

road safety issues

Marlborough District

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 the report is to highlight the key road safety issues in the Marlborough District.

The number of people killed or seriously injured in road crashes in the Marlborough District has decreased from 48 in 2004 to 32 in 2005. However, the number of crashes overall, has been increasing over the period 2001 to 2005.

Between 2001 and 2005, car occupants made up 77 percent of all road-user casualties followed by cyclists who made up nine percent of all road user casualties. The Marlborough District has seen an upward trend in these casualties from 2001 reaching a high of 20 casualties in 2005.

Fifty-four percent of injury crashes on rural roads between 2001 and 2005 in the Marlborough District involved a driver losing control of a vehicle on a bend. In urban areas most injury crashes (63 percent) occurred at an intersection. The total social cost of crashes in the Marlborough District was \$36 million in 2005.

Both national and local road safety issues are identified below. Specific issues relating to the Marlborough District are considered overleaf. National issues are discussed on the back page.

Major road safety issues

Marlborough District

Cyclists

Fatigue

Loss of control on bends

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Marlborough District



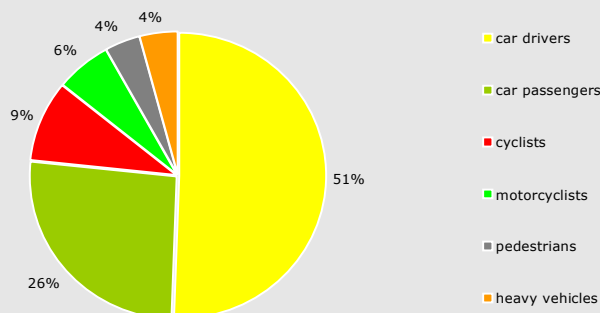
Deaths	3
Serious casualties	29
Minor casualties	121



Fatal crashes	3
Serious injury crashes	25
Minor injury crashes	86
Non-injury crashes	282

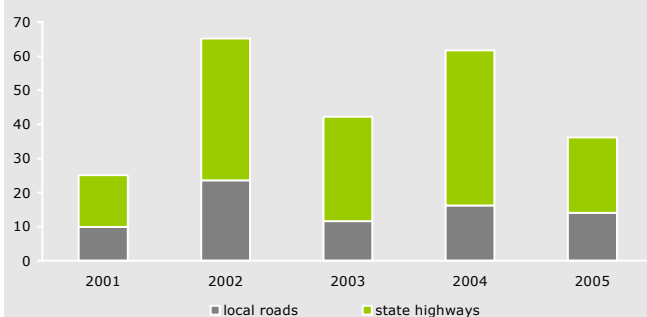
Road casualties 2001–2005

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.

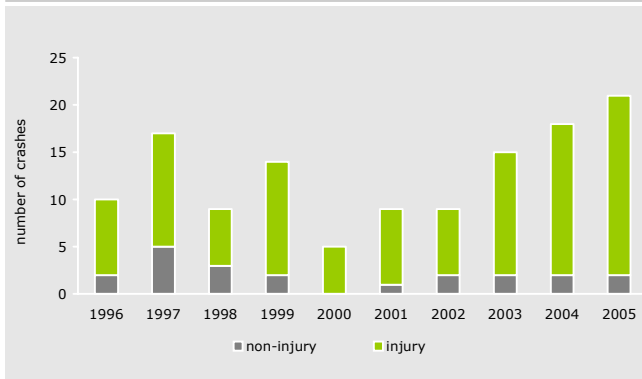
Cyclists

Between 2001 and 2005, cyclists made up nine percent of recorded casualties in the Marlborough District. They have experienced an overall upward trend in their involvement in crashes over the past 10 years. Overall, the proportion of cyclist casualties over this time period was generally greater than for nationally or in similar local authorities.

There were 72 cycle crashes in the Marlborough District between 2001 and 2005, with one cyclist killed and 15 seriously injured.

