

briefing notes road safety issues

Upper Hutt City

This report details aspects of Upper 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 Upper 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 Upper 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).

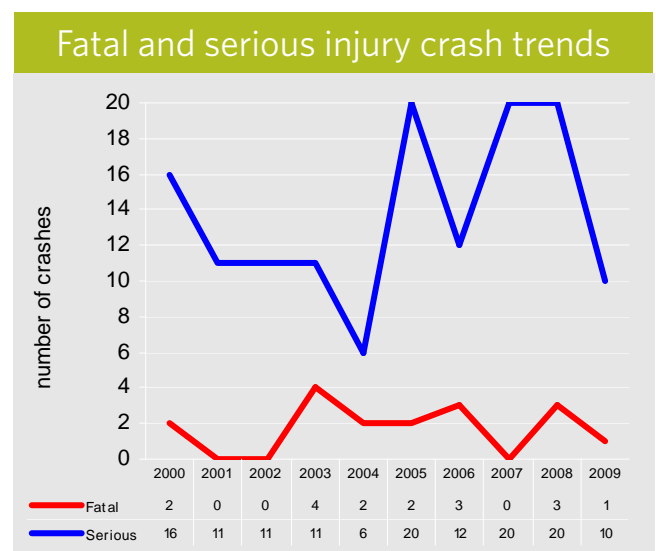
2009 road trauma	
Casualties	Upper Hutt City
Death	1
Serious injury	10
Minor injury	67
Total casualties	78

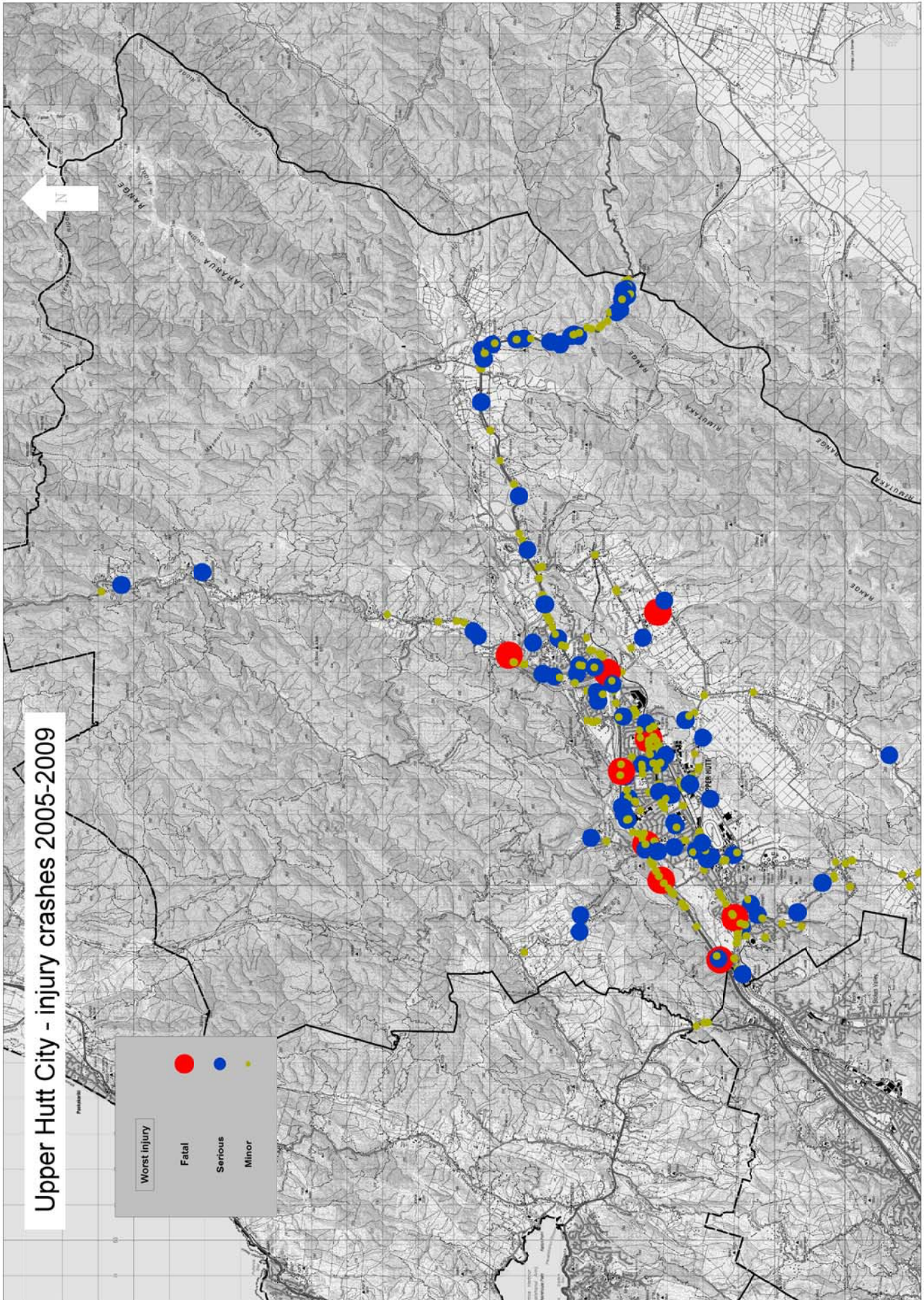
Crashes	Upper Hutt City
Fatal crashes	1
Serious injury crashes	10
Minor injury crashes	56
Total injury crashes	67
Non-injury crashes	220 reported

