

briefing notes road safety issues

Tasman District

This report details aspects of Tasman District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Tasman District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

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).

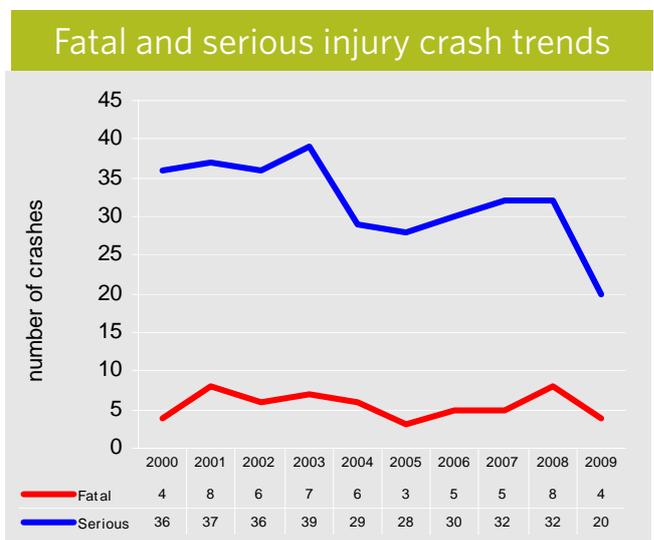
2009 road trauma	
Casualties	Tasman District
Death	4
Serious injury	30
Minor injury	122
Total casualties	156

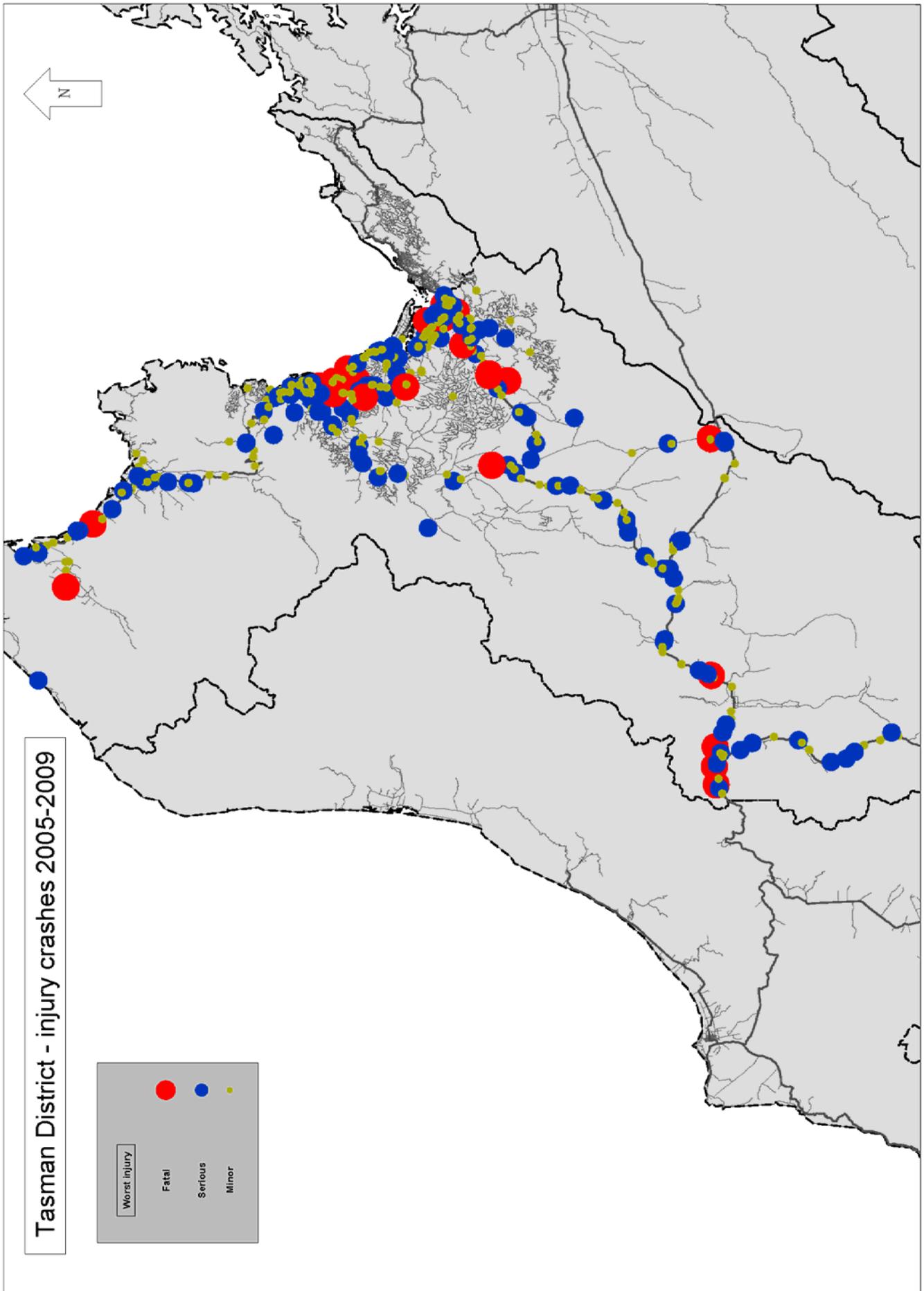
Crashes	Tasman District
Fatal crashes	4
Serious injury crashes	20
Minor injury crashes	85
Total injury crashes	109
Non-injury crashes	227 reported