Overall 89 percent of cyclist crashes in the Marlborough District occurred on roads in the urban area, typically on local roads rather than state highways.

Cycle crashes by severity 1996–2005



Forty two percent of cyclists involved in crashes between 2001 and 2005 were in the 10 to 19 year age groups, and 77 percent in this age range were male. Seventy percent of cyclist casualties were male.

Eighty five percent of all cycle crashes in the Marlborough District occurred at a driveway or intersection. Of these crashes, one third occurred at roundabouts, 31 percent occurred at crossroads, 25 percent at T-junctions and 11 percent at driveways. A quarter of those cyclists injured at roundabouts were seriously injured, and a quarter were aged between 10 and 19 years.

Thirty percent of the crashes involving cyclists occurred during the summer months January to March. Crashes involving cyclists tended to occur during a weekday with 83 percent of crashes occurring then. Thirty six percent of cyclist crashes occurred during the hours from 3pm to 5pm, and 15 percent occurred in the one hour period between 8 am to 9 am. The majority of cycle crashes occurred on a dry road surface in daylight conditions.

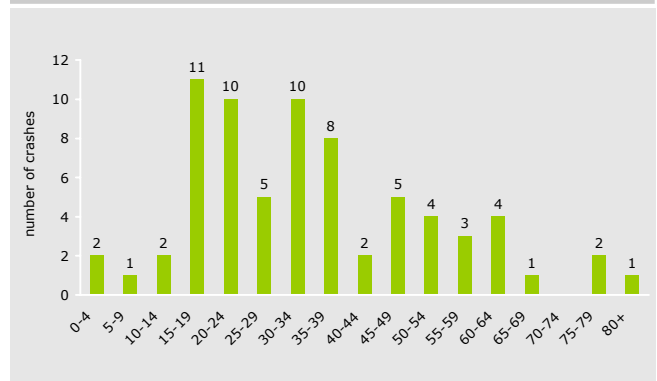
Contributory factors involved in cycle crashes included poor observation, failure to give way/stop, incorrect lane position, and poor judgement.

Fatigue

Staying alert is crucial for safe driving. Fatigued drivers may have slower reaction times, putting themselves and others in danger when they encounter unusual, unexpected or emergency situations. Identification of the effects and presence of driver fatigue is subjective as drivers are often unaware or unwilling to admit that they have lost concentration. Though generally under-reported, fatigue was still recorded as a contributing factor in 10 percent of injury crashes in the Marlborough District from 2001 to 2005. This proportion of crashes is higher than all of New Zealand and similar authorities.

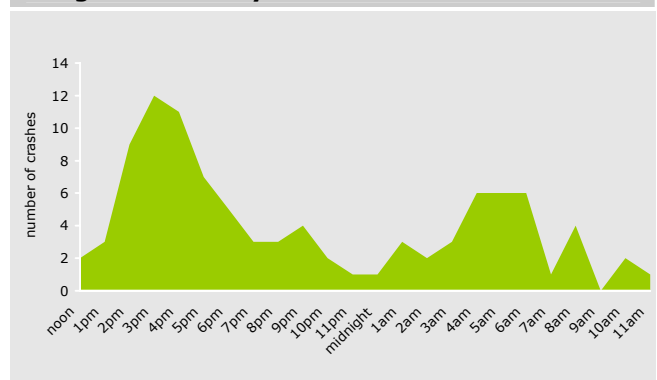
Drivers travelling along SH 1 through the Marlborough District are at risk of fatigue because of the long distances they are likely to be travelling, and/or because of commitments to ferry sailings. Of the 86 percent of fatigue crashes that occurred on the state highway network, 55 percent were on SH1.

Fatigue crashes by age 2001–2005



During 2001-2005, the 98 fatigue crashes recorded in the Marlborough District resulted in 73 casualties of which two were fatal, 20 serious and 51 sustained minor injuries. Almost all the casualties were car passengers, but 27 (37 percent) were occupants of an SUV/van and two were occupants of a truck.