2009 - social cost of crashes	
Local roads	\$ 11.28M
State highways	\$ 11.24M
Total	\$ 22.52M

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	
Upper Hutt City	
Intersections	
Vulnerable road users; pedestrians	
	cyclists
	motorcyclists
Loss of control	





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

Upper Hutt City

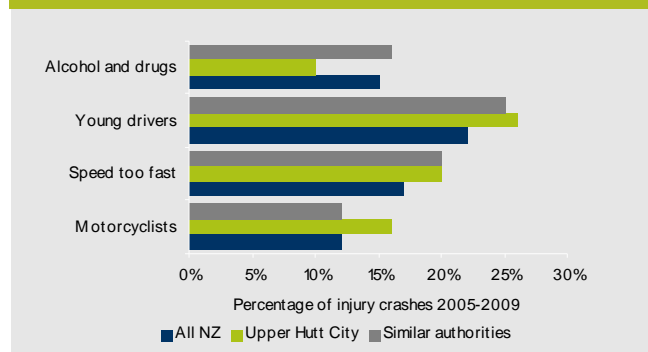
Presented below is a brief look at Upper Hutt City’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Upper Hutt City are 98 and 89 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 Upper Hutt City, alcohol was recorded in 10 percent of injury crashes in the last five years, resulting in 3 deaths, 13 serious injuries and 36 minor injuries. Alcohol related crashes were significantly lower proportionally than in similar authorities, and the trend is downwards.

Young drivers

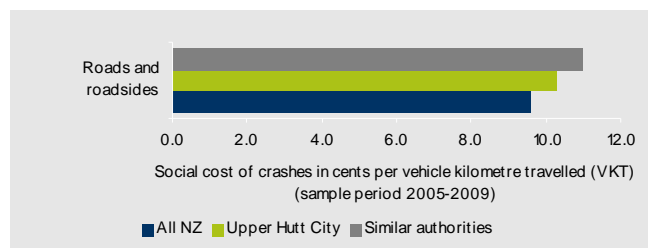
In Upper Hutt City, young drivers aged 15-19 years were involved in 26 percent of all injury crashes during the last five year period, resulting in 3 deaths, 21 serious injuries and 111 minor injuries. This was higher proportionally compared to similar authorities.

Speed too fast

Speed too fast was recorded in 20 percent of injury crashes in Upper Hutt City in the last five years, resulting in 1 deaths, 22 serious injuries and 85 minor injuries. Speed as a factor in crashes was similar proportionally when compared to similar authorities.

Motorcyclists

In Upper Hutt City, motorcyclists were involved in 16 percent of all injury crashes during the last five year period, resulting in 1 death, 23 serious injuries and 42 minor injuries. Injury crashes involving motorcyclists were significantly higher proportionally compared to similar authorities.



Roads and roadsides

In Upper Hutt City, there is an average 31 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was 6 percent lower than the similar authority average (see the graph above).

