

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 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 Kaikoura district.

The number of injury crashes in the Kaikoura district in 2001 fell for the third successive year to 11, although this was offset by an increase in the total number of casualties to 25. Two people were killed and four seriously injured in 2001. Over 85 percent of injury crashes in the Kaikoura district between 1997 and 2001 occurred on the open road – in particular, the state highway.

Drivers and passengers of cars and vans formed the main casualty group between 1997 and 2001. While truck occupants made up nine percent of all casualties during this five-year period, fewer than three injury crashes per year involving a truck were recorded on average in the Kaikoura district. The majority of open road injury crashes in the Kaikoura district between 1997 and 2001 involved vehicles losing control on a curve. Fatigue was also a common factor while older road users were also well-represented in the crash data.

The estimated social cost of crashes in the Kaikoura district amounted to over \$9.5 million in 2001. Ninety-eight percent of this can be attributed to crashes on the state highway.

National and Kaikoura district road safety issues are identified below, with the specific local issues considered in detail overleaf.

Major road safety issues:

Kaikoura district

Loss of control on curves

Fatigue

Older road users

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Kaikoura district

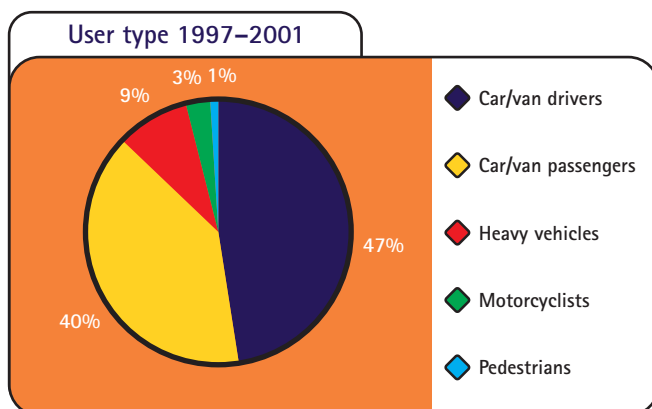


Deaths	2
Serious casualties	4
Minor casualties	19

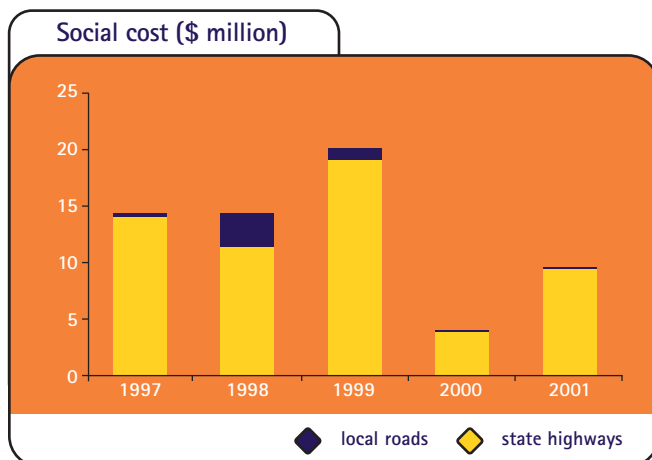


Fatal crashes	2
Serious injury crashes	3
Minor injury crashes	6
Non-injury crashes	20

Road user casualties 1997–2001



Estimated social cost of crashes*



* 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 2001 prices.



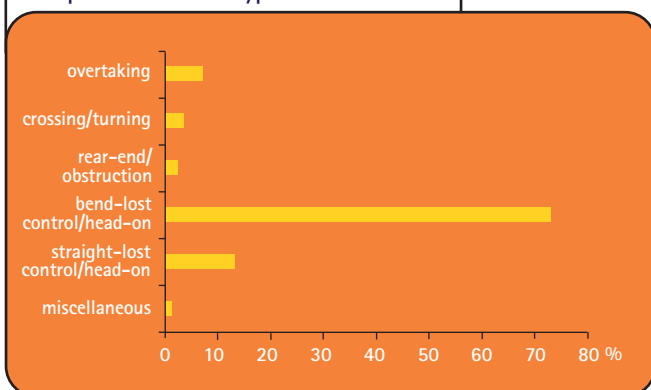
Loss of control on curves

Over 70 percent of the 84 injury crashes on the open road in the Kaikoura district between 1997 and 2001 involved a vehicle losing control on a curve. This resulted in either a head-on crash or the vehicle leaving the road, both of which could result in serious injury or death. Almost three quarters of all fatal and serious injury crashes on the open road over this period involved a vehicle losing control on a curve. If a vehicle collides with a roadside object after it has left the road, more serious injury can result. The object struck most commonly in the Kaikoura district between 1997 and 2001 was a cliff or a bank.

Forty percent of the loss of control injury crashes on a curve occurred at the weekend over the five-year period between 1997 and 2001.

Males made up 70 percent of drivers involved in loss of control injury crashes on curves in the Kaikoura district.

