

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Banks Peninsula District.

The total number of injury crashes in the Banks Peninsula District was at its highest level in 10 years in 2003. However, minor crashes accounted for most of the increase and may reflect a higher reporting rate of minor crashes than in previous years. There was only one fatal crash.

The major issue continues to be loss of control on bends, most commonly attributed to driving too fast for the conditions. Alcohol featured in just 14 percent of crashes but is showing an upward trend.

Crashes at night featured in 40 percent of all injury crashes, while Friday, Saturday and Sunday were the most likely days for crashes to occur. The most represented age group in crash statistics remains 15 to 19 year olds, both as drivers and as casualties.

The maps included in this report show the location of crashes, their severity over the last five years, and loss of control on bends caused by alcohol and speed.

Major road safety issues

Banks Peninsula District



- Loss of control on bends
- Speed
- Motorcyclists
- Alcohol

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

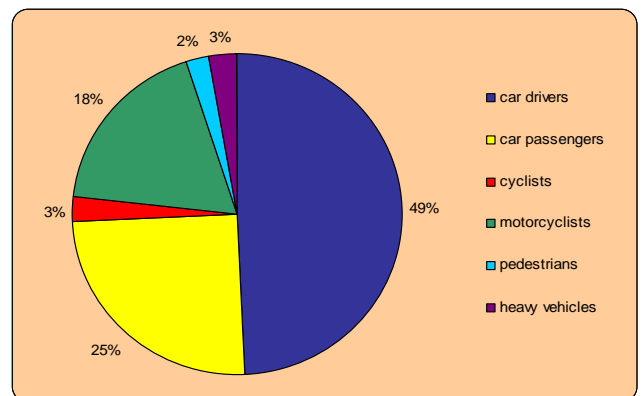


2003 road trauma for Banks Peninsula District

	Deaths	1
	Serious casualties	7
	Minor casualties	36
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	Fatal crashes	1
	Serious injury crashes	6
	Minor injury crashes	32
	Non-injury crashes	64

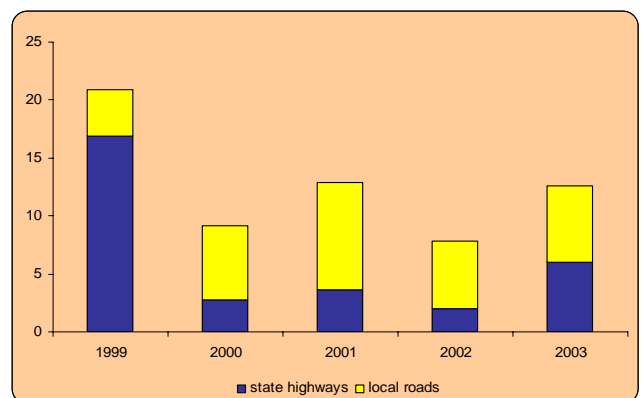
Road casualties 1999–2003

User type 1999–2003



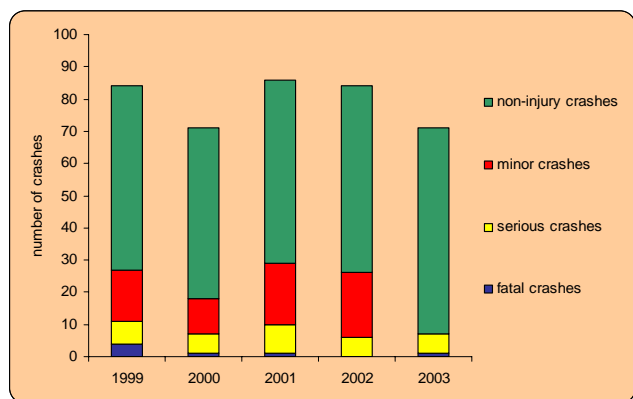
Estimated social cost of crashes*

Social cost (\$ million)

