

# *briefing notes road safety issues*

## *Hutt City*

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2003–2007 period.

This report is the ninth road safety report for Hutt city. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways. 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 intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the city. More detailed information may be obtained from either Hutt City Council (local roads) or Transit NZ (State highways). Please refer to the last page for contact details.

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

We have also included a brief overview of crashes in Hutt City for 2007.

| <b>Major road safety issues</b> |  | <b>2007 road trauma</b> |                  |
|---------------------------------|--|-------------------------|------------------|
| <b>Hutt City</b>                |  | <b>Casualties</b>       | <b>Hutt City</b> |
| Vulnerable road users           |  | Deaths                  | 2                |
| Loss of control                 |  | Serious casualties      | 49               |
| Crossing/Turning                |  | Minor casualties        | 302              |
| Rear-End Obstruction            |  |                         |                  |
| <b>Nationally</b>               |  | <b>Crashes</b>          | <b>Hutt City</b> |
| Speed                           |  | Fatal crashes           | 2                |
| Alcohol                         |  | Serious injury crashes  | 45               |
| Failure to give way             |  | Minor injury crashes    | 228              |
| Restraints                      |  | Non injury crashes      | 876              |

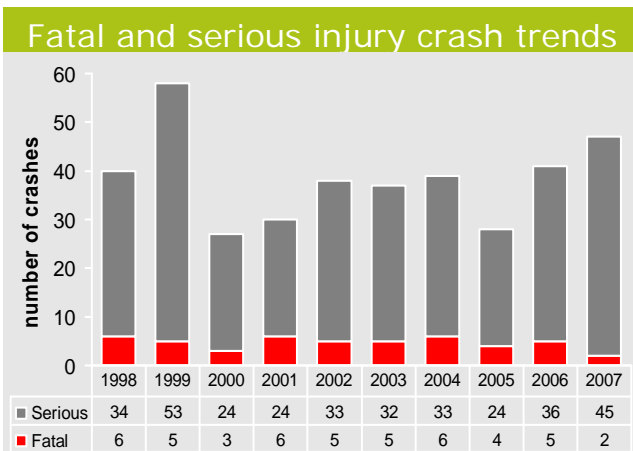
## Overview 2007

In 2007 in Hutt City there were 275 injury crashes and 876 non-injury crashes reported by the New Zealand Police. Sixteen percent of the total injury crashes in the city were on state highways. The table below shows the number of injuries resulting from these crashes in the city.

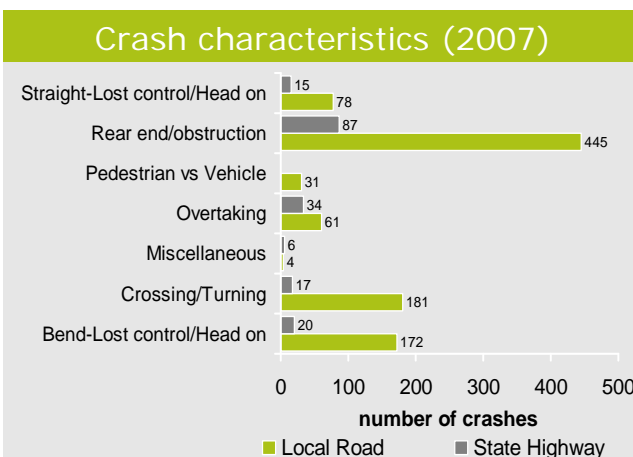
| Casualties by injury type in 2007 |            |                  |                |            |
|-----------------------------------|------------|------------------|----------------|------------|
|                                   | Fatalities | Serious injuries | Minor injuries | Total      |
| <b>Total</b>                      | <b>2</b>   | <b>49</b>        | <b>302</b>     | <b>353</b> |
| Local roads Vs State highways     |            |                  |                |            |
| Local roads                       | 0          | 45               | 252            | 297        |
| State highways                    | 2          | 4                | 50             | 56         |
| Rural Vs Urban roads              |            |                  |                |            |
| Rural <sup>1</sup>                | 2          | 13               | 75             | 90         |
| Urban                             | 0          | 36               | 227            | 263        |

