

briefing notes road safety issues

Napier City

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

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

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the city. More detailed information may be obtained from either Napier City Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

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

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

Major road safety issues	2008 road trauma	
Napier City	Casualties	Napier City
Intersections	Deaths	0
Vulnerable road users: Pedestrians, cyclists and motorcyclists	Serious injuries	32
Speed	Minor injuries	148
Alcohol	Minor casualties	180
National issues	Crashes	Napier City
Speed	Fatal crashes	0
Alcohol	Serious injury crashes	30
Failure to give way	Minor injury crashes	121
Restraints	Non injury crashes	440

Overview 2008

In 2008 in Napier City there were 151 injury crashes and 440 non-injury crashes reported by the New Zealand Police. Thirty-one percent of the total injury crashes in the city were on state highways. The table below shows the number of injuries resulting from these crashes in the city.

Casualties by injury type in 2008

	Fatalities	Serious injuries	Minor injuries	Total
Total	0	32	148	180

Local roads vs state highways

	Fatalities	Serious injuries	Minor injuries	Total
Local roads	0	22	96	118
State highways	0	10	52	62

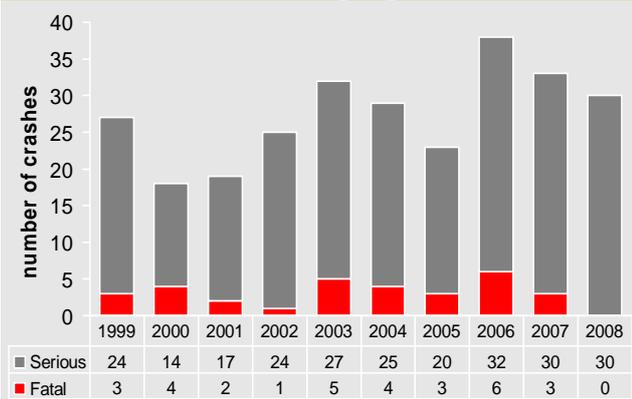
Rural vs urban roads

	Fatalities	Serious injuries	Minor injuries	Total
Rural ¹	0	9	44	53
Urban	0	23	104	127

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

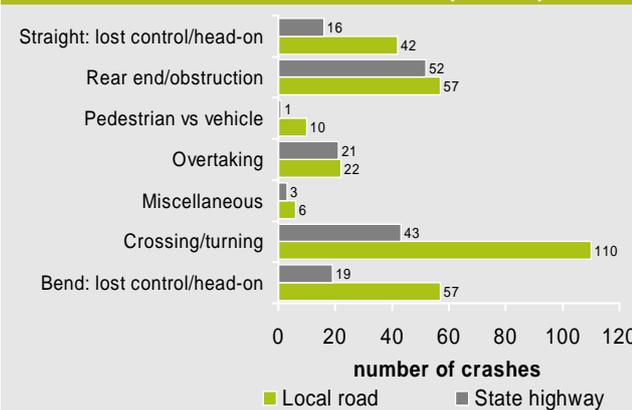
Although there were no fatal crashes in 2008 there is very little sign of a decrease in the number of serious injury crashes in the city.

Fatal and serious injury crash trends



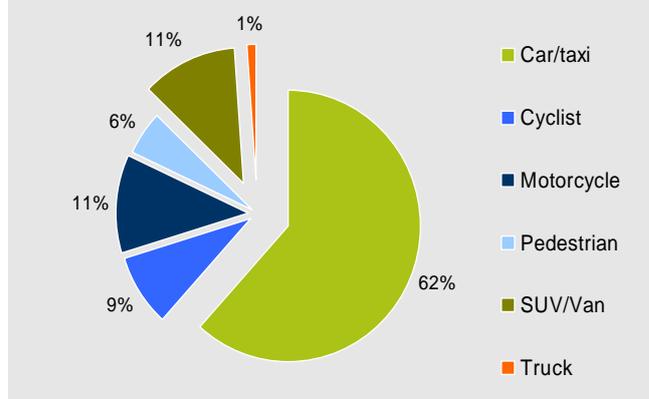
The main type of crash (all crashes in the city, both injury and non-injury) in 2008 was *crossing/turning* followed by *rear end/obstruction* and *lost control/head-on at bend* crash types.

