

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Grey District.

Last year, for the first time since 1997, no one was killed in crashes on roads in the Grey District. There were 16 people who received serious injuries and 37 with minor injuries. There were also 59 non-injury crashes reported.

In the Grey District, crashes in rural areas have typically resulted in more casualties than crashes in urban areas. However, last year almost 60 percent of casualties resulted from traffic crashes in urban areas. Over 70 percent of reported non-injury crashes were in urban areas of the district. Two thirds of rural crashes in the Grey District occurred on state highways. In urban areas local roads accounted for almost two thirds of crashes.

In both urban and rural areas of the district, the incidence of alcohol as a crash factor was lower than in other areas of the country. Over the last 10 years the proportion of crashes involving alcohol has been reducing from around one in three crashes to last year's total of about one in six crashes. In the last four years less than five alcohol-related crashes were reported.

For both male and female road users, the 15 to 19 year age group was most likely to be injured. Car and van drivers aged 15 to 19 years were more likely to be injured in the Grey District than in the rest of the country.

Major road safety issues

Grey District

| |
|-----------------|
| Speed |
| Urban crashes |
| Rural bends |
| Learner drivers |

Nationally

| |
|---------------------|
| Speed |
| Alcohol |
| Failure to give way |
| Restraints |

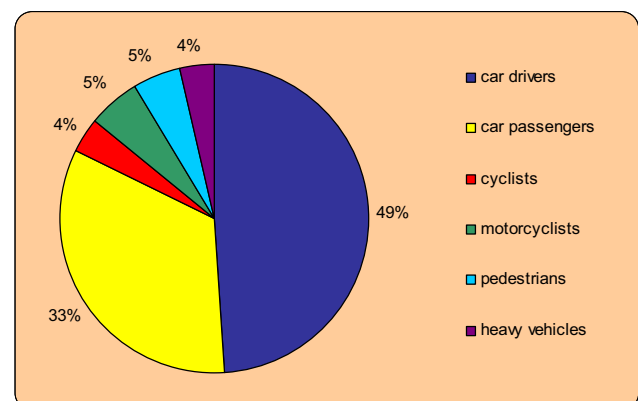


2003 road trauma for Grey District

| | |
|------------------------|----|
| Deaths | 0 |
| Serious casualties | 16 |
| Minor casualties | 37 |
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| Fatal crashes | 0 |
| Serious injury crashes | 13 |
| Minor injury crashes | 23 |
| Non-injury crashes | 59 |

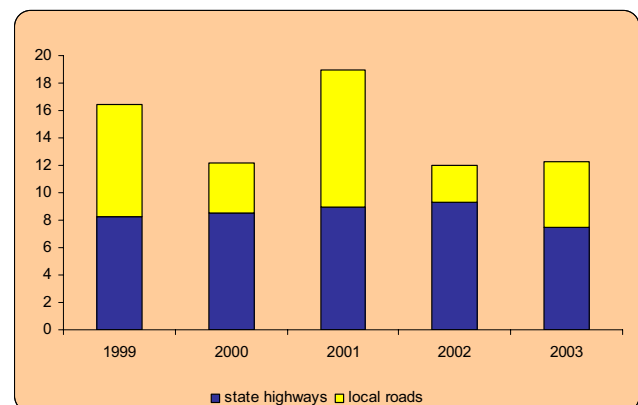
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



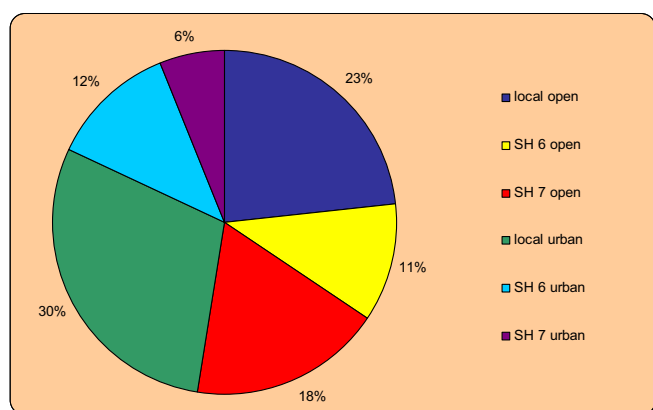
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

80 Speed

In both urban and rural areas of the Grey District speed was the crash factor most often reported. In both urban and rural areas speed was more often reported in the district than elsewhere in the country. From 1994 to 2000 speed as a crash factor remained reasonably stable in rural areas but over the last three years there has been a reduction in this factor. In urban areas the incidence of speed has increased.

