

briefing notes 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 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Carterton District.

This report is the eighth road safety report for Carterton District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on the local roads and state highways are provided and discussed.

In each new report the latest year's data is added to a five-year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

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

We have included a brief overview of crashes in the District for 2006.

Major road safety issues		2006 road trauma	
Carterton District		Casualties	
Rear-end crashes		Deaths	1
Loss of control on bends		Serious casualties	3
Alcohol		Minor casualties	19
Nationally		Crashes	
Speed		Fatal crashes	1
Alcohol		Serious injury crashes	2
Failure to give way		Minor injury crashes	11
Restraints		Non injury crashes	40

Overview of crashes in 2006

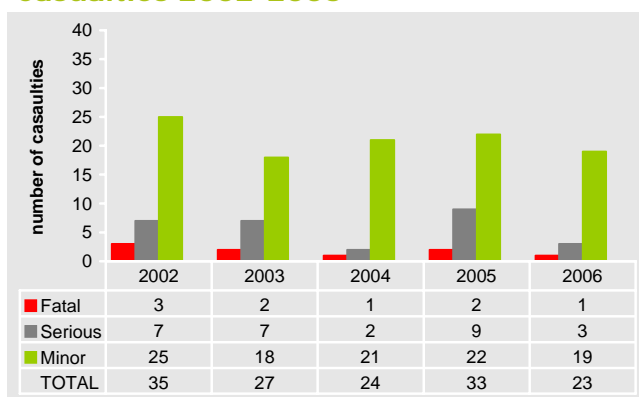
In 2006, on local roads in Carterton District there were 7 injury crashes and 20 non-injury crashes, in addition there were 7 injury crashes and 20 non-injury crashes on State Highways, as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or

	Casualties 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	3	13	17
Urban	0	0	6	6
Total	1	3	19	23

more).

Casualties 2002-2006



Fatalities in the district have been steady over the last five years.

The following table shows the distribution of the injury and non-injury crashes on local roads and state

Movement category	Urban	Rural	Total
Rear-end/obstruction	11	8	19
Bend-lost control/head on	1	13	14
Crossing/turning	5	4	9
Straight-lost control/head on	3	5	8
Overtaking	0	2	2
Pedestrian vs vehicle	1	1	2

highways in year 2006 by movement category with urban/rural split.

Further information about 2006 injury and non-injury crashes on:

Local roads

- Worst month June and November (6 crashes each)
- Worst day Sunday (8 crashes)
- Wet road 41 percent
- Night time 41 percent
- Mid-block 74 percent
- Social cost of crashes \$1.1m
- At fault male driver (injury crashes only) 72 percent
- Full NZ licence (injury crashes only) 43 percent of at fault drivers

State highways

- Worst month June (14 crashes)
- Worst day Thursday (26 crashes)
- Wet road 19 percent
- Night time 27 percent
- Mid-block 64 percent
- Social cost of crashes \$6.1m
- At fault male driver (injury crashes only) 71 percent
- Full NZ licence (injury crashes only) 74 percent of at fault drivers

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

However we can see in Carterton District that 73 percent of at fault drivers in injury crashes held a full driver licence in 2006. A significantly higher proportion than the national average of 58 percent. While fewer (22 percent) held learner or restricted licences compared to the national average of 27 percent.

Licence status	Injury crashes percentage of at fault drivers	
	Carterton District	New Zealand
Full	73.3	58.4
Learner	8.8	9.5
Restricted	13.3	17.6
Never licensed	0	2.2
Disqualified	2.2	1.7
Overseas	0	4.2
Expired	0	0.5
Other/unknown	2.2	5.6

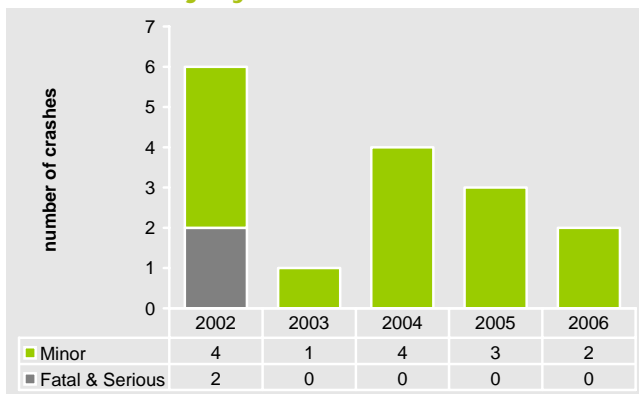
Rear-end crashes

Rear-end and obstruction type crashes were the most common crash type in Carterton District representing 37 percent of all injury and non-injury crashes in 2006.

