

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 2003–2007 period.

This report is the ninth road safety report for the Central Hawkes Bay district. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Central Hawkes Bay District Council (local roads) or Transit NZ (state highways). Please refer to the last page for contact details.

The issues chosen for this report are drawn from either the most common crash types or those that appear over-represented when the Central Hawkes Bay district is compared to similar local bodies or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in the district for 2007.

Major road safety issues		2007 road trauma	
Central Hawkes Bay District		Casualties	Central Hawkes Bay District
Loss of control on rural roads		Deaths	2
Excessive speed		Serious casualties	13
Alcohol		Minor casualties	35
Nationally		Crashes	Central Hawkes Bay District
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	10
Failure to give way		Minor injury crashes	23
Restraints		Non injury crashes	76

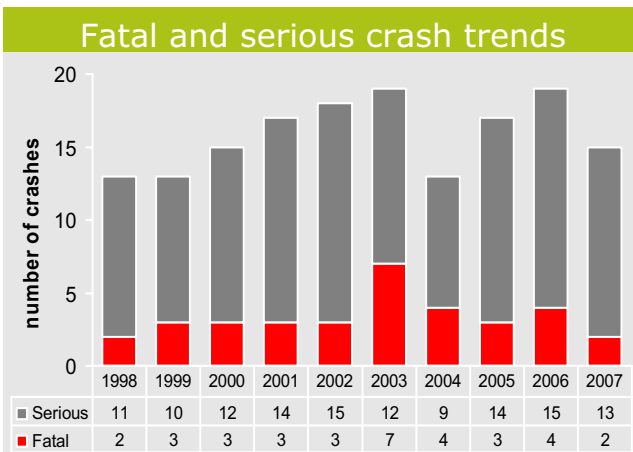
Overview 2007

In 2007 in the Central Hawkes Bay district there were 35 injury crashes and 76 non-injury crashes reported by the New Zealand Police. Forty six per cent of the total injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

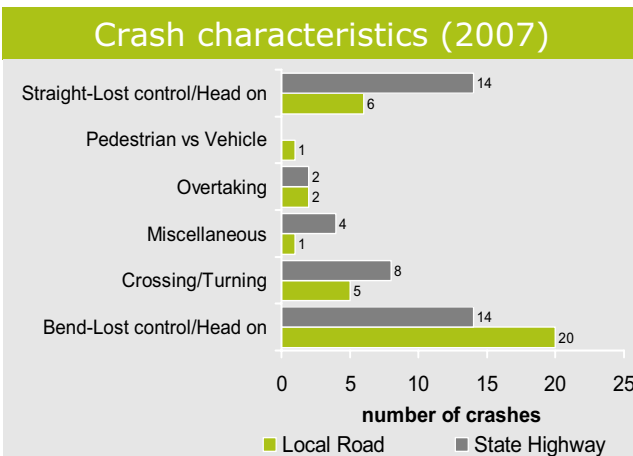
Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	2	13	35	50
Local roads Vs State highways				
Local Roads	1	9	18	28
State Highways	1	4	17	22
Rural Vs Urban roads				
Rural ¹	2	11	21	34
Urban	0	2	14	16

Note: 1/ Rural - area with a speed limit of 80km/h or more

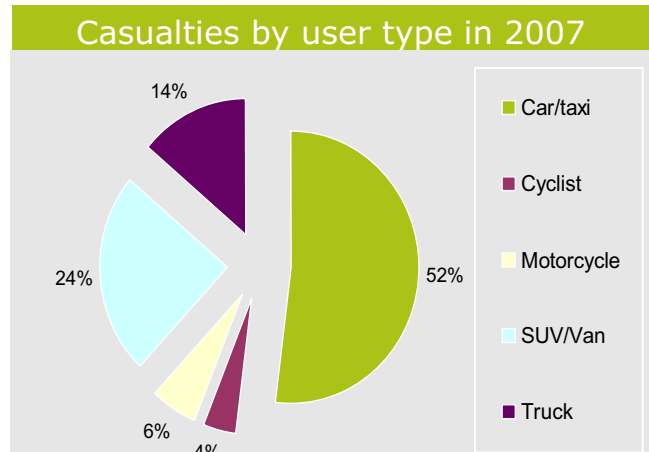
The total number of serious and fatal crashes have been fluctuating for the last few years.



