

briefing notes road safety issues

Wellington City

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Wellington City. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways.

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 Wellington City Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

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

We have also included a brief overview of crashes in Wellington City for 2008.

Major road safety issues	2008 road trauma	
Wellington City	Casualties	Wellington City
Crossing/turning	Deaths	6
Loss of control	Serious injuries	93
Vulnerable road users: pedestrians, cyclists and motorcyclists	Minor injuries	571
Rear-end/obstruction	Total casualties	670
Alcohol		
National issues	Crashes	Wellington City
Speed	Fatal crashes	5
Alcohol	Serious injury crashes	86
Failure to give way	Minor injury crashes	463
Restraints	Non-injury crashes	1463

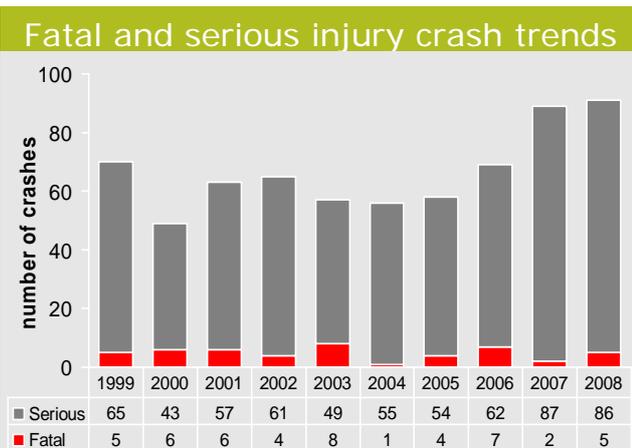
Overview 2008

In 2008 in Wellington City there were 554 injury crashes and 1463 non-injury crashes reported by the New Zealand Police. Twenty-three 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.

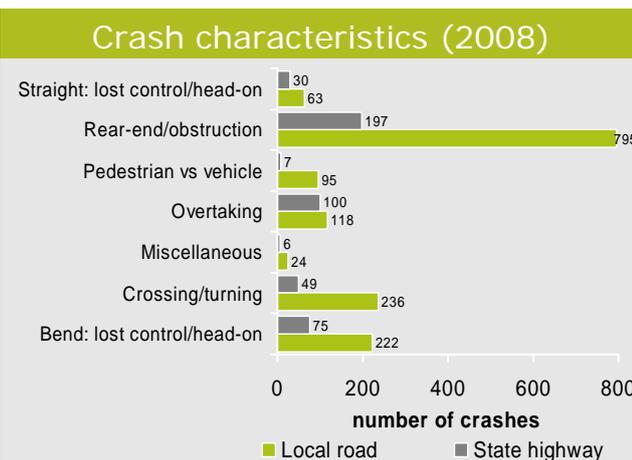
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Total	6	93	571	670
Local roads vs state highways				
Local roads	2	78	411	491
State highways	4	15	160	179
Rural vs urban roads				
Rural ¹	3	10	99	112
Urban	3	83	472	558

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

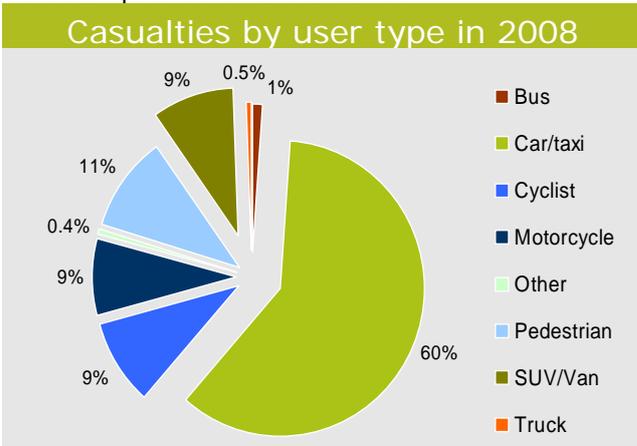
The latest five year trend shows a significant increase in the total number of fatal and serious injury crashes. Last year the total number of these crashes was the highest for the last ten years.



The main type of crash (of all crashes in the city, both injury and non-injury combined) in 2008 was *rear-end/obstruction* followed by *lost control/head-on at bend* and *crossing/turning* crash movement types.



The majority of casualties in 2008 were drivers and passengers of cars. Meanwhile, vulnerable road users (pedestrians/cyclists/motorcyclists) constituted 29 percent of all casualties.



