

road safety issues

Banks Peninsula District

Land Transport New Zealand has prepared this road safety issues report. It is based on the tables and graphs in the Banks Peninsula District 2000–2004 road safety report and more detailed analysis of the crashes using the crash analysis system (CAS).

Comparing the 2004 reported crashes with other years shows:

- two deaths in 2004 compared with one in 2003 (both fatalities resulted from the one crash)
- a lower social cost of crashes in 2004 than the previous year
- the same number of fatal and serious crashes as the previous year, but a decrease in both minor and non-injury reported crashes from 2003 to 2004.
- an increase in urban crashes occurring in darkness (from 35 percent in 2003 to 80 percent in 2004)
- poor observation and road factors overtook excessive speed as the main factors in all crashes.

The only fatal crash recorded in 2004 involved an army vehicle sliding off the road in an area rarely used by vehicles.

Major road safety issues

Banks Peninsula District

Local road crashes

Loss of control on bends

Weekend crashes

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Banks Peninsula District



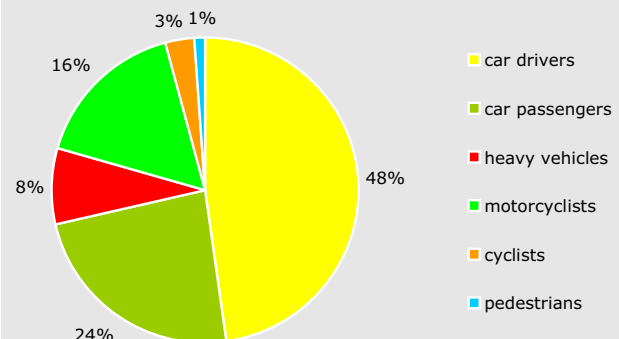
Deaths	2
Serious casualties	8
Minor casualties	30



Fatal crashes	1
Serious injury crashes	6
Minor injury crashes	18
Non-injury crashes	41

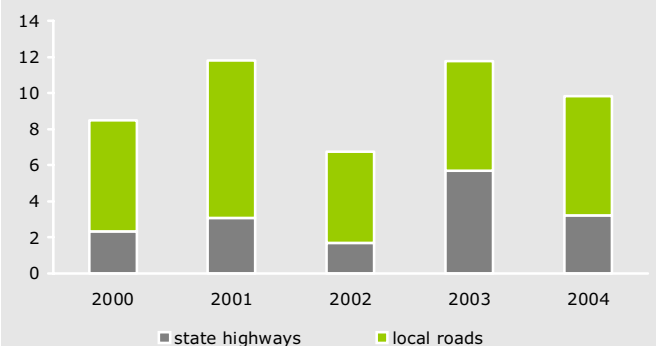
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

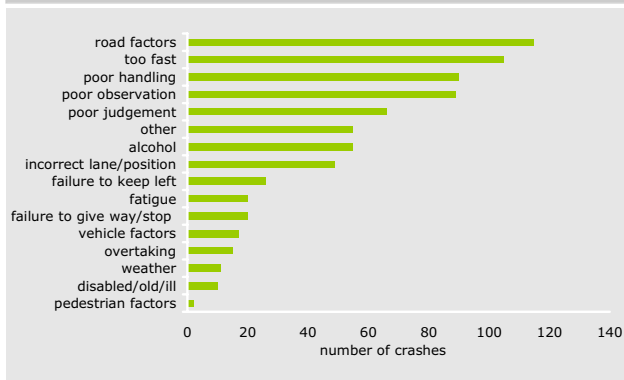
General

Between 2000 and 2004, the most common cause of crashes in the Banks Peninsula District involved loss of control on bends in both urban and rural areas.

Around 60 percent of all crashes involved only one vehicle.

Travelling too fast for the conditions continues to be a major problem in the district, followed by poor vehicle handling and poor driver observation.

Factors in Banks Peninsula District crashes 2000–2004



Half of all crashes occurred on urban roads and half were on rural roads. However, just one quarter of crashes on urban roads involved an injury, whereas slightly more than 40 percent of rural crashes resulted in injury. Over two thirds of all crashes in the Banks Peninsula District in the last five years occurred on local roads.

