

road safety issues

Hastings District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Hastings District.

The estimated social cost of 264 injury and 574 non-injury road crashes reported in the Hastings District last year was \$94.22 million. Nine people died and 347 suffered injuries as a result of the crashes.

Of the 264 injury crashes reported last year, 131 occurred on urban roads and 133 occurred on rural roads.

In the five-year period from 2000 to 2004, 82 pedestrians, 101 cyclists and 98 motorcyclists were injured in road crashes. These road users accounted for nearly 19 percent of people killed or injured on roads in the Hastings District.

The increasing trend in crashes in both urban and rural areas is of significant concern. It is clear that more effort is required to address the road safety issues for the district, particularly in rural areas where far more people suffer serious injuries.

Major road safety issues

Hastings District

Loss of control on rural roads

Intersections

Cyclists

Motorcyclists

Pedestrians

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Hastings District



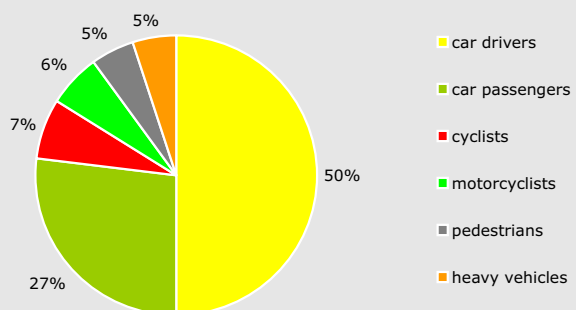
Deaths	9
Serious casualties	68
Minor casualties	279



Fatal crashes	9
Serious injury crashes	59
Minor injury crashes	196
Non-injury crashes	574

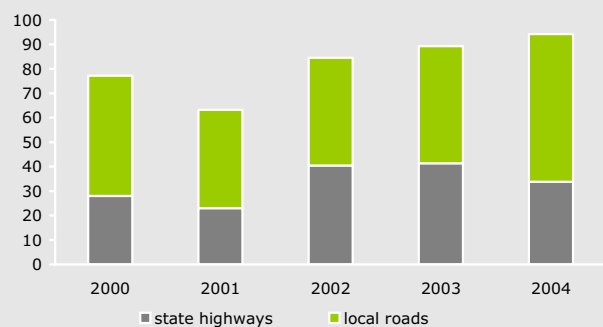
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

Loss of control on rural roads

In the past five years, 357 loss of control or head-on type crashes have resulted in people being injured on rural roads in the Hastings District. The loss of control and head-on crashes accounted for 64 percent of the rural injury crashes reported in the district. Due to higher travel speeds in rural areas, people involved in crashes often received more severe injuries.

Driver-related factors commonly associated with these crashes included:

- travelling too fast for the road conditions
- poor vehicle handling
- inattention
- failure to keep left
- overtaking
- poor judgement and observation
- fatigue
- alcohol.

Environmental factors commonly reported as contributing to loss of control crashes on rural roads and state highways in the district were:

- slippery road surface (due to rain, loose material, fuel deposits, pavement condition)
- road under construction
- weather conditions
- visibility limited (due to road alignment, topography or vegetation)
- stray animals.

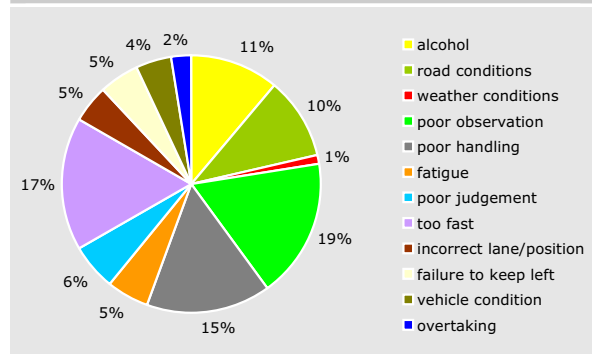
Last year, 37 percent of all injury crashes in rural areas occurred during the hours of darkness. Twenty-seven percent of all rural injury crashes occurred in wet weather.