Crash characteristics (2008)



The majority of casualties in 2008 were drivers and passengers of cars. Meanwhile vulnerable road users (pedestrians/cyclists/motorcyclists) constituted 26 percent of all casualties.

Casualties by user type in 2008



Further information about all crashes in 2008 on:

Local roads

- Worst day of week: Friday (18 percent)
- Wet road crashes: 13 Percent
- Night time: 34 percent
- Alcohol over limit: 11 percent
- Too fast for conditions: 13 percent
- Intersection: 43 percent
- Road factors: 6 percent
- At fault or part fault male driver: 62 percent
- 31 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed

State highways

- Worst day of week: Thursday (19 percent)
- Wet road crashes: 10 Percent
- Night time: 26 percent
- Alcohol over limit: 15 percent
- Too fast for conditions: 13 percent
- Intersection: 60 percent
- Road factors: 5 percent
- At fault or part fault male driver: 80 percent
- 37 percent of drivers at fault (injury crashes) were either on restricted or learner license

Social cost of crashes

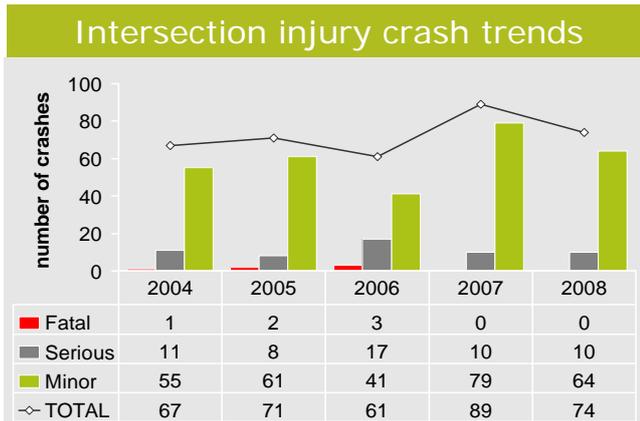
Local roads	\$ 26.79M
State highways	\$ 11.51M
Total	\$ 38.31M

NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Intersections

During the most recent five year period (2004-2008) half (49 percent) of all crashes in Napier City occurred at intersections. These crashes resulted in 6 deaths, 66 serious injuries and 406 minor injuries. There were a further 1158 non-injury crashes reported.

There is very little in the way of an emerging trend in these accidents except to say that during the last five year period total injury crash numbers fluctuated, with no real gains to be seen.



The table below shows the locations of intersections with a high number of crashes in the city between 2004 and 2008.

Intersection name	Total crashes 2004 - 2008	Injury crashes 2004 - 2008	Total crashes in 2008
Kennedy Rd / Kennedy off nbd	20	13	4
SH 2 / SH 2A	25	10	6
Prebensen Drive / Severn St	13	6	3
Kennedy Rd / Trinity Crescent	12	6	4
SH 2 / Latham St	27	5	5
SH 50 / Taradale Rd	24	5	6

Crash numbers by junction type and rural urban split.

Junction type	Rural	Urban
T-junction	47	688
Driveways	0	53
Crossroad	55	389
Y-junction	1	19
Roundabout	27	236
Multi-junction	0	5

Further information about all crashes at intersections in Napier City 2004-2008 on:

Local roads

- 39 serious injuries and 291 minor injuries
- Worst day of week: Friday (182 crashes)
- Night time: 30 percent
- Alcohol over limit: 12 percent
- Most common injury crash factor: failed to give way/stop (57 percent) followed by poor observation (54 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 54 percent
- 37 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed

State highways

- 6 deaths, 27 serious injuries and 115 minor injuries
- Worst day of week: Friday (90 crashes)
- Night time: 22 percent
- Alcohol over limit: 5 percent
- Most common injury crash factor: failed to give way/stop (65 percent) followed by poor observation (55 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 64 percent
- 29 percent of drivers at fault (injury crashes) were either on restricted or learner license

