

briefing notes road safety issues

Tararua District

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Tararua 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 Tararua District Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

The issues chosen for this report are drawn from the most common crash types, those that appear over represented when Tararua District is compared to similar authorities or those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in Tararua District for 2008.

Major road safety issues		2008 road trauma	
Tararua District		Casualties	Tararua District
Loss of control		Deaths	3
Intersections		Serious injuries	22
Vulnerable road users: motorcyclists		Minor injuries	68
Alcohol		Total casualties	93
National issues		Crashes	Tararua District
Speed		Fatal crashes	3
Alcohol		Serious injury crashes	19
Failure to give way		Minor injury crashes	48
Restraints		Non injury crashes	141

Overview 2008

In 2008 in Tararua District there were 70 injury crashes and 141 non-injury crashes reported by the New Zealand Police. Sixty-two 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 2008

	Fatalities	Serious injuries	Minor injuries	Total
Total	3	22	68	93

Local roads vs state highways

	Fatalities	Serious injuries	Minor injuries	Total
Local roads	1	10	29	40
State highways	2	12	39	53

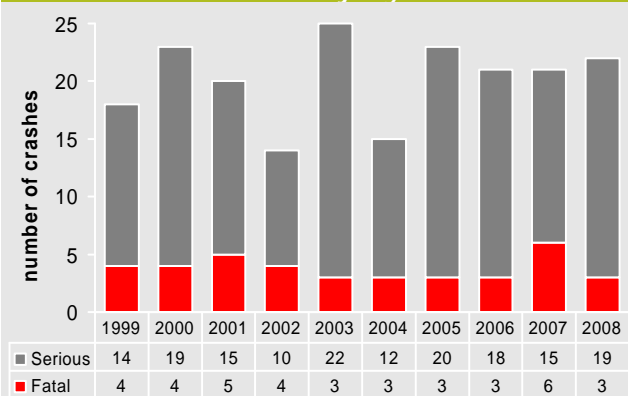
Rural vs urban roads

	Fatalities	Serious injuries	Minor injuries	Total
Rural ¹	3	20	51	74
Urban	0	2	17	19

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

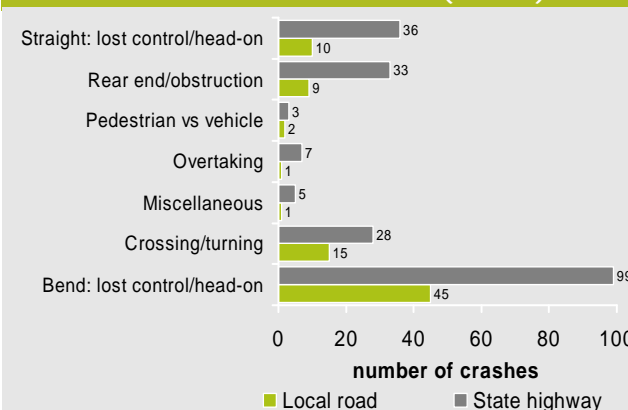
The total number of fatal and serious injury crashes has remained steady for the last four years. However shows a slight increasing trend over the five year period.

Fatal and serious injury crash trends



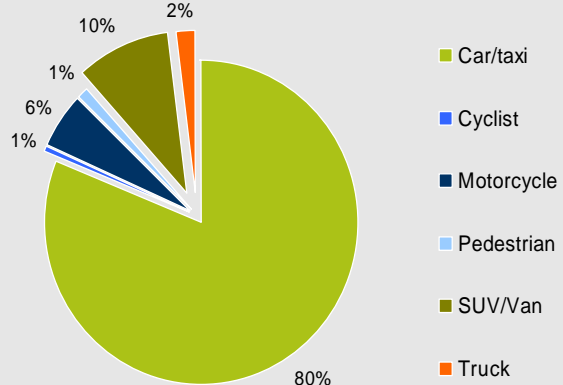
The main type of crash (all crashes in the district, both injury and non-injury combined) in 2008 was *lost control/head-on at bends and straight road*, followed by *crossing/turning* and *rear end/obstruction* crash movement types.

Crash characteristics (2008)



The majority of casualties in 2008 were drivers and passengers of cars. Meanwhile vulnerable road users (pedestrian/cyclists/motorcyclists) constituted 8 percent of all the casualties.

