

road safety issues

Buller 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 Buller District.

In the last five years, two people died on roads in the Buller District, 15 received serious injuries and 30 sustained minor injuries. There were also 106 non-injury crashes reported. There is no evident long-term reduction in the annual number of crashes. In 2004, the number of crashes reported in urban areas of the district was the highest in six years.

Nearly 80 percent of reported injury crashes and around 70 percent of reported non-injury crashes in the district occurred in rural areas.

One measure of safety performance is crashes per 10,000 population and in 2004 the figure for Buller District was 37, which was a seven-year high. For all 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 Buller District for both state highways and local roads in urban areas and local roads in rural areas, the rate was below the national and peer group average. For state highways in rural areas the rate was higher than the national and peer group figures.

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Buller District



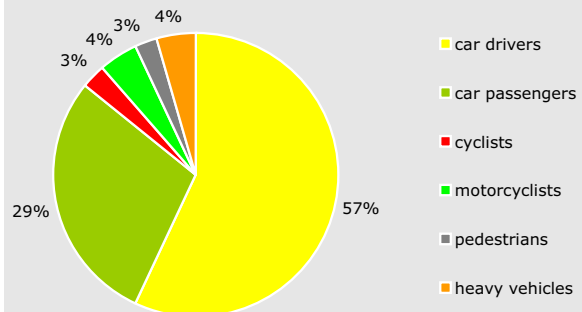
Deaths	0
Serious casualties	4
Minor casualties	7



Fatal crashes	0
Serious injury crashes	3
Minor injury crashes	6
Non-injury crashes	23

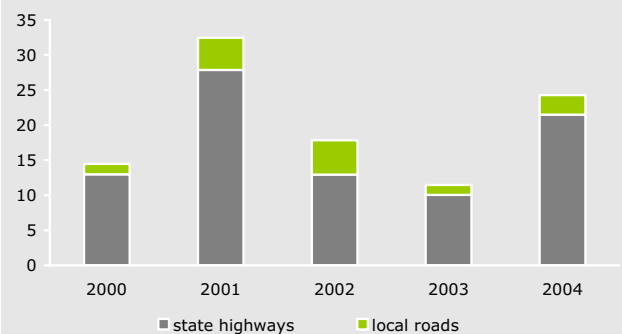
Road casualties 2000–2004

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 roads

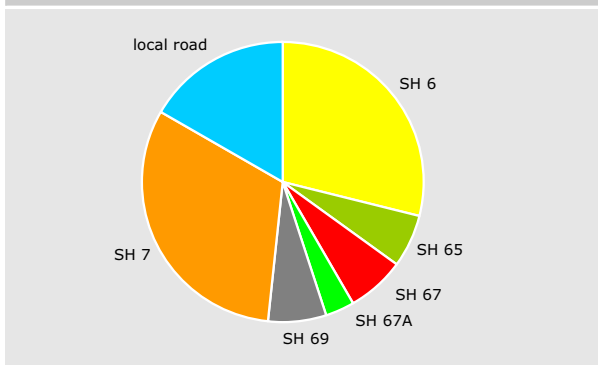
In the Buller District, crashes on rural roads represented almost 80 percent of reported injury crashes and almost 70 percent of non-injury crashes. As a result of these crashes 20 people were injured.

The majority of crashes on rural roads were caused by vehicles losing control, mainly on bends. A higher proportion of these crashes happened in the Buller District than elsewhere. In the last five years, over half of all rural crashes occurred in wet or icy conditions. Of the loss of control crashes, nearly 60 percent happened on wet or icy roads. The majority of these crashes were during daylight hours.

Over the last 10 years, the number of crashes on rural bends has reduced only slightly. Over the past three years, crashes resulting from loss of control on straight roads in rural areas have increased, after reducing over the previous five years.

More than 80 percent of rural crashes in the Buller District occurred on state highways.

Location of crashes on rural roads 2004

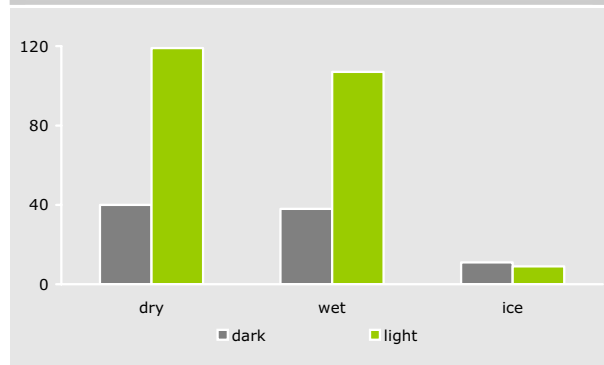


Road factors were commonly reported by the Police as contributing to crashes on rural roads in the Buller District. Other commonly reported crash factors included:

- poor handling
- excessive speed
- poor observation
- poor judgement
- vehicle factors
- alcohol
- fatigue.

On rural roads, there was a higher number of night-time crashes in the weekends than during the week.

Conditions in rural crashes 2004



General

Excessive speed was the second most common crash factor on rural roads in the Buller District, and in urban areas it was the third most common factor. In both areas, the incidence of this factor has remained static. In the last 12 months, excessive speed was reported in more than one in five crashes.

