

# 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 2000–2004 period. The intent of the report is to highlight the key road safety issues in Nelson City.**

Over the last five years the number of injury crashes in Nelson City has increased, with a high of 119 in 2004, resulting in 143 casualties (compared with 133 casualties in 2003).

Almost 80 percent of injury crashes between 2000 and 2004 occurred on urban roads. Two thirds of all injury crashes during this five-year period were on local, non-state highway roads.

Car/van drivers and passengers were the two main casualty groups between 2000 and 2004. Cyclists were the next largest casualty group, making up 16 percent of all road user casualties, with pedestrians at 14 percent. Pedestrian crashes almost doubled between 2000 and 2004.

Half of the crashes in Nelson City between 2000 and 2004 were at an intersection or driveway and 21 percent involved a vehicle driver losing control on a bend. The total social cost of crashes in Nelson City was \$33 million in 2004.

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

Intersections

Loss of control on bends

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Nelson City



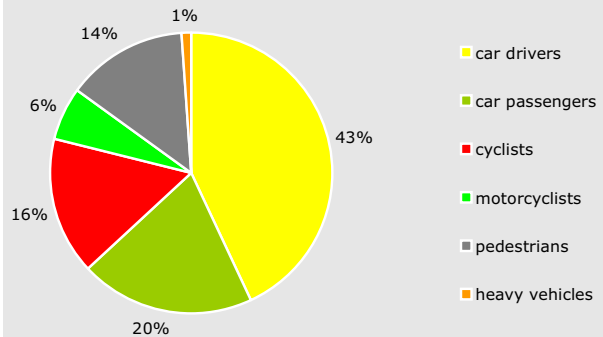
Deaths	2
Serious casualties	24
Minor casualties	117



Fatal crashes	2
Serious injury crashes	24
Minor injury crashes	93
Non-injury crashes	308

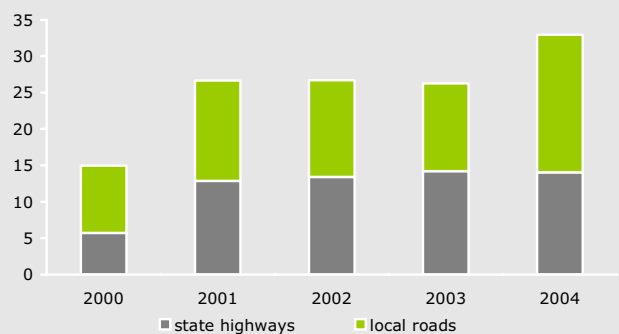
### Road casualties 2000–2004

User type 2000–2004



### Estimated social cost of crashes\*

Social cost (\$ million)

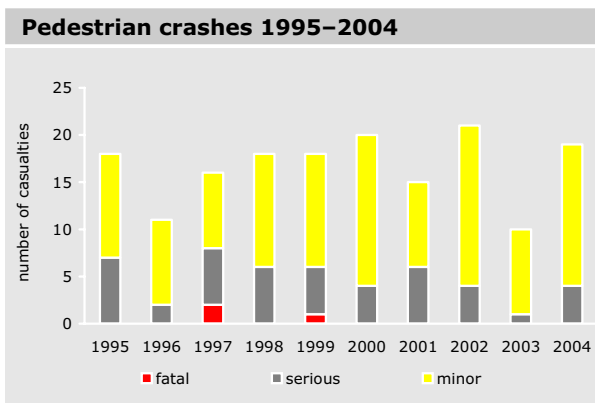


\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

## Pedestrians

Between 2000 and 2004, pedestrians made up 14 percent of the total number of casualties in Nelson City. Over the past 10 years, the proportion of pedestrian casualties in the crash statistics has been greater than that of similar local authorities and all of New Zealand.

Over the 2000 to 2004 period, there were a total of 85 crashes that injured 88 pedestrians. Of these, 19 pedestrians were seriously injured (22 percent) and 69 received minor injuries.



Forty-six percent of pedestrians injured in a crash during this five-year period were younger than 24 years old, with 20 percent aged 60 years and over.

Most (87 percent) of the pedestrians were injured on local roads in the urban area.

Overall, one quarter of the pedestrian crashes occurred during the two-hour period from 3 pm to 5 pm. Half of the school-aged pedestrians were injured on weekdays in the hours either immediately before or after school and were typically in close vicinity to a school.

Sixty percent of pedestrian crashes occurred at mid-block locations away from an intersection or driveway. Of those crashes that occurred at an intersection or driveway, 47 happened at crossroads, half of which were controlled by traffic signals.