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

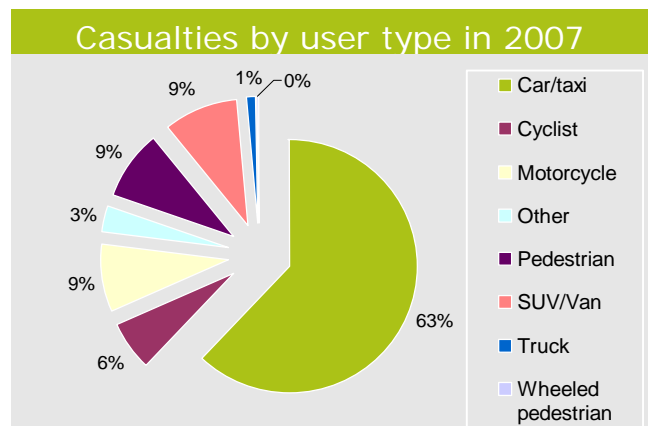
The total number of serious and fatal crashes has increased in recent years. However the number of fatal crashes is decreasing and is the lowest it has been in the last 10 years.



In 2007, *rear end/obstruction* was the main type of crash in the city. The *lost control at bends* and the *crossing/turning* crash types were also prominent in the city.



The highest number of casualties in 2007 were drivers and passengers of cars. Casualties related to vulnerable road users (pedestrians, cyclists and motorcyclists) account for 24 percent of the total injuries.



Further information about all crashes in 2007 on:

#### Local roads

- Worst month: *May (10 percent)*
- Worst day of week: *Friday (18 percent)*
- Wet road crashes: *21 percent*
- Night time crashes: *28 percent*
- Alcohol over limit (injury crashes): *15 percent*
- Too fast for conditions (injury crashes): *15 percent*
- Crashes at intersection: *45 percent*
- Road factors: *7 percent*
- At fault or part fault male driver (injury crashes): *62 percent*
- Full NZ licence held by at fault or part fault (injury crashes) drivers: *52 percent*

#### State highways

- Worst month: *June (12 percent)*
- Worst day of week: *Thursday (20 percent)*
- Wet road crashes: *35 percent*
- Night time crashes: *32 percent*
- Alcohol over limit (injury crashes): *15 percent*
- Too fast for conditions (injury crashes): *18 percent*
- Crashes at intersection: *37 percent*
- Road factors: *15 percent*
- At fault or part fault male driver: *74 percent*
- Full NZ licence held by at fault or part fault (injury crashes) drivers: *53 percent*

### Social cost of crashes

|                |                  |
|----------------|------------------|
| Local roads    | \$ 57.61M        |
| State highways | \$ 17.95M        |
| <b>Total</b>   | <b>\$ 65.56M</b> |

