

briefing notes 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 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 Hutt City.

This report is the eighth road safety report for Hutt City. Most of the data in this report applies to both local roads and state highways. Where relevant the details on the crashes on 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 Hutt City is compared to similar local bodies and the national average, 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 Hutt City for 2006.

Major road safety issues		2006 road trauma	
Hutt City		Casualties	
Vulnerable road users		Deaths	8
Crossing/Turning		Serious casualties	41
Loss of control at bend		Minor casualties	172
Speed			
Nationally		Crashes	
Speed		Fatal crashes	5
Alcohol		Serious injury crashes	36
Failure to give way		Minor injury crashes	142
Restraints		Non injury crashes	561

Overview of crashes in 2006

In 2006 on local roads in Hutt City there were 152 injury crashes and 451 non-injury crashes. In addition there were 31 injury crashes and 110 non-injury crashes on state highways, as reported by the New Zealand Police.

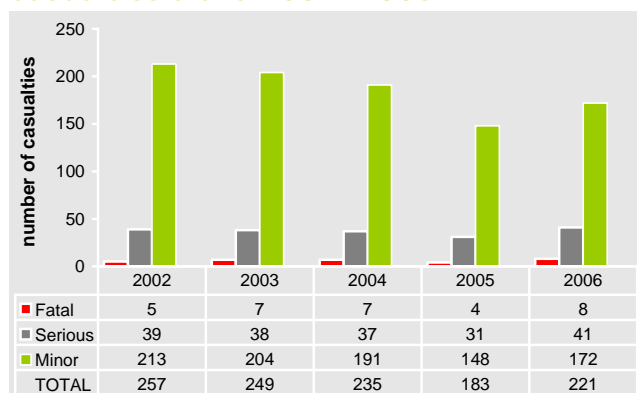
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	9	41	54
Urban	4	32	131	167
Total	8	41	172	221

It should be noted that 3 out of 8 fatalities in 2006 were pedestrians.

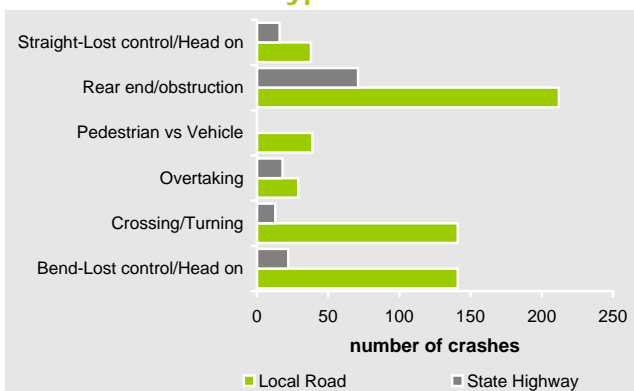
Although total number of casualties in 2006 is the second lowest in the last five years, number of fatalities as well as serious injuries were the highest in the five year period.

Casualties trend 2002 -2006



The following table shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.

Crash movement type 2002 -2006



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

Local roads

- Worst month March (11 percent)
- Worst day Saturday (17 percent)
- Wet road 29 percent
- Night time 33 percent
- Mid-block 56 percent
- Social cost of crashes \$48m
- At fault male driver (injury crashes) 69 percent
- Full NZ licence (injury crashes) 64 percent of at fault drivers

State highways

- Worst month May (15 percent), best month October (4 percent)
- Worst day Friday (22 percent), best day Thursday (9 percent)
- Wet road 55 percent
- Night time 30 percent
- Mid-block 65 percent
- Social cost of crashes \$13m
- At fault male driver (injury crashes) 77 percent
- Full NZ licence (injury crashes) 64 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.

In Hutt City 24 percent of at fault drivers in injury crashes held learner or restricted driver licences in 2006.

