

# road safety issues

## South Waikato/Taupo Area

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 South Waikato/Taupo Area 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

#### South Waikato/Taupo Area

Poor observation

Speed

Poor handling

Restraints and helmets

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for South Waikato/Taupo Area



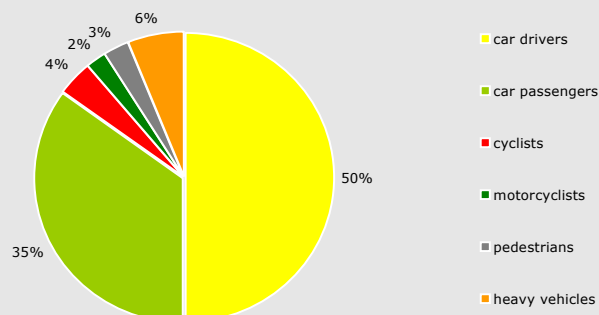
Deaths	20
Serious casualties	58
Minor casualties	227



Fatal crashes	16
Serious injury crashes	42
Minor injury crashes	142
Non-injury crashes	384

### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

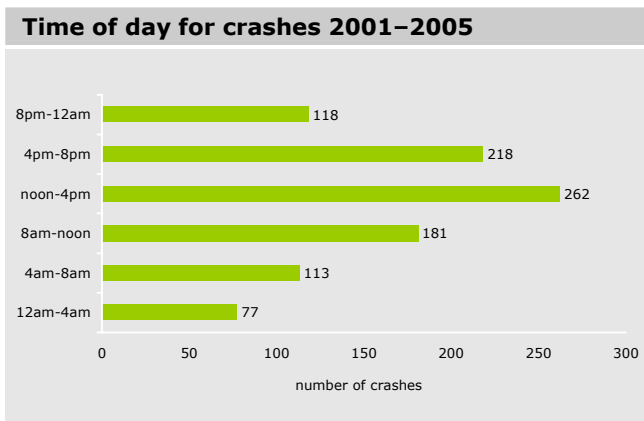
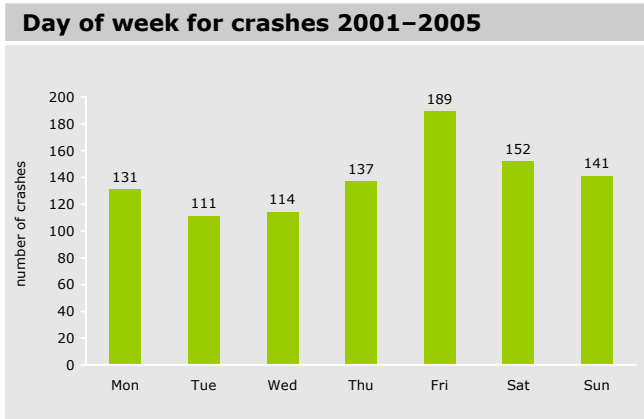
#### Social cost (\$ million)



\* 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.

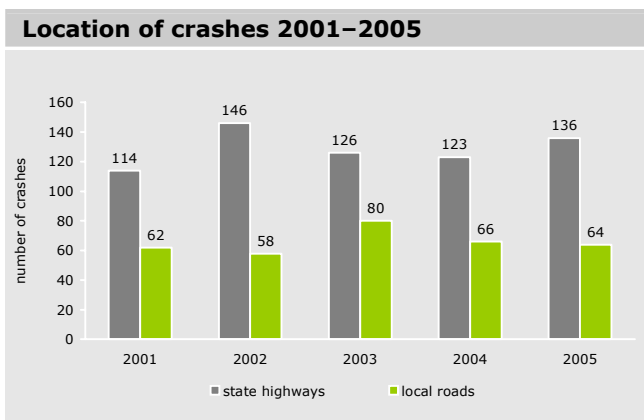
## When crashes occurred

Crashes resulting in injury can occur at any time but in the South Waikato/Taupo Area from 2001 to 2005, Friday and noon to 4 pm were the worst periods.



## Where crashes occurred

During the 2001-2005 period, approximately 86 percent of fatal crashes (where one or more people were killed) and 72 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 1,569 people were injured on South Waikato/Taupo Area roads.