Speed is an issue on both local roads and on state highways.

Speed-related crashes



The crash type that most commonly resulted from speed was loss of control on a bend. This type represented over 90 percent of rural speed-related crashes and almost 80 percent of urban speed-related crashes.

The factors most often associated with speed in rural areas were poor handling, road factors, poor judgement and alcohol. In urban areas they were poor handling, alcohol, poor observation and road factors.

Overall, almost half the speed-related crashes occurred in darkness but in urban areas over half were in darkness.

Just over half of all speed-related crashes happened on wet roads, but over 60 percent of rural speed-related crashes were on wet roads,

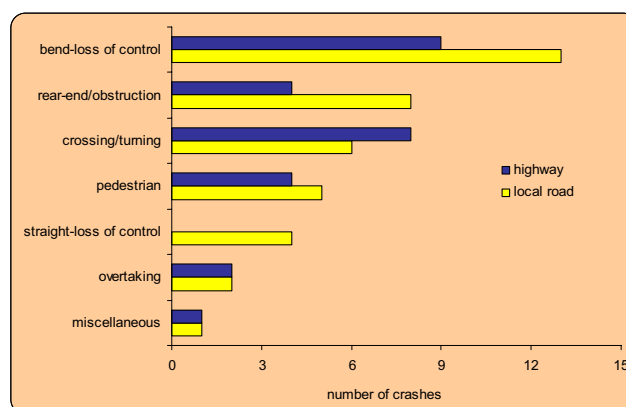
It is the younger drivers who are most often involved in speed-related crashes. The 15 to 19 and the 20 to 24 year age groups make up over 60 percent of all drivers involved in speed-related crashes. Between 1999 and 2003, males of all ages made up almost three quarters of drivers involved in speed-related crashes.

Urban crashes

Last year 10 people received serious injuries and 21 incurred minor injuries in crashes on roads in urban areas of the Grey District. There were also 42 non-injury crashes reported in 2003. This was the highest number of seriously injured casualties in the last 10 years and the highest number of minor injuries since 1998.

The most common crash type in urban areas of the district was the rear-end/collision with obstruction followed by loss of control on bends.