License status	Injury crashes percentage of at fault drivers	
	Hutt City	New Zealand
Full	63.6	58.4
Learner	8.7	9.5
Restricted	15.0	17.6
Never Licensed	3.5	2.2
Disqualified	2.3	1.7
Overseas	1.2	4.2
Expired	0.6	0.5
Other/Unknown	5.2	5.6

Vulnerable road users

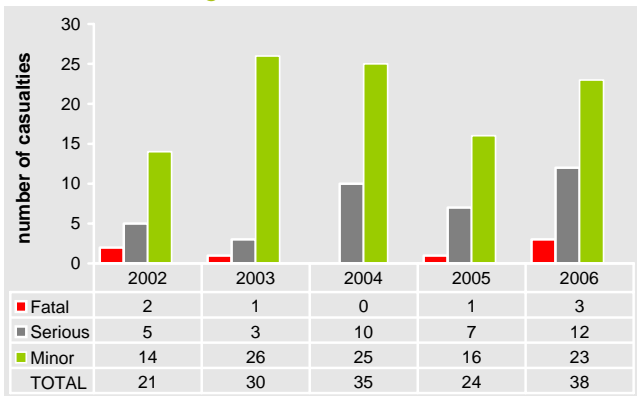
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

Pedestrian

Pedestrian injuries feature highly in the total road injury picture in Hutt City, representing 13 percent of all injuries, they make up 22 percent of all fatalities in last five year period.

In 2006, the number of pedestrian injury casualties, both fatalities and serious injuries were the highest in last five year period. Pedestrian deaths constitute 37 percent of all fatalities in 2006.

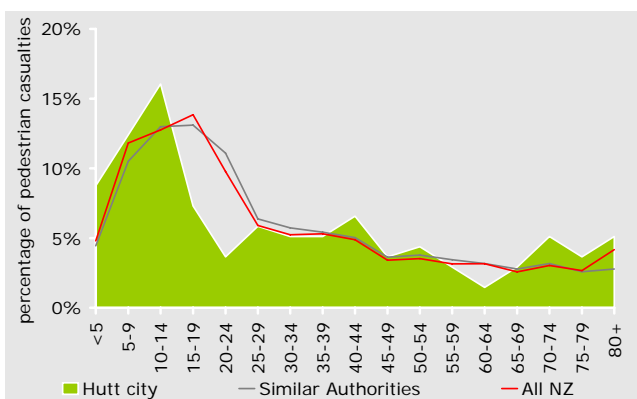
Pedestrian injuries trend 2002 -2006



All pedestrian crashes occurred on urban local roads, out of which 62 percent occurred on mid-block. Twenty one percent of these crashes occurred during hours of darkness.

Hutt City is experiencing problem with significant number of pedestrian crashes involving young generation people crossing road. Approximately 30 percent of pedestrians injured during last five year period were between 5 and 14 year of age.

Pedestrian injuries by age 2002 -2006



The recent decision by Police to enforce a lower speed tolerance around schools is a strong step in creating a safer lower speed environment for young pedestrians.

Following are the non driver crash factors involved in pedestrian crashes:

- 42 percent involved pedestrian crossing roads heedless of traffic
- 8 percent of pedestrian were intoxicated

Pedestrian crashes are concentrated on arterial and collector roads. The top locations (on the basis of fatal and serious injuries) are shown in the table below.

Route	Number of pedestrian injury crashes
High St	15
Cambridge Terrace	8
Jackson St	7
Randwick Road	7
Waiwhetu Road	6
Waterloo Road	6
Queens Drive	5

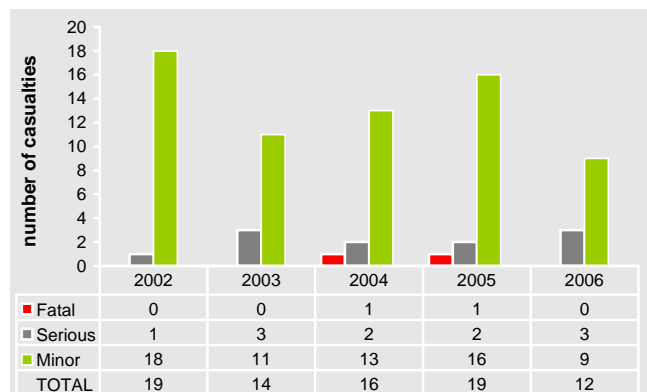
Further information regarding 2002 -2006 pedestrian injury crashes:

- 7 deaths, 37 serious injuries and 104 minor injuries
- The most common crash type was pedestrian crossing the road hit by a driver approaching from their right (44 percent). The second was pedestrian crossing the road hit by a driver approaching from the left (25 percent)
- Worst months May and July (13 percent each), best month January (5 percent)
- Worst day of week Thursday (20 percent)
- Pedestrians at fault 65 percent
- Pedestrians secondary to main crash 6 percent

Cyclists

Although cyclist injuries do not feature highly in the total road injury picture in Hutt City, representing only 13 percent of all injuries and make up 6.5 percent of all fatalities in the last 5 years. Most (97 percent) cycling crashes occur on urban roads away from intersections and during daylight hours.