The worst crash sites (black spots) in the district are listed in the 2000 to 2004 road safety data report.

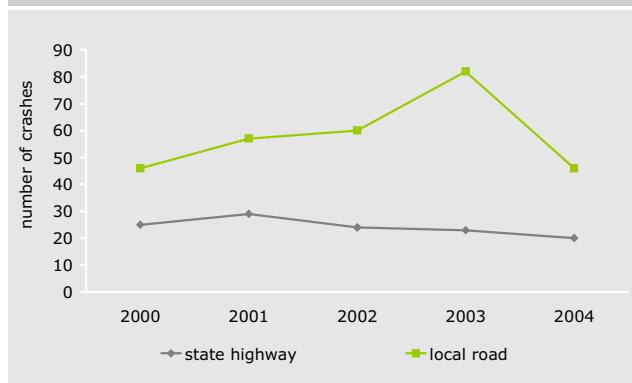
On average over the last five years, more crashes occurred in December and January than other months of the year. However, in 2004 the number of crashes dropped to 11, down from 33 in 2003. The worst days of the week for crashes were Saturday and Sunday, however, there was a significant decrease from 46 weekend crashes in 2003 to 24 in 2004. The highest number of crashes occurred between midday and 4 pm.

Male drivers continued to dominate crash figures, while the number of female drivers involved in crashes has decreased. The age group most likely to be involved in crashes was 15 to 19 year olds. Both the 30 to 34 year and 40 to 44 year age groups were over-represented in crashes in the Banks Peninsula District compared with the national trend.

Local road crashes

The majority of crashes in the Banks Peninsula District between 2000 and 2004 occurred on local roads, as shown in the chart below. Apart from last year, local road crashes have been trending up while crashes on state highways show a slight downward trend. Of the local road crashes, 60 percent occurred in urban areas. Three of the last four fatal crashes occurred on local roads – two involved a single vehicle and one was caused by a collision between a cyclist and a motor vehicle. Around 60 percent of all crashes involved only one vehicle.

