

***Nelson City***  
***Road Safety Report***  
***2004 to 2008***



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## Introduction and general information

The New Zealand Transport Agency provides information on road safety to its stakeholders and the public. It also has responsibility for promoting safety and sustainability in land transport, among a variety of other functions. This road safety report is an example of information supplied by the New Zealand Transport Agency.

This report helps identify road safety issues in Nelson City area ('the city') by presenting tables or graphs of:

- numbers and trends in reported crashes and casualties
- characteristics and types of crashes and casualties
- factors contributing to crashes
- locations with bad crash records
- characteristics of crashes on council authority roads

The information is intended to assist road controlling authorities, the New Zealand Police and others in evaluating the safety performance of the road network in Nelson City. Comparison with other cities, districts or regions elsewhere in the country is included.

Researchers, students, and organisations with an interest in road safety will also find the information useful.

### Source of crash information

This report uses data from the New Zealand Transport Agency's crash database. This database includes all crashes involving injury and non-injury for which Police reports have been completed and forwarded to the New Zealand Transport Agency. Mostly five-year data (2004 to 2008) has been used, but 10-year data (1999 to 2008) has been used to analyse trends.

### Council authority peer groups

Traffic crash patterns and features for an area can depend on the traffic and roading characteristics of that area. The most useful comparisons are made with other areas or authorities with similar characteristics, rather than with the whole country. The data for the city is compared with a peer group of similar council authorities (Group B) along with data for all New Zealand.

The peer group used for comparison with Nelson City is Group B which consists of large urban areas with some rural areas on the outskirts. (Population 40000 - 98000 and/or rural crashes less than 35 percent). Council authorities included in this group are listed in Figure 1.4.

## Definitions of urban and rural

Data has been separated for urban and rural (open) roads through this report because each has a distinctly different pattern of crashes. In this report urban roads are defined as all those with a speed limit of 70 km/h or less, however it should be noted that some locations which have been speed limit zoned might be more appropriately defined as rural but are included in urban zones.

## Definition of statistically significant

A number of graphs include a comparison between the road controlling authority, all New Zealand and a similar peer group. These graphs can include an indication as to whether the difference is statistically significant. For the purposes of this report statistically significant means that a difference of this size is unlikely to be due to chance. Significance is noted at the 5% level ( $P < 0.05$ ), this means that the observed result would occur by chance in only 1 in 20 similar situations.

## Road user compliance data

The Ministry of Transport collects information on road user compliance with traffic law. This information includes speed surveys, occupant restraint use surveys and cycle helmet use surveys. Information about these surveys is available on Ministry of Transport web site.

The appropriate web addresses are as follows:

Speed Surveys <http://www.transport.govt.nz/research/SpeedSurveys/>

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

Cycle helmets <http://www.transport.govt.nz/research/cyclehelmets2009/>

The information is also distributed quarterly in the Ministry of Transport publication Road safety progress.

The Ministry of Transport also conducts public attitude surveys. These have been undertaken annually since 1994. They evaluate attitudes to road safety issues, primarily alcohol-impaired driving and speed. Surveys are carried out in May and June of each year by trained interviewers who conduct interviews with respondents in their homes. The sample is chosen to be representative of the New Zealand adult population, and includes men and women aged 15 and over from towns, cities and rural areas throughout New Zealand.

The results of these surveys are available from:

<http://www.transport.govt.nz/research/PublicAttitudestoRoadSafety-Survey/>

### **General explanatory notes**

1. Crash and casualty information in this report generally includes data for both council roads and state highways. Some tables and charts can separate this information, however figures 8.1–8.26 provide information for council roads only.
2. Crash and casualty rates are based on 2008 populations estimates updated from the 2006 census, traffic flows from the year 2008, and the average of five year crash data (2004–2008).
3. Traffic flows are based on Road Asset Maintenance and Management (RAMM) data from December 2008. As different road controlling authorities update flow data in RAMM at different times some data will be more up to date than other data, hence caution should be exercised when comparing traffic flow based crash rates in one authority with those of other authorities particularly as the traffic flow data (VKT) used in the calculations can not be considered definitive. Comparisons should be considered as indicative only.
4. With four to five categories of road for each council authority, some categories will only have short lengths of road. This may cause significant variation in the calculated crash and casualty rates.
5. The crash numbers include all those within the road controlling authority. The crash numbers used in the crash rate section can, however, vary slightly from the remainder of the document as only 'on road' crashes can be used. These are crashes on roads that have traffic volume information recorded. Crashes that occurred in car parks, reserves, beaches etc. are excluded.



6. The severity of a crash is determined as the most severely injured casualty in the crash. Injury severity is classified as fatal, serious, or minor as follows:
  - Fatal:** Injuries that result in death within 30 days of a crash.
  - Serious:** Fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment, and any injury involving removal to and detention in hospital.
  - Minor:** Injuries which are not serious but which require first aid, or cause discomfort or pain to the person injured, eg sprains and bruises.
  
7. Ethnicity of road users involved in crashes can now be recorded on traffic crash reports, although some reports may not include this data. Figures 3.25 and 3.26 shows the ethnicity of casualties, where known. Ethnicity is divided into five different groups. Only data for 2004 to 2008 is available. The graph includes all casualties irrespective of culpability.

NOTE: Ethnicity data should be treated with caution as the data can be considered subjective and incomplete.
  
8. For the licence status grouping in Figures 3.27 and 3.28 the 'no/wrong licence' group includes drivers who have never held a licence or have an expired or wrong class licence. This graph includes all drivers irrespective of injury or culpability.
  
9. See appendix for detailed descriptions of:
  - crash movement types and crash movement groupings (for Figures 4.1–4.4)
  - grouping of factors contributing to crashes (for Figures 5.1–5.14)
  
10. Blackspot sites listed in Figures 9.1 and 9.3 are listed by the total cost of crashes at the site and are listed regardless of any remedial treatments. Site were initially selected on the basis of 3 reported crashes and then the sites listed were limited to those with a higher number of injury crashes and over a defined social cost, which is indicated on each figure.
  
11. Alarm crash sites in section 9 as Figures 9.4 to 9.6 are crash sites that have shown a statistically significant increase (at the 95 percent level of confidence) in reported crashes in 2008 compared with the previous five years (2003 to 2007). The sites are initially selected on the basis of 3 or more reported crashes at the sites. Sites are listed regardless of any recent remedial treatments and they may already be under investigation for treatment.



# *Crash Rates and Costs*



## Crash reporting rates

The ratio of 'reported serious injuries' can be assessed by comparing seriously injured casualty numbers from Police crash reports to hospital admissions, given that a serious injury is generally one requiring hospital attention.

Figure 1.1 below indicates the serious injury reporting rate for each region.

**Figure 1.1 Reporting rate serious injuries to hospital admissions**

| Region             | 2004       | 2005       | 2006       | 2007       | 2008       |
|--------------------|------------|------------|------------|------------|------------|
| Northland          | 34%        | 30%        | 28%        | 34%        | 31%        |
| Auckland           | 22%        | 17%        | 19%        | 16%        | 16%        |
| Waikato            | 51%        | 40%        | 38%        | 49%        | 46%        |
| Bay of Plenty      | 28%        | 32%        | 37%        | 38%        | 27%        |
| Gisborne           | 28%        | 31%        | 26%        | 29%        | 26%        |
| Hawkes Bay         | 73%        | 80%        | 75%        | 59%        | 60%        |
| Taranaki           | 66%        | 55%        | 65%        | 77%        | 41%        |
| Manawatu-Wanganui  | 50%        | 38%        | 34%        | 35%        | 34%        |
| Wellington         | 61%        | 68%        | 61%        | 73%        | 64%        |
| Nelson-Marlborough | 63%        | 44%        | 52%        | 54%        | 49%        |
| West Coast         | 43%        | 53%        | 55%        | 59%        | 53%        |
| Canterbury         | 37%        | 47%        | 42%        | 50%        | 45%        |
| Otago              | 107%       | 99%        | 85%        | 77%        | 53%        |
| Southland          | 74%        | 78%        | 103%       | 73%        | 53%        |
| <b>New Zealand</b> | <b>39%</b> | <b>36%</b> | <b>35%</b> | <b>37%</b> | <b>34%</b> |

This is the ratio of the number of persons with serious injuries in reported crashes divided by the number of persons admitted to hospital with serious injuries.

These variations in reporting rates need to be considered when viewing the trends in crashes and casualties shown in this report.

**Note: These values should be considered indicative only.**

**Figure 1.2 Crashes per 100 million vehicle kilometres travelled**

|             | Council roads |       | State Highways |       |
|-------------|---------------|-------|----------------|-------|
|             | Urban         | Rural | Urban          | Rural |
| Nelson City | 37            | 19    | 24             | 16    |
| Group B     | 31            | 32    | 27             | 12    |
| All NZ      | 35            | 27    | 30             | 16    |

**Figure 1.3 Casualties per 100 million vehicle kilometres travelled**

|             | Council roads |       | State Highways |       |
|-------------|---------------|-------|----------------|-------|
|             | Urban         | Rural | Urban          | Rural |
| Nelson City | 43            | 24    | 26             | 22    |
| Group B     | 38            | 46    | 35             | 17    |
| All NZ      | 45            | 39    | 42             | 25    |

**Figure 1.4 Peer group crash and casualty rates**

**Group B**

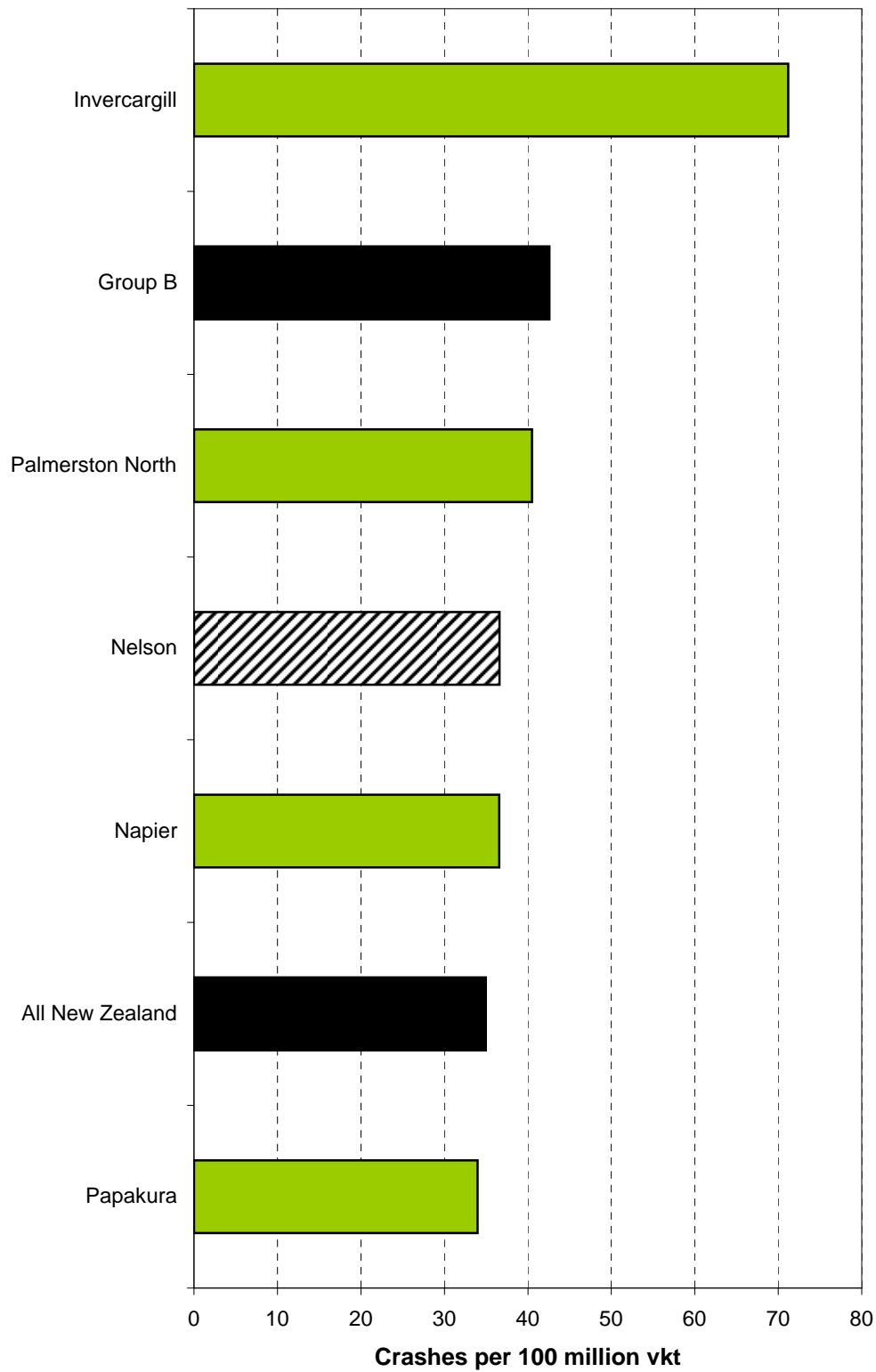
| City or District       | 10,000 Population<br>(5 year average) | Crashes per<br>100 million vehicle<br>kilometres travelled |           |                   |           | 10,000 Population<br>(5 year average) | Casualties per<br>100 million vehicle<br>kilometres travelled |           |                   |           | 2008 Population | % of rural crashes |
|------------------------|---------------------------------------|--|-----------|-------------------|-----------|---------------------------------------|---|-----------|-------------------|-----------|-----------------|--------------------|
|                        |                                       | Council<br>roads   |           | State<br>Highways |           |                                       | Council<br>roads  |           | State<br>Highways |           |                 |                    |
|                        |                                       | Urban  | Rural     | Urban             | Rural     |                                       | Urban   | Rural     | Urban             | Rural     |                 |                    |
|                        |                                       | Urban  | Rural     | Urban             | Rural     |                                       | Urban   | Rural     | Urban             | Rural     |                 |                    |
| Invercargill           | 41                                    | 71   | 53        | 64                | 25        | 60                                    | 104   | 93        | 88                | 40        | 51600           | 15                 |
| Napier                 | 25                                    | 37   | 38        | 32                | 21        | 32                                    | 45  | 50        | 42                | 34        | 56900           | 20                 |
| Nelson                 | 24                                    | 37   | 19        | 24                | 16        | 29                                    | 43  | 24        | 26                | 22        | 44700           | 19                 |
| Palmerston North       | 22                                    | 40   | 42        | 36                | 21        | 27                                    | 48  | 67        | 48                | 31        | 79300           | 19                 |
| Papakura               | 27                                    | 34   | 29        | 462               | 11        | 36                                    | 45  | 38        | 586               | 16        | 48300           | 40                 |
| <b>Group B</b>         | <b>27</b>                             | <b>43</b>  | <b>37</b> | <b>44</b>         | <b>16</b> | <b>36</b>                             | <b>55</b>   | <b>55</b> | <b>58</b>         | <b>24</b> | <b>280800</b>   | <b>22</b>          |
| <b>All New Zealand</b> | <b>26</b>                             | <b>35</b>  | <b>27</b> | <b>30</b>         | <b>16</b> | <b>36</b>                             | <b>44</b>   | <b>39</b> | <b>41</b>         | <b>24</b> | <b>4267970</b>  | <b>41</b>          |

Group B : Major urban areas with some rural areas on the outskirts. (Population 40000-97500 and/or rural crashes less than 35 percent).

Crashes and casualties per 100 million VKT are based on five years of reported injury on-road crash data (2004-2008) and December (2007) VKT.

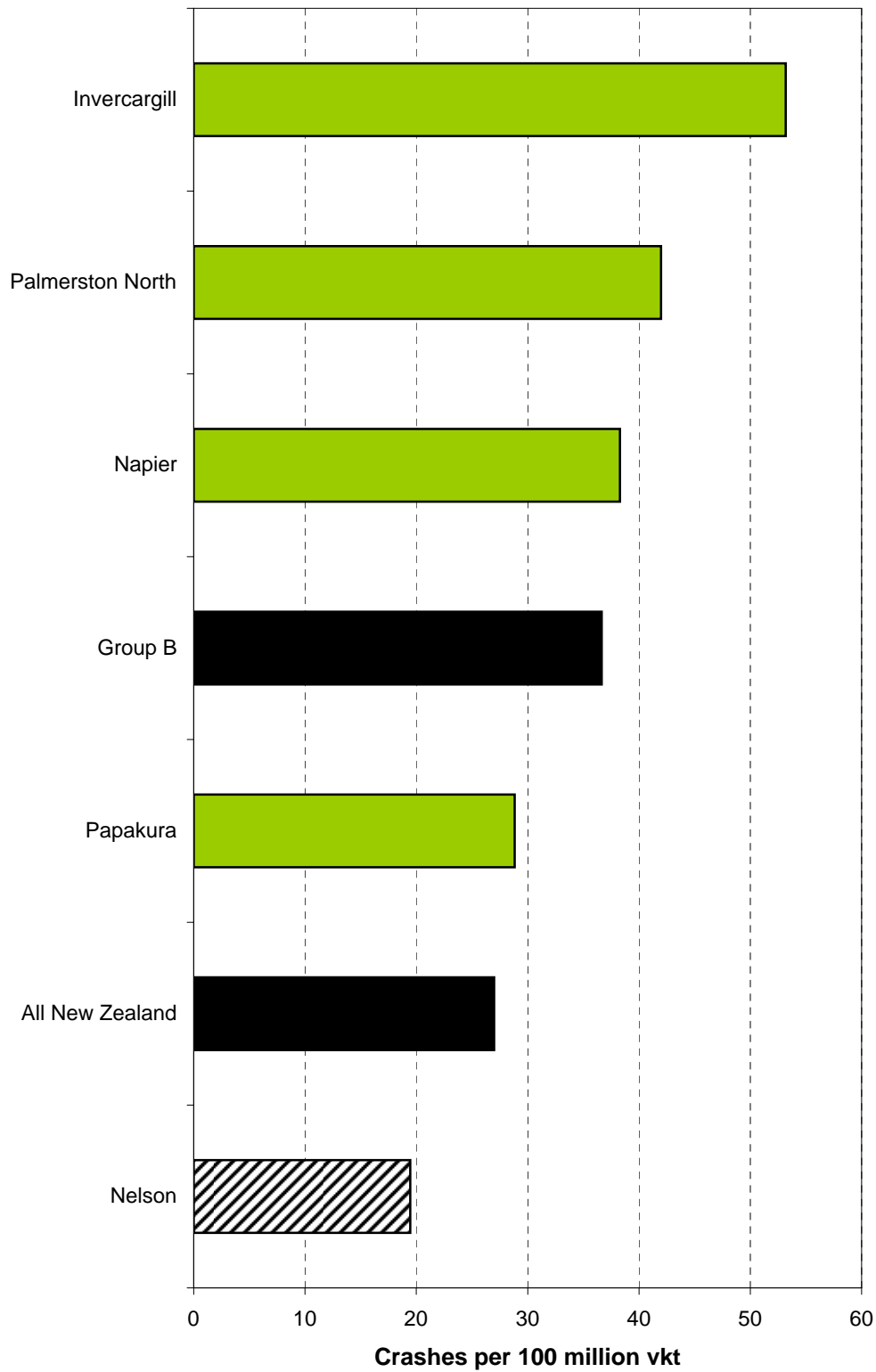
Crashes and casualties per 10,000 population are based on five year average crash data (2004-2008) and Statistics NZ 2008 population estimates.

**Figure 1.5 Crashes per 100 million vehicle-kilometres travelled - urban council roads**

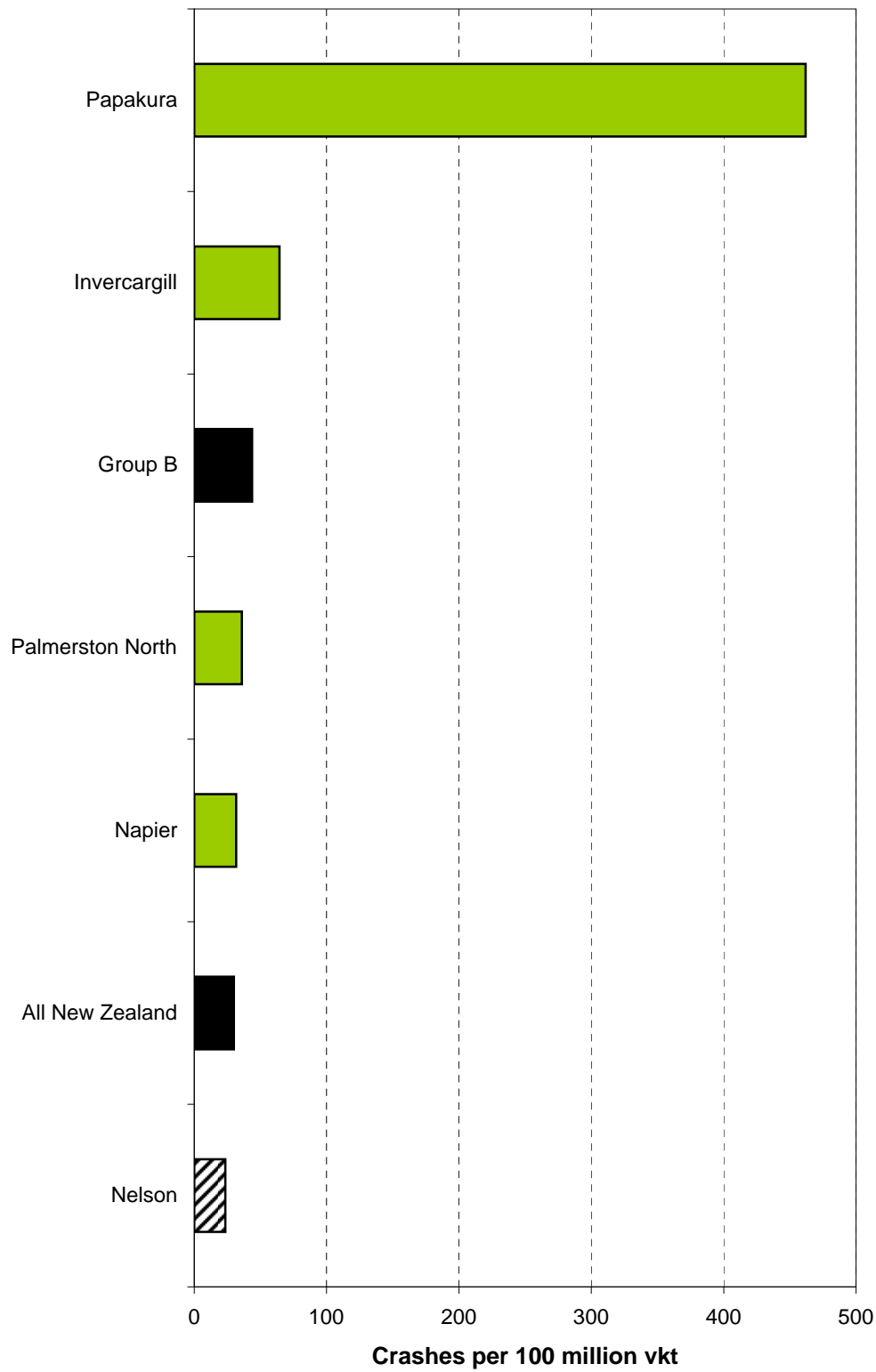




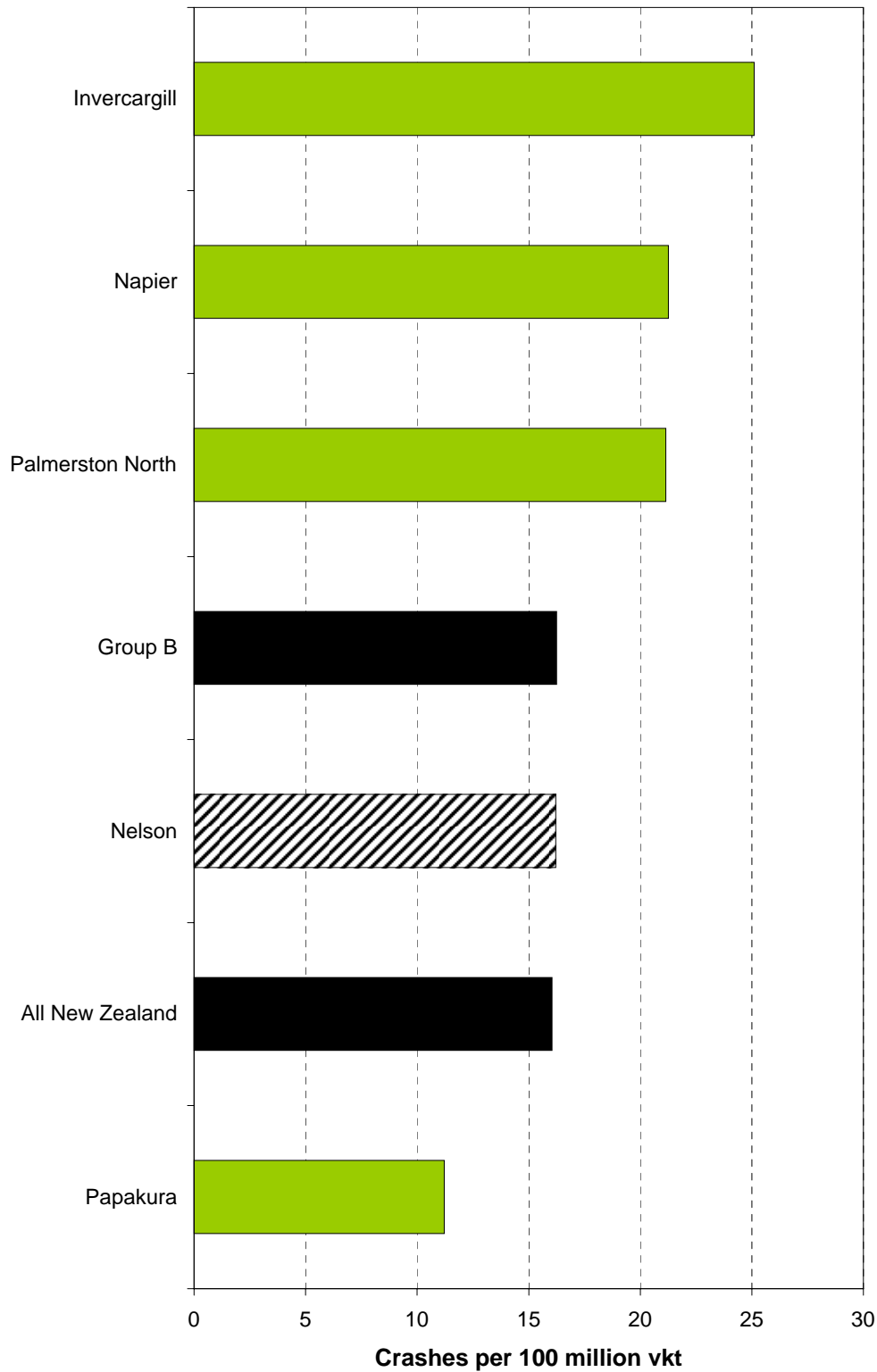
**Figure 1.6 Crashes per 100 million vehicle-kilometres travelled - rural council roads**



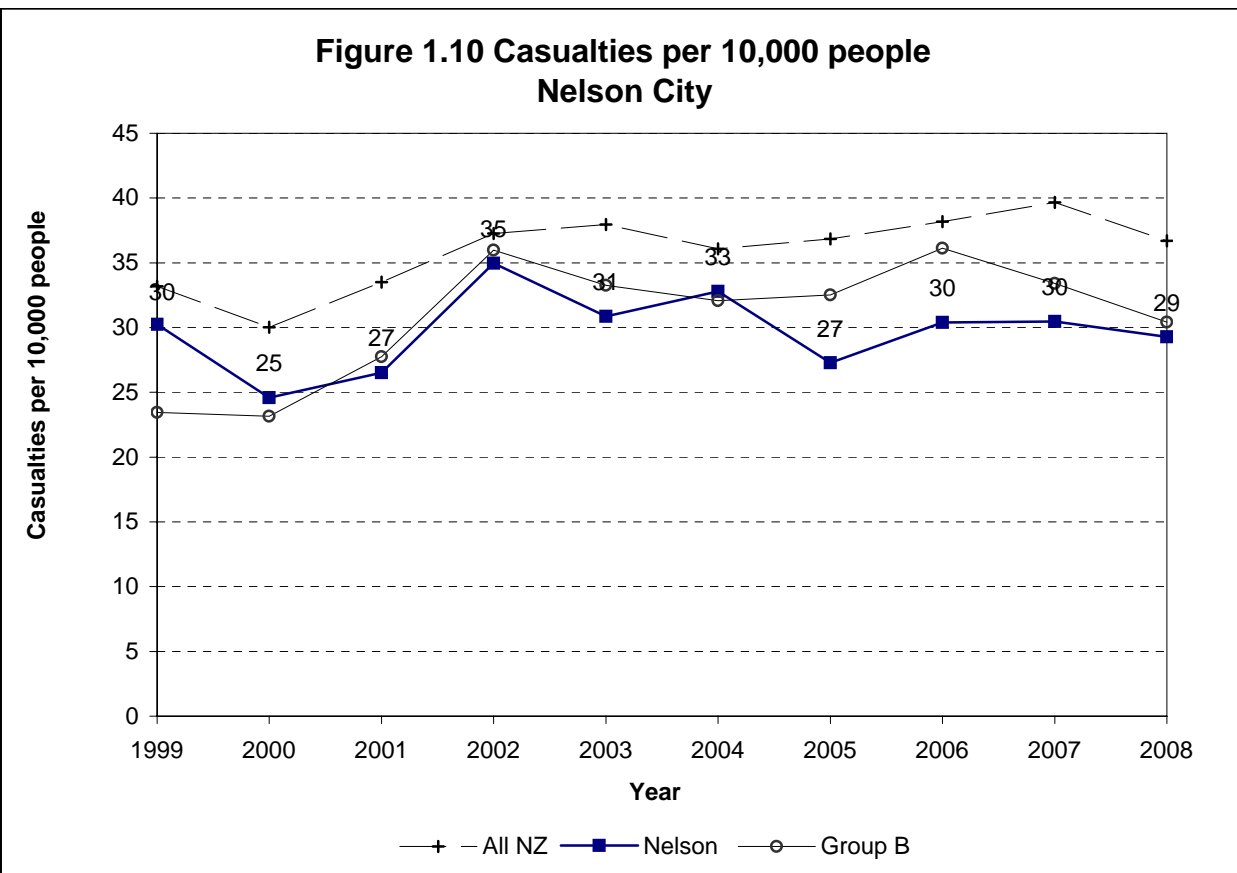
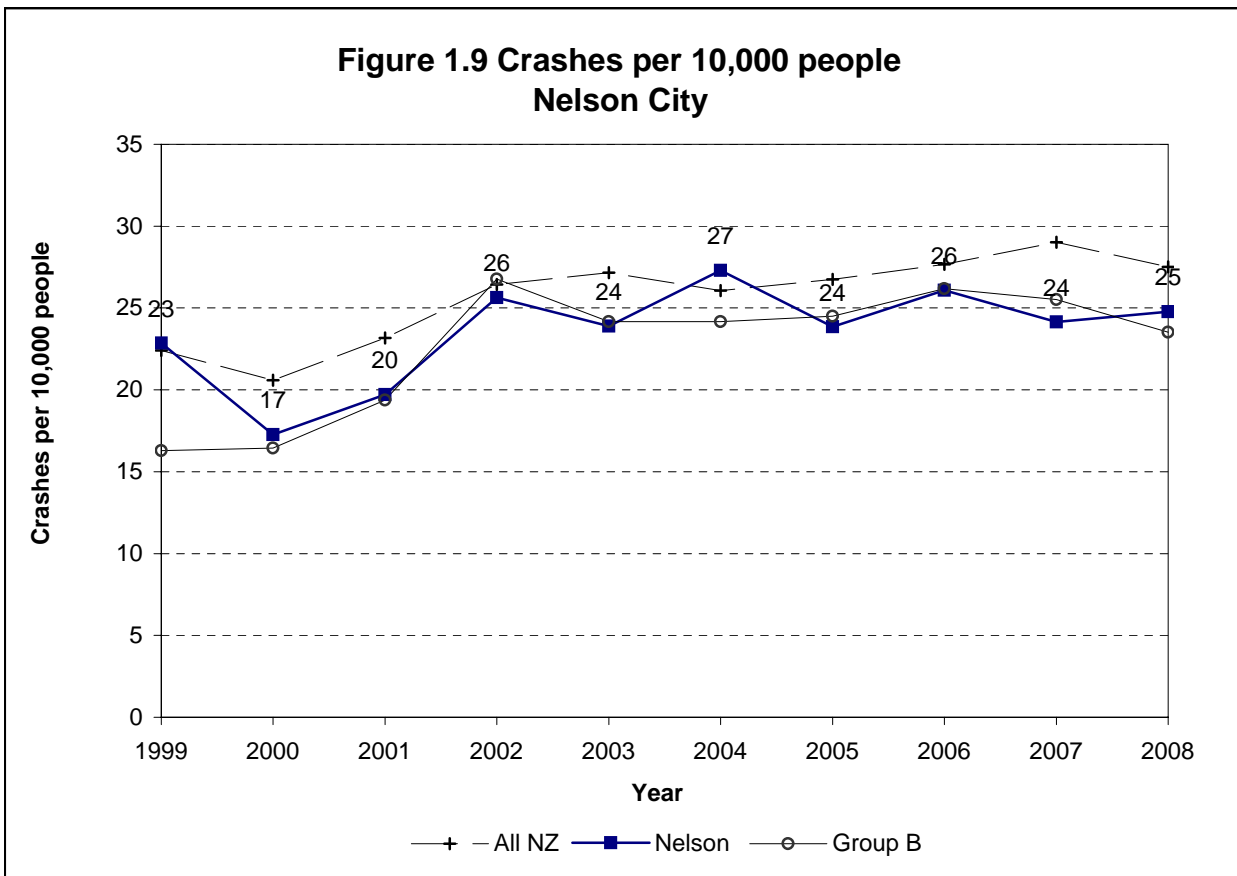
**Figure 1.7 Crashes per 100 million vehicle kilometres travelled - urban state highways**



**Figure 1.8 Crashes per 100 million vehicle-kilometres travelled - rural state highways**







**Figure 1.11 Social cost of crashes in Nelson City in 2008**

|                |       | Nelson City    | New Zealand       |
|----------------|-------|----------------|-------------------|
| Council roads  | urban | \$21.15        | \$1,636.63        |
|                | rural | \$0.24         | \$962.97          |
| State Highways | urban | \$2.04         | \$303.03          |
|                | rural | \$7.15         | \$1,390.98        |
| <b>Total</b>   |       | <b>\$30.57</b> | <b>\$4,293.62</b> |

Note: Crash costs are in \$ millions

The social costs of a road crash and the associated injuries include a number of different elements:

- Loss of life and life quality
- Loss of output due to temporary incapacitation
- Medical costs
- Legal costs
- Property damage costs

The average value of a loss of life due to a road crash is estimated by the amount of money the New Zealand population would be willing to pay for a safety improvement that would result in the expected avoidance of one premature death. This is the willingness to pay based value of statistical life or VOSL. The VOSL was established at \$2 million in 1991. This has been indexed to the average hourly earnings (ordinary time) to express the value in current dollars. The updated VOSL is \$3.35 million (in June 2008 dollars). Based on several international and New Zealand studies on VOSL, the average loss of life quality for permanent impairments due to a serious and a minor injury were estimated to be 10% and 0.4% of the VOSL respectively.

Crash rates can vary due to reporting rates. These are adjusted on a regional basis in this report by comparing with hospitalisation rates.

The other social cost components are estimated based on a number of studies conducted during the early to mid-1990s and are updated for price changes by indexing to an appropriate price index.

For a detail discussion on this, please refer to 'The social cost of road crashes and injuries: June 2008 update', available at the Ministry of Transport's website:

<http://www.transport.govt.nz/assets/NewPDFs/NewFolder/Social-Cost-June-2008-update-final.pdf>

The average social cost per reported crash (in June 2008 dollars) are estimated at:

|                     |             |
|---------------------|-------------|
| Rural fatal crash   | \$4,199,000 |
| Rural serious crash | \$776,000   |
| Rural minor crash   | \$90,000    |
| Urban fatal crash   | \$3,635,000 |
| Urban serious crash | \$659,000   |
| Urban minor crash   | \$81,000    |

These values include an allowance for non-reported injury crashes, and the totals in Fig. 1.11 also include an allowance for non-injury crashes.



# *Crash Counts*





Figure 2.1: Crash numbers and severity 2004 to 2008 - whole City

|                      | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|----------------------|------|------|------|------|------|-------|------|---------|
| Fatal crashes        | 2    | 2    | 2    | 1    | 1    | 8     | 1%   | 2%      |
| Serious crashes      | 24   | 14   | 23   | 18   | 23   | 102   | 18%  | 19%     |
| Minor crashes        | 93   | 89   | 90   | 88   | 86   | 446   | 80%  | 79%     |
| Total injury crashes | 119  | 105  | 115  | 107  | 110  | 556   | 100% | 100%    |
| Non-injury crashes   | 307  | 246  | 295  | 301  | 308  | 1457  |      |         |

Figure 2.2: Crash numbers and severity 2004 to 2008 - urban roads

|                      | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|----------------------|------|------|------|------|------|-------|------|---------|
| Fatal crashes        | 1    | 0    | 0    | 1    | 1    | 3     | 1%   | 1%      |
| Serious crashes      | 19   | 12   | 17   | 12   | 16   | 76    | 17%  | 18%     |
| Minor crashes        | 76   | 71   | 76   | 78   | 71   | 372   | 82%  | 81%     |
| Total injury crashes | 96   | 83   | 93   | 91   | 88   | 451   | 100% | 100%    |
| Non-injury crashes   | 270  | 215  | 255  | 267  | 265  | 1272  |      |         |

Figure 2.3: Crash numbers and severity 2004 to 2008 - rural roads

|                      | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|----------------------|------|------|------|------|------|-------|------|---------|
| Fatal crashes        | 1    | 2    | 2    | 0    | 0    | 5     | 5%   | 6%      |
| Serious crashes      | 5    | 2    | 6    | 6    | 7    | 26    | 25%  | 22%     |
| Minor crashes        | 17   | 18   | 14   | 10   | 15   | 74    | 70%  | 72%     |
| Total injury crashes | 23   | 22   | 22   | 16   | 22   | 105   | 100% | 100%    |
| Non-injury crashes   | 37   | 31   | 40   | 34   | 43   | 185   |      |         |

Figure 2.4: Casualty numbers and severity 2004 to 2008 - whole City

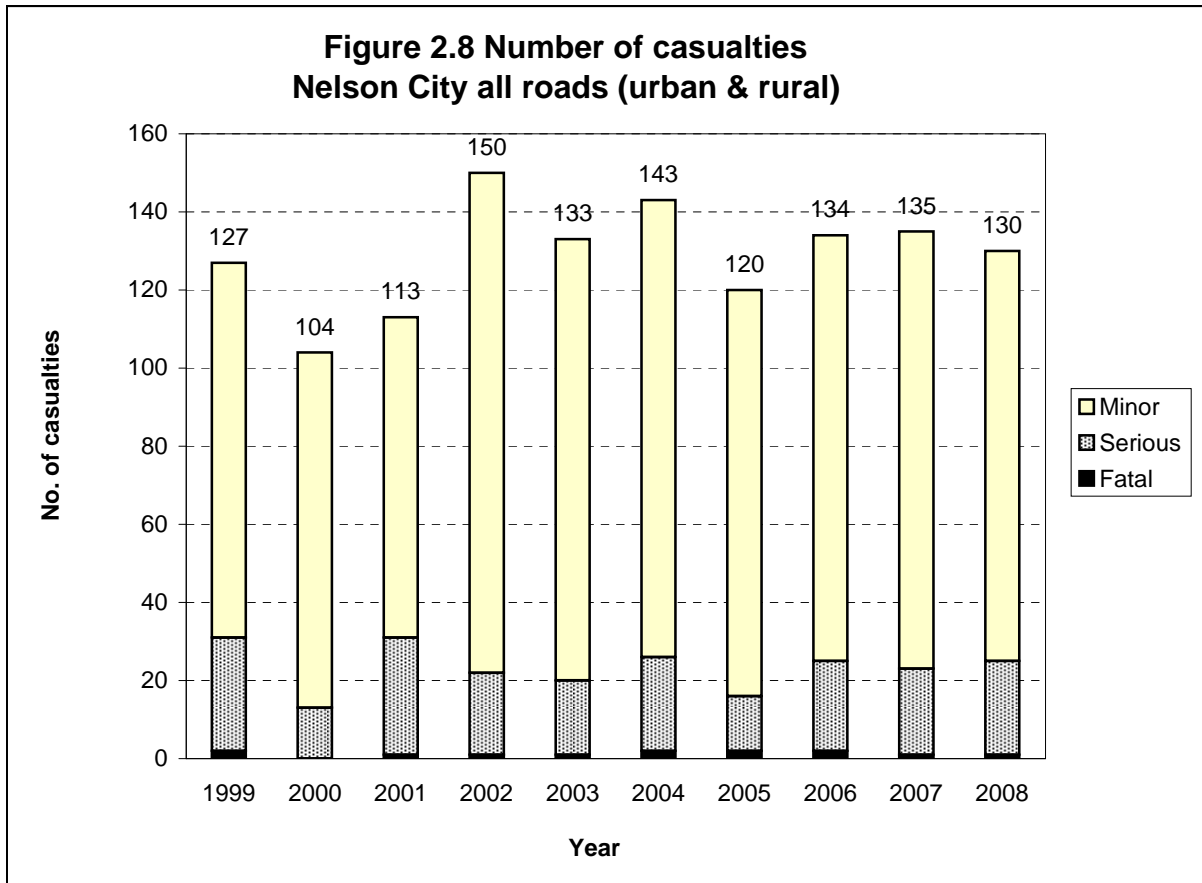
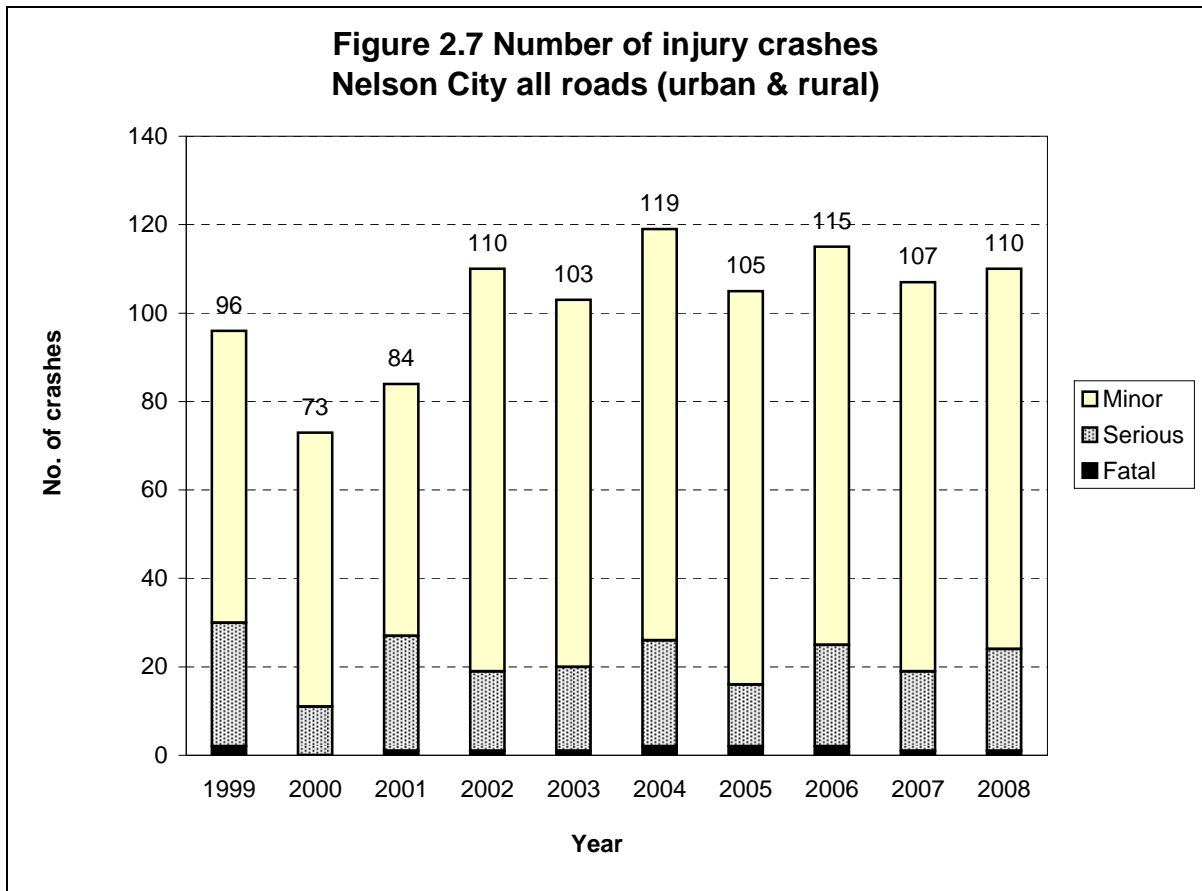
|                    | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|--------------------|------|------|------|------|------|-------|------|---------|
| Fatal casualties   | 2    | 2    | 2    | 1    | 1    | 8     | 1%   | 2%      |
| Serious casualties | 24   | 14   | 23   | 22   | 24   | 107   | 16%  | 16%     |
| Minor casualties   | 117  | 104  | 109  | 112  | 105  | 547   | 83%  | 82%     |
| Total casualties   | 143  | 120  | 134  | 135  | 130  | 662   | 100% | 100%    |

