

road safety issues

Wellington 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 this report is to highlight road safety issues on the road network in Wellington City.

This report is for both local roads and state highways in Wellington City. Rural roads are those roads with a speed limit of 80 km/h or more.

The number of injury crashes in 2005 in Wellington City was 377. Crash numbers have increased over the last two years. The increase has been mainly in the number of minor urban crashes. Rural casualty numbers were down in 2005 compared to previous years.

Vehicle occupants were the largest casualty group between 2001 and 2005. Pedestrian and cycle casualties were over-represented compared to similar local authorities and both have increased in 2005.

Over fifty percent of urban injury crashes occurred at an intersection in 2005. Loss of control and rear end/obstruction crashes each represented 25 percent of the recorded injury crashes in the city. The estimated social cost of crashes in Wellington City in 2005 amounted to \$85 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 considered on the back page.

Major road safety issues

Wellington City

Pedestrians

Cyclists

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Wellington City



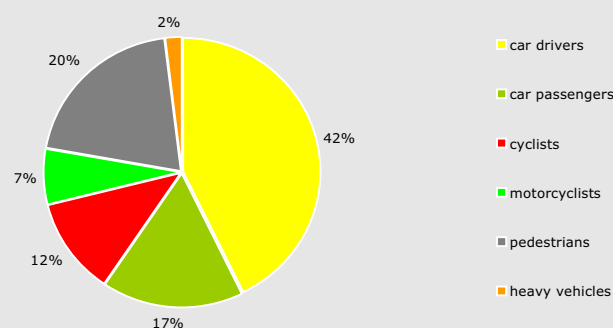
Deaths	4
Serious casualties	56
Minor casualties	393



Fatal crashes	4
Serious injury crashes	54
Minor injury crashes	319
Non-injury crashes	1,100

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 and cyclists

Pedestrians (414) and cyclists (233) accounted for 30 percent of the injury casualties in Wellington City crashes in the period 2001–2005. The number and proportion of pedestrian and cyclist casualties is increasing.

Pedestrians

The pedestrian casualty rate for Wellington City of 5.1 per 10,000 population is the highest compared with similar local authorities, where the average casualty rate is 3.1 per 10,000.

	Pedestrian casualties 2005	Casualty rate per 10,000 population	Last five years
Auckland	172	4.1	4.6
Christchurch	97	2.9	2.9
Dunedin	48	4.0	5.0
Hamilton	47	3.8	3.1
Hutt City	22	2.2	2.7
Manukau	56	1.8	2.3
North Shore	44	2.1	2.6
Tauranga	26	2.6	2.6
Waitakere	37	2.0	2.9
Wellington	91	5.1	4.8
Total/Average	640	3.1	3.4

The profile of pedestrian casualties indicates that those aged 15 to 39 years were over-represented, with males and females aged 20 to 29 years particularly high.

Pedestrian casualty profile 2001–2005



Five percent of the pedestrian casualties were from secondary incidents.

Factors associated with pedestrian casualties were:

- not looking when crossing (42 percent)
- not correctly using the facilities provided (20 percent)
- crossing from between stationary vehicles (13 percent)
- misjudging the traffic flow (11 percent)
- under the influence of alcohol or drugs (eight percent).

Drivers also contributed to pedestrian crashes through:

- failing to give way at a crossing or traffic signals (19 percent)
- not looking for pedestrians (17 percent)
- having their attention diverted by other parties (12 percent).

Pedestrian casualty profile 2001–2005



Crashes involving pedestrians primarily occurred during daylight hours (73 percent) and in dry weather (81 percent). This is comparable to similar authorities, however a higher percentage occurred at intersections and may reflect the higher severity of injury recorded.

