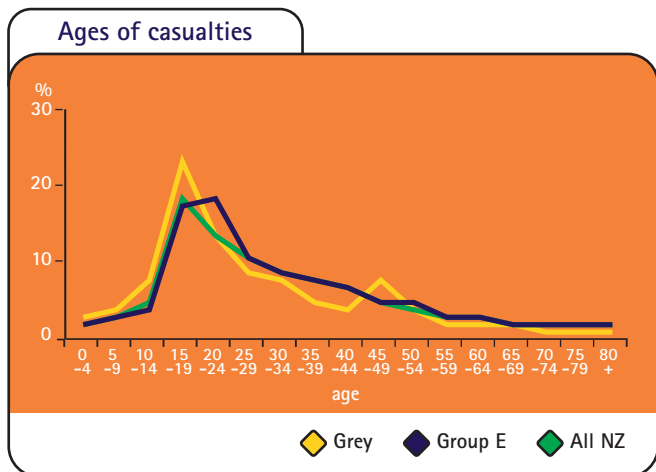
Young road users

In the Grey district, road users aged 24 years and younger were more likely to be injured in crashes than in the rest of New Zealand. These people represented over half of the casualties in the district. Over three quarters were drivers or passengers in cars or vans. Most of the other injured young road users were cyclists or pedestrians.

Injured road users aged less than 15 years represented one third of those 24 years and under.

The drivers involved in crashes in which young road users were injured were typically also aged 24 years or under, with the largest group aged 15 to 19 years. Over two thirds were males. The crash types these drivers were most often involved in were loss of control crashes, particularly on bends, and rear-end or collision with obstruction crashes.

The number of crashes in which young road users were injured was similar in urban and rural areas of the district. The most common rural crash in both areas was a loss of control on bends. In rural areas, the next most common crash type was the rear-end/obstruction crash. In urban areas, it was the pedestrian crash. The factors most often reported were speed, inexperience and alcohol.



Recommended actions

- Support enforcement aimed at places and times when young people gather with their vehicles.
- Support education campaigns targeting young drivers and their passengers.
- Continue with initiatives designed to help school children to use roads safely.
- Target enforcement at sites that are high risk before and after school.
- Raise awareness of the need to adjust speed for corners and bends.

Rural roads

Six of every 10 injury crashes in the Grey district happened on roads in rural areas. Almost three quarters of reported non-injury crashes were in urban areas. The map opposite shows the location and severity of crashes on rural roads.

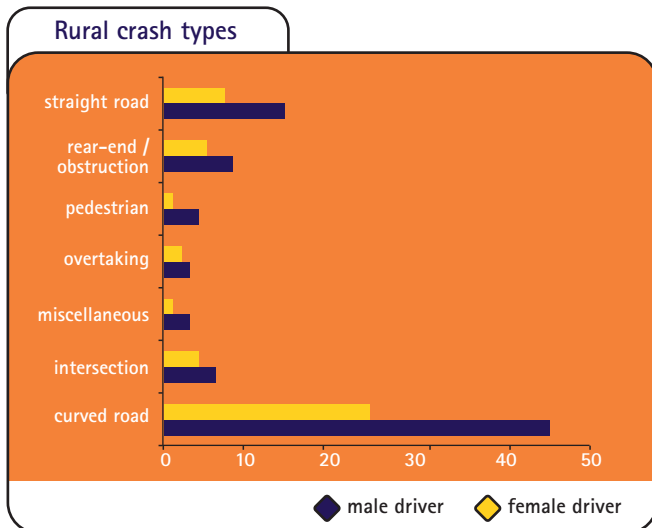
Most crashes (almost two thirds) on rural roads in the district involved loss of control on bends. Almost half of the remaining crashes involved loss of control on straight roads.

Speed was the cause most often reported in crashes on rural roads. Other common factors included driver control, wet surface, alcohol and inexperience.

Almost half of the crashes were in darkness. Over half happened when the road surface was wet. Almost one third of crashes on rural roads were on district roads.

Male drivers were almost twice as likely as female drivers to be involved in injury crashes on roads in rural areas of the Grey district.