Further information about all crashes in 2008 on:

Local roads

- Worst day of week: Friday (17 percent)
- Wet road crashes: 21 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 11 percent
- Too fast for conditions (injury crashes): 11 percent
- Crashes at intersections: 39 percent
- Road factors: 5 percent
- At fault male driver (injury crashes): 64 percent
- At fault driver held full NZ licence (injury crashes): 55 percent

State highways

- Worst month: May (10 percent)
- Worst day of week: Thursday (18 percent)
- Wet road crashes: 36 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 13 percent
- Too fast for conditions (injury crashes): 23 percent
- Crashes at intersections: 36 percent
- Road factors: 8 percent
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes): 65 percent

Social cost of crashes

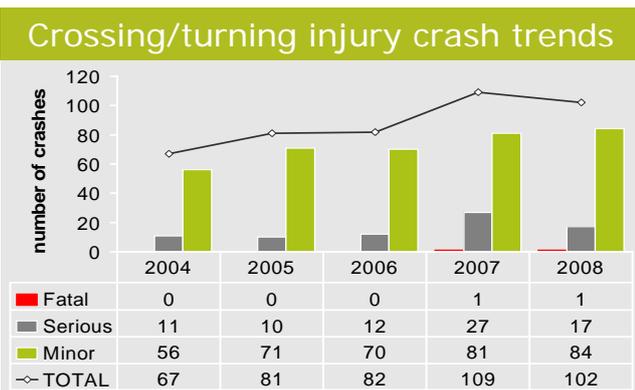
Local roads	\$ 113.63M
State highways	\$ 41.45M
Total	\$ 155.08M

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.

Crossing/turning

During the most recent five year period (2004-2008) in Wellington City, 16 percent of all injury crashes involved either a crossing or turning movement. These crashes resulted in 2 deaths, 84 serious injuries and 443 minor injuries.

The latest five year trends show an increase in the number of total injury crashes involving a crossing/turning movement, even though there was a significant reduction in the number of serious injury crashes last year compared to 2007.



During the last five year period 2004-2008, there were 1236 crashes at intersections; 90 percent recorded failing to give way or stop as a factor. There were 249 *crossing/turning* crashes at driveway junctions.

The table below shows the location of intersections with a high number of crashes.

Intersection name	Total crashes 2004 - 2008	Injury crashes 2004 - 2008	Total crashes in 2008
Courtenay Place / Taranaki St	41	14	7
Riddiford Street / John Street	35	11	10
Courtenay Place / Tory St	27	10	6
Customhouse Quay / Hunter Street	22	10	5
Ghuznee Street / Victoria Street	32	9	7
Bowen Street / Lambton Quay	21	8	6
Featherston Street / Whitmore Street	19	8	6
Crawford Road / Wellington Road	15	6	5

Most, (70 percent) of at fault drivers held a full NZ drivers' licence in these *crossing/turning* injury crashes.

Failing to give way or stop is recorded as a factor in a quarter (23 percent) of all injury crashes in Wellington City during the last five year period.

Junction type	Rural	Urban
T-junction	6	510
Driveways	0	249
Crossroad	11	456
Y-junction	12	76
Roundabout	0	115
Multi-junction	0	14
Unknown	0	12

The table above shows the number of these crashes by junction types and locations as urban or rural roads. Crossing/turning crashes at T-junctions and crossroads were the most common in urban areas, while Y-junctions and crossroads account for most in rural limits.

The most common crash movement is a vehicle turning right from a side road or driveway being hit from the right by a vehicle travelling straight through (27 percent). Almost as common is a vehicle turns right across oncoming traffic being hit by an oncoming vehicle (26 percent).

Further information about all crossing/turning crashes in Wellington City 2004-2008 on:

Local roads

- 47 serious injuries and 370 minor injuries
- Worst month: June and July (117 crashes each)
- Worst day of week: Wednesday (217 crashes)
- Wet road crashes: 21 percent
- Night time crashes: 28 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: failed to give way/stop (90 percent) followed by poor observation (60 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 59 percent
- At fault driver held full NZ licence (injury crashes): 73 percent

State highways

- 2 deaths, 12 serious injuries and 73 minor injuries
- Worst month: October (27 crashes)
- Worst day of week: Friday (45 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 45 percent
- Alcohol over limit (injury crashes): 8 percent
- Most common injury crash factors: failed to give way/stop (91 percent) followed by poor observation (34 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 57 percent
- At fault driver held full NZ licence (injury crashes): 52 percent

Loss of control

During the most recent five year period (2004-2008) 24 percent all injury crashes in Wellington City occurred due to loss of control. These crashes resulted in 8 deaths, 107 serious injuries and 575 minor injuries. There were a further 1380 non-injury crashes reported involving loss of control.

