

briefing notes road safety issues

Tasman District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Tasman District.

This report is the eighth road safety report for Tasman District. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on the local roads and state highways are provided and discussed.

In each new report, the latest year's data is added to a five year block and the oldest year dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

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

We have included a brief overview of crashes in Tasman District for 2006.

Major road safety issues	2006 road trauma	
Tasman District	Casualties	
Vulnerable road users	Deaths	5
Rear-end/obstruction	Serious casualties	38
Loss of control at bends	Minor casualties	107
Crossing/turning		
Nationally	Crashes	
Speed	Fatal crashes	5
Alcohol	Serious injury crashes	30
Failure to give way	Minor injury crashes	74
Restraints	Non injury crashes	201

Overview of crashes in 2006

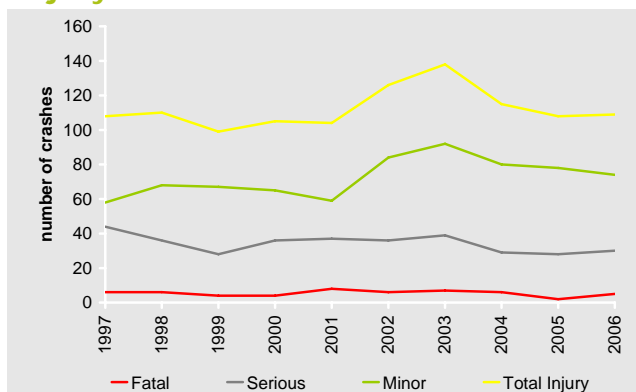
In 2006 on local roads in Tasman District, there were 43 injury crashes and 92 non-injury crashes, in addition there were 66 injury crashes and 109 non-injury crashes on state highways, as reported by Police.

The table below shows the number of injuries resulting from 2006 crashes by rural and urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	32	70	106
Urban	1	6	37	44
Total	5	38	107	150

As shown in the following injury crashes graph, the total number of injury crashes are showing a downward trend after peaking in 2003, though, there is a marginal increase in serious injury crashes in 2006.

Injury crashes 1997-2006



The following table shows the distribution of the injury crashes on local roads and state highways by movement category with urban and rural split:

Movement category	Urban	Rural	Total
Bend-lost control/head on	1	47	48
Crossing/turning	12	5	17
Rear-end/obstruction	6	8	14
Straight-lost control/head on	7	8	15
Pedestrian vs vehicle	5	0	5
Overtaking	3	7	10

Further information about 2006 injury and non-injury crashes:

Local roads

- Worst month— December (84 crashes)
- Worst days of the week— Friday and Saturday (144 crashes)
- Wet road crashes— 16 percent
- Night time crashes— 29 percent
- Mid-block crashes— 74 percent
- At fault (injury crashes only) male driver— 68 percent
- Full NZ licence (injury crashes only) of at fault drivers— 57 percent
- Social cost of crashes— \$18.7 million

State highways

- Worst month— January (98 crashes)
- Worst day of the week— Friday (163 crashes)
- Wet road crashes— 46 percent
- Night time crashes— 30 percent
- Mid-block crashes— 76 percent
- At fault (injury crashes only) male driver— 66 percent
- Full NZ licence of at fault drivers— 65 percent
- Social cost of crashes— \$29 million

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence.

Licence status of at fault drivers in injury crashes:

Licence status	Injury crashes percentage of at fault drivers	
	Tasman District	New Zealand
Full	62.0	58.4
Learner	6.0	9.5
Restricted	16.0	17.6
Never licensed	1.0	2.2
Disqualified	2.0	1.7
Overseas	8.0	4.2
Expired	1.0	0.5
Other/unknown	4.0	5.6

Vulnerable road users

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are described in this report as pedestrians, motorcyclists and cyclists. In Tasman District, pedestrians featured in 7 percent and both cyclists and motorcyclists featured in 9 percent of total injuries between 2002 and 2006. In this report, only pedestrian and cyclist issues are discussed because of higher casualty numbers when compared with similar authorities and all New Zealand.

