

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 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 Marlborough district.

In 2001, Marlborough district experienced a reduction in the number of people killed (three) and seriously injured (18) in road crashes compared with the previous year. The number of minor injury casualties remained the same.

While the majority of road users involved in an injury crash between 1997 and 2001 were drivers and/or passengers of a car or van, motorcyclists also made up a high proportion of road user casualties.

Between 1997 and 2001, 60 percent of injury crashes occurred on open roads in the Marlborough district. The majority of these involved a driver losing control on a curve. In urban areas, most injury crashes occurred at an intersection, with the majority of these caused by a vehicle either failing to give way or stop. Poor observation was also recorded as a major contributory factor in injury crashes in the Marlborough district.

The estimated social cost of crashes in the Marlborough district in 2001 was over \$26 million. This was a decrease from 2000 for both local roads and state highways.

Both national and Marlborough district road safety issues are identified below, with the specific local issues considered in detail overleaf.

Major road safety issues:

Marlborough district

Loss of control on curves

Failure to give way

Poor observation

Motorcyclists

Nationally

Speed

Alcohol

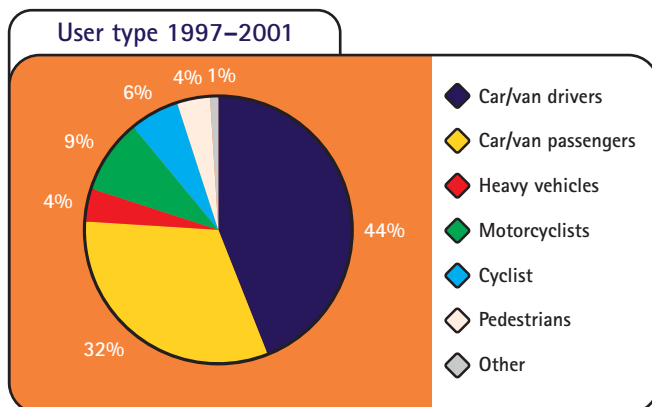
Failure to give way

Restraints

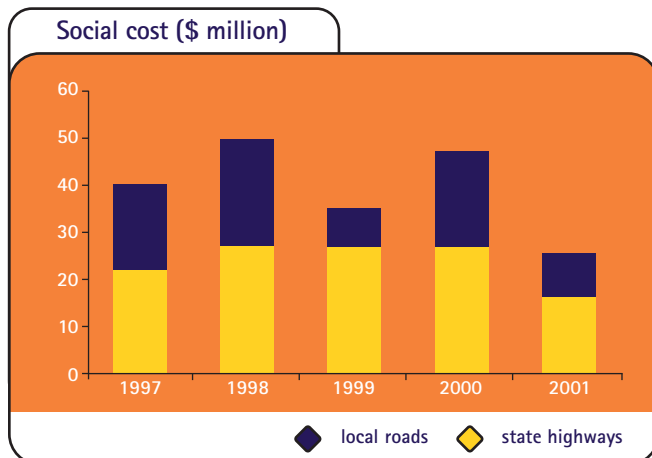
2001 road toll for Marlborough district

♀	Deaths	3
	Serious casualties	18
	Minor casualties	116
🚗	Fatal crashes	2
	Serious injury crashes	14
	Minor injury crashes	63
	Non-injury crashes	223

Road user casualties 1997–2001



Estimated social cost of crashes*



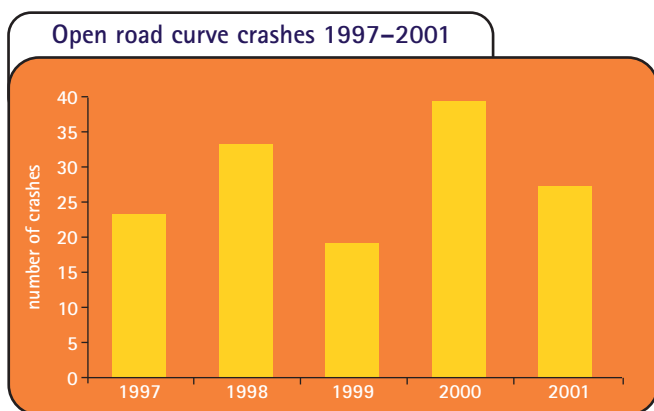
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2001 prices.

