



briefing notes - road safety issues

Thames-Coromandel 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 Thames-Coromandel 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 Thames-Coromandel 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 Thames-Coromandel 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 Thames-Coromandel District and we encourage safety engaged staff at Thames-Coromandel 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

Thames-Coromandel District

Alcohol
Speed
Crashes at bends
Motorcycles

2009 road trauma

Casualties Thames-Coromandel District

Deaths	3
Serious casualties	14
Minor casualties	89

National priorities from Road Safety 2020— Safer Journeys

Speed
Alcohol / drugs
Young drivers
Roads and roadsides
Motorcyclists

Crashes Thames-Coromandel District

Fatal crashes	3
Serious injury crashes	11
Minor injury crashes	59
Non-injury crashes	122

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 Waikato Region

(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		
Thames-Coromandel District	31	27	52	5	0	30	29
Hauraki District	25	24	51	3	2	29	18
Matamata Piako District	25	31	46	2	6	28	17
Waikato District	25	25	53	5	15	25	18
Hamilton City	23	35	30	97	8	19	17
Waipa District	17	40	47	5	8	26	15
Otorohanga District	29	25	50	2	0	15	23
Waitomo District	21	29	65	1	0	32	14
South Waikato District	21	27	42	1	3	28	15
Taupo District	25	31	47	15	6	26	21
Waikato Region	24	30	46	136	47	26	18
New Zealand	23	34	45	1938	320	23	18

Thames-Coromandel District

In 2009 on local roads in Thames-Coromandel District there were 26 injury crashes and 46 non-injury crashes. In addition on state highways in Thames-Coromandel District there were 47 injury crashes and 76 non-injury crashes.

The tables below show the number of injuries resulting from the 73 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	3	7	51	61
Urban	0	7	38	45
Total	3	14	89	106

Casualties by state highway / local road 2009

	Fatalities	Serious injuries	Minor injuries	Total
Local	0	4	30	34
State highway	3	10	59	72
Total	3	14	89	106

Crash trends in Thames-Coromandel District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	1	10	33	44
2001	5	11	33	49
2002	2	11	38	51
2003	4	15	45	64
2004	2	8	50	60
2005	5	14	68	77
2006	7	24	52	83
2007	2	20	66	88
2008	3	13	65	71
2009	3	11	59	73

Local road crash characteristics

Crash type or contributory cause 2005 to 2009	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	33	29
Speed	24	21
Bends	52	41
Motorcycles	27	12

