

# 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 2001–2005 period. The intent of the report is to highlight the key road safety issues in the Carterton District.**

There were five more injury crashes in the district in 2005 than in 2004. The number of people injured in crashes increased by eight, to 32 in 2005.

Car occupants accounted for 70 percent of casualties, with pedestrians (13 percent) and cyclists (nine percent) the next largest groups.

Still the most frequent type of injury crash on urban roads involved drivers crashing into the back of stationary vehicles or other obstructions. 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 speed were often contributing factors in crashes.

The estimated social cost of crashes in the Carterton District in 2005 was \$13.45 million, an overall increase of \$6.75 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.

### Major road safety issues

#### Carterton District

Loss of control

Rear-end/obstruction

Driver skills

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Carterton District



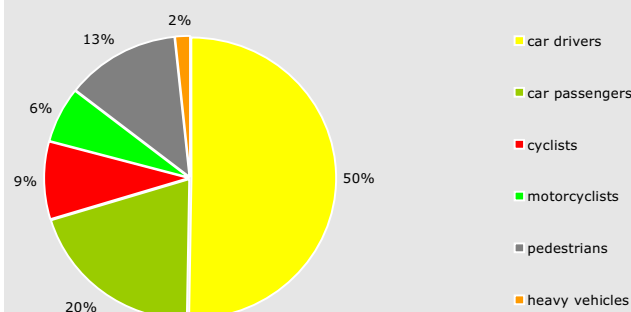
Deaths	2
Serious casualties	9
Minor casualties	21



Fatal crashes	2
Serious injury crashes	6
Minor injury crashes	14
Non-injury crashes	33

### Road casualties 2001-2005

User type 2001–2005



### Estimated social cost of crashes\*

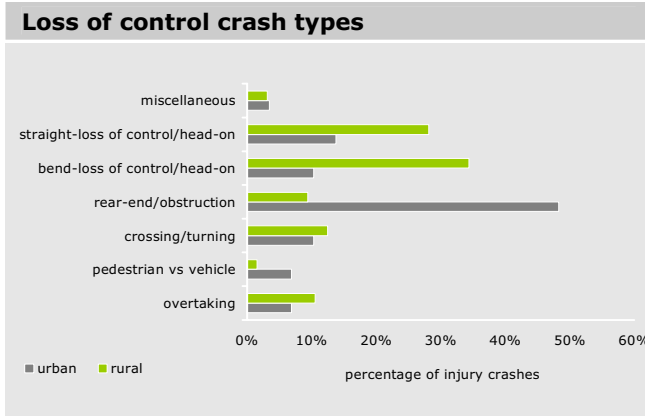
Social cost (\$ million)



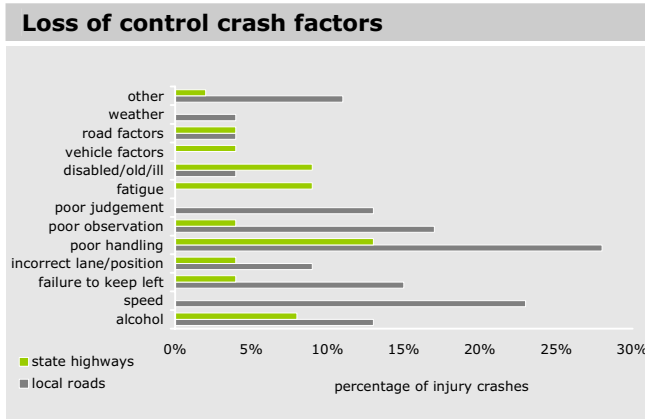
\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

## Loss of control

Loss of control, either on a straight road or at a bend was the major crash type recorded in the Carterton District between 2001 and 2005. This crash type accounted for 60 percent of rural and 20 percent of urban injury crashes. The percentage on straight roads was higher than for other similar authorities and New Zealand as a whole.



Sixty-two percent of loss of control injury crashes occurred on local roads. Poor vehicle handling (28 percent) and excessive speed (23 percent) were major contributory factors in these injury crashes. Other factors included poor driver skills and alcohol.

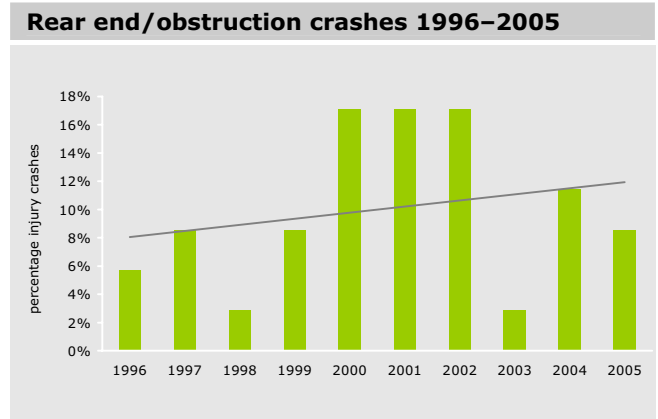


Drivers involved in loss of control crashes were predominantly male (78 percent) and lived in the Wairarapa area (75 percent). Twenty-seven percent of the drivers were driving either on a restricted or learner licence.