Casualties by user type in 2008



Further information about all crashes in 2008 on:

Local roads

- Worst day of week: Saturday (18 percent)
- Wet road crashes: 25 percent
- Night time crashes: 34 percent
- Driver with alcohol over limit (injury crashes): 30 percent
- Too fast for conditions (injury crashes): 26 percent
- Crashes at intersection: 38 percent
- Road factors: 7 percent
- At fault male (injury crashes) driver: 65 percent
- Full NZ licence held by at fault (injury crashes) drivers: 56 percent

State highways

- Worst day of week: Friday (17 percent)
- Wet road crashes: 29 percent
- Night time crashes: 27 percent
- Driver with alcohol over limit (injury crashes): 16 percent
- Too fast for conditions (injury crashes): 7 percent
- Crashes at intersection: 22 percent
- Road factors: 10 percent
- At fault (injury crashes) male driver: 63 percent
- Full NZ licence held by at fault (injury crashes) drivers: 68 percent

Social cost of crashes

Local roads \$ 13.38M

State highways \$ 20.86

Total \$ 34.24M

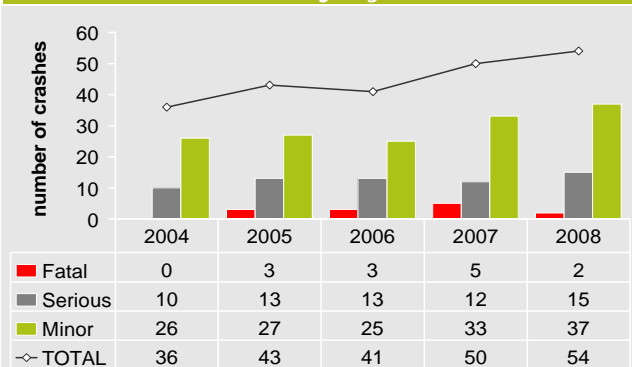
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Loss of control

During the most recent five year period (2004-2008) 60 percent of all crashes in Tararua District occurred due to loss of control. These crashes resulted in 15 deaths, 82 serious injuries and 228 minor injuries. There were a further 356 non-injury crashes reported.

The latest five year trends show an increase in the total number of loss of control injury crashes. The trends also show that individually both serious and minor injury crashes are increasing.

Loss of control injury crash trends



During the last five year, a third (34 percent) of loss of control crashes occurred in wet conditions and 39 percent during the hours of darkness.

Most loss of control crashes occur on rural roads (87 percent) and over half on state highways (59 percent).

Number of crashes	Local Urban	Local Rural	SH urban	SH Rural
At bend	9	31	12	93
Straight road	32	165	22	216

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

The three most common roadside hazards struck during crashes in the district were *fences* (31 percent), *ditches* (18 percent) and *banks* (12 percent). Hitting these objects can result in more serious injuries than would otherwise be sustained.

Loss of control crashes

Crash characteristics	Percentage occurrence
Single vehicle	83%
Alcohol (injury crashes)	21%
Too fast for the conditions (injury crashes)	25%
Road factors	16%
Poor handling (injury crashes)	42%
Wet road	34%
Night time	39%

Further information about all loss of control crashes in Tararua District 2004-2008 on:

Local roads

- 5 deaths, 36 serious injuries and 104 minor injuries
- Worst day of week: Saturday (52 crashes)
- Wet road: 30 percent
- Night time: 40 percent
- Alcohol over limit: 22 percent
- Most common injury crash factor: Poor handling (46 percent) and too fast (35 percent)
- At fault male driver (injury crashes): 75 percent
- 38 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

- 10 deaths, 46 serious injuries and 124 minor injuries
- Worst day of week: Saturday (66 crashes)
- Wet road: 37 percent
- Night time: 38 percent
- Alcohol over limit: 20 percent
- Most common injury crash factor: poor handling (39 percent) and fatigue (27 percent)
- At fault male driver (injury crashes): 64 percent
- 32 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): under 60 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 and seal shoulders to provide additional vehicle wander
- Monitor and 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

