



briefing notes - road safety issues

Grey District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Grey District.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Grey District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

We have included a brief overview of crashes in the district.

We encourage Grey District to use its free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues. Also the NZTA Christchurch Performance Information team is available to provide further information if required. All data and maps in this note are from CAS.

Major road safety issues

Grey District

Bend - Lost control or Head-on

Speed

Intersections

2008 road trauma

Casualties

Grey District

Deaths

5

Serious casualties

7

Minor casualties

48

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Grey District

Fatal crashes

4

Serious injury crashes

5

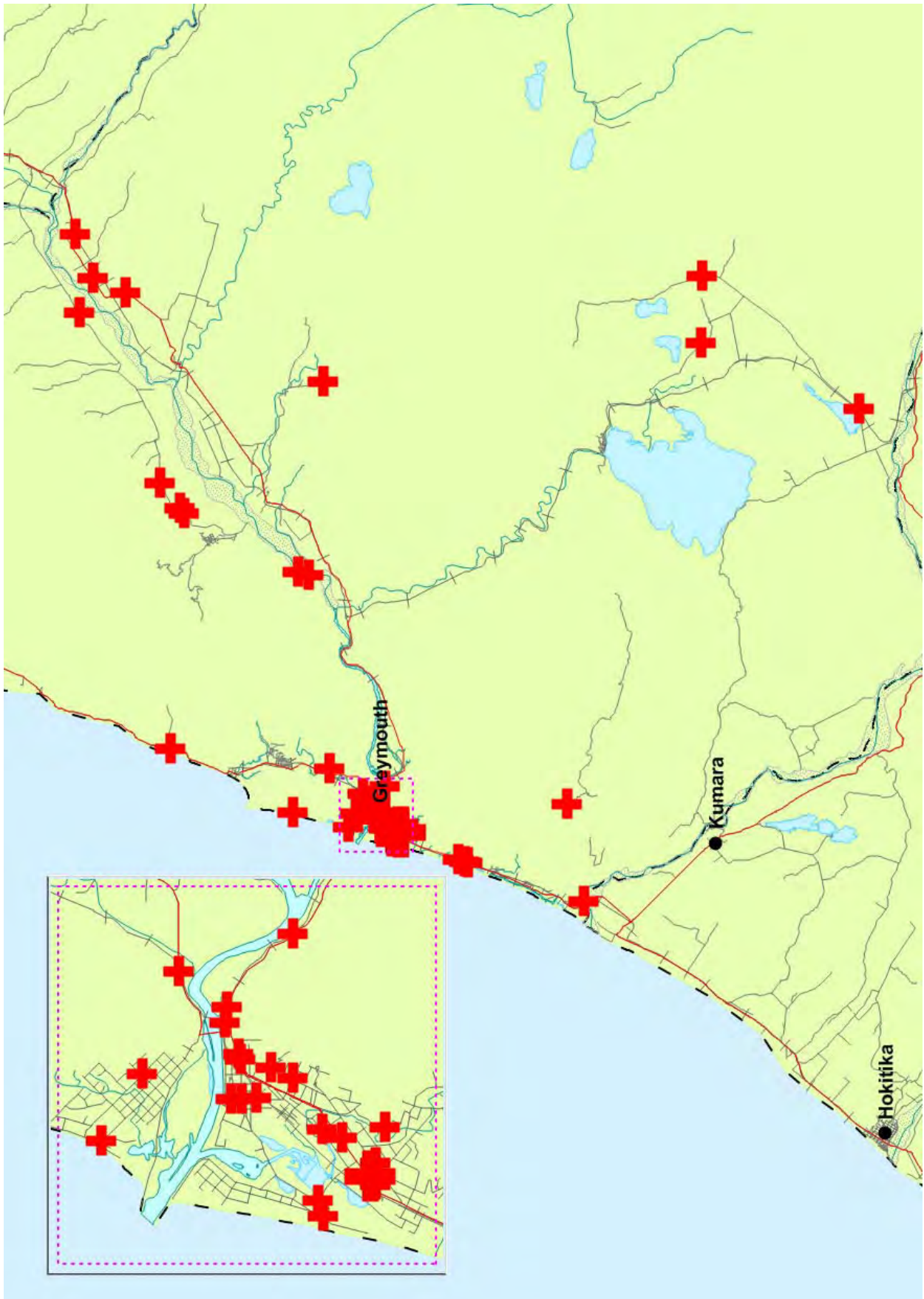
Minor injury crashes

35

Non-injury crashes

83

Fatal and Injury Crashes
Grey District
2008



Overview

In 2008 on local roads in Grey District there were 25 injury crashes and 44 non-injury crashes. In addition there were 19 injury crashes and 39 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 44 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	5	5	20	30
Urban	0	2	28	30
Total	5	7	48	60