2009 - social cost of crashes	
Local roads	\$ 20.40M
State highways	\$ 22.74M
Total	\$ 43.15M

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

Local road safety issues	
Tasman District	
Loss of control	
Vulnerable road users; - motorcyclists	
Speed - incl. alcohol & speed	
Intersections	





2020 safer journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand's Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Tasman District

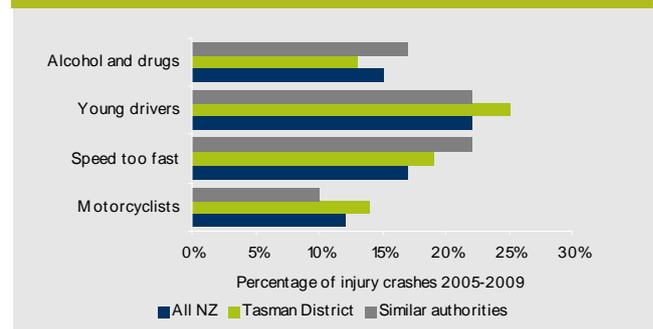
Presented below is a brief look at Tasman District's position on Safer Journeys' areas of high concern compared to similar authorities' averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Tasman District are 97 and 85 percent for front seat and rear seat respectively; corresponding national rates are 95 and 87 percent.

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

Safer Journeys' areas of high concern



Alcohol and drugs

In Tasman District, alcohol was recorded in 13 percent of injury crashes in the last five years, resulting in 4 deaths, 20 serious injuries and 61 minor injuries. Alcohol related crashes were lower proportionally than in similar authorities, however the trend is upwards.

Young drivers

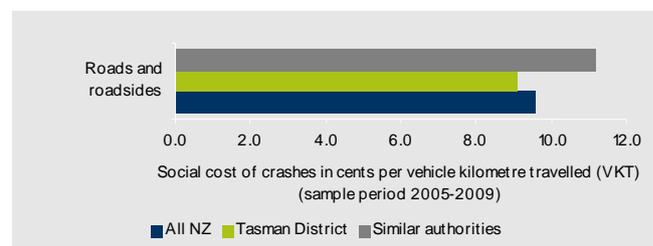
In Tasman District, young drivers aged 15-19 years were involved in 25 percent of all injury crashes during the last five year period, resulting in 4 deaths, 38 serious injuries and 191 minor injuries. This was higher proportionally compared to similar authorities.

Speed too fast

Speed too fast was recorded in 19 percent of injury crashes in Tasman District in the last five years, resulting in 7 deaths, 48 serious injuries and 127 minor injuries. Speed as a factor in crashes was lower proportionally compared to similar authorities.

Motorcyclists

In Tasman District, motorcyclists were involved in 14 percent of all injury crashes during the last five year period, resulting in 50 serious injuries and 44 minor injuries. Injury crashes involving motorcyclists were significantly higher proportionally compared to similar authorities.



Roads and roadsides

In Tasman District, there were on average 23 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was 19 percent lower than the similar authority average (see the graph above).

