

# road safety issues

## New Plymouth 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 New Plymouth 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 interventions 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

#### New Plymouth District

Poor observation

Failure to give way

Poor handling

Restraints and helmets

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for New Plymouth District



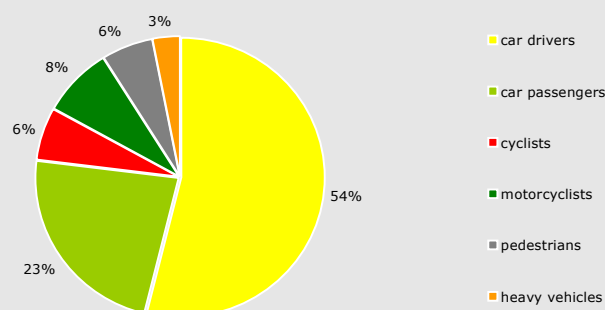
Deaths	7
Serious casualties	28
Minor casualties	213



Fatal crashes	4
Serious injury crashes	22
Minor injury crashes	154
Non-injury crashes	392

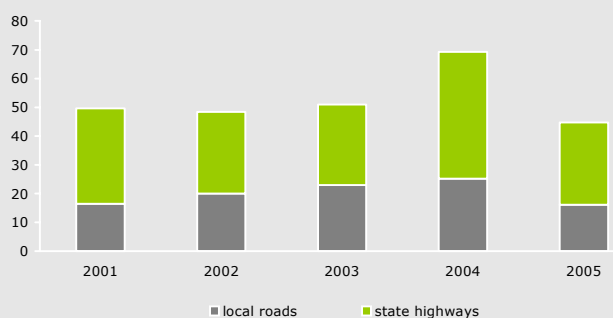
### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

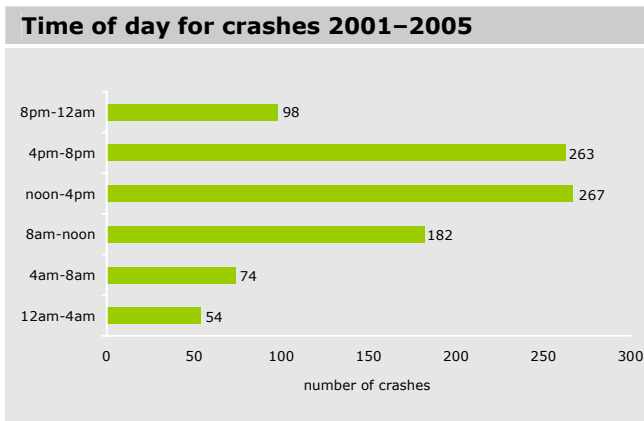
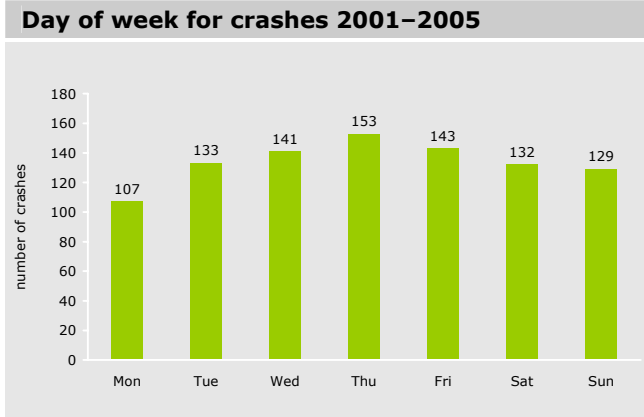
#### Social cost (\$ million)



\* 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.