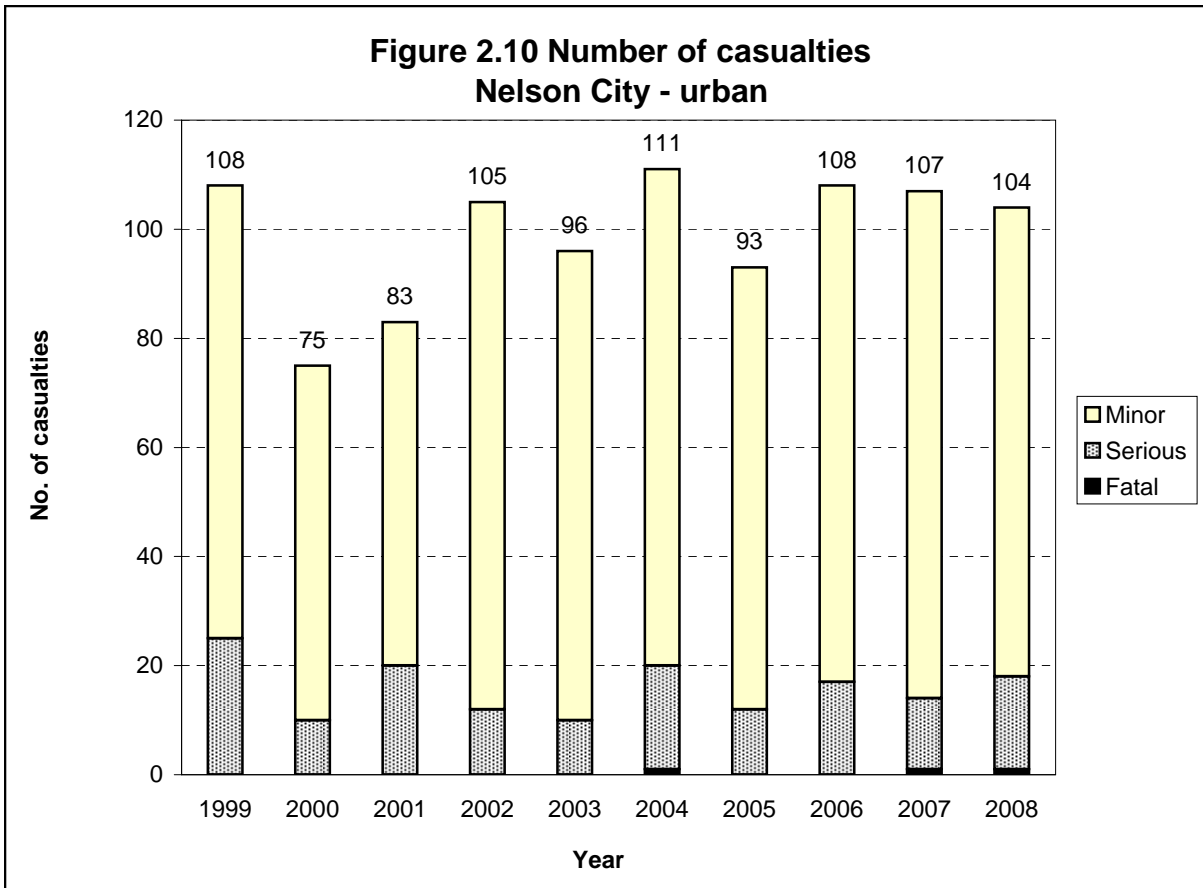
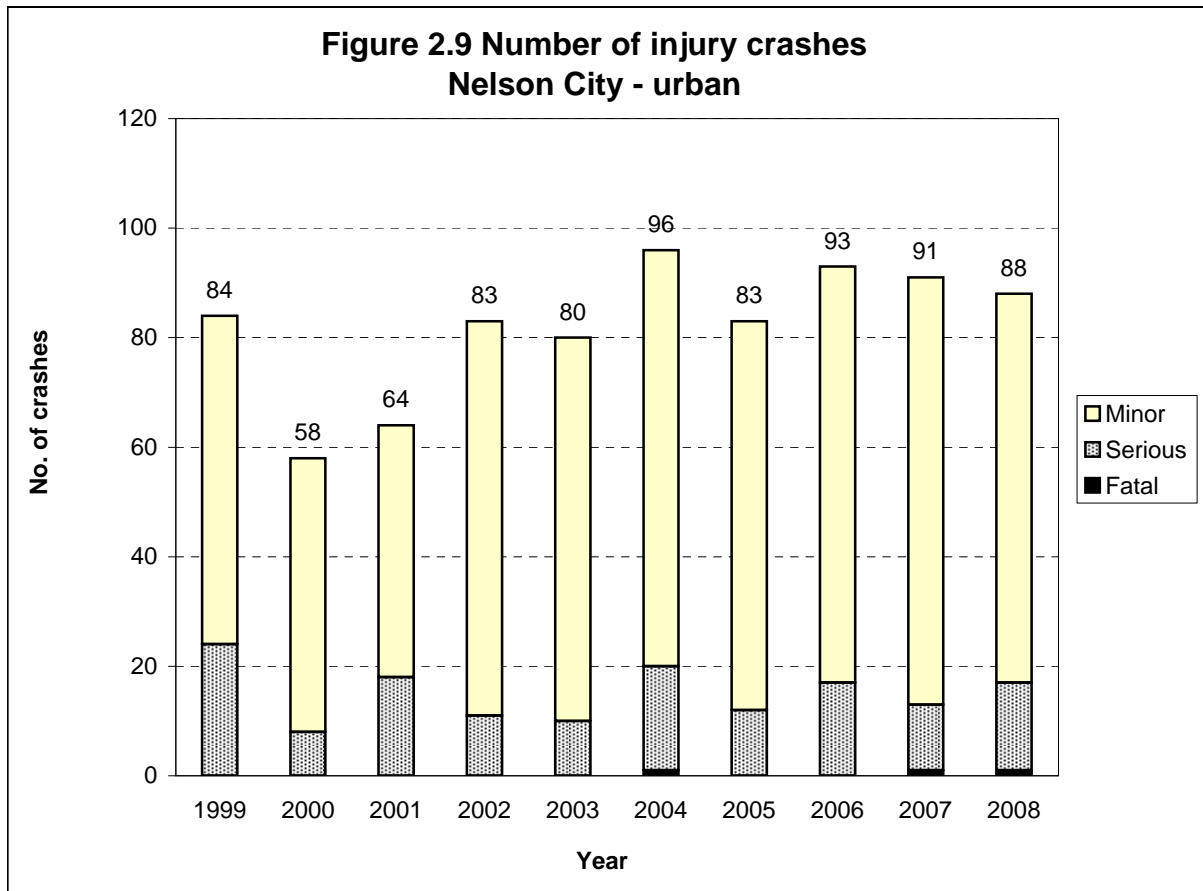
Figure 2.5: Casualty numbers and severity 2004 to 2008 - urban roads

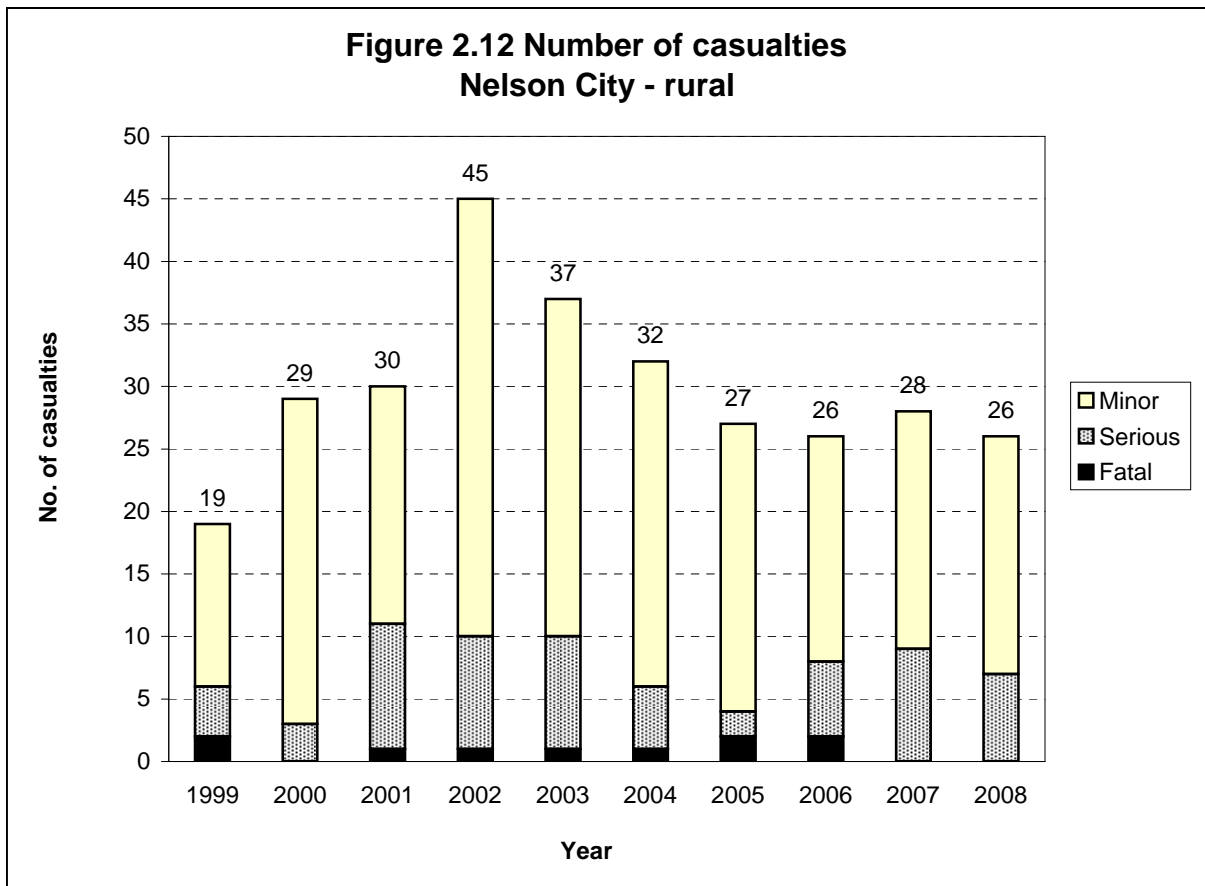
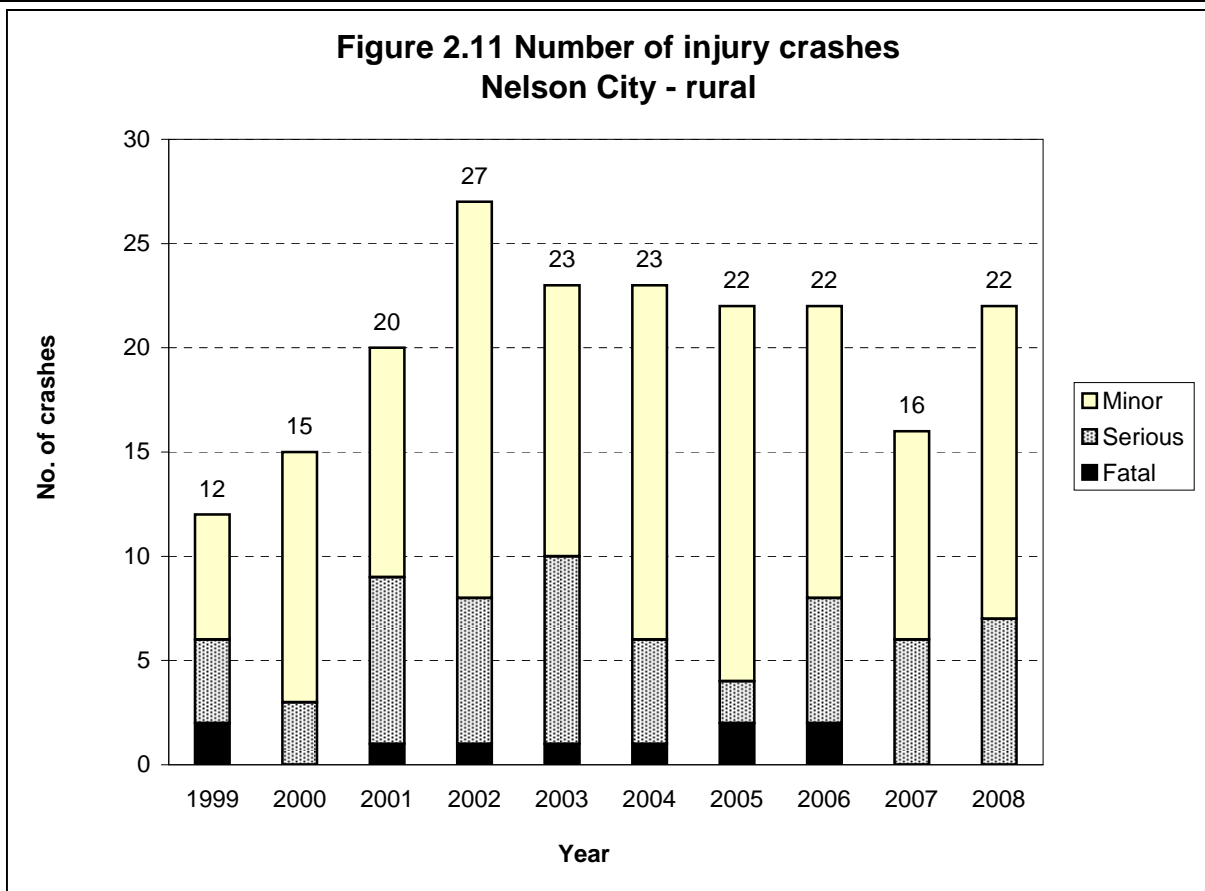
|                    | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|--------------------|------|------|------|------|------|-------|------|---------|
| Fatal casualties   | 1    | 0    | 0    | 1    | 1    | 3     | 1%   | 1%      |
| Serious casualties | 19   | 12   | 17   | 13   | 17   | 78    | 15%  | 15%     |
| Minor casualties   | 91   | 81   | 91   | 93   | 86   | 442   | 85%  | 84%     |
| Total casualties   | 111  | 93   | 108  | 107  | 104  | 523   | 100% | 100%    |

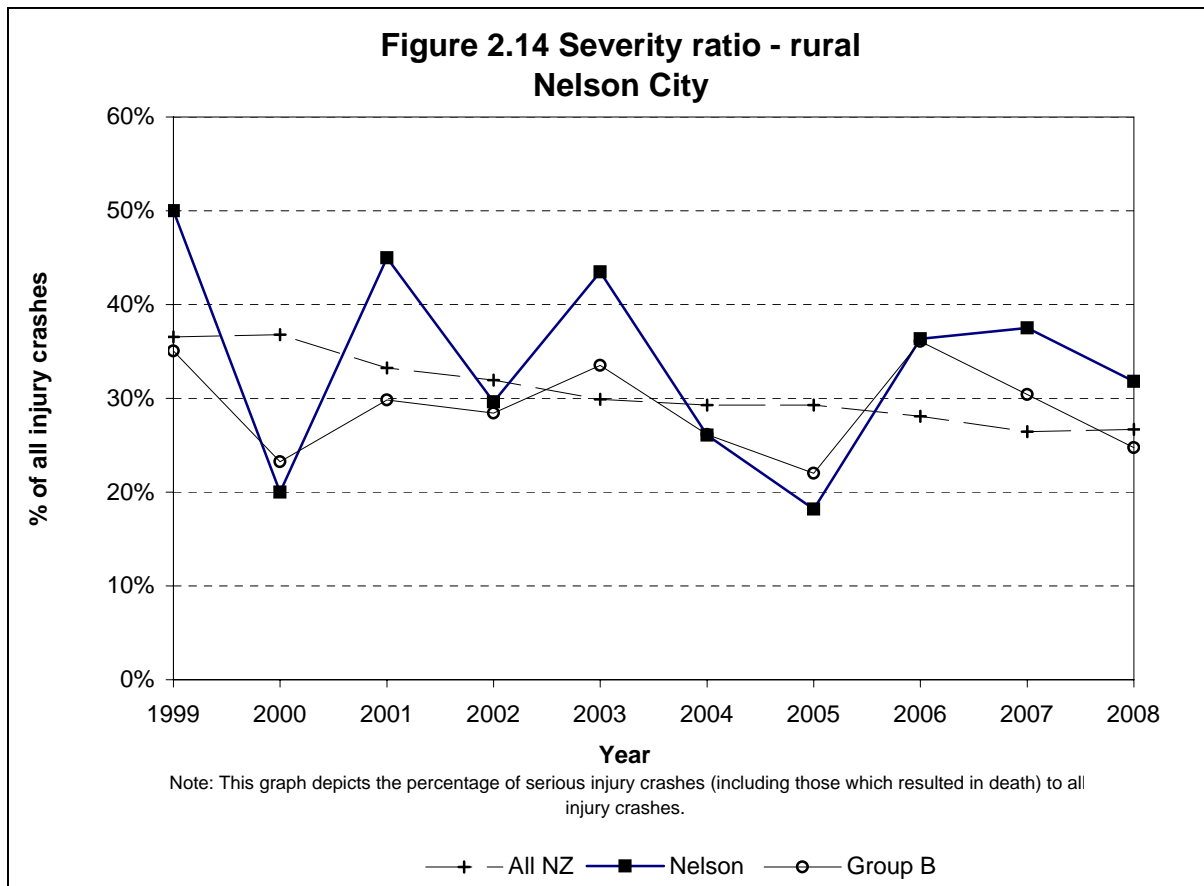
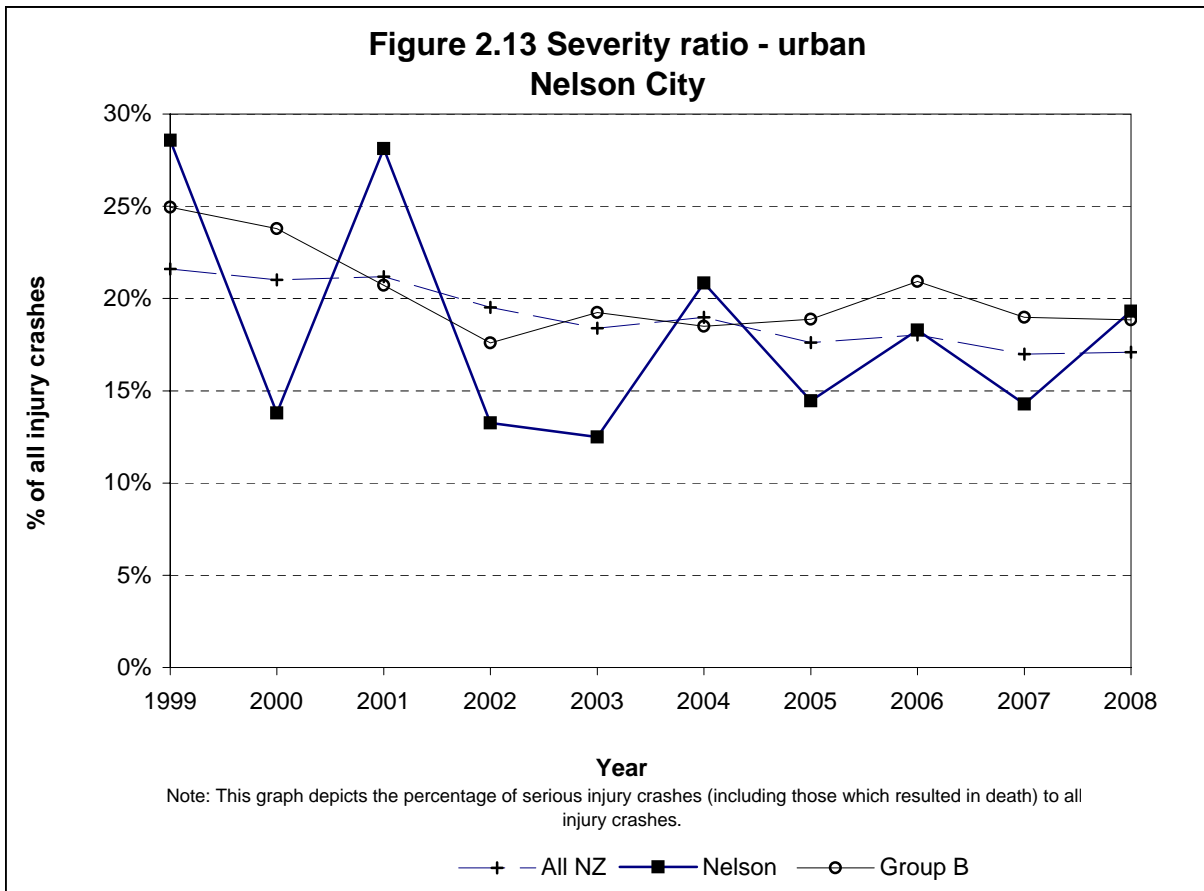
Figure 2.6: Casualty numbers and severity 2004 to 2008 - rural roads

|                    | 2004 | 2005 | 2006 | 2007 | 2008 | Total | %    | Group B |
|--------------------|------|------|------|------|------|-------|------|---------|
| Fatal casualties   | 1    | 2    | 2    | 0    | 0    | 5     | 4%   | 4%      |
| Serious casualties | 5    | 2    | 6    | 9    | 7    | 29    | 21%  | 21%     |
| Minor casualties   | 26   | 23   | 18   | 19   | 19   | 105   | 76%  | 76%     |
| Total casualties   | 32   | 27   | 26   | 28   | 26   | 139   | 100% | 100%    |









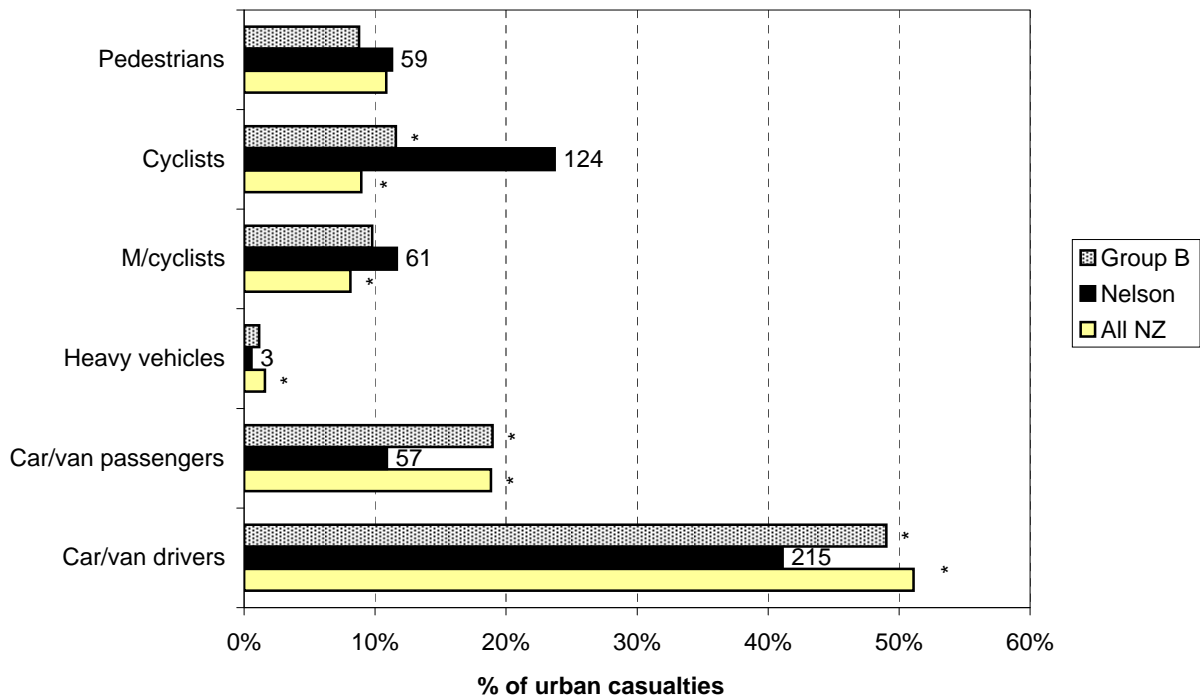


# *Road User Statistics*



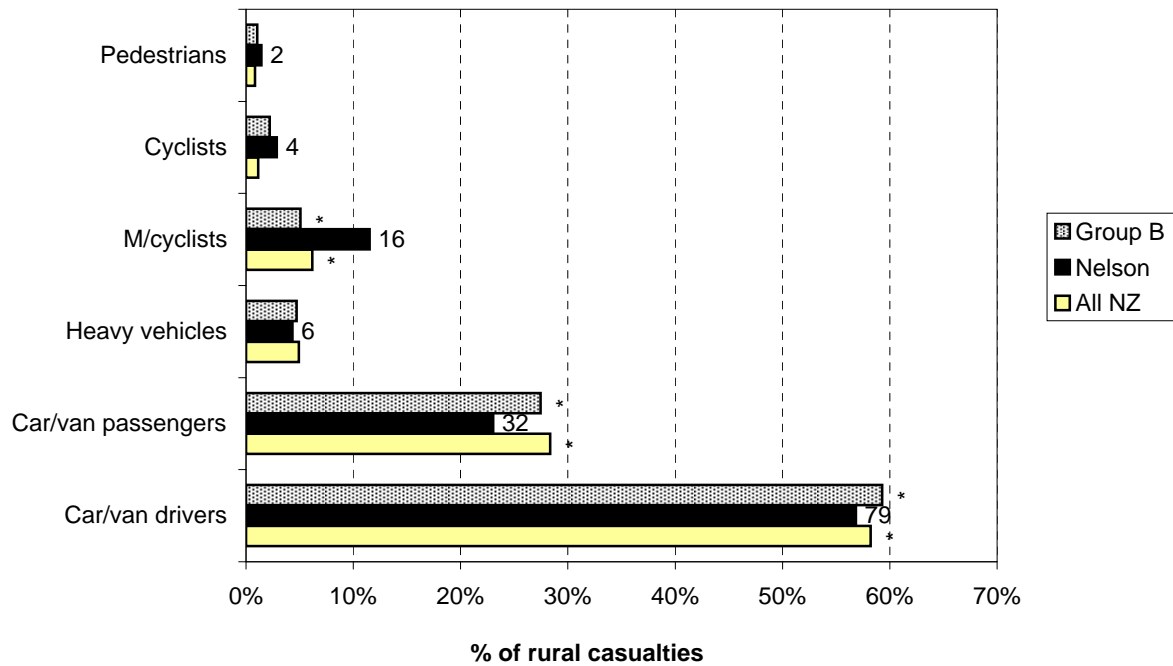


**Figure 3.1 Road user casualties - urban  
Nelson City (2004-2008)**



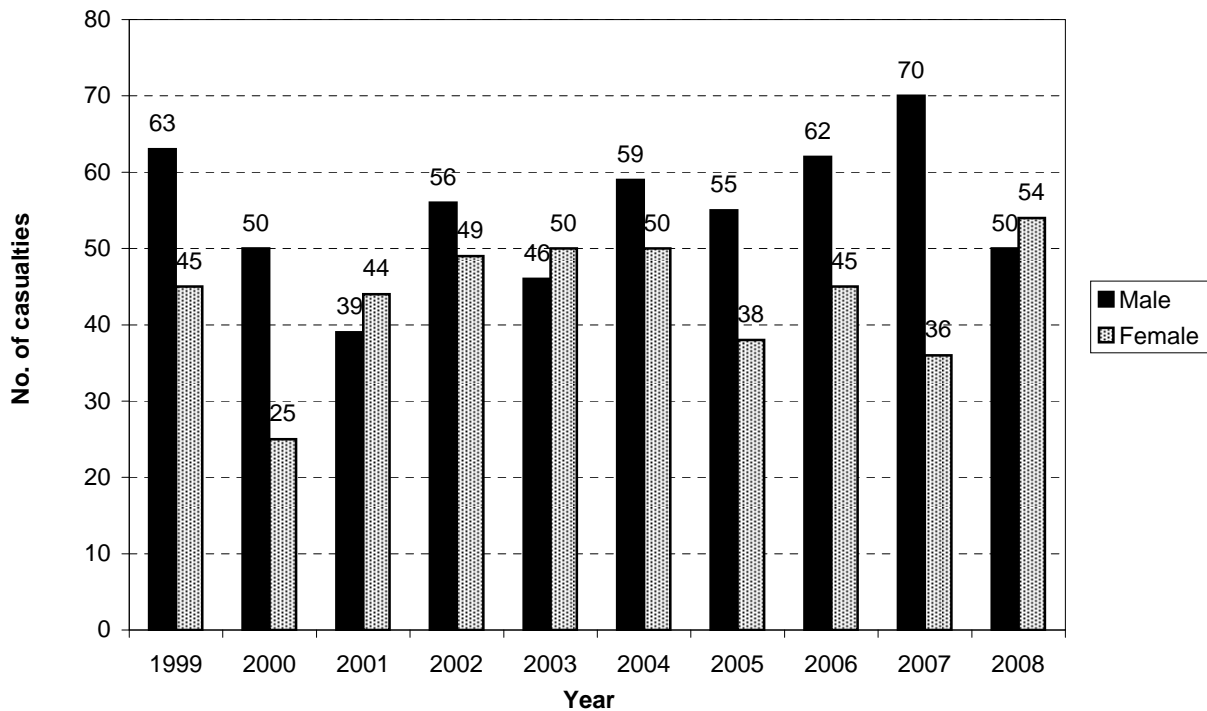
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.2 Road user casualties - rural  
Nelson City (2004-2008)**



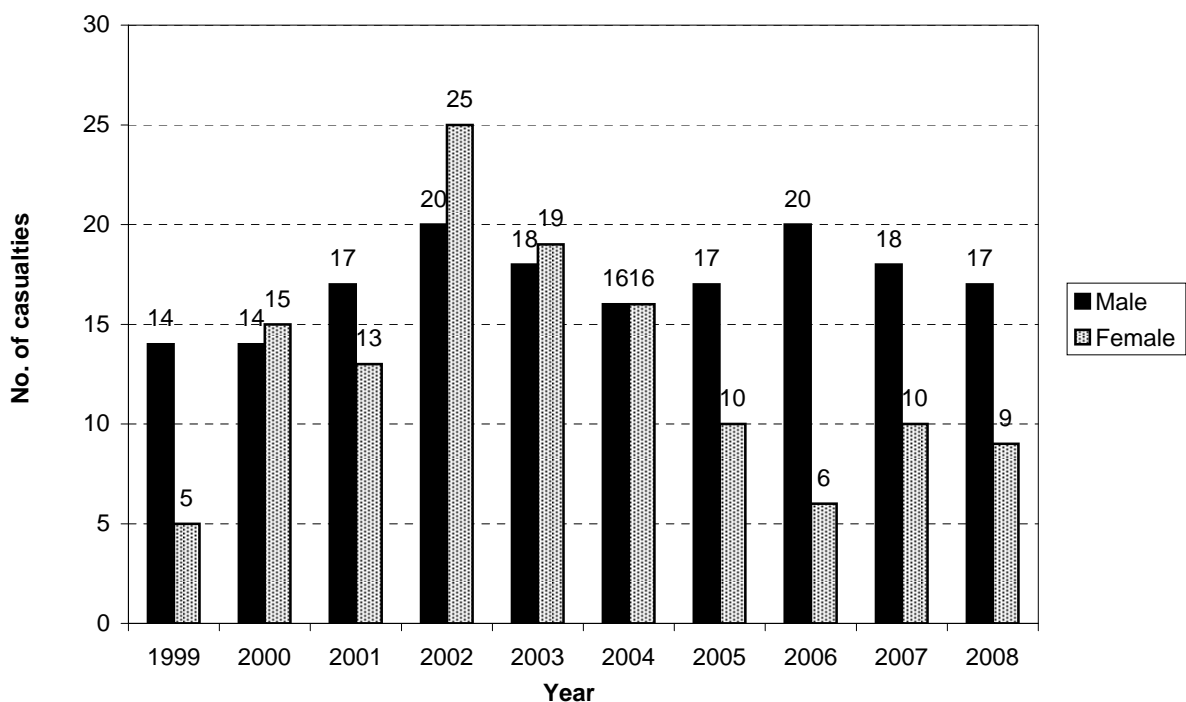
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.3 Male/female casualties - urban  
Nelson City**



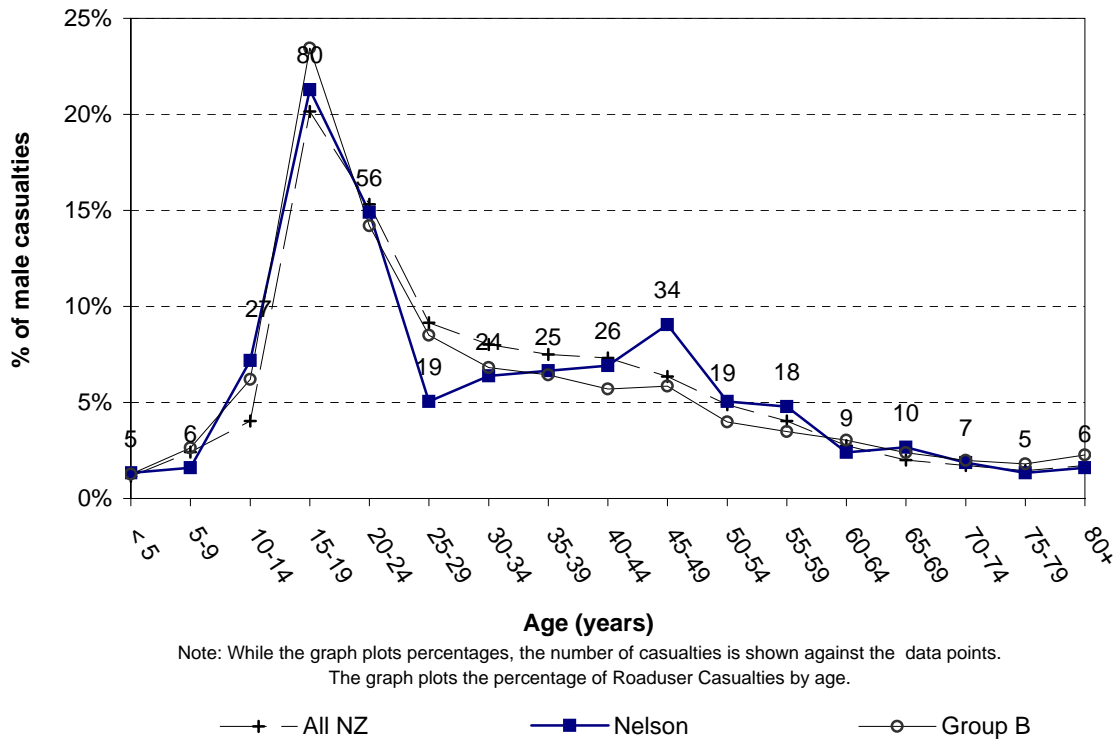
Note: This graph shows the number of male and female roadusers injured

**Figure 3.4 Male/female casualties - rural  
Nelson City**

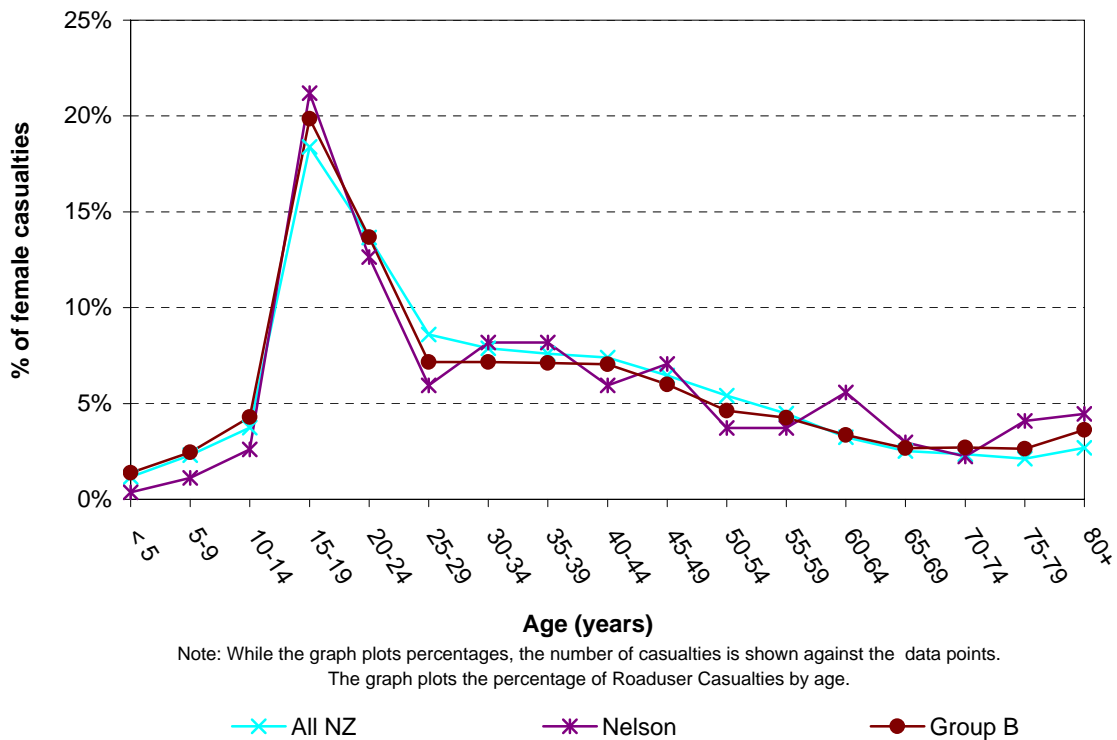


Note: This graph shows the number of male and female roadusers injured

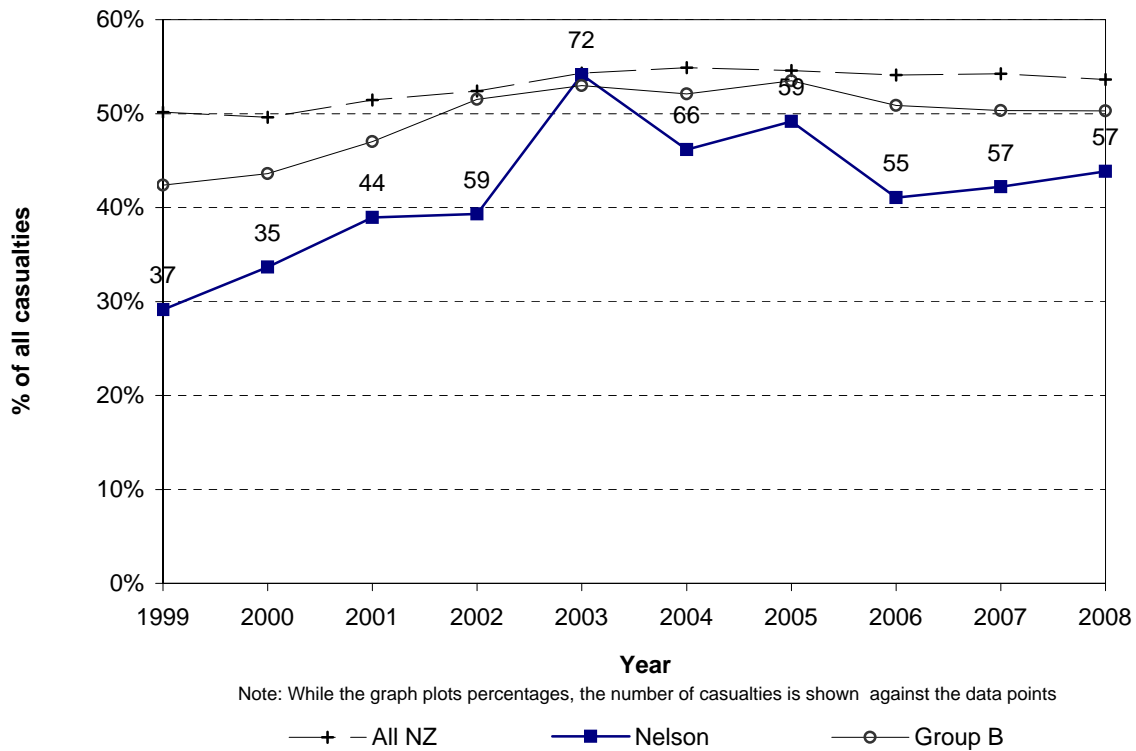
**Figure 3.5 Male casualties by age  
Nelson City (2004-2008)**



