

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 the Marlborough District.

In 2003, the number of people (seven) killed in road crashes in the Marlborough District more than halved from 2002 (15). The number of people seriously injured in road crashes decreased to 23 in 2003 from 34 in 2002. The number of minor injury casualties also decreased.

Car and van occupants made up 77 percent of all road-user casualties between 1999 and 2003. Motorcyclists were the next largest casualty group. Over the past 10 years, there has been a downward trend in motorcycle casualties, but in 2003 the trend has reversed. Cyclist casualties also increased between 2002 and 2003.

Between 1999 and 2003, over 60 percent 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. Poor observation and failure to give way were contributory factors in many of these crash types.

The estimated social cost of crashes in the Marlborough District in 2003 was \$46.1 million, a decrease from 2002.

Both local and national road safety issues are identified below. Specific issues for the Marlborough District are considered in detail overleaf, while the national issues are discussed on the back page.

Major road safety issues

Marlborough District

Loss of control on bends

Intersections

Motorcyclists

Cyclists

Nationally

Speed

Alcohol

Failure to give way

Restraints



2003 road trauma for Marlborough District



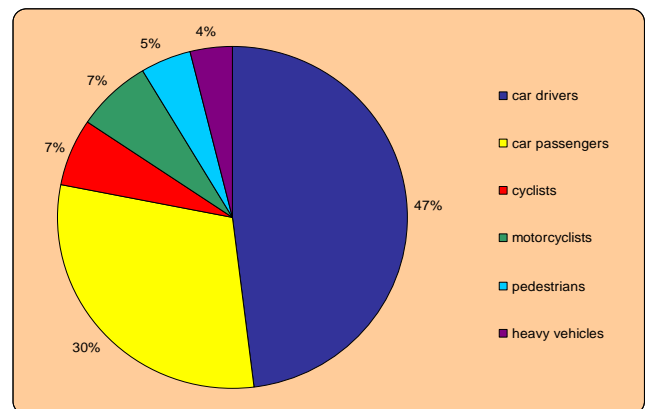
Deaths	7
Serious casualties	23
Minor casualties	104



Fatal crashes	6
Serious injury crashes	19
Minor injury crashes	74
Non-injury crashes	246

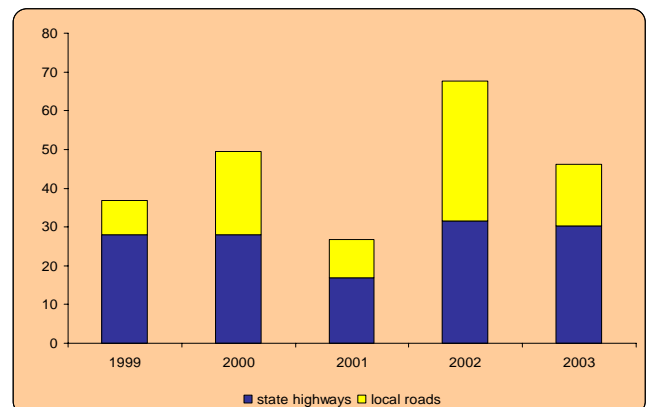
Road casualties 1999–2003

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.

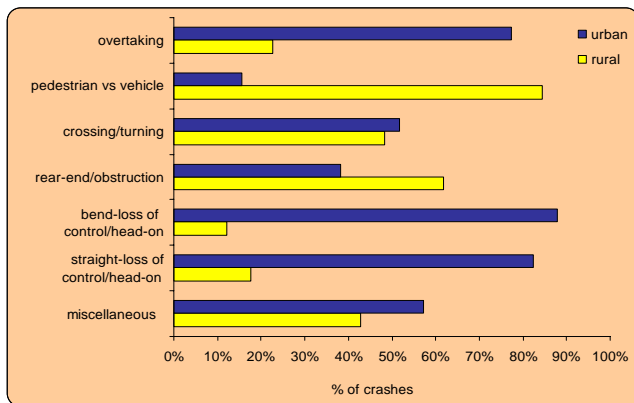


Loss of control on bends

Between 1999 and 2003, 57 percent of injury crashes on rural roads in the Marlborough District involved a driver losing control of their vehicle on a bend. This can result in either a head-on collision with another vehicle or the vehicle leaving the road. Sixty-two percent of these crashes occurred on the state highway.

