

briefing notes road safety issues

Wairoa District

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Wairoa District. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Wairoa District Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

The issues chosen for this report are drawn from the most common crash types, those that appear over represented when Wairoa District is compared to similar authorities or those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in Wairoa District for 2008.

Major road safety issues		2008 road trauma	
Wairoa District		Casualties	Wairoa District
Loss of control on rural roads		Deaths	6
Excessive speed		Serious injuries	10
Alcohol		Minor injuries	26
		Total casualties	42
National issues		Crashes	Wairoa District
Speed		Fatal crashes	5
Alcohol		Serious injury crashes	6
Failure to give way		Minor injury crashes	21
Restraints		Non injury crashes	54

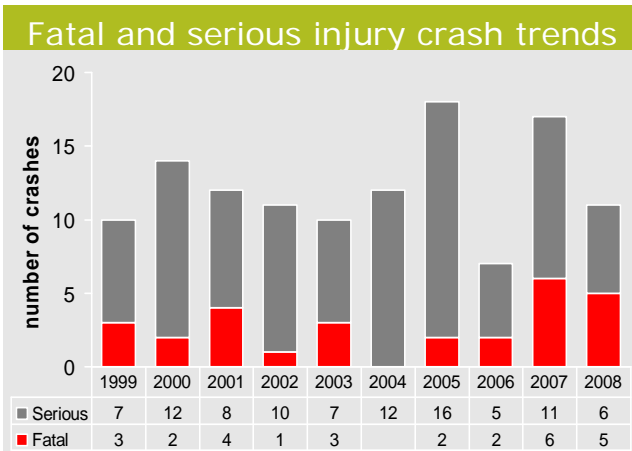
Overview 2008

In 2008 in Wairoa District there were 32 injury crashes and 54 non-injury crashes reported by the New Zealand Police. Sixty-three percent of the total injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

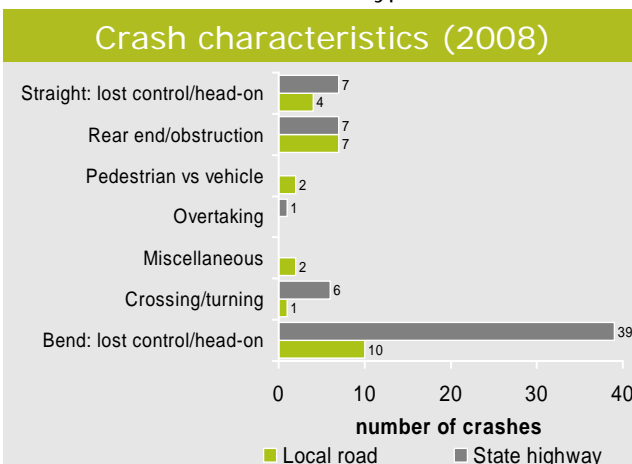
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Total	6	10	26	42
Local roads vs state highways				
Local roads	2	4	11	17
State highways	4	6	15	25
Rural vs urban roads				
Rural ¹	5	7	21	33
Urban	1	3	5	9

Note: 1/ Rural - area with a speed limit of 80km/h or more

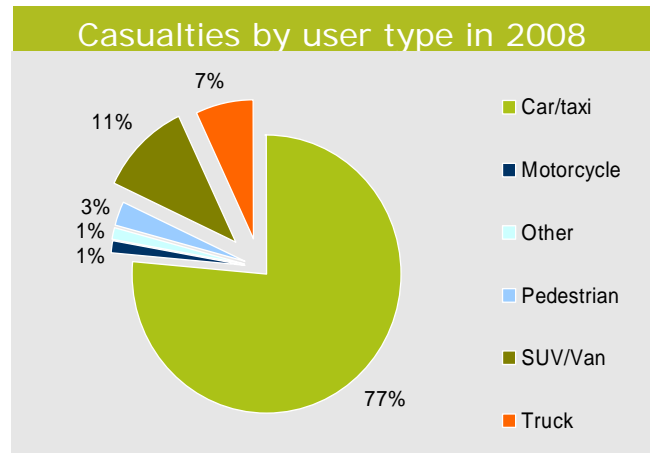
The total number of fatal and serious injury crashes has been fluctuating over recent years. However the number of fatal crashes in 2008 remains significantly high and shows an increasing trend over the last five years.



The main type of crash (all crashes in the district, both injury and non-injury combined) in 2008 was *lost control/head-on at bend*, followed by *rear end/obstruction* crash movement type.



Three quarters (77 percent) of casualties in 2008 were drivers and passengers of cars followed by that of trucks. Meanwhile vulnerable road users (pedestrians/cyclists/motorcyclists) constitute 4 percent of all casualties.



