

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 2001–2005 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 from 2001–2005 has decreased from a high of 138 in 2003 to 107 in 2005. There were 138 casualties in 2005 compared to 208 in 2003.

Between 2001 and 2005, car/van drivers and passengers were the main casualty groups. Motorcyclists were the next largest casualty group and although generally trending down, motorcycle crashes increased in 2005. Cyclist casualties have generally increased over the last 10 years.

Seventy-four percent of injury crashes in the Tasman District from 2001–2005 occurred in rural areas, and over half of these involved a driver losing control of a vehicle on a bend. Fifty-five percent of crashes in urban areas occurred at an intersection or a driveway.

The total social cost of all crashes in the Tasman District was over \$33 million in 2005.

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

Cyclists

Motorcyclists

Loss of control on bends

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Tasman District



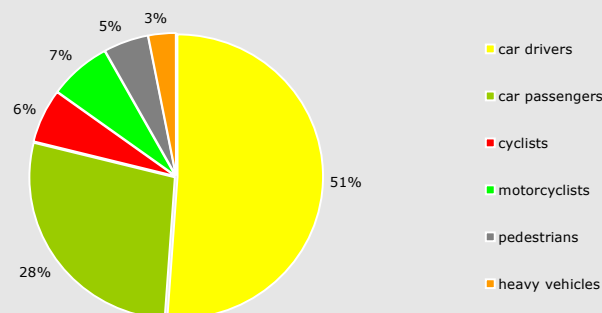
Deaths	2
Serious casualties	30
Minor casualties	106



Fatal crashes	2
Serious injury crashes	27
Minor injury crashes	78
Non-injury crashes	178

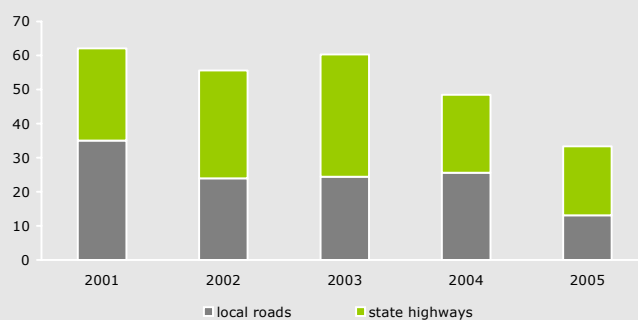
Road casualties 2001–2005

User type 2001–2005



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 2005 prices.

Cyclists

Between 2001 and 2005, cyclists made up six percent of recorded casualties in the Tasman District.

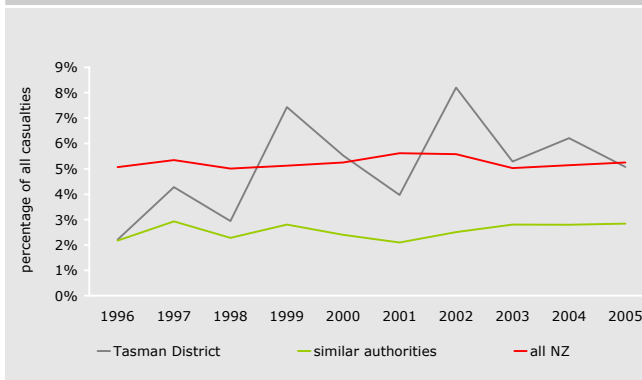
Generally, there has been an upward trend in their involvement in crashes over the past 10 years and the proportion of cyclist casualties over this period was also greater than similar authorities and all of New Zealand. Cyclist crashes, however, have been decreasing from 2002 with a decrease from 16 to seven in 2005.

There were 50 injury crashes involving cyclists in the Tasman District between 2001 and 2005, with one cyclist killed and 13 seriously injured.

Sixty percent of cyclist crashes in the Tasman District occurred in urban areas. Of these, 71 percent were on local roads and 39 percent on state highways.

Two thirds of all cycle crashes happened at a driveway or intersection. Of these crashes, 42 percent occurred at a T junction, 27 percent at a driveway, 21 percent at crossroads, and 10 percent were at other types of intersections.

Cyclist casualties 1996–2005



Seventy-six percent of all cyclist casualties were male. Forty-six percent of cyclists involved in injury crashes between 2001 and 2005 were aged between 10 and 19 years, and of these, 65 percent were male.

