

# road safety issues

## Grey District

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported injury and non-injury crash data for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within the Grey District.**

In the last five years, 13 people died as a result of traffic crashes on roads in the Grey District. In addition, 50 people received serious injuries, and 185 received minor injuries. There were also 371 non-injury crashes reported.

The total number of injury crashes on roads in the district have not showed a long-term reduction.

Comparing 2005 reported crashes with the previous year shows:

- there were three fatalities in 2005, up from two in 2004
- the number of people seriously injured rose from eight to 12, and the number of minor casualties dropped from 42 to 36
- the number of reported non-injury crashes reduced by close to one quarter
- the number of drivers who failed to give way resulting in a crash increased
- the number of reported crashes where speed was a factor, reduced slightly.

### Major road safety issues

Grey District

Loss of control

Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Grey District



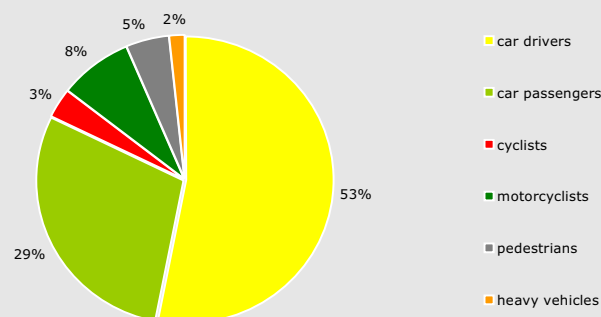
Deaths	3
Serious casualties	12
Minor casualties	36



Fatal crashes	3
Serious injury crashes	9
Minor injury crashes	23
Non-injury crashes	74

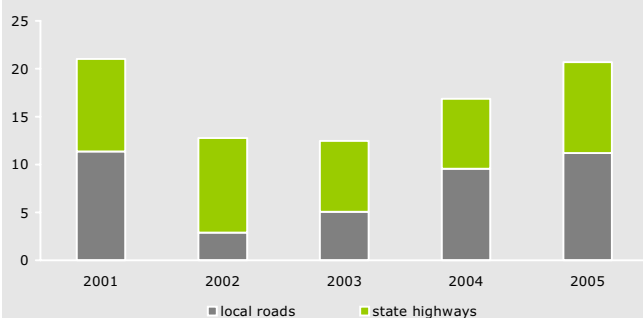
### Road casualties 2001-2005

User type 2001-2005



### 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 2005 prices.

## Loss of control

Over the last five years, crashes involving loss of control or crossing the centre line resulted in seven fatalities. Another 34 people received serious injuries and 110 people received minor injuries in crashes of this sort. In addition, 150 non-injury crashes of this type were reported. These figures represent 60 percent of fatalities and 90 percent of injuries for the whole district for the five year period.

All seven fatalities, almost 70 percent of injury crashes and over 60 percent of non-injury crashes where a driver crossed the centre line or lost control were in rural areas of the district.

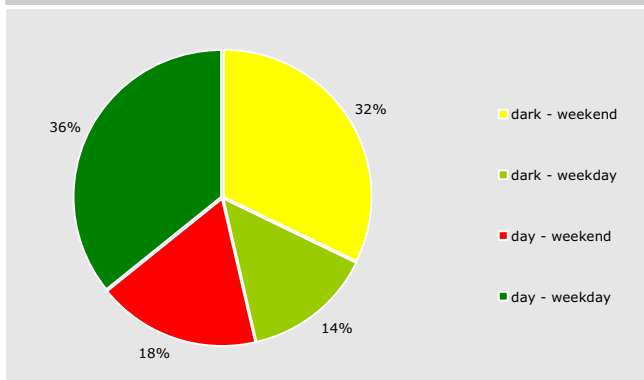
## Urban roads

In urban areas, nearly 60 percent of crashes involving loss of control or crossing the centre line were on bends and the other 40 percent were at intersections. The driver factors most commonly recorded in these crashes were driving too fast, poor handling, alcohol, poor observation and poor judgement.

Crashes on local authority roads accounted for 70 percent of all urban crashes involving loss of control or crossing the centre line.

Almost half of urban injury and non-injury crashes involving loss of control or crossing the centre line happened in darkness and less than one third were on wet or icy roads. Almost two thirds of urban weekend crashes were in darkness, but over 70 percent of weekday crashes were in daylight.

