

# road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Hurunui District.

There were 259 injury and 331 non-injury crashes reported to the Police between 1998 and 2002. As a result of those crashes, 16 people died, 88 were seriously injured and a further 155 suffered minor injuries. Seven people died in 2002 in four separate crashes. Of these crashes, three were suspected to be as a result of fatigue. A husband and wife who had recently arrived from overseas were both killed when their car left the road; a 19-year old student advised his girlfriend by text that he was feeling tired shortly before he ran off the road; and a 30 year old dozed off, failed to take a bend and crossed the centre-line killing the driver of an oncoming vehicle. The other fatal crash that killed three young people involved excessive speed and possibly alcohol.

There has been no significant movement in crashes in the Hurunui District in the last five years, and some concerted effort will be required to change this. Community groups are working together to deal with the issues raised by the triple fatal crash, but fatigue is much harder to identify and deal with, and will require ongoing attention.

## Major road safety issues

### Hurunui District

State highways

Loss of control on bends

Speed

Fatigue

### Nationally

Speed

Alcohol

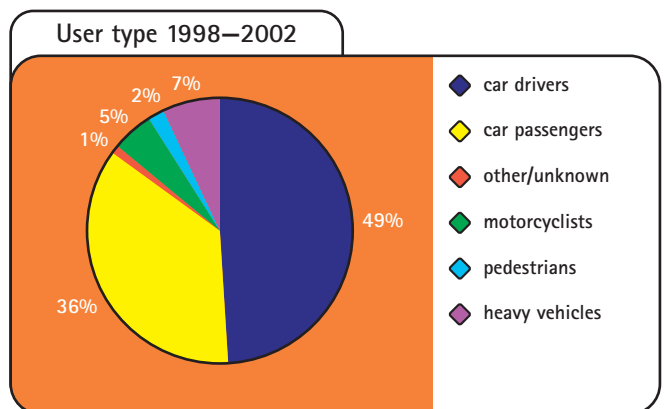
Failure to give way

Restraints

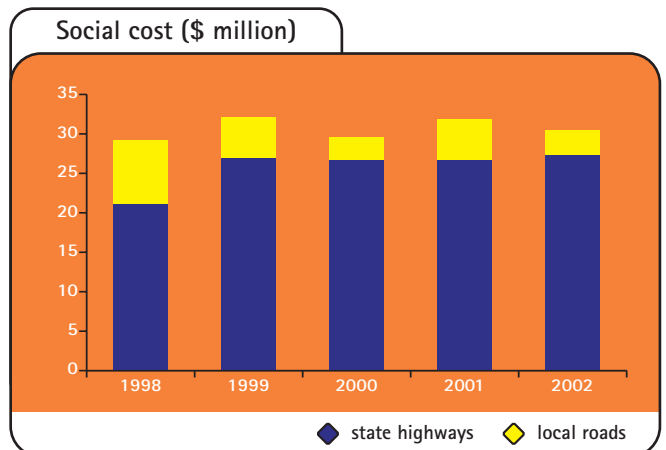
## 2002 road trauma for Hurunui District

Deaths	7
Serious casualties	19
Minor casualties	56
<hr/>	
Fatal crashes	4
Serious injury crashes	13
Minor-injury crashes	35
Non-injury crashes	68

## Road casualties 1998–2002



## Estimated social cost of crashes\*



\* 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 2002 prices.

# State highways

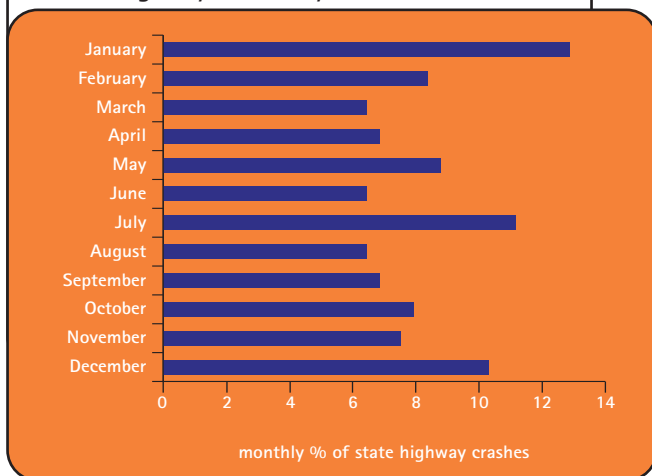
Although they constitute just under a sixth of the Hurunui District's total roading network, around four fifths of all crashes in the Hurunui District over the last five years occurred on state highways. These included all fatal and around three quarters of injury crashes. Although this is a reflection of higher traffic volumes rather than the standard of these roads, it indicates a need to target resources to them.

