

briefing notes road safety issues

Central Hawkes Bay District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 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 Central Hawkes Bay District.

This report is the eighth road safety report for Central Hawkes Bay District. Most of the data in this report applies to both local roads and state highways. Where relevant the details on the crashes on the local roads and state highways are provided and discussed.

In each new report the latest year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues for any local body 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 Central Hawkes Bay District is compared to similar local bodies and the national average, or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have included a brief overview of crashes in the District for 2006.

Major road safety issues		2006 road trauma	
Central Hawkes Bay District		Casualties	
Loss of control on rural roads		Deaths	4
Excessive speed		Serious casualties	25
Alcohol		Minor casualties	30
Nationally		Crashes	
Speed		Fatal crashes	4
Alcohol		Serious injury crashes	15
Failure to give way		Minor injury crashes	17
Restraints		Non injury crashes	61

Overview of crashes in 2006

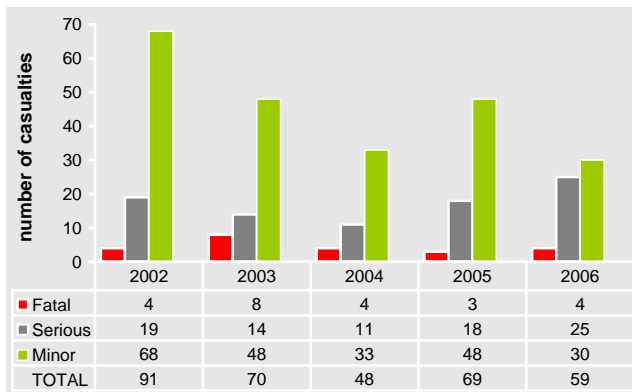
In 2006 on local roads in Central Hawkes Bay District there were 15 injury crashes and 26 non-injury crashes, in addition there were 21 injury crashes and 35 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	19	25	48
Urban	0	6	5	11
Total	4	25	30	59

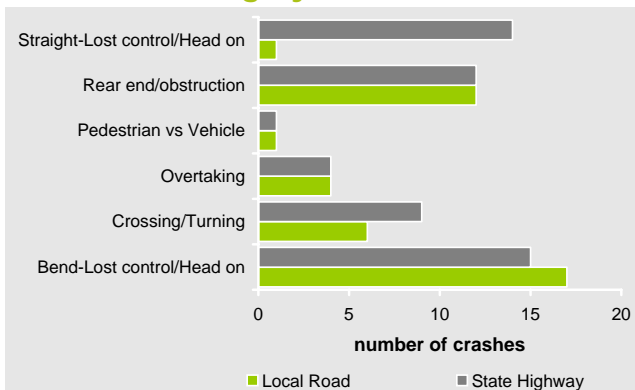
Although total number of casualties in 2006 is the lowest in the last 5 years, the number of fatalities and serious injuries were the highest.

Casualties trend 2002-2006



The following graph shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.

Movement category distribution 2006



Further information about 2006 injury and non-injury crashes on:

Local roads

- Worst month February (20 percent), best months January and November (2 percent each)
- Worst days Saturday and Sunday (20 percent each), best day Thursday (7 percent)
- Wet road 20 percent
- Night time 37 percent
- Mid-block 73 percent
- Social cost of crashes \$12.2m
- At fault male driver (injury crashes) 78 percent
- Full NZ licence (injury crashes) 39 percent of at fault drivers

State highways

- Worst month April (14 percent), best month July (2 percent)
- Worst day Saturday (37 percent), best day Tuesday (4 percent)
- Wet road 25 percent
- Night time 36 percent
- Mid-block 71 percent
- Social cost of crashes \$13.8m
- At fault male driver (injury crashes) 71 percent
- Full NZ licence (injury crashes) 81 percent of at fault drivers