In 2008, half of all casualties from injury crashes in the District were in urban areas. However for fatal and serious injuries, more than four out of five casualties were in rural areas

The number of fatal crashes in 2008 was the highest since 2001. Overall there are no obvious trends in the data, but for minor injury crashes the numbers in the last three years have been higher than the preceding years.

Crash trends in Grey District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	2	8	22	32
2000	1	8	16	25
2001	4	5	25	34
2002	2	3	22	27
2003	0	13	23	36
2004	2	8	28	38
2005	3	9	23	35
2006	2	3	31	36
2007	0	6	31	37
2008	4	5	35	44

Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	17	9
Too fast	31	25
At bends	50	45
At intersections	28	22
Road factors	9	14

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	8	1
Cyclists	3	2
Motorcycles	15	5
Total vulnerable	26	8

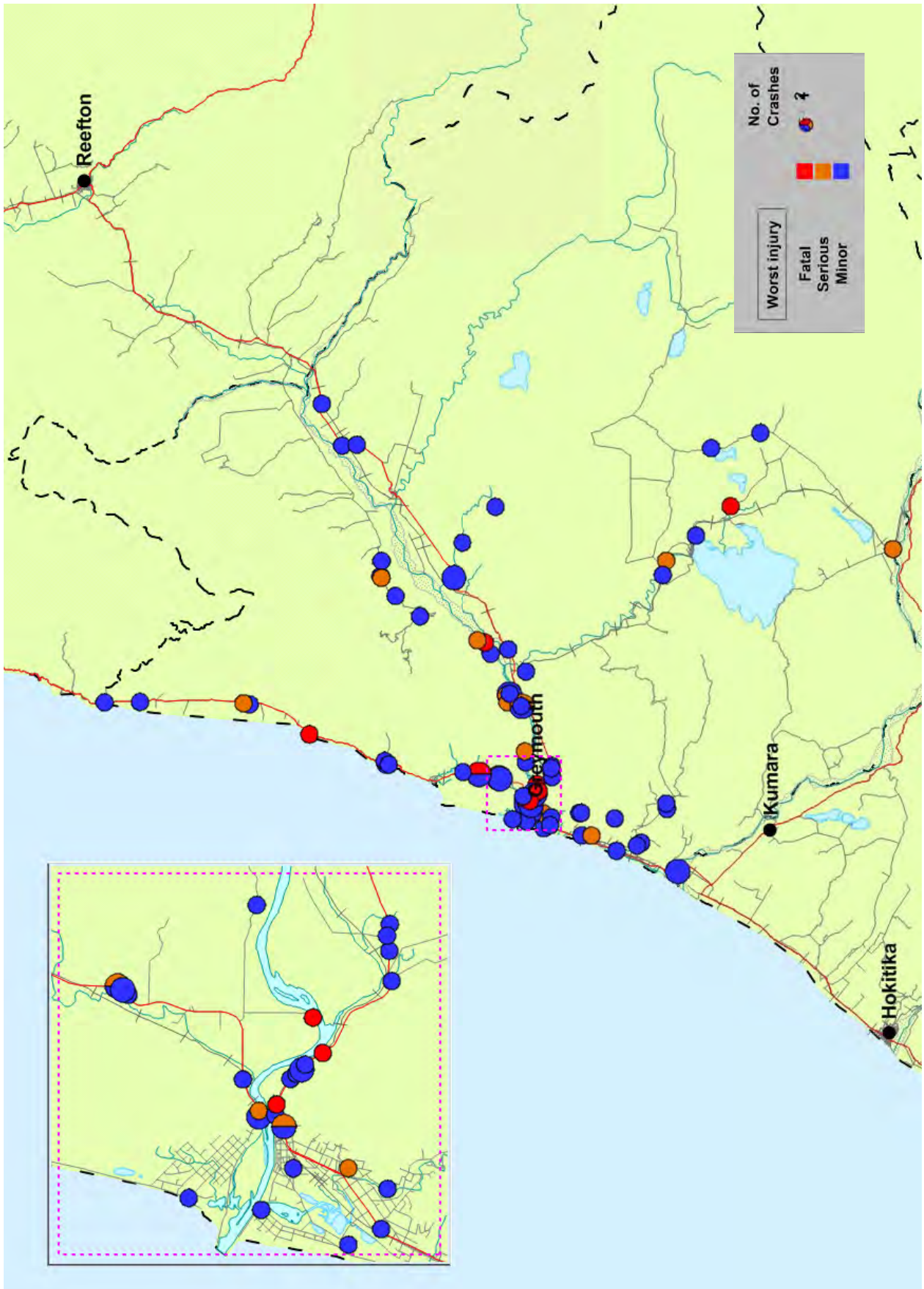
Further information about 2004 to 2008 injury crashes on local roads in Grey District :

