

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Banks Peninsula district.

The number of crashes in Banks Peninsula has fluctuated during the last decade, with last year being the third highest level since 1992.

Motorcyclist casualties as a percentage of all crashes were much higher than in the rest of New Zealand and similar authorities for all but three of the last 10 years. Actual numbers had been declining but have also risen again.

Nearly a third of all car/van driver casualties were aged between 15 and 19, compared with about a sixth for all New Zealand and similar authorities.

The most common crash type by far was loss of control or head-on crash on bends. Speed and road factors were the biggest contributors to crashes in the last five years, although speed has been declining in both urban and rural crashes.

Nearly half of all crashes occurred on a Saturday or Sunday and the busiest months for crashes were December and January.

Major road safety issues:

Banks Peninsula district

Loss of control on bends

Speed

Weekends

Under-reporting

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Banks Peninsula district



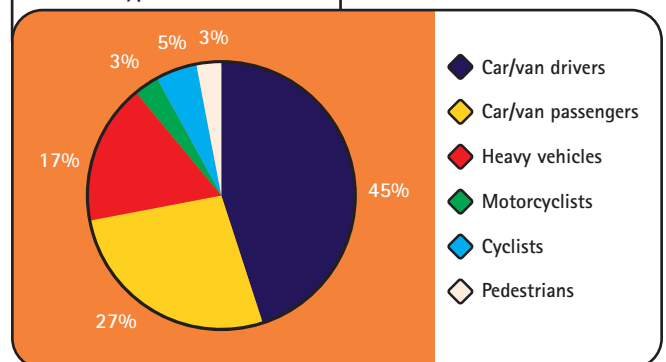
Deaths	1
Serious casualties	9
Minor casualties	25



Fatal crashes	1
Serious injury crashes	9
Minor injury crashes	19
Non-injury crashes	56

