

briefing notes road safety issues

Carterton 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 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 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 Carterton District is compared to similar local authorities and 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 Carterton District for 2008.

Major road safety issues	2008 road trauma	
Carterton District	Casualties	Carterton District
Loss of control	Deaths	0
Rear-end/obstruction	Serious injuries	4
	Minor injuries	19
	Total casualties	23
National issues	Crashes	Carterton District
Speed	Fatal crashes	0
Alcohol	Serious injury crashes	4
Failure to give way	Minor injury crashes	14
Restraints	Non-injury crashes	29

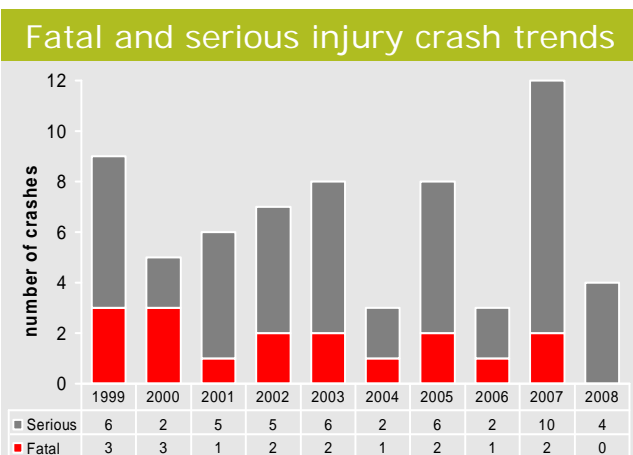
Overview 2008

In 2008 in Carterton District, there were 18 injury crashes resulting in 23 casualties and 29 non-injury crashes reported by the New Zealand Police. Sixty-two percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

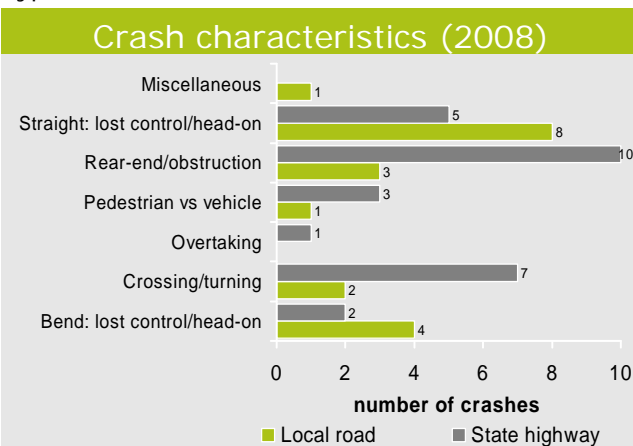
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Total	0	4	19	23
Local Roads Vs State highways				
Local roads	0	4	4	8
State highways	0	0	15	15
Rural Vs Urban roads				
Rural ¹	0	3	12	15
Urban	0	1	7	8

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

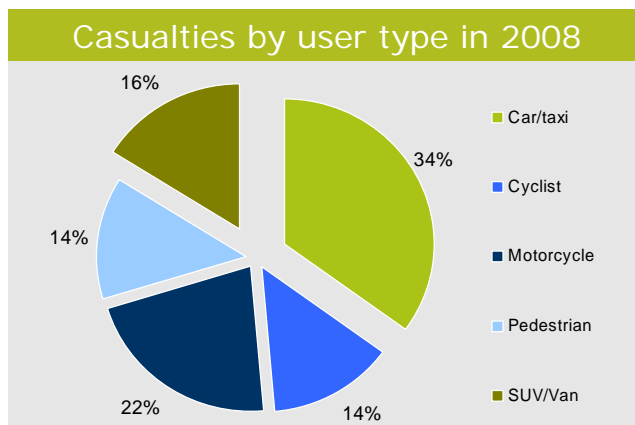
The total number of fatal and serious injury crashes has been fluctuating in recent years. There were no fatal crashes in 2008.



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



Half of the casualties in 2008 were vulnerable road users (pedestrians/cyclists/motorcyclists).



Further information about all injury and non-injury crashes in 2008 on:

Local roads

- Worst month: March (21 percent),
- Worst day of week: Sunday (23 percent)
- Wet road crashes: 26 percent
- Night time crashes: 32 percent
- Failed to give way/stop (injury crashes): 29 percent
- Pedestrian factors (injury crashes): 14 percent
- Crashes at intersection: 16 percent
- Road factors: 16 percent
- At fault male driver (injury crashes) : 67 percent
- At fault driver held full NZ licence (injury crashes) drivers: 71 percent

