

# road safety issues

## Grey District

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the Grey District.**

In the last five years three people died on roads in the Grey District, with 19 road users seriously injured and 53 sustaining minor injuries. There were 225 non-injury crashes reported. There is no evident long term reduction in the number of crashes. In 2004, the number of injury crashes reported in the district was the highest in six years.

Over 40 percent of the social cost of crashes in the Grey District occurred in urban areas. There were no obvious trends in the numbers of crashes and casualties. In 2004 the number of reported casualties in urban areas was the second highest in six years. In rural areas the number of reported injury crashes was the highest in the last five years.

One measure of safety performance is crashes per 10,000 population. In 2004, the figure for the Grey District was 28, the highest in the last six years. For all of New Zealand, the rate was 25 and for a peer group of similar local authorities used for comparison, the figure was 40.

Another measure of safety performance is crashes per 100 million kilometres travelled. In the Grey District, the rate for urban roads was below the national and peer group averages. The rural road rate was above or close to average.

### Major road safety issues

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Grey District



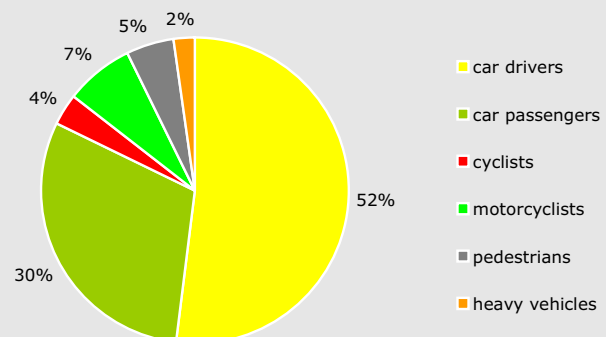
|                    |    |
|--------------------|----|
| Deaths             | 1  |
| Serious casualties | 5  |
| Minor casualties   | 16 |



|                        |    |
|------------------------|----|
| Fatal crashes          | 1  |
| Serious injury crashes | 5  |
| Minor injury crashes   | 12 |
| Non-injury crashes     | 46 |

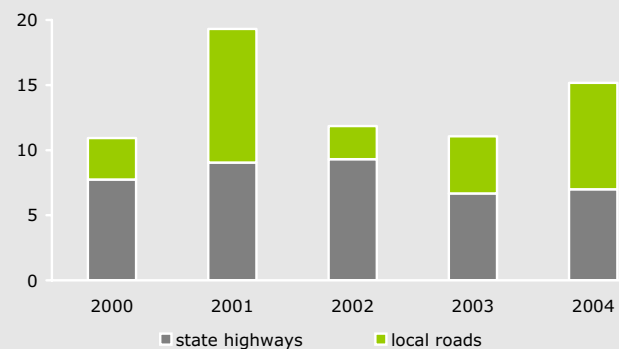
### Road casualties 2000–2004

User type 2000–2004



### Estimated social cost of crashes\*

Social cost (\$ million)