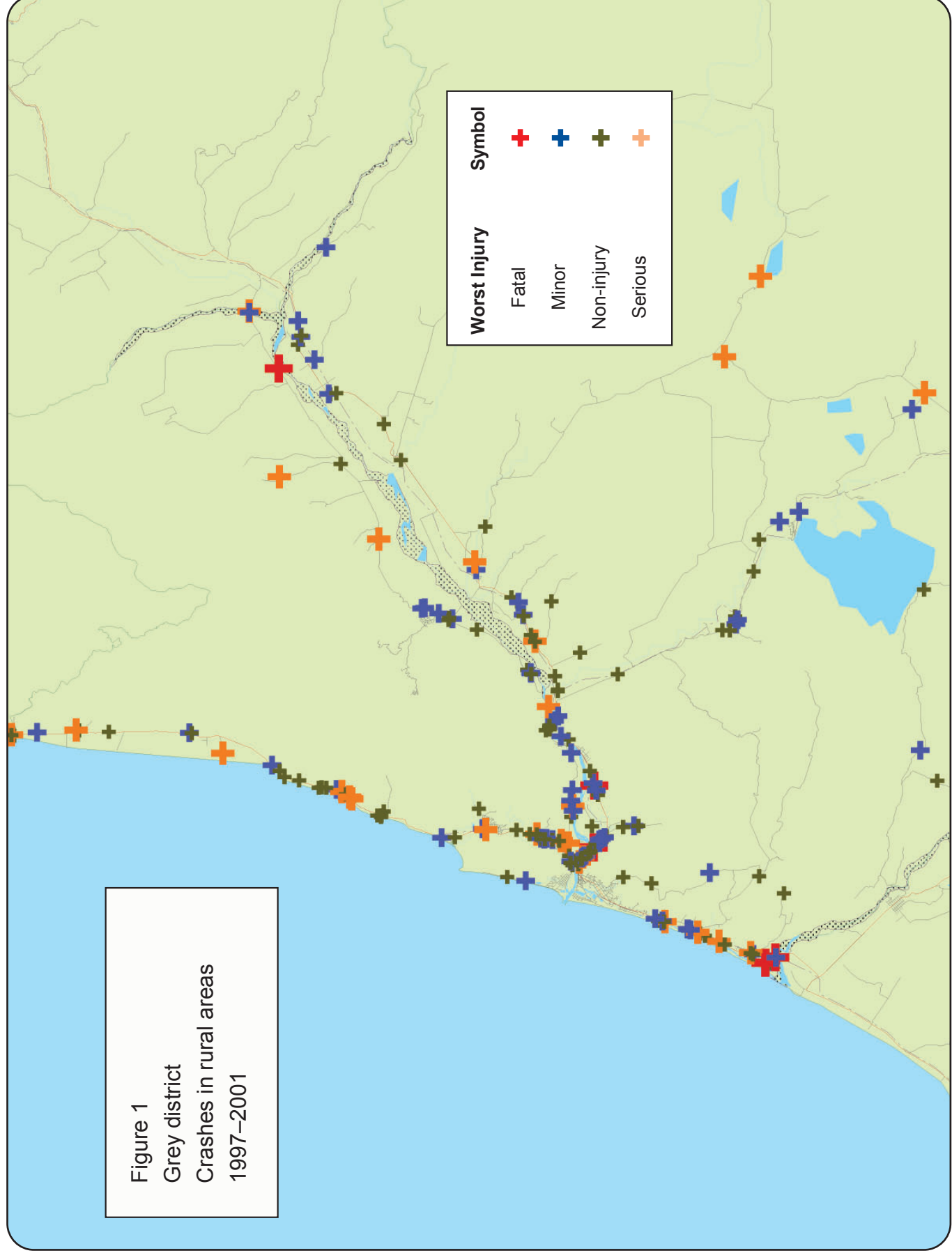
For male drivers the 15 to 19 year-old age group was the largest group to be involved in crashes. The 20 to 24 year age group was the next largest. For females the 20 to 24 year age group was the largest, followed by the 45 to 49 year group. Younger drivers were more likely than older drivers to have crashes on local roads.



Recommended actions

- Support strategic enforcement campaigns targeting too fast for conditions and alcohol.
- Maintain good road surfaces and drainage.
- Support targeted enforcement of at-risk sites.
- Raise awareness that drivers need to adjust their speed based on the season and the road conditions, including corners and bends.

Figure 1
Grey district
Crashes in rural areas
1997–2001





80 Speed

In the last five years, crashes that involved speed on roads in the Grey district resulted in four deaths. In addition, 22 people received serious injuries and 71 received minor injuries. Over half of those injured in speed-related crashes were under 25 years old.

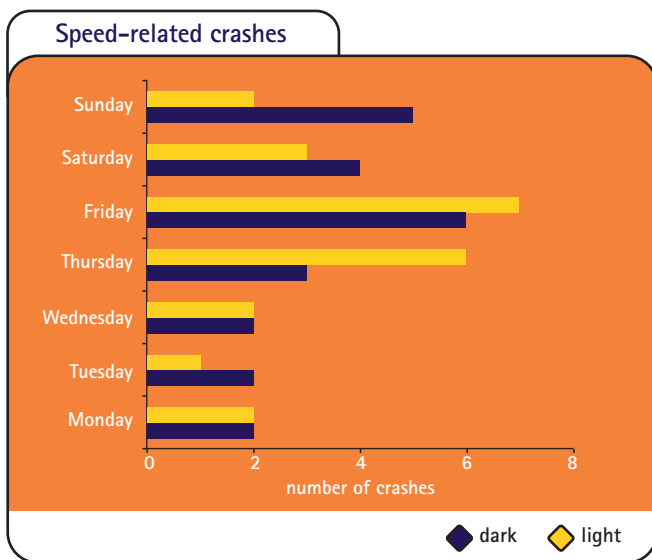
Male drivers were three times more likely to be involved in a speed-related crash than female drivers. Over half of the drivers of the vehicles in these crashes were under 25 years old.