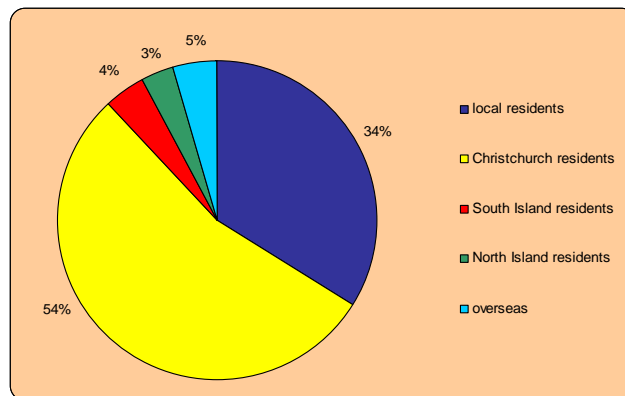


*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

Crashes by severity 1999–2003



Home location of drivers involved in loss of control on bend crashes

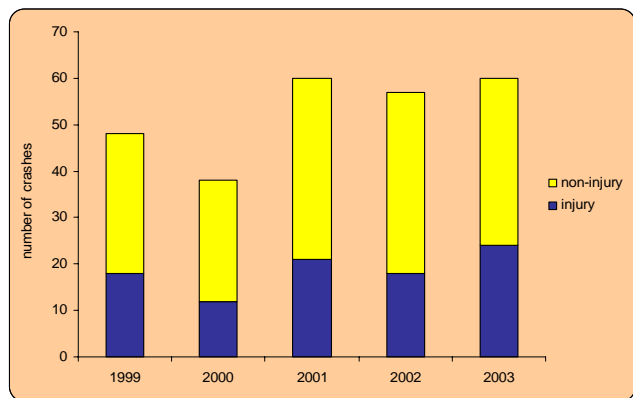


Loss of control on bends

Between 1999 and 2003, 61 percent of all injury crashes in the district involved loss of control on bends. Of these, driving too fast for the conditions was a factor in 38 percent of all injury crashes, followed by poor handling and poor judgement, together occurring in 35 percent of all crashes. Three-quarters of injury crashes involved only one vehicle, and of those, three were fatal.

Loss of control crashes tended to happen at the weekend (approximately 45 percent of all crashes).

Crashes involving loss of control on bends



Nearly half the crashes occurred in darkness, and about a quarter on wet roads.

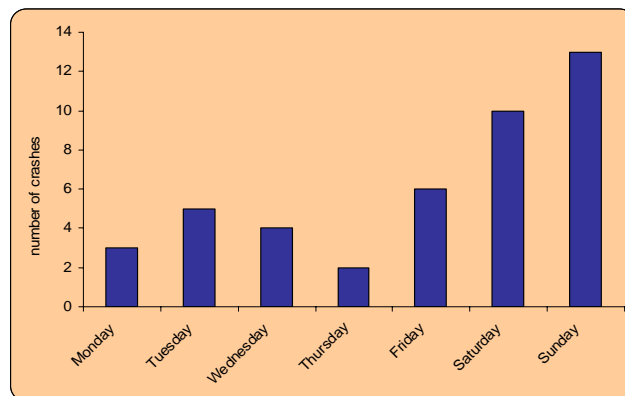
As shown in the graph, the highest percentage of drivers involved in crashes in the Banks Peninsula District came from the Christchurch area. Just over a third of the crashes occurred on urban roads and just under a third occurred on state highways.

80 Speed

Travelling too fast for the conditions was a major contributor to most of the issues raised in this report. Loss of control on bends is generally caused by travelling too fast for the weather conditions, the severity of the bend and/or the experience of the driver. Most speed-related crashes involved loss of control and just over 10 percent happened while overtaking.