Loss of control on curves

Over half of the 256 injury crashes on open roads in the Marlborough district between 1997 and 2001 involved a driver losing control of their vehicle on a curve. This resulted in either a head-on crash or the vehicle leaving the road, both of which can result in serious injury or death.

Collision with a roadside object after a vehicle has left the road can increase the severity of the crash. Between 1997 and 2001, a fixed object was hit in over three quarters of the open road injury crashes involving a driver losing control on a curve. The object most commonly struck was a fence, while another regular occurrence was a vehicle going over a bank, hitting a cliff, or entering a ditch.

Over 40 percent of injury crashes involving a driver losing control of the vehicle on a curve occurred at the weekend. Approximately half of the weekend crashes and a quarter of the weekday crashes involved alcohol, speed or both as a contributory factor.



Recommended actions

- Support drink-driving education campaigns.
- Support strategic enforcement campaigns targeting alcohol and speed on open roads during weekends.
- Encourage shoulder widening to ensure roads are the appropriate width.
- Investigate ways to reduce the number of crashes into roadside ditches.

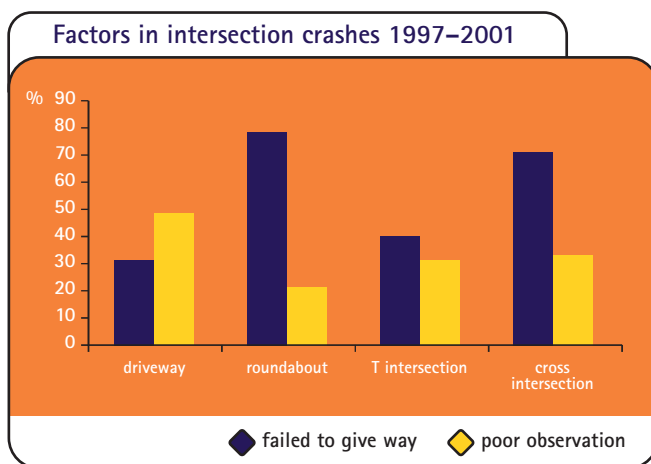
Failure to give way

Crashes at intersections and driveways made up more than two thirds of all urban injury crashes and a quarter of rural injury crashes between 1997 and 2001. During this five-year period, failure to give way or stop contributed to over half of these crashes.

Between 1997 and 2001, over half of the injury crashes at urban intersections where a vehicle failed to give way or stop occurred at cross intersections, 20 percent of these crashes occurred at T intersections and 15 percent at roundabouts. On the open road, a quarter of injury crashes where a vehicle failed to give way or stop occurred at a driveway.

Typical problem movements where vehicles did not give way or stop involved right angle side swipes, particularly at urban cross intersections, and vehicles making a right turn against oncoming traffic at urban T intersections.

Over 20 percent of crashes involving a vehicle failing to give way or stop involved a cyclist.



Recommended actions

- Encourage education programmes to address choosing a safe gap and checking for cyclists.
- Support strategic enforcement campaigns aimed at T intersections and cross intersections.
- Consider installing roundabouts, where feasible, to reduce the severity of crash injuries.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see.
- Improve visibility at intersections.

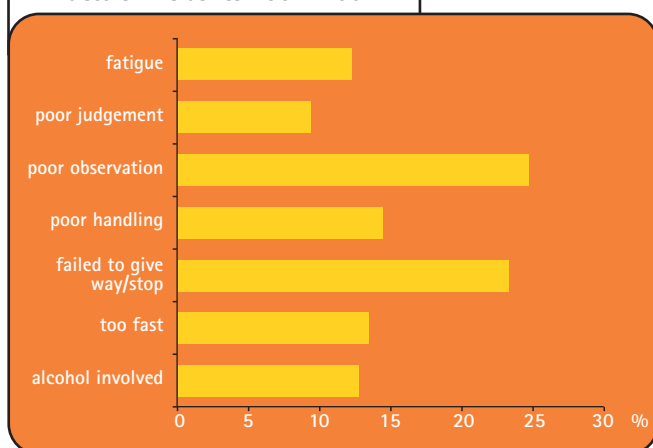
Poor observation

Poor observation was recorded as a contributory factor in almost a quarter of all injury crashes in the Marlborough district between 1997 and 2001. These crashes were evenly split between intersection and mid-block locations.

