

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in Nelson City.

In 2003 in Nelson City, one person died and 19 were seriously injured in 103 injury crashes. Almost 80 percent of injury crashes between 1999 and 2003 occurred on urban roads. Sixty-three percent of all injury crashes during this five-year period occurred on local, non-state highway roads. All of the five fatal crashes and 46 percent of serious crashes between 1999 and 2003 occurred on the state highway through Nelson City. While the number of injury crashes decreased between 2002 and 2003, the number of non-injury crashes increased.

Occupants of cars and vans formed the main casualty group, with vulnerable road users (pedestrians and cyclists) making up a third of all injured road users.

Almost half (47 percent) of all injury crashes recorded in Nelson City between 1999 and 2003 occurred at an intersection or a driveway. The estimated social cost of crashes in Nelson City in 2003 was \$27.4 million, the same as the previous year.

Both local and national road safety issues are identified below. Specific concerns for Nelson City are considered in detail overleaf, with national issues discussed on the back page.

Major road safety issues

Nelson City



- Pedestrians**
- Cyclists**
- Intersections**
- Loss of control on bends**

Nationally

- Speed**
- Alcohol**
- Failure to give way**
- Restraints**

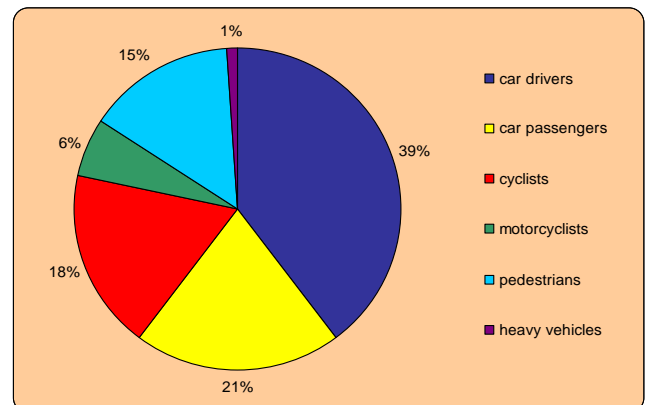


2003 road trauma for Nelson City

	Deaths	1
	Serious casualties	19
	Minor casualties	113
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	Fatal crashes	1
	Serious injury crashes	19
	Minor injury crashes	83
	Non-injury crashes	308

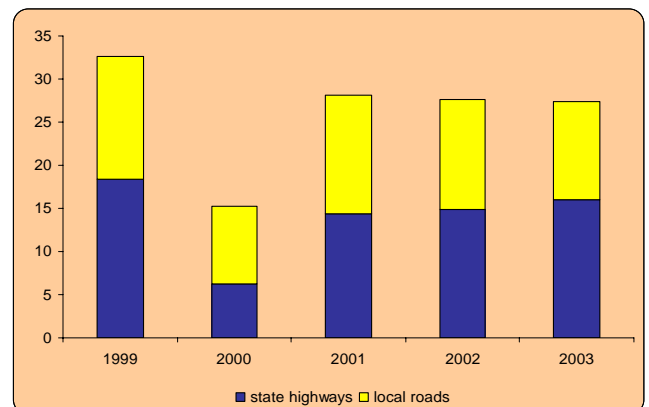
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.

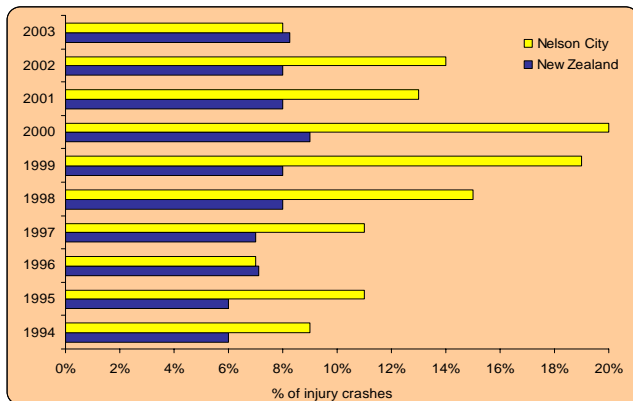


Pedestrians

Between 1999 and 2003, pedestrian casualties made up 15 percent of all road user casualties and 18 percent of all urban road user casualties. Over 93 percent of pedestrian casualties occurred on roads in urban areas. On average, over this five-year period, 18 pedestrians were injured each year in Nelson City, with one pedestrian killed and 20 seriously injured in total. Over the 10-year period between 1994 and 2003, the number of pedestrian casualties in Nelson City was significantly higher compared with all of New Zealand and similar authorities.