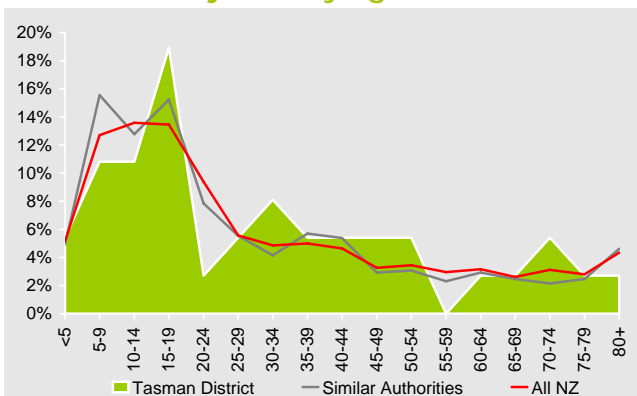
Pedestrians

Pedestrian injuries do not feature highly in the total road injury picture in Tasman District, representing only 7 percent of all injuries. These crashes are predominantly concentrated on local urban roads. The total number of urban pedestrian casualties for 2002-2006 period is higher than similar authorities and all New Zealand.

Pedestrian injuries	2002	2003	2004	2005	2006
Fatal	0	0	0	0	0
Serious	2	1	3	2	4
Minor	8	4	7	5	3
Total	10	5	10	7	7

Tasman District is having problems with younger age groups crossing the road. The averages are well above the national and similar peer group average for 15 to 19 years age group. Similarly, the pedestrian casualty averages for 30 to 54 year age group are also above the national averages. Therefore, education, engineering and enforcement measures are required to reduce the pedestrian casualties in the

Pedestrian injuries by age 2002 -2006



urban areas of Tasman District.

The recent decision by Police to enforce a lower speed tolerance around schools is a strong step in creating a safer lower speed environment for young pedestrians.

Following are the crash factors that involved both pedestrians and drivers:

- 59 percent involved pedestrian factors, the majority of which involved crossing roads heedless of traffic
- 13 percent involved alcohol
- 10 percent involved driver failing to give way

Pedestrian crashes are concentrated on arterial and collector roads. The top four routes/locations (on the basis of injury crashes) are shown in the table below:

Route/Location	Number of pedestrian injury crashes
Gladstone Road, Richmond (SH6/116)	4
High Street, Motueka (SH60/33)	4
Queen Street	3
Champion Road	2

Majority of the crash locations in Richmond area are very close to schools, colleges and parks. In Motueka, majority of the crashes are concentrated on High Street in the town centre.

Further information regarding 2002 -2006 pedestrian injury crashes:

Local roads

- The most common crash — *pedestrian crossing the road being hit by a driver approaching from their right* when running/crossing heedless of traffic
- Night time crashes— 17 percent
- Alcohol related crashes— 8 percent
- Driver at fault— 30 percent
- Worst time period— 12pm to 4pm
- Worst month— December (17 percent)
- Worst days— Tuesday and Thursday (25 percent each)

State highways

- The most common crash—*pedestrian hit while walking with traffic*
- Night time crashes— 40 percent
- Alcohol related crashes— 5 percent
- Driver at fault— 65 percent
- Worst time period— 4pm to 8pm
- Worst month— June (27 percent)
- Worst day of the week— Saturday (33 percent)

Cyclist

Although cyclist injuries do not feature highly in the total road injury picture in Tasman District representing 7 percent of all injuries, they make up 10 percent of all injury crashes.