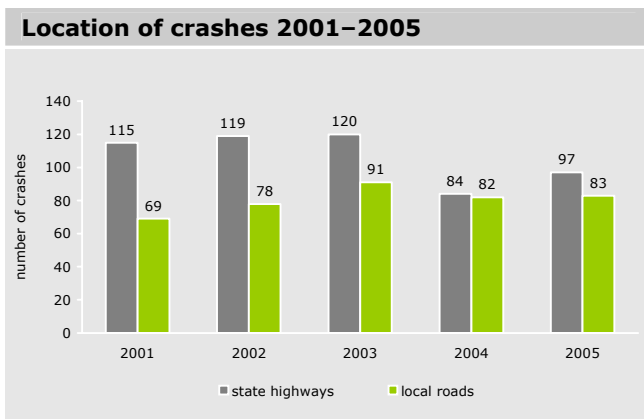
## When crashes occurred

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



## Where crashes occurred

During the 2001-2005 period, approximately 78 percent of fatal crashes (where one or more people were killed) and 40 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.



## Who was involved

From 2001 to 2005, 1,343 people were injured on New Plymouth District roads.

**Road user groups involved in crashes**

Road user group	Urban casualties	Rural casualties
Drivers	50%	60%
Passengers	19%	29%
Heavy vehicle occupants	1%	4%
Motorcyclists	11%	5%
Cyclists	10%	1%
Pedestrians	9%	1%

**Age groups of those involved in crashes**

Age group	Males	Females	Population in New Plymouth District
<5	2%	1%	7%
5-9	3%	2%	8%
10-14	6%	3%	8%
15-19	24%	22%	7%
20-24	12%	10%	5%
25-29	9%	8%	6%
30-34	6%	8%	7%
35-39	6%	7%	7%
40-44	7%	8%	8%
45-49	6%	6%	7%
50-54	4%	5%	7%
55-59	5%	3%	5%
60-64	2%	4%	4%
65-69	2%	3%	4%
70-74	2%	4%	4%
75-79	2%	2%	3%
80+	2%	3%	4%

**Gender of those involved in crashes**

Gender	Urban crashes	Rural crashes
Female	346	281
Male	379	333

## 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.

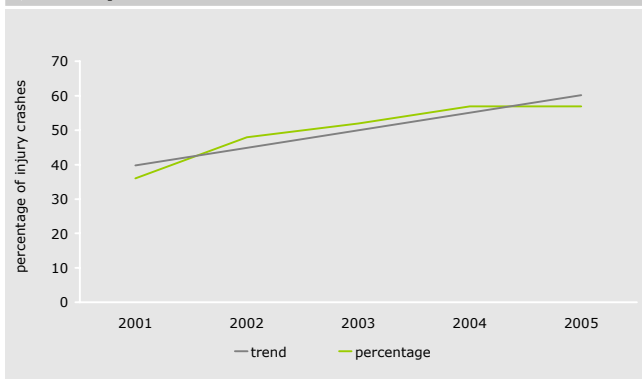
In the New Plymouth District, poor observation was a factor in 49 percent of injury crashes in 2005, a decrease from 2004, and decreasing against the national trend.

There were 393 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the New Plymouth District in 2005 and was a factor in 57 percent of the injury crashes occurring on roads with a speed limit of, or lower than, 70 km/h.

Poor observation has increased over the last five years, with the number of injury crashes rising from 55 in 2004 to 59 in 2005. The majority (55 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 New Plymouth District.

SH3/Mangati Road intersection
SH3/Raleigh Street intersection
SH44/Gill Street intersection
SH45/Blagdon Road intersection
SH3/Princess Street intersection
SH45/Morley Street intersection
Liardet and Pendarves Streets intersection
Gill and Gover Streets intersection
SH45/Gover Street intersection
SH3/Egmont Road North intersection

## Territorial local authority performance

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

	TLA	Peer group*
New Plymouth District	42%	36%

\*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 courtesy 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 New Plymouth District, intersection crashes have remained steady over the last five years, making up 48 percent of all crashes in the area in 2005.

Sixty-one percent of urban crashes occurred at intersections in 2005 – up from 60 percent in 2004. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in the New Plymouth 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 New Plymouth District than urban intersections, with 32 percent of rural crashes occurring at intersections in 2005.

