

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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.

2002 was the first year since 1998 with no road crash fatalities in the Banks Peninsula District. In addition, the number of serious crashes halved. With such small numbers it can be difficult to highlight particular issues. However, key points for the last five years (1998–2002) have been highlighted below:

- 15 to 19 year olds accounted for 20 percent of all drivers involved in injury crashes
- more than two thirds of all injury crashes involved a non-resident of the district, particularly from the greater Christchurch area
- non-locals are particularly over-represented at weekends and from December to January
- 60 percent of injury and nearly 70 percent of non-injury crashes occurred on non-state highways
- the proportion of crashes on local roads has been steadily increasing in the last few years
- just over 10 percent of crashes were alcohol-related
- 30 percent involved travelling too fast for conditions.

Major road safety issues

Banks Peninsula District

Loss of control on bends

Weekends and summer

Local roads

Nationally

Speed

Alcohol

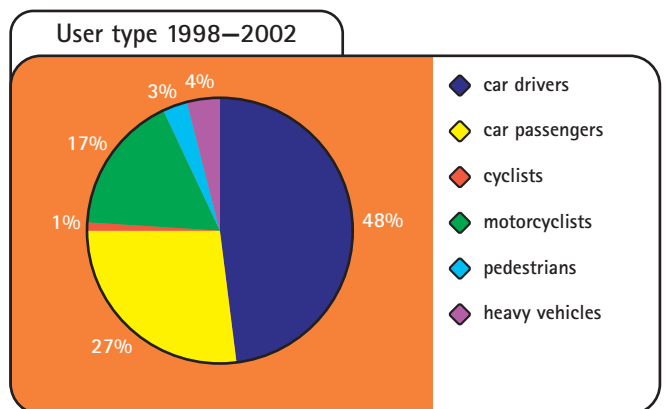
Failure to give way

Restraints

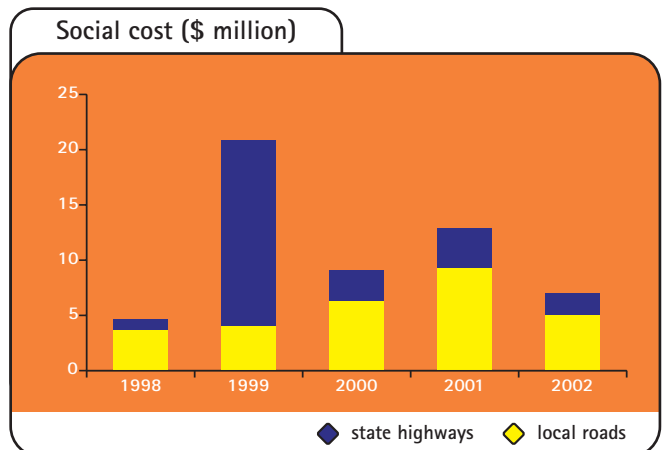
2002 road trauma for Banks Peninsula District

Deaths	0
Serious casualties	7
Minor casualties	37
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Fatal crashes	0
Serious injury crashes	5
Minor-injury crashes	20
Non-injury crashes	57

Road casualties 1998–2002



Estimated social cost of crashes*



* 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 2002 prices.



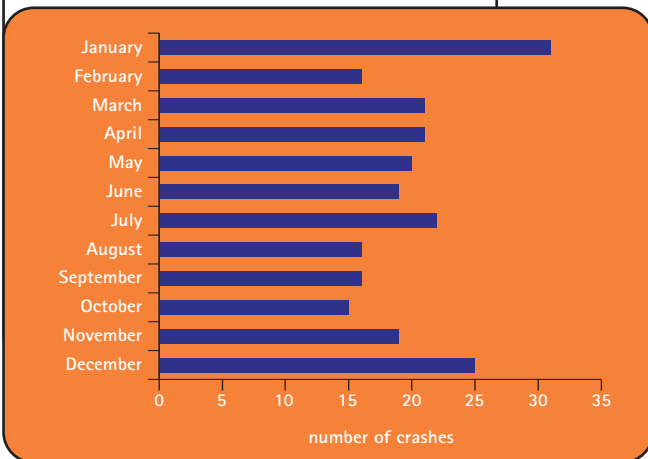
Loss of control on bends

Once again loss of control dominated crashes in the Banks Peninsula District. Over the last five years they accounted for nearly three quarters of all injury crashes and three fifths of non-injury crashes. Three of those crashes were fatal, 22 involved a serious injury and a further 57 crashes involved a road user receiving minor injuries. Three quarters of all crashes involved only one vehicle.

