

# road safety issues

## Upper 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 Upper Hutt City.**

The number of people killed or seriously injured in road crashes in Upper Hutt City increased from 43 in 2004 to 72 in 2005 – one of the highest numbers recorded. There was a substantial increase in serious injury crashes from six in 2004 to 19 in 2005. The number of casualties also increased to 95 in 2005.

Between 2001 and 2005, car occupants made up 72 percent of all road user casualties. Pedestrians were the next largest casualty group, with 13 percent of all road user casualties. Upper Hutt City has seen an upward trend in car occupant casualties from 2001 to 2005.

Between 2001 and 2005, 54 percent of injury crashes on rural roads involved drivers losing control of their vehicles on bends. In urban areas 48 percent of injury crashes occurred at intersections. The total social cost of crashes in Upper Hutt City was \$25.66 million in 2005.

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

### Major road safety issues

#### Upper Hutt City

Pedestrians

Loss of control on bends

Rear-end/obstruction

Novice drivers

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Upper Hutt City



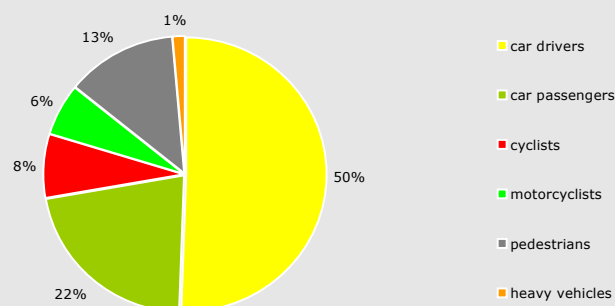
Deaths	3
Serious casualties	28
Minor casualties	64



Fatal crashes	2
Serious injury crashes	19
Minor injury crashes	51
Non-injury crashes	178

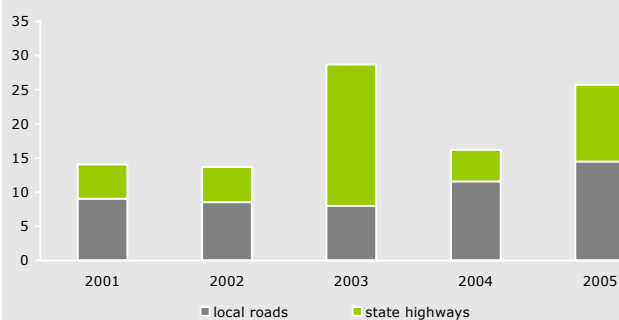
### Road casualties 2001–2005

User type 2001–2005



### Estimated social cost of crashes\*

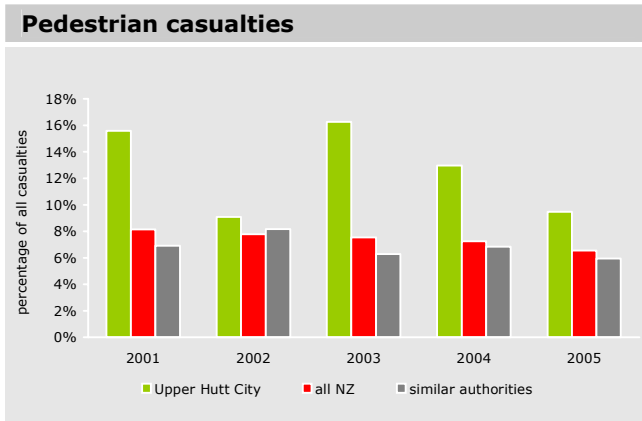
Social cost (\$ million)



\* 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.

