

road safety issues

Wairoa 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 this report is to highlight the key road safety issues and identify possible ways to reduce the number of road deaths and injuries in the Wairoa District.

The estimated social cost of road crashes reported in the Wairoa District last year was \$19.55 million.

In 2005, 45 injury and 73 non-injury crashes were reported in the district. In these crashes, 74 people suffered injuries. This was a significant increase from 2004 when 43 people were injured. Of the 45 injury crashes reported last year, seven (17 percent) occurred on urban roads, and 38 (83 percent) occurred on rural roads. A higher portion (79 percent) of rural crashes in the district occurred on state highways. Drivers frequently lost control of their vehicles on curves.

Between 2001 and 2005, 13 pedestrians, five cyclists, 11 motorcyclists and 178 car or van occupants were injured in road crashes. The number of heavy vehicle occupant casualties has reduced, and last year three were injured in crashes.

Continued effort and commitment is required to address safety issues and reduce the number of people injured in road crashes in the district.

Major road safety issues

Wairoa District

Loss of control on rural roads

Intersections

Alcohol

Restraints

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Wairoa District



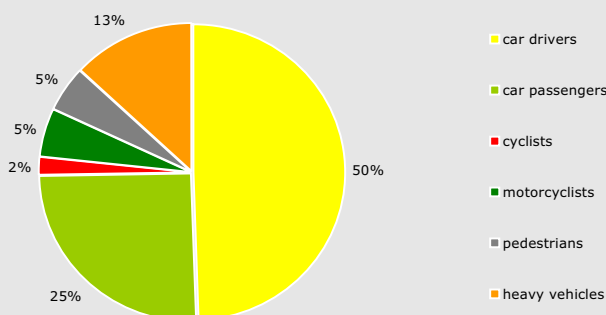
Deaths	3
Serious casualties	18
Minor casualties	53



Fatal crashes	2
Serious injury crashes	15
Minor injury crashes	28
Non-injury crashes	73

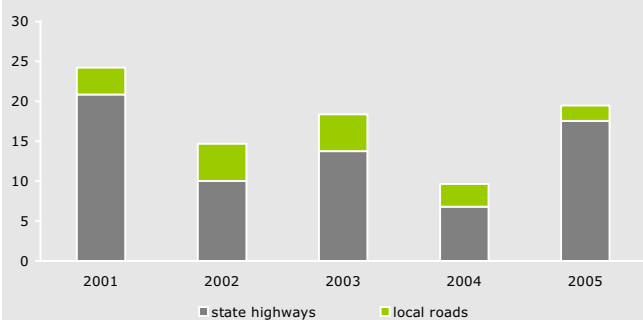
Road casualties 2001–2005

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.

Loss of control on rural roads

In the past five years, 126 loss of control or head-on type crashes on rural roads resulted in people being injured.

Seventy-nine percent of rural injury crashes occurred on state highways in the district.

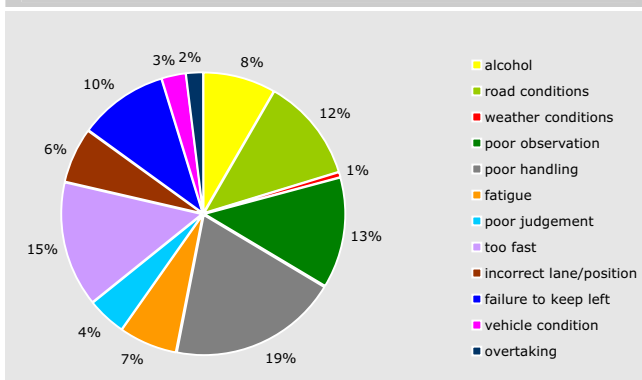
The crash and casualty rate on state highways in the Wairoa District was higher than reported in most similar districts.

The number of heavy vehicle crashes were of concern, however, numbers injured in the past two years have reduced with three reported last year.

Factors that were commonly associated with rural road crashes included: poor vehicle handling, failure to keep left, driver inattention, poor judgement and fatigue. Speed and alcohol were also commonly reported contributing factors in injury crashes.