Recommended actions

Engineering

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

Education

- Focus on road user behaviour at intersections: including traffic signals, roundabouts and driveways
- Continue 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 to identified black spots in the city

Vulnerable road users

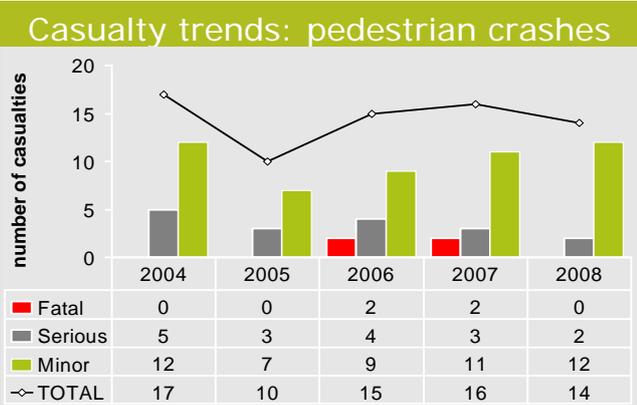
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore more susceptible to severe injuries. These are described as pedestrians, cyclists and motorcyclists.

In Napier City vulnerable road users constituted 16 percent of all injuries over the last five years (2004-2008).

Pedestrians

Injury crashes involving pedestrians in Napier City accounted for 10 percent of all injury crashes during the last five year period, resulting in 4 deaths, 17 serious injuries and 51 minor injuries.

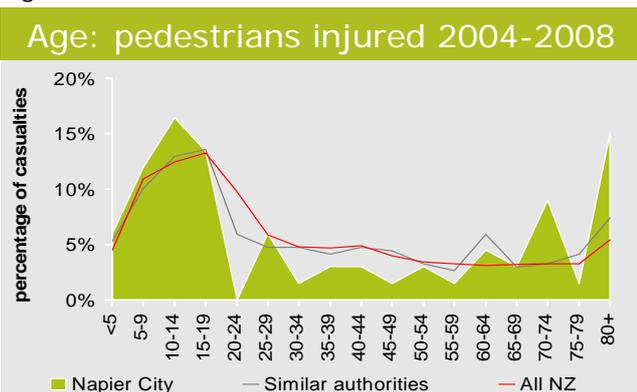
The latest five year trends show fatal and serious injuries to pedestrians to be reducing, while the number of minor injury casualties is increasing.



Most of the pedestrian accidents occurred on urban local roads (87 percent) and a third (32 percent) occurred at intersections. More than a quarter (28 percent) of these accidents occurred during the hours of darkness.

Twelve percent of pedestrian accidents have been where a driver has failed to give way to a pedestrian on a pedestrian crossing.

Young people are the most commonly injured pedestrians in these crashes. Nearly half (47 percent) of pedestrians injured during the last five year period in Napier City were under 19 years of age.



Following are the non driver crash factors contributing to pedestrian accidents:

- 9 percent of pedestrians injured were visibly intoxicated
- 11 of those injured were unsupervised children or that had escaped from supervision
- 42 percent were persons crossing the road heedless of traffic

The worst locations or routes for pedestrian accidents in Napier City are listed below:

High pedestrian accident locations
Main traffic routes in to the city centre generally
Marine Parade area around Seaview Terrace
Te Awa area around Ellison St, McGarth St & SH2
Maraenui area generally
Taradale town centre

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

Local roads

- 17 serious injuries and 46 minor injuries
- Wet road: 11 percent
- Night time: 26 percent
- With alcohol over limit: 11 percent
- At intersection: 30 percent
- Worst day of week: Friday (16 crashes)

State highways

- 4 deaths, no serious injury and 5 minor injuries
- Wet road: 13 percent
- Night time: 50 percent
- With alcohol over limit: 13 percent
- At intersection: 50 percent
- Worst day of week: Friday (4 crashes)

Recommended actions

Education

- Promote safe walking habits
- Raise drivers' awareness of pedestrians as vulnerable road users
- Continue to support "walking school bus" programmes

