

road safety issues

July 2003

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 District.

The total number of people killed or injured in road crashes in the Tasman District in 2002 was 194. This was an overall increase from the previous year despite a reduction in the number of fatal and serious injury crashes. During the past five years, there have been 33 deaths and 219 serious injuries as a result of road crashes in the district.

Drivers and passengers of cars and vans were the two main casualty groups between 1998 and 2002. Despite a downward trend in the number of motorcycle casualties, motorcyclists still made up a high proportion of road-user casualties, particularly in rural areas. Conversely, the number of cyclists being injured has increased over the last 10 years.

Seventy-seven percent of injury crashes between 1998 and 2002 occurred on the open road with a large proportion of these crashes involving a driver losing control on a bend. Intersection crashes on both open and urban roads were also a problem.

The estimated social cost of crashes in the Tasman District in 2002 was \$62.3 million, a slight decrease from the previous year.

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

Major road safety issues

Tasman District

Loss of control on bends
Intersections
Motorcyclists
Cyclists

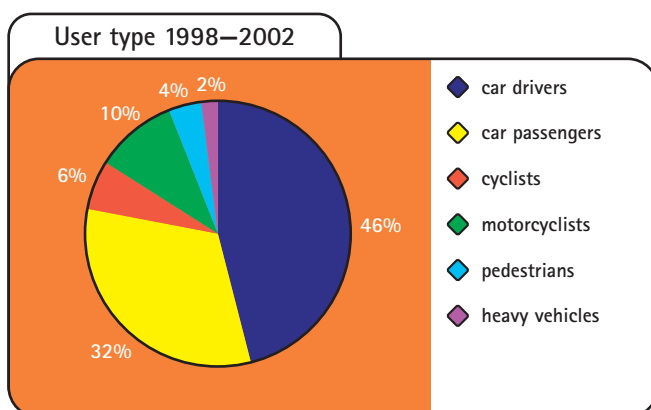
Nationally

Speed
Alcohol
Failure to give way
Restraints

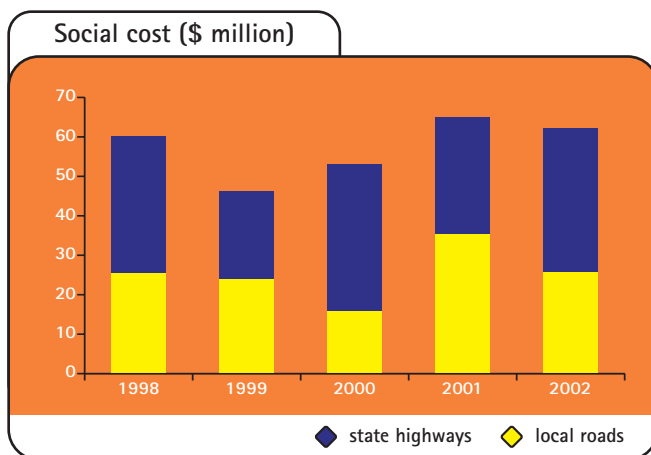
2002 road trauma for Tasman District

Deaths	6
Serious casualties	49
Minor casualties	139
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Fatal crashes	6
Serious injury crashes	36
Minor-injury crashes	84
Non-injury crashes	194

Road casualties 1998–2002



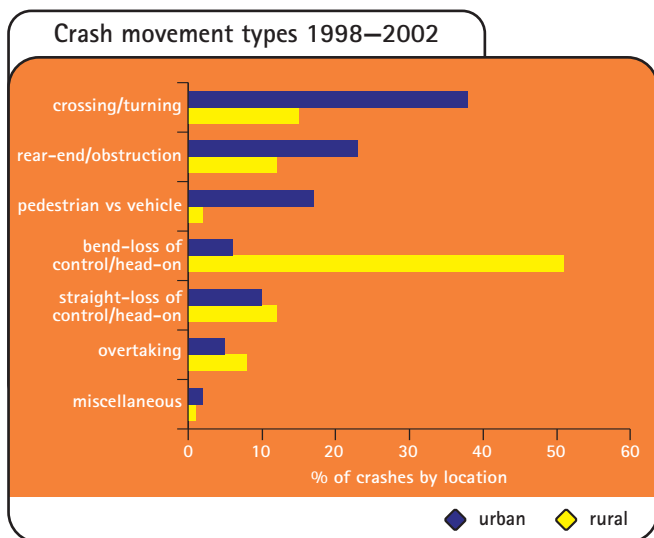
Estimated social cost of crashes*



* 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

Over half of the injury crashes on rural roads in the Tasman District between 1998 and 2002 were a result of drivers losing control of their vehicle on a bend. Such crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road and colliding with a roadside object which can increase the severity of the crash.



