

briefing notes road safety issues

Tasman District

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Tasman 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 Tasman District Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

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

We have also included a brief overview of crashes in Tasman District for 2008.

| Major road safety issues | | 2008 road trauma | |
|--|--|------------------------|-----------------|
| Tasman District | | Casualties | Tasman District |
| Loss of control at bends | | Deaths | 8 |
| Crossing/turning | | Serious injuries | 41 |
| Vulnerable road users: cyclists, motorcyclists | | Minor injuries | 152 |
| Alcohol | | Total casualties | 201 |
| Fatigue | | | |
| National issues | | Crashes | Tasman District |
| Speed | | Fatal crashes | 8 |
| Alcohol | | Serious injury crashes | 32 |
| Failure to give way | | Minor injury crashes | 100 |
| Restraints | | Non injury crashes | 208 |

Overview 2008

In 2008 in Tasman District there were 140 injury crashes and 208 non-injury crashes reported by the New Zealand Police. Sixty-five 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 2008

| | Fatalities | Serious injuries | Minor injuries | Total |
|--------------|------------|------------------|----------------|------------|
| Total | 8 | 41 | 152 | 201 |

Local roads vs state highways

| | Fatalities | Serious injuries | Minor injuries | Total |
|----------------|------------|------------------|----------------|-------|
| Local roads | 3 | 10 | 53 | 66 |
| State highways | 5 | 31 | 99 | 135 |

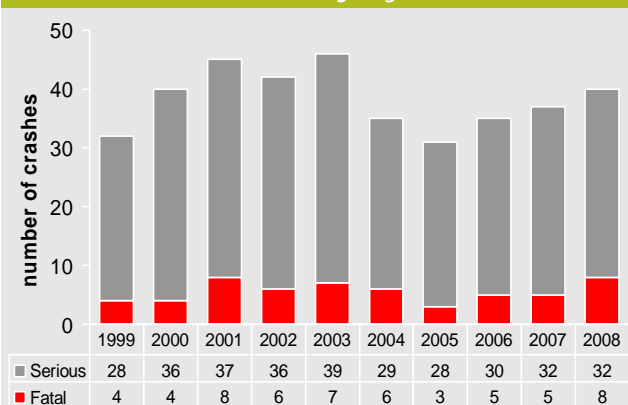
Rural vs urban roads

| | Fatalities | Serious injuries | Minor injuries | Total |
|--------------------|------------|------------------|----------------|-------|
| Rural ¹ | 8 | 39 | 127 | 174 |
| Urban | 0 | 2 | 25 | 27 |

Note: 1/ Rural - area with a speed limit of 80km/h or more

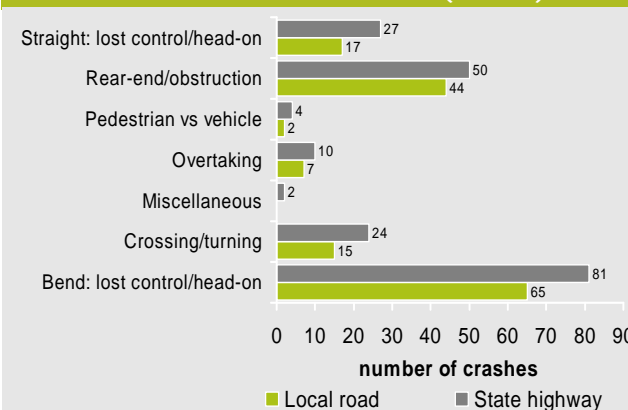
The latest five year trend shows an increase in the total number of fatal and serious injury crashes. Then ten year trend shows no real gains to date.