Fatigue crashes by time 2001–2005



The body clock is programmed to make us feel sleepy in the early hours of the morning and mid afternoon. During 2001 to 2005 in the Marlborough District, the numbers of crashes involving fatigue appear to be highest at these times. Forty-five percent of fatigue related crashes occurred during the hours of darkness.

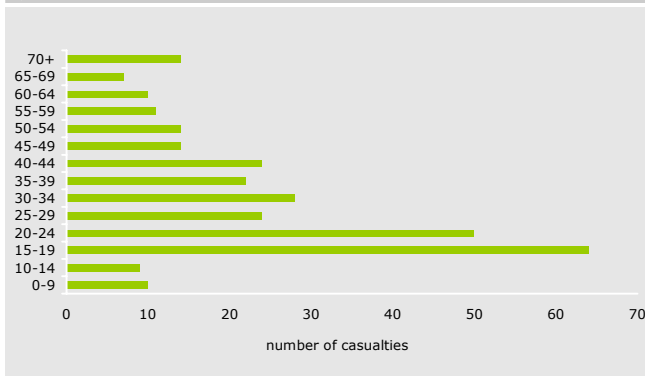
Loss of control on bends

The most common type of crash on roads in rural areas of the Marlborough District between 2001 and 2005 involved a driver losing control of their vehicle on a bend. Over this five-year period, there were 506 crashes resulting in 85 deaths or serious injuries, and 228 minor injuries. Fifty-one percent of loss of control on bend crashes occurred on local roads and 49 percent on state highways. Eighty percent of loss of control on bend crashes occurred in rural areas.

Seventy percent of crashes involving loss of control on bends on rural roads in the Marlborough District between 2001 and 2005 involved a vehicle hitting at least one roadside object – the most common objects hit were banks, ditches and fences. Of these crashes involving roadside objects, 10 people died and 45 were seriously injured.

Thirty-six percent of those injured in loss of control on bend crashes were aged between 15 and 24 years. The majority of contributory factors involved in crashes for this age group were excessive speed and poor handling.

Age of casualties in loss of control on bends crashes 2001-2005



Twenty-nine percent of loss of control on bend crashes occurred on a wet/icy road surface, compared to 16 percent for all crashes in the Marlborough District. Almost 40 percent of loss of control crashes on rural roads occurred during the hours of darkness, compared to 27 percent for all crashes in the Marlborough District.

Speed (too fast for the conditions) was identified as a contributory factor in over a third of loss of control on bend crashes between 2001 and 2005. Thirty-eight percent involved poor handling of a vehicle, and 16 percent involved alcohol.

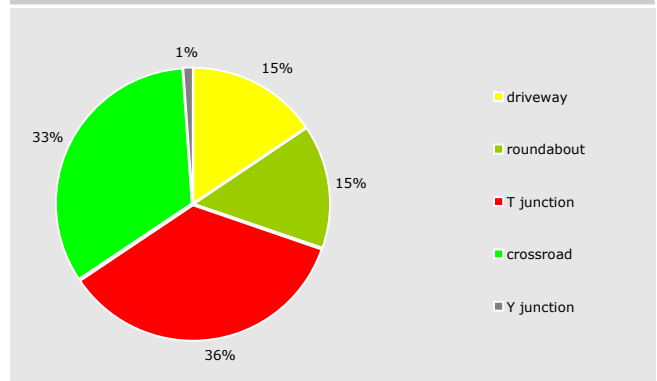
While the majority of casualties injured in loss of control on bend crashes were car occupants, 27 percent were SUV/van occupants, eight percent truck occupants and a further five percent were motorcyclists.

Intersections

Between 2001 and 2005, there were 201 injury crashes (or 40 percent of all injury crashes) at intersections and driveways in the Marlborough District. Of these, 31 (or 15 percent) occurred at private driveways and accesses. During this five-year period a total of 51 people were killed or seriously injured in intersection crashes.