Almost nine of every 10 speed-related crashes resulted from loss of control on a bend, in both urban and rural areas. One third of speed-related crashes occurred in urban areas. Almost half of speed-related crashes were on wet roads.

The factors most often reported in association with speed were inexperience and alcohol.

Speed-related crashes were more commonly reported during evening hours. Saturday and Sunday were the days when more of these crashes were reported.

The locations of speed-related crashes in the Grey district are shown in Figure 2.



Recommended actions

- Support enforcement campaigns aimed at speed control, especially during dark and wet conditions.
- Deliver education programmes aimed at young people, particularly males.
- Support education campaigns aimed at improving awareness of appropriate speed for the driving conditions.
- Support enforcement aimed at places where young people gather with their vehicles.

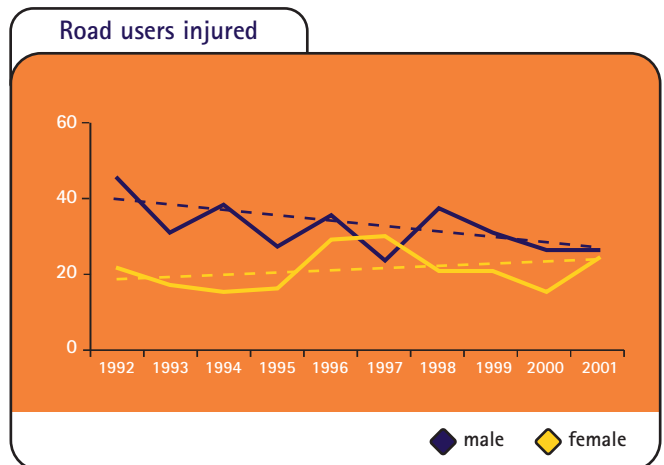
Female road users

Over the last 10 years, the number of male casualties from road crashes in the Grey district dropped by more than one third. In the same period the number of female casualties increased. Last year, the number of each sex was almost the same. In the same period, the number of drivers of cars in injury crashes who were males more than halved, while the number who were female stayed almost constant.

Occupants of cars or vans represented three quarters of all casualties in road crashes in the Grey district. In these vehicles females were more likely to be a passenger and less likely to be a driver.

Male drivers were more likely to be involved in a loss of control crash, while females were most often involved in intersection crashes and rear-end or collision with obstruction crashes.

Speed and alcohol were factors often reported for male drivers, while female drivers were most likely to fail to give way, or to show inexperience.



Recommended actions

- Support education and advertising campaigns on the right of way rules.
- Encourage enforcement activities targeting drivers who fail to stop or give way.
- Improve driving skills through programmes like Defensive Driving.
- Support strategic enforcement campaigns aimed at restraint use.
- Use peer pressure groups like Students Against Driving Drunk (SADD) to convey messages.

New Zealand Road Safety Programme

Reducing 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 road controlling authorities for roading projects through its National Land Transport Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the level of deaths and injuries in the Grey district.

Funding for community projects in the Grey district from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Rural speed	\$6,000
Drive sober	\$9,000
Restraints wearing	\$2,500
Urban intersections	\$4,000

The Grey district will also be involved this year in regionally funded projects to target the high-risk issues of speed, alcohol, restraints and pedestrian issues. These projects have been funded as follows:

Project	Funding
Regional road safety co-ordinator	\$38,000
Rural speed	\$30,000
Restraints – education/publicity campaign	\$3,500
Street skills – Bike Wise	\$2,700
Young drivers	\$10,000
Driver fatigue	\$15,200
Kidsafe Week 2002	\$2,700

Road environment

The Grey district has an allocation for minor safety projects in Transfund's National Land Transport Programme 2002–2003.

Police enforcement

Included in the 9,180 hours to be delivered by police in the Grey district as below, is police support for community projects.

	Hours
Strategic – alcohol/drugs, speed, restraint and visible road safety enforcement	7,240
Traffic management including crash attendance, incidents, emergencies and events	1,520
School road safety education	250
Police community services	170

Where to get more information

For more specific information relating to road safety in Grey District please refer to the 1997 to 2001 Road Safety Data Report or one of the contacts listed below:

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