## Key crash locations

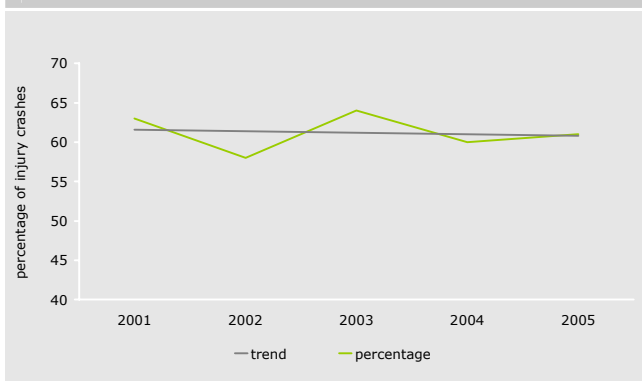
The following provides a breakdown of the key urban black spot locations at which crashes occurred during the 2001-2005 period in the New Plymouth District.

SH3/Mangati Road intersection
SH3/Raleigh Street intersection
SH3/Mangorei Road intersection
SH44/Gill Street intersection
SH3/Princess Street intersection
SH3/Smart Road intersection
SH3/SH45 intersection
SH3/Junction Road intersection
SH45/Blagdon Road intersection
SH44/Dawson Street intersection

Even though failure to give way is 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	
Urban	
SH45/Calvert Road intersection	
SH3/Mangorei Road intersection	
Tukapa and David Streets intersection	
Liardet and Pendarves Streets intersection	
Egmont and King Streets intersection	
Rural	
SH3/SH3A intersection	
SH3/Dudley Road Upper intersection	
SH3/Egmont Road North intersection	

**Urban intersection crashes 2001–2005**



## Poor handling

Poor handling is when a driver cannot adequately control a vehicle. This is most common when drivers are in a skid situation or recovering from a skid situation but it can also include failing to signal correctly or misuse of vehicle controls, such as using the wrong pedal.

Poor handling is closely linked to speed-related crashes as drivers often find themselves in situations that they cannot control due to travelling too fast for the conditions.

For the 12 months to December 2005, poor handling contributed to 27 percent of all fatal crashes and 19 percent of all injury crashes.

In the New Plymouth District, poor handling was a factor in 24 percent of injury crashes in 2005, an increase from 2004, and increasing in line with the national trend.

There were 168 poor handling related injury crashes reported in the last five years.

Poor handling was predominantly a rural issue in the New Plymouth District in 2005 and was a factor in 37 percent of the injury crashes occurring on roads with a speed limit greater than 70 km/h.

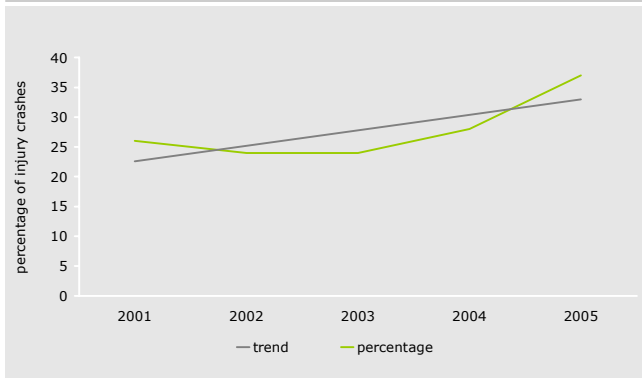
Poor handling has increased as a factor on rural roads over the last four years, with the number of injury crashes rising from 19 in 2004 to 28 in 2005.

## Territorial local authority performance

The following table provides the percentage of poor handling related crashes that occurred in the New Plymouth District during the period 2001-2005.

Loss of control then turning	2%
Loss of control under heavy braking	2%
Loss of control while returning to seal from unsealed shoulder	1%
Loss of control avoiding another vehicle	1%

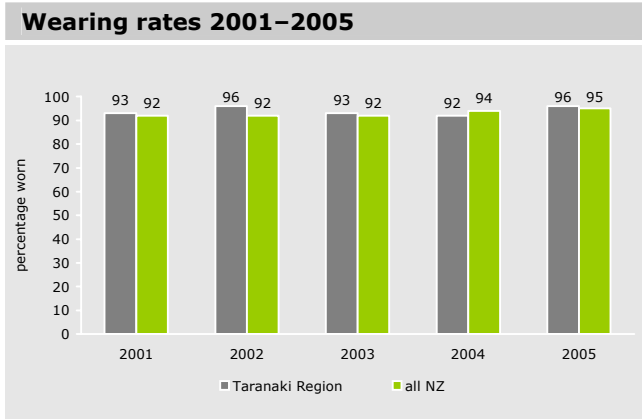
**Rural poor handling related crashes 2001-2005**