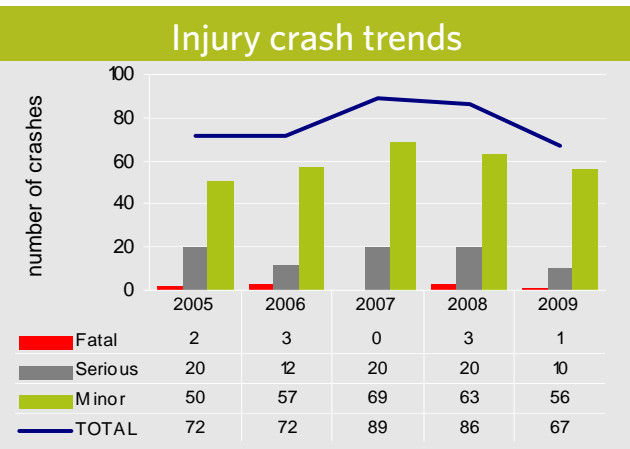
Overview 2009

In 2009 in Upper Hutt City, 67 injury crashes resulting in 78 casualties and 220 non-injury crashes were reported by the New Zealand Police. Thirty-three 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.

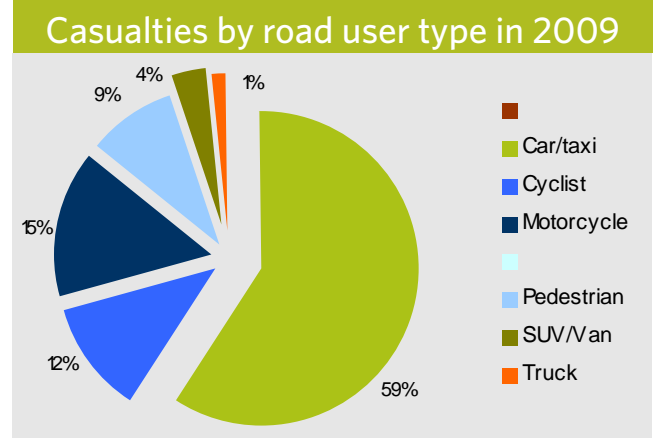
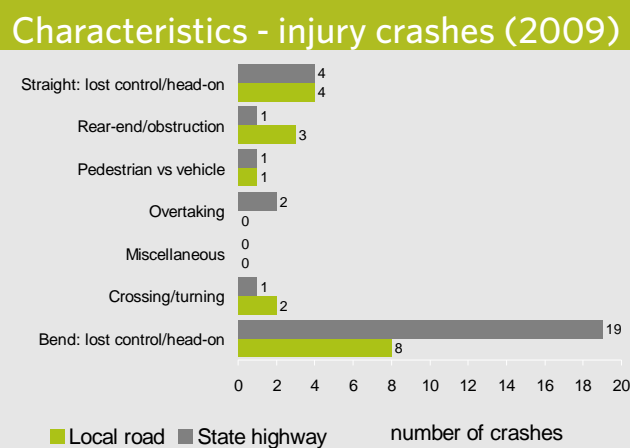
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	1	10	67	78
Local roads vs state highways				
Local roads	0	6	49	55
State highways	1	4	18	23
Rural vs urban roads				
Rural ¹	1	4	25	30
Urban	0	6	42	48

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

The latest five year data shows a slight downward trend in the total number of injury crashes, and a downward trend in fatal and serious injury crashes.



In 2009 a third of injury crashes involved a driver losing control of their vehicle.



Over half the casualties were drivers and passengers of cars and over a third were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in Upper Hutt City, young drivers aged 15 to 19 years inclusive were at fault drivers in 25 percent of injury crashes and older drivers, 70 years of age and over, in 8 percent.

