

briefing notes road safety issues

South Wairarapa 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 South Wairarapa 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 South Wairarapa 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 South Wairarapa 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	
South Wairarapa District		Casualties	South Wairarapa District
Loss of control at bends		Deaths	3
Motorcyclists		Serious casualties	7
		Minor casualties	38
Nationally		Crashes	South Wairarapa District
Speed		Fatal crashes	3
Alcohol		Serious injury crashes	5
Failure to give way		Minor injury crashes	29
Restraints		Non injury crashes	55

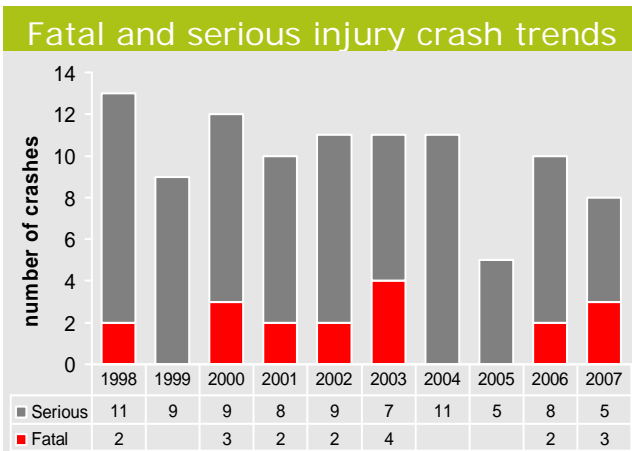
Overview 2007

In 2007, in South Wairarapa district there were 37 injury crashes and 55 non-injury crashes reported by the New Zealand Police. Sixty-two 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.

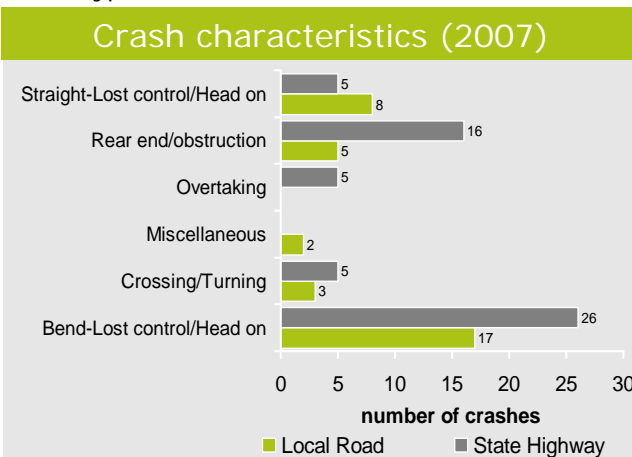
Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	3	7	38	48
Local roads Vs State highways				
Local	1	3	15	19
State	2	4	23	29
Rural Vs Urban roads				
Rural ¹	3	6	32	41
Urban	0	1	6	7

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

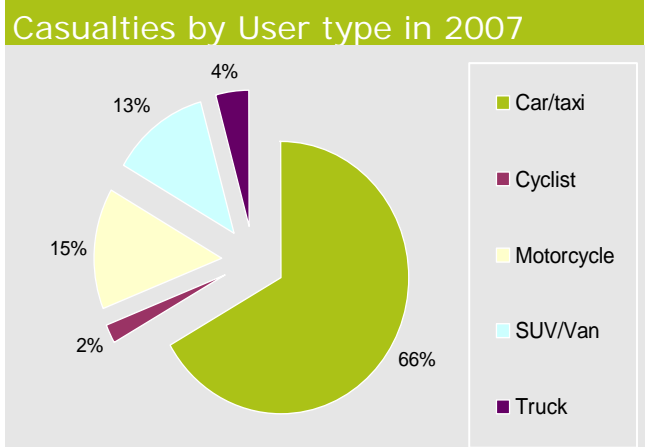
The total number of serious injury and fatal crashes has been fluctuating in the last 10 years. Fatal crashes are showing an increasing trend and serious injury crashes a decreasing trend for the last 4 years.