The objects most commonly struck in these crashes as vehicles left the road were fences, banks, ditches, trees, poles, bridges and guard rails. A number of vehicles lost control on shoulders of the highway or road, or when returning to the seal from an unsealed steep shoulder.

Approximately 46 percent of injury crashes in rural areas occurred on local roads and 54 percent on state highways in the district.

In the past five years, 199 trucks have been involved in crashes on rural roads. The number of truck crashes was higher than those in similar districts. The more recent increase in motorcyclists injured on rural roads is of concern. Last year 24 riders were injured on rural roads.

Factors in rural crashes 2000–2004



Recommended actions

Engineering

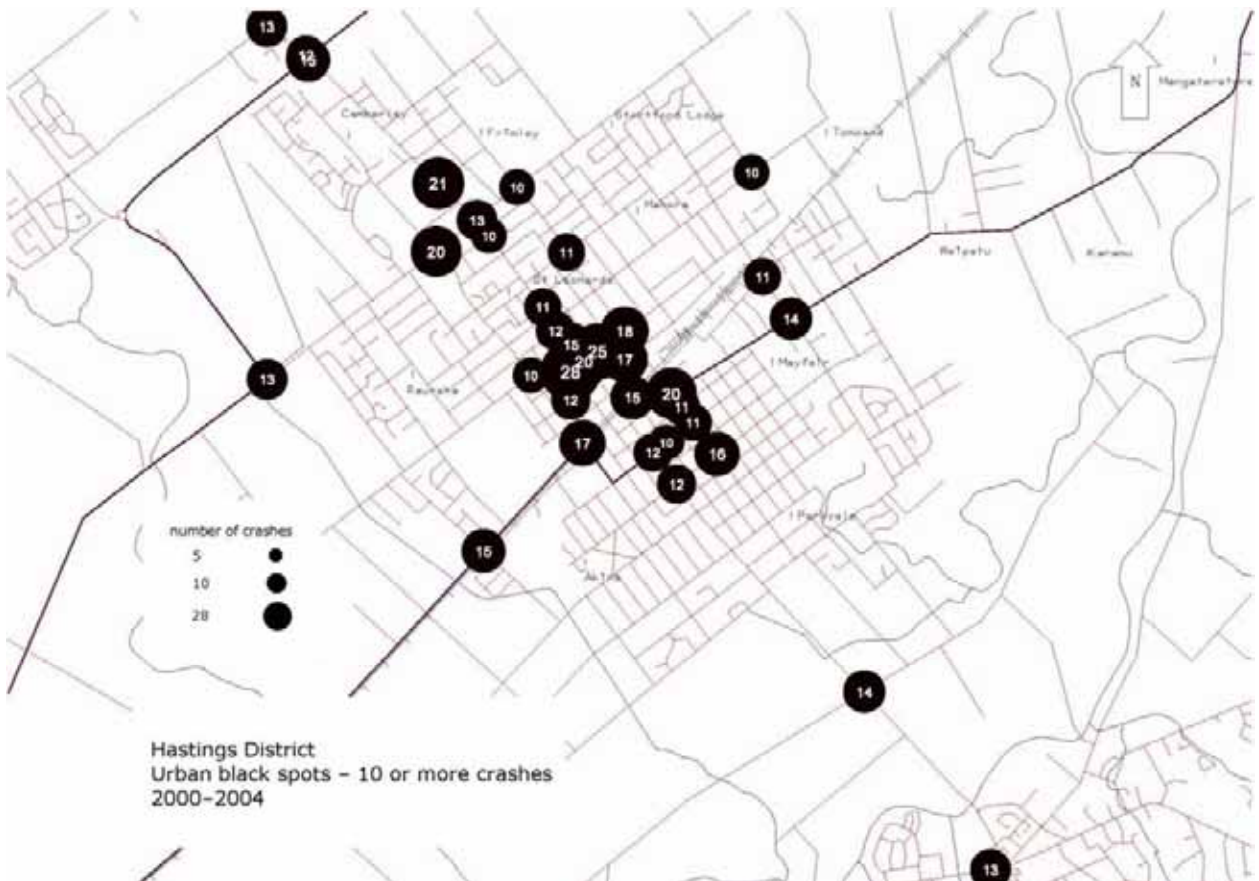
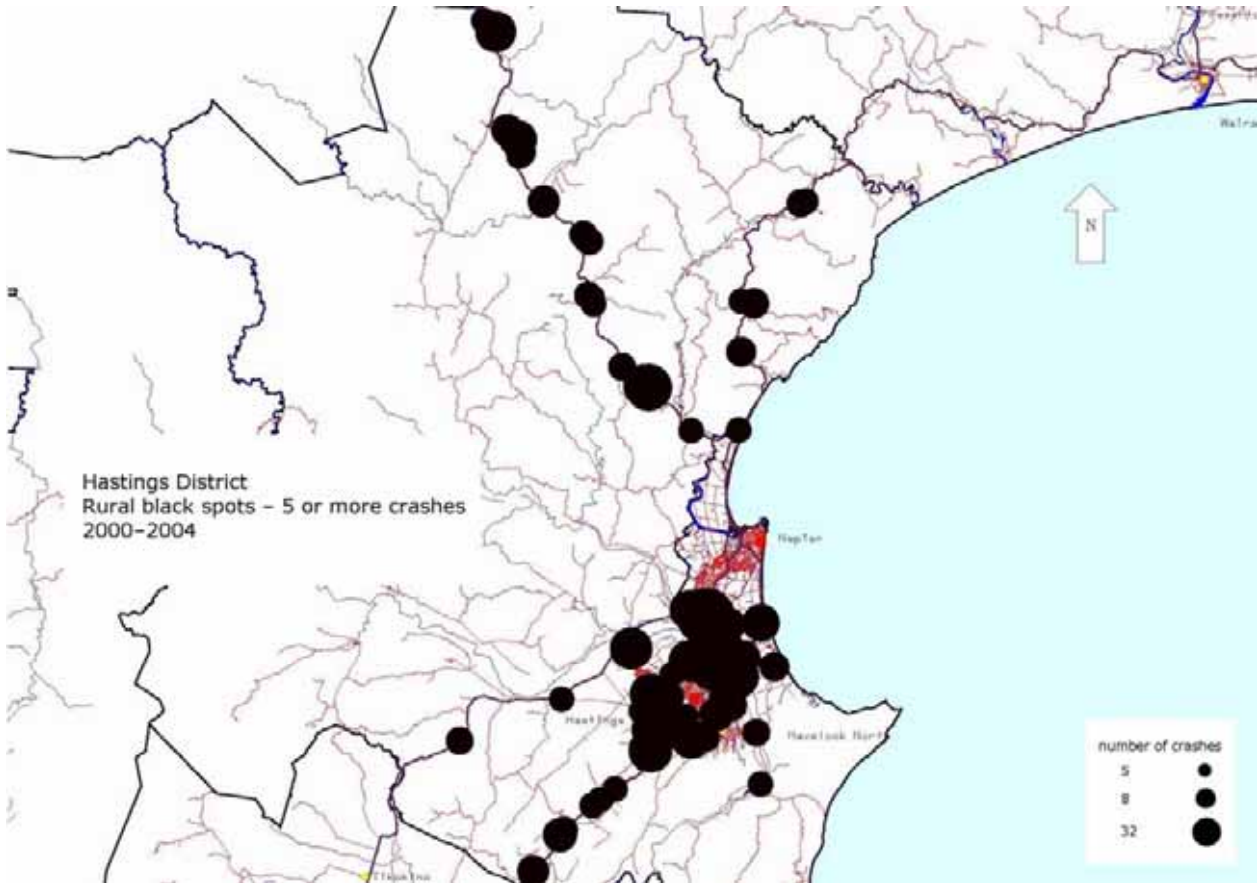
- Continue with programmes to upgrade and maintain curve warning signs, markings and delineation on local rural roads to the appropriate standards.
- Continue with rural local road crash reduction studies to investigate and carry out remedial treatment at black spots and treatment to routes, giving priority to those with a higher incidence of crashes reported.
- Carry out crash reduction studies of state highway black spots and route sections.
- Maintain roadsides clear of hazards and provide side protection where appropriate.
- Widen road carriageways and seal shoulders to provide additional vehicle wander and recovery space where feasible and cost effective.
- Maintain pavement surfaces to provide good standards for skid resistance.
- Improve road geometry.
- Promote safe and secure stock fences in rural areas.

