

# 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 2000–2004 period. The intent of the report is to highlight the key road safety issues in the Tasman District.

The number of injury crashes in the Tasman District decreased from 138 in 2003 to 114 in 2004, resulting in 160 casualties (compared with 208 in 2003). Crashes on urban roads, however, increased overall in the past five years.

Car/van drivers and passengers were the main casualty groups between 2000 and 2004. Although motorcyclists were the next largest casualty group, both cyclist and pedestrian casualty numbers have been trending upwards over the last 10 years.

Seventy-six percent of injury crashes in the Tasman District from 2000 to 2004 occurred in the rural area, and over half of these involved a driver losing control of a vehicle on a bend. Fifty-five percent of crashes in the urban area occurred at an intersection or driveway.

The total social cost of crashes in the Tasman District was almost \$50 million in 2004.

Both national and local road safety issues are identified below. Specific issues relating to the Tasman District are considered overleaf. National issues are discussed on the back page.

### Major road safety issues

#### Tasman District

Loss of control on bends

Intersections

Cyclists

Pedestrians

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Tasman District



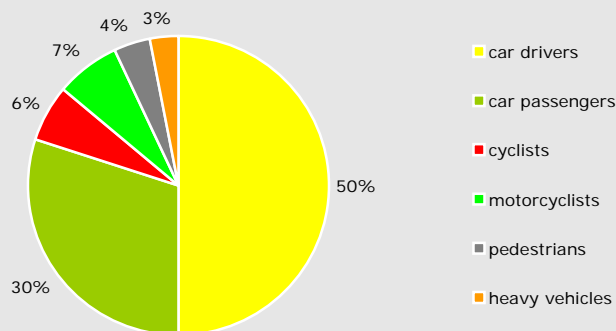
Deaths	6
Serious casualties	35
Minor casualties	119



Fatal crashes	6
Serious injury crashes	29
Minor injury crashes	79
Non-injury crashes	235

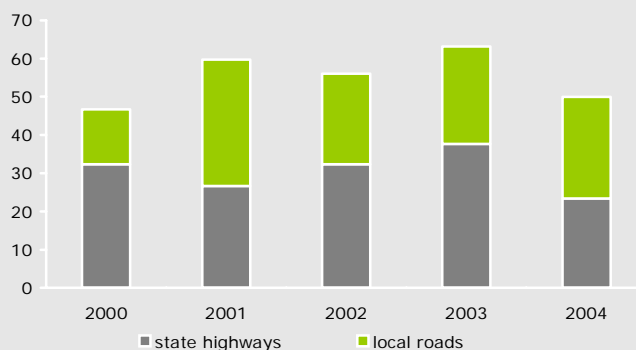
### Road casualties 2000–2004

User type 2000–2004



### Estimated social cost of crashes\*

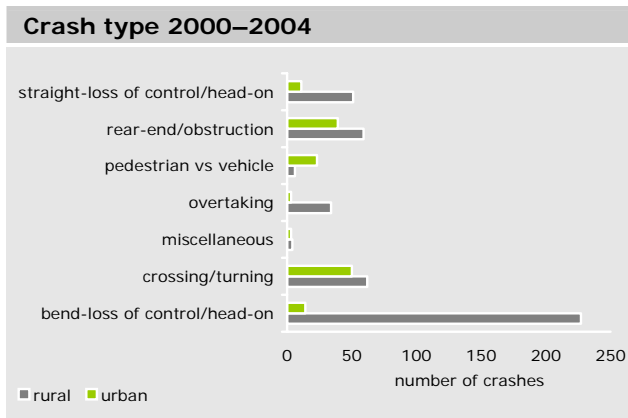
Social cost (\$ million)



\*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 2004 prices.

## Loss of control on bends

The most common type of crash in the Tasman District between 2000 and 2004 involved a driver losing control of their vehicle on a bend (41 percent of all injury crashes). A further 11 percent lost control on a straight section of road. Over this five-year period, there were 241 loss of control on bend crashes resulting in 129 deaths or serious injuries (or 35 percent), and a further 245 minor injuries.



Loss of control crashes can result in either a head-on collision with another vehicle or the vehicle leaving the road, potentially colliding with a roadside object. Such an occurrence may increase the severity of a crash. The most common roadside hazards hit in the Tasman District were cliffs/banks, fences, trees and ditches, the majority of which were on rural roads.

Ninety-four percent of loss of control on bend crashes in the Tasman District occurred on roads in the rural area, of which 57 percent were on state highways.

Forty percent of all loss of control on bend crashes occurred on local roads in the rural area.

Compared with all crashes in the Tasman District, a higher proportion of loss of control on bend crashes occurred at night (35 percent) and 31 percent occurred in wet or icy road conditions.

