

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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 City.

In 2002 one person died and 21 were seriously injured out of a total of 110 fatal and injury crashes in Nelson City. Three quarters of injury crashes between 1998 and 2002 occurred on urban roads. Sixty-two percent of all injury crashes during this five-year period occurred on local, non-state highway roads. Five of the six fatal crashes and 45 percent of serious crashes between 1998 and 2002 occurred on the state highway through Nelson City.

While occupants of cars and vans formed the main casualty group, vulnerable road users such as pedestrians and cyclists made up a third of all injured road users. Improving the safety of such road users is reflected in the New Zealand Transport Strategy and the Road Safety to 2010 strategy.

Half of all injury crashes recorded in Nelson City between 1998 and 2002 occurred at an intersection or a driveway.

The estimated social cost of crashes in Nelson in 2002 was \$27.4 million, a slight decrease from the previous year.

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

Major road safety issues

Nelson City

Pedestrians

Cyclists

Intersections

Nationally

Speed

Alcohol

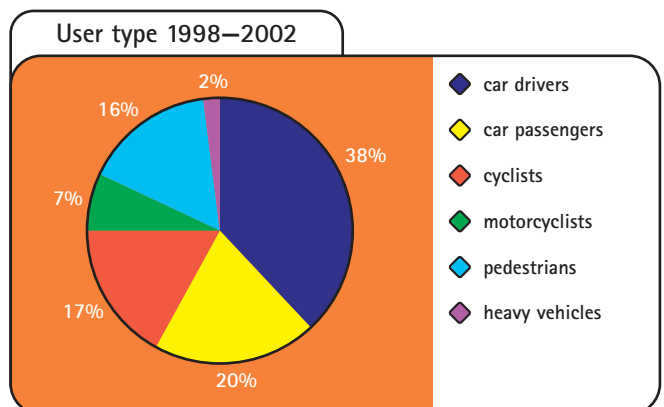
Failure to give way

Restraints

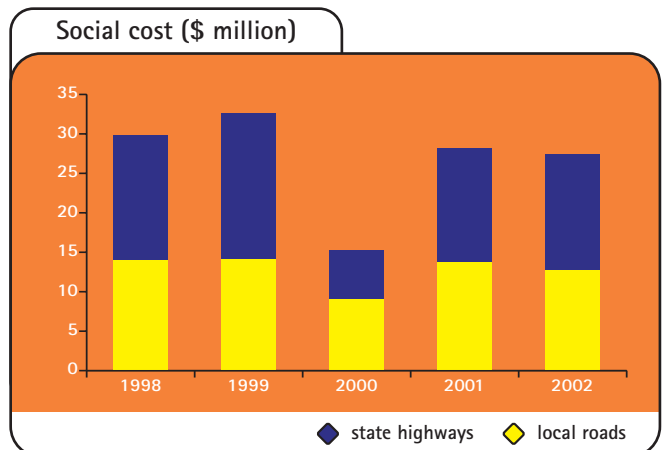
2002 road trauma for Nelson City

♀	Deaths	1
♀	Serious casualties	21
	Minor casualties	128
🚗	Fatal crashes	1
	Serious injury crashes	18
	Minor-injury crashes	91
	Non-injury crashes	282

Road casualties 1998–2002



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 2002 prices.

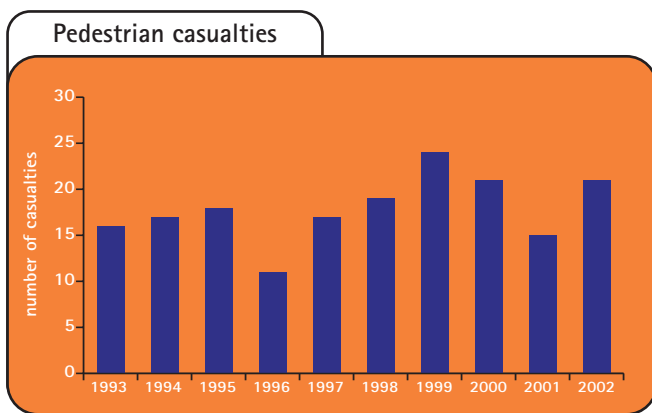


Pedestrians

Between 1998 and 2002, pedestrians made up 20 percent of all urban road-user casualties. On average, over this five-year period, 20 pedestrians were injured each year in Nelson City. In total, one pedestrian was killed and 25 were seriously injured. Over a 10-year time frame between 1993 and 2002, there has been an upward trend in the number of pedestrian casualties in the city.

Half of all the pedestrian casualties were children and young adults aged up to 20 years. The elderly, aged 60 years and above, made up 15 percent of the pedestrian casualty figure.

Between 1998 and 2002, 70 percent of injury crashes involving a pedestrian took place at a mid-block location away from an intersection.