About twice as many of these crashes occurred on local roads as on state highways. However, they accounted for only one and a half times as many non-injury crashes. January was the worst month for loss of control on bends with slightly more occurring during weekends than during the week.

Three quarters of these crashes involved road users aged between 15 and 44, while 15 to 19 year olds were more often involved than any other age group. Males had almost twice the involvement in crashes as females.

Loss of control on bends 1998–2002

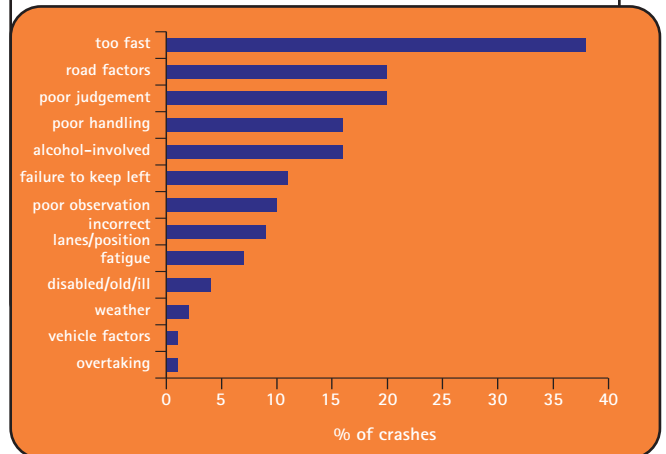


The most common cause for loss of control on bends was travelling too fast for the conditions, followed by poor judgement. In other words, drivers either deliberately tried to take a bend at a speed faster than was safe, or misjudged the speed they should be travelling at.

Good engineering will help a driver to see clearly around bends. Clearing vegetation around blind corners, and sufficient and good quality delineation, including chevrons and edge lines to define the bend, are good low-cost measures to help drivers. Road surfaces need to be kept clear of debris, such as grit left on the road after ice. In severe cases some geometric adjustments, such as easing a curve or adjusting the camber, may be necessary.

Enforcement is extremely difficult as speeds are often legally allowable even if they are dangerous for the conditions. However, often drivers who lose control on bends will also be cutting corners or swinging wide, and this behaviour has been effectively targeted in other parts of the country with similar problems. Finally, there needs to be continued education into better understanding that the speed limit is the maximum allowed, and that a driver must make sensible judgements as to what is safe, and the consequences of failing to do so.