**Time of urban loss of control/head-on crashes**



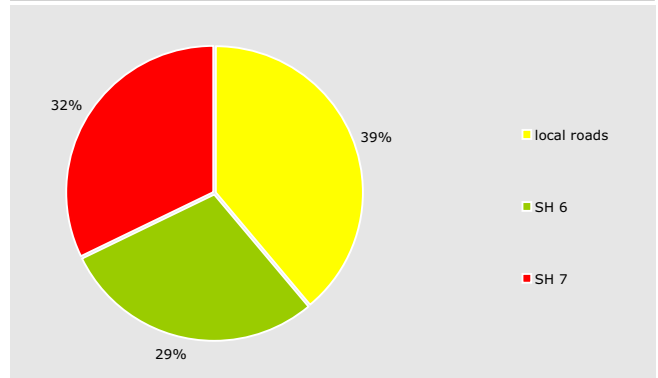
For urban injury crashes involving loss of control or crossing the centre line, males represented over 60 percent of drivers involved. Drivers aged less than 25 years accounted for two thirds of drivers in these crashes.

## Rural roads

In rural areas, 80 percent of injury and non-injury crashes involving loss of control or crossing the centre line were on bends. The driver factors most often recorded in these crashes were poor handling, driving too fast, alcohol, poor judgement and fatigue.

Crashes on local authority roads accounted for almost 40 percent of crashes involving loss of control or crossing the centre line.

**Location of rural loss of control/head-on crashes**

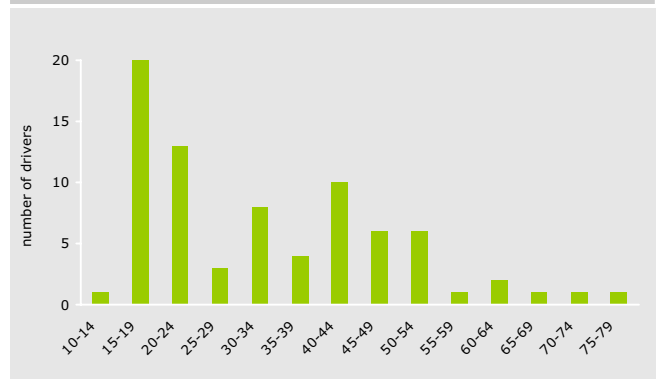


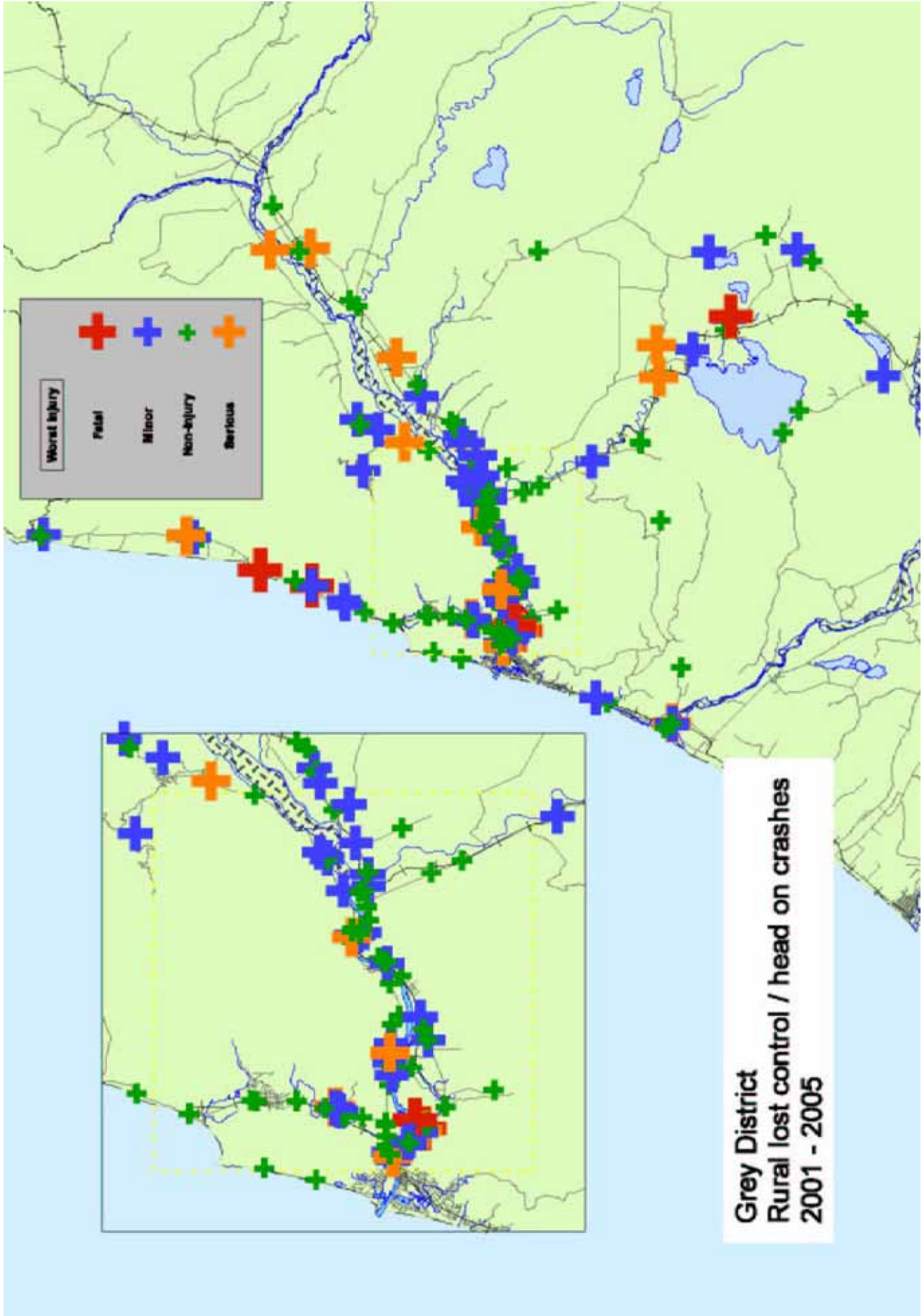
Almost 40 percent of rural injury and non-injury crashes involving loss of control or crossing the centre line happened in darkness and half were on wet or icy roads. Over half of weekend crashes were in darkness, but over 70 percent of weekday crashes were in daylight.

