

briefing notes road safety issues

Central Hawke's Bay District

This report details aspects of Central Hawke's Bay District's traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ's Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Central Hawke's Bay District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005-2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, 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).

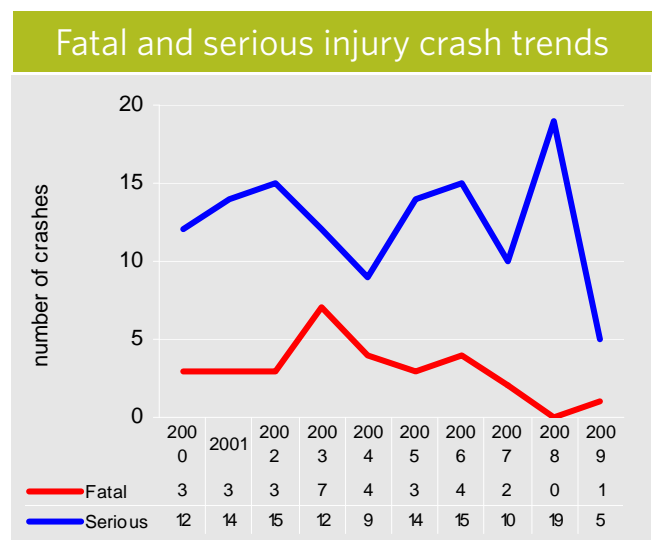
2009 road trauma	
Casualties	Central Hawke's Bay District
Death	1
Serious injury	5
Minor injury	40
Total casualties	46

Crashes	
	Central Hawke's Bay District
Fatal crashes	1
Serious injury crashes	5
Minor injury crashes	30
Total injury crashes	36
Non-injury crashes	59 reported

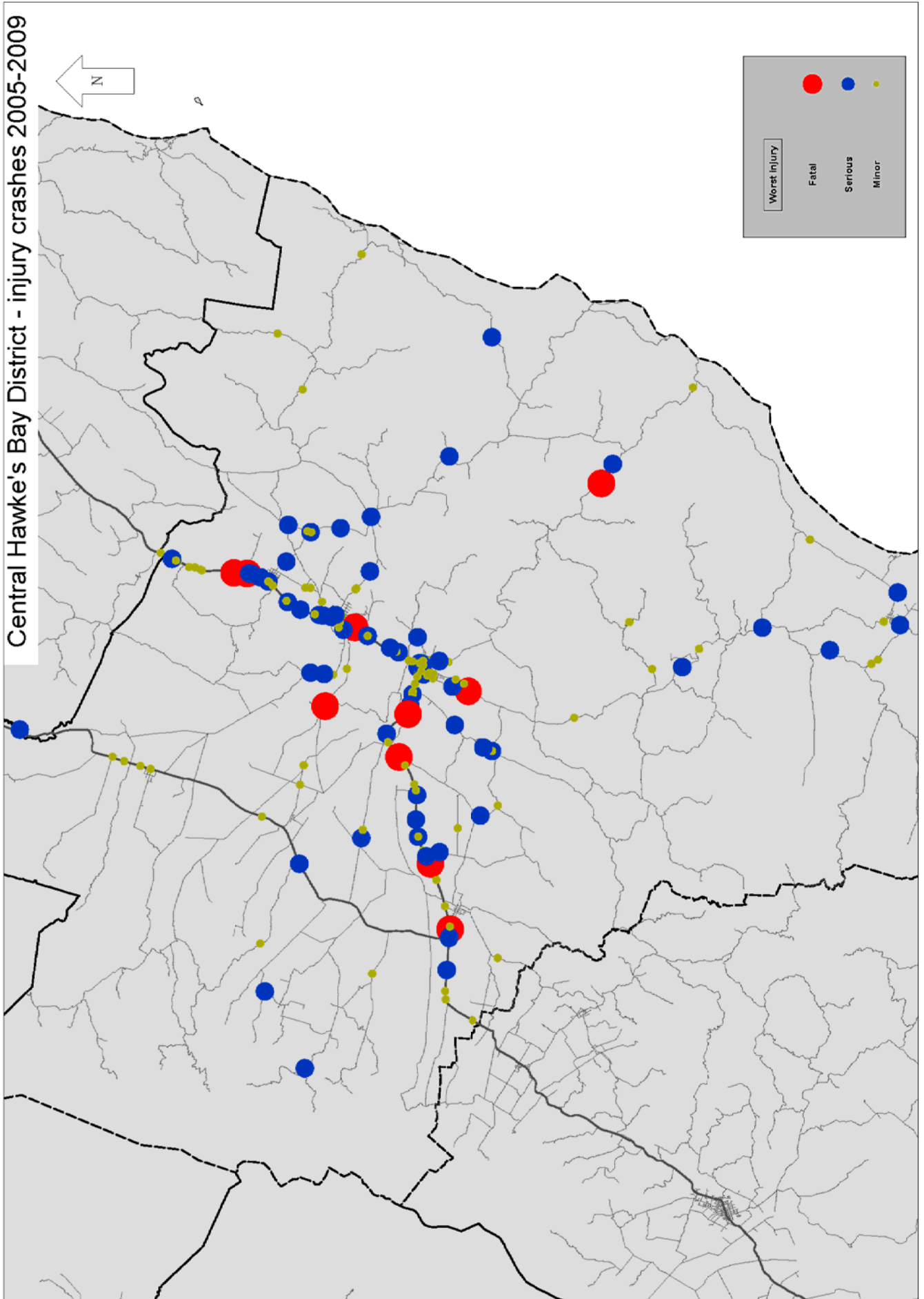
2009 - social cost of crashes	
Local roads	\$ 4.43M
State highways	\$ 7.96M
Total	\$ 12.39M