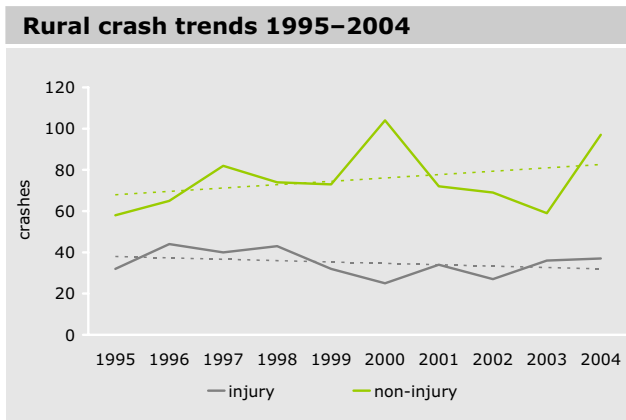


\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

## Rural crashes

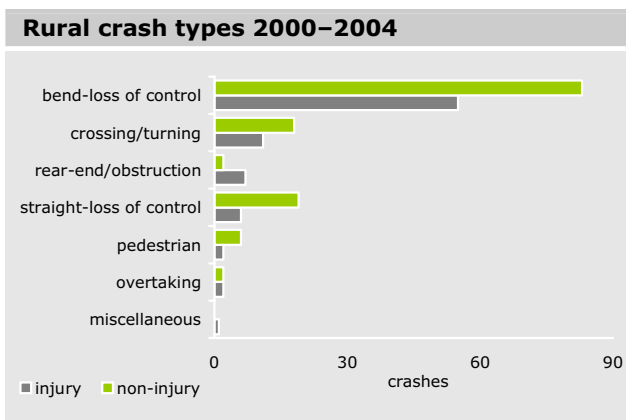
There were eight fatalities from road crashes in the last five years on rural roads in the Grey District. In the same period, there were 78 injury crashes resulting in 28 serious injuries and 99 minor injuries. There were also 130 non-injury crashes reported.

Since 1998, the number of injury crashes reported in rural areas of the district has been decreasing but last year the number was the highest in the last five years. In the same period, the number of non-injury crashes reported has increased.



State highways play a significant role in the rural road network in the Grey District. In the last five years, all but one of the five fatal crashes occurred on state highways. Close to 60 percent of injury crashes and over 80 percent of non-injury crashes were on the highways.

The most common type of crash in rural areas of the district was the loss of control crash on bends. This crash type accounted for almost two thirds of all rural crashes in the district. A further one in six crashes was loss of control on a straight road.