Fatal and serious injury crash trends



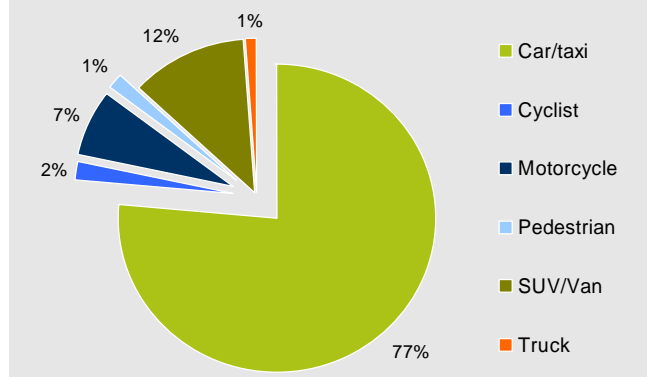
The main type of crash (of all crashes in the district, both injury and non-injury combined) in 2008 was *lost control/head-on at bend* followed by *rear end/obstruction*. Crash characteristics also of concern in the district are *lost control/head-on straight and crossing/turning* movement types.

Crash characteristics (2008)



The highest number of casualties in 2008 were drivers and passengers of cars. Meanwhile vulnerable road users (pedestrians/cyclists/motorcyclists) constituted 10 percent of all casualties.

Casualties by user type in 2008



Further information about all crashes in 2008 on:

Local roads

- Worst month: April (12 percent)
- Worst days of week: Friday and Saturday (17 percent each)
- Wet road crashes: 23 percent
- Night time crashes: 29 percent
- Alcohol over limit (injury crashes): 22 percent
- Too fast for conditions (injury crashes): 24 percent
- Crashes at intersection: 25 percent
- Road factors: 13 percent
- At fault male driver (injury crashes): 72 percent
- At fault driver held full NZ licence (injury crashes): 43 percent

State highways

- Worst month: February (13 percent)
- Worst day of week: Saturday (20 percent)
- Wet road: 23 percent
- Night time: 25 percent
- Alcohol over limit (injury crashes): 13 percent
- Too fast for conditions (injury crashes): 13 percent
- Crashes at intersection: 23 percent
- Road factors: 14 percent
- At fault male driver (injury crashes): 67 percent
- At fault driver held full NZ licence (injury crashes): 59 percent

Social cost of crashes

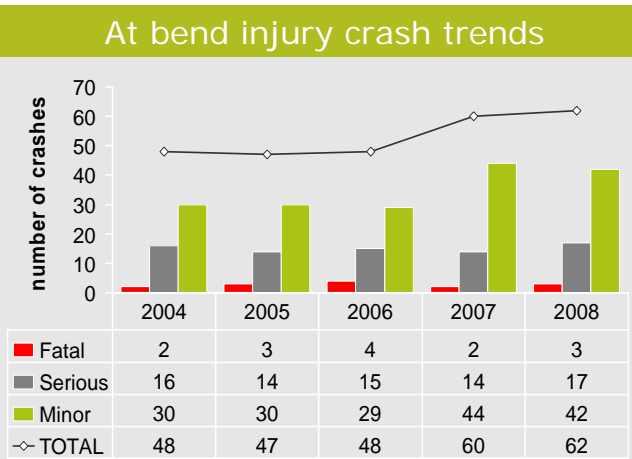
| | |
|----------------|-----------------|
| Local roads | \$23.86M |
| State highways | \$42.58M |
| Total | \$66.45M |

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 most recent five year period (2004-2008), 41 percent of all injury crashes in Tasman District occurred due to loss of control at bends. These crashes resulted in 14 deaths, 93 serious injuries and 278 minor injuries. There were a further 429 non-injury crashes reported.

The latest five year trends show little change in the number of fatal and serious injury crashes. However the number of minor injury crashes has increased significantly over this period.



Most (87 percent) loss of control crashes at bends were located in rural area. Fifty four percent of the crashes at bends occurred on state highways (SH).

| Loss of Control | Local Urban | Local Rural | SH urban | SH Rural |
|-----------------|-------------|-------------|----------|----------|
| At bends | 10% | 36% | 3% | 51% |

Most crashes at bends involved a driver losing control of their vehicle and running off the road and hitting a roadside object (78 percent) or colliding with another vehicle (18 percent).

The three most common roadside hazards struck in the district were *fences* (21 percent), *banks* (18 percent), *trees* and *ditches* (16 percent each) out of total 752 reported objects struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

Forty percent of the at fault drivers in these crashes were aged under 24 years of age, mostly male (68 percent) and nearly 30 percent held either a learner or a restricted licence.