Education

- Promote safe riding courses for motorcyclists.
- Educate drivers to be aware of the risks of driving too fast for road conditions.
- Promote safe and secure stock fences in rural areas.
- Promote safe driving policies and training in the heavy transport industry.

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 stock and animal control in the district.



Intersections

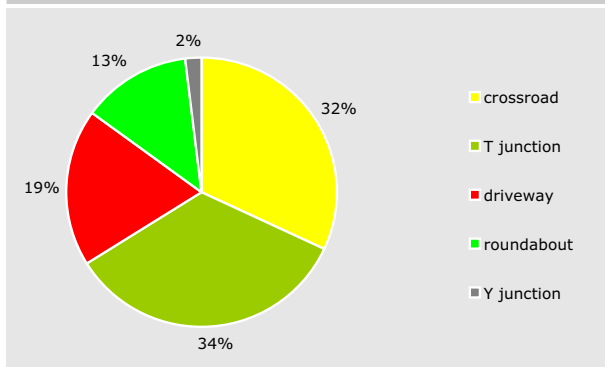
In the past five years, 501 injury crashes and 1,343 non-injury crashes were reported at intersections (including driveways).

Land Transport New Zealand records show that 15 people died, 124 sustained serious injuries and 585 suffered minor injuries in crashes at intersections in the Hastings District in the period from 2000 to 2004.

Crashes at intersections resulting in injury accounted for approximately 49 percent of all injury crashes and 53 percent of all non-injury crashes reported in the Hastings District.

At urban intersections 339 injury and 1,055 non-injury crashes were reported. At rural intersections 162 injury and 288 non-injury crashes were recorded.

Intersection type 2000–2004

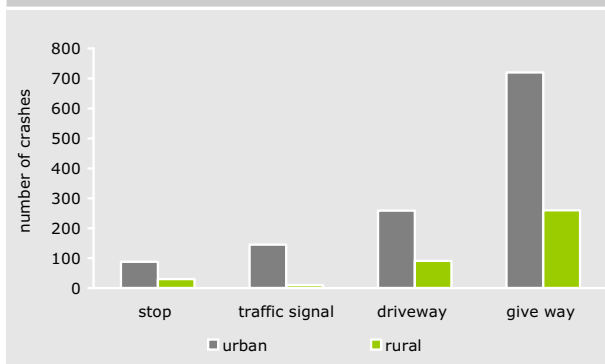


Factors recorded in crashes at intersections were commonly:

- failure to give way or stop when required
- poor observation
- inattention
- driving in incorrect lanes or position
- alcohol
- speed.

When compared with other similar districts, the percentage of injury crashes at intersections was much higher, in both urban and rural areas.

Intersection control 2000–2004



Recommended actions

Engineering

- Continue with crash reduction studies to investigate, and if required, carry out remedial work at intersections.
- Ensure adequate sight distance is available at intersections and appropriate Give Way or Stop controls are installed.

Education

- Focus on road user behaviour at intersections, including roundabouts and driveways.
- Consider targeted advertising promotions, using appropriate media.
- Promote the need at intersections to:
 - check for oncoming traffic (including cyclists and motorcyclists)
 - give way to other traffic
 - reduce speed
 - increase following distance
 - be more alert.

Enforcement

- Increase enforcement of compliance with Give Way, Stop and signal controls at intersections.
- Conduct enforcement campaigns in conjunction with community programmes targeting intersections.

Cyclists

In the five-year period from 2000 to 2004, six cyclists died, 19 cyclists suffered serious injuries and 76 suffered minor injuries. Cyclists accounted for seven percent of road users injured in crashes reported in the Hastings District. In comparison with other similar districts, the number of cyclists injured in crashes remains high in both the rural but more particularly urban areas.

