

briefing notes road safety issues

Carterton District

This report details aspects of Carterton District's traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ's Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Carterton District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

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 authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

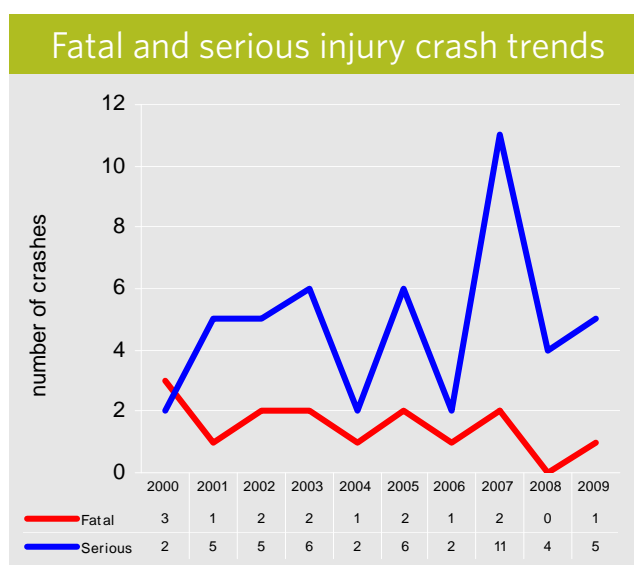
2009 road trauma	
Casualties	Carterton District
Death	1
Serious injury	10
Minor injury	19
Total casualties	30

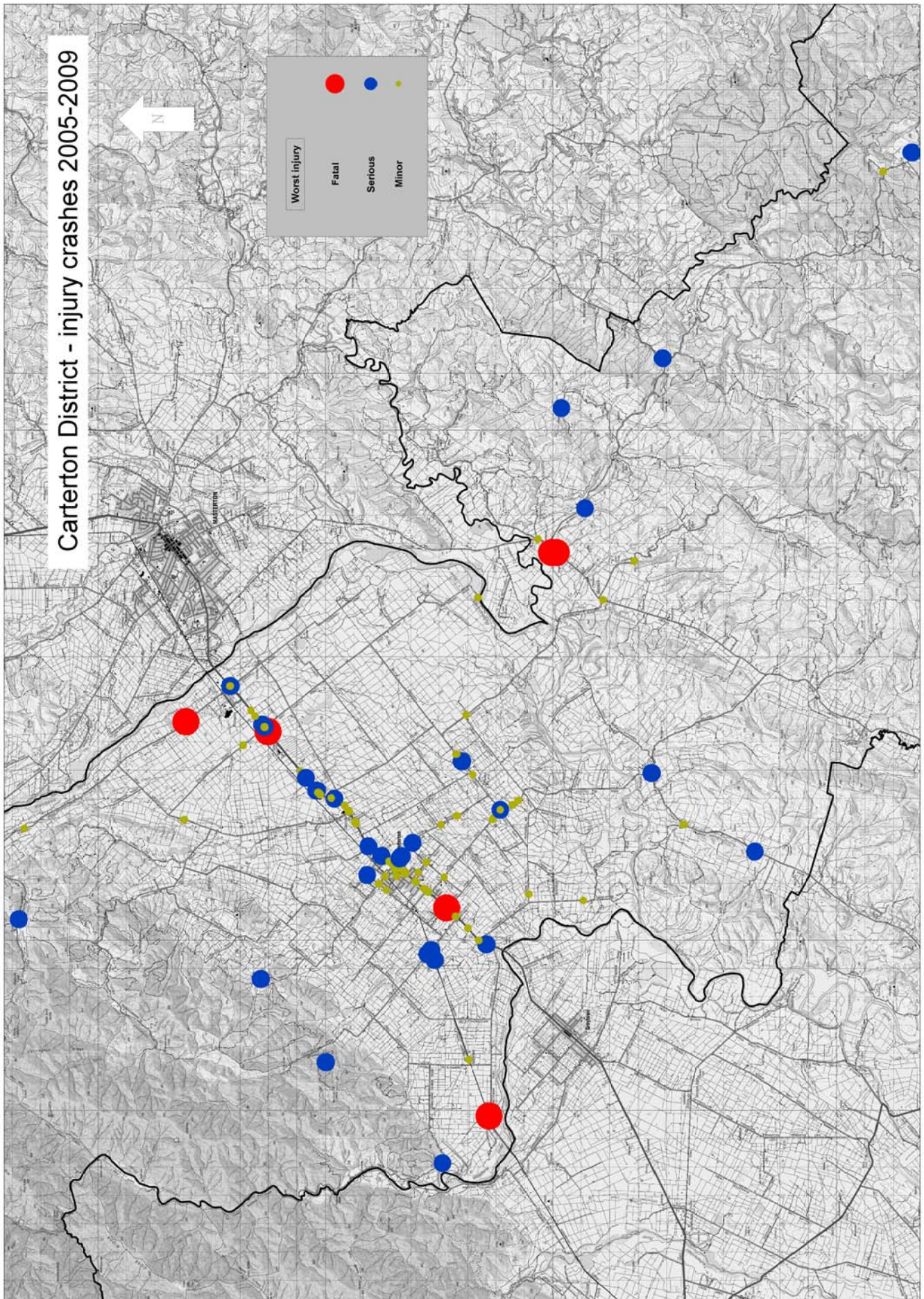
Crashes	Carterton District
Fatal crashes	1
Serious injury crashes	5
Minor injury crashes	12
Total injury crashes	18
Non-injury crashes	44 reported