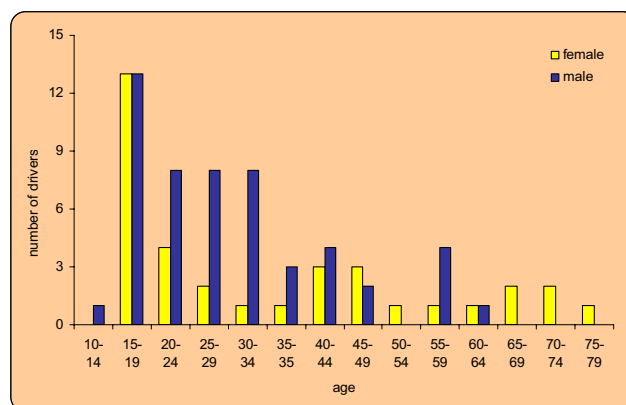
Urban injury crash types

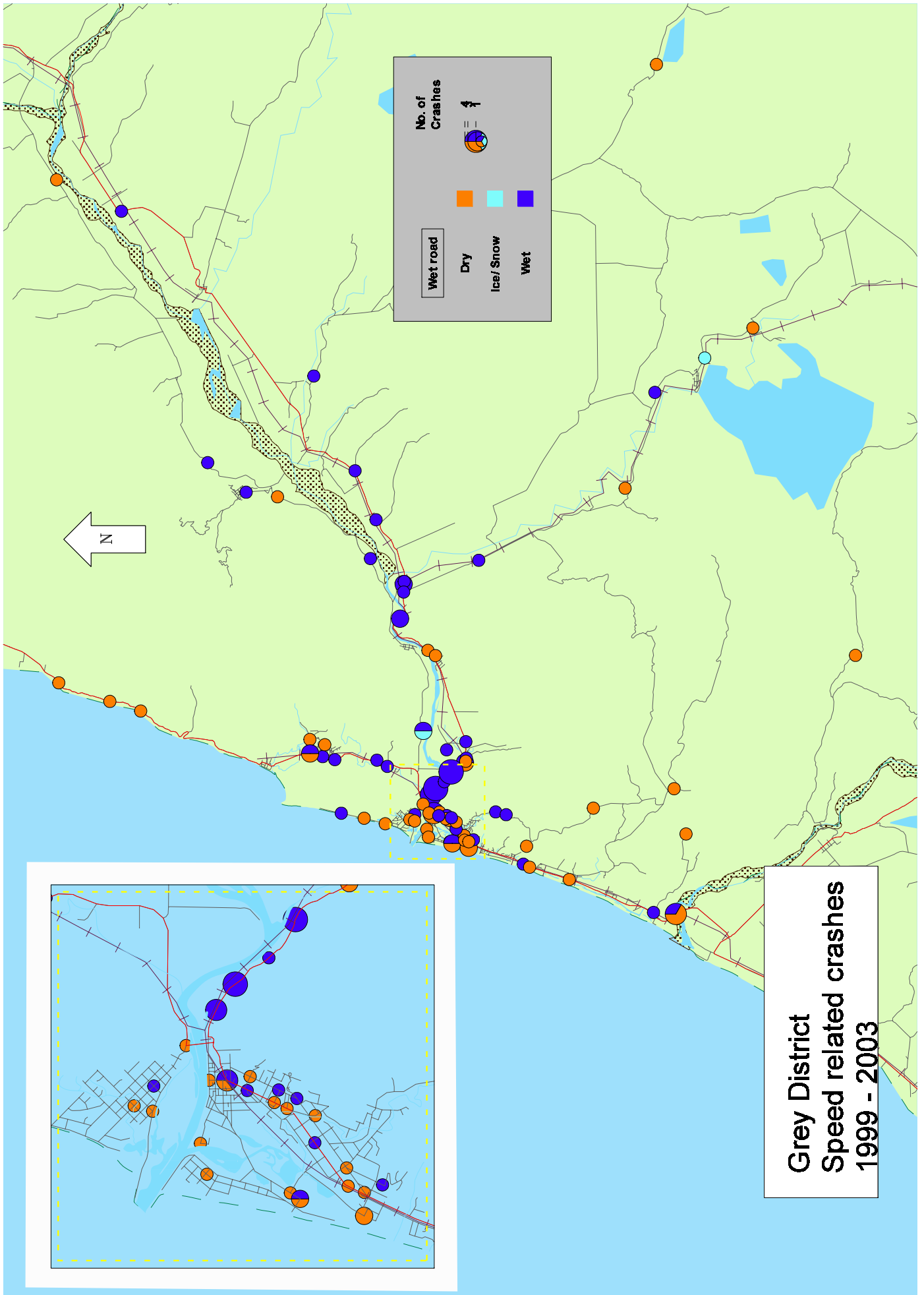


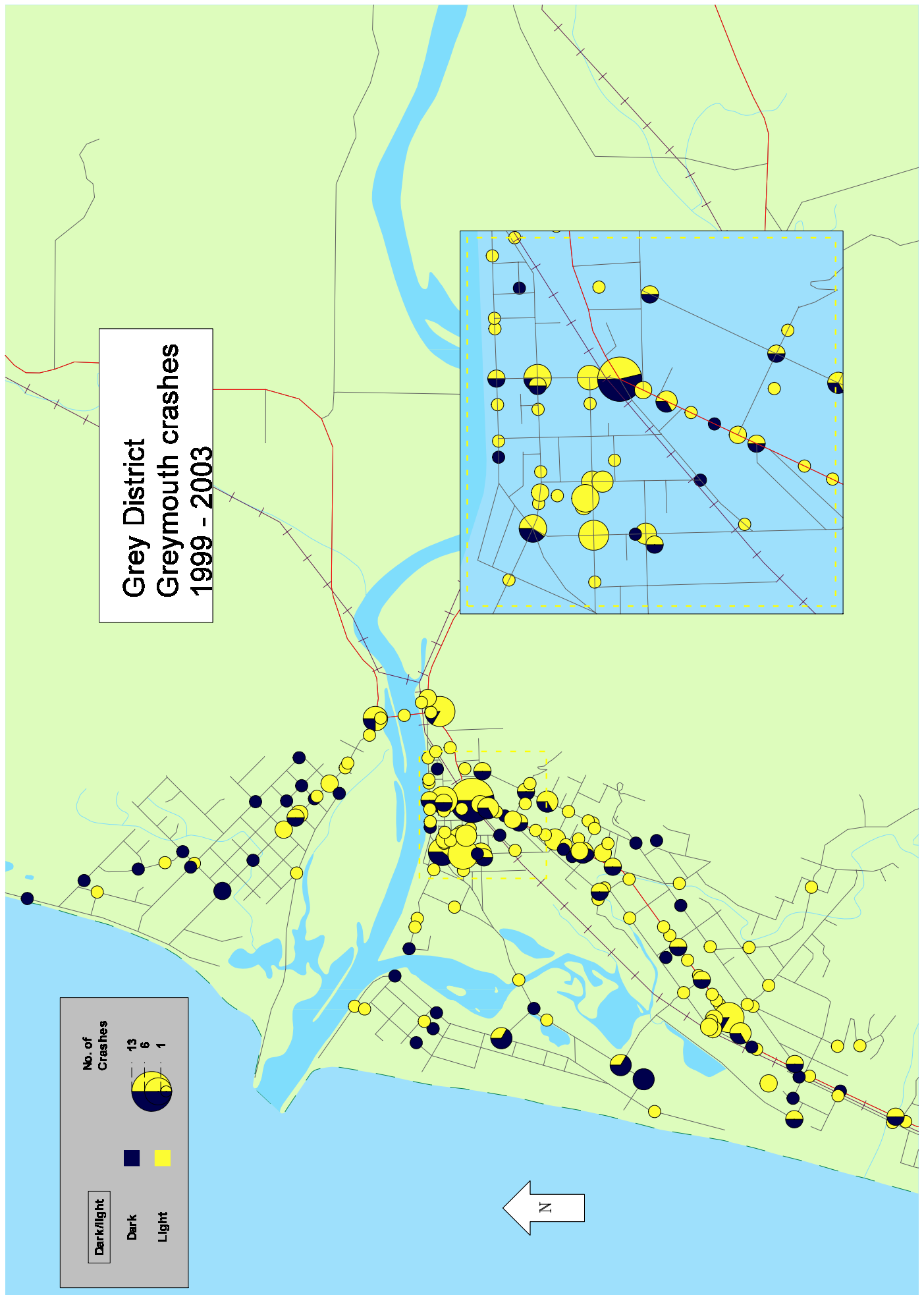
The objects most often struck in injury crashes in urban areas of the district were parked vehicles and poles.

Poor observation, failure to give way, speed and poor judgement were the crash factors most commonly reported in urban crashes in the district.

Drivers in urban injury crashes







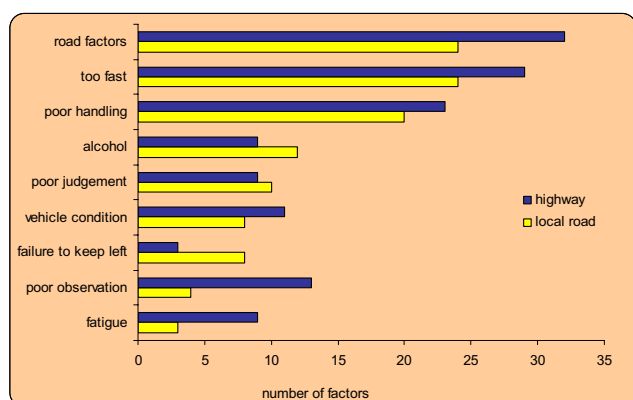
Rural bends

In crashes on bends in rural areas of the Grey District in 2003 eight people received serious injuries and 13 received minor injuries. There were also 12 non-injury crashes reported. There has been little change in the number of rural crashes on bends in the last 10 years.

