

# 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 2001–2005 period. The intent of this report is to highlight the key road safety issues and identify possible ways to reduce the number of road deaths and injuries in the Hastings District.**

The estimated social cost of the 292 injury and 592 non-injury road crashes reported in the Hastings District last year was \$116.35 million. Twenty-three people died and 395 suffered injuries. This was a considerable increase from those reported in 2004.

Of the 294 injury crashes reported last year, 136 (47 percent) occurred on urban roads and 158 (53 percent) occurred on rural roads. Forty-two percent (123 injury crashes) occurred on state highways in the district. Eighty percent (100 injury crashes) were on rural highways.

Between 2001 and 2005, 81 pedestrians, 111 cyclists and 105 motorcyclists were injured in road crashes. These road users accounted for over 17 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

Restraints

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Hastings District



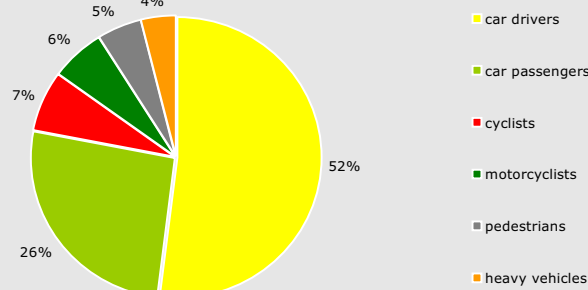
Deaths	23
Serious casualties	71
Minor casualties	324



Fatal crashes	18
Serious injury crashes	47
Minor injury crashes	229
Non-injury crashes	592

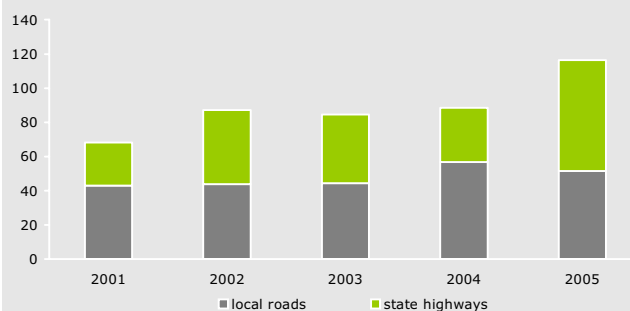
### Road casualties 2001–2005

User type 2001–2005



### 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 2005 prices.

## Loss of control on rural roads

In the past five years, 394 loss of control or head-on type crashes have resulted in people being injured on state highways and rural local roads in the Hastings District. The loss of control and head-on crashes accounted for 63 percent of the rural injury crashes reported in the district. Due to higher travelling speed in rural areas, people involved often received more severe injuries.

Driver-related factors commonly associated with these crashes included:

- travelling too fast for the road condition
- 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 pavement surface conditions, rain, loose material, fuel deposits)
- road under construction
- weather conditions
- visibility limited (due to road alignment, topography, vegetation)
- stray animals.

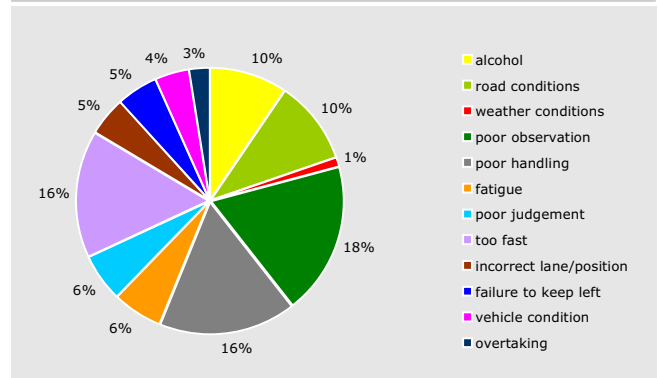
Last year, 41 percent of all injury crashes in rural areas occurred during the hours of darkness. Thirty-four percent of all rural injury crashes occurred in wet weather.

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

Approximately 36 percent of injury crashes in rural areas occurred on local roads and 64 percent on state highways in the district.

When compared with other similar districts, trucks involved in crashes are over-represented. In the past five years, 71 heavy vehicle drivers and occupants have been injured. Also of concern is the recent increase in the number of injuries sustained by motorcyclists on rural roads. Last year 24 riders were injured on rural highways and roads.

