

briefing notes 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 2003–2007 period.

This report is the ninth road safety report for the Marlborough district. Most of the information, unless otherwise stated in this report, applies to both local roads and State highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Marlborough District Council (local roads) or Transit NZ (State highways). Please refer to the last page for contact details.

The issues chosen for this report are drawn from either the most common crash types or those that appear over-represented when the Marlborough district is compared to similar local bodies or those with high social cost of crashes (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in the district for 2007.

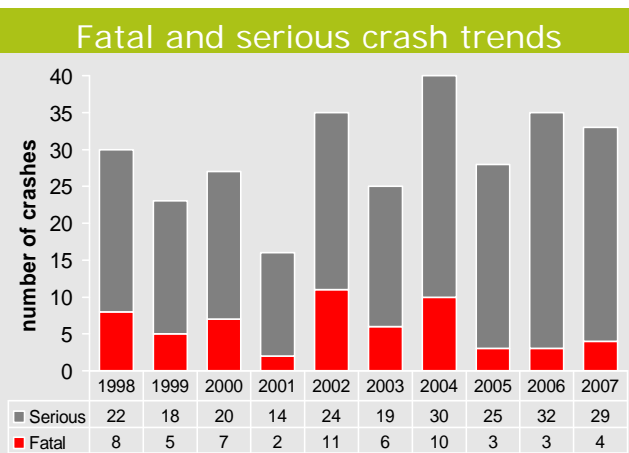
Major road safety issues		2007 road trauma	
Marlborough District		Casualties	Marlborough District
Loss of control at bends		Deaths	4
Crossing/turning		Serious casualties	37
Fatigue		Minor casualties	150
Cyclists			
Nationally		Crashes	Marlborough District
Speed		Fatal crashes	4
Alcohol		Serious injury crashes	29
Failure to give way		Minor injury crashes	102
Restraints		Non injury crashes	284

Overview 2007

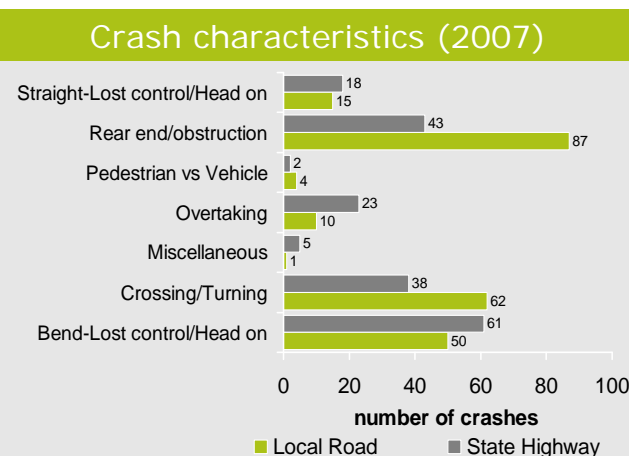
In 2007 in the Marlborough district there were 135 injury crashes and 284 non-injury crashes reported by the New Zealand Police. Fifty eight percent of the total injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	4	37	150	191
Local roads Vs State highways				
Local Roads	1	20	69	90
State Highway	3	17	81	101
Rural Vs Urban roads				
Rural ¹	4	25	79	108
Urban	0	12	71	83
Note: 1/ Rural - area with a speed limit of 80km/h or more				

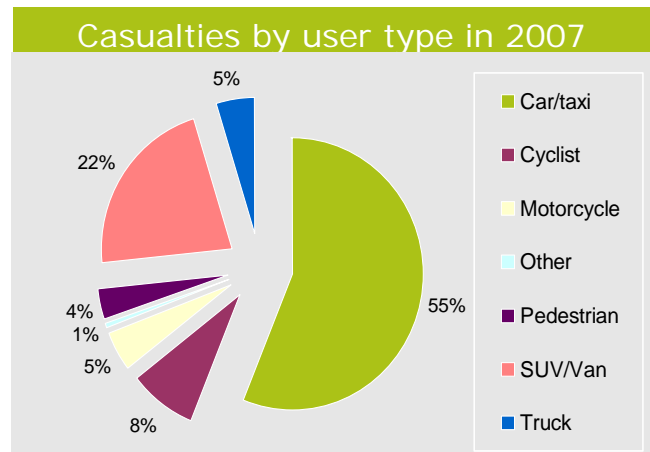
The total number of serious and fatal crashes has been fluctuating over the last 10 years, however the overall trend over the last 5 years is a slight increase.