Open road crash type 1997–2001



Recommended actions

- Support campaigns on adjusting drivers' speed for different driving conditions.
- Support enforcement campaigns targeting driving too fast for the conditions.
- Ensure advisory signs are appropriate, consistent and in the correct location.
- Ensure roadside areas are kept clear of solid objects.



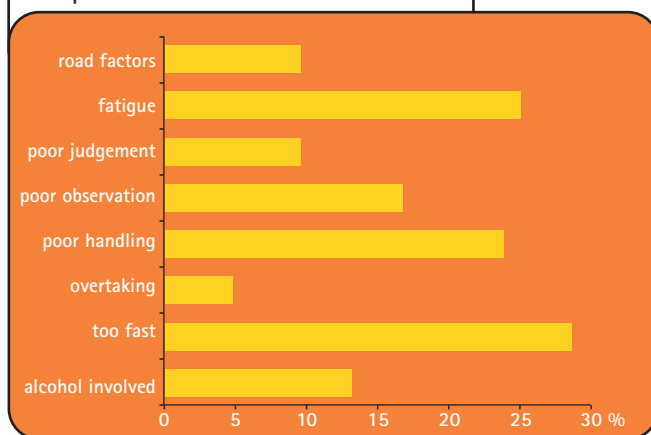
Fatigue

Fatigue was reported as a contributory factor in almost a quarter of all injury crashes in the Kaikoura district between 1997 and 2001. The proportion of crashes with fatigue as a factor was significantly higher than for other areas of New Zealand. Fatigue is difficult to report on because drivers are often unaware that they lost concentration, or are unwilling to admit it. This means that there is probably a higher incidence of fatigue in crashes than the figures indicate.

Drivers travelling along State Highway 1 through the Kaikoura district are at risk of fatigue because of the long distances they are likely to be travelling and potential commitments to ferry sailings.

Approximately 60 percent of the fatigue-related crashes in the Kaikoura district between 1997 and 2001 occurred between 8pm and 8am. Similarly, over 60 percent of these crashes occurred at the weekend. Over half of the crashes involving fatigue as a contributory factor during this five-year period occurred during the first four months of the year.

Open road crash factors 1997–2001



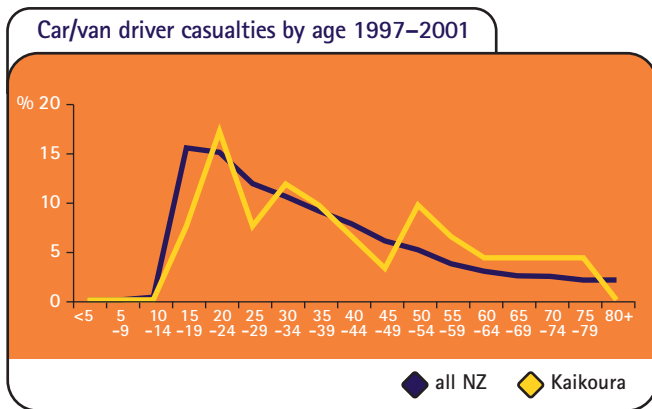
Recommended actions

- Continue to install textured edge lines (rumble strips) on state highways.
- Remove roadside hazards to reduce the seriousness of any 'run off the road' crashes.
- Provide good rest areas to encourage drivers to take a break.
- Raise awareness of fatigue issues by increasing the number of fatigue stops.
- Encourage drivers who are on holiday to travel after a night's sleep.

Older road users

Over a quarter of all road users involved in injury crashes in the Kaikoura district between 1997 and 2001 were aged 50 years or more. Drivers of cars and vans were the main type of casualty for this age group. People aged 50 and older made up almost a third of all driver casualties compared to a national figure of 20 percent over this same period of time.

Injury crashes involving older drivers between 1997 and 2001 mainly occurred on curves on the open road away from intersections. Many such crashes were the result of older drivers losing control of the vehicle while fatigue was often an additional factor in these crashes.



➤ Recommended actions

- Promote improved driving skills through such programmes as Defensive Driving and Safe with Age courses.
- Encourage drivers who are on holiday or long trips to travel after a good night's sleep and to take frequent rest stops during the journey.
- Ensure that enforcement recognises the needs of, and threats to, older road users.
- Ensure that engineering work is designed with older drivers in mind.
- Provide consistent and appropriate delineation and signs that are easy to see and understand.

New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Roding Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in the Kaikoura district.

Funding for community projects in the Kaikoura district from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Subsidy
Road safety co-ordinator	\$9,000
Regional speed/loss of control	\$10,000
Fatigue	\$2,000
Safe with age	\$1,000

Police enforcement

In the Kaikoura district during 2002/2003, the New Zealand Police will deliver 1,860 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	1,615
Traffic management including crash attendance, incidents, emergencies and events	170
School road safety education	60
Police community services	15

The LTSA will liaise with Kaikoura District Council, Transit New Zealand and the New Zealand Police to ensure both Risk Targeted Patrol Plans and the joint Marlborough/Kaikoura Road Safety Action Plan are implemented.

Where to get more information

For more specific information relating to road crashes in the Kaikoura district, please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the LTSA as listed below:

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New Zealand Police

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