

road safety issues

Napier City

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Napier District.

The estimated social cost of 139 injury and 468 non-injury road crashes reported in the Napier District last year was \$42.56 million. Four people died and 179 suffered injuries as a result of the crashes. Seven more people were injured in road crashes last year than in 2003.

In the five-year period from 2000 to 2004, 55 pedestrians, 96 cyclists and 66 motorcyclists were injured in road crashes. These road users accounted for nearly 28 percent of people injured on roads in the Napier District.

Since 2000, there has been a significant increase in the number of injury and non-injury crashes reported. Forty-eight more injury crashes (up 53 percent) and 123 more non-injury crashes (up 36 percent) were reported in 2004 than in 2000.

Clearly more effort is required to change the trend and reduce the number of people injured in road crashes and improve safety for all road users in Napier City.

Major road safety issues

Napier City

Intersections

Cyclists

Motorcyclists

Alcohol

Pedestrians

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Napier City



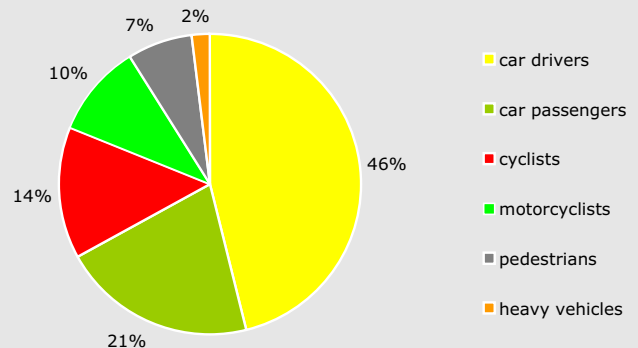
Deaths	4
Serious casualties	29
Minor casualties	150



Fatal crashes	4
Serious injury crashes	25
Minor injury crashes	110
Non-injury crashes	468

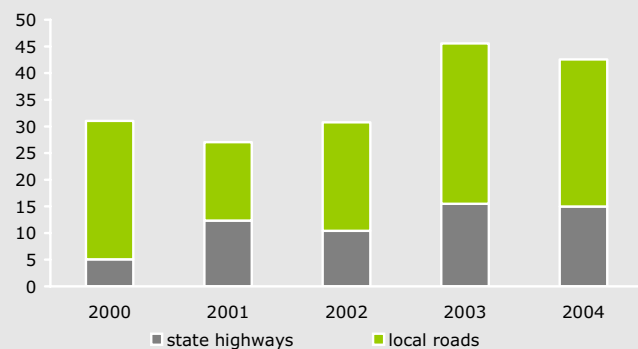
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

Social cost (\$ million)

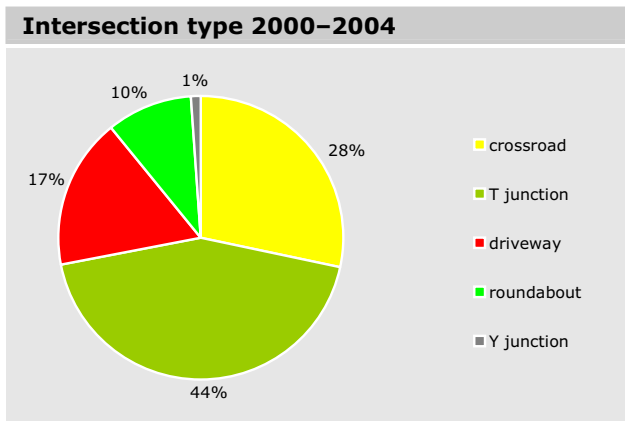


*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

Intersections

In the past five years, 334 injury crashes and 1,208 non-injury crashes were reported at intersections (including driveways). Land Transport New Zealand records show that seven people died and 395 suffered from injuries in crashes at intersections and driveways in the Napier district in the period 2000 to 2004. Intersection crashes accounted for approximately 61 percent of all crashes reported in the district.

