

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 2003–2007 period.

This report is the ninth road safety report for Carterton 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 Carterton District Council (local roads) or Transit NZ (State highways). Please refer to the last page for contact details.

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

We have also included a brief overview of crashes in the district for 2007.

Major road safety issues		2007 road trauma	
Carterton District		Casualties	Carterton District
Loss of control		Deaths	2
Crossing/turning		Serious casualties	10
		Minor casualties	35
Nationally		Crashes	Carterton District
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	10
Failure to give way		Minor injury crashes	23
Restraints		Non injury crashes	36

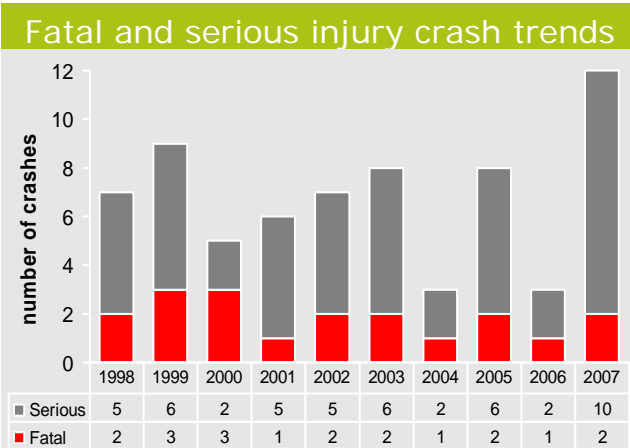
Overview 2007

In 2007 in Carterton district, there were 35 injury crashes and 36 non-injury crashes reported by the New Zealand Police. Thirty-seven 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.

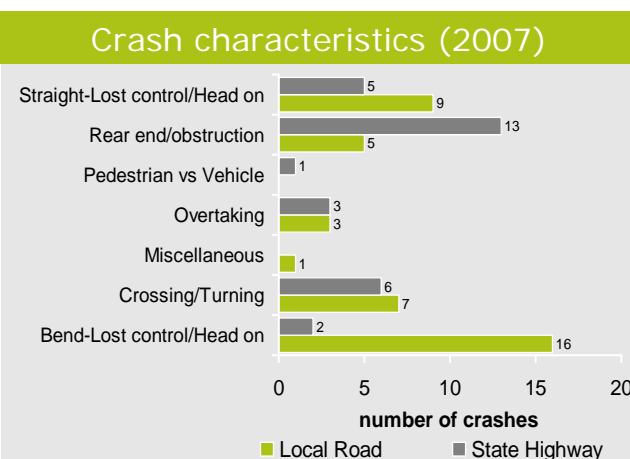
Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	2	10	35	47
Local Roads Vs State highways				
Local roads	2	8	21	31
State highways	0	2	14	16
Rural Vs Urban roads				
Rural ¹	2	8	22	32
Urban	0	2	13	15

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

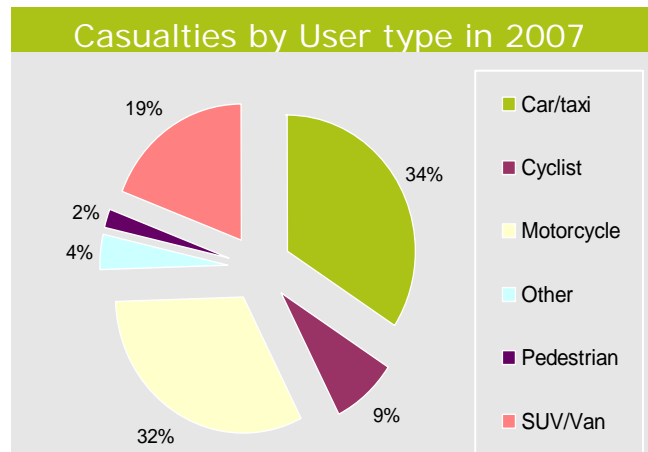
The total number of serious and fatal crashes has been fluctuating for the last 10 years. The number of serious injury crashes in 2007 was the highest in the last 10 years.



In 2007, *bend – lost control/head-on* was the main type of crash in the district followed by *rear end/obstruction* and *straight-lost control/head-on* crash types.



The highest number of casualties in 2007 were drivers and passengers of cars. This is followed by motorcyclists (32 percent) and drivers/passengers of Suv/Van (19 percent).