The following table shows the main characteristics of loss of control crashes at bends. Most of the crashes (88 percent) were on rural roads, two fifths recorded speed too fast as a factor and one third were in wet conditions. Alcohol was a contributory factor in a fifth of these crashes, similarly a fifth show road conditions to be a factor.

Loss of control crashes at bends

| Crash characteristics | Percentage of crashes |
|--|-----------------------|
| Single vehicle | 82% |
| Alcohol (injury crashes) | 18% |
| Too fast for the conditions (injury crashes) | 38% |
| Road factors | 22% |
| Poor handling (injury crashes) | 44% |
| Rural road | 88% |
| Wet road | 35% |
| Night time | 38% |

Further information about all loss of control crashes at bends in Tasman District 2004-2008 on:

Local roads

- 7 deaths, 42 serious injuries and 129 minor injuries
- Worst month: February (38 crashes)
- Worst day of week: Friday (61 crashes)
- Wet road crashes: 24 percent
- Night time crashes: 43 percent
- Alcohol over limit (injury crashes): 25 percent
- Most common injury crash factors: poor observation (47 percent) followed by too fast (40 percent)
- At fault male driver (injury crashes): 67 percent
- At fault driver held full NZ licence (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

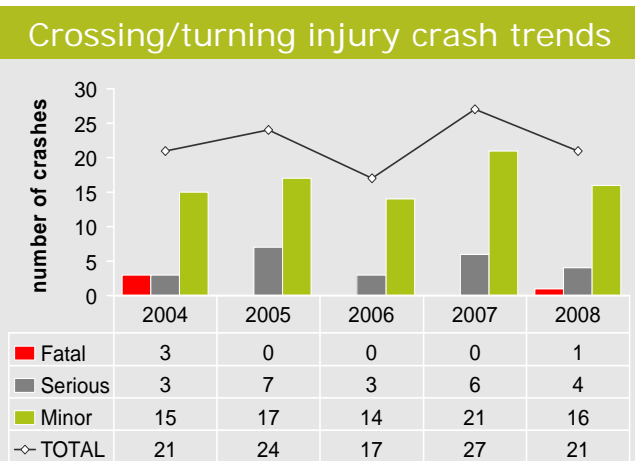
State highways

- 7 deaths, 51 serious injuries and 149 minor injuries
- Worst months: January and December (45 crashes each)
- Worst day of week: Friday (72 crashes)
- Wet road crashes: 44 percent
- Night time crashes: 34 percent
- Alcohol over limit (injury crashes): 12 percent
- Most common injury crash factors: poor handling (41 percent) followed by Too fast (37 percent)
- At fault male driver (injury crashes): 69 percent
- At fault driver held full NZ licence (injury crashes): 59 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

Crossing/turning

During the most recent five year period (2004-2008) 18 percent of all injury crashes in Tasman District involved either a crossing or a turning movement. These crashes resulted in 4 deaths, 28 serious injuries and 126 minor injuries. There were a further 130 non-injury crashes reported.

The latest five year data shows a fluctuating trend in the number of total injury crashes involving a crossing/turning movement.



During the last five year period 2004-2008, there were 181 crashes at intersections. Eighty-eight percent recorded failing to give way or stop as a factor. There were 56 crossing/turning crashes at driveway junctions.

The table below shows the location of the intersections with the high number of crossing/turning crashes in the district for 2004-2008.

| Intersection name | Total crashes 2004-2008 | Injury crashes 2004-2008 | Total crashes in 2008 |
|----------------------------------|-------------------------|--------------------------|-----------------------|
| Queen St / Oxford St | 9 | 4 | 1 |
| Edwards Rd/ Central Rd | 5 | 4 | 0 |
| Moutere Highway/ Golden Hills Rd | 4 | 3 | 3 |
| College St/ Chamberlain St | 3 | 3 | 0 |
| Waimea West Rd/ River Rd | 3 | 3 | 1 |
| Whakarewa St/ Queen Victoria St | 7 | 2 | 1 |
| Lansdowne Rd/ Queen St | 6 | 2 | 1 |

Most (70 percent), of at fault drivers held a full NZ drivers' licence in these crossing/turning injury crashes.