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

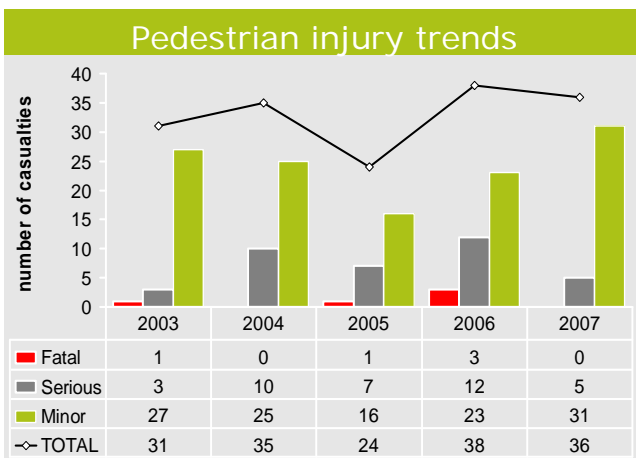
## Vulnerable road users

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

### Pedestrians

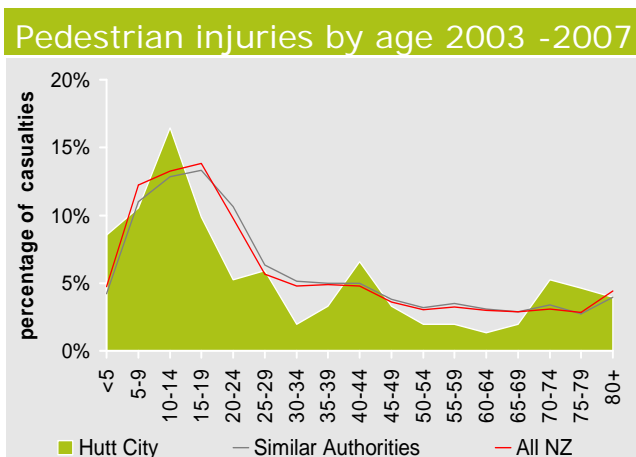
Pedestrian injuries feature highly in the total road injury picture in Hutt City, representing 13 percent of all injuries and 18 percent of all fatalities in last five years.

In 2007 there has been a reduction in both fatal and serious pedestrian casualties, however 2007 saw an increase in minor injuries. This is the general trend in recent years.



All of the crashes involving pedestrians occurred on urban roads, with 62 percent occurring away from intersections. Nineteen percent of these accidents occurred during hours of darkness.

Hutt City is experiencing problems with younger people crossing the road. Young people under 20 years of age are the most (45 percent) commonly injured people in pedestrian accidents. About 12 percent injured during this five-year period were over 70 years of age, and 6 percent were within 40 to 44 age group as shown in the graph below:



Following are commonly reported crash factors that involved both pedestrians and drivers:

- Pedestrian crossing road heedless of traffic
- Vehicles failed to give way to pedestrian on a crossing

The top five locations or routes (on the basis of fatal and serious injuries) are shown below:

**High pedestrian accident locations**

|  |
|--|
| Randwick Road route  |
| High Street route  |
| Queens Drive and Waterloo Road, Lower Hutt town centre                   |
| Cuba Street route, Petone  |
| Intersections generally in Naenae, Wainuiomata and Stokes Valley suburbs |

Further information regarding pedestrian injury accidents in Hutt City during 2003 to 2007 on:

#### Local roads

- 5 deaths, 37 serious injuries and 122 minor injuries
- Worst month: *May (21 crashes)*
- Worst day of week: *Thursday (31 crashes)*
- Most common injury crash factors: *poor observation (41 percent)* followed by *failure to give-way/stop(25 percent)*.
- Wet road crashes : *12 percent*
- Night time crashes : *19 percent*
- Alcohol over limit (injury crashes) : *10 percent*
- Crashes at intersection: *38 percent*