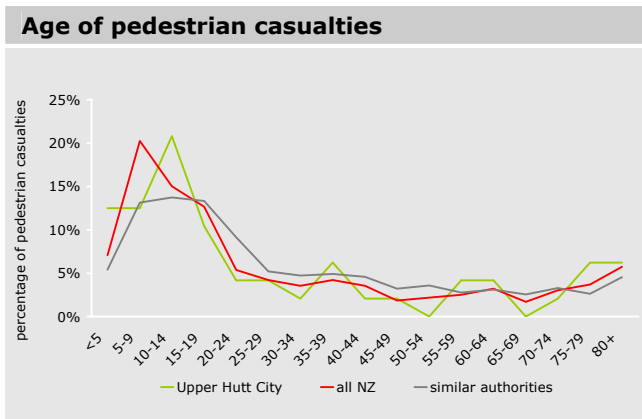
## Pedestrians

Pedestrians are vulnerable road users and often suffer death or serious injury when in conflict with a motor vehicle. The percentage of casualties for the period 2001–2005 was higher than in similar authorities and the national average. For this period, pedestrians made up 15 percent of total injury crashes.



Over the 2001 to 2005 period, there were 42 crashes that injured 48 pedestrians including two fatalities, 13 serious injuries and 30 minor injuries. Most (88 percent) of the pedestrians were injured on local roads in urban areas. Nineteen percent of urban crashes happened on Fergusson Drive, most of them close to colleges and schools.

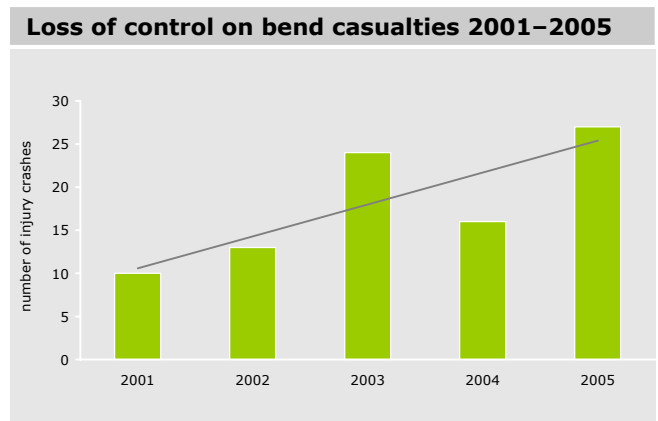
Fifty-one percent of pedestrians injured during this five-year period were under 19 years of age, while a further 22 percent were aged 60 years and over. Overall, 24 percent of the pedestrian crashes occurred between 8 am to 9 am and 3 pm to 4 pm. Forty-three percent of pedestrian casualties aged less than 19 years were injured at these hours.



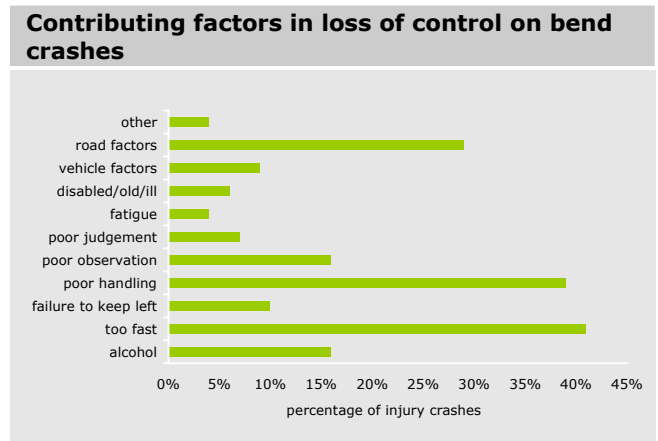
Sixty-nine percent of pedestrian crashes occurred at mid-block locations away from an intersection or driveway. Of those injured at an intersection or driveway, almost 70 percent occurred at T junctions.

## Loss of control on bends

From 2001 to 2005, 54 percent of injury crashes on rural roads in Upper Hutt City involved drivers losing control of their vehicles on bends. The number of these crashes reported each year has been increasing over the five-year period. However, a reduction in the overall numbers was recorded in 2004, although loss of control crashes remain the most common injury crash movement type on rural roads in the city.