**Factors in rural crashes**



## Recommended actions

### Engineering

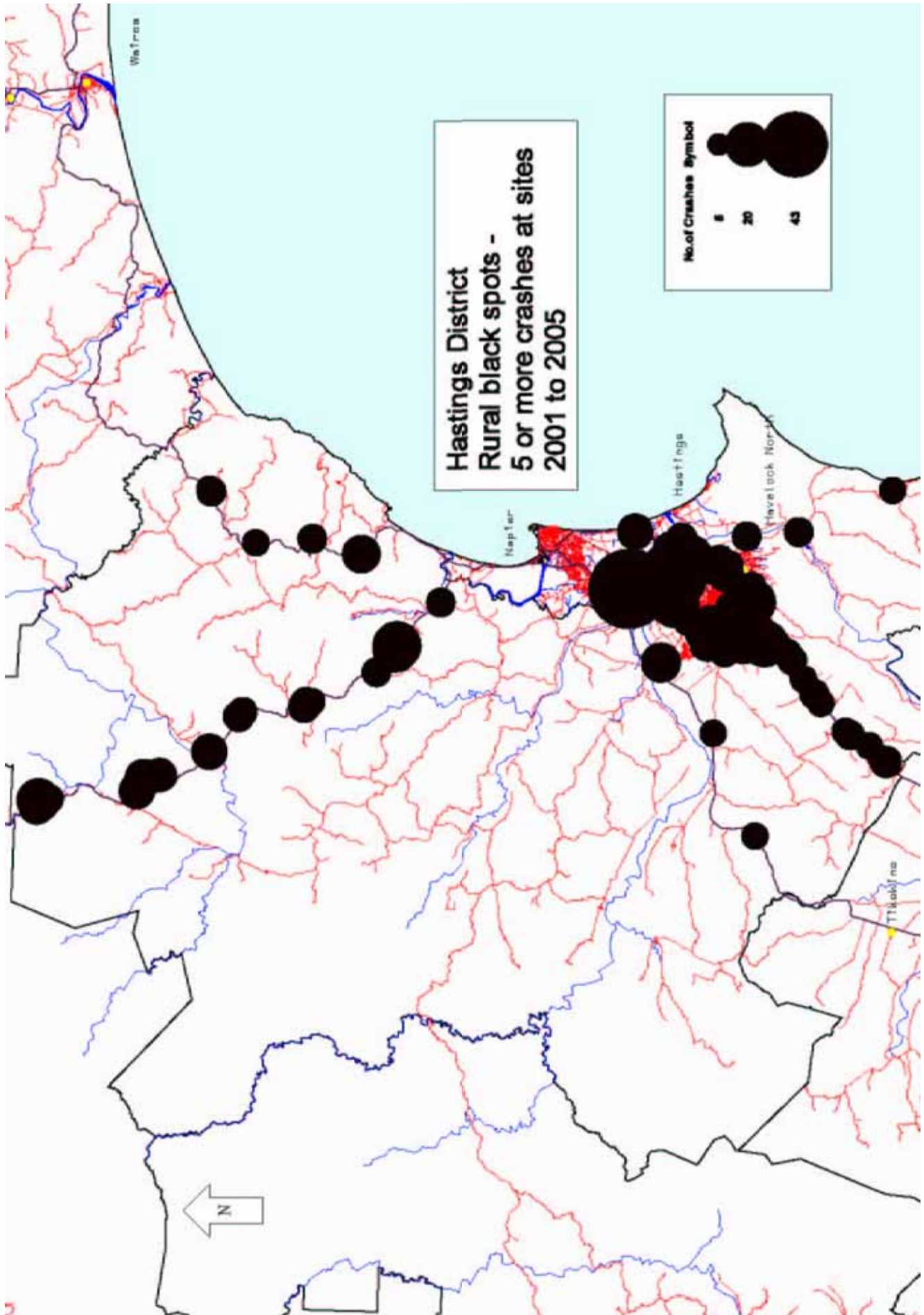
- Continue with programmes to upgrade and maintain curve warning signs, markings and delineation on local rural roads, to the appropriate standards.
- Carry out crash reduction studies, particularly on state highways, to investigate and carry out remedial treatment at black spots and sections, giving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

