

# road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in Upper Hutt.

The number of injury crashes and casualties in Upper Hutt for 2001 has reduced compared with the previous year. This has continued the trend of the past 10 years towards a steady decline in these two statistics. These declines were more apparent on urban roads than on rural roads. The rate of crashes and casualties on a per head of population basis has also declined.

There were more male than female casualties in total. For the first time in 10 years, female injuries on urban roads outnumbered male casualties. The number of pedestrians injured increased substantially from three in 2000 to 12 in 2001, but the long-term trend for pedestrian casualties, for the 10-year period 1992 to 2001, was static. The trend for cyclist injuries was slightly upwards.

Contributing factors such as road conditions, poor handling and too fast for conditions featured highly in crashes on rural roads. For urban crashes, poor observation was the leading cause. If objects were struck in an urban crash, they would most likely be parked vehicles or fences and buildings.

## Major road safety issues:

Upper Hutt

**Motorcyclists**

Crashes from midnight Saturday to 6am Sunday

Nationally

**Speed**

**Alcohol**

**Failure to give way**

**Restraints**



## 2001 road toll for Upper Hutt



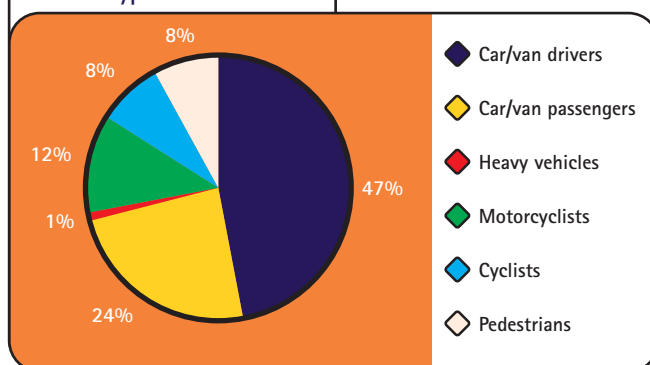
Deaths	0
Serious casualties	11
Minor casualties	63



Fatal crashes	0
Serious injury crashes	10
Minor injury crashes	47
Non-injury crashes	195

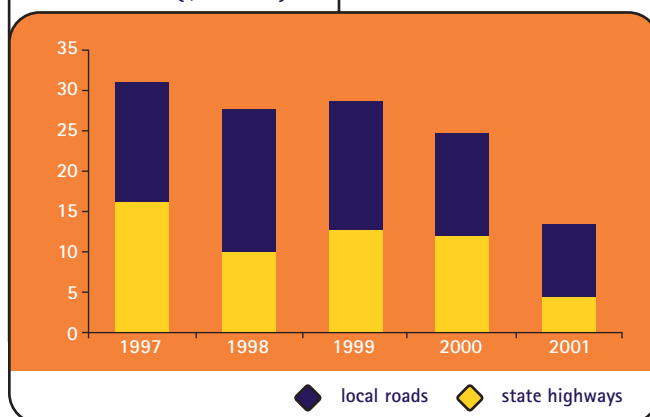
## Road user casualties 1997–2001

User type 1997–2001



## 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 2001 prices.



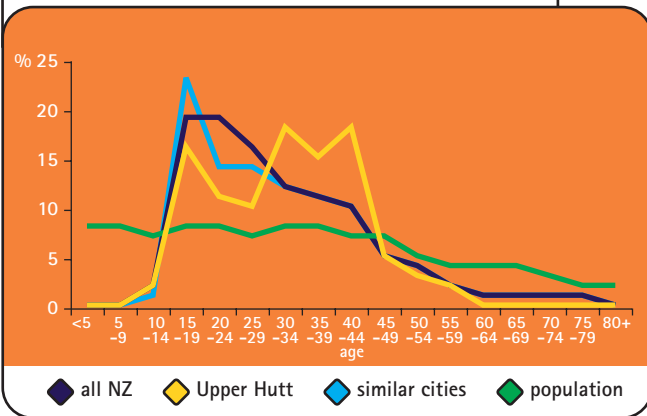
# Motorcyclists

There were four motorcycle crashes in 2001 in Upper Hutt. These four injured motorcyclists made up five percent of all casualties in the city. Five percent is very close to the national average and the average for similar cities.