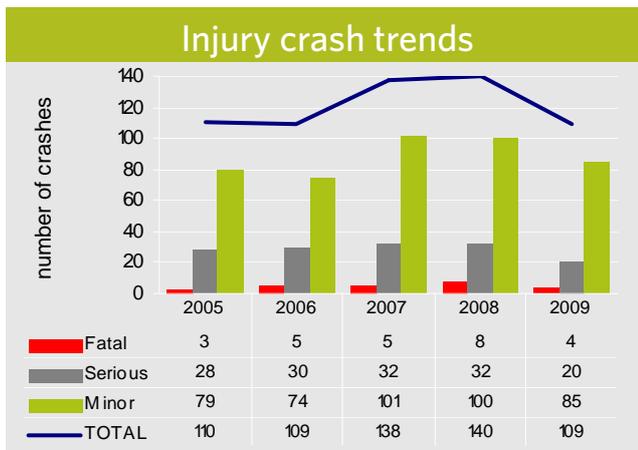
Overview 2009

In 2009 in Tasman District, 109 injury crashes resulting in 156 casualties and 227 non-injury crashes were reported by the New Zealand Police. Fifty-five 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.

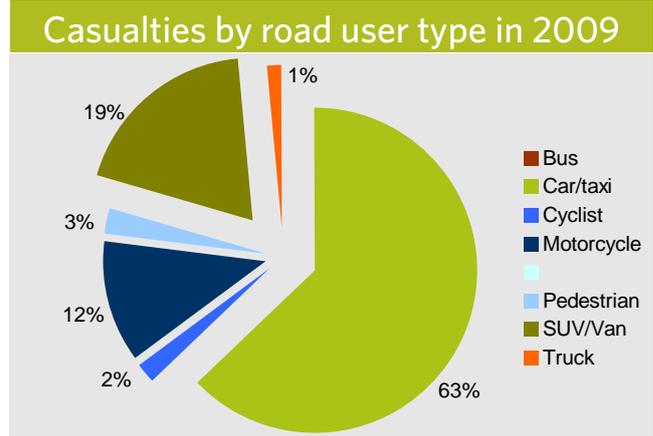
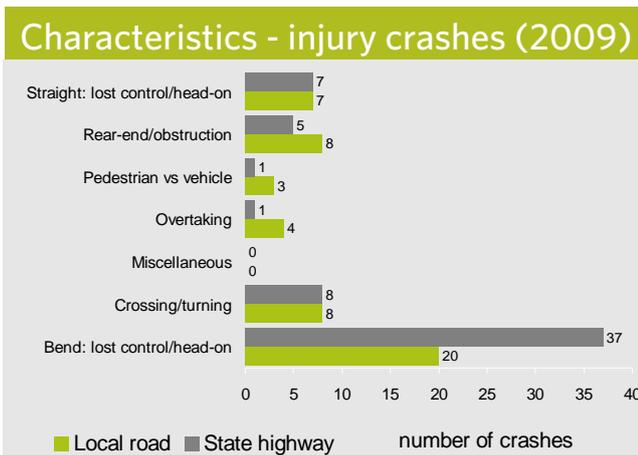
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	4	30	122	156
Local roads vs state highways				
Local roads	2	11	51	64
State highways	2	19	71	92
Rural vs urban roads				
Rural ¹	3	24	97	124
Urban	1	6	25	32

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

The latest five year data shows a very slight upward trend in the total number of injury crashes, however the serious injury trend is downward.



In 2009 two-thirds of injury crashes involved a driver losing control of their vehicle, mostly at bends.



Nearly two thirds of the casualties were drivers and passengers of cars, a fifth of sports utility vehicles or vans and a sixth were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in Tasman District, young drivers aged 15 to 19 years inclusive were at fault drivers in 17 percent of injury crashes and older drivers, 70 years of age and over, in 6 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 50
- Worst month: January (16 percent)
- Worst day of week: Saturday (24 percent)
- Wet road crashes: 16 percent
- Night time crashes: 22 percent
- Alcohol over limit: 14 percent
- Too fast for conditions: 18 percent
- Failed to give way/stop: 12 percent
- Pedestrian factors : 4 percent
- Crashes at intersection: 30 percent
- Road factors: 24 percent
- At fault male driver: 78 percent
- At fault driver held full NZ licence: 54 percent

