



briefing notes - road safety issues

Kaikoura 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 Kaikoura 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 Kaikoura 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	
Kaikoura District		Casualties	
Loss of control on rural roads		Deaths	1
Speed		Serious casualties	8
		Minor casualties	22
Nationally		Crashes	
Speed		Fatal crashes	1
Alcohol		Serious injury crashes	5
Failure to give way		Minor injury crashes	19
Restraint use		Non-injury crashes	47

Overview

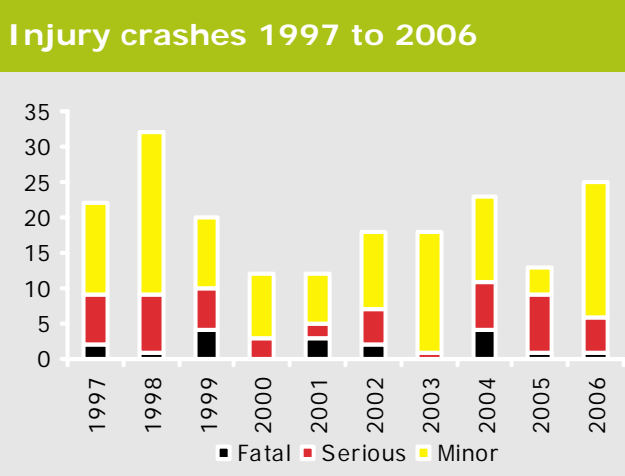
In 2006 on local roads in the Kaikoura District there were three injury crashes and 12 non-injury crashes, in addition there were 23 injury crashes and 35 non-injury crashes on State Highways, as reported by the New Zealand Police.

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	1	7	20	28
Urban	0	1	2	3
Total	1	8	22	31

Fatalities in the district continue to fluctuate between the ten year high of six seen in 1999 to none recorded in both 2000 and 2003.

Serious injury numbers fell from the ten year high of 13 seen in 2005.



Crash movement 2006	Percentage of all crashes with this crash movement
Lost control at bend	39%
Lost control on straight	22%
Rear end/obstruction	28%
Overtaking	4%
Pedestrian vs vehicle	1%
Miscellaneous	4%

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

- Worst month November (3), best August (0)
- Worst day Monday (4), best Thursday (0)
- Wet road 13 percent
- Night time 67 percent
- Midblock 87 percent
- 100 percent of at fault drivers male (injury crashes)
- 67 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 November (7), best December (2)
- Worst day Sunday (12), best Wednesday (5)
- Wet road 22 percent
- Night time 43 percent
- Midblock 91 percent
- 76 percent of at fault drivers male (injury crashes)
- 76 percent of at fault drivers in injury crashes held a full NZ licence

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 not the case in the Kaikoura District however where 75 percent of at fault drivers in injury crashes in 2006 held a full driving licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	75.0 (58.4) %
Learner	5.0 (9.5) %
Restricted	10.0 (17.6) %
Never licenced	0 (2.2) %
Disqualified	5.0 (1.7) %
Overseas	5.0 (4.2) %
Expired	0 (0.5) %
Other / unknown	0 (5.6) %

Rural crashes

In 2006 75 percent of reported crashes in the Kaikoura District occurred on rural roads, that is roads with a speed limit of 80 km/h or more. Nine out of ten injuries occurred on these higher speed roads.

Over two thirds of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

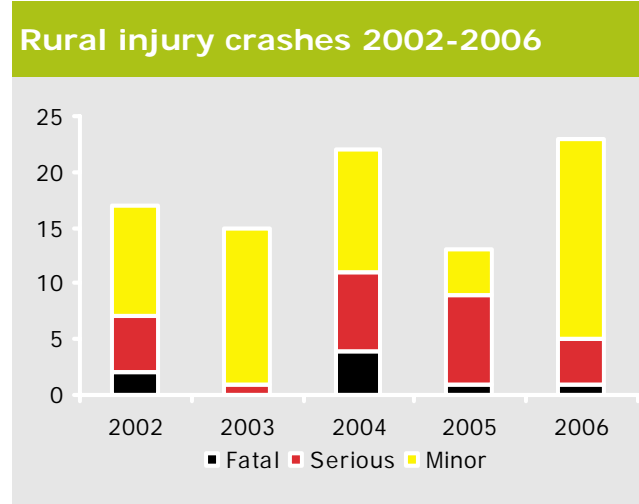
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Kaikoura 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	Number of times a roadside hazard is struck	
	Local road	State Highway
Bridge ends	0	10
Cliff or bank	2	22
Ditch	5	15
Fence	2	16
House or building	1	0
Guard rail	0	18
Over bank	3	16
Parked vehicle	0	1
Post or pole	4	13
Slip or flood	0	2
Stray animal	0	6
Traffic sign	0	8
Train	1	0
Tree	2	8
Water/River	0	9

The 55 reported crashes on rural roads in 2006 was the highest number seen for over ten years. The 24 injury crashes was second only to the 1998 high of 27.

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



Further information about all rural crashes in the Kaikoura District in 2006:

Local roads and State Highways

- One death, six serious injuries and 20 minor injuries
- 89 percent of crashes occurred on the State Highway network
- At fault drivers 83 percent male
- Most common crash type losing control on a bend – 45 percent
- One quarter of crashes involved a vehicle losing control on a straight section of road
- Eight percent of injury crashes involved alcohol over limit
- 21 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 24 percent of crashes were on a wet surface
- 45 percent of crashes occurred at night
- 65 percent of crashes involved a single vehicle
- 21 percent of injury crashes were deemed to have fatigue as a factor.
- Five of the six crashes on local roads occurred at night

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