

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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 increased from 10 in 2001 to 18 in 2002, resulting in a total number of 30 casualties. Eleven road users died and 34 were seriously injured in road crashes between 1998 and 2002 in the Kaikoura District. Over 85 percent of injury crashes in the Kaikoura District during this period occurred on the open road, particularly on the state highway.

Drivers and passengers of cars and vans were the two main casualty groups between 1998 and 2002. Truck occupants were the third largest casualty group, and made up just less than 10 percent of all road-user casualties.

The majority of injury crashes between 1998 and 2002 in the Kaikoura District involved a driver losing control of a vehicle on a bend on the open road. Fatigue was also a common factor in many crashes while older road users were also over-represented in the casualty data.

The total social cost of crashes in the Kaikoura District amounted to \$12.9 million in 2002, an increase from 2001. Ninety percent of this can be attributed to crashes on the state highway.

National and local road safety issues are identified below with specific issues relating to the Kaikoura District considered in detail overleaf.

Major road safety issues

Kaikoura District

Loss of control on bends

Fatigue

Older road users

Nationally

Speed

Alcohol

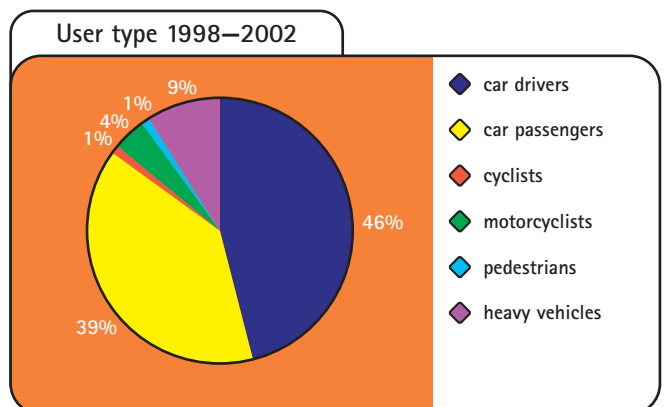
Failure to give way

Restraints

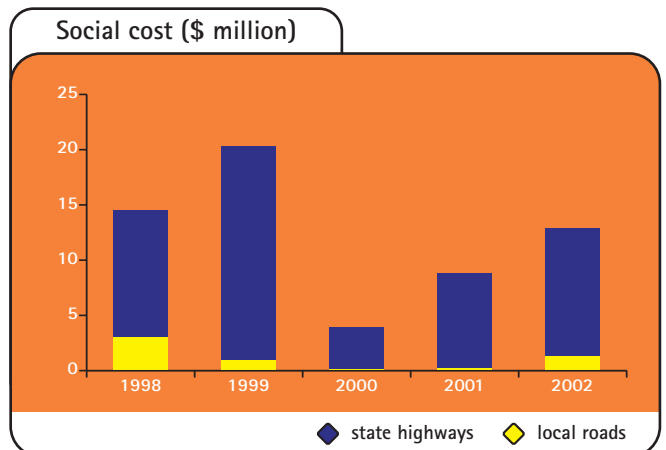
2002 road trauma for Kaikoura District

♀	Deaths	2
♀	Serious casualties	9
	Minor casualties	19
🚗	Fatal crashes	2
	Serious injury crashes	5
	Minor-injury crashes	11
	Non-injury crashes	31

Road casualties 1998–2002



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 2002 prices.

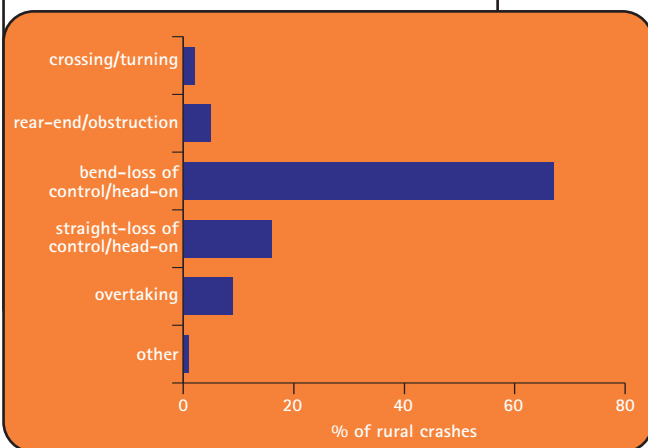


Loss of control on bends

Two thirds of injury crashes on the open road in the Kaikoura District between 1998 and 2002 involved a driver losing control of a vehicle on a bend. These resulted in either a head-on crash or the vehicle leaving the road. Collisions with roadside objects after a vehicle has left the road can increase the severity of the crash. Sixty-four percent of injury crashes on rural roads in the Kaikoura District between 1998 and 2002 involved a vehicle hitting at least one roadside hazard. Of these crashes, six involved a fatality and 15 involved a road user being seriously injured.

