

road safety issues

Western Bay of Plenty/Tauranga Area

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within the Western Bay of Plenty (Western BOP)/Tauranga Area and provide partners with an indication of their road safety performance.

'A comparison of the data provided in this report with the road safety objectives outlined in your road safety strategy will provide an indication of the road safety performance you are achieving in your area. It will also help you in your planning to ensure you apply the most appropriate intervention or mix of interventions from enforcement, education and engineering efforts to the high-risk stretches of road in your area.'

Land Transport NZ will actively participate in road safety action planning to identify and prioritise initiatives that will assist in achieving road safety targets. The challenge for us all is to achieve a year-on-year reduction in road crashes.

I hope this copy of *Road safety issues 2006* assists you in identifying ways of achieving improved safety outcomes in your area.'

Rosalie Orr
Partnership Manager – Midlands

Major road safety issues

Western BOP/Tauranga Area

Poor observation

Failure to give way

Drink-driving

Restraints and helmets

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Western BOP/Tauranga Area



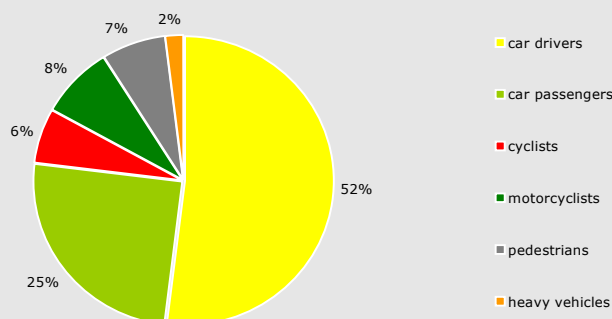
Deaths	10
Serious casualties	61
Minor casualties	276



Fatal crashes	9
Serious injury crashes	56
Minor injury crashes	189
Non-injury crashes	907

Road casualties 2001-2005

User type 2001-2005



Estimated social cost of crashes*

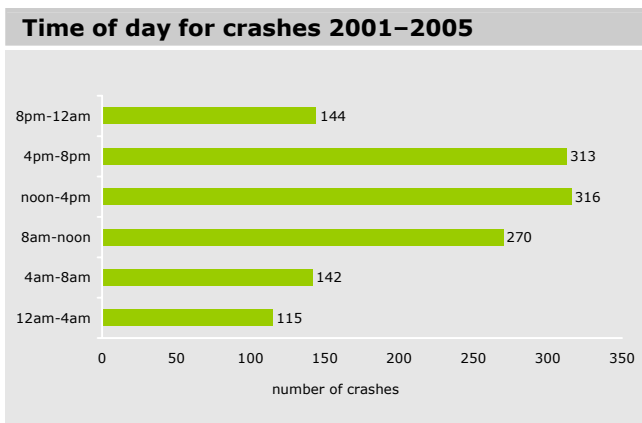
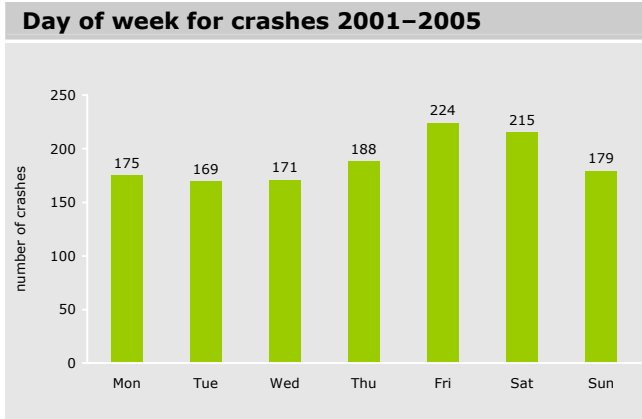
Social cost (\$ million)



* 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.

