

# road safety issues

## Rotorua District

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 Rotorua District 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

#### Rotorua District

Poor observation

Speed

Failure to give way

Restraints and helmets

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Rotorua District



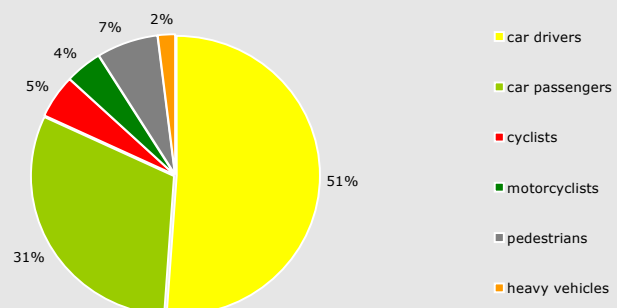
Deaths	4
Serious casualties	48
Minor casualties	195



Fatal crashes	4
Serious injury crashes	36
Minor injury crashes	127
Non-injury crashes	694

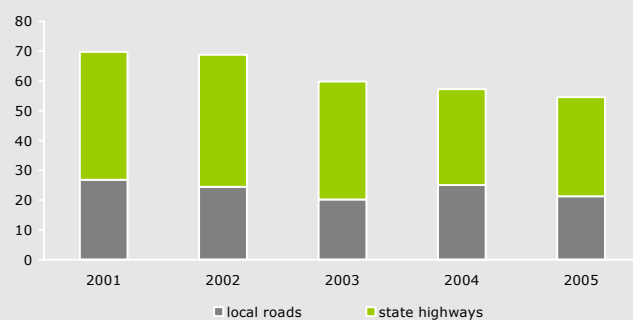
### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

#### Social cost (\$ million)

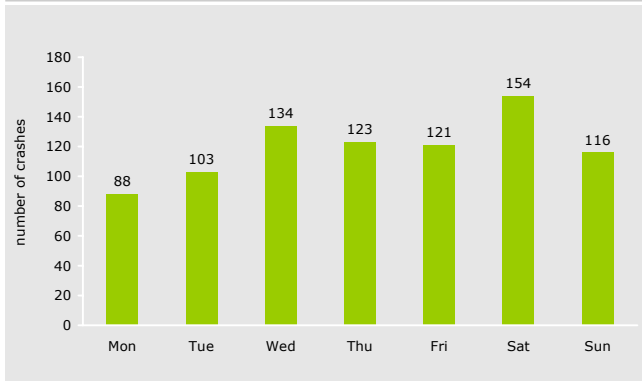


\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

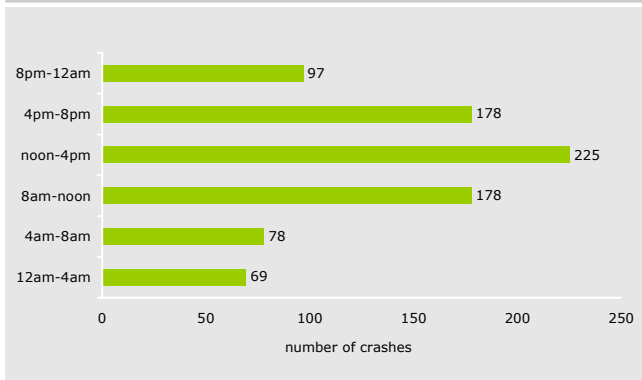
## When crashes occurred

Crashes resulting in injury can occur at any time but in the Rotorua District from 2001 to 2005, Saturday and noon to 4 pm were the worst periods.

**Day of week for crashes 2001–2005**



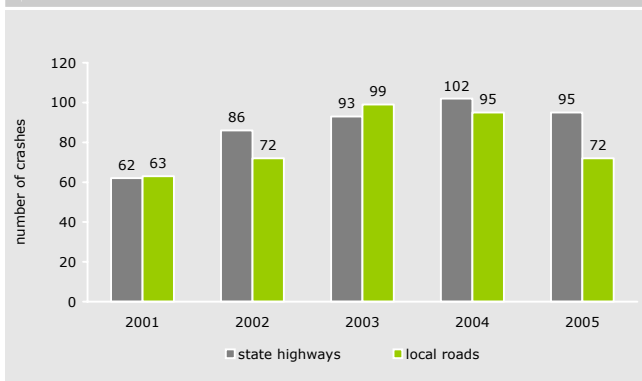
**Time of day for crashes 2001–2005**



## Where crashes occurred

During the 2001-2005 period, approximately 69 percent of fatal crashes (where one or more people were killed) and 43 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.