Further information about all crashes in 2008 on:

Local roads

- Worst days of week: *Friday and Saturday (23 percent each)*
- Wet road: *19 percent*
- Night time: *35 percent*
- Alcohol over limit: *17 percent*
- Too fast for conditions: *17 percent*
- Intersection: *19 percent*
- Road factors: *4 percent*
- At fault or part fault male driver: *64 percent*
- 36 percent of drivers at fault (injury crashes) were either on restricted or learner license

State highways

- Worst days of week: *Tuesday and Friday (20 percent each)*
- Wet road: *32 percent*
- Night time: *37 percent*
- Alcohol over limit: *30 percent*
- Too fast for conditions: *20 percent*
- Intersection: *10 percent*
- Road factors: *13 percent*
- At fault or part fault male driver: *75 percent*
- 20 percent of drivers at fault (injury crashes) were either on restricted or learner license

Social cost of crashes

Local roads	\$10.32M
State highways	\$18.37M
Total	\$28.70M

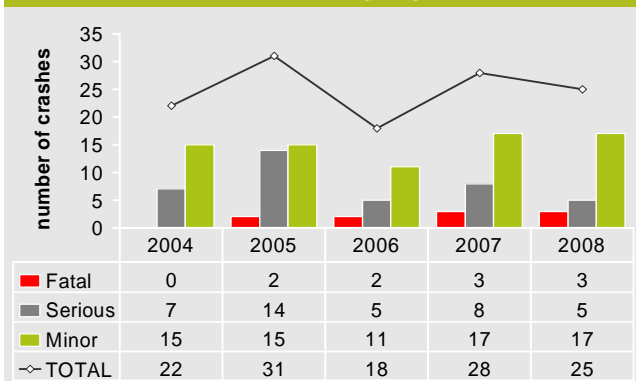
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Rural loss of control

During the most recent five year period (2004-2008) half of all crashes (50 percent) in Wairoa District occurred due to loss of control on rural roads. These crashes resulted in 14 deaths, 44 serious injuries and 130 minor injuries. There were a further 141 non-injury crashes reported.

The latest five year trends show little in the way of gains over the last five years and remain fairly steady.

Rural loss of control injury crash trends



Twenty one percent of rural loss of control injury crashes involved trucks (2004-2008), a trend that is showing an increase, resulting in 3 deaths, 10 serious and 18 minor injuries in the last five years.

Eighty-four percent of loss of control crashes occurred at bends. Nineteen percent of rural loss of control injury crashes record fatigue as a factor.

Rural loss of control 2004-2008

Loss of Control	Local roads	State highways
At bends	45 crashes	221 crashes
On Straight	9 crashes	33 crashes

Most crashes at bends involved a driver losing control of their vehicle, then running off the road or perhaps colliding with another vehicle.

The three most common roadside hazards struck during crashes in the district were *ditches* (31 percent), *fences* (20 percent) and continuing *over banks* (15 percent). Hitting these objects can result in more serious injuries than would otherwise be sustained.

Rural loss of control crashes

Crash characteristic or factors	Percentage occurrence
Single vehicle	82%
Alcohol (injury crashes)	19%
Too fast for the conditions (injury crashes)	37%
Road factors	19%
Poor handling (injury crashes)	36%
Wet road	32%
Night time	36%

Further information about all rural loss of control crashes in Wairoa District 2004-2008 on:

Local roads

- 1 death, 5 serious injuries and 28 minor injuries
- Worst day of week: Monday and Saturday (26 percent each)
- Wet road: 20 percent
- Night time: 39 percent
- Alcohol over limit: 20 percent
- Most common injury crash factor: failed to keep left (35 percent) followed by poor handling (30 percent)
- At fault male driver (injury crashes): 78 percent
- 30 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age range (injury crashes): 15 to 19 years old

State highways

- 13 deaths, 39 serious injuries and 102 minor injuries
- Worst day of week: Sunday (16 percent)
- Wet road: 34 percent
- Night time: 35 percent
- Alcohol over limit: 19 percent
- Most common injury crash factor: too fast (39 percent each) followed by poor handling (37 percent)
- At fault male driver (injury crashes): 73 percent
- 28 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age range (injury crashes): 30 to 39 years old

Recommended actions

Engineering

- Establish programmes to review, upgrade and maintain warning signs, markings and delineation
- Maintain roadsides clear of hazards and provide side protection where appropriate
- Widen carriageways and seal shoulders to provide additional vehicle wander
- Monitor and maintain pavement surfaces to provide good standards for skid resistance

