

road safety issues

Waikato Region

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues and provide partners with an indication of the area's road safety performance.

'The data relative to your area in this report will assist you in measuring how effective your road safety strategy has been. 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 each area.

Land Transport New Zealand is committed to ensuring that safety will be considered as an integral part of its business.

I hope this copy of *Road Safety Issues 2005* assists you in identifying ways of achieving improved safety outcomes in your area.'

Rosalie Orr
Partnership Manager Midlands

Major road safety issues

Waikato Region

Poor observation

Failure to give way

Speed

Restraints and helmets

Nationally

Speed

Drink-driving

Failure to give way

Restraints



2004 road trauma for Waikato Region



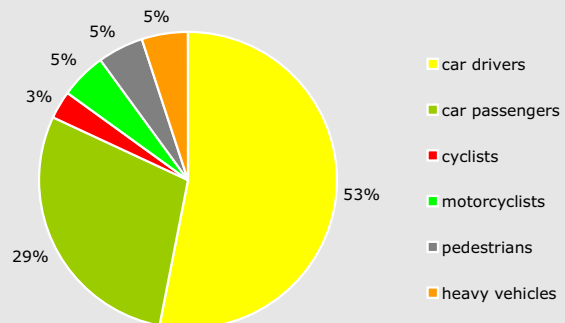
Deaths	85
Serious casualties	339
Minor casualties	1318



Fatal crashes	73
Serious injury crashes	241
Minor injury crashes	871
Non-injury crashes	2470

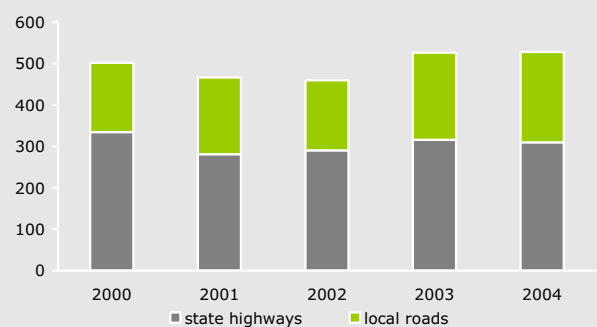
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

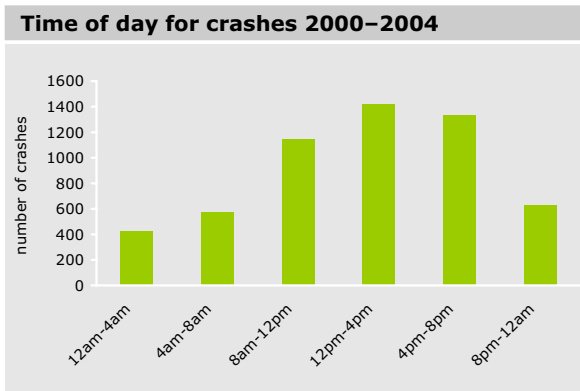
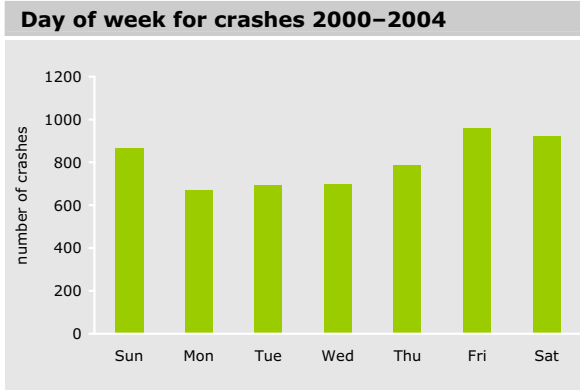
Social cost (\$ million)



*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 2004 prices.

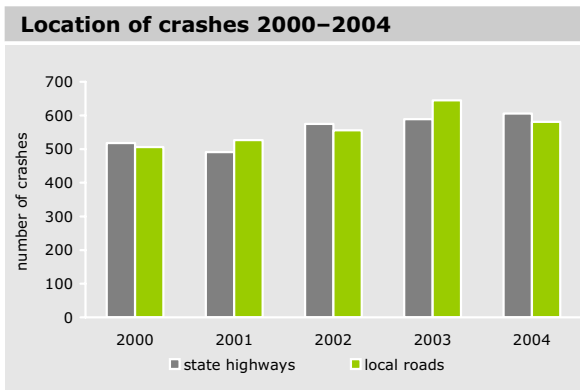
When crashes occurred

Crashes resulting in injury can occur at any time but in the Waikato Region from 2000 to 2004, Fridays and noon to 4 pm were the worst periods.



