

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 2003–2007 period.

This report is the ninth road safety report for Upper Hutt City. Most of the material, 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 Upper 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 Upper 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 Upper Hutt City for 2007.

Major road safety issues		2007 road trauma	
Upper Hutt City		Casualties	Upper Hutt City
Loss of control at bends		Deaths	0
Rear end/obstructions		Serious casualties	22
Crossing/turning		Minor casualties	102
Nationally		Crashes	Upper Hutt City
Speed		Fatal crashes	0
Alcohol		Serious injury crashes	20
Failure to give way		Minor injury crashes	70
Restraints		Non injury crashes	242

Overview 2007

In 2007 in Upper Hutt City there were 90 injury crashes and 242 non-injury crashes reported by the New Zealand Police. Thirty three percent of the total crashes in the city were on state highways. The table below shows the number of injuries resulting from these crashes in the city.

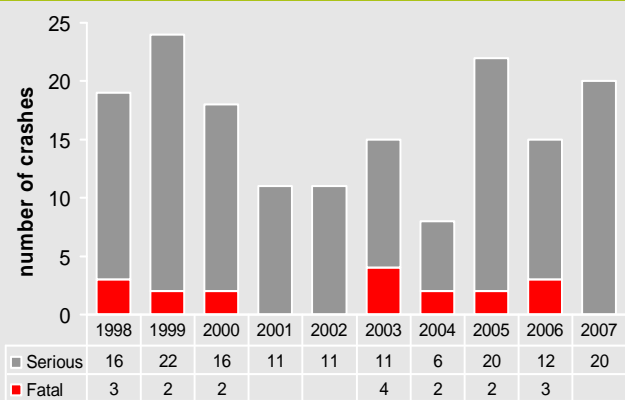
Casualties by injury type in 2007

	Fatalities	Serious injuries	Minor injuries	Total
Total	0	22	102	124
Local roads vs State highways				
Local roads	0	13	53	66
State highway	0	9	49	58
Rural vs urban roads				
Rural ¹	0	13	44	57
Urban	0	9	58	67

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

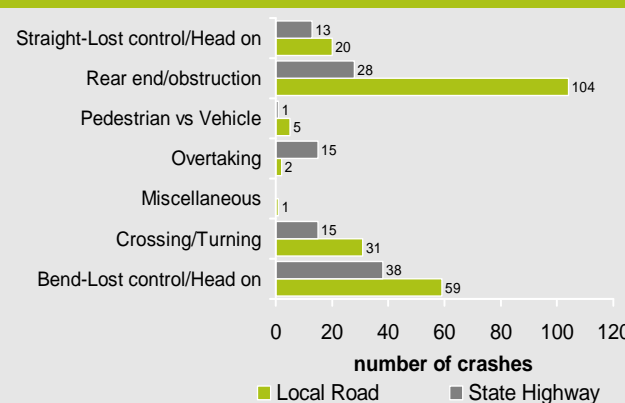
The total number of serious and fatal crashes shows an upward trend over the last 5 year period. However there were no fatal crashes in 2007.

Fatal and serious crash trends



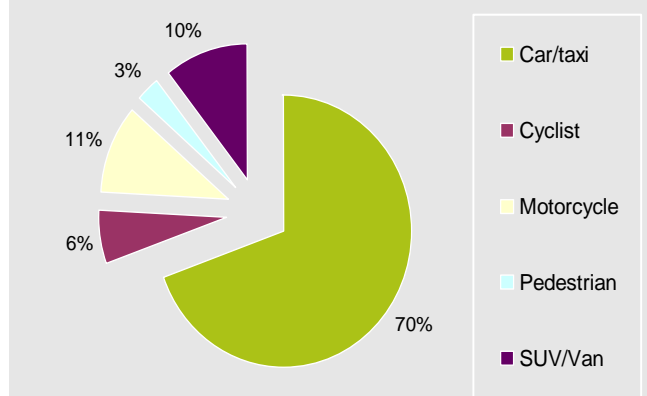
In 2007, rear end/obstruction was the main type of crash (injury and non-injury) in the city followed by bend – lost control/head-on crash type.

Crash characteristics (2007)



The highest number of casualties in 2007 were drivers and passengers of cars followed by those of motorcycles and SUV/vans.