In 2007, *bend-lost control/head on* was the main type of crash in the district. It is 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 car followed by those of motorcyclist and SUV/Van .



Further information about all crashes in 2007 on:

Local roads

- Worst month: *June (17 percent)*
- Worst day of week: *Sunday (26 percent)*
- Wet road crashes: *26 percent*
- Night time crashes: *37 percent*
- Alcohol over limit (injury crashes): *29 percent*
- Too fast for conditions (injury crashes): *29 percent*
- Crashes at intersection: *20 percent*
- Road factors: *14 percent*
- At fault male driver (injury crashes): *67 percent*
- Full NZ licence held by at fault drivers (injury crashes): *67 percent*

State highways

- Worst month: *March (12 percent)*
- Worst day of week: *Sunday (25 percent)*
- Wet road crashes: *23 percent*
- Night time crashes: *25 percent*
- Alcohol over limit (injury crashes): *9 percent*
- Too fast for conditions (injury crashes): *17 percent*
- Crashes at intersection: *14 percent*
- Road factors: *18 percent*
- At fault male driver (injury crashes): *87 percent*
- Full NZ licence held by at fault drivers (injury crashes): *87 percent*

Social cost of crashes

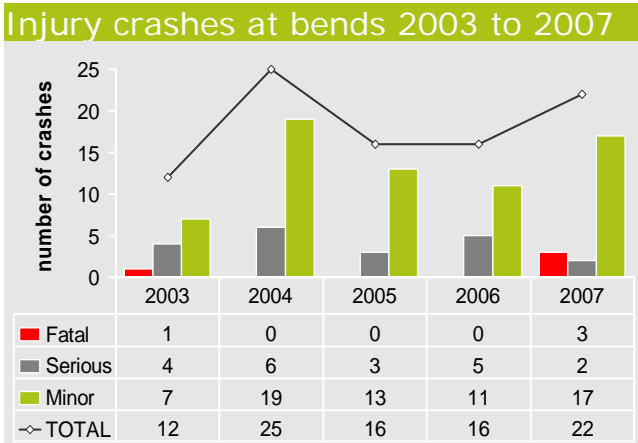
Local roads	\$ 7.22M
State highways	\$ 13.35M
Total	\$ 20.57M

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 at bends

During the five year period from 2003 to 2007, 49 percent of all crashes in South Wairarapa district occurred due to loss of control at bends. These crashes resulted in 4 deaths, 24 serious injuries and 106 minor injuries. There were a further 106 non-injury crashes reported.

The number of loss of control injury crashes at bends has fluctuated in the last five years. Number of fatal crashes in 2007 was the highest in any single year in the last five year period.



Most (91 percent) of the loss of control crashes at bends were located in rural area. Sixty percent of these crashes occurred on State highways (SH).

Loss of Control	Local Urban	Local Rural	SH urban	SH Rural
At bends	6%	34%	3%	57%

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. The three most common roadside hazards struck during crashes in the district were *fences* (27 percent), *cliff banks* (25 percent) and *ditches* (14 percent) out of a total 215 reported objects struck.

Main characteristics of loss of control crashes at bends

Crash characteristic	Percentage of crashes
Single vehicle	79
Alcohol (injury crashes)	15
Too fast for the conditions (injury crashes)	41
Road factors	27
Poor handling (injury crashes)	38
Rural road	91
Wet road	44
Night time	32

Further information about loss of control crashes at bends in the district for the period between 2003 and 2007 on:

Local roads

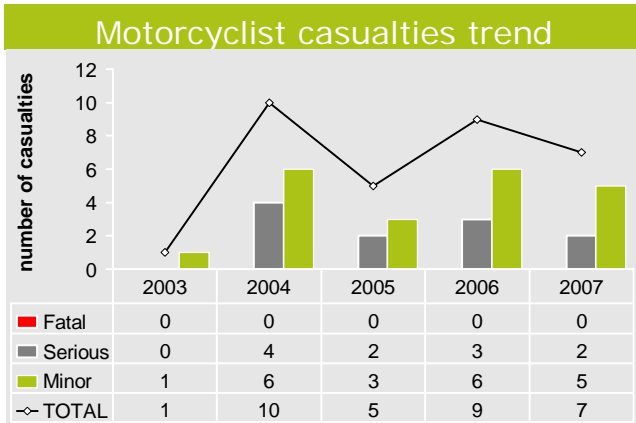
- 1 death, 11 serious injuries and 54 minor injuries
- Worst month: *November* (15 percent)
- Worst day of week: *Sunday* (31 percent)
- Wet road crashes: 32 percent
- Night time crashes: 35 percent
- With alcohol over limit (injury crashes): 23 percent
- Most common injury crash factors: *too fast* (48 percent) followed by *poor handling* (43 percent)
- At fault or part fault (injury crashes) male driver: 59 percent
- Full NZ licence held by at fault or part fault (injury crashes) drivers: 57 percent
- Most common at fault (injury crashes) drivers' age group: 20 to 24 years old

State highways

- 3 deaths, 13 serious injuries and 52 minor injuries
- Worst month: *December* (14 percent)
- Worst day of week: *Sunday* (24 percent)
- Wet road crashes: 51 percent
- Night time crashes: 31 percent
- With alcohol over limit (injury crashes): 9 percent
- Most common injury crash factors: *too fast* (34 percent) and *poor handling* (34 percent)
- At fault or part fault (injury crashes) male driver: 80 percent
- Full NZ licence held by at fault or part fault (injury crashes) drivers: 60 percent
- Most common at fault (injury crashes) drivers' age group: 15 to 19 years old

Motorcyclists

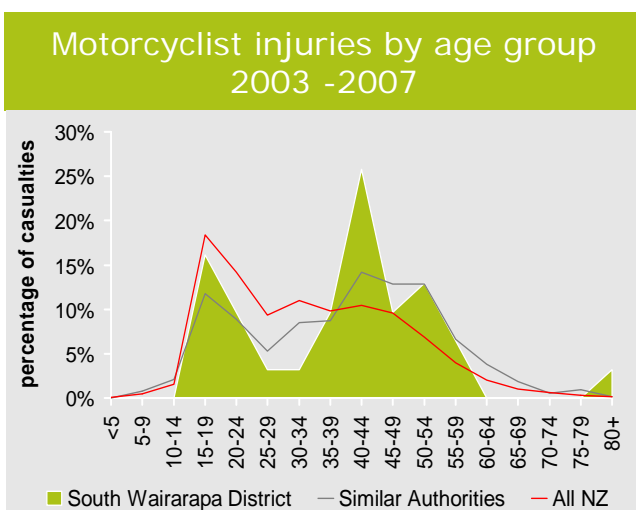
Motorcyclists in South Wairarapa district make up 14 percent of all injuries in the last five year period. There were 29 injury and 3 non injury crashes during this period. The total number of injury crashes has fluctuated in the last five years.



Nationally, motorcyclist fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 percent in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend. In 2007, motorcyclists accounted for 11 percent of road fatalities in New Zealand.

Most (88 percent) motorcycling crashes in South Wairarapa district occurred on open roads. Almost all of the motorcycling crashes (91 percent) happened away from the intersections. Two-thirds of crashes occurred on State highways.

More than half of the motorcyclists (58 percent) injured during this five-year period were between 35 to 54 years of age. Young motorcyclists under 25 years of age are the second most (26 percent) commonly injured age group.