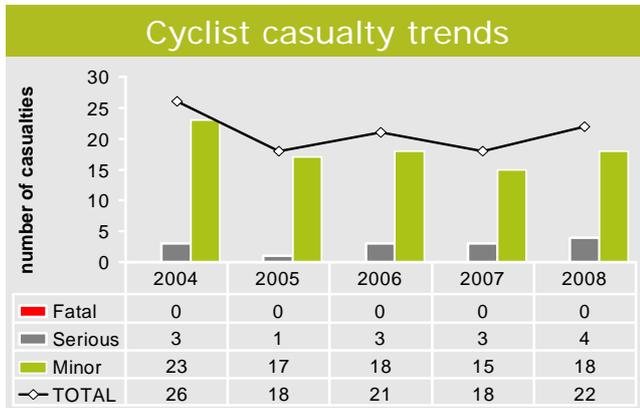
Engineering

- Improve pedestrian facilities, particularly on routes where pedestrians are more frequently injured

Cyclists

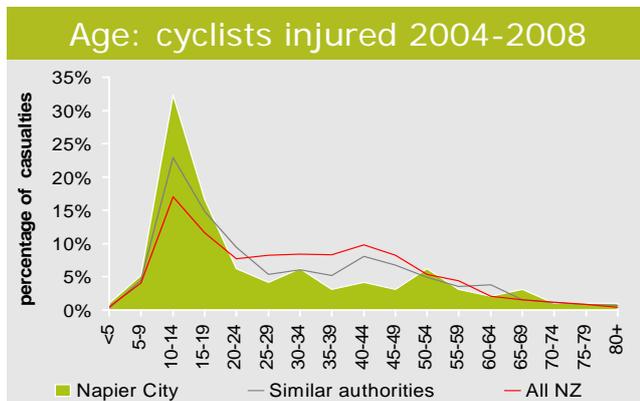
Injury crashes involving cyclists in the Napier city accounted for 14 percent of all injury crashes during the last 5 year period, resulting in 14 serious injuries and 91 minor injuries.

The latest five year trends show little change in the total number of casualties in these crashes.



Nearly all (95 percent) cycling crashes occurred on urban roads, the majority of these were at intersections and during daylight hours.

Those injured cyclists were not spread evenly across all age distributions as shown in the chart below. Nearly half (45 percent) of all the injured cyclists were young persons in the 10-19 year old age group.



The worst accident locations or routes for cyclist accidents in Napier City are listed below:

High cyclist injury locations

- Kennedy Road route
- SH50 / SH2B / Taradale Road intersection
- Kennedy Road / Wycliffe intersection
- Local state highway routes generally
- SH 2 route north of Hyderabad Road
- Main routes around Taradale

Further information about cyclist injury crashes in Napier City 2004-2008 on:

Local roads

- 10 serious injuries and 66 minor injuries
- Most common crash: crossing or turning movement (53 percent).
- Night time: 14 percent
- Alcohol over limit: 1 percent
- Intersection: 56 percent
- Worst day of week: Thursday (22 crashes)

State highways

- 4 serious injury and 25 minor injuries
- Most common crash: crossing or turning movement (62 percent).
- Night time: 12 percent
- Alcohol over limit: none
- Intersection: 76 percent
- Worst day of week: Wednesday (9 crashes)

Recommended actions

Education

- Work with local cycling clubs and coalitions
- Continue to support safe cycling programmes in schools
- Promote drivers' awareness of cyclists and motorcyclists, especially at intersections
- Implement activities in conjunction with campaigns, such as National Bike Week and "back to school" promotions
- Promote the wearing of higher visibility clothing by cyclists

Enforcement

- Co-ordinate enforcement campaigns targeting cycle safety
- Increase enforcement of road user compliance with give way, stop and signal controls at intersections
- Continue with safe cycling education programmes in schools