Where crashes occurred

During the 2000–2004 period, approximately 86 percent of fatal crashes (where one or more people were killed) and 60 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 2000 to 2004, 8,267 people were injured on Waikato Region roads.

Road user groups involved in crashes

Road user groups	Casualties urban	Casualties rural
Drivers	49%	55%
Passengers	23%	32%
Heavy vehicle occupants	2%	6%
Motorcyclists	7%	5%
Cyclists	8%	1%
Pedestrians	11%	1%

Age groups of those involved in crashes

Age groups in years	Crashes—males	Crashes—females	Population in Waikato Region
<5	2%	1%	8%
5–9	3%	3%	8%
10–14	5%	5%	8%
15–19	19%	19%	8%
20–24	14%	13%	8%
25–29	11%	9%	7%
30–34	9%	9%	8%
35–39	8%	7%	8%
40–44	7%	7%	7%
45–49	6%	6%	6%
50–54	4%	5%	5%
55–59	3%	4%	4%
60–64	3%	4%	4%
65–69	2%	3%	4%
70–74	2%	2%	3%
75–79	1%	2%	2%
80+	1%	1%	2%

Gender of those involved in crashes

Gender	Urban crashes	Rural crashes
Male	1,556	3,140
Female	1,381	2,130

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 third highest contributing factor in injury crashes in 2004 and resulted in a total social cost of \$605 million.

Failure to see or look for another road user until too late caused 2,255 crashes in 2004 – a greater number of crashes than either speeding or drink-driving, but with a lower social cost and a lower rate of severity.

In the Waikato Region, poor observation was a factor in 34 percent of injury crashes in 2004, a decrease from 2003, and decreasing against the national trend.

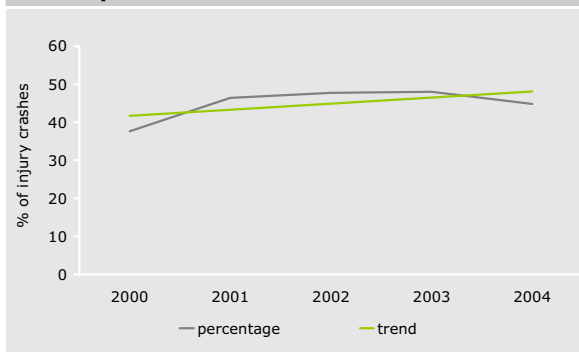
There were 1,874 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the Waikato Region in 2004 and was a factor in 45 percent of the injury crashes occurring on roads with a speed limit lower than 70 km/h.

Poor observation has fluctuated as a factor on urban roads over the last five years, with the number of injury crashes falling from 237 in 2003 to 206 in 2004.

In the Waikato Region, 48 percent of poor observation crashes occurred at intersections.

Urban poor observation crashes 2000–2004



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 for the inattentive driver.

Key locations

The Waikato Region is made up of a number of territorial local authorities (TLAs). The following provides a breakdown of the key locations at which poor observation crashes occurred during the 2000–2004 period:

Victoria St and Mill St intersection
SH 1 and Grey St intersection
SH 1 and Church Rd intersection
SH 27 and Paeroa Tahuna Rd intersection
SH 1 and Ohaupo Rd intersection
Bridge St and Victoria St intersection
SH 2 and SH 25 intersection
SH 3 and SH 37 intersection
Willoughby St and Abbotsford St intersection
SH 1 and Newcastle St intersection

Territorial local authority performance

The following table provides the percentage of poor observation-related crashes that occurred for each TLA and their peer group during the period 2000–2004.

	TLA	Peer group*
Waikato District	30%	30%
Thames–Coromandel District	27%	30%
Hauraki District	26%	25%
Matamata–Piako District	36%	30%
Hamilton City	47%	40%
Waipa District	39%	30%
Waitomo District	19%	25%
Otorohanga District	25%	25%
South Waikato District	24%	30%
Taupo District	26%	30%

*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 the 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 fourth highest contributing factor in injury crashes during 2004. The total social cost of these crashes was \$543 million.

In 2004, failure to give way caused the second highest number of crashes in New Zealand, ahead of drink-driving and speeding, but with a lower social cost and a lower rate of severity.