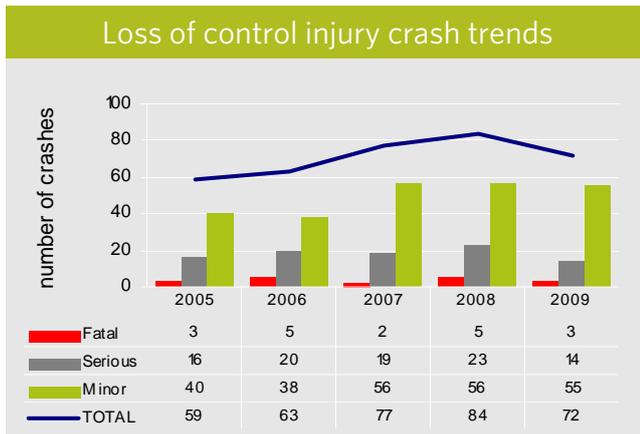
State highways

- Total number of injury crashes: 59
- Worst month: April (15 percent)
- Worst day of week: Wednesday (29 percent)
- Wet road crashes: 19 percent
- Night time crashes: 25 percent
- Alcohol over limit: 17 percent
- Too fast for conditions: 17 percent
- Failed to give way/stop: 15 percent
- Fatigue: 10 percent
- Crashes at intersection: 17 percent
- Road factors: 15 percent
- At fault male driver: 59 percent
- At fault driver held full NZ licence: 58 percent

Loss of control

During the most recent five year period (2005-2009) 59 percent of all injury crashes in Tasman District occurred due to loss of control. These crashes resulted in 18 deaths, 124 serious injuries and 371 minor injuries. A further 541 non-injury crashes were reported involving loss of control.

The latest five year data shows an upward trend in the total number of injury crashes due to loss of control.



Just over half of the loss of control crashes occurred on state highways (55 percent) and similarly they accounted for just over half of the loss of control fatalities over the last five years (55 percent).

The following table shows a breakdown of the general environment of all loss of control crashes (896 crashes) in the district 2005-2009.

Loss of Control	Local Urban	Local Rural	SH urban	SH Rural
At bends	8%	27%	2%	42%
Straight road	3%	6%	3%	9%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Four-fifths of these crashes occurred at bends (79 percent). These crashes where a driver loses control of their vehicle often colliding with another vehicle (20 percent) or commonly running off the road.

Seventy-seven percent of all crashes struck roadside objects. In total 970 reported objects were struck. The most common roadside hazards struck in the district were fences (23 percent) followed by trees (15 percent), ditches and cliff banks (15 percent). Hitting objects can result in more serious injuries than would otherwise be sustained.

The following table shows that four-fifths of these crashes were a single vehicle crashes. Alcohol was a factor contributing to a fifth and too fast for conditions was a contributing factor in over a quarter of the injury crashes. Road factors contributed to a sixth of all loss of control crashes and just over one-third (35 percent) occurred during the hours of darkness.

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	81
Alcohol (injury crashes)	19
Too fast for the conditions (injury crashes)	29
Road factors	16
Poor handling (injury crashes)	41
Rural road	85
Wet road	28
Night time	35

Further information about all crashes due to loss of control in Tasman District 2005-2009 on:

Local roads

- 8 deaths, 40 serious injuries and 156 minor injuries
- Worst month: April (46 crashes)
- Worst days of week: Friday and Sunday (72 crashes each)
- Wet road crashes: 21 percent
- Night time crashes: 40 percent
- Road factors: 10 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: poor handling (46 percent) followed by too fast (34 percent)
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 43 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (51 percent)