The following table shows the number of crossing/turning crashes, 2004-2008, by junction type and urban/rural split.

| Junction Type | Rural | Urban |
|---------------|-------|-------|
| T-junction | 38 | 38 |
| Driveways | 25 | 31 |
| Crossroad | 36 | 51 |
| Y-junction | 2 | 0 |
| Roundabout | 1 | 13 |
| Unknown | 1 | 4 |

The most common crash movement for all crossing/turning crashes is a vehicle turning right from a side road or driveway being hit from the right by a vehicle travelling straight through (31 percent). Almost as common is a vehicle turns right across oncoming traffic being hit by an oncoming vehicle (25 percent).

Further information about all crossing/turning crashes in Tasman District 2004-2008 on:

Local roads

- 2 deaths, 13 serious injuries and 64 minor injuries
- Worst month: May (16 crashes)
- Worst day of week: Friday (23 crashes)
- Wet road crashes: 13 percent
- Night time crashes: 14 percent
- Alcohol over limit (injury crashes): 3 percent
- Most common injury crash factors: failed to give way/stop (87 percent) followed by poor observation (62 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 57 percent
- At fault driver held full NZ licence (injury crashes): 68 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

State highways

- 2 deaths, 15 serious injuries and 62 minor injuries
- Worst month: April (17 crashes)
- Worst day of week: Thursday (19 crashes)
- Wet road crashes: 18 percent
- Night time crashes: 19 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: failed to give way/stop (90 percent) followed by poor observation (57 percent)
- Road factors: 3 percent
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes): 68 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

Vulnerable road users

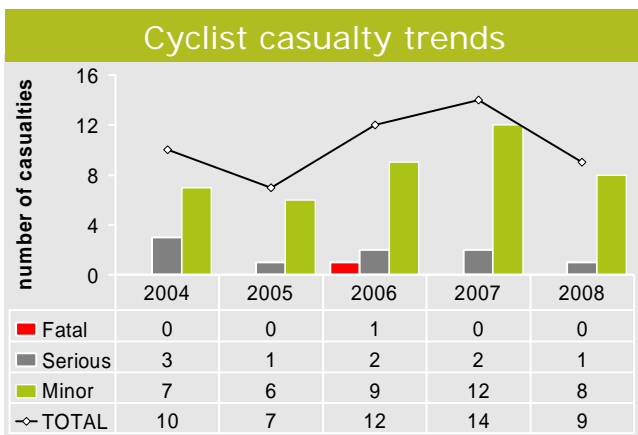
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In Tasman District vulnerable road users account for 21 percent of all road users injured over the last five years (2004-2008), 15 percent of all deaths and 37 percent of all serious injuries in the district for this period.

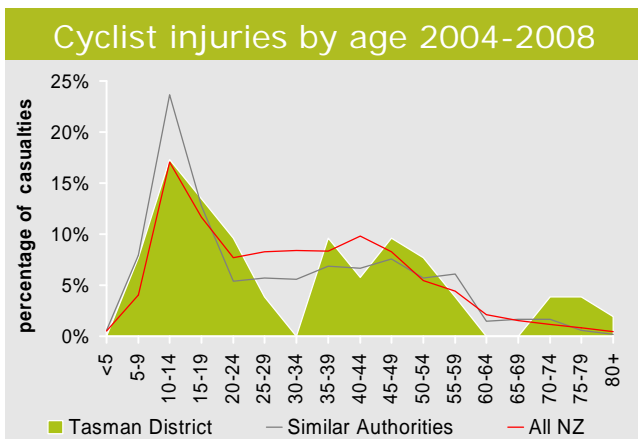
Cyclists

Injury crashes involving cyclists in Tasman District accounted for 8 percent of all injury crashes during the last 5 year period, resulting in 1 death, 9 serious injuries and 42 minor injuries.

