



briefing notes - road safety issues

Kaikoura District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

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

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 Kaikoura District to delve deeper into the highlighted issues, and other road safety issues in the District. Contact the NZTA Christchurch Performance Information team for additional information from the Ministry of Transport's Crash Analysis System (CAS). All data and maps in this note are from CAS.

Major road safety issues

Kaikoura District

Bend—Lost of control or Head -on

Speed

2008 road trauma

Casualties

Kaikoura District

Deaths 2

Serious casualties 5

Minor casualties 19

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Kaikoura District

Fatal crashes 2

Serious injury crashes 5

Minor injury crashes 13

Non-injury crashes 44

Fatal and Injury crashes
Kaikoura District
2008



Overview

In 2008 on local roads in Kaikoura District there were 4 injury crashes and 18 non-injury crashes. In addition there were 16 injury crashes and 26 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 20 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008

	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	5	16	23
Urban	0	0	3	3
Total	2	5	19	26

In Kaikoura District almost 9 of every 10 people injured in road crashes, were injured in crashes in rural areas of the district.

In 2007 the total number of injury crashes was the highest in the ten-year period. In 2008 the number reduced close to the 10 year average. There are no trends apparent in the numbers.

Crash trends in Kaikoura District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	4	6	10	20
2000	0	3	9	12
2001	3	2	7	12
2002	2	5	11	18
2003	0	1	17	18
2004	4	7	12	23
2005	1	8	4	13
2006	1	5	19	25
2007	0	6	23	29
2008	2	5	13	20

Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	15	6
Too fast	23	33
At bends	38	65
At intersections	0	9
Road factors	15	15

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	0	2
Cyclists	4	1
Motorcycles	17	12
Total vulnerable	21	15

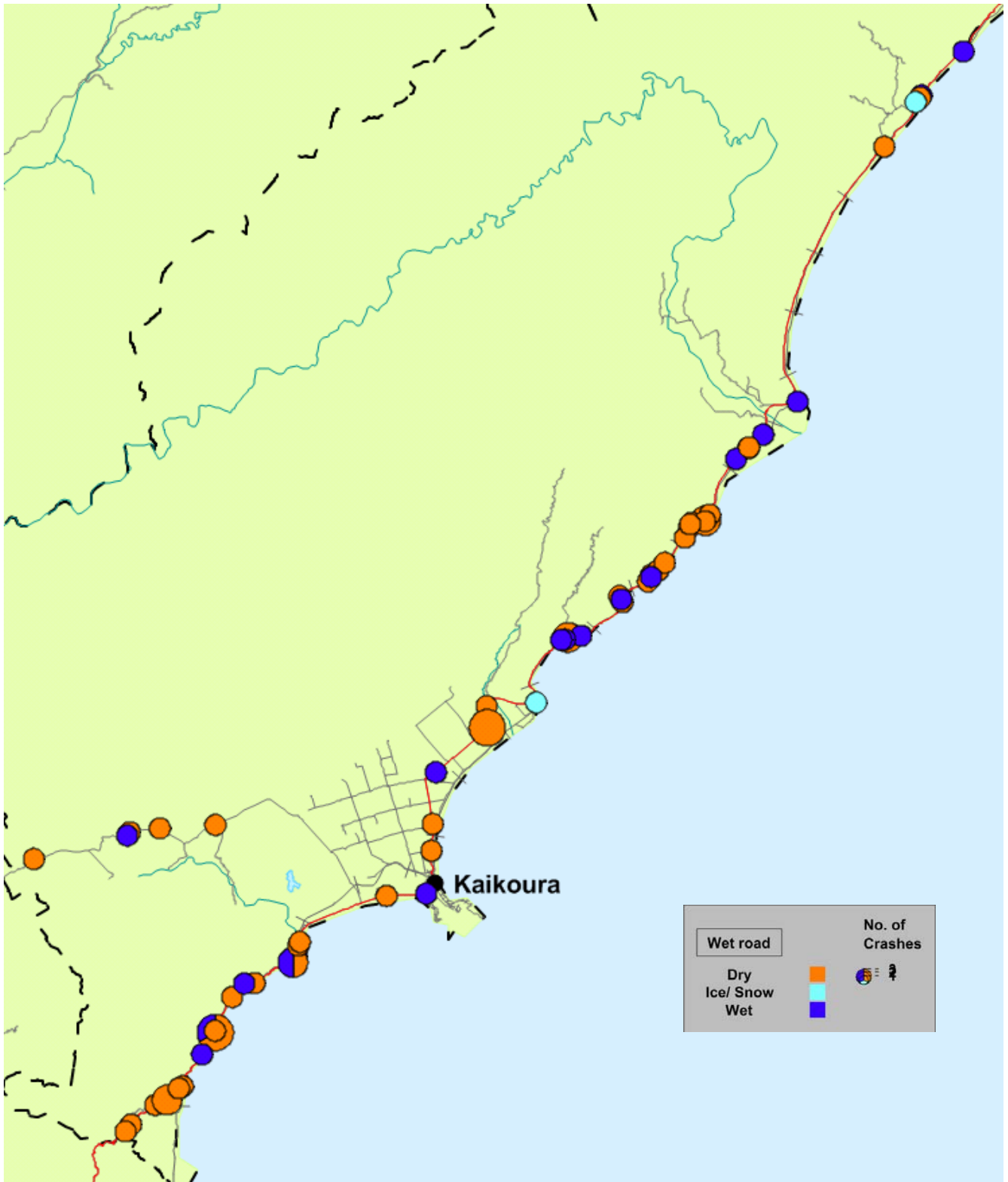
Further information about 2004 to 2008 injury crashes on local roads in Kaikoura District :