State highways

- Worst month: July (18 percent)
- Worst days of week: Tuesday and Thursday (25 percent each)
- Wet road crashes: 28 percent
- Night time crashes: 4 percent
- Alcohol over limit (injury crashes): 9 percent
- Failed to give way/stop (injury crashes): 45 percent
- Crashes at intersection: 50 percent
- Road factors: 7 percent
- At fault male driver (injury crashes): 80 percent
- At fault driver held full NZ licence (injury crashes) drivers: 80 percent

Social cost of crashes

Local roads	\$ 4.20M
State highways	\$ 1.43M
Total	\$ 5.63M

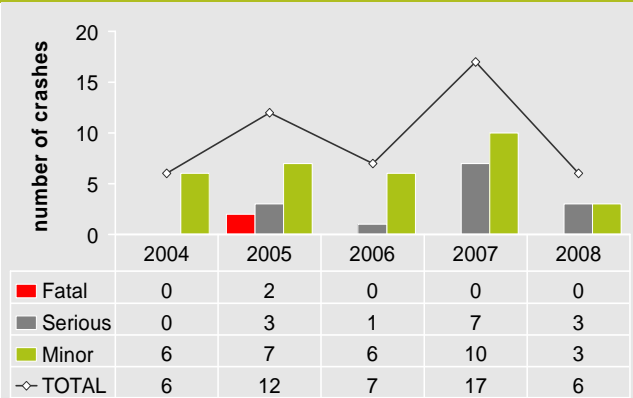
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Loss of control

During the most recent five year period (2004-2008) in Carterton District, 44 percent of all injury crashes occurred due to loss of control. These crashes resulted in 2 deaths, 16 serious injuries and 44 minor injuries. There were a further 64 non-injury crashes reported involving loss of control.

The latest five year data show a fluctuating trend in the total number of injury crashes due to loss of control. The highest number of injury crashes was reported in 2007, while 2005 was the worst year in terms of number of fatal crashes.

Loss of control injury crash trends



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

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	1%	38%	3%	9%
On Straight	6%	21%	6%	16%

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.

Alcohol was a factor in almost a quarter of these crashes, nearly 30 percent recorded too fast for conditions, 40 percent recorded poor handling as a factor, one-fifth occurred in wet conditions and a over one third of crashes occurred during hours of darkness.

Of the 112 loss of control crashes in the last five years, 84 percent struck roadside objects. The three most common roadside hazards struck were *fences* (44 percent), *ditches* (21 percent) and *trees* (16 percent) out of total 143 number of times reported objects struck.

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

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	79
Alcohol (injury crashes)	23
Too fast for the conditions (injury crashes)	29
Road factors	12
Poor handling (injury crashes)	40
Rural road	84
Wet road	22
Night time	37

Further information about loss of control crashes in the district 2004-2008 on:

Local roads

- 2 deaths, 8 serious injuries and 32 minor injuries
- Worst month: October (11 crashes)
- Worst day of week: Saturday (17 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 40 percent
- Crashes at intersection: 15 percent
- Road factors: 16 percent
- Alcohol over limit (injury crashes): 14 percent
- Most common injury crash factors: poor handling (43 percent) followed by too fast (31 percent)
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes) drivers: 59 percent
- Most common at fault drivers' age group (injury crashes): 15-24 and 40-49 years old

State highways

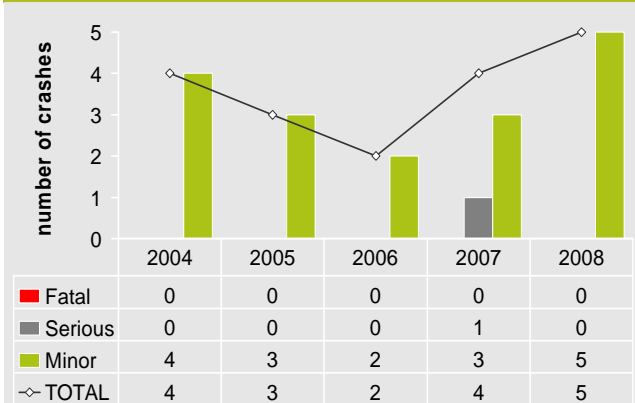
- 8 serious injuries and 12 minor injuries
- Worst month: October (6 crashes)
- Worst day of week: Thursday (8 crashes)
- Wet road crashes: 27 percent
- Night time crashes: 29 percent
- Crashes at intersection: 19 percent
- Road factors: 3 percent
- Alcohol over limit (injury crashes): 46 percent
- Most common injury crash factors: poor handling and fatigue (31 percent each)
- At fault male driver (injury crashes): 79 percent
- At fault driver held full NZ licence (injury crashes) drivers: 50 percent
- Most common at fault drivers' age group (injury crashes): 15-24 and 30-39 years old

Rear-end/obstruction

During the most recent five year period (2004-2008) of all crashes, injury and non-injury, rear-end and/or obstruction type crashes were the most common crash type in Carterton District (29 percent). These crashes resulted in one serious injury and 22 minor injuries. There were a further 171 non-injury crashes reported.