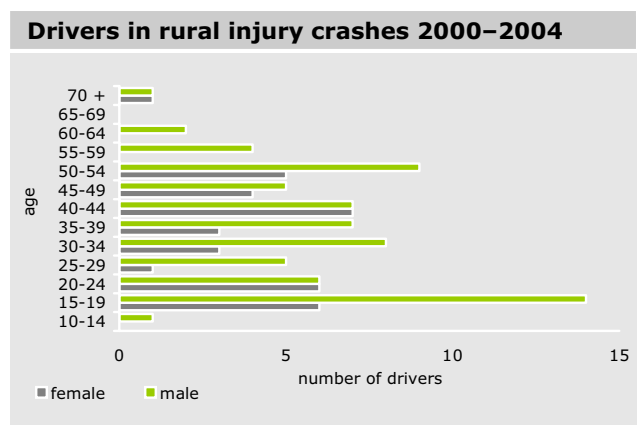


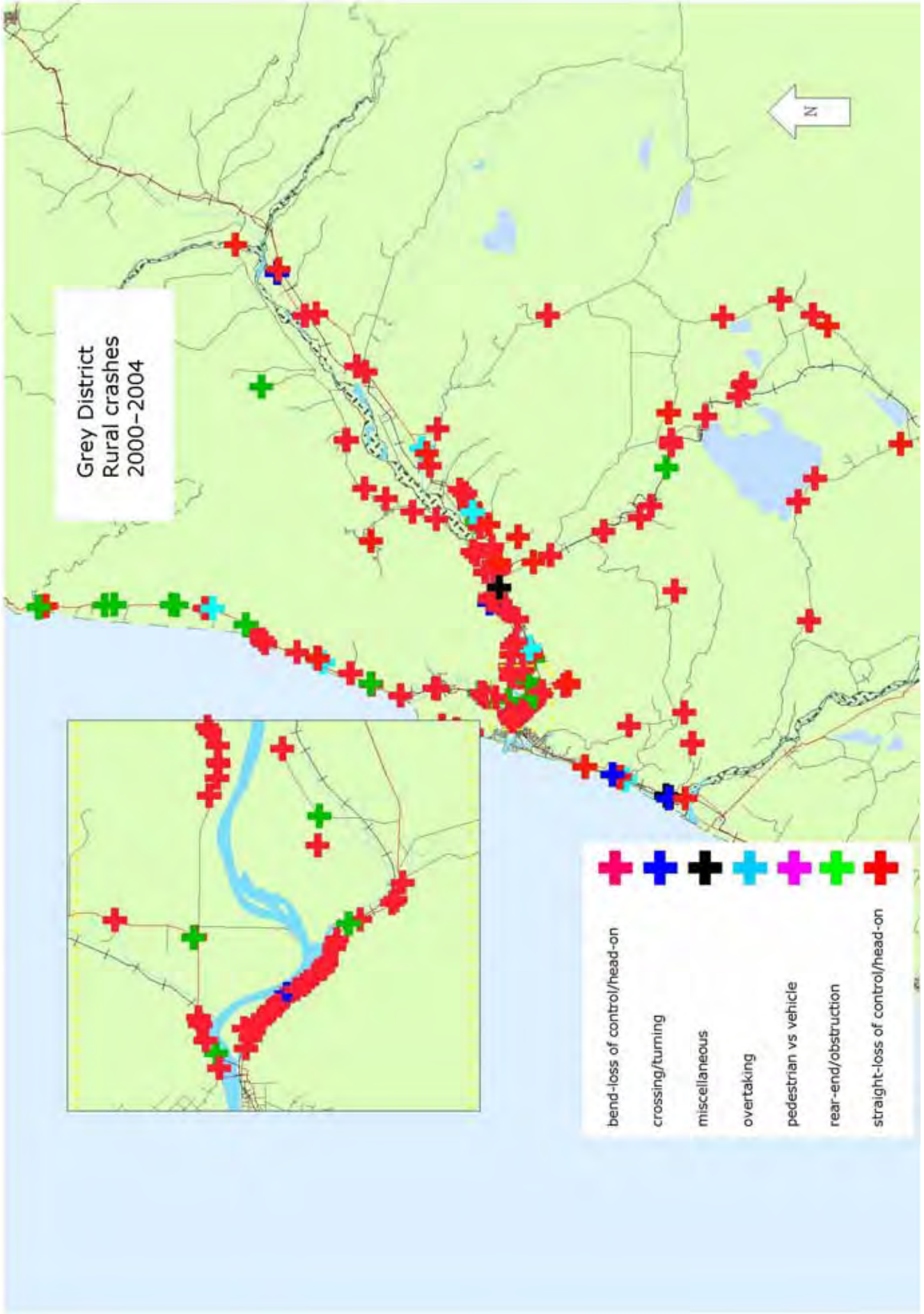
In rural crashes in the district the most commonly reported driver crash factors were poor handling, excessive speed, poor observation, poor judgement and alcohol.