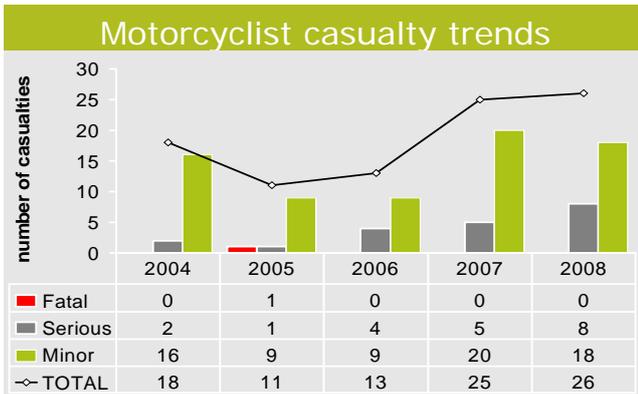
Engineering

- Implement dedicated cycle lanes and cycle ways in the city, commencing with higher demand routes with high cycle crash rates
- Continued implementation of dedicated cycle lanes and cycle ways to improve safety for cyclists as recommended in the cycling strategy
- Adopt and implement recommendations of New Zealand Transport Agency and Napier City Council's cycling strategies

Motorcyclist

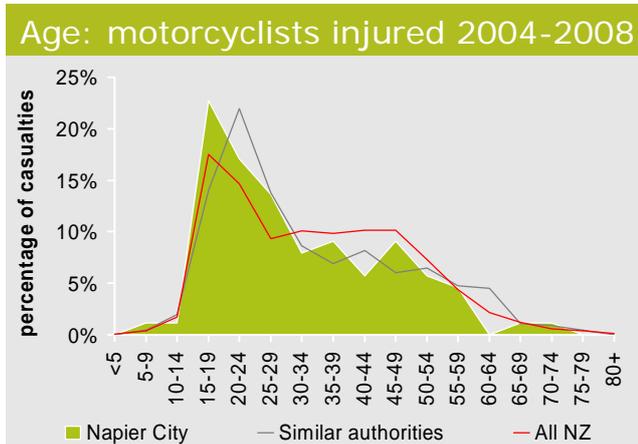
Injury crashes involving motorcycles and mopeds represent 12 percent of all injury crashes in Napier City during the last five year period, resulting in 1 death, 20 serious injuries and 72 minor injuries.

The latest five year trends show total number of casualties involved in motorcycle crashes to be increasing. The number of persons seriously injured has quadrupled over this period.



Nearly all motorcycle crashes occurred on urban roads (94 percent), over half (56 percent) of the crashes were at intersections and the same proportion were during daylight hours.

Motorcyclist injuries are not spread evenly across all age distributions as shown in the chart below. More than half (53%) of all the injured motorcyclists were young riders in the 15-29 year age group.



The worst accident locations or routes for motorcyclist accidents in Napier City are listed below:

High motorcyclist crash locations

- Central Napier city intersections generally
- Main routes around Tamatea
- SH 2 route, Hyderabad roundabout & north
- SH 50 & Local state highway routes generally
- SH 50 / SH 2B / Taradale Road intersection

Further information about motorcyclist injury crashes in Napier City 2004-2008 on:

Local roads

- 1 death, 15 serious injuries and 58 minor injuries
- Most common crash: crossing or turning movement (37 percent).
- Wet road: 13 percent
- Night time: 21 percent
- Intersection: 52 percent
- Worst day of week: Wednesday (18 crashes)

State highways

- 5 serious injuries and 14 minor injuries
- Most common crash: lost control cornering (40 percent).
- Wet road: 4 percent
- Night time: 12 percent
- Intersection: 72 percent
- Worst days of week: Monday and Thursday (5 crashes each)

Recommended actions

Education

- Focus on improving driver awareness of motorcyclists especially at intersections
- Develop safe riding courses for motorcyclists
- Continue to involve motorcycle groups/clubs (eg. Ulysses) in raising motorcyclist and other road users' awareness of motorcycle safety
- Promote the wearing of high visibility clothing by motorcyclists

Enforcement

- Co-ordinate enforcement campaigns and programmes targeting cycle and motorcycle safety
- Increase enforcement of road user compliance with give way, stop and signal controls at intersections

