

briefing notes road safety issues

Hutt City

This report details aspects of Hutt City’s traffic crash data. We begin by looking at how the city measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Hutt City for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when Hutt City is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

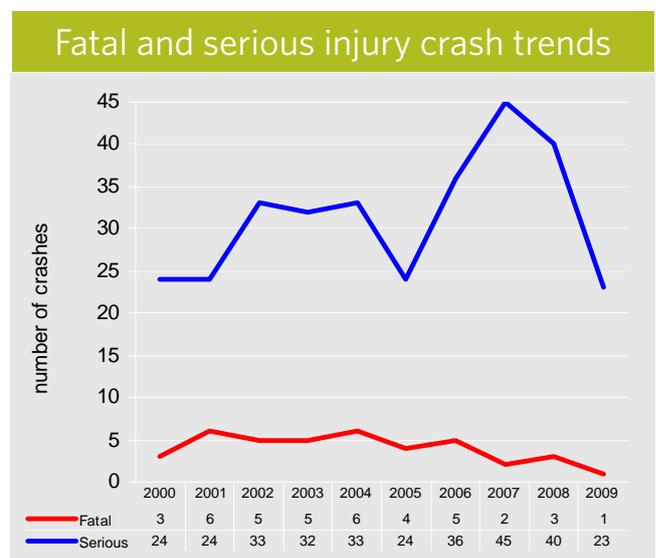
2009 road trauma	
Casualties	Hutt City
Death	1
Serious injury	27
Minor injury	213
Total casualties	241

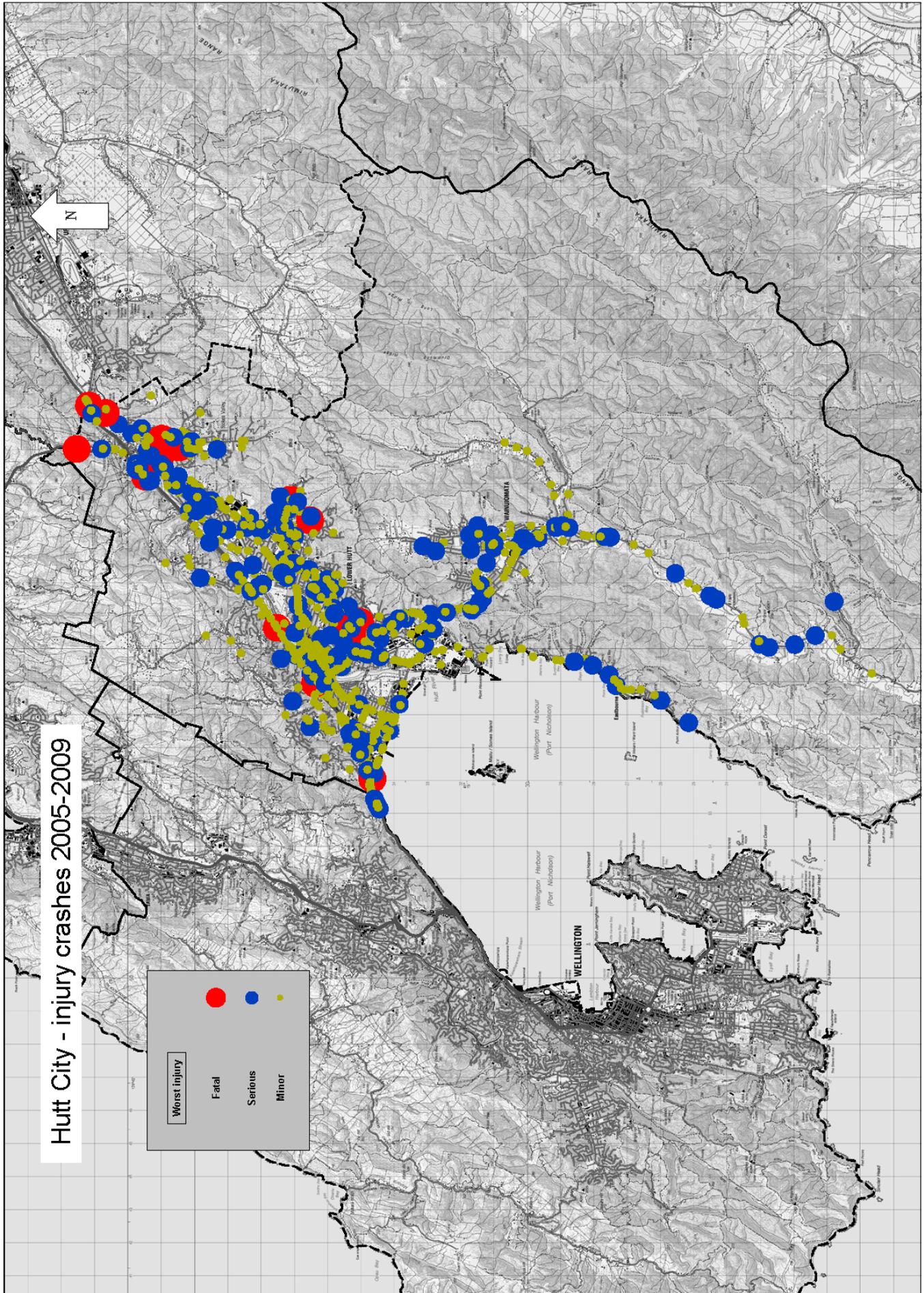
Crashes	Hutt City
Fatal crashes	1
Serious injury crashes	23
Minor injury crashes	187
Total injury crashes	211
Non-injury crashes	753 reported