Of the pedestrian casualties, 52 percent were male and 48 percent were female.

Pedestrian casualties 1999–2003



Almost three quarters of pedestrian crashes occurred on a weekday, and one third occurred between noon and 3 pm. Fifteen percent of pedestrian crashes occurred during the peak hours from 7 am to 9 am and 24 percent occurred from 3 pm to 6 pm.

Almost a third of all the pedestrian casualties involved children and young adults aged up to 20 years old. Older pedestrians aged 70 years and over, made up 26 percent of pedestrian casualty figures.

Between 1999 and 2003, two thirds of pedestrian injury crashes in urban areas took place at a mid-block location away from an intersection or driveway. The majority of crashes did not happen on a pedestrian crossing.

Nelson City Council is currently undertaking a 'Safe Routes' trial project in the CBD of Nelson. This programme aims to provide safer routes in communities where pedestrians and cyclists of all ages are at high risk of injury. The programme aims to identify cyclist and pedestrian road safety problems and develop and implement engineering, education and enforcement strategies to solve the problems.

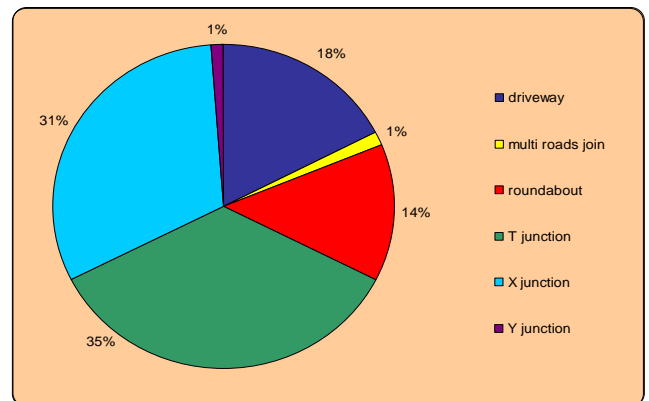


Cyclists

Cyclists were involved in 18 percent of all injury crashes between 1999 and 2003 in Nelson City. In total, there were 112 injury crashes involving cyclists over this five-year period. Of these, one cyclist was killed and 20 cyclists were seriously injured. Over the 10-year period from 1994 to 2003, there was an upward trend in the number of cyclist casualties.

Almost 40 percent of cyclists involved in injury crashes between 1999 and 2003 were in the 10 to 19 year age group and over 70 percent in this age range were male. Sixty-three percent of cyclist casualties were male. Crashes involving cyclists most frequently occurred on a weekday (82 percent). Of these weekday crashes, three quarters occurred in the period before and after school or work, ie from 7 am to 9 am and 3 pm to 6 pm.

Cycle crashes at intersections 1999–2003



Seventy-one percent of injury crashes involving cyclists occurred at either an intersection or a driveway. Of these crashes, 35 percent occurred at T junctions and 31 percent at crossroads, a quarter of which had no traffic controls.

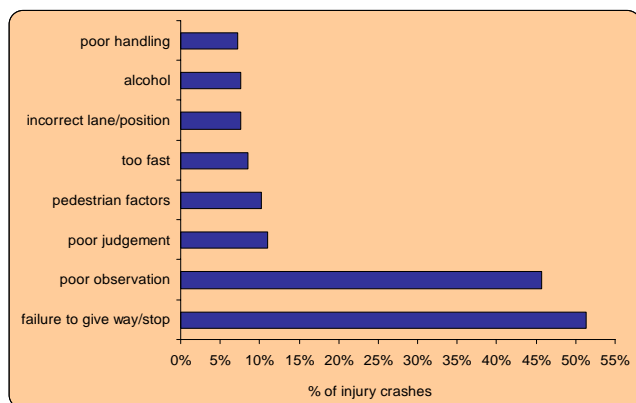
The majority of cyclist crashes occurred on urban roads, with three quarters on local (non state highway) roads.

Intersections

Half of the injury crashes recorded between 1999 and 2003 in Nelson City occurred at an intersection or driveway. The large number of intersections in the centre of Nelson City provides increased opportunities for crashes to happen. Accordingly, 92 percent of intersection crashes occurred in urban locations. Three quarters of intersection or driveway crashes in Nelson City occurred on local (non-state highway) roads.

