

# 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 2001–2005 period. The intent of this report is to highlight the key road safety issues and identify possible ways to reduce the number of road deaths and injuries in Napier City.**

The estimated social cost of the 134 injury and 453 non-injury road crashes reported in Napier City last year was \$35.95 million. Three people died and 179 suffered injuries as a result of the crashes.

In the five-year period from 2001 to 2005, 54 pedestrians, 108 cyclists and 62 motorcyclists were injured in road crashes. These road users accounted for nearly 27 percent of people injured on roads in Napier City.

There continues to be an unacceptable number of injury crashes occurring in Napier City.

Clearly more effort is required to reverse the trend, 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

Restraints

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Napier City



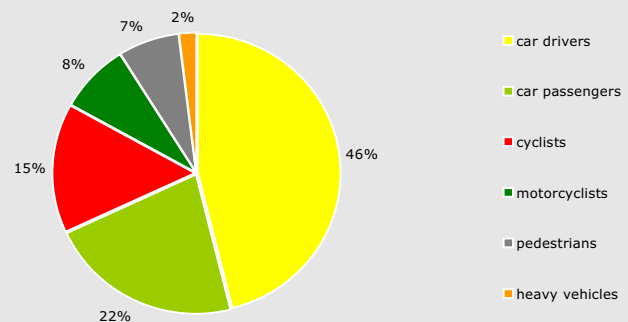
Deaths	3
Serious casualties	21
Minor casualties	158



Fatal crashes	3
Serious injury crashes	19
Minor injury crashes	112
Non-injury crashes	453

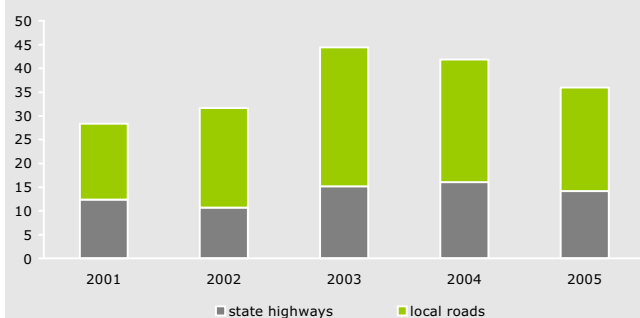
### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

#### Social cost (\$ million)

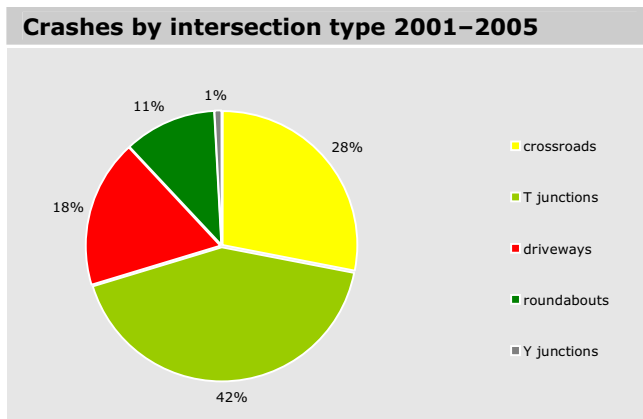


\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

## Intersections

In the past five years, 363 injury crashes and 1,254 non-injury crashes were reported at intersections (including driveways) in the city. Records show that nine people died and 395 sustained injuries in crashes at intersections and driveways in Napier City in the period 2001 to 2005.

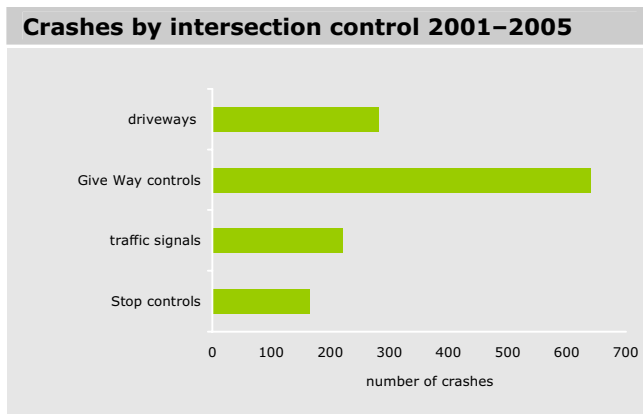
Intersection crashes accounted for approximately 60 percent of all crashes reported in the city. Seven percent occurred at intersections in rural areas and 93 percent in urban areas



