

# road safety issues

## Greater Wellington Region

**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 this report is to highlight road safety issues on the road network in the Greater Wellington Region. Similar reports have been prepared for the individual authorities in the region.**

This report is for both local roads and state highways in the Greater Wellington Region. Rural roads are those roads with a speed limit of 80 km/h or more.

The past five years has shown an upward trend in crash and casualty numbers in the region. This trend was largely due to an increase in urban crashes, as rural crash numbers have declined in the last two years.

The estimated social cost of crashes in the region in 2005 was \$258 million. Drivers and their passengers made up 71 percent of all casualties, however, other road users such as pedestrians, cyclists and motorcyclists are becoming a greater proportion of casualties when compared to similar regions.

A third of injury crashes involved loss of control, which was the main crash type in the region. Forty percent of crashes occurred at intersections.

Driver skills such as poor handling, not seeing other road users, bad judgement and insufficient vehicle control were the main contributory factors noted in crashes.

Both local and national road safety issues are identified below with specific issues in the region outlined in detail inside and national issues on the back.

### Major road safety issues

#### Greater Wellington Region

Vulnerable road users

Loss of control

Rear-end/obstruction crashes

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Greater Wellington Region



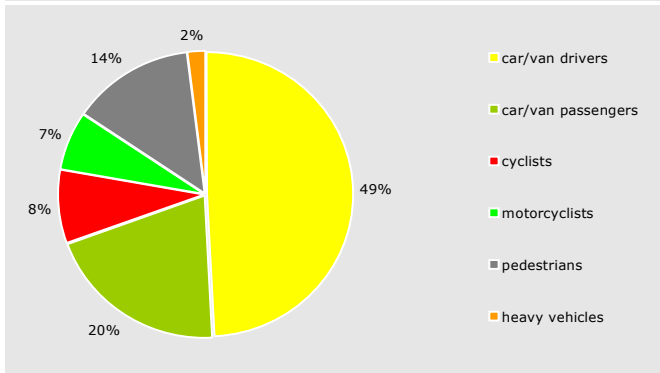
Deaths	20
Serious casualties	199
Minor casualties	938



Fatal crashes	18
Serious injury crashes	168
Minor injury crashes	725
Non-injury crashes	2,490

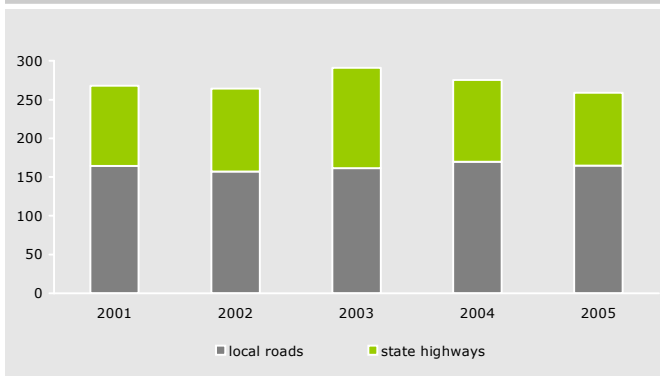
### Road casualties 2001-2005

#### 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.

## Vulnerable road users

Vulnerable road users (pedestrians, cyclists and motorcyclists) were involved in 30 percent of the injury crashes in the region between 2001 and 2005. Their injuries tend to be more severe than other road users.

Road user crash severity 2001–2005				
Road users	Crash severity			% of all casualties
	Fatal	Serious	Minor	
Cyclists	1%	17%	82%	8%
Motorcyclists	3%	32%	65%	7%
Pedestrians	3%	25%	72%	14%
All casualties	4%	19%	77%	

## Pedestrians

Pedestrian casualties were recorded largely in the major urban area with 55 percent in Wellington City.

Those aged between 20 and 39 years old were above the national level.