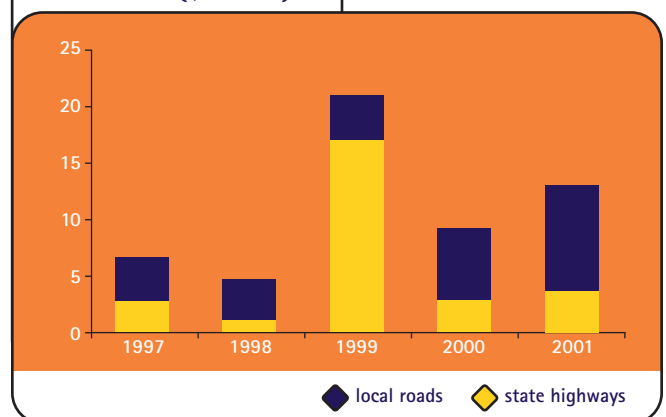
Road user casualties 1997–2001

User type 1997–2001

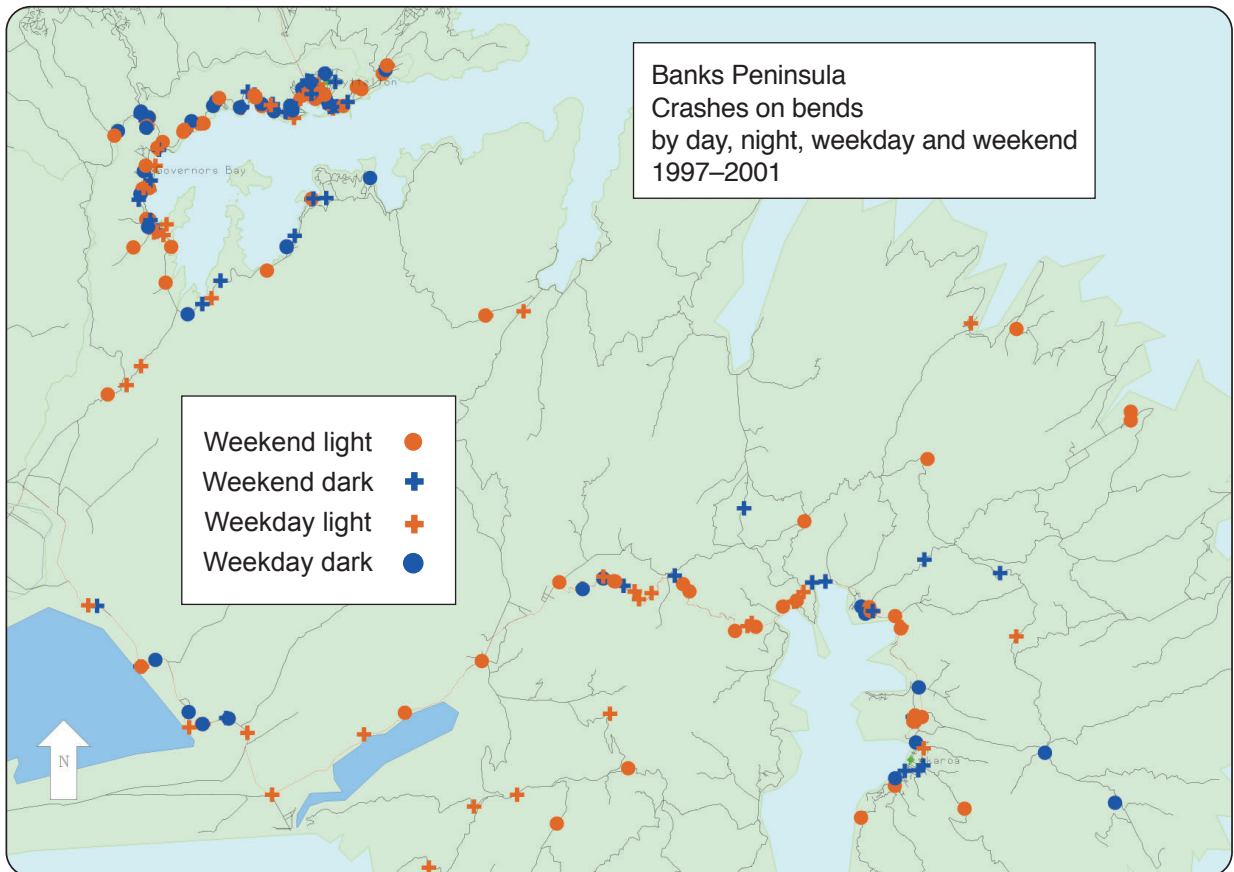
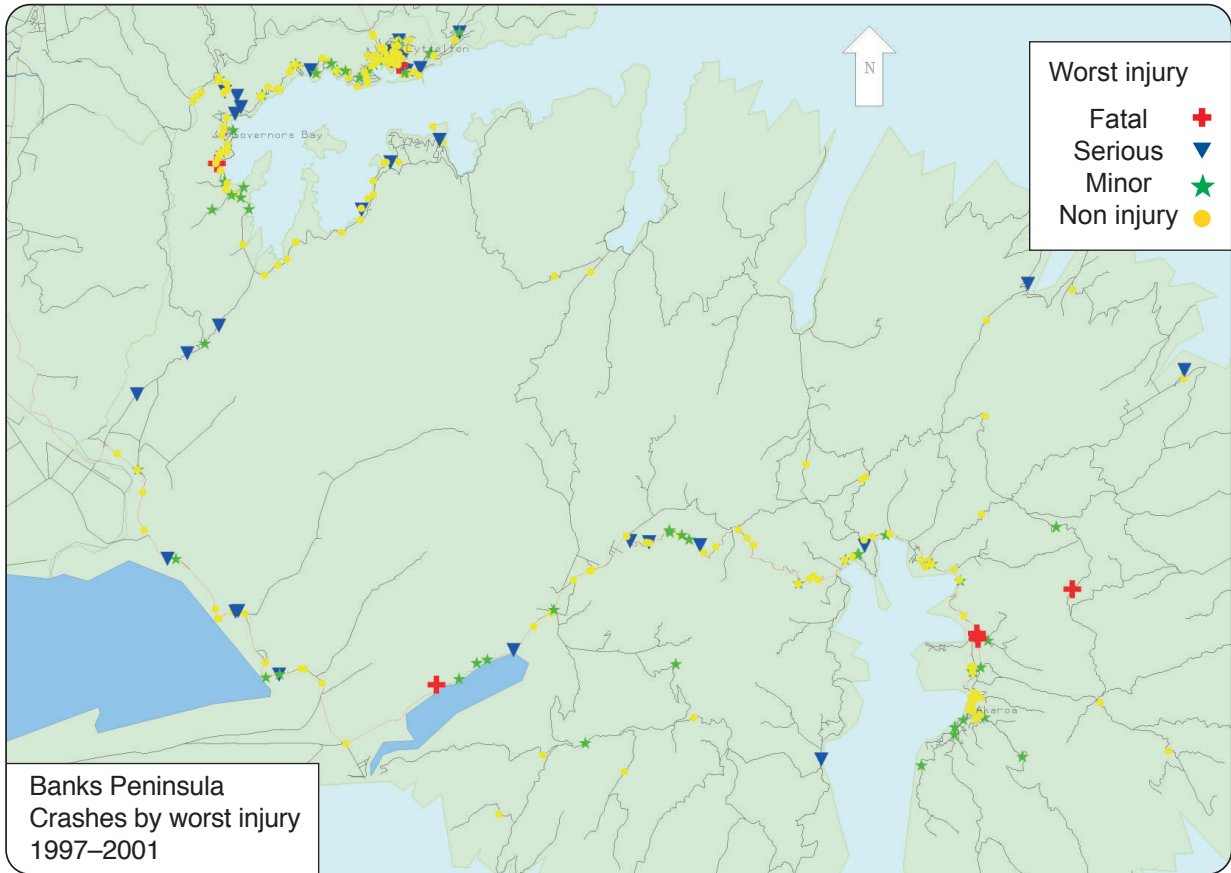