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

Local roads

- Total number of injury crashes: 45
- Worst months: August and November (16 percent each)
- Worst day of week: Sunday (22 percent)
- Wet road crashes: 23 percent
- Night time crashes: 23 percent
- Alcohol over limit: 7 percent
- Too fast for conditions: 18 percent
- Failed to give way/stop: 29 percent
- Pedestrian factors : 7 percent
- Crashes at intersection: 49 percent
- Road factors: 13 percent
- At fault male driver: 63 percent
- At fault driver held full NZ licence: 61 percent

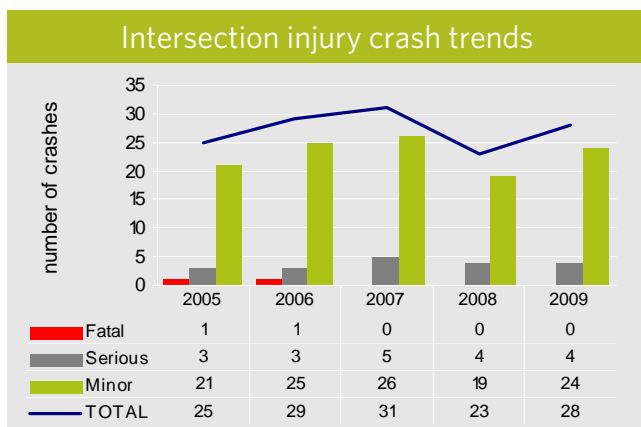
State highways

- Total number of injury crashes: 22
- Worst month: March (23 percent)
- Worst day of week: Friday (23 percent)
- Wet road crashes: 13 percent
- Night time crashes: 27 percent
- Alcohol over limit: 5 percent
- Too fast for conditions: 14 percent
- Failed to give way/stop: 18 percent
- Fatigue: 5 percent
- Crashes at intersection: 27 percent
- Road factors: 9 percent
- At fault male driver: 75 percent
- At fault driver held full NZ licence: 80 percent

Intersections

During the last five year period (2005-2009) 35 percent of all injury crashes in Upper Hutt City occurred at intersections. These crashes resulted in 3 deaths, 22 serious injuries and 134 minor injuries. There were a further 400 non-injury crashes reported.

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



Most of these crashes occurred at urban intersections (81 percent). Seventy-four percent of intersection crashes occurred on local roads, accounting for 33 percent in all the fatalities and 68 percent of all serious injuries at intersections in the last five years.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	70%	4%	11%	15%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

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

Intersection name	Total crashes 2005 - 2009	Injury crashes 2005-2009	Total crashes in 2009
SH 2/Whakatiki St	19	9	6
SH 2/Moonshine Road	20	7	2
SH 2/Moonshine Hill Rd	11	7	2
SH 2/Totara Park Road	24	5	7
Merton St / Fergusson Drive	15	5	5
SH 2 / Western Hutt Rd	17	3	3
SH 2 / Akatarawa Road	13	3	4
Fergusson Drive / Moonshine Road	11	3	2
Fergusson Drive/ Blenheim St	6	3	3
Totara Park Road / Clouston Park Road	4	3	1

Junction Type	Rural	Urban
T-junction	73	246
Roundabout	8	99
X-junction	17	61
Y-junction	5	8
Driveway	0	17

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

Thirty-two percent of all intersection crashes occurred due to a driver failing to give way. Forty-six percent of these crashes occurred at a give way sign, 13 percent at a stop sign, and 12 percent at traffic signals. Twenty-nine percent of crashes occurred at intersections without any traffic control.

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

Local roads

- 1 death, 15 serious injuries and 90 minor injuries
- Worst months: June and August (45 crashes each)
- Worst day of week: Thursday (68 crashes)
- Wet road crashes: 27 percent
- Night time crashes: 31 percent
- Alcohol over limit (injury crashes): 10 percent
- Most common injury crash factors: failed to give way/stop (43 percent) and poor observation (55 percent)
- At fault male driver (injury crashes): 60 percent
- At fault driver held full NZ licence (injury crashes): 63 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old (26 percent)

State highways

- 2 deaths, 7 serious injuries and 44 minor injuries
- Worst month: December (17 crashes)
- Worst day of week: Saturday (30 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 27 percent
- Alcohol over limit (injury crashes): 5 percent
- Most common injury crash factors: failed to give way/stop (50 percent) and poor observation (52 percent)
- At fault male driver (injury crashes): 61 percent
- At fault driver held full NZ licence (injury crashes): 61 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years old (30 percent)