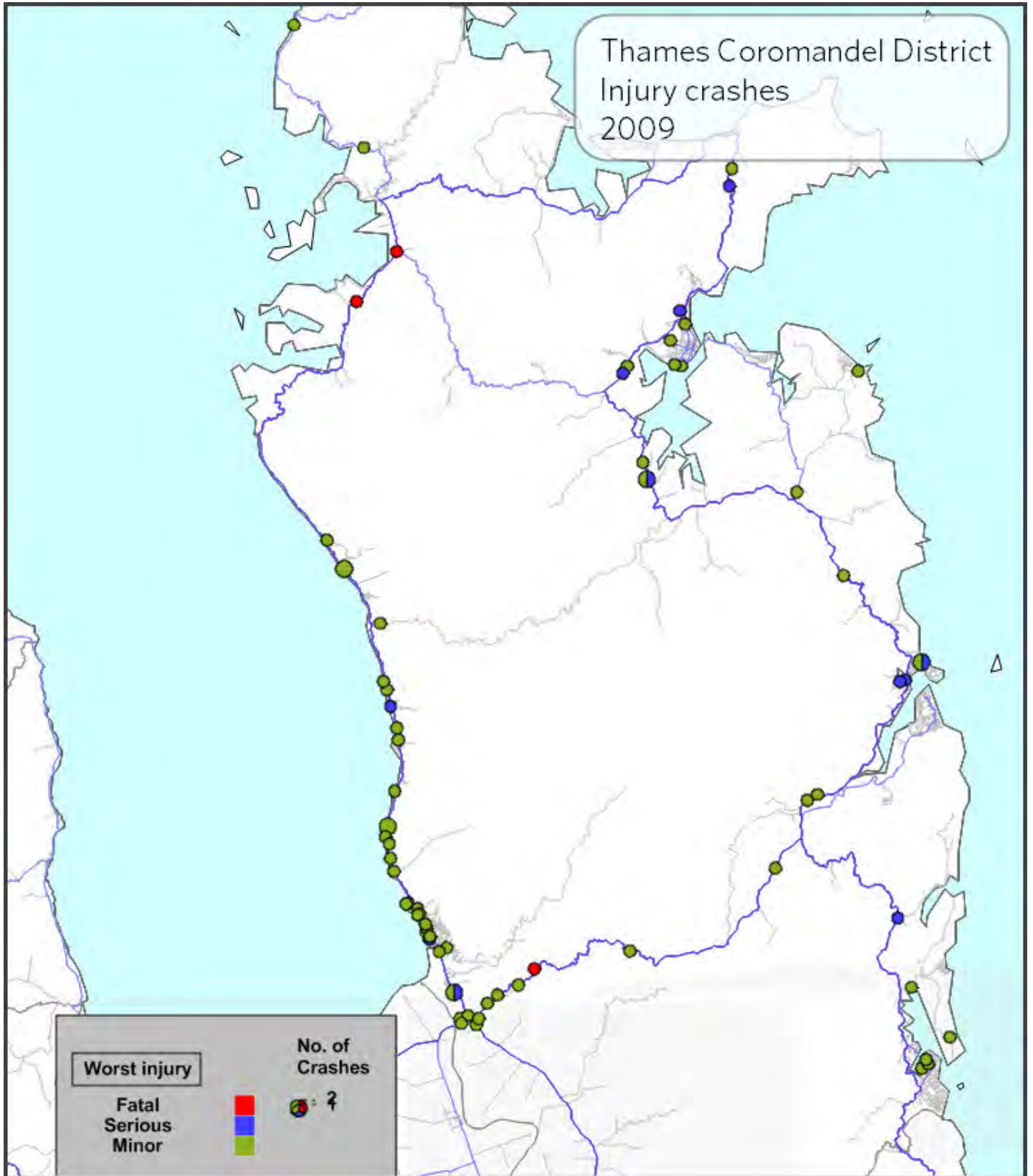
Further information about the 136 injury and 298 non-injury crashes on **local roads** in Thames-Coromandel District 2005 to 2009:

- 2 deaths, 39 serious and 149 minor injuries
- Worst month January, best May
- Worst day Friday, best Monday
- 22 percent on wet roads
- 38 percent at night
- 38 percent at intersections
- 218 roadside objects struck *
- Most represented five year age block in 'at fault' drivers in injury crashes: 15 to 19 years (21 percent of at fault drivers)
- Social cost of crashes in 2009 \$5.3m

Further information about the 276 injury and 437 non-injury crashes on **state highways** in Thames-Coromandel District 2005 to 2009:

- 19 deaths, 63 serious and 323 minor injuries
- Worst month January, best May
- Worst day Saturday, best Tuesday
- 36 percent on wet roads
- 25 percent at night
- 18 percent at intersections
- 386 roadside objects struck *
- Most represented five year age block in 'at fault' drivers in injury crashes: 15 to 19 years (16 percent of at fault drivers)
- Social cost of crashes in 2009 \$24.9m

* 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.



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 16 times more likely to be involved in a fatal crash than a sober driver.

In Thames-Coromandel District, alcohol was a factor in 31 percent of fatal and serious crashes and 20 percent of injury crashes.

Number of alcohol related injury crashes			
Crash year	Open road	Urban road	Total
2005	7	8	15
2006	8	6	14
2007	11	6	17
2008	6	15	21
2009	9	7	16
Total	41	42	83

(Open road is classified as any area with a speed limit of 80km/hr or more)

Ages of at fault drivers in alcohol related crashes 2005 to 2009 and 25 years ago (prior to lowering the drinking age)		
Age group	Percentage drivers in this age band 2005 to 2009	Percentage drivers in this age band 1980 to 1984
15-19	14	17
20-24	14	14
25-29	5	11
30-34	7	4
35-39	6	2
40-44	7	3
45-49	4	3
50-54	11	3
55-59	2	0
60-64	3	2
65-69	1	0
70-74	0	0
75+	2	1

It is interesting to note the changing age patterns of those choosing to drink and crash.