In 2007 rear end/obstruction was the main type of crash in the district followed by bend – lost control/head-on and crossing/turning crash types.



The highest number of casualties in 2007 were drivers and passengers of cars followed by those of SUV/Vans and motorcycles.



Further information about all crashes in 2007 on:

Local roads

- Worst month: *March (11 percent)*
- Worst days of week: *Friday and Wednesday (17 percent)*
- Wet road crashes: *12 percent*
- Night time crashes: *30 percent*
- Alcohol over limit (injury crashes): *12 percent*
- Too fast for conditions (injury crashes): *18 percent*
- Crashes at intersection: *44 percent*
- Road factors: *10 percent*
- At fault male driver (injury crashes): *67 percent*
- Full NZ licence held by at fault drivers (injury crashes) : *65 percent*

State highways

- Worst month: *January (12 percent)*
- Worst day of week: *Friday (19 percent)*
- Wet road crashes: *22 percent*
- Night time crashes: *38 percent*
- Alcohol over limit: *17 percent*
- Too fast for conditions (injury crashes): *19 percent*
- Crashes at intersection: *40 percent*
- Road factors: *8 percent*
- At fault male driver (injury crashes): *63 percent*
- Full NZ licence held by at fault or part fault (injury crashes) drivers: *56 percent*

Social cost of crashes

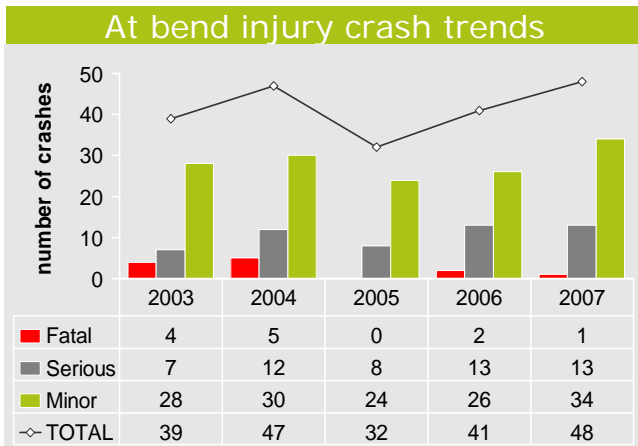
Local roads	\$ 18.67M
State highways	\$ 29.08M
Total	\$ 47.75M

NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Loss of control at bends

During the five year period 2003 to 2007, 26 percent of all injury crashes in the Marlborough district occurred at bends. These crashes resulted in 13 deaths, 66 serious injuries and 214 minor injuries. There were a further 294 non-injury crashes reported involving loss of control at bends.

While the number of fatal crashes of this type have been decreasing, the total number of serious and minor injury crashes has been increasing over the last three years.



Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

The following table shows the split between crashes at bends on local roads and State highways (SH):

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	18%	32%	5%	45%

The three most common roadside hazards struck during crashes in the district were *fences* (22 percent), *over banks* (15 percent) and *cliff banks* (14 percent) for a total of 523 reported objects struck.

Main characteristics of loss of control crashes at bends

Crash characteristic	Percentage of crashes
Single vehicle	75%
Alcohol (injury crashes)	20%
Too fast for the conditions (injury crashes)	37%
Road factors	15%
Poor handling (injury crashes)	42%
Rural road	77%
Wet road	25%
Night time	36%

Further information about all crashes at bends in the district for the period 2003-2007 on:

Local roads

- 2 deaths, 23 serious injuries and 84 minor injuries
- Worst month: *December* (15 percent)
- Worst day of week: *Saturday* and *Sunday* (19 percent each)
- Wet road crashes: 24 percent
- Night time crashes: 39 percent
- With alcohol over limit (injury crashes): 19 percent
- Most common injury crash factors: *too fast* (41 percent) and *poor handling* (39 percent)
- At fault male driver (injury crashes): 73 percent
- Full NZ licence at fault drivers (injury crashes): 58 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

State highways

- 11 deaths, 43 serious injuries and 130 minor injuries
- Worst month: *January* (16 percent)
- Worst day of week: *Sunday* (20 percent)
- Wet road crashes: 26 percent
- Night time crashes: 33 percent
- With alcohol over limit (injury crashes): 19 percent
- Most common injury crash factors: *poor handling* (43 percent) followed by *too fast* (35 percent)
- At fault male driver (injury crashes) : 75 percent
- Full NZ licence at fault drivers (injury crashes): 62 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