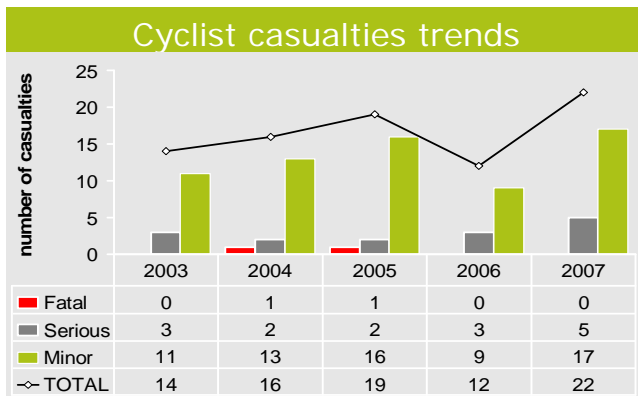
#### State highways

- There were no pedestrian crashes reported on State highways in Hutt City

## Cyclists

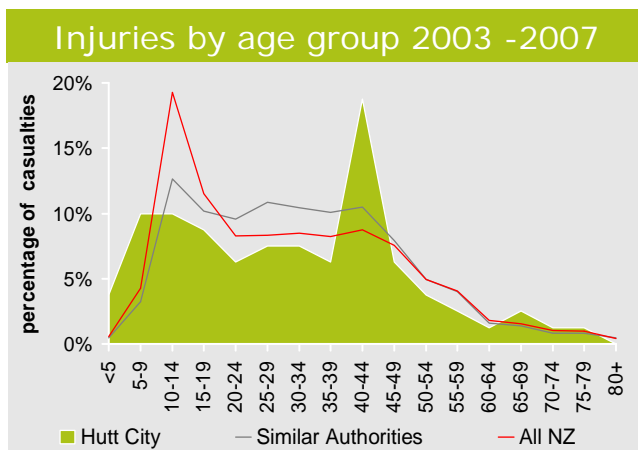
Cyclist injury incidents in Hutt City, represented 7 percent of all injuries and 7 percent of fatalities in the last five years.

The numbers of cyclists injured in the last five years are generally on the rise with the exception of 2006 when it reduced to 12. There has been a gradual increase in both serious and minor injury crashes, however there was no cyclist deaths since 2005.



Most (92 percent) cycling crashes occurred on urban roads and 70 percent were at intersections. Most (83 percent) of the crashes took place during daylight hours.

Cyclist injuries are distributed throughout all age groups. The age group 40 to 44 is overrepresented locally and compared with the national average.



The high crash locations or routes (on the basis of injury crashes) for cyclist crashes in the city are shown below:

- #### High cyclist crash locations
- SH2 route from Petone interchange to Melling Link
  - Hutt Road route
  - The Esplanade route, Petone
  - Waiwhetu Road-Naenae Road route
  - Cambridge Terrace route
  - Lower Hutt town centre intersections generally

Further information about cyclist injury crashes in Hutt City during 2003 to 2007 on:

#### Local roads

- 1 death, 13 serious injuries and 63 minor injuries
- Worst month: December (12 crashes)
- Worst days of week: *Thursday* and *Friday* (16 crashes each)
- Most common injury crash factors: *poor observation* (63 percent) followed by *failure to give way /stop* (59 percent)
- Crashes at intersection: 73 percent
- Wet road crashes: 18 percent
- Night time crashes: 17 percent

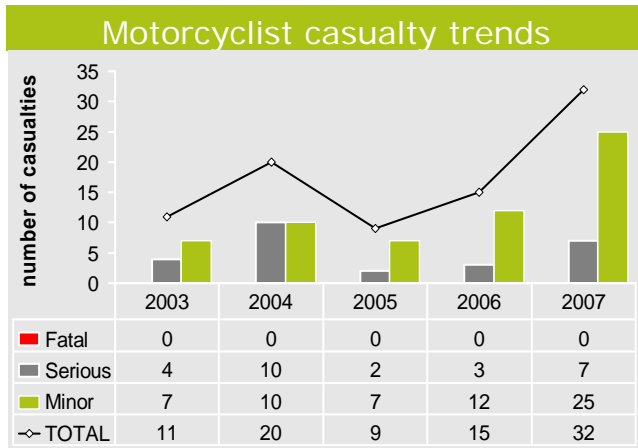
#### State highways

- 1 death, 2 serious injury and 2 minor injuries
- Worst months: *February, June, July, August, September and December* (1 crash each)
- Worst days of week: *Tuesday* through *Sunday* (1 crash each)
- Most common injury crash factors: *poor observation* (50 percent) followed by *failure to give-way /stop* (17 percent)
- Crashes at intersection: 33 percent
- Night time crashes: 17 percent

## Motorcyclists

Motorcyclists in Hutt City make up 7 percent of all injuries and 13 percent of all serious injuries in the last five years. The number of motorcyclists injured in 2007 was the highest in the last five years; twice those in 2006 and three times those in 2005.