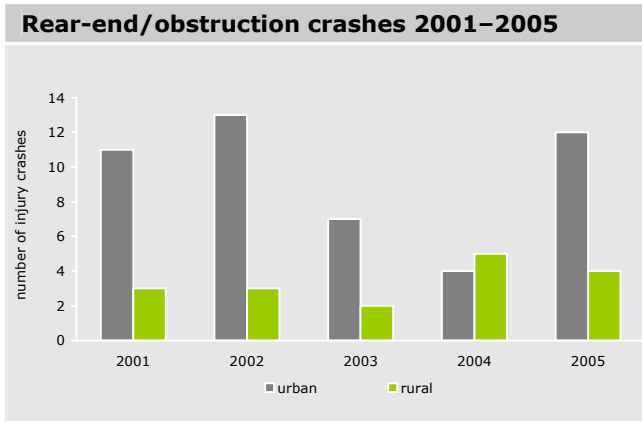
Speed was one of the major contributory factors in 41 percent of loss of control crashes on bends. Poor handling featured in 39 percent and road factors in 29 percent of injury crashes. Some of the road factors included the road surface being slippery due to rain, spillages and the road surface under maintenance. Sixty-one percent of the crashes due to road factors were on the state highway network.



Motorcycles featured in 12 percent of loss of control injury crashes. Seventy-four percent of the drivers involved in these crashes were males. Forty-seven percent were aged between 15 and 24 years and poor handling and speed being the most common reported factors. Thirty percent of the drivers involved in these crashes held a learner or restricted licence.

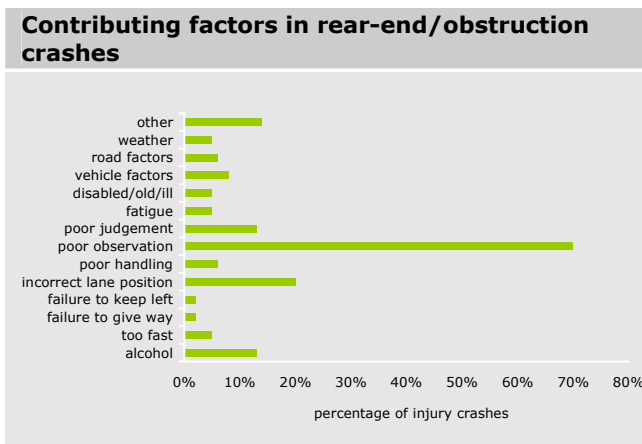
## Rear-end/obstruction

Crashing into the rear of a stationary or slowing vehicle or an obstruction was the most common crash type in urban areas of Upper Hutt City between 2001 and 2005. During this period, there were 64 rear-end/obstruction crashes, representing about 22 percent of total injury crashes. The proportion of this crash type was higher than both similar authorities and national levels in urban areas.



Between 2001 and 2005, rear-end/obstruction crashes resulted in four serious and 60 minor injuries. The drivers involved were mainly females (55 percent) and lived locally in Upper Hutt (63 percent).

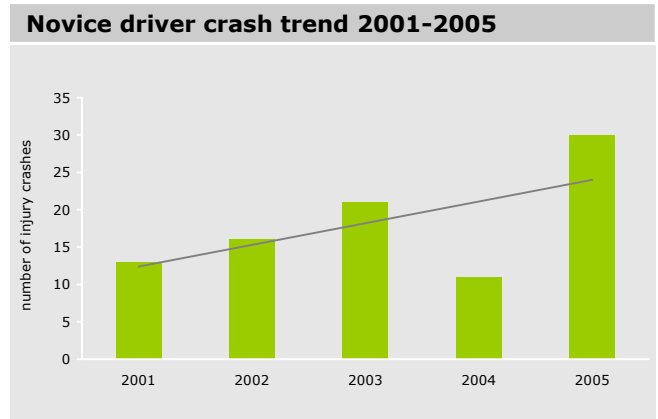
Contributing factors in these crashes included poor observation of the traffic ahead, failure to check properly before changing lanes or inattention. Poor observation included failure to notice a vehicle slowing down in front or following too closely.



