



briefing notes - road safety issues

Kaikoura District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Kaikoura District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Kaikoura District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

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 Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues

Note
issues are not in
any order

Kaikoura District

Speed
Bend - loss of control or head-on

2009 road trauma

Casualties Kaikoura District

Deaths	1
Serious casualties	17
Minor casualties	22

Nationally

Speed
Alcohol / Drugs
Young Drivers
Roads and Roadsides
Motorcyclists

Crashes Kaikoura District

Fatal crashes	1
Serious injury crashes	10
Minor injury crashes	14
Non-injury crashes	38

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy..

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

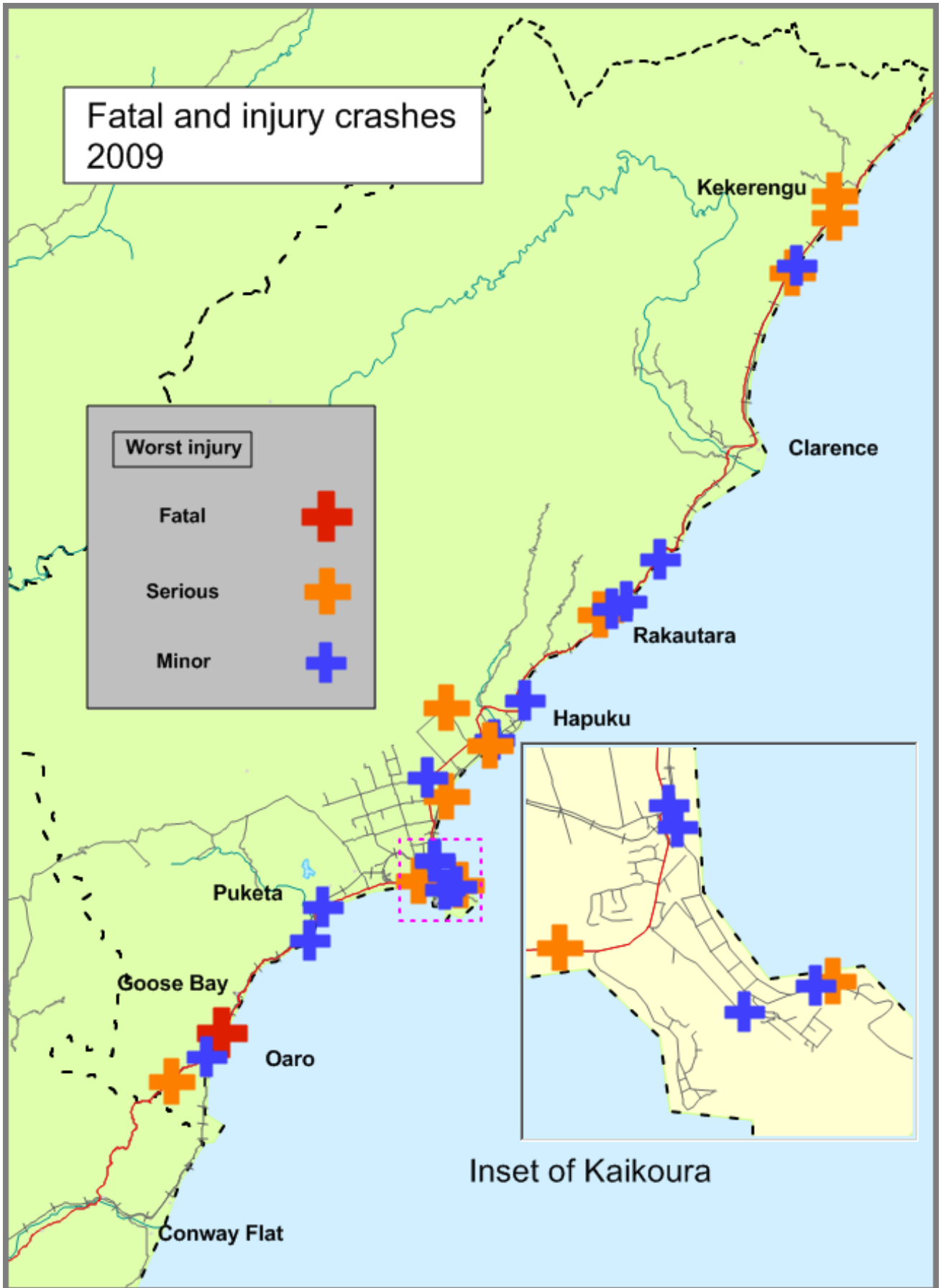
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Kaikoura District local roads there were 10 reported injury crashes, of which 5 were serious. In addition, on State Highways there were 15 reported injury crashes of which 6 were fatal or serious.