Vulnerable road users

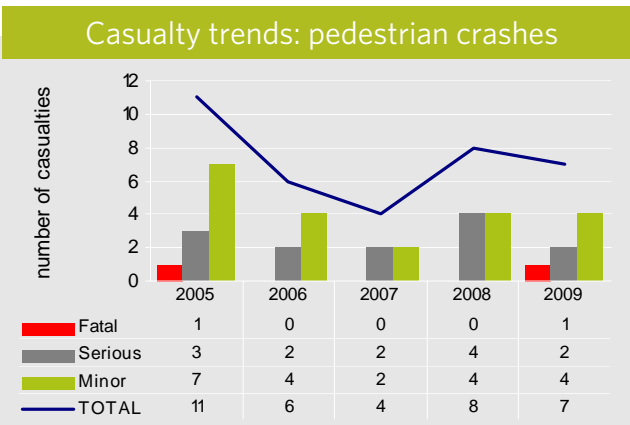
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In Upper Hutt City, vulnerable road users were involved in 38 percent of all injury crashes in 2005-2009, accounting for 30 percent of all casualties; 46 percent of all deaths and 47 percent of all serious injuries in the city for this period.

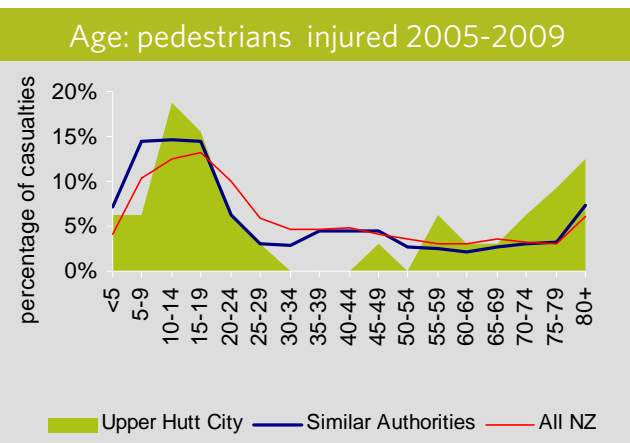
Pedestrians

Injury crashes involving pedestrians in Upper Hutt City accounted for 9 percent of all injury crashes during the last five year period. These pedestrian crashes resulted in 2 deaths, 13 serious injuries and 21 minor injuries. In terms of casualties pedestrians made up 19 percent of all deaths and 14 percent of all serious injuries 2005-2009.

The latest five year data shows a downward trend in the total number of casualties in crashes involving pedestrians.



Thirty-five percent of pedestrians injured were in the age group 10-19 years. This is higher proportionally when compared to similar authorities. The group aged under 10 years is however lower when compared to similar authorities' and all-NZ averages. Over a quarter (28 percent) of pedestrians injured during the last five years were aged over 70 years of age.



Location	Number of pedestrian injury crashes
SH 2/ Moeraki Road	2
Queen St/ Black Beech St	1
SH 2/ Black Beech St	1
Fergusson Drive Route	8
Kiln St-near Whitemans Road and Field St	2
Main St-near Gibbons St and Royal St	2
Queen St	2

Pedestrian crashes were concentrated on the arterial and collector roads in Upper Hutt City. The worst locations 2005-2009 are shown in the table above.

Nearly all pedestrian crashes occurred on urban roads (92 percent). Just over a quarter of these crashes occurred at intersections (27 percent) and three-quarters occurred during the hours of daylight (74 percent).

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

- 39 percent did not see or look for other party until too late
- 37 percent involved pedestrians crossing roads heedless of traffic
- 13 percent involved pedestrians stepping out from behind parked cars
- 9 percent of those injured were children that escaped from supervision

Fifteen 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 pedestrian crashes in Upper Hutt City 2005-2009 on:

Local roads

- 1 death, 9 serious injuries and 20 minor injuries
- Worst month: July (10 crashes)
- Worst day of week: Friday (9 crashes)
- Wet road crashes: 9 percent
- Night time crashes: 21 percent
- Alcohol over limit (injury crashes): 10 percent
- Crashes at intersection: 24 percent
- Pedestrian factors contributing to crashes: 62 percent

