

road safety issues

Hurunui District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2001–2005 period. The intent of the report is to highlight the key road safety issues within the Hurunui District.

Comparing crashes reported in 2005 with other years shows:

- ten fatalities in 2005 compared with 2004, when two people were killed
- overall, injury crash numbers increased from the previous year
- motorcycle casualty numbers increased slightly, as did pedestrian casualty numbers
- loss of control crashes on bends, generally trended upwards over the last five years
- fatigue declined as a reported factor in injury crashes, as per the previous year
- speed involvement in rural injury crashes, which had declined significantly as a proportion of all crashes in 2004, rebounded in 2005
- intersection crashes on rural roads declined.

The main causes of the fatalities in 2005 were inattention and weather conditions.

Major road safety issues

Hurunui District

Loss of control on bends

Fatigue

Weekend crashes

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Hurunui District



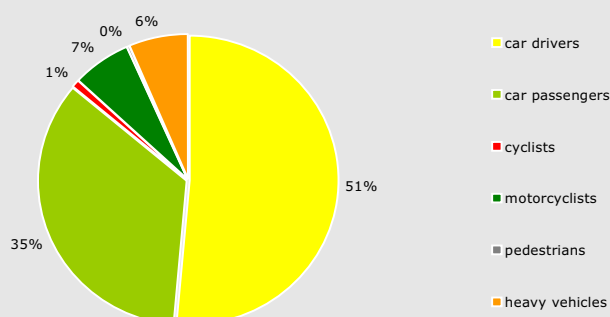
Deaths	10
Serious casualties	28
Minor casualties	67



Fatal crashes	6
Serious injury crashes	19
Minor injury crashes	39
Non-injury crashes	132

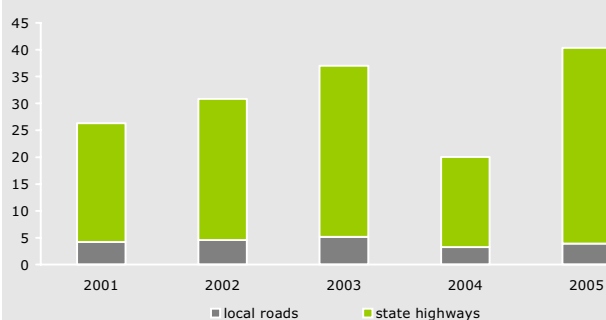
Road casualties 2001-2005

User type 2001–2005



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 2005 prices.

Throughout this report, unless otherwise stated, the following information reports on injury and non-injury crashes from 2001 to 2005.

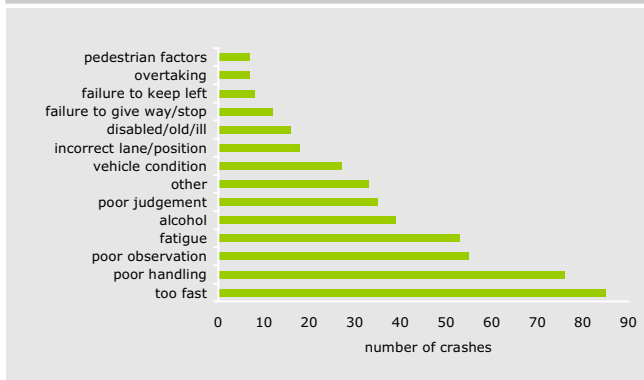
General

During the last five years, injury crashes in the Hurunui District have slowly been trending upwards, particularly in rural areas. In 286 crashes, 31 people were killed, and of the 413 injured, 105 sustained serious injuries. In addition, there were 345 non-injury crashes reported to police for the same period.

The most common type of crash in the Hurunui District was loss of control of bends, making up nearly three fifths of all crashes.

Four fifths of crashes occurred on the state highway network and just six percent of crashes happened on urban roads. Seventy percent of crashes involved just one vehicle.

