

# road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 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 Nelson.

The total number of people killed or injured in a road crash in Nelson increased from the previous year to 113 in 2001. One person died and 30 were seriously injured in 2001. Despite a reduction in the number of minor casualties from 2000 to 2001, seriously injured casualties more than doubled. Eighty percent of injury crashes between 1997 and 2001 occurred on urban roads in Nelson.

Occupants of cars and vans formed the main casualty group between 1997 and 2001, but pedestrians and cyclists also made up a large proportion of injured road users. Almost half of urban crashes occurred at intersections in 2001.

The estimated social cost of crashes in Nelson in 2001 was \$27.7 million – almost double the cost for 2000. This value is approximately equally split between local and state highway roads.

Both national and Nelson road safety issues are identified below, with the specific local issues considered in detail overleaf.

## Major road safety issues:

Nelson

Pedestrians

Cyclists

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



## 2001 road toll for Nelson

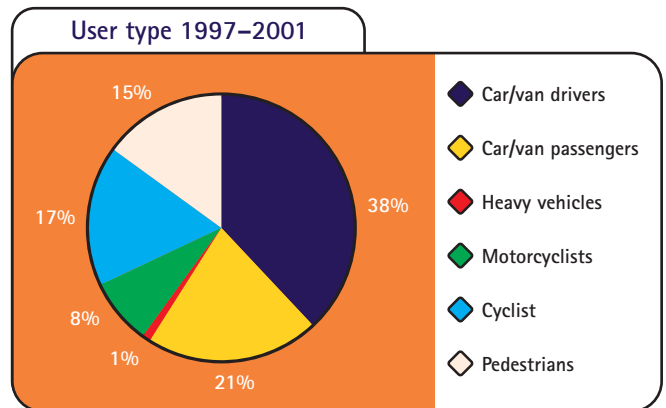


Deaths	1
Serious casualties	30
Minor casualties	82

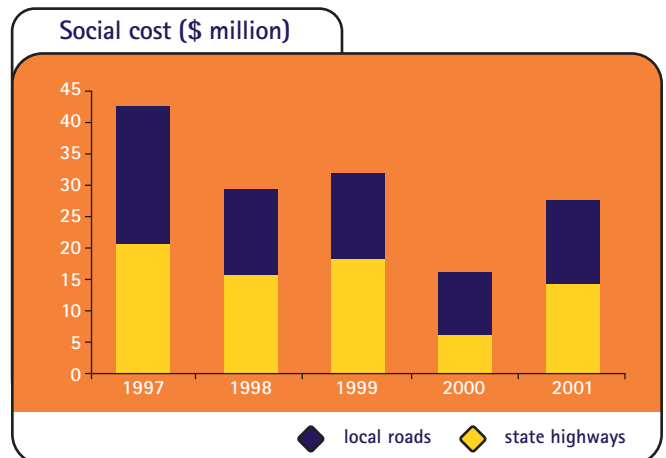


Fatal crashes	1
Serious injury crashes	26
Minor injury crashes	57
Non-injury crashes	243

## Road user casualties 1997–2001



## Estimated social cost of crashes\*



\* 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 2001 prices.



## Pedestrians

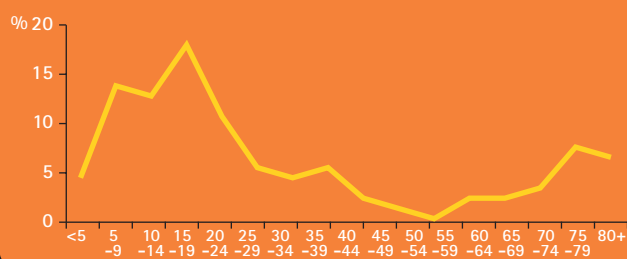
Nelson had a high proportion of pedestrians injured in urban areas compared with other parts of New Zealand. Between 1997 and 2001, pedestrians made up 19 percent of all urban casualties. Most injury crashes involving pedestrians occurred in the central city areas, Nelson South and also in Stoke.

On average, 19 pedestrians were injured each year between 1997 and 2001 in Nelson. Over this total five-year period, three pedestrians were killed and 27 seriously injured.

Pedestrians involved in crashes in Nelson tended to be either young males, aged between five and 24 years, or females aged 60 years and older.

Between 1997 and 2001, 45 percent of crashes involving a pedestrian took place at an intersection. A quarter of these intersection crashes involving a pedestrian occurred at a traffic signal controlled intersection.

Age of pedestrians in crashes 1997–2001



### Recommended actions

- Continue to support education campaigns aimed at improving pedestrian awareness.
- Continue with initiatives designed to help school children to use roads safely.
- Help parents to understand that a busy road is not a safe place for young children.
- Reduce pedestrian frustration in urban areas by reducing waiting times at signals.



## Cyclists

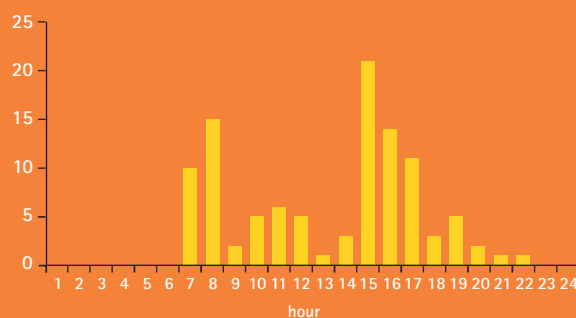
Along with pedestrians, cyclists are a high-risk user group in Nelson. Between 1997 and 2001, cyclists made up over 20 percent of all casualties on urban roads in Nelson. Twenty percent of these were either fatally or seriously injured.

