

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 2003–2007 period.

This report is the ninth 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 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 Tasman 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	
Tasman District		Casualties	Tasman District
Loss of control at bends		Deaths	5
Crossing/turning		Serious casualties	42
Vulnerable road users: (pedestrians, cyclists & motorcyclists)		Minor casualties	153
Nationally		Crashes	Tasman District
Speed		Fatal crashes	5
Alcohol		Serious injury crashes	32
Failure to give way		Minor injury crashes	101
Restraints		Non injury crashes	237

Overview 2007

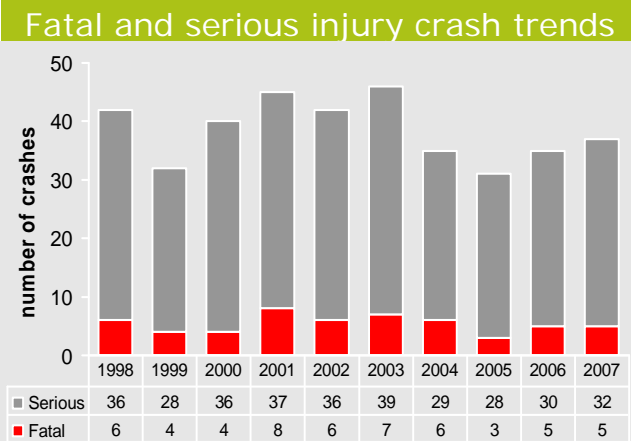
In 2007, there were 138 injury crashes and 237 non-injury crashes reported by the New Zealand police in Tasman district. Forty nine percent of all injury crashes in the district were on State highways.

The table below shows the number of injuries resulting from these crashes in the district.

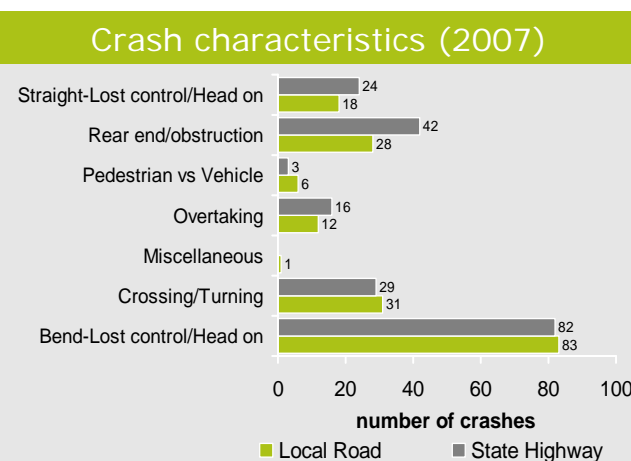
Casualties by injury type in 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Total	5	42	153	200
Local roads Vs State highways				
Local roads	2	20	87	109
State highways	3	22	66	91
Rural Vs Urban roads				
Rural ¹	4	32	110	146
Urban	1	10	43	54

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

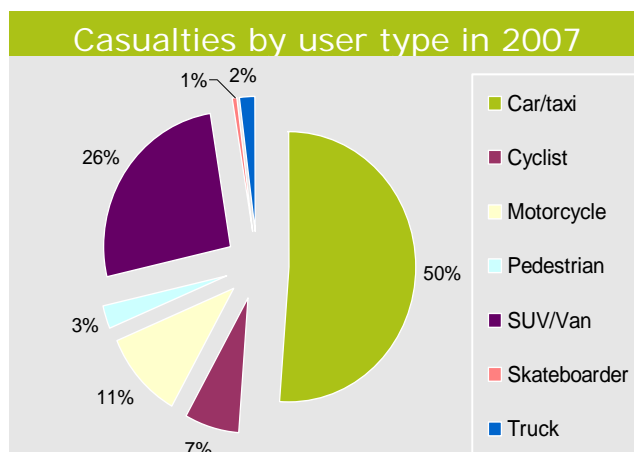
The total number of fatal and serious injury crashes has been fluctuating in the last ten years. However an increasing trend has been observed since 2005.



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



The highest number of casualties in 2007 were drivers and passengers of car followed by those of SUV/Van and motorcyclists.