Local road crashes 2000–2004

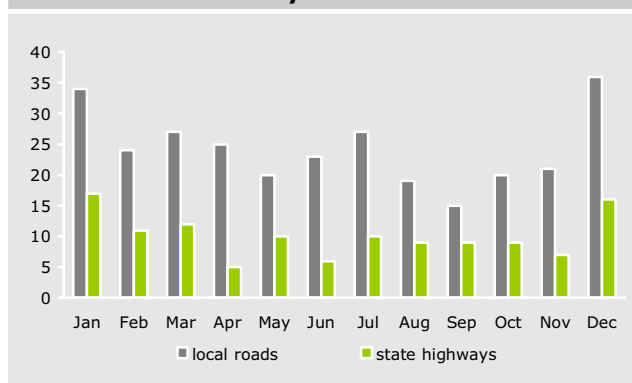


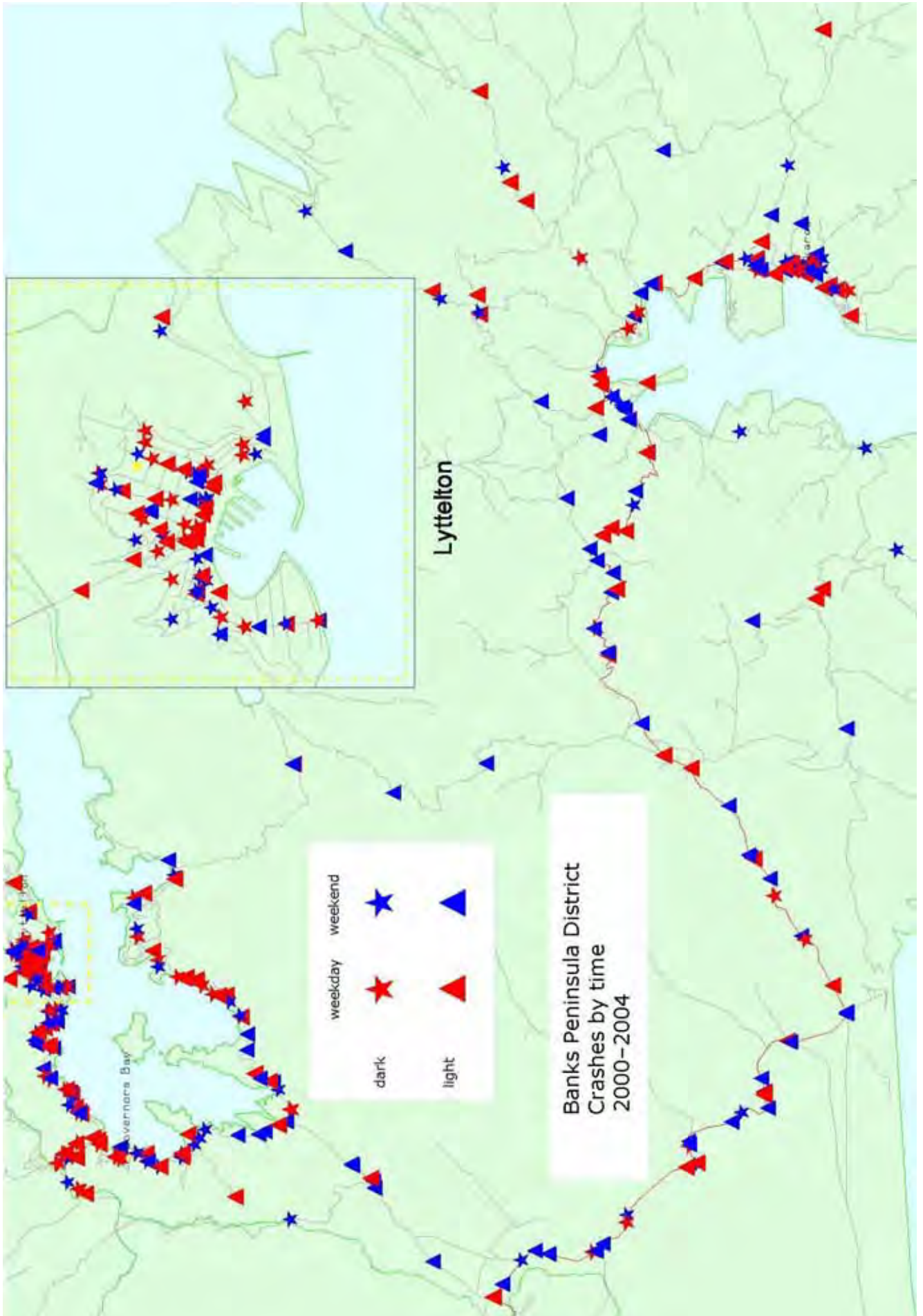
The most common local road crash type was the result of loss of control on bends. Nearly half of all loss of control on bend crashes occurred on urban local roads, compared with just 17 percent on state highways.