- Worst month March, best January
- Worst day Thursday
- 41 percent on wet/icy roads
- 47 percent at night
- 28 percent at intersections
- 61 roadside objects struck
- Social cost of crashes in 2008 \$41.3 m

Further information about 2004 to 2008 injury crashes on State Highways in Grey District :

- Worst month August, best December
- Worst day Friday
- 43 percent on wet/icy roads
- 27 percent at night
- 22 percent at intersections
- 65 roadside objects struck
- Social cost of crashes in 2008 \$36.2 m

Bend - Lost control or head on crashes
Grey District
2004 - 2008



Bend - loss of control or head on

Between 2004 and 2008, 48 percent of all injury crashes in Grey District were bend - loss of control or head on. These crashes resulted in 8 fatalities, 22 serious injuries and 100 minor injuries.

In 2008 the number of fatal crashes was the highest in the five year period.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	2	4	14	20
2005	1	4	11	16
2006	1	1	15	17
2007	0	3	16	19
2008	3	2	13	18
Total	7	14	69	90

After drivers lose control their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Grey District were Over bank (19) cliffs or banks (18), fences (17), trees (11) and ditches (10) from a total of 95 objects struck.

Main characteristics of injury bend - loss of control or head on crashes	
Crash characteristic	Percentage of crashes
Single vehicle	82
Alcohol	18
Excessive speed for the conditions	47
Road factors	16
Poor handling	61
Rural road	75
Wet / icy road	52
Night time	44

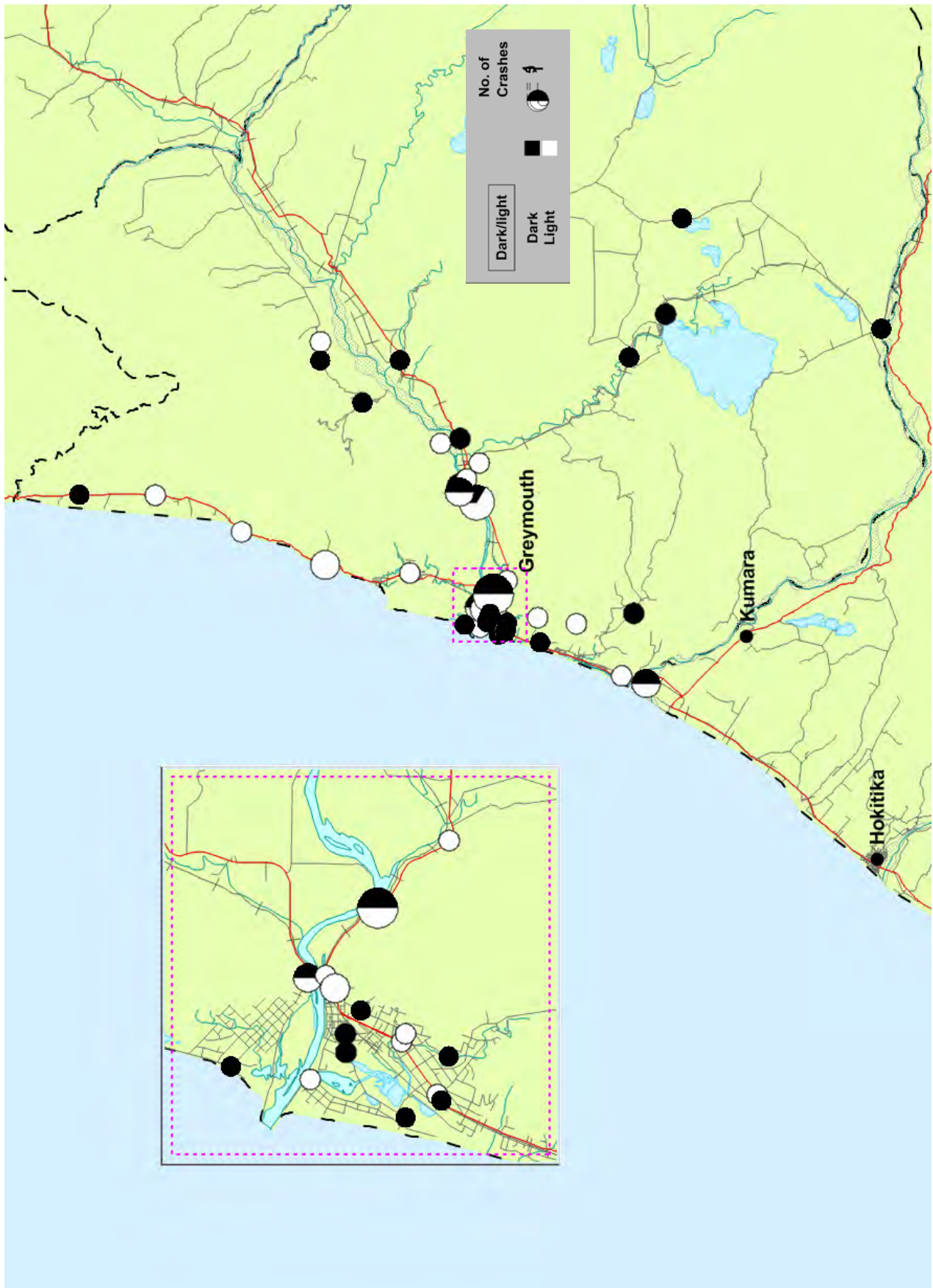
Further information about the 44 injury bend - loss of control or head on crashes (2004 to 2009) on local roads in Grey District :