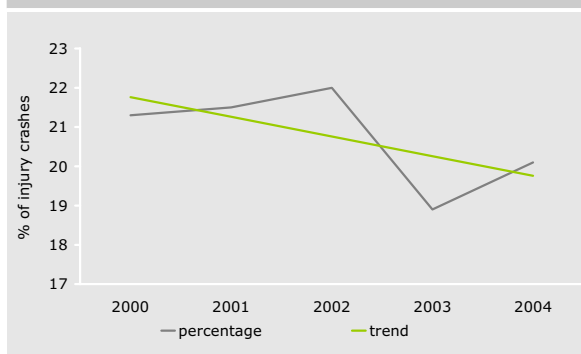
In the Waikato Region, intersection crashes have fluctuated over the last five years, making up 31 percent of all crashes in the region in 2003.

Fifty-two percent of urban crashes occurred at intersections in 2004 – up from 47 percent in 2003. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in the Waikato Region were failure to give way or stop and poor observation.

Rural intersections accounted for a smaller proportion of crashes in the Waikato Region than urban intersections, with 17 percent of rural crashes occurring at intersections in 2004.

Urban intersection crashes 2000–2004



Key crash locations

The Waikato Region is made up of a number of territorial local authorities (TLAs). The following provides an indication of the key urban black spot locations at which crashes occurred during the 2000–2004 period.

Key black spot locations

SH 1 and SH 3 intersection
Victoria St and Mill St intersection
SH 1 and Greenwood St intersection
Peachgrove Rd and Fifth Ave intersection
Norton Rd and Lincoln Rd intersection

Territorial local authority performance

The following table provides the percentage of failure to give way related crashes that occurred for each TLA and their peer group during the period 2000–2004:

	TLA	Peer group*
Waikato District	12%	16%
Thames–Coromandel District	12%	16%
Hauraki District	16%	10%
Matamata–Piako District	17%	16%
Hamilton City	36%	28%
Waipa District	21%	16%
Waitomo District	8%	10%
Otorohanga District	13%	10%
South Waikato District	10%	16%
Taupo District	13%	16%

*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 condition of the road. No matter how good drivers think they are, speeding significantly increases the chances of crashing, resulting in serious injury or death.

- A child struck in a suburban street by a car travelling at 10 km 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 sunny day.
- 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 2004, excessive speed contributed to around 36 percent of fatal crashes and 16 percent of injury crashes.

During 2004, there were 1,769 crashes where the driver was travelling too fast for the conditions, resulting in a total social cost of \$954 million.

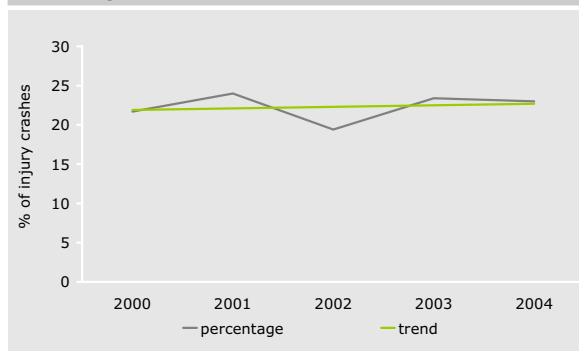
In the Waikato Region, speed was a factor in 19 percent of injury crashes in 2004. This was a decrease from 2003 and decreasing in line with the national trend.

There were 1,040 speed-related injury crashes reported in the last five years.

Excessive speed was predominantly a rural issue in the Waikato Region in 2004 and was a factor in 23 percent of the injury crashes occurring on roads with a speed limit greater than 70 km/h. Most roads in the Waikato were built for 80 km/h speeds and cannot be driven safely at the open road maximum of 100 km/h.

Speed has fluctuated as a factor on rural roads over the last five years, with the number of injury crashes falling from 173 in 2003 to 167 in 2004.

Rural speed-related crashes 2000–2004



2004 public attitudes survey

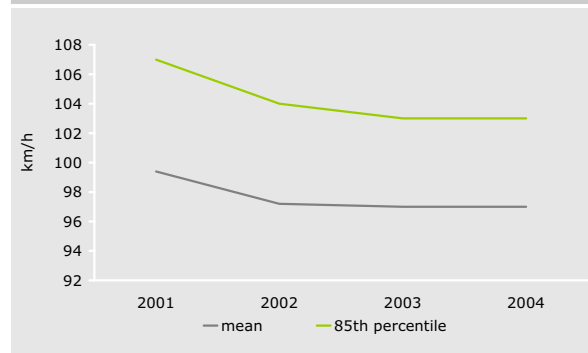
Responses from the Waikato Region indicated:

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

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 four years.