Between 2002 and 2006, there were 0 fatal, 2 serious injury, 14 minor injuries and 52 non-injury rear-end/obstructions crashes recorded in Carterton District. These crashes resulted in 2 serious injuries and 24 minor injuries.

Crash numbers have been fluctuating over the last five years as shown in the following graph:

Rear-end injury crashes 2002-2006



The five most common crashes in this category are:

- collision with the end of a queue of traffic
- collision with a parked vehicle
- collision with a U turning vehicle (turning from the left)
- collision with a slower vehicle
- collision with a vehicle waiting to make a right turn

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation, which includes driver failing to notice other traffic in front slowing, has increased in recent years. Unsafe following distances is also commonly recorded as a contributing factor and increased in 2006.

Rear-end and obstruction crashes are often not at intersections nor a site specific problem. They can more commonly be attributed to a specific route.

Further facts about rear-end/obstructions related injury rashes in Carterton District (divided into local roads and state highways) (2002 -2006):

Local roads

- 4 minor injuries
- Male drivers at fault in injury crashes—80 percent
- Most common crash factor “poor observation”
- Most common age groups 15-19 years old
- 33 percent alcohol over limit in injury crashes
- Worst month December
- Worst day of week Sunday

State highways

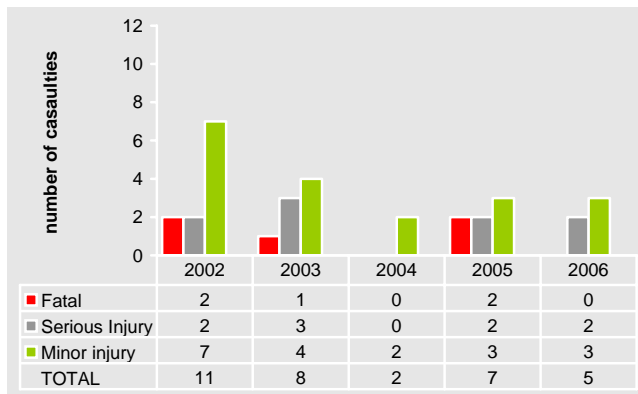
- 2 serious injuries and 20 minor injuries
- Male drivers at fault in injury crashes—62 percent
- Most common crash factor “poor observation”
- Most common age group 45-49 years old
- 8 percent over alcohol limit in injury crashes
- Worst months June to August
- Worst day of week Thursday

“Poor observation” includes not only not looking for other road users but also being distracted and not seeing other road user until too late.

Loss of control at bends

Between 2002 and 2006, there were 4 fatal, 7 serious injury, 14 minor injury and 42 non-injury crashes recorded in Carterton District that occurred at bends. These crashes resulted in 5 fatalities, 9 serious injuries and 19 minor injuries.

Casualties trend 2002-2006



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

After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The three most common roadside hazards struck in a loss of control crash in Carterton District were fences (27) followed by ditches (16) and posts (11) from a total of 87 objects struck

The following table lists the main characteristics of these loss of control crashes.

Crash characteristic	Statistic
Single vehicle	82 percent
Roadside object struck (fence-most common)	87 objects
Alcohol	23 percent
Excessive speed for the conditions	29 percent
Road factors	12 percent
Poor handling	45 percent
Rural road	90 percent
Wet road	28 percent
Night time	45 percent

The following table lists the licence status of at fault drivers of loss of control crashes at bends:

Licence status	Injury crashes percentage of at fault drivers	
	Carterton District	New Zealand
Full	42.3	51.1
Learner	15.3	10.7
Restricted	23.1	17.9
Never licensed	3.8	4.1
Disqualified	7.9	2.8
Overseas	3.8	5.6
Expired	0	0.9
Other/unknown	3.8	6.8

Higher than national average proportion of the at fault learner restricted and disqualified drivers being involved in the injury crashes are matter of concern.