The latest five year trends show the total number of injury crashes to be increasing, with fatal, serious and minor injury crashes all steadily increasing in number.

Loss of control injury crash trends



Most (73%) loss of control crashes occurred at bends. These involved a driver losing control of their vehicle, then commonly running off the road or 46 percent of these colliding with another vehicle.

The following table shows a breakdown of the general environ of all loss of control crashes (1911 crashes) in Wellington City 2004-2008.

Number of crashes	Local urban	Local rural	SH urban	SH rural
At bends	1033	32	122	277
Straight road	290	6	31	119

The three most common roadside hazards struck in loss of control crashes were *parked vehicle* (19 percent) followed by *guard rail* (15 percent) and *fence* (12 percent). In total 1879 reported objects were struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows the main characteristics of loss of control crashes. Alcohol was a contributing factor in a quarter (25 percent), a third (33 percent) occurred in wet conditions, similarly a third (35 percent) recorded too fast for conditions and half (49 percent) were during hours of darkness, twilight and night time.

Main characteristics of loss of control

Crash characteristic	Percentage of crashes
Single vehicle	54%
Alcohol (injury crashes)	25%
Too fast for the conditions (injury crashes)	35%
Road factors	15%
Poor handling (injury crashes)	39%
Urban road	77%
Wet road	33%
Night time	49%

Further information about all loss of control crashes in Wellington City 2004-2008 on:

Local roads

- 5 deaths, 75 serious injuries and 357 minor injuries
- Worst month: December (130 crashes)
- Worst days of week: Friday (249 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 50 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: too fast (39 percent) and poor handling (37 percent)
- Road factors: 12 percent
- At fault male driver (injury crashes): 72 percent
- At fault driver held full NZ licence (injury crashes): 47 percent
- Most common at fault drivers' age group (injury crashes): 15 to 29 years old (48 percent)

State highways

- 3 deaths, 32 serious injuries and 218 minor injuries
- Worst month: October (68 crashes)
- Worst day of week: Saturday (97 crashes)
- Wet road crashes: 51 percent
- Night time crashes: 49 percent
- Alcohol over limit (injury crashes): 21 percent
- Most common injury crash factors: poor handling (42 percent) followed by too fast (28 percent)
- Road factors: 23 percent
- At fault male driver (injury crashes): 63 percent
- At fault driver held full NZ licence (injury crashes): 55 percent

Vulnerable road users

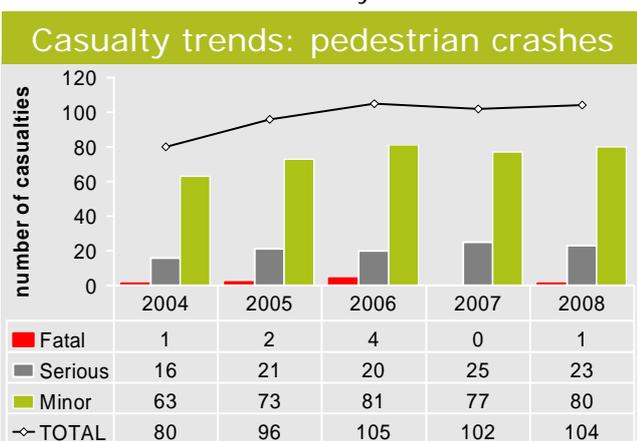
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In Wellington City, vulnerable road users were involved in forty-three percent of all injury crashes over the last five years (2004-2008), accounting for almost half (47 percent) of all casualties; 60 percent of all deaths and 64 percent of all serious injuries in the city for this period.