During the last five year period, the total number of injury crashes showed a declining trend until 2006 followed by an increasing trend with the highest number of injury crashes recorded in 2008.

Rear-end related injury crash trends



The main crash movements for all rear-end/obstruction type crashes in Carterton District for the period 2004-2008 were:

- collision with a U turning vehicle (turning from the left): 14 percent
- collision with a vehicle waiting on the roadway to make a right turn: 14 percent
- collision when the lead vehicle slows or stops for a pedestrian on a pedestrian crossing or the roadway: 13 percent
- collision with a slower vehicle ahead: 10 percent
- collision with the end of a queue of traffic: 9 percent
- collision with a parked vehicle: 8 percent
- collision with a non-vehicular obstruction (including animals): 8 percent

Driver factors play a significant part in crashes of this type. Poor observation was a factor in 89 percent of rear-end/obstruction crashes. Drivers failing to notice other traffic in front slowing was involved in 29 percent, not seeing/looking behind when reversing/manoeuvring and changing lanes, position or direction was 27 percent and following too closely in 12 percent of crashes.

Rear-end and obstruction crashes are more commonly a route rather than a site specific problem, associated with the main traffic flows and were distributed mostly along SH 2 (83 percent of these injury crashes), the route through Carterton town centre and intersections along High Street North and High Street South.

Rear-end/obstruction crash locations/routes Number of crashes: injury and non-injury 2004-2008

SH 2 north of Belvedere Street	10
SH 2 Brooklyn Road - Belvedere Street	23
SH 2 south of Brooklyn Road	14
Carterton Gladstone Road	4

Further information about all rear-end/obstruction crashes in the district 2004-2008 on:

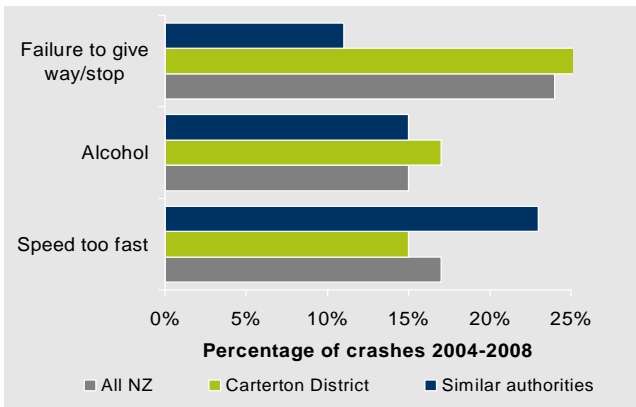
Local roads

- 1 serious injury and 3 minor injuries
- Worst months: October, November and December (4 crashes each)
- Worst day of week: Sunday (7 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 38 percent
- Crashes at intersection: 8 percent
- Road factors: 8 percent
- Alcohol over limit (injury crashes): 33 percent
- Most common injury crash factor: poor observation (67 percent)
- At fault male driver (injury crashes): 80 percent
- At fault driver held full NZ licence (injury crashes) drivers: 60 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

State highways

- 19 minor injuries
- Worst month: August (9 crashes)
- Worst days of week: Thursday, Friday and Sunday (10 crashes each)
- Wet road crashes: 9 percent
- Night time crashes: 9 percent
- Crashes at intersection: 39 percent
- Road factors: 2 percent
- Alcohol over limit (injury crashes): 7 percent
- Most common injury crash factors: poor observation (93 percent) followed by incorrect lane position (13 percent)
- At fault male driver (injury crashes): 73 percent
- At fault driver held full NZ licence (injury crashes) drivers: 60 percent
- Most common at fault drivers' age group (injury crashes): 15-19 and 40-49 years old

National issues



Speed

In Carterton District speed too fast was recorded in 15 percent of injury crashes in the last five years resulting in 2 deaths and 21 injures.

Sixty-three percent of speed related injury crashes were *lost control/head-on at bend* crash movement types. *Alcohol* and *poor handling* are the driver factors most often associated with *speed* related crashes. Male drivers aged under 25 years old were the group 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 both the similar authorities average and the national average. It is worth noting that there was just one injury crash due to alcohol last year.

Thirty-three percent of alcohol related injury crashes were in urban areas. Sixty one percent of these crashes were *lost control/head-on* crash movement types. Travelling *too fast*, *poor observations* and *poor handling* are factors often associated with alcohol related crashes.

Failure to give way

In Carterton District, failure to give way or stop was reported in 26 percent of all reported injury crashes for the last five year period resulting in 2 deaths and 50 other injuries. Seventy one percent of these crashes occurred during *crossing/turning* manoeuvres and often associated with *failure to look* for other parties. Seventy-three percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint use rate in Carterton District for front seat and rear seat are 93 and 96 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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