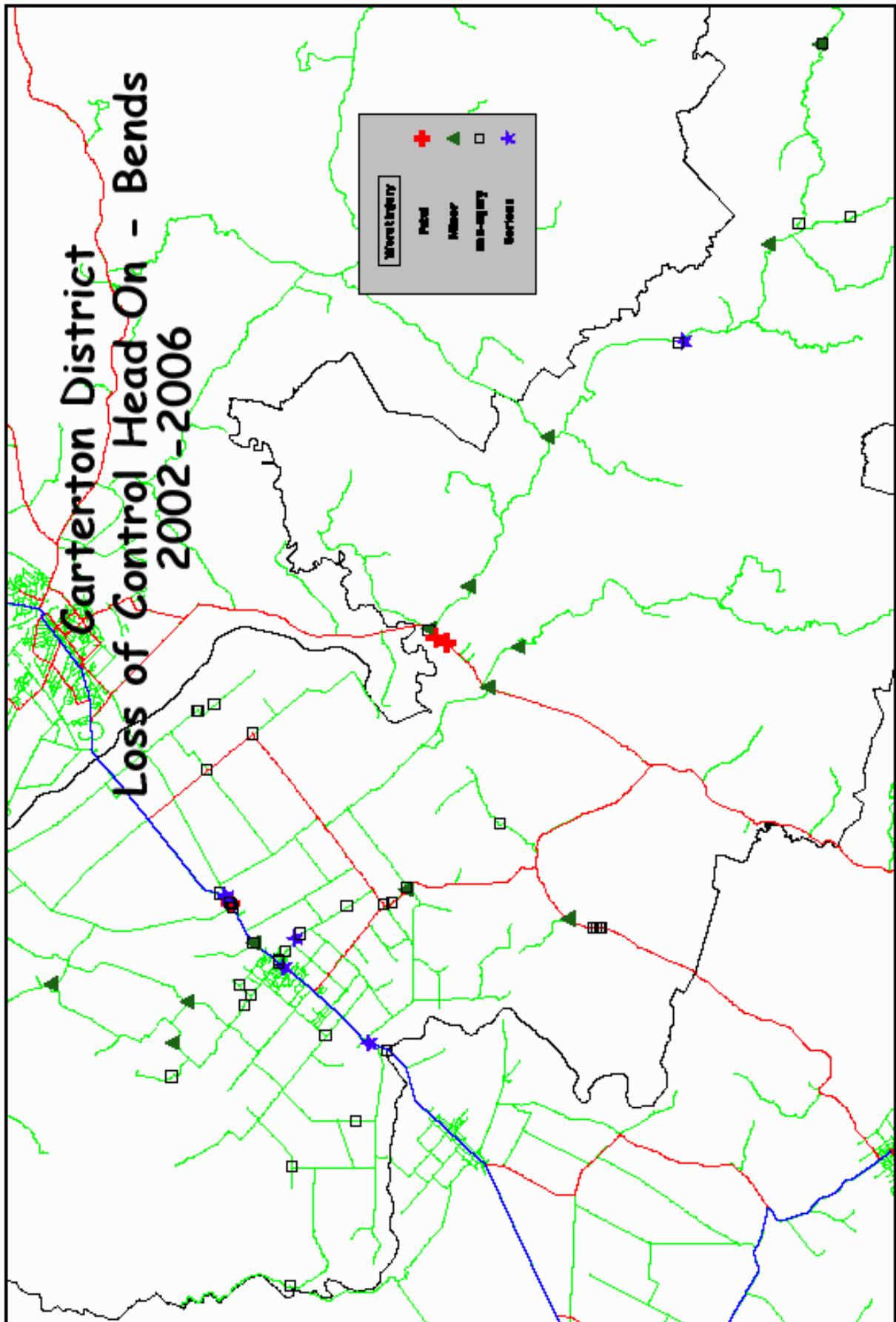
Further facts about loss of control at bends crashes are:

Local roads

- 4 deaths, 4 serious injuries and 18 minor injuries
- 80 percent of at fault drivers are male in injury crashes
- Most common crash factor *excess speed*
- Most common at fault age range 19-39 years old
- 16 percent alcohol over limit in injury crashes
- Worst month October (13 crashes)
- Worst day of week Saturday (14 crashes)

State highways

- 1 death, 5 serious injuries and 1 minor injury
- 50 percent of at fault drivers are male in injury crashes
- Most common crash factor *alcohol*
- Most common at fault age range 20-39 years old
- 50 percent over alcohol limit in injury crashes
- Worst months - distributed February to May



Drink-driving

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.

