

# road safety issues

## Hutt City

**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 Hutt City.**

Following a sustained decline in crash and casualty numbers in Hutt City between 1996 and 2000, the past five years have seen injury crashes plateau, with a decrease in 2005. Although 75 percent of crashes in Hutt City in 2001-2005 occurred on local roads in urban areas, comparisons with crash rates for similar local authorities suggests there is also scope to address safety issues on rural state highways.

Car occupants were the main casualty group between 2001 and 2005. Pedestrians were the next largest casualty group making up 11 percent of all road-user casualties.

Over half of the crashes in Hutt City between 2001 and 2005 were at an intersection or driveway. Almost 30 percent of crashes involved a driver losing control of a vehicle and of these, 68 percent occurred on a bend. The estimated social cost of crashes in Hutt City during 2005 was \$60 million.

Both national and local road safety issues are identified below. Specific issues relating to Hutt City are considered overleaf. National issues are discussed on the back page.

### Major road safety issues

#### Hutt City

Pedestrians

Intersections

Loss of control

Speed

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Hutt City



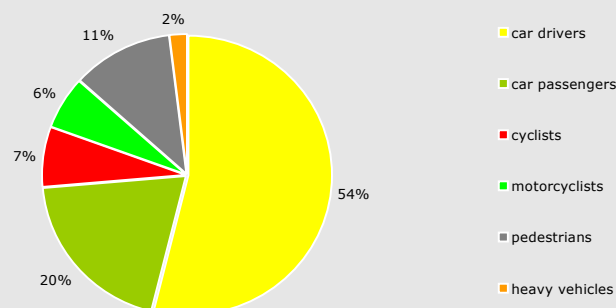
Deaths	4
Serious casualties	31
Minor casualties	148



Fatal crashes	4
Serious injury crashes	24
Minor injury crashes	116
Non-injury crashes	470

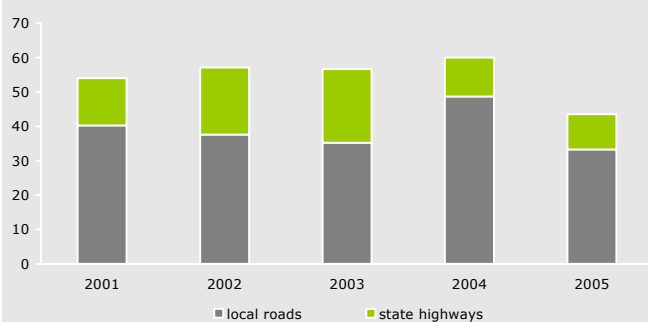
### Road casualties 2001-2005

#### 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.

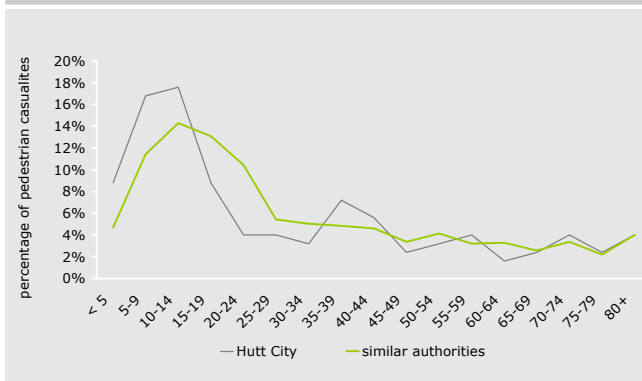
## Pedestrians

Between 2001 and 2005, pedestrian injury crashes made up 14 percent of all injury crashes in Hutt City. Over this period, there were 131 crashes injuring 132 pedestrians. Of these, five pedestrians were killed, 31 were seriously injured and 96 received minor injuries.

All pedestrian casualties occurred on local roads in the urban area.

A third of pedestrians injured in crashes during this five-year period were aged between five and 14 years old, while a further 14 percent were aged 60 years and over. Pedestrian casualties were split almost equally by male and female.

**Pedestrian casualties by age 2001–2005**



Overall, 19 percent of the pedestrian injury crashes occurred between 8 am and 9 am and 26 percent of pedestrians were injured between 3 pm and 5 pm. Half of the pedestrians injured during these times were aged between five to 14 years old.

Seventy-eight percent of pedestrians were injured on a weekday. Almost 50 percent of pedestrians were injured between the months of April and July.

Fifty-three percent of pedestrian injury crashes occurred at mid-block locations away from an intersection, and eight percent occurred at a driveway.