Cause of crashes 2001–2005

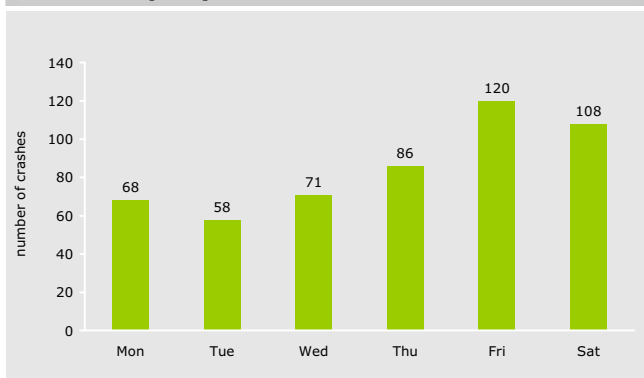


The most common cause of crashes was inappropriate speed for the conditions, (30 percent of all injury crashes) followed by poor handling.

Wet and icy roads played a part in about a third of all crashes, and about a third of all crashes occurred in darkness. Fourteen percent of injury crashes involved alcohol.

Crashes were more likely to occur between Friday and Sunday, and the worst time of day was between noon and 6 pm. January was the worst month for crashes, followed by May.

Crashes by day of week 2001–2005



Fifteen to 25 year old drivers were at fault or partly at fault in nearly twice as many crashes as any other age group, and among drivers aged under 30 years old, 20 to 24 year olds were the worst performing group.

Loss of control on bends

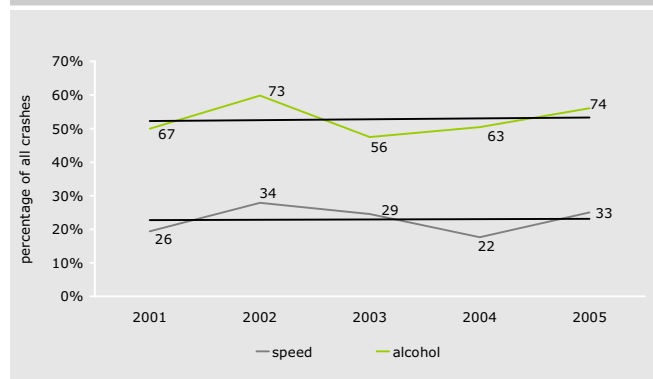
As stated, three fifths of all crashes in the Hurunui District in the last five years involved loss of control and/or head-on collisions with another party on a bend, resulting in 20 fatalities and 249 injuries.

Ten percent of crashes involved a vehicle going over a bank.

The most common cause of these crashes was travelling too fast for the conditions, (nearly half of all crashes) followed by poor handling, then fatigue. Alcohol was a factor in just 13 percent of injury crashes. While there has been some fluctuation in alcohol and speed related crash numbers, the five-year trend has remained largely static.

Around one in three crashes occurred in darkness, and around two fifths on wet or icy roads.

