

road safety issues

Nelson 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 the report is to highlight the key road safety issues in Nelson City.

The number of injury crashes in Nelson City has decreased from a five-year high of 119 in 2004, to 105 in 2005. These crashes resulted in 120 casualties (compared to 143 in 2004).

Almost 80 percent of injury crashes between 2001 and 2005 occurred on urban roads. Seventy percent of all injury crashes during this period occurred on local roads.

Between 2001 and 2005, car drivers and passengers were the main casualty group. Cyclists were the next largest casualty group making up 17 percent of all road user casualties with pedestrians at 12 percent.

Over half of the crashes in Nelson City between 2001 and 2005 occurred at intersections or driveways and almost 22 percent involved drivers losing control on a bend. The total social cost of crashes in Nelson City was \$24.5 million in 2005.

Both national and local road safety issues are identified below. Specific issues relating to Nelson City are considered overleaf. National issues are discussed on the back page.

Major road safety issues

Nelson City

Pedestrians

Cyclists

Loss of control on bends

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Nelson City



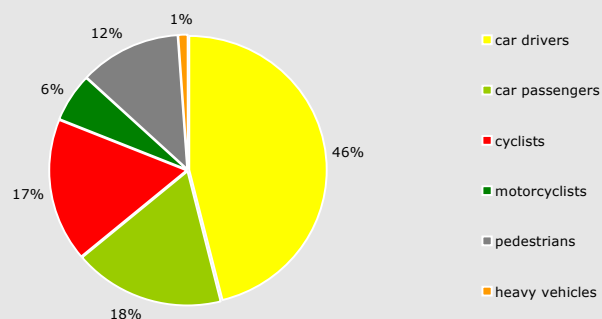
Deaths	2
Serious casualties	14
Minor casualties	104



Fatal crashes	2
Serious injury crashes	14
Minor injury crashes	89
Non-injury crashes	246

Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)

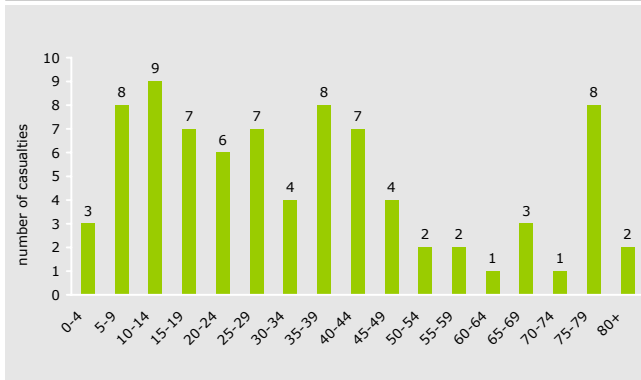


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Pedestrians

Between 2001 and 2005, pedestrian injury crashes made up 15 percent of all injury crashes in Nelson City. Over this period, there were 80 injury crashes that injured 82 pedestrians. Of these, 16 pedestrians were seriously injured (or 20 percent) and 66 received minor injuries.

Pedestrian casualties by age 2001–2005



Almost all of the pedestrians were injured on roads in urban areas and of these, 95 percent occurred on local roads compared to only five percent on state highways.

A third of pedestrians injured in crashes during this five-year period were aged under 19 years old, while a further 18 percent were aged 60 years and over. Pedestrian casualties were split almost equally between male and female.

Overall, 35 percent of the pedestrian injury crashes occurred between 3 pm to 6 pm. Half of those pedestrian casualties aged under 19 years were injured between the hours of 3 pm and 4 pm. Twenty-nine percent of pedestrian injury crashes occurred during the hours of darkness which is higher than all injury crashes in Nelson City.

Sixty-four percent of pedestrian injury crashes occurred at mid-block locations away from an intersection or driveway. Of the injury crashes that occurred at intersections, almost 50 percent were injured at crossroads, 26 percent at T junctions and 14 percent at driveways. Three crashes involving a pedestrian occurred at roundabouts.

Typically, pedestrians were injured crossing the road away from formal facilities such as pedestrian crossings or raised islands. Two crashes were recorded on a formal pedestrian crossing, and 18 percent were injured on a painted or raised island.

Five of the pedestrians injured were drunk.