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

Local road safety issues	
Central Hawke's Bay District	
Loss of control on rural roads	
Alcohol	
Speed	



Central Hawke's Bay District - injury crashes 2005-2009



2020 Safer Journeys

"A safe road system increasingly free of death and serious injury"

Safer Journeys is New Zealand's Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Central Hawke's Bay District

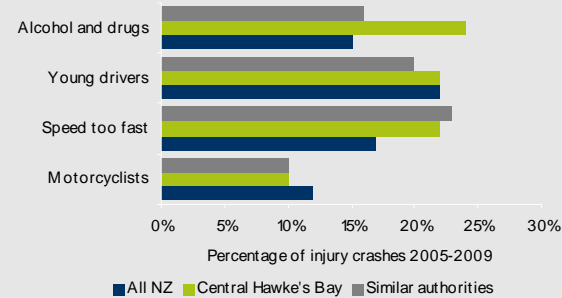
Presented below is a brief look at Central Hawke's Bay District's position on Safer Journeys' areas of high concern compared to similar authorities' averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Central Hawke's Bay District are 95 and 91 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

Safer Journeys' areas of high concern



Alcohol and drugs

In Central Hawke's Bay District, alcohol was recorded in 24 percent of injury crashes in the last five years, resulting in 4 deaths, 21 serious injuries and 36 minor injuries. Alcohol-related crashes were proportionally much higher than in both similar authorities and the national averages.

Young drivers

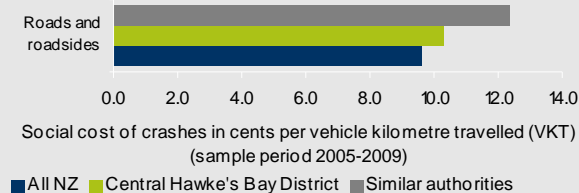
In Central Hawke's Bay District, young drivers aged 15-19 years were involved in 22 percent of all injury crashes during the last five year period, resulting in 1 death, 11 serious injuries and 46 minor injuries. This was proportionally higher compared to similar authorities.

Speed too fast

Speed too fast was recorded in 22 percent of injury crashes in Central Hawke's Bay District in the last five years, resulting in 2 deaths, 24 serious injuries and 41 minor injuries. Speed as a factor in crashes was lower when compared to similar authorities however numbers are still high in the district.

Motorcyclists

In Central Hawke's Bay District, motorcyclists were involved in 10 percent of all injury crashes during the last five year period, resulting in 1 death, 12 serious injuries and 11 minor injuries. This was proportionally the same when compared to similar authorities and the latest



trend is downwards in the district.

Roads and roadsides

In Central Hawke's Bay District, there were on average 19 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes is 27 percent lower than the similar authority average (see the graph above).