Factors recorded in crashes at intersections were commonly:

- failure to give way or stop when required
- poor observation and driving in the incorrect lane 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 27 non-injury crashes were reported at intersections controlled by traffic signals. This was a slight reduction from 2004.



## 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 to identify black spots in the city.



## Cyclists

Cyclists account for 15 percent of road users injured in crashes reported in Napier City. In the five-year period from 2001 to 2005 10 cyclists suffered serious injuries and 96 suffered minor injuries. In 2005, 20 cyclists were injured as a result of crashes. The number of cyclists injured in crashes in Napier City is proportionately higher than many other similar cities.

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

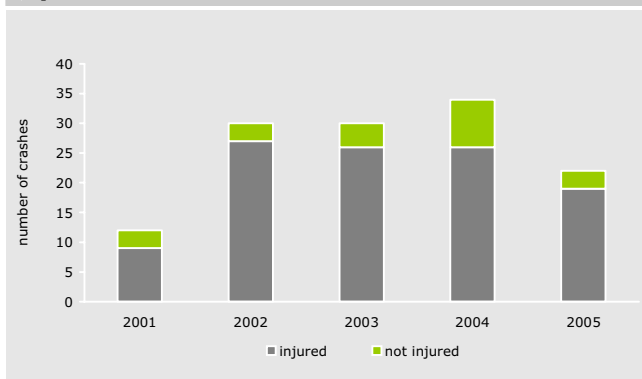
- 45 occurred at T junctions
- 11 occurred at crossroads
- 14 occurred at roundabouts
- 17 occurred at driveways.

Of the intersections where crashes involved cyclists:

- 45 had Give Way controls
- eight had Stop controls
- six 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.

**Cyclist crashes 2001–2005**



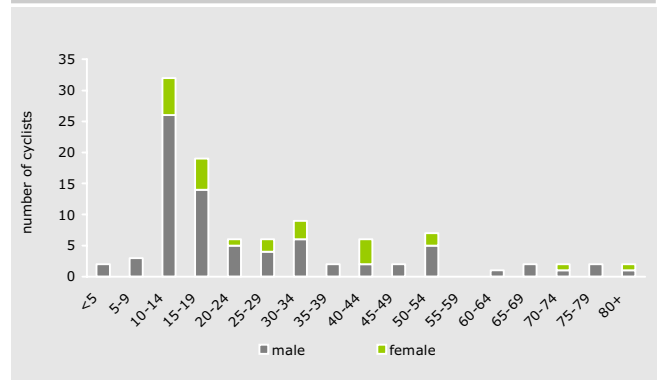
Napier's cycling strategy, *Bike It* identifies methods for the development of cycle facilities in the city that should enhance safety for cyclists. The strategy also sets out education and enforcement methods to address cycling safety issues in the city. Implementation of such methods, particularly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

Drivers of vehicles often contribute to cycle crashes due to:

- failing to notice cyclists (47 crashes)
- failing to give way to cyclists (43 crashes).

Nineteen cyclists riding on footpaths have been involved in accidents. Inattention of cyclists and failing to check when changing lanes are also recorded factors.

