

road safety issues

Kaikoura District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2001–2005 period. The intent of the report is to highlight the key road safety issues within the Kaikoura District.

Comparing crashes reported in 2005 with other years shows:

- one fatality in 2005 compared with 2004, when five people were killed
- serious injury crash numbers increased slightly, while minor and non-injury crashes decreased. Overall, crash numbers decreased. Generally crash numbers were low
- all but one casualty in 2005 was male (95 percent) compared with 69 percent in 2004
- speed involvement in rural crashes, decreased from a 10-year high in 2003 to around the same level as peer groups and New Zealand in general
- intersection crashes on rural roads declined
- the number of injury crashes in darkness reduced by more than 50 percent in 2005. However the general trend in the last five years was upwards.

Major road safety issues

Kaikoura District

Loss of control on bends

Speed

Fatigue

Truck crashes

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Kaikoura District



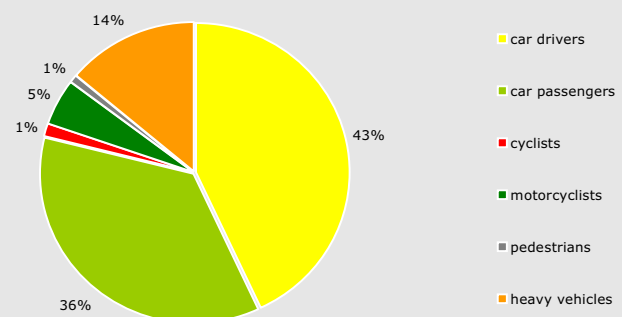
Deaths	1
Serious casualties	13
Minor casualties	8



Fatal crashes	1
Serious injury crashes	8
Minor injury crashes	4
Non-injury crashes	34

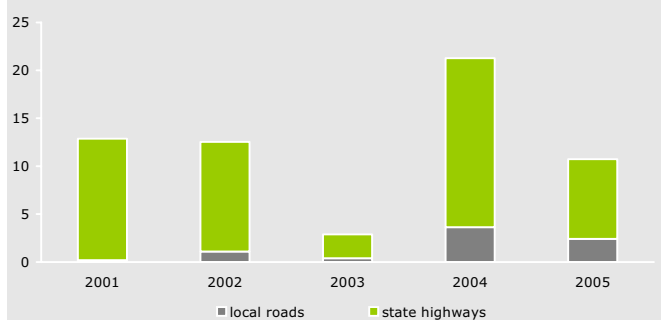
Road casualties 2001-2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)



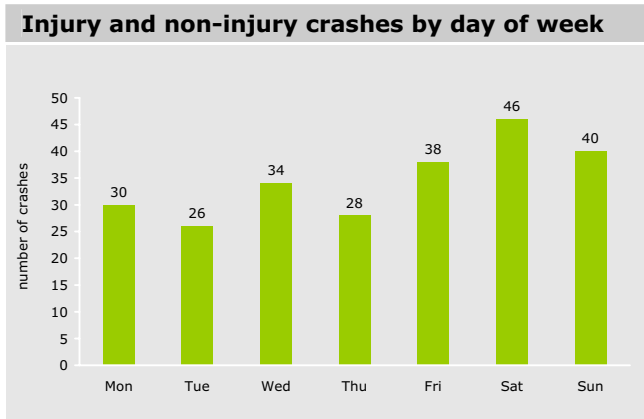
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

Throughout this report, unless otherwise stated, the following information reports on injury and non-injury crashes from 2001 to 2005.

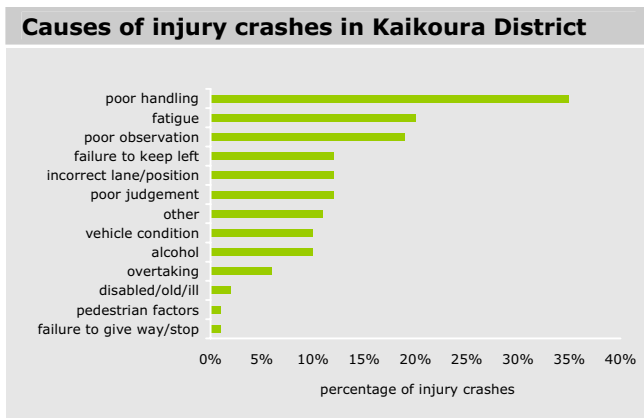
General

During the last five years, 11 people were killed, and 136 injured, 37 seriously in 84 crashes in the Kaikoura District. In addition, there were 159 non-injury crashes reported to the Police for the same period. The map on page 3 shows where these crashes occurred by year.