Of particular note were:

- loss of control crashes made up four fifths of all state highway crashes
- 2002 had the highest number of wet road crashes in five years
- approximately 70 percent of crashes occurred in daytime
- 15 percent of crashes involved a heavy motor vehicle
- speed, poor handling and fatigue were the most common factors contributing to state highway crashes.

Transit New Zealand has spent a considerable amount on improving the infrastructure through some of the more difficult terrain in the Hurunui District. Motorists will now need to concentrate on basic concepts such as driving at speeds safe for conditions, and ensuring they are in a fit state to drive.

State highway crashes by month 1998–2002



## Recommended actions

- Continue funding infrastructure improvements.
- Target enforcement to high-risk areas.



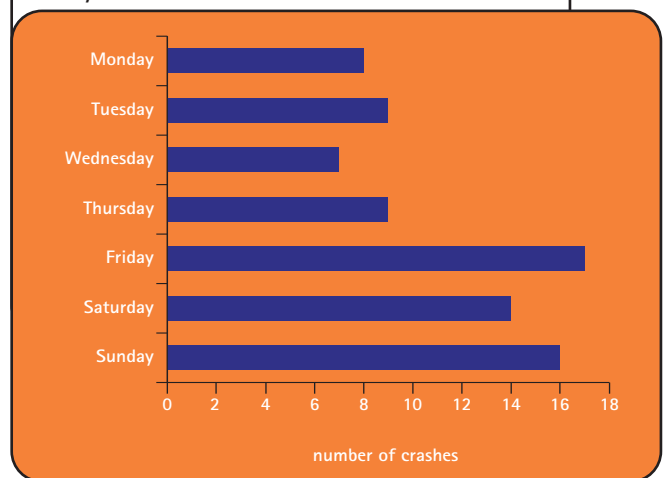
# Loss of control on bends

As with previous years, loss of control on bends continued to be the major movement type in the Hurunui District, at around 60 percent of all crashes. The major cause was driving too fast for the conditions, which occurred in around two fifths of all loss of control on bend crashes, followed by poor handling.

In addition:

- 7.5 percent of loss of control crashes resulting in injury were fatal
- nearly four fifths involved only one vehicle
- alcohol was a factor in 15 percent of loss of control on bend injury crashes
- 15 to 24 year olds made up one third of all those injured in this type of crash
- while only 30 percent of all road users in loss of control on bend crashes were injured during the hours of darkness, 43 percent of the 15 to 24 year age group were injured during that time.