**Road user groups involved in crashes**

Road user group	Urban casualties	Rural casualties
Drivers	48%	51%
Passengers	25%	37%
Heavy vehicle occupants	3%	7%
Motorcyclists	5%	3%
Cyclists	8%	1%
Pedestrians	11%	1%

**Age groups of those involved in crashes**

Age group	Males	Females	Population in South Waikato/Taupo Area
<5	2%	2%	8%
5-9	3%	4%	9%
10-14	5%	5%	9%
15-19	17%	15%	7%
20-24	11%	13%	5%
25-29	11%	7%	6%
30-34	8%	9%	7%
35-39	8%	8%	8%
40-44	8%	9%	7%
45-49	7%	6%	7%
50-54	6%	5%	6%
55-59	4%	4%	5%
60-64	3%	5%	5%
65-69	1%	3%	4%
70-74	3%	2%	3%
75-79	1%	3%	2%
80+	1%	2%	2%

**Gender of those involved in crashes**

Gender	Urban crashes	Rural crashes
Male	208	727
Female	150	468

## 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.

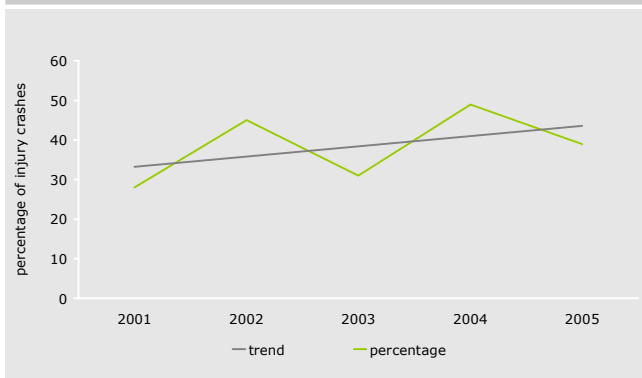
In the South Waikato/Taupo Area, poor observation was a factor in 28 percent of injury crashes in 2005, a decrease from 2004, and decreasing against the national trend.

There were 262 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the South Waikato/Taupo Area in 2005 and was a factor in 39 percent of the injury crashes occurring on roads with a speed limit of, or lower than, 70 km/h.

Poor observation has fluctuated over the last four years, with the number of injury crashes falling from 26 in 2004 to 23 in 2005.

### 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 South Waikato/Taupo Area:

South Waikato District
SH1/SH5 intersection
SH1/SH29 intersection
SH1 300 m north of Rollett Road
SH1/Balmoral Drive intersection
Taupo District
SH1/SH5 intersection
SH1/Arahari Street intersection
SH5/Kiddle Drive intersection
Tauhara and Taharepa Roads intersection
Titiraupenga and Roberts Streets intersection
Paora Hapi and Titiraupenga Streets intersection

## Territorial local authority performance

The following table provides the percentage of poor observation related crashes that occurred in the South Waikato/Taupo Area and the peer group during the period 2001–2005.

	TLA	Peer group*
South Waikato District	25%	31%
Taupo District	30%	31%

\*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 the conditions.

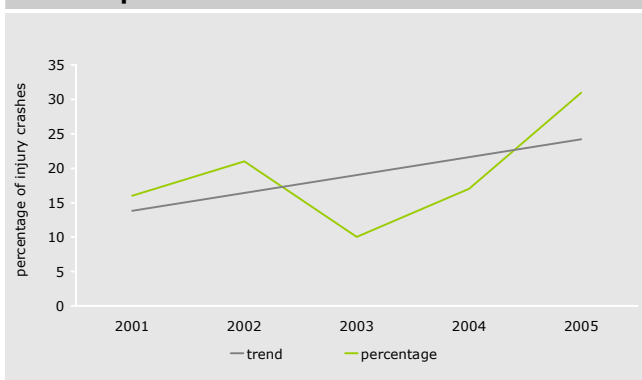
In the South Waikato/Taupo Area, excessive speed was a factor in 28 percent of injury crashes in 2005. This was an increase from 2004 and increasing with the national trend.

There were 225 speed-related injury crashes reported in the last five years.

Speeding is predominantly a urban issue in the South Waikato/Taupo Area in 2005 and was a factor in 31 percent of the injury crashes occurring on roads with a speed limit less than 80 km/h.

