



# briefing notes - road safety issues

## Hurunui 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 Hurunui 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 Hurunui 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 Hurunui 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

#### Hurunui District

Bends

Speed

### 2008 road trauma

#### Casualties

#### Hurunui District

Deaths

2

Serious casualties

33

Minor casualties

63

#### Nationally

Speed

Alcohol

Failure to give way

Restraints

#### Crashes

#### Hurunui District

Fatal crashes

2

Serious injury crashes

24

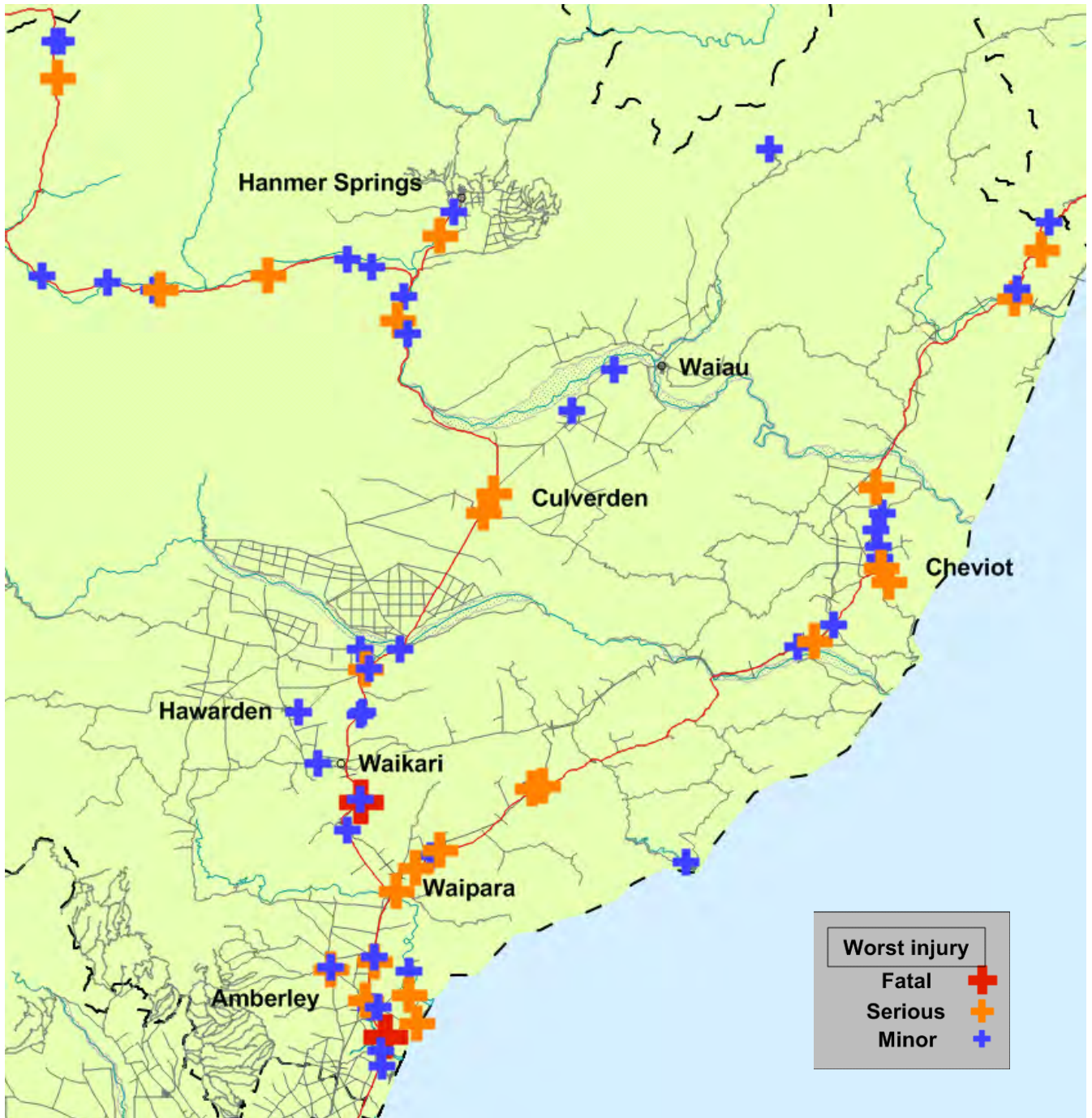
Minor injury crashes

40

Non-injury crashes

78

Fatal and injury crashes  
Hurunui District  
2008



## Overview

In 2008 on local roads in Hurunui District there were 15 injury crashes and 22 non-injury crashes. In addition there were 51 injury crashes and 56 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 98 injury crashes by rural or urban areas for local roads (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	28	58	88