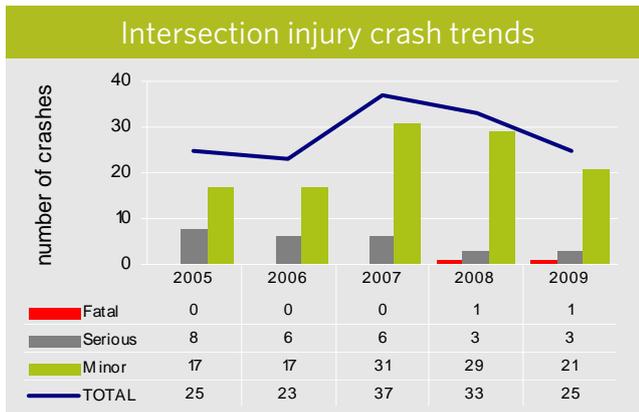
State highways

- 10 deaths, 84 serious injuries and 215 minor injuries
- Worst months: January and December (52 crashes each)
- Worst day of week: Saturday (84 crashes)
- Wet road crashes: 34 percent
- Night time crashes: 31 percent
- Road factors: 9 percent
- Alcohol over limit (injury crashes): 15 percent
- Most common injury crash factors: too fast for conditions (26 percent) followed by fatigue (19 percent)
- At fault male driver (injury crashes): 69 percent
- At fault driver held full NZ licence (injury crashes): 63 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (29 percent) and 30-39 years (19 percent)

Intersections

During the last five year period (2005-2009) 24 percent of all injury crashes in Tasman District occurred at intersections. These crashes resulted in 2 deaths, 29 serious injuries and 164 minor injuries. There were a further 276 non-injury crashes reported.

The latest five year data shows an upward trend in the total number of injury crashes over this period, even though the trend over the last three years is downwards.



Just over half of these crashes occurred at urban intersections (56 percent). Just over half of intersection crashes occurred on local roads in the district (54 percent), accounting for all fatalities at intersections and 45 percent of all serious injuries 2005-2009.

Intersection crashes	Local urban	Local rural	SH urban	SH rural
419 crashes	36%	18%	20%	26%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

The table below shows the locations of intersections with a high number of crashes in Tasman District (2005-2009).

Intersection name	Total crashes 2005 -	Injury crashes 2005 -	Total crashes in 2009
Moutere Highway / Golden Hills Road	5	4	1
Queen St/Oxford St	10	4	1
SH 60/Redwood Road	5	4	0
SH 60/Old Wharf Rd	8	4	2
SH 60/Mcshane Road	8	4	1
Wensley Road / Oxford St	5	4	2
Moutere Highway / Edwards Road	5	3	1
SH 60/Whakarewa St	6	3	0
SH 60/Pah St	8	3	1
SH 60/Lodder Lane	3	3	0

Junction Type	Rural	Urban
T-junction	119	107
Crossroad	52	85
Roundabout	2	31
Y-junction	7	4
Driveway	5	7

Crashes at T-junctions and crossroads in urban areas are the most common types of intersection crashes, during 2005-2009, followed by rural crashes at T-junctions.

Half of intersection injury crashes occurred due to a driver failing to give way or stop (51 percent). Forty-eight percent of all crashes occurred at give way signs, 4 percent at traffic signals 20 percent at stop signs. Twenty-nine percent of all crashes occurred at intersections without any traffic control.

Further information regarding crashes at intersections in Tasman District 2005-2009 on:

Local roads

- 2 deaths, 13 serious injuries and 91 minor injuries
- Worst month: May (31 crashes)
- Worst day of week: Friday (46 crashes)
- Wet road crashes: 15 percent
- Night time crashes: 35 percent
- Alcohol over limit (injury crashes): 10 percent
- Most common injury crash factors: failed to give way/stop (53 percent) and poor observation (44 percent)
- At fault male driver (injury crashes): 63 percent
- At fault driver held full NZ licence (injury crashes): 59 percent
- Most common at fault drivers' age group (injury crashes): 15-29 years (40 percent)

State highways

- 16 serious injuries and 73 minor injuries
- Worst month: April (27 crashes)
- Worst day of week: Wednesday (33 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 24 percent
- Alcohol over limit (injury crashes): 5 percent
- Most common injury crash factors: failed to give way/stop (49 percent) and poor observation (45 percent)
- At fault male driver (injury crashes): 56 percent
- At fault driver held full NZ licence (injury crashes): 62 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years (17 percent) and 30-49 years (35 percent)