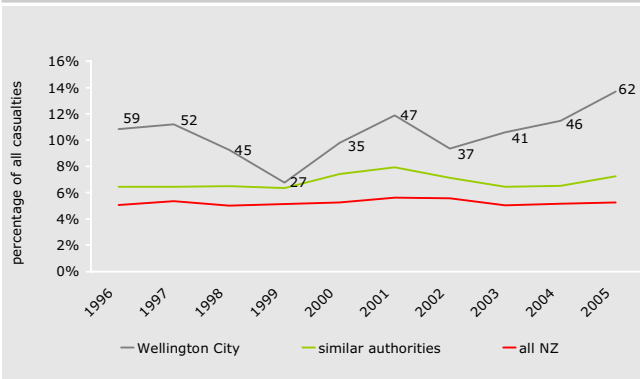
The worst site for pedestrian crashes in Wellington City is the intersection of Taranaki Street and Courtenay Place with 12 reported incidents between 2001 and 2005. There are some significant sites along the Lambton Quay/Willis Street/Courtenay Place corridor with 25 percent of the pedestrian casualties occurring on this route.

Cyclists

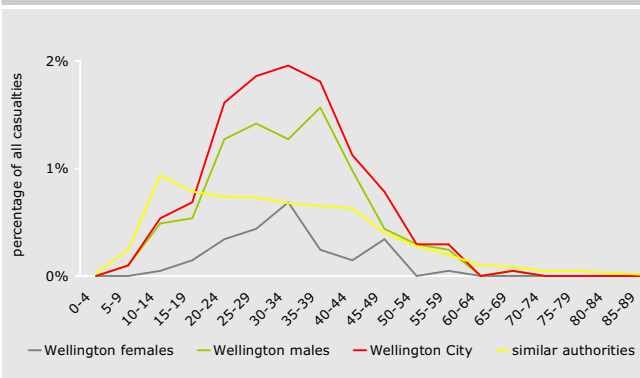
The number of cyclist casualties in Wellington City continues to rise with a 35 percent increase from 2004 to 2005. This represents about 14 percent of all crash casualties in Wellington City.

The cyclist casualty rate in Wellington City of 4.1 per 10,000 population is higher than for similar authorities at 2.9 per 10,000 population. Cycle crash numbers are also increasing.

Cyclist casualties 1996–2005



Cyclist casualty profile 2001–2005



This suggests that cycling has become increasingly popular for those aged 20 to 49 years, more so for males than females.

Examining the factors associated with cycle crashes suggests that other road users are more at-fault than the cyclists.

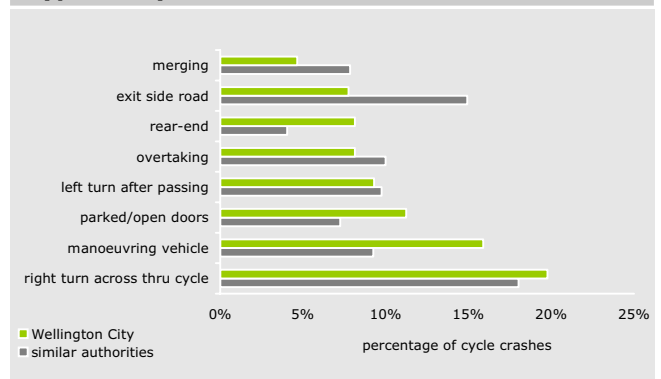
Factors associated with cyclists include:

- breaching road rules – give way, keep left, in lane, wrong way (15 percent)
- overtaking (12 percent) particularly on the left
- inattention – not looking for or noticing other road users and obstructions (11 percent)
- no lights/brakes (eight percent).

Motorists contributed to cycle crashes by:

- failing to give way (34 percent)
- not seeing or looking for the other party (45 percent)
- misjudgement (nine percent)
- inattention (five percent).

Types of cycle crashes 2001–2005

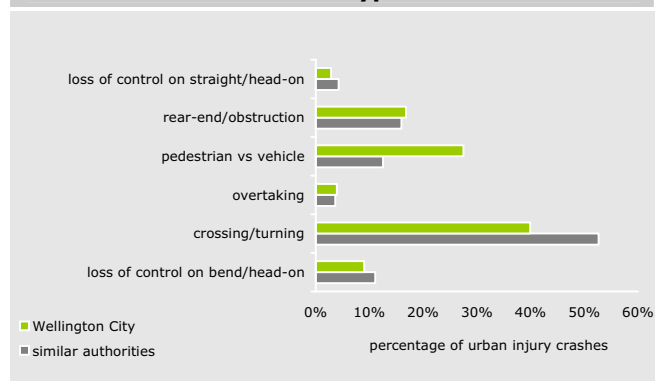


The types of crashes cyclists are involved in further emphasises the factors of not giving way or looking for cyclists in the Wellington traffic environment.