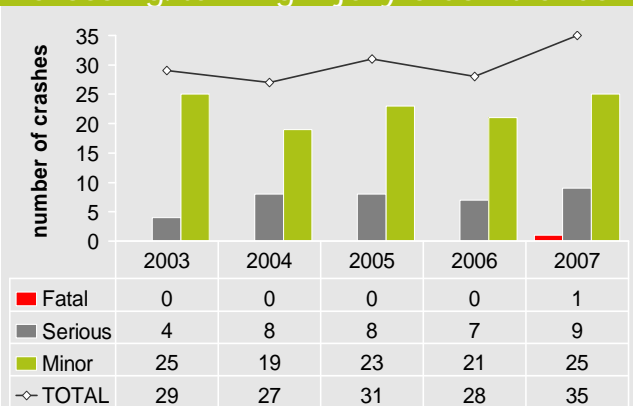
Crossing/turning

Crashes due to a crossing or turning movement are the third most common crash type in the Marlborough district.

During the five year period 2003 to 2007, there were 367 crashes of this type at intersections and 64 crashes at driveways. These crashes, resulted in 1 death, 42 serious injuries and 163 minor injuries.

The number of crossing/turning injury crashes was quite steady between 2003 and 2006. Steep increase in the crashes has been observed in 2007 with highest number of injury crashes in the last five years.

Crossing/turning injury crash trends



The table below shows the locations of the intersections with the high number of crashes in the district between 2003 and 2007.

Intersection name	Total crashes 2003 - 2007	Injury crashes 2003 - 2007	Total crashes in 2007
Maxwell Rd/Seymour St	14	7	2
SH 6/Murphys Road	16	6	3
Old Renwick Rd/Jacksons Rd	8	5	3
Alabama Rd/Scott St	8	4	1
Alabama Rd/Redwood St	7	4	2
High St/Seymour St	17	4	3
SH 1 S/ Alabama Rd	10	4	4

Crashes at T (tee) junctions in urban areas are the most common type of intersection crash reported, followed by X (cross) junctions crashes at urban areas, as shown in the following table:

Junction type	Rural	Urban
T (tee)	33	54
Driveways	15	49
X (cross)	22	164
Y	1	0
Roundabout	0	86
Unknown	0	5

The most common crash is where vehicles collide when crossing each others path at right angles (45 percent). The second highest is the one in which vehicles failed to find safe gap in on-coming traffic while making right hand turn (19 percent).

Intersections present drivers with one of their biggest driving challenges. High percentage (71 percent) of full licence holders are at fault in crossing/turning movement.

Further information about crossing/turning related all crashes in the district for the period 2003 to 2007 on:

Local roads

- 1 death, 25 serious injuries and 104 minor injuries
- Worst month: *March (13 percent)*
- Worst day of week: *Monday (18 percent)*
- Wet road crashes: *15 percent*
- Night time crashes: *14 percent*
- With alcohol over limit (injury crashes): *4 percent*
- Most common injury crash factors: *failed to give way/stop (86 percent)* followed by *poor observation (64 percent)*
- Road factors: *8 percent*
- At fault male driver (injury crashes): *55 percent*
- Full NZ licence at fault drivers (injury crashes): *74 percent*
- Most common at fault drivers' age group (injury crashes): *70+ years old*

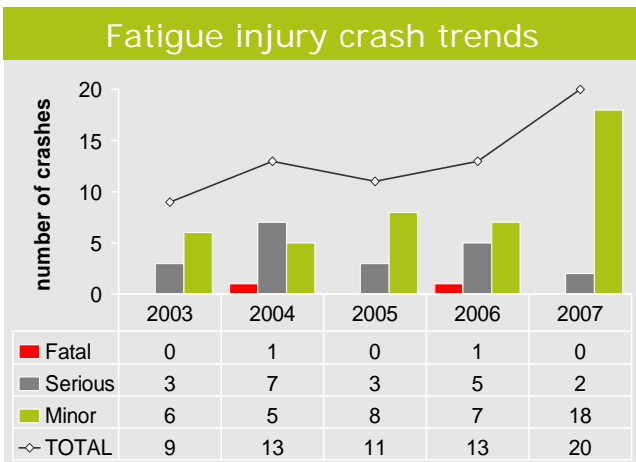
State highways

- 17 serious injuries and 59 minor injuries
- Worst month: *November (11 percent)*
- Worst day of week: *Friday (21 percent)*
- Wet road crashes: *15 percent*
- Night time crashes: *22 percent*
- With alcohol over limit (injury crashes): *4 percent*
- Most common injury crash factors: *failed to give way/stop (89 percent)* followed by *poor observation (73 percent)*
- Road factors: *4 percent*
- At fault male driver (injury crashes): *50 percent*
- Full NZ licence at fault drivers (injury crashes): *68 percent*