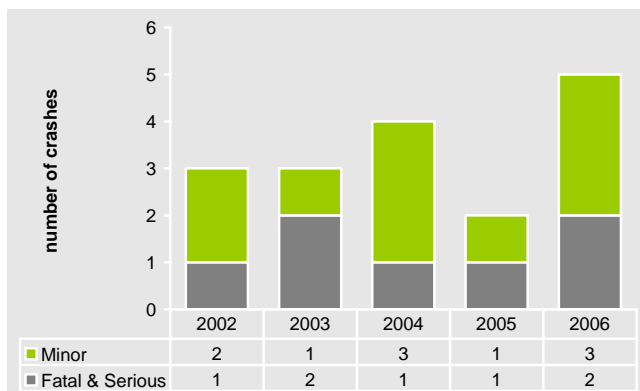
Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in the same crash and if injured, they are also more likely to encounter complications in their recovery.

In New Zealand for the 12 months to December 2006, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes.

In the Carterton District, alcohol was a factor in 36 percent of all injury crashes in 2006 which is much higher than national average and higher than the last five year district average of 18 percent.

There were 17 alcohol related injury crashes reported in the last five years. These crashes have resulted 1 death, 7 serious and 18 minor injuries.

Alcohol related crashes 2002-2006



The page opposite provides an indication of the locations in Carterton District at which drink-driving crashes occurred during the 2002 to 2006 period.

Licence status of at the fault drivers in alcohol related injury crashes in Carterton District and all New Zealand (2002-2006).

Licence Status	Injury crashes percentage of at fault drivers	
	Carterton District	New Zealand
Full	53.3	41.6
Learner	0	15.8
Restricted	20.0	20.8
Never licensed	6.7	4.6
Disqualified	13.3	6.2
Overseas	0	1.0
Expired	6.7	1.4
Unknown	0	8.2

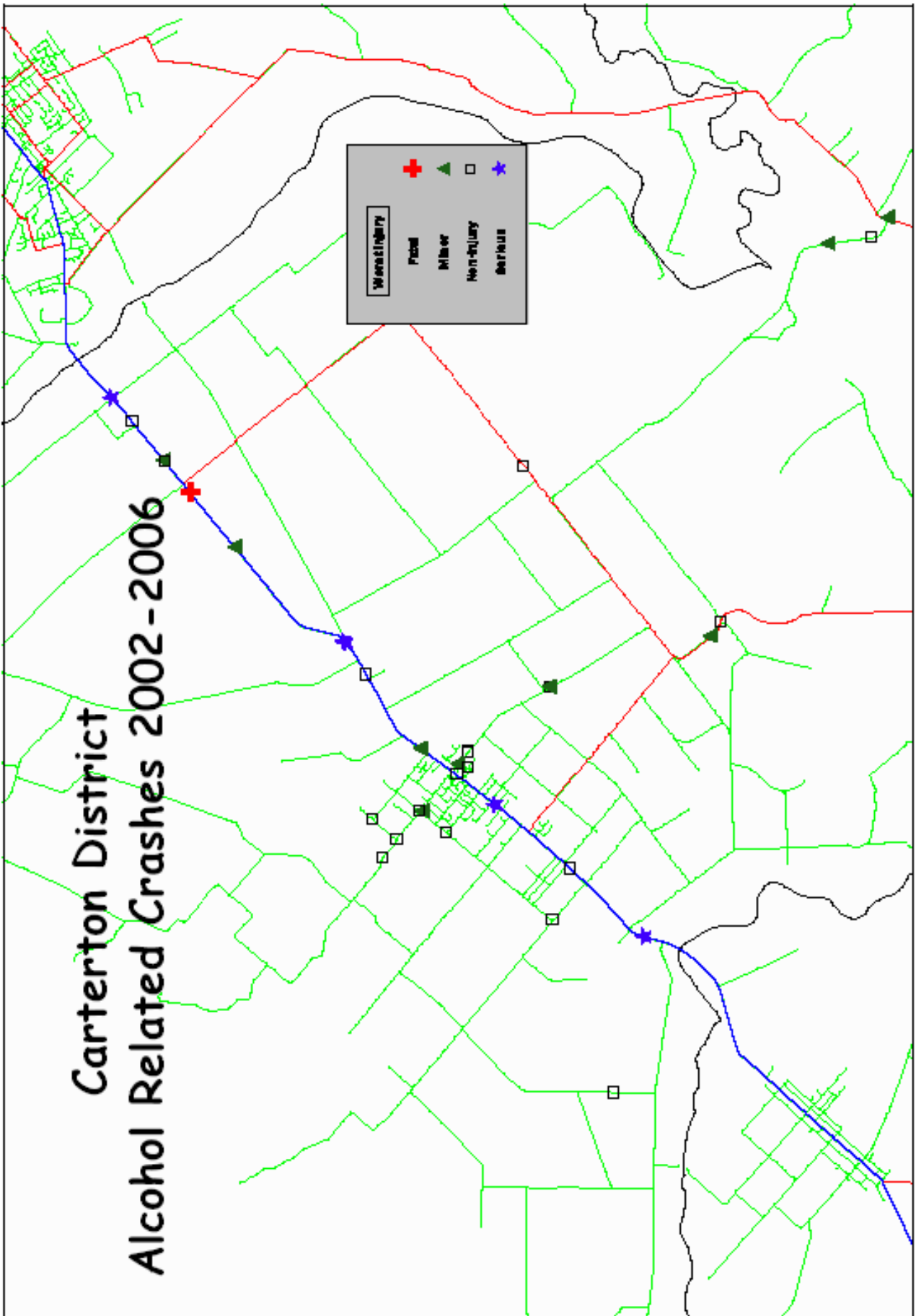
Further facts about alcohol related injury crashes in Carterton District (divided into local roads and State Highways) (2002 -2006)