- 3 deaths, 15 serious injuries and 47 minor injuries
- 80 percent of at fault drivers were male
- Most common at fault driver age group 15 -19 years (36 percent of all at fault drivers)
- 23 percent of crashes involved alcohol
- 55 percent of crashes involved speed too fast for the conditions
- Worst month March, May, July
- Worst day of week Monday, best Tuesday, Wednesday
- Worst time period 6 pm till 9 pm

Further information about the 46 injury bend - loss of control or head on crashes (2004 to 2008) on State Highways in Grey District:

- 5 deaths, 7 serious injuries and 53 minor injuries
- 63 percent of at fault drivers were male
- Most common at fault driver age group 15—19 years (26 percent of at fault drivers)
- 13 percent of crashes involved alcohol
- 39 percent of crashes involved speed too fast for the conditions
- Worst month January, best July
- Worst day of week Sunday, best Friday
- Worst time period 3 pm to 6 pm

Speed related injury crashes
Grey District
2004 - 2008



Speed

Nationally, speed is one of the major contributing factors to road crashes. Reducing speeds is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce a three percent reduction in injury crashes.

Between 2004 and 2008 28 percent of injury crashes in Grey District involved travelling too fast for the conditions. These crashes resulted in 2 fatalities, 11 serious injuries and 64 minor injuries.

Almost two-thirds of crashes with a "Too fast" factor were in rural areas of the District.

Speed related crashes

Speed related crashes	2004	2005	2006	2007	2008
Rural	9	5	6	11	2
Urban	5	4	5	2	4
Total	14	9	11	13	6

In the 2008 the number of reported crashes where "Too fast" was identified as a factor reduced, and was the lowest in five years

The other main causes contributing to speed related crashes were:

- Poor handling
- Poor judgement
- Alcohol

Speed related crashes by location

SH 7 Dobson to Stillwater
SH 7 Greymouth to Kaiata
Greymouth town area

Age and sex of drivers in speed related crashes

Drivers at fault in speed related injury crashes (2004-2008)	Male	Female	Total
15-19 years	17	3	20
20 - 24	11	1	12
25 - 29	4	0	4
30 - 39	8	5	13
40 - 49	3	0	3
50 - 59	0	0	0
60 - 69	1	1	2
70+	1	0	1
Total	45	10	55