Education

- Focus on raising awareness of concerns about inappropriate speed
- Raise drivers' awareness of key speed issues and the need to drive according to road conditions
- Raise property owners' awareness of their responsibility to have secure road frontage fencing to prevent stock from wandering

Enforcement

- Continued enforcement focusing on inappropriate speed in rural area
- Target enforcement to times and locations of greatest risk

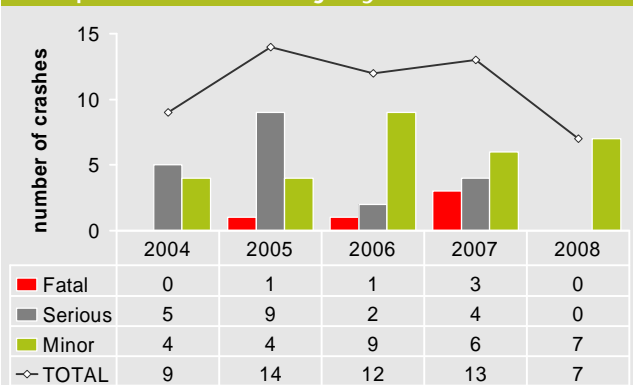
Speed

Nationally, speed is one of the major contributing factors to road crashes. In 2008, travelling too fast for conditions contributed to around 34 percent of fatal crashes (113 crashes) and 17 percent of injury crashes (1935 crashes) in New Zealand.

In Wairoa District, travelling too fast for conditions was a factor in 21 percent of all injury crashes in 2008. There were 55 speed related injury crashes and 54 non-injury crashes reported during the last five years. These crashes resulted in 5 deaths, 23 serious injuries and 67 minor injuries.

The latest five year trends show a significant decrease in the number of speed related crashes, with no deaths nor serious injuries resulting from these crashes last year (2008).

Speed related injury crash trends



Three quarters (74 percent) of the speed related crashes occurred in rural area.

Speed related crashes

	2004	2005	2006	2007	2008
Urban	3	10	5	10	1
Rural	13	22	20	13	12

Males represented 75 percent of at fault drivers in speed related injury crashes.

Age and gender of at fault drivers

Age: Speed related injury crashes (2004- 2008)	Male	Female	Total
15 - 19 years	10	4	14
20 - 24	5	1	6
25 - 29	3	0	3
30 - 39	10	6	16
40 - 49	4	2	6
50 - 59	7	1	8
60 - 69	1	0	1
70+	1	0	1
Total	41	14	55

Speed was a factor in 37 percent of the rural loss of control crashes during the last five years in the district.

Further information about all speed related crashes in Wairoa District 2004-2008 on:

Local roads

- 1 death, 4 serious injuries and 16 minor injuries
- Worst day of week: Saturday (26 percent)
- Wet road: 23 percent
- Night time: 54 percent
- Alcohol over limit: 36 percent
- Most common crash factor: Bend-lost control (74 percent)
- At fault male driver (injury crashes): 67 percent
- 60 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common age group (injury crashes): 15 to 19 years old

State highways

- 4 deaths, 19 serious injuries and 51 minor injuries
- Worst day of week: Saturday (23 percent)
- Wet road: 40 percent
- Night time: 47 percent
- Alcohol over limit: 23 percent
- Most common crash factor: Bend-lost control (90 percent)
- At fault male driver (injury crashes): 76 percent
- 35 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): 30 to 39 years old

Recommended actions

Engineering

- Continue to review and upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- Identify locations where speed is a common contributing factor to crashes and investigate sites and road sections
- Maintain the roadside clear of hazards and provide side protection where appropriate
- Widen the road carriageway and seal shoulders to provide additional vehicle wander and recovery space
- Maintain pavement surface to provide good standards for skid resistance
- Improve road geometry where feasible and cost effective

Education

- Focus on raising awareness of the consequences of travelling too fast for the conditions
- Raise public awareness of the risks of speeding

Enforcement

- Co-ordinate campaigns, continue enforcement focusing on speed, particularly in rural areas
- Target enforcement to times and locations of greatest risk

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

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers.

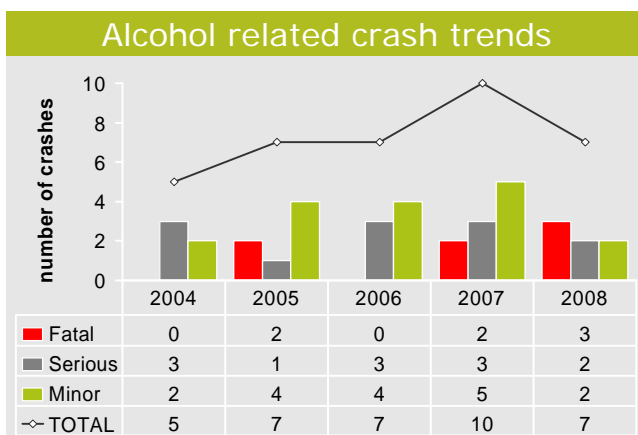
During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Wairoa District

During the last five year period (2004-2008) 19 percent of all injury crashes in Wairoa District were alcohol related. This is higher than the last five year district average for similar authorities (15 percent) and shows an increasing trend in Wairoa district with 21 percent of all injury crashes last year (2008) recording alcohol as a factor.