In 2007 *Bend – lost control/head-on* was the main type of injury crash type in the district. *Straight – lost control/head-on* and *crossing/turning* crash types were more predominant on state highways.



The highest number of casualties in 2007 were drivers and passengers of cars followed by those of SUV/van and trucks.



Further information about injury and non-injury crashes in 2007 on:

Local roads

- Wet road: 24 percent
- Night time: 30 percent
- Alcohol over limit: 16 percent
- Too fast for conditions: 26 percent
- Intersection: 24 percent
- Road factors: 9 percent
- At fault male driver (injury crashes): 67 percent
- 28 percent of drivers at fault (injury crashes) were either on restricted, learner or never licensed

State highways

- Wet road: 26 percent
- Night time: 25 percent
- Alcohol over limit: 13 percent
- Too fast for conditions: 19 percent
- Intersection: 32 percent
- Road factors: 9 percent
- At fault male driver (injury crashes): 50 percent
- 36 percent of drivers at fault (injury crashes) were either on restricted, learner or never licensed

Social cost of crashes

Local roads	\$ 9.25M
State highways	\$ 8.59M
Total	\$ 17.84M

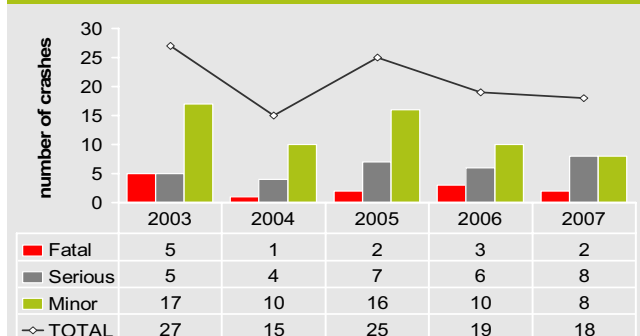
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Rural loss of control

During the five year period 2003 to 2007, 42 percent of all crashes in the Central Hawkes Bay district occurred due to loss of control in rural roads. These crashes resulted in 14 deaths, 39 serious injuries and 91 minor injuries. There were a further 127 non-injury crashes reported.

The number of fatal and serious injury crashes have stayed steady for the last five years.

Rural loss of control injury crash trends



Two third of loss of control crashes occurred at bends(/curves).

Crashes distribution 2003 to 2007

Loss of Control	Local roads	State highways
At bends	90 crashes	65 crashes
On Straight	19 crashes	57 crashes

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

After drivers lose control, their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in more serious injuries.

The three most common roadside hazards struck during crashes in the district were *fences* (45 percent), *ditches* (19 percent) and *cliff banks* (15 percent) for a total of 272 reported objects struck.

Main characteristics of injury crashes with Loss of Control

Crash characteristic	Percentage of crashes
Single vehicle	84%
Alcohol (injury crashes)	20%
Too fast for the conditions (injury crashes)	32%
Road factors	14%
Poor handling (injury crashes)	35%
Wet road	26%
Night time	38%

Further information about all crashes due to loss of control in the district for the period 2003-2007 on:

Local roads

- 6 deaths, 22 serious injuries and 53 minor injuries
- Worst day of week: *Saturday* (20 percent)
- Wet road: 24 percent
- Night time: 35 percent
- With alcohol over limit: 23 percent
- Most common injury crash factor: *too fast* (43 percent) followed by *poor handling* (32 percent)
- At fault male driver (injury crashes): 64 percent
- 41 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 15 to 19 years old