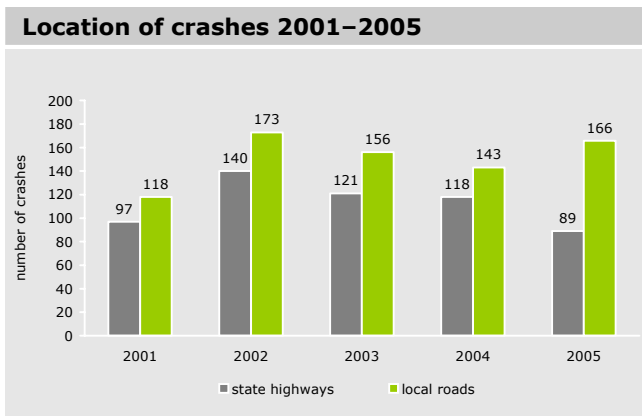
When crashes occurred

Crashes resulting in injury can occur at any time but in the Western BOP/Tauranga Area from 2001 to 2005, Friday and noon to 4 pm were the worst periods.



Where crashes occurred

During the 2001–2005 period, approximately 71 percent of fatal crashes (where one or more people were killed) and 41 percent of injury crashes occurred on rural roads. In rural areas there is a greater chance of a fatal crash occurring than in an urban area, due to the higher speed limits.



Who was involved

From 2001 to 2005 1,928 people were injured on Western BOP/Tauranga Area roads.

Road user groups involved in crashes

Road user group	Urban casualties	Rural casualties
Drivers	46%	58%
Passengers	20%	31%
Heavy vehicle occupants	2%	3%
Motorcyclists	11%	4%
Cyclists	9%	2%
Pedestrians	12%	2%

Age groups of those involved in crashes

Age group	Males	Females	Population in Western BOP/Tauranga Area
<5	2%	2%	7%
5-9	2%	3%	8%
10-14	5%	3%	8%
15-19	23%	22%	6%
20-24	14%	11%	5%
25-29	9%	8%	5%
30-34	8%	8%	7%
35-39	7%	6%	7%
40-44	7%	7%	7%
45-49	4%	7%	7%
50-54	4%	5%	6%
55-59	4%	4%	5%
60-64	3%	3%	5%
65-69	1%	3%	5%
70-74	2%	3%	4%
75-79	2%	3%	4%
80+	2%	3%	4%

Gender of those involved in crashes

Gender	Urban crashes	Rural crashes
Male	594	537
Female	434	348

Poor observation

Poor observation includes:

- inattention or failing to notice, eg failing to notice traffic lights while driving home on 'autopilot' and thinking about what to cook for tea
- attention being diverted, eg being distracted by children in the back seat
- not seeing or looking for another road user until too late, eg not checking behind when changing lanes or experiencing near misses at intersections.

Nationally, not seeing or looking for other parties until too late was the second highest contributing factor in injury crashes in 2005.

Failure to see or look for another road user until too late was a factor in 2,279 injury crashes in 2005 – a greater number of crashes than either drink-driving or speed, but with a lower social cost and a lower rate of severity.

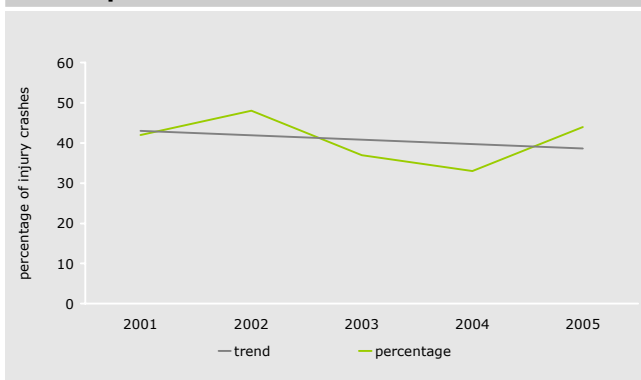
In the Western BOP/Tauranga Area, poor observation was a factor in 39 percent of injury crashes in 2005, an increase from 2004, and increasing along with the national trend. There were 481 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the Western BOP/Tauranga Area in 2005 and was a factor in 44 percent of the injury crashes occurring on roads with a speed limit of, or lower than, 70km/h.