Poor observation as a contributory factor for intersection crashes was evenly split between driveway, T intersection and cross intersection locations during this five-year period. In such circumstances, drivers often failed to give way to vehicles on the main road. At mid-block locations, drivers often did not check for other vehicles when changing lanes or had their attention diverted for various reasons and may not have been concentrating on the task of driving.

Over 20 percent of crashes between 1997 and 2001 with poor observation as a contributory factor involved either a pedestrian or cyclist being injured. Motorcyclists were involved in over 10 percent of such crashes.

Factors in crashes 1997–2001



Recommended actions

- Support enforcement emphasising the need for drivers to concentrate.
- Support enforcement of compliance with Give Way and Stop signs.
- Encourage drivers to focus and concentrate on the driving task.
- Ensure tired or distracted drivers do not encounter surprises in the road environment.
- Design simple intersection layouts.
- Maintain good skid resistant road surfaces.

Motorcyclists

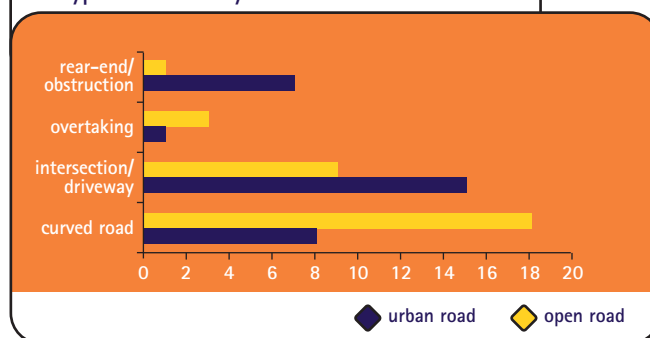
Motorcyclists made up nine percent of all casualties in the Marlborough district between 1997 and 2001 and were the third largest road user casualty group after car/van drivers and car/van passengers. Of the 62 motorcyclist casualties between 1997 and 2001, half were either killed or seriously injured.

Slightly more motorcycle crashes occurred on the open road than in urban areas between 1997 and 2001. In rural areas, over two thirds of all motorcycle injury crashes occurred away from an intersection. In urban areas, 60 percent occurred at an intersection.

Over half of all motorcycle mid-block crashes were single vehicle crashes, with the majority occurring on a curve.

Motorcyclists involved in crashes were mainly males in the 15 to 44 year age group. Forty-five percent of crashes involving a motorcycle occurred at the weekend.

Types of motorcycle crashes 1997–2001



Recommended actions

- Initiate a safety campaign to make other motorists more aware of motorcyclists.
- 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 curves issue in the district.

New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Roding Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in the Marlborough district.

Funding for community projects in the Marlborough district from the NZRSP for the 2002/2003 year has been confirmed as follows:

Project	Subsidy
Road safety co-ordinator	\$21,000
Regional speed, loss of control	\$10,000
Drive sober – wineries initiative	\$3,000
Drive sober – hotel and tavern maintenance	\$6,800
Safety belts	\$6,400
Child car seat restraints	\$3,400
Cycle safety	\$5,500
Fatigue	\$3,000

Police enforcement

In the Marlborough district during 2002/2003, New Zealand Police will deliver 14,430 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	10,940
Traffic management including crash attendance, incidents, emergencies and events	2,370
School road safety education	800
Police community services and projects	320

The LTSA will liaise with Marlborough Roads, Transit New Zealand and New Zealand Police to ensure both Risk Targeted Patrol Plans and the joint Marlborough/Kaikoura Road Safety Action Plan are implemented.

Where to get more information

For more specific information relating to road crashes in the Marlborough district, please refer to the 1997 to 2001 Road Safety Data Report or the Land Transport Safety Authority Accident Investigation System, or contact the people or organisations listed below:

Land Transport Safety Authority

Regional Manager
Demetra Kennedy
Phone 04 382 6421

Regional Educational Advisor
Debbie Player
Phone 04 382 6454

Senior Road Safety Engineer
Tim Selby
Phone 04 382 6436

Road Safety Co-ordinator

Robyn Gardener
Marlborough Roads Office, Transit New Zealand
PO Box 1031, Blenheim
Phone 03 577 1857

New Zealand Police

Inspector Hugh Flower
Tasman District HQ
Monro Building
186 Bridge Street, Nelson
Phone 03 546 3840

Marlborough Roads

Frank Porter
Marlborough Roads Office of Transit New Zealand
PO Box 1031, Blenheim
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