The most common type of crash in Kaikoura was loss of control of bends, making up just over half of all crashes. Four fifths of crashes occurred on the state highway network and a quarter of the crashes happened on urban roads. Sixty percent of crashes involved just one vehicle.



The most common cause of injury crashes was inappropriate speed for the conditions, (39 percent of all injury crashes), followed by poor handling. Wet and icy roads played a part in between a quarter and a third of all crashes, and around 40 percent of all crashes occurred in darkness. Just one tenth of injury crashes involved alcohol, however, around twice that number were identified as fatigue related.

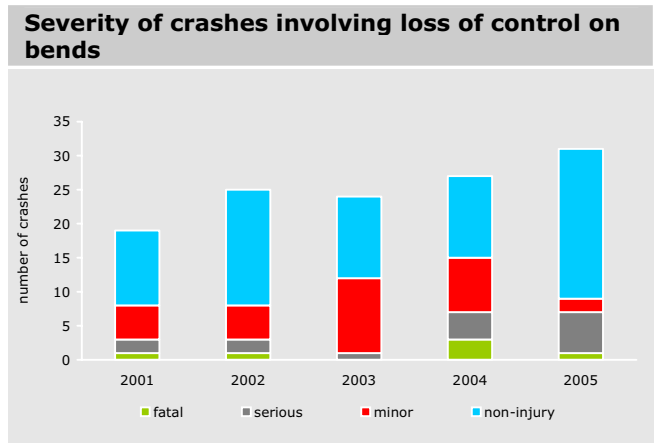


Crashes were more likely to occur between Friday and Sunday and the worst time of day was between midday and 6 pm. March was the worst month for crashes, followed by July. Fifteen to 19 year old drivers were less likely to be at fault than almost any other age group up to 50 years.

Loss of control on bends

As stated, more than half of all crashes in the Kaikoura District in the last five years involved loss of control and/or head-on collisions with another party on a bend, resulting in seven fatalities and 71 injuries. One fifth of these crashes involved more than one party.

Generally crash numbers increased each year between 2001 and 2005, however the severity of crashes varied from year to year, as shown below.



Eighteen percent of crashes involved a vehicle going over a bank, followed by 14 percent colliding with a cliff or bank and 14 percent with a guardrail.

The most common cause of these crashes was travelling too fast for the conditions, (over half of all crashes) followed by poor handling, then poor observation.

Alcohol was a factor in just 10 percent of injury crashes.