**Age and gender of cyclists in crashes 2001–2005**



## 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.

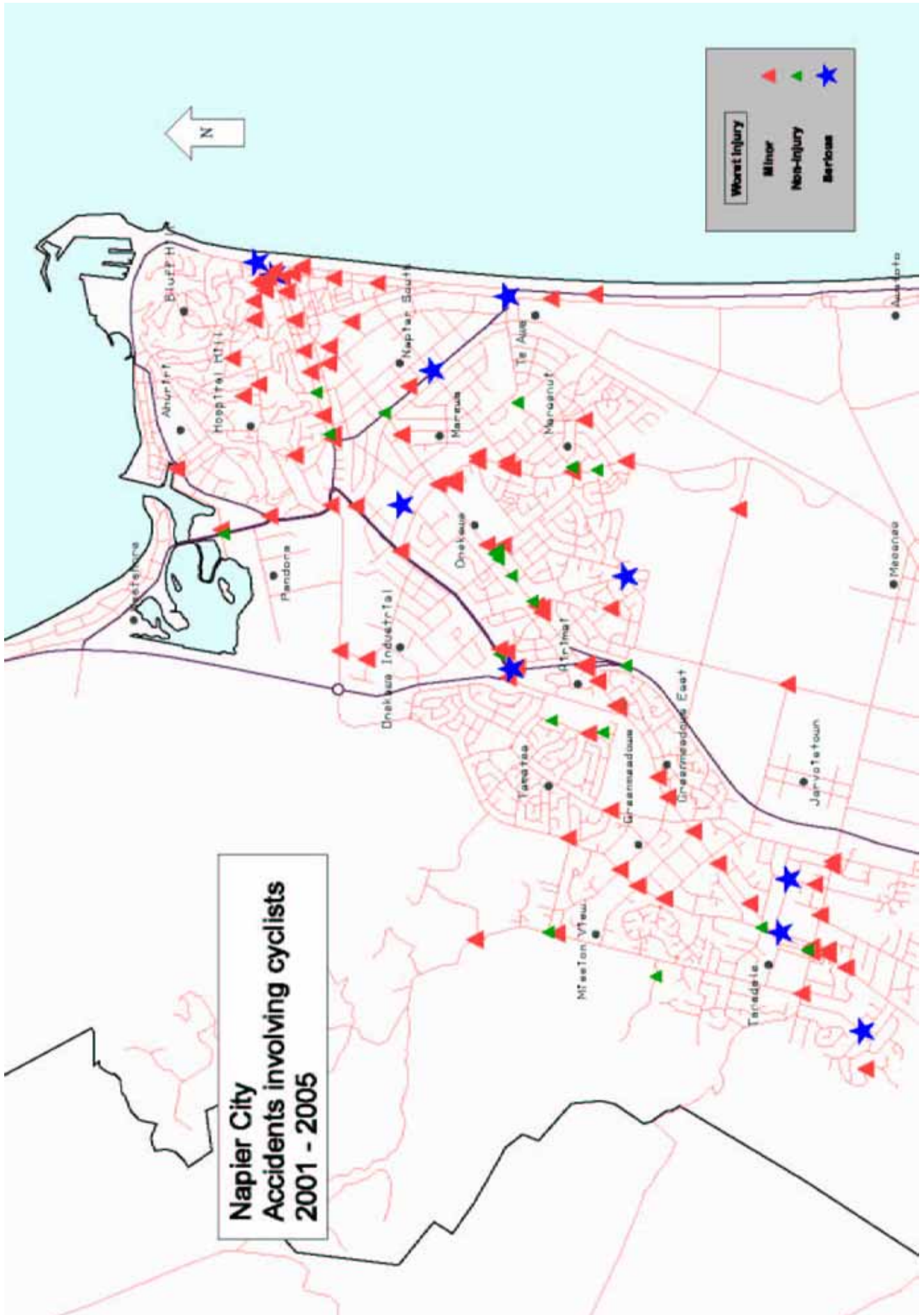
### Enforcement

- 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.
- Use of evidence-based best practice projects.

### Engineering

- Implement the recommendations of Napier's cycling strategy.
- Establish dedicated cycle lanes with formal road marking and cycleways in the city commencing with routes with high cycle crash rates, eg Kennedy Road.