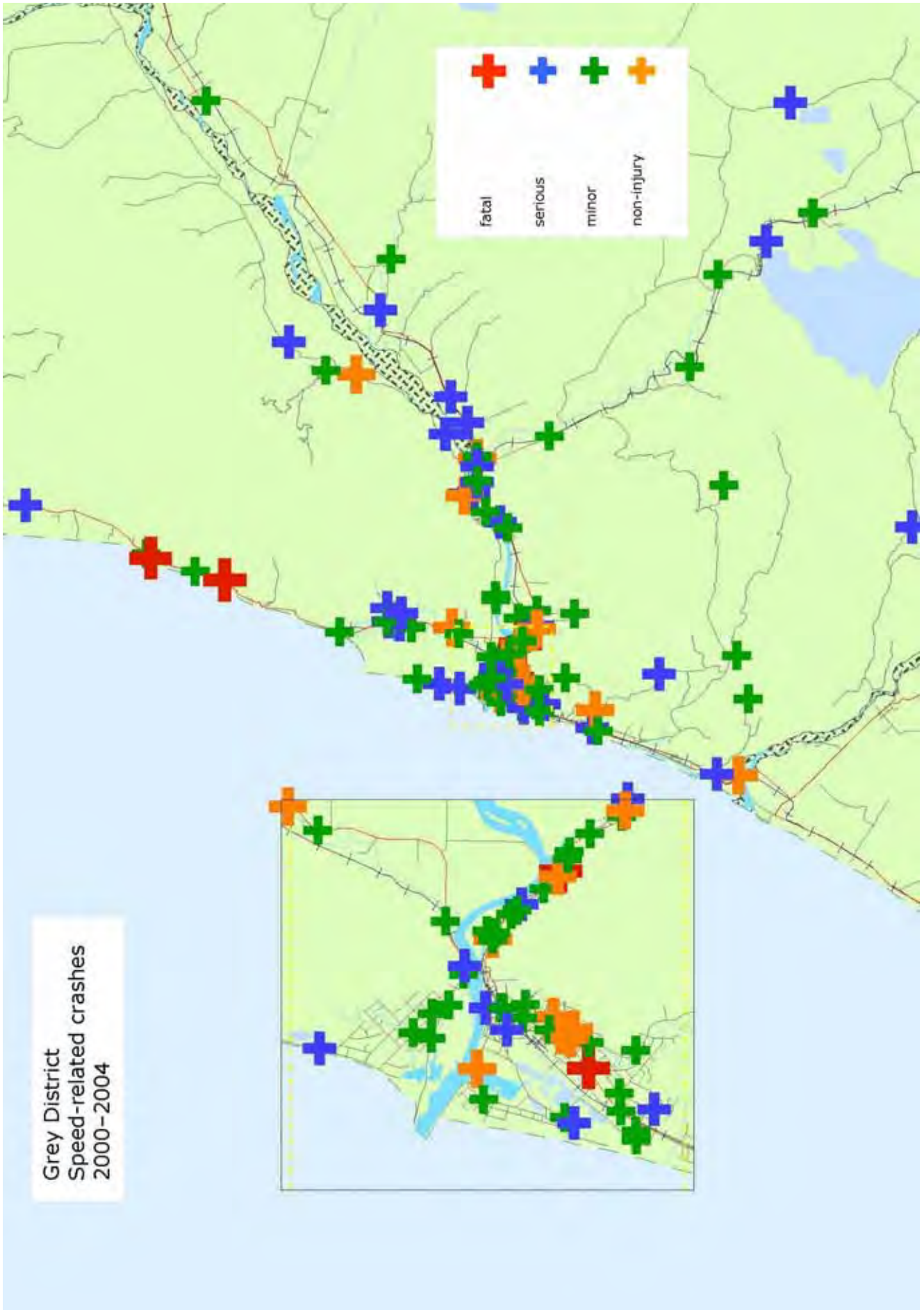
Road factors, which include slippery surfaces, restricted visibility, obstructions and road defects, were reported as the third most common element contributing to crashes in the Grey District. One in seven crashes had a road factor. Just over half of the reported road factor crashes were due to a wet road or ice/snow.

In the Grey District, two out of every five crashes occurred at weekends of which over half were at night. Almost all of these crashes involved loss of control. Associated with this were the driver factors of poor handling, excessive speed and alcohol.

Drivers involved in injury crashes in rural areas of the district were predominantly younger males, although there were significant numbers of both male and female drivers in the older age groups involved in crashes.





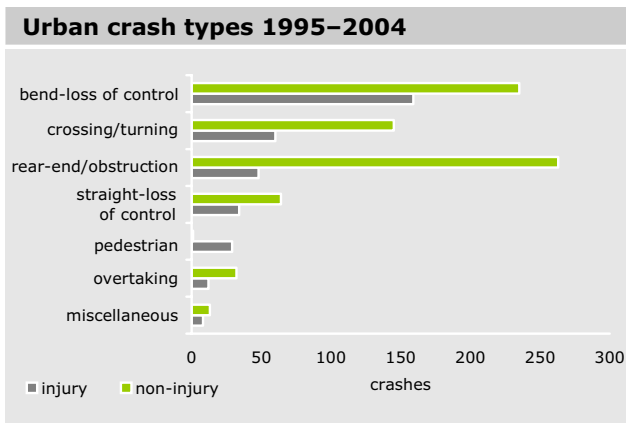


## Urban crashes

In 2004, there were no road deaths in urban areas of the Grey District. Four people received serious injuries and 19 people sustained minor injuries. There were also 63 non-injury crashes reported.

The last 10 years have seen only a slight reduction in the number of reported injury crashes in urban areas of the district. In 2004, the number of reported casualties in urban areas was the second highest in six years. The number of reported non-injury crashes has increased over the last 10 years, with 2004 recording the second highest level in that period.