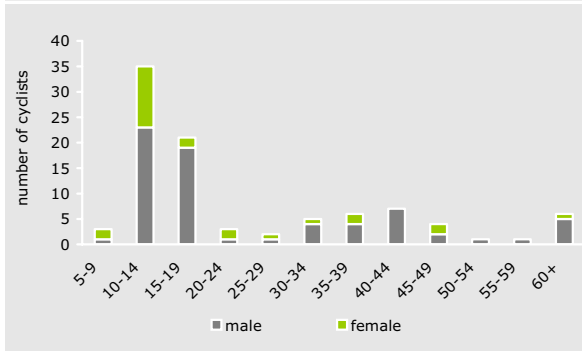
Last year there was an increase in cyclists injured in crashes in the district. The number injured in crashes continues to be of concern and requires further attention.

A high number of the cycle/vehicle conflicts occurred at intersections. Of the crashes reported involving cyclists:

- 58 occurred at Give Way controlled intersections
- seven occurred at Stop controlled intersections
- seven occurred at traffic signals
- 18 occurred at driveways
- 27 occurred away from intersections.

Younger cyclists, predominantly males in the 10 to 20 year age group, were most susceptible to being injured in collisions with vehicles. However, there were also a number of male cyclists aged between 30 and 50 who featured in the statistics.

Age and gender of cyclists 2000–2004



The Hastings District cycling strategy identifies methods for the development of cycle facilities in the district that should enhance safety for cyclists. The strategy also includes education and enforcement methods for addressing cycling safety issues. Immediate adoption and implementation of such methods, particularly those that will have an early effect on reducing the number of cyclists injured, is strongly supported. These include the establishment of cycle facilities giving priority to routes where the cycle crash rate is high.

Recommended actions

Education

- Continue to support safe cycling programmes in schools.
- Promote driver awareness of cyclists and motorcyclists, especially at intersections.
- Implement activities in conjunction with campaigns, such as National Bike Week and back to school promotions.

Enforcement

- Co-ordinate enforcement campaigns targeting cycle safety.
- Increase enforcement of road user compliance with Give Way, Stop and signal controls at intersections.
- Continue with safe cycling education programmes in schools.

Engineering

- Implement dedicated cycle lanes and cycle ways in the city commencing with higher demand routes with high cycle crash rates.
- Provide cycle facilities such as formal marked cycle lanes and establish cycle ways to improve safety for cyclists as recommended in the cycling strategy.

Motorcyclists

Four motorcyclists were killed, 47 suffered serious injuries and 44 received minor injuries as a result of crashes during the past five years.

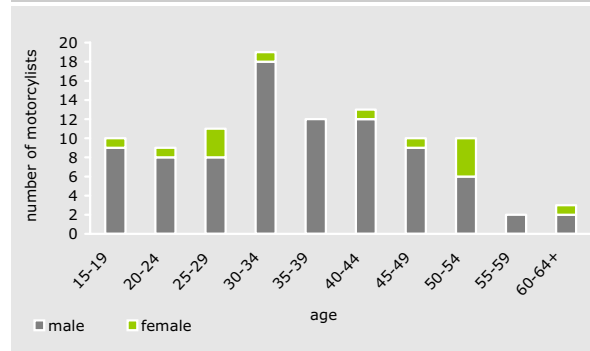
Motorcyclists accounted for 6.5 percent of road users injured in crashes reported in the Hastings District.

Relative to all other road users, a far higher proportion of motorcyclists suffer more severe injuries in crashes.

Since 2001, there has been a significant increase in the number of motorcyclists injured in crashes.

Last year 24 motorcyclists were injured. Those in the 15 to 45 year age group were most susceptible to being involved in motorcycle crashes in the district. A high number of the motorcycle crashes occurred at intersections.

Age and gender of motorcyclists 2000–2004



Recommended actions

Education

- Focus on improving driver awareness of motorcyclists, especially at intersections.
- Develop safe riding courses for motorcyclists.
- Continue to involve motorcycle clubs (eg Ulysses) in raising motorcyclist and other road user awareness of safety concerns relating to motorcyclists.