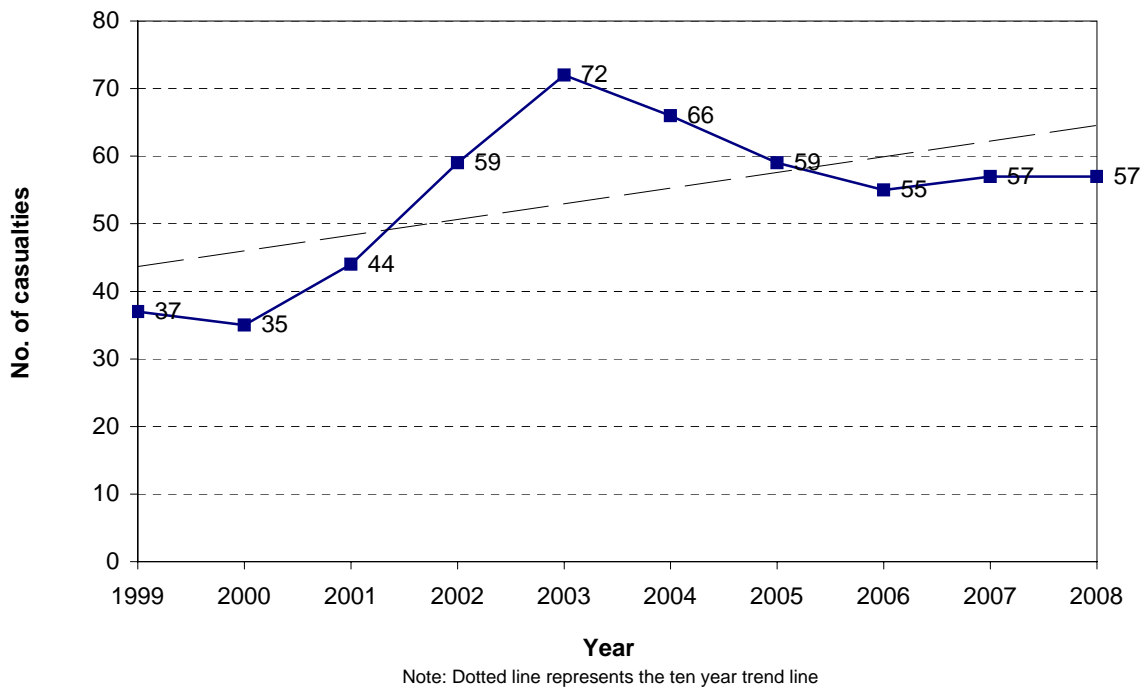
**Figure 3.6 Female casualties by age  
Nelson City (2004-2008)**



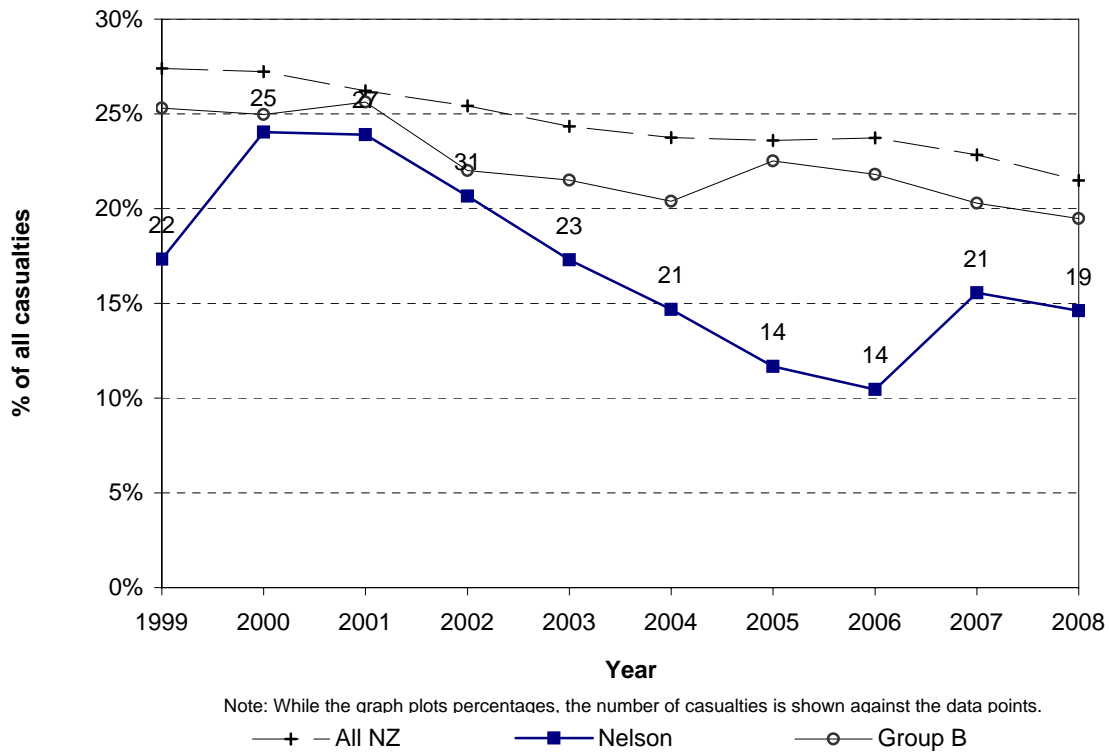
**Figure 3.7 Car/van driver casualties  
Nelson City**



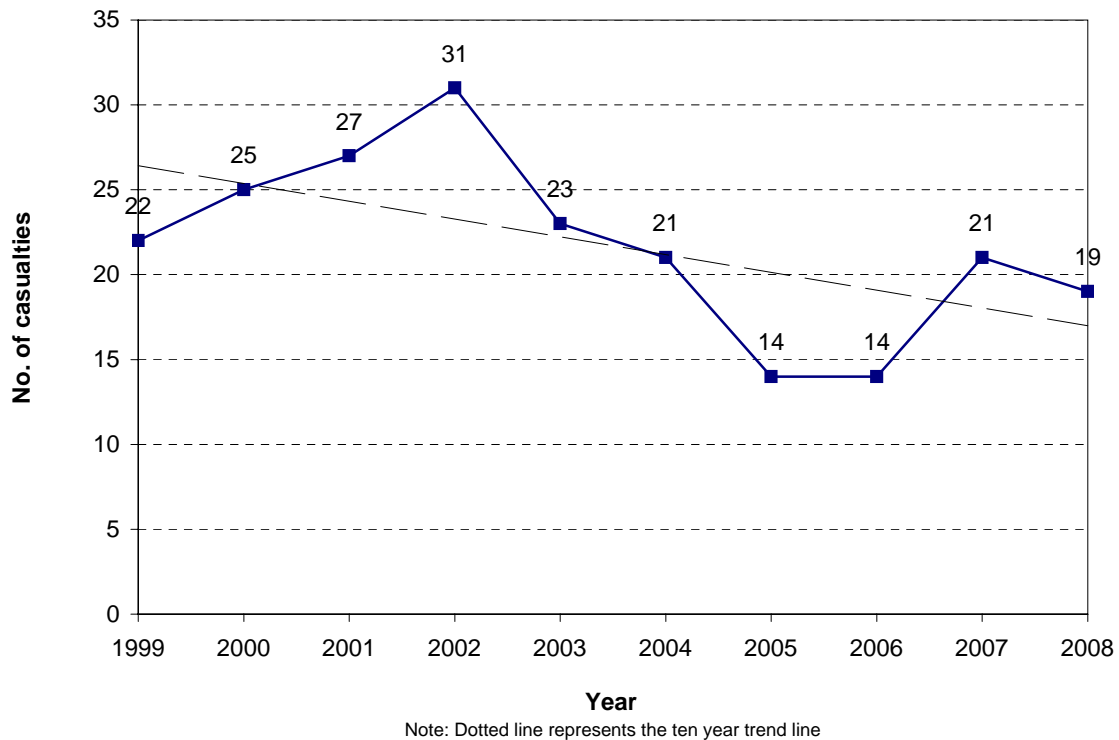
**Figure 3.8 Car/van driver casualties  
Nelson City**



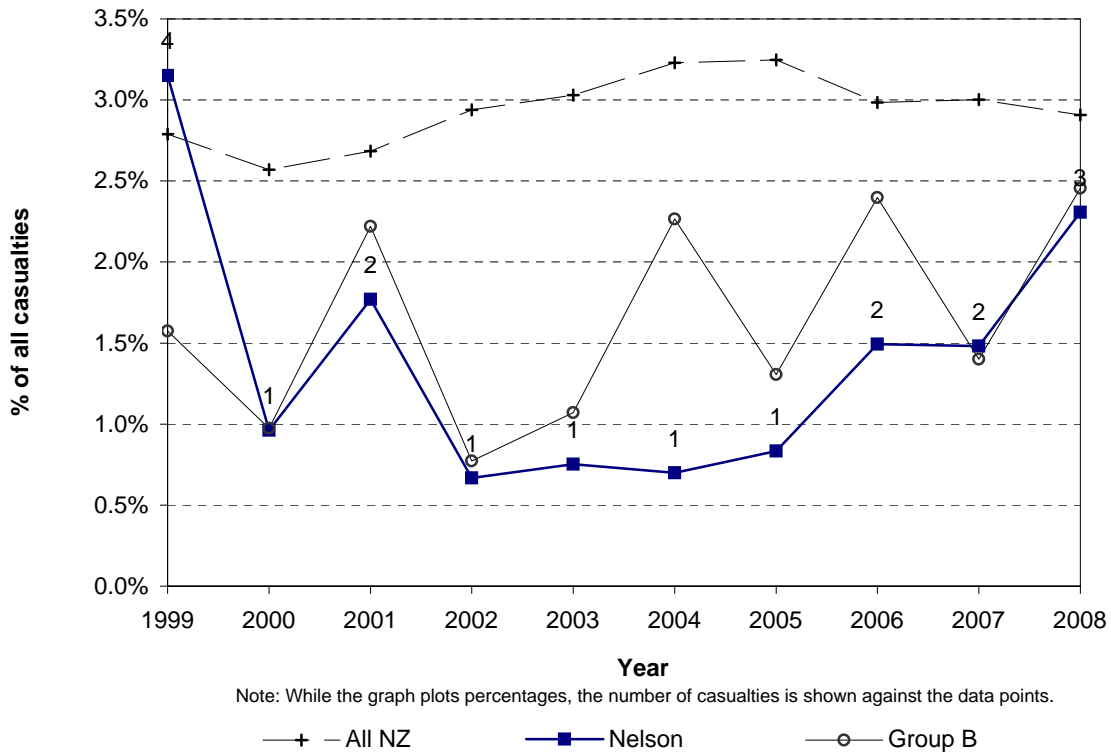
**Figure 3.9 Car/van passenger casualties  
Nelson City**



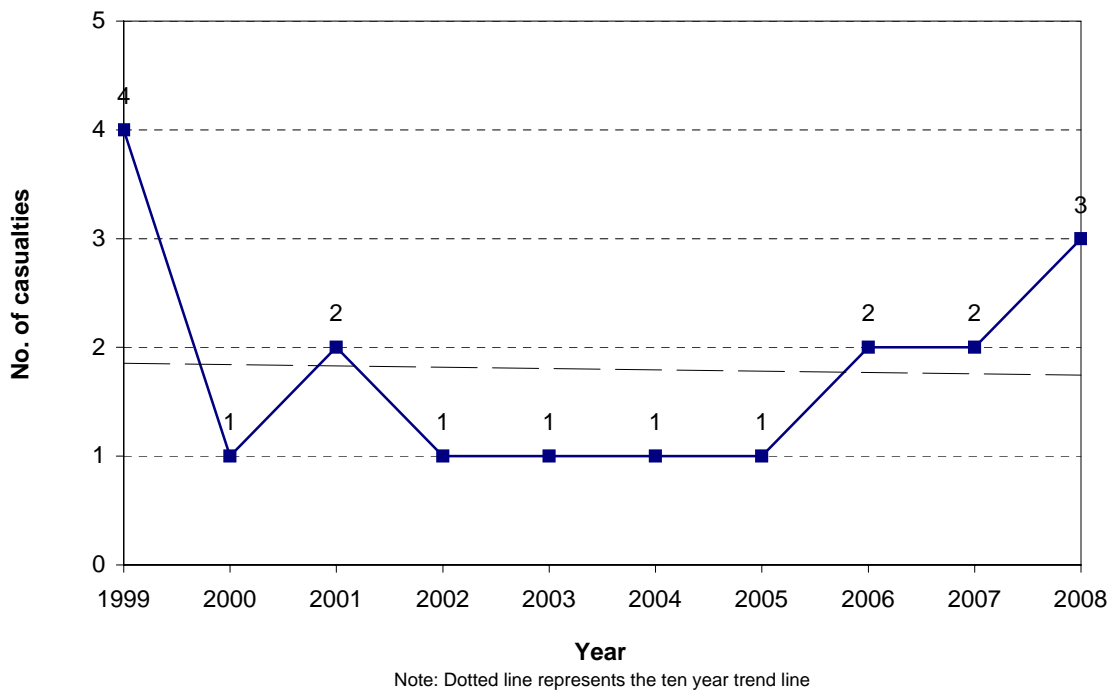
**Figure 3.10 Car/van passenger casualties  
Nelson City**



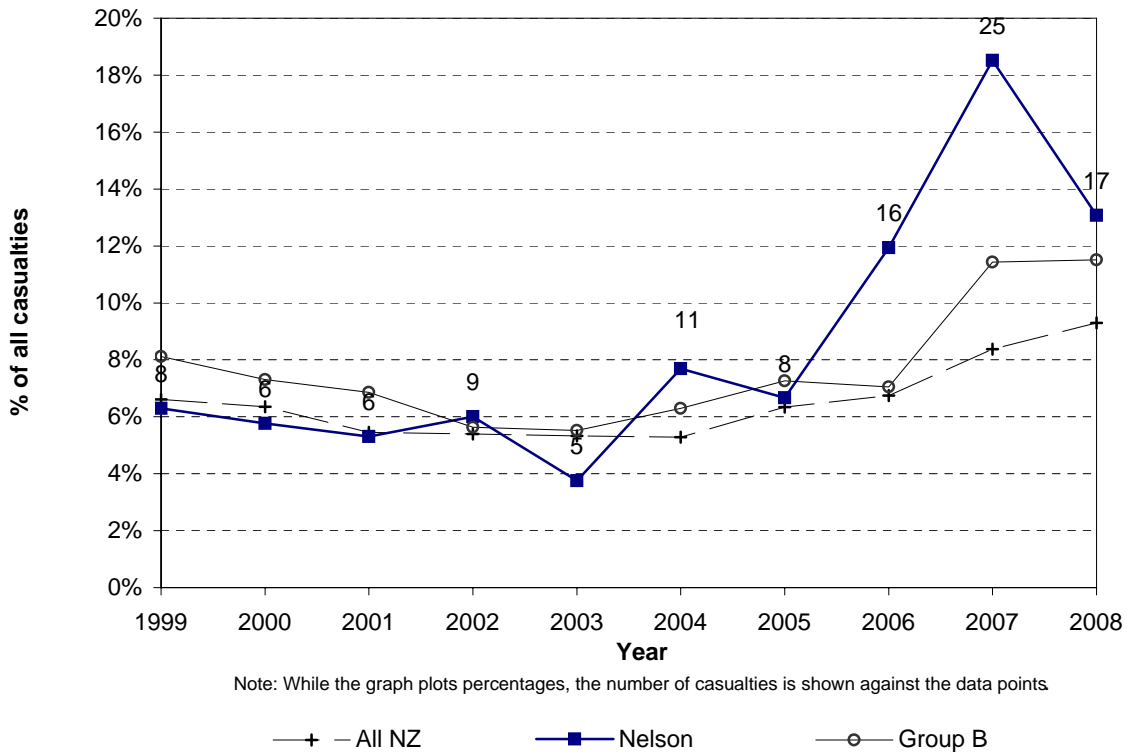
**Figure 3.11 Heavy vehicle casualties  
Nelson City**



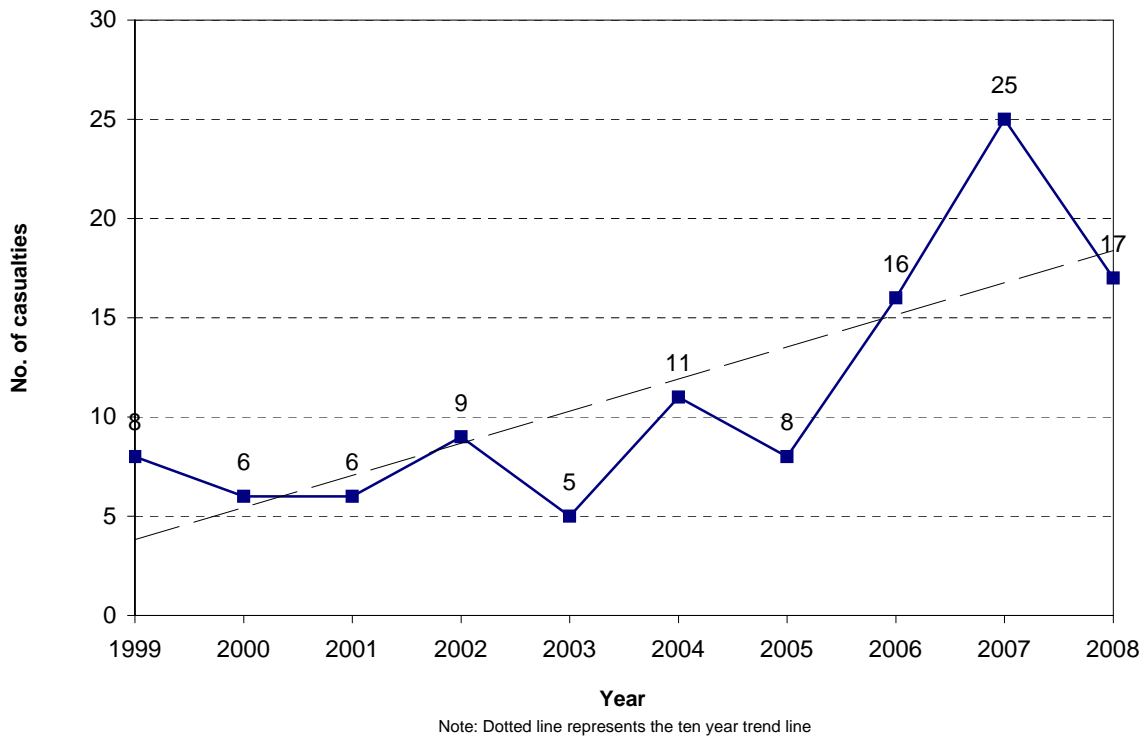
**Figure 3.12 Heavy vehicle casualties  
Nelson City**



**Figure 3.13 Motorcyclist casualties  
Nelson City**

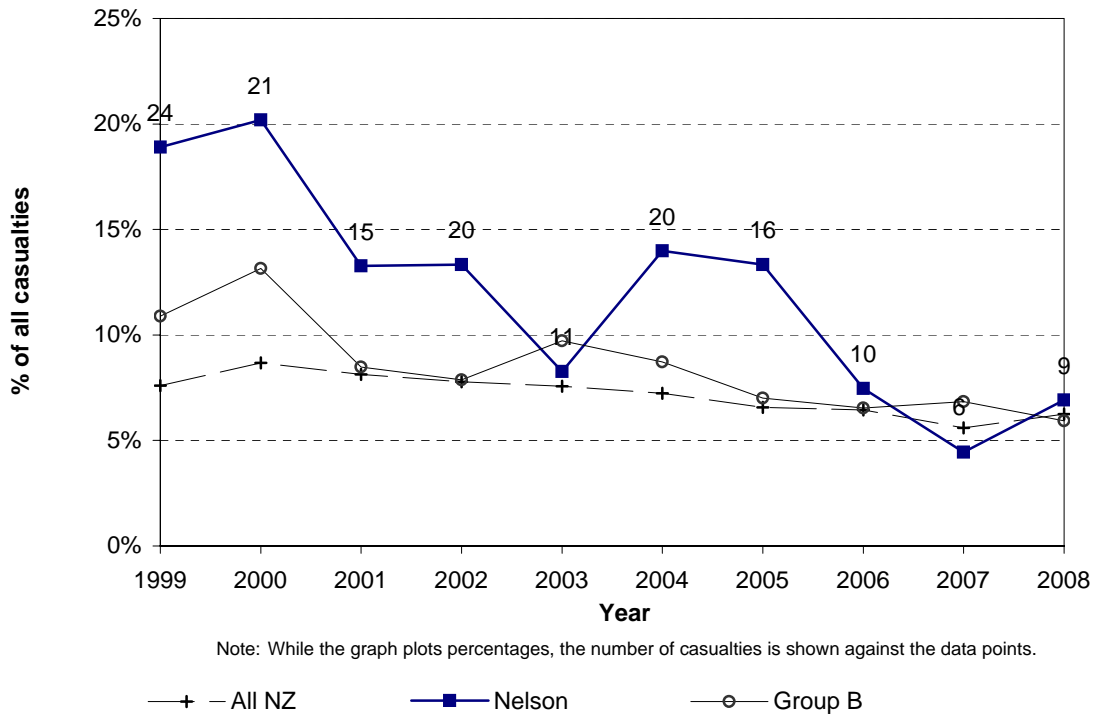


**Figure 3.14 Motorcyclist casualties  
Nelson City**

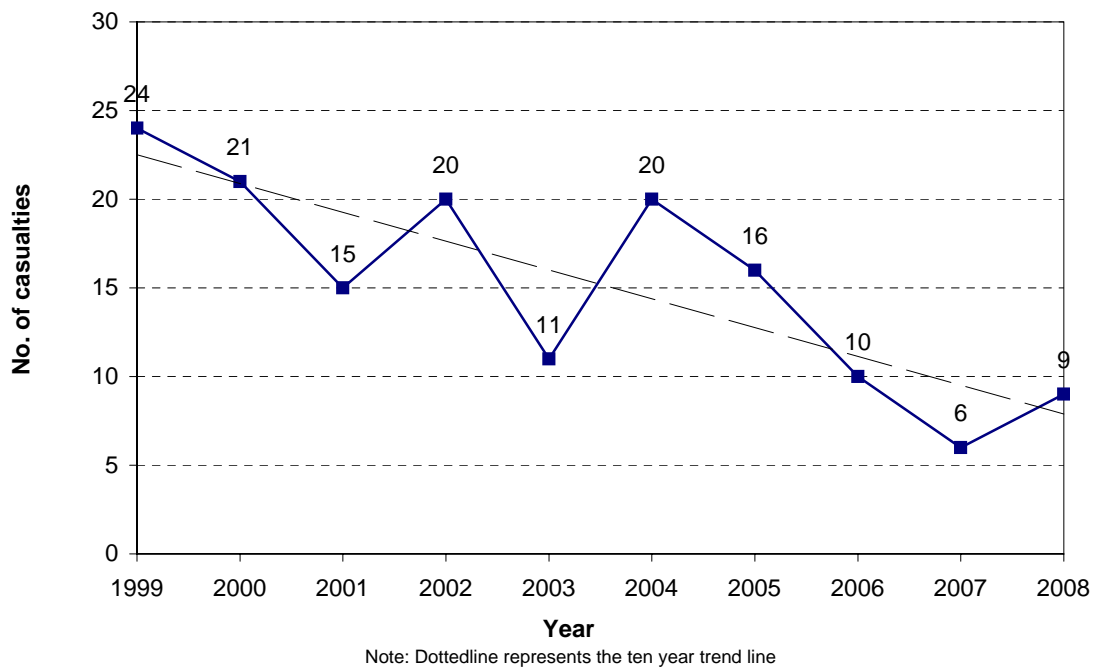




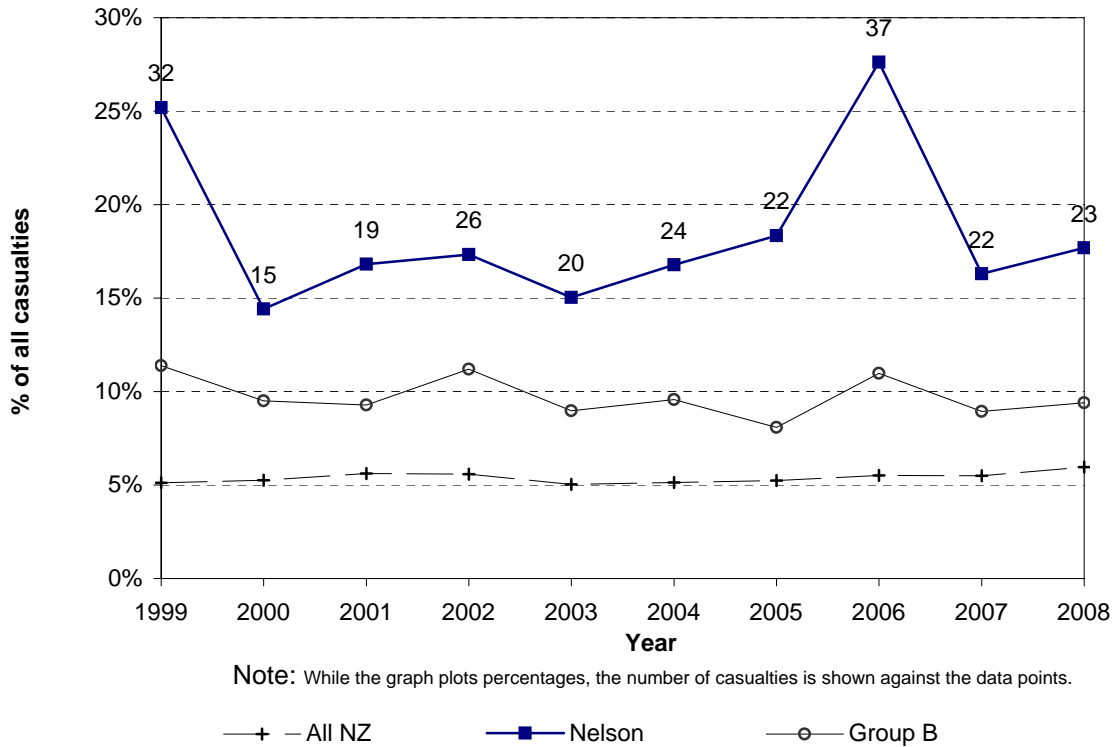
**Figure 3.15 Pedestrian casualties  
Nelson City**



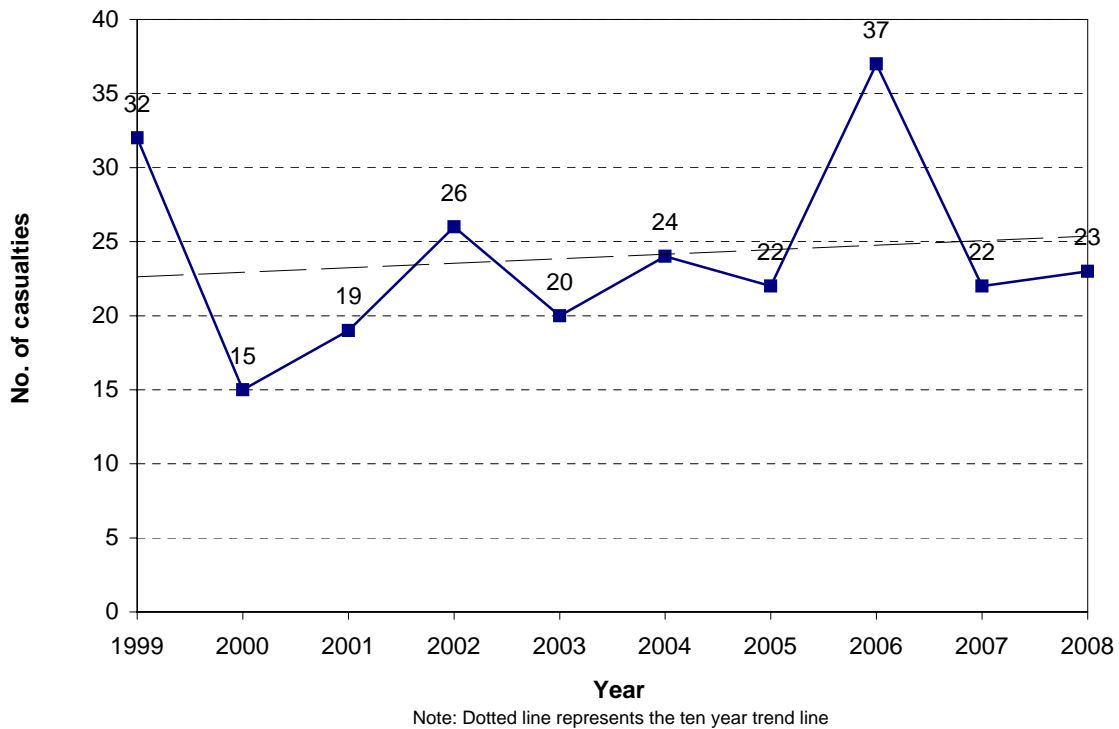
**Figure 3.16 Pedestrian casualties  
Nelson City**



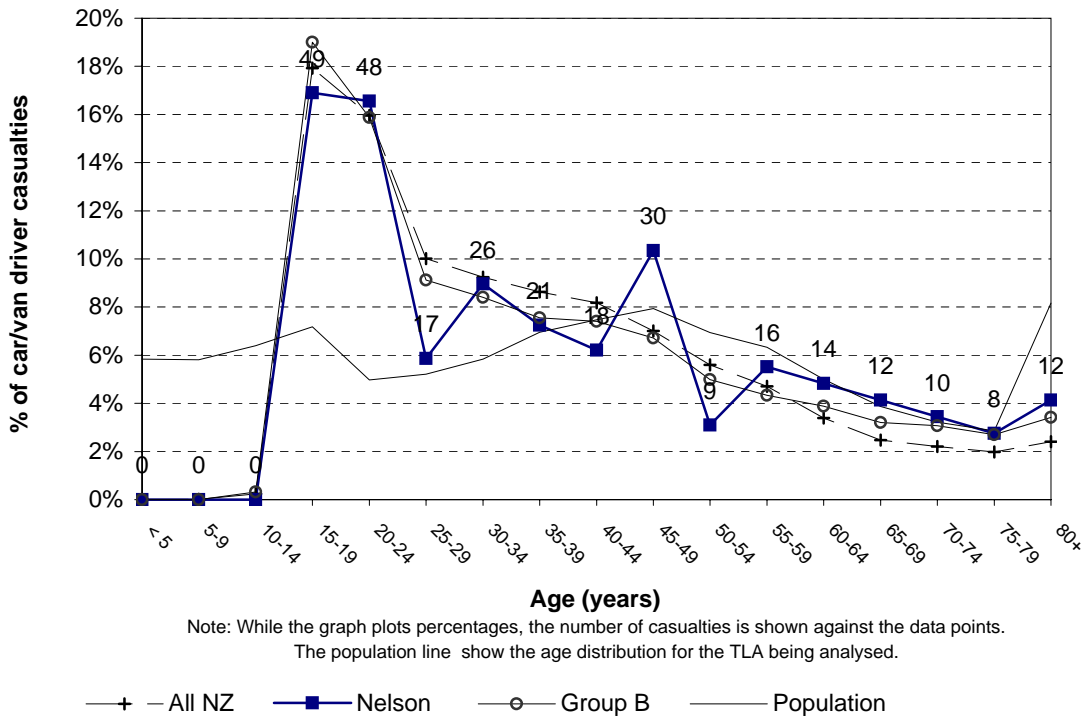
**Figure 3.17 Cyclist casualties  
Nelson City**



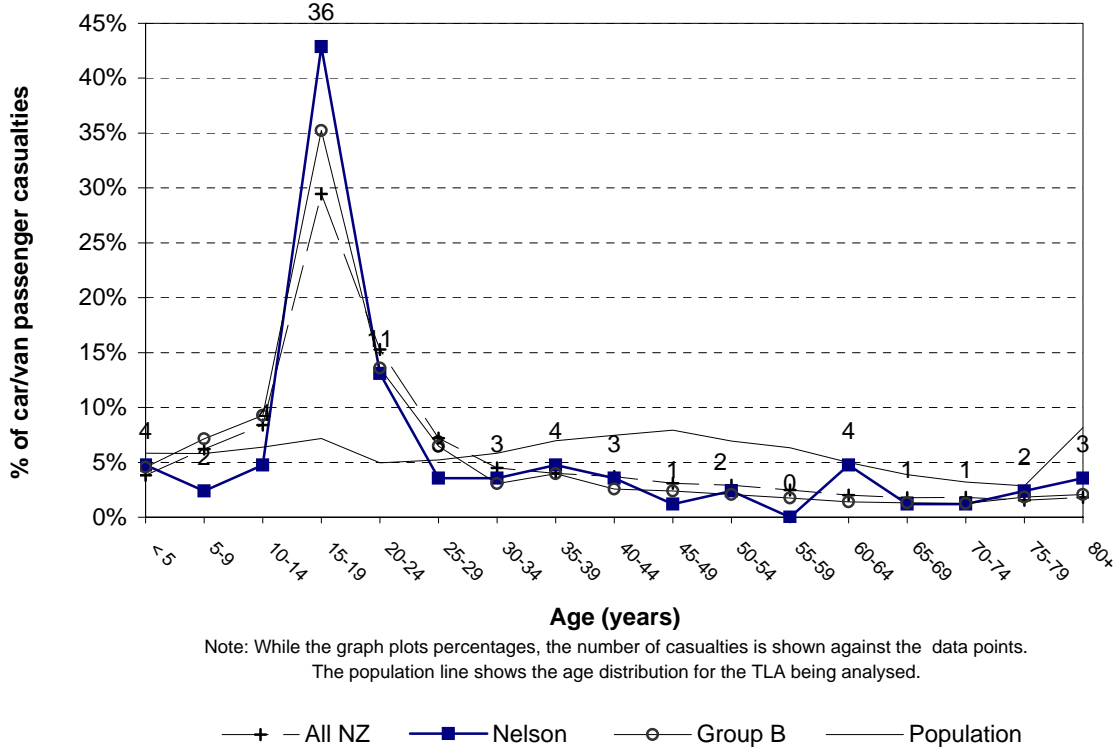
**Figure 3.18 Cyclist casualties  
Nelson City**



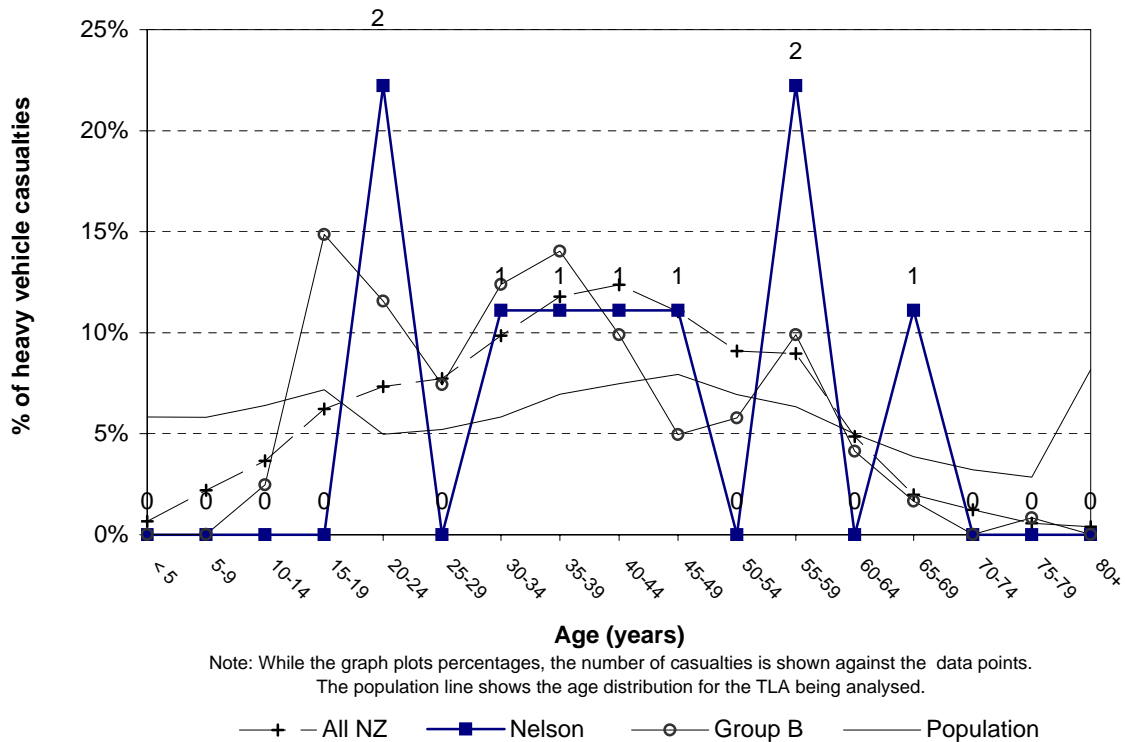
**Figure 3.19 Car/van driver casualty age  
Nelson City (2004-2008)**



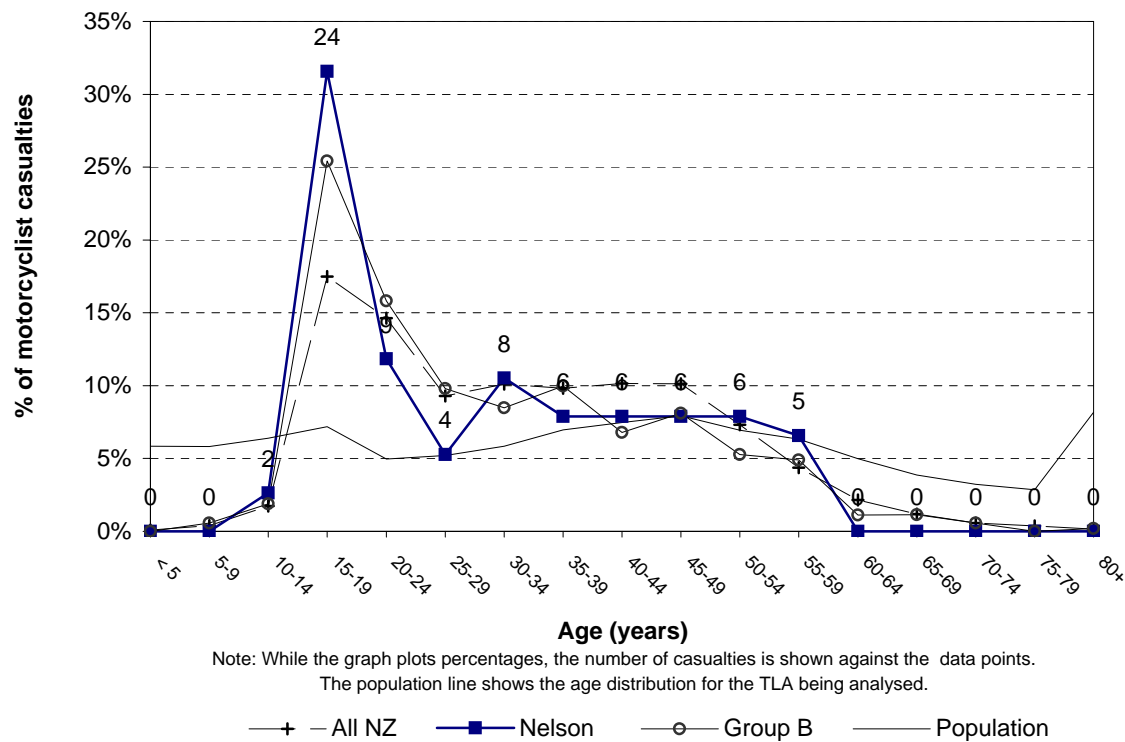
**Figure 3.20 Car/van passenger casualty age  
Nelson City (2004-2008)**



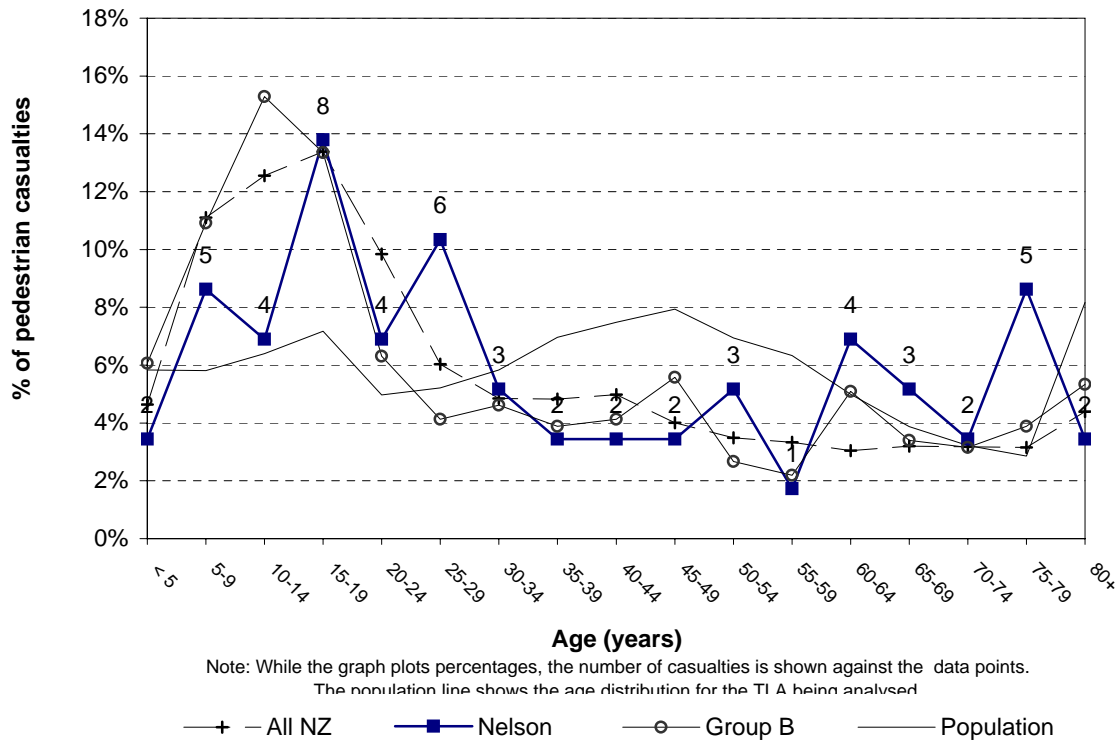
**Figure 3.21 Heavy vehicle casualty age  
Nelson City (2004-2008)**



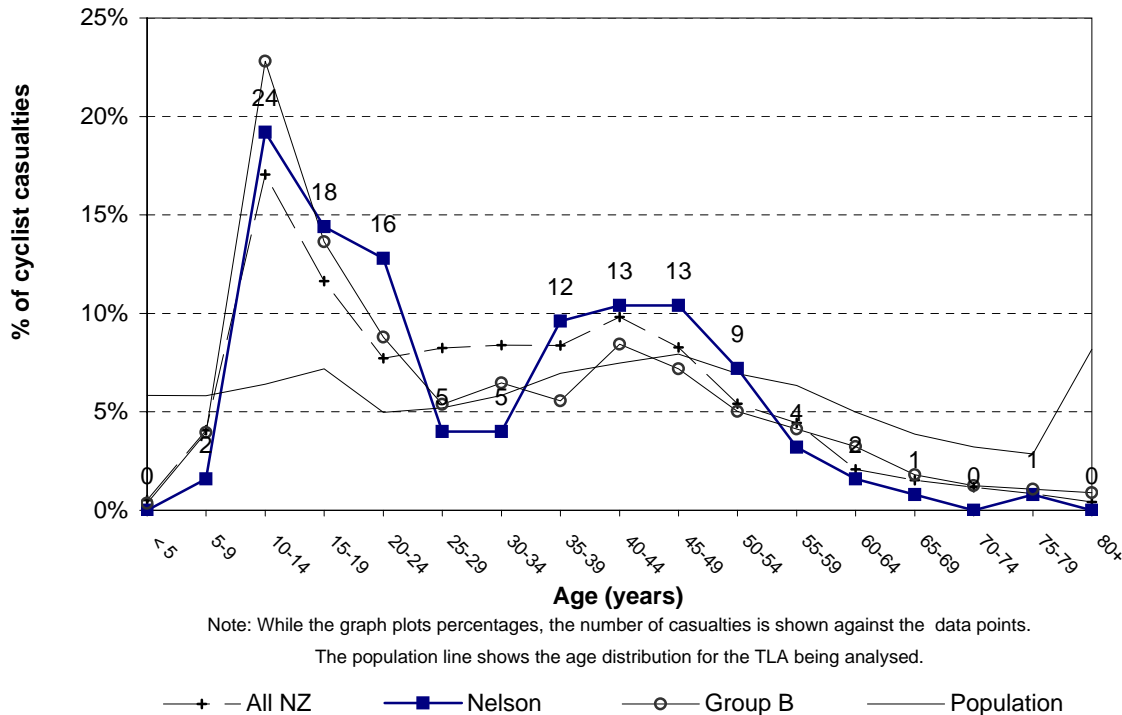
**Figure 3.22 Motorcyclist casualty age  
Nelson City (2004-2008)**