2009 - social cost of crashes	
Local roads	\$ 5.60M
State highways	\$ 4.93M
Total	\$ 10.53M

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

Local road safety issues	
Carterton District	
Loss of control	
Young Drivers	





2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Carterton District

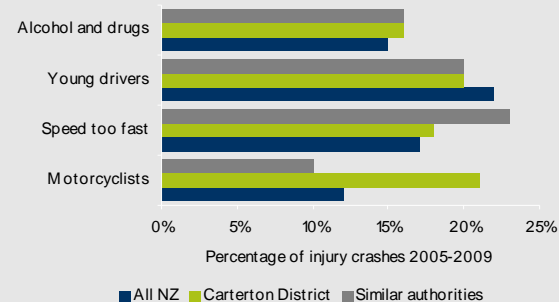
Presented below is a brief look at Carterton District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Carterton District are 90 and 78 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

Safer Journeys’ areas of high concern



Alcohol and drugs

In Carterton District, alcohol was recorded in 16 percent of injury crashes in the last five years, resulting in 6 serious injuries and 16 minor injuries. Although equal proportionally when compared to similar authorities, the number of alcohol-related injury crashes annually has been quite low in the district, 17 injury crashes in the last five years.

Young drivers

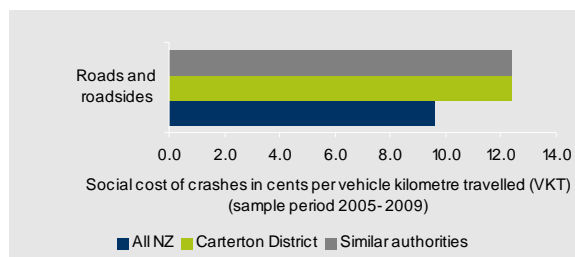
In Carterton District, young drivers aged 15-19 years were involved in 20 percent of all injury crashes during the last five year period, resulting in 10 serious injuries and 24 minor injuries. Although equal proportionally when compared to similar authorities, the number of injury crashes involving young drivers is increasing.

Speed too fast

Speed too fast was recorded in 18 percent of injury crashes in Carterton District in the last five years, resulting in 2 deaths, 8 serious injuries and 17 minor injuries. Speed as a factor in crashes was lower when compared to similar authorities.

Motorcyclists

In Carterton District, motorcyclists were involved in 21 percent of all injury crashes during the last five year period, resulting in 2 deaths, 9 serious injuries and 15 minor injuries. Although this is high proportionally when compared to similar authorities, the latest trend is downward in the district.



Roads and roadsides

In Carterton District, there were on average 24 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was the same when compared to the similar authority average (see the graph above).

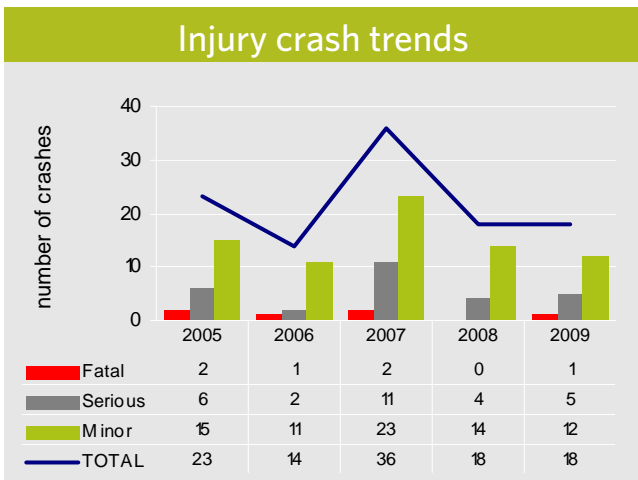
Overview 2009

In 2009 in Carterton District, 18 injury crashes resulting in 30 casualties and 44 non-injury crashes were reported by the New Zealand Police. Fifty 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.