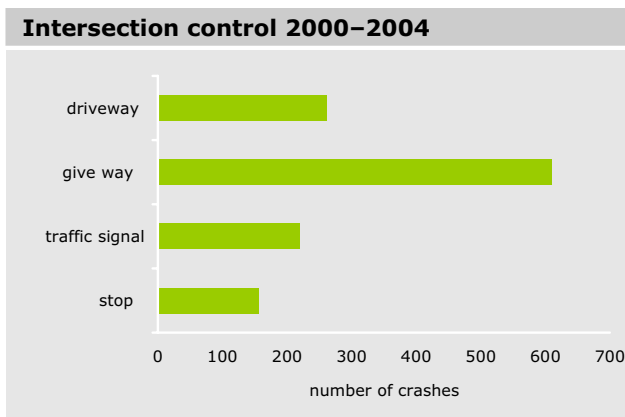
Approximately seven percent occurred at intersections in rural areas and 93 percent in urban areas.



Factors recorded in crashes at intersections were commonly:

- failure to give way or stop when required
- poor observation and driving in incorrect lanes or position on the road
- crashes into the rear of vehicles or other obstacles
- misjudging the speed of other traffic
- travelling too fast
- inexperience in driving.

Last year eight injury and 38 non-injury crashes were reported at intersections controlled by traffic signals.



Recommended actions

Engineering

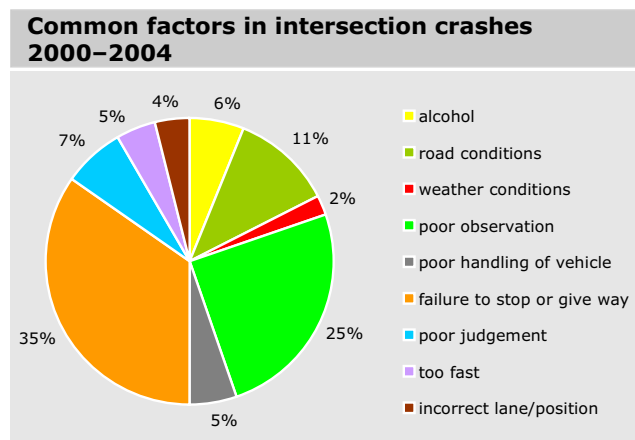
- Continue with crash reduction studies to investigate and carry out remedial work at intersections.
- Ensure adequate sight distance is available at intersections and appropriate controls are installed.
- Carry out existing road safety audits of intersections including signalised intersections.