Speed was identified as a contributory factor in 37 percent of loss of control injury crashes on bends in rural areas between 1998 and 2002. Other main contributory factors included drivers failing to keep left, poor handling of the vehicle, and alcohol.

Drivers losing control of their vehicle on a bend on a rural road were involved in a higher than average proportion of crashes in the dark or in the wet.

Recommended actions

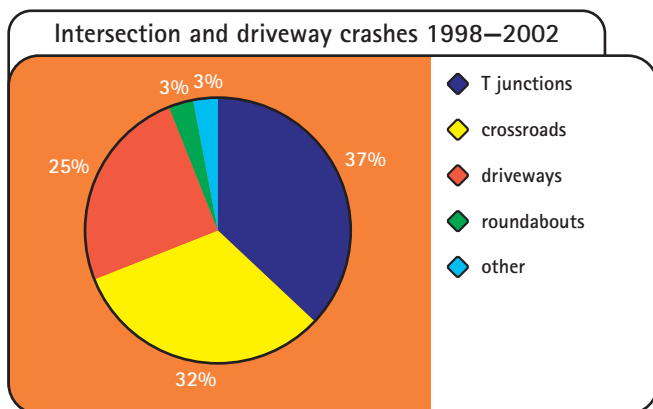
- Support drink-driving education campaigns.
- Support campaigns on adjusting drivers' speed for different driving conditions.
- Support strategic enforcement campaigns targeting speed and alcohol on rural roads.
- Conduct a safety audit/safety survey of bend delineation, signposting, shoulder width, surface friction and street lighting of bends.
- Encourage shoulder widening to ensure roads are the appropriate width.
- Maintain good road surfaces and drainage.

Intersections

One quarter of injury crashes in the Tasman District between 1998 and 2002 occurred at intersections, while a further eight percent occurred at driveways. Sixty percent of intersection and driveway crashes occurred in rural areas.

Almost two thirds of intersection crashes involved a collision between vehicles making a crossing or turning movement. Eighty-seven percent of these involved a vehicle failing to give way or stop and 37 percent involved a driver exhibiting poor observation skills such as not concentrating on the task of driving.

Between 1998 and 2002, almost a quarter of intersection and driveway injury crashes occurred at a driveway and 20 percent at a Give Way controlled T junction. Over a quarter of injury crashes at T junctions had no formal control such as Give Way or Stop signs and markings.



Fourteen percent of intersection and driveway crashes involved cyclists while 16 percent involved motorcyclists.

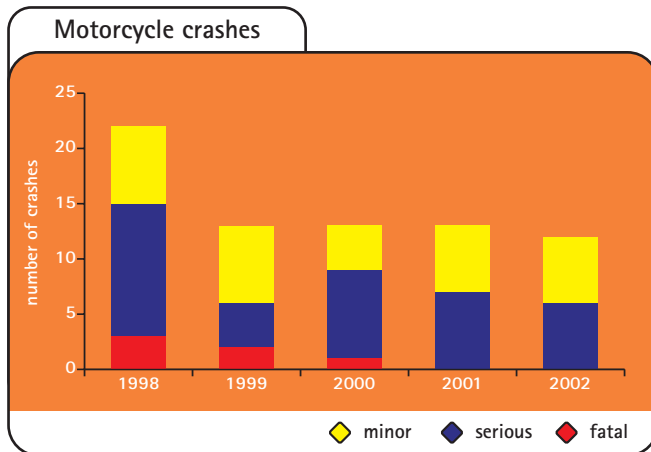
Recommended actions

- 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.
- Support the risk targeted patrol planning of the New Zealand Police.
- Encourage crash reduction studies of known black spots.
- Investigate the level of control at T junctions.
- Remove any vegetation in the vicinity of an intersection that might make signs, signals, vehicles and markings difficult to see.
- Ensure signs and markings are up to the appropriate standard.



