



# *briefing notes - road safety issues*

## *Hurunui District*

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify areas to target to reduce the number of road deaths and injuries in the Hurunui District.

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Hurunui District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

| Major road safety issues       |  | 2006 road trauma       |    |
|--------------------------------|--|------------------------|----|
| <b>Hurunui District</b>        |  | <b>Casualties</b>      |    |
| Loss of control on rural roads |  | Deaths                 | 6  |
| Speed                          |  | Serious casualties     | 28 |
| Alcohol                        |  | Minor casualties       | 73 |
| <b>Nationally</b>              |  | <b>Crashes</b>         |    |
| Speed                          |  | Fatal crashes          | 5  |
| Alcohol                        |  | Serious injury crashes | 22 |
| Failure to give way            |  | Minor injury crashes   | 67 |
| Restraint use                  |  | Non-injury crashes     | 77 |

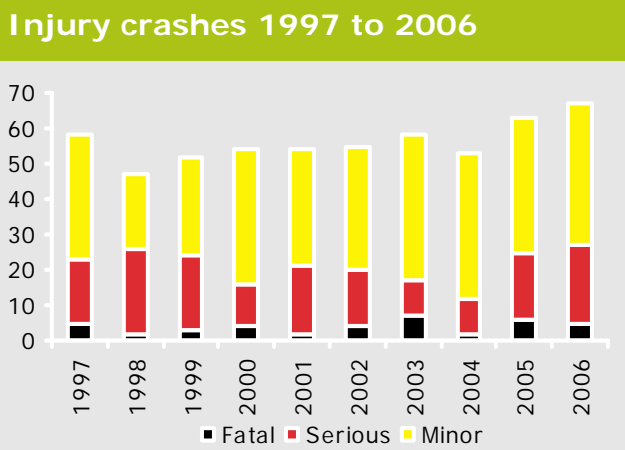
## Overview

In 2006 on local roads in the Hurunui District there were 17 injury crashes and 22 non-injury crashes, in addition there were 50 injury crashes and 55 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

| Casualties by road type 2006 |            |                  |                |       |
|------------------------------|------------|------------------|----------------|-------|
|                              | Fatalities | Serious injuries | Minor injuries | Total |
| Rural                        | 6          | 26               | 69             | 101   |
| Urban                        | 0          | 2                | 4              | 6     |
| Total                        | 6          | 28               | 73             | 107   |

Fatalities in the district continue to fluctuate between the ten-year high of ten seen in 2005 and the low of two recorded in 2001 and 2004. Serious injury numbers remained the same as in 2005 which was the highest level seen since 1998. The lowest number recorded was 12 in 2004.



| Crash movement 2006      | Percentage of all crashes of this movement type |
|--------------------------|---|
| Lost control at bend     | 57%   |
| Lost control on straight | 15%   |
| Crossing/turning         | 4%  |
| Rear end/obstruction     | 13%   |
| Overtaking               | 6%  |
| Pedestrian vs vehicle    | 1%  |
| Miscellaneous            | 4%  |

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month June (6), best November (1)
- Worst day Saturday (10), best Wednesday (2)
- Wet road 21 percent
- Night time 31 percent
- Intersection 16 percent
- 73 percent of at fault drivers male (injury crashes)
- 60 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month December (13), best May (5)
- Worst day Thursday (23), best Tuesday (10)
- Wet road 32 percent
- Night time 32 percent
- Midblock 91 percent
- 67 percent of at fault drivers male (injury crashes)
- 58 percent of at fault drivers in injury crashes held a full NZ licence on local roads:

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is true in the Hurunui District where the number of at fault drivers holding a restricted licence is very much the same as the rest of the country.