### Education

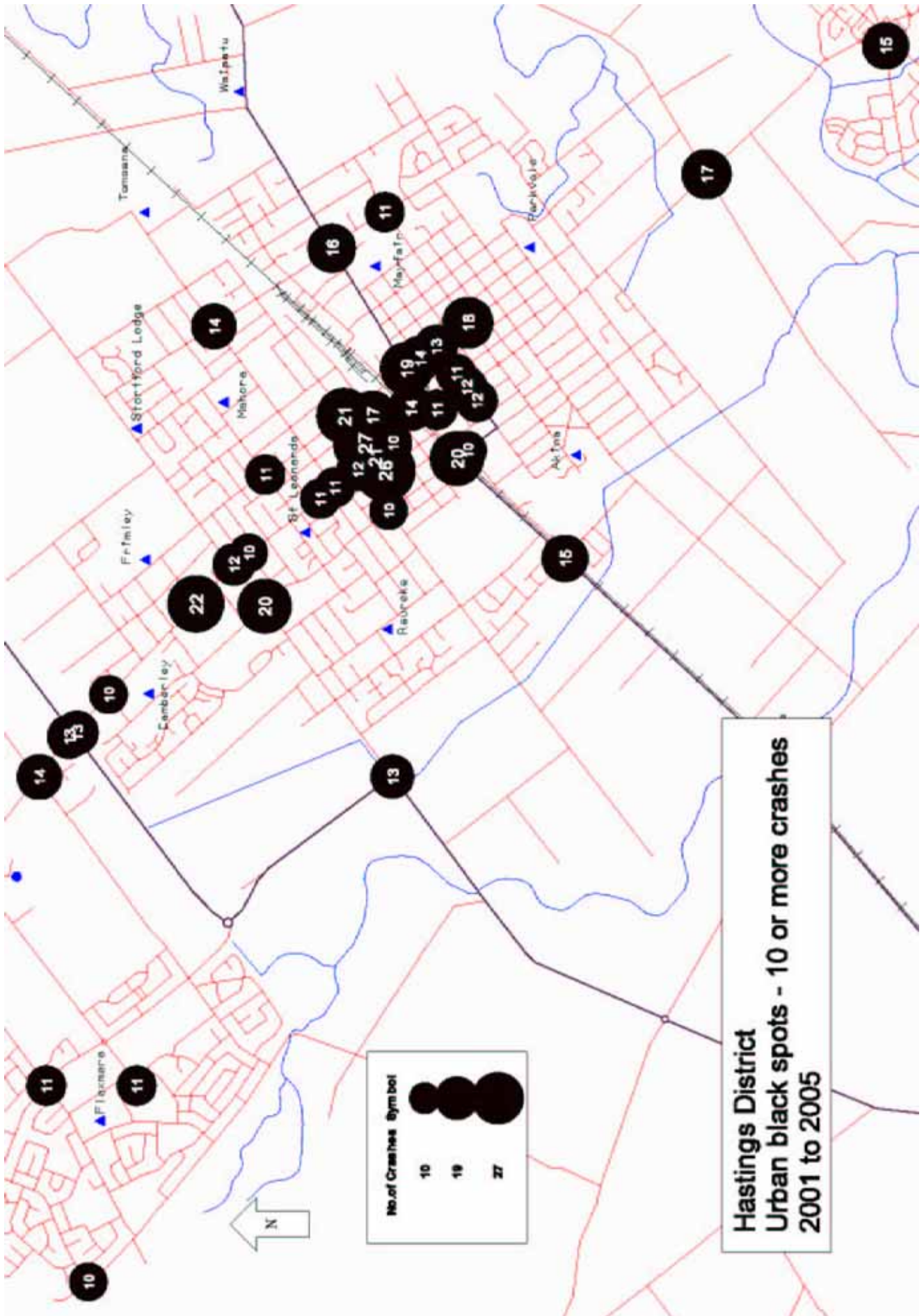
- Educate drivers to be aware of the risks of driving too fast for the road conditions.
- Promote safe and secure stock fences in rural areas.
- Promote safe driving policies and training in the heavy transport industry.
- Promote safe riding courses for motorcyclists.

### Enforcement

- Continue enforcement focusing on inappropriate speed in rural areas.
- Target enforcement to times and locations of greatest risk.
- Coordinate enforcement campaigns, targeting road-user behaviour.
- Maintain stock and animal control in the district.