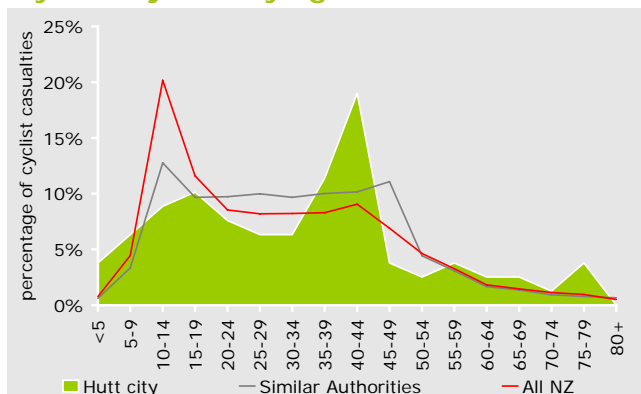
Casualties trend 2002 -2006



Last year (2006) more cycles than cars were imported into New Zealand. It is certainly noticeable in many areas across the country that there are many more cyclists using the roads than in past years. Consequently the number of casualties have been found to be increasing.

Cyclist injuries are not spread evenly across all age distributions as shown in the chart below. Significant number of injured cyclist were of age between 40 and 45 years.

Cyclist injuries by age 2002 -2006



and 45 years.

Further information regarding 2002 to 2006 cycling crashes for both local roads and state highways:

- 1 death, 10 serious and 65 minor injuries on local roads.
- 1 death, 1 serious and 2 minor injuries on state highways
- The most common crash type was a *crossing or turning movement*. (65 percent)
- 67 percent at intersections
- 17 percent at night
- Worst months February, June and October (13 percent each)
- Worst day of the week Tuesday (21 percent), best Sunday (4 percent)
- 82 percentage of cyclist injured were male

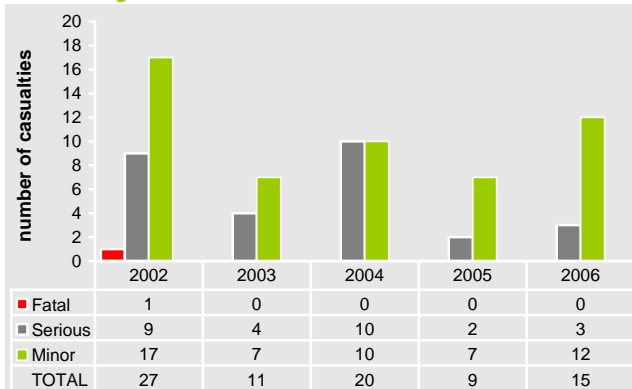
Cyclists are often viewed as being their own worst enemy for failing to stop or give way and for breaching signal controls. However this does not seem to have translated into crash statistics with only 8 percent of cyclist being at fault in give way/stop situations, whereas drivers are 48 percent at fault.

Motorcyclists

Motorcyclist injuries in Hutt 6.5 percent of all injuries and make up 3.2 percent of all fatalities. Total number of injuries as well as fatalities and serious injuries were highest in 2006 in compare to any single year in the last five year period.

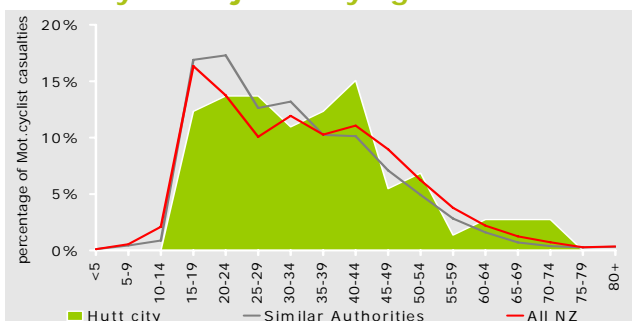
In 2006 motorcyclists accounted for 9.7 percent of road fatalities in New Zealand. Most motorcycling crashes happen on urban roads during daylight hours.