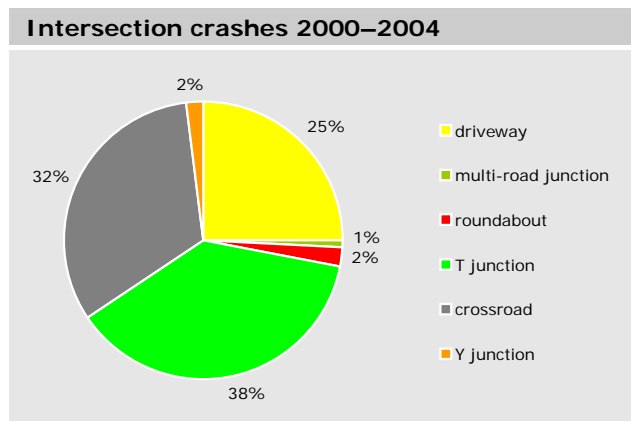
Excessive speed was a contributory factor in 38 percent of loss of control injury crashes between 2000 and 2004. Other significant contributory factors included poor handling skills, poor observation, alcohol and failure to keep left.

Although most of those injured were drivers of cars, 20 percent were driving a van/ute, 12 percent rode a motorcycle and five percent drove a truck. Thirty-two percent of all the drivers involved in loss of control crashes were aged between 15 and 24 years.

## Intersections

Between 2000 and 2004, there were a total of 197 crashes (or 34 percent of all crashes) at intersections and driveways in the Tasman District. Of these, 49 (25 percent) occurred at private driveways and accesses. During this five-year period, 89 people were killed or seriously injured in intersection crashes.

Crashes at intersections and driveways made up 55 percent of all urban injury crashes and 27 percent of all rural injury crashes in the Tasman District between 2000 and 2004. Fifty-eight percent of intersection crashes in the rural area occurred on the state highway. Fifty-two percent of intersection crashes that occurred in the urban area were on local roads.



Thirty-eight percent of all intersection crashes between 2000 and 2004 occurred at T junctions and 32 percent at crossroads. Thirty-two percent of T junction crashes occurred at a location without any formal traffic control like Give Way or Stop signs and markings.

The main types of intersection crashes involved a collision between vehicles either crossing or turning (56 percent), or a vehicle being hit from behind – for instance, when in a queue waiting to pass through the intersection (18 percent).

Twenty-two percent of all road users injured in intersection crashes were pedestrians, cyclists or motorcyclists.

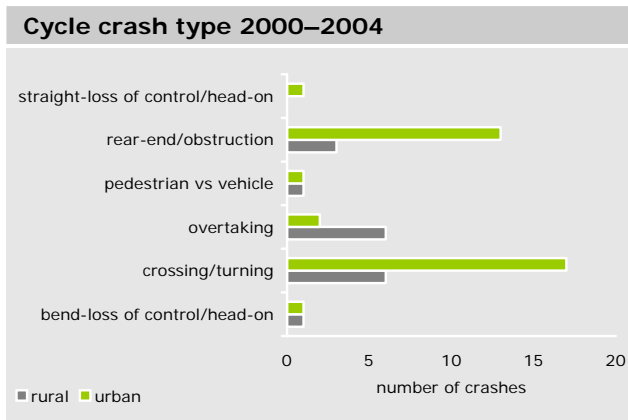
Thirteen percent of intersection crashes occurred during the morning peak hours between 7 am and 9 am, and 37 percent occurred between the hours of 3 pm and 5 pm.

## Cyclists

Between 2000 and 2004, cyclists made up six percent of recorded casualties in the Tasman District. The trend has been increasing over the past 10 years. Overall, the proportion of cyclist casualties over this period was also greater than nationally or for similar local authorities.

There were 52 cycle crashes in the Tasman District between 2000 and 2004. Of these, one cyclist was killed and 15 were seriously injured.

Overall, 67 percent of cycle crashes in the Tasman District occurred on roads in the urban area, typically on local roads.



Forty-four percent of cyclists involved in injury crashes between 2000 and 2004 were in the 10 to 19 year age group, and 86 percent in this age range were male. Seventy-nine percent of all cyclist casualties were male.

