

briefing notes road safety issues

Central Hawke's Bay District

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Central Hawke's 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 Hawke's Bay District Council (local roads) or NZ Transport Agency. 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 Central Hawke's Bay District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in Central Hawke's Bay District for 2008.

Major road safety issues		2008 road trauma	
Central Hawke's Bay District		Casualties	Central Hawke's Bay District
Loss of control on rural roads		Deaths	0
Speed		Serious injuries	28
Alcohol		Minor injuries	24
Crossing/turning		Total casualties	52
National issues		Crashes	Central Hawke's Bay District
Speed		Fatal crashes	0
Alcohol		Serious injury crashes	19
Failure to give way		Minor injury crashes	15
Restraints		Non-injury crashes	62

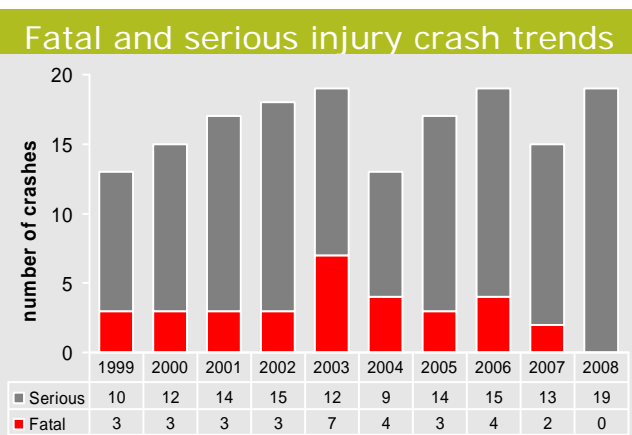
Overview 2008

In 2008 in Central Hawke's Bay District there were 34 injury crashes and 62 non-injury crashes reported by the New Zealand Police. Fifty-three percent 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.

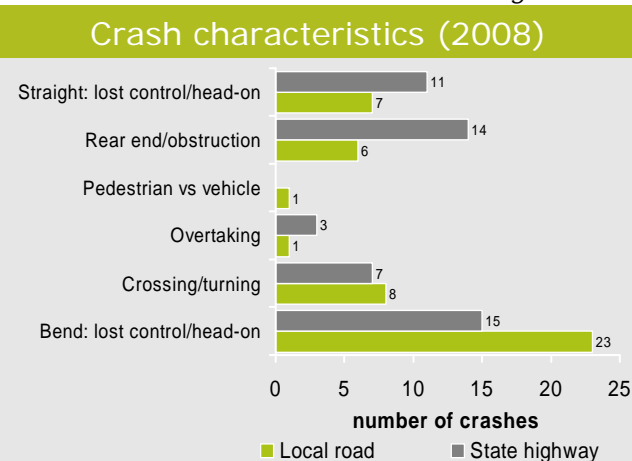
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Total	0	28	24	52
Local roads state highways				
Local Roads	0	15	11	26
State Highways	0	13	13	26
Rural vs urban roads				
Rural ¹	0	22	19	41
Urban	0	6	5	11

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

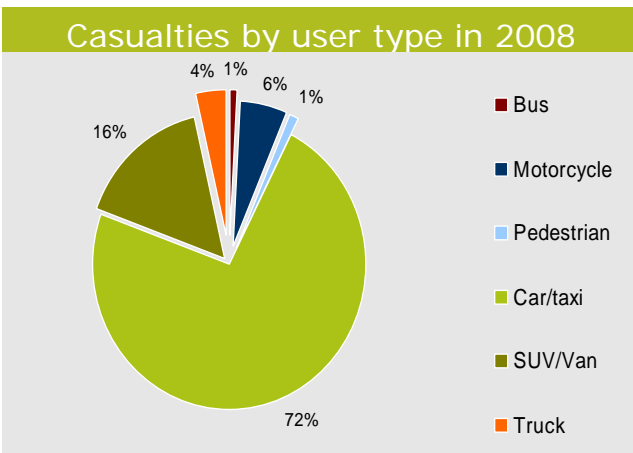
The total number of fatal and serious injury crashes shows an increasing trend during the last five year period. There were no fatal crashes in 2008 however the number of serious injury crashes was the highest in the last 10 years.



