

briefing notes 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 2003–2007 period.

This report is the ninth road safety report for the Wairoa district. Most of the information, unless otherwise stated in this report, applies to both local roads and State highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Wairoa District Council (local roads) or Transit NZ (State highways). Please refer to the last page for contact details.

The issues chosen for this report are drawn from either the most common crash types or those that appear over-represented when the Wairoa district is compared to similar local bodies or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in the district for 2007.

Major road safety issues		2007 road trauma	
Wairoa District		Casualties	Wairoa District
Loss of control on rural roads		Deaths	6
Excessive speed		Serious casualties	15
Alcohol		Minor casualties	44
Nationally		Crashes	Wairoa District
Speed		Fatal crashes	6
Alcohol		Serious injury crashes	11
Failure to give way		Minor injury crashes	30
Restraints		Non injury crashes	73

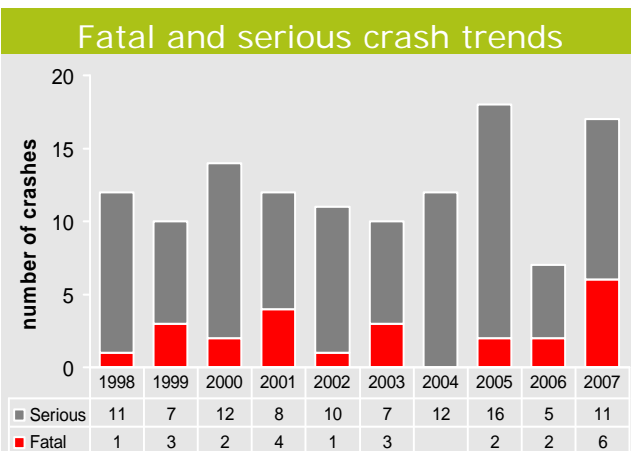
Overview 2007

In 2007 in the Wairoa District there were 47 injury crashes and 73 non-injury crashes reported by the New Zealand Police. Seventy percent of the total injury crashes in the district were on State highways. The table below shows the number of injuries resulting from these crashes in the district.

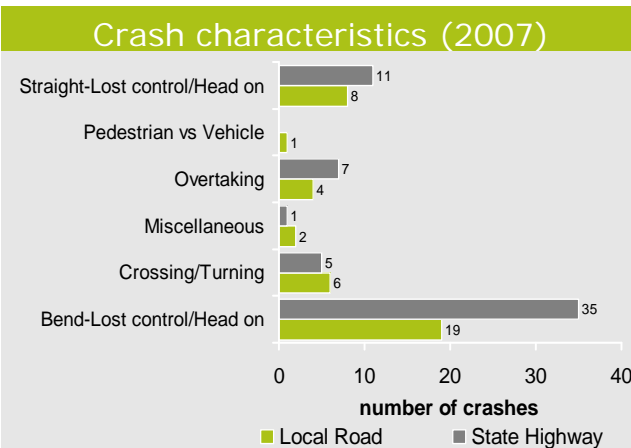
Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	6	15	44	65
Local roads Vs State highways				
Local roads	2	5	14	21
State highway	4	10	30	44
Rural Vs Urban roads				
Rural ¹	4	10	33	47
Urban	2	5	11	18

Note: 1/ Rural - area with a speed limit of 80km/h or more

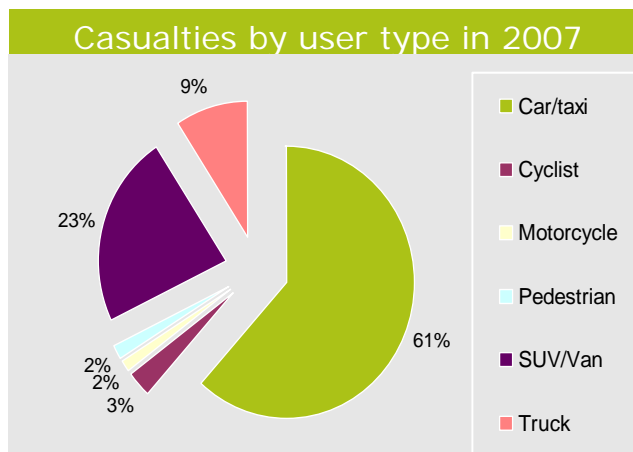
The total number of serious and fatal crashes have been fluctuating for the last few years. The number of fatal crashes in 2007 were the highest in the last ten years.