Further information about all crashes in 2007 on:

Local roads

- Worst month: *May (12 percent)*
- Worst day of week: *Friday (17 percent)*
- Wet road crashes: *18 percent*
- Night time crashes: *37 percent*
- Alcohol over limit (injury crashes): *14 percent*
- Too fast for conditions (injury crashes): *21 percent*
- Crashes at intersection: *32 percent*
- Road factors: *10 percent*
- At fault male driver (injury crashes): *61 percent*
- Full NZ licence held by at fault drivers (injury crashes): *51 percent*

State highways

- Worst month: *January (12 percent)*
- Worst day of week: *Friday (17 percent)*
- Wet road: *31 percent*
- Night time: *28 percent*
- Alcohol over limit (injury crashes): *6 percent*
- Too fast for conditions (injury crashes): *13 percent*
- Crashes at intersection: *26 percent*
- Road factors: *14 percent*
- At fault male driver (injury crashes): *70 percent*
- Full NZ licence held by at fault drivers (injury crashes): *71 percent*

Social cost of crashes

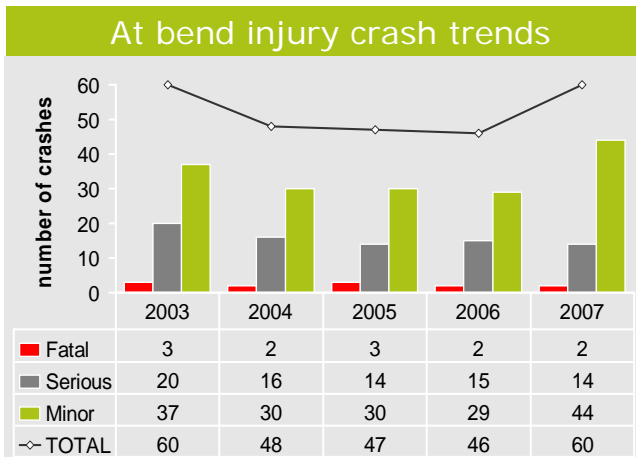
Local roads	\$ 25.09M
State highways	\$ 28.18M
Total	\$ 53.27M

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, 41 percent of all injury crashes in the Tasman district occurred due to loss of control at bends. These crashes resulted in 14 deaths, 104 serious injuries and 262 minor injuries. There were a further 431 non-injury crashes reported.

After steady reduction of the injury crashes at bends between 2003 and 2006, the total number of the injury crashes has increased significantly in 2007.



Most (89 percent) 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	9%	37%	2%	52%

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. After drivers lose control, their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in what may have otherwise been a relatively minor event turning into something far more serious.

Main characteristics of crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	81%
Alcohol (injury crashes)	17%
Too fast for the conditions (injury crashes)	38%
Road factors	24%
Poor handling (injury crashes)	46%
Rural road	89%
Wet road	36%
Night time	40%

The three most common roadside hazards struck in the district were *fences* (20 percent), *cliff banks* (19 percent) and *trees* (15 percent) out of total 722 reported objects struck.

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

Local roads

- 6 deaths, 55 serious injuries and 121 minor injuries
- Worst month: *January* (13 percent)
- Worst day of week: *Saturday* (19 percent)
- Wet road crashes: 23 percent
- Night time crashes: 41 percent
- With alcohol over limit (injury crashes): 24 percent
- Most common injury crash factors: *poor observation* (49 percent) followed by *too fast* (42 percent)
- At fault male driver (injury crashes): 67 percent
- Full NZ licence at fault drivers (injury crashes): 54 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

State highways

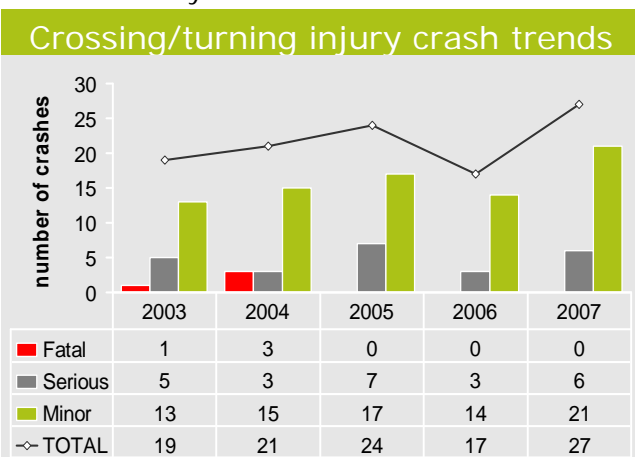
- 8 deaths, 49 serious injuries and 141 minor injuries
- Worst month: *December* (12 percent)
- Worst day of week: *Friday* (19 percent)
- Wet road crashes: 47 percent
- Night time crashes: 39 percent
- With alcohol over limit (injury crashes): 11 percent
- Most common injury crash factors: *poor handling* (43 percent) followed by *Too fast* (35 percent)
- At fault male driver (injury crashes): 66 percent
- Full NZ licence at fault drivers (injury crashes): 60 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