Poor observation has fluctuated over the last 5 years, with the number of injury crashes rising from 45 in 2004 to 75 in 2005.

Fifty percent of poor observation crashes occurred at intersections.

Urban poor observation crashes 2001–2005



Poor observation is a challenging issue for all road safety groups to address. In particular, thought needs to be given on how to address:

- complacency of drivers
- looking but not seeing
- roading networks that contain surprises to the inattentive driver.

Key locations

The following provides a breakdown of the key locations at which poor observation crashes occurred during the 2001–2005 period in the Western BOP/Tauranga Area:

Tauranga City
SH2/Domain Road intersection
Cameron Road/Eleventh Ave intersection
Girven and Gloucester Roads intersection
Otumoetai and Bellevue Roads intersection
SH2/Grace Road intersection
SH2/Welcome Bay Road intersection
Western BOP District
SH2/Maketu Road intersection
SH2/Wairoa Road intersection
SH2/No 1 Road intersection
SH2/Dawson Road intersection

Territorial local authority performance

The following table provides the percentage of poor observation related crashes that occurred in the Western BOP/Tauranga Area and the peer group during the period 2001–2005.

	TLA	Peer group*
Tauranga City	41%	41%
Western BOP District	29%	31%

*Peer groups consist of TLAs which have similar geographical, population and traffic volume profiles.

Failure to give way

Failure to give way can occur at a number of locations including:

- at intersections with Give Way or Stop signs
- at pedestrian crossings
- when entering the roadway from a driveway.

Drivers who fail to give way generally fall into the following categories:

- those who don't understand the road rules and assume they have right of way
- those who assume the other car is going to let them through or stop (and may be travelling too fast to stop themselves)
- those who lack courtesies in relation to lane changing and merging
- those who are complacent about (or deliberately ignore) the road rules.

Nationally, failure to give way was the third highest contributing factor in injury crashes during 2005.

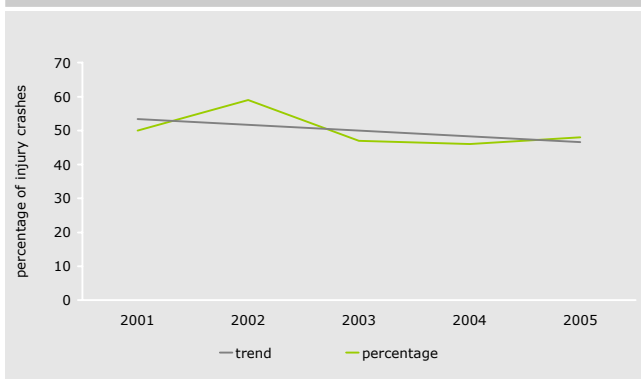
In the Western BOP/Tauranga Area, intersection crashes have remained steady over the last three years, making up 41 percent of all crashes in the area in 2005.

Forty-eight percent of urban crashes occurred at intersections in 2005 – up from 46 percent in 2004. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in the Western BOP/Tauranga Area were failure to give way and not seeing or looking for another party until too late.

Rural intersections accounted for a smaller proportion of crashes in the Western BOP/Tauranga Area than urban intersections, with 25 percent of rural crashes occurring at intersections in 2005.

Urban intersection crashes 2001–2005



Key crash locations

The following provides a breakdown of the key urban black spot locations at which crashes occurred during the 2001-2005 period in the Western BOP/Tauranga Area:

Tauranga City

Cameron Road/Eleventh Ave intersection
SH29/Tasman Quay intersection
Waihi Road/Oak Lane intersection
Otumoetai and Bellevue Roads intersection
Girven and Gloucester Roads intersection
SH2/Fraser Street intersection
SH29/Concord Ave intersection
Cameron Road/Fourteenth Ave intersection
SH29/Matapihi Road intersection
Waihi and Cambridge Roads intersection

Even though failure to give way was predominantly an urban issue, the following provides an indication of the key locations on both urban and rural roads at which there was an increased number of crashes recorded in 2005.