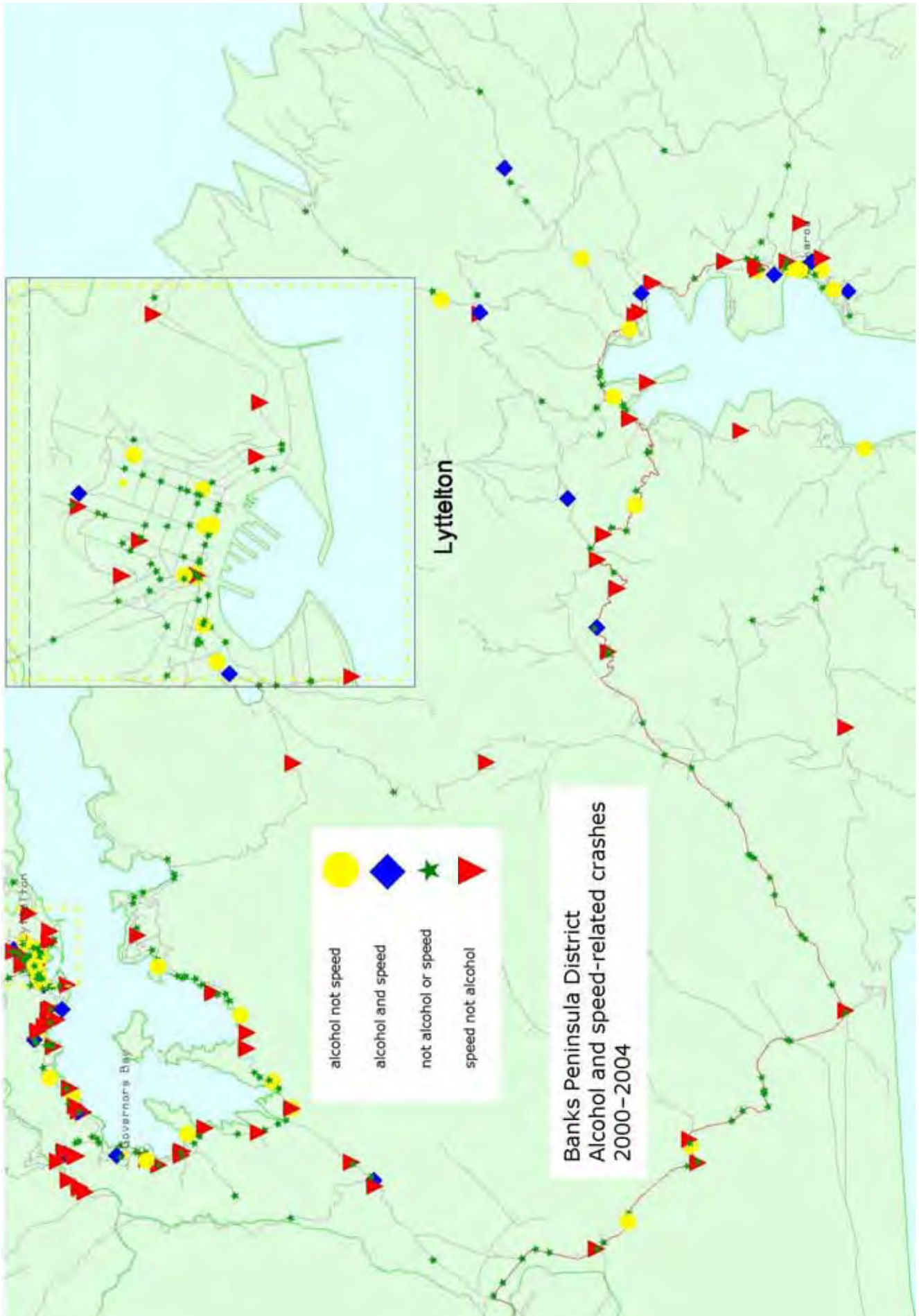
Forty-six percent of local road crashes occurred in darkness – more frequently in urban than rural areas. Alcohol was a factor in 14 percent of urban and 12 percent of rural crashes, while excessive speed featured in 19 percent of urban and 38 percent of rural crashes.

For both local roads and state highways, the highest proportion of crashes occurred in December and January. This is most likely due to the increase in traffic on the roads and the number of drivers who are unfamiliar with the area.

