



briefing notes - road safety issues

Eastern Bay of Plenty

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2003–2007 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 the Eastern Bay of Plenty area. In this report the Eastern Bay of Plenty area includes Whakatane, Opotiki and Kawerau district councils.

This report is the ninth road safety report for the Eastern Bay of Plenty area. All material unless otherwise stated in this report applies to both local roads and Transit New Zealand (Transit NZ) roads in the Eastern Bay of Plenty area.

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 for any local body 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 the Eastern Bay of Plenty area is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

We encourage local authorities to use the Ministry of Transport's Crash Analysis System (CAS) to further investigate the highlighted issues.

Major Road Safety Issues		2007 road trauma	
Eastern Bay of Plenty		Casualties	
Intersections		Deaths	13
Alcohol		Serious casualties	48
Speed		Minor casualties	144
Bends – Loss of Control			
Nationally		Crashes	
Speed		Fatal crashes	12
Alcohol		Serious injury crashes	33
Failure to give way		Minor injury crashes	84
Restraints		Non-injury crashes	204

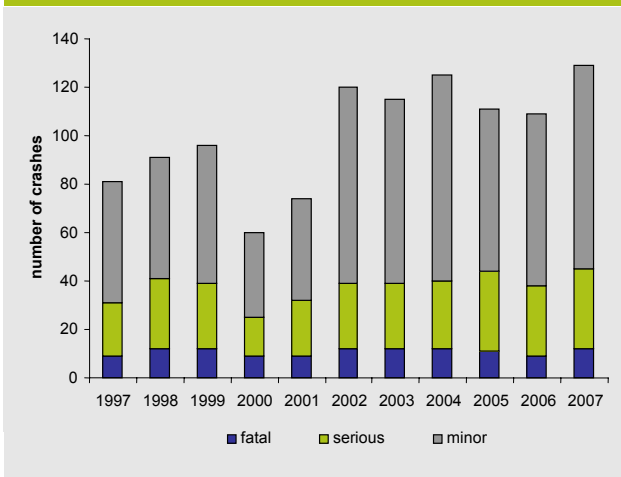
Overview of 2007

In 2007 on local roads in Eastern Bay of Plenty there were 65 injury crashes and 133 non-injury crashes, in addition there were 64 injury crashes and 71 non-injury crashes on Transit NZ roads, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2007 crashes by rural or urban areas for both local and Transit NZ roads (rural is defined as an area with a speed limit of 80km/h or more).

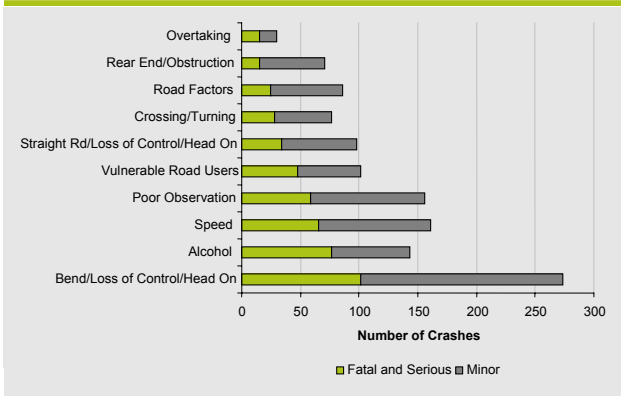
	Fatalities	Serious injuries	Minor injuries	Total
Rural	9	40	104	153
Urban	4	8	40	52
Total	13	48	144	205

Eastern Bay of Plenty injury crashes 1997 - 2007



Fatal crashes in the district have remained relatively constant over the last 10 years.

Main crash characteristics 2003 - 2007



Local road fatal and serious crashes		
Crash type or contributory cause 2003-2007	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	33	17
Too fast	32	25
At bends	49	45
At intersections	20	25
Vulnerable road users		
1. Pedestrians	5	7
2. Cyclists	5	4
3. Motorcyclists	14	4
Roadside hazard struck	73	79
Road factors	12	16
Night time	40	32
Loss of control	66	62

Further information about 2007 injury and non-injury crashes on local roads in Eastern Bay of Plenty:

- Worst month September, best October
- Worst day Saturday, best day Tuesday
- 23 percent wet road
- 36 percent night time
- 69 percent midblock
- 60 percent of at fault drivers are male (injury crashes)
- Social cost of crashes in 2007 \$53m

Further information about 2007 injury and non injury crashes on Transit NZ roads in Eastern Bay of Plenty:

- Worst month March, best November
- Worst day Tuesday, best Sunday
- 27 percent wet road
- 39 percent night time
- 79 percent midblock
- 67 percent of at fault drivers are male (injury crashes)
- Social cost of crashes in 2007 \$37m

Speed

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2007, excessive speed contributed to around 33 percent of fatal crashes and 18 percent of injury crashes.