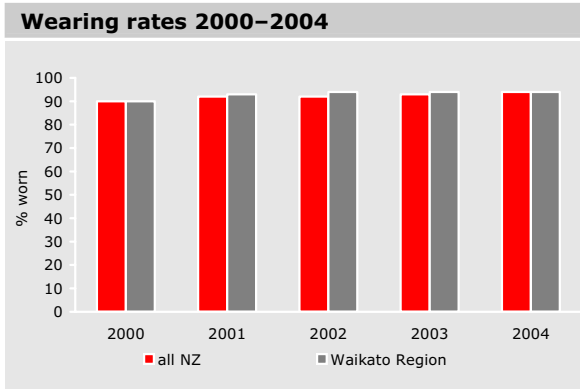
Waikato rural speeds 2001–2004



Restraints and helmets

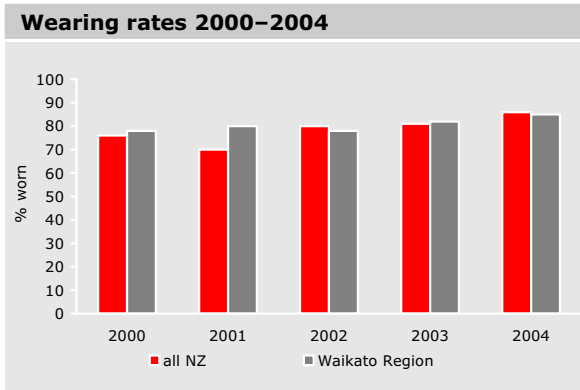
In the 12 months to March 2005, 85 people who were killed on the roads were not wearing safety belts. According to police officers, at least 20 of those lives (four were children) would have been saved had they used the restraints available to them.

Front seat safety belt use – adult



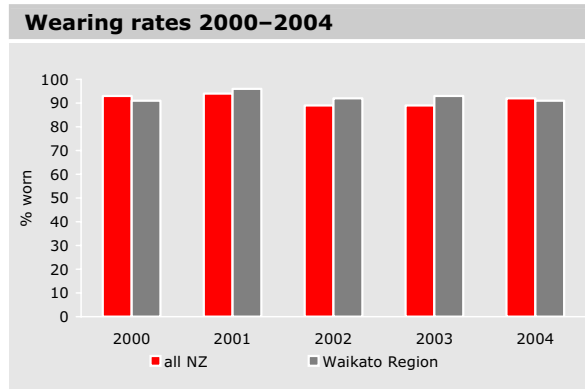
Responses from the Waikato Region to the 2004 public attitudes survey indicated that 37 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

Rear seat safety belt use – adult



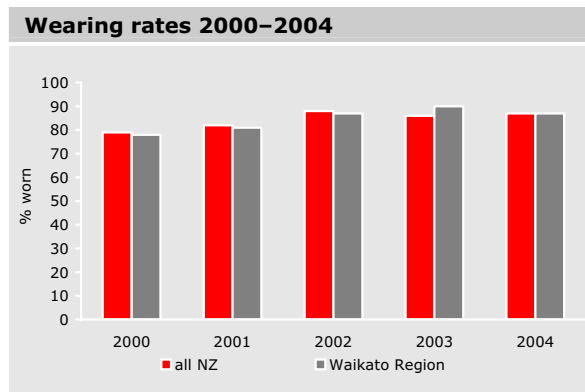
Responses from the Waikato Region to the 2004 public attitudes survey indicated that 17 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

Cycle helmets



Since becoming compulsory in 1994, cycle helmet use has increased substantially. The wearing rate in the Waikato Region has fluctuated over the past three years but continues to be below the national figure.

Child restraints



Responses from the Waikato Region to the 2004 public attitudes survey indicated that 30 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.

New Zealand Transport Strategy

The *New Zealand Transport Strategy* (NZTS) defines the government's vision for transport – 'By 2010, New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system.'

The strategy has five main objectives:

- to assist economic development
- to assist safety and personal security
- to improve access and mobility
- to protect and promote public health
- to ensure environmental sustainability.

All modes of transport (road, rail, sea and air) will be looked at in an integrated and long-term way.