The main type of crash (all crashes in the district, both injury and non-injury) in 2008 was *lost control/head-on at bend* followed by *rear end/obstruction* and *lost control/head-on straight road*.



The majority of casualties in 2008 were drivers and passengers of cars, 72 percent. Meanwhile vulnerable road users (pedestrians/cyclists/motorcyclists) constitute 7 percent of all casualties.



Further information about injury and non-injury crashes in 2008 on:

Local roads

- Wet road: 26 percent
- Night time: 41 percent
- Alcohol over limit: 38 percent
- Too fast for conditions: 19 percent
- Intersection: 54 percent
- Road factors: 11 percent
- At fault male driver (injury crashes): 87 percent
- 54 percent of drivers at fault (injury crashes) were either on restricted, learner or never licensed

State highways

- Wet road: 20 percent
- Night time: 32 percent
- Alcohol over limit: 28 percent
- Too fast for conditions: 11 percent
- Intersection: 26 percent
- Road factors: 10 percent
- At fault male driver (injury crashes): 71 percent
- 50 percent of drivers at fault (injury crashes) were either on restricted, learner or never licensed

Social cost of crashes

Local roads	\$ 8.39M
State highways	\$ 8.13M
Total	\$ 16.53M

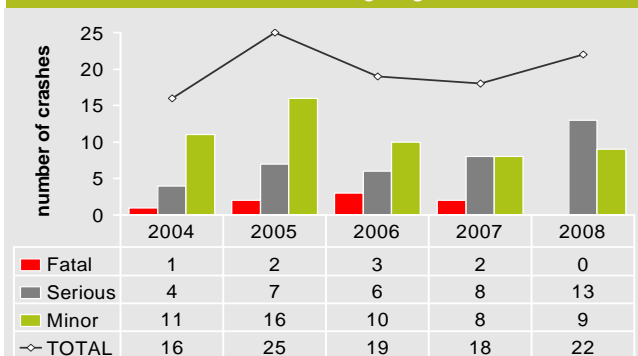
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Rural loss of control

During the most recent five year period (2004-2008) 43 percent of all crashes in Central Hawke's Bay District occurred due to loss of control on rural roads. These crashes resulted in 8 deaths, 52 serious injuries and 82 minor injuries. There were a further 127 non-injury crashes reported.

The latest five year trends show the number of fatal and serious injury crashes to be increasing, even though there were no deaths in 2008. Meanwhile the number of minor injury crashes has remained steady over recent years.

Rural loss of control injury crash trends



Two third of loss of control crashes occurred at bends.

Crashes distribution 2004 to 2008

Loss of Control	Local roads	State highways
At bend	82 crashes	67 crashes
Straight road	21 crashes	57 crashes

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

The three most common roadside hazards struck during these crashes in the district were *fences* (44 percent), *ditches* (22 percent) and *banks* (11 percent). Hitting these objects can result in more serious injuries than would otherwise be sustained.

Rural loss of control crashes

Crash characteristic	Percentage of crashes
Single vehicle	85%
Alcohol (injury crashes)	26%
Too fast for the conditions (injury crashes)	27%
Road factors	14%
Poor handling (injury crashes)	38%
Wet road	26%
Night time	38%

Further information about all rural loss of control crashes in Central Hawke's Bay District 2004-2008:

Local roads

- 3 deaths, 29 serious injuries and 44 minor injuries
- Worst day of week: Friday and Saturday (19 percent each)
- Wet road: 24 percent
- Night time: 33 percent
- Alcohol over limit: 24 percent
- Most common injury crash factor: too fast (39 percent) and poor handling (39 percent)
- At fault male driver (injury crashes): 66 percent
- 40 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

- 5 deaths, 23 serious injuries and 38 minor injuries
- Worst day of week: Saturday (21 percent each)
- Wet road: 28 percent
- Night time: 42 percent
- Alcohol over limit: 27 percent
- Most common injury crash factor: poor handling (37 percent) and fatigue (33 percent)
- At fault male driver (injury crashes): 57 percent
- 33 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 and 15 to 19 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
- 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