Fatigue

Fatigue was identified as a contributory factor in 11 percent of injury crashes in the Marlborough district between 2003 and 2007, and in 15 percent of the crashes in 2007 alone. In the last five year period, there were 113 crashes where fatigue was a contributory cause. These crashes resulted in 2 deaths, 26 serious injuries and 64 minor injuries. There were a further 240 non-injury crashes reported.

The total number of injury crashes has doubled and the number of minor injury crashes has tripled in the last five years. However there was no fatal crash in the year 2007.



Most (81 percent) of the fatigue related crashes occurred on State highways in the rural areas. Of the 57 State highway injury crashes, 37 were on SH1, 15 were on SH6 and 5 were on SH63. The following table shows the causes of fatigue and their contribution to injury crashes from 2003 to 2007.

Fatigue causes in 2003—2007

Fatigue causes	Percentage of Injury crashes	
	Marlborough District	New Zealand
General (drowsy, tired, fell asleep)	8.7%	4.9 %
Long trip	1.5%	0.2 %
Lack of sleep	1.0%	0.7 %
Worked long hours before driving	0.3%	0.3 %

Forty-one percent *fatigue* related crashes occurred on a weekend, between 6pm Friday and 6am Monday. Nearly half of (44 percent) the fatigue related crashes occurred during the hours of darkness/twilight.

Approximately 37 percent of drivers at fault in *fatigue* related injury crashes were between 15 and 24 years of age. Almost 75 percent of *at fault* drivers were male.

Of all *at fault/part fault* drivers it is recorded that 21 percent of drivers held either a *restricted* or a *learner* licence.

Further information about all fatigue related all crashes in the district for the period 2003 to 2007 on:

Local roads

- 3 serious injuries and 9 minor injuries
- Worst months: *May, July, November and December* (14 percent each)
- Worst day of week: *Sunday* (29 percent)
- Wet road crashes: 10 percent
- Night time crashes: 48 percent
- With alcohol over limit (injury crashes): 56 percent
- Most common injury crash factors: *poor handling* (33 percent) followed by *failed to keep left and vehicle factors* (22 percent each)
- Road factors: 5 percent
- At fault male driver (injury crashes): 78 percent
- Full NZ licence at fault drivers (injury crashes): 78 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

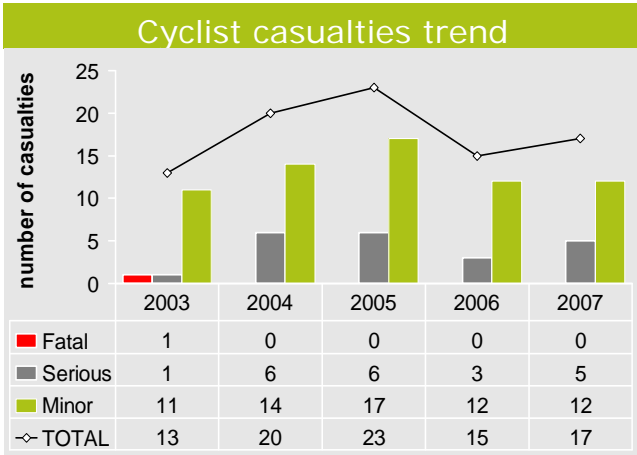
State highways

- 2 deaths, 23 serious injuries and 55 minor injuries
- Worst month: *January* (17 percent)
- Worst day of week: *Sunday* (23 percent)
- Wet road crashes: 12 percent
- Night time crashes: 43 percent
- With alcohol over limit (injury crashes): 30 percent
- Most common injury crash factors: *poor handling* (28 percent) followed by *failed to keep left and incorrect lane position* (9 percent each)
- Road factors: 3 percent
- At fault male driver (injury crashes): 74 percent
- Full NZ licence at fault drivers (injury crashes): 62 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years old