Speed was identified as a contributory factor in over 40 percent of loss of control on bends crashes in rural areas between 1998 and 2002, while poor handling was a contributing factor in 30 percent of these crashes.

Crash movement types on rural roads 1998–2002



Recommended actions

- Support campaigns on adjusting speed for different driving conditions.
- Support strategic enforcement campaigns targeting speed and alcohol on SH 1 during weekends.
- Encourage crash reduction studies of known black spots and routes.
- Encourage shoulder widening to ensure roads are the appropriate width.
- Ensure advisory signs are appropriate, consistent and correctly located.



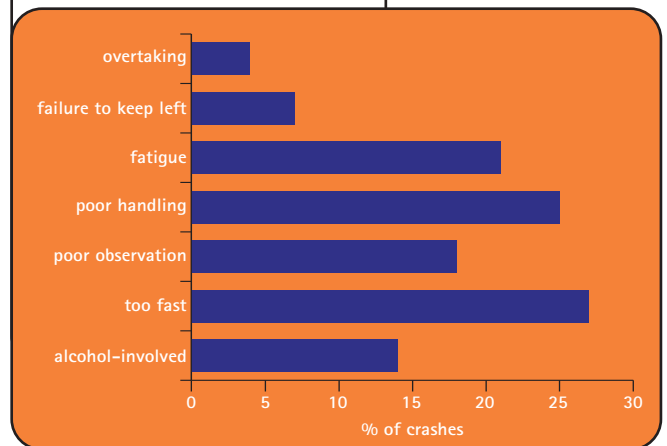
Fatigue

Fatigue was reported as a contributory factor in 21 percent of all injury crashes in the Kaikoura District between 1998 and 2002. This proportion of crashes is significantly higher than in 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-related crashes than the figures indicate.

Drivers travelling along SH 1 through the Kaikoura District are at risk of fatigue because of the long distances they are likely to be travelling, and/or because of commitments to ferry sailings.

Between 1998 and 2002, 58 percent of the fatigue-associated crashes in the Kaikoura District occurred between 9 pm and 9 am. Similarly, 47 percent of fatigue-related crashes occurred between 6 pm on a Friday and 6 am on a Monday morning and tended to occur more frequently during the summer months.

Crash factors 1998–2002



Recommended actions

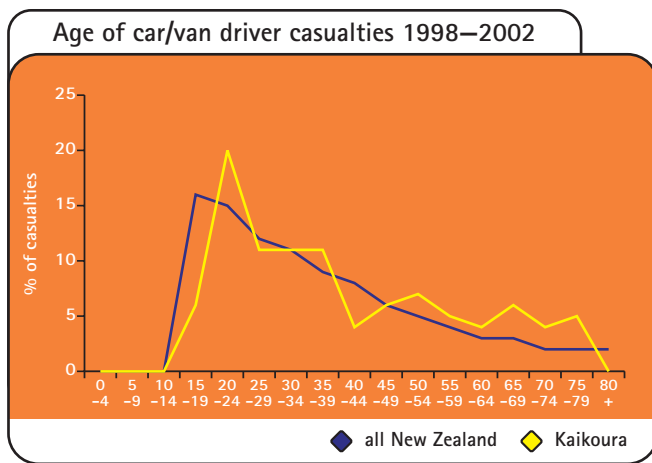
- Raise awareness of fatigue issues by increasing the number of fatigue stops.
- Encourage drivers travelling on holiday to travel after a good night's sleep.
- Continue to install textured edge lines (rumble strips) on state highways.
- Provide good rest areas to encourage drivers to take a break.

Older road users

Twenty-seven percent of all injured road users involved in a crash in the Kaikoura District between 1998 and 2002 were aged 50 years or older. Nationally, 19 percent of road users fitted within this age group. Drivers of cars and vans were the main casualties in this age group.

Many crashes were the result of older drivers losing control of their vehicle, while fatigue and poor observation were both contributing factors in these crashes.

Ninety percent of crashes involving a driver aged 50 years or older occurred on the state highway on the open road at mid-block locations.



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 road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement in and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives in the Kaikoura District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$17,000
Maori facilitator	\$2,300
Safe with Age	\$2,000
A & P expo	\$700

Road policing

Police enforcement hours to support community projects are now allocated to Police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In the Kaikoura and Marlborough Districts during 2003/2004, the Police will deliver 16,290 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	12,385
Traffic management including crash attendance, incidents, emergencies and events	2,710
School road safety education	860
Police community services	335

The LTSA will liaise with the 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 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

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