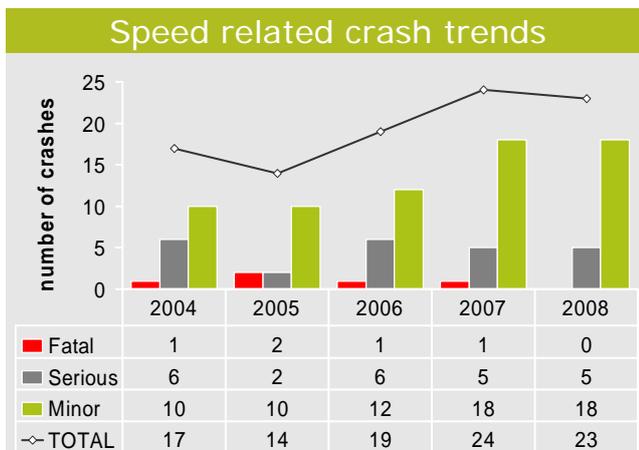
Engineering

- Ensure adequate visibility is provided and maintained at intersections
- Ensure pavement skid resistance quality is maintained

Speed

Nationally, speed is one of the major contributing factors to road crashes. In 2008, travelling too fast for conditions contributed to 34 percent of all fatal crashes (113 crashes) and 17 percent of all injury crashes (1935 crashes) in New Zealand.

In Napier City, travelling too fast for conditions was a factor in 13 percent of all injury crashes in 2008, unchanged from the five year average. There were 93 speed related injury crashes and 318 non-injury crashes reported during the last five years. The latest five year trends show minor injury crashes increasing, while the numbers of fatal and serious injury crashes remain fairly steady.



Speed related injury crashes

	2004	2005	2006	2007	2008
Urban	60	73	67	90	60
Rural	11	14	12	14	10

Male drivers represented 80 percent of at fault drivers in speed related crashes and half of these males drivers are in the 15-19 year age group.

Age and gender of at fault drivers

Age: Speed related injury crashes (2004- 2008)	Male	Female	Total
15 - 19 years	36	4	40
20 - 24	16	7	23
25 - 29	4	4	8
30 - 39	9	2	11
40 - 49	6	0	6
50 - 70+	2	1	3
Total	73	18	91

Significantly half (52 percent) of the *at fault* drivers held a learner or restricted licence or have never been licensed.

Speed was a factor in almost half (45 percent) of *lost control/head-on at bend* injury crashes during the last five years in Napier City.

Further information about speed related crashes in Napier City 2004-2008 on:

Local roads

- 3 deaths, 26 serious injuries and 71 minor injuries
- Worst day of week: Saturday (76 crashes)
- Wet road: 26 percent
- Night time: 56 percent
- Alcohol over limit: 36 percent
- Most common crash: Bend: loss of control (68 percent)
- At fault male driver (injury crashes): 78 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old

State highways

- 2 deaths, 10 serious injuries and 30 minor injuries
- Worst day of week: Friday, Saturday and Sunday (16 crashes)
- Wet road: 28 percent
- Night time: 58 percent
- Alcohol over limit: 33 percent
- Most common crash: Bend: loss of control (47 percent)
- At fault male driver (injury crashes): 89 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

Recommended actions

Engineering

- Continue to review and upgrade curve warning signs, markings and delineation on local rural roads, to the appropriate standards
- Identify locations where speed is a common contributing factor to crashes and investigate sites and road sections
- Maintain the roadside clear of hazards and provide side protection where appropriate
- Widen the road carriageway and seal shoulders to provide additional vehicle wander and recovery space
- Closely monitor and maintain pavement surface with good standards for skid resistance
- Improve road geometry where feasible and cost effective

Education

- Focus on raising awareness of the consequences of travelling too fast for the road and weather conditions
- Raise awareness of the risks of speeding

Enforcement

- Continue enforcement, focusing on inappropriate speed particularly in rural areas
- Target enforcement to times and locations of greatest risk

Alcohol

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

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

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

Napier City

During the last five year period (2004-2008) 14 percent of all injury crashes in Napier City were alcohol related. This is higher than the five year average for similar authorities (12 percent).

In 2008 alcohol was a factor in 12 percent of injury crashes in Napier City. The latest five year trends remain fairly steady but are hinting at minimal gains being seen in reducing alcohol related crashes in the city.

There were 101 alcohol-related injury and 275 non-injury crashes reported during the last five years. These crashes have resulted in 2 deaths, 37 serious and 91 minor injuries.