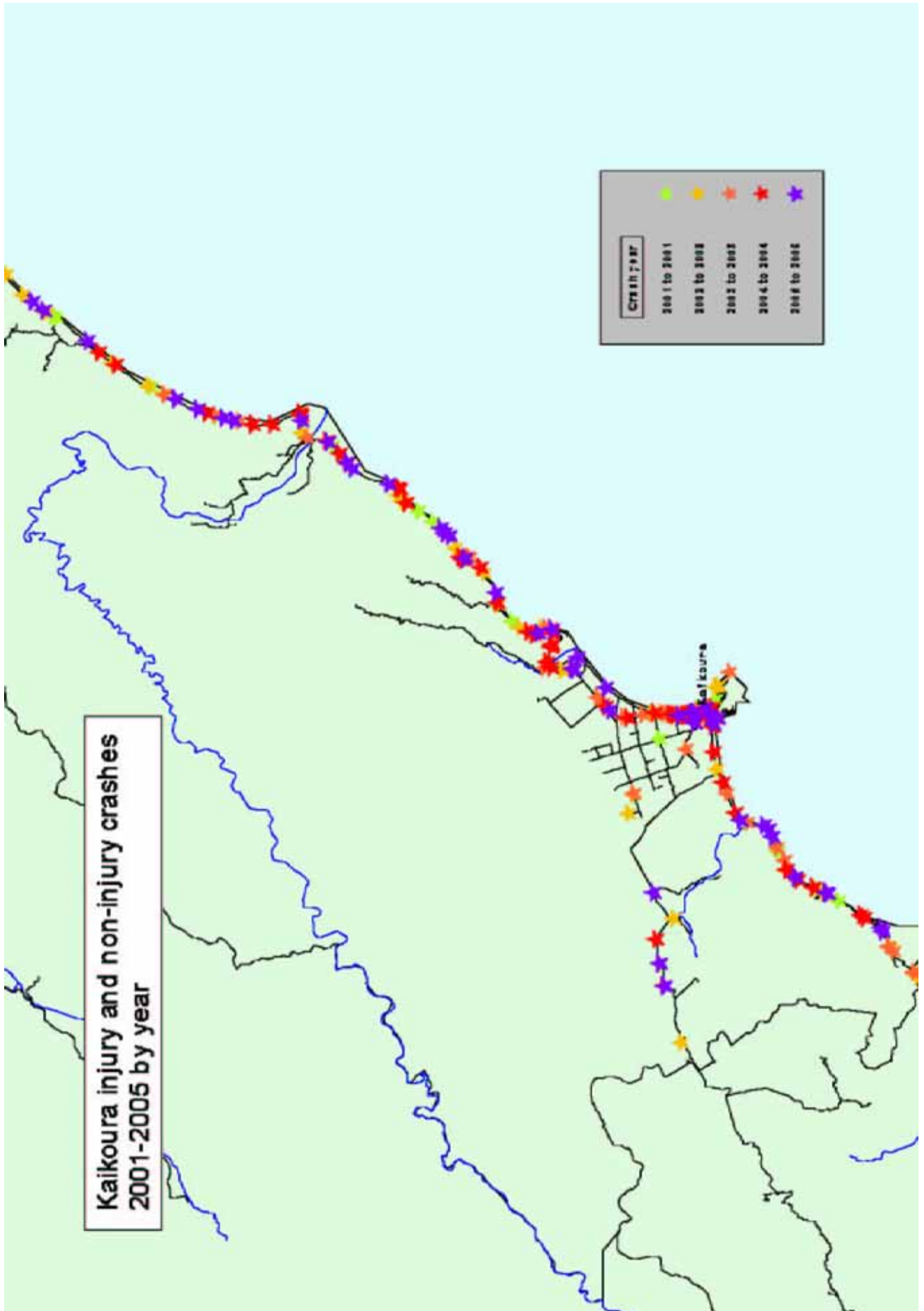
Eighty-six percent of speed-related crashes led to a loss of control or head-on crash on a bend.