State highways

- 8 deaths, 17 serious injuries and 38 minor injuries
- Worst day of week: *Saturday and Sunday* (20 percent each)
- Wet road: 29 percent
- Night time: 40 percent
- With alcohol over limit: 18 percent
- Most common injury crash factor: *poor handling and fatigue* (37 percent each)
- At fault male driver (injury crashes): 53 percent
- 25 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 40 to 49 years old

Recommended actions

Engineering

- Continue to upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- 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
- Closely monitor and maintain pavement surface to provide good standards for skid resistance

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

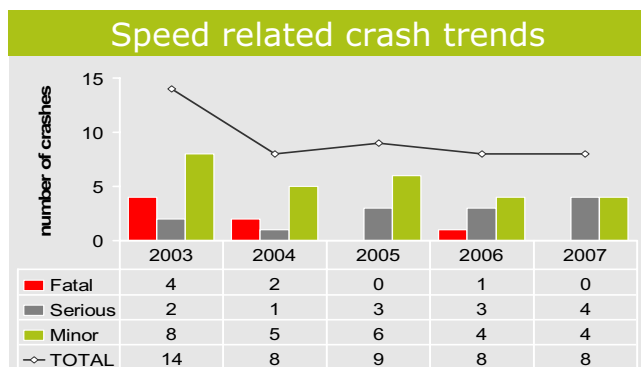
- Continue enforcement focusing on inappropriate speed in rural areas
- Target enforcement to times and locations of greatest risk
- Ensure property owners maintain secure stock fences.

Excessive Speed

Nationally, speed is one of the major contributing factors to road crashes. In 2007, excessive speed contributed to around 33 percent of fatal crashes and 18 percent (2101 numbers) of injury crashes.

In 2007, in the Central Hawkes Bay district, excessive speed was a factor in 23 percent of all injury crashes comprising of 47 speed-related injury crashes and 54 non-injury crashes reported in the last five years.

The number of speed related injury crashes have been steady in the last four years.



Most (68 percent) of the speed related crashes occurred in rural area.

Speed related crashes

	2003	2004	2005	2006	2007
Urban	6	3	10	6	7
Rural	18	17	18	6	10

Proportionately higher number of at fault drivers were under 25 years age group. Males represented 76 percent of at fault drivers in speed related crashes.

Age and sex of at fault drivers

Drivers at fault in speed related injury crashes (2003- 2007)	Male	Female	Total
15 - 19 years	13	6	19
20 - 24	9	1	10
25 - 29	4	1	5
30 - 39	2	1	3
40 - 49	4	2	6
50 - 59	3	0	3
60 - 69	1	1	2
70+	1	0	1
Total	37	12	49

Further information about speed related crashes in the district between 2003 and 2007 on:

Local roads

- 6 deaths, 16 serious injuries and 35 minor injuries
- Worst day of week: *Saturday (31 percent)*
- Wet road: *33 percent*
- Night time: *40 percent*

- With alcohol over limit (injury crashes): *41 percent*
- Most common crash: *Bend—loss of control (79 percent)*
- At fault male driver (injury crashes): *81 percent*
- 58 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): *15 to 19 years old*

State highways

- 2 deaths, 3 serious injuries and 11 minor injuries
- Worst day of week: *Sunday (23 percent)*
- Wet road: *42 percent*
- Night time: *42 percent*
- With alcohol over limit (injury crashes): *8 percent*
- Most common crash: *Bend—loss of control (77 percent)*
- At fault male driver (injury crashes): *62 percent*
- 23 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): *15 to 19 years old*

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
- Closely monitor and 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.

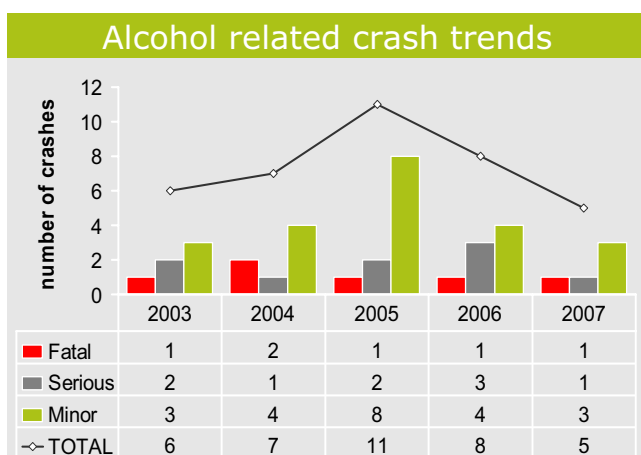
People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers.

