

briefing notes 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 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 Upper Hutt City.

This report is the eighth road safety report for Upper Hutt City. Most of the data in this report applies to both local roads and state highways. Where relevant the details of 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 Upper Hutt City is compared to similar authorities and 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 the City for 2006.

Major road safety issues		2006 road trauma	
Upper Hutt City		Casualties	
Venerable road users		Deaths	4
Loss of control at bends		Serious casualties	12
Crossing/Turning		Minor casualties	71
Nationally		Crashes	
Speed		Fatal crashes	3
Alcohol		Serious injury crashes	12
Failure to give way		Minor injury crashes	57
Restraints		Non injury crashes	200

Overview of crashes in 2006

In 2006, on local roads in Upper Hutt City there were 44 injury crashes and 148 non-injury crashes, in addition there were 28 injury crashes and 52 non-injury crashes on state highways, as reported by the New Zealand Police.

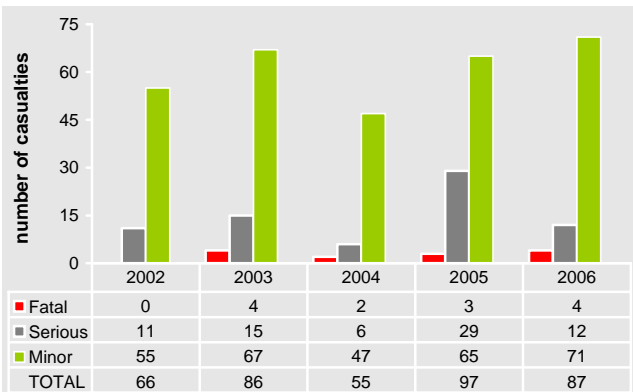
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	6	31	41
Urban	0	6	40	46
Total	4	12	71	87

It should be noted that 10 out of total 16 fatalities and serious injuries in 2006 were related with vulnerable road users.

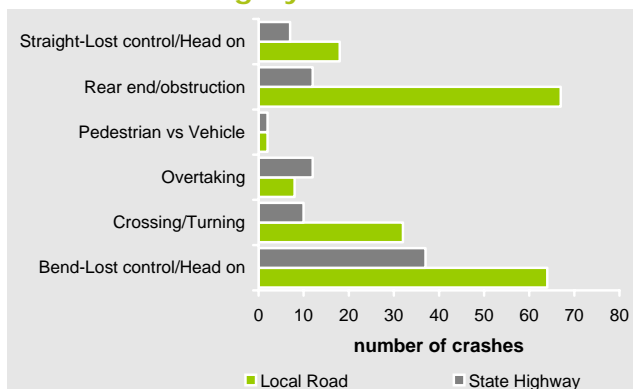
Number of casualties in 2006 is the second highest in the last 5 years. Fatalities in the district have been rising since 2004, whereas number of serious injuries is fluctuating between 6 and 29 over the last five years. On the other hand number of minor injuries in 2006 are the highest for the last 5 years.

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.

Movement category distribution 2006



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

Local roads

- Worst month December (11 percent), best January and November (5 percent each)
- Worst day Saturday (18 percent), best days Monday, Tuesday and Wednesday (12 percent each)
- Wet road 34 percent
- Night time 40 percent
- Mid-block 64 percent
- Social cost of crashes \$13m
- At fault male driver (injury crashes) 59 percent
- Full NZ licence (injury crashes) 67 percent of at fault drivers

State highways

- Worst month November and December (13 percent each), best month September (3 percent)
- Worst day Friday (21 percent), best day Tuesday (6 percent)
- Wet road 44 percent
- Night time 30 percent
- Mid-block 74 percent
- Social cost of crashes \$16m
- At fault male driver (injury crashes) 72 percent
- Full NZ licence (injury crashes) 55 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 Upper Hutt City, 30 percent of at fault drivers in injury crashes were the holder learner or restricted driving licence in year 2006.

License status	Injury crashes percentage of at fault drivers	
	Upper Hutt City	New Zealand
Full	62.2	58.4
Learner	9.4	9.5
Restricted	21.6	17.6
Never licensed	2.7	2.2
Disqualified	0	1.7
Overseas	0	4.2
Expired	1.3	0.5
Other/unknown	2.7	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.