Factors contributing to loss of control on bends 1998–2002



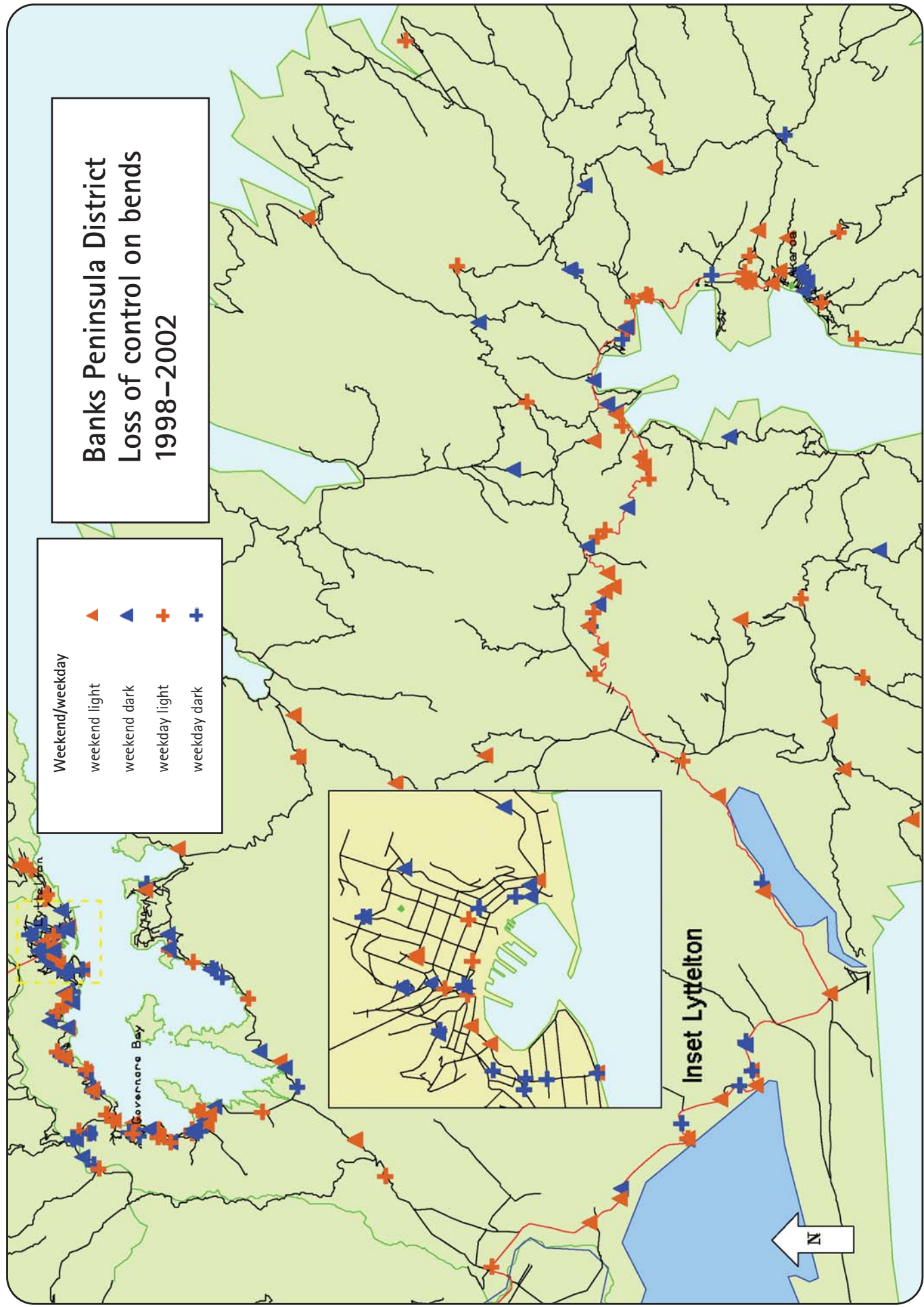
Recommended actions

- Continue to upgrade delineation and trim back vegetation.
- Target enforcement at keeping left.
- Educate drivers to drive to conditions.