The latest five year trends show in 2008 a decrease in the total number of casualties involved in cyclist crashes after a period of increasing cyclist crash injury.



Injured cyclists were not spread evenly across all age groups as shown in the chart below. Thirty percent of all those injured cyclists were young persons in the 10-19 year old age, lower than similar authorities.



The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in Tasman District 2004-2008 were:

- a vehicle or cyclist turning right across an on-coming vehicle: 13 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 10 percent
- at a crossroad both vehicles travelling straight through collide: 10 percent

Forty-one percent of cyclist injury crashes show failure to give way/stop as a factor for crashes while half of all crashes recorded that one of the parties failed to see or look for another party.

Seventy-three percent of cycling crashes occurred on urban roads, 46 percent at intersections and 87 percent during daylight hours.

The locations or routes for cyclist crashes in the district are many, the main areas are shown in the table below:

High cyclist crash locations/routes

| |
|--|
| Motueka , High St (SH 60) route and town centre intersections generally |
| Richmond, the route along Salisbury Road and town centre intersections generally |
| Takaka, town centre generally, particularly Commercial St (SH 60) |

Further information about all crashes involving cyclists in Tasman District 2004-2008 on:

Local roads

- 1 death, 5 serious injuries and 31 minor injuries
- Worst months: January, February and March (6 crashes each)
- Worst days of week: Thursday and Friday (8 crashes each)
- Most common injury crash factors: poor observation (56 percent) followed by failure to give way /stop (50 percent)
- Crashes at intersection: 56 percent
- Wet road crashes: 7 percent
- Night time crashes: 14 percent

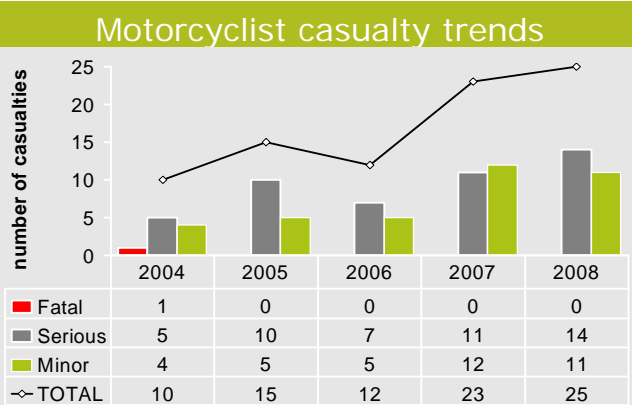
State highways

- 4 serious injuries and 11 minor injuries
- Worst month: April (3 crashes)
- Worst days of week: Monday and Thursday (5 crashes each)
- Most common injury crash factors: poor observation (67 percent) followed by incorrect lane position (27 percent)
- Crashes at intersection: 22 percent
- Wet road crashes: 11 percent
- Night time crashes: 11 percent

Motorcyclists

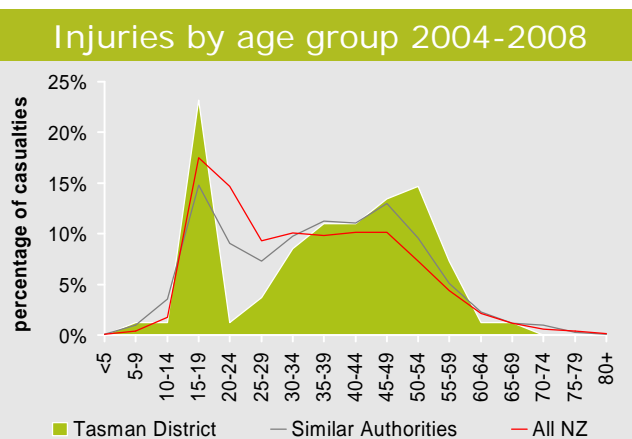
Injury crashes involving motorcyclists represent 12 percent of all injury crashes in Tasman District during the last five year period, resulting in 1 death, 47 serious injuries and 37 minor injuries.