On 24 February 2005, the Government launched *Getting there - on foot, by cycle*, its strategy to advance walking and cycling in New Zealand transport.

Getting there - on foot, by cycle aims to improve environments for walking and cycling, improve safety for pedestrians and cyclists, and increase the choice of walking and cycling for day-to-day transport.

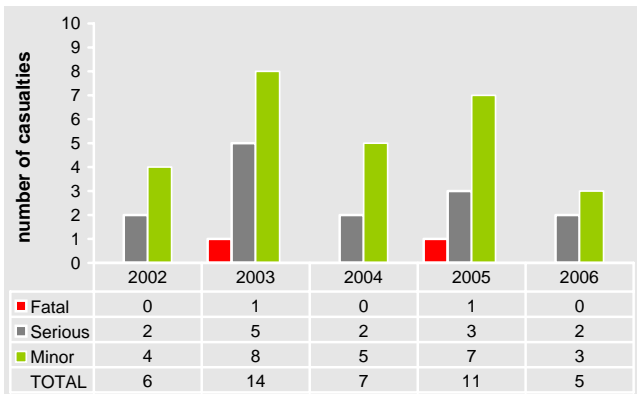
As a result Land Transport NZ expects local authorities to take a proactive approach to this subject. This should include the development of a walking and cycling strategy and making appropriate funding applications to progress that strategy.

It is vitally important to recognise that promotion alone of cycling and walking is not going to be effective at increasing their mode share unless they can be made safer.

Pedestrian

Pedestrian injuries do not feature highly in the total road injury picture in Upper Hutt City, representing 12 percent of all injuries, they make up 15 percent of all fatalities.

Casualties trend 2002-2006

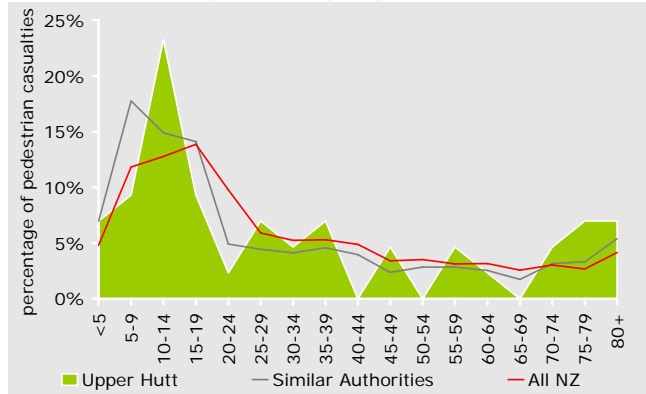


Most (86 percent) pedestrian crashes occurred on urban roads, out of which 73 percent occurred away from intersections. 22 percent of these crashes occurred during hours of darkness.

Upper Hutt City has a significant number of pedestrian crashes involving young people crossing road. Approximately 52 percent of pedestrians injured during this five-year period were less than 19 years of age. Young people 10-14 years of age constitute 25 percent of the pedestrian injured in crashes.

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.

Pedestrian injuries by age 2002 -2006



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

- 71 percent involved pedestrian running/crossing roads heedless of traffic
- 16 percent of pedestrians were intoxicated

Further information regarding 2002 -2006 pedestrian injury crashes on:

Local roads

- 1 death, 9 serious injuries and 25 minor injuries
- The most common crash type was a pedestrian crossing the road hit by a driver approaching from their right (40 percent)
- Worst months October (19 percent)
- Worst days of week Thursday (22 percent)
- Number of at fault drivers 55 percent

State highways

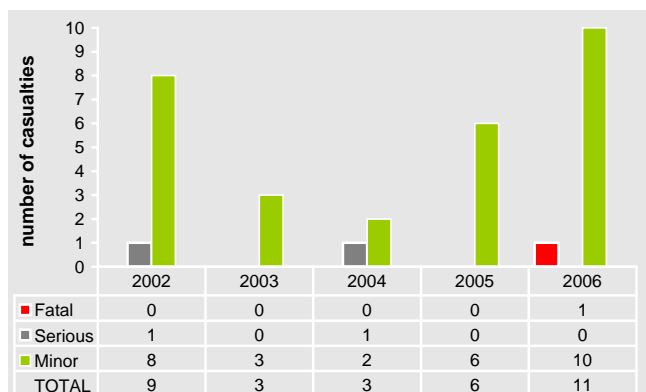
- 1 death, 5 serious injuries and 2 minor injuries
- The most common crash type was a pedestrian crossing the road hit by a driver approaching from their right (80 percent)

These incidents seem to be largely late in the day or at night with alcohol involved pedestrians on the road.