During 2007, there were 2103 injury crashes where the driver was travelling too fast for conditions.

Reducing speeds to appropriate levels 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 hazardous situations and it also leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce up to a three percent reduction in injury crashes.

In the Eastern Bay of Plenty, excessive speed was a factor in 26 percent of injury crashes in 2007.

There were 161 speed related injury crashes reported in the last five years

Speed related injury crashes	2003	2004	2005	2006	2007
Urban	4	12	8	8	6
Rural	24	29	19	24	27
Total	28	41	27	32	33

Males represented 78 percent of at fault drivers in speed related injury crashes.

Drivers at fault or part fault in speed related injury crashes (2003-2007) *	Male	Female	Total
15- 19 years	41	9	50
20 - 24	18	6	24
25 - 29	12	3	15
30 - 39	28	6	34
40 - 49	11	8	19
50 - 59	5	0	5
60 - 69	5	1	6
70+	1	2	3
Total	121	35	156

* (note ranges are not equal)

Further information about speed related injury crashes (2003 to 2007) on local roads in Eastern Bay of Plenty:

- 10 deaths, 37 serious injuries, 108 minor injuries
- 78 percent of at fault drivers were male
- Most common crash type, Bend – loss of control/head on
- 81 percent midblock
- 29 percent wet road
- 50 percent night time
- Worst month April, best August
- Worst day of week Saturday, best Tuesday

Further information about speed related injury crashes (2003 to 2007) on Transit NZ roads in Eastern Bay of Plenty:

- 17 deaths, 32 serious injuries, 82 minor injuries
- 78 percent of at fault drivers were male
- Most common crash type, Bend – loss of control/head on
- 81 percent midblock
- 37 percent wet road
- 49 percent night time
- Worst month May, best February
- Worst day of week Friday, best Sunday

Intersections

Crashes at intersections are one of the most common crash types in urban areas of the Eastern Bay of Plenty.

During the five year period 2003 to 2007 there were 137 injury crashes at intersections and 278 non-injury crashes. In these 5 people died, 41 received serious injuries and 170 received minor injuries.

Intersection crashes	2003	2004	2005	2006	2007
Injury crash	27	32	26	27	25
Non-injury crash	55	50	54	54	65
Total	82	82	80	81	90

The table below shows the locations of the five intersections with the highest number of crashes in the Eastern Bay of Plenty between 2003 and 2007.

Intersection name	Total crashes 2003 - 2007	Injury crashes 2003 - 2007	Total crashes in 2007
SH30 / Paroa Road	13	6	4
SH30 / Gateway Drive	9	-	3
SH30 / SH34	9	5	2
Valley Road / Goulstone Road	8	1	2
SH2 / Western Drain Road	8	6	2

Crashes at Tee junctions in urban areas are the most common type of intersection crash reported, followed by crashes at Tee rural junctions.

Junction type	Rural	Urban
Roundabout	3	60
Tee	98	141
Cross (X)	26	51
Y	5	8
Other (includes driveways)	5	16

The main causes contributing to crashes described in Police reports were:

- Failure to stop and give way
- Not checking properly
- Too fast for conditions

The most common crash is one when a driver fails to give way and crosses the path of a vehicle coming at a right angle to them. The second most common crash is when a driver turns right at an intersection and is hit by a vehicle approaching from the right.

