

# 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 Wellington City.**

The total number of injury crashes reported in 2003 in Wellington City was 298. Both crash and casualty numbers have continued to show a slight downward trend since 2001. The eight deaths in 2003 were double the previous year's total. However, last year serious crash numbers reduced by 20 percent. The crash and casualty levels on Wellington City roads were lower than those on roads in similar authorities.

Between 1999 and 2003, vehicle occupants were the largest casualty group. Pedestrian casualties were over-represented comprising 22 percent of all casualties. While pedestrian casualty numbers declined in 2003, cyclist casualty numbers increased to 10 percent of all casualties in Wellington City.

Almost half (48 percent) of all injury crashes recorded on urban roads in Wellington City occurred at intersections. The estimated social cost of crashes in Wellington City in 2003 amounted to \$87 million.

Local and national road safety issues are identified below. The specific issues for Wellington City are considered in detail overleaf, while national issues are outlined on the back page.

## Major road safety issues




### Wellington City

- Pedestrians**
- Cyclists**
- Intersections**

### Nationally

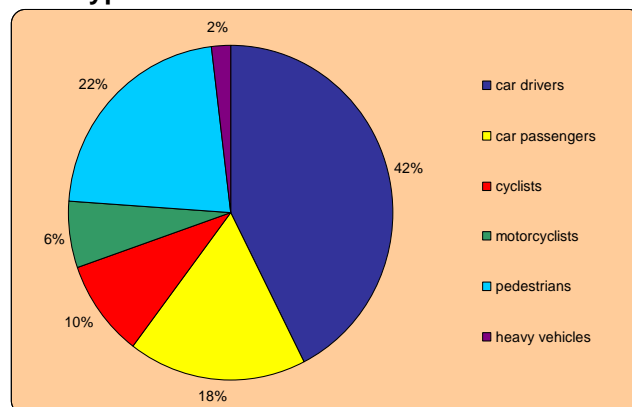
- Speed**
- Alcohol**
- Failure to give way**
- Restraints**

## 2003 road trauma for Wellington City

	Deaths	8
	Serious casualties	52
	Minor casualties	320
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	Fatal crashes	8
	Serious injury crashes	48
	Minor injury crashes	242
	Non-injury crashes	793

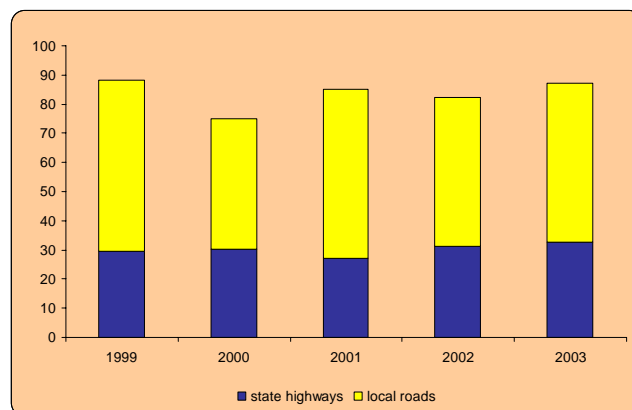
## Road casualties 1999–2003

### User type 1999–2003



## Estimated social cost of crashes\*

### Social cost (\$ million)



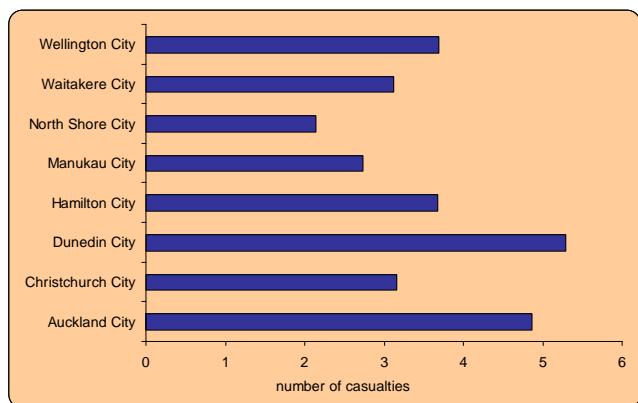
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.



## Pedestrians

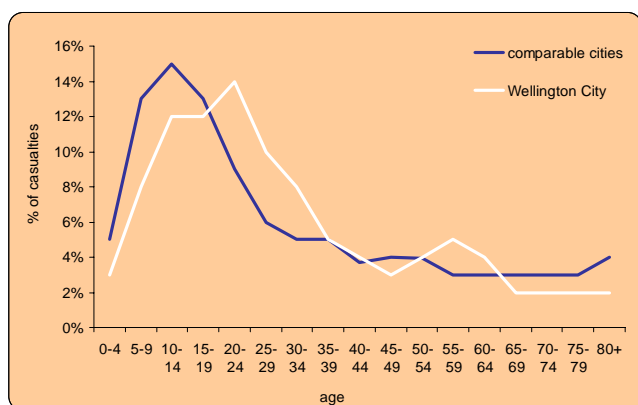
Between 1999 and 2003, pedestrians made up 22 percent of all casualties on urban roads in Wellington City. The numbers injured decreased by 20 percent last year. Pedestrians were significantly over-represented as a proportion of all casualties in Wellington City when compared with other similar authorities. Only Dunedin and Auckland cities had higher pedestrian casualty rates per 10,000 population than Wellington City.