**Location of crashes 2001–2005**



## Who was involved

From 2001 to 2005, 1,233 people were injured on Rotorua District roads.

**Road user groups involved in crashes**

Road user group	Urban casualties	Rural casualties
Drivers	47%	55%
Passengers	27%	36%
Heavy vehicle occupants	2%	3%
Motorcyclists	4%	5%
Cyclists	8%	1%
Pedestrians	12%	0%

**Age groups of those involved in crashes**

Age group	Males	Females	Population in Rotorua District
<5	2%	1%	8%
5-9	3%	2%	9%
10-14	8%	5%	9%
15-19	20%	26%	7%
20-24	12%	11%	6%
25-29	9%	8%	7%
30-34	8%	7%	7%
35-39	7%	7%	8%
40-44	6%	7%	8%
45-49	8%	4%	7%
50-54	3%	5%	6%
55-59	4%	4%	5%
60-64	3%	3%	4%
65-69	2%	2%	3%
70-74	2%	2%	3%
75-79	1%	2%	2%
80+	1%	3%	2%

**Gender of those involved in crashes**

Gender	Urban crashes	Rural crashes
Female	332	356
Male	300	235

## 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 Rotorua District, poor observation was a factor in 31 percent of injury crashes in 2005, an increase from 2004, and increasing along with the national trend.

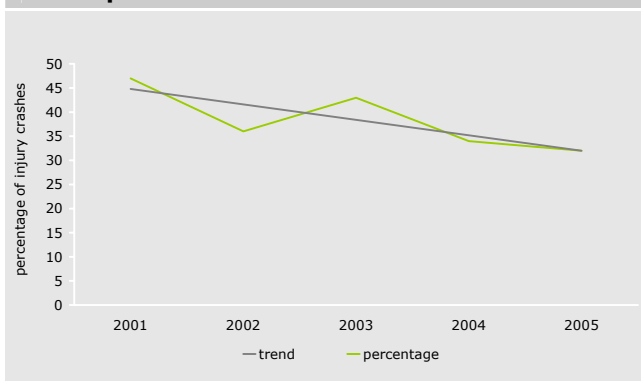
There were 260 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the Rotorua District in 2005 and was a factor in 32 percent of the injury crashes occurring on roads with a speed limit of, or lower than, 70 km/h.

Poor observation has decreased over the last three years, with the number of injury crashes falling from 34 in 2004 to 30 in 2005.

The majority (54 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 Rotorua District:

SH30A/Amohau Street intersection
Hinemoa and Hinemarus Streets intersection
Arawa and Tutanekai Streets intersection
Fenton and Victoria Streets intersection
SH30A/Ranolf Street intersection
SH30A/Te Ngae Road intersection
SH5/Oturoa Road intersection
SH5 1000m south of Ngongotaha Road
SH5 500m north of Barnard Road
Fenton Street and Devon Road intersection

## Territorial local authority performance

The following table provides the percentage of poor observation related crashes that occurred in the Rotorua District and the peer group during the period 2001-2005.

	TLA	Peer group*
Rotorua District	31%	36%

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

## Speed

Speed includes not only exceeding the speed limit, but also driving too fast for the conditions of the road. No matter how good drivers think they are, speeding significantly increases the chance of crashing, resulting in serious injury or death.

- A child struck in a suburban street by a car travelling at 10 km/h over the speed limit will be killed.
- Driving at 100 km/h in light rain requires the same stopping distance as driving at 120 km/h on a dry road.
- Driving at 50 km/h in dry conditions requires 37 metres stopping distance. Driving at 100 km/h in dry conditions requires 111 metres stopping distance.

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2005, excessive speed contributed to around 20 percent of fatal crashes and 12 percent of injury crashes.

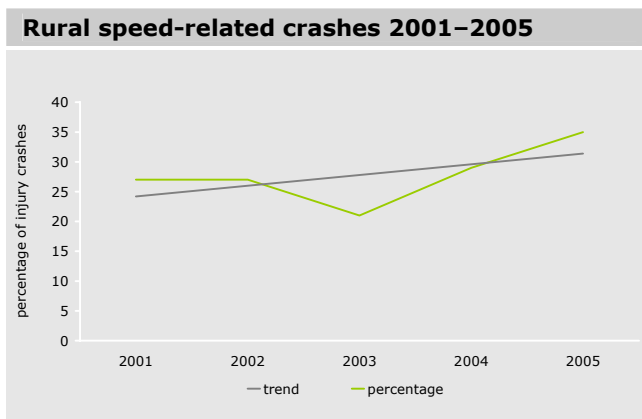
During 2005, there were 1,835 injury crashes where the driver was travelling too fast for conditions.

