

road safety issues

Wairoa District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2000–2004 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 Wairoa District.

The estimated social cost of road crashes reported in the Wairoa District last year was \$10.98 million.

In 2004, 34 injury and 47 non-injury crashes were reported in the district. In these crashes, 47 people suffered injuries. Of the 34 injury crashes reported last year, six (18 percent) occurred on urban roads, and 28 (82 percent) occurred on rural roads.

A higher proportion (80 percent) of rural crashes in the district occurred on state highways. Drivers frequently lost control of their vehicles on curves.

In the five-year period from 2000 to 2004, 14 pedestrians, four cyclists, 11 motorcyclists and 247 car or van occupants were injured in road crashes. In more recent years there has been a significant increase in heavy vehicle casualties, with 33 heavy vehicle occupants injured in crashes in the past five years.

Continued effort and commitment is required to address safety issues and reduce the number of people injured in road crashes in the district.

Major road safety issues

Wairoa District

Loss of control on rural roads

Intersections

Alcohol

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Wairoa District



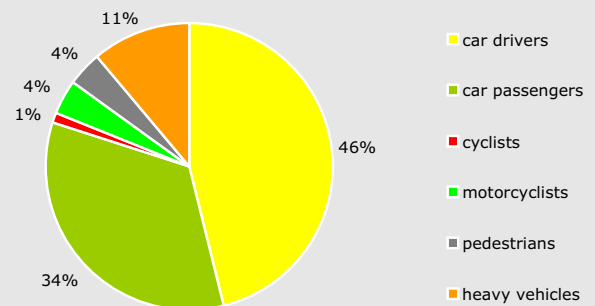
Deaths	0
Serious casualties	12
Minor casualties	35



Fatal crashes	0
Serious injury crashes	12
Minor injury crashes	22
Non-injury crashes	47

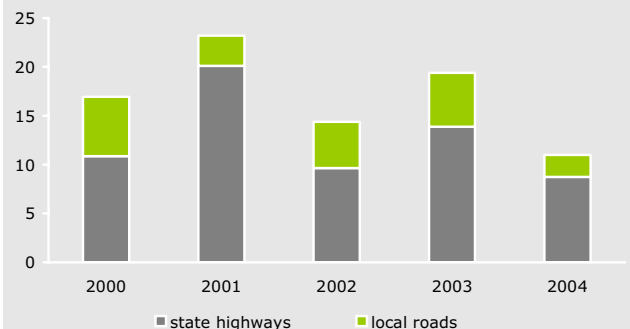
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

Loss of control on rural roads

In the past five years, 127 loss of control or head-on type crashes on rural roads resulted in people being injured.

Eighty percent of rural injury crashes occurred on state highways in the region.

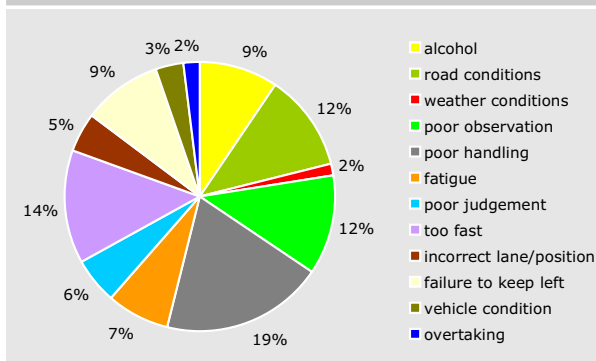
The crash and casualty rate on state highways and rural local roads in the Wairoa District is higher than reported in similar districts.

The number of heavy vehicle crashes is of concern with 33 heavy vehicle occupants injured in crashes in the past five years. Eighty-three percent of truck crashes have occurred on the rural state highways in the district.

Factors that were commonly associated with rural road crashes included poor vehicle handling, failure to keep left, driver's inattention, poor judgment and fatigue. Speed and alcohol were also commonly reported contributing factors in injury crashes.

The objects most commonly struck in these crashes were fences, banks and ditches, bridges and guard rails. A number of vehicles lost control on steep shoulders of the road or when returning to the seal from an unsealed steep shoulder.