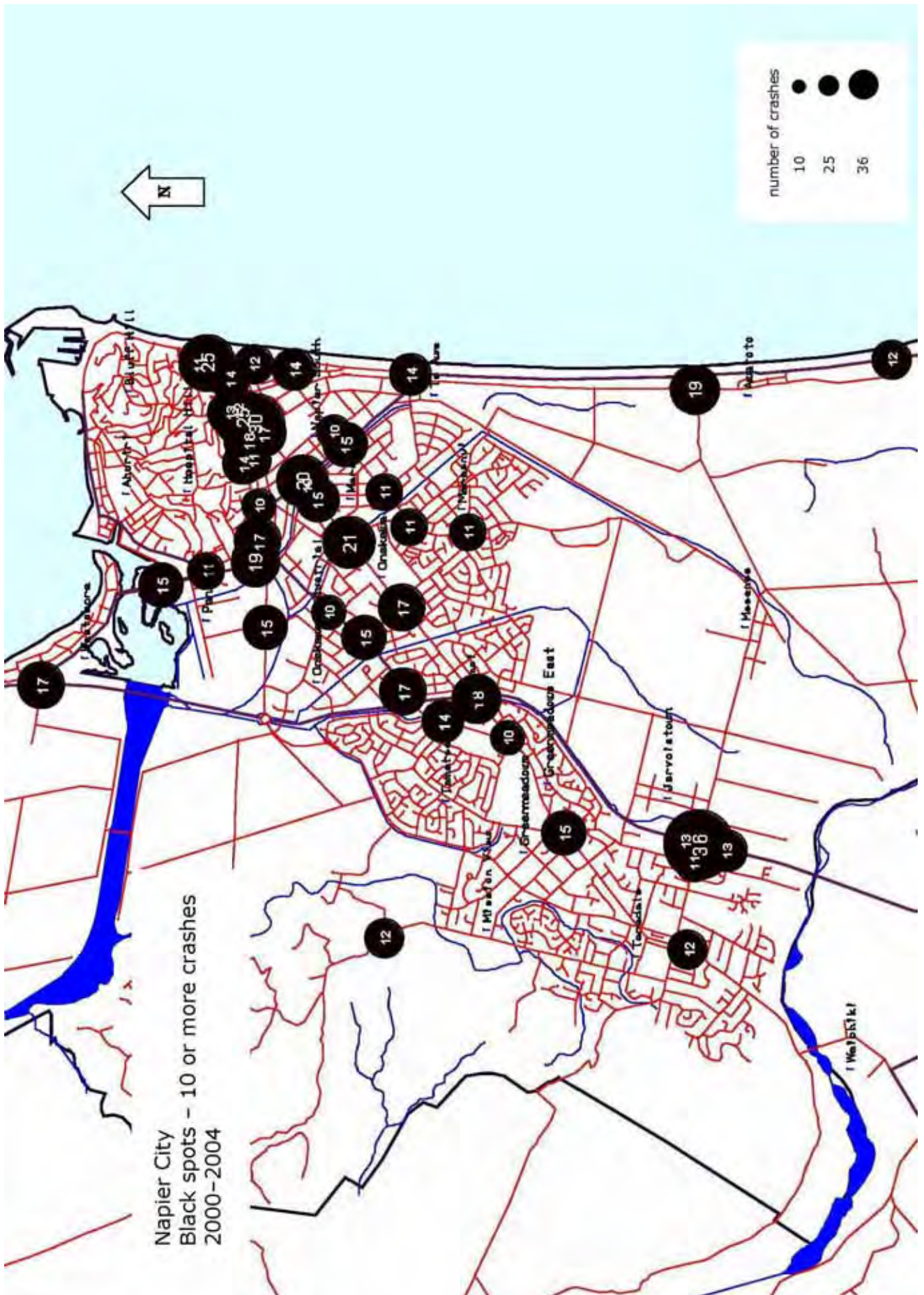
Education

- Focus on road-user behaviour at intersections, including traffic signals, roundabouts and driveways.
- Consider targeted campaigns and advertising promotions.