Estimated social cost of crashes*

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 2001 prices.





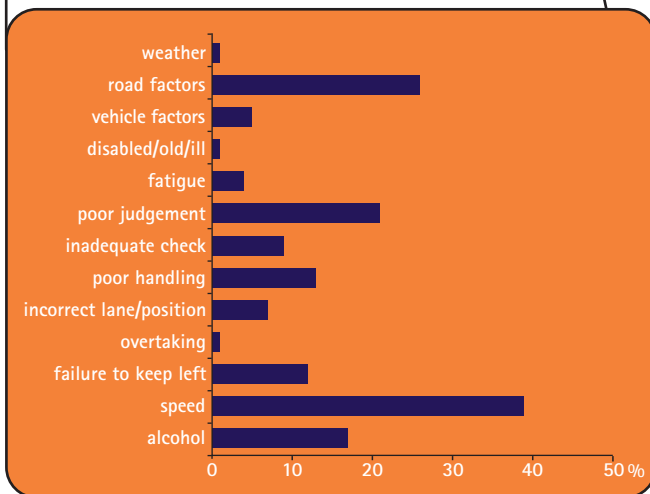
Loss of control on bends

Loss of control and head-on crashes on bends made up nearly two thirds of all crashes in Banks Peninsula and nearly three quarters of injury crashes. They tended to happen during the daytime, most commonly on a Sunday, and there were twice as many on local roads as on state highways. Most local road crashes occurred on urban roads, whereas in the rural areas crash numbers were almost the same for local roads and state highways.

Fifteen to 19 year olds were by far the most likely to be involved in crashes of this type. However, they tended not to be seriously injured. Death and serious injury was more likely to happen to those aged 25 or over. Males were three times as likely as females to be injured. The most likely driver-related reasons for these crashes were speed, followed by poor judgement and poor handling. Approximately a quarter of all crashes, however, were thought to have involved some sort of road factor such as rain, loose metal or debris.

Delineation is extremely important in these areas. To allow drivers to react appropriately it is necessary to ensure they can see a bend well in advance and that its appearance is not deceptive.