- Worst month February, June, December
- Worst day Saturday
- 8 percent on wet or icy roads
- 54 percent at night
- none at intersections
- 11 roadside objects struck
- Social cost of crashes in 2008 \$4.5 m

Further information about 2004 to 2008 injury crashes on State Highways in Kaikoura District :

- Worst month December
- Worst day Saturday
- 27 percent on wet or icy roads
- 37 percent at night
- 9 percent at intersections
- 75 roadside objects struck
- Social cost of crashes in 2008 \$9.1 m

Injury Bend - Lost control or head on crashes
Kaikoura District
2004 - 2008



Bend - loss of control or head on

Between 2004 and 2008 62 percent of all injury crashes in Kaikoura District were bend - loss of control or head on bends crashes. These crashes resulted in 7 fatalities, 25 serious injuries and 57 minor injuries.

There are no obvious trends in the crash numbers

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	3	4	8	15
2005	1	6	2	9
2006	0	3	12	15
2007	0	4	12	16
2008	2	4	7	13
Total	6	21	41	68

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 most common roadside hazards struck in injury loss of control or head on crashes on bends in Kaikoura District were cliffs or banks (17), and guard rail (9) from a total of 60 objects struck.

Main characteristics of injury lost control or head on crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	76
Alcohol	9
Excessive speed for the conditions	43
Road factors	19
Poor handling	49
Rural road	98
Wet or icy road	31
Night time	46

