

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Tasman District.

The total number of people killed or injured in road crashes in the Tasman District in 2003 was 207. This was an overall increase from the previous year with increases in both fatalities and serious injury crashes. During the past five years, there have been 33 deaths and 236 serious injuries as a result of road crashes in the Tasman District.

Despite a downward trend in the number of motorcycle casualties, motorcyclists still make up a high proportion of road user casualties, particularly in rural areas. Conversely, the number of cyclist casualties injured has increased over the last 10 years.

Seventy-eight percent of injury crashes between 1999 and 2003 occurred on the open road with a large proportion of these crashes involving a driver losing control of their vehicle on a bend. Intersection crashes on both open and urban roads, including crossing and turning movements, were also a problem.

The estimated social cost of crashes in the Tasman District in 2003 was \$69.7 million, an increase from 2002.

Both Tasman District and national road safety issues are identified below. Details of the specific local issues are considered overleaf, with national issues discussed on the back page.

Major road safety issues

Tasman District



- Loss of control on bends
- Intersections
- Motorcyclists
- Cyclists

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

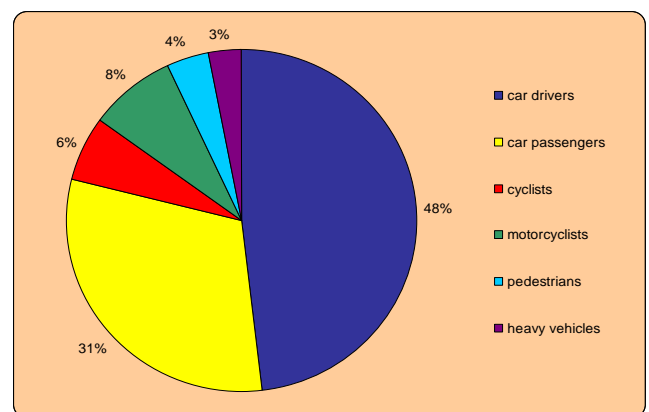


2003 road trauma for Tasman District

	Deaths	7
	Serious casualties	61
	Minor casualties	139
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	Fatal crashes	7
	Serious injury crashes	39
	Minor injury crashes	91
	Non-injury crashes	246

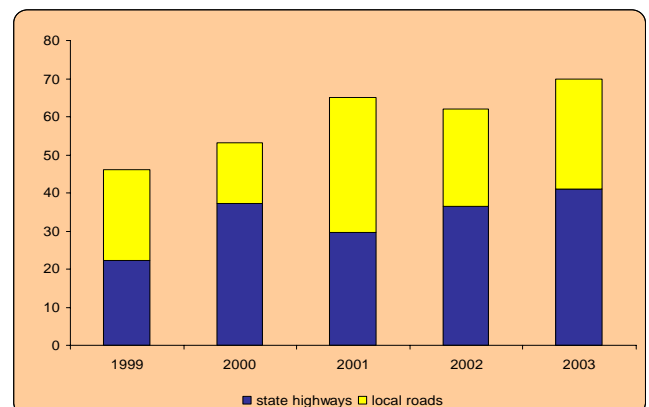
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



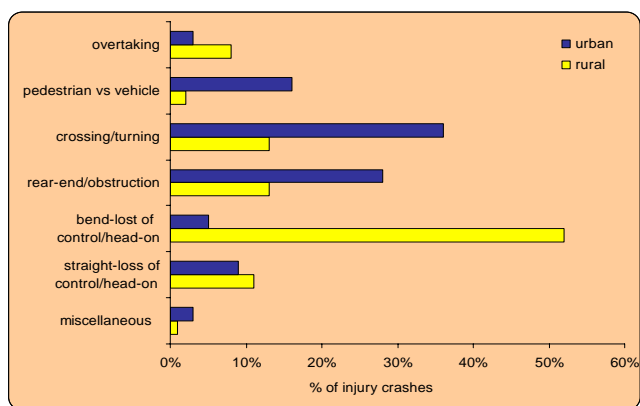
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Loss of control on bends

Over half of the injury crashes on rural roads in the Tasman District between 1999 and 2003 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 cause the vehicle to leave the road and collide with a roadside object, which can increase the severity of the crash. Fifty-seven percent of these loss of control on bend crashes on rural roads occurred on the state highway.