Seventy-eight percent of crashes involving cyclists occurred on a weekday, and of these weekday crashes, 64 percent happened in the commuting hours of 8 am to 9 am and 3 pm to 5 pm.

One third of cyclist crashes in the Tasman District occurred during the summer months of January through to March.

In December 2004, Tasman District and Nelson City jointly set up '0800CYCLECRASH', where cyclists could report cycle crashes or incidents to a call centre. Of these non-reported to Police crashes, during 2004 to 2005 there were two cyclists seriously injured, and 16 with minor injuries. Of these, one (minor injury) was also reported to the Police.

Motorcyclists

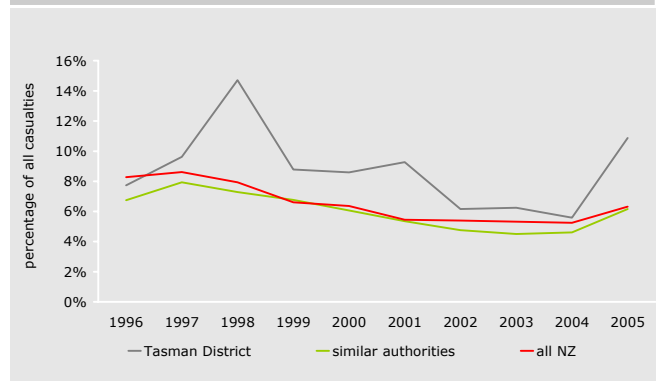
While there has been a downward trend in the number of motorcyclist casualties in the Tasman District over the past 10 years, the proportion of casualties is greater than national or similar local authority proportions. The number of motorcycle casualties started to rise again in 2005.

Motorcyclists were the third highest casualties. They made up seven percent of all casualties in the Tasman District between 2001 and 2005 and 26 percent of casualties in rural areas.

Sixty-two percent of motorcycle crashes resulted in either a fatality or a serious injury.

Eighty-three percent of motorcycle crashes in the Tasman District occurred on roads in rural areas. Forty-five percent of these rural crashes occurred on the state highway, while the remainder occurred on local roads.

Motorcycle casualties 1996–2005



Forty-six percent of all motorcycle crashes happened at a mid-block location away from an intersection or driveway. Of those that occurred at an intersection or driveway, one third occurred at a driveway.

Seventeen percent of motorcyclist casualties between 2001 and 2005 were in the 15 to 19 year age group, the majority of which were male. Eighteen percent were aged between 30 and 39 years, all of whom were male. Overall 17 percent of motorcycle casualties were female and of these, 42 percent were passengers on a motorcycle.

Forty-two percent of crashes involving motorcyclists occurred during the weekend. Half of the weekend motorcycle crashes occurred in the two-hour period between 1 pm and 3 pm, and overall 42 percent of motorcycle crashes occurred during this time.

Forty-six percent of motorcycle crashes occurred during the summer months from January to March.

Loss of control on bends

Over half the injury crashes on roads in rural areas of the Tasman District between 2001 and 2005 involved a driver losing control of their vehicle on a bend. Over this five-year period, there was a total of 225 injury crashes resulting in 118 deaths or serious injuries, and 214 minor injuries. Fifty-five percent of loss of control on bend crashes occurred on state highways and the remainder on local roads.

Seventy-seven percent of injury crashes involving loss of control on bends on rural roads, involved a vehicle hitting a roadside object – the most common being banks, ditches, fences, guardrails and poles. Ten people died and 70 were seriously injured in crashes involving roadside objects.

Loss of control on bend casualties by age 2001–2005



Twenty-nine percent of rural loss of control on bend crashes occurred on a wet/icy road surface, compared to 25 percent for all rural crashes in the Tasman District. Thirty-six percent of loss of control crashes on rural roads occurred during the hours of darkness, compared to 32 percent for all rural crashes in the Tasman District.

Speed (too fast for conditions) was identified as a contributory factor in 41 percent of loss of control on bend crashes in rural areas between 2001 and 2005. Thirty-eight percent involved poor handling of a vehicle and 20 percent involved alcohol.

Thirty-nine percent of the loss of control on bend crashes happened on the weekend. Almost a quarter occurred in the months of December and January.

The majority of the vehicles involved in loss of control on bend crashes in rural areas were cars, with vans/SUVs featuring in 23 percent of the crashes, and motorcycles in eight percent.