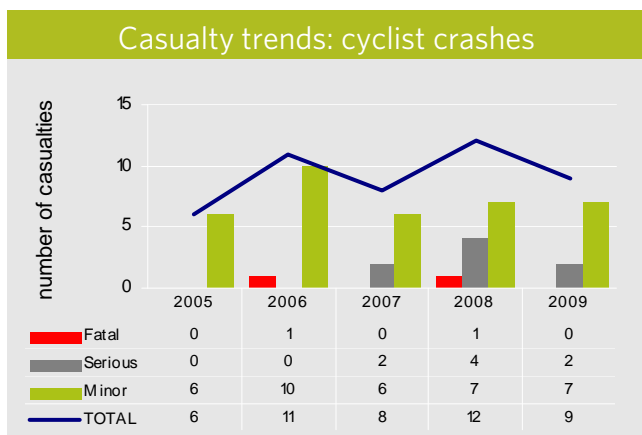
State highways

- 1 death, 4 serious injuries and 1 minor injuries
- Worst month: February (2 crashes)
- Worst day of week: Friday (2 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 60 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 40 percent
- Pedestrian factors contributing to crashes: 80 percent

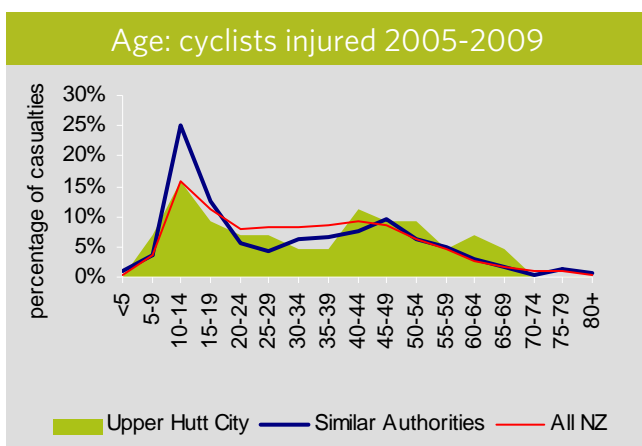
Cyclists

Injury crashes involving cyclists in Upper Hutt City accounted for 12 percent of all injury crashes during the last 5 year period, resulting in 2 deaths, 8 serious injuries and 36 minor injuries.

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



In Upper Hutt City a quarter of injured cyclists were in the age group 10-19 years (25 percent), this is lower when compared to the similar authorities' average (37 percent). Cyclists in the group 60-69 years accounted for 13 percent of all injured cyclists which is higher than that of similar authorities (5 percent).



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

- a vehicle or cyclist turning right across an oncoming vehicle: 11 percent
- a parked car opening its door: 9 percent
- a vehicle or cyclist merging making a left turn from a side road or driveway collides with the other vehicle: 9 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 8 percent

Location / route	Number of cyclist injury crashes
Fergusson Drive / Brentwood St	2
Fergusson Drive / Stream Grove	2
Flux Road / Mangaroa Valley Road	1
Whitemans Valley Road / Mangaroa Valley Road	1
Moonshine Hill Road / Kirton Drive	1
Fergusson Drive route	20
SH 2 route	10
Main St route	2
Gibbons St route	2

Cyclist crashes were concentrated on the arterial and collector roads in Upper Hutt City. The worst locations or routes 2005-2009 are shown in the table above.

Eighty-two percent of crashes involving cyclists occurred on local roads in urban areas. Almost half of these crashes occurred at intersections (45 percent) and most during the daylight hours (89 percent).

At fault drivers in these crashes were mostly male (59 percent). The most common at fault driver's age group for injury crashes with cyclists was 15-19 years. Most at fault drivers held a full NZ licence (72 percent) and a fifth held a learner or restricted licence (20 percent).

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

Local roads

- 2 deaths, 8 serious injuries and 28 minor injuries
- Worst month: February (6 crashes)
- Worst days of week: Thursday, Friday and Saturday (8 crashes each)
- Most common injury crash factors: poor observation (70 percent) followed by failed to give way/stop (43 percent)
- Wet road crashes: 11 percent
- Night time crashes: 11 percent
- Alcohol over limit (injury crashes): 5 percent
- Crashes at intersection: 45 percent
- Male cyclist injured: 85 percent