Crossing/turning

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

Between 2003 and 2007, there were 197 crossing/turning crashes at intersections and 58 crashes at driveways. These crashes, resulted in 4 deaths, 32 serious injuries and 125 minor injuries.

An increasing trend of crossing/turning injury crashes has been observed in last five year period, with exception to slight decrease in the number of the crashes in year 2006.



The table below shows the location of the intersections with the high number of crossing/turning crashes in the district between 2003 and 2007.

Intersection name	Total crashes 2003 - 2007	Injury crashes 2003 - 2007	Total crashes in 2007
SH60/Greenwood St	10	4	3
SH60/Whakarewa St	7	4	0
SH60/Redwood Rd	6	4	3
SH60/Umukuri Rd	6	4	1
Edwards Rd/Central Rd	5	4	1
Queen St/Salisbury Rd	9	3	4
College St/Chamberlian St	3	3	0

The crashes at X (cross) junctions are the most common intersection crash type reported, followed by crashes at T junctions.

Junction Type	Rural	Urban
T (tee)	36	45
Driveways	26	30
X (cross)	38	59
Y	2	0
Roundabout	1	13
Unknown	1	4

The most common crash movement is a vehicle failing to give way while turning right across the traffic from a side road or driveway (29 percent). The second is where a vehicle turns right across on coming traffic (27 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 all crossing/turning crashes in the district for the period 2003 to 2007 on:

Local roads

- 1 death, 16 serious injuries and 65 minor injuries
- Worst month: *May* (14 percent)
- Worst day of week: *Friday* (21 percent)
- Wet road crashes: 13 percent
- Night time crashes: 16 percent
- With alcohol over limit (injury crashes): 3 percent
- Most common injury crash factors: *failed to give way/stop* (85 percent) followed by *poor observation* (65 percent)
- Road factors: 7 percent
- At fault male driver (injury crashes): 58 percent
- Full NZ licence at fault drivers (injury crashes): 68 percent
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old

State highways

- 3 deaths, 16 serious injuries and 60 minor injuries
- Worst month: *December* (13 percent)
- Worst day of week: *Friday* (18 percent)
- Wet road crashes: 18 percent
- Night time crashes: 20 percent
- With alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: *failed to give way/stop* (89 percent) followed by *poor observation* (57 percent)
- Road factors: 2 percent
- At fault male driver (injury crashes): 64 percent
- Full NZ licence at fault drivers (injury crashes): 79 percent
- Most common at fault drivers' age group (injury crashes): 40 to 59 years old