2009 - social cost of crashes	
Local roads	\$ 38.46M
State highways	\$ 16.94M
Total	\$ 55.40M

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
Hutt City	
Intersections	
Vulnerable road users; - pedestrians	
	- cyclists
	- motorcyclists
Young drivers	





2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand's Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Hutt City

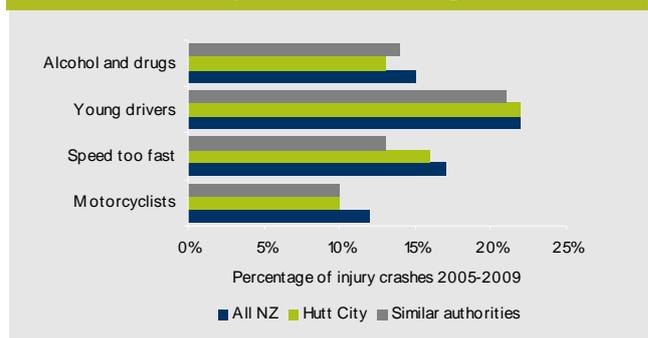
Presented below is a brief look at Hutt City's position on Safer Journeys' areas of high concern compared to similar authorities' averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Hutt City are 98 and 91 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

Safer Journeys' areas of high concern



Alcohol and drugs

In Hutt City, alcohol was recorded in 13 percent of injury crashes in the last five years, resulting in 9 deaths, 48 serious injuries and 131 minor injuries. Alcohol-related crashes are proportionally lower than in similar authorities and the latest trends are downward.

Young drivers

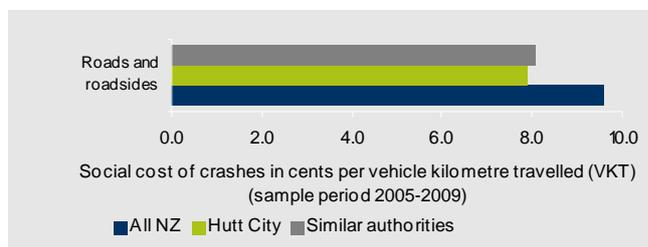
In Hutt City, young drivers aged 15-19 years were involved in 22 percent of all injury crashes during the last five year period, resulting in 1 death, 44 serious injuries and 272 minor injuries. This was proportionally higher compared to similar authorities.

Speed too fast

Speed too fast was recorded in 16 percent of injury crashes in Hutt City in the last five years, resulting in 4 deaths, 56 serious injuries and 176 minor injuries. Speed as a factor in crashes was higher when compared to similar authorities, however the latest trends are downward.

Motorcyclists

In Hutt City, motorcyclists were involved in 10 percent of all injury crashes during the last five year period, resulting in 1 death, 24 serious injuries and 104 minor injuries. It was proportionally similar when compared to similar authorities.



Roads and roadsides

In Hutt City, there were on average 32 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was 2 percent lower than the similar authority average (see the graph above).