In 2007 *loss of control at bends* was the main type of crash in the district.



The highest number of casualties in 2007 were drivers and passengers of cars, followed by those of SUV/vans and trucks.



Further information about all injury and non injury crashes in 2007 on:

Local roads

- Worst day of week: *Wednesday (18 percent)*
- Wet road: *23 percent*
- Night time: *38 percent*
- Alcohol over limit: *21 percent*
- Too fast for conditions: *28 percent*
- At intersection: *23 percent*
- Road factors: *6 percent*
- At fault or part fault male driver: *63 percent*
- 37 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed

State highways

- Worst day of week: *Tuesday (19 percent)*
- Wet road: *26 percent*
- Night time: *27 percent*
- Alcohol over limit: *24 percent*
- Too fast for conditions: *27 percent*
- At intersection: *20 percent*
- Road factors: *6 percent*
- At fault or part fault male driver: *63 percent*
- 33 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed

Cost of Crashes

Local roads	\$11.31 M
State highways	\$ 23.84 M
Total	\$ 35.15 M

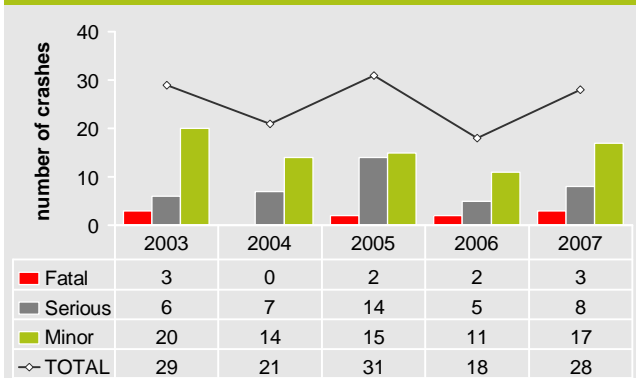
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Rural loss of control

During the five year period 2003 to 2007, 48 percent of all crashes in the Wairoa District occurred due to loss of control in rural roads. These crashes resulted in 14 deaths, 39 serious injuries and 91 minor injuries. There were a further 136 non-injury crashes reported.

The number of fatal and serious injury crashes have been fluctuating in the last five years.

Rural loss of control injury crash trends



Eighty five percent of loss of control crashes occurred at bends.

Crashes distribution 2003 to 2007

Loss of Control	Local roads	State highways
At bends	49 crashes	174 crashes
On Straight	9 crashes	31 crashes

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

The three most common roadside hazards struck during crashes in the district were ditches (29 percent), fences (21 percent) and cliff banks (16 percent).

Main characteristics of loss of control injury crashes

Crash characteristic	Percentage of crashes
Single vehicle	80%
Alcohol (injury crashes)	17%
Too fast for the conditions (injury crashes)	35%
Road factors	19%
Poor handling (injury crashes)	40%
Wet road	31%
Night time	34%

Further information about all crashes due to loss of control in the district for the period 2003-2007 on:

Local roads

- 1 death, 9 serious injuries and 41 minor injuries

- Worst day of week: Monday (25 percent)
- Wet road: 17 percent
- Night time: 36 percent
- With alcohol over limit: 31 percent
- Most common injury crash factor: poor handling (42 percent) followed by failed to keep left (35 percent)
- At fault male driver (injury crashes): 67 percent
- 50 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age range (injury crashes): 15 to 60 years old

State highways

- 13 deaths, 35 serious injuries and 107 minor injuries
- Worst day of week: Wednesday (17 percent)
- Wet road: 35 percent
- Night time: 34 percent
- With alcohol over limit: 14 percent
- Most common injury crash factor: poor handling (40 percent) followed by too fast (39 percent each)
- At fault male driver (injury crashes): 70 percent
- 28 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age range (injury crashes): 15 to 70 years old