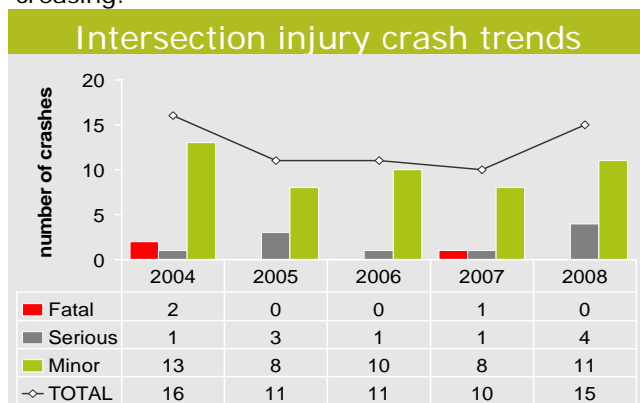
Enforcement

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

Intersections

During the most recent five year period (2004-2008) 26 percent of all crashes in Tararua District occurred at intersections. These crashes resulted in 3 deaths, 11 serious injuries and 74 minor injuries. There were an additional 187 non-injury crashes reported.

The latest five year trends show little change to numbers five years ago. In recent years the trend in the injury crashes at intersections is in fact increasing.



The table below shows the locations of intersections with a high number of crashes in the district 2004-2008.

Intersection name	Total crashes 2004 - 2008	Injury crashes 2004 - 2008	Total crashes in 2008
SH 2 / Swinburn St	6	4	1
SH 2 / Mangahao Rd	8	3	1

Crash numbers by junction and rural/urban split.

Junction type	Rural	Urban
T-junction	56	58
Driveways	1	5
Crossroad	9	116
Y-junction	2	0
Roundabout	0	3

Three quarters of the crashes (73 percent) occurred at urban intersections. More than half (58 percent) of intersection crashes occurred on state highways.

Failure to stop or give way was identified as a factor in 12 percent of injury crashes at intersections. Nearly a third of intersection injury crashes recorded *poor observation* (30 percent) and a similar number recorded *poor handling* as a factor.

Fifty-eight percent of the intersection crashes occurred at intersections with a give way control, 8 percent had a stop control and 34 percent occurred at intersections with no form of traffic control.

Further information about all intersection crashes in Tararua District 2004-2008 on:

Local roads

- 7 serious injuries and 32 minor injuries
- Worst day of week: Saturday (21 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 34 percent
- Alcohol over limit (injury crashes): 25 percent
- Most common injury crash factors: Poor observation (43 percent) followed by failed to give way/stop (39 percent)
- At fault male driver (injury crashes): 58 percent
- 42 percent of drivers at fault (injury crashes) were either on restricted or learner license
- Most common age group (injury crashes): 15-19 and followed by well distributed up to 70+ years old

State highways

- 3 deaths, 4 serious injuries and 42 minor injuries
- Worst day of week: Friday (29 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 25 percent
- Alcohol over limit (injury crashes): 9 percent
- Most common injury crash factors: Poor observation (63 percent) followed by failed to give way/stop (46 percent)
- At fault male driver (injury crashes): 69 percent
- 25 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 30 to 59 years old

Recommended actions

Engineering

- Ensure there is appropriate sight distance at intersections and correct intersection controls are in place
- Carry out safety audits and continue with crash reduction studies to investigate and if required, carry out remedial work at intersections
- Remedy deficiencies in roundabout design to further address crashes at roundabouts

Education

- Focus on road user behaviour at intersections, including roundabouts
- Consider community consultation when determining targeted advertising promotions, media and style of resource to be developed

Enforcement

- Increase enforcement of compliance with controls at intersections
- Conduct enforcement campaigns targeting intersections with high crash rates and at times when crashes most frequently occur

Vulnerable road users

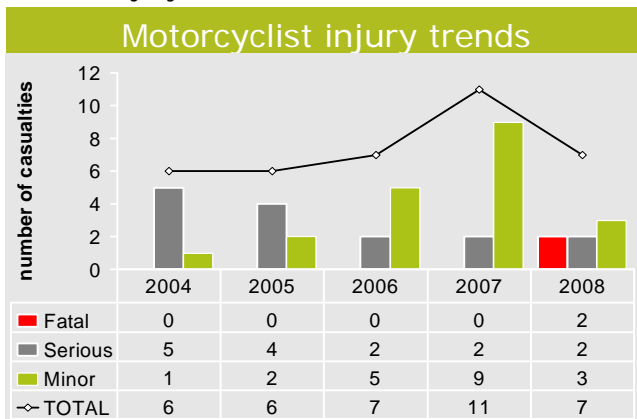
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore more susceptible to severe injuries. These are described as pedestrians, cyclists and motorcyclists.

In Tararua district vulnerable road users constituted 15 percent of all injuries over the last five years (2004-2008).