Local roads

- 1 serious injury and 7 minor injuries
- 67 percent of at fault drivers in injury crashes are male
- Most common crash type *straight—loss of control* followed by *bend—loss of control head on*
- 12.5 percent at intersections
- 12.5 percent on urban roads
- 75 percent at night time
- Worst month June (4 crash)
- Worst day of week Wednesday and Saturday (3 crashes each)

State Highways

- 4 serious injuries and 5 minor injuries
- 86 percent of at fault drivers in injury crashes are male
- Most common crash type *bend—loss of control head on* followed by *pedestrian vs. vehicle*
- 33 percent at intersections
- 22 percent on urban roads
- 22 percent on wet roads
- 77.8 percent at night time
- Worst month August (3 crashes)
- Worst day of week Thursday (3 crashes)



National issues

Speed

Speed *too fast* was recorded in 18 percent of injury crashes in the district in the last five years resulting in 2 deaths and 26 injuries. There were also 17 non-injury speed related crashes reported. Speed as a factor in crashes is not reducing in the district.

Fifty three percent of speed-related injury crashes were *bend-lost control/head on*.

Male drivers aged less than 25 years were most involved in speed related crashes.

Alcohol

Alcohol was involved in 18 percent of injury crashes in the district in the last five years resulting in 1 fatal, 7 serious injuries and 18 minor injuries.

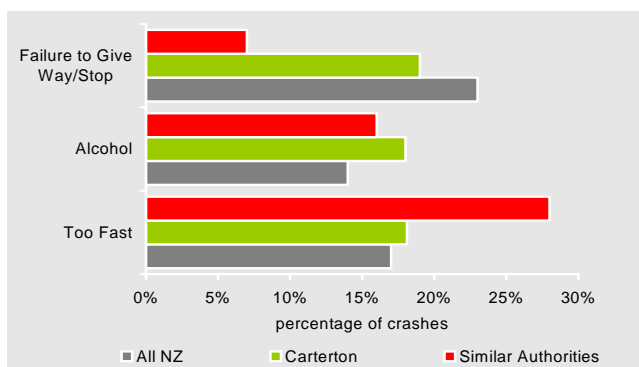
The number of injury crashes involving alcohol is NOT reducing and non-injury crashes with an alcohol factor have increased slightly over the last five years.

Thirty seven percent of alcohol crashes were in urban areas of the district.

Seventy three percent of alcohol related crashes were lost control either on bends or straights sections of the road.

Failure to give way

Failure to give way or stop was reported in 19 percent of all reported injury crashes for the last five years resulting in 2 deaths and 34 other injuries. There was also 31 non-injury crashes reported with this factor. 67 percent of the crashes were in rural areas of the district.



Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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