For six of the last 10 years, the proportion of motorcyclists injured in Upper Hutt, on a year-by-year basis, has been significantly higher than the national average or the average for similar cities. The national average for the past five years was about seven percent. Contrast this with Upper Hutt's average of about 17 percent for the same period. For the other four years, the proportion of motorcyclists injured in the city was close to the national average.

An analysis of the crashes indicates that most injured motorcyclists were weekend recreational motorcyclists who lost control on rural bends. This scenario fits the age distribution of the injured motorcyclists, but is very different from the national age distribution and that of similar cities.

Age distribution of motorcycle casualties



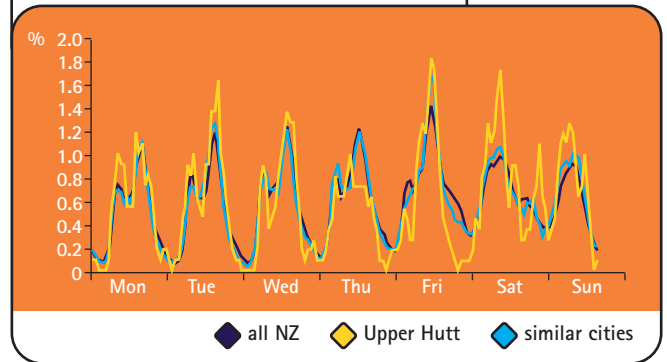
## Recommended actions

- Encourage crash reduction studies of known black spots and routes.
- Conduct a safety audit/safety survey of curve delineation, signposting, shoulder width and surface friction.
- Encourage education campaigns aimed at improving cornering skills for motorcyclists.
- Teach riders techniques for handling different road environments.

# Crashes from midnight Saturday to 6am Sunday

The diagram below shows the distribution of crashes over the week. It has a regular pattern that is fairly typical compared with the rest of the country. While the peaks may be higher and the troughs lower than the national and similar authority average, they nevertheless average out to coincide with the two comparative figures. The exception is the localised crash peak that occurred around 3am on Sunday morning. This peak is unique and cannot be distinguished in the crash pattern for the whole country or for similar cities.

Crash time pattern over a week



Analysis of crashes that occurred between midnight Saturday and 6.00am on Sunday shows that they predominantly involved cars driven too fast and losing control on bends. Alcohol was involved in over half the crashes. Half the crashes occurred on rural roads.

