

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Marlborough District.

In 2002, the Marlborough District experienced a large increase in the number of people killed (15) and seriously injured (34) in road crashes compared with the previous year. The number of minor-injury casualties also increased slightly.

Car and van occupants made up 80 percent of all road-user casualties between 1998 and 2002. While motorcyclists and cyclists were the next largest casualty groups, the Marlborough District experienced a downward trend in casualties for both of these road-user groups over the past 10 years.

Between 1998 and 2002, two-thirds of injury crashes occurred on rural roads. The majority of these crashes involved a driver losing control of the vehicle on a curve, often colliding with a roadside hazard after leaving the road. In urban areas, most injury crashes occurred at an intersection. Older road users were also involved in a high proportion of crashes compared with the national average for the 1998–2002 period. Fatigue and poor observation were contributory factors in many of these types of crashes.

The estimated social cost of crashes in the Marlborough District in 2002 was \$67.7 million, a large increase from the 2001 value.

Both national and local road safety issues are identified below, with the specific issues for the Marlborough District considered in detail overleaf.

Major road safety issues

Marlborough District

Loss of control on bends

Intersections

Older road users

Roadside hazards

Nationally

Speed

Alcohol

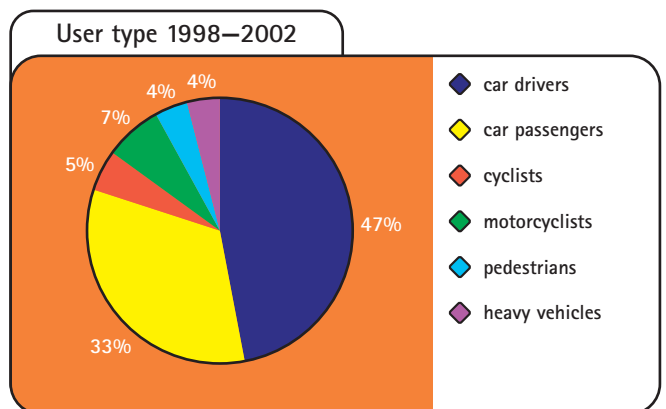
Failure to give way

Restraints

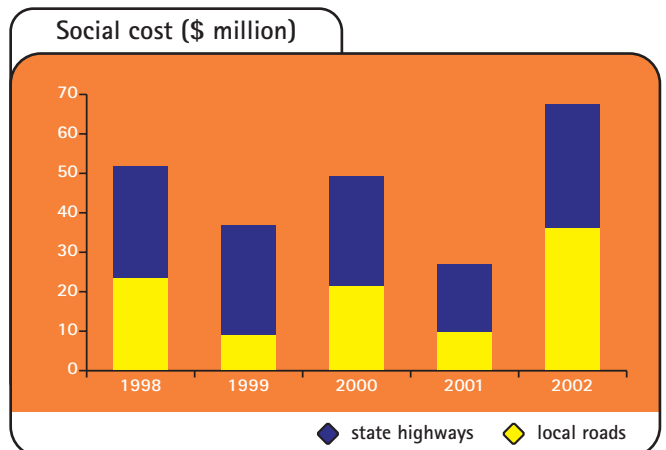
2002 road trauma for Marlborough District

+	Deaths	15
♀	Serious casualties	34
	Minor casualties	124
🚗	Fatal crashes	11
	Serious injury crashes	24
	Minor-injury crashes	76
	Non-injury crashes	276