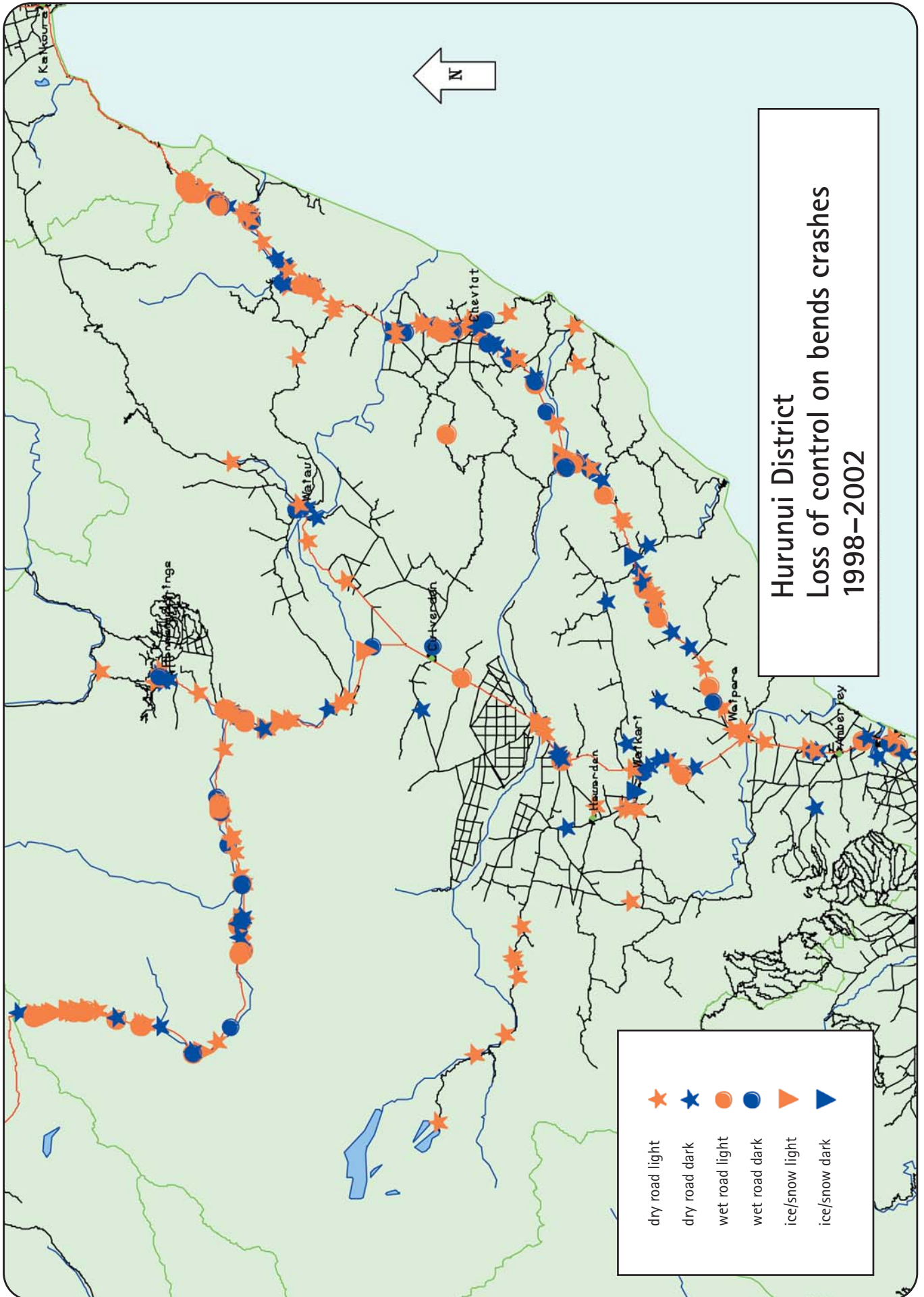
Loss of control on bend crashes in 2002 by day of week