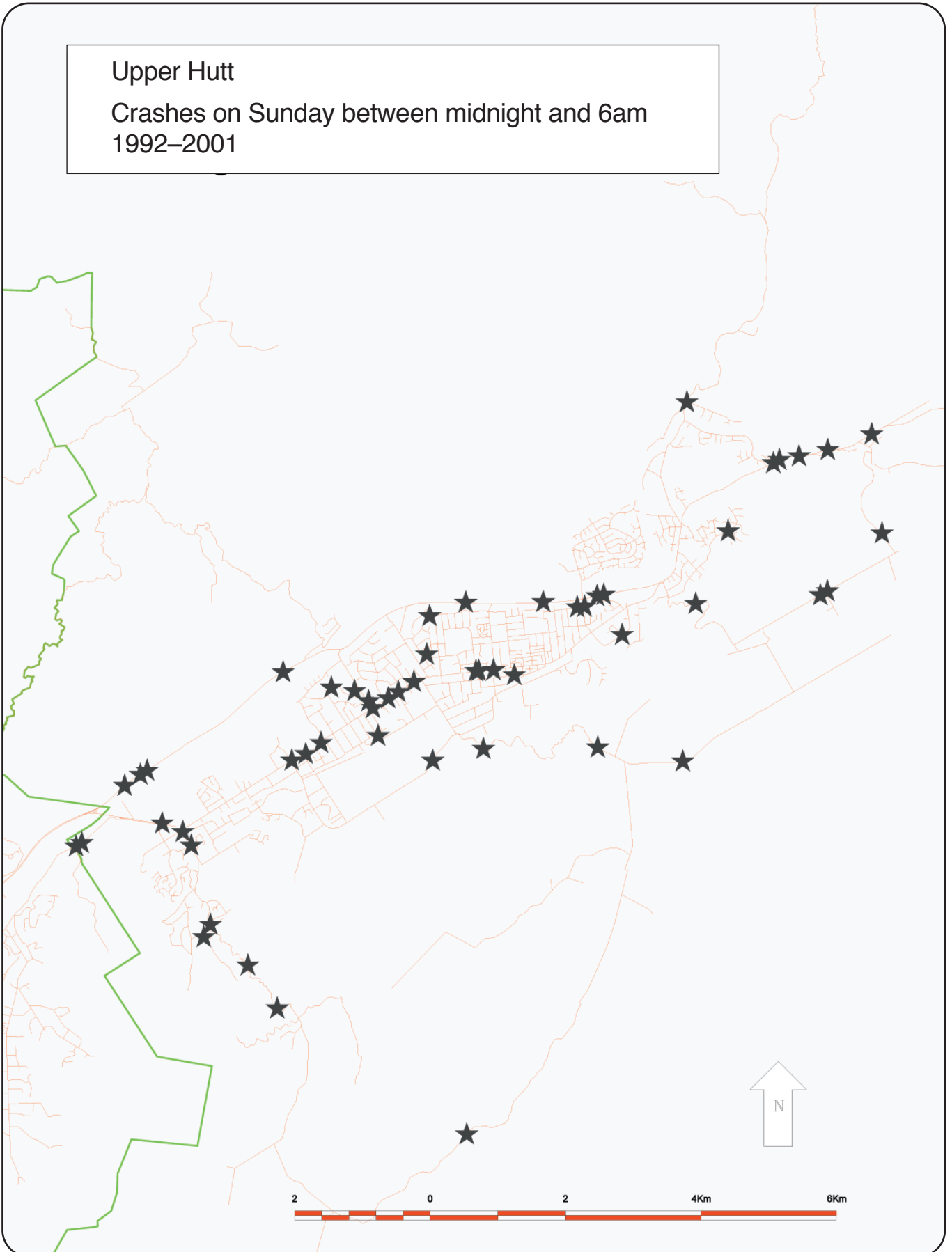
The fact that speed was involved in many of the crashes ties in with another pattern of an increasing proportion of crashes on rural roads involving speed. Over the past five years, the proportion of speed-related rural road crashes in Upper Hutt (30 percent) was higher than the national average (24 percent) and the average for similar cities (25 percent).

## Recommended actions

- Continue to support drink-driving strategic enforcement campaigns, especially on rural roads at night and at weekends.
- Continue to work with police to carry out appropriate levels of speed enforcement, using risk targeted patrol planning.
- Support host responsibility and designated driver programmes in rural communities, sports clubs and licensed premises.
- Encourage community education and advertising campaigns targeting young male drivers.

Upper Hutt

Crashes on Sunday between midnight and 6am  
1992–2001



# New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Roding Programme.

## Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in Upper Hutt.

Funding for community projects in Upper Hutt from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$19,000
Upper Hutt young cyclist of the year	\$700
Family cycling event	\$1,300
Safe routes to schools	\$4,500
School gates	\$1,100
Roundabouts/intersections/pedestrian crossings	\$3,400
Young drivers	\$2,900
College road safety week	\$700
Orongomai Marae	\$1,000
Read write plus	\$750

## Police enforcement

In Upper Hutt city during 2002/2003, police will deliver 15,150 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	11,270
Traffic management including crash attendance, incidents, emergencies and events	2,990
Road safety education	750
Police community services	140

## Where to get more information

For more specific information relating to road crashes in Upper Hutt, please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the people or organisations listed below:

### Land Transport Safety Authority

Regional Manager  
Demetra Kennedy  
Phone 04 382 6421

Regional Engineer  
Alan Dixon  
Phone 04 382 6441

Regional Educational Advisor  
Roy Hitchcock  
Phone 04 382 6428

### Road Safety Co-ordinator

Joanne Kinnaird  
PO Box 907, Upper Hutt  
Phone 04 527 2169

### New Zealand Police

Sgt. Roger Hough  
PO Box 40-013, Upper Hutt  
Phone 04 528 4029

### Upper Hutt City Council

Horace Parker  
PO Box 907, Upper Hutt  
Phone 04 527 2169

### Transit New Zealand

Regional Highways Manager  
Stanley Chesterfield  
PO Box 27-477, Wellington  
Phone 04 801 2580

LTSA Wellington Regional Office

Master Builders House,

234-242 Wakefield Street

PO Box 27-249, Wellington

Phone 04 801 8989, Fax 04 382 6431

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