Further information about injury crashes at intersections (2003 to 2007) on local roads in Eastern Bay of Plenty:

- 3 deaths, 20 serious injuries, 88 minor injuries
- 59 percent of at fault drivers were male
- 19 percent involved alcohol
- 16 percent wet roads
- 29 percent night time
- Worst month November, best April
- Worst day of week Saturday, best Wednesday

Further information about injury crashes at intersections (2003 to 2007) on Transit NZ roads in Eastern Bay of Plenty:

- 2 deaths, 21 serious injuries, 82 minor injuries
- 75 percent of at fault drivers were male
- 14 percent involved alcohol
- 17 percent wet roads
- 29 percent night time
- Worst month January, best September
- Worst day of week Tuesday, best Monday

Drink Driving

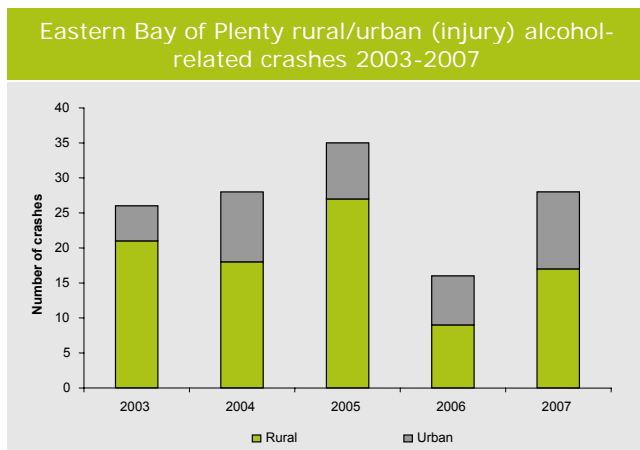
Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in the same crash and if injured, they are also more likely to encounter complications in their recovery.

In New Zealand for the 12 months to December 2007, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes.

In Eastern Bay of Plenty, alcohol was a factor in 22 percent of injury crashes in 2007, an increase from 2006.

There were 133 alcohol-related injury crashes reported in the last five years.



Key locations

The following provides a breakdown of the key locations in Eastern Bay of Plenty at which drink-driving crashes occurred during the 2003 to 2007 period.

Eastern Bay of Plenty
SH 30 / Thornton Road
Reid Road, 700m north of Awahou Road
SH 30 / Te Teko Road intersection
SH 2 / 1000m north of Glenholme Road

Further information about alcohol related injury crashes (2003 to 2007) on local roads in Eastern Bay of Plenty:

- 11 deaths, 42 serious injuries, 64 minor injuries
- 80 percent of at fault drivers were male
- 20 percent at intersections
- 41 percent urban
- 25 percent wet road
- 68 percent night time
- Worst month February, best March
- Worst day of week Saturday, best Monday

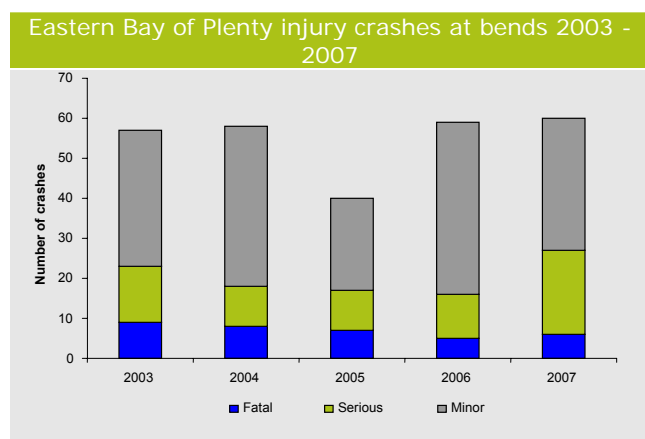
Further information about alcohol related injury crashes (2003 to 2007) on Transit roads in Eastern Bay of Plenty:

- 11 deaths, 31 serious injuries, 53 minor injuries
- 85 percent of at fault drivers were male
- 14 percent at intersections
- 20 percent urban
- 30 percent wet road
- 64 percent night time
- Worst month December, best July
- Worst day of week Saturday, best Monday

Crashes at Bends

Between 2003 and 2007 47 percent of all injury crashes in the Eastern Bay of Plenty area occurred at bends. These crashes resulted in 39 fatalities, 105 serious injuries and 333 minor injuries.

Crash numbers have risen between 2005 and 2007.



Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

After drivers lose control their vehicles they often crash into roadside hazards such as ditches, banks, poles and trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The three most common roadside hazards struck in injury crashes in Eastern Bay of Plenty were fences (52), cliffs and banks (45) and trees (37), from a total of 272 objects struck.

The following table lists the main characteristics of these crashes.