Casualties by user type in 2007



Further information about injury and non-injury crashes in Upper Hutt City in 2007 on:

Local roads

- Worst month: *May (12 percent)*
- Worst day of week: *Saturday (20 percent)*
- Wet road crashes: *28 percent*
- Night time crashes: *30 percent*
- Alcohol over limit (injury crashes): *9 percent*
- Too fast for conditions (injury crashes): *24 percent*
- Crashes at intersection: *34 percent*
- Road factors: *6 percent*
- At fault male driver (injury crashes): *63 percent*
- Full NZ licence at fault drivers (injury crashes): *51 percent*

State highways

- Worst month: *August (15 percent)*
- Worst day of week: *Saturday (25 percent)*
- Wet road crashes: *40 percent*
- Night time crashes: *25 percent*
- Alcohol over limit (injury crashes): *3 percent*
- Too fast for conditions (injury crashes): *23 percent*
- Crashes at intersection: *31 percent*
- Road factors: *15 percent*
- At fault male driver (injury crashes): *59 percent*
- Full NZ licence at fault drivers (injury crashes): *54 percent*

Social cost of crashes

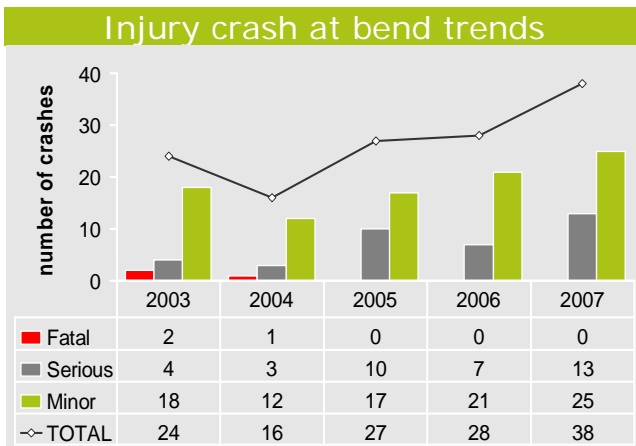
Local roads	\$ 14.19M
State highways	\$ 11.41M
Total	\$ 25.60M

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.

Loss of control at bends

During the five year period 2003 to 2007, 33 percent of all crashes in Upper Hutt City occurred at bends. These crashes resulted in 3 deaths, 41 serious injuries and 141 minor injuries. There were a further 280 non-injury crashes reported.

The fact that the number of both serious, and minor, injury crashes have steadily increased since 2004 is matter for concern.



Almost 60 percent of the crashes at bends were located in rural area. Only 37 percent of the crashes at bends occurred on state highways (SH).

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	39 %	23%	2%	35%

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

The three most common roadside hazards struck during crashes in the city were *fences* (23 percent), *cliff banks* (19 percent) and *trees* (12 percent) out of a total of 436 reported objects struck.

Main characteristics of injury crashes at bends

Crash characteristic	Percentage of crashes
Single vehicle	74%
Alcohol (injury crashes)	17%
Too fast for the conditions (injury crashes)	44%
Road factors	19%
Poor handling (injury crashes)	40%
Rural road	58%
Wet road	40%
Night time	46%

Further information about all crashes at bends for the period 2003 to 2007 in Upper Hutt City on:

Local roads

- 1 death, 23 serious injuries and 73 minor injuries
- Worst month: *December* (13 percent)
- Worst day of week: *Saturday* (24 percent)
- Wet road crashes: 36 percent
- Night time crashes: 49 percent
- Alcohol over limit (injury crashes): 24 percent
- Most common injury crash factors: *too fast* (47 percent) followed by *poor handling* (36 percent)
- At fault male driver (injury crashes): 77 percent
- Full NZ licence held by at fault drivers (injury crashes): 46 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