State highways

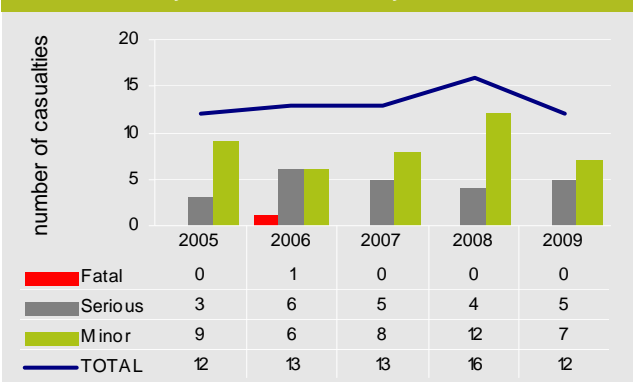
- 8 minor injuries
- Worst month: October (3 crashes)
- Most common injury crash factors: poor observation (86 percent) followed by failed to give way/stop (14 percent)
- Wet road crashes: nil
- Night time crashes: 10 percent
- Alcohol over limit (injury crashes): 14 percent
- Crashes at intersection: 40 percent
- Male cyclist injured: 100 percent

Motorcyclists

Injury crashes involving motorcyclists represented 16 percent of all injury crashes in Upper Hutt City during the last five year period, resulting in 1 death, 23 serious injuries and 42 minor injuries.

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

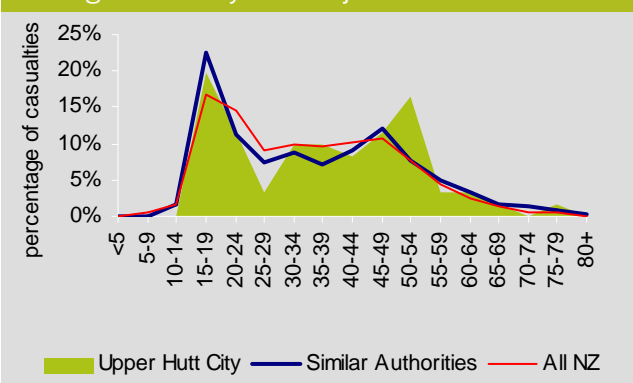
Casualty trends: motorcyclist crashes



Half of all crashes involving motorcyclists occurred on local roads (52 percent) and a third were at intersections (33 percent). Two-fifths were reported as single party motorcycle crashes (43 percent).

Younger motorcyclists in the age group 15-24 years were the most commonly injured motorcyclists (31 percent), slightly below the all-NZ average (32 percent) and similar authority averages (33 percent). The group 50-54 years is proportionally over represented (16 percent) in comparison to similar authorities (8 percent).

Age: motorcyclists injured 2005-2009



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

- loss of control: 51 percent
- a vehicle or motorcyclist turning right across an on-coming vehicle: 8 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 6 percent

Location / route	Number of motorcyclist injury crashes
SH 2 route, mainly through the following intersections	
SH 2 / Marchant Road	6
SH 2 / Rimutaka Summit	5
SH 2 / Marchant Road	3
SH 2 / Marchant Road	3
SH 2 / Western Hutt on NBD	2
SH 2 / Marchant Road	2
Totara Park Road / Clouston Park Road	2
Fergusson Drive Route	9
Queen St route	4
Wallaceville Road route	3

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

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

Local roads

- 8 serious injuries and 22 minor injuries
- Worst month: February (7 crashes)
- Worst day of week: Saturday (10 crashes)
- Most common injury crash factors: Poor observation (41 percent) followed by failure to give way/stop (32 percent)
- Wet road crashes: 27 percent
- Night time crashes: 32 percent
- Alcohol over limit (injury crashes): 11 percent
- Crashes at intersection: 46 percent
- Male motorcyclist injured: 77 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old (40 percent)

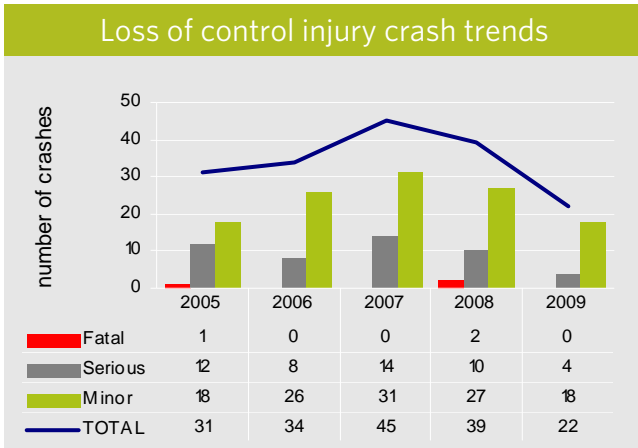
State highways

- 1 death, 15 serious injuries and 20 minor injuries
- Worst month: December (7 crashes)
- Worst day of week: Saturday (34 crashes)
- Most common injury crash factors: Poor handling (41 percent) followed by too fast for conditions (21 percent)
- Wet road crashes: 8 percent
- Night time crashes: 16 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 20 percent
- Male motorcyclist injured: 92 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old (30 percent)