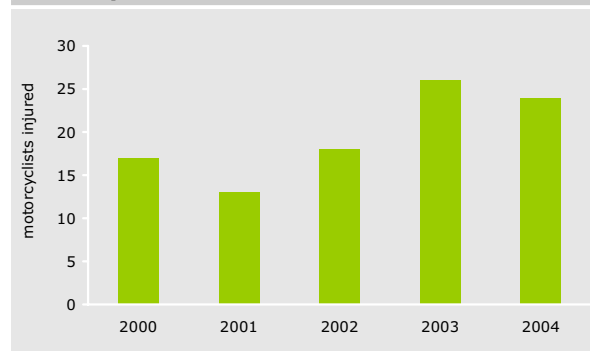
Enforcement

- Co-ordinate enforcement campaigns and programmes targeting cycle and motorcycle safety.
- Increase enforcement of road user compliance with Give Way, Stop and signal controls at intersections.

Engineering

- Ensure adequate visibility is provided and maintained at intersections.
- Ensure pavement skid resistance quality is maintained.

Motorcyclist crashes 2000–2004



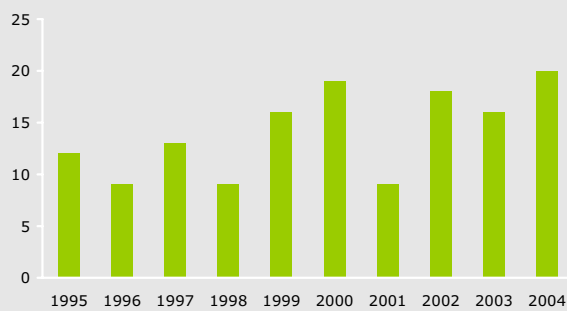
Pedestrians

In the past five years, seven pedestrians died, 20 suffered serious injuries and 55 suffered minor injuries on roads in the Hastings District. This number represents five percent of the road users killed or injured in the district in the past five years. Over the past 10 years, the overall trend in the number of pedestrians injured has increased. Last year, 20 pedestrians were injured on roads in the Hastings District.

Most pedestrian injuries occurred in the city on main arterial or collector roads. However, a number of pedestrians were injured on streets in the suburbs.

Pedestrians most frequently injured were children and young adults under the age of 20 with a significant number in the two to nine year age group. Pedestrians were more frequently injured on urban roads in the district between the hours of 10 am and 5 pm.

Pedestrians injured 1995–2004



Recommended actions

Education

- Promote safe walking habits and raise driver awareness of pedestrians as vulnerable road users.
- Continue to support 'walking school bus' programmes.
- Work closely with Police education officers.

Engineering

- Improve pedestrian facilities, particularly on routes where pedestrians are more frequently injured.
- Develop a walking strategy for the district.
- Work closely with Police education officers.

Where to get more information

For more specific information relating to road crashes in the Hastings District, please refer to the 2000 to 2004 road safety data report or the Land Transport New Zealand crash analysis system or contact the people or organisations listed.

Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

Phone 04 931 8900

Senior Road Safety Engineer

Colin Goble

Regional Education Advisor

Denise Elers

See contact details at bottom of the page.

Hawkes Bay Road Safety Co-ordinator

Sally Phelps

Road Safe Hawkes Bay

Hawkes Bay Regional Council

PO Box 7295

Taradale

Napier

Phone 06 838 8540

Hastings District Council

Robert Bramley

Road Asset Manager

Private Bag 9002

Hastings

Phone 06 878 0500

New Zealand Police

Sergeant Ray Kirkby

PO Box 49

Hastings

Phone 06 873 0500

Transit New Zealand (State Highways)

Ken Holst

State Highway Network Manager

PO Box 740

Napier

Phone 06 835 1750



Napier Regional Office

Dunvegan House
215 Hastings Street
PO Box 972
Napier

Telephone 06 974 5520
Fax 06 974 5529

www.landtransport.govt.nz