High motorcyclist crash locations in South Wairarapa district are given below:

- High motorcyclist crash locations/ routes
- SH2 route, from Rimutaka hill summit to Featherston
- SH53 route, Featherston to Martinborough

Further information about motorcyclist crashes in the district between 2003 and 2007 on:

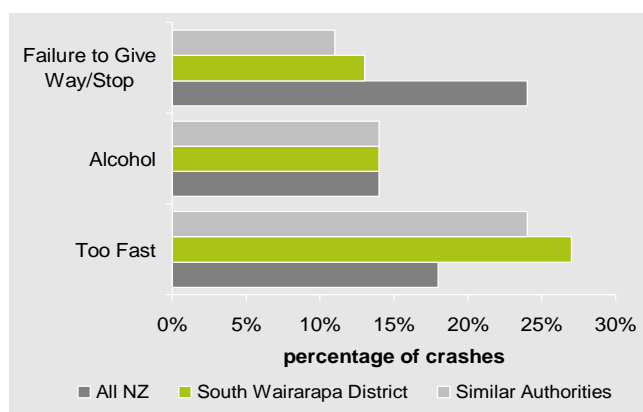
Local roads

- 2 serious injuries and 10 minor injuries
- Worst month: *July (2 crashes)*
- Worst day of week: *Sunday (5 crashes)*
- Most common injury crash factors: *poor handling (50 percent)* followed by *too fast (40 percent)*
- Wet road crashes: *10 percent*
- Night time crashes: *none*
- With alcohol over limit (injury crashes): *none*
- Crashes at intersection: *20 percent*

State highways

- 9 serious injury and 11 minor injuries
- Worst month: *March (4 crashes)*
- Worst day of week: *Sunday (7 crashes)*
- Most common injury crash factors: *Poor handling (37 percent)* followed by *too fast (32 percent)*
- Wet road crashes: *none*
- Night time crashes: *14 percent*
- With alcohol over limit (injury crashes): *none*
- Crashes at intersection: *5 percent*

National issues



Speed

Speed "too fast" was recorded in 27 percent of injury crashes in South Wairarapa district in the last five years, resulting in 3 deaths and 68 injuries. *Speed* as a factor in crashes is relatively high in the district in comparison with national and similar authorities average and is not reducing.

Eighty-four percent of *speed* related injury crashes were *bend-lost control/head on* crash type. *Alcohol* and *poor handling* were the other driver factors most often associated with *speed*. Drivers aged under 24 years old were involved in about 50 percent of *speed* related crashes.

Alcohol

In South Wairarapa district, *alcohol* was recorded in 14 percent of injury crashes in the last five years resulting in 3 deaths and 39 injures. *Alcohol* as a factor in crashes is not reducing in the district. Forty percent of *alcohol* related crashes were in urban areas. Eighty percent of these involved *loss of control/head-on* crashes. Travelling *too fast*, *poor handling* and *fatigue* were the driver factor often associated with *alcohol*. Seventy –seven percent of at fault drivers in these crashes were males.

Failure to give way

In South Wairarapa district, *failure to give way or stop* was reported in 13 percent of all reported injury crashes for the last five years resulting in 38 injuries. Most (84 percent) of these were involved *crossing/turning* manoeuvres and were often associated with failure to look for other parties. Seventy 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 South Wairarapa 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/>

Contacts

Land Transport New Zealand

Wellington Regional Office

Master Builders House, L5
234-242 Wakefield Street
PO Box 27-249, Wellington

Telephone 04 931 8900

Fax 04 931 8929

www.landtransport.govt.nz

Partnerships Manager Central

Ian Hunter (04 931 8904)

Manager Performance Information Central

Nabin Pradhan (04 931 8928)

Senior Engineer

Eddie Anand (04 931 8920)

Education Advisor

Roy Hitchcock (04 931 8910)

South Wairarapa District Council

Ravi Mangar

P O Box 6, Martinborough

Telephone 06 306 9611

Transit New Zealand

Regional Road Safety Manager

Fabian Marsh

PO Box 27477, Wellington

Telephone 04 801 2850

Road Safety Coordinator

Ruth Locker (06 377 1379)

P O Box 444, Masterton

New Zealand Police

Road Policing Manager

Wellington Central

PO Box 693, Wellington

Telephone 04 3812000