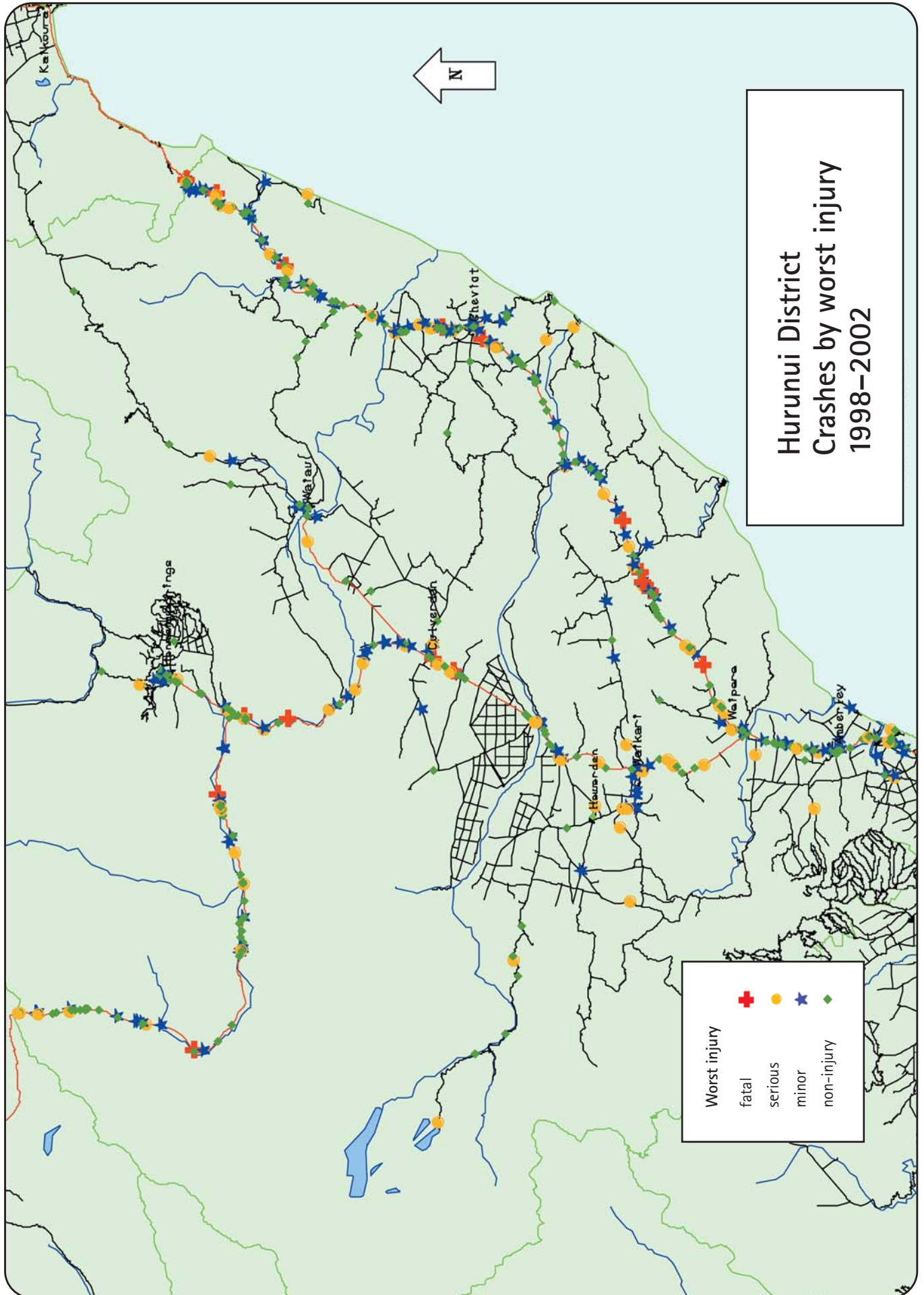


Due to re-prioritisation of roading funds to deal with Auckland congestion issues, planned works in many parts of the country have been delayed. However, construction on the Omihi and Amberley passing lanes, the realignment of the Hurunui curves and the Glasnevin weigh station/effluent disposal site are programmed for the 2003/2004 year.

## Recommended actions

- Conduct education and enforcement speed campaigns.
- Alert drivers to the dangers of fatigue.
- Provide and promote adequate rest areas and fatigue stops.
- Maintain roadside delineation, including marker posts and chevrons.





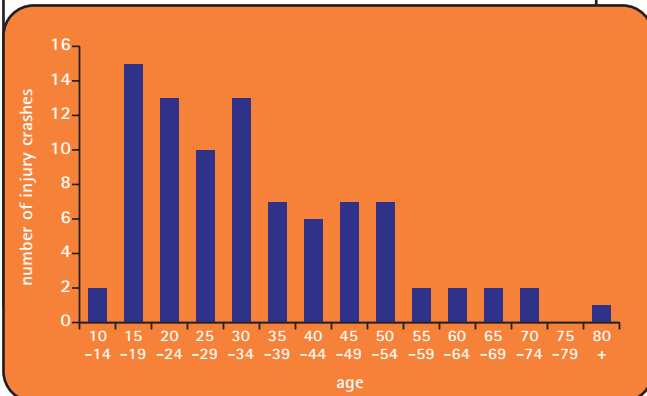
## 80 Speed

Despite continued advertising regarding the dangers of driving too fast, this continues to be an issue in the Hurunui District. Over a quarter of all injury crashes and over 30 percent of serious or fatal crashes in the district were caused at least partially by driving too fast for the conditions.

The following points may help in finding means of reducing speed-related trauma:

- other factors in speed-related crashes included poor handling and poor judgement, ie the speed-related crash was caused by misreading conditions rather than deliberately travelling too fast
- loss of control on bends accounted for around 85 percent of all speed-related crashes
- around two thirds of speed-related crashes occurred in daylight
- almost a third of all drivers involved in speed-related crashes were aged between 15 and 24.

Age of drivers involved in speed-related injury crashes 1998–2002



### Recommended actions

- Target enforcement to areas most likely to encourage speeding.
- Ensure curves are appropriately signposted.