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

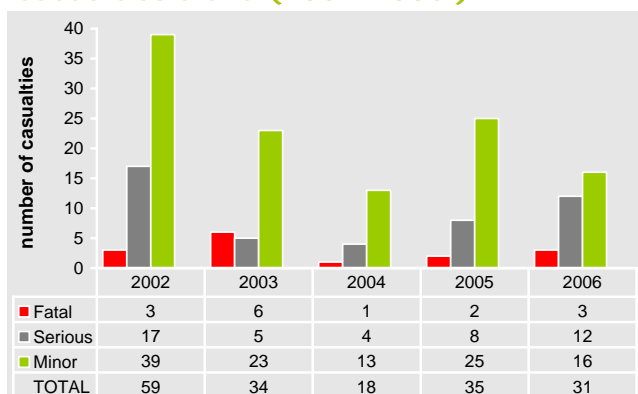
In Central Hawkes Bay District one-third of at fault drivers in injury crashes have either never been licensed, or hold learner or restricted driving licence

License Status	Injury crashes percentage of at fault drivers	
	Central Hawkes Bay District	New Zealand
Full	61.5	58.4
Learner	12.8	9.5
Restricted	17.9	17.6
Never licensed	2.6	2.2
Disqualified	2.6	1.7
Overseas	0	4.2
Expired	2.6	0.5
Other/unknown	0	5.6

Loss of control on rural roads

Between 2002 and 2006, there were 13 fatal, 35 serious injury, 77 minor injury and 137 non-injury crashes recorded in Central Hawkes Bay District that occurred due to loss of control on rural roads. These crashes resulted in 15 fatalities, 46 serious injuries and 116 minor injuries.

Casualties trend (2002-2006)



Sixty-nine percent (182) of loss of control/head on crashes occurred at bends, with the balance of 81 crashes occurring on straight road sections.

Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

After drivers lose control of their vehicles they 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 a loss of control crash in Central Hawkes Bay District were fences (113), followed by ditches (54), cliff/ bank (37) over banks (29) and trees (28) from a total of 302 objects struck.

The following table lists the main characteristics of these loss of control crashes.

Crash characteristic	
Single vehicle	85 percent
Roadside object struck (fence -most common)	302 Total
Alcohol (injury crashes only)	18 percent
Excessive speed for the conditions (injury crashes only)	31 percent
Road factors	14 percent
Poor handling (injury crashes only)	38 percent
Rural road	100 percent
Wet road	28 percent
Night time	40 percent

The following table lists the license status of the at fault drivers of loss of control crashes at bends:

License status	Injury crashes percentage of at fault drivers	
	Central Hawkes Bay District	New Zealand
Full	56.1	55.4
Learner	13.6	8.7
Restricted	13.6	16.8
Never licensed	4.5	2.8
Disqualified	1.5	2.5
Overseas	2.3	6.7
Expired	0.7	0.9
Other/ Unknown	7.6	6.1

Higher than the national average proportion of at fault learner, restricted and disqualified drivers being involved in the injury crashes is a matter of concern.

Further facts about loss of control on rural roads injury and non-injury crashes in 2002-2006 period are:

Local roads

- 6 deaths, 21 serious injuries and 63 minor injuries
- 67 percent of at fault drivers in injury crashes are male
- Most common crash factor *too fast* for the conditions
- Most common at fault age range 15-19 years old
- 23 percent alcohol over limit
- Worst month January (17 percent), best months May to August (5 percent each)
- Worst day of week Saturday (23 percent), best day Thursday (9 percent)

State highways

- 9 deaths, 25 serious injuries and 53 minor injuries
- 57 percent of at fault drivers are male
- Most common crash factor *poor handling*
- Most common at fault age range 30-39 years old
- 14 percent over alcohol limit
- Worst months March and April (13 percent each), best months July and August (5 percent each)
- Worst day of week Saturday (23 percent), best day Tuesday (8 percent)

Recommended actions

Engineering

- Continue to upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- Carry out rural crash reduction studies on state highways to investigate and implement remedial treatment at black spots and routes
- Maintain the roadside clear of hazards and provide side protection where appropriate
- Widen the road carriageway and seal shoulders to provide additional vehicle wander and recovery space
- Maintain pavement surface to provide good standards for skid resistance
- Improve road geometry where feasible and cost effective

Education

- Focus on raising awareness of the consequences of travelling too fast for road and weather conditions
- Raise public awareness of the risks of speeding

Enforcement

- Continue enforcement focusing on inappropriate speed in rural areas
- Target enforcement to times and locations of greatest risk
- Co-ordinate enforcement campaigns, targeting road-user behaviour
- Maintain good stock fences and animal control

Excessive Speed

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2006 excessive speed contributed to around 31 percent of fatal crashes and 16 percent of injury crashes.