Further information about all injury and non-injury crashes in 2007 on:

Local roads

- Worst month: *April (17 percent)*,
- Worst day of week: *Saturday (28 percent)*
- Wet road crashes: *15 percent*
- Night time crashes: *24 percent*
- Alcohol over limit (injury crashes): *5 percent*
- Too fast for conditions (injury crashes): *14 percent*
- Crashes at intersection: *22 percent*
- Road factors: *20 percent*
- At fault male driver (injury crashes) : *63 percent*
- Full NZ licence held by at fault or part fault (injury crashes) drivers: *79 percent*

State highways

- Worst months: *March & October (17 percent)*
- Worst day of week: *Friday (27 percent)*
- Wet road crashes: *10 percent*
- Night time crashes: *20 percent*
- Alcohol over limit (injury crashes): *31 percent*
- Too fast for conditions (injury crashes): *15 percent*
- Crashes at intersection: *37 percent*
- Road factors: *nil*
- At fault male driver (injury crashes): *100 percent*
- Full NZ licence held by at fault or part fault (injury crashes) drivers: *50 percent*

Social cost of crashes

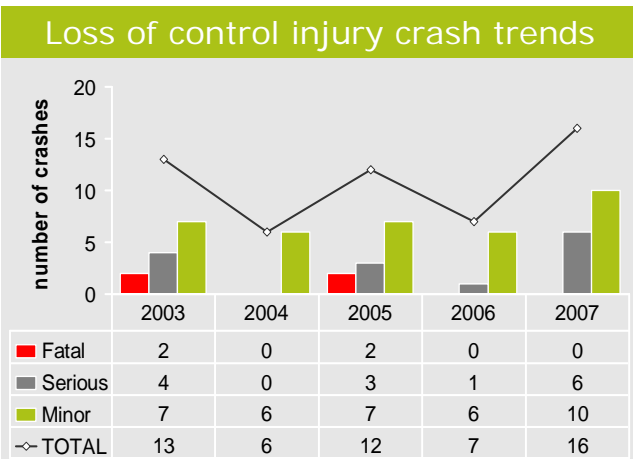
Local roads	\$ 16.21M
State highways	\$ 2.64M
Total	\$ 18.85M

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.

Loss of control

During the five year period, from 2003 to 2007, 44 percent of all injury crashes in Carterton district occurred due to loss of control. These crashes resulted in 4 deaths, 17 serious injuries and 47 minor injuries. There were further 68 non-injury crashes reported.

The number of loss of control injury crashes has been fluctuating in the last five years and does not show any definite trend. Total number of the injury crashes in 2007 was the highest in any single year of the last five year period.



Sixty-five percent of the loss of control crashes in the district occurred on local roads and most of them in rural areas. Fifty-five percent of the loss of control crashes took place at bends.

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	3%	76%	5%	16%
On Straight	9%	42%	15%	34%

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. After drivers lose control, their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor event turning into something far more serious.

Main characteristics of loss of control crashes

Crash characteristic	Percentage of crashes
Single vehicle	79
Alcohol (injury crashes)	24
Too fast for the conditions (injury crashes)	30
Road factors	13
Poor handling (injury crashes)	37
Rural road	85
Wet road	24
Night time	36

The three most common roadside hazards struck in the district were *fences* (42 percent), *ditches* (23 percent) and *trees* (16 percent).

Further information about all injury and non-injury crashes due to loss of control in the district for the period between 2003 and 2007 on:

Local roads

- 3 deaths, 8 serious injuries and 32 minor injuries
- Worst month: *October* (17 percent),
- Worst day of week: *Saturday* (25 percent)
- Wet road crashes: 21 percent
- Night time crashes: 38 percent
- Alcohol over limit (injury crashes): 19 percent
- Most common injury crash factors: *poor handling* (42 percent) followed by *too fast* (36 percent)
- At fault male driver (injury crashes): 73 percent
- Full NZ licence at fault drivers (injury crashes): 52 percent
- Most common at fault drivers' age group (injury crashes): 20 to 24 years old

State highways

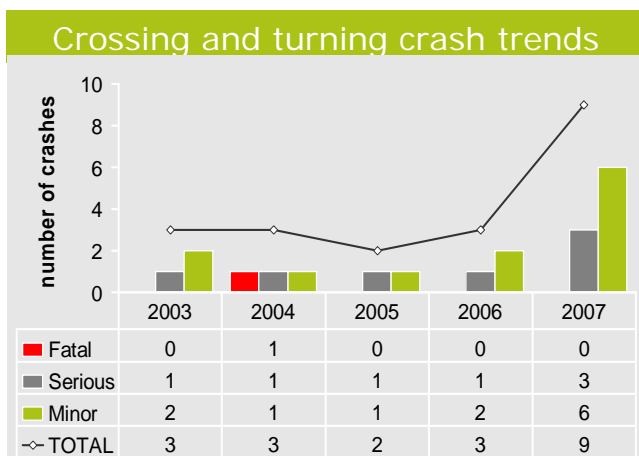
- 1 death, 9 serious injuries and 15 minor injuries
- Worst month: *October* (20 percent)
- Worst day of week: *Thursday* (22 percent)
- Wet road crashes: 29 percent
- Night time crashes: 32 percent
- Alcohol over limit (injury crashes): 33 percent
- Most common injury crash factors: *poor handling* (28 percent) followed by *fatigue* (22 percent)
- At fault male driver (injury crashes): 74 percent
- Full NZ licence at fault drivers (injury crashes): 53 percent
- Most common at fault drivers' age group (injury crashes): 30 to 39 years old

Crossing/turning

Crashes due to a crossing/turning movement are the fourth most common crash type in Carterton district.