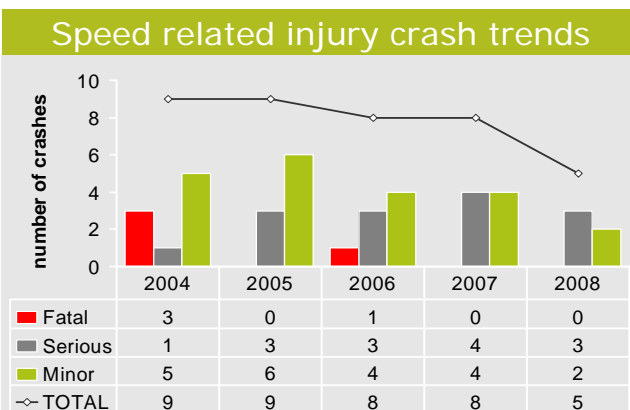
- Continue enforcement focusing on inappropriate speed in rural areas
- Target enforcement to times and locations of greatest risk
- Ensure property owners maintain secure stock fences

Speed

Nationally, speed is one of the major contributing factors to road crashes. In 2008, travelling too fast for conditions contributed to around 34 per cent of fatal crashes(113 crashes) and 17 percent of injury crashes(1935 crashes) in New Zealand.

In Central Hawke's Bay District, travelling too fast for conditions was a factor in 15 percent of all injury crashes in 2008. There were 39 speed related injury crashes and 54 non-injury crashes reported during the last five years. These crashes resulted in 4 deaths, 23 serious injuries and 39 minor injuries.

The latest five year trends show the total number of speed related injury crashes to be decreasing.



Two thirds (67 percent) of the speed related crashes occurred on rural roads, however in 2008 the more serious injury crashes due to *speed too fast* were on urban roads.

Speed related crashes

	2004	2005	2006	2007	2008
Urban	2	10	6	6	7
Rural	19	19	6	11	7

Three quarters of *at fault* drivers in these crashes were male. Sixty one percent of at fault driver were aged under 25 years of age. Significantly over half (56 percent) of the *at fault* drivers held a learner or restricted licence or have never been licensed.

Age and gender of at fault drivers

Age: Speed related injury crashes (2004- 2008)	Male	Female	Total
15 - 19 years	12	5	17
20 - 24	7	1	8
25 - 29	3	0	3
30 - 39	3	2	5
40 - 49	2	3	5
50 - 59	2	0	2
60 - 69	0	0	0
70+	1	0	1
Total	30	11	41

Further information about speed related crashes in Central Hawke's Bay District 2004-2008 on:

Local roads

- 4 deaths, 16 serious injuries and 31 minor injuries
- Worst day of week: Saturday (19 crashes)
- Wet road: 33 percent
- Night time: 41 percent
- Alcohol over limit (injury crashes): 41 percent
- Most common crash: Bend-loss of control (77 percent)
- At fault male driver (injury crashes): 77 percent
- 61 percent of drivers at fault (injury crashes) were either on restricted, learner licence or not licensed
- Most common age group (injury crashes): 15 to 24 years old

State highways

- 7 serious injuries and 8 minor injuries
- Worst day of week: Wednesday (5 crashes)
- Wet road: 42 percent
- Night time: 54 percent
- With alcohol over limit (injury crashes): 30 percent
- Most common crash: Bend-loss of control (79 percent)
- At fault male driver (injury crashes): 60 percent
- 40 percent of drivers at fault (injury crashes) were either on restricted or learner licence
- Most common age group (injury crashes): 30 to 59 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

Education

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

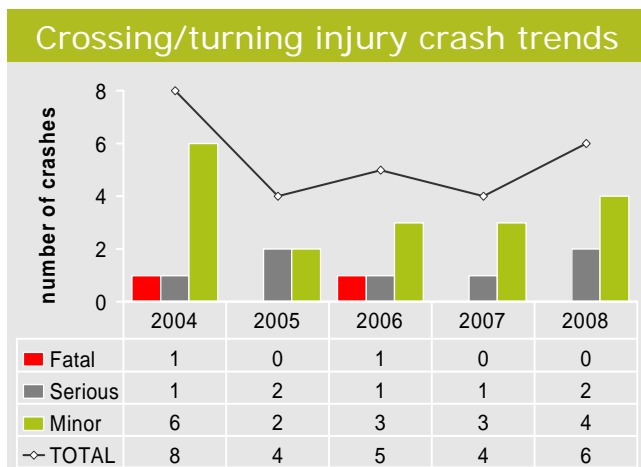
Enforcement

- 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

Crossing/turning

During the most recent five year period (2004-2008) 15 percent of all injury crashes involved a crossing or turning movement in Central Hawke's Bay District. These crashes resulted in 2 deaths, 9 serious injuries and 30 minor injuries.