The table below shows the number of casualties resulting from the 25 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Kaikoura District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	16	16	33
Urban	0	1	6	7
Total	1	17	22	40

All fatalities, over 90 percent of serious injuries and over 70 percent of minor injuries were sustained in crashes on roads in the rural areas of the District.

In 2009 the number of fatal and serious crashes was equal to the previous high of 11 in 2004. There are no apparent long term trends in the data.

Crash trends in Kaikoura District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
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
2009	1	10	14	25

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Kaikoura District.

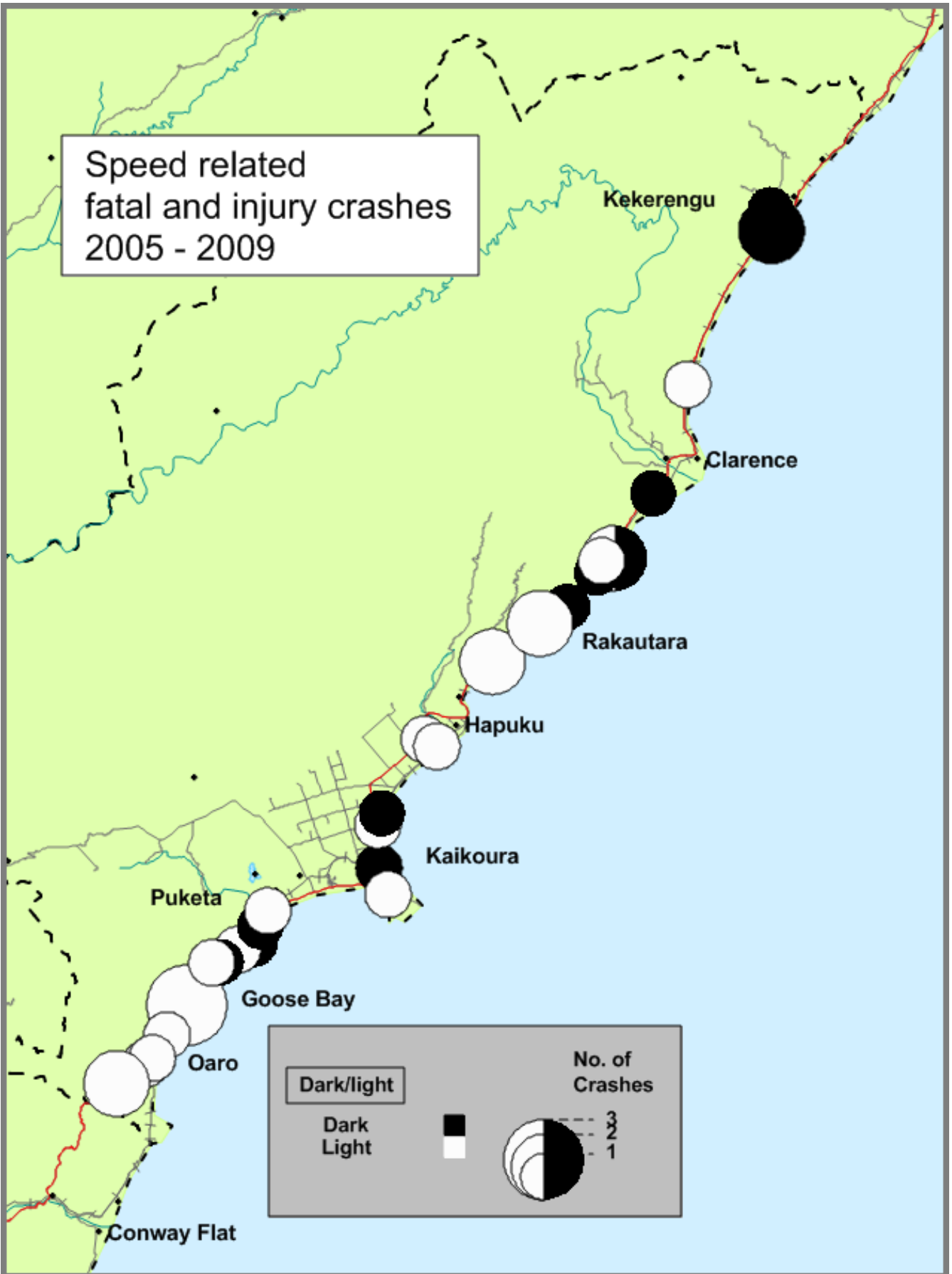
Crash characteristics (2005 to 2009) Kaikoura District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	15	12	13	1
Too fast	38	30	34	1
At bends	69	60	67	1
On straights	23	23	26	1
Intersections	13	11	12	1
Road factors / roadsides	5	16	18	1
Motorcycling	28	16	19	1
Young drivers	24	22	23	1
Fatigue	5	13	15	2
Distraction	8	4	11	2
Pedestrians	0	3	3	2
Cycling	0	2	2	2
Heavy vehicles	26	21	26	2
Older road users	8	9	10	3
Overseas drivers	5	9	10	-