Loss of control or head-on collisions on bends



Recommended actions

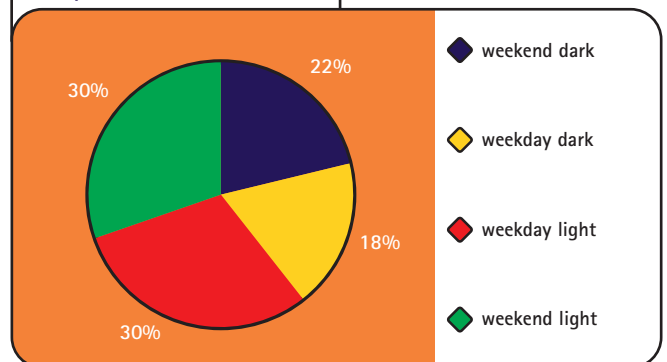
- Improve delineation with edge marker posts and chevrons.
- Cut back vegetation.
- Support campaigns that encourage drivers to adjust speed for different road and environmental conditions.

80 Speed

Breaking the speed limit is not generally an issue in most parts of Banks Peninsula, except through the townships. A good proportion of the roads in the district are too severe for driving on above the speed limit. However, the inadequate or misleading visibility of some bends can cause drivers to overestimate the speed at which they can travel around them.

Just over a quarter of speed-related injury crashes also had excess alcohol as a contributing factor, while poor judgement played a part in a third of speed crashes in the last five years. Fifteen percent of speed-related injury crashes involved a motorcyclist. Nearly 90 percent only involved one vehicle. Two thirds of speed-related casualties were male. Just under three quarters of drivers involved in speed-related injury crashes were male. Both males and females aged from 15 to 19 years were more likely to be injured than other five year age groups. Far more speed-related crashes occurred on local roads (75 percent) than on state highways and these crashes occurred most commonly on Saturday and Sunday, followed by Wednesday.

Speed-related crashes



Recommended actions

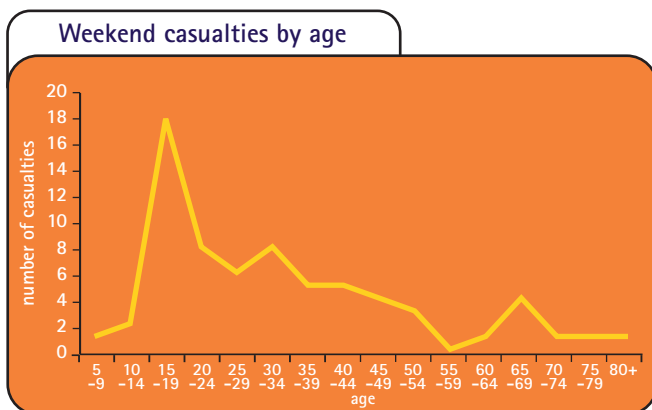
- Conduct random speed enforcement through local townships.
- Erect billboards at appropriate sites.
- Use radio advertising, targeted particularly at the appropriate age group (through the 'youth' radio stations).
- Maintain alcohol campaigns that encourage drivers planning trips to avoid drinking and driving.

Weekends

Weekends were flagged as an issue in last year's reports. The frequency of crashes at the weekend was higher than during the week again this year, but the majority of crashes occurred on a Sunday. Peak time for crashes was noon to 4 pm. Approximately 45 percent of crashes occurred on state highways.

Just over a quarter of all weekend casualties during the period from 1997 to 2001 were female. However, half of all fatalities were female. The highest proportion of casualties was in the 15 to 19 year age group. Speed was a factor in just under a third of crashes at weekends, while only about one in eight weekend crashes involved alcohol.

Many drivers in Banks Peninsula are likely to be visiting, whether on a day trip or a longer holiday. They may be unfamiliar with the road, or be fatigued from the travel and the day's activities. Often they will be in a hurry to get home on a Sunday afternoon and may be frustrated at being stuck in queues with other drivers returning home. All these factors can distract a driver from the task at hand in a demanding environment.