Objects most commonly struck in these crashes were fences, banks and ditches, bridges and guardrails. A number of vehicles lost control on steep shoulders of the road or when returning to the seal from an unsealed steep shoulder.

Common factors in rural crashes

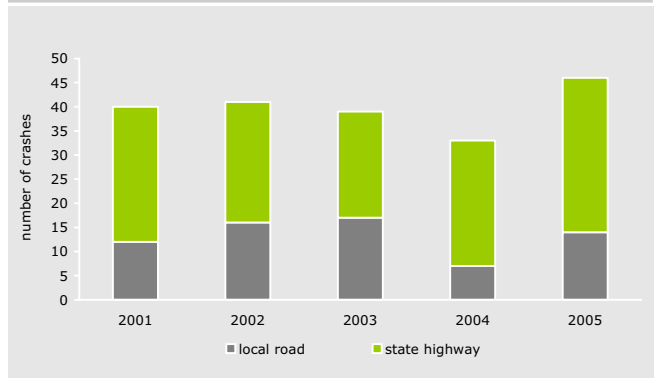


Environmental factors contributed to many rural crashes, particularly on state highways where commonly recorded factors were slippery road surface, road under construction and limited visibility. A number of crashes occurred at accesses to properties.

Animals on the state highways continue to be a problem in the district and in the past five years, have contributed to 34 crashes.

Over the past five years, approximately 35 percent of the injury crashes in rural areas occurred during the hours of darkness. Twenty-eight percent of all rural injury crashes occurred in wet weather.

Injury crashes on rural roads



Recommended actions

Engineering

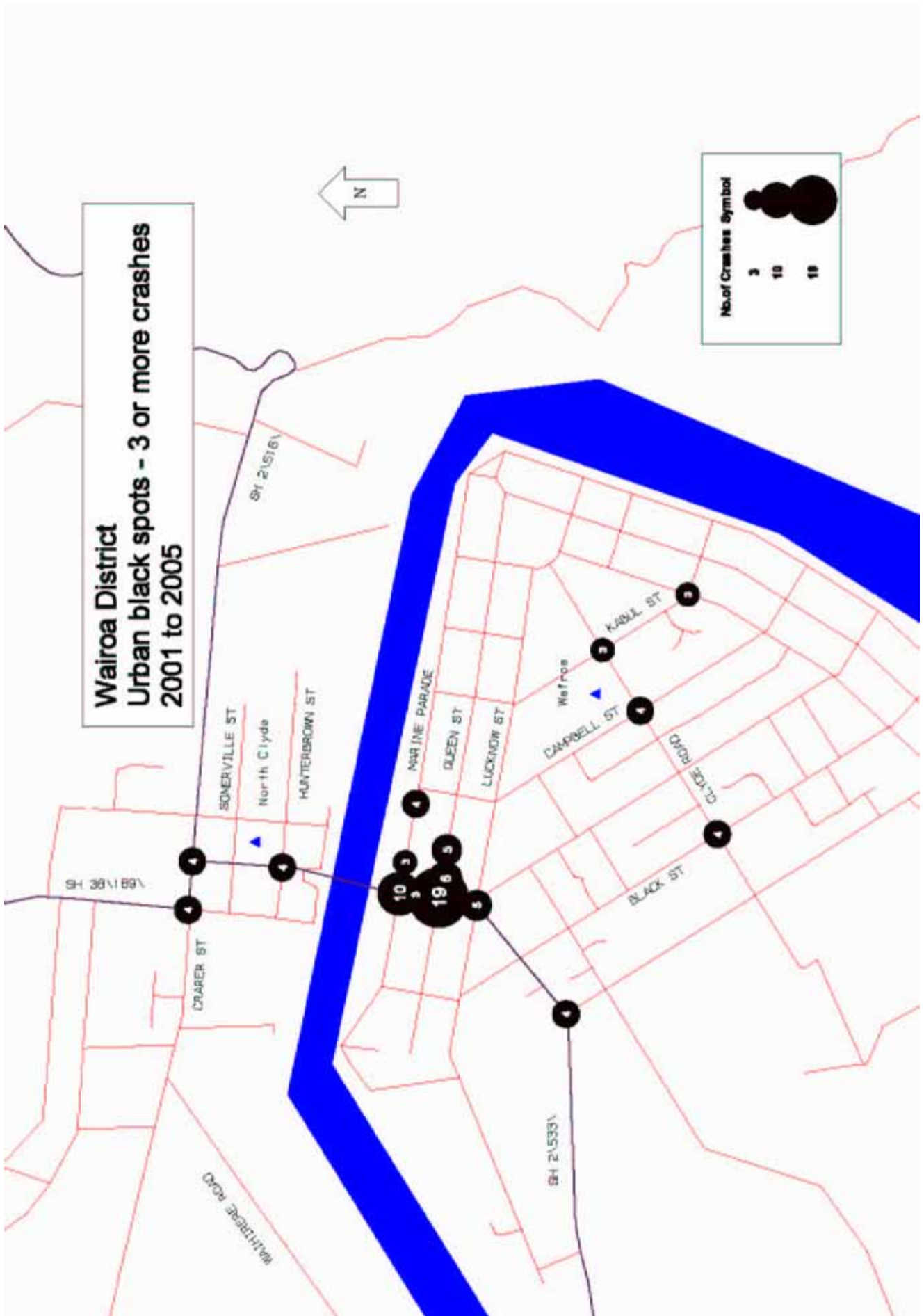
- Continue to upgrade and maintain curve warning signs, markings and delineation on local rural roads, to the appropriate standards.
- Carry out safety audits and rural crash reduction studies on state highways to investigate and implement remedial treatment at black spots.
- Maintain roadsides clear of hazards and provide side protection where appropriate.
- Widen road carriageway and seal shoulders to provide additional vehicle wander and recovery space where feasible and cost effective.
- Maintain pavement surface to provide good standards for skid resistance.
- Improve road shape and geometry.