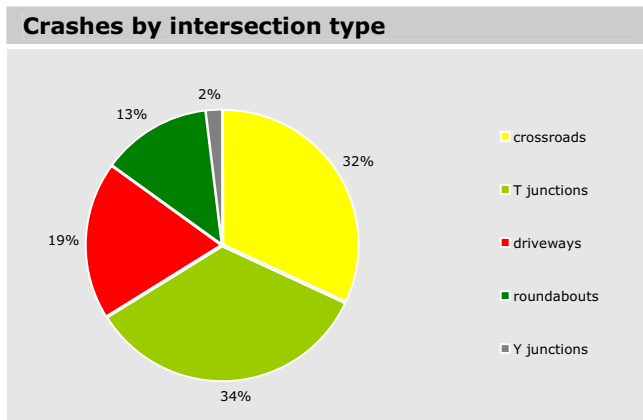
## Intersections

In the past five years, 567 injury crashes and 1,394 non-injury crashes were reported at intersections (including driveways).

Records show that 17 people died, 120 suffered serious injuries and 679 sustained minor injuries in crashes at intersections in the Hastings District in the period 2001 to 2005.

Crashes at intersections resulting in injury accounted for approximately 48 percent of all injury crashes and 52 percent of all non-injury crashes reported in the Hastings District.

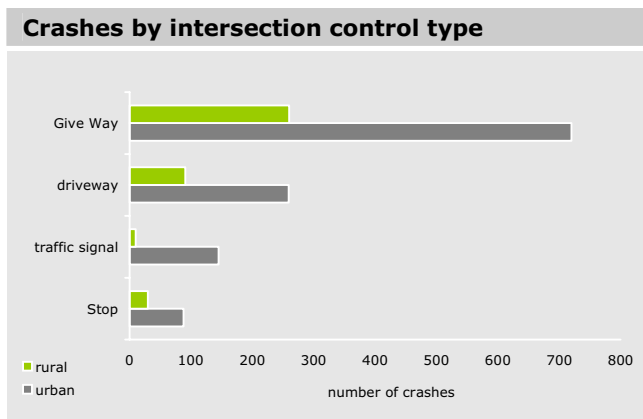
At urban intersections and driveways, 388 injury and 1,104 non-injury crashes were reported. At rural intersections and driveways, 179 injury and 290 non-injury crashes were recorded.



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.



## 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

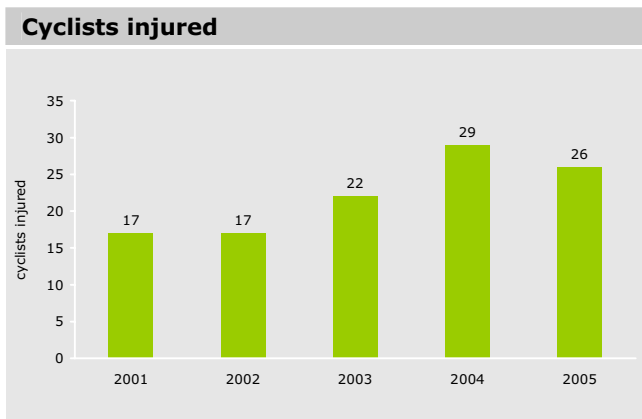
In the five-year period 2001 to 2005, four cyclists died, 16 cyclists suffered serious injuries and 91 suffered minor injuries. Cyclists accounted for seven percent of road users injured in crashes reported in the Hastings District. In comparison with other similar districts, the number of cyclists injured in crashes remains high in both the rural but more particularly urban areas.

Last year there was a slight decrease in cyclists injured in crashes in the district. However, the number injured in crashes continues to be of concern and requires further attention.

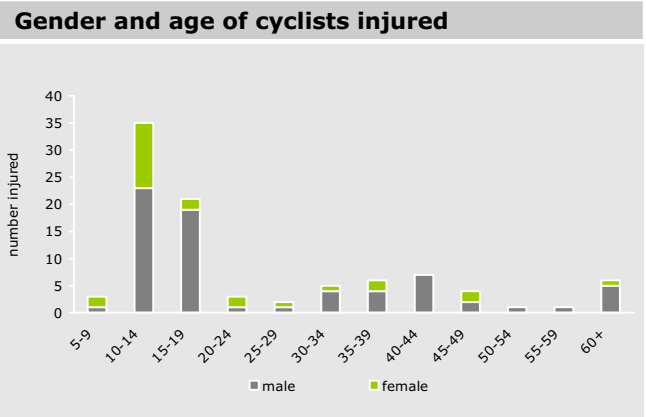
A high number of the cycle/vehicle conflicts occurred at intersections. Of the crashes reported involving cyclists:

- 58 occurred at Give Way controlled intersections
- six occurred at Stop controlled intersections
- six occurred at traffic signals
- 18 occurred at driveways
- 26 occurred away from intersections
- 28 occurred at roundabouts.

