

# road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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.

During 2002, four people were killed in road crashes within the Grey District. There were also five people who sustained serious injuries and 31 who sustained minor injuries. In addition, 68 non-injury crashes were reported to the Police.

All the fatalities and just over half of other injuries resulted from crashes in rural areas. Over two thirds of reported non-injury crashes occurred in urban areas, primarily in Greymouth. Over the last 10 years, there has been a general reduction in the number of injury crashes in urban areas. This is not apparent in rural areas.

Young people are over-represented in the casualty figures in the district. Those in the 15 to 19 year age group are particularly at risk. This applies to both males and females. The number of injured passengers in cars and vans is increasing, while for drivers of these vehicles the number is not changing.

## Major road safety issues

### Grey District

Speed
Young road users
Female road users

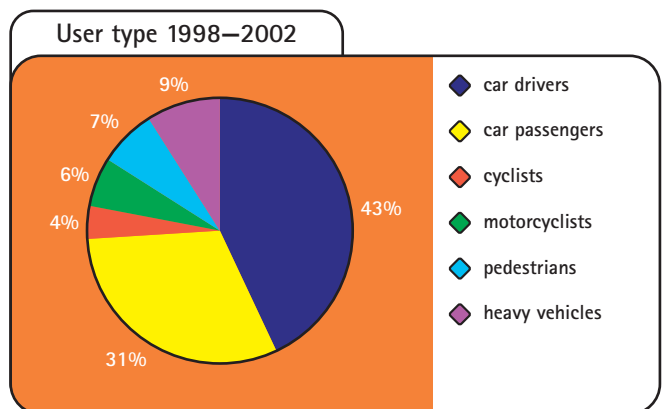
### Nationally

Speed
Alcohol
Failure to give way
Restraints

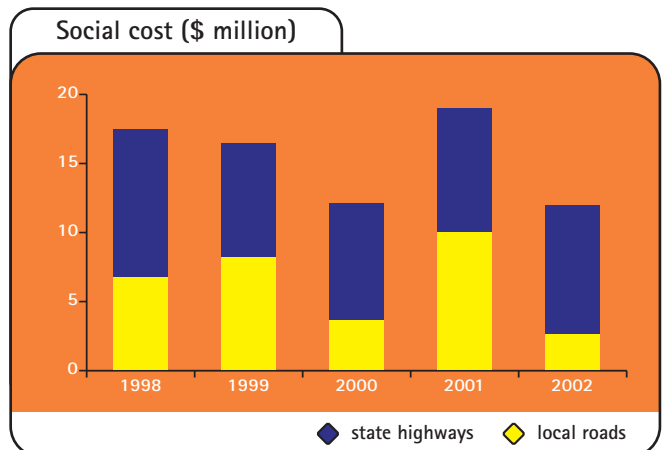
## 2002 road trauma for Grey District

Deaths	4
Serious casualties	5
Minor casualties	31
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Fatal crashes	2
Serious injury crashes	3
Minor-injury crashes	22
Non-injury crashes	68

## Road casualties 1998–2002



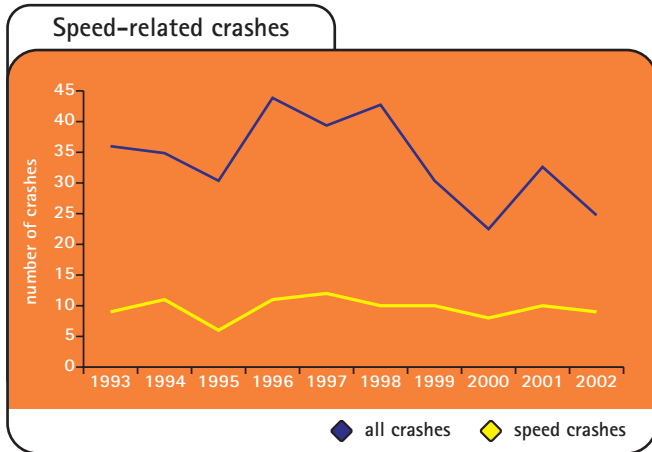
## Estimated social cost of crashes\*



\* 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.

# 80 Speed

In the last five years, seven people died on roads within the Grey District because of inappropriate speed. As well, 83 people were injured, 21 seriously. The reported involvement of speed in crashes has not reduced over the last 10 years.