Road factors were the crash factor most often reported on both state highways and local roads. A slippery surface due to rain and ice was the reason most often given.

More than half of the crashes on rural bends happened in wet conditions.

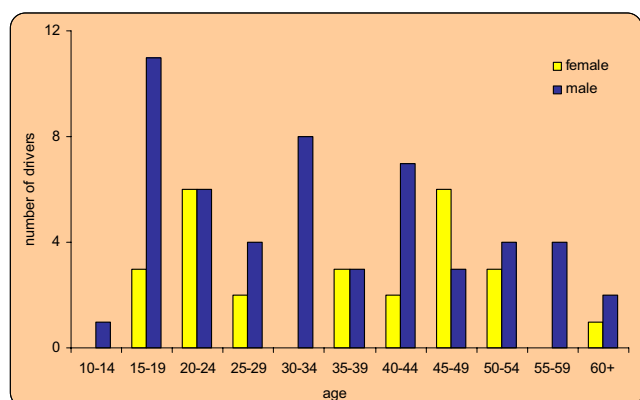
Common crash factors



Crashing into or over banks was the most common factor in crashes on bends on rural roads. Objects often struck were ditches, trees and poles.

Male drivers were involved in crashes on rural bends more than twice as frequently as female drivers.

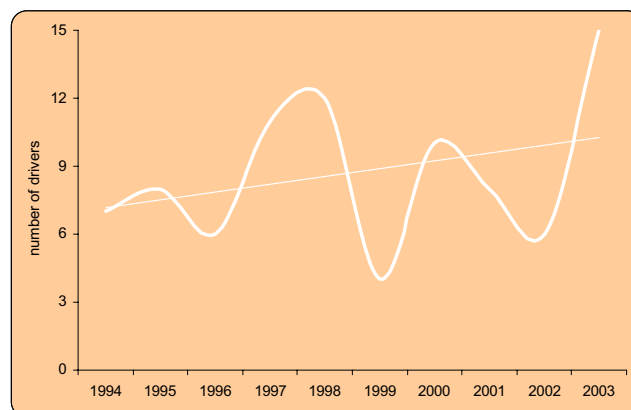
Age and gender of drivers involved in crashes on rural bends



Learner drivers

Last year in the Grey District, drivers on learner licences represented almost 30 percent of drivers involved in injury crashes. The involvement of this group has been steadily increasing over the last 10 years and they are now the second largest group to be involved in injury crashes.

Learner drivers involved in crashes 1994–2003



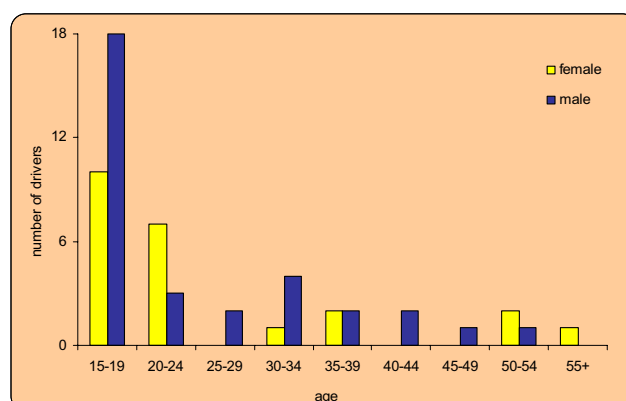
Almost 90 percent of drivers with learner or restricted licences drive cars or vans. In the last five years only one motorcyclist with a learner or restricted licence was reported in a crash.

Learner drivers were most often involved in loss of control crashes on bends. The next most common crash was the rear-end or collision with obstruction crash. The crash factors most commonly reported for these drivers were speed, poor observation, poor handling, poor judgement and alcohol.

Friday and Saturday were the most likely days for crashes to occur and less than one third of crashes were in darkness.

Most drivers with learner or restricted licences were young people.

Age and gender of learner drivers 1994–2003



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