Further information about the 22 injury crashes on local roads in Kaikoura District, 2005 to 2009:

- 2 deaths, 15 serious injuries and 18 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (32 percent of at fault drivers)
- Social cost of crashes in 2009 \$4.4 m

Further information about the 90 injury crashes on State Highways in Kaikoura District, 2005 to 2009:

- 3 deaths, 33 serious injuries and 80 minor casualties
- Ten year age group with most at fault drivers in injury crashes: 30 to 39 years (28 percent of at fault drivers)
- Social cost of crashes in 2009 \$9.22 m



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 a driver to react to a situation. It also leads to more severe injuries. Research has shown that a one km/h reduction in average speed can produce a three percent reduction in injury crashes.

Speed related crashes in CAS are not necessarily crashes where the driver was exceeding the posted speed limit but are crashes where in the opinion of the Police Officer reporting the crash the driver was travelling too fast for the prevailing conditions.

Between 2005 and 2009 30, percent of injury crashes in Kaikoura District involved travelling too fast for the conditions. These crashes resulted in one death, 17 serious injuries and 26 minor injuries.

Speed related crashes, Kaikoura District					
Area	2005	2006	2007	2008	2009
Rural	3	5	9	7	7
Urban	0	1	0	0	2
Total	3	6	9	7	9

Crash numbers rose in 2007 and have remained fairly constant for the past three years.

The other main causes contributing to speed related crashes were:

- Handling errors
- Alcohol
- Poor observation

The key locations of alcohol related crashes are shown on the map opposite.

While young drivers are involved in speed related crashes, they are not the largest age group. Young drivers represent 24 percent of at fault drivers, but those aged 30 - 39 and 40 - 49 each represent 26 percent of at fault drivers

Age and gender of at fault drivers in speed related injury crashes. (2005 - 2009) Kaikoura District

Drivers age *	Male	Female	Total
15-19 years	5	0	5
20 - 24	1	2	3
25 - 29	1	0	1
30 - 39	8	1	9
40 - 49	7	2	9
50 - 59	2	1	3
60 - 69	2	0	2
70+	1	1	2
Total	27	7	34

Further information about the 6 speed related injury crashes in Kaikoura District on local roads (2005 to 2009):

- 4 serious injuries and 4 minor injuries
- Most common crash type Loss of control or head on, both on bends and on straights
- 100 percent mid-block
- 50 percent urban
- 17 percent wet or icy road
- 50 percent night time
- Worst month June
- Worst day of week Saturday
- Worst time 6 am - 9 am and 9 pm - midnight

Further information about the 28 speed related injury crashes in Kaikoura District on State highways (2005 to 2009):

- 1 death, 13 serious injuries and 22 minor injuries
- Most common crash type Bend - loss of control or head on
- 96 percent mid-block
- 100 percent rural
- 29 percent wet or icy road
- 32 percent night time
- Worst month February
- Worst day of week Tuesday
- Worst time 9 am - midday

Bend - loss of control or head on crashes
Fatal and serious crashes
2005 - 2009



Bend - loss of control or head on

Between 2005 and 2009, 60 percent of all injury crashes in Kaikoura District were bend - loss of control or head on crashes. These crashes resulted in 4 deaths, 28 serious injuries and 58 minor injuries.

In the last two years almost half of all reported crashes were fatal or serious. For all Group E authorities the figure is 30 percent

Bend - loss of control or head on crashes Kaikoura District (2005 - 2009)

Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	6	2	9
2006	0	3	12	15
2007	0	4	12	16
2008	2	4	7	13
2009	1	6	7	14
Total	4	23	40	67

Overall male drivers made up almost three-quarters of at fault drivers. For all drivers the age groups with the most at fault drivers were 30 -39 years and 40 - 49 years. Together these groups made up 53 percent of all at fault drivers.