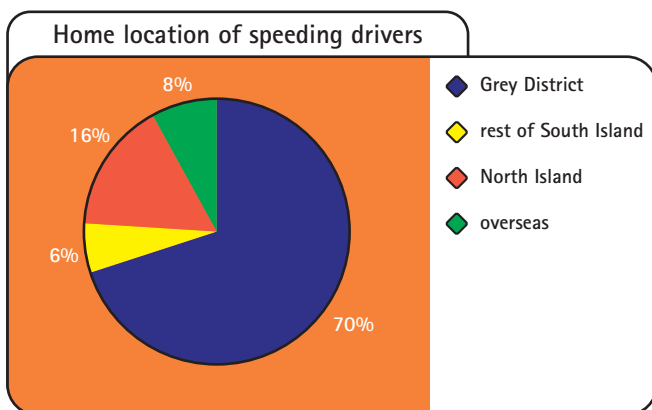
Almost two thirds of speed-related crashes occurred in rural areas. Nine of every 10 of these crashes involved loss of control on a bend. In urban areas, over three quarters of the speed-related crashes were also of this type.

Other factors associated with speed were road factors, poor handling and poor judgement in rural areas, and alcohol, poor handling and poor judgement in urban areas.

In urban areas over 60 percent of speed-related crashes happened during the weekend. In rural areas, the figure is less than 40 percent. Over half the crashes that involved speed happened on wet roads. Sixty percent of speed crashes in urban areas and just over 40 percent of rural crashes occurred in dark conditions.

Drivers aged from 15 to 24 years, both male and female, are most often involved in speed crashes. Male drivers are more than twice as likely as females to be speeding.

Speeding is a local problem in the Grey District. Seventy percent of speeding drivers resided in the Grey District.

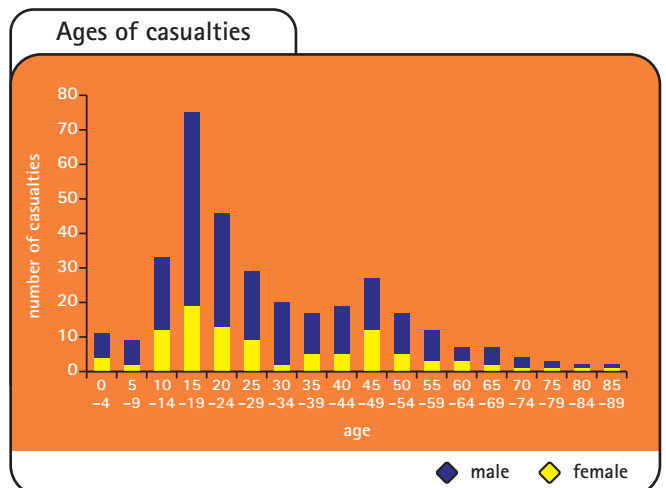


## Recommended actions

- Target speed enforcement activities at places and times where young people are known to drive.
- Focus weekend speed enforcement activities in urban areas at night, and in rural areas during the day.
- Maintain road surface friction values and road drainage.
- Maintain appropriate delineation standards in rural areas.
- Focus education and advertising programmes on the driving skills needed to ensure appropriate speed in different weather and road environments.
- Target local residents in advertising and education campaigns.