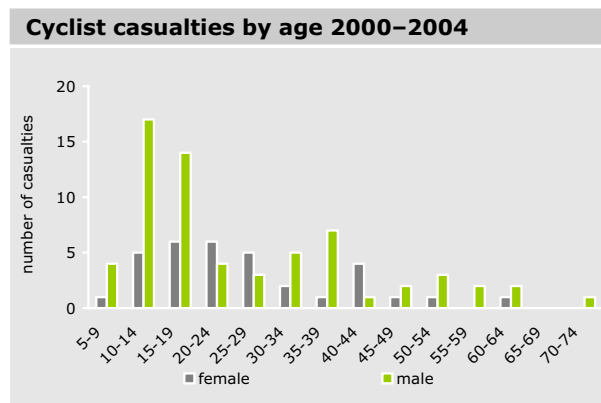
Typically, pedestrians were injured crossing the road away from formal facilities such as pedestrian crossings or raised islands. Eight pedestrians were also injured while drunk.

## Cyclists

Cyclists made up the third highest casualty group in Nelson City during 2000 to 2004, at 16 percent of recorded casualties. There was an upward trend in their involvement in crashes over the past five years. Overall, the proportion of cyclist casualties over this period was significantly greater than nationally or for similar local authorities.

There were 103 cycle crashes in Nelson City between 2000 and 2004. Of these, one cyclist was killed and 21 were seriously injured.

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



Forty-three percent of cyclists involved in injury crashes between 2000 and 2004 were in the 10 to 19 year age groups, and 74 percent of these were male. Sixty-eight percent of cyclist casualties overall were male.

Seventy-six percent of all cycle crashes in Nelson City occurred at a driveway or intersection. Of these, 30 percent occurred at a T junction, 27 percent at crossroads and 21 percent were at driveways.

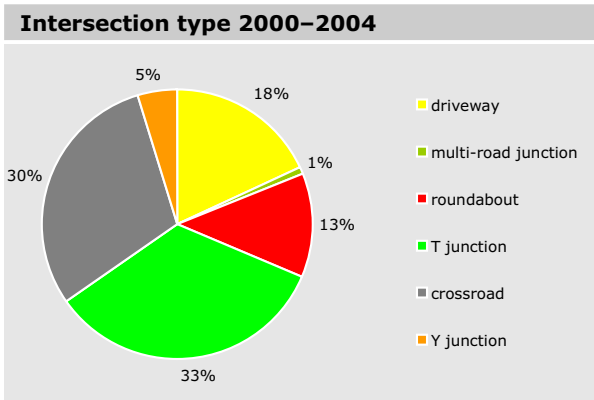
One third of the crashes involving cyclists occurred during the summer months of January to March. Crashes involving cyclists tended to occur on weekdays with 82 percent of crashes occurring then. Half of the weekday cyclist crashes occurred during the commuting hours from 8 am to 9 am and from 3 pm to 5 pm.

Three cyclists were injured while drunk.

## Intersections

Between 2000 and 2004, there were a total of 248 crashes (or 50 percent of all crashes) at intersections and driveways in Nelson City. Of these, 45 (18 percent) occurred at private driveways and accesses. During this five-year period, a total of 45 people were killed or seriously injured in intersection crashes.

Crashes at intersections and driveways made up 60 percent of all urban injury crashes and 18 percent of all rural injury crashes in Nelson City between 2000 and 2004. All of the intersection crashes in the rural area occurred on the state highway. Eighty-three percent of intersection crashes that occurred in the urban area were on local roads.



Thirty-three percent of all intersection crashes between 2000 and 2004 occurred at T junctions, 30 percent at crossroads and 13 percent at roundabouts. Thirty-six percent of T junction crashes occurred at a location without any formal traffic control such as Give Way or Stop signs and markings.

The main types of intersection crashes involved a collision between vehicles either crossing or turning (51 percent) or a vehicle being hit from behind, such as when in a queue waiting to pass through an intersection (16 percent). A further 15 percent involved a pedestrian.