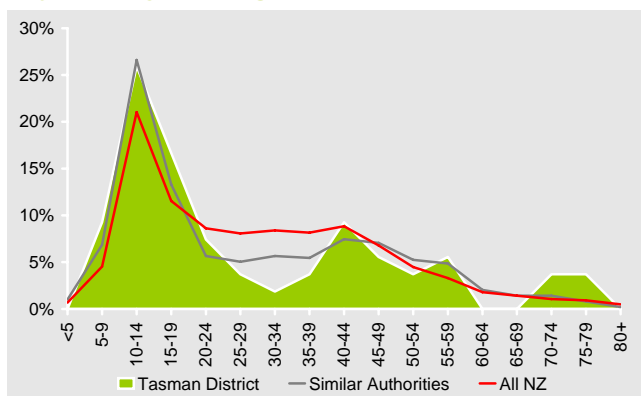
There were 55 cyclist injury crashes between 2002 and 2006. This figure is considerable higher when compared to similar authorities and all New Zealand. Most (71 percent) cycling crashes occurred on urban roads at intersections with 87 percent during daylight hours.

Cyclist injuries	2002	2003	2004	2005	2006
Fatal	1	0	0	0	1
Serious	3	5	3	1	2
Minor	12	6	7	6	9
Total	16	11	10	7	12

Last year (2006), more cycles than cars were imported into New Zealand. It is noticeable in many areas across the country that there are many more cyclists using the roads than in past years.

Fifty-two percent of injured cyclists were younger than 20 years of age as shown in the graph below. This is higher than national figure but at par with similar authorities. Seventeen percent of cyclist were over 50 years of age group, the majority of which were males.

Injured cyclist age 2002 -2006



The top three routes/locations (on the basis of injury crashes) for cycle crashes in Tasman District for 2002-2006 period are:

Route/Location	Number of cyclist injury crashes
SH60, Motueka	10
Salisbury Road	7
SH6 (Richmond to Brightwater)	5

Further information regarding 2002 to 2006 cycle crashes:

Local roads

- The most common crash — *crossing or turning movement (50 percent)*
- Intersection crashes—50 percent
- Daytime crashes— 85 percent
- Worst month— March (6 crashes)
- Worst days of the week— Monday, Friday (10 crashes each)
- Number of crashes involving riding on the foot-path— 2
- Male cyclist— 76 percent

State highways

- The most common crash — *crossing or turning movement (67 percent)*
- Intersection crashes— 40 percent
- Daytime crashes— 93 percent
- Worst months— June, July (3 crashes each)
- Worst day of the week— Tuesday (5 crashes)
- Number of crashes involving riding on the foot-path— 3
- Male cyclist—67 percent

Rear-end/obstruction

Rear-end and obstruction type crashes are the third most common crash type in Tasman District, representing 16 percent of the injury crashes. If reported non-injury crashes are included, they represent 25 percent of crashes.

There have been no reported fatalities in last five years. Minor injury crashes are the predominant type in rear end and obstruction type crashes. The minor injury crash numbers have been showing downward trend for the last three years as shown in the following graph:

Injury crashes 2002-2006



The five most common crashes in this category are:

- collision with the end of a queue of traffic (20 percent)
- collision with a vehicle waiting to make a right turn (18 percent)
- collision with a U-turning vehicle, turning from the left (10 percent)
- collision with non vehicular obstruction including animals (9 percent)
- collision with slower vehicle (8 percent)

When examining the times that these crashes occur, the weekday and weekend hours from 12pm to 4pm are the most hazardous (34 percent).

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation, which includes driver failing to notice other traffic in front slowing, has increased in recent years. Unsafe following distances is also commonly recorded as a contributing factor.

These crashes were grouped together to identify any obvious problem spots or routes. These crashes shows clusters at Richmond deviation approach to Queen street intersection, Gladstone road in Richmond and State Highway 60 (SH60) through Motueka township.

Licence status of at the fault drivers :

Licence status	Injury crashes percentage of at fault drivers	
	Tasman District	New Zealand
Full	71.0	43.0
Learner	2.0	15.3
Restricted	12.0	22.5
Never licensed	2.0	4.5
Disqualified	0.0	4.1
Overseas	7.0	3.7
Expired	0.0	0.5
Other/unknown	6.0	6.2

Further facts about 2002 to 2006 rear end and obstruction injury crashes:

Local roads

- 7 serious and 36 minor injuries
- Male drivers— 55 percent
- Most common crash factor— *did not see or look for another party until too late*
- Most common age group— 15 to 19 years old
- Alcohol related crashes— 4 percent
- Wet road crashes— 17 percent
- Night time crashes— 29 percent
- Worst month— March (8 crashes)
- Worst day of the week— Friday (9 crashes)

State highways

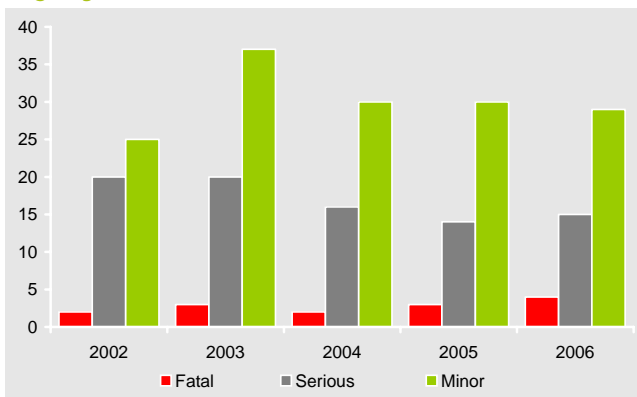
- 19 serious and 76 minor injuries
- Male drivers— 63 percent
- Most common crash factor— *failed to notice car slowing in front*
- Most common age group— 15 to 19 years old
- Alcohol related crashes—1 percent
- Wet road crashes—23 percent
- Night time crashes— 21 percent
- Worst month— December (9 crashes)
- Worst day of the week— Thursday (17 crashes)

Loss of control at bends

Between 2002 and 2006, 78 percent of all loss of control injury crashes in Tasman District occurred at bends. These crashes resulted in 14 fatalities, 112 serious injuries and 242 minor injuries.

There have been a slight increase in fatalities and serious injury crashes in 2006 as shown in the following graph. Minor injury crashes remain fairly constant for the last three years. Overall, there is no reduction in crash numbers in 2006.

Injury crashes 2002-2006



Most loss of control crashes 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	5	98	6	140

The three most common roadside hazards struck in injury crashes were cliff bank (58), Fence (48) and Tree (47) from a total of 289 objects struck.

The following table lists the main characteristics of these crashes:

Crash characteristic	Percentage
Single vehicle	77 percent
Roadside object struck	84 percent
Alcohol	17 percent
Excessive speed for the conditions	40 percent
Road factors	19 percent
Poor handling	47 percent
Wet road	31 percent
Night time	34 percent

The following table lists the licence status of at fault drivers in loss of control crashes at bends:

Licence status	Injury crashes percentage of at fault drivers	
	Tasman District	New Zealand
Full	56.0	51.1
Learner	6.0	10.7
Restricted	19.0	17.9
Never licensed	1.0	4.1
Disqualified	3.0	2.8
Overseas	9.0	5.6
Expired	2.0	0.9
Other/unknown	4.0	6.8

Further information about 2002 to 2006 loss of control injury crashes at bends:

Local roads

- 6 fatalities, 50 serious and 95 minor injuries
- Male drivers— 70 percent
- Most common crash factors— *too fast entering corner* and *lost control while turning*
- Most common age group— 15 to 19 years old
- Alcohol related crashes— 24 percent
- Wet road crashes— 17 percent
- Night time crashes— 34 percent
- Worst months— December and January (14 crashes each)
- Worst day of the week— Friday (23 crashes)

State highway

- 8 fatalities, 62 serious and 147 minor injuries
- Male drivers— 68 percent
- Most common crash factors— *too fast entering corner* and *fatigue*
- Most common age group— 15 to 19 years old
- Alcohol related crashes— 11 percent
- Wet road crashes— 40 percent
- Night time crashes— 34 percent
- Worst month— October (18 crashes)
- Worst days of the week— Friday and Saturday (28 crashes)

Crossing/turning

Crashes due to crossing/turning movements are the second most common crash type in Tasman District.

During the five year period from 2002 to 2006, there were 81 injury crashes at intersections and 27 injury crashes at driveways. In total, there were 5 fatalities, 30 serious injuries and 112 minor injuries.