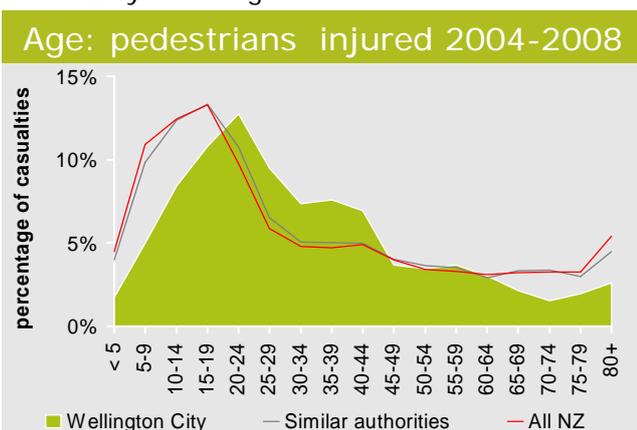
Pedestrians

Injury crashes involving pedestrians in Wellington City accounted for 21 percent of all injury crashes during the last five year period. These pedestrian crashes resulted in 8 deaths, 105 serious injuries and 374 minor injuries. In terms of casualties pedestrians made up 40 percent of all deaths and 28 percent of all serious injuries 2004-2008.

The latest five year trends show an increase in the total number of casualties in crashes involving pedestrians, although there has been little change in numbers over the last three years.



Forty-five percent of pedestrians injured were in the 20-44 year age group. The high proportion of pedestrians injured being in this age group is significant, making the average age of injured pedestrians higher in Wellington City than in similar authorities and all NZ. A quarter (26 percent) of pedestrians injured during the last five years were under 20 years of age.



Nearly all pedestrian crashes occurred on urban roads (99 percent). Slightly less than half were at intersections (47 percent). Seventy percent took place during the hours of daylight.

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

- 43 percent involved pedestrians crossing roads heedless of traffic
- 15 percent involved pedestrians crossing roads not complying with a traffic signal
- 11 percent involved pedestrians stepping out from behind parked cars
- 11 percent involved pedestrians who were visibly intoxicated

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.

Pedestrian crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations 2004-2008 are shown in the table below.

Location	Number of pedestrians injured
Taranaki St / Courtenay Pl	17
Willis St / Willeston St	11
Ghuznee St / Cuba St	10
Kent Tce / Majoribanks St	9
Willis St / Manners St	7

Further information regarding pedestrian injury crashes in Wellington City 2004-2008 on:

Local roads

- 5 deaths, 98 serious injuries and 351 minor injuries
- Worst month: August (54 crashes)
- Worst day of week: Friday (95 crashes)
- Wet road crashes: 19 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 12 percent
- Crashes at intersection: 47 percent
- Pedestrian factors contributing to crashes: 74 percent

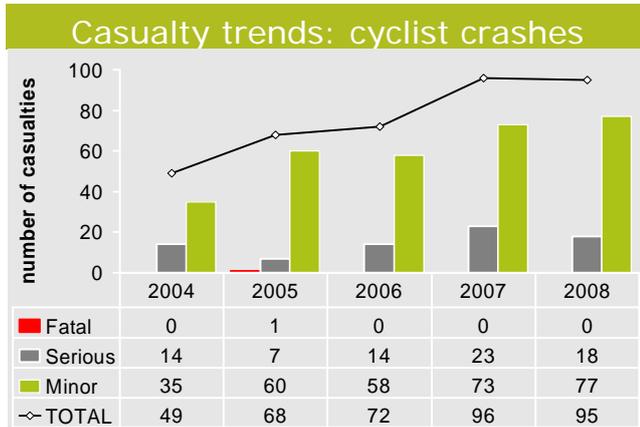
State highways

- 3 deaths, 7 serious injuries and 23 minor injuries
- Worst months: March, July and October (5 crashes each)
- Worst day of week: Tuesday (8 crashes)
- Wet road crashes: 12 percent
- Night time crashes: 33 percent
- Alcohol over limit (injury crashes): 17 percent
- Crashes at intersection: 52 percent
- Pedestrian factors contributing to crashes: 83 percent

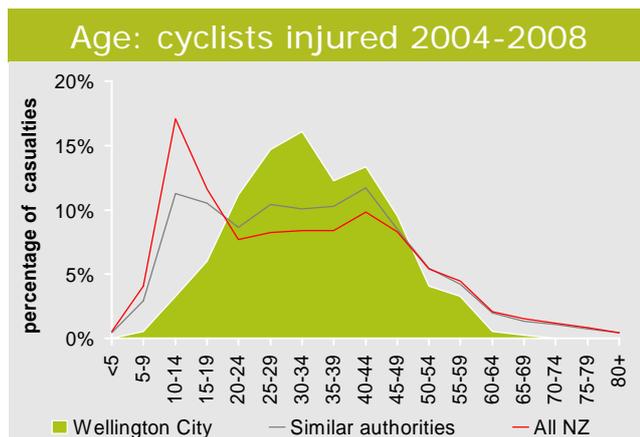
Cyclists

Injury crashes involving cyclists in Wellington City accounted for 16 percent of all injury crashes during the last 5 year period, resulting in 1 death, 76 serious injuries and 303 minor injuries.