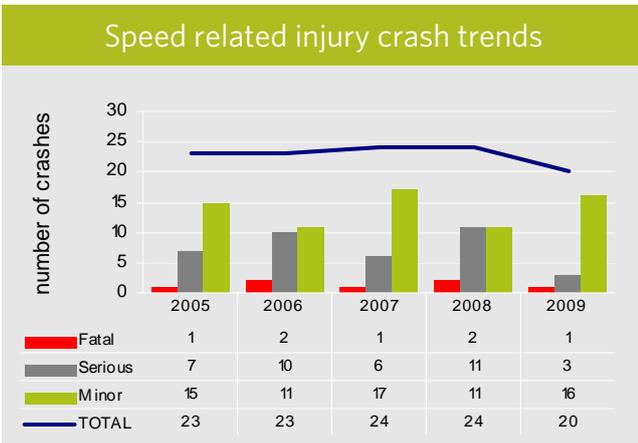
Speed

Speed is a major contributing factor involved in road crashes. In 2009, excessive speed contributed to 31 percent of all fatal crashes (103 crashes) and 17 percent of all injury crashes (1852 crashes) in New Zealand. These crashes resulted in 118 deaths, 553 serious injuries and 2067 minor injuries.

In Tasman District, speed too fast for conditions was a factor in 19 percent of all injury crashes in 2009, which was higher than the national average (17 percent) but lower than the average for similar authorities (22 percent).

During the last five year period (2005-2009) there were 114 speed related injury crashes resulting in 7 deaths, 50 serious injuries and 134 minor injuries. There were also 218 non-injury speed-related crashes reported in this period.

The latest five year data shows a level trend in the total number of speed related injury crashes, however the trend in serious injury crashes is downward.



Half of the speed-related crashes occurred on state highways (51 percent) and just under half took place in rural areas (47 percent).

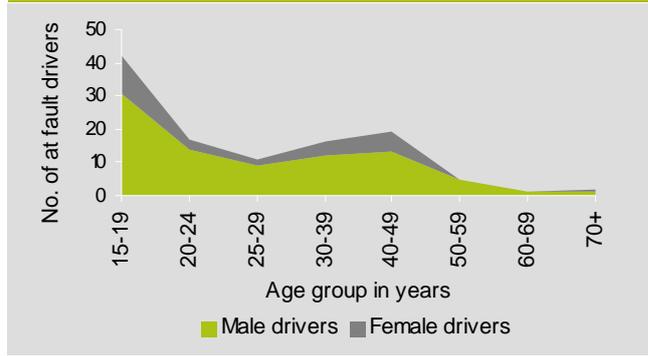
The following table shows a breakdown of the speed limit environ of all speed related crashes in Tasman District 2005-2009.

	2005	2005	2006	2007	2009
Urban	7	11	11	20	19
Rural	53	44	65	58	44
Total	60	65	76	78	63

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Thirty-nine percent of the at fault drivers in these speed-related crashes held either a learner licence, restricted licence, were never licensed or disqualified drivers.

Age & gender of at fault drivers 2005-2009



Three-quarters of at fault drivers in these speed-related crashes were male (77 percent) and over a third were in the age group 15-19 years (37 percent).

Alcohol was a contributing factor in a quarter of these crashes (24 percent). These crashes where speed and alcohol were combined contributing factors resulted in 2 deaths, 7 serious injuries and 23 minor injuries during 2005-2009.

Further information about speed related crashes in Tasman District 2005-2009 on:

Local roads

- 6 deaths, 20 serious injuries and 75 minor injuries
- Worst month: January (22 crashes)
- Worst day of week: Friday (39 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 50 percent
- Alcohol over limit (injury crashes): 31 percent
- Most common injury crash factor: loss of control at bends (80 percent)
- At fault male driver (injury crashes): 73 percent
- At fault driver held full NZ licence (injury crashes): 40 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (64 percent)

State highways

- 1 death, 30 serious injuries and 59 minor injuries
- Worst months: April and December (20 crashes each)
- Worst day of week: Saturday (33 crashes)
- Wet road crashes: 41 percent
- Night time crashes: 39 percent
- Alcohol over limit (injury crashes): 17 percent
- Most common injury crash factor: loss of control at bends (85 percent)
- At fault male driver (injury crashes): 79 percent
- At fault driver held full NZ licence (injury crashes): 68 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (40 percent) and 30-49 years (39 percent)