Sixty-eight percent of those injured in loss of control on bend crashes in rural areas were male and 72 percent of the drivers injured were male. Thirty-six percent of the drivers injured in these crashes were in the age group 15 to 24 years.

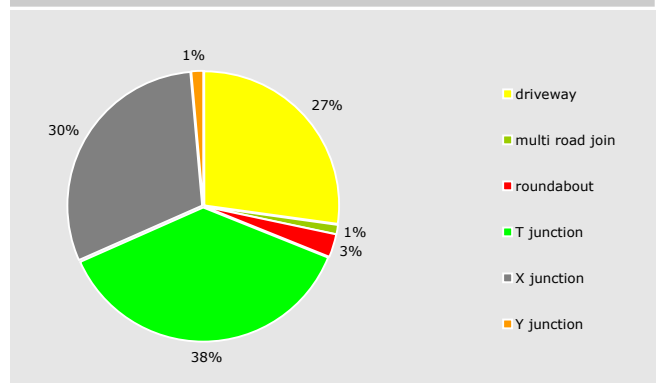
Intersections

Between 2001 and 2005, there were 202 injury crashes at intersections and driveways in the Tasman District. Of these, 55 (or 27 percent) occurred at private driveways and accesses.

In total, intersection and driveway crashes resulted in 12 deaths, 76 serious injuries and a further 213 minor injuries to road users.

These intersection/driveway injury crashes were almost evenly split between state highways and local roads, with 58 percent occurring in rural areas as opposed to the urban area. Overall, almost a third of the intersection/driveway crashes occurred on state highways in rural areas.

Intersection crashes 1996–2005



Although the majority of those injured were car occupants, a quarter of all road users injured at intersection crashes were pedestrians, cyclists or motorcyclists. Pedestrians were over-represented in injury crashes at intersections or driveways in urban areas.

Crashes at intersections typically involved a collision between vehicles making either a crossing or turning movement or a vehicle being hit from behind, for instance when in a queue at an intersection.

Thirty-seven percent of intersection injury crashes occurred at T junctions and 30 percent at crossroads. Nine injury crashes (or five percent) occurred at the one intersection in the Tasman District controlled by traffic signals.

Over a third of crashes at T junctions in the Tasman District had no form of priority control (Stop, Give Way or traffic signals) at the intersection.

A third of those injured in intersection crashes were between 15 and 24 years old. A further 15 percent were aged 60 years and over.

Three quarters of the crashes occurred on a weekday and 47 percent occurred between the hours of 7 am to 9 am and 3 pm to 5 pm.

National issues

Speed

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

Between 2001 and 2005, speed too fast for the conditions was a factor in 21 percent of injury crashes in the Tasman District. This percentage involvement is the same for similar authorities but higher than for all roads in New Zealand.

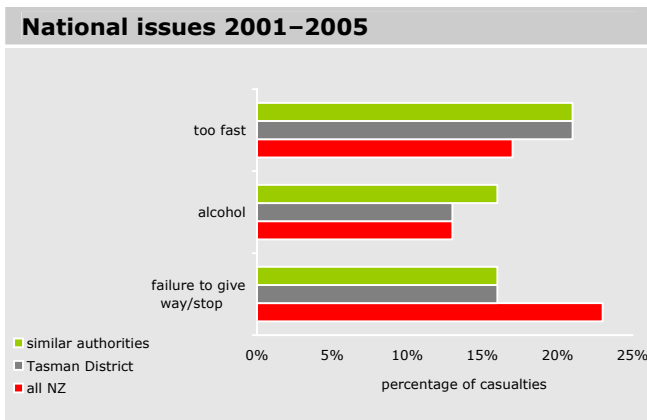
Alcohol

Alcohol has a big effect on the way people drive. People that 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 2001 and 2005, alcohol was identified as a factor in 13 percent of crashes on roads in the Tasman District which is lower than for similar authorities, and the same as all roads in New Zealand.

Failure to give way

While most failure to give way crashes result in no or minor injuries, failure to give way can have serious consequences. Sixteen percent of crashes on roads in the Tasman District between 2001 and 2005 involved drivers failing to give way, and of these almost 30 percent resulted in fatal or serious injuries.



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same.

Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 98 percent for the Tasman District.

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