The latest five year trends show an increase in the total number of casualties involved in motorcycle crashes in the district with the highest number of casualties recorded in 2008.



Three-quarters (74 percent) of motorcycling crashes in the Tasman district occurred on rural roads. More than one third of the motorcycling crashes (35 percent) were at intersections. Forty percent are reported as single party motorcycle crashes.

Those injured motorcyclists were not spread evenly across all age groups, as shown in the chart below. Young motorcyclists of 15-19 year age group were the most commonly injured single age group accounting for nearly a quarter (23 percent) of motorcycle casualties. Half of the motorcyclists injured during this five-year period belonged to 35 to 54 year old of age.



Forty-seven percent of crashes involving motorcyclist 2004-2008 occurred on state highways in the Tasman District.

State highway motorcyclist crashes totals 2004-2008

| | |
|-------|----|
| SH 60 | 24 |
| SH 6 | 15 |
| SH 63 | 4 |

The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Tasman District 2004-2008 were:

- a vehicle losing control or leaving the roadway on curves while turning right or left: 37 percent
- a vehicle turning right across an oncoming vehicle: 9 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 8 percent

The high crash locations or routes for motorcyclist crashes in the district are given in the following table:

High motorcyclist crash locations/routes

| |
|--|
| Favoured urban routes: Motueka River valley & Moutere Valley feature |
| Routes along the State highways, and through the town centres generally |
| The route through the Richmond centre along Salisbury Road & Queen Streets |
| Motueka , High St (SH 60) route and town-centre intersections generally |

Further information regarding all crashes involving motorcyclists in Tasman District 2004-2008 on:

Local roads

- 19 serious injuries and 23 minor injuries
- Worst month: March (10 crashes)
- Worst day of week: Sunday (11 crashes)
- Most common injury crash factors: Poor observation and failure to give way/stop (35 percent each) followed by poor handling (33 percent)
- Wet road crashes: 6 percent
- Night time crashes: 16 percent
- Alcohol over limit (injury crashes): 10 percent
- Crashes at intersection: 37 percent

State highways

- 1 death, 28 serious injuries and 14 minor injuries
- Worst month: March (8 crashes)
- Worst day of week: Saturday (11 crashes)
- Most common injury crash factors: Poor observation (34 percent) followed by failure to give way/stop (26 percent)
- Wet road crashes: 7 percent
- Night time crashes: 21 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 33 percent

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in similar crashes.

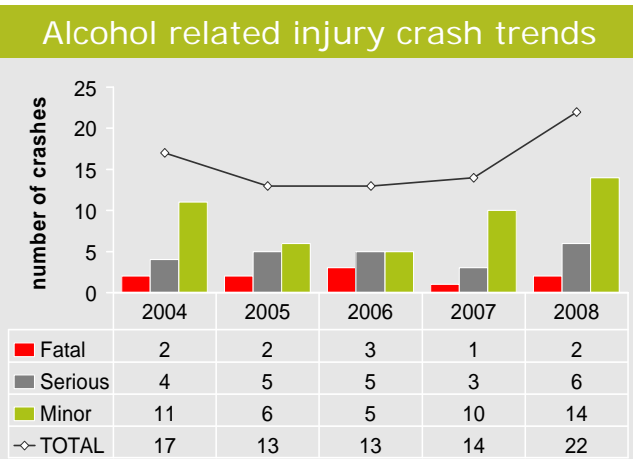
During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Tasman District

During the last five year period (2004-2008), 13 percent of all injury crashes in Tasman District were alcohol related. Although lower than the latest five year average for similar authorities (17 percent), the trend is increasing. Last year 16 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 79 alcohol-related injury and 97 non-injury crashes reported in the last five years. These crashes have resulted in 10 deaths, 28 serious and 67 minor injuries.

The latest five year trends show an increase in alcohol related injury crashes with the highest number of injury crashes recorded in 2008.



Sixty-eight percent of the alcohol related crashes occurred in rural areas. Sixty-three percent of these crashes involved *loss of control at bends* type of crash movement. Twenty-eight percent of the crashes occurred at intersections. Thirty-seven percent of the alcohol related crashes occurred on state highways.