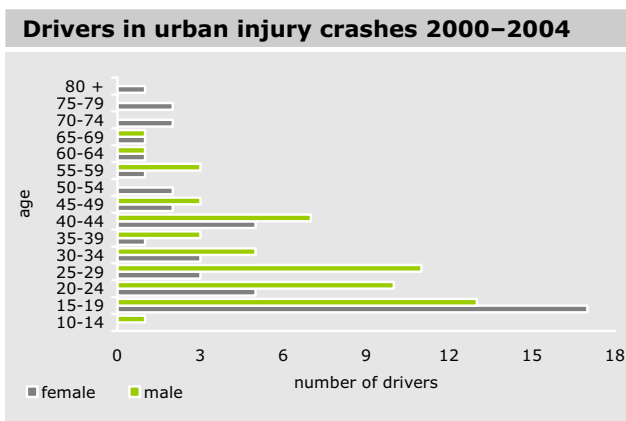
The most common type of injury crash in urban areas of the district was loss of control on a bend followed by crossing/turning. Rear-end or collision with an obstruction were the most common non-injury crash types, followed by loss of control on a bend.



In urban areas poor observation was the driver factor most commonly reported, followed by speeding, poor handling, poor judgement and failure to give way.

Crashes in darkness were more likely to happen at weekends than on week nights. Four out of 10 weekend crashes took place in darkness compared with only two out of 10 crashes during the week. Loss of control crashes were more likely in darkness. The factors associated with these crashes were excessive speed, alcohol and poor handling.

Almost half of the drivers involved in urban injury crashes in the Grey District were females. Females aged 15 to 19 years made up the largest age group of drivers in crashes.



## General

In 2004, one person died in a speed-related crash. There were 12 other injury crashes and 11 non-injury crashes that were speed-related. Travelling too fast was the second most common crash factor in crashes on both urban and rural roads in the Grey District. The number of speed-related crashes is not reducing and last year the Grey District was one of the worst performing districts in the country. Loss of control was a factor in almost all speed-related crashes. Poor handling, alcohol, poor observation and poor judgement were also often associated with excessive speed. Over half of these crashes were on wet or icy roads and almost half were in darkness. Most drivers in a speed-related crash were younger males.

The involvement of alcohol in crashes in the district was lower than elsewhere in the country, with a steady reduction over the last 10 years. Last year only one alcohol-related injury crash was reported in the district, but nine alcohol-related non-injury crashes were reported. Most alcohol-related crashes involved loss of control with speeding and poor handling typically associated with alcohol. More than half of the reported alcohol-related crashes were on weekends, most of which were at night. About one third of alcohol-impaired drivers in crashes were females. All age groups were represented.

Poor observation was the crash factor most often reported in crashes in the Grey District followed by excessive speed, poor handling and poor judgement. Poor observation includes inattention, distraction and failure to check for other traffic and was most often reported in rear-end or collision with obstruction crashes and crossing/turning crashes.

Poor handling, which includes failure to signal and incorrect use of the vehicle controls, was almost always associated with loss of control crashes. Poor judgement includes misjudging aspects of the traffic environment and inexperience. This factor was typically associated with rear-end or collision with obstruction crashes and with loss of control crashes.

## Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport. It compares the results for the Grey District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

|   | Range for five poorest performances | Grey District 2004 injury crashes |
|---|-------------------------------------|-----------------------------------|
| <b>Speed</b><br>% crashes with excessive speed                            | 28% to 35%                          | 35%                               |
| <b>Alcohol</b><br>% driver alcohol crashes                                | 21% to 40%                          | 3%                                |
| <b>Intersections</b><br>% crashes with failed to stop or give way factors | 35% to 43%                          | 19%                               |
| <b>Pedestrian</b><br>% crashes with pedestrians                           | 14% to 22%                          | 8%                                |
| <b>Cyclists</b><br>% crashes with cyclists                                | 12% to 17%                          | 0%                                |
| <b>Safety belts</b><br>% unrestrained – front seat                        | 11% to 19%                          | 7%                                |

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