The latest five year trends show an increase in the total number of casualties involving cyclists, particularly the number sustaining minor injuries.



Injured cyclists are not spread evenly across all age groups. Significantly higher than similar authorities, in Wellington City 2004-2008 we find that nearly a third were in the age group 25-34 years (31 percent). The age profile of those cyclists injured in Wellington City is skewed to the age group, 20-49 years (77 percent). Meanwhile young cyclists aged under 20 years account for only 10 percent of those injured. This pattern is quite different from the national and similar authorities' age distributions.



The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in Wellington City 2004-2008 were:

- a vehicle or cyclist turning right across an on-coming vehicle: 16 percent
- a parked car opening its door: 11 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 9 percent

Ninety percent of cyclist crashes occurred on local roads in urban areas. Almost half of the cycling crashes occurred at intersections (47 percent) and most during the daylight hours (83 percent).

At fault drivers in these crashes were mostly male (70 percent), with a skew in the age distribution to group 30-49 years for both sexes of at fault drivers (46 percent). While most at fault drivers held a full drivers licence (72 percent), with 13 percent held a learner or restricted licence or were never licensed.

Cyclist crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations/routes 2004-2008 are shown in the table below.

Location / route	Number of Cyclist injury crashes
Thorndon Quay	26
Hutt Road	21
Oriental Parade	19
Aotea - Waterloo - Customhouse - Jervois Quays	14
Adelaide Road	13

Further information regarding crashes involving cyclists in Wellington City 2004-2008 on:

Local roads

- 1 death, 67 serious injuries and 277 minor injuries
- Worst month: March (52 crashes)
- Worst day of week: Tuesday (74 crashes)
- Most common injury crash factors: poor observation (59 percent) followed by failed to give way/stop (41 percent)
- Wet road crashes: 11 percent
- Night time crashes: 18 percent
- Alcohol over limit (injury crashes): 1 percent
- Crashes at intersection: 47 percent
- Male cyclist injured: (77 percent)

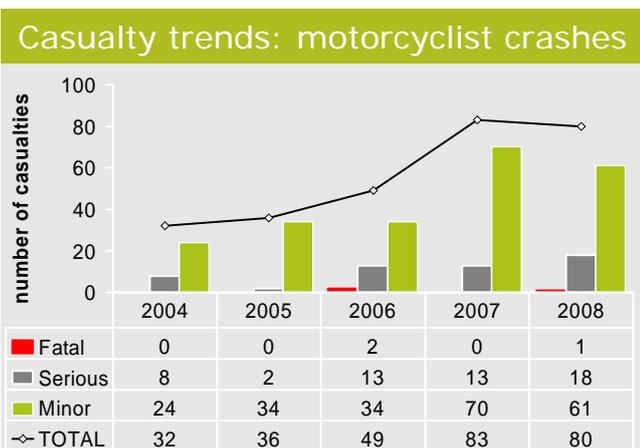
State highways

- 9 serious injuries and 26 minor injuries
- Worst month: January (7 crashes)
- Worst day of week: Wednesday (9 crashes)
- Most common injury crash factors: poor observation (48 percent) followed by failed to give way/stop (33 percent)
- Wet road crashes: 10 percent
- Night time crashes: 20 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 58 percent
- Male cyclist injured: (80 percent)

Motorcyclists

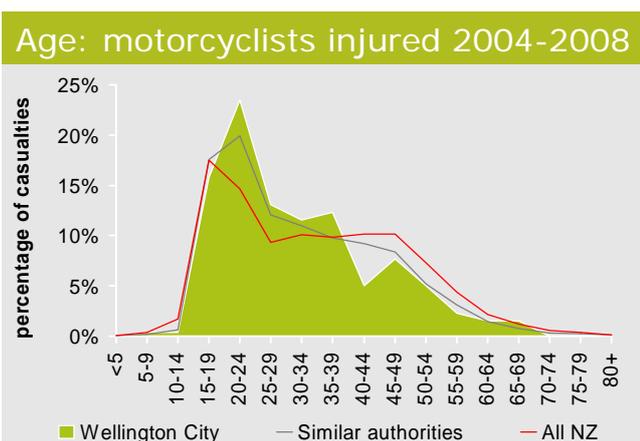
Injury crashes involving motorcyclists represented 12 percent of all injury crashes in Wellington City during the last five year period, resulting in 3 deaths, 54 serious injuries and 223 minor injuries.