Seventy percent of the accidents occurred during the hours of darkness. Sixty percent of these crashes occurred on weekends between 6pm Friday and 6am Monday.

Forty-seven percent of the at fault drivers involved in these crashes were either a learner or restricted licence holder or never licensed or disqualified.

Alcohol and speed

Alcohol combined with speed was a factor in a quarter (25 percent) of the 79 alcohol related injury crashes in the district 2004-2008, resulting in 2 deaths, 5 serious injuries and 23 minor injuries. Speed itself has been a factor in 20 percent of all injury crashes in the district in the last five years.

Sixty-four percent of the crashes where alcohol and speed were both contributing factors occurred on local roads mostly in dark conditions (78 percent), and nearly all (93 percent) of these were loss of control at bend type crashes. Ninety percent of at fault drivers in these injury crashes were males and 60 percent were under 24 years of age.

Further information about alcohol related crashes in Tasman District 2004-2008 on:

Local roads

- 6 deaths, 15 serious injuries and 46 minor injuries
- Worst month: December (14 crashes)
- Worst day of week: Saturday (33 crashes)
- Wet road crashes: 12 percent
- Night time crashes: 69 percent
- Crashes at intersection: 29 percent
- Most common injury crash factors: too fast (38 percent) followed by poor handling (30 percent)
- Road factors: 4 percent
- At fault male driver (injury crashes): 78 percent
- At fault driver held full NZ licence (injury crashes): 39 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

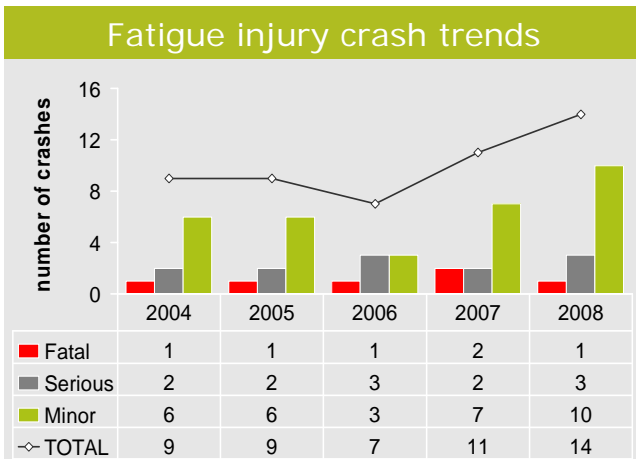
State highways

- 4 deaths, 13 serious injuries and 21 minor injuries
- Worst month: December (11 crashes)
- Worst days of week: Saturday and Sunday (17 crashes each)
- Wet road crashes: 14 percent
- Night time crashes: 70 percent
- Crashes at intersection: 25 percent
- Excessive speed: 21 percent
- Most common injury crash factors: poor handling (28 percent) followed by fatigue and poor observation (24 percent each)
- Road factors: 5 percent
- At fault male driver (injury crashes): 83 percent
- At fault driver held full NZ licence (injury crashes): 40 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

Fatigue

During the most recent five year period (2004-2008) fatigue was reported as one of the factors contributing to 8 percent (50 injury crashes) of all injury crashes in Tasman District. These crashes resulted in 6 deaths, 18 serious injuries and 43 minor injuries. There were a further 44 non-injury crashes reported with fatigue as a factor.

The latest five year trends show an increase in the total number of fatigue related injury crashes with the highest number in 2008.



Seventy-seven percent of the fatigue related crashes occurred on state highways mostly in rural areas. Of the 72 state highway injury crashes, 35 were on SH6 and 30 were on SH60, 6 on SH65 and 1 on SH63.

The following table shows the causes of fatigue and their contribution to injury crashes during the period 2004-2008.