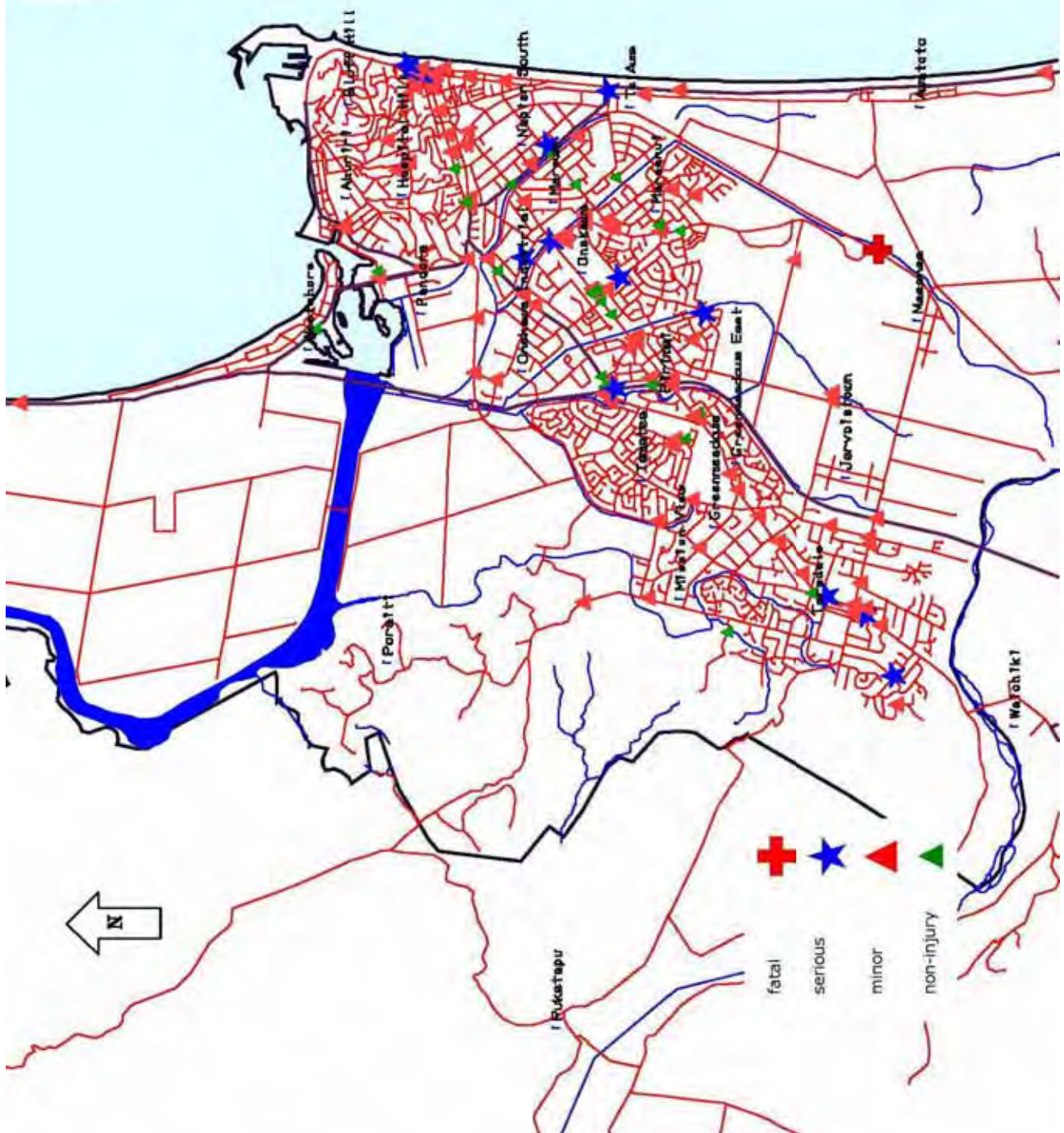
Enforcement

- Increase enforcement of compliance with Give Way, Stop and signal controls at intersections.
- Conduct enforcement campaigns in conjunction with community programmes targeting intersections.
- Support risk-targeted patrol planning at black spots in the city.





Napier City
Accidents involving cyclists
2000-2004



Cyclists

Cyclists accounted for 14 percent of road users injured in crashes reported in the Napier District. In the five-year period from 2000 to 2004, one cyclist died, 12 suffered serious injuries and 93 suffered minor injuries. In 2004, 25 cyclists were injured as a result of crashes.

A high number (75 percent) of the cycle/vehicle conflicts occurred at intersections. Of the crashes reported involving cyclists:

- 43 occurred at T junctions
- 15 occurred at crossroads
- 13 occurred at roundabouts
- 16 occurred at driveways.

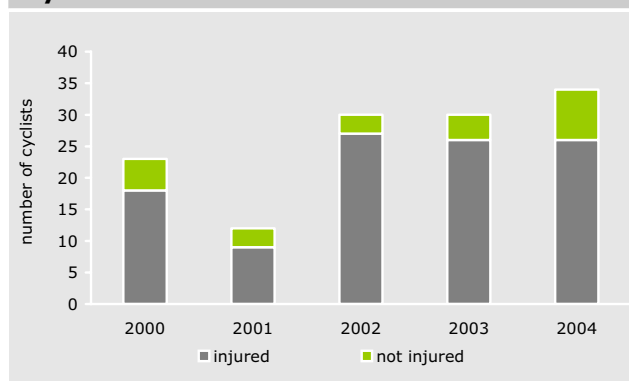
Of the intersections where crashes involved cyclists:

- 42 had Give Way controls
- nine had Stop controls
- eight were controlled by traffic signals.

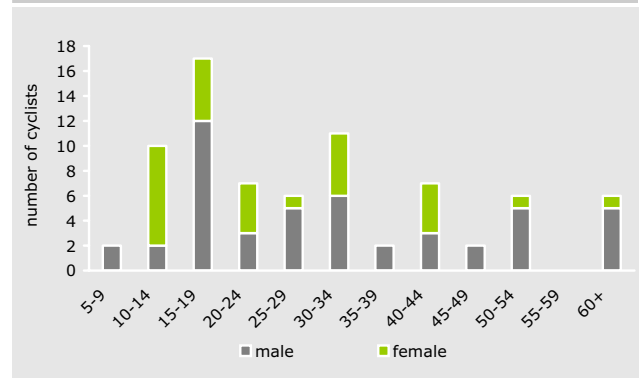
Younger cyclists in the 11 to 17 year age group were the most susceptible to being injured in collisions with vehicles. However, there were also a number of cyclists in the 18 to 55 year age group who were injured.