Overview 2009

In 2009 in Central Hawke's Bay District, 36 injury crashes resulting in 46 casualties and 59 non-injury crashes were reported by the New Zealand Police. Fifty-three percent of all 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 2009

	Fatalities	Serious injuries	Minor injuries	Total
Total	1	5	40	46

Local roads vs state highways

	Fatalities	Serious injuries	Minor injuries	Total
Local roads	0	3	19	22
State highways	1	2	21	24

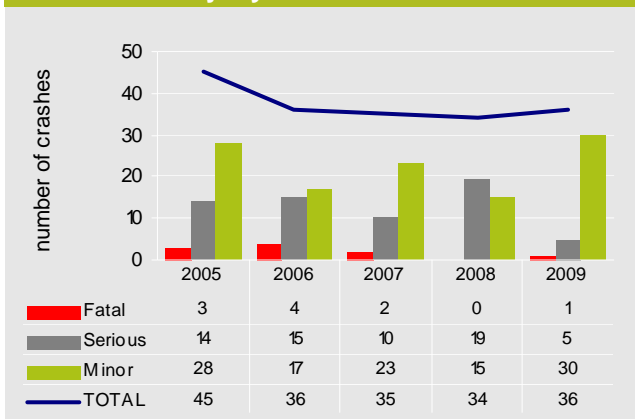
Rural vs urban roads

	Fatalities	Serious injuries	Minor injuries	Total
Rural ¹	1	5	28	34
Urban	0	0	12	12

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

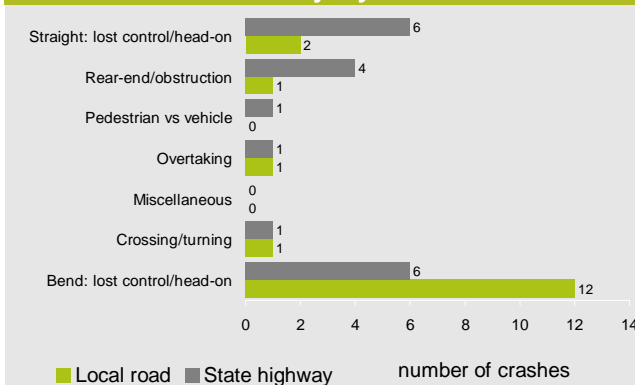
The latest five year data shows the total number of injury crashes trend to be downwards.

Injury crash trends

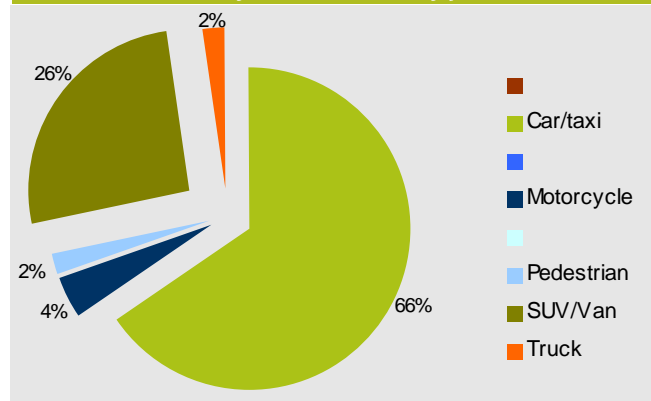


In 2009 nearly three quarters of the injury crashes involved a driver losing control of their vehicle.

Characteristics - injury crashes (2009)



Casualties by road user type in 2009



Two thirds of casualties in 2009 were drivers or passengers of cars, a quarter of sports utility vehicles or vans and one-sixteenth were vulnerable road users (cyclists and motorcyclists).

In 2009 in Central Hawke's Bay District, young drivers aged 15 to 19 years inclusive were at fault drivers in 31 percent of injury crashes and older drivers, 70 years of age and over, in 10 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