During 2007 within New Zealand, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes.

In the Central Hawkes Bay district, alcohol was a factor in 14 percent of all injury crashes in 2007 which is similar to the national average.

There were 37 alcohol-related injury and 31 non-injury crashes reported in the last five years.

These crashes have resulted in 7 deaths, 11 serious and 38 minor injuries.



Further information about alcohol related crashes in the district between 2003 and 2007 on:

Local roads

- 6 deaths, 10 serious injuries and 28 minor injuries
- Worst day of week: *Saturday (41 percent)*
- Night time: *79 percent*
- At Intersection: *28 percent*
- Excessive speed: *60 percent*
- Most common injury crash factor: *failed poor handling (16 percent)* and *poor judgement (16 percent)*
- At fault male driver (injury crashes): *73 percent*
- 70 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed

- Most common age group (injury crashes): *15 to 24 years old*

State highways

- 1 death, 1 serious injury and 10 minor injuries
- Worst day of week: *Saturday (24 percent)*
- Night time: *57 percent*
- At Intersection: *14 percent*
- Excessive speed: *8 percent*
- Most common injury crash factor: *poor handling (42 percent)* followed by *fatigue* and *failed to keep left (25 percent each)*
- At fault male driver (injury crashes): *67 percent*
- 50 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): *30 to 49 years old age groups*

Recommended actions

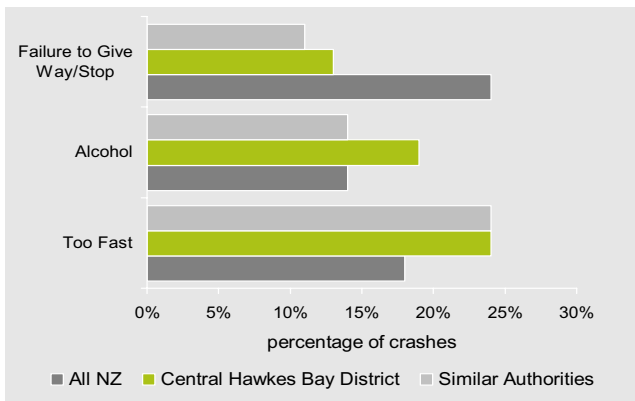
Education

- 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

In the Central Hawkes Bay district, *too fast* was recorded in 24 percent of injury crashes in the last five years, resulting in 9 deaths and 68 injuries. Speed as a factor in crashes is not reducing in the district.

Seventy-five percent of speed-related crashes involved *Loss of control / heads-on at bends*. *Alcohol* and *poor handling* were the driver factors most often associated with speed crashes. Male drivers aged under 25 years old were most involved in these crashes.

Alcohol

In the Central Hawkes Bay district, *alcohol* was involved in 19 percent of injury crashes in the last five years, resulting in 21 deaths and 194 other injuries. The number of injury crashes involving alcohol is decreasing from 2005 to 2007.

Forty-seven percent of alcohol related crashes were in urban areas. Eighty-one percent of these crashes involved *Loss of control/head-on* crashes. Travelling *too fast* and *poor observations* were the factors often associated with *alcohol*.

Failure to give way

In the Central Hawkes Bay district, *Failure to give way or stop* was reported in 13 percent of all reported injury crashes for the last five years resulting in 2 deaths and 35 other injuries. Most (83 percent) of these are *crossing/turning* manoeuvres, often associated with failure to look for other parties. Fifty-eight percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in the Central Hawkes Bay district for front seat and rear seat are 93 and 92 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

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

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