



New Zealand Government

briefing notes - road safety issues

Kawerau District

New Zealand Transport Agency has prepared this eleventh road safety issues report. It is based on reported crash data and trends for the 2005-2009 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 Kawerau District.

All the material unless otherwise stated in this report applies to both local roads and state highways. Local roads are all non State Highway roads in Kawerau District.

In March the Government released Safer Journeys the road safety strategy for the next ten years. The two following pages contain a brief introduction to the strategy and a link to find more information.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Kawerau 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 Kawerau District and we encourage safety engaged staff at Kawerau District Council to use their free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues. All data and maps in this note are from CAS.

Major road safety issues

Kawerau District

Crashes at bends

2009 road trauma

Casualties

Kawerau District

Deaths	0
Serious casualties	1
Minor casualties	7

National priorities from Road Safety 2020— Safer Journeys

Speed
Alcohol / drugs
Young drivers
Roads and roadsides
Motorcyclists

Crashes

Kawerau District

Fatal crashes	0
Serious injury crashes	1
Minor injury crashes	6
Non-injury crashes	14

Safer Journeys

For the past decade road safety in New Zealand has been directed by the Road Safety 2010 strategy.

This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010.

Under the new strategy, road safety will be looked at from a system wide approach rather than focusing so strongly on the road user.

The emphasis will be on improving all the parts of the road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

Under the 2020 strategy a number of priority areas have been chosen as the areas of focus.

These areas were assigned a priority, based on research that shows five major areas of concern, six areas of lesser concern, and two areas where continued focus is needed, or concern is emerging.

These divisions are shown in "Table 3" opposite. This table is a direct extract from page 12 of the Safer Journeys document which can be found at: <http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

To reflect the new strategy, changes to the wording and the way data is presented in these briefing notes to reflect and emphasise the connections to the new strategy. In particular, we have included more tables showing age distribution as problems with the safety of young drivers as a particular focus of Safer Journeys.

However, as these reports are based on crash data, particularly fatal and serious crashes, the actual "issues" identified by our analysis remain as before, fact based. It would be irresponsible of us to ignore an area of high social cost in a particular local body or region just because it wasn't a national priority.

We have prepared a table on the following page which shows the areas of "high concern" under Safer Journeys 2020 strategy.

This table allows some relative comparison of Safer Journeys priorities across the local bodies in the area covered by the Hamilton NZTA Office.

Table 3 – Safer Journeys’ areas of concern and the Safe System

AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Table source: Ministry of Transport 2020 Safer Journeys

Status of the areas of “high concern” from Safer Journeys 2020 for the Bay of Plenty Region 2005-2009

(table below refers only to fatal and serious crashes on both local roads and state highways for the years 2005–2009 except for the “intersection” columns which also include minor crashes for reasons of sample size)

Safer Journeys area of concern	Reducing alcohol and drug impaired driving	Increase the safety of young drivers	Safer roads and roadsides			Safe speeds	Increasing the safety of motorcycling
	Measure	Percentage of fatal and serious crashes with this factor	Percentage of fatal and serious crashes with at fault drivers aged 24 years or less	Percentage of fatal and serious crashes with an object struck	Number of urban intersections with three or more injury crashes in the last five years	Number of rural intersections with three or more injury crashes in the last five years	Percentage of fatal and serious crashes where speed was a factor
Western BOP District	32	31	48	1*	9	25	15*
Tauranga City	25	28	29	36	1*	20	26
Rotorua District	27	31	42	24	4	33	14
Whakatane District	32	36	49	2	3	32	17*
Opotiki District	37*	37*	68	0**	0***	41*	19**
Kawerau District	56***	56***	89***	0***	0****	33***	22***
BOP Region	29	32	43	63	16	28	18
New Zealand	23	34	45	1938	320	23	18

Note:

* Sample size of 30 crashes or less

** Sample size of 20 crashes or less

*** Sample size of 10 crashes or less

**** No crashes in sample

Kawerau District overview

In 2009 on local roads in Kawerau District there were six injury crashes and 13 non-injury crashes. In addition on state highways in Kawerau District there was one injury crash and one non-injury crash. The tables below show the number of injuries resulting from the seven injury crashes by rural or urban areas for local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	0	0	0
Urban	0	1	7	8
Total	0	1	7	8

Casualties by state highway / local road 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Local road	0	0	7	7
State highway	0	1	0	1
Total	0	1	7	8

Crash trends in Kawerau District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	2	2	1	5
2001	1	1	3	5
2002	0	1	2	3
2003	0	2	2	4
2004	0	1	2	3
2005	0	1	2	3
2006	0	2	4	6
2007	0	3	2	5
2008	1	1	2	4
2009	0	1	6	7