Urban	0	5	5	10
Total	2	33	63	98

In Hurunui District 90 percent of all reported crashes were in rural areas of the district,

There are no obvious long term trends in the numbers of reported crashes in the district. In 2007 the number of reported crashes was the highest in the last ten years, but the number dropped in 2008.

### Crash trends in Hurunui District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	3	21	38	52
2000	4	12	38	54
2001	2	19	33	54
2002	4	16	35	55
2003	7	10	41	58
2004	2	10	41	53
2005	6	19	38	63
2006	5	22	40	67
2007	5	16	62	83
2008	2	24	40	66

### 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	29	9
Too fast	30	32
At bends	49	64
At intersections	7	5
Road factors	23	23

### Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	5	1
Cyclists	2	1
Motorcycles	8	7
<b>Total vulnerable</b>	15	9

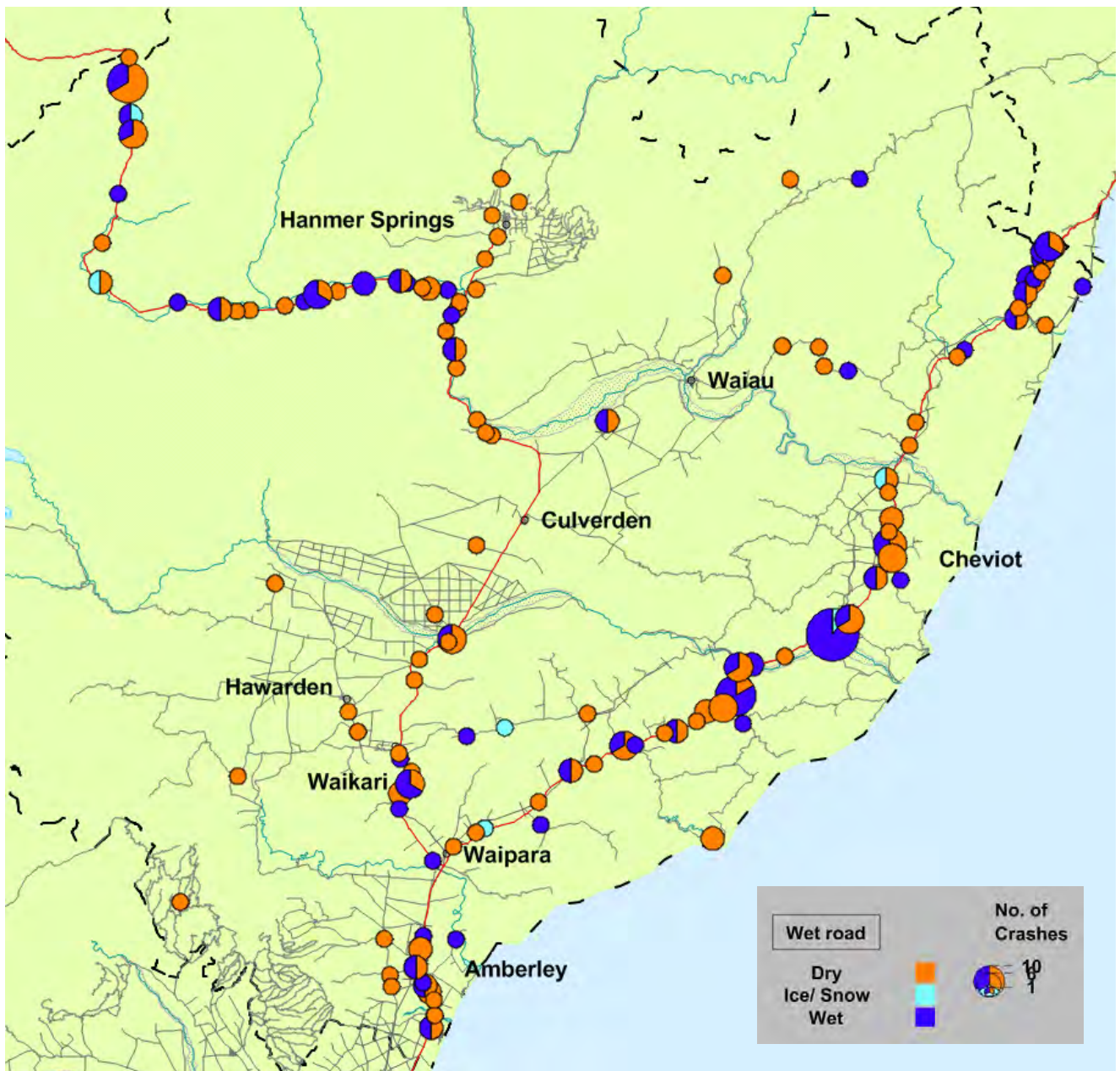
Further information about 2004 to 2008 injury crashes on local roads in Hurunui District :