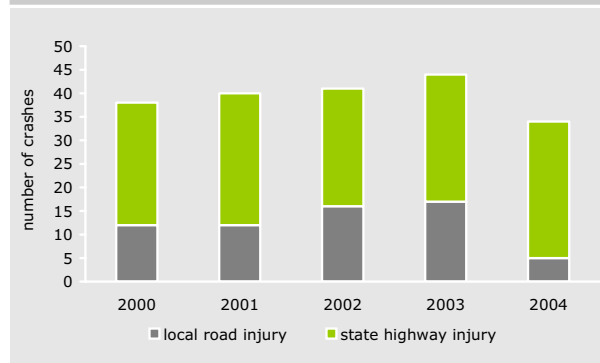
Common factors in rural crashes 2000–2004



Environmental factors contribute to many rural crashes, particularly on state highways, where commonly recorded factors are slippery road surfaces, road under construction and limited visibility. A number of crashes occur at accesses to properties. Animals on the state highways continue to be a problem in the district.

Over the past five years, approximately 30 percent of the injury crashes in rural areas occurred during the hours of darkness. Twenty-eight percent of all rural injury crashes occurred in wet weather.

Injury crashes on rural roads 2000–2004



Recommended actions

Engineering

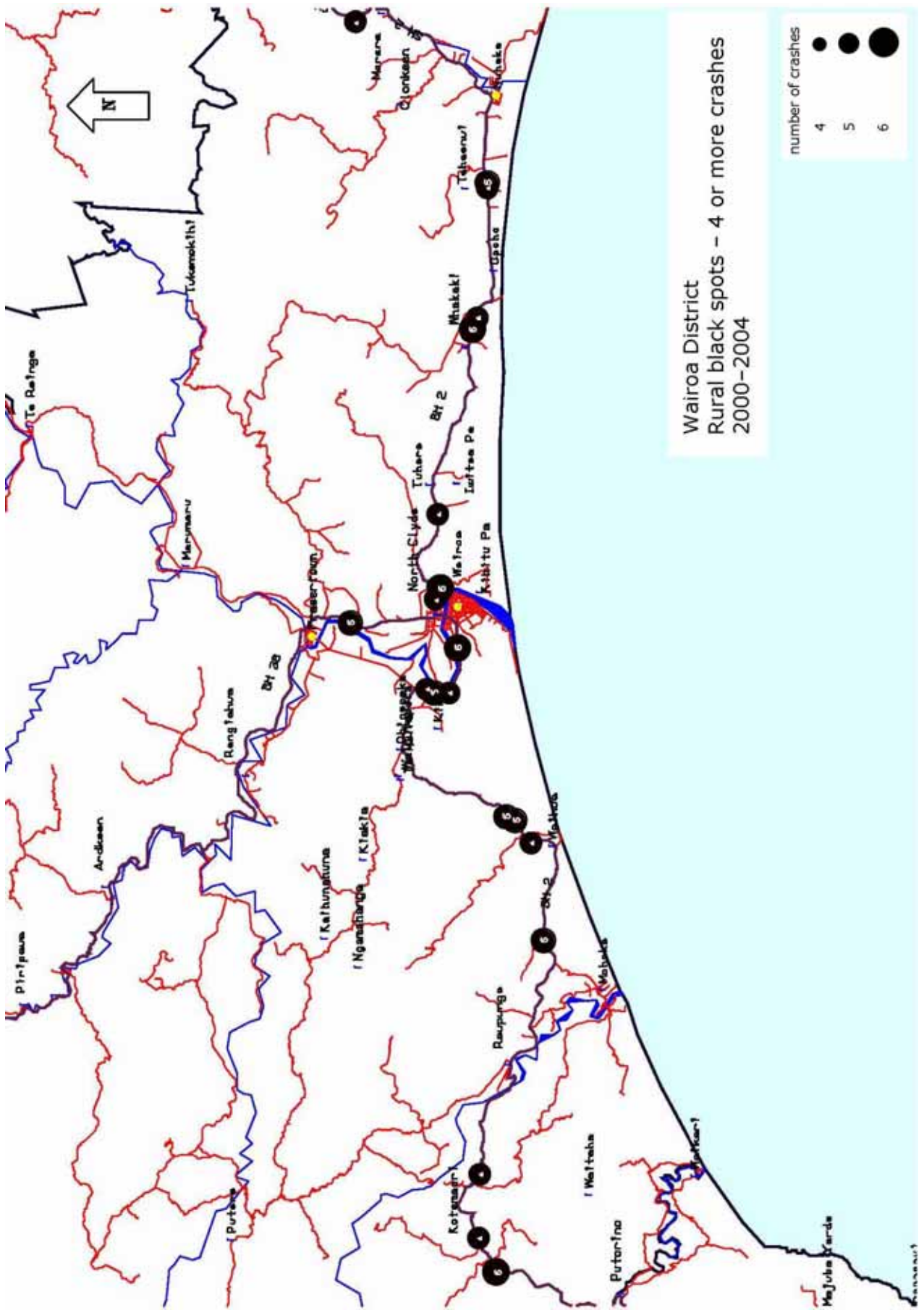
- Establish programmes to upgrade and maintain curve warning signs, markings and delineation on local rural roads to the appropriate standards.
- Carry out safety audits and rural crash reduction studies on state highways to investigate and implement remedial treatment at black spots.
- Maintain roadsides clear of hazards and provide side protection where appropriate.
- Widen road carriageways and seal shoulders to provide additional vehicle wander and recovery space where feasible and cost effective.
- Maintain pavement surfaces to provide good standards for skid resistance.
- Improve road shape and geometry.