Crash characteristics (all roads) 2005 to 2009 (small sample size)		
Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Bends	89	56
Alcohol	56	40
Speed	33	28
Poor handling	11	36
Fatigue	22	12

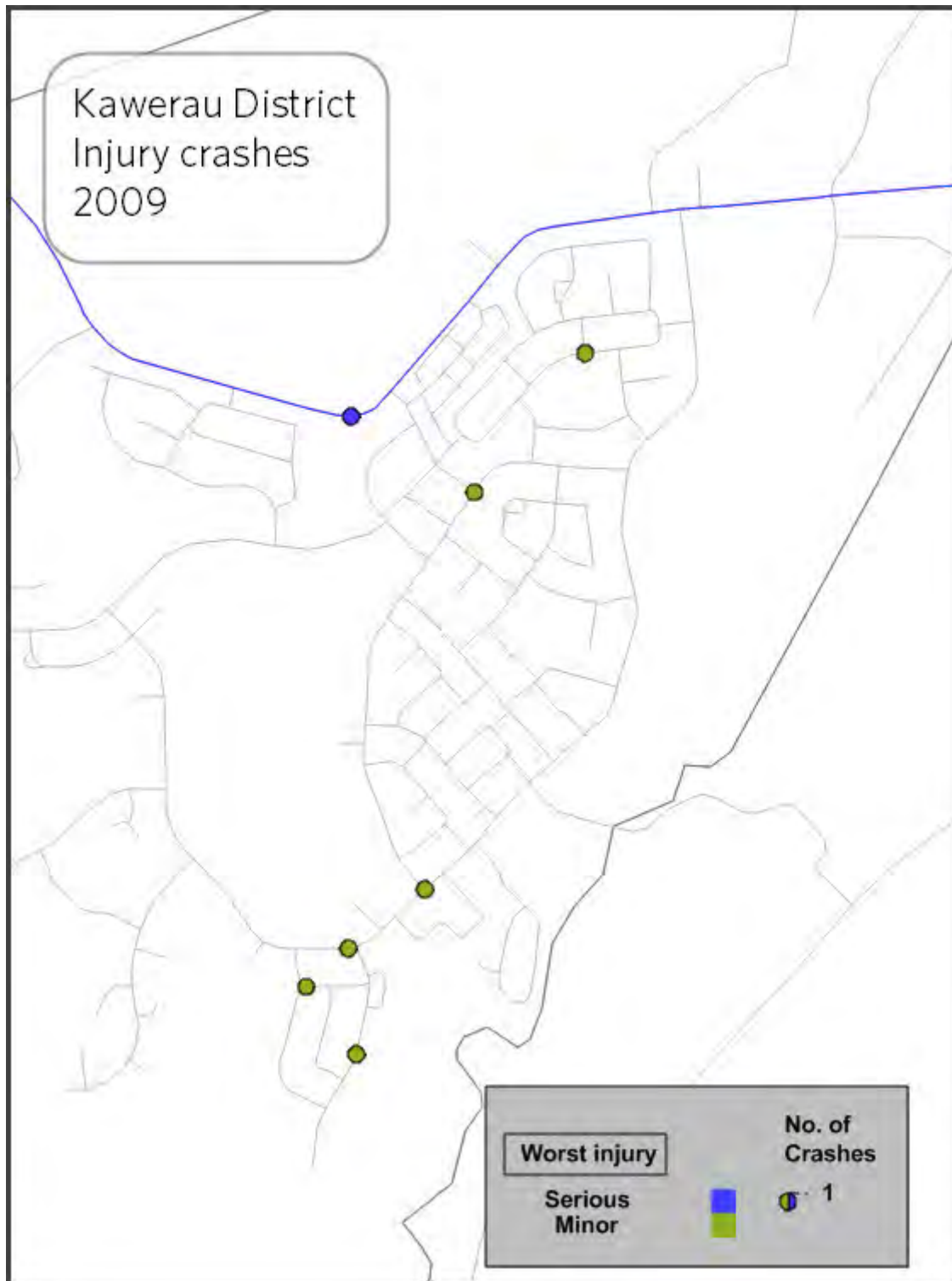
Further information about the 18 injury and 39 non-injury crashes on **local roads** in Kawerau District 2005 to 2009:

- 1 death, 6 serious injuries and 14 minor injuries
- Worst month May, best February and November (equal)
- Worst day Thursday, best Tuesday
- 18 percent on wet roads
- 42 percent at night
- 44 percent at intersections
- 47 roadside objects struck *
- Social cost of crashes in 2009 \$0.75m

Further information about the seven injury and 16 non-injury crashes on **state highways** in Kawerau District 2005 to 2009:

- No deaths, 4 serious and 5 minor injuries
- Worst month June, best October and November (equal)
- Worst day Monday, best Friday, Saturday and Sunday (equal)
- 26 percent on wet roads
- 17 percent at night
- 30 percent at intersections
- 17 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes: 15 to 19 years and 20 to 24 years (equal) (35 percent of at fault drivers)
- Social cost of crashes in 2009 \$0.98m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



Crashes at bends

Between 2005 and 2009, 89 percent of fatal and serious crashes and 56 percent of all injury crashes in Kawerau District were loss of control or head on at bends.