Of those injury crashes that occurred at intersections, almost 63 percent were injured at a T junction, 20 percent at crossroads and 16 percent at roundabouts.

A third of pedestrians injured were crossing the road on a formal facility such as pedestrian crossings or raised/painted islands. Twenty-six percent of these were on a formal pedestrian crossing.

Ten of the pedestrians injured were drunk.

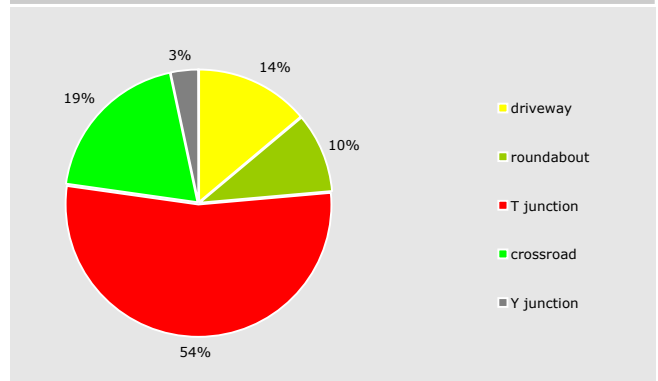
## Intersections

Between 2001 and 2005, there were a total of 468 injury crashes (or 52 percent of all injury crashes) at intersections and driveways in Hutt City. Of these, 65 (or 14 percent) occurred at driveways.

Injury crashes at intersections and driveways made up 56 percent of all urban injury crashes and 38 percent of all rural injury crashes in Hutt City. Eighty-two percent of intersection and driveway injury crashes occurred on local roads compared to state highways.

On average there were 94 injury crashes a year at intersections and driveways during this five-year period resulting in 11 deaths, 81 serious injuries and a further 505 minor injuries.

**Intersection type 2001–2005**



The main types of intersection crashes involved a collision between vehicles making either a crossing or turning movement (47 percent), or a vehicle being hit from behind, for example when in a queue while waiting to pass through an intersection (23 percent of intersection and driveway crashes).

Fifty-four percent of all intersection crashes between 2001 and 2005 occurred at a T junction, 19 percent at crossroads and 10 percent at roundabouts. A third of all intersection crashes occurred at T junctions with no formal traffic control like Give Way or Stop controls.

Twenty-seven percent of all road users injured at intersection crashes were pedestrians, cyclists or motorcyclists. Cyclists were over-represented in intersection crashes particularly at roundabouts compared to other road users. The majority of pedestrians injured were at T junctions and driveways.

Twenty-one percent of intersection crashes occurred between the hours of 3 pm and 5 pm, and 14 percent occurred between 7 am and 9 am. Three quarters of the crashes occurred on a weekday, Monday to Friday.

A quarter of those injured at intersections or driveways were aged between 15 and 24 years old. Twenty-two percent of drivers were on a learner or restricted driving licence.

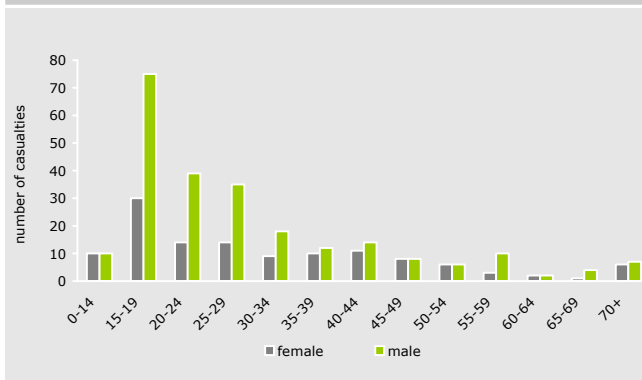
## Loss of control on bends

Twenty-nine percent of injury crashes in Hutt City between 2001 and 2005 involved a driver losing control of their vehicle, either on a straight or a bend. Over this five-year period, there were 261 loss of control injury crashes resulting in 15 deaths, 77 serious injuries, and a further 275 received minor injuries.

Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road, potentially resulting in a collision with a roadside object. Such an occurrence may increase the severity of a crash. The most common roadside hazards hit in Hutt City were cliffs/banks, posts/poles, trees and fences.

Eighty-four percent of loss of control injury crashes occurred on local roads and of these 82 percent were in the rural area. For the 16 percent of loss of control crashes on the state highway loss of control crashes, 85 percent occurred in the rural area.

