

# *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 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 South Wairarapa District.

This report is the eighth road safety report for South Wairarapa District. 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 South Wairarapa District is compared to national average or similar local authorities, 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 District for 2006.

<b>Major road safety issues</b>		<b>2006 road trauma</b>	
<b>South Wairarapa District</b>		<b>Casualties</b>	
Vulnerable road users		Deaths	2
Loss of control at bends		Serious casualties	9
		Minor casualties	29
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	8
Failure to give way		Minor injury crashes	18
Restraints		Non injury crashes	61

## Overview of crashes in 2006

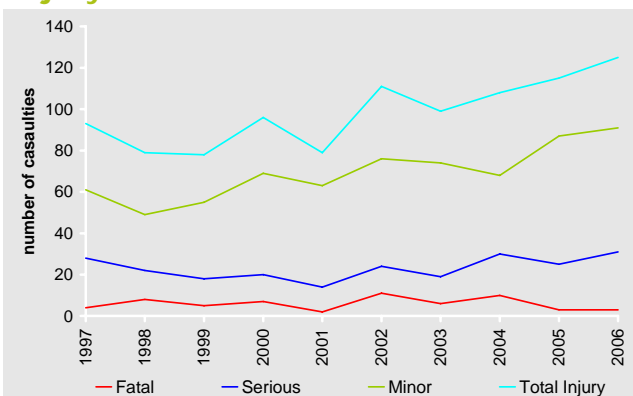
In 2006, on local roads in South Wairarapa District there were 15 injury crashes and 22 non-injury crashes, in addition there were 13 injury crashes, 2 of which resulted in fatalities, and 39 non-injury crashes on State Highways, as reported by the New Zealand Police.

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	2	8	24	34
Urban	0	1	5	6
Total	2	9	29	40

The number of casualties is gradually increasing in the South Wairarapa District since 2001 (in exception to year 2002), although there is some decrease observed in terms of fatalities.

### Injury crashes 1997-2006



The following table shows the distribution of the injury and non-injury crashes on local roads in 2006 by movement category with urban/rural split. Bend-lost control/head on is most common movement category for all crashes in the District.

Movement category	Urban	Rural	Total
Rear-end/obstruction	8	8	16
Bend-lost control/head on	3	47	50
Crossing/turning	8	1	9
Straight-lost control/head on	3	8	11
Overtaking	0	3	3
Pedestrian vs vehicle	0	0	0

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

#### Local roads

- Worst month November (8 crashes)
- Worst days Saturday and Sunday (9 crashes each)
- Wet road 24 percent
- Night time 30 percent
- Mid-block 76 percent
- Social cost of crashes \$4.8m
- At fault male driver (injury crashes only) 74 percent
- Full NZ licence (injury crashes only) 47 percent of at fault drivers

#### State highways

- Worst months May and October (7 crashes each)
- Worst days Wednesday and Sunday (13 crashes)
- Wet road 69 percent
- Night time 25 percent
- Mid-block 88 percent
- Social cost of crashes \$12.1m
- At fault male driver (injury crashes only) 77 percent
- Full NZ licence (injury crashes only) 62 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.

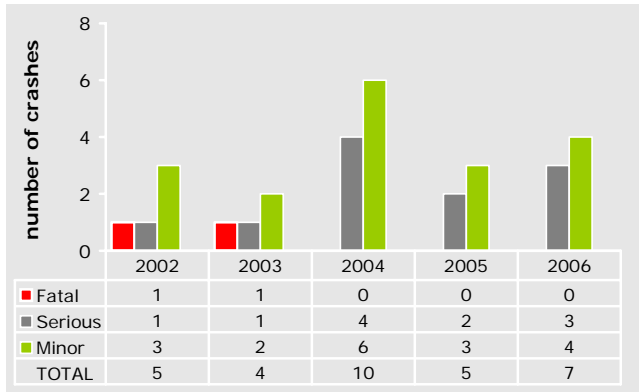
In South Wairarapa District, 54 percent of at fault drivers in injury crashes were the holder of a full driving licence (58.4 percent nationally) in year 2006.