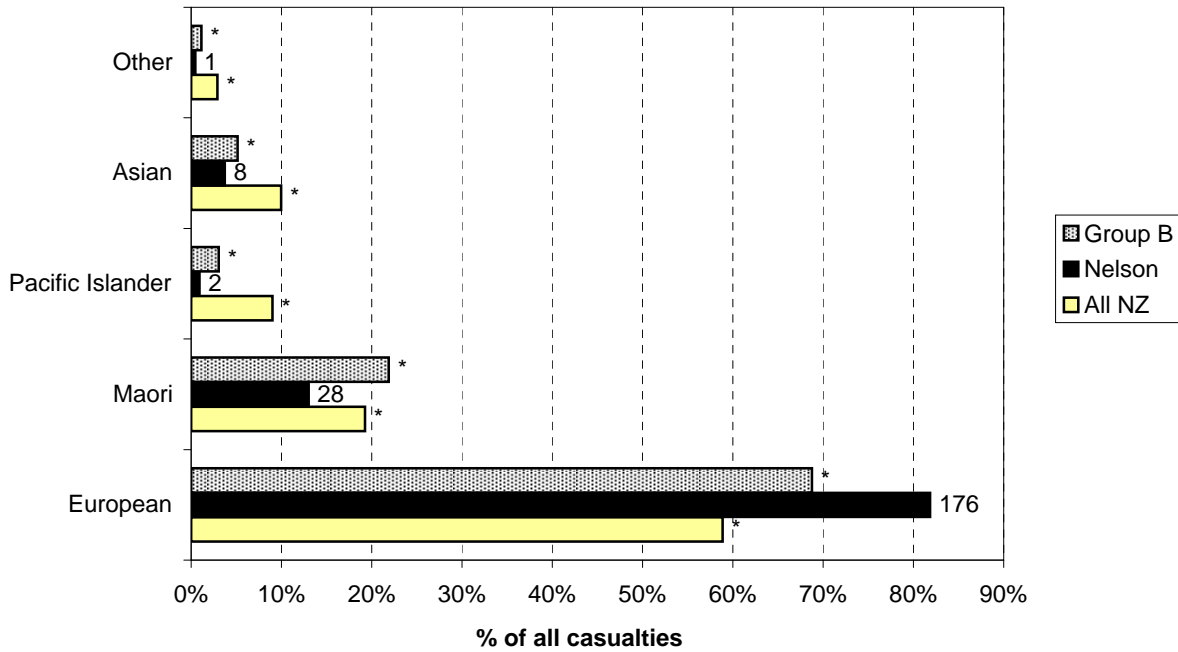
**Figure 3.23 Pedestrian casualty age  
Nelson City (2004-2008)**



**Figure 3.24 Cyclist casualty age  
Nelson City (2004-2008)**

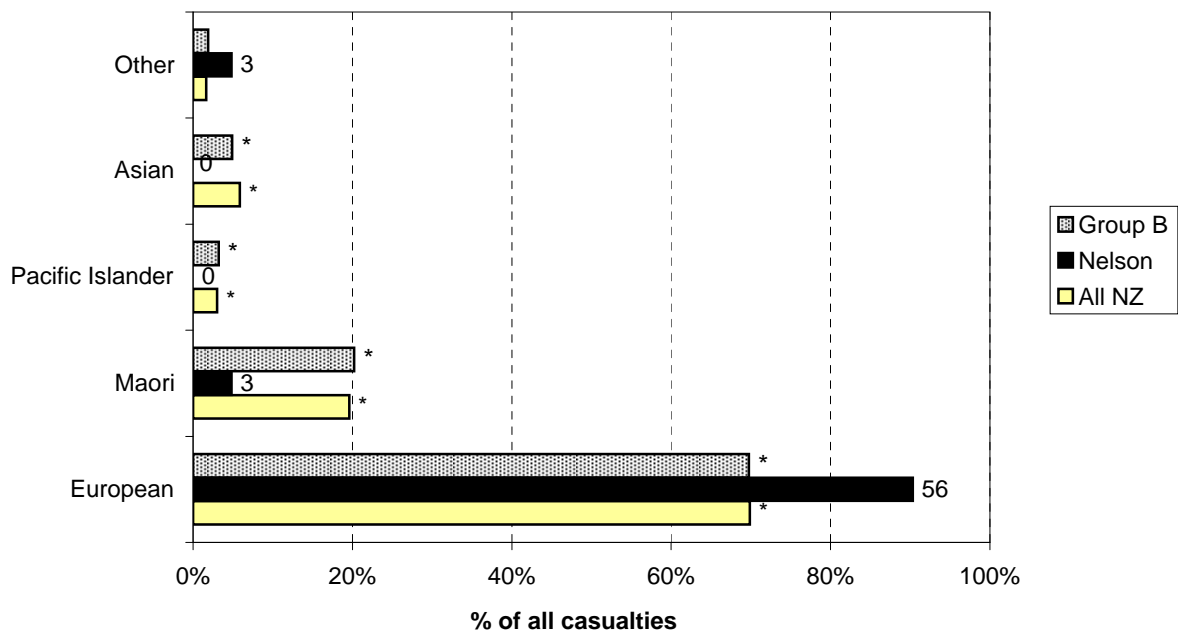


**Figure 3.25 Casualty ethnicity - urban  
Nelson City (2004-2008)**



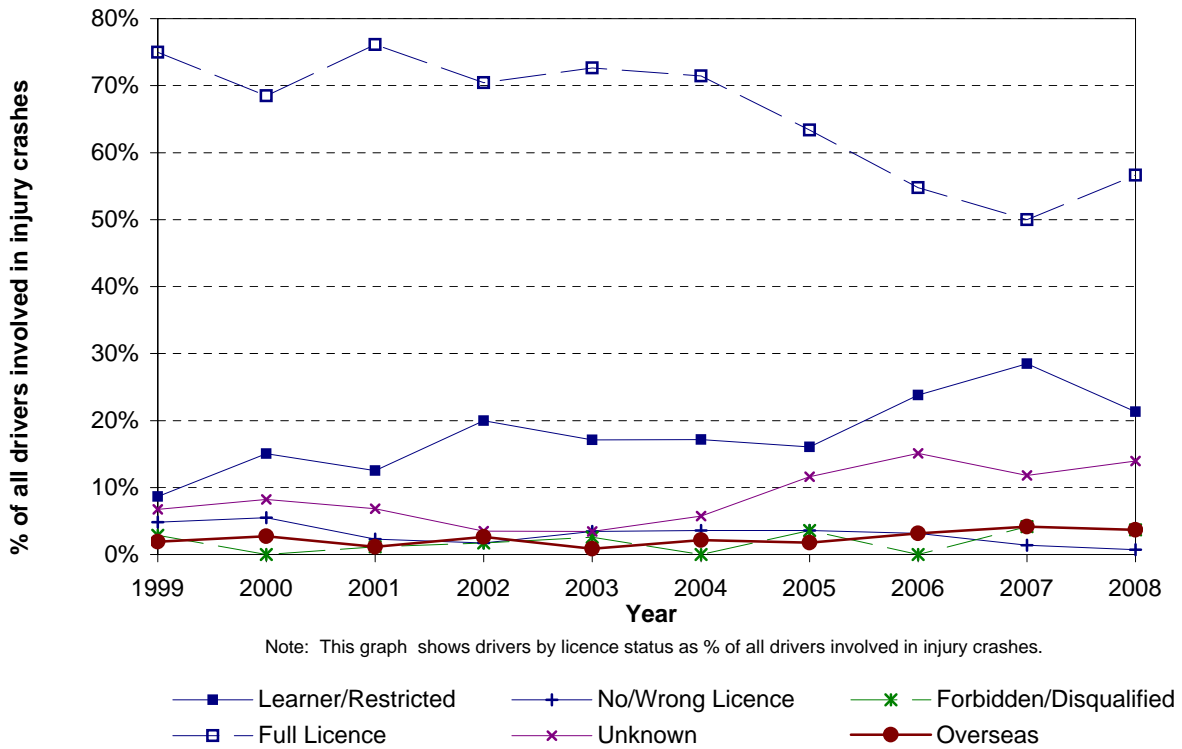
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.26 Casualty ethnicity - rural  
Nelson City (2004-2008)**

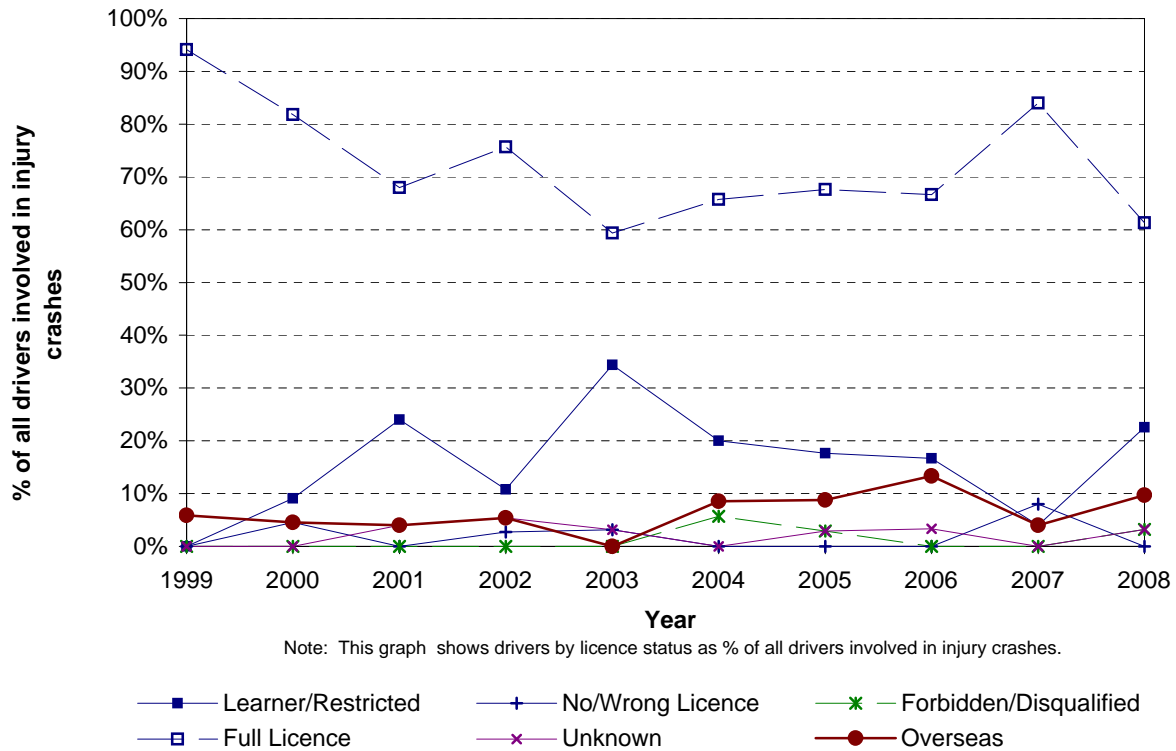


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.27 Licence status - urban  
Nelson City**



**Figure 3.28 Licence status - rural  
Nelson City**

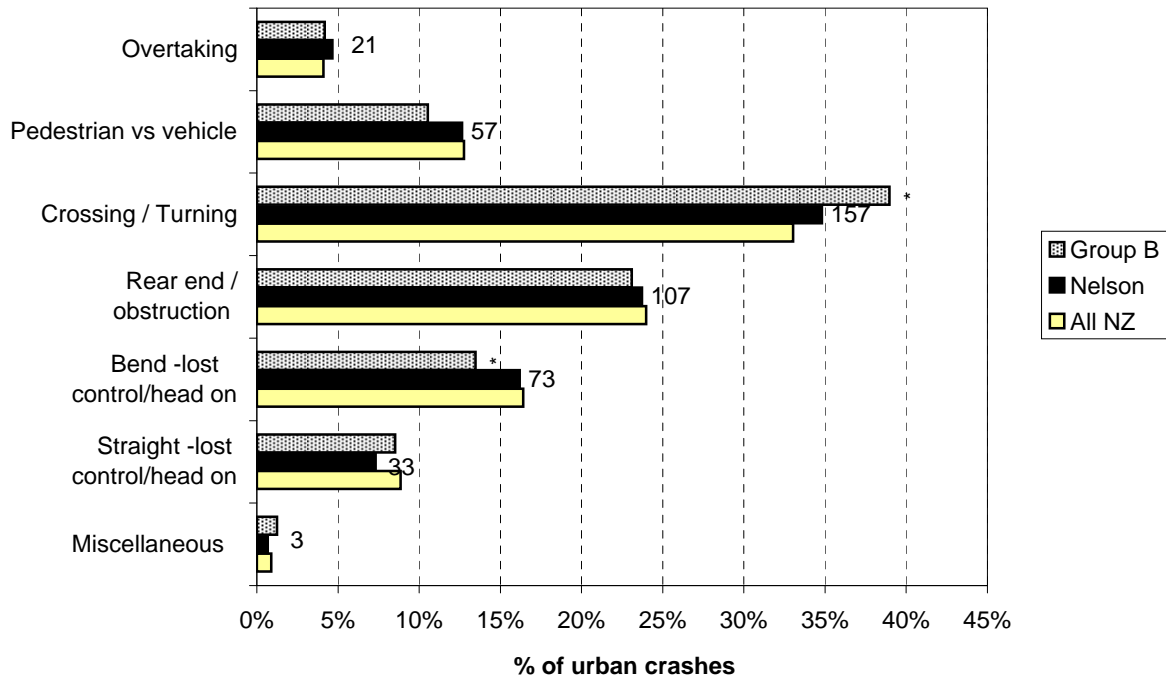


# *Crash Type Statistics*



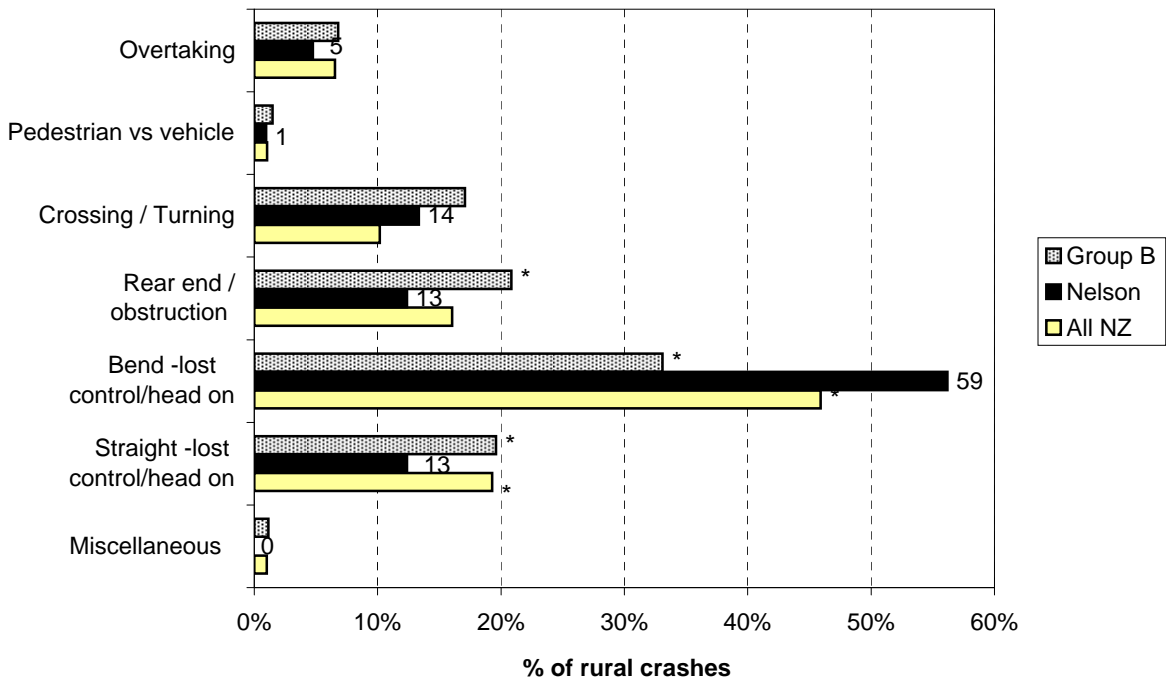


**Figure 4.1 Crash movement type - urban  
Nelson City (2004-2008)**



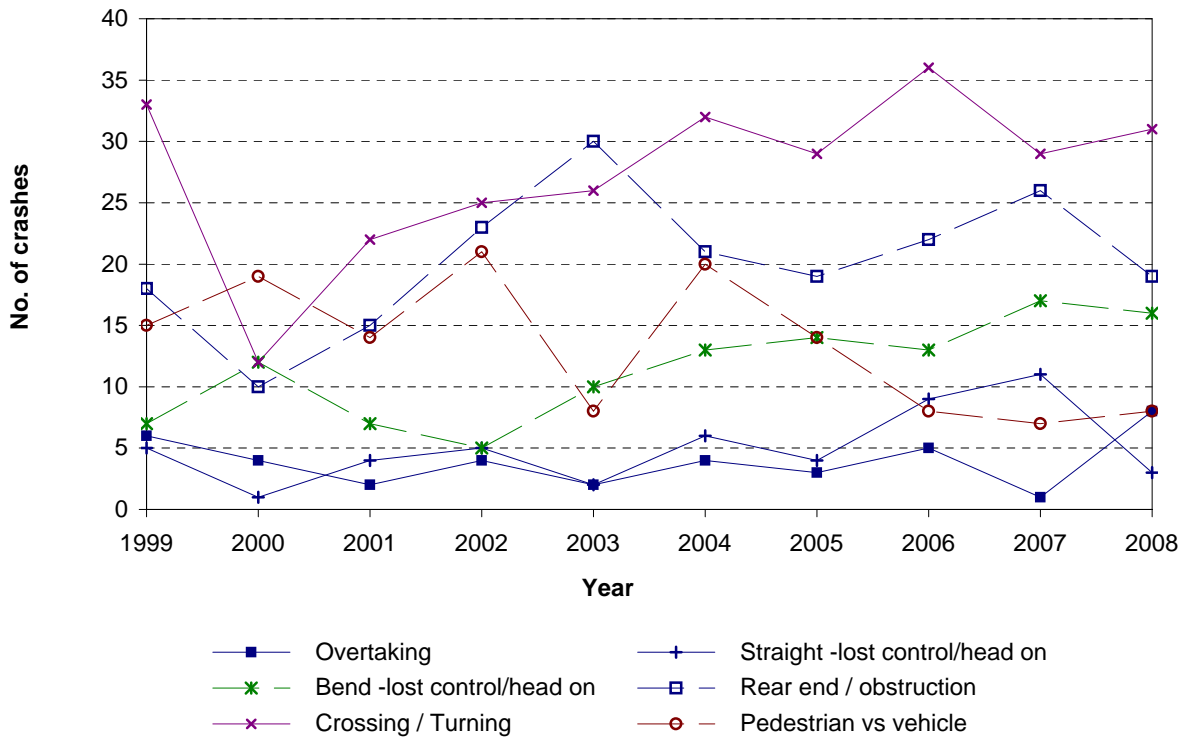
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 4.2 Crash movement type - rural  
Nelson City roads (2004-2008)**

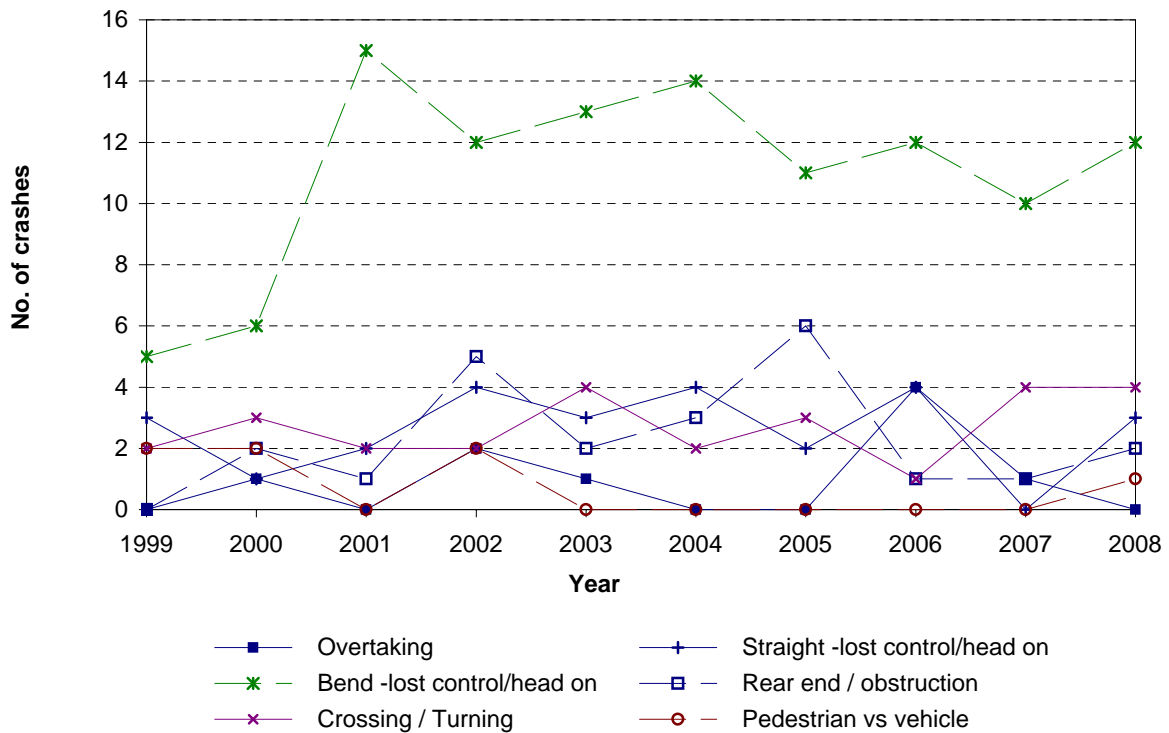


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

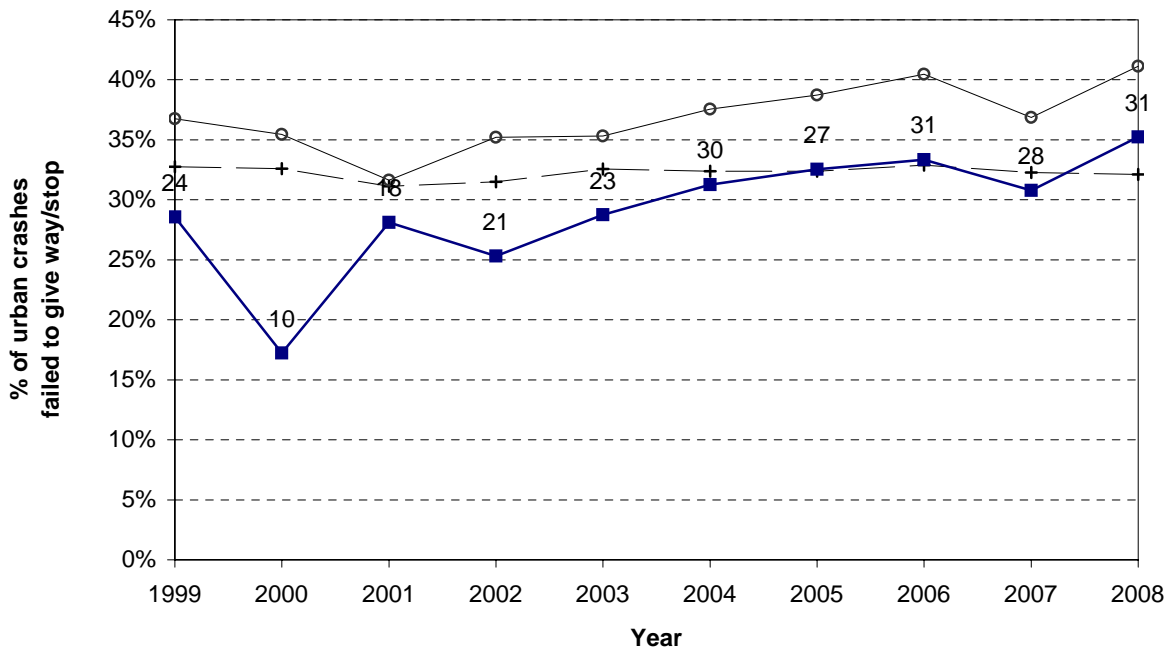
**Figure 4.3 Crash movement type - trends  
Nelson City - urban roads**



**Figure 4.4 Crash movement type - trends  
Nelson City - rural roads**



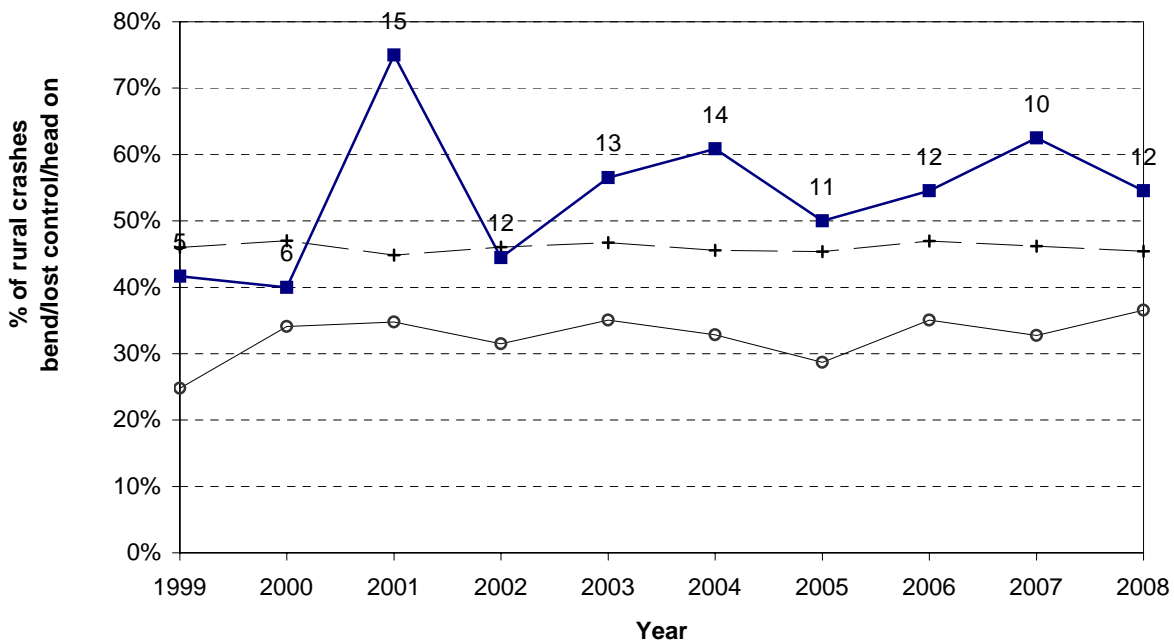
**Figure 4.5 Failed to give way / stop  
Nelson City - urban roads**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

+ All NZ    ■ Nelson    ○ Group B

**Figure 4.6 Bend - lost control / head - on  
Nelson City - rural roads**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

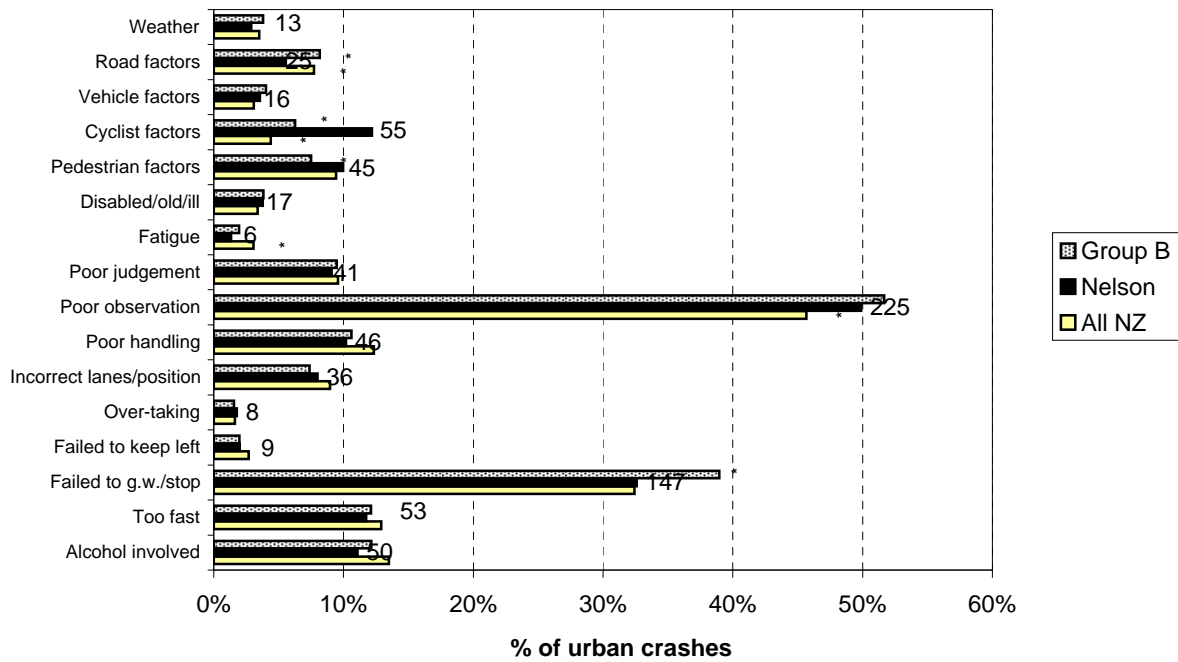
+ All NZ    ■ Nelson    ○ Group B



# *Crash Factor Statistics*

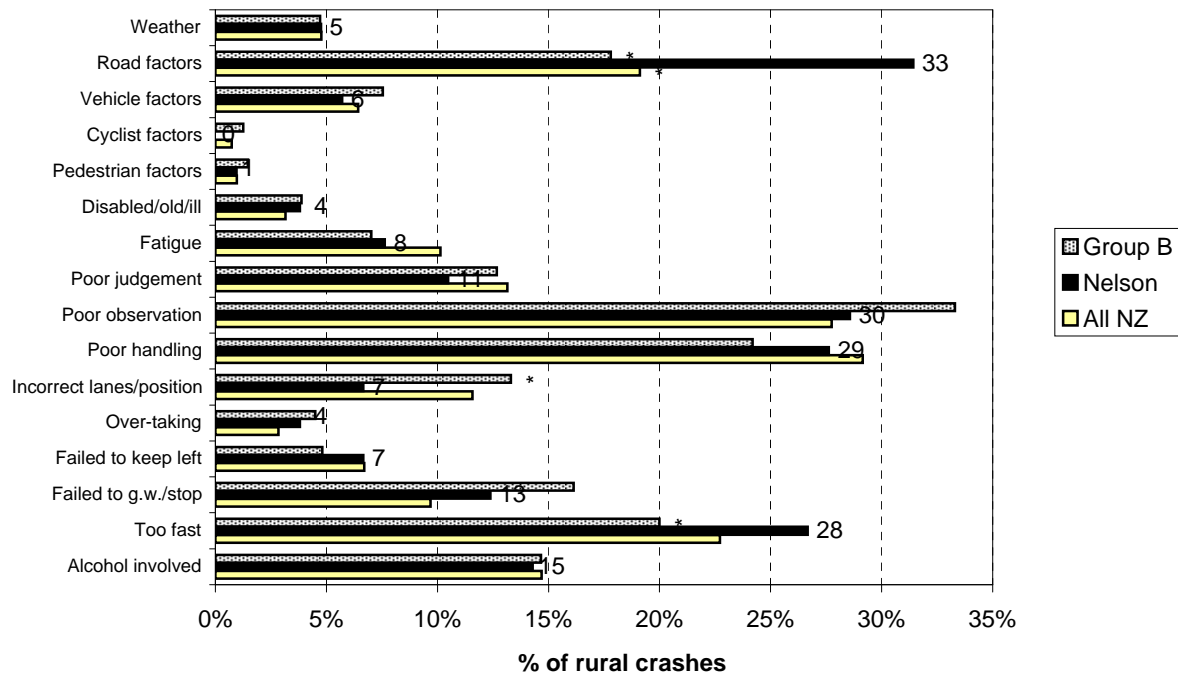


**Figure 5.1 Contributing factors - urban  
Nelson City (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

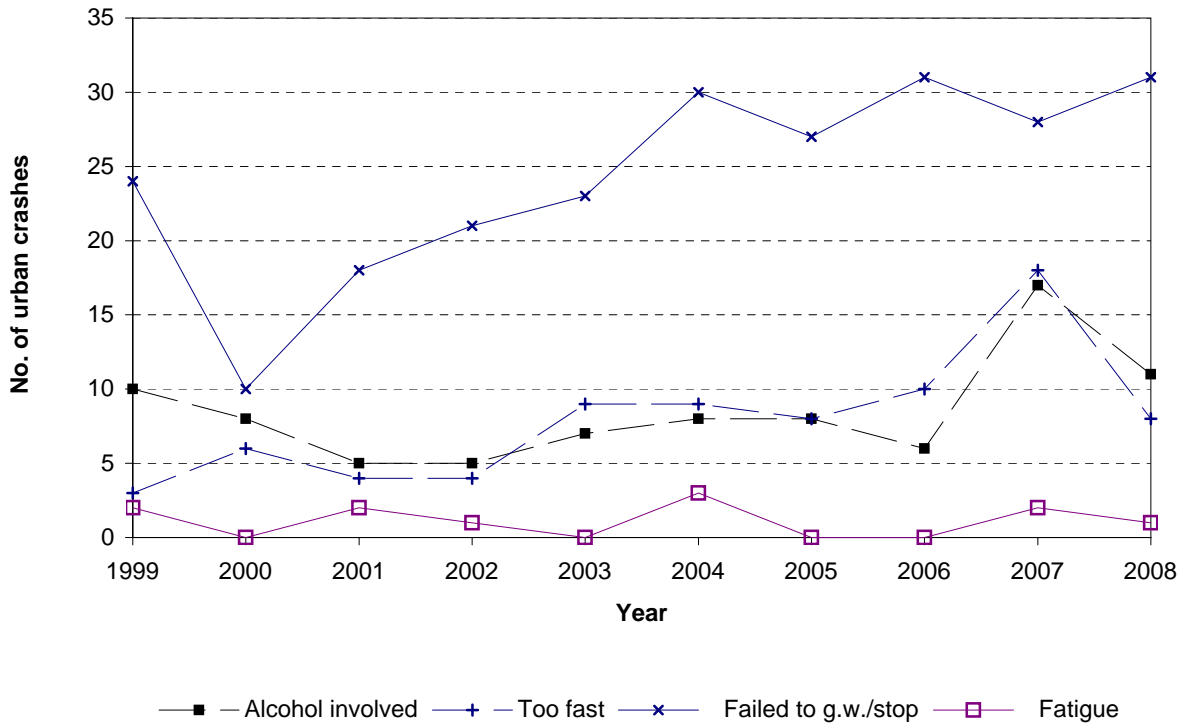
**Figure 5.2 Contributing factors - rural  
Nelson City (2004-2008)**



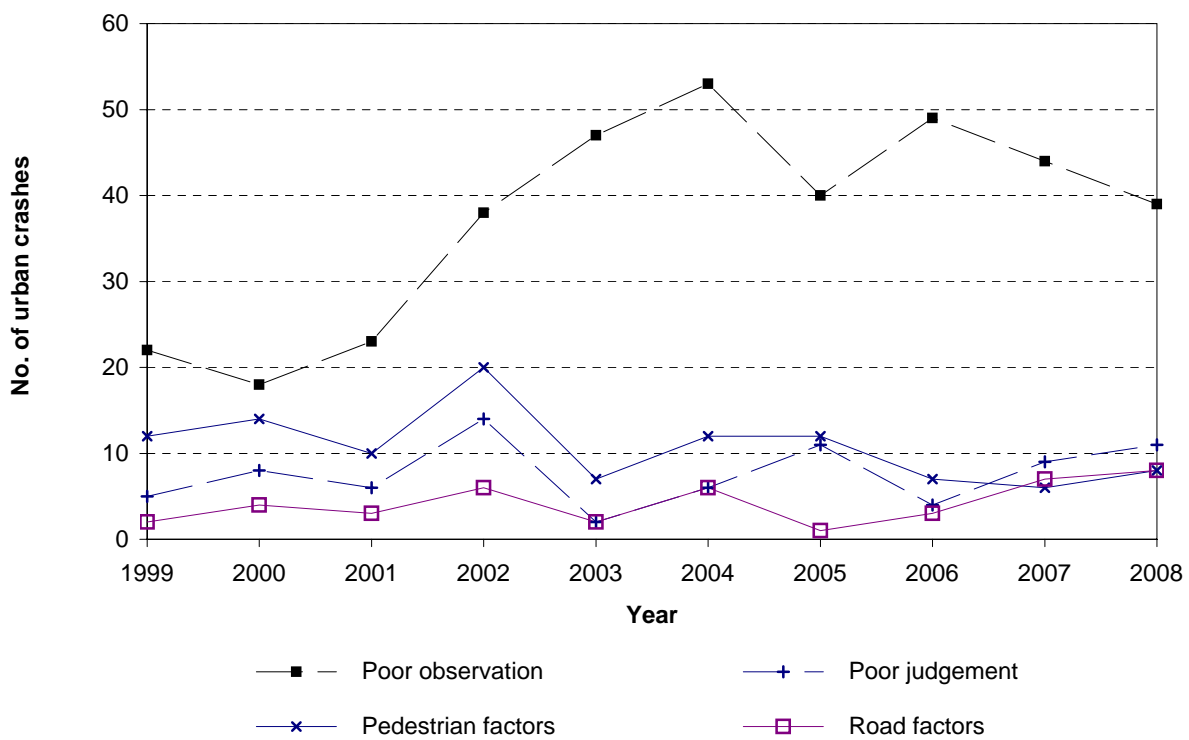
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions



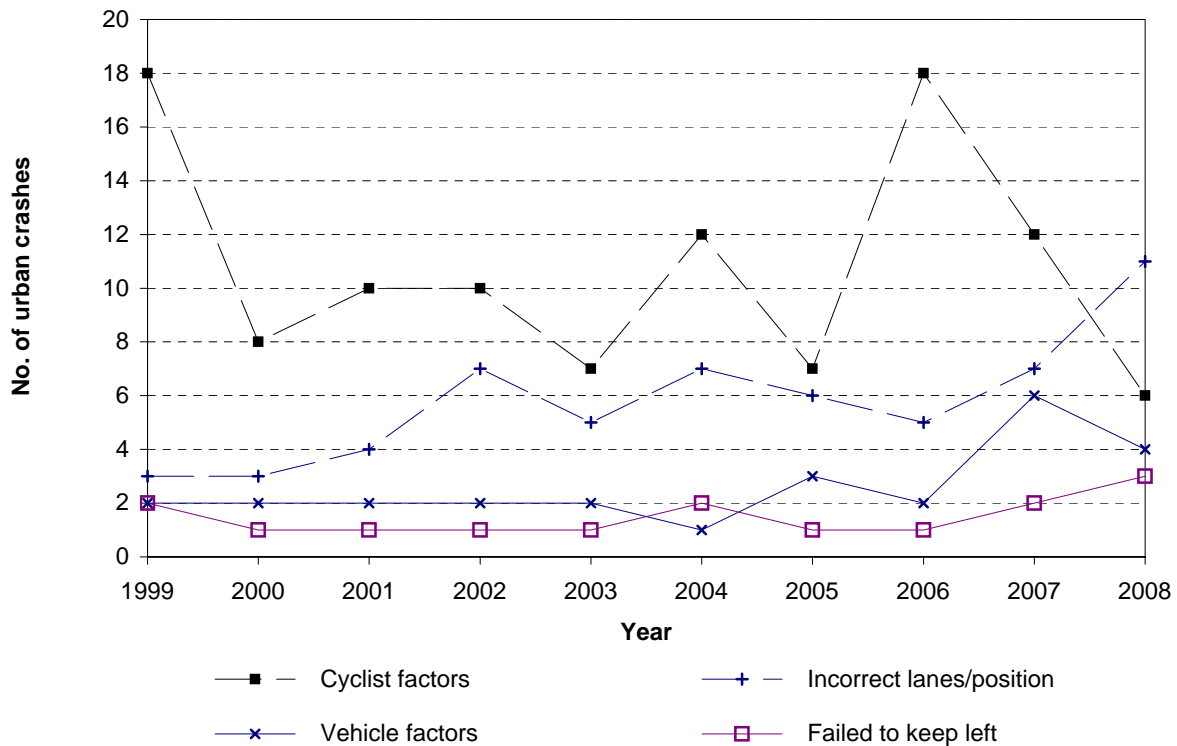
**Figure 5.3 Contributing factor trends  
Nelson City - urban roads**



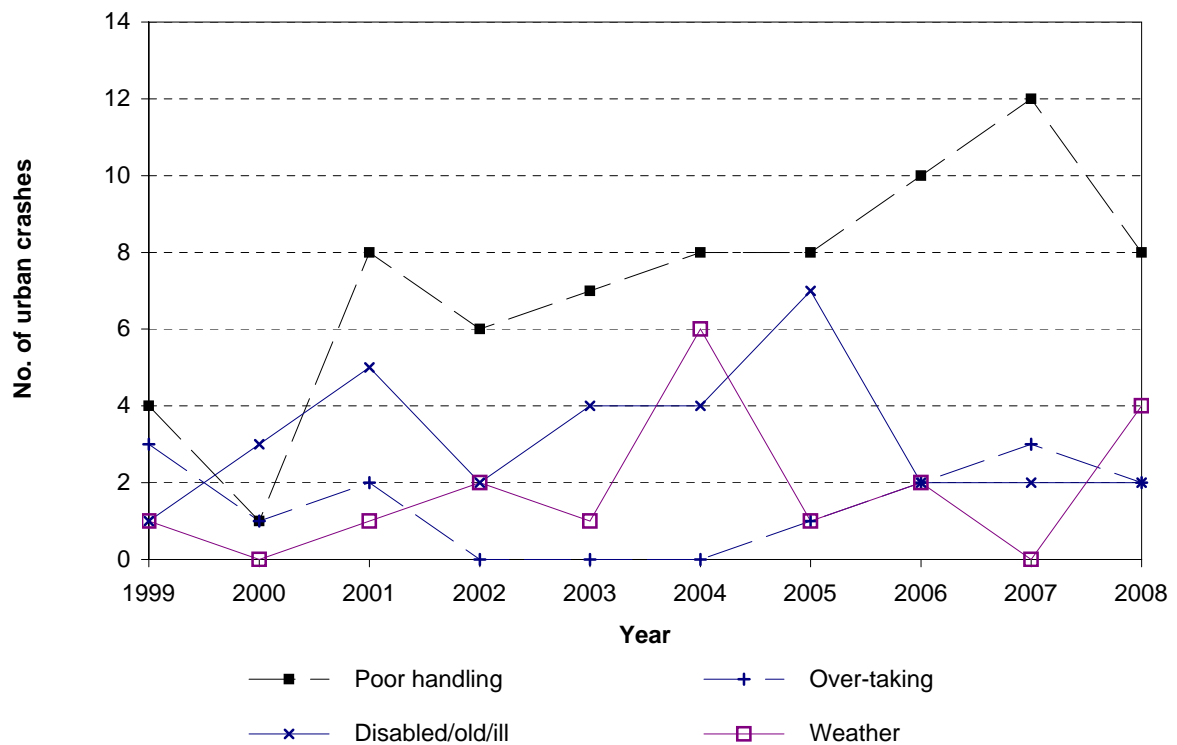
**Figure 5.4 Contributing factor trends  
Nelson City - urban roads**