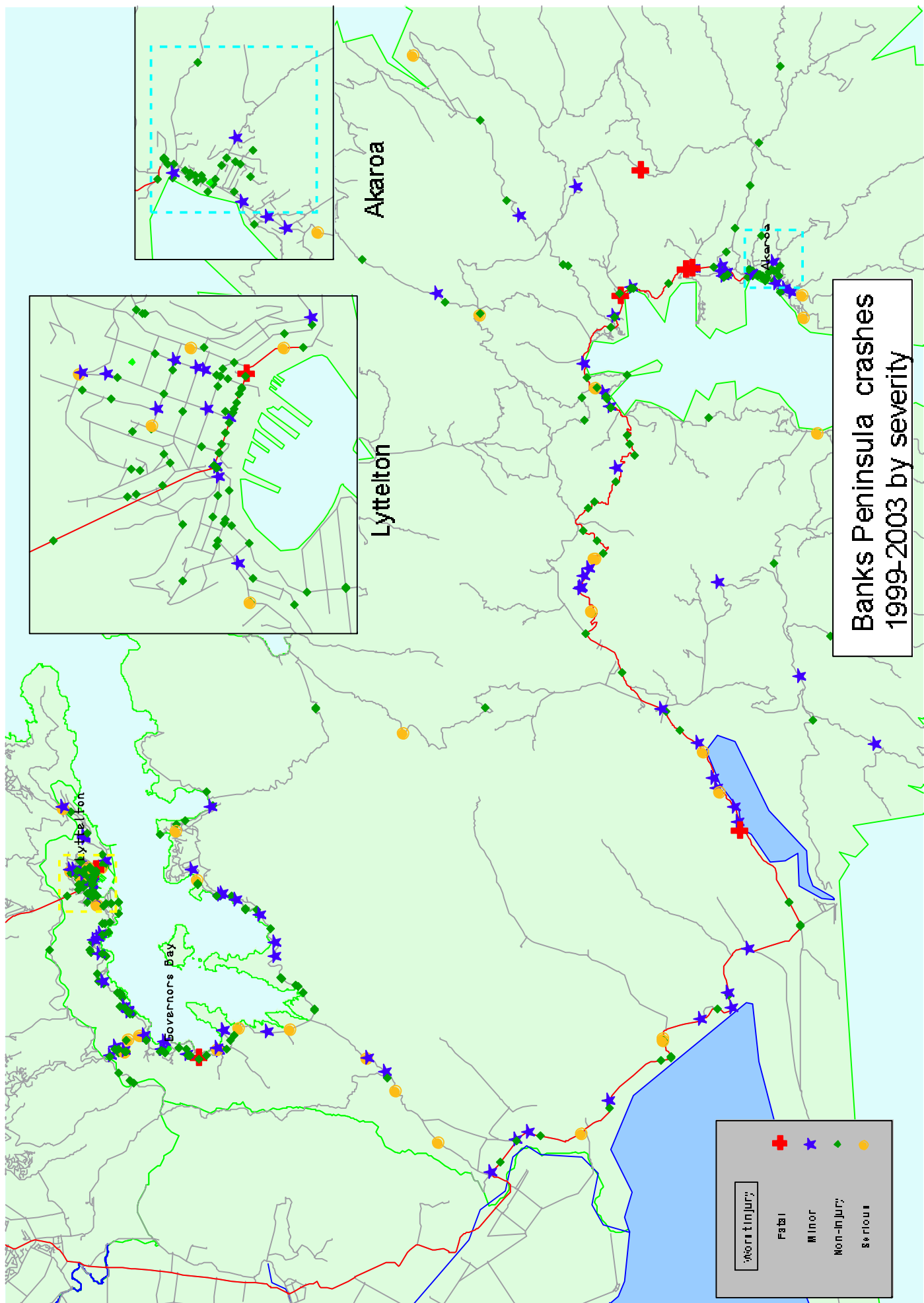
The annual trend in speed-related crashes is shown in the chart below.