Cyclists

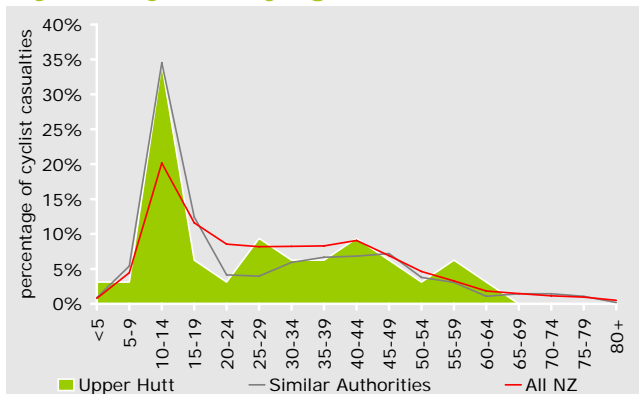
Cyclist injuries in Upper Hutt City, represent only 10 percent of all injuries in the last 5 years. Most (85 percent) cycling crashes occur on urban roads at intersections and during daylight hours.

Casualties trend 2002-2006



Cyclist injuries are not spread evenly across all age distributions as shown in the chart below. Approximately one-third of all the injured cyclist were young children of age between 10 and 14 years old.

Cyclist injuries by age 2002 -2006



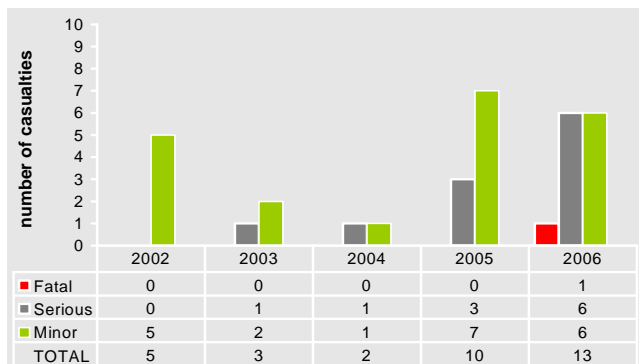
Further information regarding 2002 to 2006 cycling crashes (both local roads and state highways):

- 1 death, 2 serious and 29 minor injuries
- The most common crash type was a *crossing or turning movement*.
- 55 percent at intersections
- 10 percent at night time
- Worst month October (17 percent) followed by February and March
- Worst day of the week Wednesday (29 percent)
- 85 percentage of cyclist injured were male

Motorcyclists

Motorcyclist injuries in Upper Hutt constitutes 8 percent of all injuries and make up 8 percent of all fatalities. Total number of injuries as well as fatalities and serious injuries were highest in 2006 compared to any single year in the last five year period.

Casualties trend 2002-2006

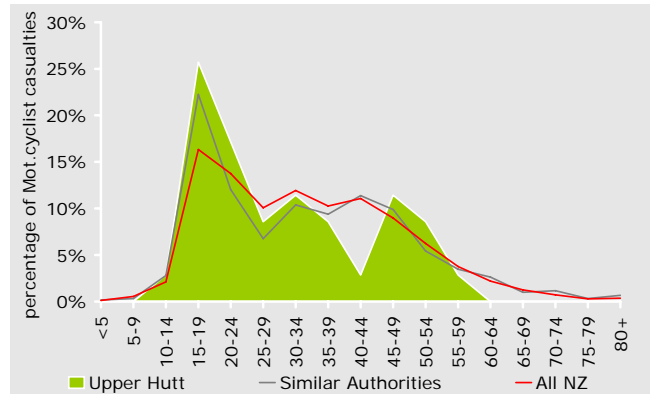


Nationally motorcycling fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 percent in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend. In 2006 motorcyclists accounted for 9.5 percent of road fatalities in New Zealand.

Most motorcycling crashes happen on mid-block and during daylight hours.

Almost 50 percent of motorcycle casualties were in the 15-29 year age group, the majority of which were males. The 15-19 year age group accounted for more than 20 percent of casualties.