During 2006, there were 1,839 injury crashes where the driver was travelling too fast for conditions.

Reducing speeds to appropriate levels 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 hazardous situations and it also leads to more serious injuries. Research has shown that a one km/h reduction in mean speeds can produce up to a three percent reduction in injury crashes.

In the Central Hawkes Bay District, excessive speed was a factor in 22 percent of injury crashes in 2006. There were 58 speed-related injury crashes reported in the last five years.

Speed related injury crashes	2002	2003	2004	2005	2006
Urban	5	2	1	3	3
Rural	12	13	8	6	5
Total	17	15	9	9	8

Males are also highly represented as at the fault drivers in speed related crashes, accounting for 76 percent of drivers.

Drivers at fault in speed related injury crashes (2002- 2006) *	Male	Female	Total
15- 19 years	18	7	25
20 - 24	10	1	11
25 - 29	8	2	10
30 - 39	3	2	5
40 - 49	4	2	6
50 - 59	2	0	2
60 - 69	1	1	2
70+	1	0	1
Other			
Total	47	15	62

* (note ranges are not equal)

Licence status of at the fault drivers in speed related crashes in Central Hawkes Bay District and all New Zealand (2006).

Licence status	Injury crashes percentage of at fault drivers	
	Central Hawkes Bay District	New Zealand
Full	38.7	43.0
Learner	14.5	15.3
Restricted	19.3	22.5
Never licensed	11.3	4.5
Disqualified	6.4	4.1
Overseas	0	3.7
Expired	1.6	0.5
Unknown	8.1	6.2

Further facts about speed related crashes in Central Hawkes Bay District (divided into local roads and state highways) (2002 -2006)

Local roads

- 7 deaths, 15 serious injuries 46 minor injuries
- Male drivers at fault in 83 percent of injury crashes
- Most common crash type is Bend–loss of control/head on (61 reported i.e. 75 percent))
- 25 percent at intersections
- 32 percent on wet road
- 38 percent at night time
- Worst month is January (17 percent), best months April and May (4 percent each)
- Worst day of week Saturday (25 percent), best day Monday (7 percent)

State highways

- 2 deaths, 7 serious injuries 11 minor injuries
- Male drivers at fault in 53 percent of injury crashes
- Most common crash type is Bend-loss of control/head on (31 reported i.e. 78 percent)
- 20 percent at intersections
- 45 percent on wet road
- 57 percent at night time
- Worst months are January and April (15 percent each), best month September (nil)
- Worst day Sunday (27 percent), best day Monday (7 percent)

Recommended actions

Engineering

- Continue to review and upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- Identify locations where speed is a common contributing factor to crashes and investigate sites and road sections
- Maintain the roadside clear of hazards and provide side protection where appropriate
- Widen the road carriageway and seal shoulders to provide additional vehicle wander and recovery space
- Maintain pavement surface to provide good standards for skid resistance
- Improve road geometry where feasible and cost effective

Education

- Focus on raising awareness of the consequences of travelling too fast for road and weather conditions
- Raise public awareness of the risks of speeding

Enforcement

- Continue enforcement focusing on inappropriate speed, particularly in rural areas
- Target enforcement to times and locations of greatest risk
- Co-ordinate enforcement campaigns, targeting drivers that speed

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

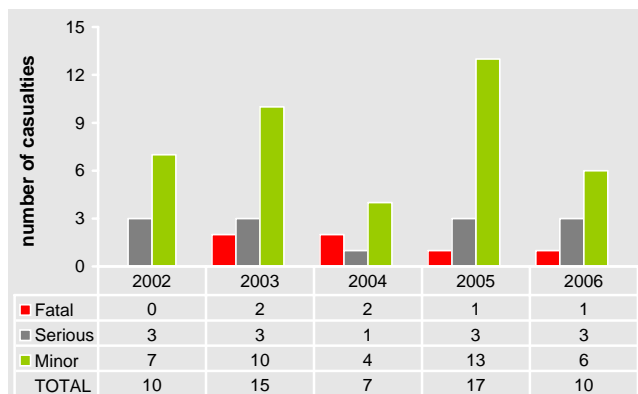
Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in the same crash and if injured, they are also more likely to encounter complications in their recovery.

