

# road safety issues

## Carterton District

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 to identify possible ways to reduce the number of road deaths and injuries in the Carterton District.

The total number of injury crashes in the district in 2004 was three less than in 2003. The number of people injured in crashes also decreased by three, to 24 in 2004.

The most frequent type of crash on urban roads involved vehicles crashing into the back of stationary vehicles or other obstructions. There was a significantly higher proportion of these crashes in Carterton than in similar local authorities.

On rural roads, drivers losing control of their vehicle was the most frequent type of crash. Poor driver skills such as poor observation, vehicle handling and judgement were often contributing factors in crashes.

The estimated social cost of crashes in the Carterton District in 2004 was \$6.7 million, an overall decrease of \$5.9 million on the previous year.

The specific concerns for the Carterton District are considered overleaf, while the performance in relation to national issues is considered on the back page.



2004 road trauma for Carterton District



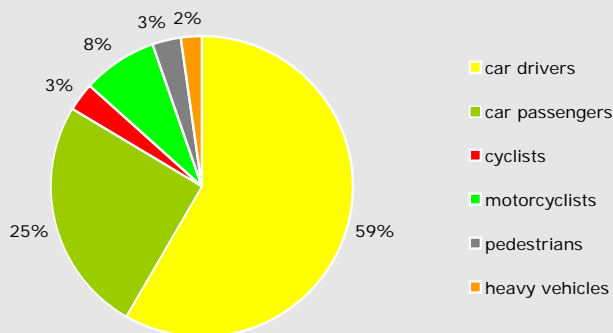
Deaths	1
Serious casualties	2
Minor casualties	21



Fatal crashes	1
Serious injury crashes	2
Minor injury crashes	14
Non-injury crashes	35

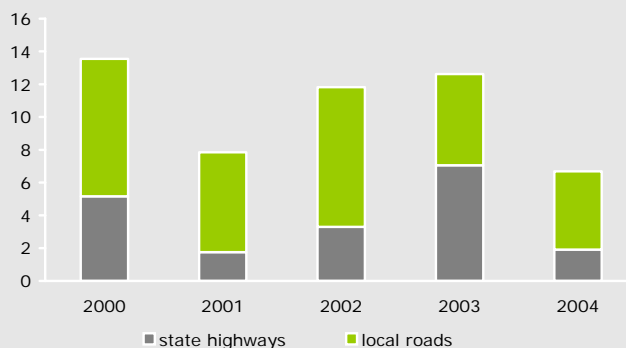
### Road casualties 2000–2004

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.

### Major road safety issues

#### Carterton District

- Loss of control
- Rear-end/obstruction
- Driver skills

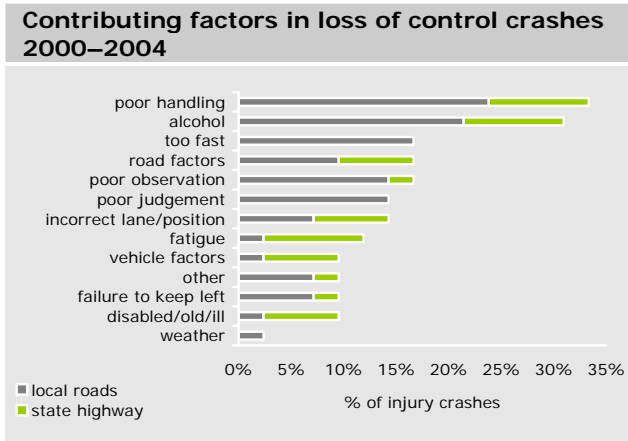
#### Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