Cyclists

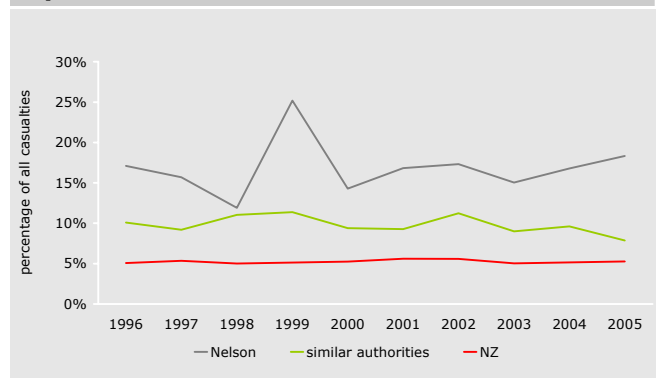
During the period 2001–2005, cyclists made up the third highest casualty group in Nelson City, at 17 percent of recorded casualties. Cyclist casualties have generally experienced an upward trend in their involvement in crashes over the past five years and overall, the proportion of cyclist casualties over this time was significantly greater than national or similar local authority averages.

There were 110 injury crashes involving cyclists in Nelson City between 2001 and 2005 with one cyclist killed and 22 seriously injured.

Seventy-seven percent of cyclist crashes in Nelson City occurred on local (non-state highway) roads in the urban area.

Three quarters of all cycle crashes happened at an intersection or a driveway. Of these intersection or driveway crashes, 31 percent occurred at a T junction, 24 percent at crossroads and 20 percent at roundabouts. Nineteen percent were injured at a driveway, and four percent on other junction types.

Cyclist casualties 1996–2005



Sixty-five percent of all cyclist casualties were male. Thirty-two percent of cyclists involved in injury crashes between 2001 and 2005 were aged between 10 and 19 years, and 18 percent aged 35 to 44 years.

Eighty-five percent of crashes involving cyclists occurred on a weekday, and of these, 60 percent happened in the commuting hours between 8 am to 9 am, and from 3 pm to 5 pm.

One third of cyclist crashes in Nelson City occurred between January and March, with 16 percent occurring in March alone.

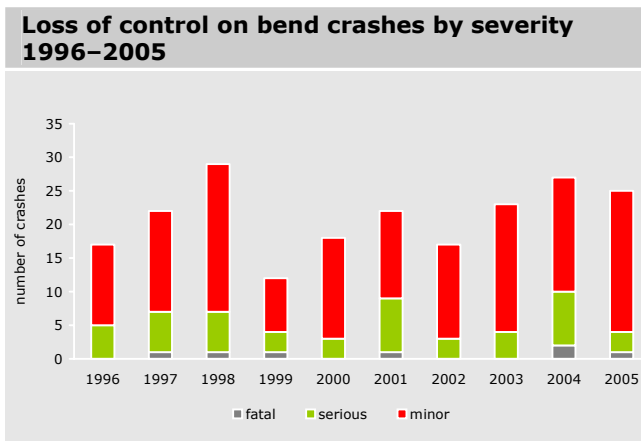
In December 2004, Tasman District and Nelson City jointly set up '0800CYCLECRASH', where cyclists could report cycle crashes or incidents to a call centre. Between 2004 and 2005 there were seven non-Police reported seriously injured cyclists, and 40 with minor injuries. Of these, seven (all minor injuries) were also reported to the Police.

Loss of control on bends

Between 2001 and 2005, 22 percent of injury crashes in Nelson City involved a driver losing control of their vehicle on a bend. A further seven percent of injury crashes involved a vehicle losing control on a straight section of road. Over this five-year period, there were 114 loss of control on bend injury crashes resulting in 33 deaths or serious injuries, and a further 144 recorded received minor injuries.

Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road, potentially resulting in a collision with a roadside object. Such an occurrence may increase the severity of a crash. The most common roadside hazards hit in Nelson City were cliffs/banks, trees, ditches, and fences.

Sixty percent of loss of control injury crashes on bends occurred on state highways, and of these 91 percent were in the rural area. Of the local road loss of control crashes on bends, almost all occurred in urban areas.



Compared to all injury crashes in Nelson City, a higher proportion of loss of control on bend crashes occurred in the dark (39 percent) and 40 percent occurred on wet/icy roads.

Speed was a contributory factor in 47 percent of loss of control injury crashes between 2001 and 2005. Other significant contributory factors include poor handling skills, alcohol, poor observation and poor judgement.

Although most casualties in loss of control injury crashes were car occupants, 21 percent were SUVs/van occupants and six percent were motorcyclists.