Recommended actions

Engineering

- Establish programmes to review, upgrade and maintain warning signs, markings and delineation
- Maintain roadsides clear of hazards and provide side protection where appropriate
- Widen carriageways & seal shoulders to provide additional vehicle wander. Improve geometry
- Maintain pavement surfaces to provide good standards for skid resistance

Education

- Focus on raising awareness of concerns about inappropriate speed
- Raise drivers awareness of key speed issues and the need to drive according to road conditions
- Raise property owners' awareness of their responsibility to have secure road frontage fencing to prevent stock from wandering

Enforcement

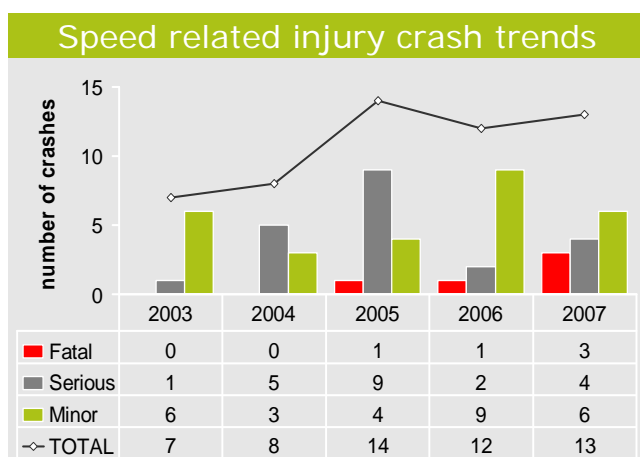
- Continued enforcement focusing on inappropriate speed in rural area
- Target enforcement to times and locations of greatest risk

Excessive 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 all injury crashes.

In the Wairoa district, excessive speed was a factor in 28 percent of all injury crashes in 2007. There were 54 speed-related injury crashes and 50 non-injury crashes reported in the last five years.

There has been an increasing trend in speed related crashes.



Most (74 percent) of the speed related crashes occurred in rural area.

Speed related crashes					
	2003	2004	2005	2006	2007
Urban	2	3	10	4	8
Rural	11	12	21	20	13

Males represented 77 percent of at fault drivers in speed related crashes.

Age and sex of at fault drivers			
Drivers at fault in speed related injury crashes (2003- 2007)	Male	Female	Total
15 - 19 years	12	4	16
20 - 24	5	1	6
25 - 29	3	0	3
30 - 39	8	5	13
40 - 49	5	1	6
50 - 59	6	1	7
60 - 69	0	0	0
70+	1	0	1
Total	40	12	52

Further information about speed related crashes in the district between 2003 and 2007 on:

Local roads

- 1 death, 5 serious injuries and 19 minor injuries
- Worst day of week: *Saturday (26 percent)*

- Wet road: *21 percent*
- Night time: *51 percent*
- With alcohol over limit: *42 percent*
- Most common crash factor: *Bend—loss of control (82 percent)*
- At fault male driver (injury crashes): *80 percent*
- 70 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): *15 to 19 years old*

State highways

- 4 deaths, 19 serious injuries and 48 minor injuries
- Worst day of week: *Saturday (25 percent)*
- Wet road: *40 percent*
- Night time: *43 percent*
- With alcohol over limit: *21 percent*
- Most common crash factor: *Bend—loss of control (91 percent)*
- At fault male driver (injury crashes): *76 percent*
- 33 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): *15 to 19 years old*

Recommended actions

Engineering

- Continue to review and upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- Identify locations where speed is a common contributing factor to crashes and investigate sites and road sections
- Maintain the roadside clear of hazards and provide side protection where appropriate
- Widen the road carriageway and seal shoulders to provide additional vehicle wander and recovery space
- Maintain pavement surface to provide good standards for skid resistance
- Improve road geometry where feasible and cost effective

Education

- Focus on raising awareness of the consequences of travelling too fast for road and weather conditions
- Raise public awareness of the risks of speeding

Enforcement

- Continue enforcement focusing on inappropriate speed, particularly in rural areas
- Target enforcement to times and locations of greatest risk
- Co-ordinate enforcement campaigns, targeting drivers that speed

Alcohol

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.