Increasing incidence locations

Urban

Girven and Gloucester Roads intersection
Chapel and Vale Streets intersection
Papamoa Beach Road/Palm Beach Boulevard intersection

Rural

SH2 50m north of Bruce Road
SH2/Gulliver Road intersection

Drink-driving

Alcohol affects the way people drive. Studies repeatedly show that the risk of crashing increases as a driver's blood alcohol level increases. Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than those who have not consumed alcohol. If injured, they are also more likely to encounter complications in their recovery.

For every 100 drink-drivers or riders killed in road crashes, 53 of their passengers and 11 other road users die with them.

For the 12 months to December 2005, alcohol-affected drivers contributed to 27 percent of all fatal crashes and 13 percent of all injury crashes.

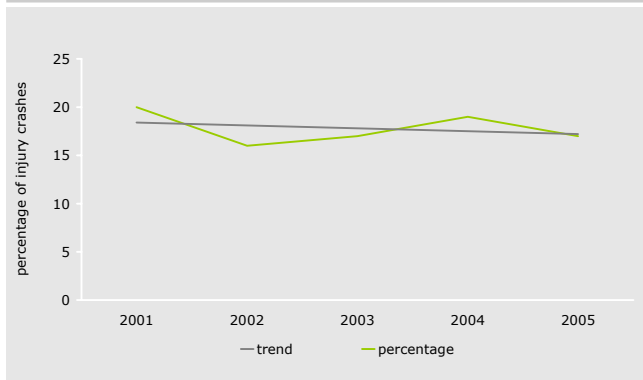
In the Western BOP/Tauranga Area, alcohol was a factor in 16 percent of injury crashes in 2005, a decrease from 2004, and decreasing against the national trend.

There were 261 alcohol-related injury crashes reported in the last five years.

Drink-driving was predominantly an urban issue in the Western BOP/Tauranga Area in 2005 and was a factor in 17 percent of the injury crashes occurring on roads with a speed limit less than 80 km/h.

Drink-driving has remained steady as a factor on urban roads over the last four years, with the number of injury crashes rising from 26 in 2004 to 29 in 2005.

Urban alcohol-related crashes 2001–2005



A small group of regular high-risk drink-drivers make up only one percent of all drivers on the road at night and weekends, but are responsible for nearly half the crash deaths at the time.

Last drink surveys are completed by New Zealand Police officers at the time of processing drink-drivers. The information from these surveys is used in a number of ways and includes assisting:

- liquor licensing assessment groups to identify at-risk premises
- the New Zealand Police to target their activities to drink-driving
- health authorities to target their activities and to monitor the impacts of any legislation changes.

Key locations

The Western BOP/Tauranga Area is made up of a number of territorial local authorities (TLAs). The following provides a breakdown of the key locations at which drink-driving crashes occurred during the 2001-2005 period.

Tauranga City
SH2 150m east of Kairua Road
SH2/Domain Road intersection
Western BOP District
SH2 800m east of Omokoroa Road
SH2 140m north of Manoeka Road
SH2 300m east of Showground Road
SH29 80m north of Poripori Road

Territorial local authority performance

The following table provides the percentage of speed related crashes that occurred in the Western BOP/Tauranga Area and the peer group during the period 2001-2005.

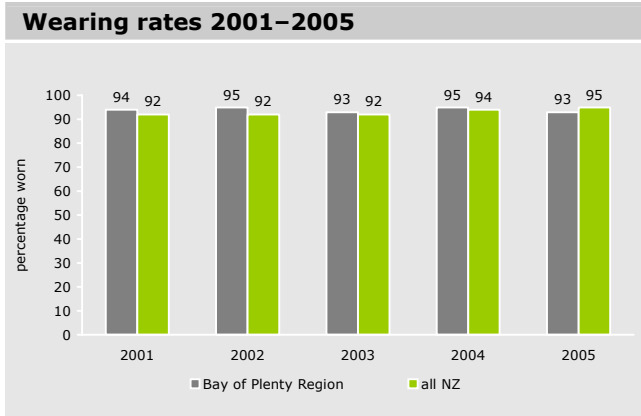
	TLA	Peer group*
Tauranga City	18%	12%
Western BOP District	23%	16%

*Peer groups consist of TLAs which have similar geographical, population and traffic volume profiles.