Intersections

Fifty percent of reported urban injury crashes in Wellington City between 2001 and 2005 happened at intersections.

Urban intersection crash types 2001–2005

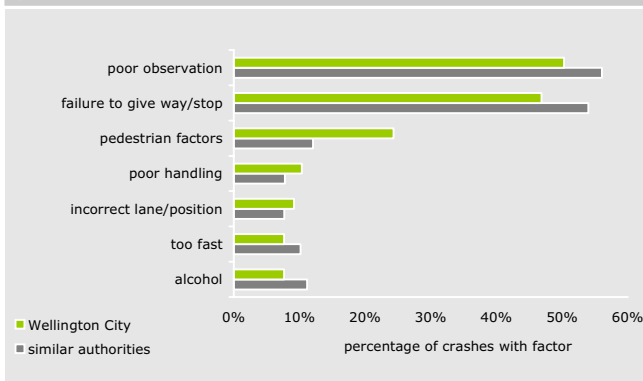


Crossing/turning crashes (40 percent) were the predominant crash type at intersections and these were the result of right turns across through traffic (35 percent), right angle collisions (28 percent) and right turns from a side road across through traffic (27 percent).

Pedestrian incidents (27 percent) were the second most common intersection crash type in Wellington City. Fifty percent of these pedestrian incidents occurred at traffic signal controlled intersections.

Rear end/obstruction collisions (17 percent) at intersections were principally queue related incidents at peak traffic times.

Intersection crash factors 2001–2005



Factors associated with intersection crashes are comparable to similar authorities and indicate that failing to give way or stop (47 percent) is a major cause of intersection crashes in Wellington City. This is compounded by poor observation (50 percent) and various other contributing factors.

Of the pedestrian incidents at intersections, the pedestrian was often not watching the traffic when crossing the road or not complying with the traffic signals. Vehicles failing to give way to pedestrians either when turning at signals or at pedestrian crossings was common and associated with failing to look for pedestrians.

National issues

Speed

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

In Wellington City between 2001 and 2005 speed too fast for the conditions was reported as a factor in 11 percent of crashes. This compares favourably with the national situation of 17 percent.

Alcohol

Alcohol has an effect on the way a vehicle is driven by slowing the drivers reactions and their perception of the driving task. There has been a significant reduction in the number of alcohol related crashes throughout the country but further reducing the incidence of alcohol related crashes is desirable.

Alcohol was involved in seven percent of Wellington City crashes compared to 13 percent nationally.

Failure to give way

A major cause of crashes is the failure to give way to another party, and particularly so at intersections. In Wellington City 23 percent of crashes between 2001 and 2005 had failing to give way as a factor and this is comparable to the national figure of 23 percent.

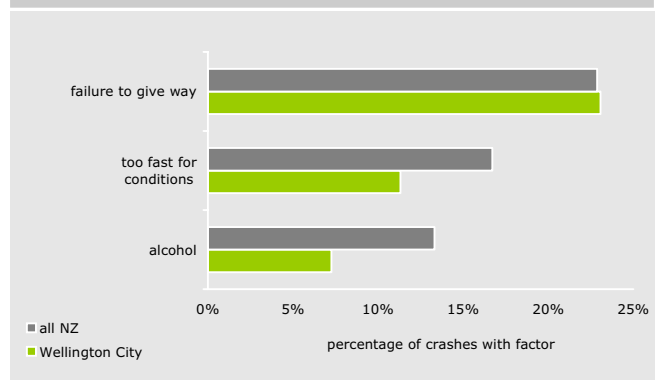
Restraints

The use of safety belts and child restraint systems reduces the chance of death or serious injury in a crash by 40 percent.

Surveys conducted by the Ministry of Transport indicate that for persons in the front seats of vehicles in Wellington City 98 percent were wearing their safety belt in 2005.

The most recent survey for back seat passengers (2004) indicated 93 percent wearing rate and the survey of child restraint use (2004) indicated 86 percent usage.

National issues 2001–2005



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