## Young road users

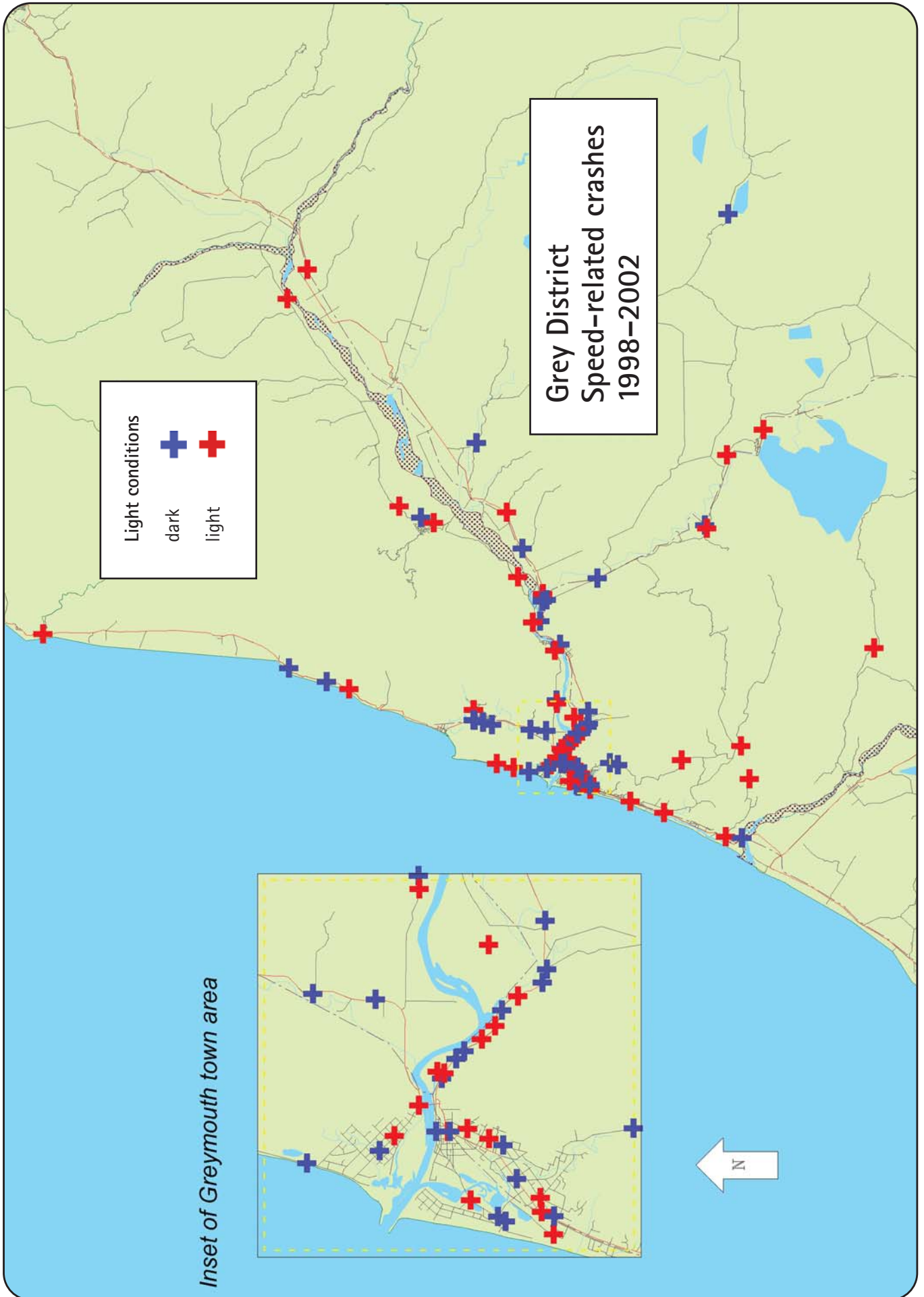
In the Grey District, road users aged under 24 represented over 60 percent of fatalities, almost half of the seriously injured, and just over half of those who received minor injuries. Males under 25 years made up just over half of all male casualties, and females from the same age group made up half of all female casualties. There were almost twice as many young males injured as young females.