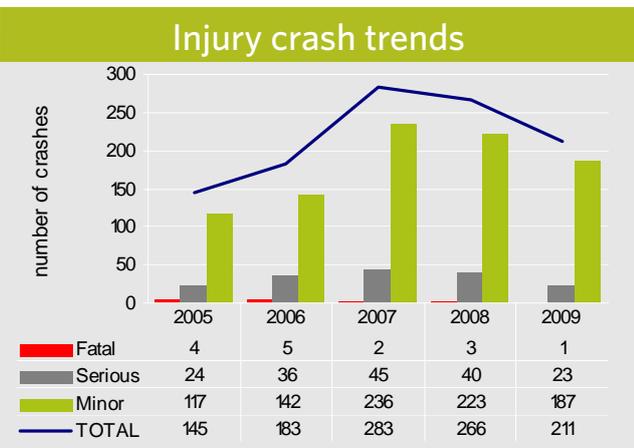
Overview 2009

In 2009 in Hutt City, 211 injury crashes resulting in 241 casualties and 753 non-injury crashes were reported by the New Zealand Police. Twenty-two percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

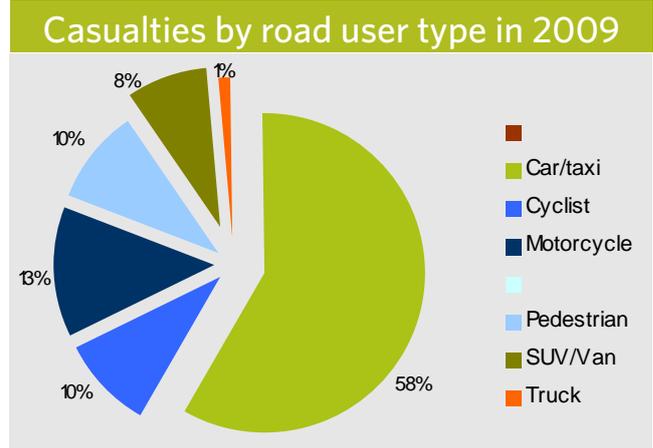
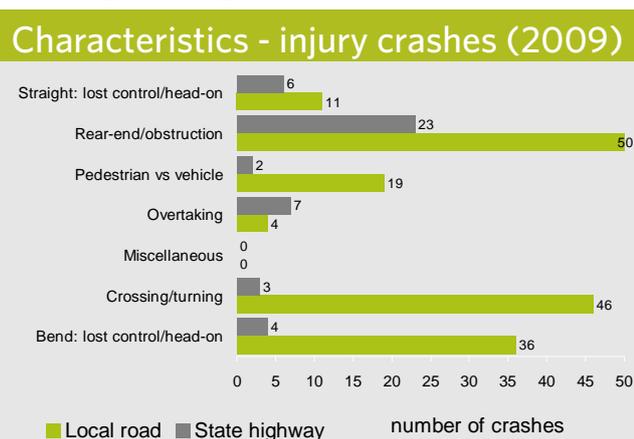
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	1	27	213	241
Local roads vs state highways				
Local roads	0	21	172	193
State highways	1	6	41	48
Rural vs urban roads				
Rural ¹	1	7	44	52
Urban	0	20	169	189

¹ Rural- an area with a speed limit of 80km/h or more

The latest five year data shows an upward trend in the total number of injury crashes, although in the last three years the trends in each seriousness category are downwards.



In 2009 a third of the injury crashes involved a rear-end collision, a quarter involved loss of control and a quarter a crossing or turning movement.



Three-fifths of injury casualties in 2009 were drivers or passengers of cars, a twelfth of sports utility vehicles or vans and a third were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in Hutt City, young drivers aged 15 to 19 years inclusive were at fault drivers in 20 percent of injury crashes and older drivers, 70 years of age and over, in 9 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 166
- Worst month: December (11 percent)
- Worst day of week: Thursday (25 percent)
- Wet road crashes: 19 percent
- Night time crashes: 25 percent
- Alcohol over limit: 11 percent
- Failed to give way/stop: 28 percent
- Too fast for conditions: 13 percent
- Pedestrian factors : 6 percent
- Crashes at intersection: 48 percent
- Road factors: 12 percent
- At fault male driver: 62 percent
- At fault driver held full NZ licence: 61 percent

