

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Kaikoura District.

The number of injury crashes in the Kaikoura District in 2003 remained the same as 2002 with 18 crashes resulting in a total of 23 casualties (compared with 30 in 2002). In total, 10 road users died and 25 were seriously injured in road crashes between 1999 and 2003. Over 89 percent of injury crashes in the Kaikoura District during this period occurred on the open road, particularly on the state highway.

Between 1999 and 2003, drivers and passengers of cars and vans were the two main casualty groups. While truck occupants were the third largest casualty group, they made up almost 11 percent of all road-user casualties.

The majority of injury crashes between 1999 and 2003 in the Kaikoura District involved a driver losing control of a vehicle on a bend on the open road. Speed, poor handling and fatigue were also common factors in many crashes.

The total social cost of crashes in the Kaikoura District amounted to \$3.5 million in 2003, a decrease from \$12.9 million in 2002. Crashes on the state highway accounted for 83 percent of the social cost.

Both national and local road safety issues are identified below. Specific issues relating to the Kaikoura District are considered in detail overleaf, while national issues are discussed on the back page.

Major road safety issues




Kaikoura District

Loss of control on bends
Trucks

Nationally

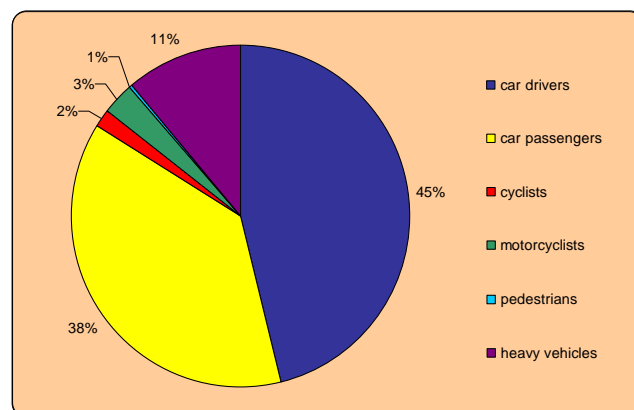
Speed
Alcohol
Failure to give way
Restraints

2003 road trauma for Kaikoura District

	Deaths	0
	Serious casualties	1
	Minor casualties	22
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	Fatal crashes	0
	Serious injury crashes	1
	Minor injury crashes	17
	Non-injury crashes	33

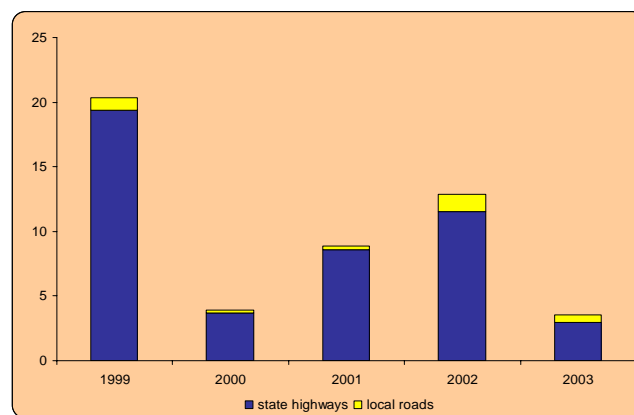
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.



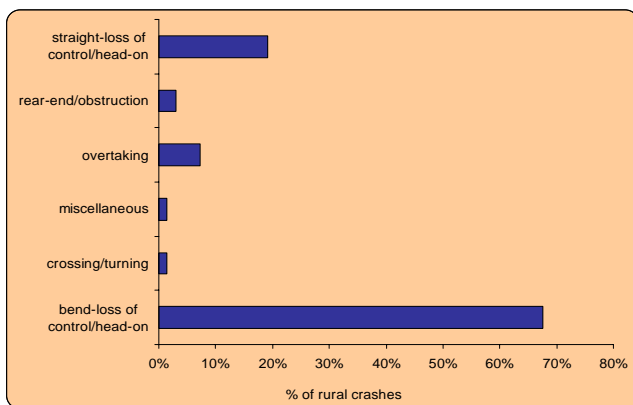
Loss of control on bends

Two thirds of injury crashes on the open road in the Kaikoura District between 1999 and 2003 involved a driver losing control of a vehicle on a bend. This 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 a crash.