Alcohol and speed involvement in loss of control crashes on bends 2001–2005

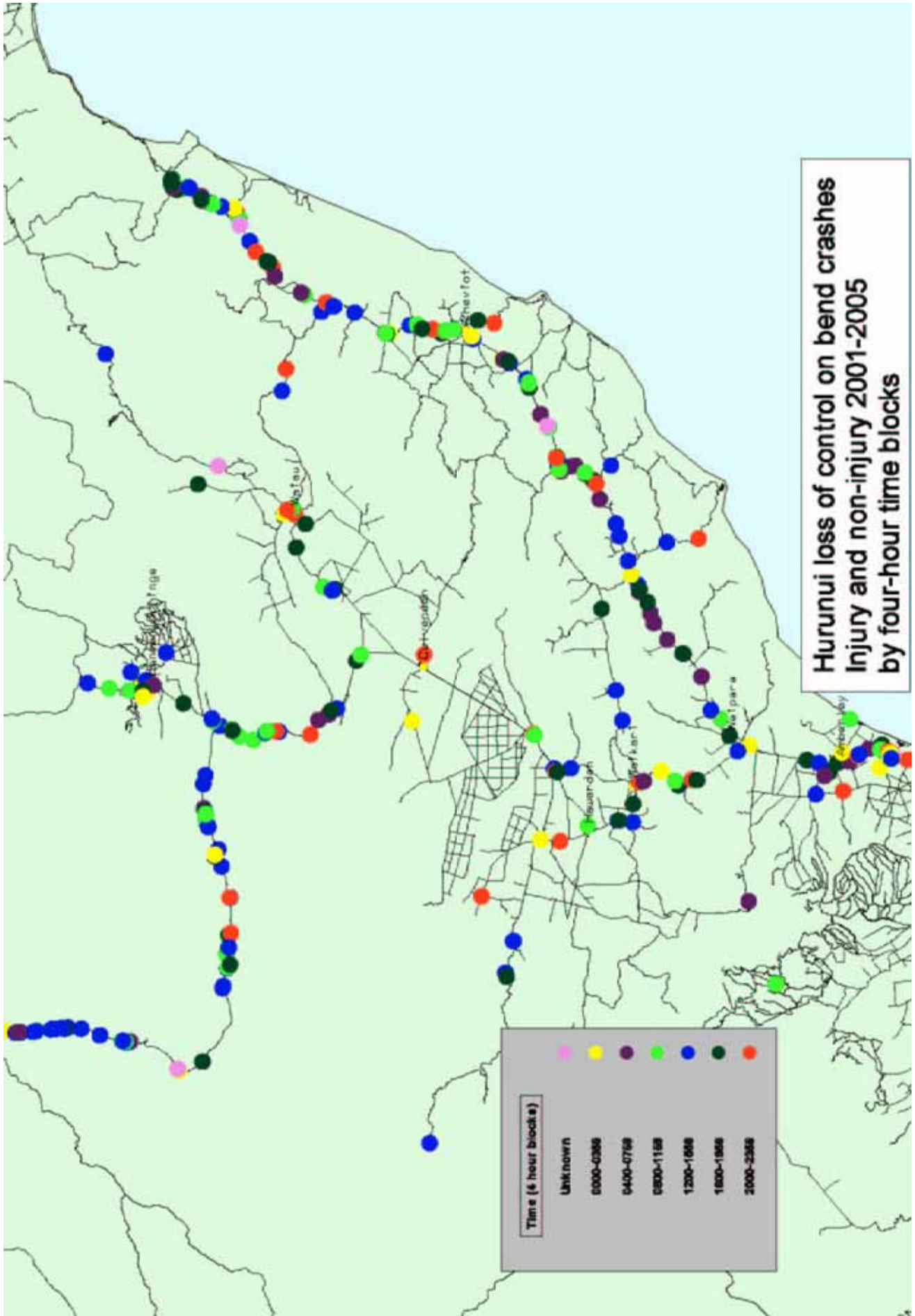


Around four fifths of all loss of control on bend crashes occurred on state highways, just two percent on urban roads and six percent at intersections.