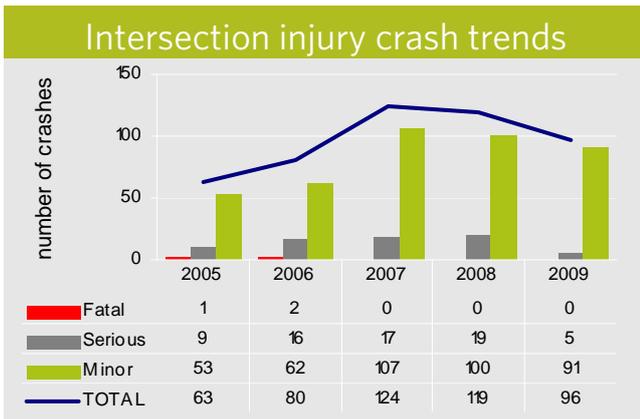
State highways

- Total number of injury crashes: 45
- Worst month: November (16 percent)
- Worst day of week: Monday (22 percent)
- Wet road crashes: 24 percent
- Night time crashes: 23 percent
- Alcohol over limit: 2 percent
- Too fast for conditions: 13 percent
- Failed to give way/stop: 7 percent
- Incorrect lane position: 22 percent
- Crashes at intersection: 38 percent
- Road factors: 27 percent
- At fault male driver: 65 percent
- At fault driver held full NZ licence: 69 percent

Intersections

During the last five year period (2005-2009) 44 percent of all injury crashes in Hutt City occurred at intersections. These crashes resulted in 6 deaths, 71 serious injuries and 520 minor injuries. There were a further 1484 non-injury crashes reported.

The latest five year data shows an upward trend in the total number of injury crashes, although the trend in the last three years is downwards.



Most of these crashes occurred at urban intersections (87 percent). Fifteen percent of intersection crashes occurred on state highways, accounting for 67 percent of fatalities and 25 percent of all serious injuries at intersections in the last five years.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	85%	0.6%	1.7%	12.7%

The table below shows the locations of intersections with a high number of crashes in Hutt City 2005-2009.

Intersection name	Total crashes 2005 - 2009	Injury crashes 2005-2009	Total crashes in 2009
SH 2 / SH 58	43	9	15
SH 2 / Grounsell Crescent	26	9	7
SH 2 / Melling Link	42	7	12
SH 2 / Horokiwi Road	21	7	4
SH 2 / Dowse Drive	13	7	0
Fairway Drive/Taita Drive	12	7	1
SH 2 / Block Road	25	5	3
Randwick Road / Whites Line East	23	5	4
Waterloo Road / Cornwall St	19	5	3
Melling Link / Rutherford St	18	5	5

Junction Type	Rural	Urban
T-junction	163	902
Crossroad	67	340
Roundabout	2	366
Y-junction	24	46
Driveway	2	48

Crashes at T-junctions and roundabouts in urban areas are the most common types of intersection crashes, followed by crashes at crossroads, during 2005-2009.

Forty-six percent of intersection injury crashes occurred due to a driver failing to give way or stop. Forty-six percent of all crashes occurred at give way signs, 16 percent at traffic signals 9 percent at stop signs. Twenty-eight percent of all crashes occurred at intersections without any traffic control.

Further information about crashes at intersections in Hutt City 2005-2009 on:

Local roads

- 2 deaths, 54 serious injuries and 437 minor injuries
- Worst month: October (166 crashes)
- Worst day of week: Thursday (288 crashes)
- Wet road crashes: 22 percent
- Night time crashes: 26 percent
- Alcohol over limit (injury crashes): 9 percent
- Most common injury crash factors: failed to give way/stop (49 percent) and poor observation (50 percent)
- At fault male driver (injury crashes): 61 percent
- At fault driver held full NZ licence (injury crashes): 62 percent
- Most common at fault driver's age group (injury crashes): 15-24 years (30 percent)

State highways

- 4 deaths, 17 serious injuries and 83 minor injuries
- Worst month: May (33 crashes)
- Worst day of week: Thursday (52 crashes)
- Wet road crashes: 34 percent
- Night time crashes: 31 percent
- Alcohol over limit (injury crashes): 9 percent
- Most common injury crash factors: failed to give way/stop (32 percent) and poor observation (38 percent)
- At fault male driver (injury crashes): 70 percent
- At fault driver held full NZ licence (injury crashes): 67 percent
- Most common at fault driver's age group (injury crashes): 15-24 years (32 percent)

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. These are defined as pedestrians, motorcyclists and cyclists.

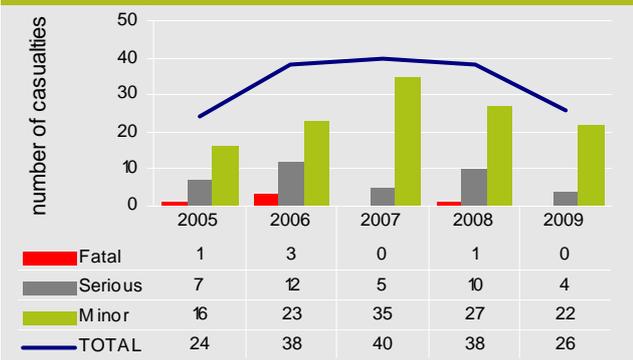
In Hutt City, vulnerable road users were involved in thirty-four percent of all injury crashes over the last five years (2005-2009), accounting for 30 percent of all casualties; 43 percent of all deaths and 40 percent of all serious injuries in the city over the five year period.