Fifty-three percent of all casualties in loss of control on bend crashes were aged between 15 and 24 years and of these 57 percent were male. Twenty-seven percent of drivers injured in loss of control on bend crashes were learner or restricted licence holders.

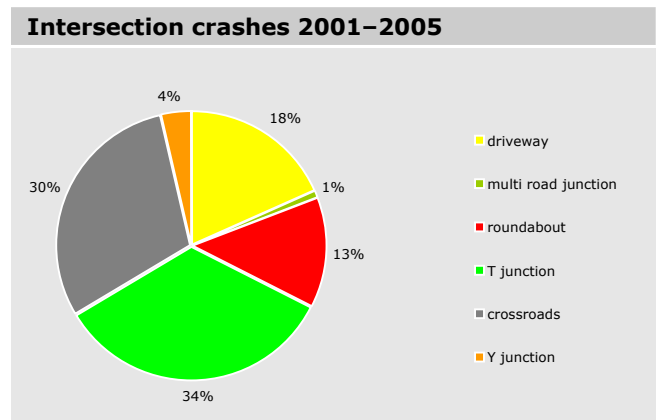
Over half of the loss of control on bend injury crashes occurred at the weekend.

Intersections

Between 2001 and 2005, there were 271 crashes (or 52 percent of all crashes) at intersections and driveways in Nelson City. Of these, 50 (or 18 percent) occurred at private driveways and accesses.

Crashes at intersections and driveways made up 62 percent of all urban injury crashes and 19 percent of all rural injury crashes in Nelson City between 2001 and 2005. Eighty-four percent of intersection and driveway injury crashes occurred on local roads, and of these crashes, almost all occurred in urban areas.

On average, there were 54 injury crashes a year at intersections and driveways during this five-year period resulting in a total of two deaths, 48 serious injuries and a further 285 minor injuries.



The main types of intersection crashes involved a collision between vehicles making either a crossing or turning movement (53 percent), or a vehicle being hit from behind, for example when in a queue while waiting to pass through an intersection (16 percent of intersection and driveway crashes).

Thirty-four percent of all intersection crashes between 2001 and 2005 occurred at a T junction, 30 percent at crossroads and 13 percent at roundabouts. Sixty-eight percent of the controlled intersections were recorded as having Give Way signs and markings.

Forty-two percent of all road users injured at intersection crashes were pedestrians, cyclists or motorcyclists. Cyclist casualties were over-represented in intersection crashes (25 percent of intersection crashes), particularly at roundabouts. The majority of pedestrians were injured at crossroads.

Twenty-nine percent of intersection crashes occurred between the hours of 3 pm and 5 pm, and 18 percent occurred between 7 am and 9 am. Three quarters of the crashes occurred on a weekday.

A third of those injured at intersections were aged between 10 and 19 years old. Twenty-eight percent of cyclists injured at intersections were aged 10 to 19 years.

National issues

Speed

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

During this period, speed too fast for conditions was a factor in 13 percent of injury crashes in Nelson City. This percentage involvement is lower than for all roads in New Zealand and the same in similar authorities.

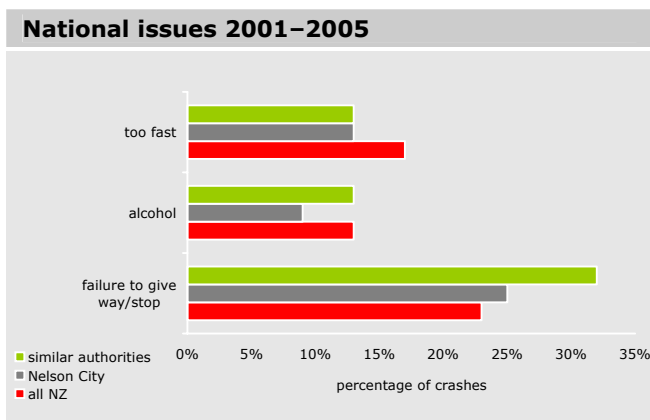
Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2001 and 2005, alcohol was identified as a factor in nine percent of crashes on roads in Nelson City which is somewhat lower than for all roads in New Zealand and for similar authorities.

Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, many can have serious consequences. A quarter of the crashes on roads in Nelson City between 2001 and 2005 involved drivers failing to give way, which was higher than all roads in New Zealand but lower than in similar authorities.



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same.

Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 96 percent for Nelson City.

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