Education

- Raise drivers' awareness of safe driving practices and the need to drive to road conditions.
- Focusing on raising awareness of concerns about inappropriate speed.
- Raise property owners' awareness of their responsibility and liability if their stock escapes onto the road reserve, causing trauma to motorists.
- Campaign to increase the use of restraint wearing in the district.

Enforcement

- Continue enforcement focusing on inappropriate speed in rural areas
- Target enforcement to times and locations of greatest risk.
- Coordinate enforcement campaigns targeting road user behaviour
- Continue with stock and animal control programmes in the district.



Intersections

Approximately 28 percent of all crashes reported in the Wairoa District occurred at intersections. In the past five years, 37 injury crashes and 112 non-injury crashes were reported at intersections, including driveways. Of the injury and non-injury crashes reported at intersections during the past five years:

- 66 occurred at intersections with Give Way controls
- 26 occurred at intersections with Stop controls
- 37 occurred at driveways.

Factors recorded in crashes at intersections in the Wairoa District were commonly lack of observation at intersections and failure to give way or stop when required. The speed that some drivers travel at in urban areas is a concern.

Recommended actions

Education

- Campaign and advertise to raise driver awareness of the need to check for oncoming traffic (including cyclists and motorcyclists) at intersections and also when entering and leaving driveways.
- Focus on road user behaviour at intersections, including roundabouts.
- Consider targeted advertising promotions to address crashes at intersections in the district.
- Focus on restraint wearing to prevent injuries.

Enforcement

- Increase enforcement of compliance with Give Way and Stop controls at intersections.
- Conduct enforcement campaigns in conjunction with community programmes targeting intersections.
- Increase enforcement of speed on urban roads.

Engineering

- Continue with crash reduction studies to investigate and, if required, carry out remedial work at intersections to improve safety.
- Ensure appropriate sight distance is established and maintained at intersections and appropriate road markings and Give Way or Stop controls are installed.