A third (33 percent) of alcohol related crashes show drivers driving too fast for conditions. Most occurred after sunset (82 percent), on urban roads (88 percent) and involved male drivers (76 percent).

Significantly, half (52 percent) of *at fault* drivers held a learner or restricted licence or have never been licensed. Young drivers constituted more than half the *at fault* drivers, with the 15-19 year old group accounting for nearly a third (30 percent) and 20-24 year age group making up nearly a quarter (22 percent) of those *at fault* drivers in alcohol related crashes in the city.

Alcohol was a factor in over a third (37 percent) of *lost control/head-on at bend* injury crashes during the last five years in Napier City.

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

Local roads

- 2 deaths, 30 serious injuries and 69 minor injuries
- Worst day of week: Saturday (91 crashes)
- Night time: 81 percent
- Intersection: 36 percent
- Excessive speed: 31 percent
- Most common injury crash factor: poor handling (23 percent) followed by poor observation (19 percent)
- At fault male driver (injury crashes): 75 percent
- 54 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age range (injury crashes): 15 to 24 years old

State highways

- 7 serious injuries and 22 minor injuries
- Worst day of week: Saturday (20 crashes)
- Night time: 88 percent
- Intersection: 54 percent
- Excessive speed: 39 percent
- Most common injury crash factor: poor handling (28 percent) followed by poor observation (22 percent)
- At fault male driver (injury crashes): 82 percent
- 41 percent of drivers at fault (injury crashes) were either on restricted, learner or not licensed
- Most common at fault drivers' age range (injury crashes): 15 to 19 and 30-39 years old

Recommended actions

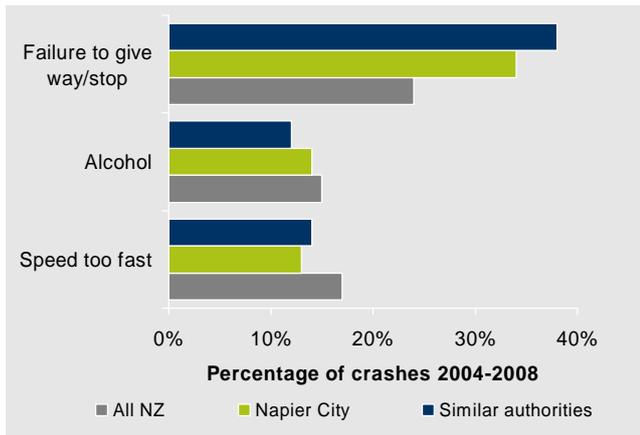
Education

- Promoting safe drinking and driving habits, particularly among male drivers aged 15 to 35
- Consider targeted advertising promotions, involving community and licensee consultation, host responsibility and designated driver schemes
- Work with community 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 targeting drink-driving
- Continue to support compulsory breath testing programmes

National issues



Speed

In Napier City, speed too fast was recorded in 13 percent of injury crashes in the last five years resulting in 5 deaths and 135 injures. Speed as a factor in crashes is not reducing in the city.

Fifty-seven percent of speed related injury crashes involved *loss of control/head-on at bend* crash movement types. *Alcohol* and *poor handling* are the driver factors most often associated with speed crashes. Male drivers aged under 25 years old represent the largest group of at fault drivers in speed related injury crashes.

Alcohol

In Napier City, alcohol was involved in 14 percent of injury crashes in the last five years, resulting in 2 deaths and 128 other injuries. The number of injury crashes involving *alcohol* remains steady.

Seventy-six percent of alcohol related crashes occurred in urban areas. Seventy percent of these crashes involved *loss of control/head-on* crashes. Travelling *too fast* and *poor observation* are the factors often associated with alcohol.

Failure to give way

In Napier City, *failure to give way or stop* was reported in 35 percent of all reported injury crashes for the last five years resulting in 3 deaths and 334 other injuries. Most (90 percent) of these are *crossing/turning* manoeuvres, often associated with *failure to look* for other parties. Fifty-four percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint rate in Napier City for front seat and rear seat are 96 and 85 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

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

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