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers.

During 2007 within New Zealand, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes.

In the Wairoa district, alcohol was a factor in 21 percent of all injury crashes in 2007 which is much higher than the national average and higher than the last five year district average of 18 percent.

There were 36 alcohol-related injury and 27 non-injury crashes reported in the last five years. These crashes have resulted in 5 deaths, 17 serious and 39 minor injuries.

Alcohol related crashes have not reduced in the last five years.



Further information about alcohol related crashes in the district between 2003 and 2007 on:

Local roads

- 9 serious injuries and 19 minor injuries
- Worst day of week: *Thursday (26 percent)*
- Wet road: *18 percent*
- Night time: *74 percent*
- At Intersection: *21 percent*
- Excessive speed: *31 percent*
- Most common injury crash factor: *poor handling (25 percent)* followed by *poor observation (19 percent)*
- At fault male driver (injury crashes): *75 percent*

- 69 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): *15 to 19 years old*

State highways

- 5 deaths, 8 serious injuries and 20 minor injuries
- Worst day of week: *Saturday (34 percent)*
- Night time: *69 percent*
- At Intersection: *28 percent*
- Excessive speed: *45 percent*
- Most common injury crash factor: *failed poor handling (35 percent)* followed by *fatigue (20 percent)*
- At fault male driver (injury crashes): *89 percent*
- 58 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): *15 to 19 and 30 to 39 years old age groups*

Recommended actions

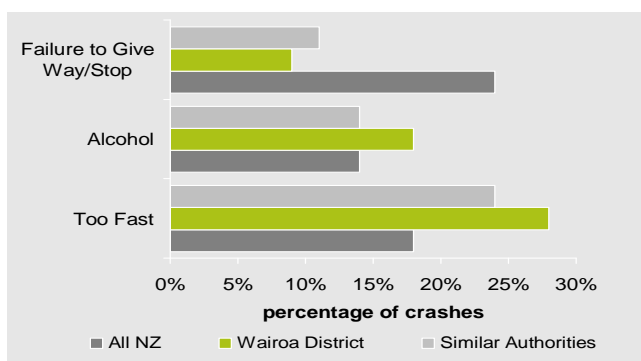
Education

- Promoting safe drinking and driving habits, particularly among male drivers aged 15 to 35
- Consider targeted advertising promotions, involving community and licensee consultation, host responsibility and designated driver schemes
- Work with community 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

National issues



Speed

Speed *too fast* was recorded in 28 percent of injury crashes in the Wairoa district in the last five years resulting in 5 deaths and 91 injuries. Speed as a factor in crashes, in the district, is relatively high in comparison with national and similar authorities average and not reducing.

Eighty-eight percent of speed-related injury crashes were *bend-lost control/head on*. *Alcohol* and *Poor Handling* were the other driver factors most often associated with speed. Male drivers aged less than 19 years old represented the largest group of at fault drivers, being involved in almost quarter of the speed-related injury crashes.

Alcohol

In the Wairoa district, alcohol was recorded in 18 percent of injury crashes in the last five years resulting in 5 deaths and 56 injuries. Alcohol as a factor in crashes is relatively high in the district in comparison with national and similar authorities average and has increasing trend.

Forty six percent of alcohol related crashes were in urban areas. Sixty-two percent of these involved *Loss of control/head-on* crashes. Travelling *too fast*, *poor handling* and *fatigue* were often driver factors associated with alcohol. Eighty-three percent of at fault drivers were males.

Failure to give way

In the Wairoa district, *Failure to give way or stop* was reported in 9 percent of all reported injury crashes for the last five years resulting in 1 deaths and 24 other injuries. Most (93 percent) of these are crossing/turning manoeuvres, often associated with failure to look for other parties. Fifty-five percent of at fault drivers in these crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in the Wairoa District for front seat and rear seat are 90 and 74 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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