In New Zealand for the 12 months to December 2006, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes.

In the Central Hawkes Bay District, alcohol was a factor in 22 percent of all injury crashes in 2006 which is much higher than national average and higher than the last five year district average of 18 percent.

There were 42 alcohol-related injury crashes reported in the last five years. These crashes have resulted 6 fatal, 13 serious and 40 minor injuries.

Alcohol related crashes 2002-2006



Licence status of at the fault drivers in alcohol related injury crashes in Central Hawkes Bay District and all New Zealand (2002-2006).

Licence status	Injury crashes percentage of at fault or part fault drivers	
	Central Hawkes Bay District	New Zealand
Full	26.2	41.6
Learner	23.8	15.8
Restricted	21.4	20.8
Never licensed	11.9	4.6
Disqualified	11.9	6.2
Overseas	0	1.0
Expired	0	1.4
Unknown	4.8	8.2

Further facts about alcohol related crashes in Central Hawkes Bay District (2002 -2006)

Local roads

- 5 deaths, 11 serious injuries and 30 minor injuries
- 69 percent of at fault drivers are male
- Most common crash type *Bend—loss of control head on*
- 29 percent at intersections
- 51 percent urban
- 22 percent wet road
- 82 percent night time
- Worst month October (14 percent), best month February (2 percent)
- Worst day Saturday (33 percent), best day Tuesday (4 percent)

State highways

- 1 death, 2 serious injuries and 10 minor injuries
- 58 percent of at fault drivers are male
- Most common crash type *Bend—loss of control head on*
- 12 percent at intersections
- 29 percent urban
- 29 percent wet road
- 67 percent night time
- Worst month April (25 percent)
- Worst day Saturday (17 percent), best day Tuesday (0 percent)

Recommended actions

Education

- Promote safe drinking and driving habits, particularly among drivers of highest risk
- Encourage and support licensees and clubs etc to actively promote host responsibility practices and designated driver schemes
- Work with peer pressure groups in schools such as SADD to convey sober driver messages to young drivers

Enforcement

- Target enforcement at known high-risk areas and times, and to the appropriate age group
- Co-ordinate enforcement campaigns, working in conjunction with community programmes targeting drink-driving
- Continue to support compulsory breath testing programmes

National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Central Hawkes Bay District this factor was involved in 25 percent of injury crashes resulting in 9 deaths, 22 serious and 57 minor injuries. There were also 63 non-injury speed-related crashes reported. Speed as a factor in crashes is not reducing in the district.

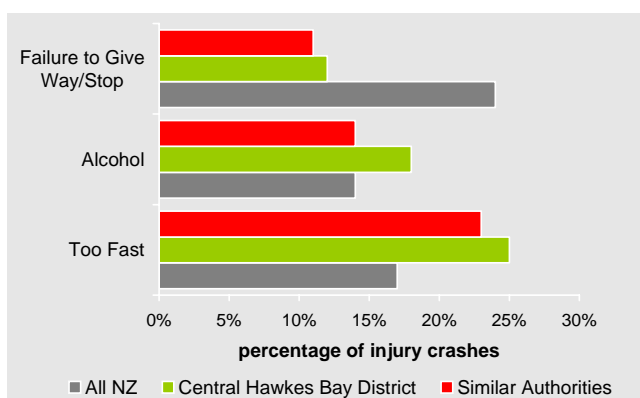
Seventy-six percent of speed-related injury crashes were at bend due to loss of control/Head on. Male drivers aged less than 19 years were involved in 40 percent of the speed-related crashes.

Alcohol

Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Central Hawkes Bay District this factor was involved in 18 percent of injury crashes resulting in 6 deaths, 13 serious and 40 minor injuries. Alcohol as a factor in crashes is not reducing in the district. Sixty three percent of speed-related injury crashes were loss of control crashes at bends.

Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Central Hawkes Bay District this was involved in 12 percent of all reported injury crashes for the last five years resulting 2 deaths, 8 serious injuries and 29 minor injuries. There were also 68 non-injury crashes reported with this factor. Fifty-seven percent of the crashes were in urban areas of the district.



Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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