Motorcyclist injuries by age 2002 -2006



Further information regarding 2002 to 2006 motorcycling crashes:

Local roads

- 4 serious and 14 minor injuries
- The most common crash type was a *crossing or turning movement* (37 percent)
- 53 percent on mid-block
- 42 percent at night time
- 32 percent on wet roads
- Worst month May (22 percent)
- Worst days of week are on weekend— Saturday and Sunday (42 percent total)
- 70 percent of motorcyclists injured were male

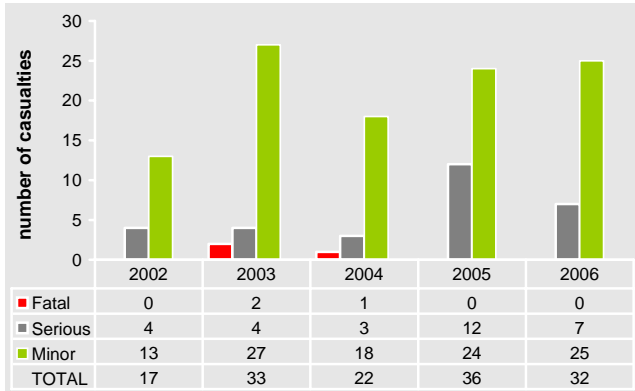
State highways

- 1 death, 7 serious injuries and 9 minor injuries
- The most common crash type was *loss of control at bends* (63 percent)
- 74 percent on mid-block
- 21 percent at night
- 16 percent on wet roads
- Worst month December (21 percent)
- Worst days of the week Saturday (32 percent) and Friday (25 percent)
- 74 percent of motorcyclists injured were male
- 32 percent (6 out of 19) of crashes involving road factors which were mainly slippery surface due to loose material, oil/diesel/fuel, uneven surface and road surface under construction or maintenance.

Loss of control at bends

Between 2002 and 2006, there were 3 fatal, 28 serious injury, 77 minor injuries and 280 non-injury crashes recorded in Upper Hutt City that occurred at bends. These crashes resulted in 3 fatalities, 30 serious injuries and 107 minor injuries.

Casualties trend 2002-2006



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 Upper Hutt City were into or over banks including ditches (143), fence (84) and poles (34) from a total of 397 objects struck

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

Crash characteristic	
Single vehicle	73 percent
Roadside object struck (fence -most common)	76 objects
Alcohol (injury crashes)	18 percent
Excessive speed for the conditions (injury crashes)	44 percent
Road factors	22 percent
Poor handling (injury crashes)	42 percent
Rural road	61 percent
Wet road	44 percent
Night time	48 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	
	Upper Hutt City	New Zealand
Full	51.8	51.1
Learner	16.4	10.7
Restricted	21.8	17.9
Never licensed	4.5	4.1
Disqualified	0.9	2.8
Overseas	0.9	5.6
Expired	0.9	0.9
Other/unknown	2.7	6.8

There is a significantly higher proportion than the national average of at fault learner and restricted drivers involved in the injury crashes in Upper Hutt City.

Further facts about loss of control at bends crashes in the period of 2002—2006 on:

Local roads

- 1 death, 16 serious injuries and 54 minor injuries
- 73 percent of at fault drivers in injury crashes are male
- Most common crash factor *excess speed* followed by *poor handling*
- Most common at fault age range 15-19 years old
- 25 percent alcohol over limit in injury crashes
- Worst month December (11 percent)
- Worst day of week Saturday (24 percent)

State highways

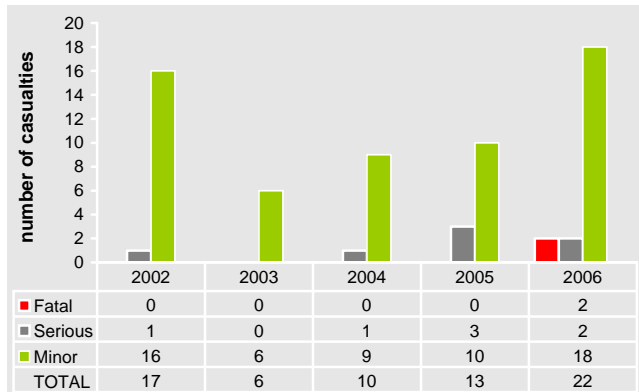
- 2 deaths, 14 serious injuries and 53 minor injuries
- 76 percent of at fault drivers in injury crashes are male
- Most common crash factor *poor handling* and *excess speed*
- Most common at fault age range 15-19 and 40-49 years old
- 10 percent over alcohol limit in injury crashes
- Worst month - October (12 percent)
- Worst day of week Saturday 33 percent)

Crossing/turning

Crashes due to crossing/turning movements have gradually increased since 2003 and are the second most common crash type in Upper Hutt City.