In Thames-Coromandel District there has been a shift from being weighted to young drivers to a broader age spread.

25 years ago 52 percent of at fault drivers were aged under 25, today this is 36 percent.

It would appear then that while very young people are targeted for their binge drinking culture, which may manifest in other health and law issues, in the Thames-Coromandel district this has not translated into an increased proportion in youth alcohol related crashes. In addition it does need to be noted that in the district the number of alcohol related injury crashes has risen from 64 in five years 25 years ago to the 83 in the last five years.

Further information about the 39 alcohol related injury crashes on **local roads** in Thames-Coromandel District 2005 to 2009:

- 1 death, 16 serious and 43 minor injuries
- 67 percent of at fault drivers were male
- Most common crash type "lost control at a bend" (20 crashes)
- 31 percent at intersections
- 82 percent night time
- Worst three hour time period 9pm to midnight
- Worst month February, best March & May
- Worst day Saturday, best Monday
- Number of roadside objects struck, 25
- Most common object struck, post or pole

Further information about the 44 alcohol related injury crashes on **state highways** in Thames-Coromandel District 2005 to 2009:

- 7 deaths, 18 injuries and 34 minor injuries
- 66 percent of at fault drivers were male
- Most common crash type "lost control at a bend" (31 crashes)
- 18 percent at intersections
- 57 percent night time
- Worst three hour time period 6pm to 9pm
- Worst month September, best April & July
- Worst day Thursday, best Tuesday
- Number of roadside objects struck, 32
- Most common object struck, cliff or bank

Motorcyclists

In Thames-Coromandel District 29 percent of all fatal and serious crashes involve a motorcyclist. moped.

Motorcyclist and moped casualties					
	2005	2006	2007	2008	2009
Fatalities	1	2	1	1	1
Serious	4	7	7	5	2
Minor	8	3	9	11	5
Total	13	12	17	17	8

In the last 20 years there has been a significant shift in the number of crashes and age distribution of motorcyclists being injured in Thames-Coromandel District as illustrated in the table opposite.

The table below shows a national analysis of the age of at fault riders in crashes cross referenced with distance ridden data from the Ministry of Transport's household travel survey.

It shows that young riders are highly over-represented. The under 24 age group rides 7.8 percent of the kilometres but represents 34 percent of at fault riders. This reinforces the "young driver" thrust in Safer Journeys . Unfortunately the "distance driven" sample at a local body level is too small to make this comparison in Thames-Coromandel District.

All NZ Data. - Motorcycle riders		
Age group	Percentage of total distance driven	Percentage of at fault riders in injury crashes
10-14	0.2	1.8
15-19	2.5	18.5
20-24	5.1	14.1
25-29	12.4	8.9
30-34	4.2	9.5
35-39	30.1	9.6
40-44	10.0	10.2
45-49	17.8	10.0
50-54	3.6	7.7
55-59	3.4	4.8
60-64	7.8	2.5
65-69	2.7	1.4
70-74	0.0	0.5
75+	0.3	0.6

Percentage of motorcycle and moped casualties in Thames-Coromandel district between 2005 and 2009 and 25 years ago (by age band)

Ages	2005 to 2009 (sample size 61 crashes)	1980 to 1984 (sample size 66 crashes)
10 to 14	3	0
15 to 19	5	32
20 to 24	8	19
25 to 29	11	5
30 to 34	10	5
35 to 39	8	2
40 to 44	19	1
45 to 49	11	0
50 to 54	15	1
55 to 59	3	0
60 to 64	3	1
65 to 69	2	0
70 to 74	0	0
75+	2	0

Further information about the 16 injury motorcyclist and moped crashes on **local roads** in Thames-Coromandel District 2005 to 2009:

- 1 motorcyclist died, 8 received serious and 9 minor injuries
- 19 percent involved speed too fast for the conditions
- 38 percent at night
- Worst months January & March, best July & August
- Worst day Saturday, best Tuesday

Further information about the 45 injury motorcyclist and moped crashes on **state highways** in Thames-Coromandel District 2005 to 2009:

- 5 motorcyclists died, 17 received serious and 27 minor injuries
- 38 percent involved speed too fast for the conditions
- 7 percent at night
- Worst months November & December , best July & August
- Worst day Sunday, best Monday & Thursday

Speed

Nationally, speed is one of the major contributing factors to road crashes. Appropriate speeds are an important road safety goal for road safety strategy 2020 as it was for 2010.

Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries.

Between 2005 and 2009 27 percent of injury crashes in Thames-Coromandel District involved travelling too fast for the conditions.

Speed related crashes					
Speed related crashes	2005	2006	2007	2008	2009
Rural	14	19	21	17	13
Urban	9	4	3	7	3
Total	23	23	24	24	16

The other main causes contributing to speed related crashes were:

- Handling errors
- Alcohol
- General errors of judgement

Speed related crashes in CAS are not necessarily crashes where the driver was exceeding the posted speed limit (although that may also be the case) but are crashes where in the opinion of the reporting Police Officer the driver was travelling too fast for the prevailing conditions.

Certainly getting the message through that the posted speed limit is a maximum, but not necessarily a safe speed for every bend, crest, dip or isolated development (or driver) is the key to lowering the injury rate.

Local authorities and highway managers can do their part by ensuring speed limits, including temporary speed limits at road work sites are appropriate, comply with the Speed Limits Rule and are adequately signposted. When inappropriate speed limits are used there is a poor level of speed compliance by motorists and require a higher level of police enforcement.

Age and gender of at fault drivers in speed related injury crashes 2005 to 2009

* note age ranges are not equal

Drivers age	Male	Female	Total
15-19 years *	20	7	27
20 - 24	13	6	19
25 - 29	9	5	14
30 - 39	14	3	17
40 - 49	11	4	15
50 - 59	6	3	9
60 - 69	4	2	6
70+	2	1	2
Total	79	30	110

Further information about the 29 speed related injury crashes on **local roads** in Thames-Coromandel District 2005 to 2009:

- 1 death, 10 serious and 37 minor injuries
- Most common crash type "Lost control on a bend" 23 crashes)
- 31 percent wet road
- 66 percent night time
- 59 percent include alcohol as a factor
- Worst days Saturday & Sunday, best Monday
- Worst three hour time period 6pm to 9pm

Further information about the 81 speed related injury crashes on **state highways** in Thames-Coromandel District 2005 to 2009:

- 11 deaths, 20 serious and 91 minor injuries
- Most common crash type "Lost control on a bend" (73 crashes)
- 42 percent wet road
- 28 percent night time
- 22 percent include alcohol as a factor
- Worst day Saturday, best Friday
- Worst three hour time period 3pm to 6pm

Crashes at bends

Between 2005 and 2009 68 percent of fatal and serious crashes and 57 percent of all injury crashes in Thames-Coromandel 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	3	8	38	49
2006	3	18	29	50
2007	2	13	35	50
2008	1	9	35	45
2009	3	9	27	39
Total	12	57	164	233

39 percent of at fault drivers involved in injury crashes at bends were aged under 30 and 17 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	9	20	29
20 to 24	10	18	28
25 to 29	11	12	23
30 to 34	8	11	19
35 to 39	7	15	22
40 to 44	5	16	21
45 to 49	8	14	22
50 to 54	6	17	23
55 to 59	4	7	11
60 to 64	1	6	7
65 to 69	3	2	5
70 to 74	0	2	2
75+	3	8	11
Total	75	150	223

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 Thames-Coromandel District were cliffs and banks (53), ditches (32), over bank (30), fences (23) and trees (21) from a total of 216 objects struck.