Recommended actions

- Investigate who is having crashes on Sunday afternoon.
- Introduce police patrolling on Sunday afternoon.
- Provide more passing opportunities.
- Trim vegetation back from blind bends to lessen surprises for drivers unfamiliar with the area.
- Create an awareness of fatigue as a crash factor and provide drivers with information on strategies to combat fatigue.

Under-reporting

Many rural areas suffer from a lack of resources to police an area. Many times a crash will occur in the country and rather than report it to the police, the vehicle will be pulled out by some friends, or a helpful farmer with a tractor. Lack of transport to and from bars, restaurants and sports clubs means that without a designated driver, some drivers will feel they have little choice but to drive after having a few drinks. On these occasions there is a powerful disincentive to report the crash to the police. Unfortunately the road controlling authority needs to know that a problem exists before they can implement remedial works.

Sometimes the roading contractors will discover debris on the road. When this occurs regularly in the same place, reporting back to the road controlling authority may result in some low-cost remedial works. Also, Banks Peninsula has a form to enable reporting back directly to the local authority where evidence exists of a crash but the drivers are no longer at the scene. However, to gain funding for more extensive works, a project must demonstrate its worth. As there is competition with other projects, the number and severity of crashes at a site are also taken into account. Although some allowances can be made for unreported crashes, more cognisance is taken of police reporting. Therefore, wherever possible, crashes should be reported to the police, particularly where injury is involved. Certainly when debris is repeatedly found at the same site and a low-cost solution is not apparent, efforts should be made to have crashes reported to the police.

In previous years some efforts were made to compare ambulance data with police data. Currently a project is underway for an integrated database but until this is completed it is unlikely that significant comparisons can be made.

Recommended actions

- Make unreported crash forms available on the internet and at the council offices; distribute with rates demands.
- Ensure there is liaison between contractors and the council to make use of unreported crash forms.
- Liaise with the hospital/ambulance service to make sure all injury crashes are reported to police.

New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Land Transport Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in the Banks Peninsula district.

Funding for community projects in the Banks Peninsula district from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding	Police hours
Road safety co-ordinator (joint with Selwyn)	\$11,000	
Community alcohol action programme	\$3,000	50
Speed and loss of control	\$3,000	30
Road user behaviour (joint with Selwyn)	\$4,500	50

The Banks Peninsula district will also be involved this year in regionally funded projects to target the high-risk issues of speed, alcohol, restraints and pedestrians. These projects have been funded as follows:

Project	General funding	Advertised funding
Regional road safety co-ordinator	\$38,000	–
Speed	\$60,000	\$20,000
Intersection safety	\$50,000	\$8,000
Fatigue	\$20,000	\$29,510
Pedestrian safety	\$10,000	\$10,000
A & P show displays	\$20,000	–
Development of safe driving policies	\$3,500	–
Regional billboard project	–	\$11,000

Police enforcement

In addition to the 130 police hours to support community projects, further hours will be delivered by police in the Banks Peninsula district as follows:

Project	Hours
Strategic – alcohol/drugs, speed, restraint and visible road safety enforcement	3,860
Traffic management including crash attendance, incidents, emergencies and events	950
School road safety education	260
Police community services	90

Road environment

The Banks Peninsula district has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2002–2003.

Where to get more information

For more specific information relating to road crashes in the Banks Peninsula district please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the people or organisations listed below:

Land Transport Safety Authority

Regional Manager
Dennis Robertson
Phone 03 363 5661

Regional Education Advisor
Bob Clements
Phone 03 363 5677

Area Road Safety Engineer
Yvonne Warnaar
Phone 03 363 5642

Road Safety Co-ordinator

Barbara Petre (until August)
Phone 03 332 2382

New Zealand Police

Inspector Derek Erasmus
New Zealand Police
PO Box 2109, Christchurch
Phone 03 363 7417

Banks Peninsula District Council

Asset Manager
Andrew Bullock
PO Box 4, Lyttelton
Phone 03 328 8065

Transit New Zealand

Area Engineer
Barry Stratton
PO Box, Christchurch
Phone 03 366 4455

Christchurch Regional Office
Level 5, BNZ House, 129 Hereford Street
PO Box 13-364, Christchurch
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