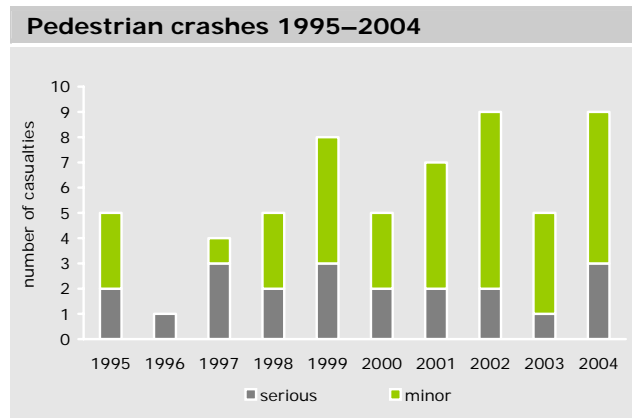
Sixty percent of all cycle crashes in the Tasman District occurred at a driveway or intersection. Of these crashes, 45 percent occurred at a T junction, 26 percent at driveways and 19 percent were at crossroads.

Thirty-five percent of the crashes involving cyclists occurred during the summer months of January to March. Crashes involving cyclists tended to occur on weekdays (73 percent). Thirty-one percent of cycle crashes occurred during the hours from 7 am to 9 am and 35 percent from 3 pm to 5 pm.

Contributory factors involved in cycle crashes included poor observation, using an incorrect lane, and poor judgement and handling.

## Pedestrians

Although only making up four percent of all casualties in the Tasman District between 2000 and 2004, pedestrian casualties have shown an upward trend in the past five years. Over the 2000 to 2004 period, there were a total of 35 crashes that injured 35 pedestrians. Of these, 10 pedestrians were seriously injured (29 percent) and 25 received minor injuries.



Most (71 percent) of the pedestrians were injured on roads in the urban area, and of these, 68 percent were on local roads as opposed to state highways. Most were in townships, such as Richmond, Hope, Brightwater, Wakefield and Motueka.

Forty percent of pedestrians injured in a crash during this five-year period were under 19 years old, while a further 14 percent were aged 60 years and over.

Overall, 29 percent of the pedestrian crashes occurred in the one-hour period from 3 pm to 4 pm. Half of those pedestrian casualties aged under 19 years were injured at this time.

Seventy-one percent of pedestrian crashes occurred at mid-block locations away from an intersection or driveway. Of those injured at an intersection or driveway, 40 percent were at driveways and a further 40 percent were at T junctions.

Typically, pedestrians were injured crossing the road away from formal facilities such as pedestrian crossings or raised islands.

Three pedestrians were also injured while drunk.

## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. During this period, travelling too fast for the conditions was a factor in 21 percent of injury crashes in the Tasman District. This percentage involvement was the same for similar authorities but higher than for all roads in New Zealand.

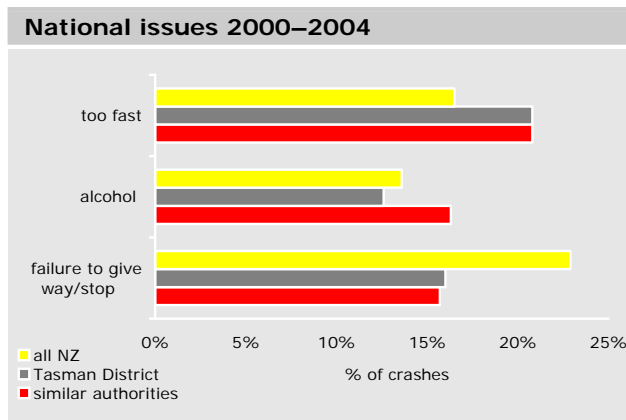
## Alcohol

Alcohol has a big effect on the way people drive. People who drink and drive (with a blood alcohol level over 80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2000 and 2004, alcohol was identified as a factor in 13 percent of crashes on roads in the Tasman District, which was lower than for all roads in New Zealand and for similar authorities.

## Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, failing to give way can have severe consequences. Sixteen percent of crashes on roads in the Tasman District between 2000 and 2004 involved drivers failing to give way, and of these over 30 percent resulted in a fatal or serious crash.



## Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether in the front or the back seat, the risk of serious or fatal injury if not wearing a safety belt is virtually the same.

Results from the 2004 national restraint wearing survey showed that the national average of front seat safety belt wearing was 94 percent, compared with 97 percent for the Tasman District.

## Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

See contact details at bottom of the page.

Road Safety Co-ordinator

Kirsty Barr

Tasman District Council

Private Bag 4

Queen Street

Richmond

Phone 03 543 8551

Tasman District Council

Steve Elkington

Private Bag 4

Queen Street

Richmond

Phone 03 543 8400

New Zealand Police

Hugh Flower

Tasman District HQ

Private Bag 39

Bridge Street

Nelson

Phone 03 546 3840



**Central Regional Office**  
 Master Builders House  
 234–242 Wakefield Street  
 PO Box 27249  
 Wellington

Telephone 04 931 8900  
 Fax 04 931 8929

[www.landtransport.govt.nz](http://www.landtransport.govt.nz)