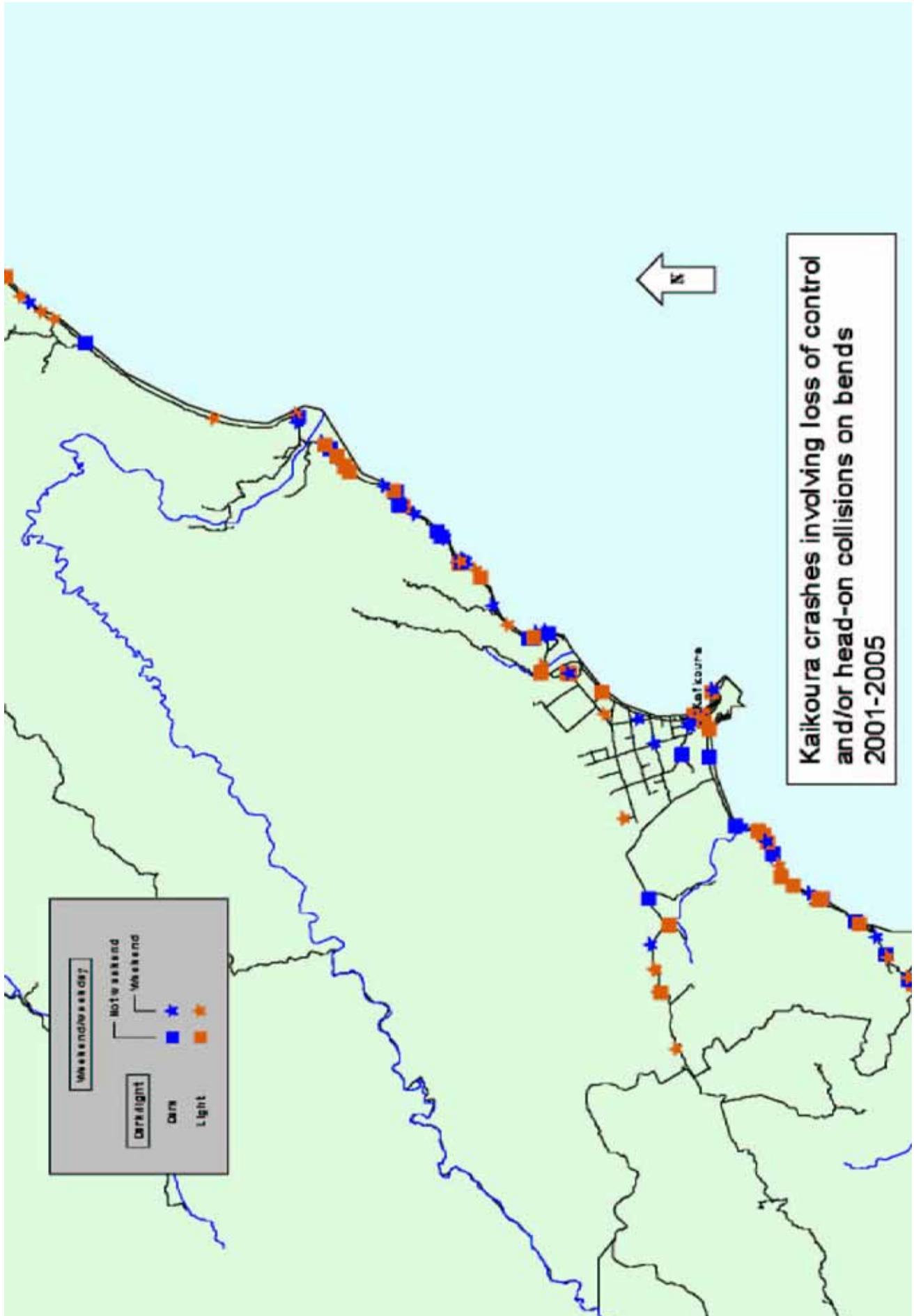
Just under half of all loss of control on bend crashes occurred in darkness.

Around four fifths of all loss of control on bend crashes occurred on state highways and just under 10 percent were on urban roads.

The worst day of the week for this type of crash was a Sunday and the worst time for crashes on Sunday was between noon and 3 pm, as was the average over the whole week.

Fourteen percent of drivers at fault held an overseas licence.





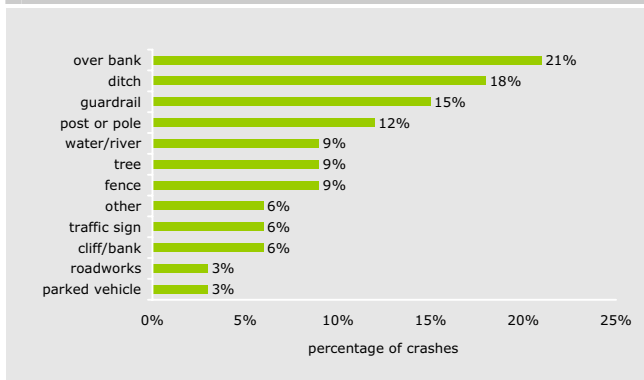
Fatigue

Fatigue ranks third in causes of crashes in the Kaikoura District. It is a difficult cause to identify and treat, and it is accepted that the reported numbers of crashes will be well below actual crash numbers. In addition, it is not yet widely felt as being as socially unacceptable to drive while fatigued as for example driving while drunk, yet research indicates that the effects on cognitive skills are similar. It is also extremely difficult for Police to prevent fatigued people from driving.

Between 2001 and 2005, two people were killed and 23 injured (five seriously) in 17 crashes and a further 16 non-injury crashes were reported to the police. Eighty-five percent only involved one vehicle.

The most common type of crash involving fatigue was loss of control or head-on crashes on straight roads, followed by loss of control or head-on crashes on bends. These two movement types made up 90 percent of all fatigue related crashes. Vehicles often ended up driving over a bank (21 percent of crashes) while 18 percent ended up in a ditch.