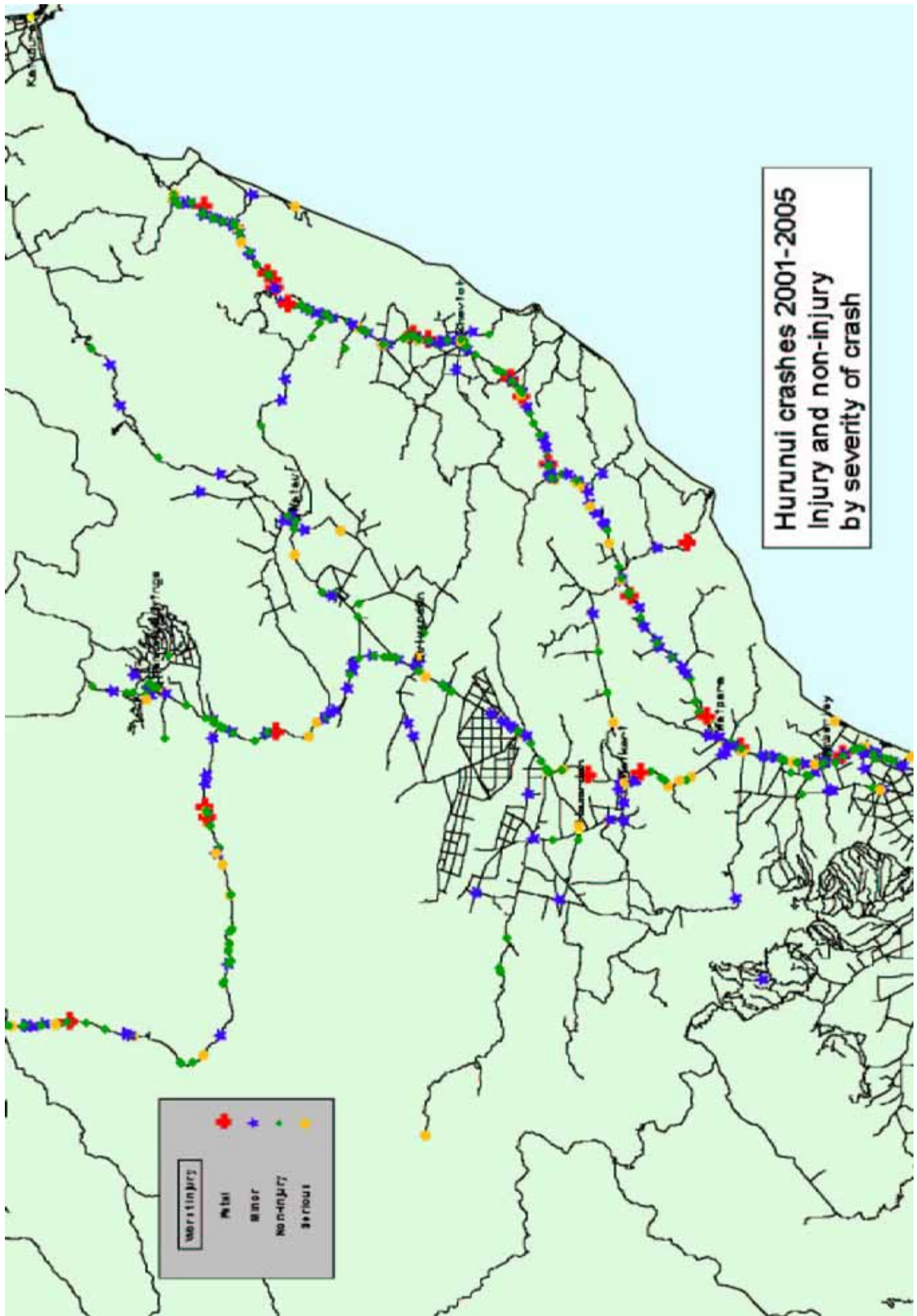
The worst time of the week for this type of crash was Sunday between 3 pm and 6 pm. The location of crashes by time period is shown on the accompanying map.

Twenty to 24 year old drivers were the most likely age group to be at fault or partly at fault. Female drivers were at-fault or partly at-fault in just under 30 percent of crashes.

Fifteen percent of drivers at fault held an overseas licence.



**Hurunui loss of control on bend crashes
Injury and non-injury 2001-2005
by four-hour time blocks**



Fatigue

Fatigue ranks fourth equal as a cause of crashes in the Hurunui District. However, it remains a difficult cause to identify and treat and it is accepted that the reported numbers of crashes will be well below actual crash numbers. Even though it is not yet considered socially unacceptable to drive while fatigued as opposed to drunk-driving for example, research indicates that the effects on cognitive skills are similar. Finally, it is extremely difficult for police to prevent people from driving while fatigued.