During the five year period 2002 to 2006 there were 2 fatal, 7 serious injury and 59 minor injury crashes. There were also 158 non-injury crashes.

Casualties trend 2002-2006



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

Intersection name	Total crashes 2002 - 2006	Injury crashes 2002 - 2006	Total crashes in 2006
SH2 / Moonshine Rd	14	6	4
SH2 / Whakatiki St	12	4	2
SH2 / Moeraki Rd	9	0	2
SH2 / Totara Park Rd	8	1	0
Fergusson Dr / Sutherland Ave	7	3	2
Fergusson Dr / Field St	6	2	0
Fergusson Dr / Totara Park RD	5	1	1

Crashes at T junctions in urban areas are the most common type of intersection crash reported, followed by cross (X) junctions crashes at urban areas.

Junction Type	Rural	Urban
T	37	74
Driveways	3	36
Cross (X)	4	30
Y	0	5
Roundabout	1	25
Unknown		2

The most common crash is one in which vehicles failed to give way when turning right from side road or driveway. The second highest is the one in which vehicles failed to find safe gap in opposing traffic while making right hand turn.

Intersections present drivers with one of their biggest driving challenges. A high percentage of drivers at fault hold a full driver licence.

Licence status	Injury crashes percentage of at fault or part fault drivers	
	Upper Hutt City	New Zealand
Full	71.2	60.9
Learner	1.6	9.4
Restricted	16.9	14.8
Never licensed	1.6	2.5
Disqualified	0	0
Overseas	1.6	3.7
Expired	3.2	0
Other/unknown	3.2	6.3

Further facts about crossing/turning related crashes in Upper Hutt City 2002 to 2006 (divided into local roads and state highways):

Local roads

- 3 serious injuries and 43 minor injuries
- 59 percent male driver at fault in injury crashes
- Most common crash factor *failure to give way when turning to non turning traffic* (95 percent)
- 7 percent alcohol over limit in injury crashes
- 97 percent urban
- 27 percent wet roads
- 25 percent night time
- Worst month October (12 percent each)
- Worst days of week Thursday and Friday (19 percent each)

State highways

- 2 deaths, 4 serious injuries and 16 minor injuries
- 68 percent male driver at fault in injury crashes
- Most common crash factor *failure to give way when turning to non turning traffic* (94 percent)
- 6 percent alcohol over limit in injury crashes
- 34 percent urban
- 31 percent on wet roads
- 41 percent at night time
- Worst month August (18 percent each)
- Worst day of week Friday (25 percent)

National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Upper Hutt City this has resulted in no deaths but 70 other injuries. Speed as a factor in crashes is not reducing in the district.

Nationally 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

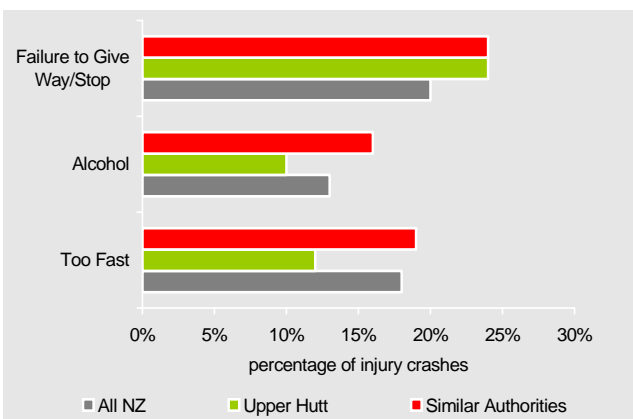
Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Upper Hutt City this has resulted in 3 deaths and 56 other injuries. The number of injury crashes involving alcohol is increasing.

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 Upper Hutt City this has resulted in 2 deaths and 69 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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