Alcohol

When compared with other similar districts, alcohol-related injury crashes are over-represented in the Wairoa District.

Of the 198 injury crashes reported in the Wairoa District in the past five years, 33 (17 percent) had alcohol recorded as a key factor. Nine of these injury crashes occurred in urban areas and 22 occurred in rural areas. While drivers appear to be more aware of the effects of drinking and driving, continued attention is required in both urban and rural areas.

Males in the 15 to 35 year age group were predominantly involved in crashes where alcohol was a recorded driver factor. However, the drink-drive campaigns should be targeted to all drivers in the district to reduce crashes and injuries and to enhance safety for all road users in the district.

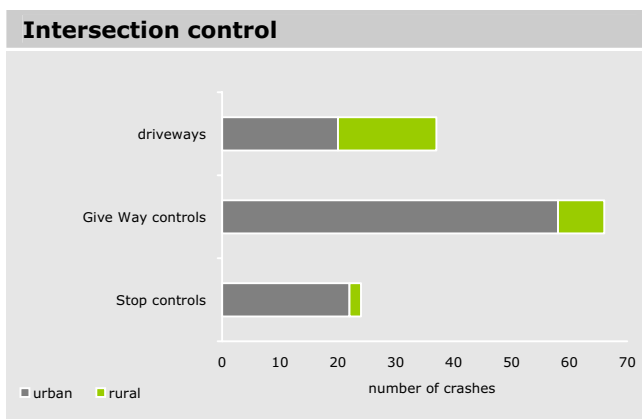
Recommended actions

Education

- Promoting safe drinking and driving habits, particularly among male drivers aged 15 to 35.
- Consider targeted advertising promotions involving community and licensee consultation, host responsibility and designated driver schemes.
- Work with community groups such as SADD to convey sober driver messages to drivers.

Enforcement

- Target enforcement at known high-risk areas and times and to the appropriate age group.
- Coordinate enforcement campaigns, targeting drink-driving and working in conjunction with community programmes.
- Continue to support compulsory breath testing programmes.



Restraints

There has been a significant improvement in the use of front and rear seat safety belts and child restraints in the Hawkes Bay Region. However, the use of adult front and rear safety belts and child restraints still needs to improve. A 100 percent restraint-wearing rate is the target for front and rear passengers and also young passengers.

Results from surveys conducted in the Hawkes Bay Region in 2004 and 2005 show:

- adult front safety belt compliance 91 percent
- adult rear safety belt compliance 87 percent
- child restraint compliance 92 percent.

Further improvement in the wearing of restraints in vehicles could be expected to prevent and reduce the number and severity of injuries, particularly from higher-speed rural crashes and crashes at intersections.

The benefits of wearing safety belts are significant in the event of a crash.

Recommended actions

Education

- Focus on improving attitudes to restraint wearing.
- Promote and support child restraint schemes currently taking place locally.
- Implement activities to work in conjunction with nationally driven campaigns eg back to school promotions.

Enforcement

- Support enforcement campaigns and community programmes aimed at restraint usage.
- Promote restraint wearing random spot checks.

Where to get more information

For more specific information relating to road crashes in the Wairoa District, please refer to the 2001 to 2005 Road Safety Data Report, the Ministry of Transport Crash Analysis System or contact the people or organisations listed here.

Contacts

Land Transport New Zealand

Senior Engineer

Education Adviser

See contact details at the bottom of the page.

Wairoa Road Safety Coordinator

Road Safe Hawkes Bay

C/- HB Regional Council

PO Box 12

Wairoa

Phone 06 838 8540

Wairoa District Council

Roading Manager

PO Box 54

Wairoa

Phone 06 838 7309

New Zealand Police

Senior Sergeant

PO Box 74

Wairoa

Phone 06 838 8345

Transit New Zealand (State Highways)

State Highway Network Manager

PO Box 740

Napier

Phone 06 8351 75



Napier Office

Dunvegan House
215 Hastings Street
PO Box 972
Napier

Telephone 06 974 5520
Fax 06 974 5529

www.landtransport.govt.nz