Motorcyclists

Injury crashes involving motorcyclists represent 10 percent of all injury crashes in Tararua District in the last five year period, resulting in 2 deaths, 15 serious injuries and 20 minor injuries.

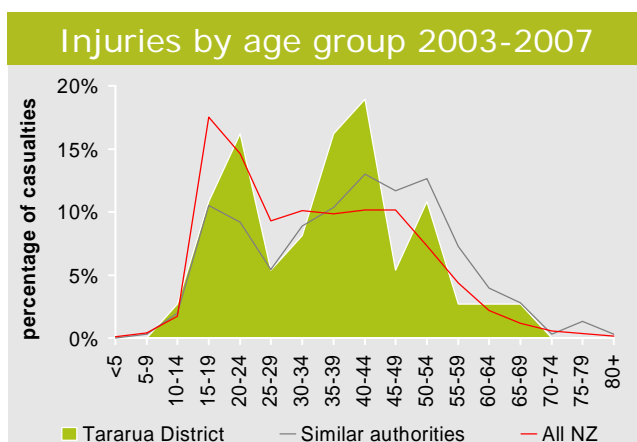
The latest five year trends show numbers to be fluctuating, however there is overall an increasing trend in both minor injury crashes and the seriousness of injury.



Eighty-four percent of motorcyclist crashes took place on rural roads. Only 13 percent of the motorcyclist crashes happened at intersections.

The most common crash type was *loss of control at bends* followed by *rear end/obstruction on the roadway* and *crossing/turning*.

Those motorcyclists injured in these accidents are not spread evenly across all age distributions. More than a third of injured motorcyclists were in the 35 to 44 year old age group (35 percent) followed by 15-24 year olds (27 percent).



High motorcycle accident locations or routes are:

High motorcyclist crash locations/routes

SH 2 route between Woodville and Dannevirke

Pahiatua area, the route SH 2 through Tutaekara Rd around through to Makomako Rd

Further information about all crashes involving motorcyclists in Tararua District 2004-2008 on:

Local roads

- 1 death, 11 serious injuries and 13 minor injuries
- Worst days of week: Thursday and Sunday(7 crashes each)
- Most common injury crash factors: Too fast (24 percent) and poor handling (29 percent)
- Wet road crashes: 13 percent
- Night time crashes: 21 percent
- Driver with alcohol over limit (injury crashes): 10 percent
- Crashes at intersection: 9 percent

State highways

- 1 death, 4 serious injuries and 7 minor injuries
- Worst day of week: Sunday (4 crashes)
- Most common injury crash factors: Poor observation (36 percent) followed by failure to give way/stop (27 percent)
- Wet road crashes: 14 percent
- Night time crashes: 14 percent
- Driver with alcohol over limit (injury crashes): 9 percent

Crashes at intersection: 21 percent

Recommended actions

Education

- Focus on improving driver awareness of motorcyclists especially at intersections
- Develop safe riding courses for motorcyclists
- Continue to involve motorcycle groups/clubs (eg. Ulysses) in raising motorcyclist and other road users' awareness of motorcycle safety
- Promote the wearing of high visibility clothing by motorcyclists

Enforcement

- Co-ordinate enforcement campaigns and programmes targeting cycle and motorcycle safety
- Increase enforcement of road user compliance with give way, stop and signal controls at intersections

Engineering

- Ensure adequate visibility is provided and maintained at intersections
- Ensure pavement skid resistance quality is maintained

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 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

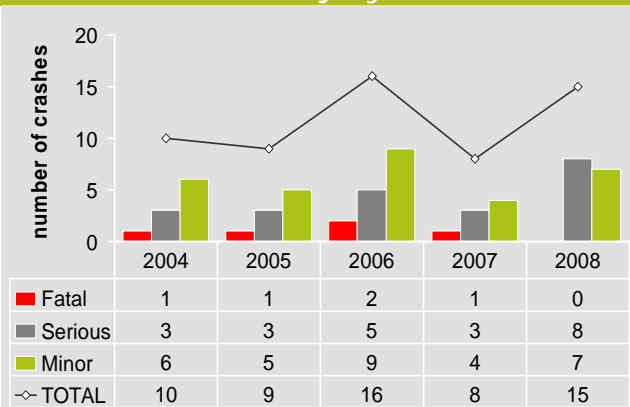
Tararua District

During the last five year period (2004-2008) 18 percent of all injury crashes in Tararua District were alcohol related. In 2008 there were 32 crashes recorded involving alcohol, resulting in 24 casualties, 21 percent of all injuries, which is higher than the last five year average for similar authorities (18 percent).