Speed has increased as a factor on urban roads over the last three years, with the number of injury crashes rising from nine in 2004 to 18 in 2005.

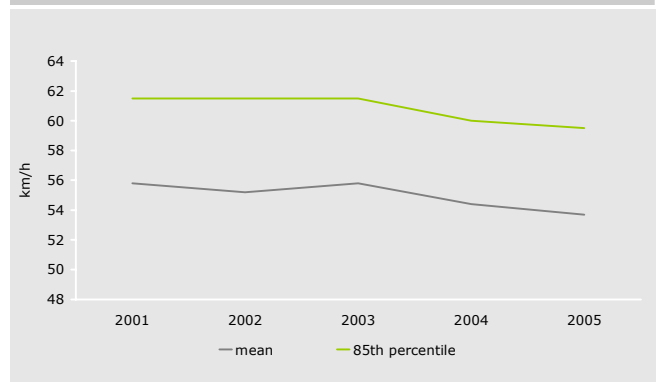
**Urban speed-related crashes 2001–2005**



## 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 Waikato Region over the last five years.

**Waikato urban speeds 2001–2005**



## 2005 public attitudes survey

Responses from the Waikato Region indicated:

- 25 percent of drivers said that they enjoyed driving fast on the open road
- 13 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
- 74 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 South Waikato/Taupo Area and the peer group during the period 2001-2005.

	TLA	Peer group*
South Waikato District	22%	21%
Taupo District	24%	21%

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

## 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.

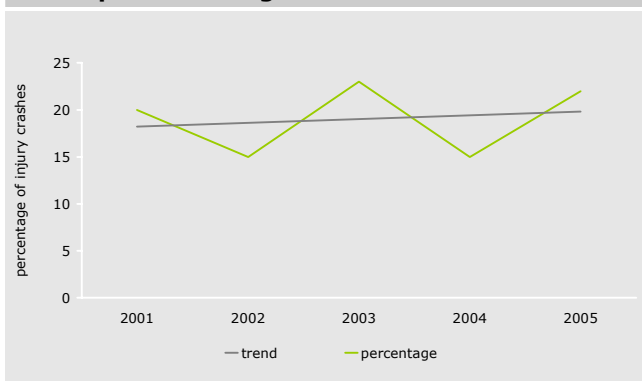
In the South Waikato/Taupo Area, poor handling was a factor in 20 percent of injury crashes in 2005, an increase from 2004, and increasing in line with the national trend.

There were 164 poor handling related injury crashes reported in the last five years.

Poor handling was predominantly a rural issue in the South Waikato/Taupo Area in 2005 and was a factor in 22 percent of the injury crashes occurring on roads with a speed limit greater than 70 km/h.

Poor handling has fluctuated as a factor on rural roads over the last five years, with the number of injury crashes rising from 21 in 2004 to 31 in 2005.

### Rural poor handling related crashes 2001–2005



## Territorial local authority performance

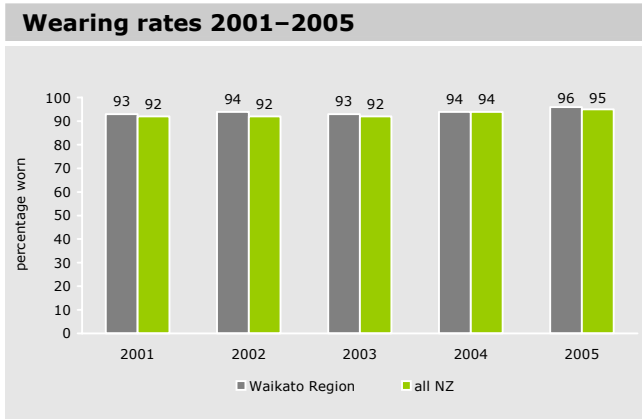
The following table provides the percentage of poor handling related crashes that occurred in the South Waikato/Taupo Area during the period 2001–2005.