Three quarters of all injury crashes involving a cyclist occurred at an intersection or driveway. Thirty-eight percent of cycle crashes at intersections occurred at T intersections, 30 percent at cross intersections and 15 percent at roundabouts.

A quarter of all cyclists involved in an injury crash were aged between 10 and 14 years with a high proportion of cyclist casualties also aged 15 to 24 years.

The majority of injury crashes involving a cyclist between 1997 and 2001 occurred between 3pm and 6pm, while more than 20 percent of crashes were also recorded in the morning peak hour period between 7am and 9pm. Almost three quarters of crashes involving a cyclist aged between 10 and 19 years occurred in the two hours before and two hours after school.

Cycle crashes by time of day 1997–2001



### Recommended actions

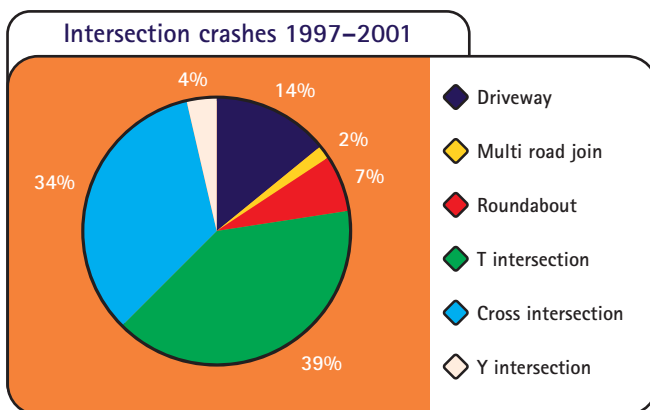
- Encourage safe cycling campaigns.
- Promote driver awareness of cyclists (particularly at intersections).
- Promote safe cycling routes to schools.
- Promote the establishment of safe cycleways.

## Intersections

Between 1997 and 2001, 60 percent of all urban injury crashes and a quarter of the open road injury crashes were at an intersection or driveway. Associated with intersection crashes in Nelson were vehicles failing to give way, poor driver observation and rear-end collisions, which often happened as vehicles were approaching intersections. The pattern of streets in Nelson results in a large number of intersections where there are more opportunities for crashes to happen.

Pedestrians and bicycles were involved in almost 40 percent of all intersection crashes between 1997 and 2001.

Between 1997 and 2001, 40 percent of injury crashes at an intersection or driveway occurred at T intersections while a third occurred at cross intersections. Over 30 percent of intersection crashes during the five-year period occurred where there was no control, while almost 10 percent occurred at a traffic signal controlled intersection.



## Recommended actions

- Initiate and support campaigns on the need to give way at intersections.
- Encourage education programmes to address choosing a safe gap, and checking for pedestrians and cyclists.
- Support strategic enforcement campaigns aimed at T intersections and cross intersections.
- Conduct a safety audit/survey of intersection controls and visibility.

# New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Roding Programme.

## Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in Nelson.

Funding for community projects in Nelson from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Subsidy
Road safety co-ordinator	\$21,000
Regional speed, loss of control	\$10,000
Drive sober	\$3,000
Cycle safety	\$4,000
Walking school bus support	\$1,000
Roundabouts and intersections	\$15,000
Driver training	\$2,250
Ngati Koata – hui for young drivers	\$3,000
Workshop for parents and young drivers	\$2,800
Pedestrian safety	\$5,000

## Police enforcement

In Nelson city and Tasman district during 2002/2003, the New Zealand Police will deliver 29,500 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	22,230
Traffic management including crash attendance, incidents, emergencies and events	5,270
School road safety education	1,280
Police community services	720

The LTSA will liaise with Nelson City Council, Transit New Zealand and the New Zealand Police to ensure both Risk Targeted Patrol Plans and the joint Nelson/Tasman Road Safety Action Plan are implemented.

## Where to get more information

For more specific information relating to road crashes in Nelson city, please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the people or organisations listed below:

Land Transport Safety Authority

Regional Manager  
Demetra Kennedy  
Phone 04 382 6421

Regional Educational Advisor  
Debbie Player  
Phone 04 382 6454

Senior Road Safety Engineer  
Tim Selby  
Phone 04 382 6436

Road Safety Co-ordinator

Margaret Parfitt  
Nelson City Council  
PO Box 2005, Stoke  
Nelson  
Phone 03 547 2787

New Zealand Police

Inspector Hugh Flower  
Tasman District HQ  
Monro Building  
186 Bridge Street, Nelson  
Phone 03 546 3840

Nelson City Council

Tony Bowe  
PO Box 645, Nelson  
Phone 03 546 0200

Transit New Zealand

Road Safety Engineer  
Stanley Chesterfield  
PO Box 27-477, Wellington  
Phone 04 801 2592

LTSA Wellington Regional Office

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PO Box 27-249, Wellington

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