Crash characteristic	Crashes
Single vehicle	77 percent
Alcohol	32 percent
Excessive speed for the conditions	47 percent
Road factors	21 percent
Poor handling	35 percent
Rural road	81 percent
Wet road	31 percent
Night time	45 percent

Further information about injury crashes on bends (2003 to 2007) on local roads in Eastern Bay of Plenty:

- 13 deaths, 54 serious injuries, 182 minor injuries
- 73 percent of at fault drivers were male
- Most common crash type, Too fast for conditions causing loss of control
- Most common age group 15-19 years
- 36 percent of crashes involved alcohol
- Worst month January, best August
- Worst day of week Saturday, best Tuesday
- Worst time period, 3 – 6pm

Further information about injury crashes on bends (2003 to 2007) on Transit NZ roads in Eastern Bay of Plenty:

- 26 deaths, 51 serious injuries, 151 minor injuries
- 68 of at fault drivers were male
- Most common crash type, Too fast for conditions causing loss of control
- Most common age group 30-39 years
- 29 percent of crashes involved alcohol
- Worst month May, best February
- Worst day of week Friday, best Sunday
- Worst time period, 3 – 6pm

Loss of Control

Between 2003 and 2007 64 percent of all injury crashes in the Eastern Bay of Plenty area involved loss of control. These crashes resulted in 48 fatalities, 136 serious injuries and 440 minor injuries.

Crash numbers rose between 2005 and 2007.

Loss of Control Crashes				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2003	11	17	44	72
2004	10	15	50	75
2005	8	19	41	68
2006	5	15	53	73
2007	10	25	49	84
Total	44	91	237	372

Most loss of control crashes involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

After drivers lose control their vehicles often crash into roadside hazards such as ditches, banks, poles and trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The three most common roadside hazards struck in injury crashes in Eastern Bay of Plenty were fences (65), cliffs or banks (62), ditches (13) and from a total of 385 objects struck.

Main characteristics of loss of control injury crashes	
Crash characteristic	Percentage of crashes
Bend	76
Straight road	24
Single vehicle	78
Alcohol	31
Excessive speed for the conditions	37
Road factors	17
Poor handling	31
Rural road	80
Wet road	26
Night time	42

Further information about loss of control injury crashes (2003 to 2007) on local roads in Eastern Bay of Plenty:

- 17 deaths, 66 serious injuries, 224 minor injuries
- 69 percent of at fault drivers were male
- Most common crash type, Bend – loss of control/head on
- Most common age group 15-19 years
- 35 percent involved alcohol
- Worst month November, best August
- Worst day of week Saturday, best Tuesday

Further information about loss of control injury crashes (2003 to 2007) on Transit NZ roads in Eastern Bay of Plenty:

- 31 deaths, 70 serious injuries, 216 minor injuries
- 68 percent of at fault drivers were male
- Most common crash type, Bend – loss of control/head on
- Most common age group 30-39 years
- 28 percent involved alcohol
- Worst month October, best February
- Worst day of week Saturday, best Thursday

Partnerships

Land Transport NZ works closely with many road safety partners at national, regional and local levels. These include government departments, enforcement agencies, territorial local authorities, health authorities and local service providers.

Some of the key road safety partners in the Eastern Bay of Plenty area include:

New Zealand Police

Bay of Plenty District Road Policing Manager
Kevin Taylor
PO Box 741
Rotorua
Phone 07 349 9554

Road Safety Co-ordinator

Eastern Bay of Plenty Area
Maurice Tooke
Private Bag 1002
Whakatane
Phone 07 306 0500

Local Authority Engineers

Whakatane District Council
Martin Taylor
Private Bag 1002
Whakatane
Phone 07 306 0500

Kawerau District Council
Tom McDowall
Private Bag
Kawerau
Phone 07 323 8779

Opotiki District Council
Jim Finlay
P O Box 44
Opotiki
Phone 07 315 3030

Transit New Zealand Area Engineer

Terry Boyle
P O Box 430
Tauranga
Phone 07 927 6018

Accident Compensation Corporation

Eastern Bay of Plenty Area
Injury Prevention Consultant
Carole Fleming
P O Box 748
Tauranga
Phone 07 579 0326

Contacts

Land Transport New Zealand

Rosalie Orr
Partnership Manager - Midlands
See contact details at end.

Andrew McKillop
Manager Programmes – Waikato/Bay of Plenty/Taranaki
See contact details at end.



Land Transport NZ
ikiiki Whenua Aotearoa

Midland Regional Office
183 Collingwood Street
Private Bag 3081
HAMILTON

Telephone 07 958 7840
Fax 07 958 7866

www.landtransport.govt.nz