Between 2001 and 2005, 12 people were killed and 73 injured (19 seriously) in 54 crashes and a further 41 non-injury crashes reported to the police. Over 90 percent only involved one vehicle

The most common type of crash involving fatigue was loss of control or head-on crashes on bends, followed by loss of control or head-ons on straight stretches of road. These two movement types made up 97 percent of all fatigue related crashes. Vehicles often ended up striking a fence, (24 percent of crashes) however, 21 percent struck a cliff or bank, and 17 percent, a tree.

Over half of all fatigue related crashes occurred in darkness, compared with around a third of all crashes in the Hurunui District.

Around one in five occurred on wet or icy roads, lower than the one in three for all crashes in Hurunui.

More than 90 percent occurred on the state highway network and just one percent on urban roads.

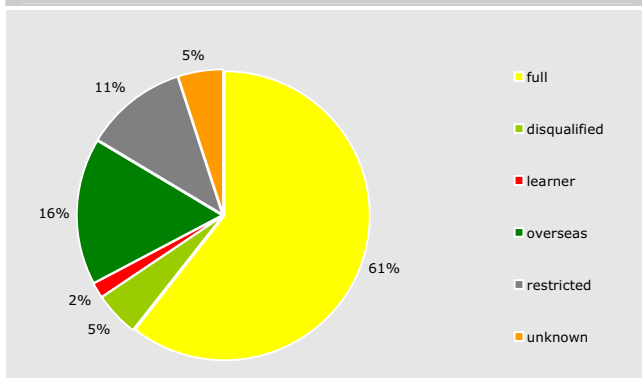
The worst days for fatigue appear to be Friday and Saturday. However, there is no one particular time that stands out for these crashes, except that slightly more seemed to occur between midnight and 9 am.

December and January were the busiest months for fatigue-related crashes.

Sixteen percent of drivers partly or wholly at fault were driving on an overseas licence. Just under two thirds of drivers at fault held a full New Zealand licence.

Fifteen to 19 year old drivers were most highly represented in injury crashes.

Licence type of at-fault drivers in fatigue related crashes 2001–2005



Weekend crashes

Traditionally, for crash reporting purposes, the weekend starts at 6 pm on Friday, however between 2001 and 2005 Hurunui crash numbers were at their highest from noon Friday to 6pm Sunday. For the purpose of analysis Friday is included with Saturday and Sunday as part of the weekend.

Eighteen people were killed, 243 injured, 69 seriously, in 162 crashes. A further 177 non-injury crashes were reported to police.

The most common crash type at weekends was loss of control on bends. Generally, weekend crashes were caused by travelling at excessive speed for the conditions and poor handling.

Around a third of weekend crashes occurred in darkness and just under a third on a wet or icy road.

Driving too fast for the conditions was a factor in 30 percent of weekend crashes involving injury, and alcohol was a factor in nearly a fifth (18 percent).

One fifth happened on local roads (similar to the general crash pattern) and just seven percent (around one in 15) occurred on urban roads.

The worst time for crashes was between noon and 3 pm, and the worst month was May followed by September and February.

Friday to Sunday crash times 2001–2005



One tenth of drivers at fault in weekend injury crashes drove on an overseas licence. Three quarters of drivers at fault held a full New Zealand licence. Females made up just one quarter of drivers at fault. Drivers in the 20 to 24 year age group were the most at risk age group.

Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road Safety Progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for Hurunui District 2005 injury crashes with the national range.

	National range	Hurunui District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	33%
Alcohol % driver alcohol crashes	6%–31%	13%
Intersections % crashes with failed to stop or give way factors	0%–41%	2%
Pedestrian % crashes with pedestrians	0%–24%	6%
Cyclists % crashes with cyclists	0%–15%	0%
Safety belts % unrestrained – front seat	1%–13%	4%

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