Pedestrians

Injury crashes involving pedestrians in Hutt City accounted for 15 percent of all injury crashes during the last five year period. These pedestrian-involved crashes resulted in 5 deaths, 38 serious injuries and 123 minor injuries. In terms of casualties pedestrians made up 26 percent of all deaths and 20 percent of all serious injuries 2005-2009.

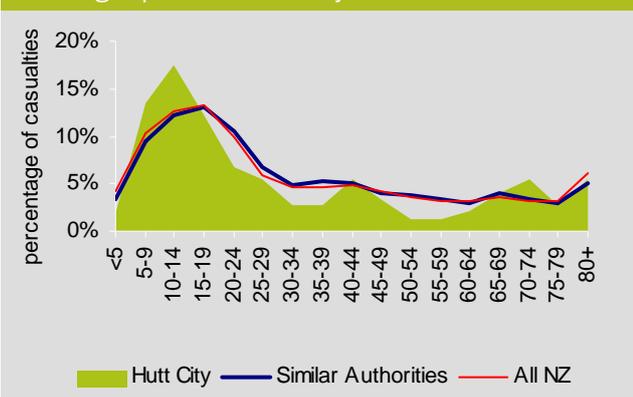
The latest five year data shows a level trend in the total number of casualties in crashes involving pedestrians. The trend for serious injuries is downwards over the five year period.

Casualty trends: pedestrian crashes



Forty-four percent of the injured pedestrians were in the age group 5-20 years. This is higher than in similar authorities and the all NZ average for the same age group. Seventeen percent of the pedestrians injured during the last five-years were over 65 years of age.

Age: pedestrians injured 2005-2009



Location / route	Number of pedestrians injured
High St / Boulcott St	4
Queens Drive / Bunny St	4
High St / Derwent Lee Grove	4
Cambridge Terrace / Guthrie St	3
Main Road / Moores Valley Road	3
Buick St / Jackson St	3
Randwick Road / York St	3

High pedestrian crash locations or routes in Hutt City for the period 2005-2009 are shown above.

Nearly all pedestrian crashes occurred on urban local roads (99 percent), over a third at intersections (35 percent). Eighty-two percent took place during the hours of daylight.

The following were the most commonly reported pedestrian factors involved in these pedestrian crashes:

- 38 percent involved pedestrians crossing roads heedless of traffic
- 21 percent show a driver failed to give way to a pedestrian on a crossing
- 12 percent did not see or look for other party until too late
- 11 percent involved pedestrians stepping out from behind parked cars
- 10 percent involved an unsupervised child

A quarter (23 percent) of pedestrian injury crashes record that the driver failed to give way to a pedestrian using a crossing point on the roadway, either at a zebra crossing or when turning at traffic lights.

Further information regarding crashes involving pedestrians in Hutt City 2005-2009 on:

Local roads

- 5 deaths, 38 serious injuries and 120 minor injuries
- Worst month: May (18 crashes)
- Worst day of week: Thursday (35 crashes)
- Wet road crashes: 10 percent
- Night time crashes: 19 percent
- Alcohol over limit (injury crashes): 8 percent
- Crashes at intersection: 35 percent
- Pedestrian factors contributing to crashes: 64 percent

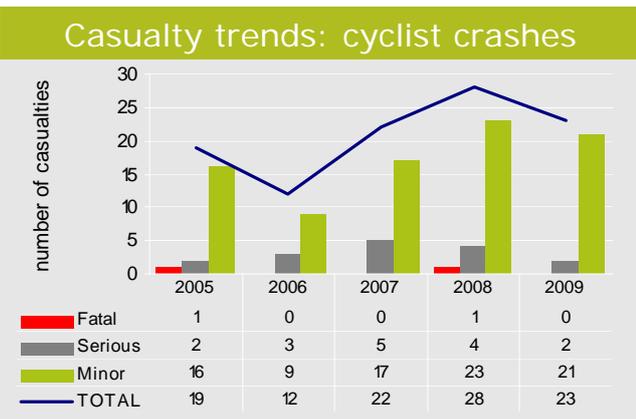
State highways

- During the last five year period, there were only two pedestrian crashes reported, both in 2009
- 3 minor injuries
- Daytime & dry conditions: 100 percent
- Crashes at intersection: 50 percent
- Pedestrian factors contributing: 50 percent