### Pedestrian casualties per 10,000 population 1999–2003



Pedestrian casualties in the 20 to 34 and 50 to 64 year age groups were above both national and similar authority group levels.

### Age distribution of pedestrian casualties 1999–2003



Some of the factors in pedestrian crashes were:

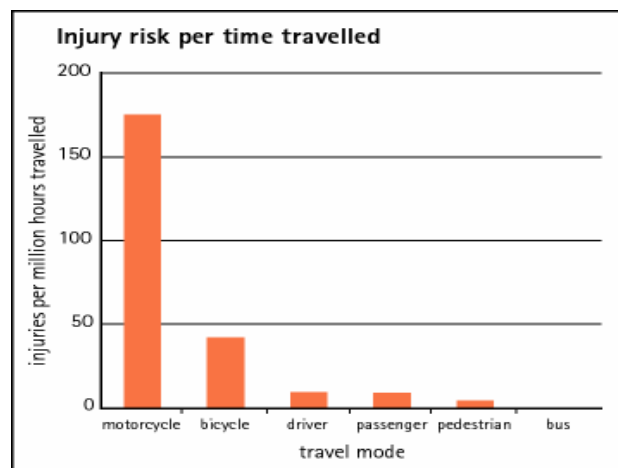
- pedestrians not looking when crossing (28 percent) and not using the crossing facilities provided (13 percent)
- motorists not giving way to pedestrians (12 percent), inattention (11 percent) and not checking for pedestrians (17 percent)
- alcohol-impaired pedestrians (seven percent).

Forty-three percent of the crashes occurred at intersections.



## Cyclists

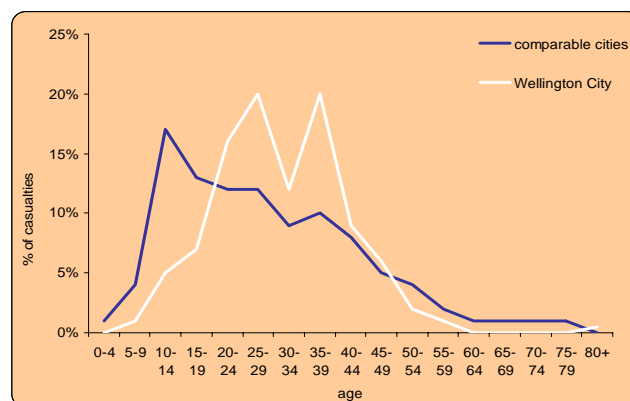
Cyclists made up 14 percent of all urban casualties in the city. Cyclist casualty numbers increased in 2003 from 37 to 41. Cyclists, as a percentage of all road casualties within the city remain over-represented when compared with similar authorities and national figures.



Travel surveys conducted by the LTSA have indicated that while motorcycling remains the most risky travel mode, the injury risk to cyclists is three times that of a vehicle occupant and eight times that of a pedestrian when considering trips, distance or time as a measure of exposure to risk.

The age profile of cyclists injured in Wellington City showed that 20 to 39 year-olds were over-represented and consequently suffered more of the serious injuries.

### Age distribution of cyclist casualties



Some of the factors in cyclist crashes were:

- cyclists overtaking on the left (11 percent), not looking for other parties (eight percent) and failing to give way or stop (seven percent)
- motorists not looking for other parties (37 percent) and failing to give way or stop (32 percent)
- alcohol (one percent).

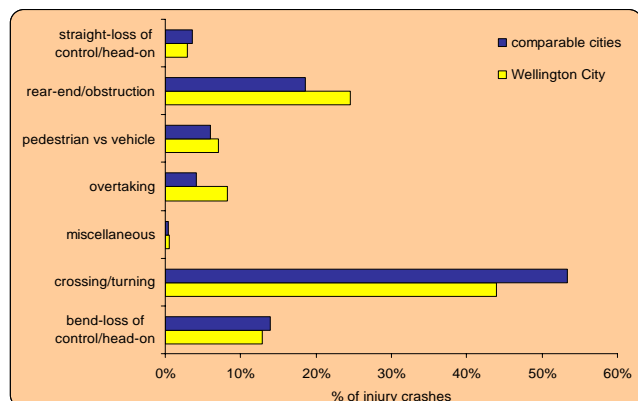
Forty-seven percent of the crashes occurred at intersections.