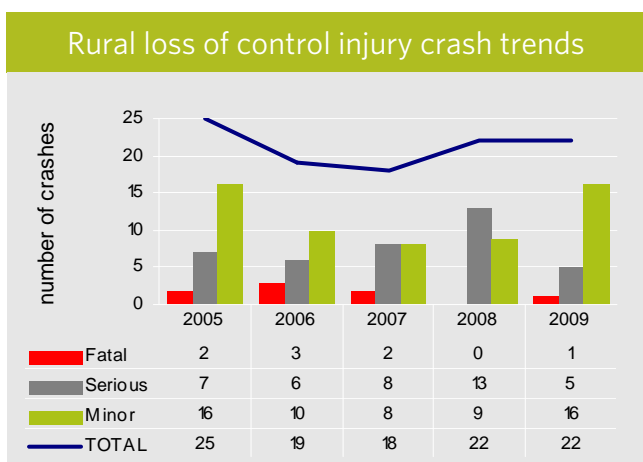
- Total number of injury crashes: 17
- Worst month: August (29 percent)
- Worst days of week: Saturday and Sunday (35 percent each)
- Wet road crashes: 12 percent
- Night time crashes: 53 percent
- Too fast for conditions: 35 percent
- Alcohol over limit: 29 percent
- Pedestrian factors: nil
- Crashes at intersection: 18 percent
- Road factors: 6 percent
- At fault male driver: 71 percent
- At fault driver held full NZ licence : 53 percent

State highways

- Total number of injury crashes: 19
- Worst month: September (16 percent)
- Worst day of week: Thursday (32 percent)
- Wet road crashes: 16 percent
- Night time crashes: 37 percent
- Alcohol over limit: 21 percent
- Too fast for conditions: 26 percent
- Failed to give way/stop: 5 percent
- Pedestrian factors: 5 percent
- Crashes at intersection: 21 percent
- Road factors: 11 percent
- At fault male driver: 91 percent
- At fault driver held full NZ licence: 59 percent

Rural loss of control

During the most recent five year period (2005-2009) 57 percent of all injury crashes in Central Hawke's Bay District occurred due to loss of control on rural roads. These crashes resulted in 8 deaths, 53 serious injuries and 91 minor injuries. There were a further 117 non-injury crashes reported.



The latest five year data shows a very slight downward trend in the total number of injury crashes.

Just over two-thirds of rural loss of control crashes occurred at bends (68 percent). The following table shows a breakdown of the general environment of all rural loss of control crashes (223 crashes) in the district 2005-2009.

Rural loss of control 2005-2009		
Loss of control on rural roads	Local roads	State highways
At bends	86 crashes	66 crashes
Straight road	19 crashes	52 crashes

Although only 53 percent of the rural loss of control crashes occurred on state highways, they account for three-quarters of the rural loss of control (75 percent).

Most crashes at bends involved a driver losing control of their vehicle, then running off the road or perhaps colliding with another vehicle (14 percent).

Eighty-five percent of all rural loss of control crashes struck roadside objects. The three most common roadside hazards struck during these crashes in the district were fences (43 percent), ditches (23 percent) and cliff banks (11 percent). Hitting these objects can result in more serious injuries than would otherwise be sustained.

Rural loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	86%
Alcohol (injury crashes)	25%
Too fast for the conditions (injury crashes)	25%
Road factors	13%
Poor handling (injury crashes)	42%
Wet road	24%
Night time	38%

The table above shows that the majority of these crashes were a single vehicle crashes. Alcohol was a factor in a quarter of injury crashes, as was too fast for conditions. A quarter of all crashes occurred in wet conditions and road factors contributed to an eighth.

Further information about all rural loss of control crashes in Central Hawke's Bay District 2005-2009:

Local roads

- 2 deaths, 29 serious injuries and 48 minor injuries
- Worst month: January (14 crashes)
- Worst days of week: Saturday (23 crashes)
- Wet road: 21 percent
- Night time: 37 percent
- Alcohol over limit (injury crashes) : 23 percent
- Road factors: 17 percent
- Most common injury crash factor: too fast (34 percent) and poor handling (42 percent)
- At fault male driver (injury crashes): 70 percent
- At fault drivers held learner, restricted licence or never licensed (injury crashes): 35 percent
- Most common age group (injury crashes): 15-24 years (49 percent)

State highways

- 6 deaths, 24 serious injuries and 43 minor injuries
- Worst month: September (17 crashes)
- Worst day of week: Saturday (28 crashes)
- Wet road: 25 percent
- Night time: 39 percent
- Alcohol over limit (injury crashes) : 28 percent
- Road factors: 10 percent
- Most common injury crash factor: poor handling (42 percent) and fatigue (32 percent)
- At fault male driver (injury crashes): 66 percent
- At fault drivers held learner, restricted licence or never licensed (injury crashes): 32 percent
- Most common age group (injury crashes): 15-19 years (26 percent) and 40-49 years (24 percent)