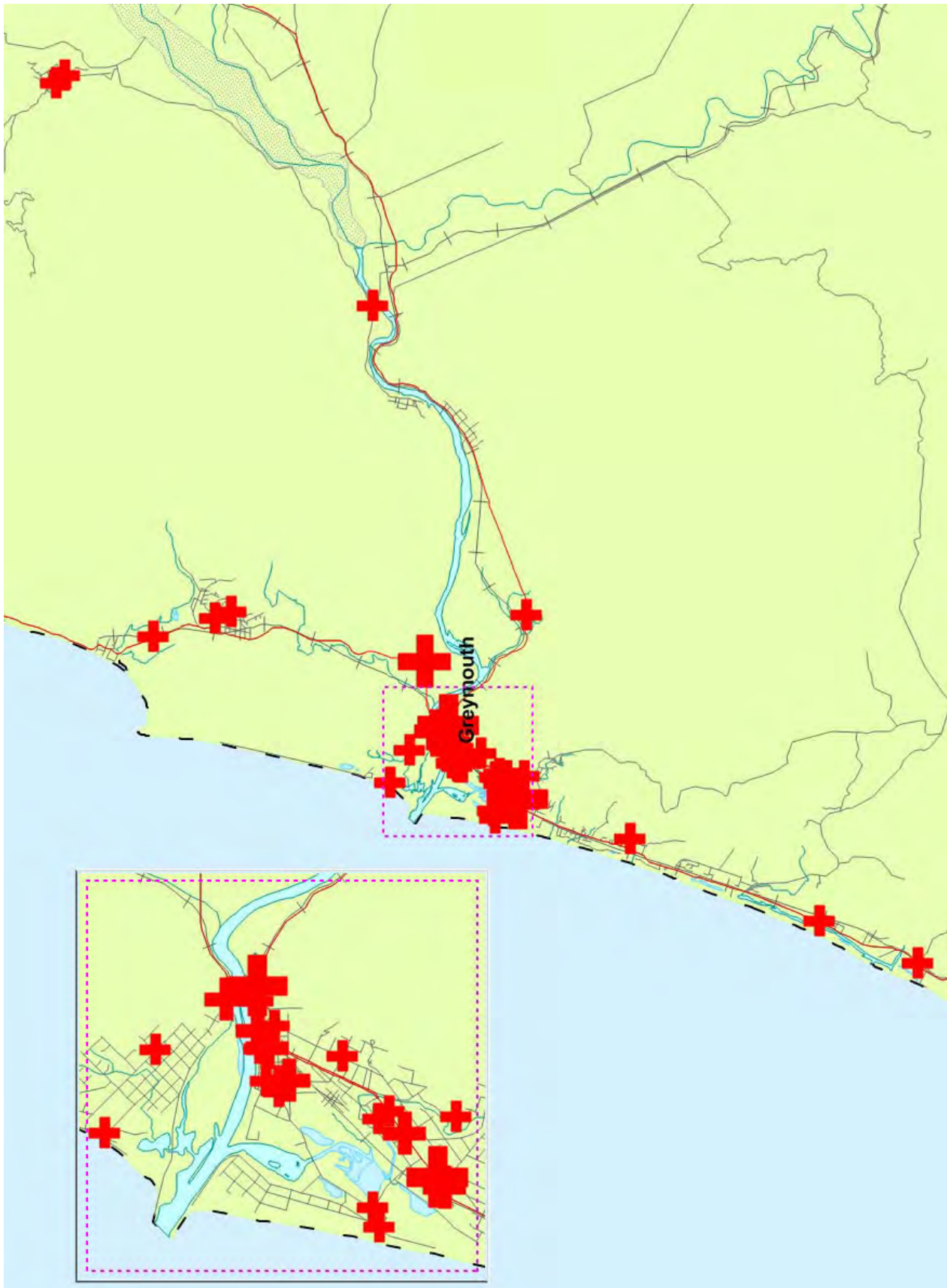
Further information about the 27 speed related injury crashes in Grey District on local roads (2004 to 2008):

- 6 serious injuries and 33 minor injuries
- Most common crash type "Bend - loss of control or head-on"
- 78 percent mid-block
- 52 percent wet/icy road
- 63 percent night time
- Worst months February, May, July, August, October, November
- Worst days of week Monday, Saturday
- Worst time 6 pm - 12 pm

Further information about the 26 speed related injury crashes in Grey District on State highways (2004 to 2008):

- 2 deaths, 5 serious injuries and 31 minor injuries
- Most common crash type "Bend - lost control or Head-on"
- 88 percent mid-block
- 50 percent wet/icy road
- 31 percent night time
- Worst month March, May
- Worst day of week Tuesday, Sunday
- Worst time 3 pm - 9 pm

Injury crashes at intersections
Grey District
2004 - 2008



Intersections

During the five year period 2004 to 2008 within Grey District there were a total of 205 crashes at intersections, 47 of these were injury crashes and 158 non-injury.