Vulnerable road users

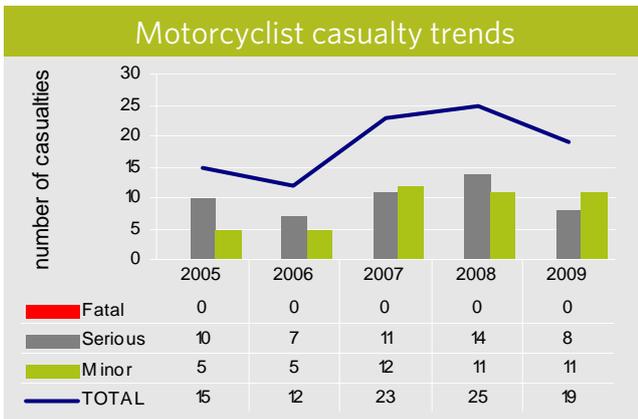
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are described as pedestrians, motorcyclists and cyclists.

In Tasman District, vulnerable road users were involved in 27 percent of all injury crashes over the last five years (2005-2009), accounting for 20 percent of all casualties; 12 percent of all deaths, 37 percent of all serious injuries and 16 percent of all minor injuries.

Motorcyclists

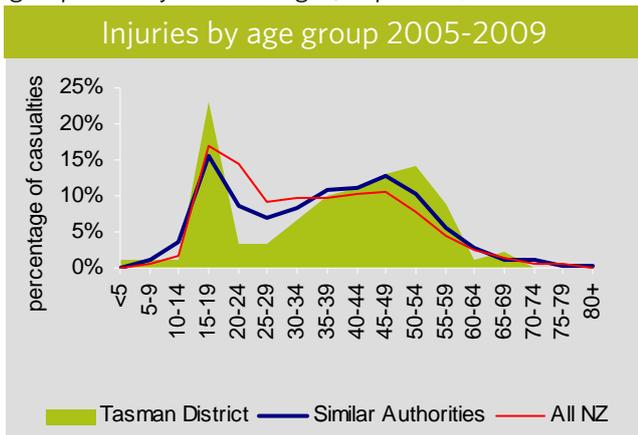
Injury crashes involving motorcyclists represented 14 percent of all injury crashes in Tasman District during the last five year period, resulting in 50 serious injuries and 44 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcycle crashes in the district.



Nearly three-quarters of motorcyclist crashes in the Tasman District occurred on rural roads (72 percent). Nearly half these crashes occurred on state highways (47 percent). Over a quarter of the motorcyclist crashes were at intersections (29 percent). Just under half were reported as single party motorcyclist crashes (44 percent).

Young motorcyclists of 15-19 year age group were the most commonly injured single age group accounting for nearly a quarter of motorcycle casualties (23 percent). Nearly half of the motorcyclists injured were in the group 40-59 year old of age (47 percent).



locations/routes	Number of motorcyclist inj. crashes 2005-2009
Mainly along SH 60 and SH 6 routes	
Oxford St / Wensley Road	4
Motueka Valley Highway / Alexander Bluff Br E	2
SH 6 / Hope SDL	2
SH 6 / Aniseed Valley Road	2
SH 60 / Dominion Road	2
SH 60 / Bates Road route	2
Moutere Highway route	4
Queen St route	4

The high crash locations or routes for motorcyclist crashes in the district are given in the table above.

The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Tasman District 2005-2009 were:

- a vehicle losing control or leaving the roadway at bends: 38 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

Further information regarding all crashes involving motorcyclists in Tasman District 2005-2009 on:

Local roads

- 20 serious injuries and 28 minor injuries
- Worst month: May (8 crashes)
- Worst day of week: Wednesday (12 crashes)
- Most common injury crash factors: poor handling (36 percent) and failure to give way/stop (29 percent)
- Wet road crashes: 6 percent
- Night time crashes: 18 percent
- Alcohol over limit (injury crashes): 11 percent
- Crashes at intersection: 29 percent

State highways

- 30 serious injuries and 16 minor injuries
- Worst month: March (9 crashes)
- Worst day of week: Saturday (11 crashes)
- Most common injury crash factors: Poor handling (35 percent) followed by failure to give way/stop (22 percent)
- Wet road crashes: 7 percent
- Night time crashes: 17 percent
- Alcohol over limit (injury crashes): 5 percent
- Crashes at intersection: 32 percent

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Tasman District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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