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 NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

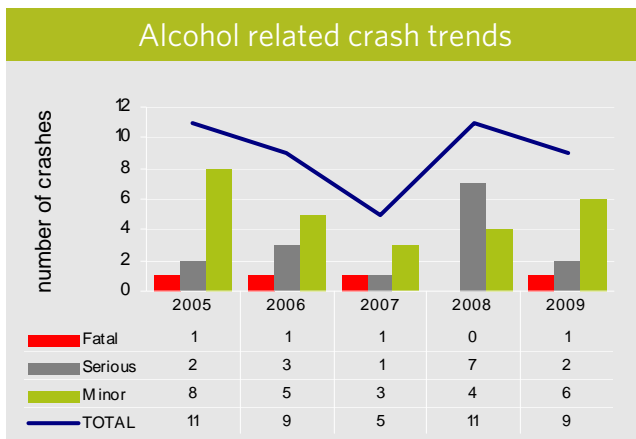
During 2009, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Central Hawke's Bay District

During the last five year period (2005-2009) 24 percent of all injury crashes in Central Hawke's Bay District were alcohol-related, which is higher than the average for similar authorities (16 percent). Last year 25 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 45 injury and 32 non-injury alcohol-related crashes reported during the last five years. These crashes have resulted in 4 deaths, 21 serious and 38 minor injuries.

The latest five year data shows a very slight downward trend in the total number of injury crashes.



Over a third of all alcohol related injury crashes show drivers driving too fast for conditions (38 percent). Three-quarters of alcohol-related crashes occurred during hours of darkness (77 percent). Two-fifths were on local roads (40 percent), these crashes contributing to half of the fatalities (50 percent). Most at fault drivers in alcohol-related crashes were male (84 percent).

Half of at fault drivers held a learner or restricted licence (49 percent). Young drivers aged under 25 years of age constituted over half of those at fault drivers in alcohol related injury crashes in the district 2005-2009 (57 percent).

Most alcohol crashes record a driver losing control of their vehicle: loss of control at bends account for 58 percent of all alcohol-related crashes and on straight roads 29 percent of all alcohol-related crashes.

Alcohol and speed

Speed too fast for conditions was a contributing factor in 33 percent of the 45 alcohol related injury crashes in the district for the period 2005-2009 resulting in 2 deaths, 11 serious injuries and 13 minor injuries. Speed itself has been a factor in 22 percent of all injury crashes in the district in the last five years.

Seventy-seven percent of the crashes where alcohol and speed were both contributing factors occurred on local roads mostly in dark conditions (77 percent). Seventy-seven percent of these were loss of control at bend type crashes. Two-thirds of at fault drivers in these injury crashes were males under 24 years of age (67 percent).

Further information about alcohol related crashes in Central Hawke's Bay District 2005-2009 on:

Local roads

- 2 deaths, 14 serious injuries and 24 minor injuries
- Worst month: August (15 crashes)
- Worst days of week: Saturday and Sunday (14 crashes each)
- Wet road crashes: 20 percent
- Night time crashes: 85 percent
- Crashes at intersection: 26 percent
- Speed too fast (injury crashes): 44 percent
- Most common injury crash factors: poor handling (28 percent) and failed to keep left (12 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 89 percent
- At fault driver held full NZ licence (injury crashes): 31 percent
- Most common at fault drivers' age group (injury crashes): Male 15-24 years (62 percent)

State highways

- 2 deaths, 7 serious injuries and 14 minor injuries
- Worst month: April (19 crashes)
- Worst day of week: Friday (6 crashes)
- Wet road crashes: 23 percent
- Night time crashes: 65 percent
- Crashes at intersection: 16 percent
- Speed too fast (injury crashes): 30 percent
- Most common injury crash factors: poor handling (35 percent) and fatigue (15 percent)
- Road factors: 3 percent
- At fault male driver (injury crashes): 78 percent
- At fault driver held full NZ licence (injury crashes): 40 percent
- Most common at fault drivers' age group (injury crashes): Male 15-19 years (31 percent)