Implementation will occur through policy development, rules and legislation (such as the Land Transport Management Act), the *Road Safety to 2010* strategy, work on emissions control, measures to improve maritime and aviation security, and rail safety.

The NZTS is also a reference point for those who wish to contribute to government transport policy and planning. All future projects that seek funding from the National Land Transport Fund will have to actively take into account the strategies' objectives.

Land Transport New Zealand

The 2004 amendment to the Land Transport Management Act (LTMA) provided for the establishment of Land Transport New Zealand (Land Transport NZ), a Crown agency that assumed the responsibilities of the Land Transport Safety Authority and Transfund New Zealand from 1 December 2004.

Land Transport NZ was proposed as an outcome of the 2004 Transport Sector Review. The review sought to re-engineer the government transport sector to better enable it to deliver on the objectives of the NZTS.

Land Transport NZ's objective is to contribute to an integrated, safe, responsive and sustainable land transport system, working in partnership with central, regional and local government and many other stakeholders to help develop land transport solutions.

Land Transport NZ will focus on optimal use and development of New Zealand's land transport system, taking a long-term view.

Although there will no longer be an agency focused solely on land transport safety, safety will be maintained and improved.

Network safety co-ordination

Managing the safety of the roading network is an important task that road safety partners have been working on at both a national and regional level for many years.

The Ministry of Transport has established a Network Safety Co-ordination Group which will report to the National Road Safety Committee. This group hosted a workshop that renewed focus on the co-ordination of safety activities across the three E's approach – engineering, education and enforcement.

The workshop was to develop a model for how this co-ordinated approach could be used consistently in all regions. A commitment was made at this workshop for the co-ordinated approach to be used on the 'worst' state highway corridors in each region.

Road policing

'It is of major concern that 2005 has seen a huge increase in the number of fatal motor vehicle crashes on our Waikato Police District roads.'

The vast majority of our fatal crashes have occurred when vehicles have crossed the centre line and collided with an approaching vehicle.

The Waikato highways carry a large number of heavy motor vehicles and if a driver crosses the centre line and collides with a heavy motor vehicle, their chances of survival are somewhat limited.

The Waikato Police District has also been plagued with a number of multiple fatal motor vehicle crashes over recent months which have not helped our road toll in any way at all.

All drivers must take responsibility for the manner in which they drive, just as they must take responsibility for their own actions and need to consider the consequences for their families.

The major contributing causes to serious and fatal motor vehicle crashes within the district are:

- *poor observation*
- *excess speed*
- *failing to give way*
- *restraints.*

If we can only concentrate on these four issues we will be able to make a significant impact on the number of crashes that occur within our Waikato Police District.'

Pieri Munro

Acting District Commander – Waikato

Partnerships

New Zealand Police
Waikato District Road Policing Manager
Inspector Leo Tooman

Road Safety Co-ordinators
Waikato Region
Barnaby Bates

Hamilton City
Denise Cole

Waikato and Waipa Districts
Megan Jolly

Otorohanga and Waitomo Districts
Rachel Stubbs

Eastern Waikato Districts
Alison Ruru

South Waikato District
Robert Cathie

Taupo District
Christine Hutchison

Local Authority Engineers
Hamilton City Council
Andrew McKillop

Thames–Coromandel District Council
Alex Finn

Hauraki District Council
Gene Thomsen

Matamata–Piako District Council
Neville Boag

Waikato District Council
Kaye Clark

Waipa District Council
Chris Clarke

Otorohanga District Council
Dave Clibbery

Waitomo District Council
Allen Scholtz

South Waikato District Council
Alex Shaw

Taupo District Council
Bob Hopkins

TNZ Area Managers
Gerritt Van Blerk
Alan Burkett
Hendrik Van Blerk

Accident Compensation Corporation
Injury Prevention Consultants
Waikato/King Country Area
Lisa Taylor

Rotorua and Taupo Area
Louise Kirk

Assistance from Land Transport New Zealand

The Midland Regional Office is able to assist partners in activities such as:

- implementation of safety management systems
- crash reduction studies
- safety audits
- crash data provision and analysis
- general road engineering advice
- general road safety advice
- community development
- community programmes
- long-term council community plans
- land use planning
- land transport programme development.

The Land Transport New Zealand website also contains road safety information, including electronic copies of this report and all of the others that have been produced for the country. We encourage you to visit this site: www.landtransport.govt.nz

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