The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Tasman Police District.

Overall, the total number of injury crashes and casualties in the Tasman Police District in 2002 increased for the second successive year. Forty people lost their lives in road crashes in the district last year. Just over half of all injury crashes between 1998 and 2002 occurred on the state highway. Occupants of cars and vans formed the main casualty group between 1998 and 2002. Vulnerable road users such as pedestrians, cyclists and motorcyclists made up 21 percent of injured road users.

Between 1998 and 2002, two thirds of all casualties in the Tasman Police District occurred on rural roads. Fifty-five percent of these rural crashes involved drivers losing control of their vehicle on a bend. Almost half of all injury crashes in urban areas occurred at an intersection. Drivers displaying poor observation skills and drink-driving in rural areas were also road safety issues in the district.

The estimated social cost of crashes in 2002 on roads within the Tasman Police District was over $230 million, an increase on 2001.

Both the national and the Tasman Police District road safety issues are identified below. Details of the specific local issues are considered overleaf.

Major road safety issues

Tasman Police District
- Loss of control on bends
- Crossing/turning
- Poor observation
- Alcohol

Nationally
- Speed
- Alcohol
- Failure to give way
- Restraints

2002 road trauma for Tasman Police District

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Deaths</td>
<td>40</td>
</tr>
<tr>
<td>Serious casualties</td>
<td>142</td>
</tr>
<tr>
<td>Minor casualties</td>
<td>499</td>
</tr>
<tr>
<td>Fatal crashes</td>
<td>32</td>
</tr>
<tr>
<td>Serious injury crashes</td>
<td>102</td>
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<tr>
<td>Minor-injury crashes</td>
<td>322</td>
</tr>
<tr>
<td>Non-injury crashes</td>
<td>968</td>
</tr>
</tbody>
</table>

Road casualties 1998–2002

User type 1998–2002

Social cost ($ million)

* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.
**Loss of control on bends**

Fifty-five percent of all injury crashes on the open road in the Tasman Police District between 1998 and 2002 involved a driver losing control of their vehicle on a bend. Seventy percent of these occurred on the state highway. Loss of control crashes tend to result in either a head-on crash with another vehicle or the vehicle leaving the road, both of which often cause injury or death.

Speed, alcohol and poor driver handling skills were all common contributory factors in loss of control injury crashes on bends in rural areas of the district between 1998 and 2002. Over a third of these crashes occurred on a wet, snowy or icy road surface.

**Crossing/turning**

One third of all crashes in the Tasman Police District between 1998 and 2002 occurred at an intersection or driveway. Fifty-five percent of these involved a vehicle making a crossing or turning manoeuvre. Injury crashes involving crossing or turning at an intersection or driveway typically involved a vehicle failing to give way or stop. Poor observation, such as driver inattention, was also a common contributory factor, and noted as a factor in 40 percent of such crashes.

**Recommended actions**

- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling when turning or changing direction/lane, choosing a safe gap, and looking out for pedestrians and cyclists.
- Encourage drivers to show courtesy.
- Support strategic enforcement campaigns aimed at T junctions and crossroads.
- Encourage enforcement campaigns targeting drivers who fail to stop or give way.
- Support enforcement campaigns aimed at intersection black spots.
- Support the risk targeted patrol planning of the New Zealand Police.
Poor observation

Poor observation skills by drivers were recorded as being a factor in over a quarter of all injury crashes in the Tasman Police District between 1998 and 2002. Thirty percent of rural crashes involving poor observation occurred at mid-block locations. This compares with 60 percent of urban crashes involving poor observation as a contributory factor at intersections and driveways.

Just over half of the crashes with poor observation reported as a contributory factor occurred on the state highway.

At mid-block locations, drivers often did not check for other vehicles when changing lanes, failed to notice other vehicles slowing, or had their attention diverted for various reasons. Approximately one third of all crashes in the Tasman Police District between 1998 and 2002, with poor observation as a contributory factor, involved a rear-end collision or some other obstruction.

Recommended actions

- Conduct crash reduction studies for areas, routes and black spots.
- Carry out road safety audits for sight distances and controls at intersections.
- Support education/publicity campaigns aimed to increase driver awareness.
- Ensure the monthly Code Red articles are displayed on community notice boards.

Alcohol

Drink-driving was a factor in 15 percent of crashes in the Tasman Police District between 1998 and 2002. The last four years have seen a steady increase in the number of crashes involving alcohol in rural areas in the Tasman Police District despite a decline in alcohol-related crashes in urban areas.

Almost two thirds of alcohol-related crashes occurred in rural areas between 1998 and 2002. These crashes have resulted in an average of six fatal crashes and 20 serious injury crashes each year. Half of the alcohol-related crashes occurred on the state highway.

Seventy-seven percent of alcohol-related crashes in the Tasman Police District occurred during the hours of darkness with 57 percent occurring over the weekend period.

Recommended actions

- Continue to support drink-driving strategic enforcement campaigns, especially on rural roads, at night and during the weekend.
- Continue to support the Police’s risk targeted patrol planning.
- Support the use of roving roadblocks and the booze bus in the district.
- Encourage enforcement aimed at directing recidivist drink-drivers to alcohol awareness programmes.
- Continue to support education campaigns aimed at reducing drink-driving.
- Encourage campaigns aimed at rural communities.
- Support host responsibility and designated driver programmes in rural communities.
Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

Community Road Safety Programme

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement in and ownership of road safety issues, and to target local resources and effort to local risks. This year’s review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding from the CRSP for community initiatives throughout the Tasman Police District for the 2003/2004 year has been confirmed as follows:

<table>
<thead>
<tr>
<th>Project</th>
<th>Funding</th>
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<tr>
<td>Marlborough District</td>
<td>$91,250</td>
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<td>Kaikoura District</td>
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<tr>
<td>Nelson City</td>
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<td>Tasman District</td>
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<td>Buller District</td>
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<td>Grey District</td>
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<td>Westland District</td>
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<td>West Coast Region</td>
<td>$92,500</td>
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The LTSA will liaise with local authorities, Transit New Zealand and the New Zealand Police to ensure both risk targeted patrol plans and road safety action plans are undertaken.

Where to get more information

For more specific information relating to road crashes in Tasman Police District, please refer to the 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

Contacts

Land Transport Safety Authority
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Phone 04 382 6421

Regional Education Advisor
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Phone 04 382 6428

Senior Road Safety Engineer
Tim Selby
Phone 04 382 6436

New Zealand Police
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Tasman District HQ
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Transit New Zealand
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Phone 03 366 4455

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