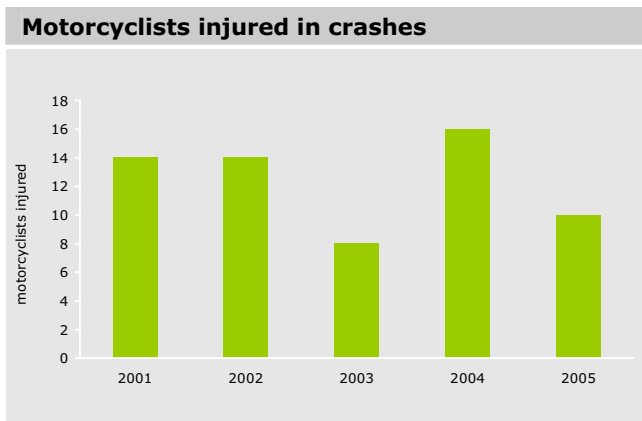




## Motorcyclists

Two motorcyclists were killed, 11 suffered serious injuries and 49 received minor injuries as a result of crashes over the past five years. Thirty-one other motorcyclists were not injured in crashes. Last year 10 motorcyclists were injured in crashes. This is a reduction from 16 injured in 2004.

Motorcyclists account for eight percent of road users injured in crashes reported in Napier City. When compared with other similar districts and all of New Zealand, motorcyclists were involved in a higher percentage of reported road crashes. A high proportion of crashes involving motorcyclists (66 percent) occurred at intersections. Drivers often fail to see or give way to oncoming motorcyclists. Often motorcyclists lose control of their motorcycles when riding.



Compared with all other road users, motorcyclists often suffer more severe injuries as a result of crashes. Males 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

- Coordinate 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.

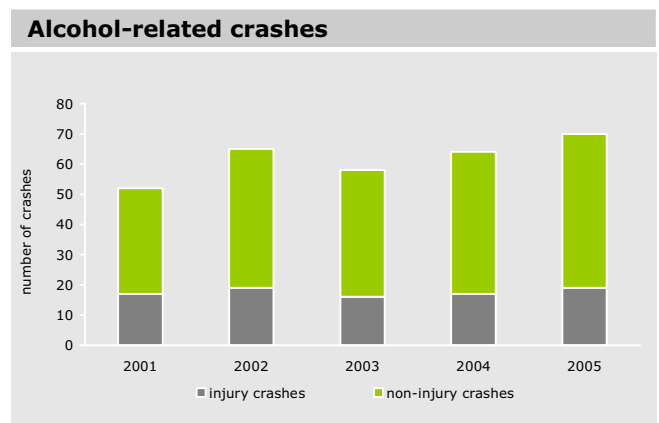
## Alcohol

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

Of the 631 injury crashes reported in Napier City in the past five years, 90 (14 percent) had alcohol recorded as a key factor. Seventy-five crashes occurred in urban areas and 15 in rural areas.

In 2005, 19 injury and 51 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 feature most predominantly in the drink-drive statistics.