Licence status	Injury crashes percentage of at fault drivers	
	South Wairarapa District	New Zealand
Full	53.6	58.4
Learner	3.5	9.5
Restricted	32.1	17.6
Never licensed	3.5	2.2
Disqualified	3.5	1.7
Overseas	3.5	4.2
Expired	0	0.5
Other/unknown	0	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.

### Vulnerable road users 2002 -2006



## Pedestrians

There were seven pedestrians injured in the period 2002 to 2006 and fortunately none in 2006 in South Wairarapa District.

Young people are the most commonly injured in pedestrian crashes. This may be because they walk more than other age groups. However many of them may not be mature enough to make the correct road crossing decisions. For example young children have difficulty in judging the speed and distance of approaching vehicles. They are also easily distracted and unable to focus on multiple events at a time.

Road designers and motorists alike need to understand that children do not think like “mini adults” when they are walking and playing near the road. The road environment needs to be made as safe as possible to mitigate against the unpredictable actions that children take.

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.

The reported pedestrian crashes are principally on arterial and collector roads, in particular the main road through Featherston.

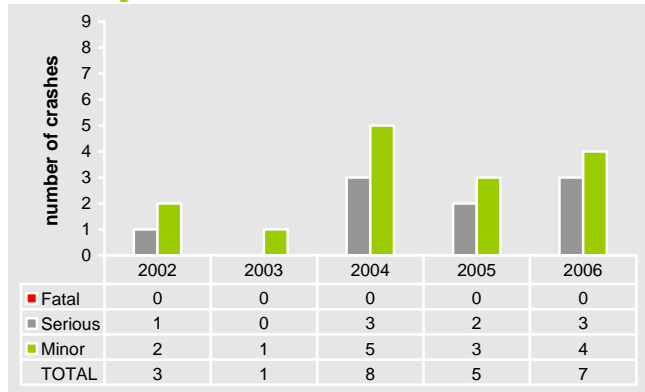
## Cyclist

One cyclist has been reported as having an injury crash in the last five years (2002 to 2006) in South Wairarapa District.

## Motorcyclists

Motorcyclist injuries do not feature highly in South Wairarapa District. They represent just 12 percent of all injuries, with no motorcyclist fatalities in the last five years.

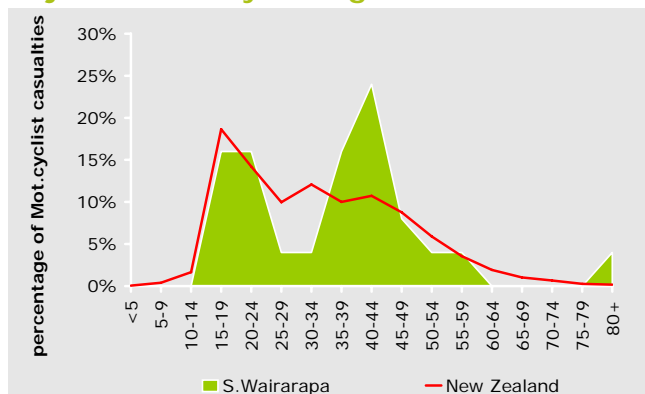
### Motorcyclist crashes 2002-2006



Nationally motorcycling fatalities dropped from a high of 20 percent of all fatalities in 1988 to just six 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.

Motorcycling injuries are not spread evenly across all age distributions as shown in the chart below.

### Injured motorcyclist age 2002-2006



Further information about 2002-2006 motorcycle crashes on:

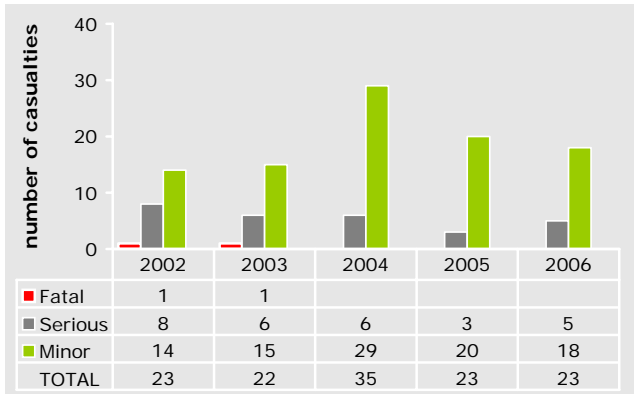
### All roads

- The most common crash type was loss of control at bends (77 percent)
- 62 percent of crashes were on a state highway
- Crashes were principally mid-block 89 percent
- 89 percent in daylight hours
- 81 percent in dry conditions
- Friday to Sunday were the worst days (77 percent)
- 85 percent of motorcyclists injured were male
- 50 percent of the crashes involved poor handling
- 20 percent of crashes involved road factors which were mainly slippery surface due to loose material on seal and visibility limited by a crest or dip in the road

## Loss of control at bends

Between 2002 and 2006, 82 injury crashes recorded in South Wairarapa District occurred at bends. In addition, 102 non-injury incidents were also reported. These crashes resulted in 2 fatalities, 28 serious injuries and the 96 minor injuries.

### Casualties at bends 2002-2006



Most (80 percent) of the crashes at bends involved a single vehicle running off the road.

After drivers lose control their vehicles 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 common roadside hazards struck in South Wairarapa District were fences (48), into or over banks (58), guard rails (26) and ditches (24) from a total of 197 objects struck.

The following table lists the main characteristics of these crashes:

Crash characteristic	
Single vehicle	80 percent
Alcohol (injury crashes)	18 percent
Excessive speed for the conditions (injury crashes)	51 percent
Road factors	27 percent
Poor handling (injury crashes)	39 percent
State highway	60 percent
Rural road	91 percent
Wet road	48 percent
Night time	33 percent

The following table lists the licence status of at fault drivers of loss of control crashes at bends:

Licence Status	Injury crashes percentage of at fault drivers	
	South Wairarapa District	New Zealand
Full	54.3	51.1
Learner	8.6	10.7
Restricted	22.2	17.9
Never licensed	2.5	4.1
Disqualified	3.7	2.8
Overseas	3.7	5.6
Expired	0	0.9
Other/ Unknown	4.9	6.8

Further facts about 2002-2006 loss of control crashes on:

#### Local roads

- 1 death, 17 serious injuries and 53 minor injuries
- Male drivers 65 percent in at fault injury crashes
- Most common crash factor *too fast entering corner* cited in 60 percent of injury crashes
- Alcohol is cited in 26 percent of injury crashes
- Most common age group 15-19 years
- Worst months November-December
- Worst days Saturday-Sunday

#### State highways

- 1 death, 11 serious injuries and 43 minor injuries
- Male drivers 72 percent at fault in injury crashes
- Most common crash factor *too fast entering corner* cited in 42 percent of injury crashes
- Most common age groups 15-19 and 30-39 years old
- 8 percent of injury crash drivers over alcohol limit
- Worst month December (November and March to May are also high)
- Worst days Saturday and Sunday

## National issues

### Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In South Wairarapa District this has resulted in 2 deaths and 42 other injuries. Speed as a factor in crashes is not reducing in the district.

Most (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

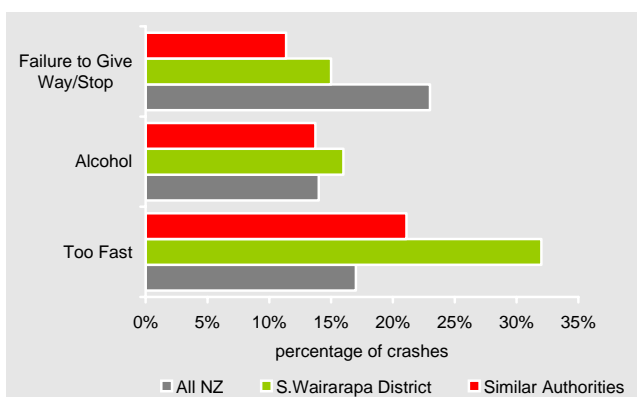
Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In South Wairarapa District this has resulted in 2 deaths and 42 other injuries. The number of injury crashes involving alcohol is increasing.

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 South Wairarapa District this has resulted in 8 serious injuries and 13 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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