Banks Peninsula District Loss of control on bends 1998–2002

Weekend/weekday

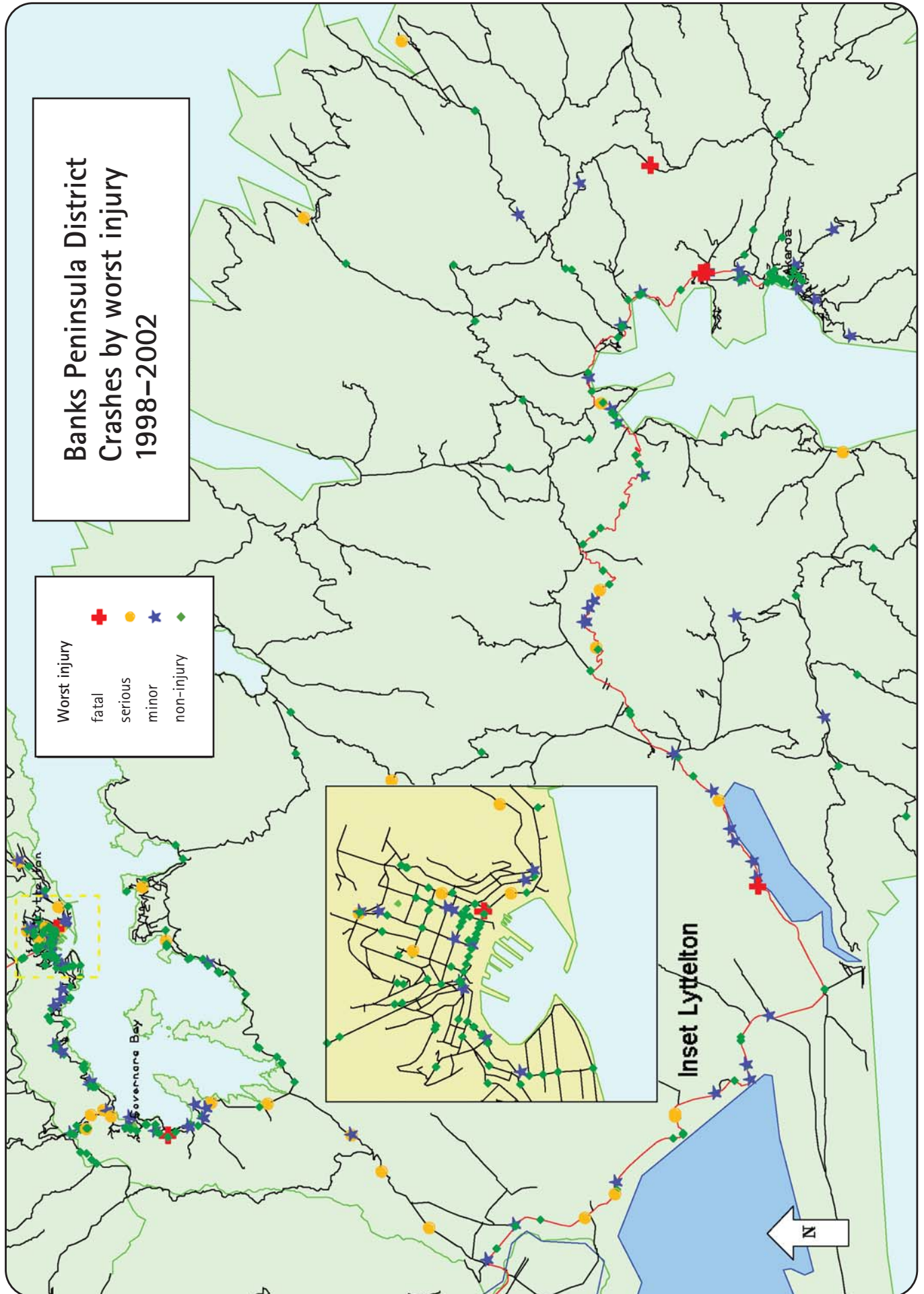
▲	▲	+	+
weekend light	weekend dark	weekday light	weekday dark



Banks Peninsula District Crashes by worst injury 1998-2002

Worst injury

- fatal
- serious
- minor
- non-injury



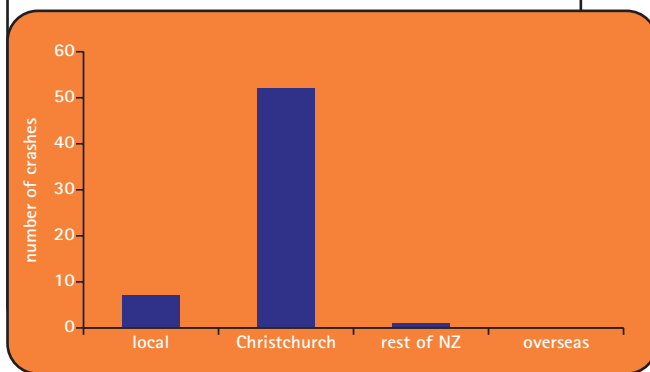
Weekends and summer

Forty-five percent of all crashes and two thirds of all fatal crashes in Banks Peninsula happened on just two days of the week – Saturday and Sunday. Two thirds of all crashes involved a driver losing control on a bend. Twice as many happened on a local road as on a state highway, although serious crashes were one and a half times more frequent on local roads. There were as many fatal crashes on state highways as on local roads at the weekend.