Speed was identified as a contributing factor in over a third of loss of control injury crashes on bends in rural areas between 1999 and 2003. Other significant contributing factors included poor handling (one third of all injury crashes), alcohol (19 percent of injury crashes) and fatigue (14 percent of injury crashes).

Crash movement type 1999–2003



The majority of loss of control on bend crashes resulted in injury to the driver or passenger of a car, with the next highest number of casualties being drivers of trucks (seven percent of injury crashes).

Drivers losing control of their vehicle on a bend were involved in a higher than average number of crashes at night (43 percent).

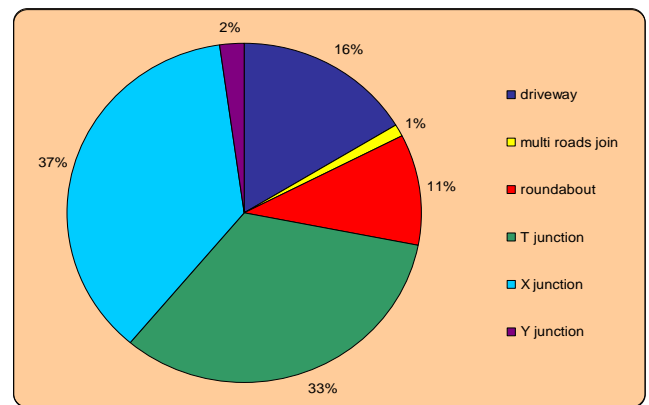


Intersections

Crashes at intersections and driveways made up two thirds (67 percent) of all urban injury crashes and 20 percent of all rural injury crashes in the Marlborough District between 1999 and 2003. On average there were 36 injury crashes per year at intersections and driveways during this five-year period, resulting in a total of 41 deaths and serious injuries.

Over this five-year period, 68 percent of all intersection crashes occurred on local roads (non-state highways) in the Marlborough District and 68 percent on urban roads. Crashes at driveways made up 16 percent of these intersection and driveway crashes.

Intersection and driveway crashes 1999–2003



Sixty percent of intersection and driveway crashes between 1999 and 2003 involved a collision between vehicles making either a crossing or turning movement. Eighty-nine percent of these involved a vehicle failing to give way or stop.

Thirty-seven percent of all intersection crashes between 1999 and 2003 occurred at a crossroads junction while 33 percent occurred at T junctions. Forty-six percent of T junction crashes occurred at a location without any Give Way or Stop signs and markings.

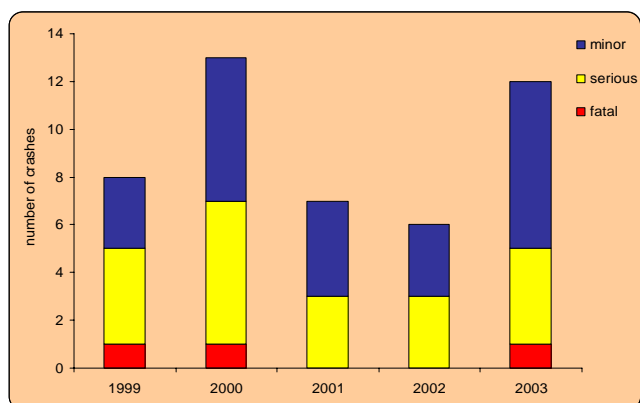
Motorcyclists

Although there has generally been a downward trend in the number of motorcyclist casualties in the Marlborough District over the past 10 years, the proportion of such casualties in urban areas is greater than national levels or in similar local authorities.

Fifty-four percent of motorcycle crashes occurred in urban areas. In total, motorcyclists made up 10 percent of all casualties in the Marlborough District between 1999 and 2003, with 23 percent of motorcycle crashes resulting in either a fatality or a serious injury. Sixty-eight percent of motorcycle crashes on rural roads resulted in either a fatality or a serious injury.

Loss of control on bends was recorded as a contributing factor in over a third of all motorcycle crashes between 1999 and 2003, with 13 percent involving speed. Over half the crashes involving a motorcycle occurred at an intersection.