Between 2001 and 2005, crashes at intersections and driveways made up 69 percent of all urban injury crashes and a quarter of all rural injury crashes in the Marlborough District. Sixty-five percent of intersection crashes in rural areas occurred on state highways. Seventy-four percent of intersection crashes in urban areas occurred on local roads rather than state highways.

Crashes by intersection type 2001-2005



In the period 2001–2005, 35 percent of all intersection crashes occurred at T junctions, 33 percent at crossroads and 15 percent at roundabouts. Half of T junction injury crashes occurred at a location without any formal traffic control like Give Way or Stop signs and markings.

The main types of intersection crashes involved a collision between vehicles making either a crossing or turning movement (60 percent), loss of control of a vehicle (17 percent) or a vehicle being hit from behind, eg, in a queue at an intersection (11 percent).

Almost a third of all road users injured in intersection crashes were pedestrians, cyclists or motorcyclists. Cyclists were over-represented in intersection injury crashes (19 percent), particularly in crashes at roundabouts where they made up 55 percent of all those injured.

Thirty percent of those injured at intersections were aged between 10 and 19 years, many of whom were cyclists, and 15 percent were aged 60 years or older. Sixty-seven percent of those aged 15 to 19 years were occupants of a car.

Fifteen percent of intersection crashes occurred between 8 am and 10 am, and 35 percent occurred between 3 pm and 6 pm.

National issues

Speed

The faster drivers go, the more likely they are to crash and increasing the risk of serious injury or death. Excessive speed was a particular issue on roads in rural areas of the Marlborough District between 2001 and 2005. During this period, speed too fast for the conditions was a factor in 19 percent of injury crashes in the Marlborough District, lower than the figure for all roads in New Zealand and compared to similar authorities.

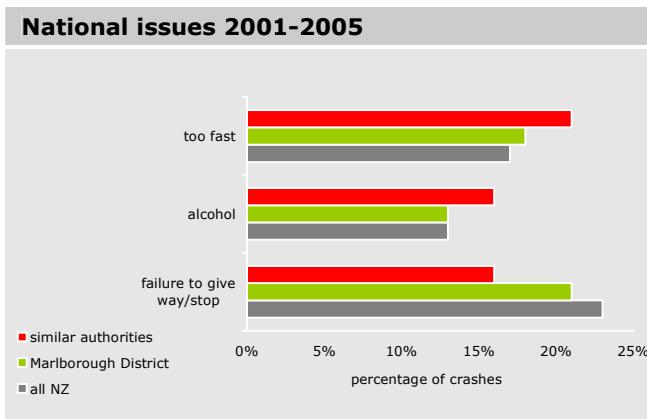
Alcohol

Alcohol has a big effect on the way people drive. People that 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 2001 and 2005, alcohol was identified as a factor in 13 percent of crashes on roads in the Marlborough District, which the same as the national average and lower compared to similar authorities.

Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, many can have serious consequences. Twenty-one percent of crashes on roads in the Marlborough District between 2001 and 2005 involved drivers failing to give way and of these 24 percent resulted in a fatal or serious crash.



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same. Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 96 percent for the Marlborough District.

Contacts

Land Transport New Zealand

Ian Hunter
Partnerships Manager Central
See contact details at bottom of the page.

Road Safety Coordinator

Robyn Gardener
Marlborough Roads
PO Box 1031
The Forum, Market Street
Blenheim
Phone 03 577 1850

Marlborough Roads

Frank Porter
Marlborough Roads, Office of Transit NZ
PO Box 1031
The Forum, Market Street
Blenheim
Phone 03 577 1850

New Zealand Police

Hugh Flower
Tasman District HQ
Private Bag 39
Bridge Street
Nelson
Phone 03 546 3840



Wellington Office
Master Builders House, L5
234-242 Wakefield Street
PO Box 27-249
Wellington

Telephone 04 931 8900
Fax 04 931 8929

www.landtransport.govt.nz