The latest five year trends show an increase in the total number of casualties involved in motorcyclist crashes, particularly the number sustaining serious injuries.



Most motorcycling crashes happened on local urban roads (79 percent). Forty-five percent of crashes involving motorcyclists happened at intersections. Only fifteen percent are reported as single party motorcycle crashes.

Those injured motorcyclists were not spread evenly across all age distributions, as shown in the chart below. Young motorcyclists in the age group 15-24 years were the most commonly injured (39 percent).



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Wellington City 2004-2008 were:

- loss of control: 16 percent
- a vehicle turning right across an oncoming vehicle: 13 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 13 percent

The high crash locations/routes for motorcycle crashes in the city 2004-2008 are shown in the following table.

Location / route	Number of motorcyclist crashes
SH 1N urban road	37
SH 1N open road	25
Adelaide Road	19
Hutt Road	10
SH 2	9
Riddiford Street	9
Taranaki Street	7
Thorndon Quay	7
Aotea - Waterloo - Customhouse - Jervois Quays	7

Further information regarding crashes involving motorcyclists in Wellington City 2004-2008 on:

Local roads

- 45 serious injuries and 175 minor injuries
- Worst month: September (35 crashes)
- Worst day of week: Friday (54 crashes)
- Most common injury crash factors: failed to give way, and did not look behind when changing lanes or position/direction
- Wet road crashes: 16 percent
- Night time crashes: 30 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 45 percent
- Male motorcyclist injured: (80 percent)

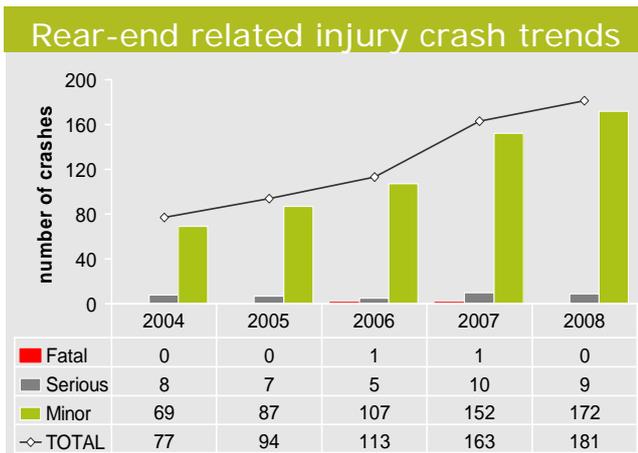
State highways

- 3 deaths, 9 serious injuries and 48 minor injuries
- Worst months: November (13 crashes)
- Worst day of week: Friday (16 crashes)
- Most common injury crash factors: did not look behind when changing lanes or position/direction, and following too closely
- Wet road crashes: 25 percent
- Night time crashes: 24 percent
- Alcohol over limit (injury crashes): 7 percent
- Crashes at intersection: 41 percent
- Male motorcyclist injured: (83 percent)

Rear-end/obstruction

During the most recent five year period (2004-2008) 28 percent of all injury crashes in Wellington City were rear-end and/or obstruction on the roadway crashes. These crashes resulted in 2 deaths, 40 serious injuries and 739 minor injuries. There were a further 3568 non-injury crashes reported.

The latest five year trends show an increase in the total number of injury crashes involving rear-end/obstruction type movements. These types of crashes result in mainly minor injury or in most cases no injury at all.



The main crash scenarios for injury crashes of this type in Wellington City 2004-2008 were:

- collision with the end of a queue of traffic: 32 percent
- collision with a vehicle ahead slowing or stopped for a pedestrian, cross traffic or signals: 15 percent
- collision with a U-turning vehicle: 9 percent
- collision with a parked vehicle on the roadside: 8 percent
- collision with the open door of a parked vehicle: 7 percent
- collision with a slower vehicle ahead: 5 percent
- Collision with a vehicle that is completing a parking manoeuvre: 4 percent
- collision with a vehicle waiting on roadway to make a right turn: 3 percent
- collision with an obstruction, workman's vehicle or broken down vehicle on the roadway: 2 percent

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 (63 percent of rear-end injury crashes). Unsafe following distances are also increasingly being reported as a contributing factor in these types of crashes (23 percent).