Loss of control

During the most recent five year period (2005-2009) in Upper Hutt City, 44 percent of all injury crashes occurred due to loss of control. These crashes resulted in 4 deaths, 58 serious injuries and 168 minor injuries. There were a further 397 non-injury crashes reported involving loss of control.

The latest five year data shows a downward trend in the total number of loss of control injury crashes. The trend for serious injury crashes is also downwards.



Most loss of control crashes occurred at bends (80 percent). These involved a driver losing control of their vehicle, then commonly running off the road. In over a quarter of loss of control crashes they collide with another vehicle (29 percent).

After drivers lose control of their vehicles they often crash into roadside hazards. The three most common roadside hazards struck in the city were fences (24 percent), banks (14 percent) and trees (12 percent). The total number of times objects struck was 604. Hitting these objects can result in more serious injury than would otherwise be sustained.

The following table shows a breakdown of the general environ of all loss of control crashes (546 crashes) in Upper Hutt City 2005-2009.

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	34%	15%	3%	28%
Straight road	12%	2%	1%	5%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

The follow table shows the main characteristics of loss of control crashes. Alcohol was a contributing factor in a sixth of loss of control injury crashes. Two-firths of the injury crashes record speed too fast for conditions, half of all loss of control crashes were on rural roads and nearly half during hours of darkness. Two fifths of loss of control crashes occurred in the wet

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	71%
Alcohol (injury crashes)	16%
Too fast for the conditions (injury crashes)	39%
Road factors	15%
Poor handling (injury crashes)	39%
Rural road	51%
Wet road	38%
Night time	46%

Further information about all crashes due to loss of control in Upper Hutt City 2005-2009 on:

Local roads

- 1 death, 30 serious injuries and 95 minor injuries
- Worst month: May (41 crashes)
- Worst day of week: Saturday (82 crashes)
- Wet road crashes: 34 percent
- Night time crashes: 50percent
- Crashes at intersection: 32 percent
- Road factors: 9 percent
- Alcohol over limit (injury crashes): 21 percent
- Most common injury crash factors: too fast (46 percent) followed by poor handling (38 percent)
- At fault male driver (injury crashes): 72 percent
- At fault driver held full NZ licence (injury crashes): 49 percent
- Most common at fault drivers' age group (injury crashes):15 to 24 years old (59 percent)

State highways

- 3 deaths, 28 serious injuries and 73 minor injuries
- Worst month: December (27 crashes)
- Worst day of week: Saturday (40 crashes)
- Wet road crashes: 44 percent
- Night time crashes: 37 percent
- Crashes at intersection: 13 percent
- Road factors: 29 percent
- Alcohol over limit (injury crashes): 11 percent
- Most common injury crash factors: poor handling (39 percent) followed by too fast (28 percent)
- At fault male driver (injury crashes): 69 percent
- At fault driver held full NZ licence (injury crashes): 49 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 Upper 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.

Contacts

NZ Transport Agency

Wellington Regional Office

PSIS House, L9
20 Ballance Street
PO Box 5084
Wellington 6145
Tel 64 4 894 5400
Fax 64 4 496 6666
<http://www.nzta.govt.nz>

Performance Information / Senior Engineer CAS

James King (04 931 8917)

Senior Programmes Advisor (Engineering)

Sam Wilkie (04 931 8914)

Senior Programmes Advisor (Education)

Roy Hitchcock (04 931 8910)

Upper Hutt City Council

Horace Parker (04 527 2145) Roading Manager

Joanne Kinnaird (04 527) Road Safety Coordinator

New Zealand Police

Road Policing Manager
Wellington DHQ-WN
PO Box 693, Wellington
Tel 04 381 2000