Motorcyclist casualties trend 2002 -2006



Almost 40 percent of motorcycle casualties were in 15 to 44 year age group and the majority of them were male.

Motorcyclist injuries by age 2002 -2006



Further information regarding 2002 to 2006 motorcycling crashes:

Local roads

- 23 serious and 42 minor injuries
- The most common crash type was a *crossing or turning movement* (36 percent) followed by *rear end/ obstruction* (33 percent) and *general loss of control* (17 percent)
- 51 percent at intersections
- 25 percent at night time
- 15 percent on wet roads
- Worst month August (15 percent), best month November (5 percent)
- Worst day of week Wednesday (18 percent)
- 85 percent of motorcyclists injured were male

State highways

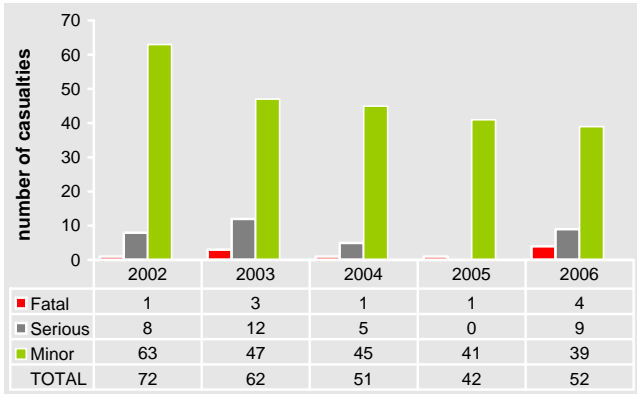
- 1 death, 5 serious and 11 minor injuries
- The most common crash type was *crossing/ turning* (28 percent). The second was *overtaking crashes* (22 percent) followed by *general loss of control*(15 percent)
- 39 percent at intersections
- 56 percent at night time
- 39 percent on wet roads
- Worst months March and September (17 percent each)
- Worst day of the week Wednesday (28 percent)
- 95 percent of injured motorcyclists were male

Eleven percent of crashes involving road factors - slippery surface due to loose material, oil/diesel/fuel, uneven surface and road surface under construction or maintenance

Crossing/turning

Crashes due to *crossing/turning* movements are the second most common crash type in Hutt City in period 2002-2006. These included 215 injury/fatal crashes and 544 non-injury crashes.

Casualties trend 2002 -2006



The table below shows the locations of the five intersections with the highest number of crashes in Hutt City between 2002 and 2006.

Intersection name	Total crashes 2002 - 2006	Injury crashes 2002 - 2006	Total crashes in 2006
Hutt Rd & Koro Cres	23	4	2
Queens Drive & High St	17	1	3
Taita Drive & Fairway Drive	16	5	5
High St & Brunswick St	15	3	0
Waterloo Road & Cornwall St	13	3	1

Crashes at tee junctions in urban areas are the most common type of intersection crash reported, followed by roundabout crashes at urban areas.

Junction type	Give way	Stop Signal	Traffic Signal	Nil
Tee	194	44	31	72
Driveways	1	2	2	103
Cross (X)	60	81	65	5
Y	6	4		3
Roundabout	77			1
Multi Rd Join		1		
Unknown				7

The most common crash is one in which *vehicles failed to give way at give way signs*. The second highest is the one in which *driver did not see/look when required to give way to traffic from another direction*.

Intersections present all drivers with one of their biggest driving challenges.