Crash movement types 1999–2003



Speed was identified as a contributory factor in 35 percent of loss of control injury crashes on bends in rural areas between 1999 and 2003. Other main contributory factors included poor handling of the vehicle by drivers, failure to keep left 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.

Seventy-three percent of injury crashes involving loss of control on bends on rural roads in the Tasman District between 1999 and 2003 involved a vehicle hitting at least one roadside object. The most common of these crashes was going over a cliff/bank or a fence. Of these crashes involving roadside hazards, eight involved a fatality and 58 involved a road user being seriously injured.

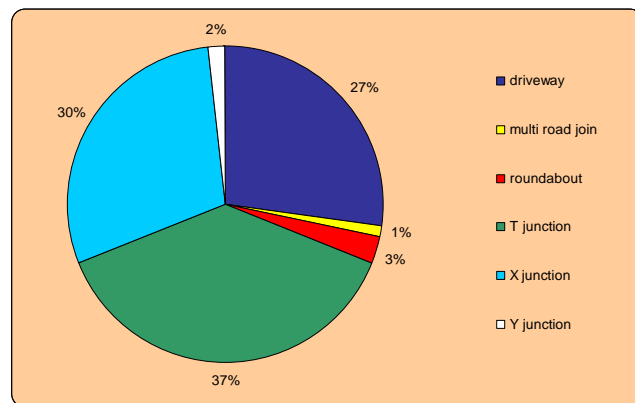


Intersections

Almost one quarter of injury crashes in the Tasman District between 1999 and 2003 occurred at intersections, while a further nine percent occurred at driveways. Sixty percent of intersection and driveway crashes occurred in rural areas in the Tasman District. Fifty-two percent of all intersection and driveway crashes occurred on the state highway.

Fifty-seven percent of intersection and driveway crashes involved vehicles making a crossing or turning movement. Eighty-three percent of these involved a vehicle failing to give way or stop. Over half involved a driver exhibiting poor observation skills such as not concentrating on the task of driving.

Intersection and driveway crashes 1999–2003



Between 1999 and 2003, over a quarter of intersection and driveway injury crashes occurred at a driveway. Thirty-eight percent occurred at a T junction with almost three quarters of these controlled by Give Way or Stop signs and markings. Over a quarter of injury crashes at intersections (not including driveways) had no formal control such as Give Way or Stop signs and markings.

Twenty percent of intersection and driveway crashes occurred during the hours of darkness, and 14 percent occurred on a wet road surface.

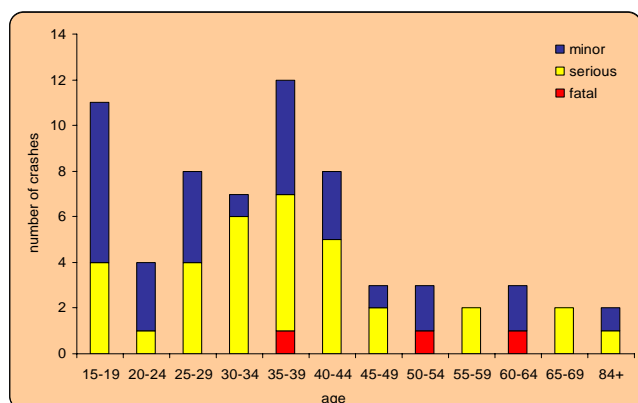


Motorcyclists

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 still significantly greater than for all of New Zealand or in similar local authorities.

In total, motorcyclists made up eight percent of all casualties in the Tasman District between 1999 and 2003, and 12 percent of rural crashes. Fifty-six percent of motorcycle crashes resulted in either a fatality or a serious injury. Eighty-four percent of motorcycle crashes in the Tasman District occurred on roads in rural areas. Half of the motorcycle crashes on roads in rural areas occurred on the state highway.

Motorcycle casualties by age and severity 1999–2003



Speed was recorded as a contributing factor in 20 percent of all motorcycle crashes between 1999 and 2003, with 44 percent involving a rider losing control of their motorcycle on a bend. Over half the motorcycle crashes on a rural road involved a rider losing control on a bend. Over a third of all crashes involving a motorcycle occurred at an intersection or driveway.