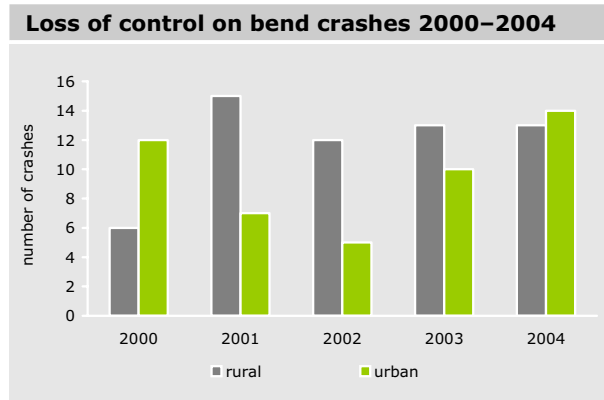
Over 42 percent of all road users injured in intersection crashes were pedestrians, cyclists or motorcyclists. Three road users injured were on skateboards. Cyclist numbers were particularly high (35 percent) in crashes at roundabouts compared with other road users. Half the pedestrians were injured at crossroads.

A third of those injured at intersections were aged between 10 and 19 years, many of whom were on a cycle. Ten percent of intersection crashes occurred between 8 am and 9 am, and a third occurred between 3 pm and 6 pm. Seventy-three percent of the crashes occurred on a weekday.

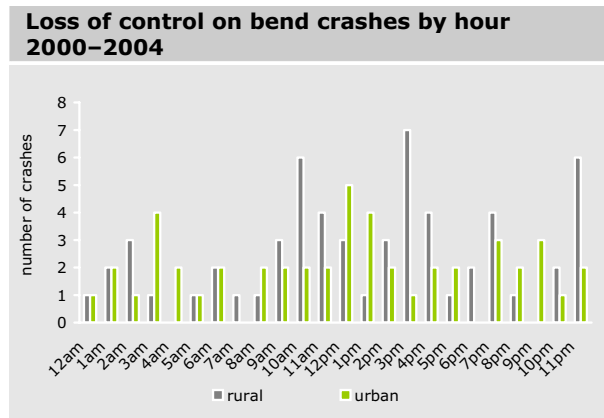
## Loss of control on bends

The most common type of crash on roads in the rural areas of Nelson City between 2000 and 2004 involved a driver losing control of their vehicle, either on a bend or straight section of road. Over this five-year period, there were a total of 107 crashes resulting in 32 deaths or serious injuries and 143 minor injuries. Sixty-two percent of loss of control on bend crashes occurred on the state highway.

Eighty-two percent of injury crashes involving loss of control on bends on rural roads in this period involved a vehicle hitting at least one roadside object – the most common were banks, ditches and fences. In these crashes, two people died and 21 were seriously injured.



Forty-one percent of these crashes on rural roads occurred on a wet or icy road surface, compared with 15 percent for all crashes in Nelson City. Forty-two percent of loss of control crashes on rural roads occurred at night, compared with 27 percent for all crashes in Nelson City.



Driving too fast for the conditions was identified as a contributory factor in 22 percent of these crashes. Fifteen percent involved poor handling of a vehicle and 12 percent involved alcohol.

Half of the loss of control on bend crashes happened on the weekend.

## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. During the 2000–2004 period, travelling too fast for the conditions was a factor in 12 percent of injury crashes in Nelson City. This percentage was lower than for all roads in New Zealand and for similar authorities.

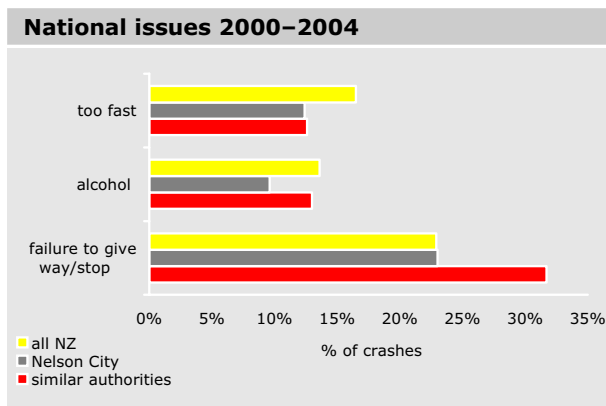
## Alcohol

Alcohol has a big effect on the way people drive. People who 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 2000 and 2004, alcohol was identified as a factor in 10 percent of crashes on roads in Nelson City, a figure 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, failing to give way can have serious consequences. Twenty-three percent of crashes on roads in Nelson City between 2000 and 2004 involved drivers failing to give way, which was the same as the national level but lower than for similar authorities.



## Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether in the front or the back seat, the risk of serious or fatal injury if not wearing a safety belt is virtually the same.

Results from the 2004 national restraint wearing survey showed that the national average of front seat safety belt wearing was 94 percent, compared with 97 percent for Nelson City.

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