- Worst month June, December
- Worst day Saturday
- 21 percent on wet or icy roads
- 38 percent at night
- 16 percent at intersections
- 61 roadside objects struck
- Social cost of crashes in 2008 \$4.6 m

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

- Worst month January
- Worst day Friday
- 32 percent on wet or icy roads
- 27 percent at night
- 8 percent at intersections
- 208 roadside objects struck
- Social cost of crashes in 2008 \$25.9 m

Injury bend - loss of control or head on crashes  
Hurunui District  
2004 - 2008



## Bend - loss of control or head on

Between 2004 and 2008 61 percent of all injury crashes in Hurunui District were bend - loss of control or head on. These crashes resulted in 13 fatalities, 66 serious injuries and 213 minor injuries.

The number of reported crashes in 2007 was the highest in the five year period, In 2008 the number reduced.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	1	5	24	30
2005	2	11	25	38
2006	2	13	30	45
2007	4	14	35	53
2008	2	10	23	35
Total	11	53	137	201

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 bend - loss of control or head on crashes in Hurunui District were over bank (40), fences (34), and trees (33) from a total of 189 objects struck.

Main characteristics of injury bend - loss of control or head on crashes	
Crash characteristic	Percentage of crashes
Single vehicle	80
Alcohol	11
Excessive speed for the conditions	46
Road factors	29
Poor handling	58
Rural road	97
Wet or icy road	40
Night time	29