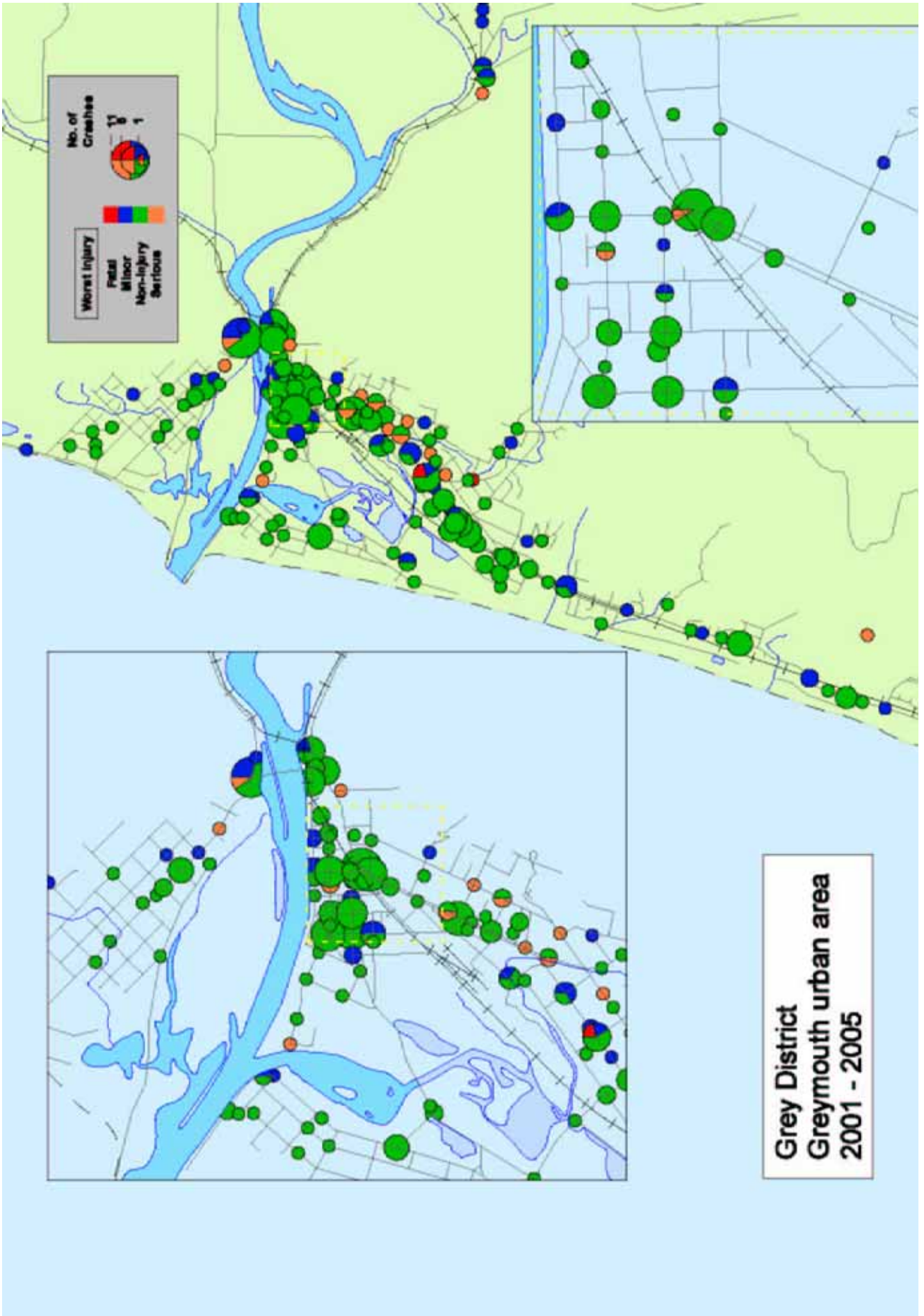
In rural injury crashes involving loss of control or crossing the centre line, males represented over 60 percent of drivers. While younger drivers predominated, drivers of all ages were involved.