Napier District's cycling strategy – *Bike It* – identifies methods for the development of cycle facilities in the district that should enhance safety for cyclists. The strategy also sets out education and enforcement methods to address cycling safety issues in the district. Implementation of such methods, particularly those that will have an early effect on reducing the number of cyclists injured, is strongly supported, including the establishment of cycle facilities giving priority to routes where the cycle crash rate is high.

Cyclist crashes 2000–2004



Age and gender of cyclists 2000–2004



Recommended actions

Education

- Continue to support safe cycling programmes in schools.
- Focus on improving driver awareness of cyclists, especially at intersections and driveways.
- Implement activities including National Bike Week and back to school promotions.

Enforcement

- Carry out enforcement campaigns targeting safety, working in conjunction with community programmes.
- Increase enforcement of road user compliance with Give Way, Stop and signal controls at intersections.
- Continue with safe cycling education programmes in schools.

Engineering

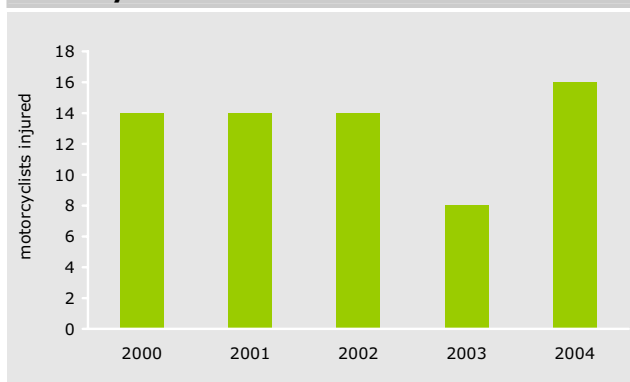
- Establish dedicated cycle lanes with formal road marking and cycle ways in the city commencing with routes with high cycle crash rates, eg Kennedy Road.

Motorcyclists

Two motorcyclists were killed, 11 suffered serious injuries and 39 received minor injuries as a result of crashes during the past five years. There were 33 non-injury crashes reported.

Motorcyclists accounted for 10 percent of road users injured in crashes reported in the Napier District. When compared with other similar districts and all of New Zealand, motorcyclists in the Napier District were involved in a higher percentage of crashes. A high proportion of crashes involving motorcyclists (62 percent) occurred at intersections.

Motorcyclist crashes 2000–2004



Note that last year 16 motorcyclists were injured in crashes, double the number reported in 2003.

Relative to all other road users, motorcyclists often suffer more severe injuries as a result of crashes.

Male motorcyclists in the 15 to 45 year age group were most susceptible to being involved in motorcycle crashes in the district.

Recommended actions

Education

- Focus on improving driver awareness of motorcyclists, especially at intersections.
- Promote safe riding courses for motorcyclists.

Enforcement

- Co-ordinate enforcement campaigns, targeting cycle and motorcycle safety.
- Increase enforcement of road user compliance with Give Way, Stop and signal controls at intersections.

Engineering

- Ensure adequate visibility is provided and maintained at intersections.

Alcohol

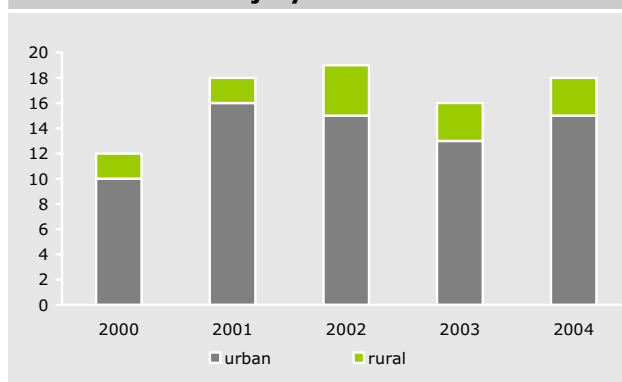
When compared with other similar districts and all of New Zealand, the percentage of alcohol-related injury crashes continues to be over-represented in urban areas of the Napier District.

Of the 588 injury crashes reported in the Napier District in the past five years, 82 (14 percent) had alcohol recorded as a key factor. Sixty-nine of the injury crashes reported occurred in urban areas and 13 in rural areas.