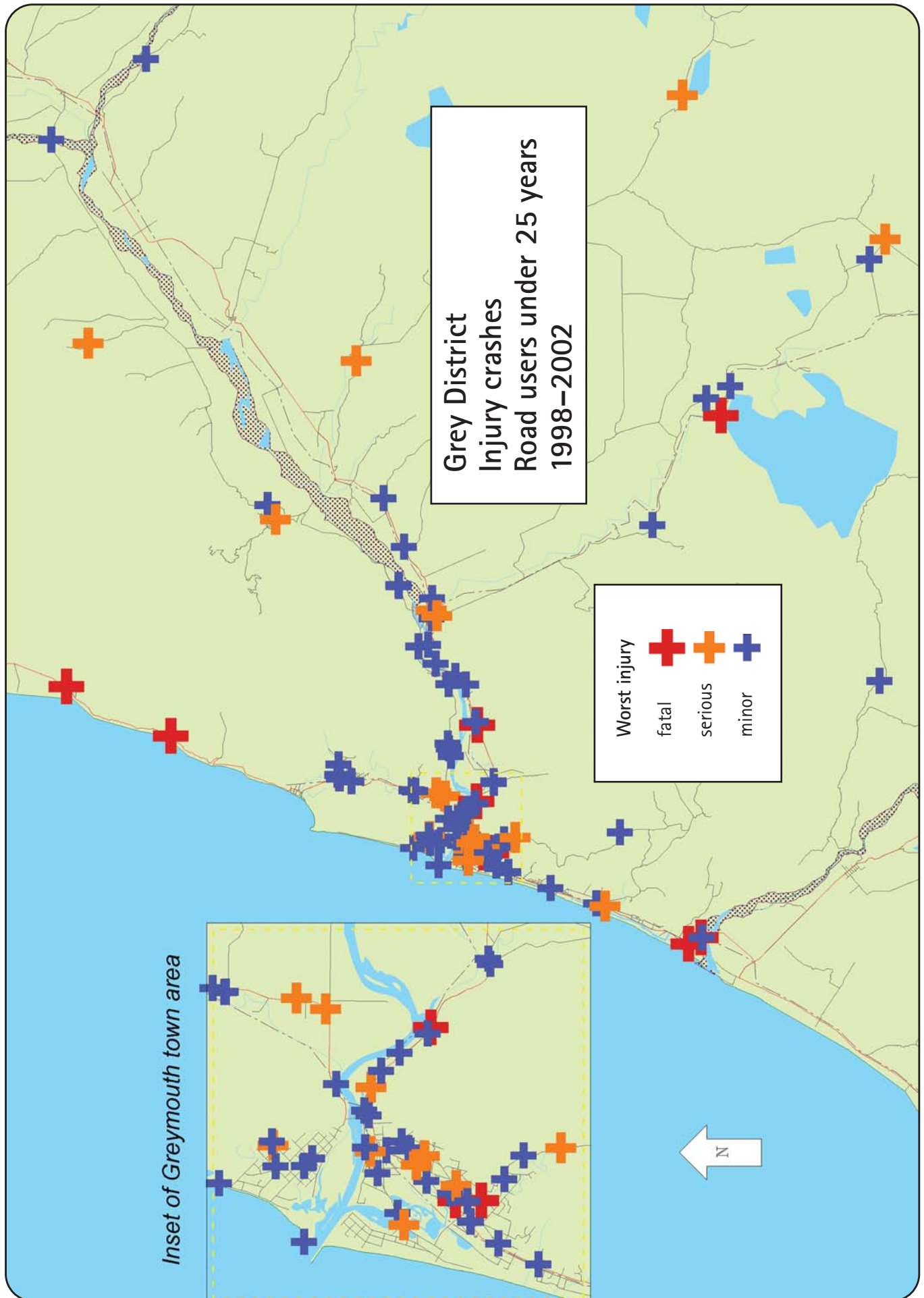


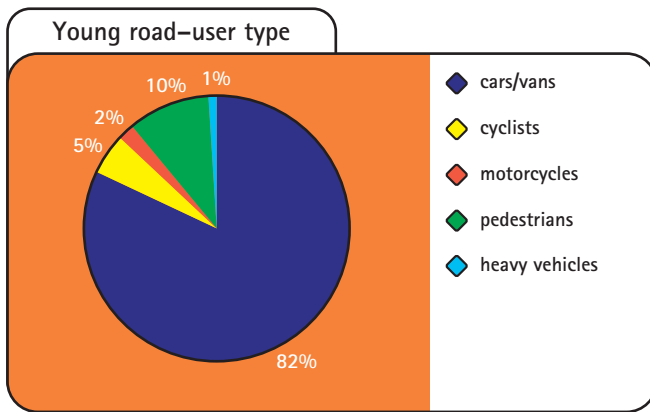
The most common crash type in which young road users were injured was loss of control on a bend crash. This type represented close to one crash in four for both males and females. The other crash types commonly involving young males are the rear-end collision with obstruction crash and the pedestrian crash. For young females, the other types are the rear-end collision with obstruction crash and the crossing/turning crash.

Young male casualties are more likely than females to be the driver of a car or van, a cyclist, or a motorcyclist. Young females are more likely than young males to be a passenger in a car or van, or a pedestrian.

Speed is the most commonly reported crash factor for both male and female young drivers. For both groups, poor observation, poor judgement and poor handling are the other commonly reported crash factors.







Overall, pedestrian crashes represented one of the three main crash types in which young people were injured, and pedestrians represented the third largest casualty group after drivers and passengers in cars and vans. Over the last five years two young pedestrians have been killed in the district, and an additional 11 have been injured. Pedestrian factors were the most often reported cause in pedestrian crashes, indicating that it was primarily the pedestrian who was at fault. Drivers of all ages were involved in crashes with young pedestrians.