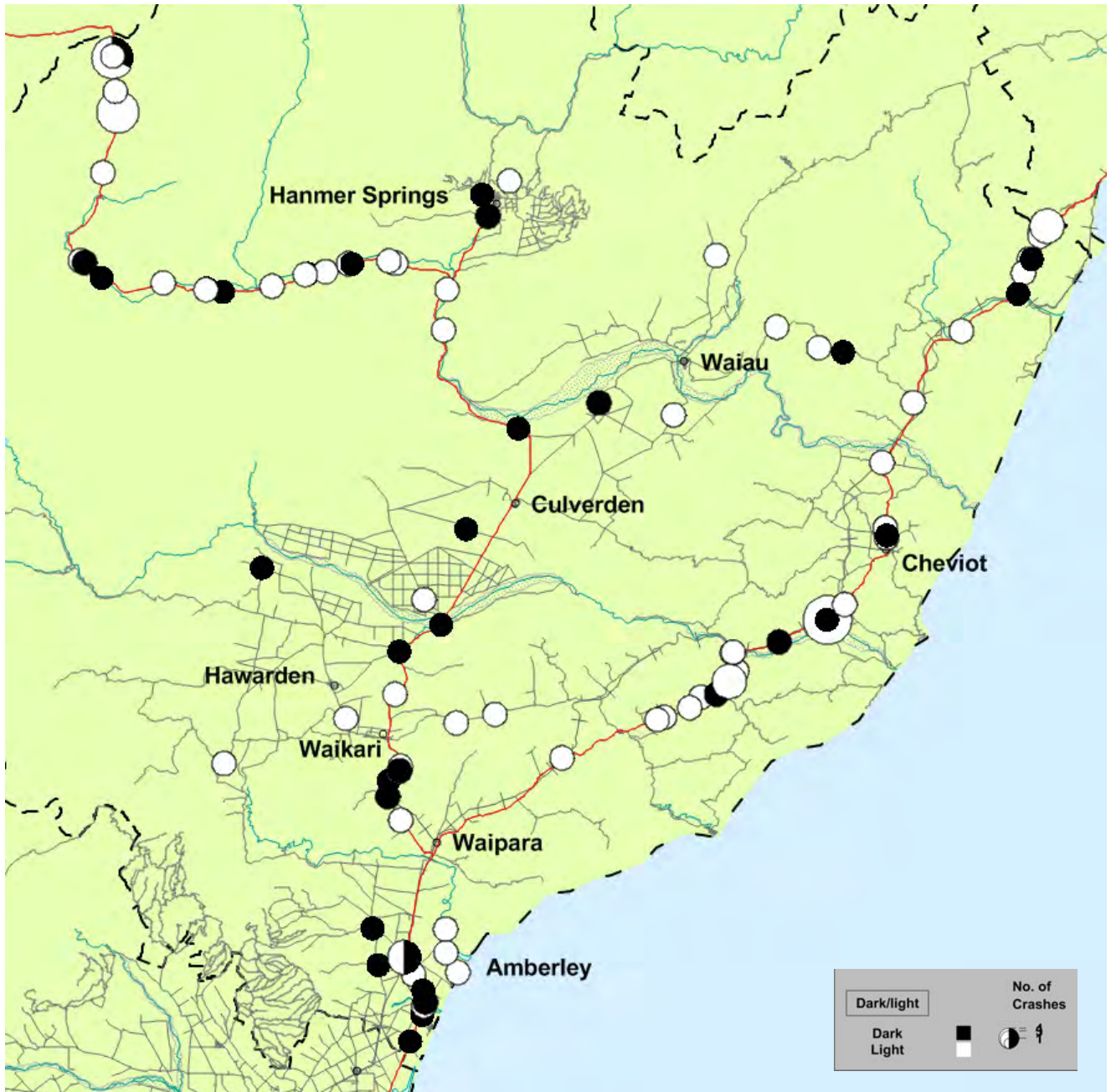
Further information about the 36 injury bend - loss of control or head on (2004 to 2008) on local roads in Hurunui District :

- 14 serious injuries and 35 minor injuries
- 76 percent of at fault drivers were male
- Most common at fault driver age group 20 -24 years and 40 - 49 years.
- 25 percent of crashes involved alcohol
- 53 percent of crashes involved speed too fast for the conditions
- Worst month December
- Worst day of week Saturday
- Worst time 3 pm till 6 pm

Further information about the 165 injury bend - loss of control or head on (2004 to 2008) on State Highways in Hurunui District:

- 13 deaths, 52 serious injuries and 178 minor injuries
- 68 percent of at fault drivers were male
- Most common at fault driver age group 30—39 years (21 percent of at fault drivers)
- 8 percent of crashes involved alcohol
- 45 percent of crashes involved speed too fast for the conditions
- Worst month January
- Worst day of week Thursday, Friday, Sunday
- Worst time period midday to 3 pm

Speed related injury crashes  
Hurunui District  
2004 - 2008



## 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 31 percent of injury crashes in Hurunui District involved travelling too fast for the conditions. These crashes resulted in 10 fatalities, 38 serious injuries and 115 minor injuries.