Drivers with either a restricted or a learner licence made up almost 30 percent of drivers in these crashes. Overseas drivers represented less than 10 percent of drivers.

**Driver ages rural loss of control/head-on crashes**







## General

### Speed

Driving too fast was reported in almost one third of all injury crashes reported in the district in the last five years. Five people died and 75 others were injured in these crashes. There were also 55 non-injury crashes reported where speed was a factor. In the Grey District, crashes involving excessive speed have not reduced.

Almost 90 percent of speed-related injury and non-injury crashes resulted from loss of control or head-on crashes, mostly on bends. Almost half were in urban areas of the district.

Poor handling, poor observation, poor judgement and alcohol were the driver factors most often associated with speed.

Almost half of all speed-related crashes were on wet or icy roads, almost half were in darkness and almost half were at weekends.

Drivers, mainly males, aged less than 25 years were most often involved in speed-related injury crashes.

### Alcohol

Alcohol was involved in just over 10 percent of injury crashes in the district. In the last five years, three people died and 21 people received other injuries in alcohol-related crashes. There were also 35 non-injury alcohol-related crashes reported.

The number of injury and non-injury crashes involving alcohol has not been reducing.

Three quarters of alcohol-related crashes involved loss of control, mainly on bends. Driving too fast, poor handling and fatigue were the other factors most often associated with alcohol.

Just over half of alcohol-involved crashes were in rural areas of the district. Most were in darkness and two thirds were at weekends.

Three quarters of alcohol-impaired drivers involved in injury crashes were males, mostly aged less than 25 years.

### Failure to give way

Failure to give way or stop was reported in 18 percent (34 crashes) of all reported injury crashes for the last five years. These crashes resulted in 57 people receiving serious or minor injuries. There were also 82 non-injury crashes reported where failure to give way was considered to have contributed to the crash. Almost 90 percent of the crashes were in urban areas of the district.

Poor observation and poor judgement were the driver factors most often associated with failure to give way.

Most crashes occurred during the week, in daylight and on dry roads.

Half of the drivers involved in injury crashes were females. Drivers of all ages were involved.

### Restraints

Surveys of restraint wearing undertaken in 2005 indicate that in the Grey District, over 90 percent of those surveyed were wearing safety belts, except for sport utility vehicle drivers who had a wearing rate of just below 90 percent. Most categories of wearers showed a slight drop from 2004 at the indicator sites surveyed by Land Transport NZ.

## Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for Grey District 2005 injury crashes with the national range.

	National range	Grey District
<b>Speed</b> % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	21%
<b>Alcohol</b> % driver alcohol crashes	6%–31%	12%
<b>Intersections</b> % crashes with failed to stop or give way factors	0%–41%	18%
<b>Pedestrian</b> % crashes with pedestrians	0%–24%	3%
<b>Cyclists</b> % crashes with cyclists	0%–15%	3%
<b>Safety belts</b> % unrestrained – front seat	1%–13%	4%

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