The following table lists the licence status of at fault drivers:

Licence Status	Injury crashes Percentage of at fault or part fault drivers	
	Hutt City	New Zealand
Full	68.7	60.9
Learner	8.9	9.4
Restricted	13.8	14.8
Never Licensed	0.9	2.5
Disqualified	1.8	0
Overseas	1.3	3.7
Expired	0.4	0
Other/ Unknown	4.0	6.3

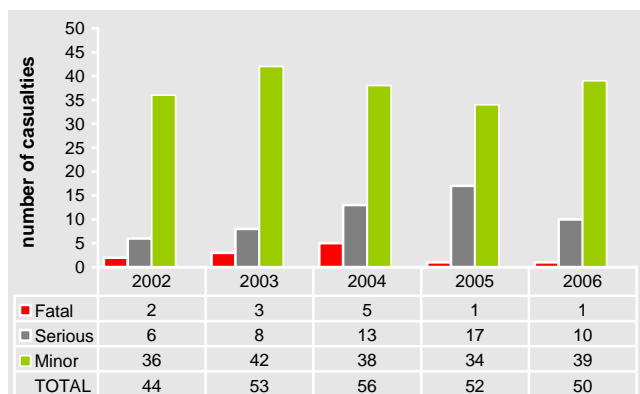
Further facts about *crossing/turning* related crashes in Hutt City (2002 to 2006):

- 10 deaths, 34 serious injuries and 235 minor injuries
- 90 percent were on local roads
- Male at fault driver in injury crashes - 63 percent
- Most common crash factor *failure to give way/ stop* cited in 90 percent of injury crashes
- 5 percent alcohol over limit in injury crashes
- 91 percent on urban roads
- 24 percent on wet roads
- 24 percent at night time
- Worst month August (11 percent)
- Worst days of week Friday (17 percent) though Tuesday and Wednesday similar (16 percent each)

Loss of control at bends

Between 2002 and 2006, 21 percent of crashes in Hutt city were due to loss of controls at bend. These included 10 fatal, 37 serious injury, 131 minor injury and 536 non-injury crashes. The resultant casualties are given in the chart below.

Casualties trend 2002 -2006



The number of crashes at bends has been fluctuating in last 5 years. Year 2006 being the second lowest in the 5 year period.

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 Hutt City were into or over banks including ditches (136), fences (114) and poles (112) from a total of 756 objects struck

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

Crash characteristic	
Single vehicle	72 percent
Roadside object struck	756 in Total (80 percent)
Alcohol (injury crashes)	24 percent
Excessive speed for the conditions (injury crashes)	53 percent
Road factors	18 percent
Poor handling (injury crashes)	48 percent
Rural road	24 percent
Wet road	39 percent
Night time	45 percent

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

License Status	Injury crashes percentage of at fault drivers	
	Hutt City	New Zealand
Full	45.6	51.1
Learner	16.1	10.7
Restricted	24.4	17.9
Never Licensed	7.2	4.1
Disqualified	3.3	2.8
Overseas	0	5.6
Expired	0	0.9
Other/ Unknown	3.3	6.8

Higher than national average proportion of at-fault learner and restricted drivers (more than 40 percent) being involved in injury crashes is matter of concern.

Further facts about loss of control at bends injury crashes are:

Local roads

- 10 deaths, 44 serious injuries and 168 minor injuries
- 76 percent of at fault drivers are male in injury crashes
- Most common crash factor *excess speed* followed by *poor handling*
- Most common at fault age range 15-19 years old in injury crashes
- 25 percent over alcohol limit in injury crashes
- Worst month March and December (10 percent each)
- Worst day of week Saturday (19 percent), best day Tuesday (10 percent)

State highways

- 2 deaths, 10 serious injuries and 21 minor injuries
- 57 percent of at fault drivers are male in injury crashes
- Most common crash factor *excess speed* followed by *poor handling*
- Most common at fault age range 15-19 years old in injury crashes
- 18 percent over alcohol limit in injury crashes
- Worst month April (14 percent)
- Worst days of week Monday, Tuesday and Sunday (15 percent each)

Speed

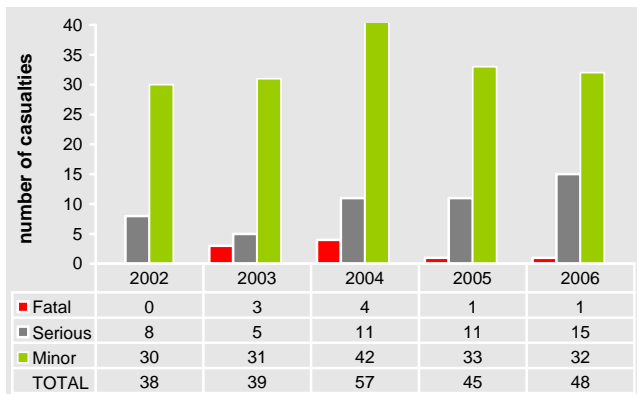
Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2006, excessive speed contributed to around 31 percent of fatal crashes and 16 percent of injury crashes.