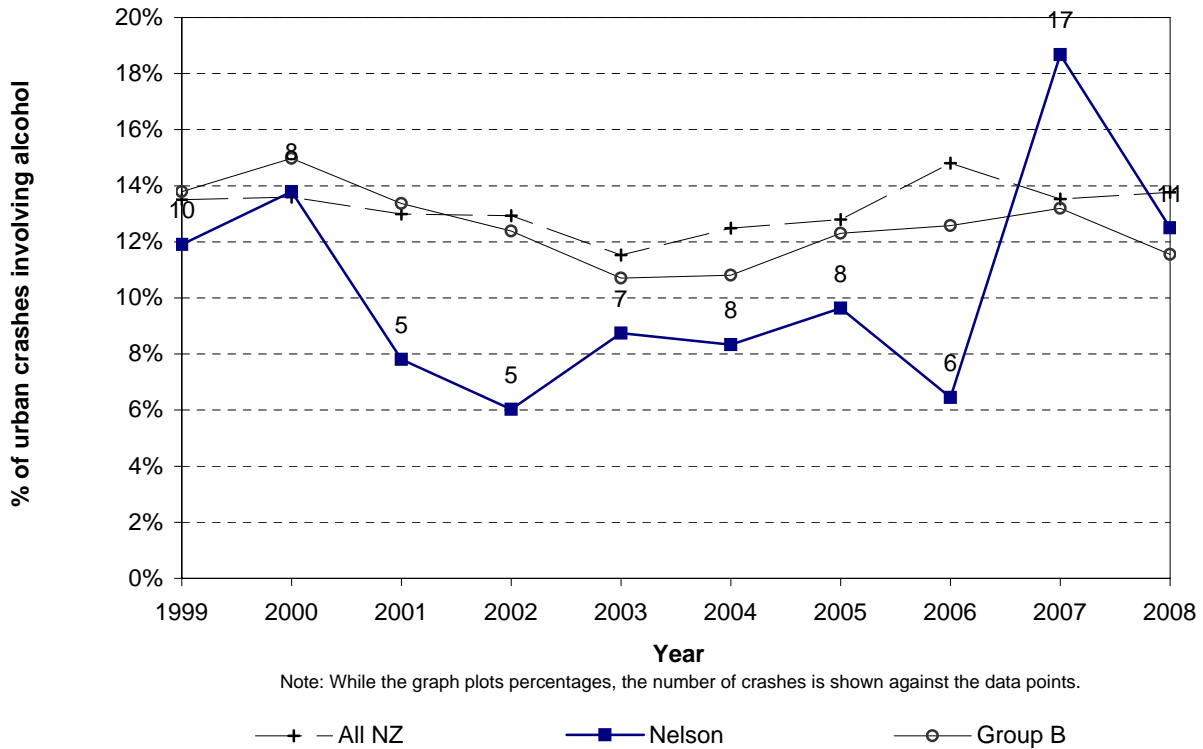
**Figure 5.5 Contributing factor trends  
Nelson City - urban roads**



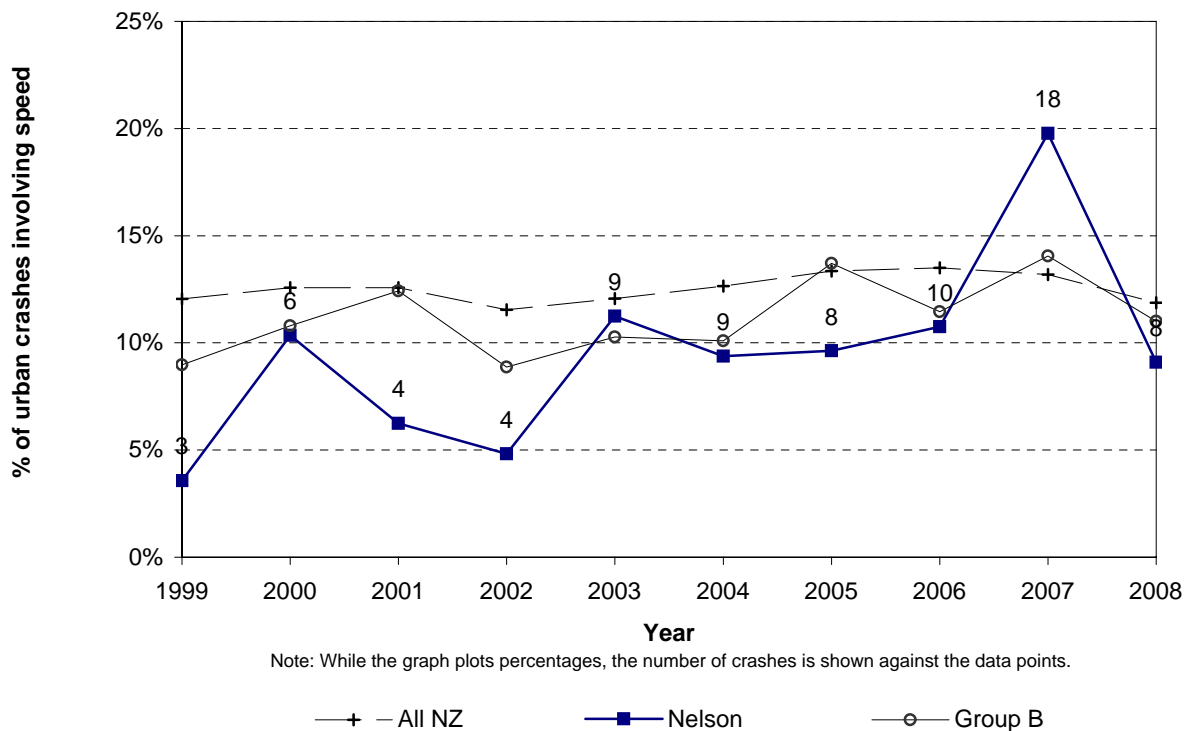
**Figure 5.6 Contributing factor trends  
Nelson City - urban roads**



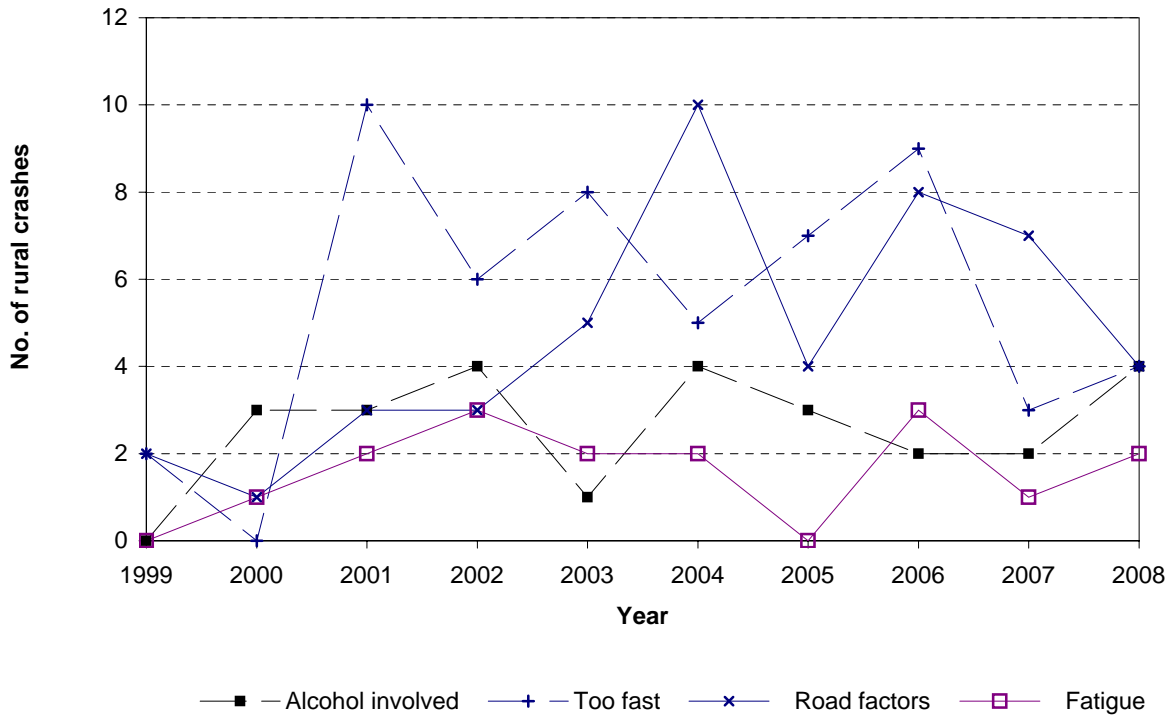
**Figure 5.7 Alcohol involved trend  
Nelson City - urban roads**



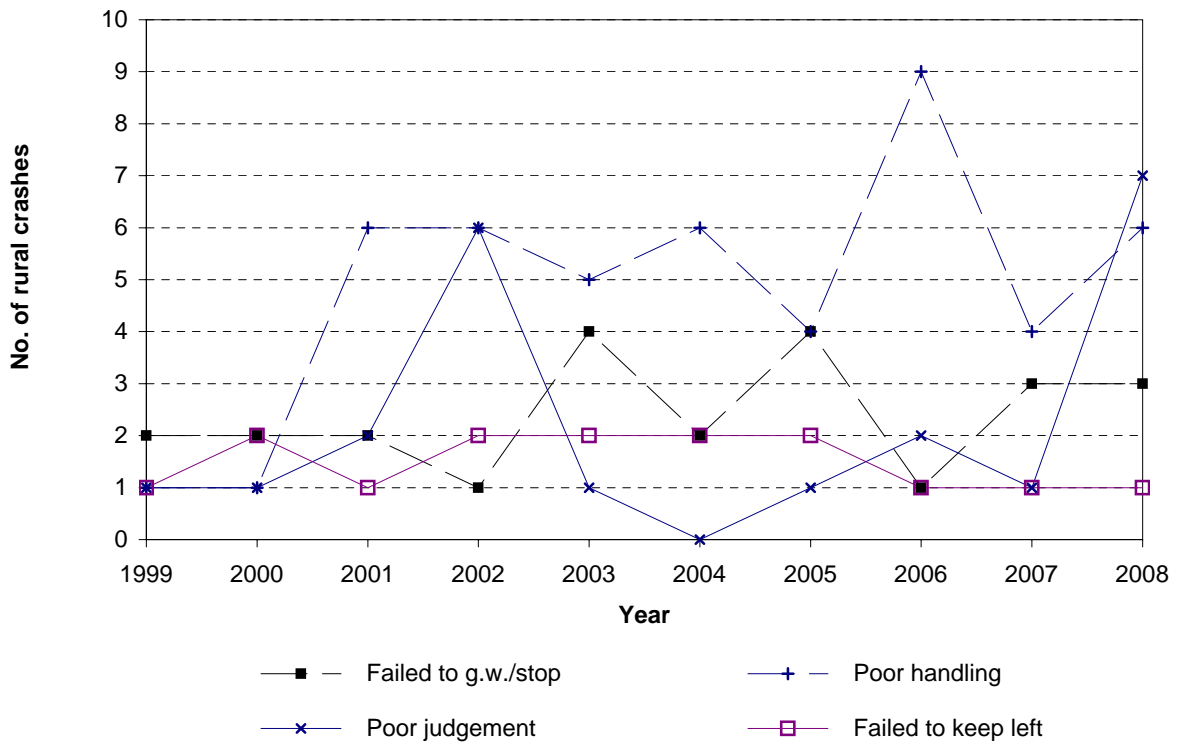
**Figure 5.8 Speed involved trend  
Nelson City - urban roads**



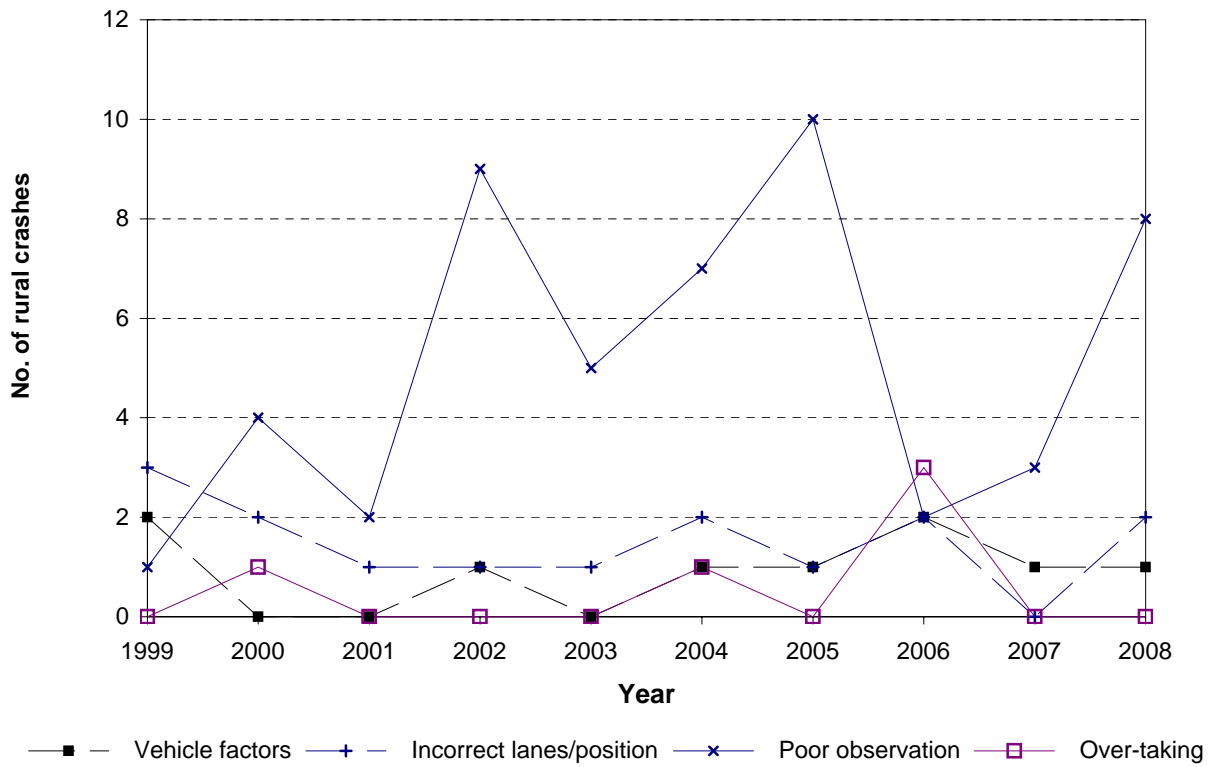
**Figure 5.9 Contributing factor trends  
Nelson City - rural roads**



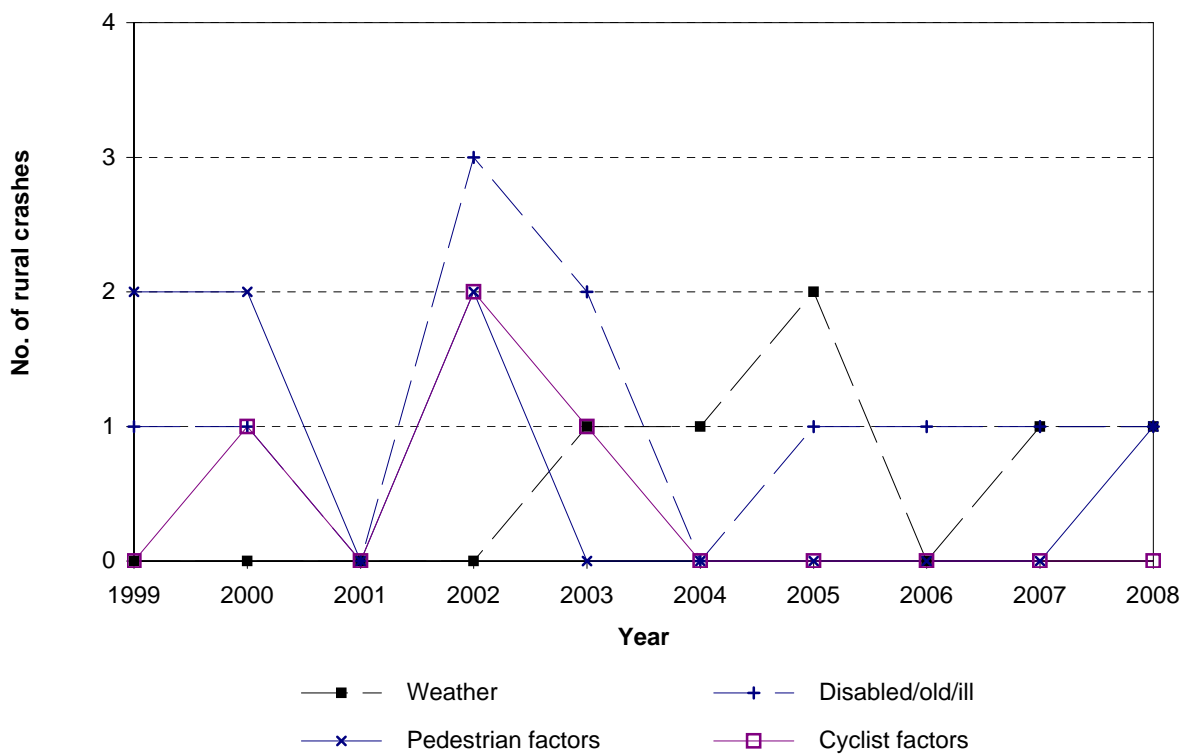
**Figure 5.10 Contributing factor trends  
Nelson City - rural roads**



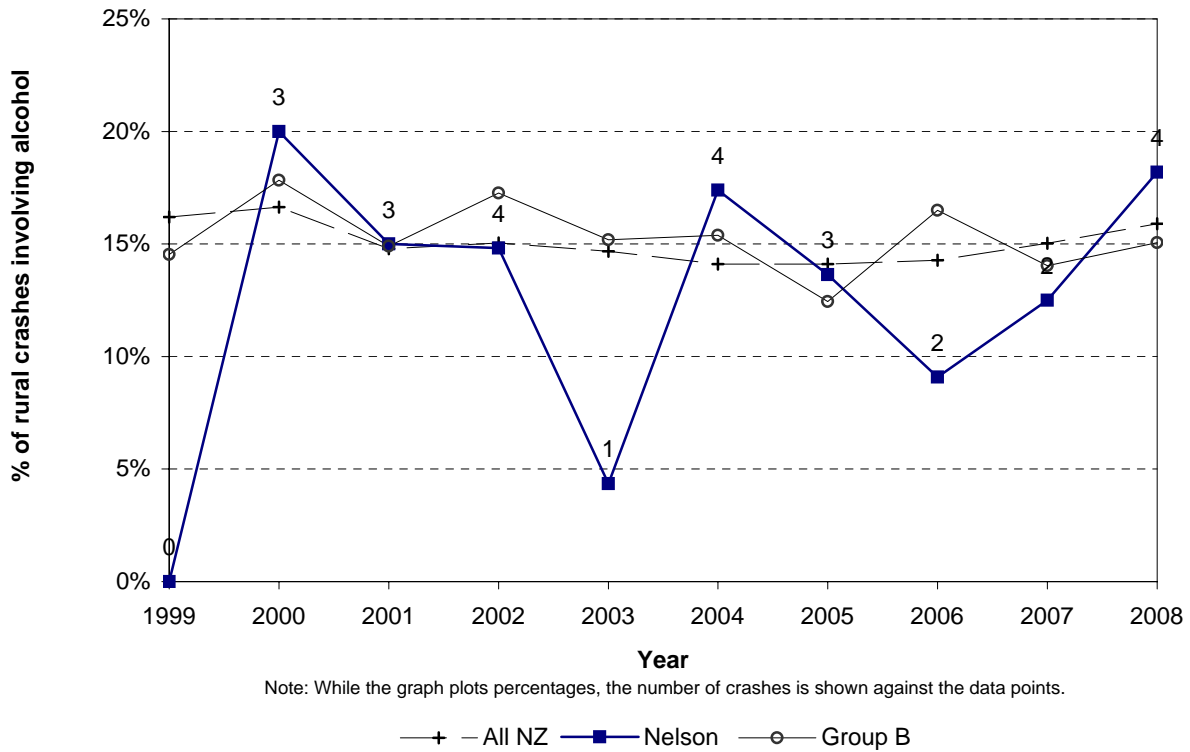
**Figure 5.11 Contributing factor trends  
Nelson City - rural roads**



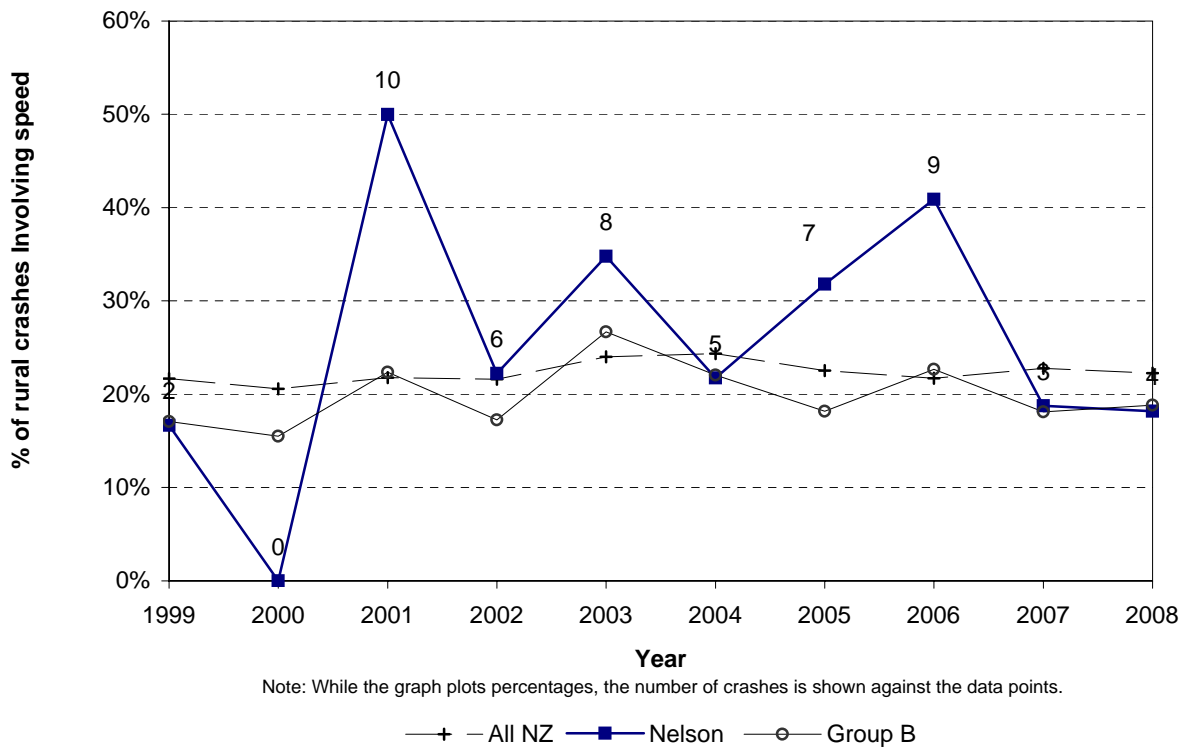
**Figure 5.12 Contributing factor trends  
Nelson City - rural roads**



**Figure 5.13 Alcohol involved trend  
Nelson City - rural roads**



**Figure 5.14 Speed involved trend  
Nelson City - rural roads**



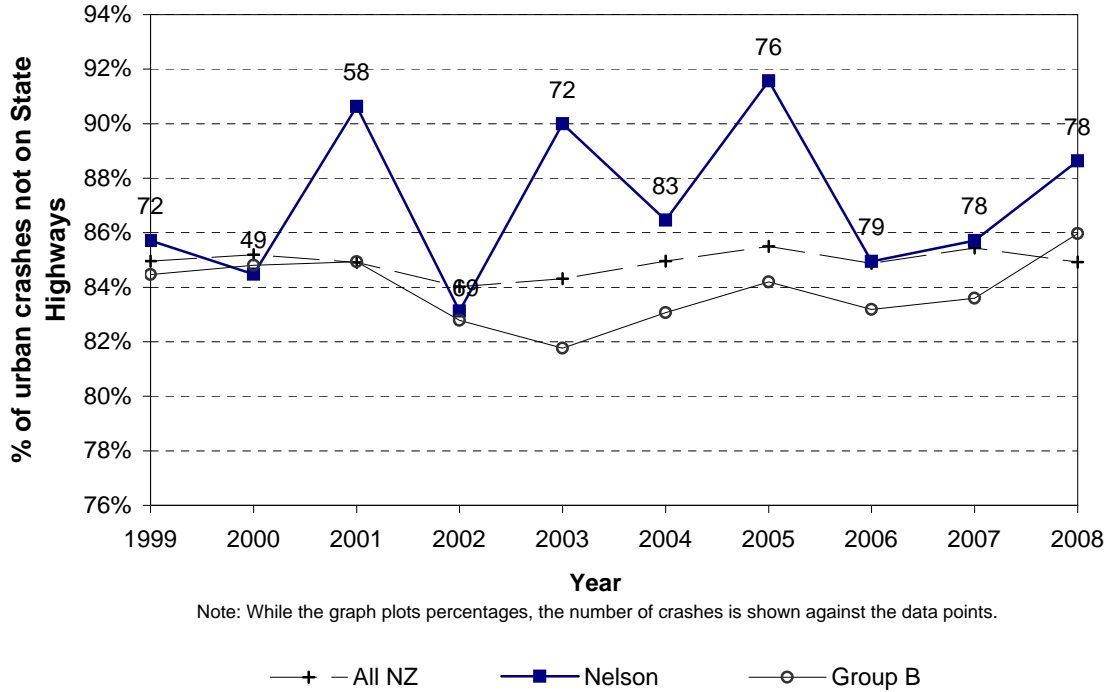


# *Environmental Statistics*

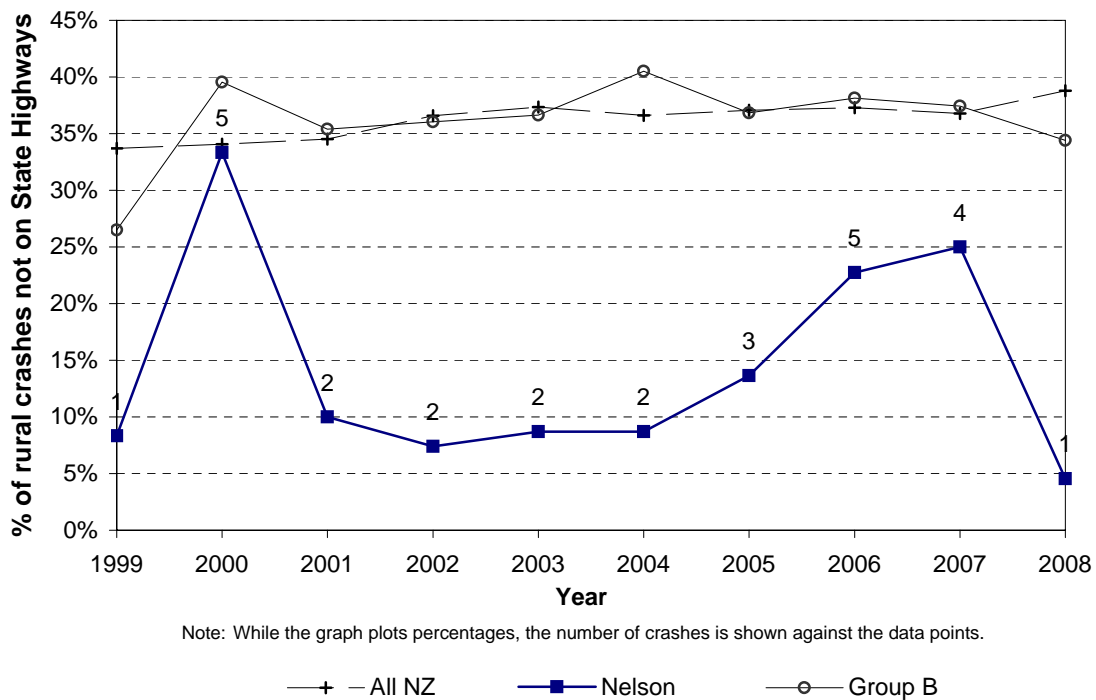




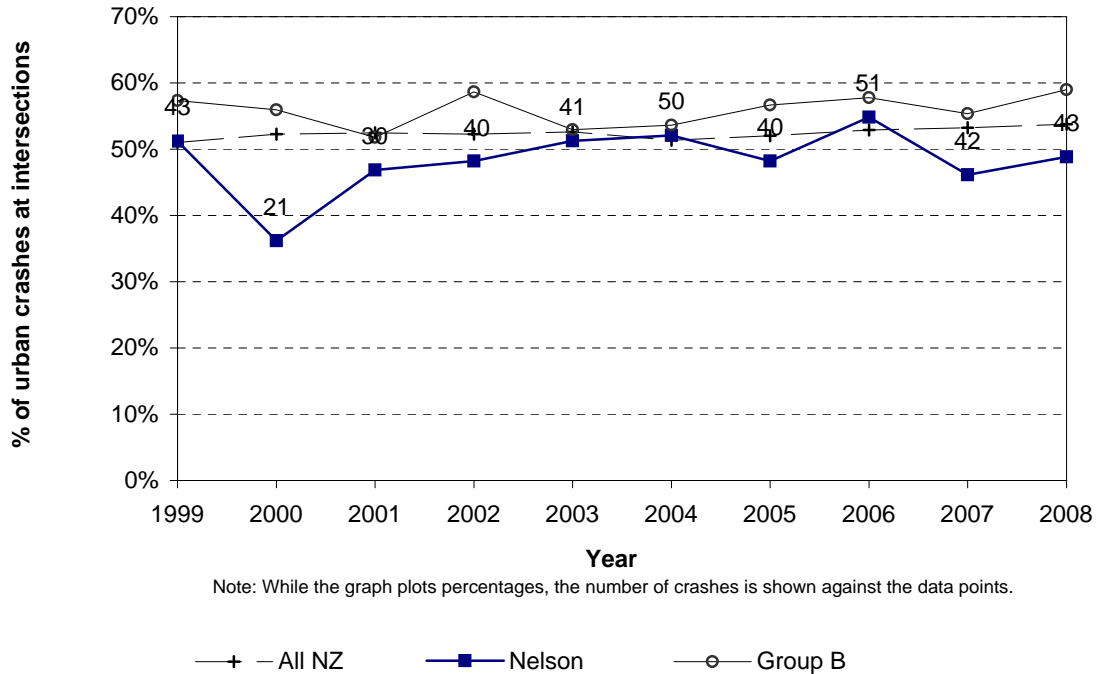
**Figure 6.1 Crashes not on state highways  
Nelson City - urban roads**



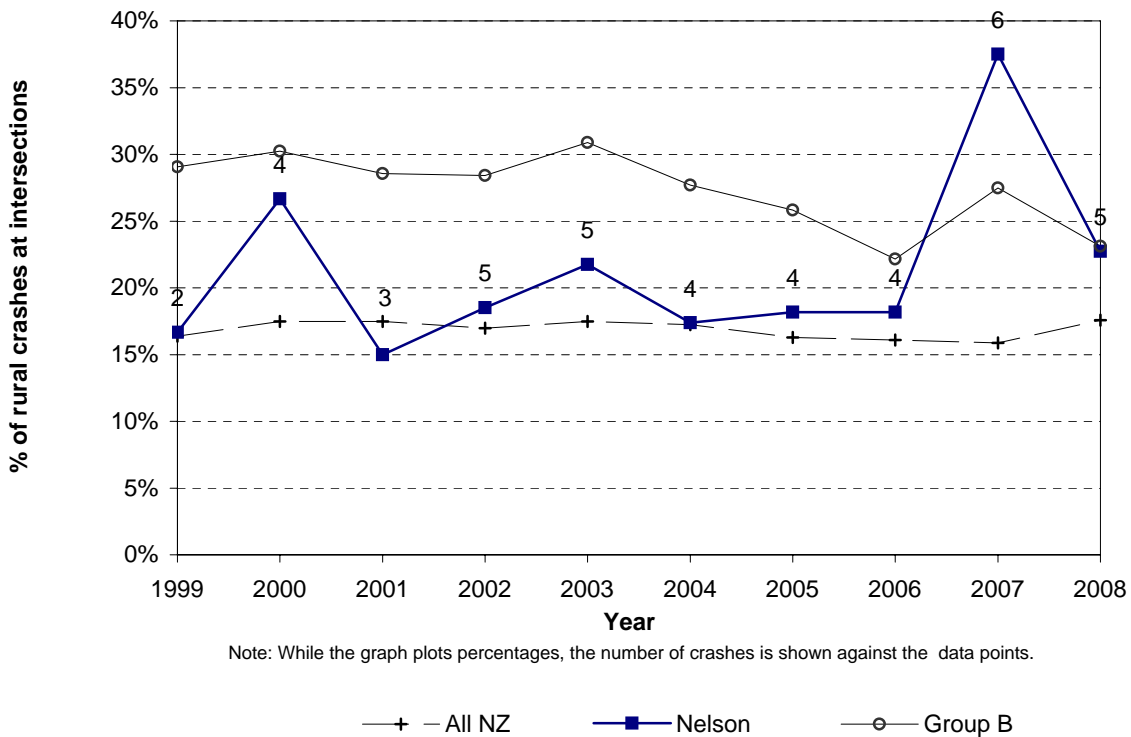
**Figure 6.2 Crashes not on state highways  
Nelson City - rural roads**



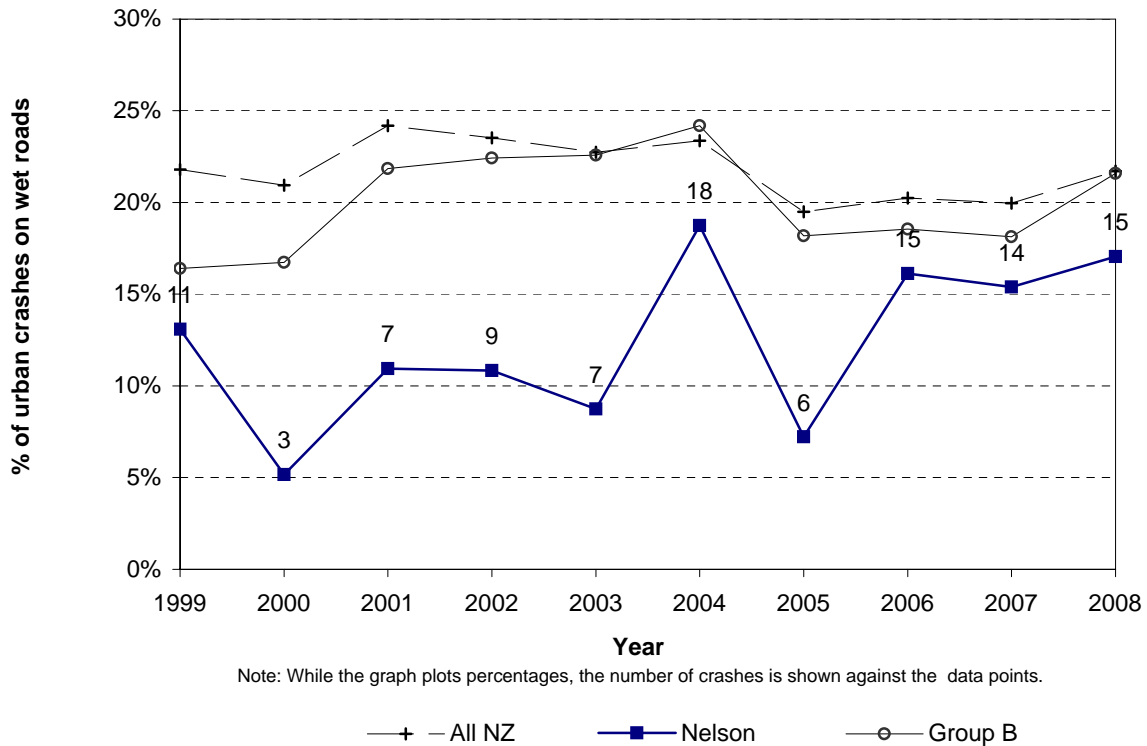
**Figure 6.3 Intersection crashes  
Nelson City - urban roads**



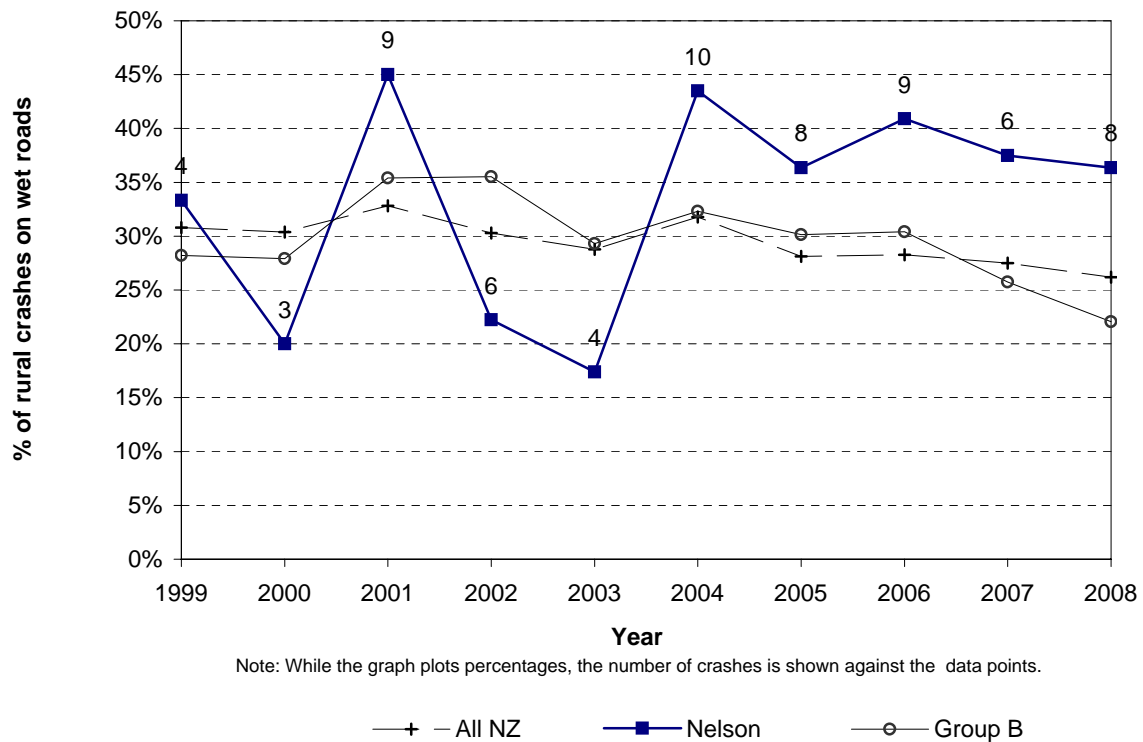
**Figure 6.4 Intersection crashes  
Nelson City - rural roads**



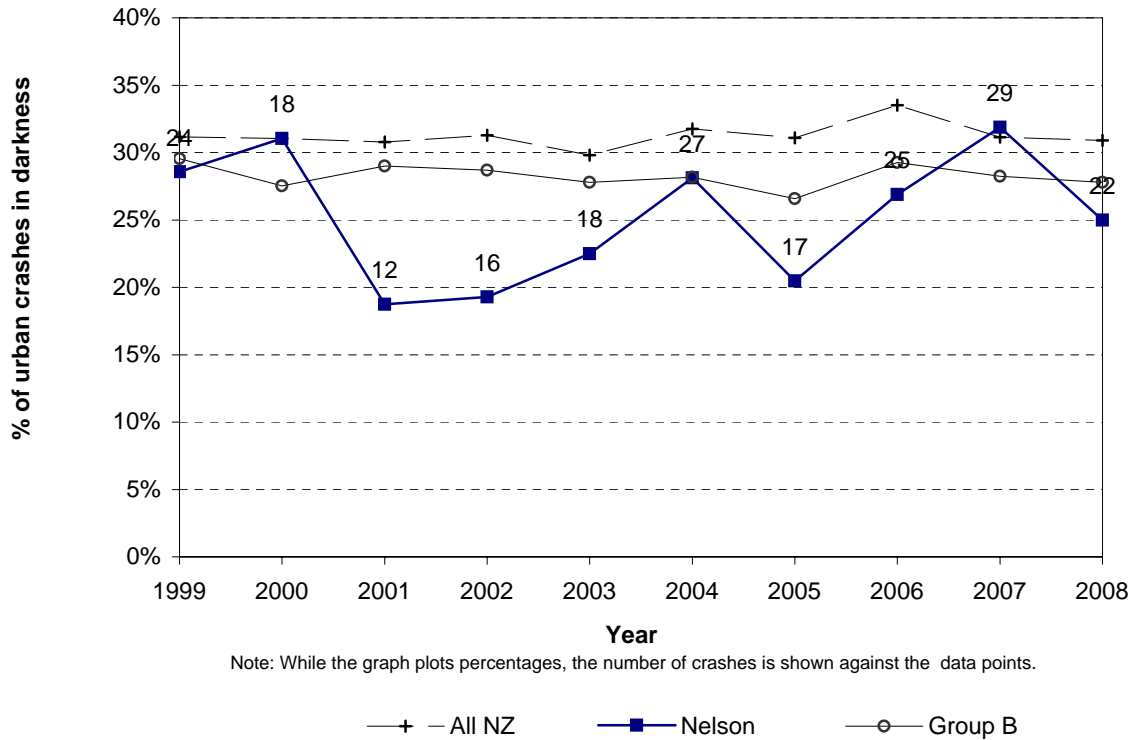
**Figure 6.5 Wet road crashes  
Nelson City - urban roads**