### Speed related crashes

Speed related crashes	2004	2005	2006	2007	2008
Rural	12	20	28	27	13
Urban	0	1	0	2	2
Total	12	21	28	29	15

In 2006 and 2007 the number of reported crashes where speed was identified as a factor increased. The number dropped again in 2008 .

The other main causes contributing to speed related crashes were:

- Poor handling
- Poor judgement
- Alcohol

### Speed related crashes by location

Road (road lengths may differ)

SH 7, Hanmer Junction to Lewis Pass

SH 1, Domett to Motunau

SH 1, Hundalee to Oaro

Amberley area

### Age and sex of at speeding drivers

Drivers at fault in speed related injury crashes (2004- 2008)	Male	Female	Total
15-19 years	13	6	19
20 - 24	14	7	21
25 - 29	9	2	11
30 - 39	12	6	18
40 - 49	13	6	19
50 - 59	5	5	10
60 - 69	2	2	4
70+	4	0	4
<b>Total</b>	72	34	106

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

- 11 serious injuries and 22 minor injuries
- Most common crash type "Lost control on a bend"
- 77 percent mid-block
- 27 percent wet or icy road
- 36 percent night time
- Worst month June
- Worst day of week Saturday
- Worst time midday - 6 pm

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

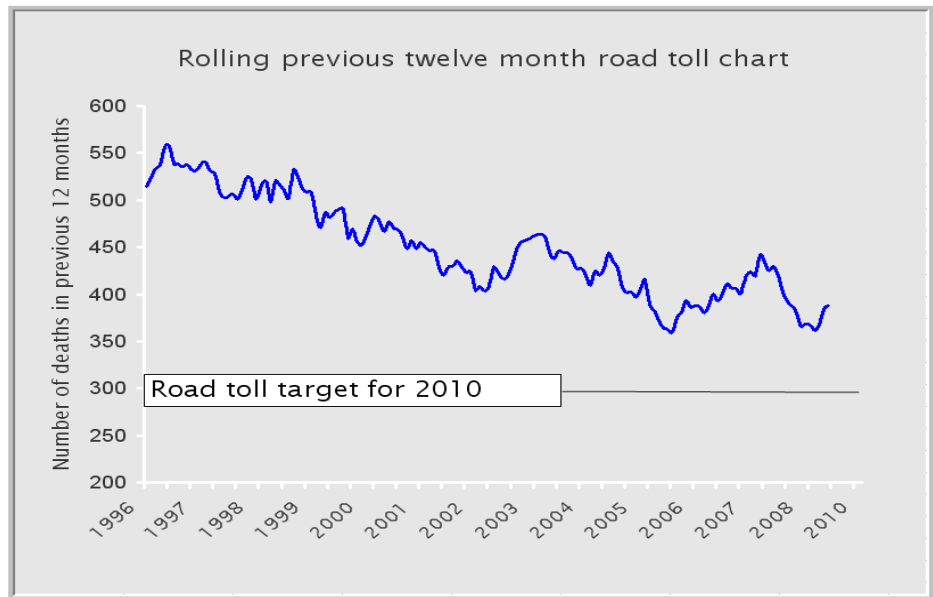
- 10 deaths, 27 serious injuries and 93 minor injuries
- Most common crash type "Lost control on bend"
- 94 percent mid-block
- 55 percent wet or icy road
- 33 percent night time
- Worst month January
- Worst day of week Friday
- Worst time midday - 3 pm

## 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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