Crossing/turning crashes	2002	2003	2004	2005	2006
Injury crash	27	19	21	24	17
Non-injury crash	33	35	32	17	30
Total	60	54	53	41	47

Crossing/turning type crashes are scattered throughout Tasman District. In Richmond, Salisbury Road shows high repeatability of these crashes. State Highway 60 (SH60) also shows high number of turning crashes at various intersections between Richmond and Ruby Bay. SH60 through Motueka township and Moutere highway also features highly in crossing/turning crashes.

Crashes at cross-junctions in urban and rural areas are the most common type of crash locations as shown below:

Junction type	Rural	Urban
Cross	22	22
Tee	13	15
Driveway	15	12

The top three crash movements on urban and rural roads are:

- Vehicles failed to give way/stop when crossing at right angle
- Vehicles failed to give way when turning right from side road or driveway
- Vehicles failed to find safe gap in opposing traffic while making right hand turn

Further facts about 2002 to 2006 crossing/turning crashes:

Local roads

- 2 fatalities, 13 serious and 57 minor injuries
- Male drivers— 61 percent
- Worst time period— 4pm to 8pm
- Alcohol a factor in only one percent crashes
- Drivers over 50 years of age— 34 percent
- Wet road crashes—20 percent
- Night time crashes— 18 percent
- Worst month— May (13 crashes)
- Worst day of the week— Friday (13 crashes)

State highways

- 3 fatalities, 17 serious and 65 minor injuries
- Male drivers— 64 percent
- Worst time period— 12pm to 4pm
- Alcohol is a factor in only one percent crashes
- Drivers over 50 years of age—47 percent
- Wet road crashes— 13 percent
- Night time crashes— 21 percent
- Worst month— January (8 crashes)
- Worst day of the week—Tuesday (13 crashes)

The table below shows licence status of at fault drivers in crossing/turning type crashes:

Licence status	Injury crashes percentage of at fault drivers	
	Tasman District	New Zealand
Full	72.0	60.9
Learner	7.0	9.4
Restricted	13.0	14.8
Never licensed	0.0	2.5
Disqualified	0.0	1.6
Overseas	7.0	3.7
Expired	0.0	0.8
Other/unknown	1.0	6.3

National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Tasman District *too fast* was recorded in 22 percent of injury crashes in the district in the last five years resulting in 128 injuries. Seventy-eight percent of these crashes were *loss of control at bends and at straight sections of the road*.

Seventy-six percent of male drivers were involved in speed-related crashes.

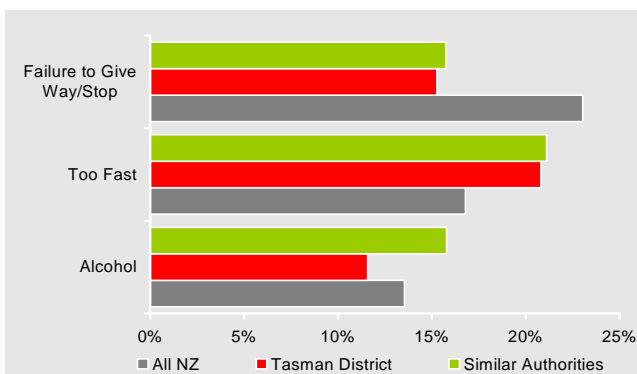
Alcohol

Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Tasman District, alcohol was involved in 12 percent of injury crashes in the district in the last five years resulting in eight fatalities, 29 serious injuries and 37 minor injuries. Sixty-one percent of these were *loss of control at bends and at straight sections of the road*.

People that drink and drive (with a blood alcohol level over 80mg per 100ml) are three times more likely to be involved in a crash than a sober driver.

Failure to give way

While most failure to give way crashes result in non-injury or minor-injury crashes, many can have serious consequences. Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Tasman District, failure to give way or stop was reported in 17 percent of all reported injury crashes for the last five years resulting in 3 fatalities, 22 serious injuries and 74 minor injuries.



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 2006 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 97 percent for Tasman District.

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