Pedestrian casualties 2001–2005							
Location	2001	2002	2003	2004	2005	5 year total	%
Carterton District	1	1	0	1	2	5	1%
Hutt City	32	23	28	33	22	138	17%
Kapiti Coast District	5	13	10	7	13	48	6%
Masterton District	5	8	10	6	4	33	4%
Porirua City	19	21	15	15	12	82	10%
South Wairarapa District	2	2	3	2	0	9	1%
Upper Hutt City	13	6	14	8	10	51	6%
Wellington City	103	88	72	85	100	448	55%
	<b>180</b>	<b>162</b>	<b>152</b>	<b>157</b>	<b>163</b>	<b>814</b>	<b>100%</b>

Factors associated with pedestrian injury crashes were:

- 58 percent of pedestrian incidents cited crossing the road without looking at traffic
- 26 percent of drivers did not see/look for the pedestrian
- 20 percent of pedestrians were not from the area where they were injured
- 18 percent of drivers failed to give way
- seven percent of pedestrians were visibly intoxicated.

## Cyclists

The number of cyclists injured in crashes has increased significantly in the 2005 year for the region.

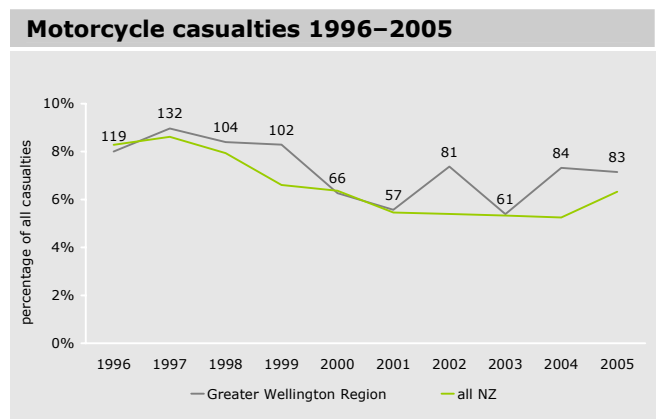
Cyclist casualties 2001–2005							
Location	2001	2002	2003	2004	2005	5 year total	%
Carterton District		2		1	1	4	1%
Hutt City	19	17	16	17	18	87	17%
Kapiti Coast District	8	4	4	7	10	33	6%
Masterton District	10	14	8	7	12	51	10%
Porirua City	6	9	7	8	6	36	7%
South Wairarapa District	1	1				2	0%
Upper Hutt City	12	11	3	5	10	41	8%
Wellington City	54	39	41	52	72	258	50%
	<b>110</b>	<b>97</b>	<b>79</b>	<b>97</b>	<b>129</b>	<b>512</b>	<b>100%</b>

The age profile of cyclists injured indicates those aged between 25 and 44 years old were over-represented. Factors associated with cycle crashes include:

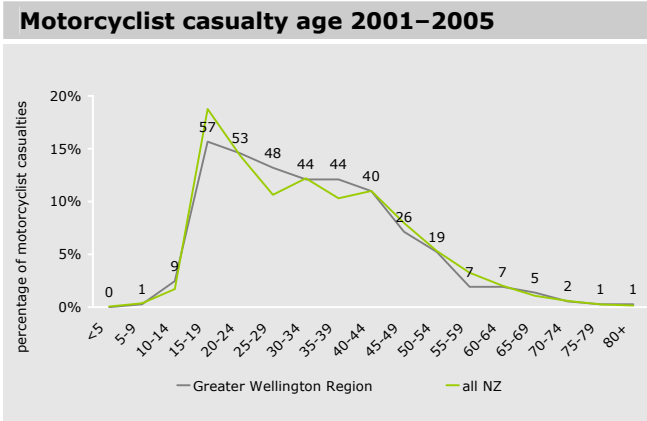
- driver did not see cyclist (40 percent)
- cyclist did not see vehicle (eight percent)
- driver failed to give way or stop (37 percent)
- cyclist failed to give way or stop (10 percent)
- cyclist overtaking (on the left) (seven percent)
- cycle lights, brakes, steering, etc. (seven percent).