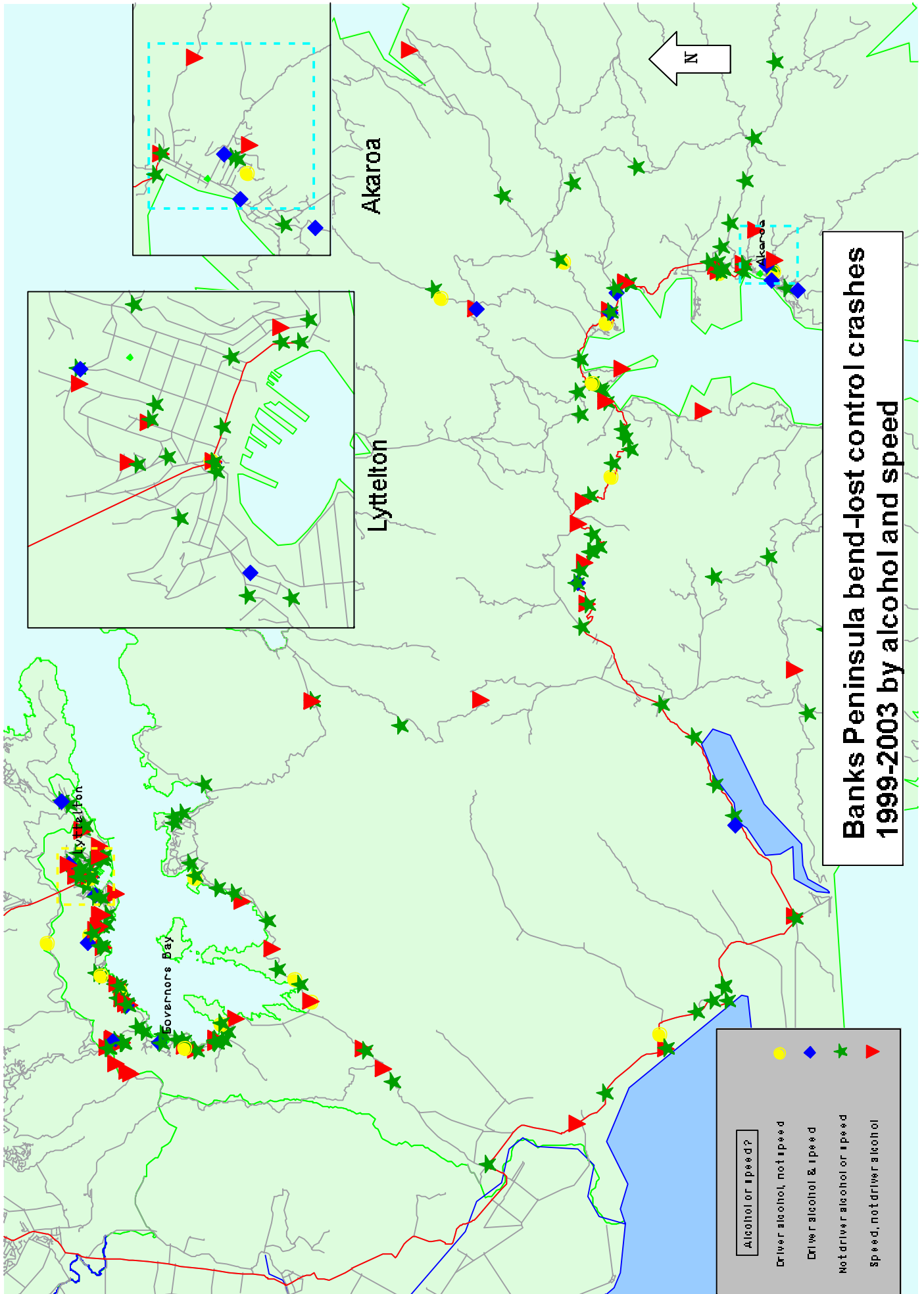
Speed-related injury crashes by day of week 1999–2003



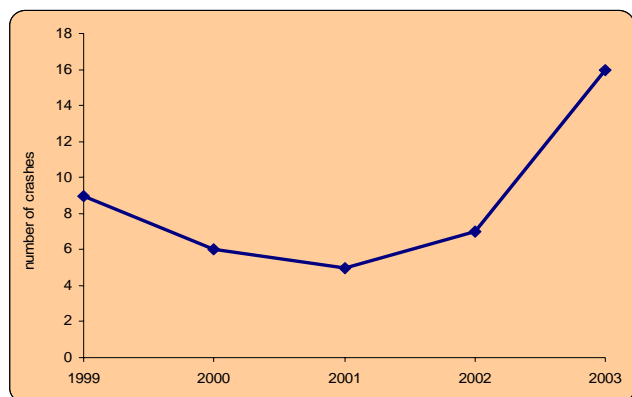
One fifth of all crashes involving speed occurred at intersections.

Drivers aged between 20 and 24 years were most likely to be involved in speed-related crashes in the Banks Peninsula District, followed by 15 to 19 year olds. Crashes were most common at weekends particularly between noon and 8 pm.