**Figure 6.6 Wet road crashes  
Nelson City - rural roads**



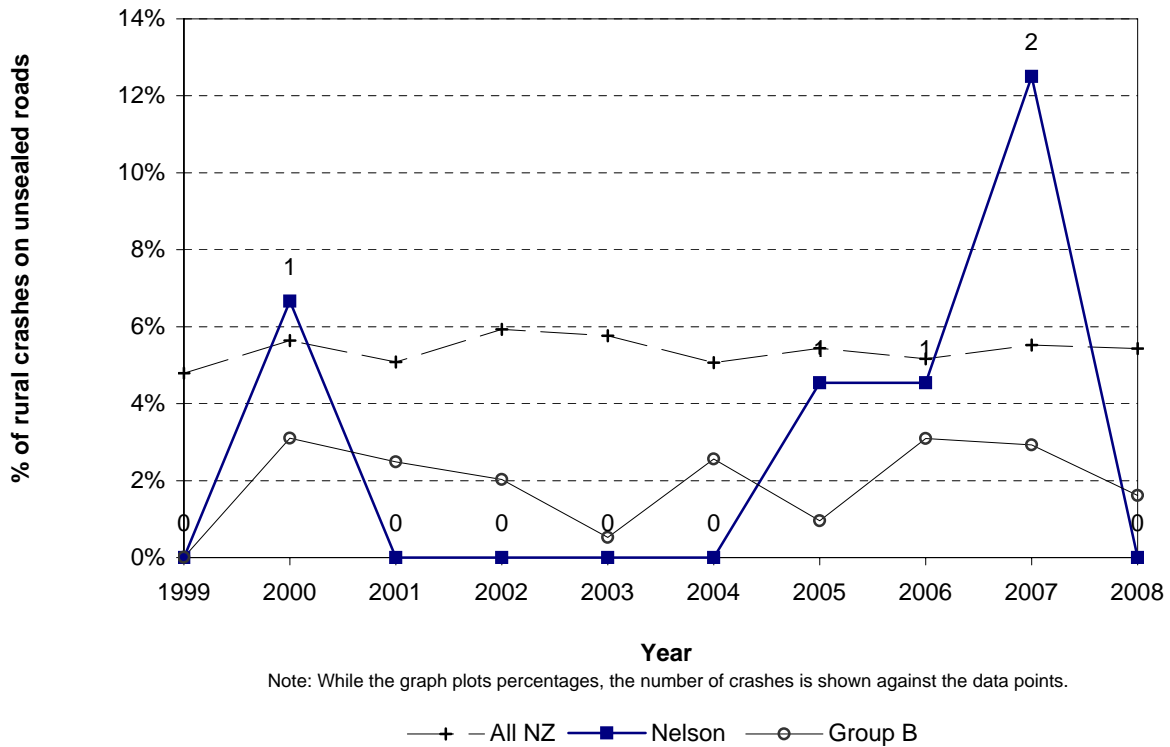
**Figure 6.7 Crashes in darkness  
Nelson City - urban roads**



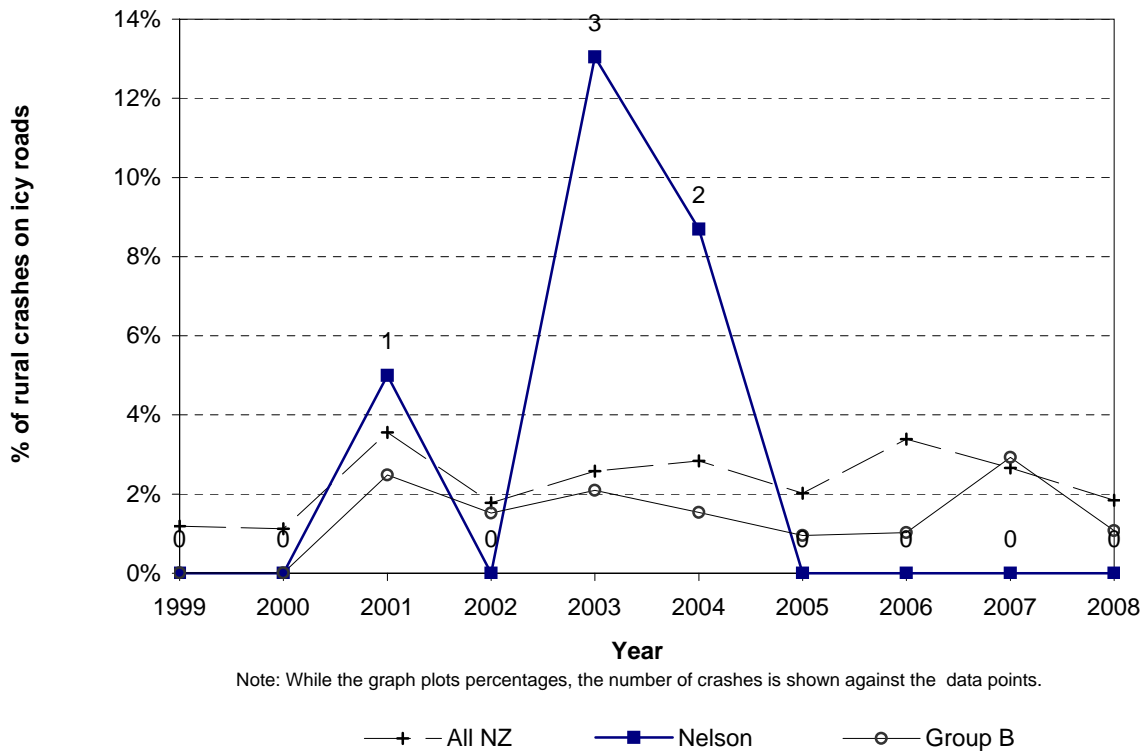
**Figure 6.8 Crashes in darkness  
Nelson City - rural roads**



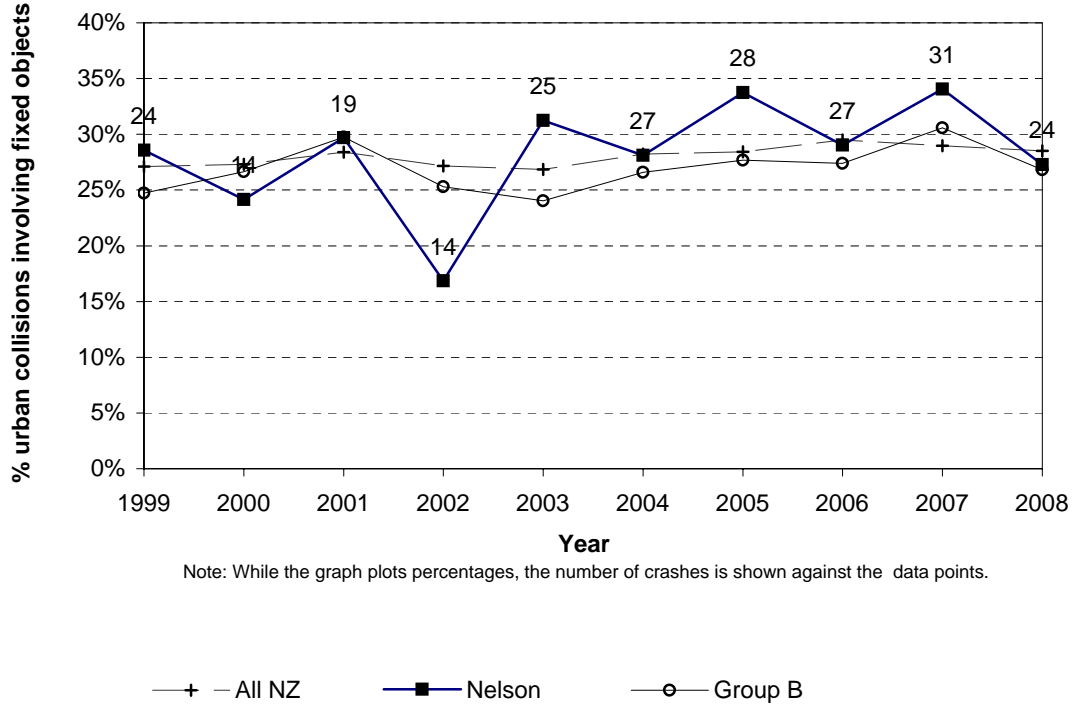
**Figure 6.9 Unsealed road crashes  
Nelson City - rural roads**



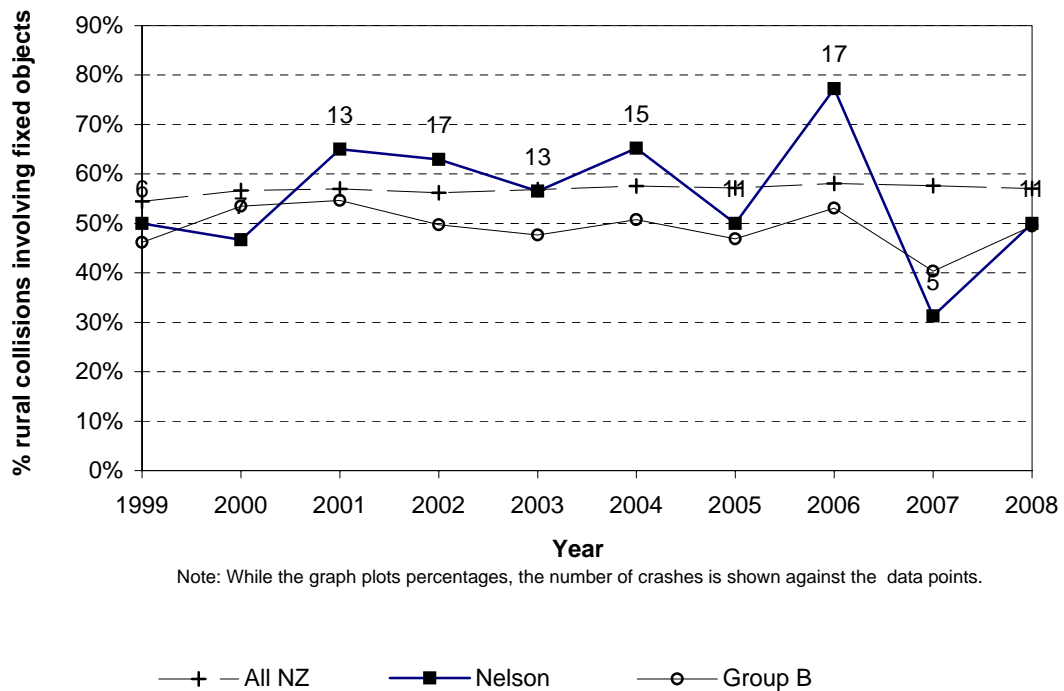
**Figure 6.10 Icy road crashes  
Nelson City - rural roads**



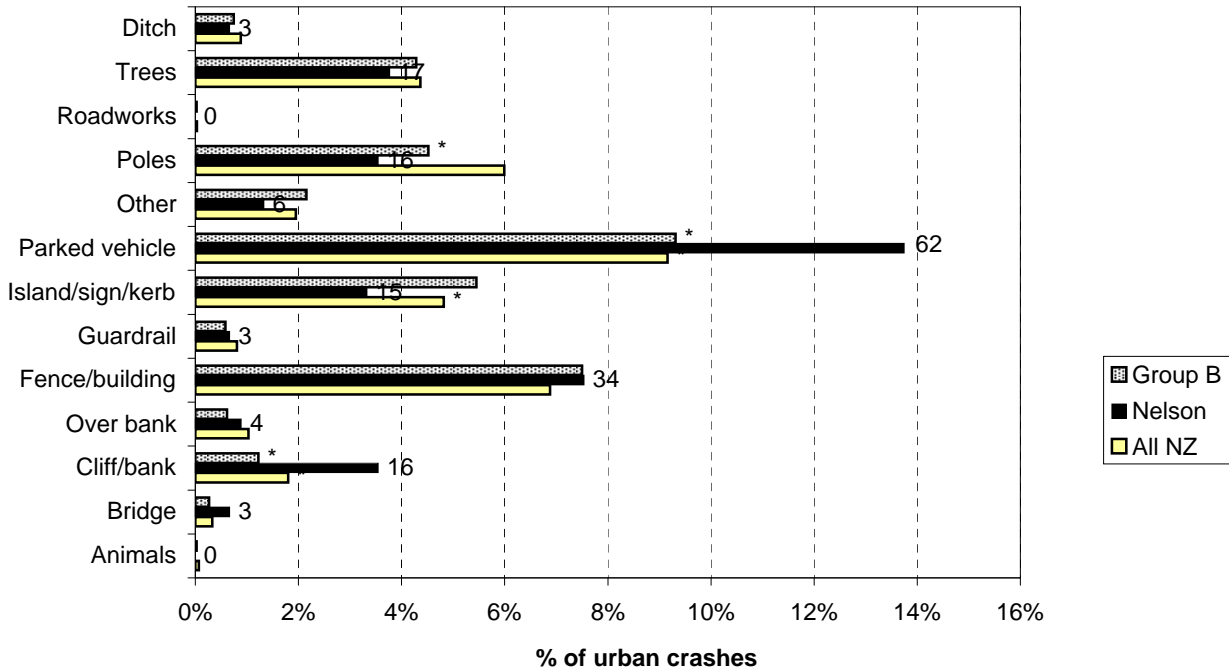
**Figure 6.11 Collisions with objects  
Nelson City - urban roads**



**Figure 6.12 Collisions with objects  
Nelson City - rural roads**

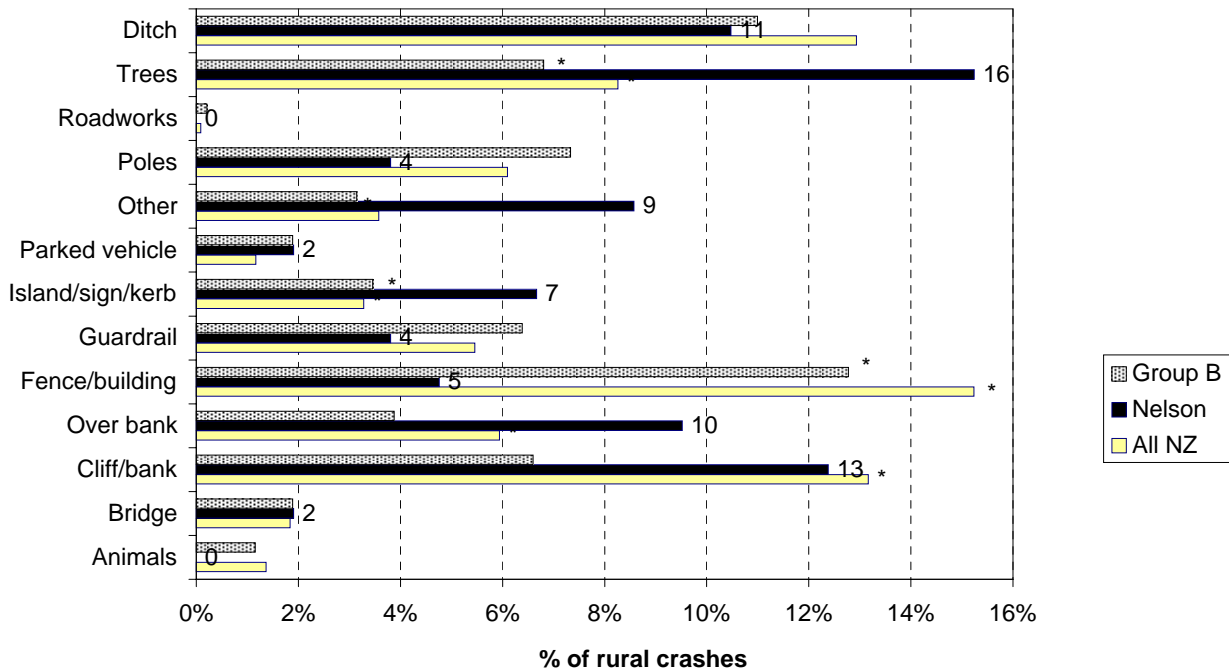


**Figure 6.13 Objects struck - urban  
Nelson City (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 6.14 Objects struck - rural  
Nelson City (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

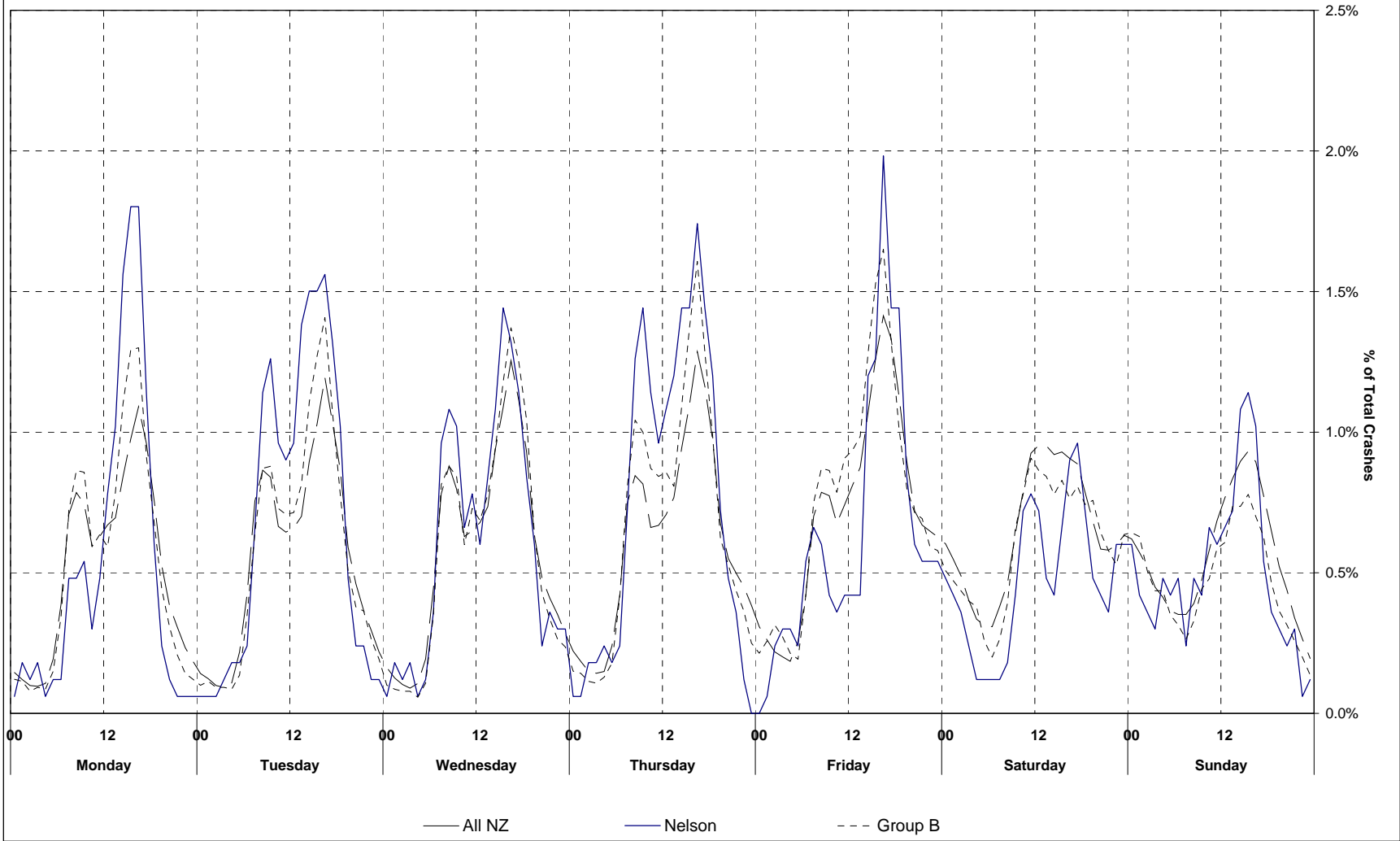




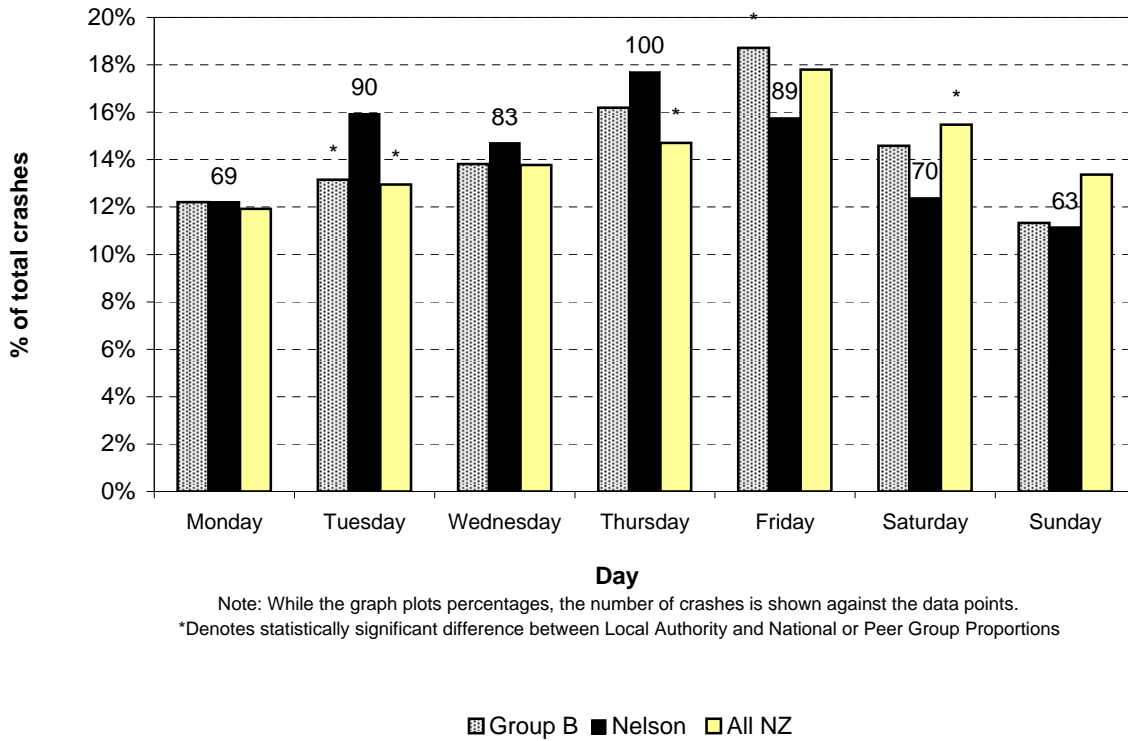
# *Date and Time Statistics*



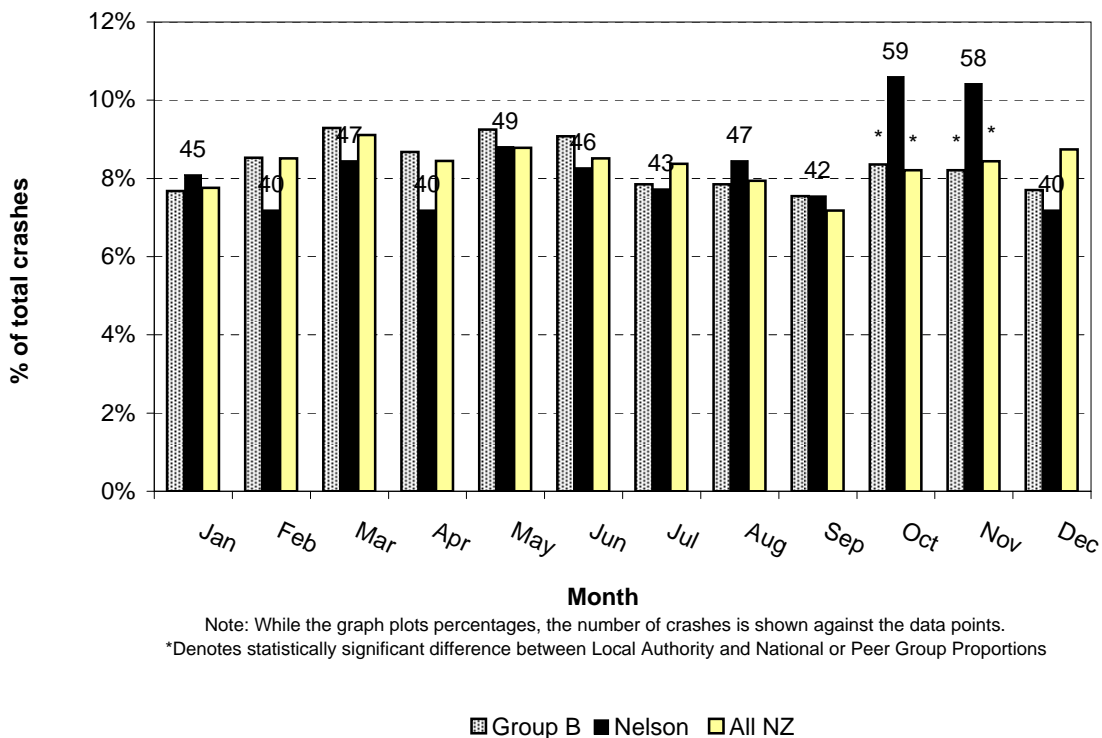
Figure 7.1 Time pattern over average week  
Nelson City (2004-2008)



**Figure 7.2 Day of week (6 a.m. to 6 a.m.)  
Nelson City (2004-2008)**



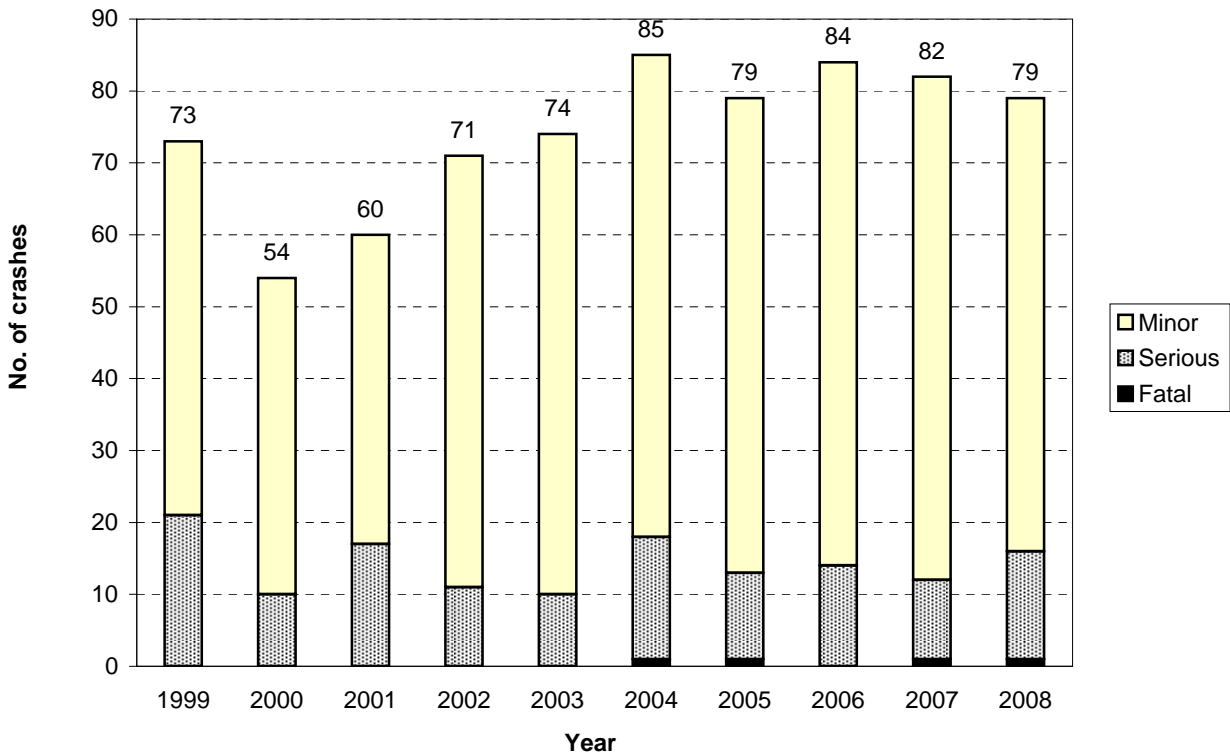
**Figure 7.3 Month of year  
Nelson City (2004-2008)**



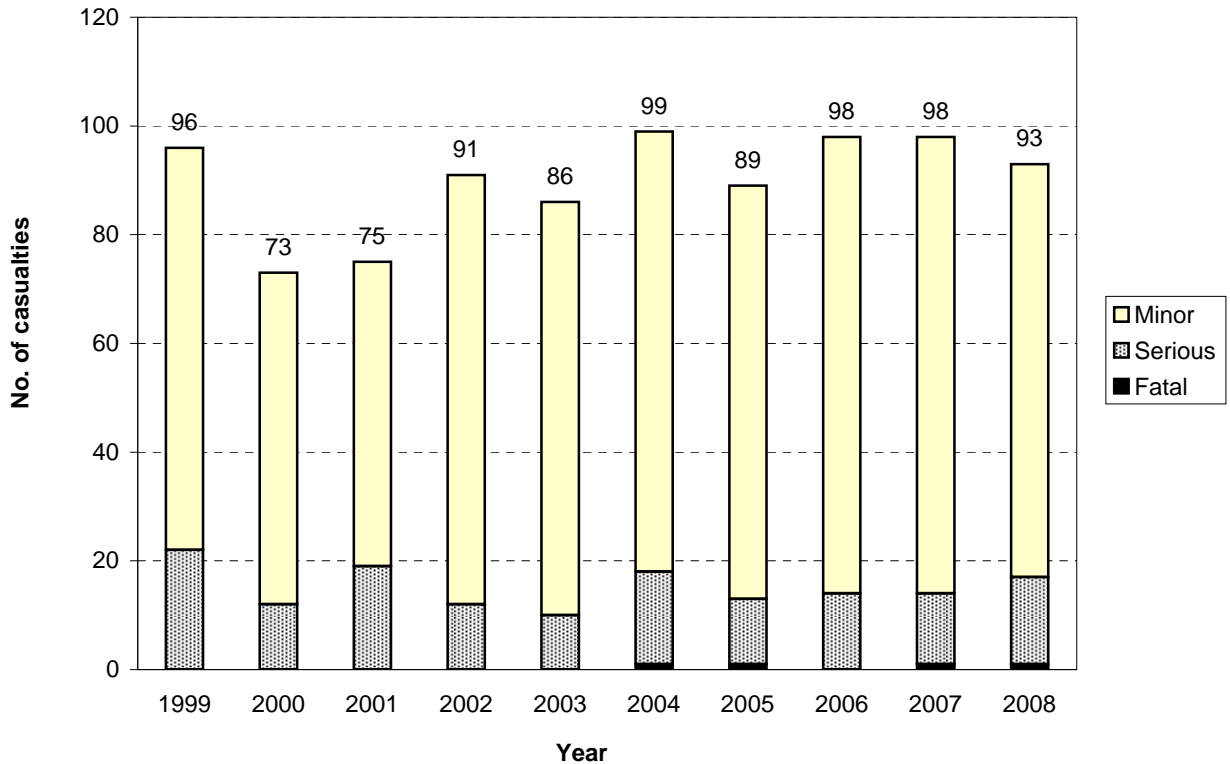
# *Local Road Statistics*



**Figure 8.1 Number of injury crashes**  
Nelson City - council roads (urban & rural)

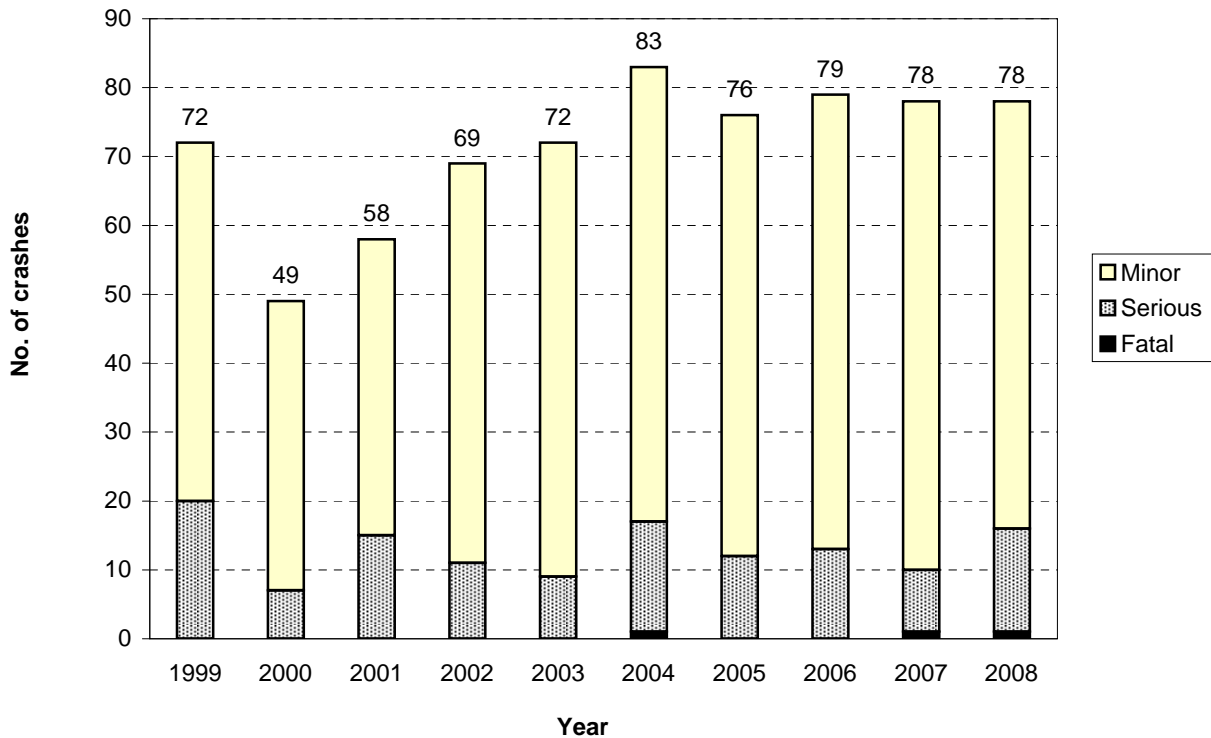


**Figure 8.2 Number of casualties**  
Nelson City - council roads (urban & rural)

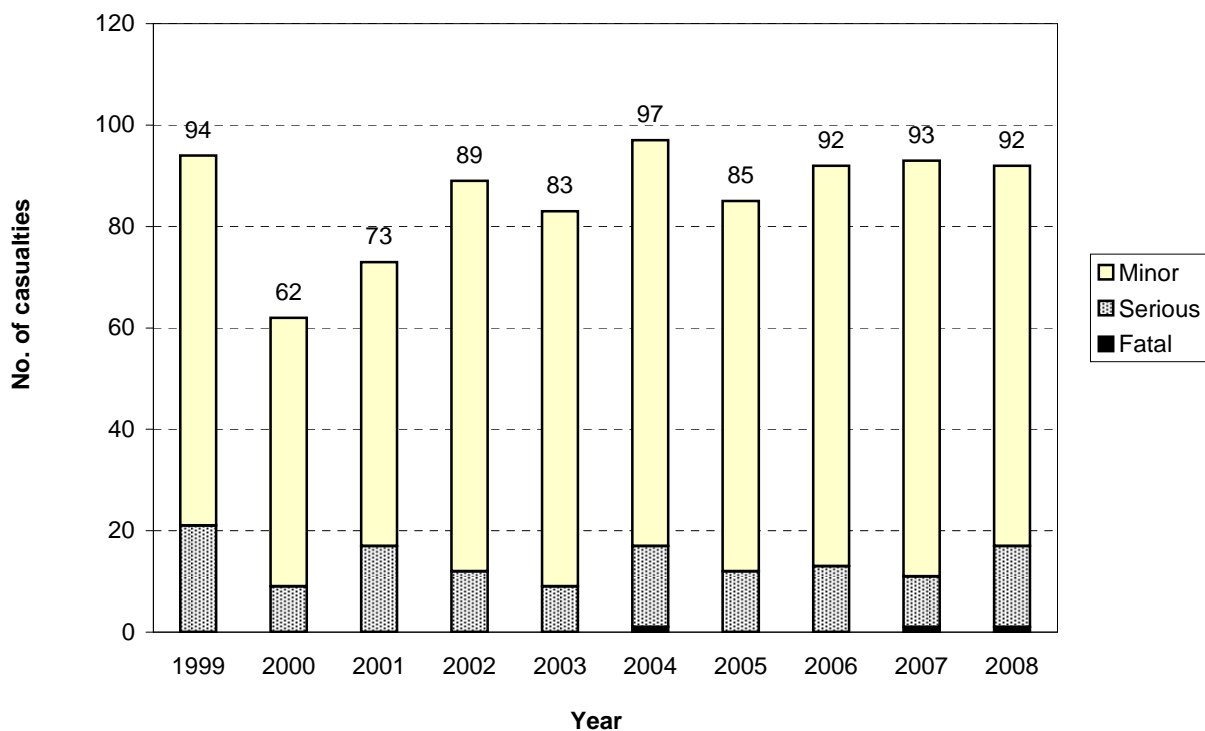




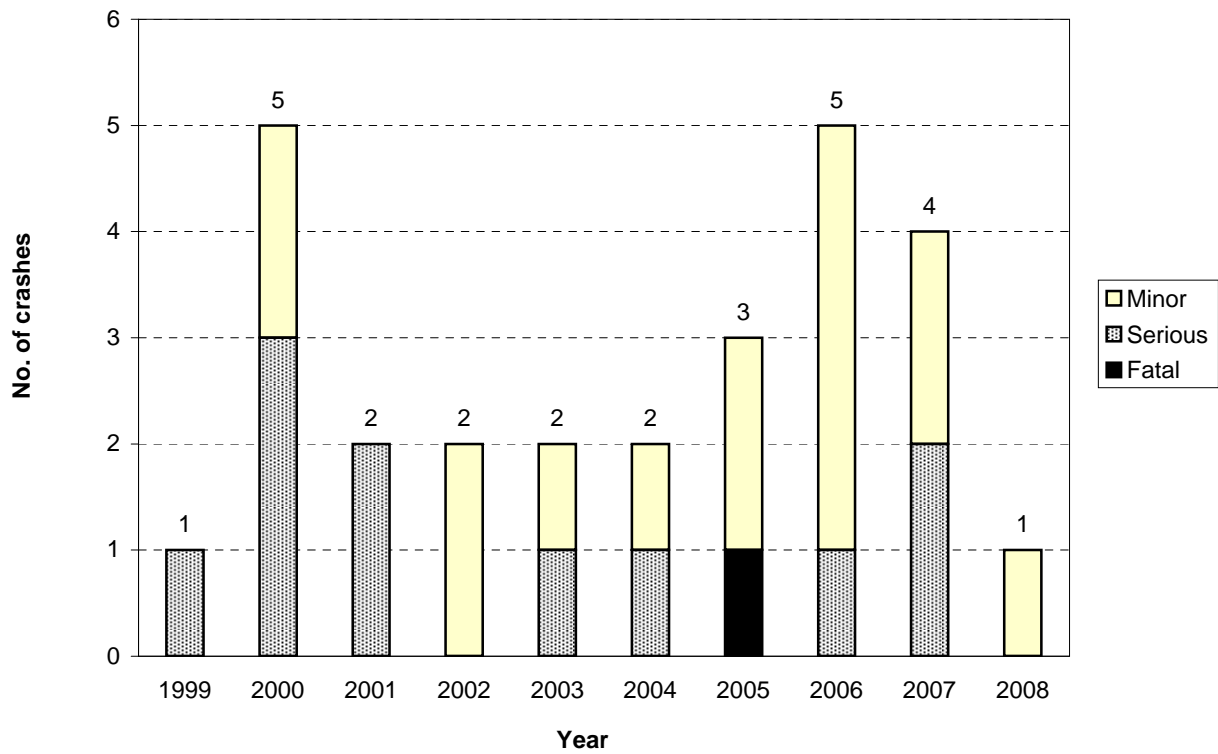
**Figure 8.3 Number of injury crashes  
Nelson City - urban council roads**



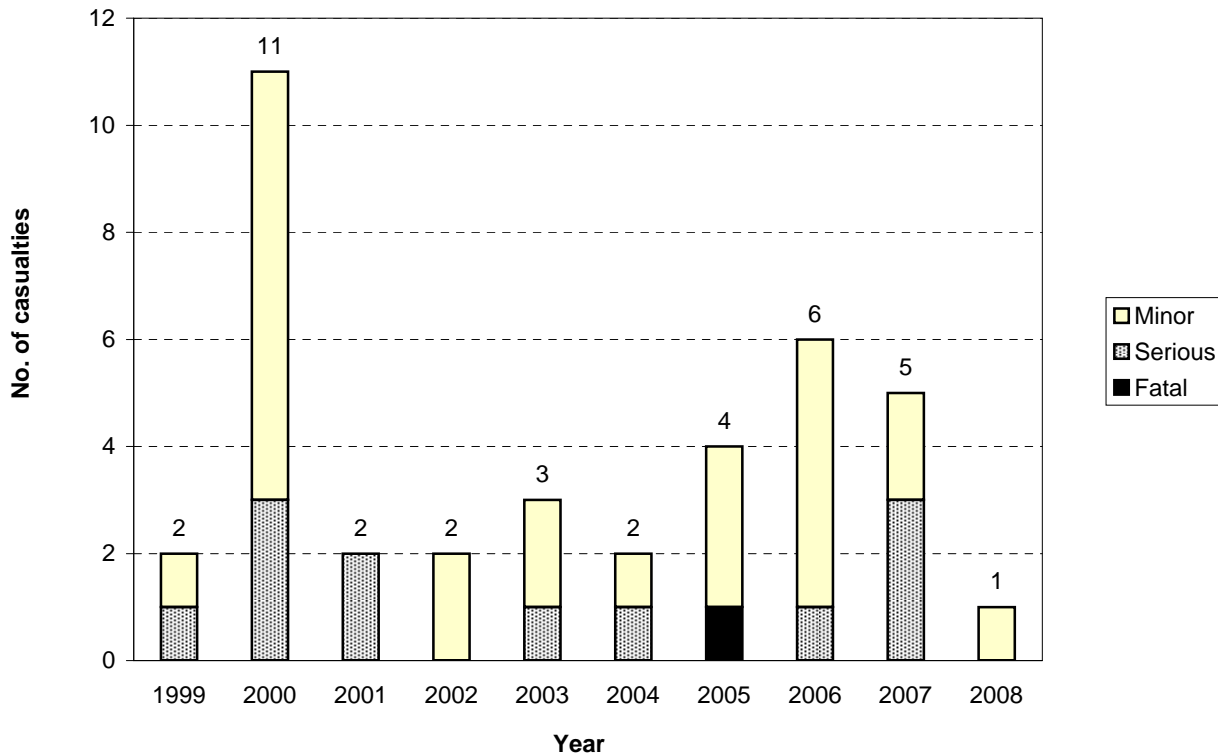
**Figure 8.4 Number of casualties  
Nelson City - urban council roads**