There were 58 alcohol related injury and 61 non-injury crashes reported in the last five years. These crashes have resulted in 6 deaths, 34 serious and 54 minor injuries.

The latest five year trends show a gradual increase in the total number of these injury crashes. Significantly the trends show an increase in the number of serious injury crashes.

Alcohol related injury crash trends



Nearly a third (31 percent) of alcohol related crashes show drivers driving too fast for conditions. Most occurred after sunset (72 percent), on open roads (63 percent) and involved male drivers being *at fault* (78 percent).

Significantly, half (49 percent) of *at fault* drivers held a learner or restricted licence or have never been licensed. Young drivers (15-19 year olds) constituted nearly a third (31 percent) of *at fault* drivers in these crashes.

Further information about all alcohol related crashes in Tararua District 2004-2008 on:

Local roads

- 1 death, 15 serious injuries and 29 minor injuries
- Worst day of week: Saturday (21 crashes)
- Wet road crashes: 30 percent
- Night time crashes: 76 percent
- Crashes at intersection: 35 percent
- Excessive speed: 36 percent
- Most common injury crash factors: Poor handling (21 percent) and poor judgement (18 percent)
- At fault male driver (injury crashes): 80 percent
- 40 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 15 to 24 and 30 to 39 years old

State highways

- 5 deaths, 19 serious injuries and 25 minor injuries
- Worst day of week: Saturday (15 crashes)
- Wet road crashes: 36 percent
- Night time crashes: 68 percent
- Crashes at intersection: 19 percent
- Excessive speed: 27 percent
- Most common injury crash factors: poor handling (23 percent) followed by failed to keep left and fatigue (13 percent each)
- At fault male driver (injury crashes): 75 percent
- 59 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 age groups

Recommended actions

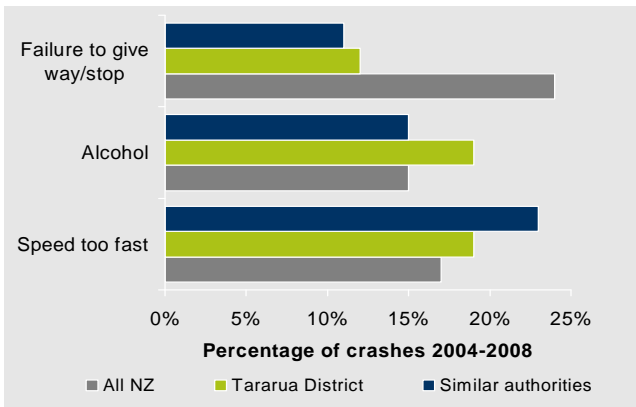
Education

- Promote safe drinking and driving habits, particularly among male drivers aged 15 to 40
- Encourage and support licensees to actively promote host responsibility practices and designated driver schemes
- Work with community groups 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
- Continue to support compulsory breath testing programmes

National issues



Speed

In Tararua District, speed too fast was recorded in 19 percent of injury crashes in the last five years, resulting 9 deaths and 86 injures. *Speed* as a factor in crashes is steady in the district.

Seventy-nine percent of speed related crashes involved *loss of control at bend*. *Alcohol* and *poor handling* were the driver factors most often associated with *speed* related crashes. Male drivers aged under 25 years old were the group most involved in these crashes.

Alcohol

In Tararua District, alcohol was involved in 19 percent of injury crashes in the last five years, resulting in 7 deaths and 88 other injuries. The number of injury crashes involving *alcohol* is not reducing in the district and is higher than similar authorities.

Seventy-six percent of alcohol related crashes were in rural areas. Eighty-one percent of these were *loss of control/head-on* type crashes. Traveling *too fast* and *poor handling* were the factors often associated with *alcohol* related crashes.

Failure to give way

In Tararua District, *failure to give way or stop* was a factor in 12 percent of all reported injury crashes for the last five years resulting in 3 deaths and 63 other injuries. Most (84 percent) of these crashes are related to *crossing/turning* manoeuvres, often associated with *failure to look* for other parties. Sixty-eight percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint rate in Tararua District for front seat and rear seat are 94 and 94 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/research/safetybeltstatistics/>

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