High motorcyclist crash locations or routes in the city are given below:



- ### High motorcyclist crash locations
- SH2 route
  - Eastern Hutt Road route
  - High Street route
  - Eastbourne & Marine Drive route
  - Lower Hutt town centre intersections generally

Nationally motorcycling fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend. In 2007 motorcyclists accounted for 11 percent of road fatalities in New Zealand.

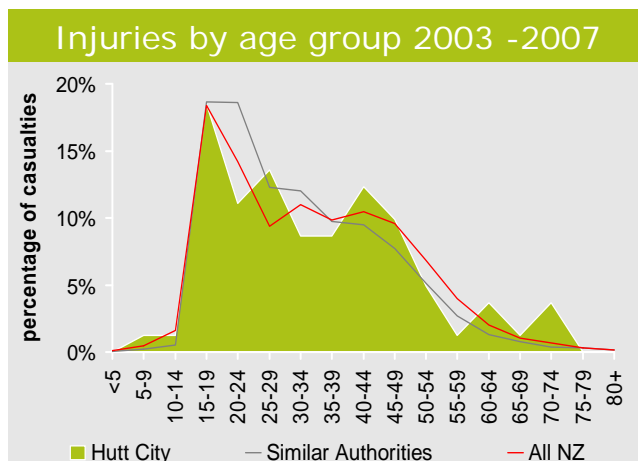
Further information regarding crashes involving motorcyclists in Hutt City during 2003 to 2007 on:

Most (82 percent) motorcycling crashes in Hutt City happened on urban roads. Half of the motorcycling crashes (50 percent) happened at intersections.

### Local roads

A third (32 percent) of the motorcyclists injured were younger road users in the age group 15 to 24 years of age.

- 24 serious injuries and 53 minor injuries
- Worst month: *December (12 crashes)*
- Worst day of week: *Wednesday (25 crashes)*
- Most common injury crash factors: *Poor observation (54 percent)* followed by *failure to give way/stop (37 percent)*
- Wet road crashes: *18 percent*
- Night time crashes: *23 percent*
- With alcohol over limit (injury crashes): *6 percent*
- Crashes at intersection: *52 percent*



### State highways

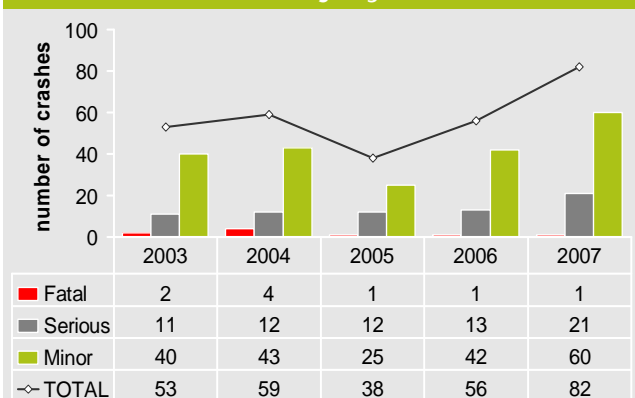
- 2 serious injuries and 8 minor injuries
- Worst months: *March and December (3 crashes each)*
- Worst day of week: *Tuesday (4 crashes)*
- Most common injury crash factors: *Poor observation (40 percent)* and *too fast (30 percent)*
- Wet road crashes: *33 percent*
- Night time crashes: *47 percent*
- With alcohol over limit (injury crashes): *10 percent*
- Crashes at intersection: *33 percent*

## Loss of control

During the five year period 2003 to 2007, 28 percent of all injury crashes in Hutt City occurred due to loss of control. These crashes resulted in 11 deaths, 87 serious injuries and 305 minor injuries. There were a further 808 non-injury crashes reported.

There is an increasing trend in the total number of injury crashes related to loss of control in recent years. The number of both serious and minor injury crashes in 2007 was significantly higher than any other year in the last five year period.