Between 1999 and 2003, 67 percent of injury crashes on rural roads in Kaikoura involved a vehicle hitting at least one roadside object – the most common was going over a bank. Of these crashes involving roadside objects, three resulted in a fatality and 10 in a road user being seriously injured.

Crash movement types on rural roads 1999–2003



Travelling at a speed too fast for the conditions was a contributory factor in almost 52 percent of loss of control crashes on bends in rural areas between 1999 and 2003. Fatigue was a contributing factor in 26 percent of loss of control crashes and alcohol was a factor in over 19 percent of these crashes.

Eighty-five percent of loss of control on bend crashes occurred on the state highway in the Kaikoura District, all in rural areas.



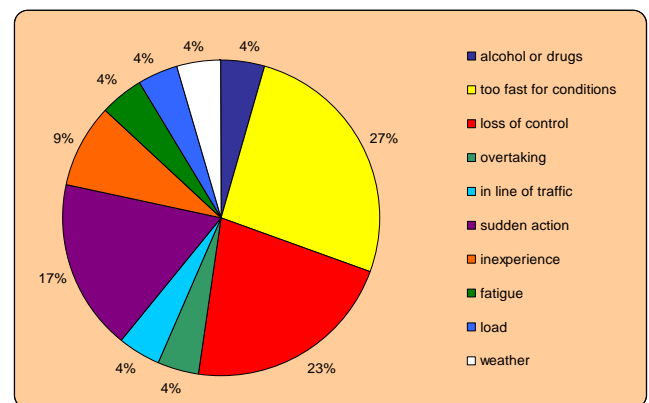
Trucks

Almost 20 percent of injury crashes in the Kaikoura District between 1999 and 2003 involved a truck, resulting in 15 casualties (or 13 percent of all casualties in the district). Of these crashes, 87 percent occurred on the state highway and all occurred on roads outside the main urban area.

The majority of truck crashes, over 86 percent, were the result of either a vehicle losing control, or a head-on crash with the vehicle leaving the road. Speed was a contributory factor in 55 percent of these crashes.

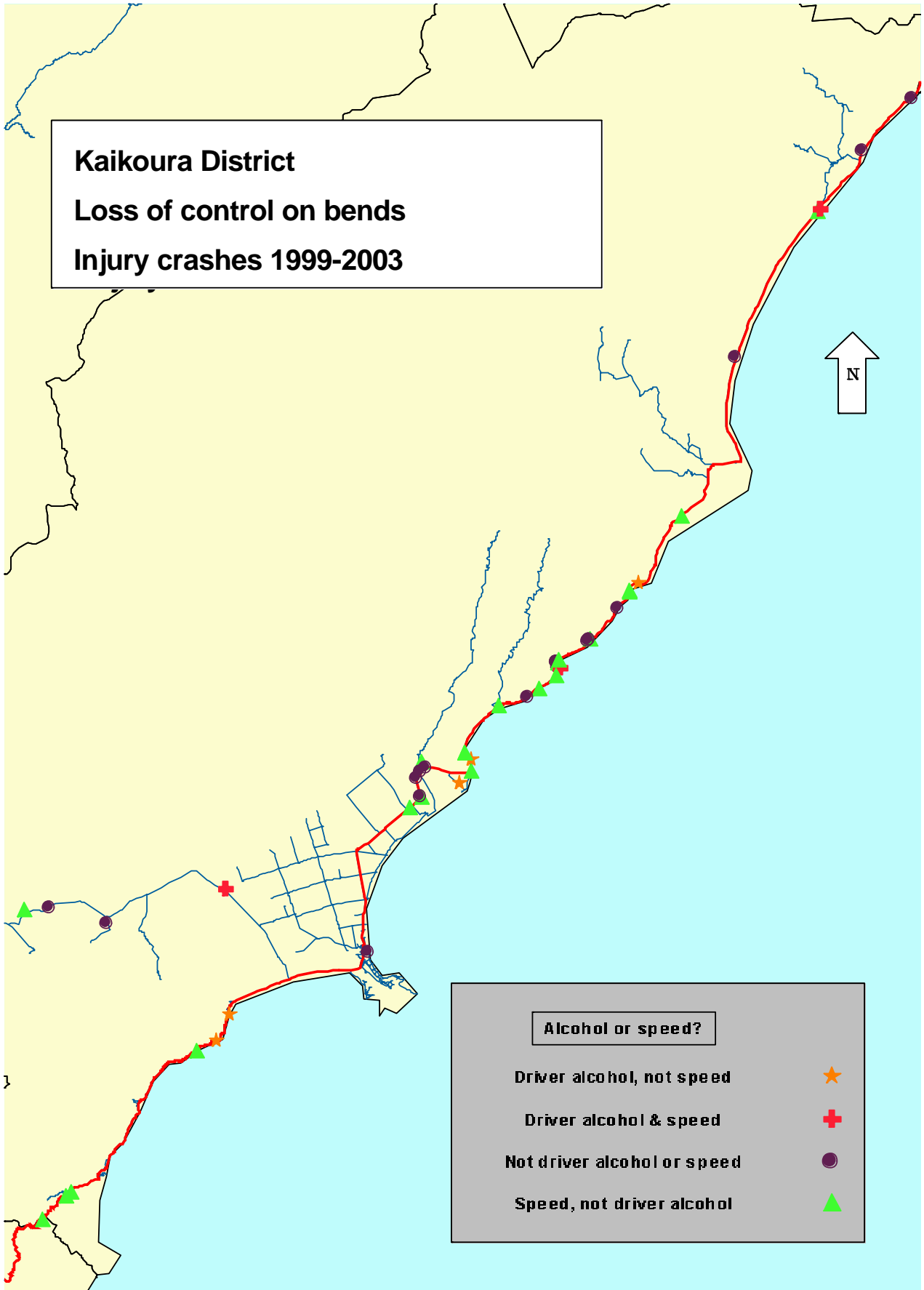
Collisions with roadside objects after a vehicle has left the road can increase the severity of a crash. Almost half the truck injury crashes in the Kaikoura District between 1999 and 2003 involved a vehicle hitting at least one roadside hazard. Of these crashes involving roadside hazards, one resulted in serious injury and eight in minor injuries.