State highways

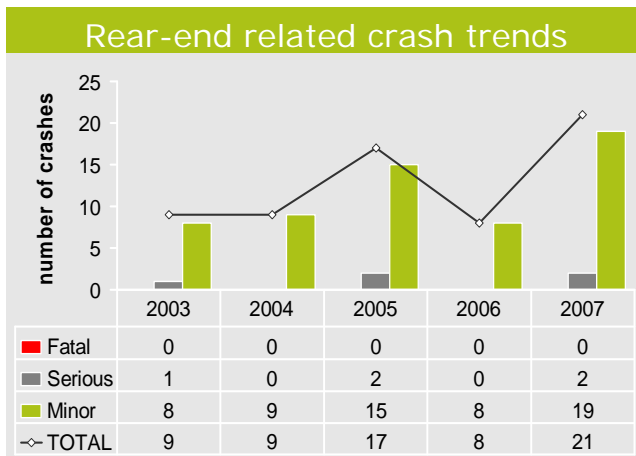
- 2 deaths, 18 serious injuries and 68 minor injuries
- Worst month: *December* (13 percent)
- Worst day of week: *Saturday* (23 percent)
- Wet road crashes: 49 percent
- Night time crashes: 40 percent
- Alcohol over limit (injury crashes): 7 percent
- Most common injury crash factors: *poor handling* (45 percent) followed by *too fast* (40 percent)
- At fault male driver (injury crashes): 72 percent
- Full NZ licence held by at fault drivers (injury crashes): 53 percent
- Most common at fault drivers' age group (injury crashes): 20 to 24 years old

Rear-end crashes

Rear-end and obstruction crashes were the most common crash type in Upper Hutt City representing 40 percent of all injury and non-injury crashes in 2007.

Between 2003 and 2007, although there were no deaths, there were 5 serious injury, 59 minor injury and 362 non-injury rear-end/obstruction crashes recorded in Upper Hutt City. These crashes resulted in 5 serious injuries and 77 minor injuries.

The total number of injury crashes has been increasing over the last five years with largest number of crashes recorded in 2007.



The five most common crash scenarios in this category in Upper Hutt City are:

- collision with the end of a queue of traffic
- collision with a parked vehicle
- collision with a U turning vehicle (turning from the left)
- collision with a slower vehicle
- 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.

Further information about all rear-end crashes in Upper Hutt City between 2003 and 2007 on:

Local roads

- 4 serious injuries and 44 minor injuries
- Worst month: *August (12 percent)*
- Worst day of week: *Friday (18 percent)*
- Wet road crashes: *18 percent*
- Night time crashes: *21 percent*
- Crashes at intersection: *31 percent*
- Road factors: *3 percent*
- Alcohol over limit (injury crashes): *8 percent*
- Most common injury crash factors: *poor observation (80 percent)* followed by *incorrect lane position (25 percent)*
- At fault male driver (injury crashes): *49 percent*
- Full NZ licence at fault drivers (injury crashes): *62 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 19 years old*

State highways

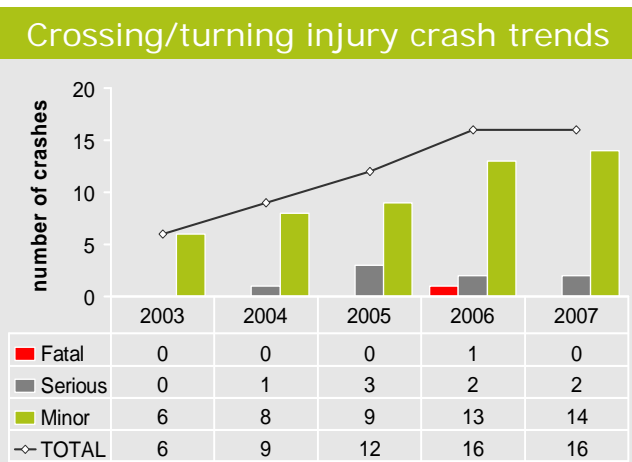
- 1 serious injury and 33 minor injuries
- Worst month: *October (14 percent)*
- Worst day of week: *Friday (22 percent)*
- Wet road crashes: *29 percent*
- Night time crashes: *30 percent*
- Crashes at intersection: *34 percent*
- Road factors: *8 percent*
- Alcohol over limit (injury crashes): *8 percent*
- Most common injury crash factors: *poor observation (54 percent)* followed by *incorrect lane position (38 percent)*
- At fault male driver (injury crashes): *67 percent*
- Full NZ licence at fault drivers (injury crashes): *83 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 29 years old*

Crossing/turning

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

During the five year period 2003 to 2007, there were 171 crossing/turning crashes at intersections and 34 crashes at driveways. These crashes, resulted in 2 deaths, 8 serious injuries and 60 minor injuries.

The total number of crossing/turning injury crashes has been gradually increasing over the past 5 years. Although in 2007 while there were no deaths, other injury totals remained similar to the previous year.