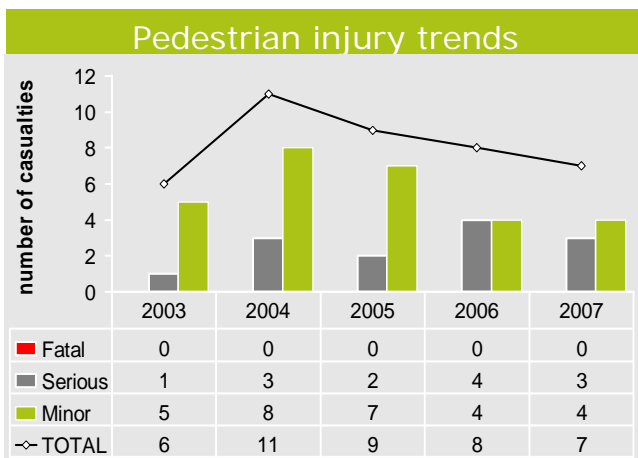
Vulnerable road users

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

Pedestrians

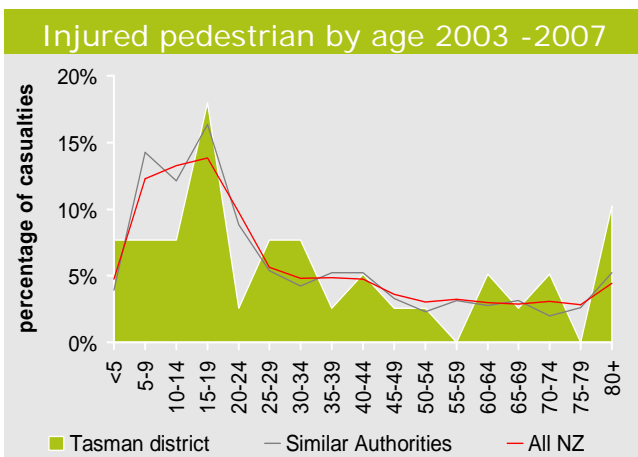
Pedestrian injuries represent 5 percent of all injuries and make up 6 percent of serious injuries in last five year period.

The number of pedestrian casualties are decreasing since 2004. The number of total injuries in 2007 was the second lowest in any single year in the last five year period.



Most of (88 percent) of the pedestrian accidents occurred on urban roads and 31 percent occurred at intersections. Nineteen percent of these crashes occurred during hours of darkness.

Tasman district is experiencing problems with younger people crossing the road. The graph below shows that 43 percent of casualties in the last five year were under 20 year age group. However there were casualties from less than 5 to 80 plus age range.



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.

The main characteristics of these pedestrian accidents were:

- 31 percent involved pedestrians crossing the road being hit by a driver approaching from their right.
- 23 percent involved pedestrians crossing the road being hit by a driver approaching from their left.

The high accident locations or routes (on the basis of fatal and serious injuries) are shown in the table below:

High pedestrian accident locations

Motueka , most intersections along High St (SH 60)
Richmond, particularly the route through the centre along Salisbury Road & Queen Streets
Takaka, Commercial St (SH 60) through town centre

Further information regarding 2003 to 2007 pedestrian injury crashes:

Local roads

- 6 serious injuries and 20 minor injuries
- Worst months: *July* and *December* (4 crashes each)
- Worst day of week: *Friday* (6 crashes)
- Most common injury crash factor: *poor observation* (40 percent)
- Wet road crashes: 15 percent
- Night time crashes: 15 percent
- With alcohol over limit (injury crashes): 8 percent
- Crashes at intersection: 12 percent

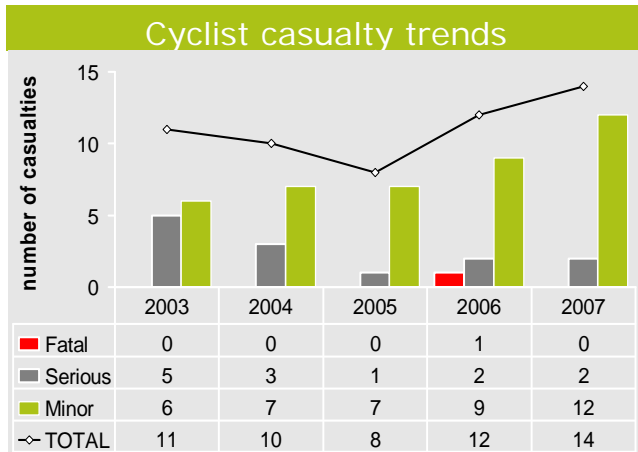
State Highways

- 7 serious injuries and 8 minor injuries
- Worst month: *April* (5 crashes)
- Worst days of week: *Friday* and *Saturday* (4 crashes each)
- Most common injury crash factors: *poor observation* (36 percent) followed by *failure to give way/stop* (21 percent)
- Wet road crashes: 25 percent
- Night time crashes: 25 percent
- With alcohol over limit (injury crashes): 7 percent
- Crashes at intersection: 63 percent