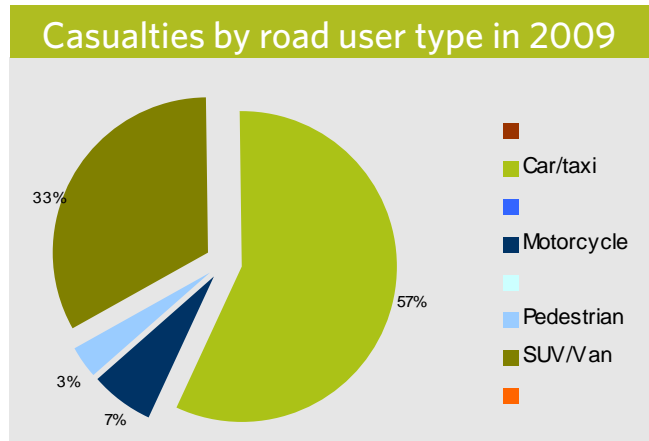
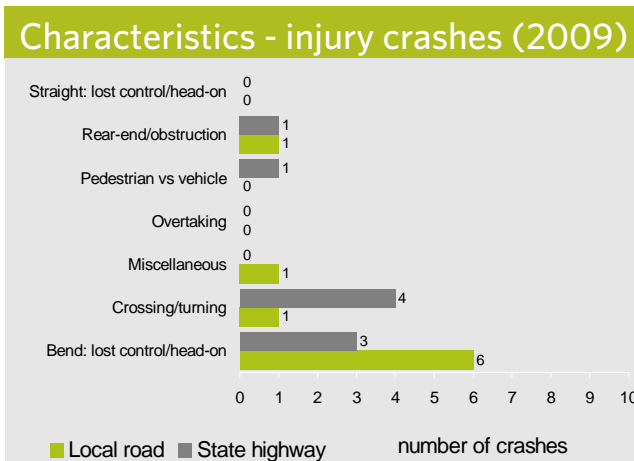
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	1	10	19	30
Local roads vs state highways				
Local	0	10	7	17
State highways	1	0	12	13
Rural vs urban roads				
Rural ¹	0	10	15	25
Urban	1	0	4	5

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

The latest five year data shows a downward trend in the total number of injury crashes.



In 2009 half the injury crashes in the district involved a driver losing control of their vehicle.



Over half of the casualties in 2009 were drivers or passengers of cars, a third of sports utility vehicles or vans and a tenth were vulnerable road users (pedestrians and motorcyclists).

In 2009 in Carterton District, young drivers aged 15 to 19 years inclusive were at fault drivers in 39 percent of injury crashes and older drivers, 70 years of age and over, in 6 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 9
- Worst months: January and August (22 percent)
- Worst day of week: Friday (45 percent)
- Wet road crashes: 23 percent
- Night time crashes: 33 percent
- Too fast for conditions: 33 percent
- Failed to keep left: 33 percent
- Failed to give way/stop : 11 percent
- Pedestrian factors: nil
- Crashes at intersection: 33 percent
- Road factors: 11 percent
- At fault male driver: 67 percent
- At fault driver held full NZ licence: 56 percent

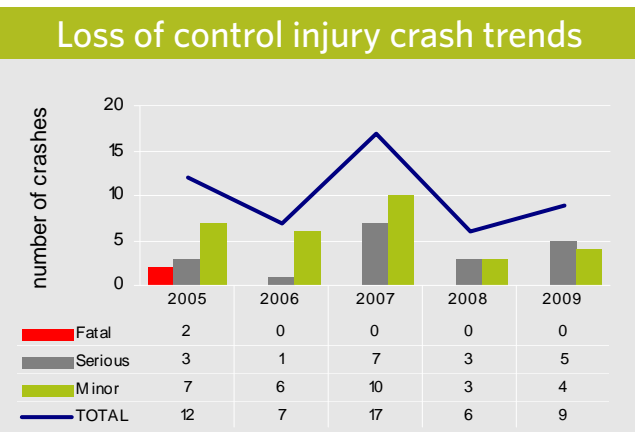
State highways

- Total number of injury crashes: 9
- Worst months: February, May and June (22 percent each)
- Worst days of week: Monday ,Tuesday, Friday and Saturday (22 percent each)
- Wet road crashes: 44 percent
- Night time crashes: 34 percent
- Alcohol over limit : 33 percent
- Failed to give way/stop: 44 percent
- Too fast for conditions: 22 percent
- Pedestrian factors: 11 percent
- Crashes at intersection: 34 percent
- Road factors: 11 percent
- At fault male driver: 40 percent
- At fault driver held full NZ licence: 70 percent