Thirty-three percent of crashes occurred in the hours of darkness and 23 percent on wet roads. Cyclists and motorcyclists featured in eight percent and five percent of injury crashes respectively.

## Novice drivers

Novice drivers on learner and restricted licences were involved in 42 percent of crashes in 2005. From 2001 to 2005, there was an upward trend in their involvement in injury crashes in Upper Hutt, from 13 casualties in 2001 to 30 in 2005.

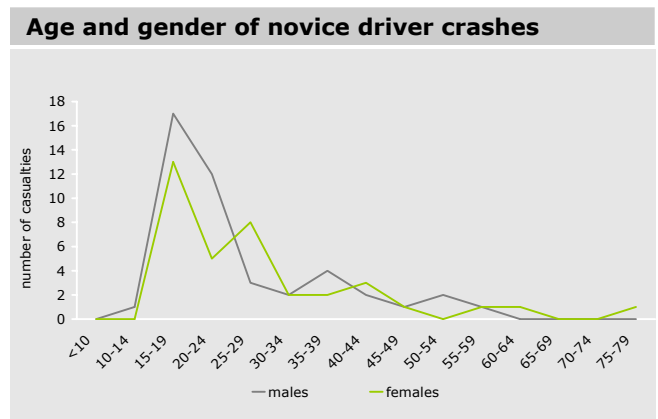


Thirty-four percent of crashes involving a novice driver occurred at an intersection. Forty-nine percent of crashes involved drivers losing control of their vehicles.

Poor observation, poor handling of the vehicle and speed were identified as major contributors to these crashes.

Thirty-seven percent of all novice drivers involved in injury crashes were aged between 15 and 19 years old. A further 34 percent were aged between 20 and 29 years old.

More than a third of crashes occurred between the hours of 4 pm and midnight. For weekend crashes, this proportion increased to 42 percent. Thirty percent of crashes involving learner and restricted licence drivers occurred in wet road conditions.



## National issues

### Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Excessive speed was a factor in 48 injury crashes (17 percent) in Upper Hutt City between 2001 and 2005. Forty-seven percent of crashes occurred on weekends.

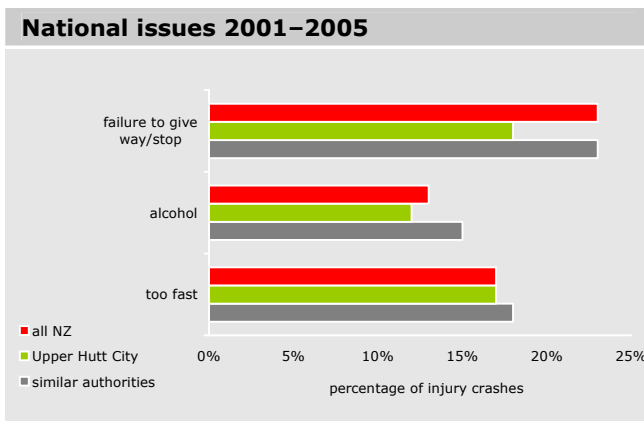
### Alcohol

Drivers with a blood alcohol level over the legal limit (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 a factor in 34 injury crashes (12 percent) in Upper Hutt City. The drivers were predominantly (83 percent) male and 53 percent were between the age of 15 to 24 years.

### Failure to give way

Failure to give way at intersections is the third highest cause of death and injury crashes on New Zealand roads.

Fifty-two injury crashes in Upper Hutt City involved vehicles failing to give way. This amounted to 18 percent of all crashes. Since 2003, this crash type has shown an upward trend.



### Restraints

Wearing a safety belt reduces the chance of being killed or suffering serious injury in a crash by 40 percent.

Results from the 2005 national restraint wearing survey showed that the front seat safety belt wearing rate for Upper Hutt City was 98 percent surpassing the national average of 95 percent.

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