## Motorcyclists

The number of motorcyclist casualties is in long-term decline with some notable low years. The proportion of casualties (seven percent) appears stable.



The age profile of motorcyclist casualties does not indicate any particular age group as being at risk. However, those between 25 and 29 years old and between 35 and 40 years old may be.



Factors associated with motorcycle crashes include:

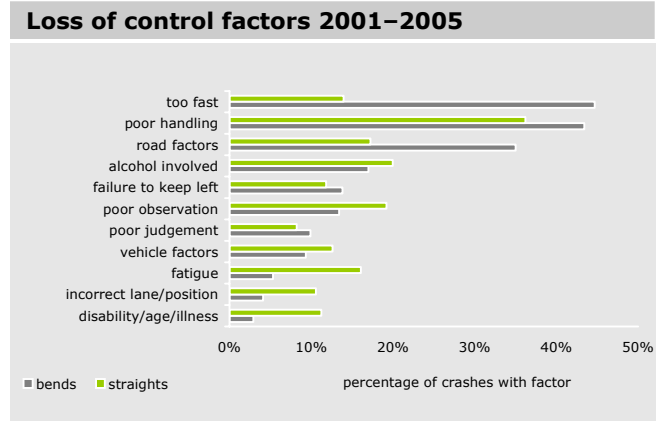
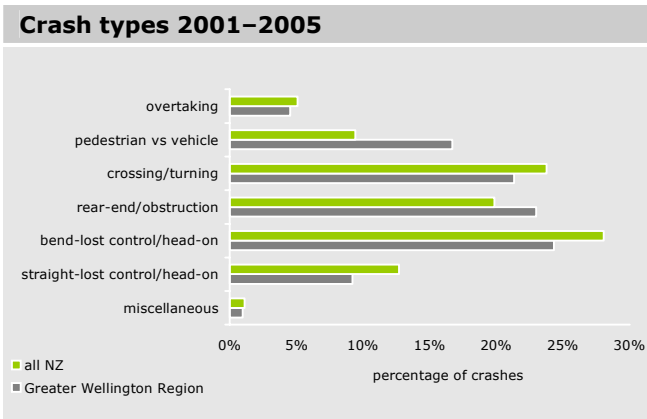
- too fast for conditions (nine percent)
- loss of control manoeuvring or due to conditions (24 percent)
- overtaking inappropriately (seven percent)
- failing to give way or stop (eight percent)
- inattention and not looking (18 percent).

Factors associated with the other parties involved in motorcycle crashes were:

- failing to give way or stop (23 percent)
- inattention and not looking (34 percent).

## Loss of control

Drivers losing control of their vehicle, either on a straight road or on a bend, was the most common type of crash (33 percent) in the Greater Wellington Region between 2001 and 2005.



Factors associated with loss of control crashes indicated that drivers are travelling too fast for the conditions particularly on bends and are not necessarily aware of the road conditions. Fatigue, illness and disability were factors in straight road crashes.

Poor driver skills of observation, judgement and handling of the vehicle have also contributed to the loss of control crashes.

### Loss of control environment 2001–2005

		Loss of control environment 2001–2005								Total
		Night-time				Day-time				
		Dry		Wet		Dry		Wet		
Urban	Rural	Inter-section	Mid-block	Inter-section	Mid-block	Inter-section	Mid-block	Inter-section	Mid-block	
Urban	Local road	6%	11%	3%	5%	7%	13%	2%	6%	53%
	State highway	1%	1%	1%	1%	1%	1%	1%	1%	7%
Rural	Local road	0%	3%	0%	2%	0%	6%	0%	3%	16%
	State highway	1%	4%	1%	5%	1%	7%	1%	6%	25%
Total		9%	19%	4%	13%	9%	27%	4%	16%	100%

Twenty five percent of the loss of control crashes occurred when turning at intersections and 37 percent were in the wet and 45 percent at night.