Rear-end/obstruction crashes were more commonly a route rather than a site-specific problem and were distributed along the routes associated with the main traffic flow around the city.

Further information about all rear-end/obstruction crashes in Wellington City 2004-2008 on:

Local roads

- 33 serious injuries and 479 minor injuries
- Worst month: March (308 crashes)
- Worst day of week: Friday (554 crashes)
- Wet road crashes: 16 percent
- Night time crashes: 27 percent
- Crashes at intersection: 27 percent
- Road factors: 3 percent
- Alcohol over limit (injury crashes): 4 percent
- Most common injury crash factors: poor observation (68 percent) followed by incorrect lane position (24 percent)
- At fault male driver (injury crashes): 65 percent
- At fault driver held full NZ licence (injury crashes): 66 percent

State highways

- 2 deaths, 7 serious injuries and 260 minor injuries
- Worst months: July (98 crashes)
- Worst day of week: Wednesday (178 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 26 percent
- Crashes at intersection: 27 percent
- Road factors: 7 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: poor observation (53 percent) followed by incorrect lane position (48 percent)
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 74 percent

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in similar crashes.

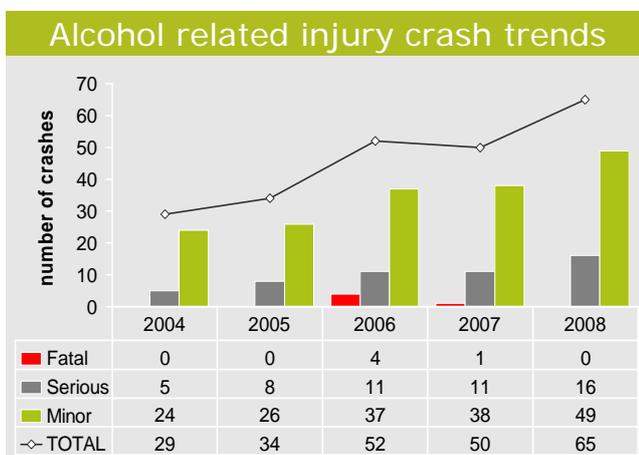
During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Wellington City

During the last five year period (2004-2008) 10 percent of all injury crashes in Wellington City were alcohol-related. Although lower than the latest five year average for similar authorities (14 percent), the trend is increasing. Last year 12 percent of all injury crashes in the city recorded alcohol as a contributing factor.

There were 230 injury and 424 non-injury crashes reported in the last five years. These crashes have resulted in 5 deaths, 58 serious and 240 minor injuries.

The latest five year trends show an increasing trend in the total number of alcohol-related injury crashes in the city.



Most (88 percent) of the alcohol-related crashes occurred in urban areas. Forty-one percent of these crashes involved *loss of control at bend* types of crash movement. Thirty-five percent of the crashes occurred at intersections.

Seventy-nine percent of the crashes occurred during the hours of darkness. Sixty percent of these crashes occurred at the weekend (6 pm Friday to 6 am Monday).

A third (33 percent) of the at fault drivers involved in these crashes (2004-2008) held either a learner or restricted licence. A further 11 percent were disqualified or never held a drivers' licence. Just over a third (36 percent) of the at fault drivers were male drivers holding a full licence.

Pedestrians were involved in 9 percent of all alcohol related crashes in the city during the last five years and are recorded as a factor in 22 percent of alcohol related injury crashes 2004-2008.

Alcohol and speed

Alcohol combined with speed was a factor in 30 percent of the 230 alcohol related injury crashes in the city 2004-2008, resulting in 2 deaths, 23 serious injuries and 73 minor injuries. Speed itself has been a factor in 13 percent of all injury crashes in the city in the last five years.

Eighty-three percent of the crashes where alcohol and speed were both contributing factors occurred on local roads mostly in dark conditions (84 percent). Three quarters (74 percent) of these were loss of control at bend type crashes. Similarly three quarters of the at fault drivers in these injury crashes were males under 30 years of age (77 percent).