There were 36 injury and 25 non-injury alcohol-related crashes reported in the last five years. These crashes have resulted in 9 deaths, 21 serious and 38 minor injuries.

The latest five year trends show an increase in the seriousness of injury crashes, while the total number of injury crashes is rising slightly.



Thirty nine percent of all alcohol related injury crashes show drivers driving too fast for conditions. Most occurred after sunset (70 percent) and on rural roads (59 percent).

Half the *at fault* drivers in alcohol related injury crashes (50 percent) were aged under 25yrs of age. Similarly half the *at fault drivers* held a learner or restricted licence or have never been licensed. Most of the *at fault* drivers in alcohol related injury crashes were male (84 percent).

Further information about all alcohol related crashes in Wairoa District 2004-2008 on:

Local roads

- 1 death, 9 serious injuries and 19 minor injuries
- Worst day of week: Thursday and Saturday (24 percent each)
- Wet road: 17 percent
- Night time: 72 percent
- Intersection: 21 percent
- Excessive speed: 33 percent
- Most common injury crash factor: poor handling and failed keep left (17 percent each)
- At fault male driver (injury crashes): 83 percent
- 42 percent of drivers at fault (injury crashes) were either on restricted license
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old

State highways

- 8 deaths, 11 serious injuries and 22 minor injuries
- Worst day of week: Sunday (28 percent)
- Night time: 69 percent
- Intersection: 22 percent
- Excessive speed: 42 percent
- Most common injury crash factor: poor handling (33 percent) followed by fatigue (25 percent)
- At fault male driver (injury crashes): 92 percent
- 58 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age group (injury crashes): 20 to 24 and 30 to 39 year old age groups

Recommended actions

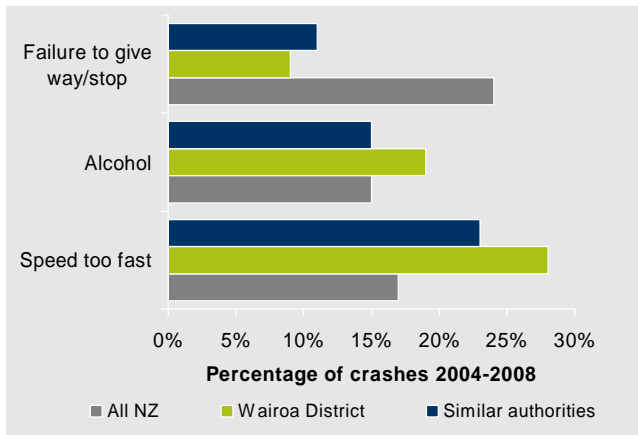
Education

- 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 young drivers

Enforcement

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

National issues



Speed

Speed too fast was recorded in 28 percent of injury crashes in the Wairoa district in the last five years resulting in 5 deaths and 89 injuries. Although *speed* as a factor was the down in 2008, it is relatively high in comparison to similar authorities.

Eighty-nine percent of speed-related injury crashes were *lost control/head-on at bends*. *Alcohol* and *poor handling* were the other driver factors most often associated with *speed*. Male drivers in generally and particularly aged 15-24 years were the group most involved in these crashes.

Alcohol

In the Wairoa District, alcohol was recorded in 19 percent of injury crashes in the last five years resulting in 10 deaths and 59 injuries. *Alcohol* as a factor in crashes is relatively high in the district in comparison to similar authorities and shows an increasing trend.

Seventy-six percent of alcohol related crashes were in rural areas. Eighty-four percent of these involved *loss of control/head-on* crashes. *Traveling too fast*, *poor handling* and *fatigue* were driver factors associated with alcohol. Eighty-nine percent of at fault drivers were male.

Failure to give way

In the Wairoa District, *failure to give way or stop* was reported in 9 percent of all reported injury crashes for the last five years resulting in 1 death and 22 other injuries. Most (88 percent) of these are *crossing/turning manoeuvres*, often associated with *failure to look* for other parties. Fifty-eight percent of at fault drivers were female.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint rate in Wairoa District for front seat and rear seat are 78 and 82 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

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