Motorcyclists

While there has been a downward trend in the number of motorcyclist casualties in the Tasman District over the past 10 years, the proportion of such casualties in rural areas is significantly greater than nationally or in similar local authorities. In total, motorcyclists made up 10 percent of all casualties in the Tasman District between 1998 and 2002, with 60 percent of motorcycle crashes resulting in either a fatality or a serious injury.



Speed was recorded as a contributing factor in almost a quarter of all motorcycle crashes between 1998 and 2002, with 40 percent involving a rider losing control of their motorcycle on a bend. Twenty-seven percent of crashes involving a motorcycle occurred at an intersection.

Over half of the crashes involving motorcycles occurred on either a Friday or a Saturday, with a third of motorcycle crashes recorded during the months of December and January.

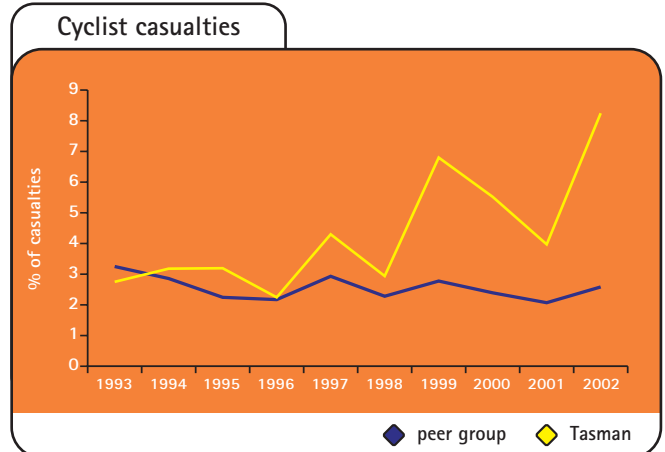
➔ Recommended actions

- Encourage motorcyclists to be more aware of the dangers that they face.
- Ensure that motorcyclists, as a key road-user group, are featured in other road safety campaigns.
- Target enforcement of motorcycle speed and riding behaviour on the open road.
- Integrate motorcycle safety into the actions for addressing the loss of control on bends issue in the district.



Cyclists

While cyclists made up less than 10 percent of recorded casualties in the Tasman District during 1998 to 2002, there has been an upward trend in their involvement in crashes over the past 10 years. On average, there have been nine injury crashes involving a cyclist each year between 1998 and 2002. The proportion of cyclist casualties over this period was also significantly greater than nationally or in similar local authorities.



Seventy percent of cycle crashes occurred in urban areas. Fifty-nine percent of all cycle crashes happened at mid-block locations rather than at intersections.

Forty percent of cyclists involved in injury crashes between 1998 and 2002 were in the five to 14 year age group. Seventy-six percent of all cyclist casualties were male.

Seventy-two percent of crashes involving cyclists occurred during a weekday with over half happening in the hours before work or school (7 am to 9 am) and afterwards (3 pm to 6 pm).

➔ Recommended actions

- Promote drivers' awareness of cyclists.
- Encourage engineering staff and consultants to attend road safety workshops and conferences to stay up to date with new standards, guidelines and policies.
- Support strategic enforcement campaigns aimed at drivers who fail to give way or stop, or drive too fast, especially during the before and after school periods.
- Encourage the development of cyclist-friendly arterial roads and promote safe cycle ways.

New Zealand Road Safety Programme

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 in the Tasman District for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$47,000
Fatigue	\$6,000
Cycling	\$9,000
Community road safety groups	\$6,500
Child restraints	\$2,500

Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the road safety co-ordinator.

In the Tasman District and Nelson City during 2003/2004, the Police will deliver 29,500 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	22,230
Traffic management including crash attendance, incidents, emergencies and events	5,270
School road safety education	1,280
Police community services	720

The LTSA will liaise with the Tasman District Council, Transit New Zealand and the New Zealand Police to ensure both risk targeted patrol plans and the joint Nelson/Tasman Road Safety Action Plan are undertaken.

Where to get more information

For more specific information relating to road crashes in the Tasman 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

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