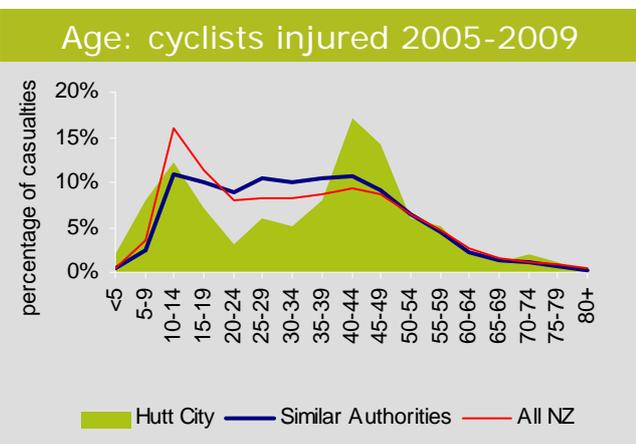
Cyclists

Injury crashes involving cyclists in Hutt City accounted for 9 percent of all injury crashes during the last 5 year period, resulting in 2 deaths, 16 serious injuries and 86 minor injuries. There were a further 18 non-injury crashes reported.

The latest five year data shows an upward trend in the in the total number of cyclist injury crashes, particularly the number of minor injury crashes.



In Hutt City in 2005-2009 we find that nearly a third of cyclists injured were in the age group 40-49 years (31 percent), this is significantly higher than in similar authorities and the all NZ average. Meanwhile cyclists aged 5-19 years account for 27 percent of those injured which is slightly higher than similar authorities and lower the all NZ average for this same group.



The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in Hutt City 2005-2009 were:

- a vehicle or cyclist turning right across an oncoming vehicle: 15 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 11 percent
- a vehicle or cyclist turning from a side road or driveway merging with traffic, collides with the vehicle travelling straight through: 10 percent

Location / route	Number of cyclist injury crashes
SH 2/SH 58	4
Melling Link/Rutherford St	3
SH 2/Slip Road	2
Bell Road/Parkside Drive	2
Waione St/Kirkcaldy St	2
High St/Walters St	2
Fairway Drive/Taita Drive	2
Hutt Road/Udy St	2

The high cyclist crash locations or routes in 2005-2009 in the Hutt City are shown in the table above.

Ninety-two percent of cyclist crashes occurred on local roads in urban areas. Just over half of the cycling crashes occurred at intersections (55 percent) and most during the daylight hours (83 percent).

Fifty-seven percent of at fault drivers in these crashes were male. Forty-three percent of all at fault drivers were in the age group 30-49 years. While most at fault drivers held a full NZ driver's licence (76 percent), 17 percent of at fault drivers held a learner or restricted licence.

Further information regarding crashes involving cyclists in Hutt City 2005-2009 on:

Local roads

- 1 death, 12 serious injuries and 83 minor injuries
- Worst month: August (15 crashes)
- Worst day of week: Thursday (26 crashes)
- Most common injury crash factors: poor observation (59 percent) and failed to give way/stop (49 percent)
- Wet road crashes: 15 percent
- Night time crashes: 17 percent
- Alcohol over limit (injury crashes): 4 percent
- Crashes at intersection: 57 percent
- Male cyclist injured: 79 percent

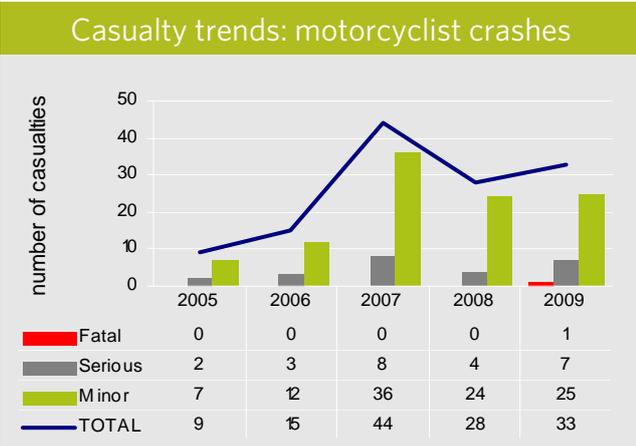
State highways

- 1 death, 4 serious injuries and 3 minor injuries
- Worst month: July (2 crashes)
- Worst day of week: Wednesday (3 crashes)
- Most common injury crash factors: poor observation (50 percent) and incorrect lane or position (38 percent each)
- Wet road crashes: nil
- Night time crashes: 12 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 34 percent
- Male cyclist injured: 88 percent