Fifty-four percent of intersection crashes involved a collision between vehicles making either a crossing or turning movement. Ninety-two percent of these involved a vehicle failing to give way or stop and 43 percent involved a driver exhibiting poor observation skills and not concentrating on the task of driving.

Main contributory factors in intersection crashes 1999–2003



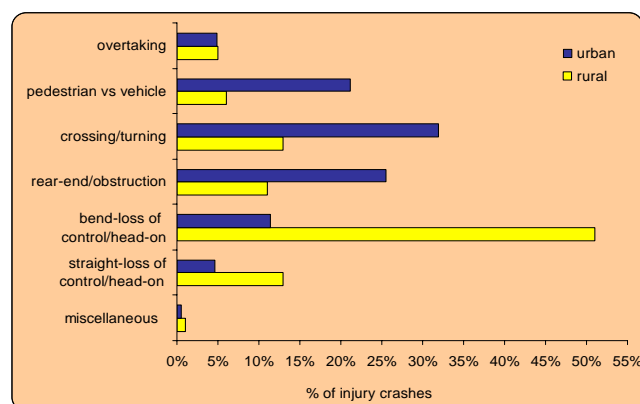
Thirty-seven percent of intersection crashes between 1999 and 2003 occurred at T junctions. Of these, 37 percent were at sites without any traffic controls such as Give Way or Stop signs and markings. Thirty-two percent occurred at crossroad type intersections and 11 percent occurred at roundabouts.

Loss of control on bends

Fifty-one percent of injury crashes on rural roads in the Nelson District between 1999 and 2003 involved a driver losing control of their vehicle on a bend. This resulted in either a head-on crash or the vehicle leaving the road. Collisions with roadside objects after a vehicle has left the road can increase the severity of the crash.

Of the loss of control on bend crashes in rural areas, 96 percent occurred on the state highway.

Crash movement types 1999–2003



Eighty-six percent of injury crashes involving loss of control on bends on rural roads in Nelson between 1999 and 2003, involved a vehicle hitting at least one roadside object. The most common occurrence was going over a bank. Of the crashes involving roadside objects, two resulted in a fatality and 10 in a road user being seriously injured.

Forty-three percent of loss of control on bend crashes on rural roads occurred on a wet road surface, compared with 13 percent for all crashes in Nelson City. Fifty-five percent of loss of control crashes on rural roads occurred during the hours of darkness, compared with 27 percent for all crashes in Nelson City.

Travelling at a speed too fast for the conditions was identified as a contributory factor in 52 percent of loss of control on bend crashes in rural areas between 1999 and 2003. Thirty-two percent involved poor handling of a vehicle.

Speed

The faster drivers go, the more likely they are to crash, and the greater the risk of serious injury and death.

Speed was a factor in 60 injury crashes in Nelson City between 1999 and 2003. This comprised 11 percent of all injury crashes in Nelson City, which was lower than for all of New Zealand and other similar authorities.



Alcohol

Alcohol has a big effect on the way people drive.

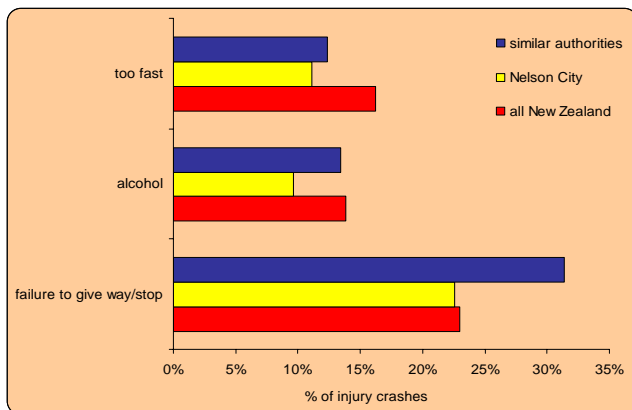
Overall, 10 percent of injury crashes in Nelson City between 1999 and 2003 involved alcohol as a contributory factor. This was lower than the national figure of 14 percent.



Failure to give way

Twenty-three percent of all injury crashes in Nelson City between 1999 and 2003 involved a vehicle failing to give way. This was the same as the proportion for all of New Zealand, but lower than the 31 percent recorded by similar authorities.

National issues 1999–2003



Restrains

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent.

During 2003 in Nelson City, 96 percent of front seat adults surveyed were wearing a restraint compared with 92 percent for all of New Zealand.

Between 1994 and 2003 there were 12 driver and passenger fatalities on Nelson City roads. Of those who died, three would have been saved if they had been wearing a restraint.

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