### Loss of control injury crash trends



Seventy one percent of loss of control crashes occurred at bends.

| Loss of control | Local urban | Local rural | SH urban | SH rural |
|-----------------|-------------|-------------|----------|----------|
| At bends        | 72%         | 17%         | 3%       | 8%       |
| On Straight     | 69%         | 8%          | 2%       | 21%      |

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle.

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 event turning into something far more serious.

The three most common roadside hazards struck in the city were *post or pole* (16 percent), *fences* (15 percent) and *guard rails* (14 percent) for a total of 1175 reported objects struck.

The main identified characteristics of loss of control crashes are shown in the following table:

### Main characteristics of loss of control crashes

| Crash characteristic                         | Percentage of crashes |
|--|-----------------------|
| Single vehicle                               | 71%                   |
| Alcohol (injury crashes)                     | 28%                   |
| Too fast for the conditions (injury crashes) | 42%                   |
| Road factors                                 | 15%                   |
| Poor handling (injury crashes)               | 39%                   |
| Rural road                                   | 26%                   |
| Wet road                                     | 36%                   |
| Night time                                   | 48%                   |

Further information about all crashes due to loss of controls in Hutt City during 2003 to 2007 on:

#### Local roads

- 9 deaths, 77 serious injuries and 270 minor injuries
- Worst month: *December* (11 percent)
- Worst day of week: *Saturday* (19 percent)
- Wet road crashes: 32 percent
- Night time crashes: 48 percent
- Alcohol over limit (injury crashes): 29 percent
- Most common injury crash factors: *too fast* (43 percent) followed by *poor handling* (41 percent)
- At fault male driver (injury crashes): 73 percent
- Full NZ licence at fault drivers (injury crashes): 43 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

#### State highways

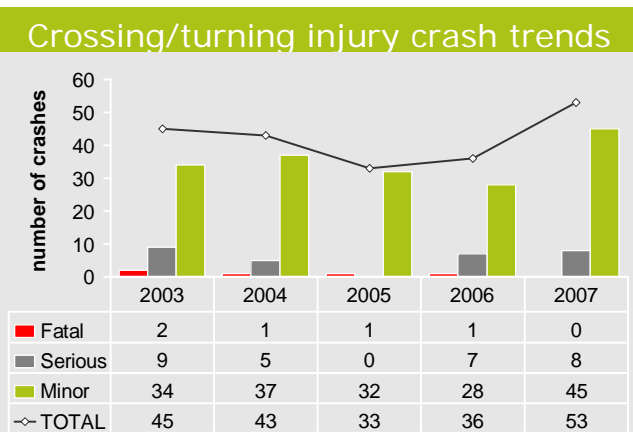
- 2 deaths, 10 serious injuries and 35 minor injuries
- Worst month: *June* (12 percent)
- Worst day of week: *Saturday and Sunday* (18 percent each)
- Wet road crashes: 56 percent
- Night time crashes: 48 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factors: *Too fast* (31 percent) followed by *poor handling* (23 percent)
- At fault male driver (injury crashes): 64 percent
- Full NZ licence at fault drivers (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

## Crossing/turning

Crashes due to a crossing/turning movement are the second most common crash type in Hutt City.

During the five year period 2003 to 2007, there were 654 crossing/turning crashes at intersections and 122 crashes at driveways. These crashes, resulted in 9 deaths, 34 serious injuries and 228 minor injuries.

After a period of gradual reduction in crossing/turning related injury crashes, the number of these injury crashes have increased steadily since 2005, with the year 2007 showing the highest total injuries of any year in the last five year period.