94 percent of these were in urban areas and one person was killed, 7 received serious injuries and 56 received minor injuries.

Crashes at Intersections					
	2004	2005	2006	2007	2008
Injury crash	8	10	10	5	14
Non-injury crash	34	28	28	38	30
Total	42	38	38	43	44

Locations with the most injury crashes 2004 to 2008		
Intersection name (Within a radius of 50m)	Injury crashes 2004 - 2008	total Injury crashes 2008
Tainui Street/Marlborough Street	4	2
Omoto Road/Mawhera Quay	4	1
SH 6 / Taylorville Road	3	0

The overall number of crashes at intersections is not showing any trend. Injury crashes make up less than one quarter of all crashes at intersections. There were more injury but fewer non-injury crashes at intersections in 2008 compared to other years.

Junction control Injury and non-injury crashes				
Junction control	Traffic signals	Nil	Give Way	Stop
Number of crashes	0	30	124	50

The most common crash type at intersections is when a vehicle travels straight through and is struck by a vehicle approaching at right angles.

The main causes contributing to crashes described in Police reports were:

- Failure to stop or give way
- Poor observation
- General errors of judgement
- Too fast

Junction type Injury and Non-injury crashes		
Junction Type	Rural	Urban
Roundabout	0	14
Tee	11	104
Cross (X)	0	70
Other (includes driveways)	1	5

Further information about the 25 injury crashes at intersections on local roads in Grey District 2004 to 2008:

- 3 serious injuries and 31 minor injuries
- 40 percent wet or icy roads
- 56 percent night time
- Worst month March
- Worst day of week Friday,
- Worst time 3 pm till 12 pm

Further information about the 22 injury crashes at intersections on State Highways in Grey District 2004 to 2008:

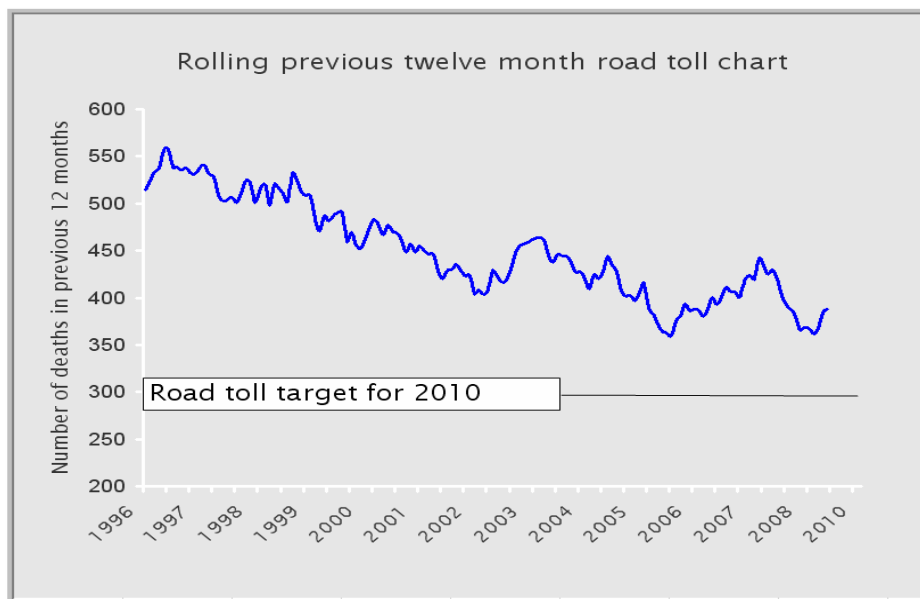
- 1 death, 4 serious injuries and 25 minor injuries
- 27 percent wet or icy roads
- 18 percent night time
- Worst month August
- Worst day of week Friday
- Worst time time 3 pm - 6 pm

The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website :<http://www.transport.govt.nz/research/safetybeltstatistics/>

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