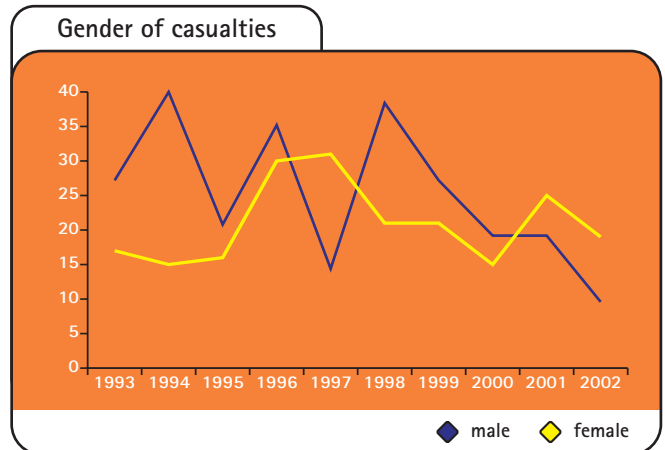
### Recommended actions

- Target speed enforcement activities at places and times where young people are known to drive.
- Focus advertising and education campaigns on younger age groups.
- Target enforcement action to the crash-promoting behaviours exhibited by younger drivers.
- Encourage peer support networks such as SADD.
- Increase awareness of the dangers posed by the conflict between pedestrian traffic and motorised traffic.

## Female road users

Ten years ago the number of females injured in crashes on roads within the Grey District was just over half the number of males injured. For the last two years the number of females injured has been almost the same as the number of males injured. Overall, in the last five years over 40 percent of all casualties have been females.

Females aged under 25 years make up half of all female casualties.



Almost 90 percent of females injured were occupants of cars or vans. Just over half were drivers. Only about three quarters of male casualties were occupants of cars or vans. Over 60 percent were drivers.

Female drivers are more likely than male drivers to be involved in crashes on bends and intersections. They are less likely than males to be involved in loss of control crashes on straight roads and in rear-end or collision with obstruction crashes.

Female drivers are less likely than male drivers to be alcohol-impaired, or to be speeding. They are more likely than males to misjudge the traffic conditions. They are also more likely than males to be involved in a crash on a wet road, but less likely to be in a crash during darkness.

Over 80 percent of female drivers involved in injury crashes in the Grey District were residents of the West Coast area.

### Recommended actions

- Ensure that part of the effort focused on young road users is targeted at females.
- Target enforcement activities at times and places where young people are known to gather.
- Target enforcement activities at intersection behaviour.
- Carry out education and advertising campaigns aimed at improving understanding of the appropriate driver response to poor driving conditions.

# New Zealand Road Safety Programme

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

## Community projects

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes. Funding from the NZRSP for community projects in the Grey District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Intersections, urban	\$4,000
Rural/urban speed	\$6,000
Female road users	\$2,500
Sober driver	\$9,000

In addition to project funding, a further \$19,800 has been allocated to the West Coast Region for advertising which supports community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators have the criteria.

The Grey District will also be involved this year in regionally funded projects to target the high-risk issues of cycling, young road users, speed, restraints and fatigue. These projects have been funded as follows:

Project	General funding
Regional road safety co-ordinator	\$40,000
Small project fund	\$2,500
Bike Wise	\$2,700
Kidsafe Week	\$2,700
Young drivers	\$5,000
Rural speeds	\$21,000
Restraints	\$3,000
Driver fatigue	\$15,600

## Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community projects will need to be negotiated by the road safety co-ordinator.

In 2003/2004, the Police are funded to deliver 9,180 hours of road policing in the Grey District (the same as in 2002/2003) as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	6,590
Traffic management including crash attendance, incidents, emergencies and events	2,110
School road safety education	310
Police community services	170

## Road environment

The Grey District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003-2004.

## Where to get more information

For more specific information relating to road crashes in the Grey District, please refer to the 1998 to 2002 Road Safety Data Report, or to one of the contacts listed below:

### Contacts

Land Transport Safety Authority

Regional Manager  
Dennis Robertson  
Phone 03 363 5661

Regional Education Advisor  
Bob Clements  
Phone 03 363 5677

Senior Road Safety Engineer  
Geoff Holland  
Phone 03 363 5645

Road Safety Co-ordinator  
Malcolm White  
39 Albert Mall  
PO Box 20, Greymouth  
Phone 03 768 4912

New Zealand Police  
Operations and Strategic  
Traffic Manager  
Hugh Flower  
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Phone 03 546 3855

Grey District Council  
Asset Engineer  
Mel Sutherland  
PO Box 382, Greymouth  
Phone 03 768 1700

Transit New Zealand  
Regional Asset Manager  
Peter Connors  
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