Cyclists

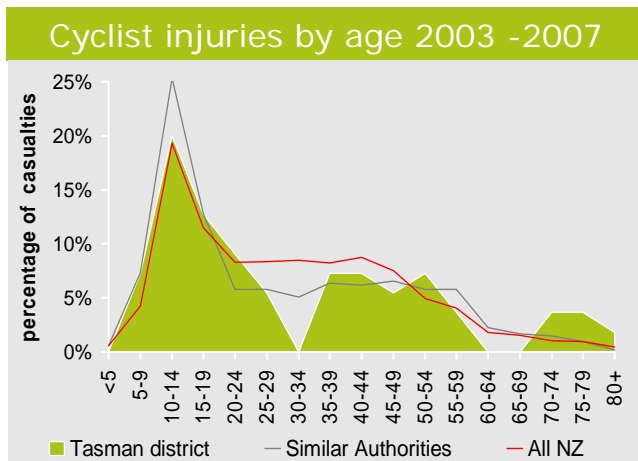
Cyclist injury crashes in Tasman district represent 6 percent of all injuries and 4 percent of deaths in the last five year period.

The number of cyclist casualties has been increasing since 2005. The number injuries in 2007 was the highest in any single year of the last five year period.



Approx. 80 percent of cycling crashes occurred on urban roads, 54 percent at intersections and 87 percent during daylight hours.

Cyclist injuries are not spread evenly across all age groups. Half of the injured cyclists were between 5 years and 24 years of age, while a third were in 25 to 49 years age group as illustrated in the figure below.



The high crash locations or routes for cyclist crashes in the district 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 & Commercial St (SH 60)

Further information about crashes involving cyclists in the Tasman district, between 2003 and 2007 on:

Local roads

- 1 death, 8 serious injuries and 30 minor injuries
- Worst months: *January* and *March* (6 crashes)
- Worst day of week: *Monday* (11 crashes)
- Most common injury crash factors: *poor observation* (63 percent) followed by *failure to give way /stop* (45 percent)
- Crashes at intersection: 59 percent
- Wet road crashes: 7 percent
- Night time crashes: 14 percent

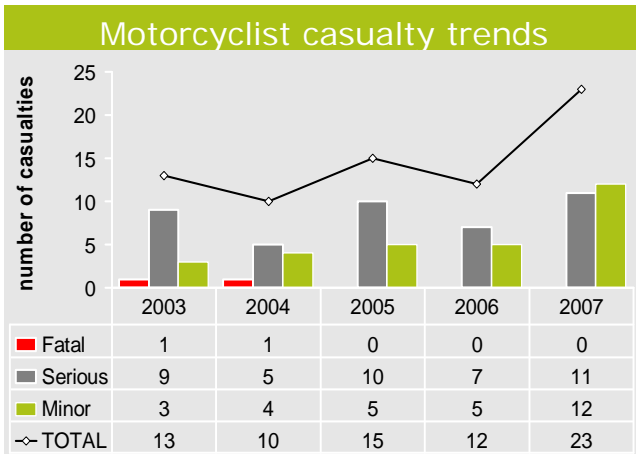
State highways

- 5 serious injuries and 10 minor injuries
- Worst months: *April* and *July* (3 crashes each)
- Worst day of week: *Monday* (6 crashes)
- Most common injury crash factors: *poor observation* (67 percent) followed by *failure to give way /stop* (40 percent)
- Crashes at intersection: 41 percent
- Wet road crashes: 24 percent
- Night time crashes: 12 percent

Motorcyclists

Motorcyclists in the Tasman district make up 8 percent of all injuries and 8 percent of deaths in the last five year period.

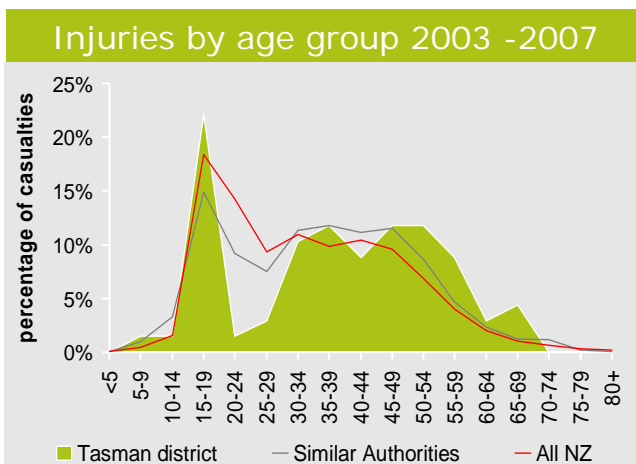
There is an increasing trend in motorcycle crashes in the district. The number of total motorcyclist injuries in 2007 was the highest in any single year in the last five year period.