Education

- Raise truck driver awareness of safe driving practices and policies through the road transport industry forum.
- Focus on raising awareness of concerns about inappropriate speed.
- Raise property owners' awareness of their responsibility and liability if their stock escapes onto the road reserve, causing trauma to motorists.
- Campaign to increase the use of restraint wearing in the district.

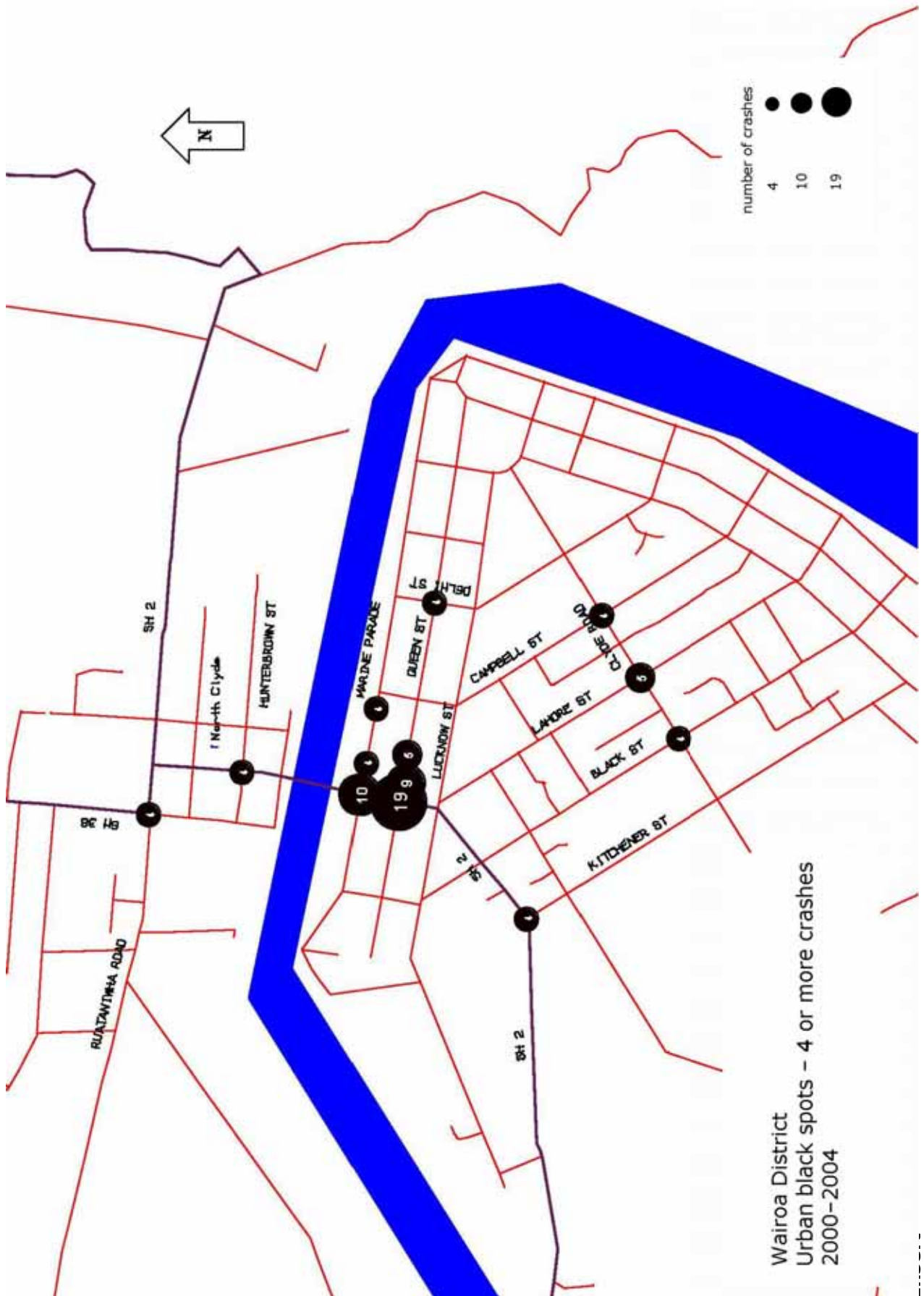
Enforcement

- Continue enforcement focusing on inappropriate speed in rural areas.
- Target enforcement to times and locations of greatest risk.
- Co-ordinate enforcement campaigns targeting road user behaviour.
- Continue with stock and animal control programmes in the district.