The table below shows the locations of the intersections with the high number of crashes in the City between 2003 and 2007.

| Intersection name        | Total crashes 2003 – 2007 | Injury crashes 2003 - 2007 | Total crashes in 2007 |
|--------------------------|---------------------------|----------------------------|-----------------------|
| SH 2/Melling Link        | 20                        | 5                          | 4                     |
| Hutt Rd/Koro Cres        | 17                        | 3                          | 4                     |
| SH2/Major Drive          | 13                        | 5                          | 6                     |
| Laings Rd/Myrtle St      | 12                        | 1                          | 2                     |
| Rata St/Naenae Rd        | 12                        | 3                          | 2                     |
| Cuba St/Jackson St       | 12                        | 0                          | 4                     |
| Waterloo Rd/ Cornwall St | 12                        | 4                          | 5                     |

The most common causes of these crashes were:

- vehicles failed to give way at giveaway sign
- vehicles did not see when required to give way to traffic from other direction.
- vehicles failed to give way when turning to non-turning traffic.

Intersections present drivers with one of their biggest driving challenges. High percentage of at fault drivers (65 percent) were full licence holders.

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

| Junction Type   | Rural | Urban |
|-----------------|-------|-------|
| T (tee)         | 44    | 285   |
| Driveways       | 0     | 128   |
| X (cross)       | 22    | 187   |
| Y               | 1     | 14    |
| Roundabout      | 1     | 25    |
| Multi road join | 0     | 2     |
| Unknown         | 0     | 82    |

Further information about all crossing/turning related crashes in the Hutt City during 2003 to 2007 on:

### Local roads

- 2 deaths, 23 serious injuries and 200 minor injuries
- Worst months: July and August (12 percent each)
- Worst day of week: Friday (17 percent)
- Wet road crashes: 23 percent
- Night time crashes: 21 percent
- Alcohol over limit (injury crashes): 4 percent
- Most common injury crash factors: failed to give way/stop (93 percent) followed by poor observation (64 percent)
- Road factors: 6 percent
- At fault male driver (injury crashes): 59 percent
- Full NZ licence at fault drivers (injury crashes): 64 percent
- Most common at fault drivers' age group (injury crashes): 20-24 years old

### State highways

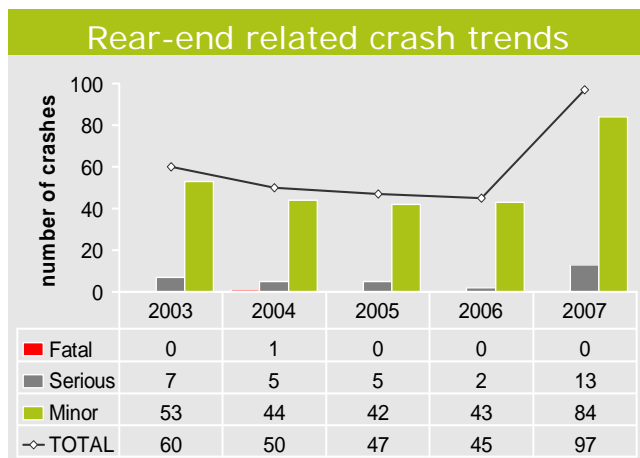
- 7 deaths, 11 serious injuries and 28 minor injuries
- Worst months: March and August (11 percent)
- Worst days of week: Thursday and Friday (17 percent)
- Wet road crashes: 32 percent
- Night time crashes: 49 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factors: failed to give way/stop (96 percent) followed by poor observation (27 percent)
- Road factors: 3 percent
- At fault male driver (injury crashes): 79 percent
- Full NZ licence at fault drivers (injury crashes): 71 percent
- Most common at fault drivers' age group (injury crashes): 20-24 years old

## Rear-end crashes

Rear-end and obstruction type crashes were the most common crash type in Hutt city representing 46 percent of all injury and non-injury crashes in 2007.

Between 2003 and 2007, there were 1 fatal, 32 serious injury, 266 minor injury and 1313 non-injury rear-end/obstruction crashes recorded in Hutt City. These crashes resulted in 1 death, 34 serious injuries and 332 minor injuries.

After a period of gradual reduction in rear-end/obstruction injury crashes, the total number of both serious and minor injury crashes increased significantly in 2007.