Objects struck in fatigue-related crashes in Kaikoura District 2001–2005



Over half of all fatigue related crashes occurred in darkness, compared with around two fifths of all crashes in Kaikoura.

Around one in five occurred on wet or icy roads, lower than the two in five for all crashes in Kaikoura.

Nearly all occurred on the state highway network and around nine-tenths on rural roads.

The worst days for fatigue related crashes appear to be Friday and Saturday. Sunday had the lowest number of fatigue crashes. August was the worst month for crashes, followed by December and January.

Just two drivers at least partly at fault were driving on an overseas licence. Just under two thirds of drivers at fault in injury crashes held a full New Zealand licence.

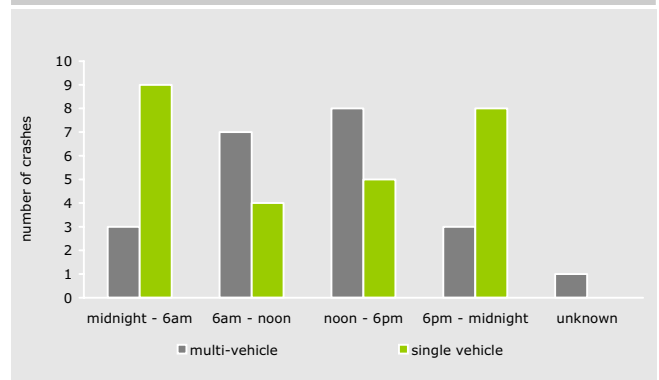
Truck crashes

One fifth of all crashes in Kaikoura between 2001 and 2005 involved a heavy vehicle. The severity of crashes has increased in the last two years. Three out of four fatalities were single vehicle truck crashes, while the car driver was at fault in the multi-vehicle fatal crash.

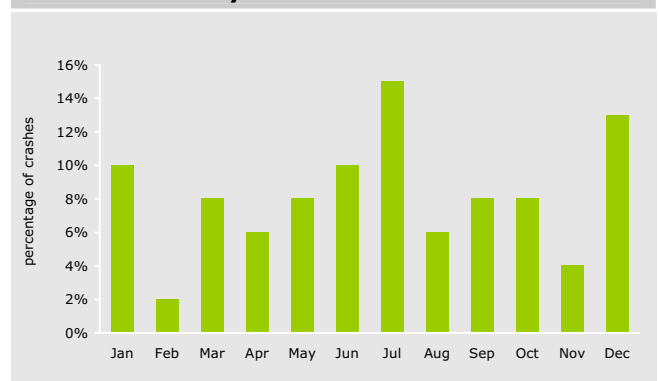
In total in the last five years, four people were killed, 21 injured, 15 seriously in 20 crashes. A further 28 non-injury crashes were reported to the Police. Ten percent of crashes involving a truck resulted in a collision with a guard rail, followed by eight percent colliding with a post or pole, and eight percent going over a bank.

The most common crash type for heavy vehicles was loss of control on bends (65 percent of crashes). Generally truck crashes were caused by excessive speed for the conditions and poor handling. Nearly three fifths occurred in darkness, however, just over a fifth occurred on wet or icy roads. Fifteen percent of injury crashes involved fatigue but none were caused by excess alcohol. Ninety percent occurred on the state highway network and one in eight on an urban road.

Truck crashes by time of day for single and multi-vehicle crashes



Truck crashes by month 2001–2005



There was no particular time of day or night that could be said to be considerably worse than others for truck crashes, but Wednesday was the worst day of the week and July the most dangerous month, followed by December (see above).

Almost all drivers involved in injury crashes with trucks held a full licence. Thirty to 50 year old male drivers were predominantly at fault in injury crashes.

Performance measures

The table below lists some of the local authority performance measures noted in the December 2005 issue of *Road Safety Progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for 2005 Kaikoura District injury crashes with the national range.

	National range	Kaikoura District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	13%
Alcohol % driver alcohol crashes	6%–31%	15%
Intersections % crashes with failed to stop or give way factors	0%–41%	21%
Pedestrian % crashes with pedestrians	0%–24%	5%
Cyclists % crashes with cyclists	0%–15%	14%
Safety belts % unrestrained – front seat	1%–13%	6%

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