Wairoa District
Rural black spots - 4 or more crashes
2000-2004

- number of crashes
- 4
 - 5
 - 6



Intersections

Approximately 29 percent of all crashes reported in the Wairoa District occurred at intersections. In the past five years, 32 injury crashes and 122 non-injury crashes were reported at intersections, including driveways.

Of the injury and non-injury crashes reported at intersections during the past five years:

- 62 occurred at intersections with Give Way controls
- 25 occurred at intersections with Stop controls
- 45 occurred at driveways.

Factors recorded in crashes at intersections in the Wairoa District were commonly lack of observation at intersections and failure to give way or stop when required. The speed certain drivers travel at in urban areas is a concern.

Recommended actions

Education

- Campaign and advertise to raise driver awareness of the need to check for oncoming traffic (including cyclists and motorcyclists) at intersections and also when entering and leaving driveways.
- Focus on road user behaviour at intersections, including roundabouts.
- Consider targeted advertising promotions, to address crashes at intersections in the district.
- Focus on restraint wearing to prevent injuries.

Enforcement

- Increase enforcement of compliance with Give Way and Stop controls at intersections.
- Conduct enforcement campaigns in conjunction with community programmes targeting intersections.
- Increase enforcement of speed limits on urban roads.

Engineering

- Continue with crash reduction studies to investigate and, if required, carry out remedial work at intersections to improve safety.
- Ensure appropriate sight distance is established and maintained at intersections and appropriate road markings and Give Way or Stop controls are installed.

Intersection crashes 2000–2004



Alcohol

When compared with similar districts and all of New Zealand, alcohol-related injury crashes are over-represented in the Wairoa District.

Of the 193 injury crashes reported in the Wairoa District in the past five years, 37 (19 percent) had alcohol recorded as a key factor. Fourteen of these injury crashes occurred in urban areas and 23 occurred in rural areas. While there has been a downward trend in injury crashes involving alcohol in rural areas, continued attention to drink-driving is required in both urban and rural areas.

Males in the 15 to 40 year age group were predominantly involved in crashes where alcohol was a recorded driver factor. However the drink-drive campaigns should be targeted to all drivers in the district to reduce crashes and injuries and to enhance safety for all road users in the region.

Recommended actions

Education

- Promoting safe drinking and driving habits, particularly among male drivers aged 15 to 40.
- Consider targeted advertising promotions, involving community and licensee consultation, host responsibility and designated driver schemes.
- Work with peer pressure groups such as SADD to convey sober driver messages to young drivers.

Enforcement

- Target enforcement at known high-risk areas and times and to the appropriate age group.
- Co-ordinate enforcement campaigns, targeting drink-driving and working in conjunction with community programmes.
- Continue to support compulsory breath testing programmes.

Where to get more information

For more specific information relating to road crashes in the Wairoa District, please refer to the 2000 to 2004 road safety data report or the Land Transport New Zealand crash analysis system or contact the people or organisations listed.

Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

Phone 04 931 8900

Senior Road Safety Engineer

Colin Goble

Regional Education Advisor

Denise Elers

See contact details at bottom of the page.

Wairoa Road Safety Co-ordinator

Benita Cairns

Road Safe Hawkes Bay

Hawkes Bay Regional Council

PO Box 12

Wairoa

Phone 06 838 8540

Wairoa District Council

Bill Lewis

Roading Manager

PO Box 54

Wairoa

Phone 06 838 7309

New Zealand Police

Senior Sergeant Tony Bates

PO Box 74

Wairoa

Phone 06 838 8345

Transit New Zealand (State Highways)

Ken Holst

State Highway Network Manager

PO Box 740

Napier

Phone 06 835 1750



Napier Regional Office
Dunvegan House
215 Hastings Street
PO Box 972
Napier

Telephone 06 974 5520
Fax 06 974 5529

www.landtransport.govt.nz