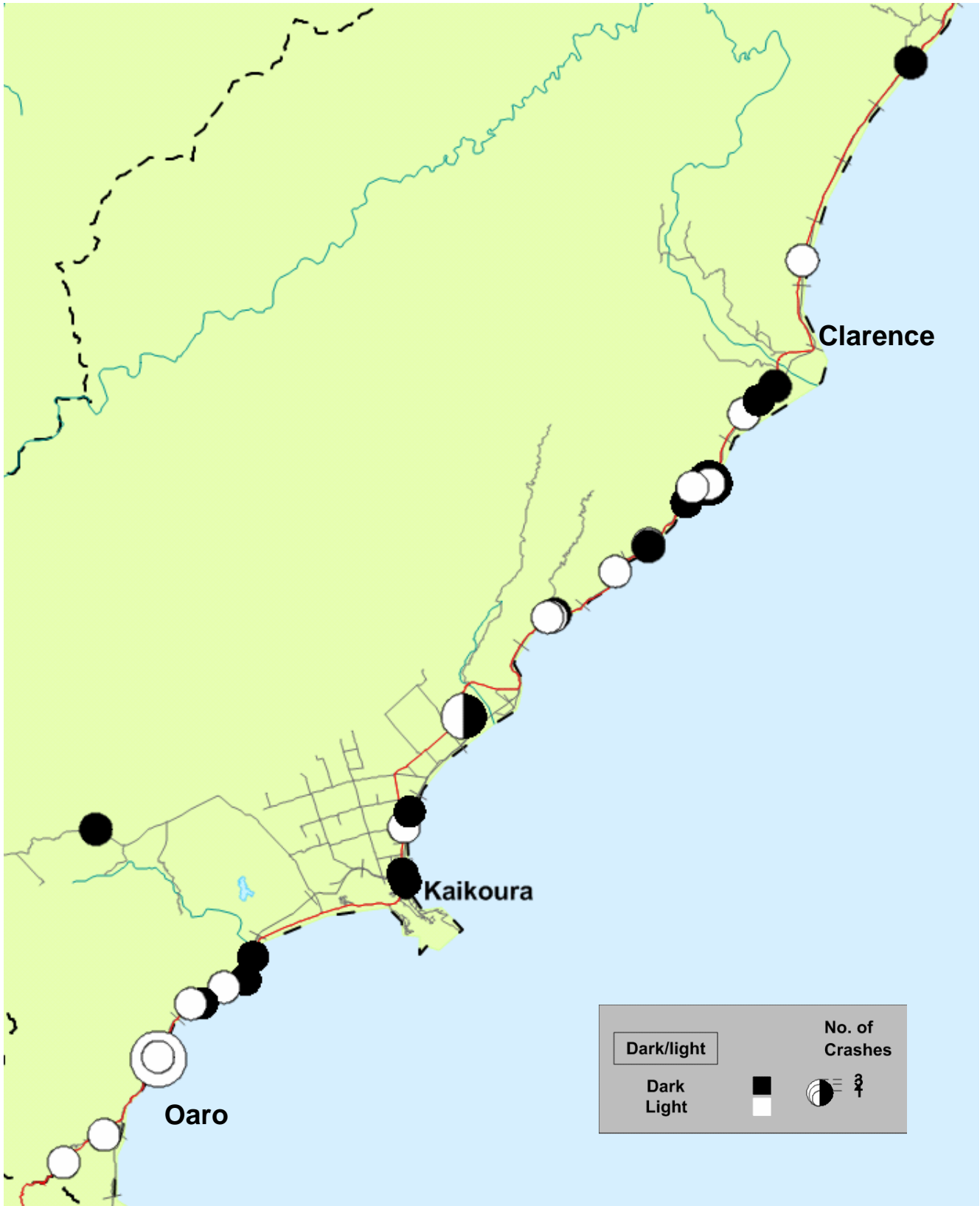
Further information about the 5 injury loss of control or head on crashes on bends (2004 to 2009) on local roads in Kaikoura District :

- 2 deaths, 2 serious injuries and 4 minor injuries
- All at fault drivers were male
- Most common at fault driver age group 50 -59 years (40 percent of all at fault drivers)
- 20 percent of crashes involved alcohol
- 20 percent of crashes involved speed too fast for the conditions
- Worst month December
- Worst day of week Friday
- Worst time midday till 3 pm

Further information about the 63 injury loss of control or head on crashes on bends (2004 to 2008) on State Highways in Kaikoura District:

- 5 deaths, 23 serious injuries and 53 minor injuries
- 81 percent of at fault drivers were male
- Most common at fault driver age group 30—39 years (29 percent of at fault drivers)
- 8 percent of crashes involved alcohol
- 44 percent of crashes involved speed too fast for the conditions
- Worst month March
- Worst day of week Tuesday
- Worst time 6 pm to 9 pm

Injury crashes in which "Too fast for conditions" was reported
Kaikoura District
2004 - 20089



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 2004 and 2008, 32 percent of injury crashes in Kaikoura District involved travelling too fast for the conditions. These 35 crashes resulted in 3 fatalities, 14 serious injuries and 25 minor injuries.