In 2004, 19 injury and 45 non-injury crashes were recorded with alcohol being a contributing factor.

Drivers in the 15 to 40 year age group were more commonly involved in crashes where alcohol was a recorded driver factor. However, males in the 20 to 30 year age group predominate in the drink-drive statistics.

Alcohol-related injury crashes 2000–2004



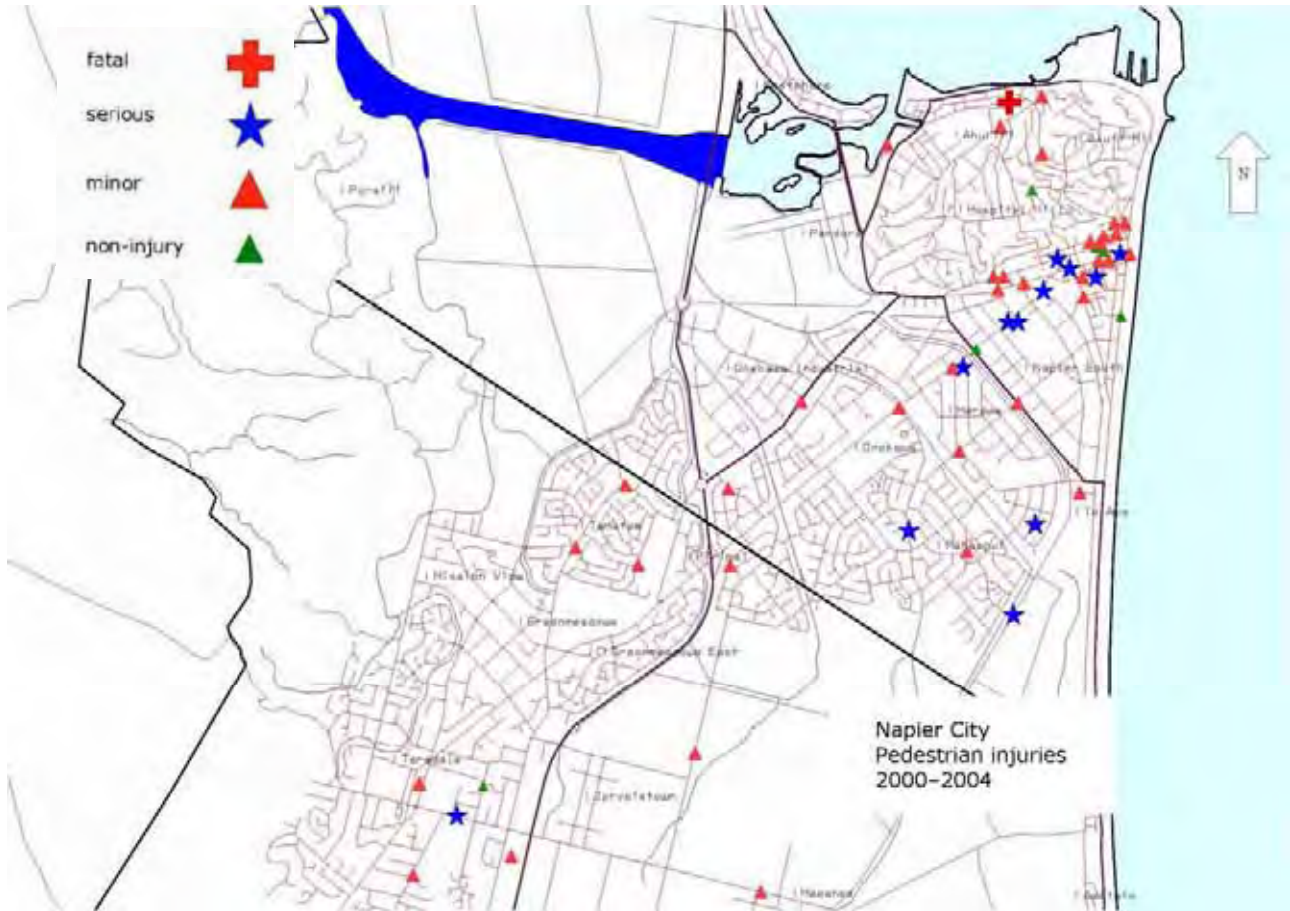
Recommended actions

Education

- Promoting safe drinking and driving habits, particularly among drivers aged 15 to 40.
- Encourage and support licensees to actively promote host responsibility practices and designated driver schemes.
- Work with peer pressure groups such as SADD to convey sober driver messages to young drivers.