The latest five year trends show little change in the number of total injury crashes involving *crossing/turning* movement.



Three quarters (74 percent) of *crossing/turning* crashes occurred at intersections. The table below shows the location of intersections with a high number of *crossing/turning* crashes for the district.

Intersection name	Total crashes 2004-2008	Injury crashes 2004-2008	Total crashes in 2008
SH 2 / Douglas Rd	7	2	1
SH 2 / Racecourse Rd	3	2	1
SH 2 / SH 50	3	2	1
Arlington Rd / Ngahape Rd	2	2	1

Most (85 percent) of the *crossing/turning* crashes in the district were associated with the driver failing to give way or stop, often associated with poor observation (70 percent).

Nearly a third of these crashes are where a vehicle turning right from a side road or driveway is hit from the right by a vehicle travelling straight through (31 percent). The second most common crash movement is where vehicles paths cross and they collide, mostly at cross junctions when neither vehicle is turning (29 percent).

Junction Type	Rural	Urban
T-junction	14	9
Driveways	11	8
Crossroad	5	25
Y-junction	1	0

Further information about all crossing/turning crashes in the district 2004-2008 on:

Local roads

- 2 deaths, 4 serious injuries and 14 minor injuries
- Worst month: June (7 crashes)
- Worst day of week: Friday (9 crashes)
- Wet road crashes: 12 percent
- Night time crashes: 12 percent
- With alcohol over limit (injury crashes): 8 percent
- Most common injury crash factors: failed to give way/stop (92 percent) followed by poor observation (50 percent)
- Road factors: 12 percent
- At fault male driver (injury crashes): 80 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old followed by 30 to 39 years old

State highways

- 5 serious injuries and 16 minor injuries
- Worst month: November (15 crashes)
- Worst day of week: Friday (11 crashes)
- Wet road crashes: 18 percent
- Night time crashes: 20 percent
- With alcohol over limit (injury crashes): Nil
- Most common injury crash factors: poor observation (87 percent) followed by failed to give way/stop (80 percent)
- Road factors: Nil
- At fault male driver (injury crashes): 40 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old

Recommended actions

Engineering

- Ensure there is appropriate sight distance at intersections and correct intersection controls are in place
- Carry out safety audits and continue with crash reduction studies to investigate and if required, carry out remedial work at intersections

Education

- Focus on road user behaviour at intersections, including roundabouts
- Consider community consultation when determining targeted advertising promotions, media and style of resource to be developed

Enforcement

- Increase enforcement of compliance with controls at intersections
- Conduct enforcement campaigns targeting intersections with high crash rates and at times when crashes most frequently occur

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.

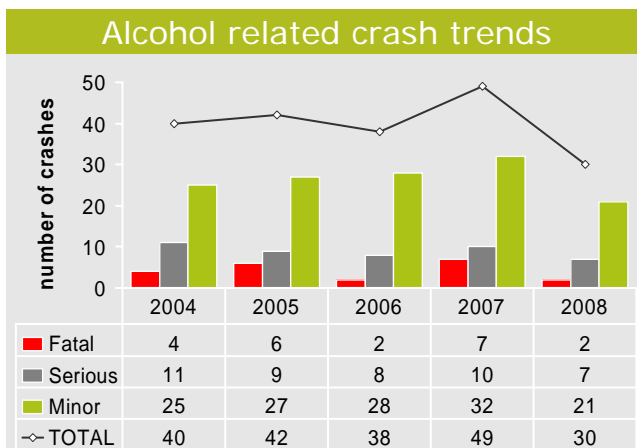
During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Central Hawke's Bay District

During the last five year period (2004-2008) 32 percent of all injury crashes in Central Hawke's Bay District were alcohol related. This is higher than the last five year district average for similar authorities (23 percent).