| Driver licence status | Percentage of total 'at fault' |
|-----------------------|--------------------------------|
| Full                  | 58.3 (58.4) %                  |
| Learner               | 8.3 (9.5) %                    |
| Restricted            | 18.3 (17.6) %                  |
| Never licenced        | 0 (2.2) %                      |
| Disqualified          | 3.3 (1.7) %                    |
| Overseas              | 10.0 (4.2) %                   |
| Expired               | 0 (0.5) %                      |
| Other / unknown       | 1.6 (5.6) %                    |

## Rural crashes

In 2006 90 percent of reported crashes in the Hurunui District occurred on rural roads, that is roads with a speed limit of 80 km/h or more. These crashes resulted in six deaths, 26 serious injuries and 69 minor injuries. There were a further 68 non injury crashes reported that year.

Three quarters of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

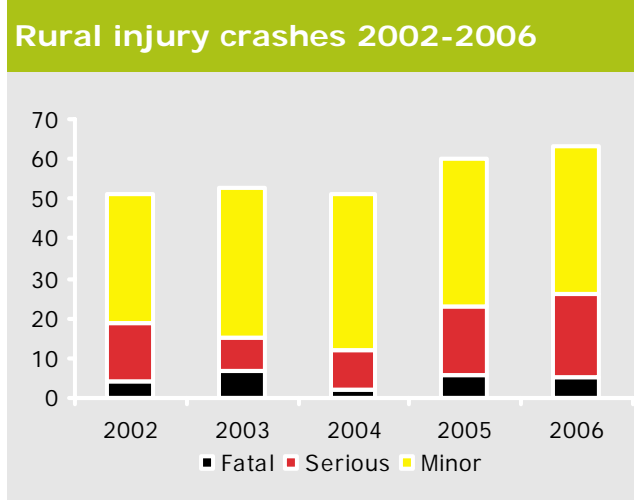
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Hurunui District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

| Type of roadside hazard | Local road | State Highway |
|-------------------------|------------|---------------|
| Bridge ends             | 5          | 9             |
| Cliff or bank           | 9          | 83            |
| Debris                  | 0          | 3             |
| Ditch                   | 14         | 35            |
| Fence                   | 19         | 90            |
| Guard rail              | 1          | 21            |
| Over bank               | 8          | 33            |
| Parked vehicle          | 0          | 2             |
| Post or pole            | 5          | 13            |
| Stray animal            | 6          | 10            |
| Traffic sign            | 5          | 23            |
| Train                   | 1          | 1             |
| Tree                    | 19         | 44            |
| Water/River             | 0          | 2             |

The 63 reported crashes on rural roads that resulted in injuries in 2006 was the highest number seen in over ten years.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Hurunui District in 2006:

### Local roads

- Six serious injuries and 13 minor injuries
- At fault drivers 73 percent male
- Most common crash type losing control on a bend
- 33 percent of injury crashes involved alcohol over limit
- 40 percent of crashes involved a vehicle travelling too fast for the conditions
- 32 percent of crashes were on a wet surface
- 42 percent of crashes occurred at night
- 81 percent of crashes involved a single vehicle

### Transit roads

- Six fatalities, 22 serious injuries and 56 minor injuries
- At fault drivers 65 percent male
- 14 percent of at fault drivers held an overseas licence
- 13 percent of injury crashes involved alcohol over limit
- 46 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 33 percent of crashes were on a wet surface
- 31 percent of crashes occurred at night
- 67 percent of crashes involved a single vehicle
- Worst month was February, best May

## Contact details

Land Transport New Zealand

Jackie Curtis

Partnership Manager Southern

PO Box 13364

Christchurch

Phone 03 964 2866

Road Safety Coordinator

Tony Francis

Francis and Cambridge

PO Box 30064

Christchurch

Phone: 03 332 2722

Mobile: 021 332 885

Roading Engineer:

Frank Ledingham

Hurunui District Council

PO Box 13

Amberley

Phone 03 314 8816

New Zealand Police:

Derek Erasmus

Road Policing Manager

PO Box 2109

Christchurch

Phone 03 328 8065