Enforcement

- Target enforcement at known high-risk areas and times, and to the appropriate age group.
- Co-ordinate enforcement campaigns, working in conjunction with community programmes targeting drink-driving.
- Continue to support compulsory breath testing programmes.



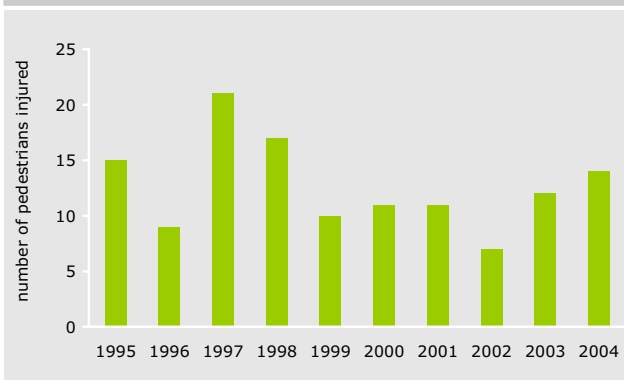
Pedestrians

In the past five years, one pedestrian died and 54 were injured on roads in the Napier District. This number represents seven percent of the road users killed or injured in the district in the past five years. In the past 10 years, the number of pedestrians injured has trended down slightly. Fourteen pedestrians were injured on Napier District roads last year.

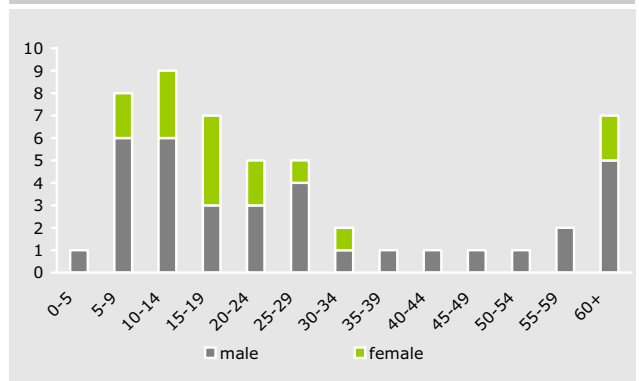
Most pedestrian injuries occurred in the city on main arterial or collector roads.

Pedestrians most frequently injured were those under the age of 20.

Pedestrian accidents 1995-2004



Age and gender of pedestrians 2000-2004



Recommended actions

Education

- Focus on the promotion of safe walking habits and raise driver awareness of pedestrians as vulnerable road users.
- Continue to support 'walking school bus' programmes.

Engineering

- Improve pedestrian facilities, particularly on routes and at crossing points where pedestrians are more frequently injured.
- Ensure adequate sight distance is provided at pedestrian crossing points.

Where to get more information

For more specific information relating to road crashes in Napier City, please refer to the 2000 to 2004 road safety data report or the Land Transport New Zealand crash analysis system or contact the people or organisations listed.

Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

Phone 04 931 8900

Senior Road Safety Engineer

Colin Goble

Regional Education Advisor

Denise Elers

See contact details at bottom of the page.

Hawkes Bay Road Safety Co-ordinator

Sally Phelps

Road Safe Hawkes Bay

Hawkes Bay Regional Council

PO Box 7295

Taradale

Napier

Phone 06 838 8540

Napier City Council

Jon Schwass

Acting Road Asset Manager

Private Bag 6019

Napier

Phone 06 835 7579

New Zealand Police

Sergeant Nigel Hurley

PO Box 245

Napier

Phone 06 831 0700

Transit New Zealand (State Highways)

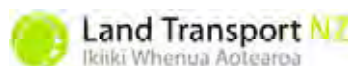
Ken Holst

State Highway Network Manager

PO Box 740

Napier

Phone 06 835 1750



Napier Regional Office

Dunvegan House
215 Hastings Street
PO Box 972
Napier

Telephone 06 974 5520
Fax 06 974 5529

www.landtransport.govt.nz