Restraints and helmets

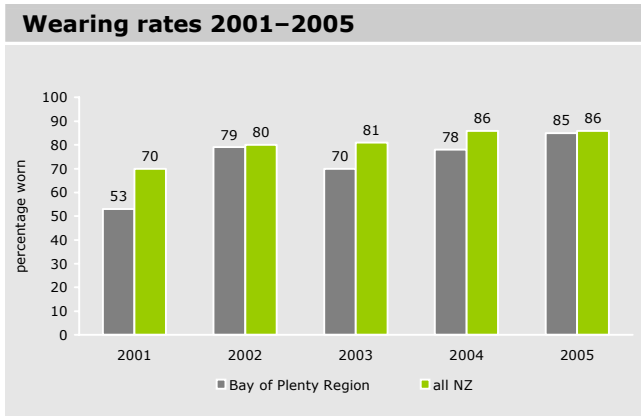
In the 12 months to December 2005, 93 people who were killed on the roads were not wearing safety belts. According to police officers, at least 24 of those lives (five were children) would have been saved had they used the restraints available to them.

Front seat safety belt use – adult



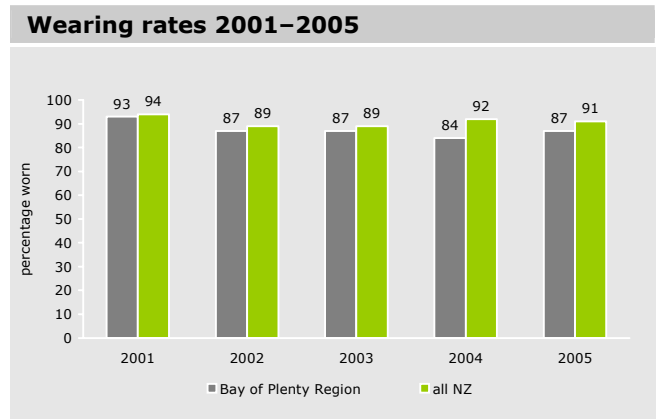
Responses from the Bay of Plenty Region to the 2005 public attitudes survey indicated that 33 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

Rear seat safety belt use – adult



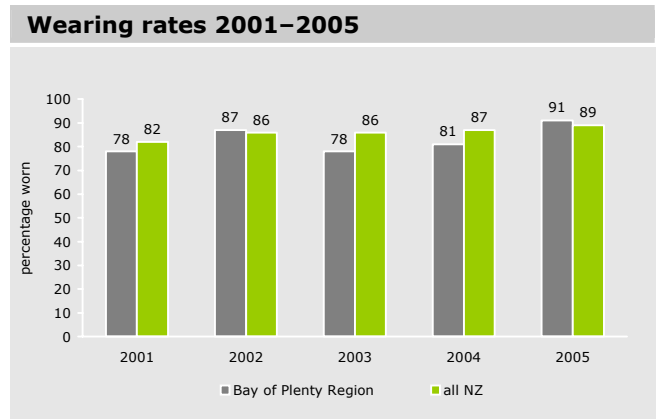
Responses from the Bay of Plenty Region to the 2005 public attitudes survey indicated that 10 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

Cycle helmets



Since becoming compulsory in 1994, cycle helmet use has increased substantially. The wearing rate in the Bay of Plenty Region has steadily decreased since 2001, and continues to be below the national figure.

Child restraints



Responses from the Bay of Plenty Region to the 2005 public attitudes survey indicated that 24 percent of those surveyed thought that the chance of being caught if a child under five in a back seat was not in a child restraint was very or fairly likely.

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 Western BOP/Tauranga Area include:

New Zealand Police

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Transit NZ Area Manager

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Accident Compensation Corporation

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