

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 2003–2007 period.

The intent of the report is to highlight the key road safety issues and be a resource to help identify possible ways to reduce the number of road deaths and injuries in Kaikoura District.

This report is the ninth road safety report for Kaikoura District. All the material unless otherwise stated in this report applies to both local roads and to Transit New Zealand (Transit NZ) roads.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Kaikoura District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district.

We encourage local bodies to use the free access to the Ministry of Transport's Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues

Kaikoura District

Bends

Speed

2007 road trauma

Casualties

Kaikoura District

Deaths

0

Serious casualties

6

Minor casualties

27

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Kaikoura District

Fatal crashes

0

Serious injury crashes

6

Minor injury crashes

23

Non-injury crashes

48

Overview

In 2007 on local roads in Kaikoura District there were two injury crashes and 17 non-injury crashes. In addition there were 27 injury crashes and 31 non-injury crashes on Transit New Zealand (Transit NZ) roads, both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 29 injury crashes, by rural or urban areas for all roads, (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by environment 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	6	24	30
Urban	0	0	3	3
Total	0	6	27	33

The annual numbers of fatal and serious injury crashes in the district have fluctuated over the last ten years, and there is no obvious long term trend in the numbers. In 2006 and 2007 the numbers of minor injury and non-injury crashes increased compared with previous years.

Crash trends				
Year	Fatal crashes	Serious injury crashes	Minor injury crashes	Non-injury crashes
1998	1	8	23	24
1999	4	6	10	23
2000	0	3	9	19
2001	3	2	7	22
2002	2	5	11	32
2003	0	1	17	33
2004	4	7	12	38
2005	1	8	4	34
2006	1	5	19	46
2007	0	6	23	48

Injury crashes 2003 - 2007		
Crash type or contributory cause 2003 to 2007	Local Road Percent of injury crashes	Transit Road Percent of injury crashes
Alcohol	15%	7%
Too fast	46%	35%
Straight—lost control crash	46%	22%
Bend—lost control crash	38%	64%
Crossing / turning crash	0%	3%
Road factors	8%	13%
Vulnerable road users (Percent of casualties)	14%	13%
1, Pedestrians	0%	2%
2, Cyclists	0%	1%
3, Motorcyclists	14%	11%

Further information about 2003 to 2007 injury and non-injury crashes on local roads:

- Worst month February
- Worst day Saturday
- 15 percent on wet roads
- 40 percent at night
- 11 percent at intersections
- Social cost of crashes in 2007 was \$1.3m

Further information about 2003 to 2007 injury and non-injury crashes on Transit NZ roads

- Worst month March
- Worst day Friday
- 26 percent on wet roads
- 42 percent at night
- 10 percent at intersections
- Social cost of crashes in 2007 was \$6.7m

Crashes at bends

Between 2003 and 2007 58 percent of all crashes in Kaikoura District occurred at bends. These crashes resulted in 6 fatalities, 24 serious injuries and 60 minor injuries.

There were more reported crashes at bends in 2007 than in any of the previous four years.

Crashes at bends 2003 to 2007				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Non-injury crashes
2003	0	1	13	17
2004	3	4	8	18
2005	1	6	1	27
2006	1	3	12	20
2007	0	5	14	23
Total	5	19	48	105

Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

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

The two most common roadside hazards struck in injury crashes in Kaikoura District were cliffs or banks (16), and guardrail (10) from a total of 59 objects struck.