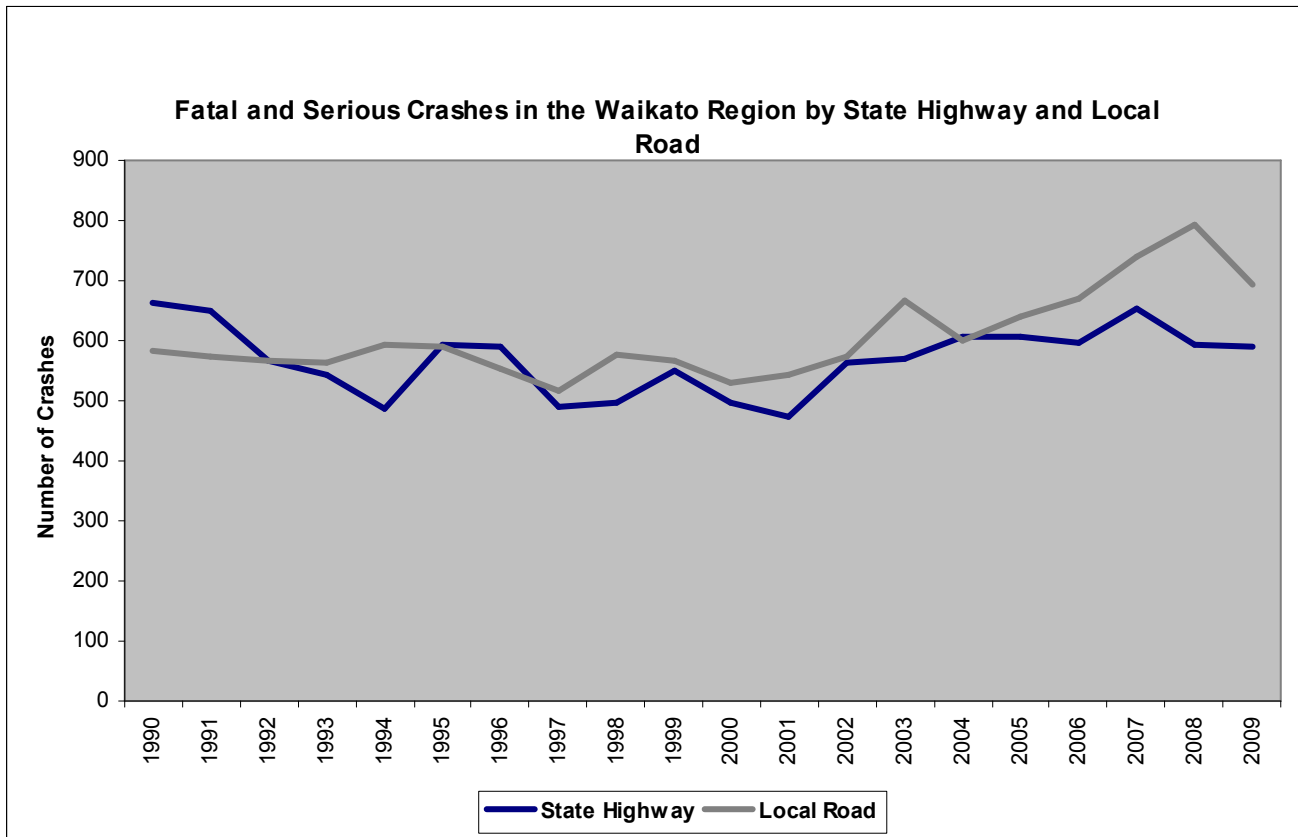
Further information about the 56 injury loss of control or head on crashes on bends on **local roads** in Thames-Coromandel District 2005 to 2009:

- 21 serious and 54 minor injuries
- 70 percent of at fault drivers were male
- Most common crash type "loss of control turning right" (20 crashes)
- 36 percent of crashes involved alcohol
- 23 percent in the wet
- 41 percent of crashes involved speed too fast for the conditions
- Worst month December & January, best May
- Worst day Tuesday, best Monday
- Worst three hour time period 3pm to 6pm
- Number of objects struck 38

Further information about the 177 injury loss of control or head on crashes on bends on **state highways** in Thames-Coromandel District 2005 to 2009:

- 12 deaths, 47 serious and 187 minor injuries
- 67 percent of at fault drivers were male
- Most common crash type "loss of control turning right" (64 crashes)
- 18 percent of crashes involved alcohol
- 38 percent in the wet
- 41 percent of crashes involved speed too fast for the conditions
- Worst month January, best June & July
- Worst day Sunday, best Friday
- Worst three hour time period 3pm to 6pm
- Number of objects struck 117

Looking back—the last two decades ...



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