Young drivers made up only 16 percent of at fault drivers in these crashes.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009

Ages	Male	Female	Total
15 to 19	4	1	5
20 to 24	2	3	5
25 to 29	4	0	0
30 to 39	13	4	17
40 to 49	14	4	18
50 to 59	5	2	7
60 to 69	5	2	7
70 and over	2	1	3
Total	49	17	66

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Kaikoura District were cliffs or banks (16), and guard rail (10) from a total of 61 objects struck.

Further information about the 8 injury bend - loss of control or head on crashes on local roads in Kaikoura District, (2005 to 2009):

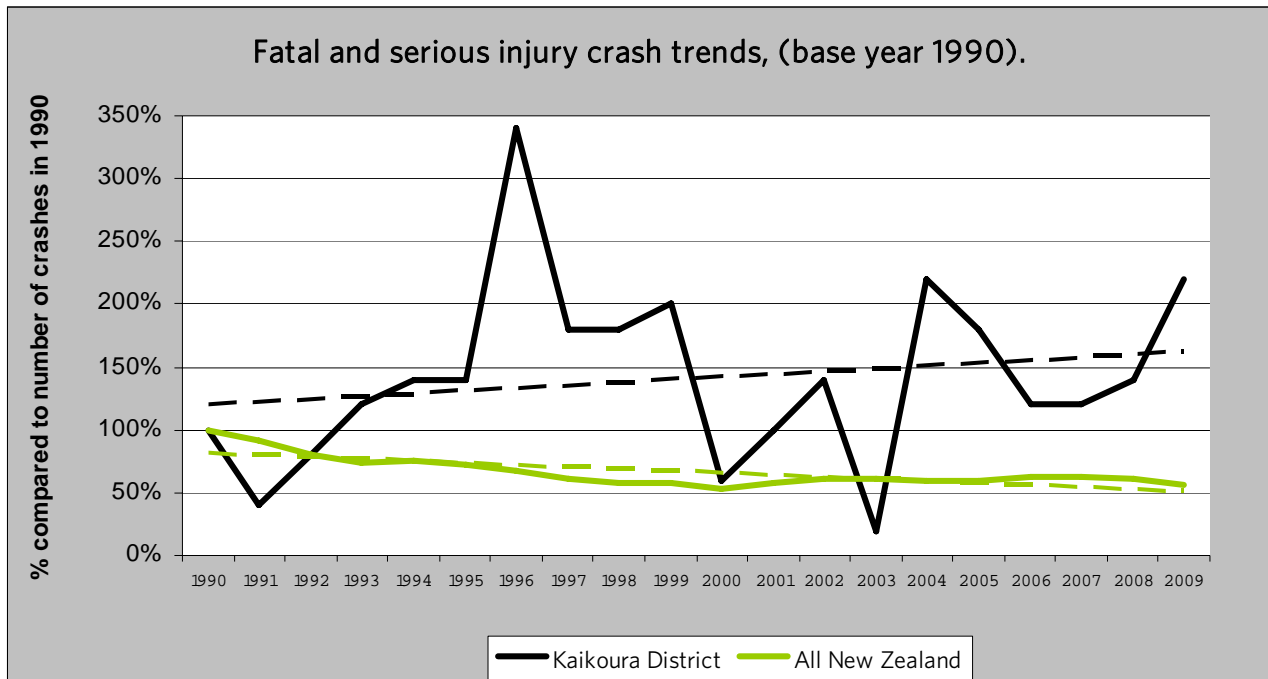
- 1 death, 5 serious injuries and 7 minor injuries
- 25 percent of crashes involved alcohol
- 25 percent of crashes involved speed too fast for the conditions
- One crash involved road factors
- 63 percent involved poor handling
- 75 percent were on rural roads
- 13 percent were on wet or icy roads
- 38 percent were at night
- Worst month December
- Worst day of week Thursday, Friday, Sunday
- Worst time periods midday till 3 pm and 3 pm to 6 pm

Further information about the 59 injury bend - loss of control or head on crashes on State Highways in Kaikoura District, (2005 to 2009):

- 3 deaths, 23 serious injuries and 51 minor injuries
- 14 percent of crashes involved alcohol
- 41 percent of crashes involved speed too fast for the conditions
- 20 percent involved road factors
- 61 percent involved poor handling
- 97 percent were on rural roads
- 36 percent were on wet or icy roads
- 39 percent were at night
- Worst month April
- Worst day of week Tuesday
- Worst time period 9 am till midday

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Kaikoura District and for the country as a whole.



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