During the five year period, from 2003 to 2007, there were 38 crashes at intersections and 14 crashes at driveways. These crashes, resulted in 1 death, 9 serious injuries and 34 minor injuries.

The total number of crossing/turning crashes was relatively low from 2005 to 2006 but increased three fold in 2007 as compared to previous years.



The table below shows the locations of the intersections with the high number of crashes in the district between 2003 and 2007.

Intersection name	Total crashes 2003 - 2007	Injury crashes 2003 - 2007	Total crashes in 2007
SH2 / Norfolk Rd S	7	3	1
Moreton Rd / Para Rd	3	2	2
SH2 / East Taratahi Rd	7	1	0
SH2 / Norfolk Rd N	2	1	0
SH2 / Pembroke St	2	0	1
SH 2 / Victoria St	2	0	1
Belvedere Rd / Lincoln Rd	2	0	0

Crashes at X (cross) junctions in rural areas are the most common type of intersection crashes reported, followed by crashes at T (tee) junctions in rural areas.

Junction Type	Rural	Urban
T (tee)	10	8
Driveways	9	5
X (cross)	13	5
Y	2	0

The most common crash movement is *a vehicle failing to give way while turning right across the traffic from a side road or driveway* (33 percent). The second is where *a vehicle turns right across to non-turning traffic*.

Intersections present drivers with one of their biggest driving challenges. High percentage (89 percent) of full licence holders are at fault in *crossing/turning* movement crashes. Analysis of age distribution shows that matured and older group of drivers (40 to 59 years of age) are more involved in this type of crash in this district.

Further information about crossing/turning related all injury and non-injury crashes in the district for the period between 2003 and 2007 on:

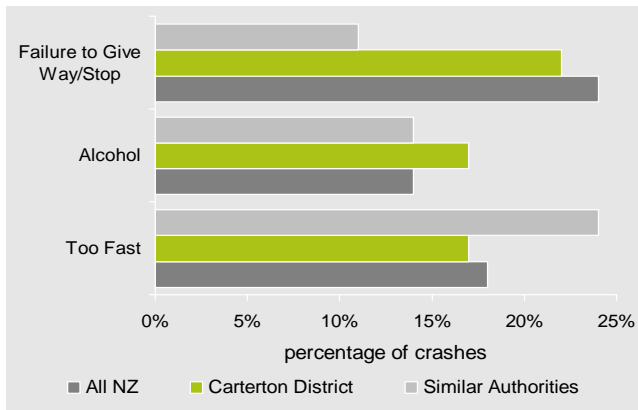
Local roads

- 1 death, 3 serious injuries and 16 minor injuries
- Worst month: *June* (17 percent)
- Worst day of week: *Friday* (21 percent)
- Wet road crashes: 25 percent
- Night time crashes: 13 percent
- Alcohol over limit (injury crashes): *None*
- Most common injury crash factors: *poor observation* (33 percent)
- Road factors: 21 percent
- At fault male driver (injury crashes): 60 percent
- Full NZ licence at fault drivers (injury crashes): 90 percent
- Most common at fault drivers' age group (injury crashes): *50-59 years old*

State highways

- 6 serious injuries and 18 minor injuries
- Worst month: *July* (18 percent)
- Worst day of week: *Thursday* (21 percent)
- Wet road crashes: 18 percent
- Night time crashes: 36 percent
- Alcohol over limit (injury crashes): 9 percent
- Most common injury crash factors: *poor observation* (64 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 89 percent
- Full NZ licence at fault drivers (injury crashes): 89 percent
- Most common at fault drivers' age group (injury crashes): *40-49 years old*

National issues



Speed

In Carterton district *too fast* was recorded in 17 percent of injury crashes in the last five years, resulting in 2 deaths and 24 injuries. *Speed* as a factor in crashes is increasing in the district.

Eighty-five percent of *speed* related crashes involved *loss of control/head-on at bends*. *Alcohol* and *poor handling* were the driver factors most often associated with *speed* related crashes. Male drivers aged under 25 years old were most involved in these crashes.

Alcohol

In Carterton district, *alcohol* was involved in 17 percent of injury crashes in the last five years, resulting in 1 death and 27 other injuries. The number of injury crashes involving *alcohol* is higher than national average and is not reducing.

Thirty-two percent of *alcohol* related crashes were in urban areas. Seventy percent of these crashes involved *loss of control/head-on* crash movement types. Travelling *too fast*, *poor observations* and *poor handling* were the factors often associated with alcohol related crashes.

Failure to give way

In Carterton district, *failure to give way or stop* was reported in 22 percent of all reported injury crashes for the last five years resulting in 2 deaths and 47 other injuries. Most (86 percent) of these crashes occurred during crossing/turning manoeuvres and often associated with *failure to look for other parties*. Seventy-four percent of at fault drivers in these crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in Carterton district for front seat and rear seat are 99 percent and 88 percent respectively (while corresponding national rates are 95 percent and 87 percent). The results are obtainable from the Ministry of Transport website.

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

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