Crashes at bends 2005 to 2009				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	0	0	0
2006	0	2	1	3
2007	0	3	0	3
2008	1	1	1	3
2009	0	1	4	5
Total	1	7	6	14

77 percent of 'at fault' drivers involved in crashes at bends were aged under 30 and 31 percent were aged under 20.

Drivers fuelled by alcohol and travelling too fast for their own abilities and those appropriate to the conditions especially in the wet are all too common themes in bend related crashes in the district. (see bullet points)

Ages of at fault drivers in bend related injury crashes 2005 to 2009			
Ages	Female	Male	Total
15 to 19	1	3	4
20 to 24	1	3	4
25 to 29	2	0	2
30 to 34	0	0	0
35 to 39	0	0	0
40 to 44	0	0	0
45 to 49	0	0	0
50 to 54	0	0	0
55 to 59	0	1	1
60 to 64	1	0	1
65 to 69	0	0	0
70 to 74	0	0	0
75+	0	1	1
Total	5	8	13

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. Appropriate clear zones and roadside management will continue to help improve road safety.

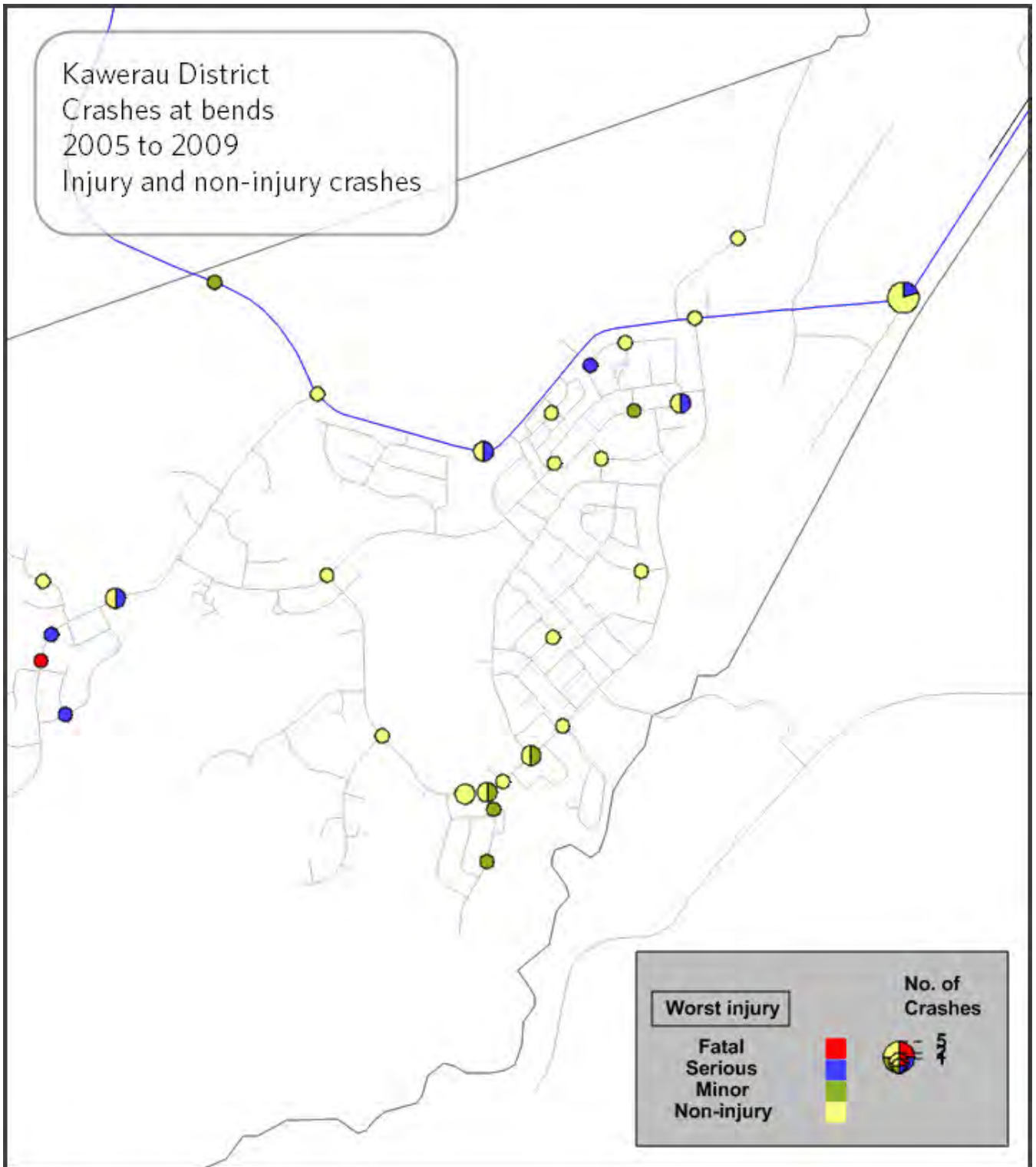
The most common roadside hazards struck in injury loss of control or head on crashes on bends in Kawerau District were trees (10), fences (6), and parked vehicle (2) from a total of 22 objects struck.