Speed-related injury trend



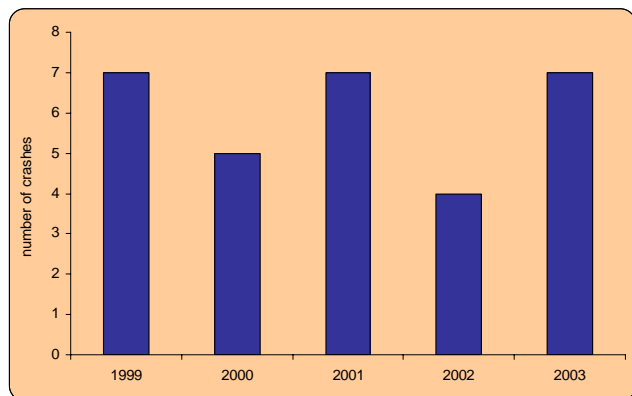
Slightly more than 30 percent of crashes occurred in darkness and approximately 20 percent in wet or icy conditions. Alcohol was a factor in just over a quarter of speed-related injury crashes.



Motorcyclists

Motorcyclist crashes remain a small sub-group of the total number of crashes in the Banks Peninsula District. However, they have been an issue in the past and as mentioned on the back page of this document, small changes should be monitored to ensure their numbers do not continue to climb.

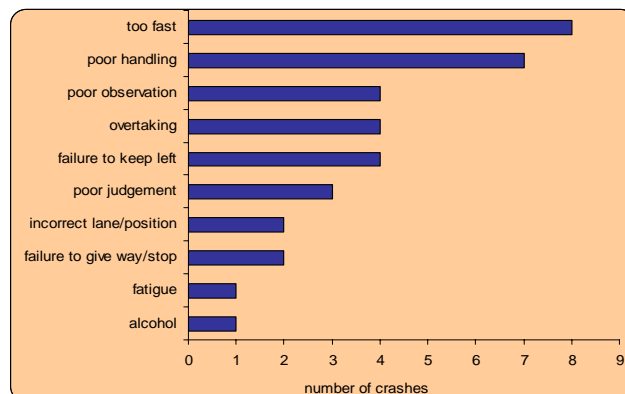
Motorcyclist injury crashes



Only three percent of injury crashes involved alcohol.

Speed was a factor in 27 percent of crashes followed by poor handling, overtaking and incorrect lane/position (see graph).

Factors in motorcycle crashes

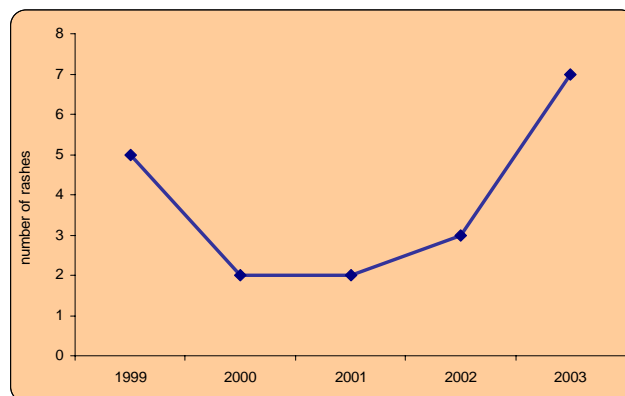


Alcohol

Because of the small numbers, it is not possible to demonstrate a significant trend in the age of drivers involved in alcohol-related crashes. However, in the past five years, the largest age group involved in alcohol-related crashes was 30 to 34 year olds, followed by 25 to 29 year olds.

Most were single vehicle crashes and apart from alcohol, speed was the other major factor involved. Approximately half the drivers injured in alcohol-related crashes were residents in Christchurch and most of the remaining were locals.

Alcohol-related injury crashes



Back issues

Issues reports have been produced since 2000. In previous reports some issues keep recurring while others disappeared, occasionally to resurface. The following is a summary of road safety issues in Banks Peninsula since 2000 and commentary on their significance:

2001 Loss of control on bends

Speed

Motorcyclists

Weekends

2002 Loss of control on bends

Speed

Weekends

Under-reporting

2003 Loss of control on bends

Weekends/Summer

Local roads

Obviously, attention should be focused on those issues that appear year after year. However, issues which appear to have been resolved should be closely monitored.

Changes may be attributed to the success of programmes or simply due to statistical deviations, particularly where the numbers are small. Where success is due to programmes, a balance needs to be maintained as the temptation to terminate the programmes rather than maintain them could lead to a return of the issue although to a lesser degree.

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