Motorcyclists

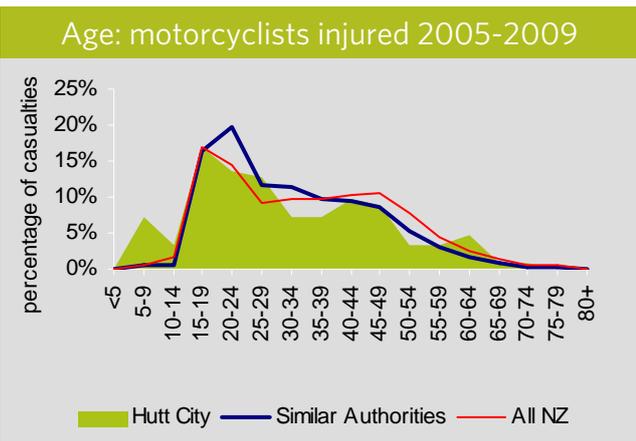
Injury crashes involving motorcyclists represented 11 percent of all injury crashes in Hutt City during the last five year period, resulting in 1 death, 24 serious injuries and 104 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcyclist crashes.



Three-quarters of motorcycling crashes happened on local urban roads (73 percent). Fifty-three percent of crashes involving motorcyclists happened at intersections. Only nineteen percent are reported as single party motorcycle crashes.

The age distribution of injured motorcyclists is shown in the chart below. Motorcyclists in the age group 15-24 years were the most commonly injured (31 percent). Younger motorcyclists, aged 5-14 years, are over-represented when compared to similar authorities and the all-NZ averages.



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Hutt City 2005-2009 were:

- loss of control: 24 percent
- a vehicle or motorcyclist turning right across an on-coming vehicle: 11 percent
- A vehicle or motorcyclist changing lanes: 10 percent

Location / route	Number of motorcyclist injury crashes
SH 2 / Petone Off Nbd	3
SH 2 / Tirohanga Road	3
Sh 2 / Cornish St	2
SH 2 / Horokiwi Road	2
Victoria St / Marsden St	2
Coast Road / Golf Club	2
SH 2 / Dowse Drive	2
Woburn Road / Queens Drive	2

- a vehicle or motorcyclist turning right from a side road or driveway across a vehicle travelling straight through: 8 percent

The high crash locations/routes for motorcycle crashes in the city 2005-2009 are shown in the table above.

Further information regarding crashes involving motorcyclists in Hutt City 2005-2009 on:

Local roads

- 21 serious injuries and 89 minor injuries
- Worst month: December (15 crashes)
- Worst days of week: Wednesday and Thursday (26 crashes each)
- Most common injury crash factors: poor observation (54 percent), failed to give way (35 percent), poor handling and incorrect lane or position (12 percent each)
- Wet road crashes: 17 percent
- Night time crashes: 22 percent
- Alcohol over limit (injury crashes): 5 percent
- Crashes at intersection: 58 percent
- Male motorcyclist injured: 73 percent

State highways

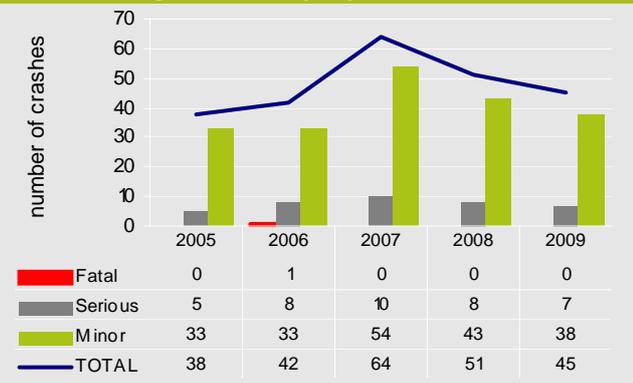
- 1 death, 3 serious injuries and 15 minor injuries
- Worst month: March (6 crashes)
- Worst day of week: Friday (9 crashes)
- Most common injury crash factors: poor observation (53 percent), incorrect lane or position (21 percent), vehicle factors (21 percent) and overtaking (16 percent)
- Wet road crashes: 33 percent
- Night time crashes: 20 percent
- Alcohol over limit (injury crashes): 5 percent
- Crashes at intersection: 33 percent
- Male motorcyclist injured: 94 percent

Young drivers

During the most recent five year period (2005-2009) in Hutt City, 22 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 1 death, 44 serious injuries and 272 minor injuries.