There were 42 injury and 31 non-injury alcohol-related crashes reported during the last five years. These crashes have resulted in 5 deaths, 20 serious and 34 minor injuries.

The latest five year trends show fatal and serious injury crashes to be reducing in the district. While minor injury crash numbers were down in 2008 the trend for minor injury crashes shows little gains.



Over a third (36 percent) of all alcohol related injury crashes show drivers driving too fast for conditions. Most occurred after sunset (77 percent), on urban roads (64 percent) and three quarters of the *at fault* drivers were male (74 percent).

Significantly, over half (56 percent) of *at fault* drivers held a learner or restricted licence or have never been licensed. Young drivers aged under 25 years of age constituted half (51 percent) of those *at fault* drivers in alcohol related injury crashes in the District.

Alcohol was a factor in over a third (35 percent) of *lost control/head-on at bend* injury crashes during the last five years in Central Hawke's Bay District.

Further information about alcohol related crashes in Central Hawke's Bay District 2004-2008 on:

Local roads

- 4 deaths, 13 serious injuries and 23 minor injuries
- Worst day of week: Saturday and Sunday (30 percent each)
- Night time: 83 percent
- Intersection: 30 percent
- Excessive speed: 48 percent
- Most common injury crash factor: poor handling (24 percent) followed by failed to keep left (12 percent)
- At fault male driver (injury crashes): 81 percent
- 62 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, 7 serious injury and 11 minor injuries
- Worst day of week: Wednesday and Saturday (19 percent each)
- Night time: 65 percent
- Intersection: 12 percent
- Excessive speed: 18 percent
- Most common injury crash factor: poor handling (35 percent) followed by fatigue (24 percent)
- At fault male driver (injury crashes): 65 percent
- 47 percent of drivers at fault (injury crashes) were either on restricted or learner license
- Most common age group (injury crashes): 30 to 49 years old age groups

Recommended actions

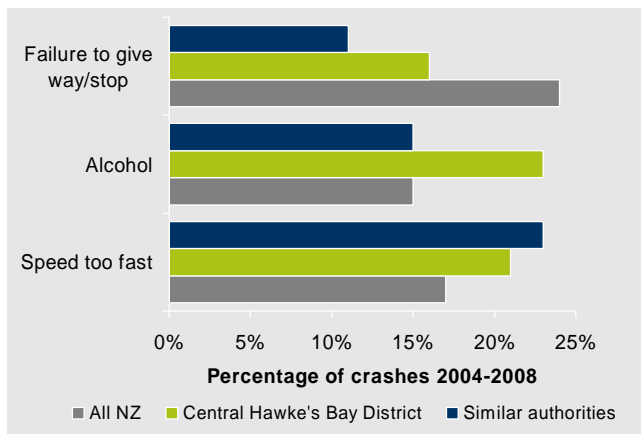
Education

- 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 Central Hawke's Bay District, too fast was recorded in 21 percent of injury crashes in the last five years, resulting in 4 deaths and 62 injures. Speed as a factor in crashes is not reducing in the district.

Eighty-two percent of speed-related crashes were *lost control/head-on at bends* crash types. *Alcohol* and *poor handling* are the driver factors most often associated with speed crashes. Male drivers aged under 25 years old were the group most involved in these crashes.

Alcohol

In Central Hawke's Bay District, *alcohol* was involved in 23 percent of injury crashes in the last five years, resulting in 5 deaths and 54 other injuries. In 2008 there was a significant increase in the number of *alcohol* related serious injury crashes.

Thirty-six percent of alcohol related injury crashes were in urban areas. Ninety-three percent of these crashes involved *lost control/head-on* movement. Travelling *too fast* and *poor observations* are factors often associated with *alcohol*.

Failure to give way

In Central Hawke's Bay District, *failure to give way or stop* was reported in 16 percent of all reported injury crashes for the last five years resulting in 2 deaths and 39 other injuries. Seventy-nine percent of these crashes involved *crossing/turning* manoeuvres, often associated with *failure to look* for other parties. Sixty-two percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint rate in Central Hawke's Bay District for front seat and rear seat are 87 and 93 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/research/safetybeltstatistics/>

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