Fatigue causes in 2004-2008

| Fatigue causes | Percentage of Injury crashes | |
|--------------------------------------|------------------------------|-------------|
| | Tasman District | New Zealand |
| General (drowsy, tired, fell asleep) | 7.8% | 4.7 % |
| Long trip | nil | 0.2 % |
| Lack of sleep | 0.2% | 0.8 % |
| Worked long hours before driving | 0.2% | 0.3 % |

Forty-two percent of fatigue related crashes occurred on a weekend, between 6pm Friday and 6am Monday. Forty-four percent of the fatigue related crashes occurred during the hours of darkness/twilight.

Approximately 29 percent of drivers at fault in fatigue related injury crashes were in the 15-24 year age group followed by 20 percent in the 40-49 year age group. Almost 70 percent of at fault drivers were male.

Seventy-three percent of at fault drivers involved in fatigue related injury crashes held a full NZ drivers' licence.

Further information about all fatigue related crashes in the district 2004-2008 on:

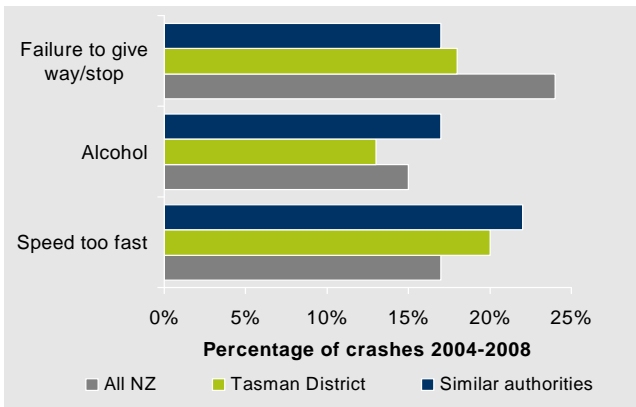
Local roads

- 2 deaths and 7 minor injuries
- Worst months: March and November (4 crashes each)
- Worst day of week: Sunday (7 crashes)
- Wet road crashes: 23 percent
- Night time crashes: 55 percent
- Alcohol over limit (injury crashes): 33 percent
- Most common injury crash factors: poor handling and failed to keep left (22 percent each)
- Road factors: Nil
- At fault male driver (injury crashes): 67 percent
- At fault driver held full NZ licence (injury crashes): 44 percent
- Most common at fault drivers' age group (injury crashes): 15-49 years old

State highways

- 4 deaths, 18 serious injuries and 36 minor injuries
- Worst month: November (10 percent)
- Worst day of week: Saturday (14 percent)
- Wet road crashes: 19 percent
- Night time crashes: 40 percent
- Alcohol over limit (injury crashes): 17 percent
- Most common injury crash factors: poor handling (17 percent) followed by failed to keep left and fatigue (5 percent each)
- Road factors: 1 percent
- At fault male driver (injury crashes): 70 percent
- At fault driver held full NZ licence (injury crashes): 78 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years old and followed by 40-69 years old.

National issues



Speed

Speed too fast was recorded in 20 percent of injury crashes in the Tasman district in the last five years, resulting in 8 deaths and 199 injuries. Speed as a factor in crashes is not reducing.

Eighty-two percent of speed-related injury crashes were *lost control/head-on at bend* crash type. *Alcohol* and *poor handling* were the other driver factors most often associated with *speed*. Three quarters (78 percent) of at fault drivers were male and 42 percent were male aged under 25 years of age.

Alcohol

In Tasman district, alcohol was recorded in 13 percent of injury crashes in the last five years resulting in 10 deaths and 95 injuries. Alcohol as a factor in injury crashes is in an increasing trend in the district.

Eighty percent of alcohol related crashes were in rural areas. Eighty-four percent of these involved *loss of control/head-on* crash type. Travelling *too fast*, *poor handling* and *fatigue* were the driver factors associated with alcohol related crashes. Eighty percent of at fault drivers were male.

Failure to give way

In Tasman district, failure to give way or stop was reported in 18 percent of all reported injury crashes for the last five years resulting in 3 deaths and 155 other injuries. Most (88 percent) of these were during *crossing/turning* manoeuvres and were often associated with *failure to look* for other parties. Sixty-two percent of at fault drivers in these crashes were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint use rate in Tasman District for front seat and rear seat are 97 and 93 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

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