Nationally motorcycling fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 percent in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend. In 2007 motorcyclists accounted for 11 percent of road fatalities in New Zealand.

Most (75 percent) motorcycling crashes in the Tasman district occurred on rural roads. Almost one third of the motorcycling crashes (32 percent) happened at intersections.

Young motorcyclists of 15 to 19 years of age were the most (21 percent) commonly injured group as shown in the following graph.



More than half of the motorcyclists (62 percent) injured during this five-year period were 30 to 59 years of age.

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, between 2003 to 2007 on:

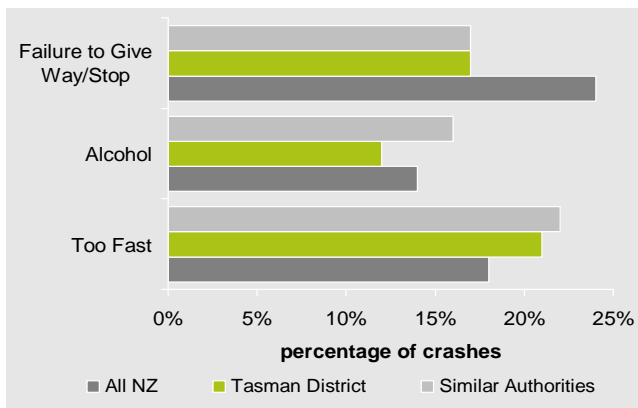
Local roads

- 19 serious injuries and 17 minor injuries
- Worst month: *March (9 crashes)*
- Worst day of week: *Sunday (10 crashes)*
- Most common injury crash factors: *Poor observation (34 percent)* followed by *failure to give way/stop (31 percent)*
- Wet road crashes: *5 percent*
- Night time crashes: *15 percent*
- With alcohol over limit (injury crashes): *9 percent*
- Crashes at intersection: *34 percent*

State highways

- 2 deaths, 23 serious injuries and 12 minor injuries
- Worst month: *April (6 crashes)*
- Worst days of week: *Saturday and Sunday (8 crashes each)*
- Most common injury crash factors: *Poor observation (32 percent)* and *too fast (25 percent)*
- Wet road crashes: *8 percent*
- Night time crashes: *19 percent*
- With alcohol over limit (injury crashes): *4 percent*
- Crashes at intersection: *31 percent*

National issues



Speed

Speed "too fast" was recorded in 21 percent of injury crashes in the Tasman district in the last five years, resulting in 9 deaths and 207 injuries. *Speed* as a factor in crashes is not reducing.

Eighty-three percent of *speed*-related injury crashes were *bend-lost control/head on* crash type. *Alcohol* and *poor handling* were the other driver factors most often associated with *speed*. Drivers aged less than 19 years old were involved in almost 40 percent of the *speed*-related crashes.

Alcohol

In Tasman district, *alcohol* was recorded in 12 percent of injury crashes in the last five years resulting in 9 deaths and 98 injuries. *Alcohol* as a factor in crashes is not reducing in the district.

Thirty-one percent of *alcohol* related crashes were in urban areas. Eighty-two 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-three percent of at fault drivers were males.

Failure to give way

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 deaths and 154 other injuries. Most (88 percent) of these were during *crossing/turning* manoeuvres and were often associated with failure to look for other parties. Sixty-one percent of at fault drivers in these crashes were males.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2007 survey results restraint rate in Tasman for front seat and rear seat are 97 percent and 90 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/>

Contacts

Land Transport New Zealand

Wellington Regional 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

Partnerships Manager Central

Ian Hunter (04 931 8904)

Manager Performance Information Central

Nabin Pradhan (04 931 8928)

Senior Engineer

Eddie Anand (04 931 8920)

Education Advisor

Roy Hitchcock (04 931 8910)

Transit New Zealand

Road Safety Engineer

Fabian Marsh (04 801 2580)

Tasman District Council

Road Safety Engineer

Steve Elkington (03 543 8575)

Road Safety Co-ordinator

Krista Hobday (03 543 8551)

New Zealand Police

Road Policing Manager

Hugh Flower (03 546 3855)

New Zealand Police Tasman District Headquarters
Monro State Building, Bridge Street
Private Bag 39, Nelson 1710
Telephone 03 546 3840