Further information about the 11 injury loss of control or head on crashes on bends on **local roads** in Kawerau District 2005 to 2009:

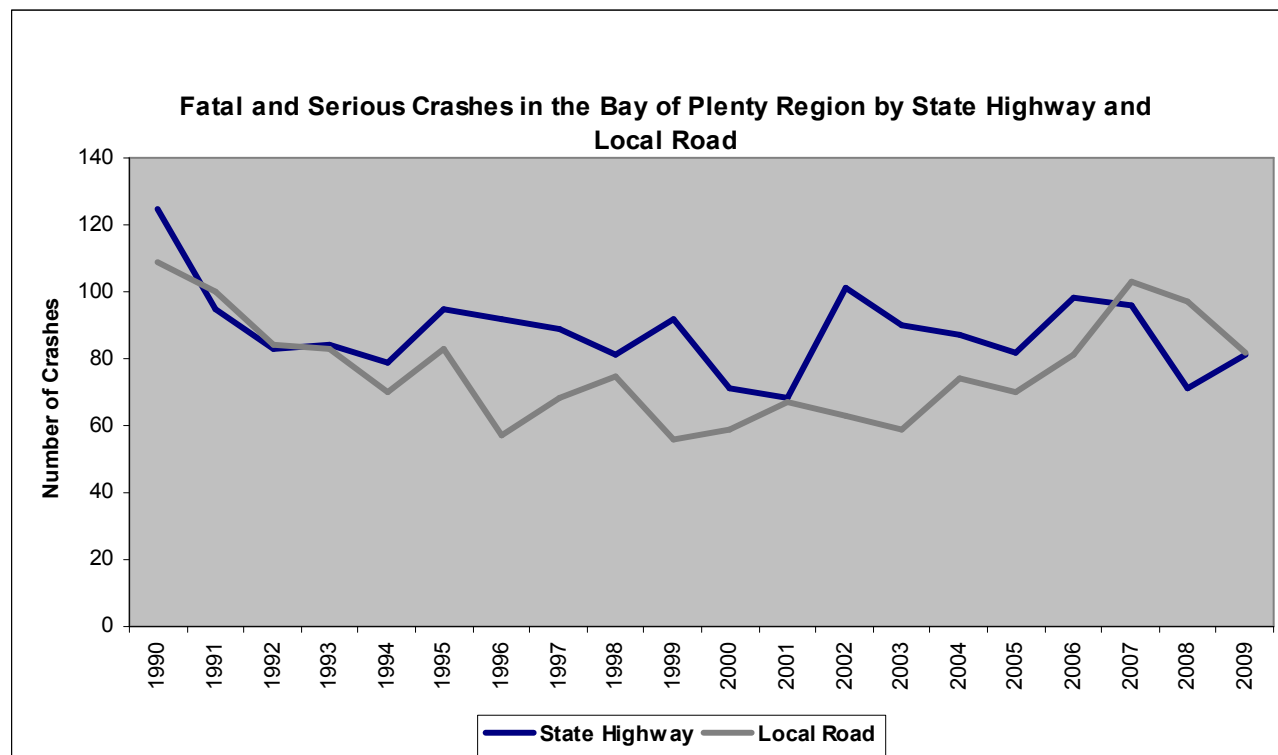
- 1 death, 6 serious injuries and 6 minor injuries
- 64 percent of at fault drivers were male
- Most common crash type "loss of control turning right" (6 crashes)
- 73 percent of crashes involved alcohol
- 27 percent in the wet
- 55 percent of crashes involved speed too fast for the conditions
- Worst month May
- Worst days Friday, Saturday & Sunday
- Worst three hour time period, midnight to 3am

Further information about the 3 injury loss of control or head on crashes on bends on **state highways** in Kawerau District 2005 to 2009:

- No deaths, 2 serious injuries and 1 minor injuries
- 33 percent of at fault drivers were male
- Most common crash type "loss of control turning right" (2 crashes)
- 33 percent in the wet
- Worst month January, May and September (equal)
- Worst day, Monday
- Number of objects struck, 5



Looking back—the last two decades ...



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