Further information about alcohol related crashes in Wellington City 2004-2008 on:

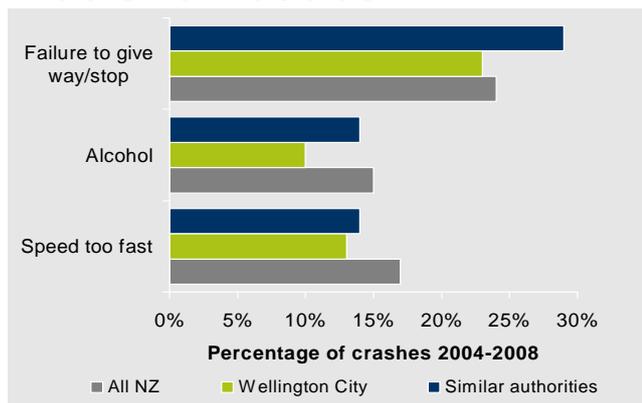
Local roads

- 2 deaths, 47 serious injuries and 172 minor injuries
- Worst month: October (50 crashes)
- Worst day of week: Saturday (138 crashes)
- Wet road crashes: 22 percent
- Night time crashes: 80 percent
- Intersection: 37 percent
- Most common injury crash factors: too fast (28 percent) followed by poor handling (17 percent)
- Road factors: 2 percent
- At fault male driver (injury crashes): 81 percent
- At fault driver held full NZ licence (injury crashes): 42 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

State highways

- 3 deaths, 11 serious injuries and 68 minor injuries
- Worst months: October (16 crashes)
- Worst days of week: Sunday (37 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 74 percent
- Intersection: 31 percent
- Excessive speed: 35 percent
- Most common injury crash factors: poor handling (25 percent) followed by poor observation (18 percent each)
- Road factors: 2 percent
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

National issues



Speed

Speed too fast was recorded in 13 percent of injury crashes in Wellington City in the last five years, resulting in 8 deaths and 408 injuries. Speed as a factor in crashes is becoming significantly more common.

Fifty-eight percent of speed-related injury crashes were *lost control/head-on at bend*. *Alcohol* and *poor handling* were the driver factors most often associated with speed. Over half (56 percent) of at fault drivers were aged under 25 years of age, and 80 percent of all those at fault were male.

Alcohol

In Wellington City, alcohol was recorded in 10 percent of injury crashes in the city in the last five years, resulting in 5 deaths and 297 injuries. Although lower compared to similar authorities, alcohol as a factor in crashes is becoming significantly more common.

Most (86 percent) of alcohol-related crashes were in urban areas. Fifty-seven percent of these involved *lost control/head-on crashes*. *Speed too fast*, *pedestrian factors* and *poor handling* were often associated with *alcohol*. Those aged under 25 year old constitute nearly half (44 percent) of those drivers at fault, while most (76 percent) were male.

Failure to give way

In Wellington City, *failure to give way or stop* was a factor in 23 percent of all injury crashes during the last five year period, resulting in 3 deaths and 600 other injuries. Most (78 percent) of these were during *crossing/turning* manoeuvres and often associated with *failure to look* for other parties.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint use rate in Wellington City for front seat and rear seat are 98 and 76 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/research/safetybeltstatistics/>

Contacts

NZ Transport Agency

Wellington Regional Office

PSIS House, L9
20 Ballance Street
PO Box 5084
Wellington 6145

Tel 64 4 894 5200
Fax 64 4 894 3305

<http://www.nzta.govt.nz>

Wellington Regional Director

Deborah Hume (04 894 6417)

Programmes & Funding Manager

Peter Hookham (04 894 5249)

Senior Programmes Advisor (Engineering)

Eddie Anand (04 931 8920)

Senior Programmes Advisor (Education)

Roy Hitchcock (04 931 8910)

Highways & Network Operations (Safety Manager)

Fabian Marsh (04 894 5222)

Performance Measurement Manager

Balt Gregorius (04 894 6156)

Senior Engineer (Performance Information - CAS)

James King (04 931 8917)

Wellington City Council

101 Wakefield Street
PO Box 2199 Wellington

Transport Safety Manager

Paul Barker (04 803 8043)

Road Safety Coordinator

Michelle Stevenson (04 803 8635)

New Zealand Police

Road Policing Manager

Wellington Central
PO Box 693, Wellington

Tel 04 381 2000