During 2006, there were 1,839 injury crashes where the driver was travelling too fast for conditions.

Reducing speeds to appropriate levels is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to hazardous situations and it also leads to more serious injuries. Research has shown that a one km/h reduction in mean speeds can produce up to a three percent reduction in injury crashes.

In the Hutt city, excessive speed was a factor in 20 percent of injury crashes in 2006.

Casualties trend 2002-2006



Males are also highly represented as at fault drivers in speed related crashes, accounting for 83 percent of drivers

Drivers at fault or part fault in speed related injury crashes (2002-2006) *	Male	Female	Total
15- 19 years	49	7	56
20 - 24	27	5	32
25 - 29	18	1	19
30 - 39	18	7	25
40 - 49	14	4	18
50 - 59	6	2	8
60 - 69	2	0	2
70+	1	0	1
Total	135	26	162

* (note ranges are not equal)

The following table illustrates the licence status of at fault drivers in speed related crashes in Hutt city and all New Zealand (2006).

Licence Status	Injury crashes Percentage of at fault or part fault drivers	
	Hutt city	New Zealand
Full	49.3	43.0
Learner	13.0	15.3
Restricted	21.0	22.5
Never Licenced	7.4	4.5
Disqualified	3.7	4.1
Overseas	0.6	3.7
Expired	0	0.5
Other/ Unknown	4.4	6.2

Further facts about speed related crashes in Hutt City in the period of 2002 -2006 on:

Local roads

- 8 deaths, 42 serious injuries and 138 minor injuries
- 87 percent of at fault drivers are male in injury crashes
- Most common crash type *bend—loss control/head on* (72 percent)
- 67 percent at mid-block
- 37 percent wet road
- 50 percent night time
- 27 percent of injury crashes involved alcohol
- Worst month December (11 percent)
- Worst day of week Saturday (21 percent)

State highways

- 1 fatal, 8 serious injuries and 30 minor injuries
- 71.9 percent of at fault drivers in injury crashes are male
- Most common crash type *bend—loss control/head on* and *rear end obstruction* (39 percent each)
- 78 percent at mid-block
- 60 percent on wet roads
- 39 percent at night time
- 15 percent of injury crashes involved alcohol
- Worst month June (11 percent)
- Worst day of week Friday (21 percent)

National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Hutt City this has resulted in 1 death and 47 other injuries. Speed as a factor in crashes is not reducing in the district.

Most (80 percent) of speed-related crashes involved Loss of control / heads-on. Alcohol and Poor Handling were the other driver factors most often associated with speed. Male drivers aged under 40 years old were most involved in speed-related crashes.

Alcohol

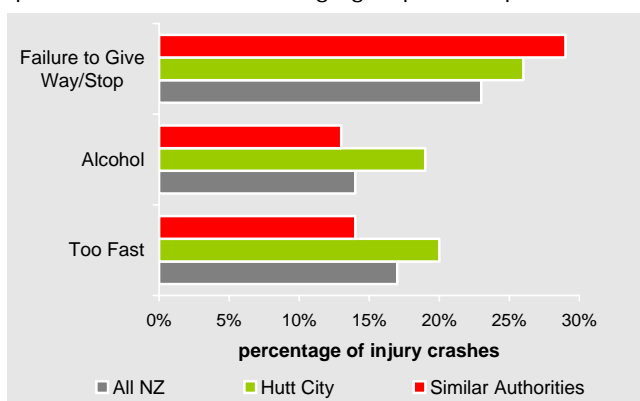
Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Hutt City this has resulted in 5 deaths and 43 other injuries. The number of injury crashes involving alcohol is increasing.

Fifty-eight percent of alcohol crashes were in urban areas. Seventy percent of these crashes involved Loss of control/head-on crashes. Travelling too fast and poor handling were the factors often associated with alcohol.

Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Hutt City this has resulted in 4 deaths and 58 other injuries.

Ninety percent of these are crossing/turning manoeuvres often associated with failure to look for other parties. For drivers at fault in injury crashes 60 percent are male and all age groups are represented.



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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