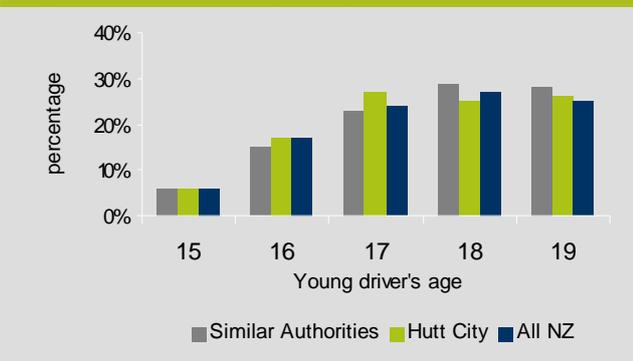
The latest five year data shows a slight upwards trend in the total number of these crashes.

Young driver injury crash trends



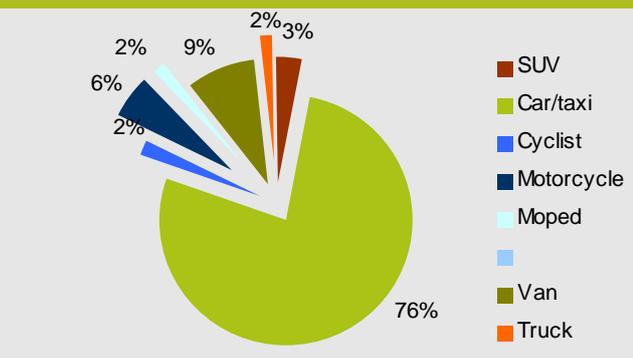
The age distribution of young drivers involved in injury crashes is shown below. Eighty-two percent of these injury crashes show young drivers were at fault or part-fault.

Age distribution of young drivers 2005-2009

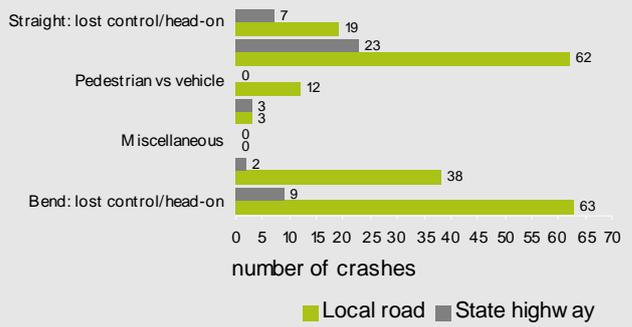


The types of vehicles involved in injury crashes involving young drivers are shown below; three-quarters were cars and an eighth vans or sports utility vehicles. A third of these crashes were single vehicle crashes.

Vehicle types involved in young driver injury crashes 2005-2009



Characteristics of young driver injury crashes



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement involves a driver losing control of their vehicle (41 percent):

- loss of control at bends: 25 percent
- loss of control on a straight road: 10 percent
- loss of control head-on collision: 5 percent
- loss of control overtaking: nil

Further information about injury crashes involving young drivers in Hutt City 2005-2009 on:

Local roads

- 1 death, 37 serious injuries and 221 minor injuries
- Worst month: August (25 crashes)
- Worst day of week: Thursday (36 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 29 percent
- Alcohol over limit (injury crashes): 15 percent
- Speed too fast: 26 percent
- Most common injury crash factors: poor observation (42 percent) followed by poor judgement (22 percent)
- At fault driver held learner NZ licence (injury crashes): 23 percent
- At fault driver held restricted NZ licence (injury crashes): 32 percent

State highways

- 7 serious injuries and 51 minor injuries
- Worst month: March & June (14 crashes each)
- Worst day of week: Sunday (10 crashes)
- Wet road crashes: 39 percent
- Night time crashes: 43 percent
- Alcohol over limit (injury crashes): 9 percent
- Speed too fast: 28 percent
- Most common injury crash factors: poor observation (33 percent) followed by incorrect lane or position (28 percent)
- At fault driver held learner NZ licence (injury crashes): 23 percent
- At fault driver held restricted NZ licence (injury crashes): 32 percent

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Hutt City Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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