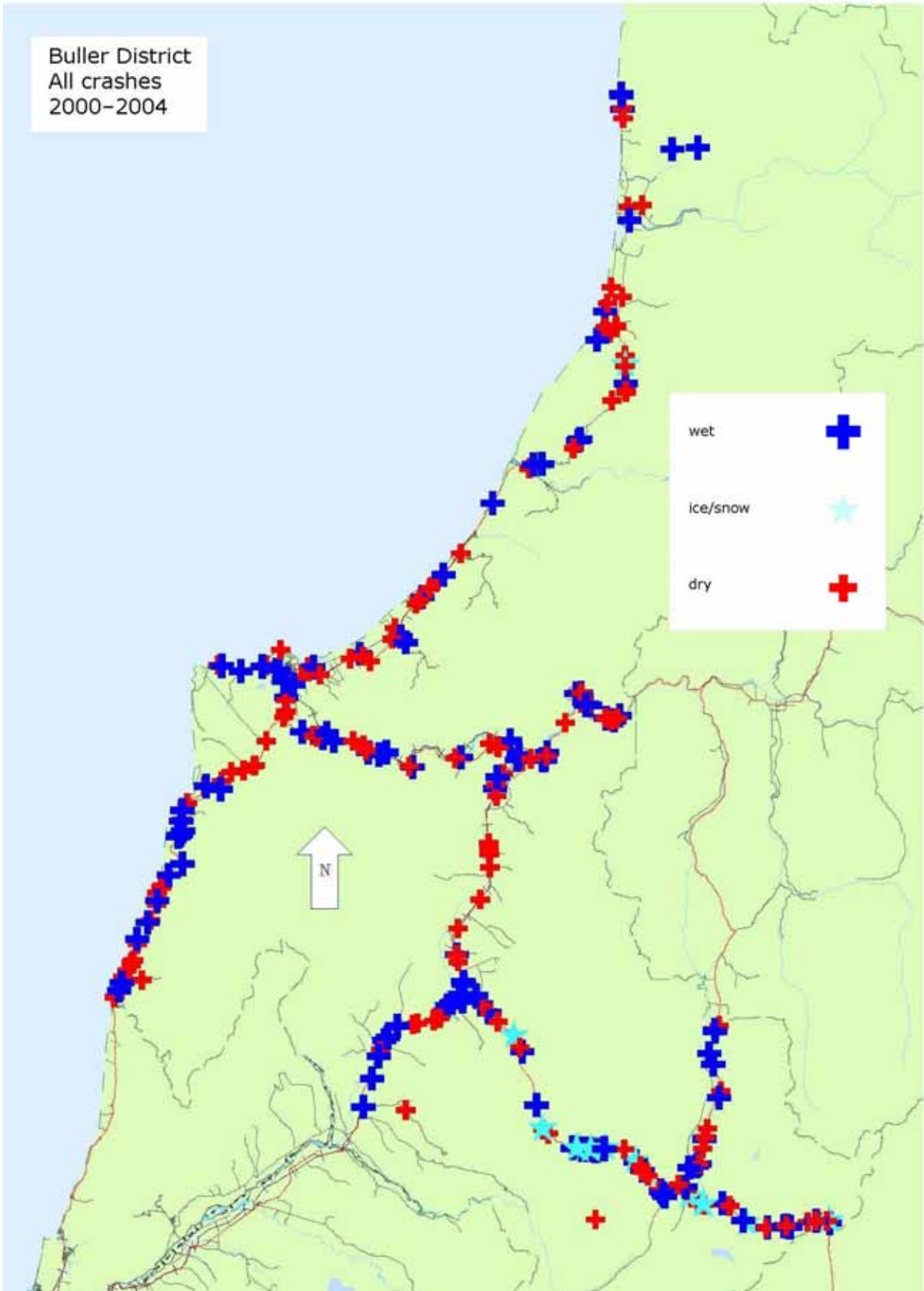
The incidence of alcohol involvement in crashes in the district was lower than elsewhere in the country. Over the last 10 years, alcohol-related crashes in urban areas have steadily reduced. Last year, no alcohol-related crashes were reported in urban areas of the district. In rural areas, the number of alcohol crashes is not decreasing. Last year, two alcohol-involved crashes were reported in rural areas of the district.

Almost three quarters of reported urban crashes in the district did not result in injury. In urban areas, the most common crash type was the crossing/turning crash at intersections. The two crash factors most often reported in urban areas were poor observation and failure to give way. These two factors represented over three quarters of all urban crash factors but both have reduced over the last 10 years.

Fatigue was the fifth most common crash factor in injury crashes in the Buller District. In 2004, the number of crashes featuring fatigue as a factor was about twice the average. Six fatigue crashes were reported in 2004.

In the Buller District, the most common casualties were in the 20 to 24 age group. Males made up around 60 percent of casualties. The involvement of older road users in the casualty figures was higher in the Buller District than in other areas.

Buller District
All crashes
2000-2004



Performance measures

The table below lists some of the local authority performance measures noted in the publication *Road Safety Progress* prepared by Research and Statistics section at the Ministry of Transport. It compares the measures for Buller District's 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	Buller District 2004 injury crashes
Speed % crashes with excessive speed	28% to 35%	22%
Alcohol % driver alcohol crashes	21% to 40%	8%
Intersections % crashes with failed to stop or give way factors	35% to 43%	11%
Pedestrians % crashes with pedestrians	14% to 22%	3%
Cyclists % crashes with cyclists	12% to 17%	3%
Safety belts % unrestrained – front seat	11% to 19%	6%

Contacts

Land Transport New Zealand

Jackie Curtis

Partnership Manager Southern

See contact details at bottom of the page.

Regional Road Safety Co-ordinator

Malcolm White

39 Albert Mall

PO Box 20

Greymouth

Phone 03 768 4912

Buller District Council

Stephen Griffin

Manager Operations

PO Box 21

Westport

Phone 03 789 7239

New Zealand Police

Hugh Flower

Private Bag 39

Nelson

Phone 03 546 3855



Christchurch Regional Office

Level 5 BNZ House

129 Hereford Street

PO Box 13364

Christchurch

Telephone 03 964 2866

Fax 03 964 2855

www.landtransport.govt.nz