## Loss of control

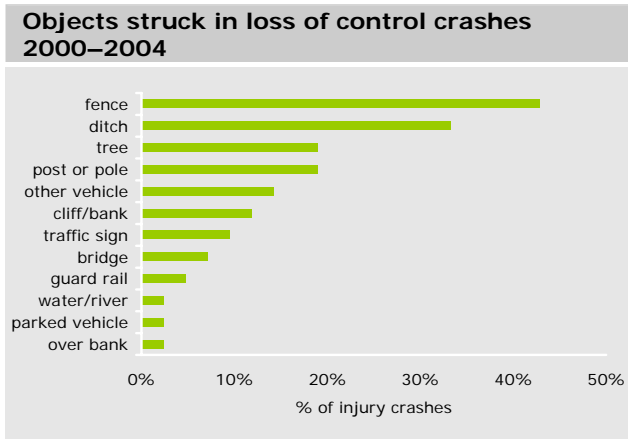
Loss of control was the major crash type recorded in the Carterton District between 2000 and 2004. Over 60 percent of rural injury crashes and 20 percent of urban crashes during this period involved drivers losing control of their vehicles. These crashes occurred on bends as well as on straight sections of road. The percentage on straights was higher than for other similar authorities and New Zealand as a whole.

Contributing factors were principally poor handling and alcohol.



Drivers involved in loss of control crashes were predominantly male (73 percent) and lived in the Wairarapa area (80 percent). Twenty percent were driving on either a learner or restricted licence.

Loss of control can result in either a head-on collision with another vehicle or a vehicle leaving the road and colliding with a roadside object, which can increase the severity of a crash. The most commonly hit objects in these crashes included fences (43 percent), ditches (33 percent), posts or poles (19 percent) and trees (19 percent).

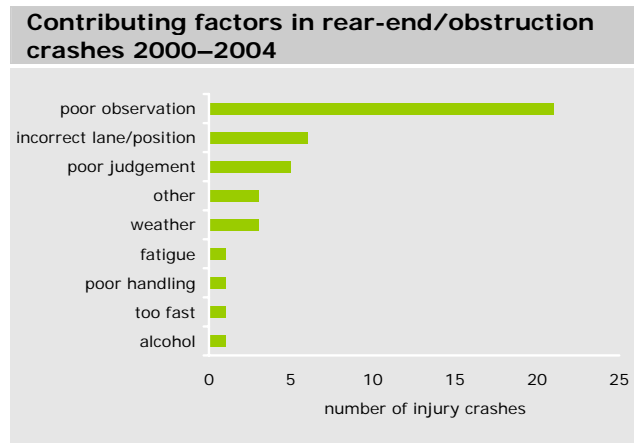


## Rear-end/obstruction

Crashing into the rear of a stationary vehicle or an obstruction was the most common crash type in urban areas in the Carterton District between 2000 and 2004. During this period, there were 23 rear-end/obstruction crashes, representing about 26 percent of total injury crashes for this period. The proportion of this crash type was higher than both similar authority and national levels. In urban areas it was significantly higher.

Between 2000 and 2004 rear-end/obstruction crashes resulted in 37 injuries, including one fatality. The drivers involved were mainly male (76 percent) and lived locally in the Wairarapa (76 percent).

The most frequent contributing factors in these crashes were poor observation of the traffic ahead and failure to check properly before changing lanes or performing a U-turn.