Local road crashes by month 2000–2004





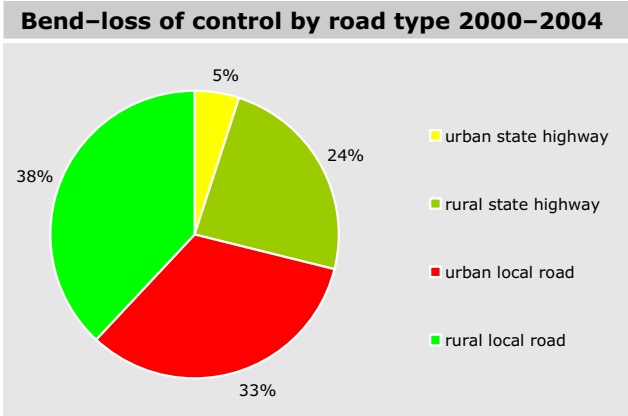


Loss of control on bends

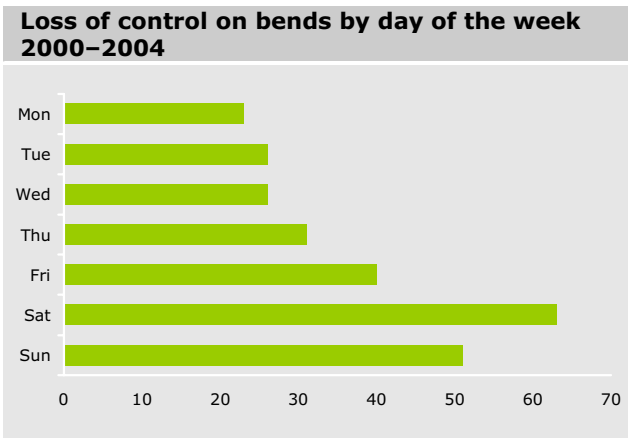
Between 2000 and 2004, the most common crash type in the Banks Peninsula District involved loss of control on bends, comprising 63 percent of all crashes. Over a third of all crashes which occurred as a result of a driver losing control on a bend were caused by excessive speed, followed by poor judgement and poor handling. However, 2004 recorded the lowest number of both injury and non-injury crashes on bends since 2000.

Around a quarter of crashes on bends occurred in wet or icy conditions and just under half (46 percent) occurred at night (38 percent of injury crashes). Just under 30 percent of these crashes occurred on the state highway network.

Between 2000 and 2004, 11 percent of loss of control on a bend injury crashes involved motorcyclists. Approximately one third of all loss of control on bends crashes happened on local roads.

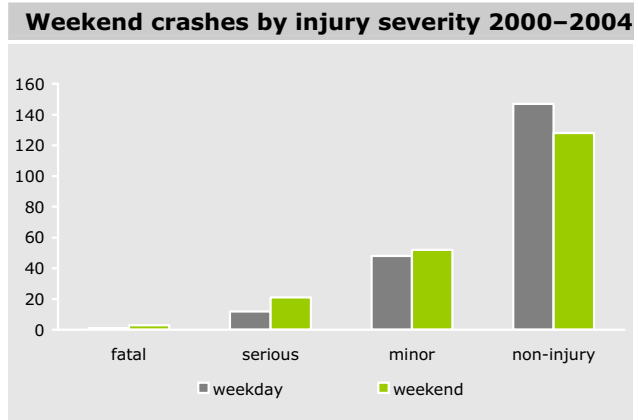


The most common age group involved in loss of control on bends crashes was the 15 to 19 year age group, followed by 20 to 24 year olds. Until 2004 the pattern of crashes was quite distinct, with the worst day for crashes being Saturday followed by Sunday. However, in 2004, while Saturday continued to be the most likely day for this type of crash to occur, the incidence was only slightly ahead of weekdays.



Weekend crashes

On average, half of all crashes in the Banks Peninsula District in the last five years took place during the weekend. A higher proportion of serious injuries occurred in weekend crashes, as shown in the graph below.



Loss of control on bends accounted for 64 percent (130) of weekend crashes, with around two thirds of these occurring on open roads. The next most common type of weekend crash was either colliding with an obstruction such as a parked car, or a rear-end collision. These accounted for another 16 percent of all weekend crashes, and two thirds of these occurred in urban areas.

Just 15 percent of all weekend crashes involved alcohol, while 27 percent were partially or wholly caused by travelling too fast for the conditions. Seventy percent occurred on local roads and just over one fifth occurred when the road was wet.

Between 2000 and 2004, crashes in darkness accounted for nearly 45 percent of all weekend crashes. Only 16 percent of weekend crashes occurred at intersections, mostly in urban areas. However, the only fatal intersection crash during this period occurred on the open road.

Male drivers aged between 15 and 19 years were the most likely group to be involved in crashes during the weekend, followed by males in the 40 to 44 year age group.

The most common objects struck in weekend crashes were parked vehicles on urban roads and fences in rural areas. However, the only fatal crash occurred on an urban road when the vehicle hit a fence.

Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport. It compares the results for the Banks Peninsula District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Range for five poorest performances	Banks Peninsula District 2004 injury crashes
Speed % crashes with excessive speed	28% to 35%	20%
Alcohol % alcohol-related crashes	21% to 40%	16%
Intersections % crashes with failed to stop or give way factors	35% to 43%	4%
Pedestrian % crashes with pedestrians	14% to 22%	0
Cyclists % crashes with cyclists	12% to 17%	4%
Safety belts % unrestrained – front seat	11% to 19%	11%

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