# T Intersections

Forty-eight percent of urban injury crashes in the 1999–2003 period in Wellington City occurred at intersections.

The percentage of pedestrian and cyclist crashes at intersections has been noted elsewhere and was higher than levels recorded in comparable cities.

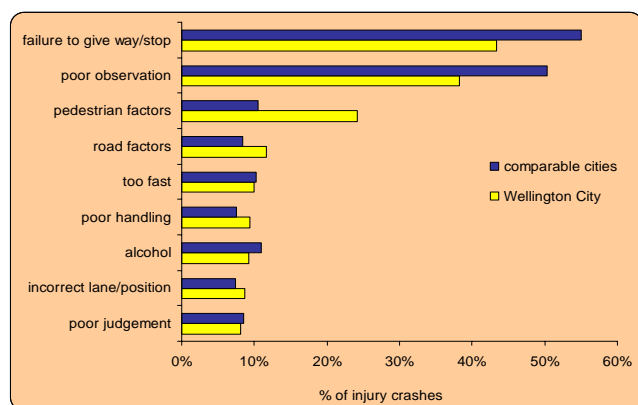
## Types of crashes at intersections



Factors associated with intersection crashes were:

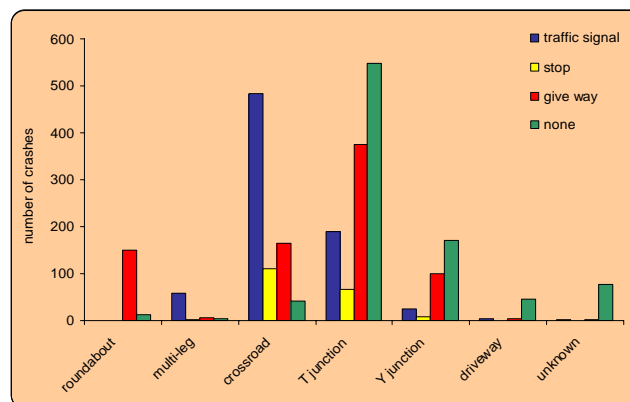
- failure to give way or stop (43 percent)
- failing to look for or see other traffic (38 percent)
- pedestrian factors such as not looking for traffic when crossing (24 percent).

## Factors involved in crashes at intersections 1999–2003



The types of intersection and the type of traffic control at intersections where crashes occurred are indicated below.

## Intersection control types 1999–2003



The following intersections in Wellington City recorded five or more crashes in 2003:

Crash road	Side road
SH 1 Calabar Road	Cobham Drive
SH 1	Vivian and Willis Streets
SH 1	Adelaide Road
SH 1	Rugby Street
SH 1 Wellington Road	Ruahine Street
Kent Terrace	Majoribanks Street
SH 1	Pirie Street
SH 1	Evans Bay Parade
SH 1 Vivian Street	Taranaki Street
Wakefield Street	Tory Street
Riddiford Street	Mein Street
Johnsonville Road	Fraser Avenue
Hutt Road	Onslow Road
Riddiford St	Donald Mclean Street
Willis Street	Manners Street

## 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 93 injury crashes in Wellington City between 1999 and 2003. This comprised six percent of all injury crashes in the city and was below the national level of 16 percent and similar authorities' level of 13 percent.



## Alcohol

Alcohol has a big effect on the way people drive.

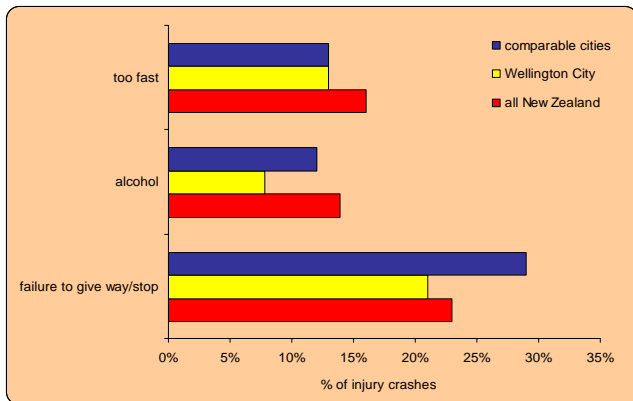
Overall, almost eight percent of injury crashes in Wellington City between 1999 and 2003 involved alcohol as a contributory factor compared with all of New Zealand (14 percent) and 12 percent recorded in similar authorities.



## Failure to give way

Between 1999 and 2003, 28 percent of all crashes in Wellington City involved a vehicle failing to give way. This was higher than the national figure of 23 percent, but was the same as other 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.

Safety belt surveys in 2003 indicated that 96 percent of drivers in Wellington City were wearing a restraint compared with the national average of 92 percent.

## Contacts

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