**Loss of control casualties by age 2001–2005**



Compared to all injury crashes in Hutt City, a higher proportion of loss of control on bend crashes occurred in the dark (at 46 percent) and 34 percent occurred on the wet/icy road conditions.

Between 2001 and 2005, speed was a contributory factor in 42 percent of loss of control injury crashes, and alcohol in 26 percent. Other significant contributory factors include poor handling, poor observation and judgement and fatigue.

Although most casualties in loss of control injury crashes were car occupants, 10 percent were occupants of an SUV/van and four percent were on a motorcycle.

Twenty-eight percent of all casualties in loss of control crashes were aged between 15 and 19 years old and of these 71 percent were male. A third of drivers injured in loss of control crashes held a learner or restricted licence.

Forty-three percent of loss of control injury crashes occurred at the weekend.

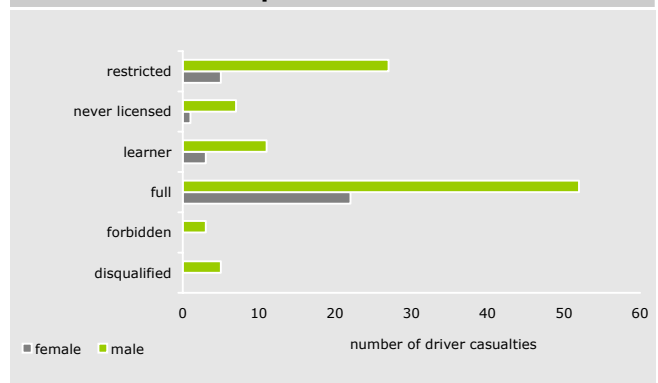
## Speed

Speed (too fast for conditions) was a factor in 16 percent of injury crashes in Hutt City between 2001 and 2005, resulting in 221 injuries including 11 fatalities and 44 serious injuries. Over this five-year period, excessive speed was the largest reported contributing factor for crashes which was higher compared to similar authorities.

The number of speed-related crashes has plateaued in the last five years, but still accounted for a high number of injury crashes. Eighty-two percent (122 crashes) of the speed crashes occurred on local roads rather than state highways, and of these, many occurred in the urban area (79 percent). The majority of speed crashes on state highways occurred in rural areas.

Speed-related crashes in Hutt City mainly resulted in a driver losing control of a vehicle on a bend.

**Licence status in speed crashes 2001–2005**



Although the majority of road users injured in speed crashes in Hutt City were in cars, 10 percent were occupants of an SUV/van, and three percent were either a rider or a passenger on a motorcycle.

Two thirds of the drivers in speed-related crashes were male and of those 36 percent held a learner or restricted licence. A further 11 percent of all drivers involved in speed-related crashes were unlicensed, forbidden from driving or disqualified.

Twenty-two percent of the speed-related crashes occurred between midnight and 6 am. Forty-nine percent of speed crashes in Hutt City occurred during the hours of darkness and 38 percent occurred on a wet/icy road surface.

Thirty-nine percent of the speed crashes occurred on a weekend, and 22 percent during the summer months from January through till March.

## National issues

### Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death.

During the period 2001-2005, speed too fast for the conditions was a factor in 16 percent of injury crashes in Hutt City. This percentage involvement is lower than for all roads in New Zealand but higher compared to similar authorities.

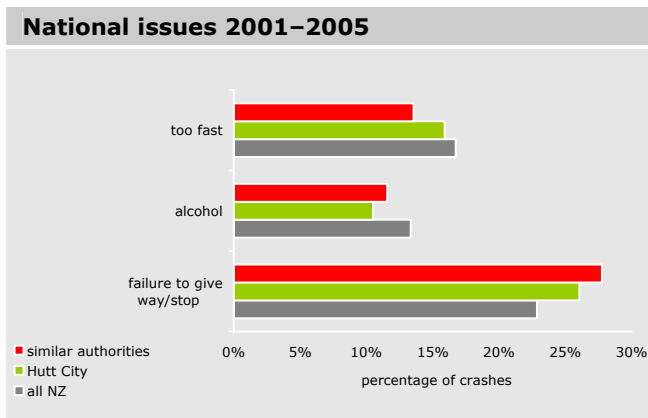
### Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 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 identified as a factor in 10 percent of crashes on roads in Hutt City which is lower than for all roads in New Zealand and for similar authorities.

### Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes many can have serious consequences. Twenty-six percent of the crashes on roads in Hutt City between 2001 and 2005 involved drivers failing to give way, which was higher than all roads in New Zealand but lower than similar authorities.



### Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same.

Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 96 percent for Hutt City.

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