In the Rotorua District, excessive speed was a factor in 25 percent of injury crashes in 2005. This was an increase from 2004 and increasing with the national trend.

There were 179 speed-related injury crashes reported in the last five years.

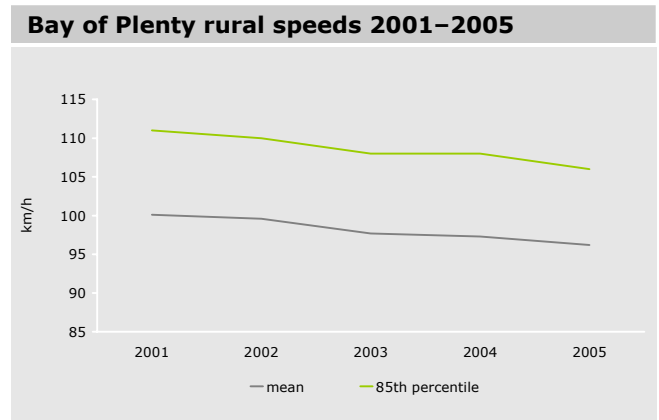
Speeding was predominantly a rural issue in the Rotorua District in 2005 and was a factor in 35 percent of the injury crashes occurring on roads with a speed limit greater than 70 km/h. Most roads in the Bay of Plenty were built for 80 km/h speeds and cannot be driven safely at the open road maximum speed of 100 km/h.

Speed has decreased as a factor on rural roads over the last three years, with the number of injury crashes falling from 28 in 2004 to 26 in 2005.



## Speed surveys

Speed surveys are undertaken annually throughout the country and it is pleasing to see that nationally both urban and rural speeds are continuing to decrease. The following graph illustrates the results of surveys undertaken in the Bay of Plenty Region over the last five years.



## 2005 public attitudes survey

Responses from the Bay of Plenty Region indicated:

- 39 percent of drivers said that they enjoyed driving fast on the open road
- 12 percent of drivers agreed that there was little chance of a crash when speeding if they were careful
- 19 percent of drivers thought that the risk of being caught speeding was small
- 72 percent thought that enforcing the speed limit helped to lower the number of road deaths.

## Territorial local authority performance

The following table provides the percentage of speed related crashes that occurred in the Rotorua District and the peer group during the period 2001-2005.

	TLA	Peer group*
Rotorua District	21%	18%

\*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.

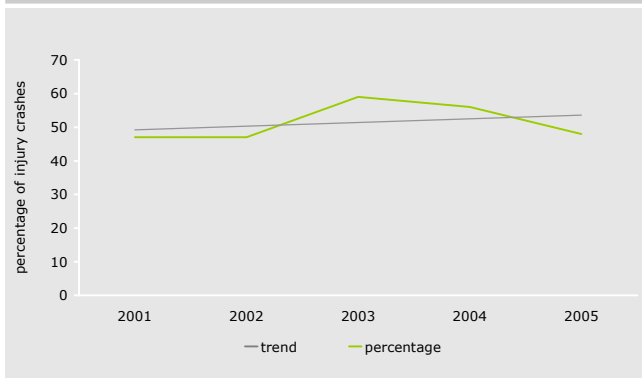
In the Rotorua District, intersection crashes have fluctuated over the last five years, making up 32 percent of all crashes in the area in 2005.

Forty-eight percent of urban crashes occurred at intersections in 2005 – down from 56 percent in 2004. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in the Rotorua District 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 Rotorua District than urban intersections, with 12 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 Rotorua District:

SH30A/Amohau Street intersection
SH5/Malfroy Road intersection
SH5/Lake Road intersection
Arawa and Tutanekai Streets intersection
Hinemoa and Hinemaru Streets intersection
Lake and Tarewa Roads intersection
SH30A/Te Ngae Road intersection
Lake Road and Ranolf Street intersection
Fenton and Victoria Streets intersection
SH30/Iles Road 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.