Truck crash factors (state highway) 1999–2003



Of the truck crash casualties, 60 percent were aged 35 to 44 years and 80 percent were male. Eighty percent of truck crash casualties in the Kaikoura District were drivers and all of these were male.

Travelling at a speed too fast for the conditions was identified as a contributory factor in almost half the truck crashes in the Kaikoura District between 1999 and 2003 – one third involved poor handling and 13 percent poor judgement. Fatigue was recorded in seven percent of truck crashes.



Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury and death.

Overall, 38 percent of crashes in the Kaikoura District between 1999 and 2003 involved speed as a contributory factor. This was significantly higher than in all New Zealand and in similar authorities.



Alcohol

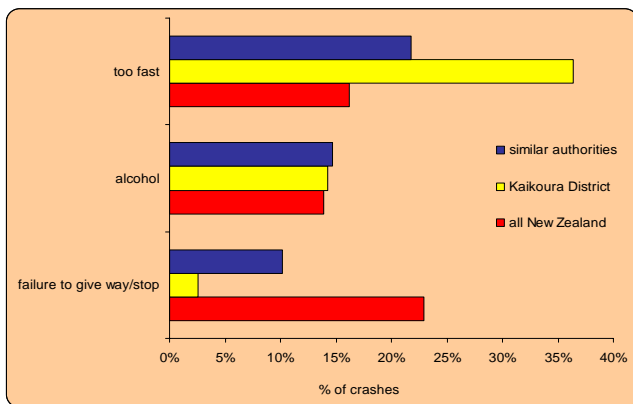
Alcohol has a big effect on the way people drive. Overall, 14 percent of crashes in the Kaikoura District between 1999 and 2003 involved alcohol as a contributory factor. This was in line with all of New Zealand and similar authorities.



Failure to give way

Between 1999 and 2003, only two percent (two crashes) of all crashes in the Kaikoura District involved a vehicle failing to give way which was significantly lower than in all New Zealand and in similar authorities.

National issues 1999–2003



Restrains

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. During 2003, in the Kaikoura District, 95 percent of front seat adults surveyed were wearing a restraint compared with 92 percent for New Zealand. Of the 17 drivers and passengers who died between 1994 and 2003, two would have been saved if they had been wearing a restraint.

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