Main characteristics of injury crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	71%
Alcohol	10%
Excessive speed for the conditions	46%
Road factors	15%
Poor handling	42%
Rural road	99%
Wet road	26%
Night time	46%

Further information about injury crashes on bends (2003 to 2007) on local roads in Kaikoura District :

- 2 deaths, 3 serious injuries and 4 minor injuries
- 75 percent of at fault drivers were male
- Most common crash type "Lost control"
- Most common age group 50-59 years
- 14 percent of crashes involved alcohol
- Worst month January, April
- Worst day of week Wednesday, Saturday, Sunday
- Worst time period 9 am - midday

Further information about injury crashes on bends (2003 to 2007) on Transit NZ roads in Kaikoura District:

- 4 deaths, 21 serious injuries and 56 minor injuries
- 87 percent of at fault drivers were male
- Most common crash type "Lost control turning Right"
- Most common age group 30-39 years
- 9 percent of crashes involved alcohol
- Worst month March
- Worst day of week Tuesday, Saturday
- Worst time period midday - 3 pm

Nearly all the crashes at bends in Kaikoura District were in rural areas and most were on State highways. Over two thirds were single vehicle crashes and nearly half happened at night.

Speed

Nationally, speed is one of the major contributing factors to road crashes. Reducing speeds is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce a three percent reduction in injury crashes.

Between 2003 and 2007 36 percent of injury crashes in Kaikoura District involved travelling too fast for the conditions. These crashes resulted in 7 fatalities, 37 serious injuries and 99 minor injuries.

Speed related crashes					
Speed related crashes	2003	2004	2005	2006	2007
Rural	17	15	17	12	21
Urban	1	1	1	0	3
Total	18	16	18	12	24

From 2003 to 2005 the number of crashes remained reasonable constant. In 2006 numbers dropped and then doubled in 2007 to a new five year high.

The most common speed related crash is one when in a driver loses control on a right hand bend. The second most common crash is when a driver loses control on a left hand bend.

The other causes commonly contributing to speed related crashes were:

- Poor handling
- Poor observation

Age and sex of at fault speeding drivers			
Drivers at fault in speed related injury crashes (2003- 2007)	Male	Female	Total
15 - 19 years	3	1	4
20 - 24	0	3	3
25 - 29	4	0	4
30 - 39	8	0	8
40 - 49	11	2	12
50 - 59	4	1	5
60 - 69	1	0	1
70+	1	0	0
Total	32	6	38

Males represented 84 percent of at fault drivers in speed related crashes.

Further information about speed related injury crashes in Kaikoura District on local roads (2003 to 2007):

- 1 death, 1 serious injuries and 4 minor injuries
- Most common crash type "Lost control on bend"
- 100 percent mid-block
- 20 percent wet road
- 40 percent night time
- Worst month N/A
- Worst day of week Saturday (2 crashes only)
- Worst time N/A

Further information about speed related injury crashes in Kaikoura District on Transit NZ roads (2003 to 2006):

- 2 deaths, 11 serious injuries and 26 minor injuries
- Most common crash type "Lost control on bend"
- 97 percent mid-block
- 22 percent wet road
- 56 percent night time
- Worst month March, November
- Worst day of week Tuesday
- Worst time 6 pm- 9 pm

National issues

This section contains some brief information on the key national road safety issues as measured in Kaikoura District. They may have been covered elsewhere in this document or not be a specific issue.

Speed

In Kaikoura District, "Too fast" was recorded in 37 fatal and injury crashes in the district in the last five years resulting in 3 deaths and 42 injuries. Speed as a factor in crashes is increasing.

85 percent of all speed-related crashes were Lost control on bends. Poor handling was the other driver factors most often associated with speed in injury crashes.

84 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 30 to 49 years

Alcohol

In Kaikoura District, alcohol was involved in nine fatal and injury crashes in the district in the last five years resulting in no deaths, and 11 injuries. The number of injury crashes involving alcohol is not reducing.

70 percent of all alcohol crashes were in rural areas of the district. 80 percent were Lost control on a bend. Speed was the other factors often associated with alcohol in injury crashes.

90 percent of at fault drivers in these injury crashes were males. All ages of drivers were represented.

Failure to give way

In Kaikoura District, failure to give way or stop was reported in two fatal and injury crashes during the last five years resulting in one death and one other injury.

Poor observation was the driver factor most often associated with failure to give way.

Both of the at fault drivers in these injury crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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