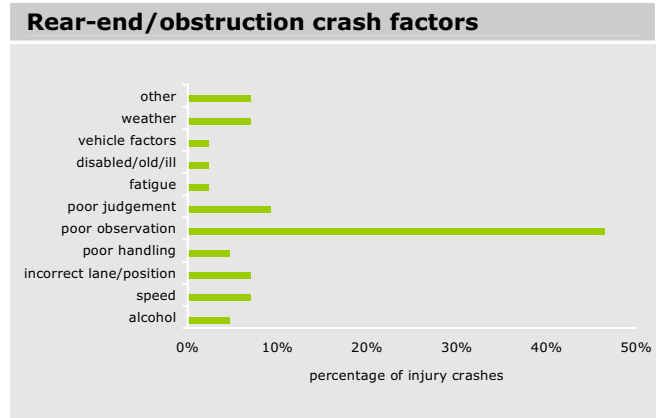
Loss of control crashes can result in either a head-on collision with another vehicle or a vehicle leaving the road and colliding with a roadside object. This can increase the severity of a crash. The most commonly hit objects in loss of control crashes included fences (26 percent), ditches (13 percent) and posts or poles (13 percent).

## Rear-end/obstruction

Rear-end or obstruction collisions were the most common crash movement type in urban areas of Carterton between 2001 and 2005. During this period, there were 14 rear-end or obstruction crashes, representing about 48 percent of total urban injury crashes. The proportion of this crash type was substantially higher than similar authorities and all New Zealand. In the past 10 years there has been an upward trend in rear-end or obstruction type crashes.



Contributing factors in these crashes were principally poor observation of the traffic ahead along with poor judgement or incorrect lane position. Motorcycles were involved in nine percent of these crashes.



Seventy-five percent of rear end or obstruction crashes occurred on state highways and 55 percent were at intersections.

Forty percent of these crashes occurred on the weekend with 25 percent between 4 pm and 8 pm.

## Driver skills

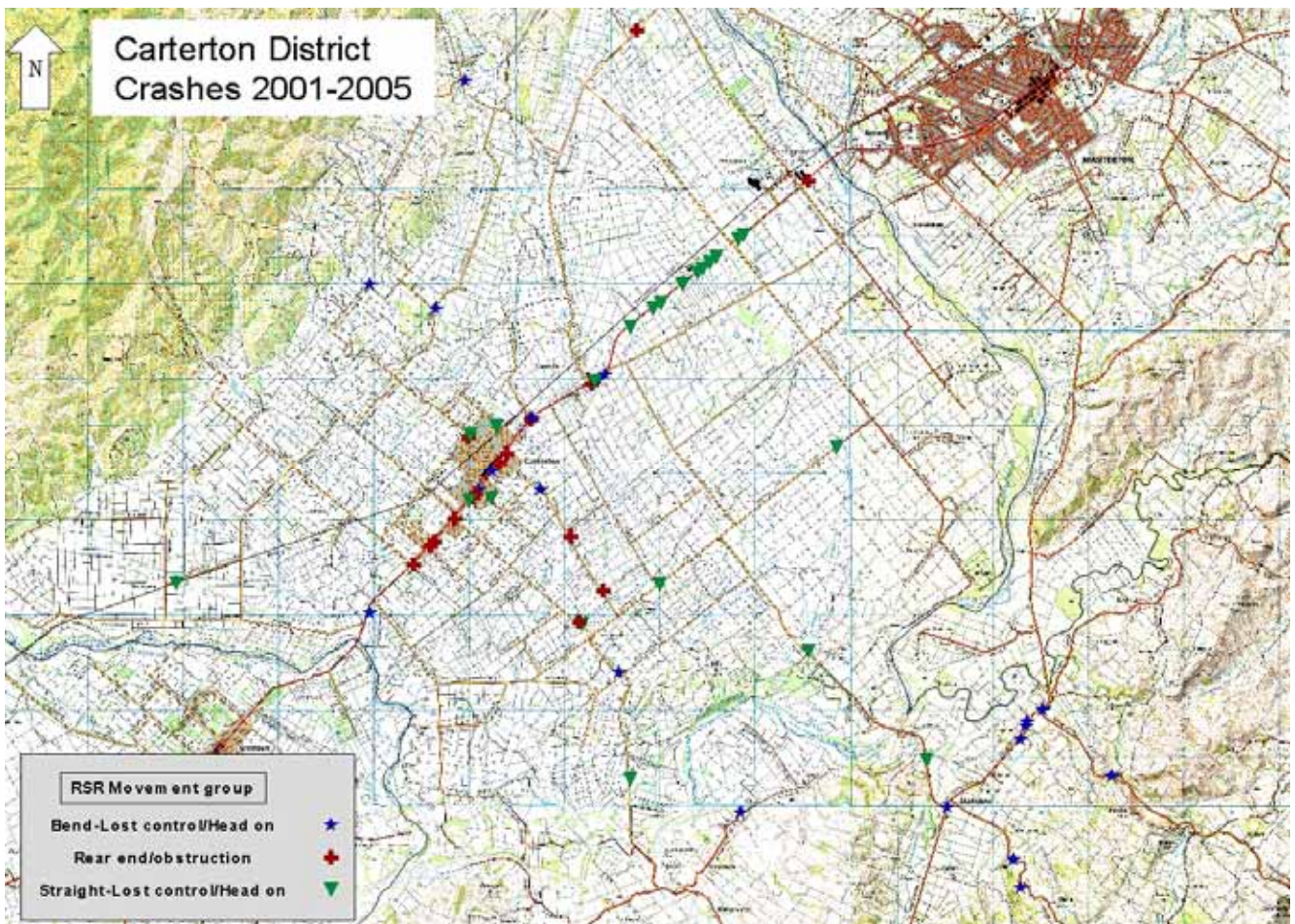
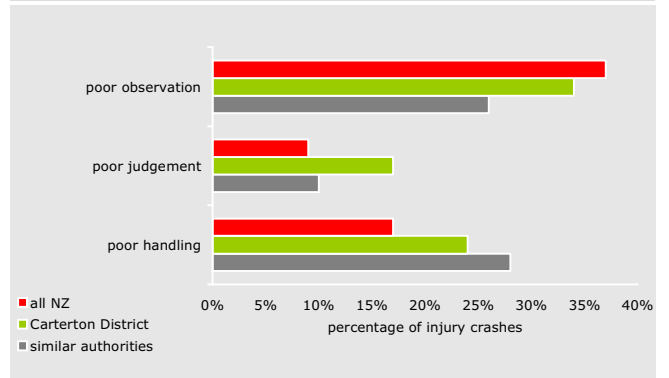
Poor handling, poor observation and poor judgement were major contributors to crashes in the Carterton District. Between 2001 and 2005, 65 percent of injury crashes involved one or more of these factors.