Loss of control

During the most recent five year period (2005- 2009) 47 percent of all injury crashes in Carterton District occurred due to loss of control. These crashes resulted in 2 deaths, 26 serious injuries and 46 minor injuries. There were a further 73 non-injury crashes reported involving loss of control.

The latest five year data shows a downward trend in the total number of injury crashes due to loss of control. However there is a slight upward trend in serious injury crashes over this period.



Over two-thirds of loss of control crashes in the district occurred on local roads (69 percent) accounting for 70 percent of injuries and all fatalities. Most of these crashes occurred in rural areas.

Loss of control crashes	Local urban	Local rural	SH urban	SH rural
At bends	4%	37%	3%	8%
Straight road	6%	22%	6%	14%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Over half of loss of control crashes (52 percent) took place at bends. Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle (23 percent).

Of the 124 loss of control crashes in the last five years, 82 percent struck roadside objects. The three most common roadside hazards struck were fences (41 percent), ditches (22 percent) and trees (16 percent) out of total 149 number of times reported objects struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows that just over three-quarters of these crashes were a single vehicle crashes. Alcohol was a factor in a quarter (24 percent) of loss of control injury crashes and too fast for conditions was a contributed factor in a third (33 percent) of the injury crashes. In an eighth of all crashes road factors were a contributing factor (12 percent).

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	77
Alcohol (injury crashes)	24
Too fast for the conditions (injury crashes)	33
Road factors	12
Poor handling (injury crashes)	39
Rural road	82
Wet road	22
Night time	38

Further information about all loss of control crashes in Carterton District 2005-2009 on:

Local roads

- 2 deaths, 18 serious injuries and 32 minor injuries
- Worst months: January and October (11 crashes each)
- Worst day of week: Saturday (19 crashes)
- Wet road crashes: 23 percent
- Night time crashes: 40 percent
- Crashes at intersection: 15 percent
- Road factors: 15 percent
- Alcohol over limit (injury crashes): 11 percent
- Most common injury crash factors: poor handling (41 percent) followed by too fast (35 percent)
- At fault male driver (injury crashes): 70 percent
- At fault driver held full NZ licence (injury crashes): 54 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (43 percent)

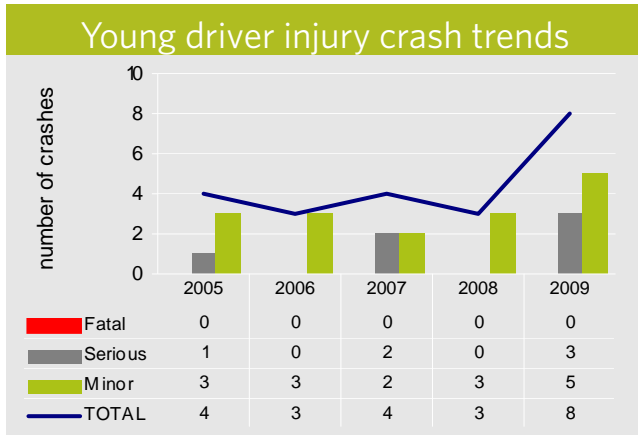
State highways

- 8 serious injuries and 14 minor injuries
- Worst month: October (6 crashes)
- Worst day of week: Thursday (8 crashes)
- Wet road crashes: 21 percent
- Night time crashes: 34 percent
- Crashes at intersection: 19 percent
- Road factors: 5 percent
- Alcohol over limit (injury crashes): 57 percent
- Most common injury crash factors: poor handling (36 percent) followed by fatigue (21 percent)
- At fault male driver (injury crashes): 69 percent
- At fault driver held full NZ licence (injury crashes): 44 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (44 percent)