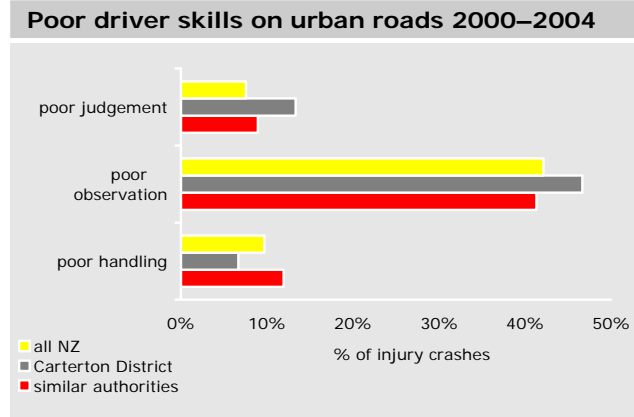
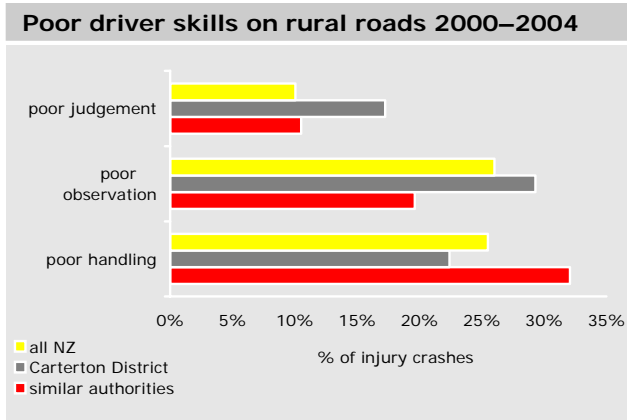


Motorcycles featured in 17 percent of the crashes where they were either hit from behind or where they hit stationary objects from behind.

## Driver skills

Poor handling, poor observation and poor judgement were major causes of crashes in the Carterton District. Between 2000 and 2004, 60 percent of injury crashes involved one or more of these factors.

The percentage of crashes involving poor judgement or observation was higher in the Carterton District than for similar authorities or New Zealand as a whole. This was true on both rural and urban roads.



Poor handling of a vehicle was a major component of loss of control and head-on crashes. Poor observation often featured in rear-end/obstruction crashes and crashes at intersections. Some examples of poor observation included failure to notice a vehicle slowing, or failure to check adequately before changing lanes. Poor judgement featured in all crash types. This included misjudging the speed or distance of vehicles, or inexperience shown by a novice driver.

Drivers exhibiting poor driving skills were predominantly male (69 percent) and lived locally in the Wairarapa area (88 percent). Fourteen percent were driving on a learner or restricted licence.

## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Excessive speed was a factor in eight injury crashes (nine percent) in the Carterton District between 2000 and 2004.

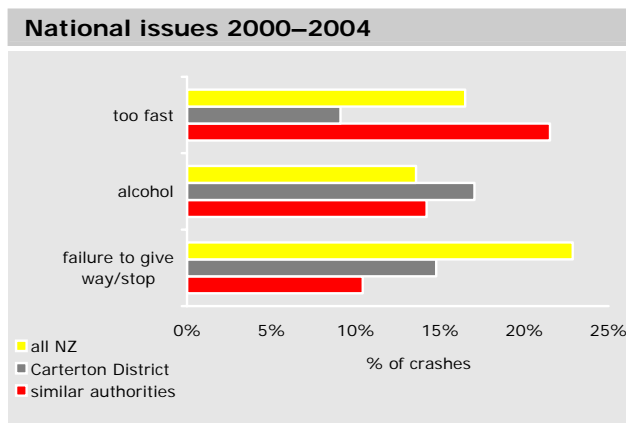
## Alcohol

Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver. Between 2000 and 2004, alcohol was a factor in 15 injury crashes (17 percent) in the Carterton District. This was higher than for similar authorities and New Zealand as a whole.

## Failure to give way

Failure to give way at intersections is the third highest cause of death and injury crashes on New Zealand roads.

Thirteen injury crashes in the Carterton District between 2000 and 2004 involved a vehicle failing to give way. This amounted to 15 percent of all crashes and was greater than for similar local authorities. Crashes involving failure to give way are showing an upward trend in the Carterton District.



## Restraints

Wearing a safety belt reduces the chance of being killed or suffering serious injury in a crash by 40 percent. Between 2000 and 2004 there were eight driver and passenger fatalities on Carterton District roads. Of these, it is estimated that at least one would have been saved if they had been wearing a restraint.

In a 2004 survey, 89 percent of front seat adults were wearing safety belts in the Carterton District. This was lower than the New Zealand average.

## Contacts

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