Cyclists

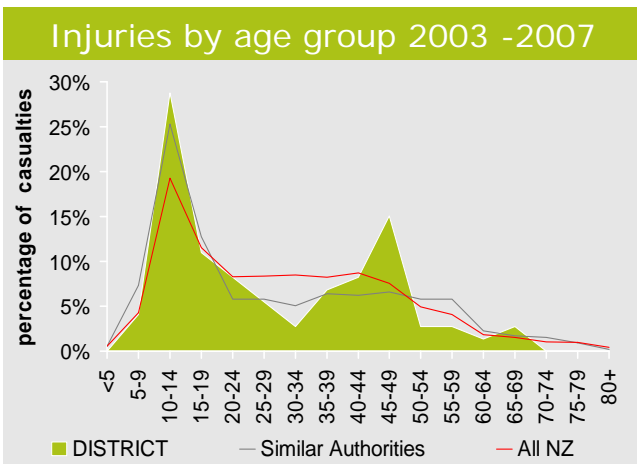
Cyclists injured in Marlborough district, account for 11 percent of all injuries and 4 percent of fatalities in the last five years.

The number of cyclist casualties have been fluctuating for last five years.



Most (90 percent) cycling crashes occurred on urban roads, 70 percent at intersections and 89 percent during daylight hours.

Cyclist injuries are not spread evenly across all age groups. Forty three percent of the injured cyclists were between 10 to 24 years of age. Second most commonly injured cyclists were 45 to 49 year age group representing 15 percent of injuries, which is slightly higher than both national and similar authorities' average.



The high crash locations/routes (on the basis of injury crashes) for cyclist crashes in the district are shown in the table below:

High cyclist crash locations/routes

SH6 route through Blenheim
New Renwick road route
Maxwell Road route
Redwood Street route
SH1 south from Picton

Further information about cyclist injury crashes between 2003 and 2007 on:

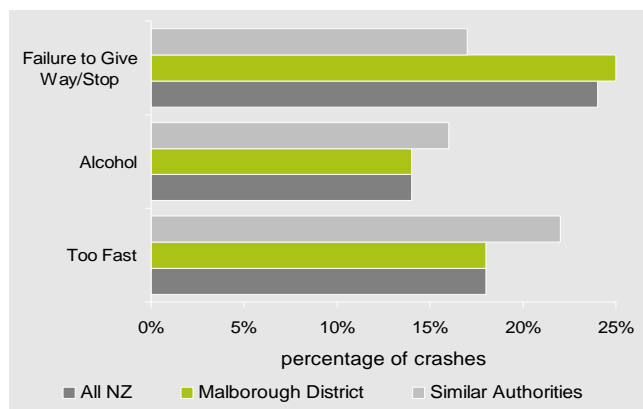
Local roads

- 11 serious injuries and 42 minor injuries
- Worst month: *March (10 crashes)*
- Worst day of week: *Tuesday (15 crashes)*
- Most common injury crash factor: *crossing or turning movement (74 percent)*
- Crashes at intersection: *79 percent*
- Wet road crashes: *5 percent*
- Night time crashes: *11 percent*

State highways

- 1 death, 10 serious injuries and 23 minor injuries
- Worst months: *February, March and June (4 crashes each)*
- Worst days of week: *Friday and Saturday (7 crashes)*
- Most common injury crash factor: *crossing or turning movement (62 percent)*
- Crashes at intersection: *52 percent*
- Wet road crashes: *7 percent*
- Night time crashes: *10 percent*

National issues



Speed

In the Marlborough district, *too fast* was recorded in 18 percent of injury crashes in the last five years, resulting in 9 deaths and 149 injuries. *Speed* as a factor in crashes is increasing in the district.

Sixty-eight percent of *speed*-related crashes involved *loss of control/head on at bends*. *Alcohol* and *poor handling* were the driver factors most often associated with the *speed* related crashes. Male drivers aged under 20 years old were most involved in these crashes.

Alcohol

In the Marlborough district, *alcohol* was involved in 14 percent of injury crashes in the last five years, resulting in 9 deaths and 115 other injuries. The number of injury crashes involving *alcohol* is increasing.

Fifty percent of *alcohol* crashes were in urban areas. Seventy percent of these involved *loss of control/head-on* crash types. *Fatigue*, *travelling too fast* and *poor observations* were the factors often associated with *alcohol* related crashes.

Failure to give way

In the Marlborough district, *failure to give way or stop* was reported in 25 percent of all reported injury crashes for the last five years resulting in 2 deaths and 203 other injuries. Most (90 percent) of these crashes are related to *crossing/turning* manoeuvres and often associated with failure to look for other parties. Fifty-six percent of at fault drivers involved in these crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in Marlborough district for front seat and rear seat are 96 percent and 82 percent respectively (while corresponding national rates are 95 percent and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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