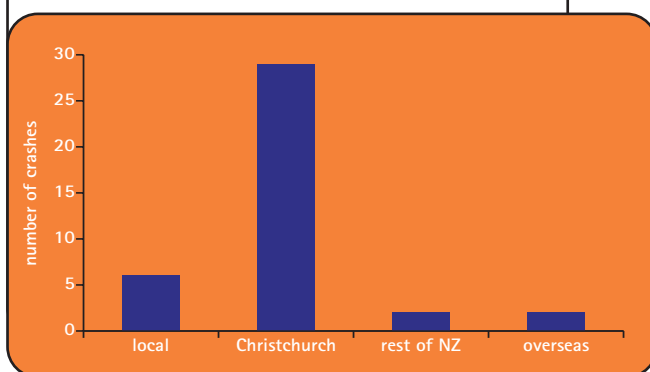
Three quarters of fatal crashes occurred on the open road, while approximately the same number of non-injury crashes occurred on urban roads as rural roads.

Summer crashes were also over-represented. Two thirds were loss of control crashes. Two out of three fatal crashes that occurred during summer were on an urban road, and two out of the three happened on local roads.

Weekend crashes by home location of driver
1998–2002



Summer crashes by home location of driver
1998–2002



For both weekends and summer, nearly all the crashes involved non-locals, most of whom were Christchurch residents. Too fast for conditions and poor judgement were the major factors in these crashes.

Recommended actions

- Target enforcement to recreational driving periods.
- Conduct an advertising campaign in Christchurch just prior to the summer holidays.
- Continue to maintain delineation standards, but take particular care prior to December.

Local roads

Two thirds of all reported crashes in the Banks Peninsula District over the last five years occurred on non-state highways. Of those, two were fatal, 21 involved at least one person being seriously injured, 45 involved minor injury and another 182 were non-injury crashes. The most common type of crash on local roads was loss of control on bends (nearly two thirds of crashes), followed by running into the back of another car or some other obstruction (one fifth).

Over 60 percent occurred on urban roads, and a quarter of those occurred at intersections.

Peak periods for crashes were noon to 8 pm, Saturday and Sunday, and December to January.

A quarter of all those injured in these crashes were aged between 15 and 19, and a further 15 percent were aged between 20 and 24. Nearly three quarters of all local road injury crashes involved young males.

Speed was involved in more than a third of all local road crashes, and alcohol was involved in 13 percent. The main factor in crashes after driving too fast for conditions was poor judgement in a quarter of all local road crashes.

Locals were involved in 40 percent of injury crashes on urban local roads and in 15 percent of rural local road crashes.

Recommended actions

- Target enforcement at speed in the local communities, and keeping left on rural roads.
- Maintain signposting and delineation.

New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community projects

The NZRSP provides funding for community development and community programmes through the Community Road Safety Programme (CRSP) to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Joint funding from the CRSP for community initiatives in the Selwyn and Banks Peninsula Districts for the 2003/2004 year has been confirmed as follows:

Project	Funding
Intersections	\$25,275
Winter driving – Grip Don't Slip	\$6,000
Speeding ski traffic	\$7,000
Hoons, boy racers	\$7,000
Keeping left	\$11,000
Small project fund	\$5,000
Safe With Age	\$8,800

The project allocations in the table collectively include the salary subsidy for the road safety co-ordinator.

In addition to project funding, a further \$77,300 has been allocated to the Canterbury Region for advertising to support community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators can advise the criteria.

The Banks Peninsula District will also be involved this year in regionally funded projects as follows:

Project	General funding
Regional road safety co-ordinator	\$42,000
Small project fund	\$76,720
Fatigue	\$40,000
A & P show displays	\$24,000
Regional billboard project	\$18,000

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In 2003/2004 the Police are funded to deliver 5,290 hours of road policing in the Banks Peninsula District as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints 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	220

Where to get more information

For more specific information relating to road crashes in the Banks Peninsula District, please refer to the 1998 to 2002 Road Safety Data Report or the Land Transport Safety Authority Crash Analysis System, or contact the people or organisations listed below:

Contacts

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