## Rear-end/obstruction crashes

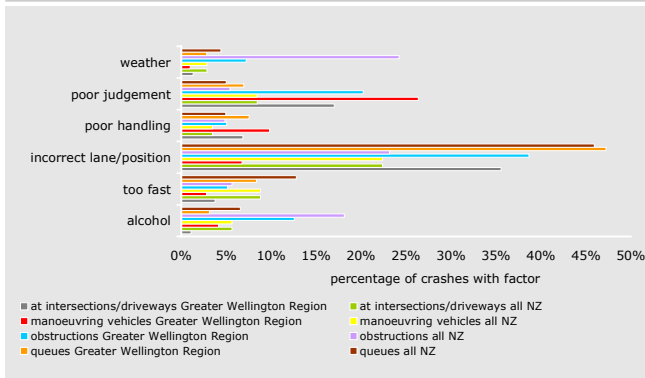
The next most common types of crashes in the Greater Wellington Region were running into the back of a vehicle ahead or colliding with an obstruction. Accounting for 23 percent of crashes, they were above the national level.

The table below indicates the types of crashes in this category and gives an indication of the environment in which they occurred.

### Rear-end/obstruction crashes 2001–2005

	Rural		Urban		Total
	Inter-section	Mid-block	Inter-section	Mid-block	
Obstructions	0%	2%	3%	14%	19%
Vehicle queues	3%	14%	12%	14%	42%
At intersections/driveways	0%	0%	4%	3%	8%
Manoeuvring vehicle	0%	1%	5%	25%	32%
Total	3%	17%	25%	55%	100%

## Rear-end/obstruction factors 2001–2005



Poor observation was reported as a major cause of rear-end/obstruction crashes with almost 100 percent having this as a factor.

The different aspects of this category of crash are indicated in the above chart. There were also other relevant factors such as following too closely or not observing what other road users were doing.

Parked or stationary vehicles were the most commonly struck obstacles.

## National issues

### Speed

The faster drivers go, the more likely an unexpected event will happen resulting in a crash, the consequences of which increase the risk of serious injury or death.

In the Greater Wellington Region between 2001 and 2005, speed too fast for the conditions was reported as a factor in 15 percent of crashes – this compares favourably with the national situation of 17 percent.

### Alcohol

Alcohol has an effect on the way a vehicle is driven by slowing the driver's reactions and their perception of the driving task. There has been a significant reduction in the number of alcohol-related crashes throughout the country, but further reducing the incidence of alcohol-related crashes, is desirable.

Alcohol was involved in 10 percent of the Greater Wellington Region's crashes compared to 13 percent nationally.

### Failure to give way

A major cause of crashes is the failure to give way to another party, and particularly so at intersections. In the Greater Wellington Region between 2001 and 2005, 23 percent of crashes cited failing to give way as a factor – equal to the national figure.

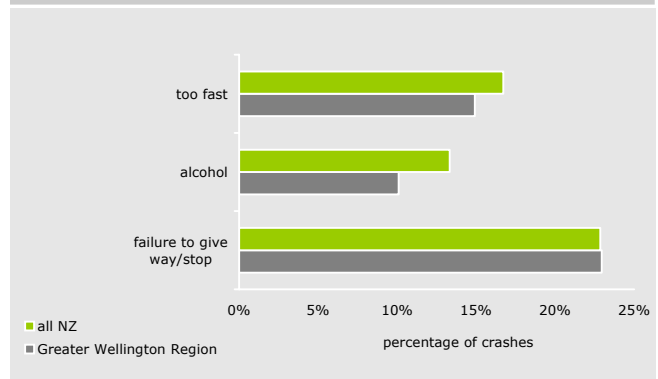
## Restraints

The use of safety belts and child restraint systems reduces the chance of death or serious injury in a crash by 40 percent.

Surveys conducted in 2005 by the Ministry of Transport indicate that for people in the front seats of vehicles in the Greater Wellington Region, 96 percent were wearing safety belts.

The most recent survey for back seat passengers (2004) indicated an 87 percent wearing rate and the survey of child restraint use (2004) indicated 89 percent usage.

## National issues 2001–2005



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