Poor handling of a vehicle featured predominantly in loss of control and head-on crashes. Seventy-eight percent of these crashes occurred at mid-block locations. Poor observation featured in 47 percent of rear-end/obstruction crashes and 38 percent of crashes were at intersections. Some examples of poor observation include inattention, not looking for or seeing a vehicle, failure to give way and failure to keep left. Poor judgement featured across all crash types. This included misjudging the speed or distance of vehicles, or a novice driver showing their inexperience.

In rural areas, speed was a factor in 20 percent of rural injury crashes followed by alcohol (17 percent) and failure to give way/stop (16 percent).

Drivers exhibiting poor driving skills were predominantly male (77 percent) and lived locally in the Wairarapa area (70 percent). Thirteen percent were driving on a learner or restricted licence.

**Crashes involving poor driver skills 2001–2005**



## National issues

### 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 16 percent of injury crashes in Carterton District between 2001 and 2005.

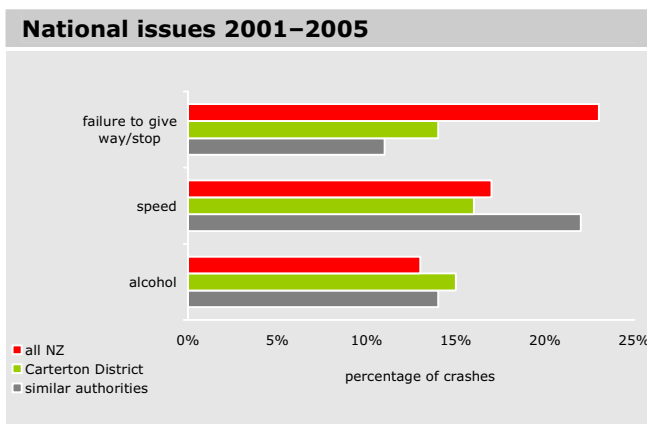
### Alcohol

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 2001 and 2005, alcohol was a factor in 15 percent of injury crashes in the Carterton District.

### Failure to give way

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

Fourteen percent of injury crashes in the Carterton District between 2001 and 2005 involved vehicles failing to give way.



## Restraints

Wearing a safety belt reduces the chances of being killed or seriously injured in a crash by 40 percent. Between 2001 and 2005 there were nine driver fatalities on Carterton District roads.

In a 2005 national survey of safety belt wearing 93 percent of front seat adults were wearing safety belts in the Carterton District. This was lower than the New Zealand average of 95 percent.

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