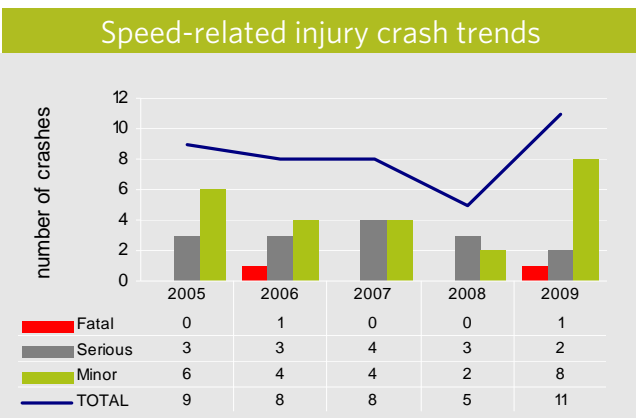
Speed

Speed is a major contributing factor involved in road crashes. In 2009, excessive speed contributed to 31 percent of all fatal crashes and 17 percent of all injury crashes in New Zealand. These crashes resulted in 118 deaths, 553 serious injuries and 2067 minor injuries.

In Central Hawke's Bay District, travelling too fast for conditions was a factor in 31 percent of all injury crashes in 2009, which was higher than the national average (17 percent) and higher than the average for similar authorities (23 percent).

There were 41 speed-related injury crashes and 49 non-injury crashes reported during the last five years. These crashes resulted in 2 deaths, 24 serious injuries and 44 minor injuries.

The latest five year data shows an upward trend the total number of speed related injury crashes.



Three-quarters of the speed-related crashes occurred on rural roads (73 percent) and two-fifths were in urban areas (38 percent).

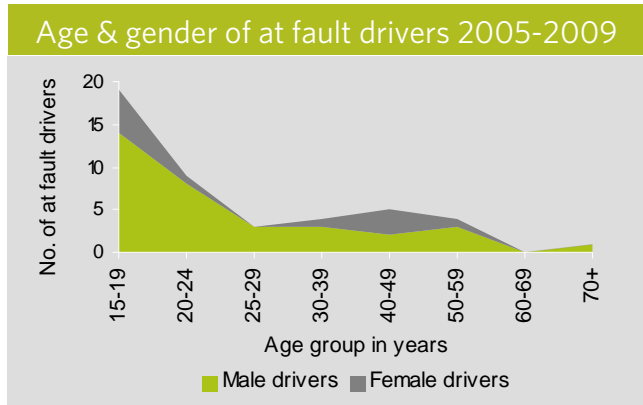
The following table shows a breakdown of the speed limit environment of all speed-related crashes in the district 2005-2009.

Speed related crashes					
	2005	2005	2006	2007	2009
Urban	10	6	6	7	5
Rural	19	6	11	7	13
Total	29	12	17	14	18

Note: Rural roads are roads with a speed limit of 80km/hr or more.

A quarter of all speed-related crashes occurred on Saturdays and half during the first three months of the year, January-March (49 percent). Just over two-thirds of all these crashes occurred in dry conditions. Alcohol was a factor in two-fifths of speed-related injury crashes (41 percent).

Over half of the at fault drivers held a learner licence, a restricted licence or have never been licensed (56 percent).



Three-quarters of at fault drivers in these crashes were male (76 percent). Nearly two-thirds of at fault driver were aged under 25 years of age (63 percent).

Further information about speed related crashes in Central Hawke's Bay District 2005-2009 on:

Local roads

- 1 death, 16 serious injuries and 33 minor injuries
- Worst month: March (12 crashes)
- Worst day of week: Saturday (18 crashes)
- Wet road: 29 percent
- Night time: 46 percent
- Alcohol over limit (injury crashes): 39 percent
- Most common crash: Bend-loss of control (78 percent)
- At fault male driver (injury crashes): 76 percent
- At fault drivers held learner, restricted licence or never licensed (injury crashes): 62 percent
- Most common age group (injury crashes): 15-24 years (72 percent)

State highways

- 1 death, 8 serious injuries and 11 minor injuries
- Worst month: January (5 crashes)
- Worst day of week: Friday (6 crashes)
- Wet road: 45 percent
- Night time: 56 percent
- With alcohol over limit (injury crashes): 46 percent
- Most common crash: Bend-loss of control (76 percent)
- At fault male driver (injury crashes): 75 percent
- At fault drivers held learner or restricted licence (injury crashes): 44 percent
- Most common age group (injury crashes): 15-19 years (44 percent)

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Central Hawke's Bay District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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