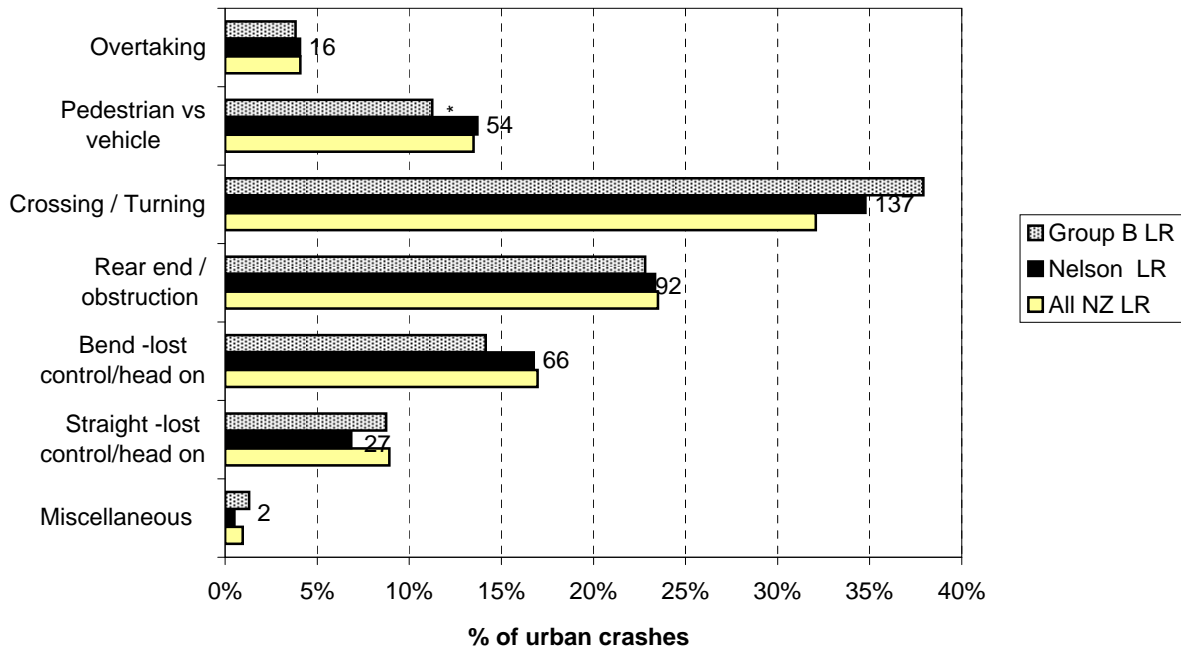
**Figure 8.5 Number of injury crashes  
Nelson City - rural council roads**



**Figure 8.6 Number of casualties  
Nelson City - rural council roads**

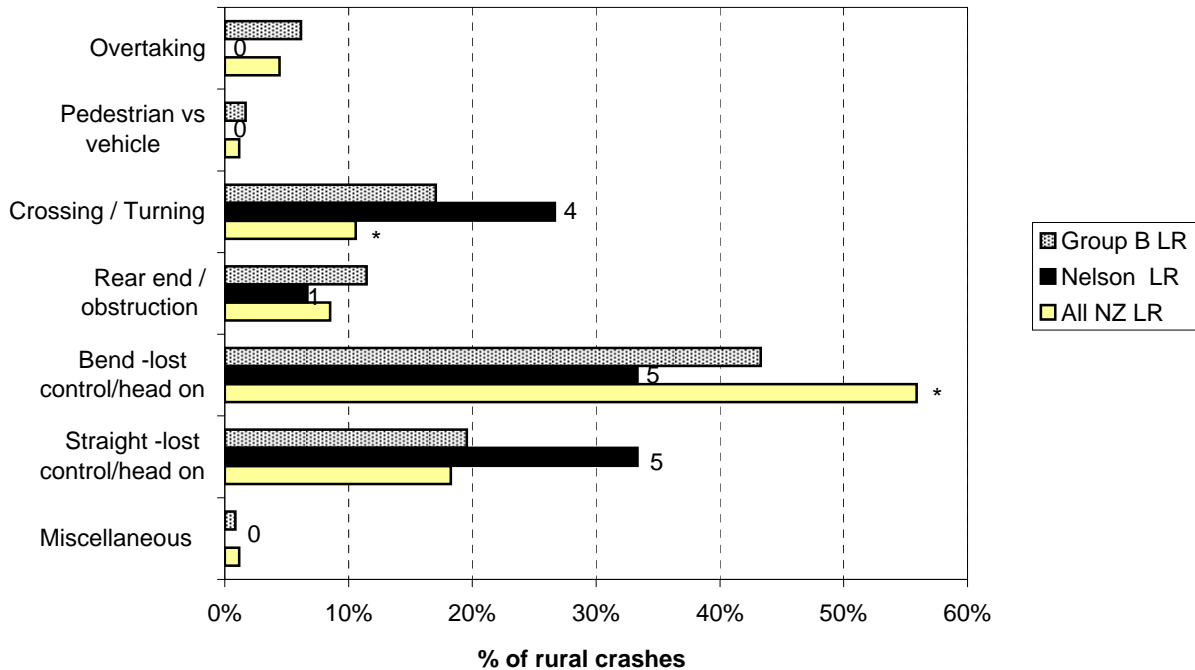


**Figure 8.7 Crash movement type - urban  
Nelson City council roads (2004-2008)**



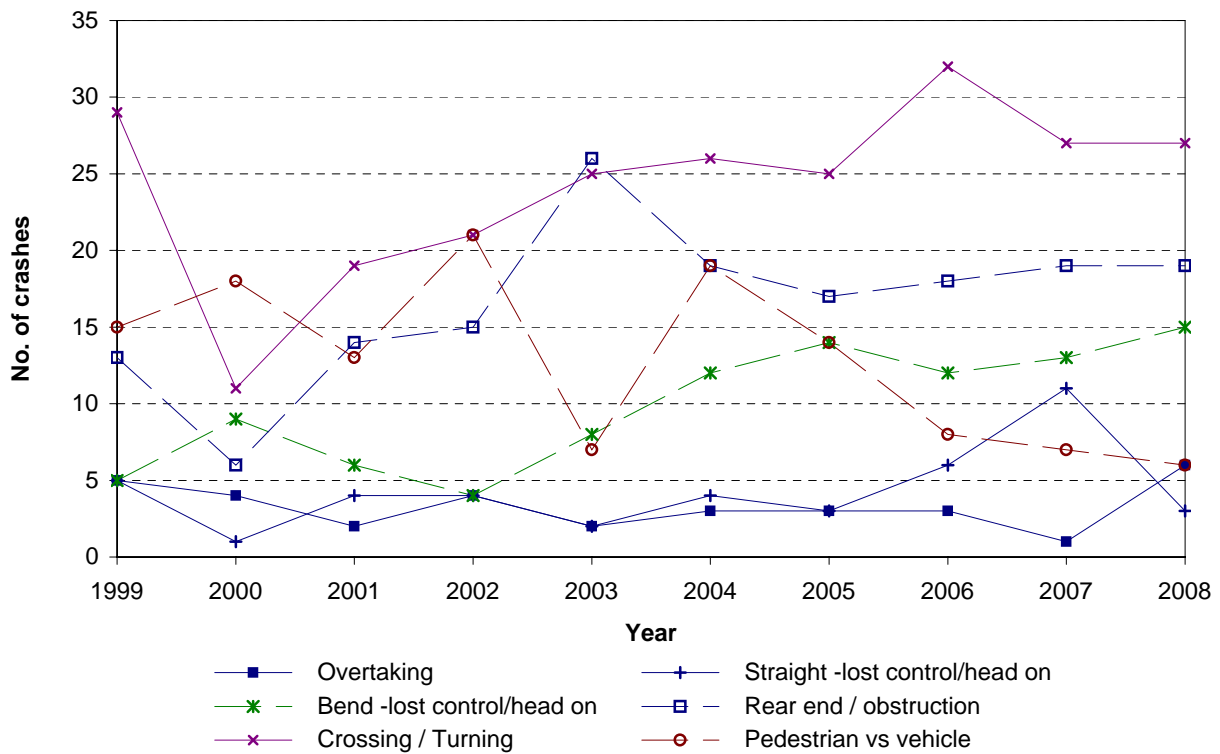
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 8.8 Crash movement type - rural  
Nelson City council roads (2004-2008)**

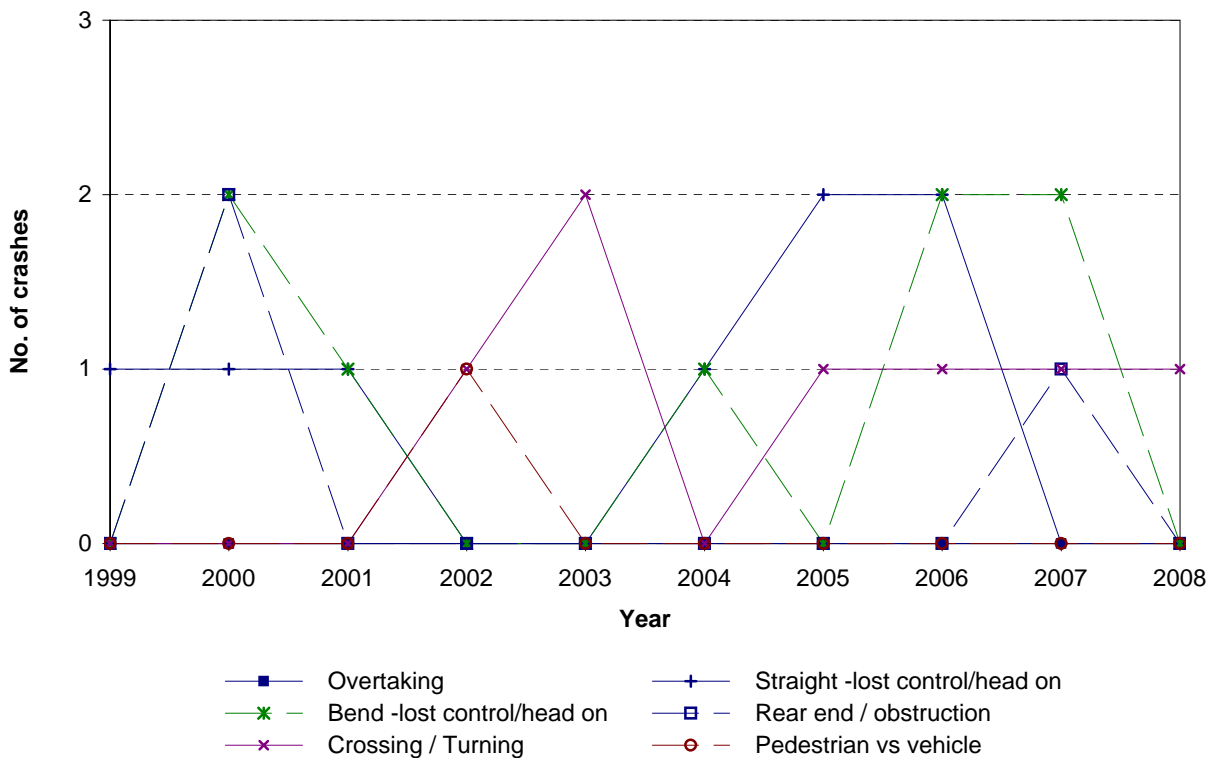


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

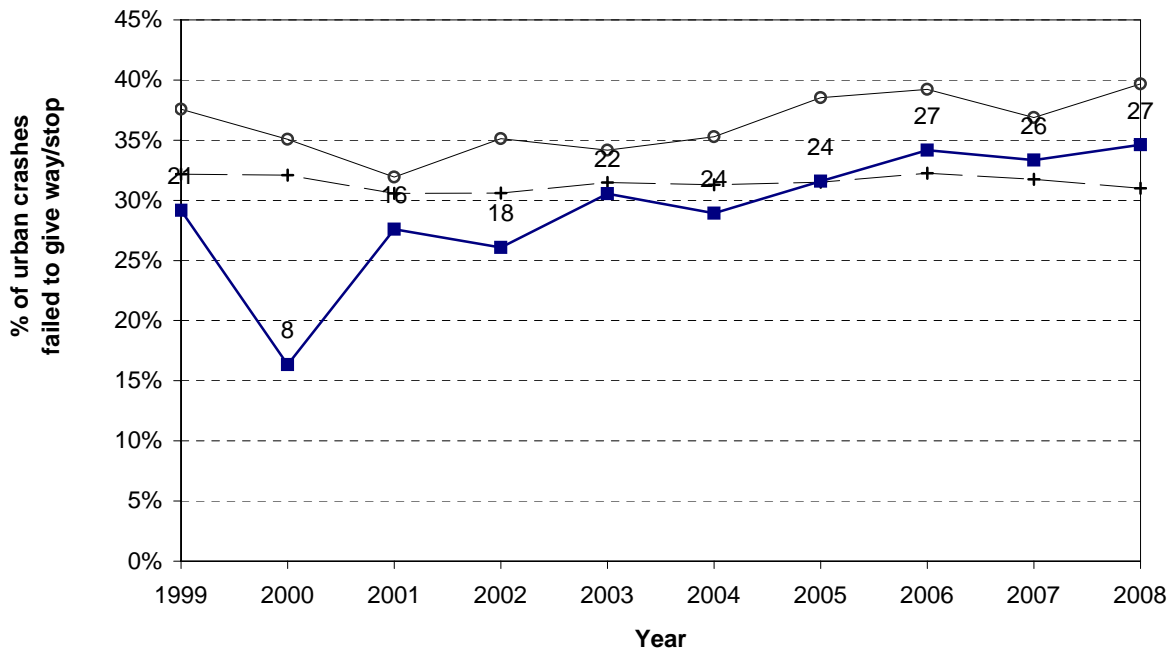
**Figure 8.9 Crash movement type - Trends  
Nelson City - urban council roads**



**Figure 8.10 Crash movement type - Trends  
Nelson City - rural council roads**



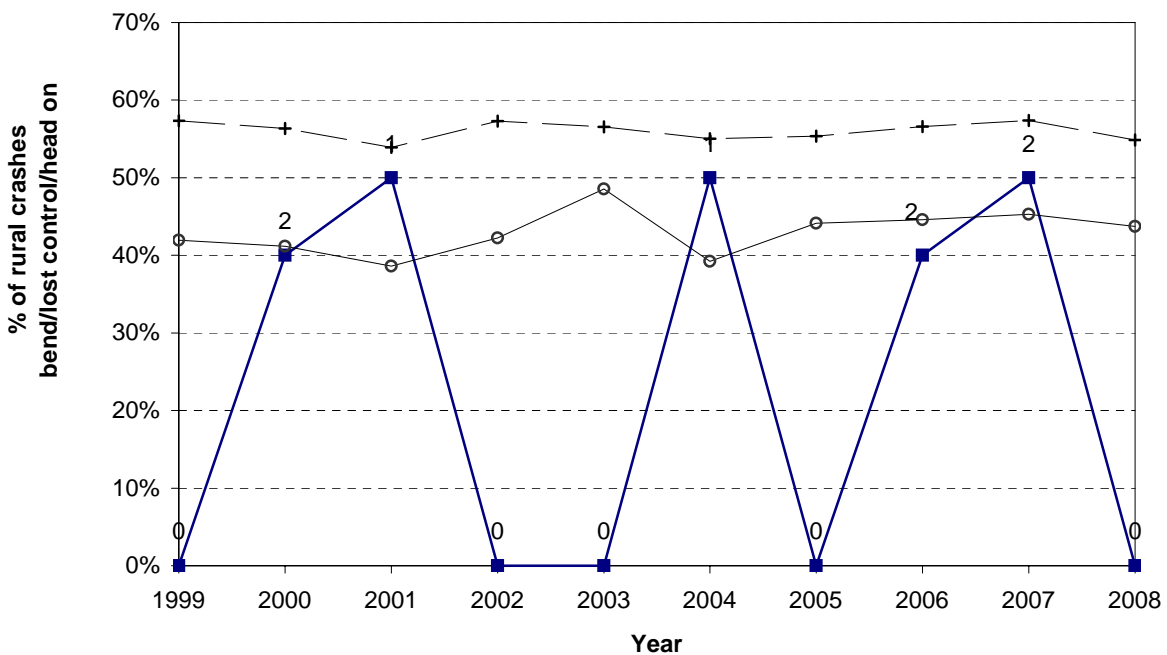
**Figure 8.11 Failed to give way/stop  
Nelson City - urban council roads**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

+ All NZ LR    ■ Nelson LR    ○ Group B LR

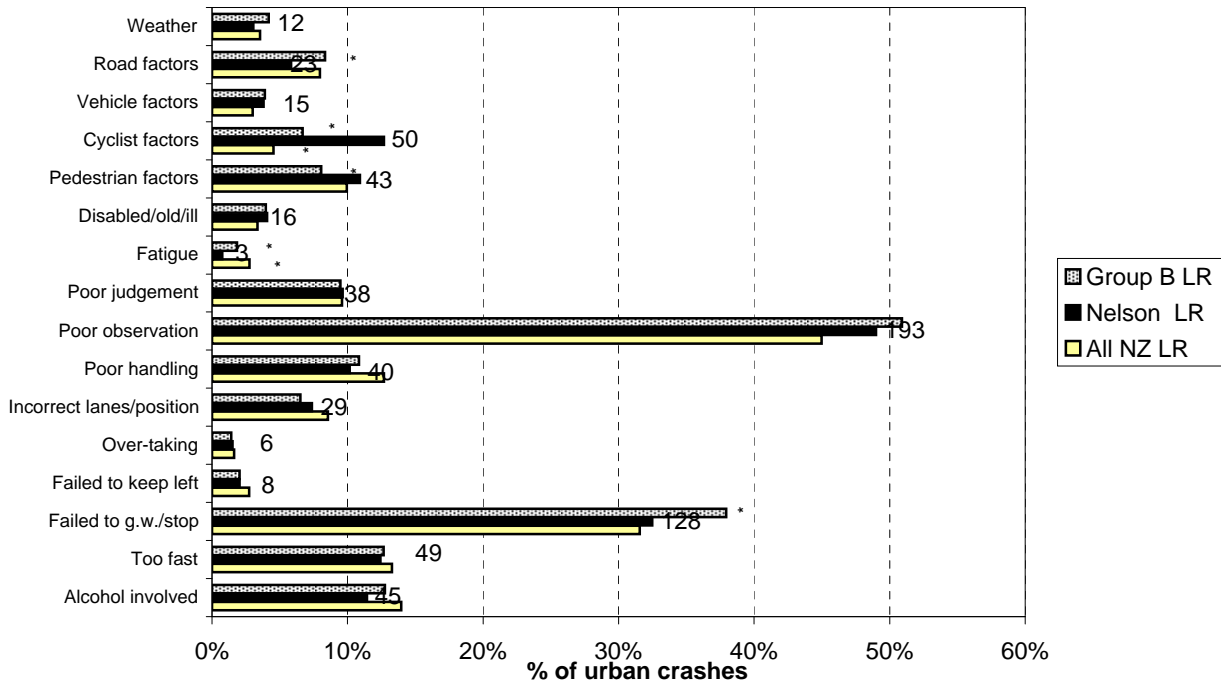
**Figure 8.12 Bend - lost control / head - on  
Nelson City - rural council roads**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

+ All NZ LR    ■ Nelson LR    ○ Group B LR

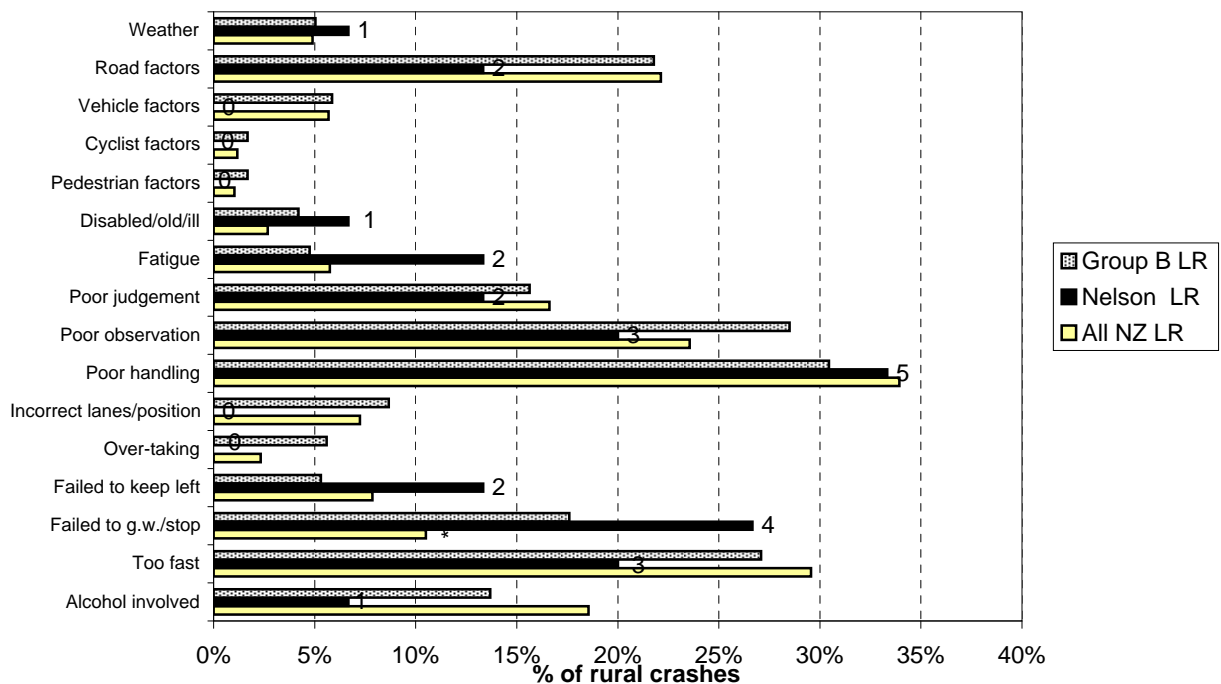
**Figure 8.13 Contributing factors - urban  
Nelson City council roads (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

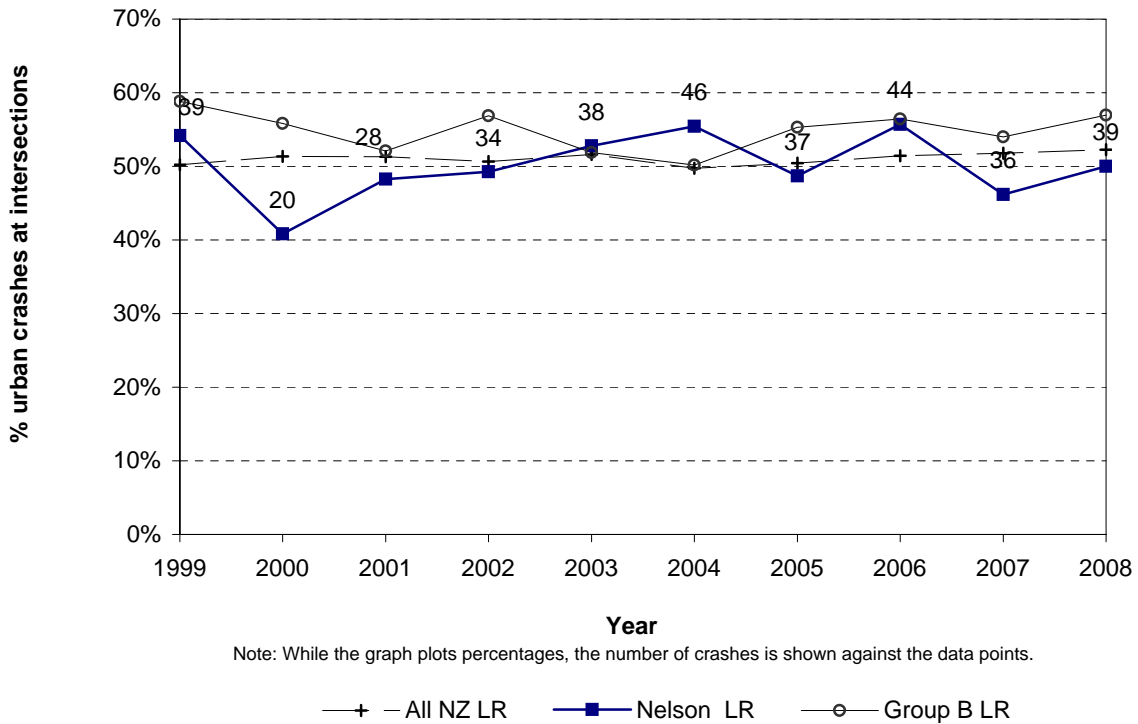
**Figure 8.14 Contributing factors - rural  
Nelson City council roads (2004-2008)**



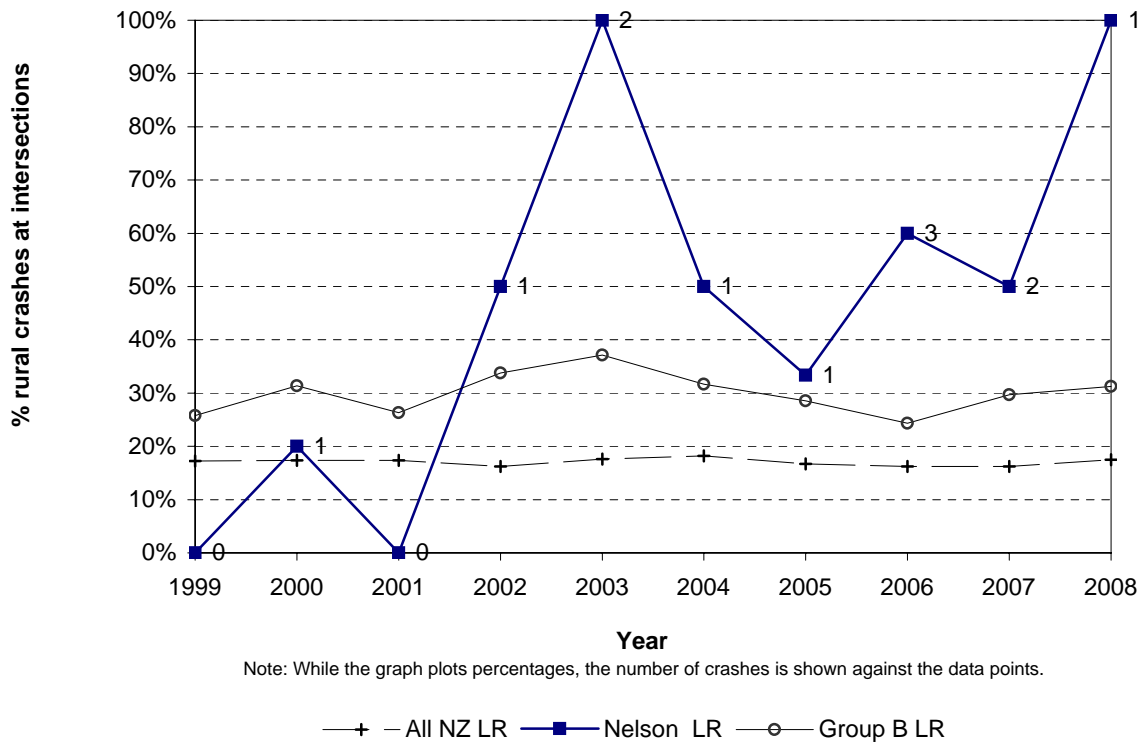
Note: While the graph plots percentages, the number of casualties is shown against the data points.

\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

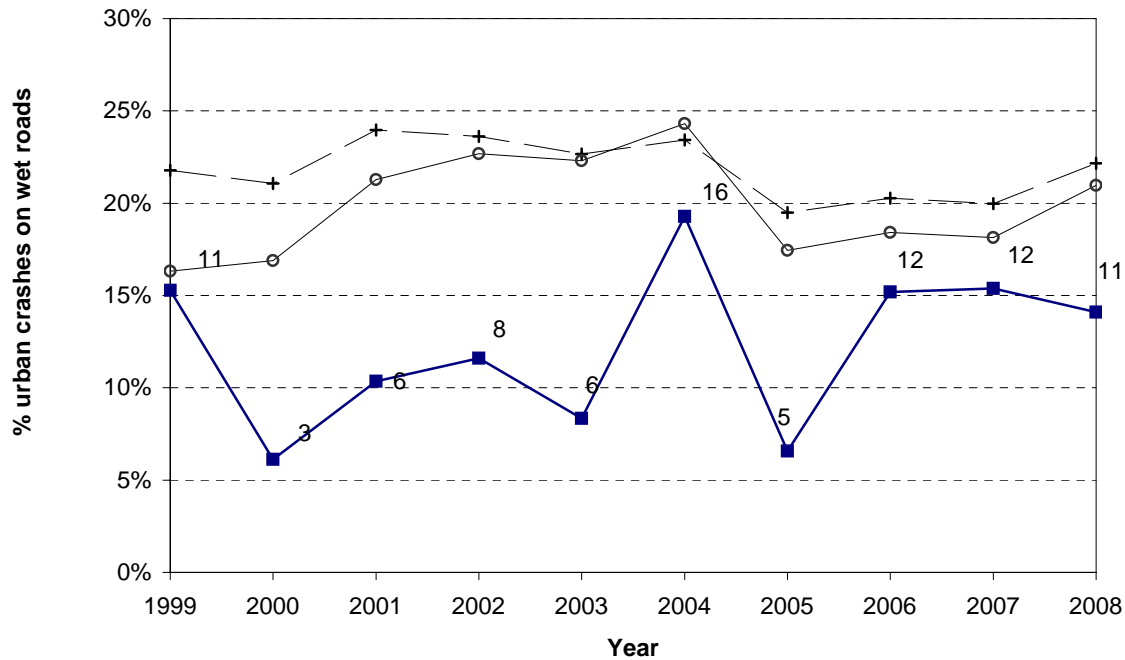
**Figure 8.15 Intersection crashes  
Nelson City - urban council roads**



**Figure 8.16 Intersection crashes  
Nelson City - rural council roads**



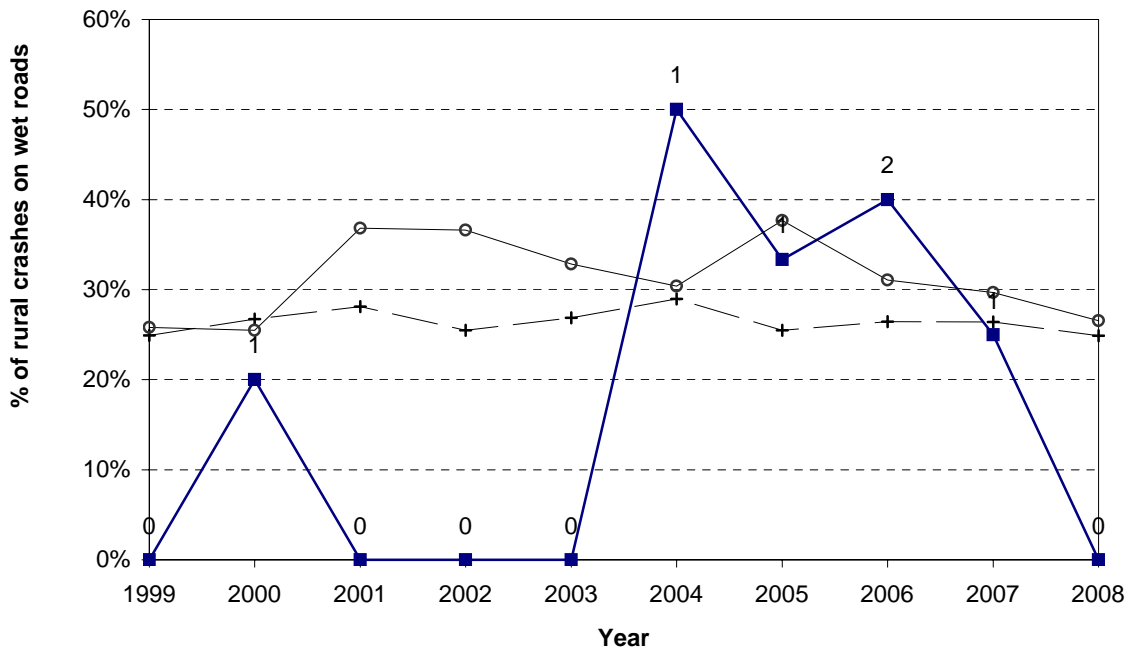
**Figure 8.17 Wet road crashes  
Nelson City - urban council roads**



Note: While the graph plots percentages, the number of crashes is shown against the data points.

—+— All NZ LR —■— Nelson LR —○— Group B LR

**Figure 8.18 Wet road crashes  
Nelson City - rural council roads**

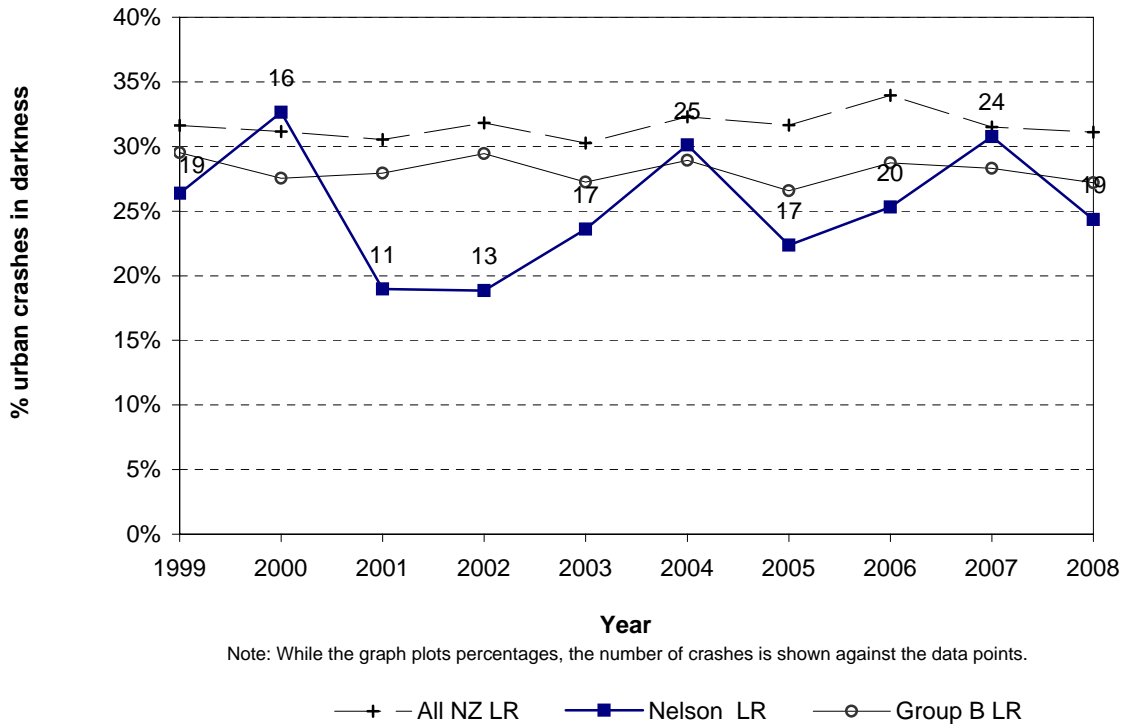


Note: While the graph plots percentages, the number of crashes is shown against the data points.

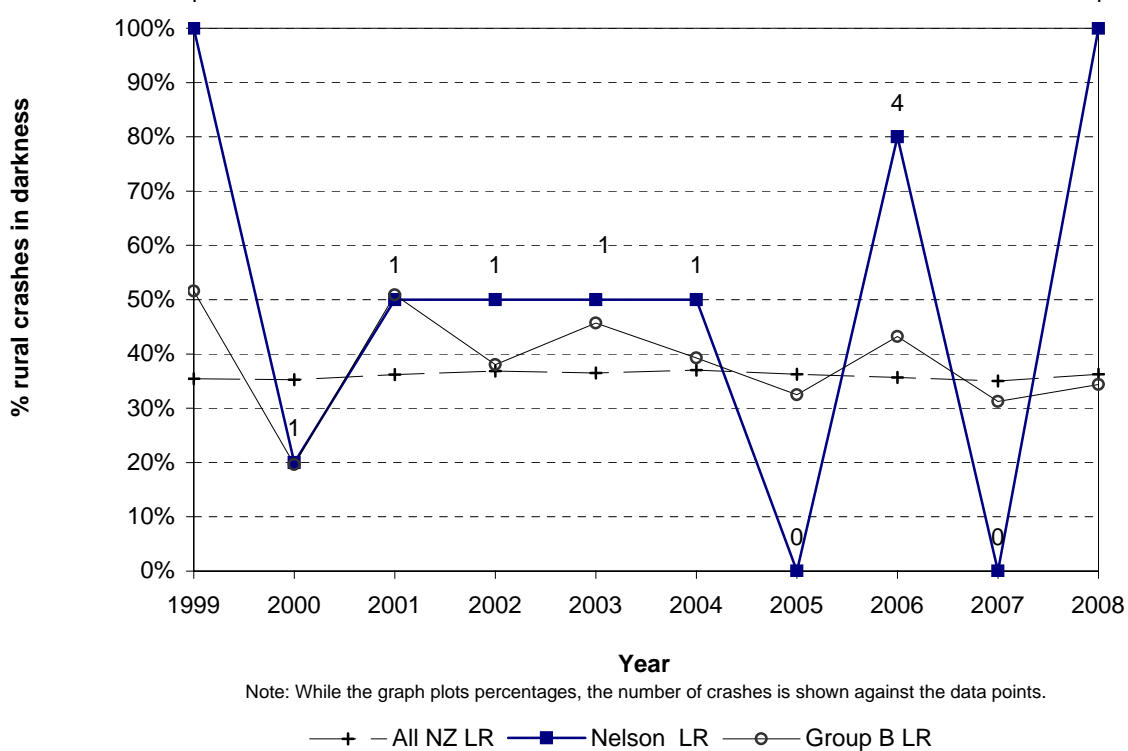
—+— All NZ LR —■— Nelson LR —○— Group B LR



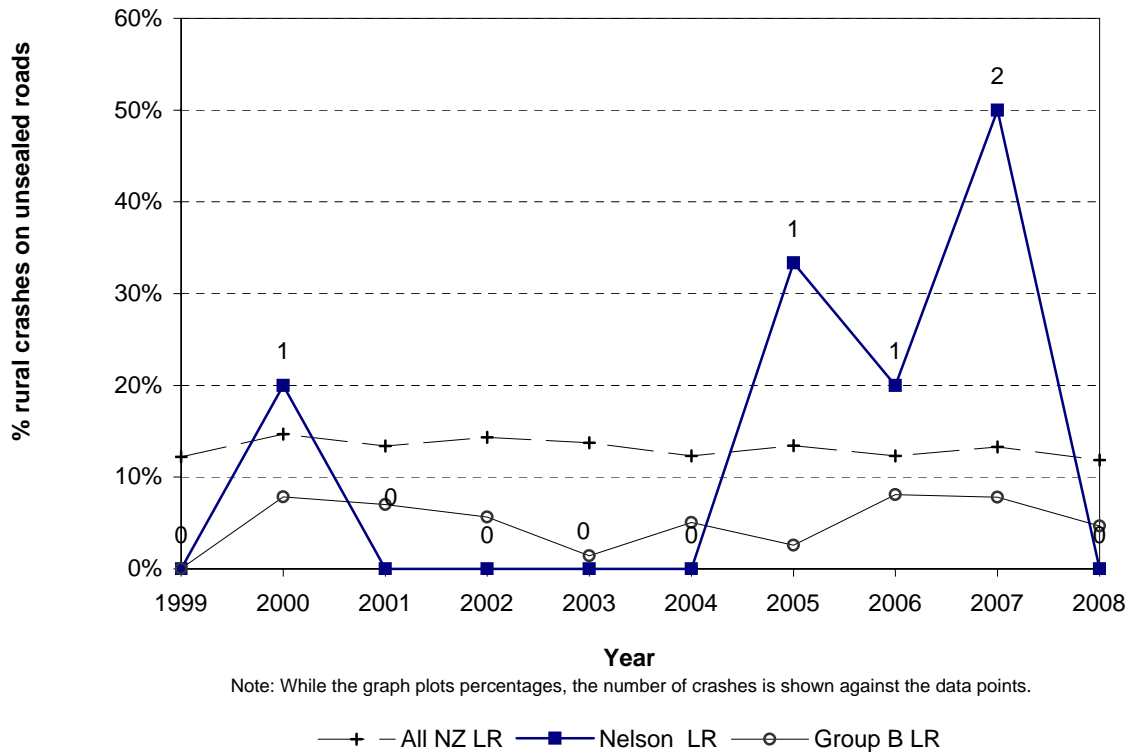
**Figure 8.19 Crashes in darkness  
Nelson City - urban council roads**



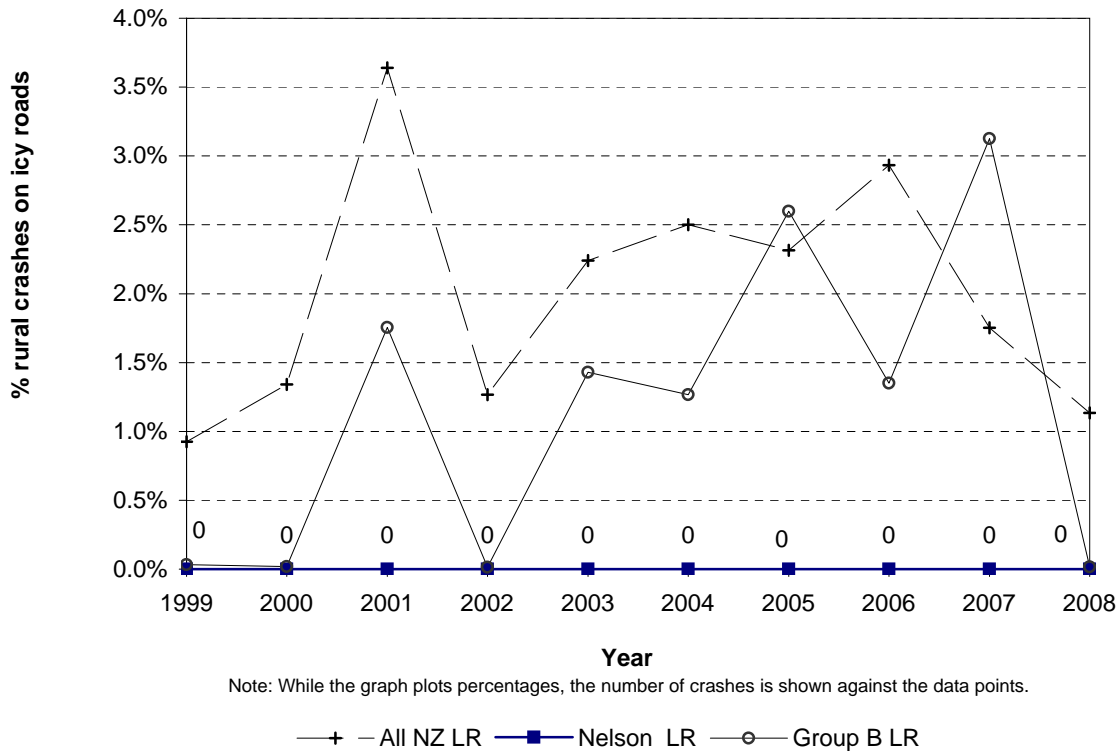
**Figure 8.20 Crashes in darkness  
Nelson City - rural council roads**