➔ Recommended actions

- Continue to support education campaigns aimed at improving pedestrian awareness.
- Continue to initiate and support reinforcement of the need for pedestrians to be careful entering traffic lanes, and the need for improved pedestrian discipline generally.
- Help parents to understand that a busy road is not a safe place for young children.
- Encourage the development of pedestrian-friendly arterial roads.
- Consider the needs of pedestrians in shopping areas (especially in any new developments).

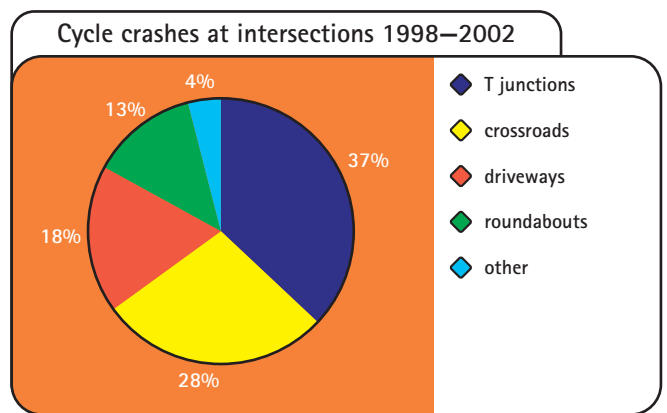


Cyclists

Cyclists were involved in 23 percent of all injury crashes between 1998 and 2002 in the city. In total, there were 107 injury crashes involving cyclists over this five-year period resulting in 18 cyclists being seriously injured. A 10-year time frame between 1993 and 2002 indicates an overall upward trend in the number of cyclist casualties.

A third of cyclists involved in injury crashes between 1998 and 2002 were in the five to 14 year age group. Sixty-three percent of cyclist casualties in this age range were male. Crashes involving cyclists tended to occur on a weekday, particularly in the period before and after school or work.

Seventy-four percent of injury crashes involving cyclists occurred at either an intersection or a driveway.



➔ Recommended actions

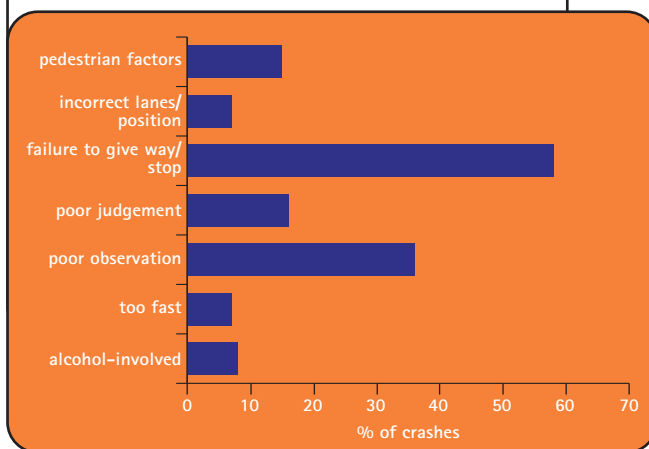
- Continue to support education campaigns aimed at improving cycle awareness.
- Continue with initiatives designed to help school children to use roads safely.
- Promote drivers' awareness of cyclists (particularly at intersections).
- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.
- Encourage the development of cycle-friendly arterial roads and safe cycle ways.

Intersections

Forty-three percent of injury crashes recorded between 1998 and 2002 in Nelson City occurred at intersections. The pattern of streets in the centre of Nelson City results in a large number of intersections where there are many opportunities for crashes to happen. Accordingly, 90 percent of intersection crashes occurred in urban locations.

Fifty-eight percent of intersection crashes involved a collision between vehicles making either a crossing or turning movement. Ninety-six percent of these involved a vehicle failing to give way or stop and 35 percent involved a driver exhibiting poor observation skills.

Contributory factors in intersection crashes
1998–2002



Approximately half of all intersection crashes between 1998 and 2002 occurred at T junctions. Thirty-nine percent of these were at sites without any kind of formal control such as Give Way or Stop signs and markings. Of the remaining crashes, 37 percent were at crossroads, nine percent at traffic signal controlled intersections and a further nine percent at roundabouts.

Recommended actions

- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling when turning or changing direction or lane, choosing a safe gap, and looking out for pedestrians and cyclists.
- Support the risk targeted patrol planning of the New Zealand Police.
- Encourage crash reduction studies of known black spots.
- Ensure signs and markings are up to the appropriate standard.

New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement in and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives in Nelson City for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$30,000
Safe routes to school	\$5,000
Streetwise	\$5,000
Older drivers	\$1,000
Older drivers licence assistance courses	\$2,250
Pre-school support for child restraints	\$1,000
Cycle safety	\$4,000
Pedestrian safety	\$3,000
Intersections	\$4,000
Community response roadsafe Nelson bays	\$5,000

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In Nelson City and the Tasman District during 2003/2004, the 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 the 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 undertaken.

Where to get more information

For more specific information relating to road crashes in Nelson City, please refer to the 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

Contacts

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