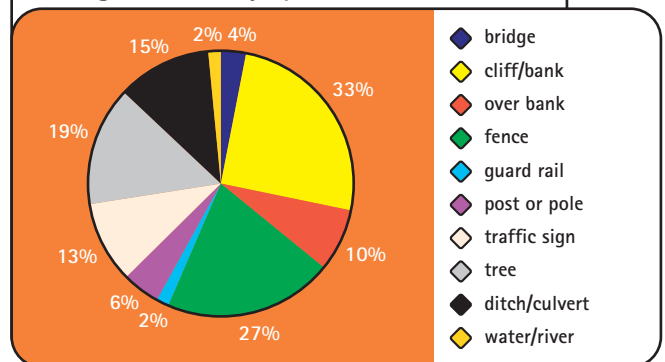
## Zzzz Fatigue

Fatigue has increased as a factor in Hurunui District crashes over the last three years. This may be a result of a growing awareness of fatigue as an issue leading to a higher reporting rate, or actual incidences may be increasing. It is an extremely difficult issue to deal with because it is not quantifiable like speeding or drink-driving, and because it does not break any clearly defined laws. However, analysing fatigue-related crashes provides an awareness of where these crashes are happening, at what times, and who is involved.

For the Hurunui District, these were:

- three fifths occurred on SH 1 and just over a quarter on SH 7
- just over two fifths occurred on straight roads
- 38 percent occurred in darkness; six percent more than all crashes
- 10 percent involved trucks compared with 14 percent of all crashes
- most fatigue-related crashes occurred on Saturday or Sunday
- 20 to 25 year olds were the most highly represented age group involved in fatigue-related crashes
- male drivers were three times more likely to be involved in a fatigue-related crash than female drivers
- crashes were most likely to occur between 4 am and 8 am, and noon and 4 pm
- 94 percent of all fatigue-related crashes resulted in a collision with an object.

Fatigue-related injury crashes 1998–2002



Note: This chart shows the percentage of all fatigue-related crashes which resulted in a collision with a particular object; therefore, the total percentage exceeds 100.

### Recommended actions

- Promote fatigue stops.
- Educate drivers to recognise signs of fatigue and actions to take.
- Install guard rails or rumble strips where a long straight is followed by a bend.

# New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

## Community projects

The NZRSP provides funding for community development and community programmes through the Community Road Safety Programme (CRSP) to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives in the Hurunui District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$12,200
Speed	\$2,000
CAAP	\$6,000
Restraints	\$3,600
Safe With Age	\$2,400
Community project young people	\$5,000
Kidsafe Week	\$2,100
A & P shows	\$2,100

In addition to project funding, a further \$77,300 has been allocated to the Canterbury Region for advertising to support community road safety initiatives. This funding is held by the LTSA and carries application criteria that must be met. Road safety co-ordinators can advise the criteria.

The Hurunui District will also be involved this year in regionally funded projects as follows:

Project	General funding
Regional road safety co-ordinator	\$42,000
Small project fund	\$76,720
Fatigue	\$40,000
A & P show displays	\$24,000
Regional billboard project	\$18,000

## Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In 2003/2004 the Police are funded to deliver 7,010 hours of road policing in the Hurunui District as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	5,770
Traffic management including crash attendance, incidents, emergencies and events	760
School road safety education	200
Police community services	280

## Where to get more information

For more specific information relating to road crashes in the Hurunui District, please refer to the 1998 to 2002 Road Safety Data Report or the Land Transport Safety Authority Crash Analysis System, or contact the people or organisations listed below:

### Contacts

Land Transport Safety Authority

Regional Manager  
Dennis Robertson  
Phone 03 363 5661

Regional Education Advisor  
Bob Clements  
Phone 03 363 5677

Road Safety Engineer  
Yvonne Warnaar  
Phone 03 363 5645

Road Safety Co-ordinator  
Tony Francis  
Francis & Cambridge  
PO Box 12255, Christchurch

New Zealand Police

Strategic Traffic Manager  
Derek Erasmus  
PO Box 2109, Christchurch  
Phone 03 363 7417

Hurunui District Council

Roading Engineer  
Frank Ledingham  
PO Box 13, Amberley  
Phone 03 314 8816

Transit New Zealand

Area Engineer  
Barry Stratton  
PO Box 1479, Christchurch  
Phone 03 366 4455

Christchurch Regional Office

Level 5, BNZ House, 129 Hereford Street

PO Box 13364, Christchurch

Phone 03 363 5666, Fax 03 363 5655

[www.ltsa.govt.nz](http://www.ltsa.govt.nz)

LAND  
transport safety  
AUTHORITY