Over half of the crashes involving motorcycles occurred on a Friday or Saturday with almost 40 percent of motorcycle crashes recorded during the summertime months of January to March.

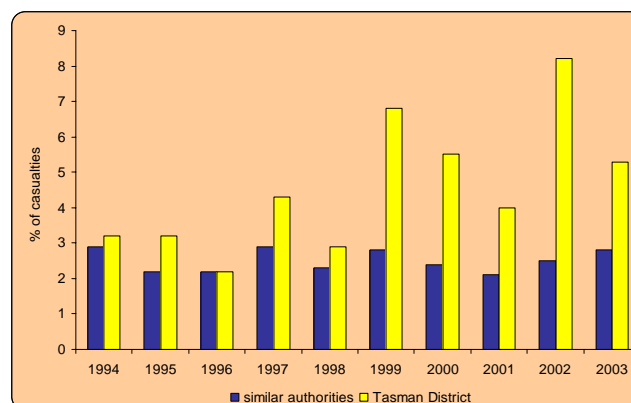
Ninety percent of motorcycle casualties were male and over a third of the casualties were in age bands 15 to 19 or 35 to 39 years.



Cyclists

Cyclists made up only seven percent of recorded casualties in the Tasman District during 1999 to 2003. However, there has been an upward trend in their involvement in crashes over the past 10 years. On average, there were 10 injury crashes involving a cyclist each year between 1999 and 2003. The proportion of cyclist casualties over this period was also significantly greater than for all of New Zealand or in similar local authorities.

Cyclist casualties 1994–2003



Almost 30 percent of cyclist crashes resulted in either a fatality or a serious injury.

Over two thirds of cyclist crashes occurred in urban areas. Forty-two percent of all cyclist crashes happened at an intersection, with a further 20 percent at a driveway.

One third of cyclists involved in injury crashes between 1999 and 2003 were in the five to 14 year age group. Over three quarters of all cyclist casualties were male.

Seventy-nine percent of crashes involving cyclists occurred on a weekday with over two thirds in the hours before work or school (7 am to 9 am) and after work or school (3 pm to 6 pm).

Speed

The faster drivers go, the more likely they are to crash, and the greater the risk of serious injury and death.

Speed was a factor in 111 injury crashes in the Tasman District between 1999 and 2003. This comprises 19 percent of all injury crashes in the Tasman District, which is a higher proportion than for New Zealand as a whole.



Alcohol

Alcohol has a big effect on the way people drive.

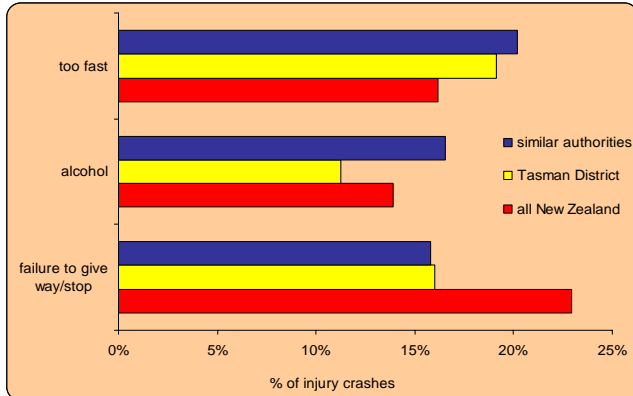
Overall, 11 percent of crashes in Tasman District between 1999 and 2003 involved alcohol as a contributory factor. This was lower than for all of New Zealand and for similar authorities.



Failure to give way

Overall, between 1999 and 2003, 16 percent of all crashes in the Tasman District involved a vehicle failing to give way. This was the same as the proportion for similar authorities in New Zealand.

National issues 1999–2003



Restrains

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent.

During 2003, in the Tasman District 97 percent of front seat adults were wearing a restraint compared with 92 percent for New Zealand.

Between 1994 and 2003, there were 50 driver and passenger fatalities on Tasman District roads. Of those who died, six would have been saved if they had been wearing a restraint.

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