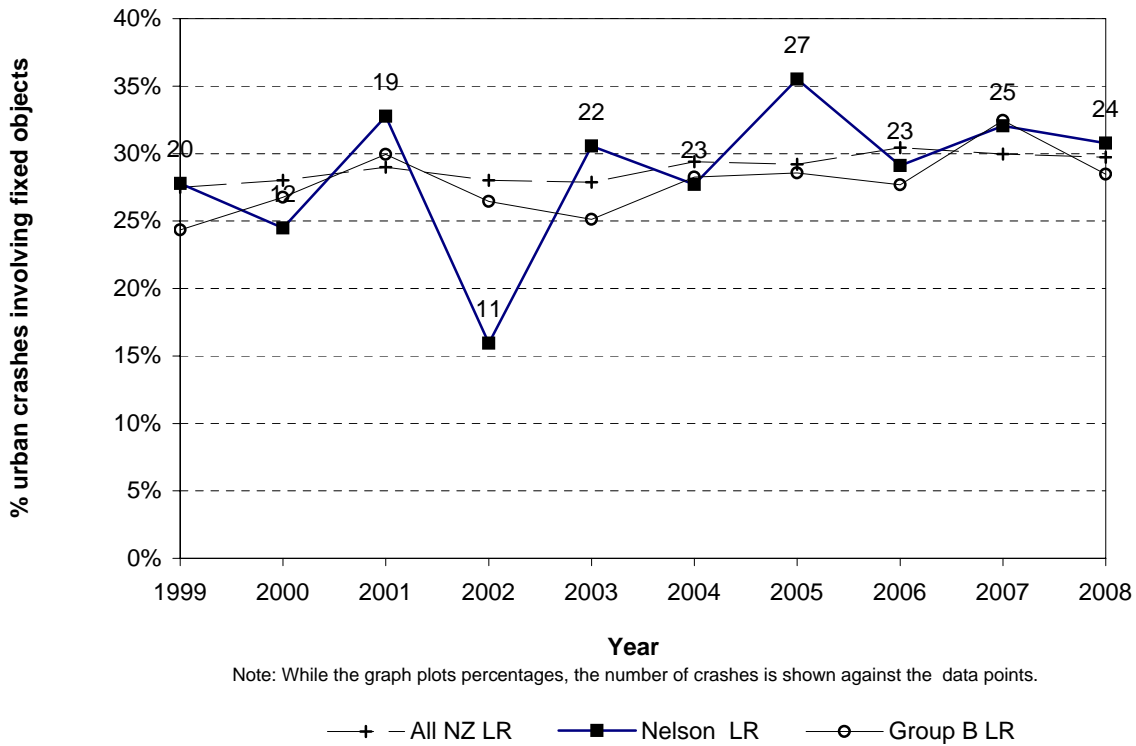
**Figure 8.21 Crashes on unsealed roads  
Nelson City - rural council roads**



**Figure 8.22 Icy road crashes  
Nelson City - rural council roads**



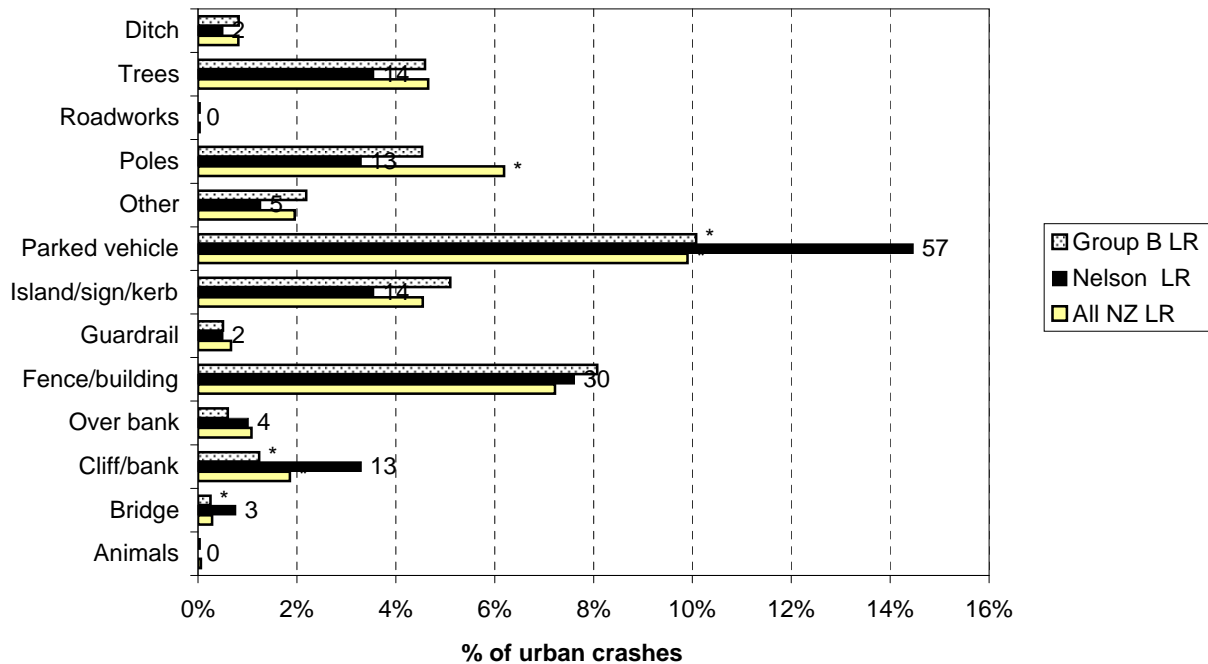
**Figure 8.23 Collisions with objects  
Nelson City - urban council roads**



**Figure 8.24 Collisions with objects  
Nelson City - rural council roads**

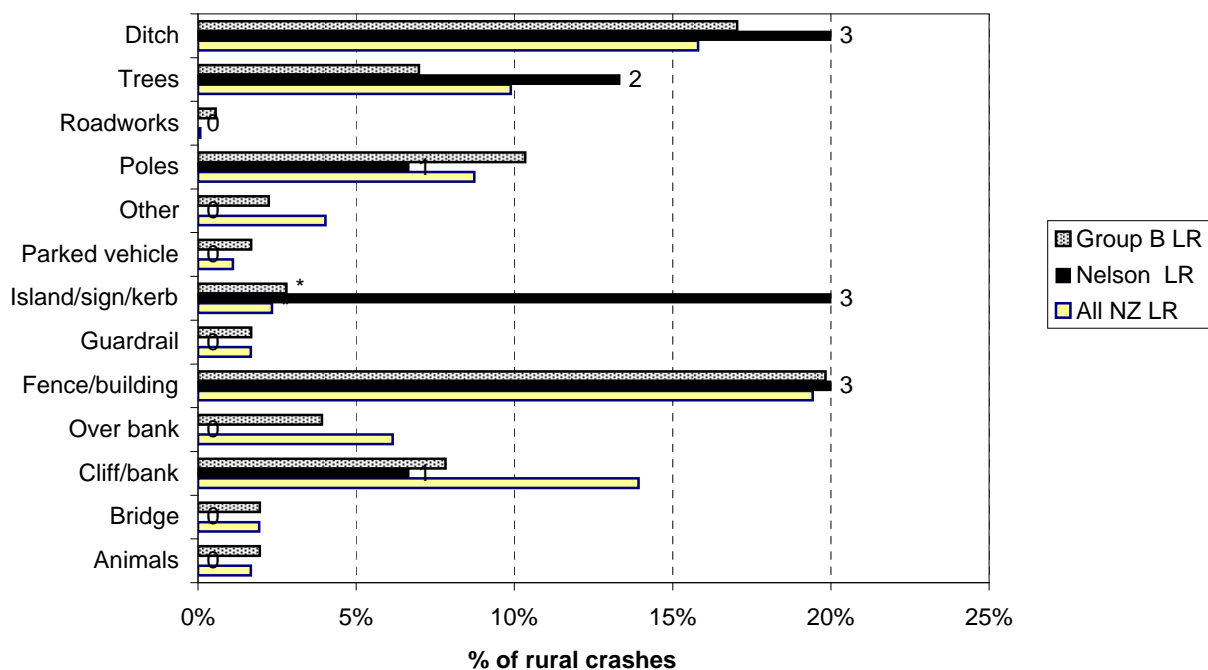


**Figure 8.25 Objects struck - urban  
Nelson City council roads (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 8.26 Objects struck - rural  
Nelson City council roads (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions



# *Crash Location Statistics*



**Table 9.1: Council Roads Black Spot List Urban  
(Injury and Non-Injury Crashes)**

Site Radius = 30 metres

**Sites with 3 or more injury crashes or more than \$1500000 in social costs**

| CRASH ROAD      |   | SIDE ROAD          | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-Injury | Wet Crash % | Dark Crash % | Crash Costs |
|-----------------|---|--------------------|------|------|------|------|------|-------|------------|-------------|--------------|-------------|
| NILE ST         | I | MAITAI VALLEY ROAD | 2    |      |      | 1    |      | 3     | 2          | 67          |              | \$3,011,411 |
| WAIMEA ROAD     | I | ANNESBROOK DRIVE   | 4    |      | 4    | 3    | 5    | 16    | 8          | 13          | 13           | \$1,970,337 |
| WAIMEA ROAD     | I | MOTUEKA ST         | 7    | 8    | 5    | 7    | 6    | 33    | 17         | 21          | 24           | \$1,820,927 |
| HAVEN ROAD      | I | HALIFAX ST         | 3    | 4    | 6    | 3    | 4    | 20    | 13         | 20          | 25           | \$1,576,772 |
| TASMAN ST       | I | GROVE ST           |      | 2    | 2    | 2    | 2    | 8     | 5          | 13          | 13           | \$1,155,336 |
| MOTUEKA ST      | I | TIPAHU ST          | 3    | 1    | 2    | 2    | 1    | 9     | 6          |             | 11           | \$793,306   |
| RUTHERFORD ST   |   | 50 N EXAMINER ST   |      |      |      | 1    | 2    | 3     |            | 33          |              | \$635,540   |
| HALIFAX ST      | I | RUTHERFORD ST      | 3    | 4    | 2    | 3    | 3    | 15    | 8          | 7           | 20           | \$587,990   |
| VANGUARD ST     | I | TOI TOI ST         | 2    | 2    | 5    | 3    | 5    | 17    | 13         | 12          | 35           | \$469,133   |
| MAIN ROAD STOKE | I | SONGER ST          | 3    |      | 3    | 4    | 1    | 11    | 6          |             | 18           | \$422,850   |
| ST VINCENT ST   | I | TOI TOI ST         | 5    | 1    | 2    | 4    | 5    | 17    | 14         | 12          | 24           | \$419,446   |
| WAIMEA ROAD     | I | BOUNDARY ROAD      | 2    |      |      | 3    | 4    | 9     | 4          | 11          | 11           | \$391,339   |
| SELWYN PLACE    | I | RUTHERFORD ST      | 2    | 1    | 5    | 4    | 3    | 15    | 12         | 13          | 7            | \$387,731   |
| WAIMEA ROAD     | I | RUTHERFORD ST      | 1    | 3    | 2    | 2    |      | 8     | 3          | 13          | 25           | \$376,074   |
| WAIMEA ROAD     | I | MARKET ROAD        | 2    |      | 1    | 4    | 3    | 10    | 6          | 30          | 30           | \$359,662   |
| GROVE ST        | I | COLLINGWOOD ST     |      | 1    | 1    | 1    | 4    | 7     | 2          |             | 14           | \$358,926   |
| WAIMEA ROAD     | I | HAMPDEN ST         | 4    | 2    | 2    | 2    | 2    | 12    | 9          |             | 25           | \$340,544   |
| HALIFAX ST      | I | TRAFALGAR ST       | 2    | 4    |      | 1    | 5    | 12    | 9          | 8           | 25           | \$340,257   |
| COLLINGWOOD ST  | I | BRIDGE ST          | 4    | 3    | 1    |      |      | 8     | 4          | 13          | 38           | \$327,861   |
| COLLINGWOOD ST  | I | NILE ST            | 1    |      |      | 1    | 4    | 6     | 2          |             | 17           | \$294,467   |
| HAVEN ROAD      | I | VANGUARD ST        | 3    | 3    | 2    |      | 1    | 9     | 6          | 11          | 11           | \$293,809   |
| HARDY ST        | I | COLLINGWOOD ST     | 3    | 1    | 1    | 3    | 1    | 9     | 6          |             | 44           | \$291,474   |
| RUTHERFORD ST   | I | BRIDGE ST          | 2    | 1    | 1    |      | 4    | 8     | 5          | 38          | 38           | \$278,177   |
| NILE ST         | I | TASMAN ST          | 1    |      | 6    | 1    |      | 8     | 5          | 25          | 13           | \$277,359   |
| WAIMEA ROAD     | I | VAN DIEMEN ST      |      | 1    | 2    |      | 4    | 7     | 4          | 14          |              | \$261,275   |
| HALIFAX ST      | I | TAHAKI ST          | 1    |      | 2    |      | 2    | 5     | 2          | 20          |              | \$227,591   |
| RENTONE ST      | I | RUSSELL ST         | 1    | 1    |      | 1    | 1    | 4     | 1          |             | 25           | \$212,982   |



**Table 9.2: Council Roads Black Spot List Rural  
(Injury and Non-Injury Crashes)**

Site Radius = 250 metres

**Sites with 3 or more injury crashes or more than \$1500000 in social costs**

| CRASH ROAD      |   | SIDE ROAD   | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-Injury | Wet Crash % | Dark Crash % | Crash Costs |
|-----------------|---|-------------|------|------|------|------|------|-------|------------|-------------|--------------|-------------|
| MAIN ROAD STOKE | I | ELMS ST     | 1    | 1    | 2    | 2    | 1    | 7     | 3          | 43          | 29           | \$4,221,101 |
| MAIN ROAD STOKE | I | SAXTON ROAD | 3    | 2    | 3    | 2    | 2    | 12    | 6          | 33          | 50           | \$1,384,237 |

**Table 9.3: State Highway  
Urban and Rural Black Spot List  
(Injury and Non-Injury Crashes)**

Urban Site Radius = 30 metres  
Rural Site Radius = 250 metres

Sites with 3 or more injury crashes or more than \$1500000 in social costs

| CRASH ROAD |   | SIDE ROAD             | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-<br>Injury | Wet<br>Crash<br>% | Dark<br>Crash<br>% | Crash Costs |
|------------|---|-----------------------|------|------|------|------|------|-------|----------------|-------------------|--------------------|-------------|
| SH 6       | I | GLEN ROAD             | 0    | 3    | 0    | 1    | 3    | 7     | 5              | 29                | 29                 | \$4,664,063 |
| SH 6       |   | 600 W CABLE BAY ROAD  | 0    | 1    | 2    | 0    | 1    | 4     | 3              | 25                | 0                  | \$3,958,382 |
| SH 6       | I | TEAL VALLEY ROAD      | 2    | 1    | 1    | 2    | 0    | 6     | 3              | 67                | 0                  | \$3,890,841 |
| SH 6       |   | 100 E WHANGAMO A SDL  | 1    | 0    | 1    | 4    | 3    | 9     | 4              | 44                | 11                 | \$1,650,679 |
| SH 6       |   | 100 N RAI SDL         | 0    | 0    | 2    | 1    | 1    | 4     | 1              | 75                | 25                 | \$1,370,120 |
| SH 6       | I | HAY ST                | 3    | 3    | 2    | 1    | 0    | 9     | 3              | 11                | 22                 | \$1,320,558 |
| SH 6       | I | LINK ROAD             | 3    | 2    | 3    | 5    | 3    | 16    | 13             | 31                | 31                 | \$1,285,936 |
| SH 6       | I | ALLISDAIR ST          | 2    | 1    | 0    | 1    | 1    | 5     | 2              | 40                | 80                 | \$983,021   |
| SH 6       |   | 300 N SONGER ST OBR   | 1    | 3    | 1    | 1    | 0    | 6     | 3              | 33                | 50                 | \$968,402   |
| SH 6       |   | 2000 S WHANGAMO A SDL | 2    | 1    | 1    | 0    | 1    | 5     | 2              | 40                | 20                 | \$876,318   |
| SH 6       |   | 700 N RAI SDL         | 1    | 3    | 3    | 0    | 2    | 9     | 5              | 67                | 0                  | \$534,343   |
| SH 6       | I | ATAWHAI DRIVE         | 4    | 1    | 0    | 1    | 2    | 8     | 4              | 0                 | 25                 | \$500,196   |
| SH 6       | I | MALVERN AVENUE        | 1    | 1    | 0    | 1    | 1    | 4     | 1              | 0                 | 25                 | \$298,980   |
| SH 6       |   | 1400 E KOKORUA ROAD   | 1    | 1    | 0    | 0    | 1    | 3     | 0              | 100               | 67                 | \$261,660   |
| SH 6       | I | TOSSWILL ROAD         | 2    | 1    | 0    | 2    | 1    | 6     | 3              | 0                 | 33                 | \$246,010   |

**Table 9.4 : Urban Council Road Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

**Site Radius =  
30 metres**

| CRASH ROAD         |   | SIDE ROAD         | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-Injury | Wet Crash % | Dark Crash % |
|--------------------|---|-------------------|------|------|------|------|------|------|-------|------------|-------------|--------------|
| HALIFAX ST         | I | TRAFALGAR ST      | 3    | 2    | 4    |      | 1    | 5    | 15    | 12         | 13          | 27           |
| WAIMEA ROAD        | I | VAN DIEMEN ST     | 4    |      | 1    | 2    |      | 4    | 11    | 7          | 9           |              |
| WAIMEA ROAD        | I | BOUNDARY ROAD     | 1    | 2    |      |      | 3    | 4    | 10    | 4          | 10          | 10           |
| COLLINGWOOD ST     | I | GROVE ST          | 1    |      | 1    | 1    | 1    | 4    | 8     | 3          | 13          | 13           |
| NILE ST            | I | COLLINGWOOD ST    | 2    | 1    |      |      | 1    | 4    | 8     | 4          | 13          | 38           |
| RUTHERFORD ST      | I | BRIDGE ST         |      | 2    | 1    | 1    |      | 4    | 8     | 5          | 38          | 38           |
| HASTINGS ST        | I | ST VINCENT ST     |      | 1    | 1    | 1    |      | 5    | 8     | 7          | 25          | 13           |
| SELWYN PLACE       | I | CHURCH ST         | 1    |      | 1    |      | 1    | 3    | 6     | 5          | 17          | 50           |
| VANGUARD ST        | I | NORTHESK ST       |      |      |      | 1    |      | 3    | 4     | 2          | 25          | 50           |
| RUTHERFORD ST      |   | 50 N EXAMINER ST  |      |      |      |      | 1    | 2    | 3     |            | 33          |              |
| VANGUARD ST        | I | HUTCHESON ST      |      | 1    |      |      |      | 2    | 3     | 2          |             | 33           |
| NAYLAND ROAD       | I | LANGBEIN ST       |      |      |      |      | 1    | 2    | 3     | 1          | 33          | 33           |
| SH 6               | I | ANNESBROOK DRIVE  | 1    |      |      |      |      | 2    | 3     | 2          |             |              |
| WAIMEA ROAD        | I | WATERHOUSE ST     |      |      |      | 1    |      | 2    | 3     | 2          | 33          |              |
| BROOK ST           | I | BRONTE ST         |      |      | 1    |      |      | 2    | 3     | 2          | 67          | 67           |
| STRAWBRIDGE SQUARE |   | 40 E NEALE AVENUE |      |      |      |      |      | 3    | 3     | 3          |             |              |
| TRAFALGAR ST       | I | NEW ST            |      |      |      |      | 1    | 2    | 3     | 3          | 33          |              |
| WASHINGTON ROAD    | I | PRINCES DRIVE     |      | 1    |      |      |      | 2    | 3     | 3          |             | 33           |

**Table 9.4a : Rural Council Road Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

**Site Radius =  
250 metres**

| CRASH ROAD | SIDE ROAD | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-Injury | Wet Crash % | Dark Crash % |
|------------|-----------|------|------|------|------|------|------|-------|------------|-------------|--------------|
|------------|-----------|------|------|------|------|------|------|-------|------------|-------------|--------------|

**There are no sites with a significant increase in crashes in 2008**

**Table 9.5 : State Highway Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

**Urban Site Radius = 30 metres  
Rural Site Radius = 250 metres**

| CRASH ROAD | SIDE ROAD           | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | TOTAL | Non-Injury | Wet Crash % | Dark Crash % |
|------------|---------------------|------|------|------|------|------|------|-------|------------|-------------|--------------|
| SH 6       | 530 S ROSS ROAD     | 0    | 1    | 2    | 1    | 1    | 5    | 10    | 8          | 40          | 30           |
| SH 6       | I BISLEY AVENUE     | 0    | 2    | 0    | 1    | 0    | 6    | 9     | 7          | 11          | 33           |
| SH 6       | I WILDMAN AVENUE    | 0    | 1    | 0    | 0    | 0    | 4    | 5     | 3          | 20          | 40           |
| SH 6       | I DOUGLAS ROAD      | 2    | 0    | 0    | 0    | 0    | 3    | 5     | 3          | 0           | 0            |
| SH 6       | 2300 N RAI SDL      | 0    | 0    | 0    | 1    | 0    | 2    | 3     | 1          | 33          | 67           |
| SH 6       | 1870 S KOKORUA ROAD | 0    | 0    | 0    | 1    | 0    | 2    | 3     | 1          | 0           | 0            |
| SH 6       | 20 E HAVEN ROAD     | 0    | 1    | 0    | 0    | 0    | 2    | 3     | 2          | 0           | 0            |

# appendix

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- Groupings of crash types
- Grouping of contributing factors



## Explanatory notes for the appendix

1. Each traffic crash report has a diagram and a description of what happened. These are used to classify the movements the vehicles were making when they crashed eg 'collided with parked vehicle', or 'lost control while overtaking'. In this report, crash types are grouped into seven categories. The following page shows the types of crashes which are included in each group.
2. Traffic crash reports also include information on why the crash occurred, or on factors contributing to the crash. In this report the hundreds of contributing factor codes used by New Zealand Transport Agency have been condensed into 16 groups for practical reasons. Lists of the factor groups used in this report, and of all the contributing factors used by New Zealand Transport Agency, are shown on the following pages.
3. Note that in the year 2000 there were some minor changes to the contributing factor groups. The most significant change was that 'inattention' was grouped with 'inadequate check' to form 'poor observation'. This allowed a more accurate assessment of 'fatigue' as a contributing factor, as it now has its own grouping.
4. The factor group 'poor handling' includes factor codes that were only introduced in 1998. This could explain why there may have been a sudden change at this time.
5. The coding of the factors contributing to a crash is subjective. Therefore analysis using contributing factor groups needs to be interpreted with caution. Also, to effectively target safety or enforcement campaigns more analysis of the specific contributing factors involved may be needed.
6. It should be noted that a traffic crash generally has more than one contributing factor. Therefore, adding the number of crashes on graphs showing the number of crashes with a given factor or factor group will be greater than the total number of crashes in the city or district.



# Groupings of crash types

|                                   |   |                               |  |                                       |                                  |                                      |                              |                          |                         |    |    |    |    |
|-----------------------------------|---|-------------------------------|--|---------------------------------------|----------------------------------|--------------------------------------|------------------------------|--------------------------|-------------------------|----|----|----|----|
| Overtaking                        | AA  | AB                            | AC   | AD                                    | AE                               | AF                                   | AG                           |                          |                         |    |    |    |    |
|                                   | <br>PULLING OUT OR CHANGING LANE TO RIGHT | <br>HEAD ON                   | <br>CUTTING IN OR CHANGING LANE TO LEFT            | <br>LOST CONTROL (OVERTAKING VEHICLE) | <br>SIDE ROAD                    | <br>LOST CONTROL (OVERTAKEN VEHICLE) | <br>WEAVING IN HEAVY TRAFFIC |                          |                         |    |    |    |    |
| Straight - Lost control / Head on | GE  | GB                            | BA   | CA                                    | CB                               | CC                                   | BE                           |                          |                         |    |    |    |    |
|                                   | <br>OVERTAKING VEHICLE                    | <br>LEFT SIDE SIDE SWIPE      | <br>ON STRAIGHT                                    | <br>OUT OF CONTROL ON ROADWAY         | <br>OFF ROADWAY TO LEFT          | <br>OFF ROADWAY TO RIGHT             | <br>LOST CONTROL ON STRAIGHT |                          |                         |    |    |    |    |
| Bend - Lost control / Head on     | DA  | DB                            | DC   | BB                                    | BC                               | BD                                   | BF                           |                          |                         |    |    |    |    |
|                                   | <br>LOST CONTROL TURNING RIGHT            | <br>LOST CONTROL TURNING LEFT | <br>MISSED INTERSECTION OR END OF ROAD             | <br>CUTTING CORNER                    | <br>SWINGING WIDE                | <br>BOTH OR UNKNOWN                  | <br>LOST CONTROL ON CURVE    |                          |                         |    |    |    |    |
| Rear end / Obstruction            | EA  | EB                            | EC   | ED                                    | EE                               | FA                                   | FB                           |                          |                         |    |    |    |    |
|                                   | <br>PARKED VEHICLE                        | <br>ACCIDENT OR BROKEN DOWN   | <br>NON VEHICULAR OBSTRUCTIONS (INCLUDING ANIMALS) | <br>WORKMANS VEHICLE                  | <br>OPENING DOOR                 | <br>SLOWER VEHICLE                   | <br>CROSS TRAFFIC            |                          |                         |    |    |    |    |
| Crossing / Turning                | FC  | FD                            | FE   | FF                                    | GA                               | GD                                   | GF                           |                          |                         |    |    |    |    |
|                                   | <br>PEDESTRIAN                            | <br>QUEUE                     | <br>SIGNALS  | <br>OTHER                             | <br>REAR OF LEFT TURNING VEHICLE | <br>NEAR CENTRE LINE                 | <br>TWO TURNING              |                          |                         |    |    |    |    |
| Pedestrian vs Vehicle             | MA  | MB                            | MC   | MD                                    | ME                               | MF                                   | MG                           |                          |                         |    |    |    |    |
|                                   | <br>PARKING OR LEAVING                    | <br>'U' TURN                  | <br>'U' TURN                                       | <br>DRIVEWAY MANOEUVRE                | <br>PARKING OPPOSITE             | <br>ENTERING OR LEAVING              | <br>REVERSING ALONG ROAD     |                          |                         |    |    |    |    |
| Miscellaneous                     | GC  | HA                            | JA   | JC                                    | KA                               | KB                                   | KC                           |                          |                         |    |    |    |    |
|                                   | <br>STOPPED OR TURNING FROM LEFT SIDE     | <br>RIGHT ANGLE (70° TO 110°) | <br>RIGHT TURN RIGHT SIDE                          | <br>TWO TURNING                       | <br>LEFT TURN IN                 | <br>RIGHT TURN IN                    | <br>TWO TURNING              |                          |                         |    |    |    |    |
| Miscellaneous                     | LA  | LB                            | NA   | NB                                    | NC                               | ND                                   | NE                           | NF                       | NG                      |    |    |    |    |
|                                   | <br>STOPPED WAITING TO TURN               | <br>MAKING TURN               | <br>LEFT SIDE                                      | <br>RIGHT SIDE                        | <br>LEFT TURN LEFT SIDE          | <br>RIGHT TURN RIGHT SIDE            | <br>LEFT TURN RIGHT SIDE     | <br>RIGHT TURN LEFT SIDE | <br>MANOEUVRING VEHICLE |    |    |    |    |
| Miscellaneous                     | PA  | PB                            | PC   | PD                                    | PE                               | PF                                   | QA                           | QB                       | QC                      | QD | QE | QF | QG |
|                                   | <br>FELL WHILE BOARDING OR ALIGHTING      | <br>FELL FROM MOVING VEHICLE  | <br>TRAIN  | <br>PARKED VEHICLE RAN AWAY           | <br>EQUESTRIAN                   | <br>FELL INSIDE VEHICLE              | <br>TRAILER OR LOAD          |                          |                         |    |    |    |    |

## Groupings of contributing factors

| Factor group                        | Factor codes included                                   |
|-------------------------------------|---|
| <b>Alcohol involved</b>             | 100 – 101<br>103 – 109                                  |
| <b>Too fast</b>                     | 110 – 119<br>430 – 432                                  |
| <b>Failed to give way or stop</b>   | 300 – 314<br>320 – 328                                  |
| <b>Failed to keep left</b>          | 120 – 128<br>205  |
| <b>Overtaking</b>                   | 150 – 161   |
| <b>Incorrect lanes or position</b>  | 129<br>170 – 183<br>200 – 204<br>206 – 209<br>440 – 448 |
| <b>Poor handling</b>                | 130 – 134<br>137 – 149<br>420 – 429                     |
| <b>Poor observation</b>             | 330 – 360<br>370 – 379                                  |
| <b>Poor judgement</b>               | 380 – 387<br>400 – 407                                  |
| <b>Fatigue</b>                      | 410 – 415   |
| <b>Disabled, old age or illness</b> | 500 – 507   |
| <b>Pedestrian factors</b>           | 700 – 731   |
| <b>Cyclist factors</b>              | Any factor coded against a cyclist                      |
| <b>Vehicle factors</b>              | 136, 600 – 699  |
| <b>Road factors</b>                 | 135, 800 – 899  |
| <b>Weather</b>                      | 900 – 909   |

Note:

The following factor codes are not included as they do not fit adequately into any of the above groupings: 102, 106, 190–198, 433, 434, 510–534 and 910–999.

## FACTORS PROBABLY CONTRIBUTING TO CRASHES

### DRIVER CONTROL

- 100 **Alcohol or drugs**
  - 101 Alcohol suspected
  - 102 Alcohol test below limit
  - 103 Alcohol test above limit or test refused
  - 104 Alcohol test result unknown
  - 105 Visibly intoxicated non-driver (pedestrian / cyclist / passenger)
  - 106 Dead driver not suspected, tested negative (MOT only)
  - 107
  - 108 Drugs suspected
  - 109 Drugs proven
- 110 **Too fast for conditions**
  - 111 Cornering
  - 112 On straight
  - 113 To give way at intersection
  - 114 Approaching railway crossing
  - 115 When passing stationary school bus
  - 116 At temporary speed limit
  - 117 At crash or emergency
- 120 **Failed to keep left**
  - 121 Swung wide on bend
  - 122 Swung wide at intersection
  - 123 Cutting corner on bend
  - 124 Cutting corner at intersection
  - 125 On straight section
  - 126 Vehicle crossed raised median
  - 127 Driving or riding abreast (cyclists more than 2 abreast)
  - 128 Wandering or wobbling
  - 129 Too far left / right
- 130 **Lost control**
  - 131 When turning
  - 132 Under heavy braking
  - 133 Under heavy acceleration
  - 134 While returning to seal from unsealed shoulder
  - 135 Due to road conditions (requires road series code)
  - 136 Due to vehicle fault (requires vehicle series code)
  - 137 Avoiding another vehicle, pedestrian, party or obstacle on roadway
  - 138 On unsealed road
  - 139 End of seal
- 140 **Failed to signal in time**
  - 141 When moving to left, pulling over to left
  - 142 When turning left
  - 143 When pulling out or moving to the right
  - 144 When turning right
  - 145 Incorrect Signal
- 150 **Overtaking**
  - 151 Overtaking line of traffic or queue
  - 152 Deliberately in the face of oncoming traffic
  - 153 Failed to notice oncoming traffic
  - 154 Misjudged speed or distance of oncoming traffic
  - 155 At no passing line
  - 156 With insufficient visibility
  - 157 At an intersection without due care
  - 158 On left without due care
  - 159 Cut in after overtaking
  - 160 Vehicle signalling right turn
  - 161 Without care at a pedestrian crossing
- 170 **Wrong lane or turned from wrong position**
  - 171 Turned right from incorrect lane
  - 172 Turned left from incorrect lane
  - 173 Travelled straight ahead from turning lane or flush median
  - 174 Turned right from left side of road
  - 175 Turned left from near centre line
  - 176 Turned into incorrect lane
  - 177 Weaving or cut in on multi-lane roads
  - 178 Moved left to avoid slow vehicle

- 180 **In line of traffic**
  - 181 Following too closely
  - 182 Travelling unreasonably slowly
  - 183 Motorist crowded cyclist

- 190 **Sudden action**
  - 191 Braked
  - 192 Turned left
  - 193 Turned right
  - 194 Swerved to avoid pedestrian
  - 195 Swerved to avoid animal
  - 196 Swerved to avoid crash or broken down vehicle
  - 197 Swerved to avoid vehicle
  - 198 Swerved to avoid object or for unknown reason
- 200 **Forbidden movements**
  - 201 Wrong way in one way street, motorway or roundabout
  - 202 When turning or U turning contrary to a sign
  - 203 Contrary to "in" or "out" only driveway sign
  - 204 Driving or riding on footpath
  - 205 On incorrect side of island or median
  - 206 Contrary to "no entry" sign
  - 207 In Car Park
  - 208 Motor vehicle in cycle lane
  - 209 Bus / Transit lane

### VEHICLE CONFLICTS

- 300 **Failed to give way**
  - 301 At Stop sign
  - 302 At Give Way sign
  - 303 When turning to non-turning traffic
  - 304 When deemed turning by markings, not geometry
  - 305 When turning left, to opposing right turning traffic
  - 306 To pedestrian on a crossing
  - 307 When turning at signals to pedestrians
  - 308 When entering roadway from driveway
  - 309 To traffic approaching or crossing from the right
  - 310 Failed to give way at one lane bridge / road
  - 311 Failed to give way to pedestrian on footpath or verge
  - 312 Entering roadway not from driveway or intersection
  - 313 To emergency vehicle
  - 314 Driver waved through
- 320 **Did not stop**
  - 321 At stop sign
  - 322 At steady red light
  - 323 At steady red arrow
  - 324 At steady amber light
  - 325 At steady amber arrow
  - 326 At flashing red lights (Rail Xing, Fire Stn etc)
  - 327 For police or flag-person
  - 328 For school patrol / kea crossing
- 330 **Inattentive: failed to notice**
  - 331 Car slowing, stopping or stopped in front
  - 332 Bend in road
  - 333 Indication of vehicle in front
  - 334 Traffic lights
  - 335 Intersection or its Stop / Give Way control
  - 336 Other regulatory sign / markings
  - 337 Warning sign
  - 338 Direction, information signs / markings
  - 339 Road-works signs
  - 340 Lane use arrows / markings?
  - 341 Obstructions on Roadway
- 350 **Attention diverted by:**
  - 351 Passengers
  - 352 Scenery or persons outside vehicle
  - 353 Other traffic
  - 354 Animal or insect in vehicle
  - 355 Trying to find intersection, house number, destination
  - 356 Advertising or signs
  - 357 Emotionally upset
  - 358 Cigarette, radio, glove box etc, obj under drivers feet/pedals etc
  - 359 Cell phone / navigation device or any communications device
  - 360 Driver dazzled

- 370 **Did not see or look for another party until too late**
  - 371 Behind when reversing / manoeuvring
  - 372 Behind when changing lanes position or direction (includes U-turns)
  - 373 Behind when pulling out from parked position
  - 374 Behind when opening door or leaving vehicle
  - 375 When required to give way to traffic from another direction
  - 376 When required to give way to pedestrians.
  - 377 When visibility obstructed by other vehicles
  - 378 When visibility limited by roadside features
  - 379 When first in queue on receiving green light
- 380 **Misjudged speed, distance, size or position of:**
  - 381 Other vehicle coming from behind or alongside
  - 382 Other vehicle coming from another direction with right of way
  - 383 Pedestrian movement or intention
  - 384 Towed vehicle, or while towing a vehicle
  - 385 Size or position of fixed object or obstacle
  - 386 Of own vehicle
  - 387 Misjudged intentions of another party

### GENERAL DRIVER

- 400 **Inexperience**
  - 401 In driving in fast, complex or heavy traffic
  - 402 New driver showed inexperience
  - 403 Driving strange vehicle
  - 404 Overseas driver fails to adjust to local conditions
  - 405 Driver under instruction
  - 406 At towing trailer / other vehicle
  - 407 Driver over-reacted
  - 408 Unsupervised cyclist
- 410 **Fatigue (drowsy, tired, fell asleep)**
  - 411 Long trip
  - 412 Lack of sleep
  - 413 Exhaust fumes
  - 414 Worked long hours before driving
  - 415 Exceeded driving hours
- 420 **Incorrect use of vehicle controls**
  - 421 Started in gear
  - 422 Stalled engine
  - 423 Wrong pedal
  - 424 Footrest, stand
  - 425 Ignition turned off (steering locked)
  - 426 Lights not switched on
  - 427 Foot slipped
  - 428 Parking brake not fully applied
  - 429 Trailer coupling or safety chain not secured
- 430 **Showing off**
  - 431 Racing
  - 432 Playing chicken
  - 433 Wheel spins / wheelies / doughnuts etc
  - 434 Intimidating driving
- 440 **Parked or stopped**
  - 441 Inadequately lit at night: (not lit by street lights or park lights off)
  - 442 At point of limited visibility
  - 443 Not as close as practicable to side of road
  - 444 On incorrect side of road
  - 445 Double parked
  - 446 In 'No Stopping' area
  - 447 Not clear of rail crossing
  - 448 In cycle or Transit lane

## **GENERAL PERSON**

- 500 Illness and disability**  
501 Illness with no warning e.g. heart attack, unexpected epilepsy)  
502 Physically disabled  
503 Defective vision  
504 Medical illness (not sudden) flu, diabetes  
505 Mental illness (depression, psychosis)  
506 Suicidal (but not successful)  
507 Impaired ability due to old age
- 510 Intentional or criminal**  
511 Deliberate homicide (only if succeeded)  
512 Intentional collision  
513 Committed suicide (only if succeeded)  
514 Evading enforcement  
515 Object deliberately thrown at or dropped on vehicle / shot at  
516 Object thrown from vehicle  
517 Stolen vehicle
- 520 Driver or passenger, boarding, leaving, in vehicle**  
521 Boarding moving vehicle  
522 Intentionally leaving moving vehicle  
523 Riding in insecure position  
524 Interfered with driver  
525 Opened door inadvertently  
526 Overloaded vehicle (with passengers)  
527 Child playing in parked vehicle
- 530 Miscellaneous person**  
531 Casualty drowned  
532 Casualty thrown from vehicle  
533 Equestrian not keeping to verge  
534 Cyclist or M/cyclist wearing dark clothing

## **VEHICLES**

- 600 Lights and reflectors at fault or dirty**  
601 Dazzling headlights  
602 Headlights inadequate or no headlights  
603 Headlights failed suddenly  
604 Brake-lights or indicators faulty or not fitted  
605 Tail-lights inadequate or no tail-lights  
606 Reflectors inadequate or no reflectors  
607 Lights or reflectors obscured
- 610 Brakes**  
611 Parking brake failed  
612 Parking brake defective  
613 Service brake failed  
614 Service brake defective  
615 Jack-knifed
- 620 Steering**  
621 Defective  
622 Failed suddenly
- 630 Tyres**  
631 Puncture or blowout  
632 Worn tread on tyre  
633 Incorrect tyre type  
634 Mixed treads / space savers
- 640 Windscreen or mirror**  
641 Shattered windscreen  
642 Windscreen or rear window dirty  
643 Rear vision mirror not adjusted correctly  
644 No rear vision mirror  
645 Windscreen or rear window misted/frosted  
646 Inadequate or no sun-visors  
647 Inadequate or no windscreen wipers  
648 Cycle / Motorcycle visor, glasses, goggles or screen
- 650 Mechanical**  
651 Engine failure  
652 Transmission failure (including chains and gears)  
653 Accelerator or throttle jammed

- 660 Body or chassis**  
661 Body, chassis or frame (cycle, m/c) failure  
662 Suspension failure  
663 Failure of door catch or door not shut  
664 Inadequate mudguards  
665 Inadequate tow coupling  
666 Inadequate or no safety chain  
667 Bonnet catch failed  
668 Wheel off  
669 Broken axle  
670 Inconspicuous colour  
671 Blind spot  
672 Seat belt / restraint failed  
673 Air-bag failed to inflate (fully)
- 680 Load**  
681 Load interferes with driver  
682 Not well secured or load moved  
683 Over-hanging  
684 Load obscured vision  
685 Excess dimensions not adequately indicated  
686 Over dimension vehicle or load  
687 Load too heavy  
688 Towed vehicle or trailer too heavy or incompatible
- 690 Miscellaneous vehicle**  
691 Emergency Vehicle attending emergency  
692 Vehicle caught fire  
693 Being towed  
694 Air-bag contributed to crash or injury  
695 Seatbelt / restraint absent or unusable  
696 Dangerous goods

## **PEDESTRIANS**

- 700 Walking along road**  
701 Not keeping to footpath  
702 Not keeping to side of road  
703 Not facing oncoming traffic  
704 Not on outside of blind curve  
705 Wheeled ped inconsiderate or dangerous on footpath
- 710 Crossing road**  
711 Walking heedless of traffic  
712 Stepping out from behind vehicles  
713 Running heedless of traffic  
714 Failed to use pedestrian crossing when one within 20 metres  
715 Waiting on roadway for moving traffic  
716 Confused by traffic or stepped back  
717 Suddenly stepped onto pedestrian crossing  
718 Not complying with traffic signals or school patrols  
719 Misjudged speed and / or distance of vehicle
- 720 Miscellaneous**  
721 Pushing, working on or unloading vehicle  
722 Playing on road or unnecessarily on road  
723 Working on road  
724 Wearing dark clothing  
725 Vision obscured by umbrella or clothing  
726 Child escaped from supervision  
727 Unsupervised child  
728 Sitting / lying on road  
729 Pedestrian from school bus  
730 Pedestrian behind reversing / manoeuvring vehicle  
731 Overseas pedestrian

## **ROAD**

- 800 Slippery**  
801 Rain  
802 Frost or ice  
803 Snow or hail  
804 Loose material on seal  
805 Mud  
806 Oil / Diesel / Fuel  
807 Painted markings  
808 Recently graded  
809 Surface bleeding / defective

- 810 Surface**  
811 Potholed  
812 Uneven  
813 Deep loose metal  
814 High crown  
815 Curve not well banked  
816 Edge badly defined or gave way  
817 Under construction or maintenance  
818 Unusually narrow  
819 Broken glass
- 820 Obstructed**  
821 Fallen tree or branch  
822 Slip or subsidence  
823 Flood waters, large puddles, ford  
824 Road works not adequately lighted  
825 Road works not adequately signposted  
826 Roadside object fell on vehicle  
827 Object flicked up by vehicle
- 830 Visibility limited**  
831 Curve  
832 Crest  
833 Building  
834 Trees  
835 Hedge or fence  
836 Scrub or long grass  
837 Bank  
838 Temporary obstruction, dust or smoke  
839 Parked vehicle
- 840 Signs and signals**  
841 Damaged, removed or malfunction  
842 Badly located  
843 Ineffective or inadequate  
844 Necessary  
845 Signals turned off

- 850 Markings**  
851 Faded  
852 Difficult to see under weather conditions  
853 Markings necessary  
854 Not visible due to geometry or vehicles  
855 Old markings not adequately removed

- 860 Street lighting**  
861 Failed  
862 Inadequate  
863 Glare on wet road  
864 Pedestrian crossing not adequately lighted

- 870 Raised islands and roundabouts**  
871 Traffic island(s) difficult to see  
872 Traffic island(s) Ineffective, badly located or designed  
873 Cyclist squeeze point

## **MISCELLANEOUS**

- 900 Weather**  
901 Heavy rain  
902 Dazzling sun  
903 Strong wind  
904 Fog or mist  
905 Snow, sleet or hail
- 910 Animals**  
911 Household pet rushed out or playing  
912 Farm animal straying  
913 Farm animal attended, but inadequate warning or unexpected  
914 Farm animal attended, but out of control  
915 Wild animal
- 920 Entering or leaving land use**  
921 Roadside stall  
922 Service station  
923 Specialised liquor outlet  
924 Take away foods  
925 Shopping complex  
926 Car parking building / area  
927 Other commercial  
928 Industrial site  
929 Private house / farm  
930 Other non-commercial  
931 Mobile shop or vendor
- 999 Unknown**