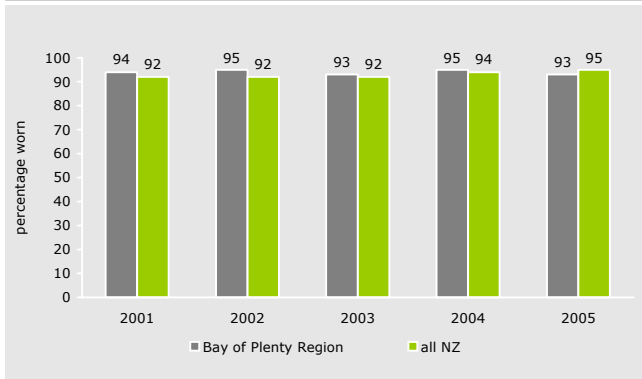
Increasing incidence locations
<b>Urban</b>
SH30A/Amohau St intersection
SH5/Lake Road intersection
SH30A/Tarewa Road intersection
SH5/Russell Road intersection
Malfroy Road/Miller Street intersection
<b>Rural</b>
SH5 2260m south of Waimangu Road
SH33 500m north of Hamurana Road

## 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

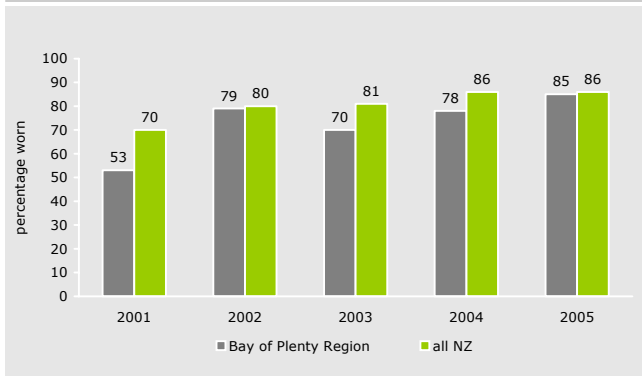
#### Wearing rates 2001–2005



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

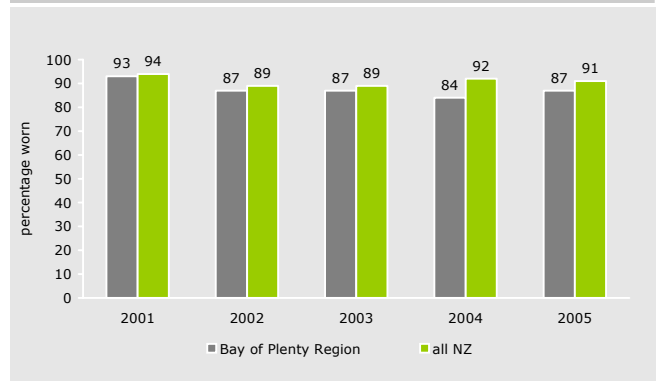
#### Wearing rates 2001–2005



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

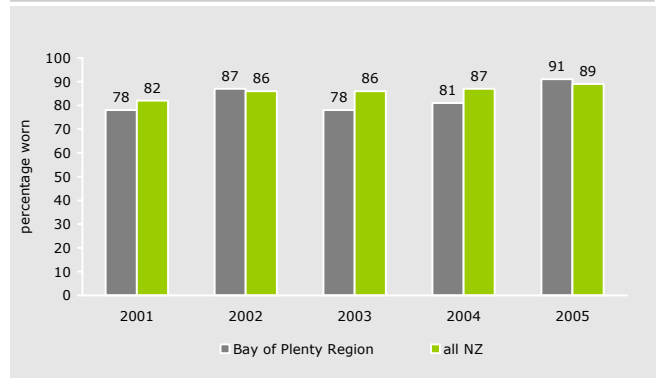
#### Wearing rates 2001–2005



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

#### Wearing rates 2001–2005



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 Rotorua District include:

### **New Zealand Police**

Bay of Plenty District Road Policing Manager

Kevin Taylor

PO Box 741

Rotorua

Phone 07 349 9554

### **Road Safety Coordinators**

Bay of Plenty Region

Transport Planner

Mike Seabourne

PO Box 364

Whakatane

Phone 0800 368 267

### **Local Authority Engineers**

Rotorua District

Kevin Thompson

Private Bag 3029

Rotorua

Phone 07 348 4199

### **Accident Compensation Corporation**

Rotorua/Taupo Area

ACC Injury Prevention Consultant

Louise Kirk

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Rotorua

Phone 07 350 0315

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