Road casualties 1998–2002



Estimated social cost of crashes*

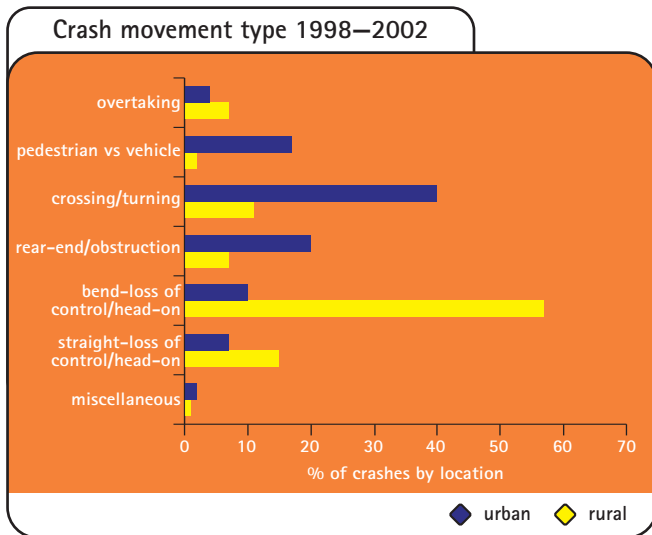


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Loss of control on bends

Between 1998 and 2002, 57 percent of injury crashes on open roads in the Marlborough District involved a driver losing control of their vehicle on a bend. Such crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road. Sixty-four percent of these crashes occurred on a state highway.



Speed was identified as a contributory factor in a third of loss of control injury crashes on bends in rural areas between 1998 and 2002. Other significant contributory factors included poor handling, alcohol and fatigue.

Drivers losing control of their vehicle on a bend were involved in a higher than average number of crashes at night or on a wet road for the Marlborough District.

Recommended actions

- Encourage education campaigns aimed at improving cornering skills.
- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different driving conditions.
- Support strategic enforcement campaigns targeting speed and alcohol on rural roads during weekends.
- Continue to improve lane markings around curves and ensure advisory signs are appropriate, consistent and correctly located.
- Ensure roadside areas are kept clear of solid objects.
- Provide sealed road shoulders, where appropriate.

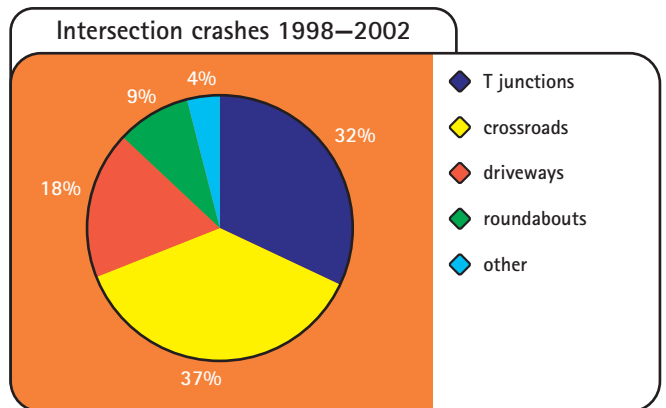


Intersections

Crashes at intersections and driveways made up two thirds of all urban injury crashes and 22 percent of all rural injury crashes in the Marlborough District between 1998 and 2002. On average, there were 34 injury crashes per year at intersections and driveways during this five-year period resulting in a total of 51 deaths and serious injuries.

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

Forty-four percent of all intersection crashes between 1998 and 2002 occurred at crossroads while 39 percent occurred at T junctions. Forty percent of T junction crashes occurred at a location without any Give Way or Stop signs and markings.



A quarter of all intersection and driveway crashes between 1998 and 2002 involved a vehicle colliding with either a cyclist or a pedestrian.

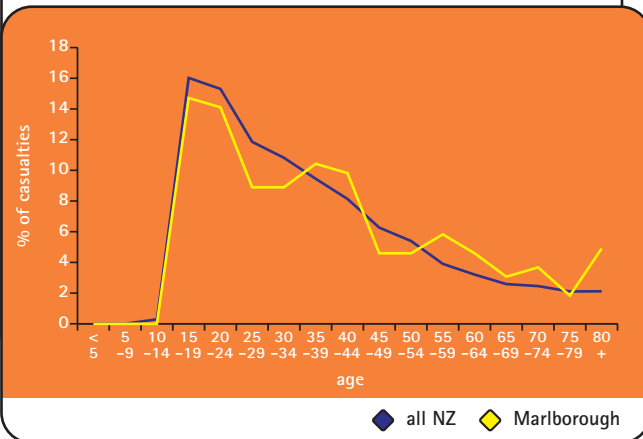
Recommended actions

- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling when turning or changing direction or lane, choosing a safe gap, and looking out for pedestrians and cyclists.
- Support the risk targeted patrol planning of the New Zealand Police.
- Encourage crash reduction studies of known black spots.
- Investigate the level of control at T junctions.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see and ensure signs and markings are up to the appropriate standard.