## Restraints and helmets

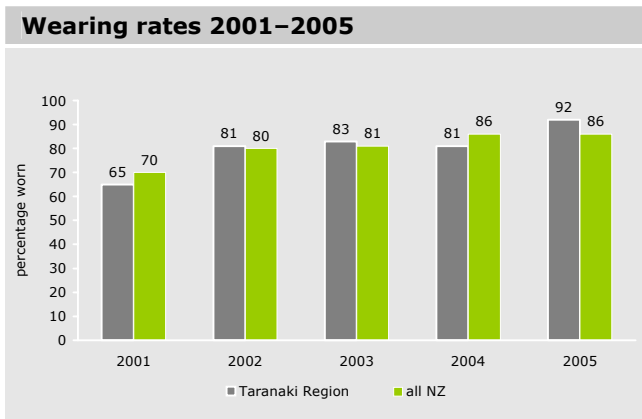
In the 12 months to December 2005, 93 of the people killed on the roads were not wearing safety belts. According to police officers, at least 24 of those lives (five were children) would have been saved had they used the restraints available to them.

### Front seat safety belt use - adult



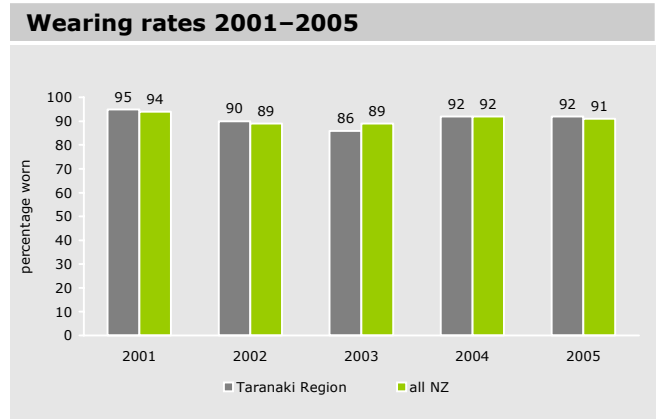
Responses from the Taranaki Region to the 2005 public attitudes survey indicated that 35 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

### Rear seat safety belt use - adult



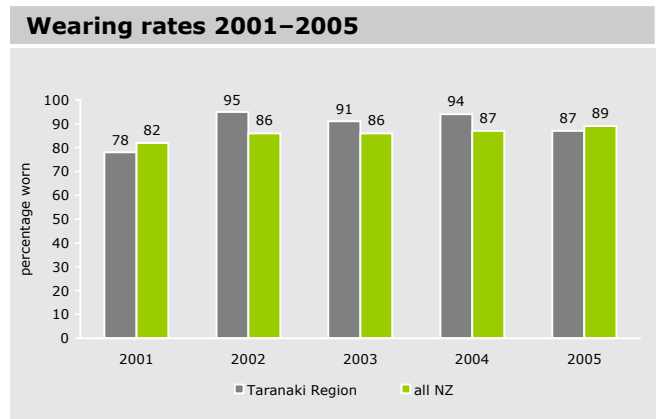
Responses from the Taranaki Region to the 2005 public attitudes survey indicated that 23 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

## Cycle helmets



Since becoming compulsory in 1994, cycle helmet use has increased substantially. Wearing rates have increased since 2002 in the Taranaki Region.

## Child restraints



Responses from the Taranaki Region to the 2005 public attitudes survey indicated that 28 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 New Plymouth District include:

### **New Zealand Police**

Central District Road Policing Manager  
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Cuba Street  
Palmerston North  
Phone 06 351 3600

### **Road Safety Coordinator**

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### **Local Authority Engineer**

Stephen Bowden  
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New Plymouth  
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### **Transit NZ Area Manager**

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## Contacts

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