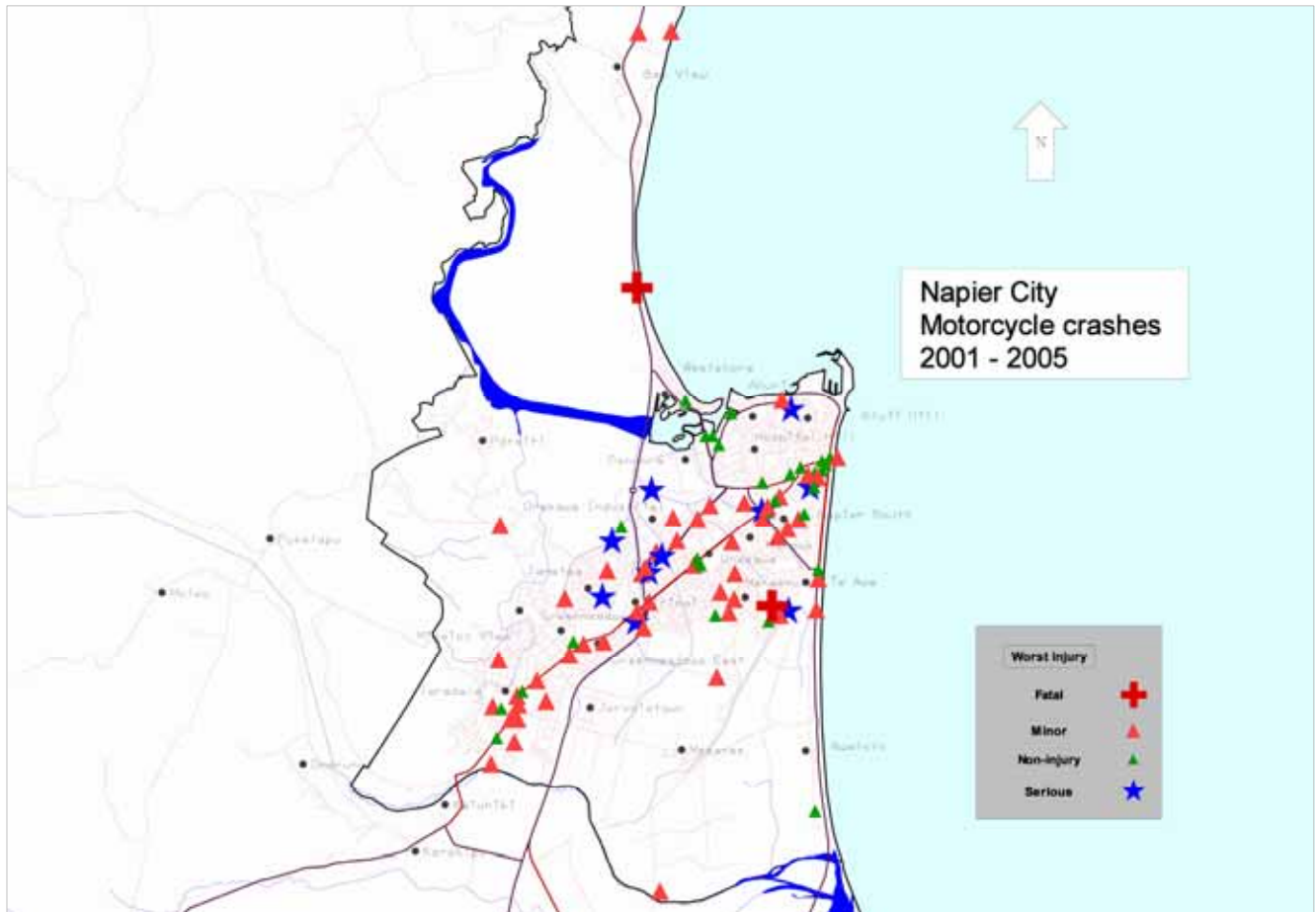
## Recommended actions

### 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.
- Coordinate enforcement campaigns, working in conjunction with community programmes targeting drink-driving.
- Continue to support compulsory breath testing programmes.



## Restraints

There has been a significant improvement in the use of front and rear seat safety belts and child restraints in the Hawkes Bay Region. However, the use of adult front and rear safety belts and child restraints still needs to improve. A 100 percent restraint wearing rate is the target for front and rear passengers and also young passengers.

Results from surveys conducted in the Hawkes Bay Region in 2004 and 2005 show:

- 91 percent adult front safety belt compliance
- 87 percent adult rear safety belt compliance
- 92 percent child restraint compliance.

Further improvement in the wearing of restraints in vehicles could be expected to prevent and reduce the number and severity of injuries, particularly from high-speed rural crashes and crashes at intersections.

In the event of a crash, the benefits of wearing safety belts are significant, as they assist in preventing or reducing the severity of injuries.

## Recommended actions

### Education

- Focus on improving attitudes to restraint wearing.
- Promote and support child restraint schemes currently taking place locally.
- Implement activities to work in conjunction with nationally driven campaigns eg, Kidsafe Week and back to school promotions.

### Enforcement

- Support enforcement campaigns and community programmes aimed at restraint usage.
- Promote restraint wearing random spot checks.

## Where to get more information

For more specific information relating to road crashes in Napier City, please refer to the 2001 to 2005 Road Safety Data Report, the Ministry of Transport's Crash Analysis System or contact the people or organisations listed.

## Contacts

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See contact details at the bottom of the page.

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