Older road users

Twenty percent of all road users injured in a crash in the Marlborough District between 1998 and 2002 were aged 55 years and older. Drivers of cars and vans were the main type of casualty for this age group and made up a quarter of all driver casualties compared with a national figure of 16 percent over the same period. Thirty percent of older road user casualties aged 55 and older were either fatally or seriously injured compared with 24 percent of all road users in the Marlborough District.

Car and van driver casualties by age 1998–2002



Injury crashes involving older drivers between 1998 and 2002 mainly occurred at bends on the open road away from intersections. Many such crashes were the result of an older driver losing control of the vehicle, while fatigue was also an additional factor in many of these crashes.

Thirty-nine percent of injured pedestrians were aged 55 years and older. Nationally, this proportion amounted to 19 percent.

Recommended actions

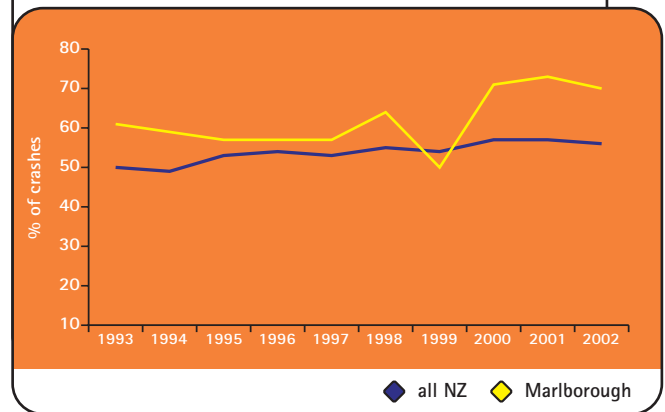
- Promote improved driving skills through such programmes as Defensive Driving and Safe with Age courses.
- Ensure that enforcement recognises the needs of, and threats to, older road users.
- Ensure that engineering work is designed with older drivers in mind.
- Provide consistent and appropriate delineation and signs that are easy to see and understand.



Roadside hazards

Collisions with roadside objects after a vehicle has left the road can increase the severity of a crash. Two thirds of injury crashes on rural roads in the Marlborough District between 1998 and 2002 involved a vehicle hitting at least one roadside hazard. Of these crashes, 20 involved a fatality and in 54 instances a road user was seriously injured.

Collisions with roadside hazards on rural roads



Eighty-three percent of injury crashes in which a vehicle hit a roadside object was a result of the driver losing control of their vehicle, on either a straight or a bend. Typical contributory factors include poor handling, speed and alcohol. Forty-one percent of such crashes where a roadside object was hit occurred during the dark.

Objects commonly struck by errant vehicles were fences and cliffs/banks, while vehicles entering ditches, going over a bank, or hitting a tree or post/pole were also common.

Recommended actions

- Seek agreement on legal and funding issues from all agencies involved.
- Develop a programme to either remove or protect hazards.
- Support replacing or upgrading major roads that no longer operate at an acceptable level of safety (due to increased traffic volumes).
- Continue to work with utility companies to eliminate poles and relocate services within the road reserve underground.

New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement in and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives in the Marlborough District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$36,250
Driving behaviours	\$11,000
Road code campaign	\$10,000
Driver licence assistance courses (older drivers)	\$2,000
Marae-based driver licence courses	\$4,500
Rural driving	\$13,000
Vulnerable road users (general)	\$14,500

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In the Marlborough and Kaikoura Districts during 2003/2004, the Police will deliver 16,290 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	12,385
Traffic management including crash attendance, incidents, emergencies and events	2,710
School road safety education	860
Police community services	335

The LTSA will liaise with Marlborough Roads, Transit New Zealand and the New Zealand Police to ensure both risk targeted patrol plans and the joint Marlborough/Kaikoura Road Safety Action Plan are implemented.

Where to get more information

For more specific information relating to road crashes in the Marlborough District, please refer to the 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

Contacts

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