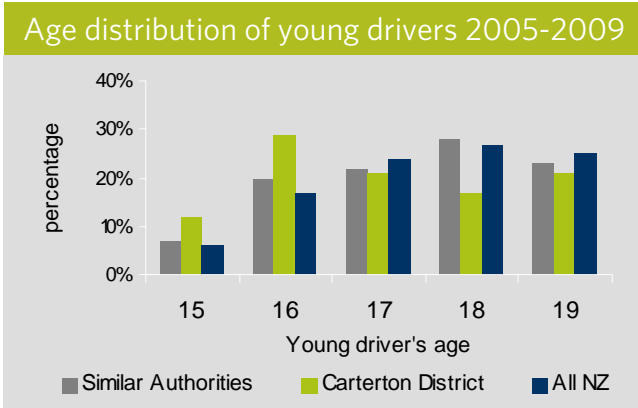
Young drivers

During the most recent five year period (2005-2009) in Carterton District, 20 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 10 serious injuries and 24 minor injuries.

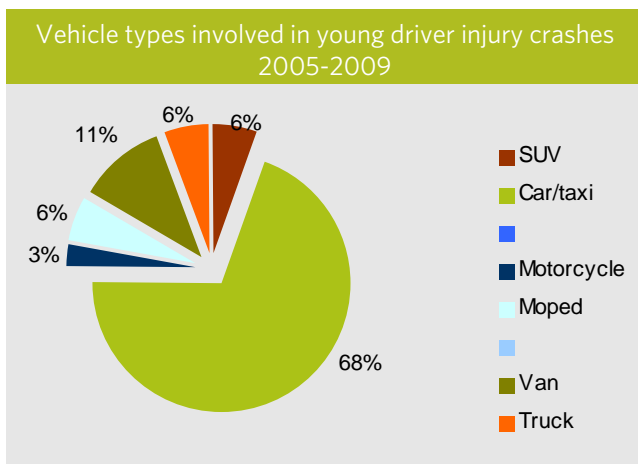
The latest five year data shows an upward trend in the total number of crashes involving young drivers.



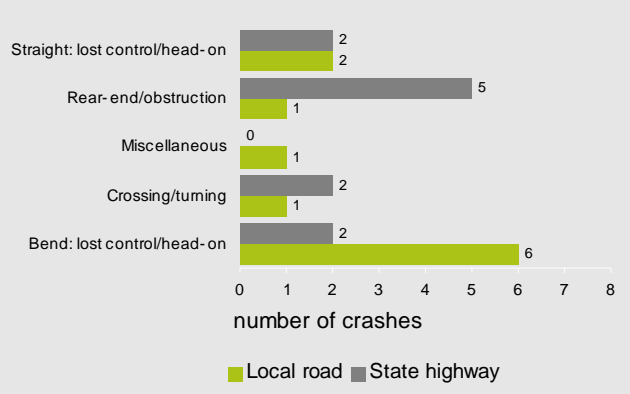
The age distribution of young drivers involved in injury crashes is shown below. Eighty percent of these injury crashes show young drivers were at fault or part-fault.



The types of vehicles involved in injury crashes involving young drivers are shown below; two-thirds were cars and an eighth were vans or sports utility vehicles. Sixty percent of these crashes were single vehicle crashes.



Characteristics of young driver injury crashes



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement is where a driver lost control of their vehicle (54 percent):

- loss of control at bends: 34 percent
- loss of control on a straight road: 10 percent
- loss of control head-on collision : 10 percent
- loss of control overtaking: nil

Further information about all injury crashes involving young drivers in Carterton District 2005-2009 on:

Local roads

- 7 serious injuries and 11 minor injuries
- Worst months: August, October and December (2 crashes each)
- Worst day of week: Friday (3 crashes)
- Wet road crashes: 27 percent
- Night time crashes: 46 percent
- Alcohol over limit (injury crashes): 9 percent
- Speed too fast (injury crashes): 64 percent
- Most common injury crash factors: poor handling (45 percent) followed by failed to give way/stop (9 percent)
- At fault driver held learner NZ licence (injury crashes): 25 percent
- At fault driver held restricted NZ licence (injury crashes): 33 percent

State highways

- 3 serious injuries and 13 minor injuries
- Worst month: August (4 crashes)
- Worst days of week: Friday and Saturday (3 crashes each)
- Wet road crashes: 28 percent
- Night time crashes: 46 percent
- Alcohol over limit (injury crashes): 45 percent
- Speed too fast (injury crashes): 18 percent
- Most common injury crash factors: poor observation (64 percent) followed by failed to give way/stop (18 percent)
- At fault driver held restricted NZ licence (injury crashes): 59 percent
- At fault driver held learner NZ licence (injury crashes): 9 percent

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Carterton District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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