Motorcycle crashes 1999–2003



Forty-one percent of motorcycle crashes occurred either on Friday or Saturday (50 percent in urban areas), with a third of motorcycle crashes recorded between noon and 3 pm.

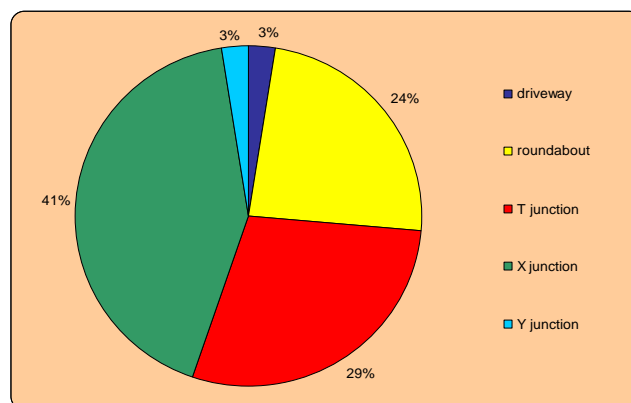
Between 1999 and 2003, a third of all motorcycle crashes recorded involved a motorcycle and no other vehicle. However, three quarters of motorcycle crashes in urban areas involved a motorcycle and at least one other vehicle.

Cyclists

While cyclists made up six percent of recorded casualties in the Marlborough District over the five-year period 1999–2003, there has been an upward trend in their involvement in crashes over the past 10 years. On average, there have been nine injury crashes involving cyclists each year between 1999 and 2003. Overall, the proportion of cyclist casualties over this time period has also been significantly greater than national levels or in similar local authorities.

Eighty-seven percent of cycle crashes occurred in urban areas and 82 percent occurred on local (non-state highway) roads. Eighty-four percent of all cycle crashes happened at a driveway or an intersection. Of these intersection crashes, 42 percent occurred at a crossroad and 29 percent at T junctions.

Cyclist crashes at intersections 1999–2003



Forty-two percent of cyclists involved in injury crashes between 1999 and 2003 were in the 10 to 19 year age groups for both males and females. Sixty-eight percent of all cyclist casualties were male.

Eighty-seven percent of crashes involving cyclists occurred during a weekday and of these weekday crashes, 58 percent happened in the hours before work or school (7 am to 9 am) and after work or school (3 pm to 6 pm).

80 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 85 injury crashes in the Marlborough District between 1999 and 2003. This comprised 18 percent of all injury crashes in the Marlborough District. This is slightly higher than for all of New Zealand, but less than in similar authorities.



Alcohol

Alcohol has a big effect on the way people drive.

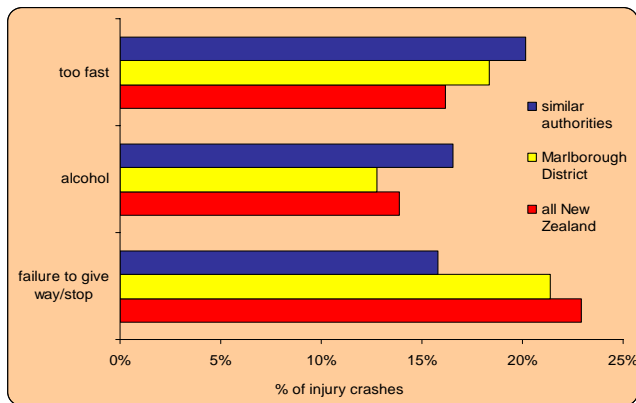
Overall, almost 13 percent of crashes in the Marlborough District between 1999 and 2003 involved alcohol as a contributory factor compared with 14 percent of crashes for all of New Zealand, and 17 percent for similar authorities.



Failure to give way

Between 1999 and 2003, 21 percent of all crashes in the Marlborough District involved a vehicle failing to give way. This was lower than the figure for New Zealand, but higher than in similar authorities.

National issues 1999–2003



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. During 2003, in the Marlborough District, 95 percent of front seat adults surveyed were wearing a restraint compared with 92 percent for all New Zealand.

Of the 48 drivers and passengers who died between 1994 and 2003, 28 would have been saved if they had been wearing a restraint.

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