Younger cyclists, predominantly males in the 10 to 18 year age group, were most susceptible to being injured in collisions with vehicles. However, there were also a number of male cyclists in the 30 and 40 age group who featured in the statistics.



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 drivers' 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

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

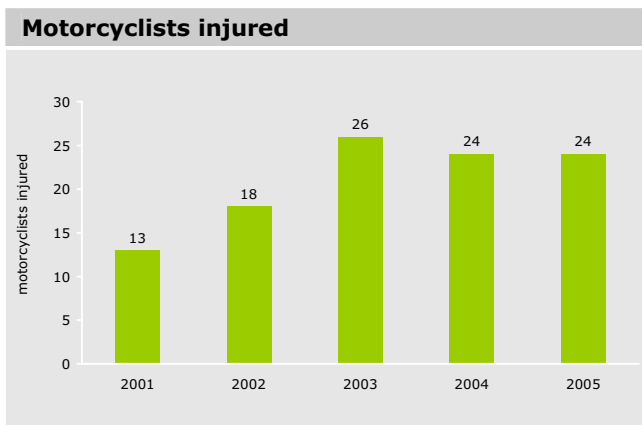
## Motorcyclists

Five motorcyclists were killed, 45 suffered serious injuries and 55 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 portion 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. Males in the 15 to 55 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.



## Recommended actions

### Education

- Focusing 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 concerns with the safety relating to motorcyclists.

### Enforcement

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

### Engineering

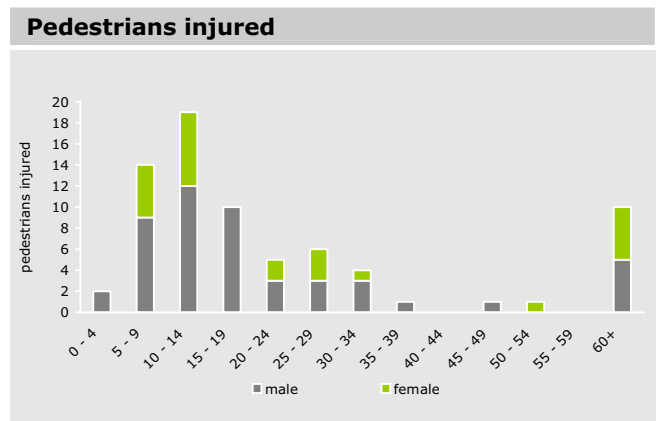
- Ensure adequate visibility is provided and maintained at intersections.
- Ensure pavement skid resistance quality is maintained.

## Pedestrians

In the past five years, seven pedestrians died, 17 suffered serious injuries and 57 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 18 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 12 year age group. Pedestrians were more frequently injured on urban roads in the district between the hours of 8 am and 9 am, around lunchtime and also between 3 pm and 7 pm.



## Recommended actions

### Education

- Promote safe walking habits.
- Raise driver awareness of pedestrians as vulnerable road users.
- Continue to support walking school bus programmes.

### Engineering

- Improve pedestrian facilities, particularly on routes where pedestrians are more frequently injured.

## Restraints

There has been a significant improvement in the use of front and rear seat safety belts and child restraints in the Hawkes Bay region. However, the use of adult front and rear safety belts and child restraints still needs to improve. A 100 percent restraint-wearing rate is the target for front and rear passengers and also young passengers.

Results from surveys conducted in the Hawkes Bay Region in 2004 and 2005 showed:

- adult front safety belt compliance at 91 percent
- adult rear safety belt compliance at 87 percent
- child restraint compliance at 92 percent.

Further improvement in the wearing of restraints in vehicles could be expected to prevent and reduce the number and severity of injuries, particularly from higher-speed rural crashes and crashes at intersections.

The benefits of wearing safety belts are significant in the event of a crash, as they assist in preventing injuries or reducing their severity.

## Recommended actions

### Education

- Continue to focus on improving attitudes to restraint wearing.
- Promote and support child restraint schemes currently taking place locally.
- Implement activities to work in conjunction with nationally driven campaigns eg Kidsafe Week and back to school promotions.

### Enforcement

- Support enforcement campaigns and community programmes aimed at restraint usage.
- Promote restraint wearing random spot checks.

## Where to get more information

For more specific information relating to road crashes in the Hastings District, please refer to the 2001 to 2005 Road Safety Data Report, or the Ministry of Transport's Crash Analysis System or contact the people or organisations listed here.

## Contacts

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See contact details at the bottom of the page.

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