South Waikato District	
Loss of control then turning	4%
Loss of control under heavy braking	1%
Loss of control while returning to seal from unsealed shoulder	2%
Loss of control avoiding another vehicle	1%
Taupo District	
Loss of control when turning	4%
Loss of control under heavy braking	0%
Loss of control while returning to seal from unsealed shoulder	1%
Loss of control avoiding another vehicle	1%

## Restraints and helmets

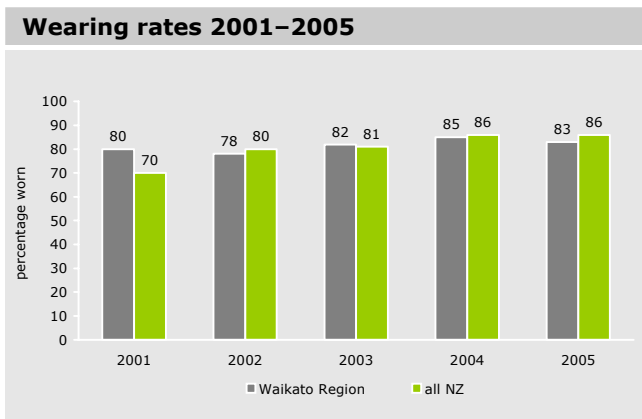
In the 12 months to December 2005, 93 people who were killed on the roads were not wearing safety belts. According to police officers, at least 24 of those lives (five were children) would have been saved had they used the restraints available to them.

### Front seat safety belt use – adult



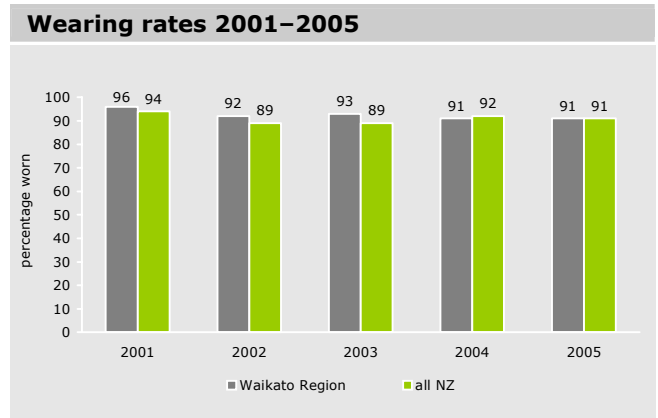
Responses from the Waikato Region to the 2005 public attitudes survey indicated that 39 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

### Rear seat safety belt use – adult



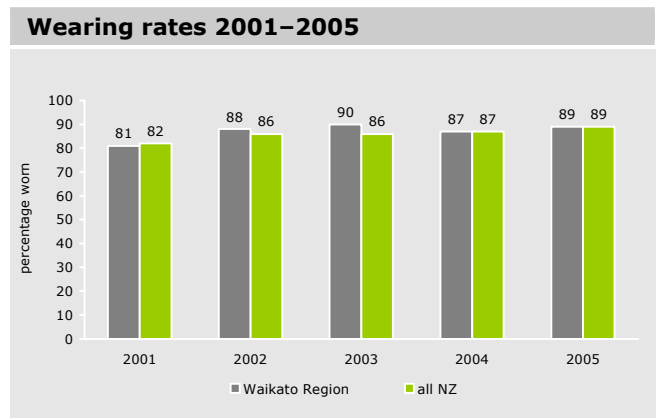
Responses from the Waikato Region to the 2005 public attitudes survey indicated that 14 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

## Cycle helmets



Since becoming compulsory in 1994, cycle helmet use has increased substantially however wearing rate in the Waikato Region has steadily decreased since 2001.

## Child restraints



Responses from the Waikato Region to the 2005 public attitudes survey indicated that 38 percent of those surveyed thought that the chance of being caught if a child under five years old 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 South Waikato/Taupo Area include:

### **New Zealand Police**

Bay of Plenty District Road Policing Manager  
Kevin Taylor  
PO Box 741  
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Phone 07 349 9554

### **Road Safety Coordinators**

Waikato Region  
Promotions and Marketing  
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Raglan  
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Taupo  
Christine Hutchison  
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### **Local Authority Engineers**

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Taupo District  
Bob Hopkins  
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### **Transit NZ Area Manager**

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### **Accident Compensation Corporation**

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ACC Injury Prevention Consultant  
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Rotorua  
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South Waikato Area  
ACC Injury Prevention Consultant  
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