The five most common crash types in this category are:

- collision with the end of a queue of traffic
- collision with a parked vehicle
- collision with a vehicle waiting for crossing traffic
- collision with a vehicle waiting for pedestrian crossing the road
- collision with a vehicle waiting to make a right turn

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation, which includes drivers failing to notice other traffic in front slowing, has increased in recent years. Unsafe following distances is also commonly recorded as a contributing factor and increased in 2007.

Rear-end and obstruction crashes are more commonly a route rather than site specific problem.

### Rear end crash locations

SH2: Normandale Road to Fairway Drive especially in Melling Link traffic lights

Lower Hutt city centre

High Street /Cambridge Terrace

Victoria and Cuba Street

The Esplanade

Further facts about all rear-end/obstructions related crashes in Hutt City during 2003 to 2007 on:

### Local roads

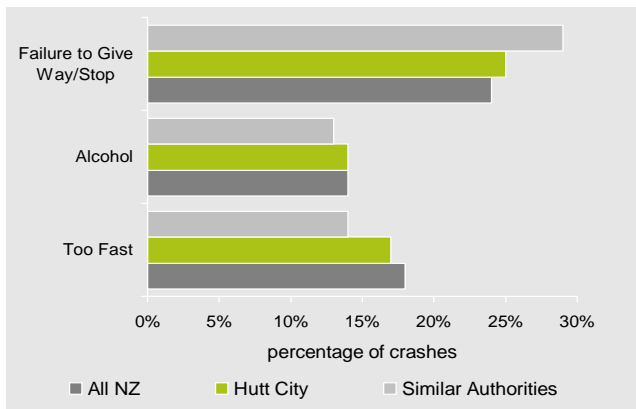
- 24 serious injuries and 230 minor injuries
- Worst month: *March (10 percent)*
- Worst day of week: *Friday (19 percent)*
- Wet road crashes: *17 percent*
- Night time crashes: *20 percent*
- Crashes at intersection: *32 percent*
- Road factors: *4 percent*
- Alcohol over limit (injury crashes): *7 percent*
- Most common injury crash factors: *poor observation (69 percent)* followed by *incorrect lane position (28 percent)*
- At fault male driver (injury crashes): *62 percent*
- Full NZ licence at fault drivers (injury crashes): *68 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 24 years old*

### State highways

- 1 death, 10 serious injuries and 102 minor injuries
- Worst month: *June (14 percent)*
- Worst day of week: *Wednesday (20 percent)*
- Wet road crashes: *38 percent*
- Night time crashes: *27 percent*
- Crashes at intersection: *39 percent*
- Road factors: *11 percent*
- Alcohol over limit (injury crashes): *10 percent*
- Most common injury crash factors: *poor observation (60 percent)* followed by *incorrect lane position (42 percent)*
- At fault male driver (injury crashes): *70 percent*
- Full NZ licence at fault drivers (injury crashes): *72 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 19 years old*



## National issues



### Speed

Speed *too fast* was recorded in 17 percent of injury crashes in Hutt City in the last five years resulting in 10 deaths and 240 other injuries. Speed as a factor in crashes is not reducing in the city.

Most (74 percent) of speed related crashes involved *loss of control/head-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

In Hutt City, *alcohol* was recorded in 14 percent of injury crashes in the city in the last five years resulting in 14 deaths and 191 other injuries. The number of injury crashes involving alcohol is increasing.

Eighty-three percent of alcohol crashes were in urban areas. Sixty percent of these crashes involved *loss of control/head-on* crashes. Traveling *too fast* and *poor handling* were the factors often associated with alcohol.

### Failure to give way

In Hutt City, *failure to give way or stop* was reported in 25 percent of all reported injury crashes for the last five years resulting in 9 deaths and 307 other injuries. Most (90 percent) of these were during *crossing/turning* manoeuvres and 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. According to 2007 survey results restraint rate in Hutt City for front seat and rear seat are 98 and 71 percent respectively (while corresponding national rates are 95 and 87 percent).

The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

## Contacts

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