Speed related crashes

Speed related crashes	2004	2005	2006	2007	2008
Rural	9	3	5	9	7
Urban	1	0	1	0	0
Total	10	3	6	9	7

Over 90 percent of crashes in Kaikoura where too fast was reported as a factor were in rural areas of the district.

The other main causes contributing to speed related crashes were:

- Poor handling
- Poor observation
- Alcohol

Speed related crashes by location

Road (road lengths may differ)

SH 1, Oaro - Puketa

SH 1, Mangamanu to Clarence

Age and sex of at fault drivers in speed related crashes

Drivers at fault in speed related injury crashes (2004- 2008)	Male	Female	Total
15-19 years	5	1	6
20 - 24	1	2	3
25 - 29	3	0	3
30 - 39	7	1	8
40 - 49	7	1	8
50 - 59	4	1	5
60 - 69	2	0	2
70+	1	1	2
Total	30	7	37

Further information about the 3 speed related injury crashes in Kaikoura District on local roads (2004 to 2008):

- 1 deaths, 2 serious injuries and no minor injuries
- Most common crash type "bend - loss of control or head on"
- All were mid-block crashes
- None on wet or icy road
- All at night time
- Worst month February
- Worst day of week Saturday
- Worst time 9 pm - 12 pm

Further information about the 32 speed related injury crashes in Kaikoura District on State highways (2004 to 2008):

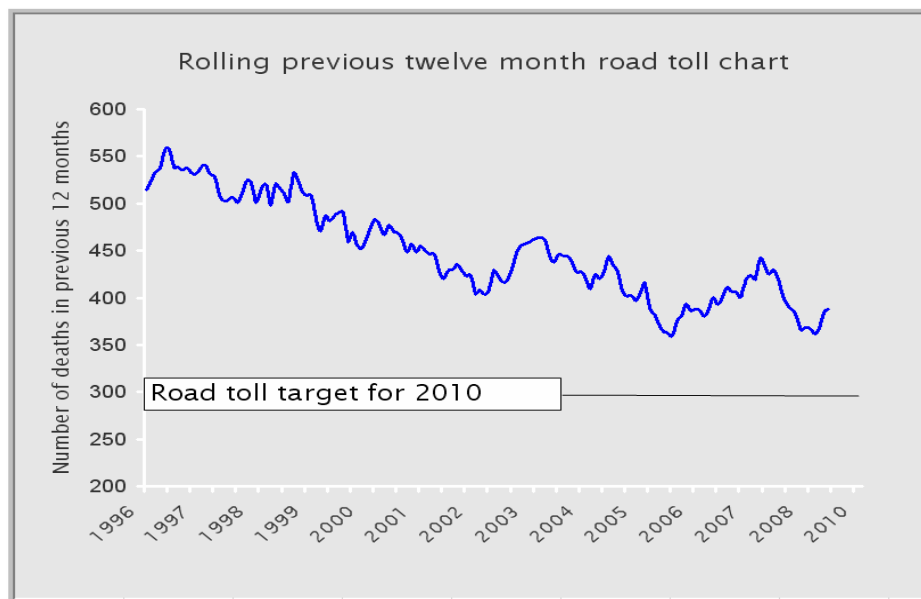
- 2 deaths, 12 serious injuries and 25 minor injuries
- Most common crash type "bend - loss of control or head on"
- 97 percent mid-block
- 28 percent wet or icy road
- 44 percent night time
- Worst month March
- Worst day of week Tuesday
- Worst time 6 pm - 9 pm

The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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