The table below shows the locations of intersections with a 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
SH2 / Moonshine Rd	25	9	4
SH2 / Whakatiki St	15	7	3
SH2/Moonshine Hill Rd	8	5	2
Merton St/Fergusson Dr	6	4	2
SH2/Totara Park Dr	18	4	7
Fergusson Dr/ Moonshine Rd	13	3	5
Fergusson Dr / Field St	10	3	2
Parkes Line Rd/ Maymorn Rd	3	3	0

Crashes at T (tee) junctions in urban areas were the most common type of intersection crash reported, followed by crashes at driveways and at X (cross) junctions. The totals of each are shown in the following table:

Junction type	Rural	Urban
T (tee)	30	70
Driveways	2	40
X (cross)	7	27
Y	0	4
Roundabout	2	22
Unknown	0	1

The most common crash movement is a vehicle failing to give way while turning right from a side road or driveway across the traffic (35 percent). The second is where a vehicle turns right across oncoming traffic (34 percent).

Intersections present drivers with one of their biggest driving challenges. Hence, it is not surprising the high percentage (65 percent) of driver at fault were full licence holders are at fault.

Further information about all crossing/turning crashes in the city for the period 2003 to 2007 on:

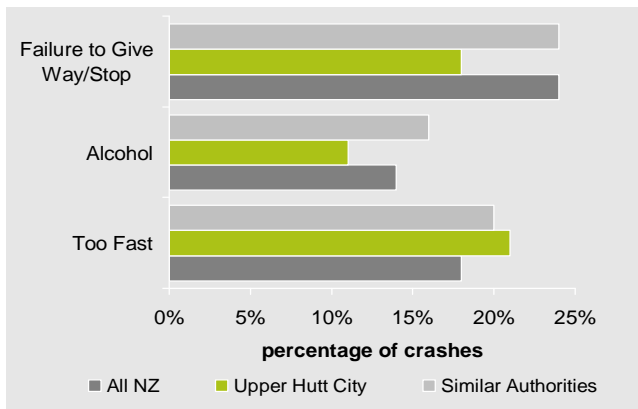
Local roads

- 3 serious injuries and 40 minor injuries
- Worst month: *May (12 percent)*
- Worst day of week: *Thursday (22 percent)*
- Wet road crashes: *27 percent*
- Night time crashes: *26 percent*
- Alcohol over limit (injury crashes): *5 percent*
- Most common injury crash factors: *failed to give way/stop (97 percent)* followed by *poor observation (71 percent)*
- Road factors: *9 percent*
- At fault male driver (injury crashes): *58 percent*
- Full NZ licence at fault drivers (injury crashes): *64 percent*
- Most common at fault drivers' age group (injury crashes): *15 to 19 years old*

State highways

- 2 deaths, 5 serious injuries and 20 minor injuries
- Worst months: *July and August (16 percent each)*
- Worst day of week: *Friday (29 percent)*
- Wet road crashes: *37 percent*
- Night time crashes: *41 percent*
- Alcohol over limit (injury crashes): *None*
- Most common injury crash factors: *failed to give way/stop (95 percent)* followed by *poor observation (71 percent)*
- Road factors: *2 percent*
- At fault male driver (injury crashes): *57 percent*
- Full NZ licence at fault drivers (injury crashes): *70 percent*
- Most common at fault drivers' age group (injury crashes): *40 to 49 years old*

National issues



Speed

In Upper Hutt City, *too fast* was recorded in 21 percent of injury crashes in the last five years, resulting in 1 death and 102 injuries. Speed as a factor in crashes is increasing in the city.

Seventy-seven percent of speed-related crashes involved *loss of control/heads-on at bends*. *Alcohol* and *poor handling* were the driver factors most often associated with speed crashes. Male drivers aged under 25 years old were most involved in these crashes.

Alcohol

In Upper Hutt City, *alcohol* was involved in 11 percent of injury crashes in the last five years, resulting in 3 deaths and 54 other injuries. The number of injury crashes involving *alcohol* is increasing.

Seventy percent of *alcohol* crashes were in urban areas. Seventy percent of these crashes involved *loss of control/head-on* crash types. Travelling *too fast* and *poor observations* were the factors often associated with alcohol related crashes.

Failure to give way

In Upper Hutt City, *failure to give way or stop* was reported in 18 percent of all reported injury crashes for the last five years resulting in 2 deaths and 72 other injuries. Most (92 percent) of these involved *crossing/turning* manoeuvres and were often associated with *failure to look for other parties*. Fifty-six percent of at fault drivers in these crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in Upper Hutt City for front seat and rear seat are 98 and 84 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/>

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