

briefing notes road safety issues

Marlborough District

This report details aspects of Marlborough District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in Marlborough District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005-2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when Marlborough District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

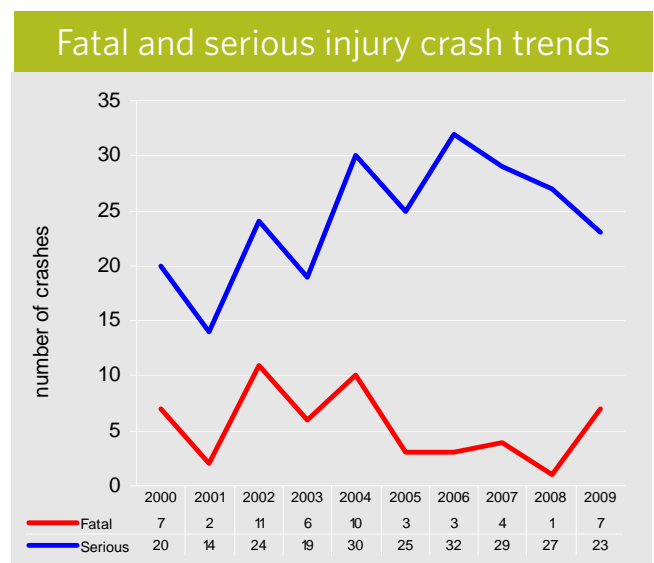
2009 road trauma	
Casualties	Marlborough District
Death	7
Serious injury	25
Minor injury	117
Total casualties	149

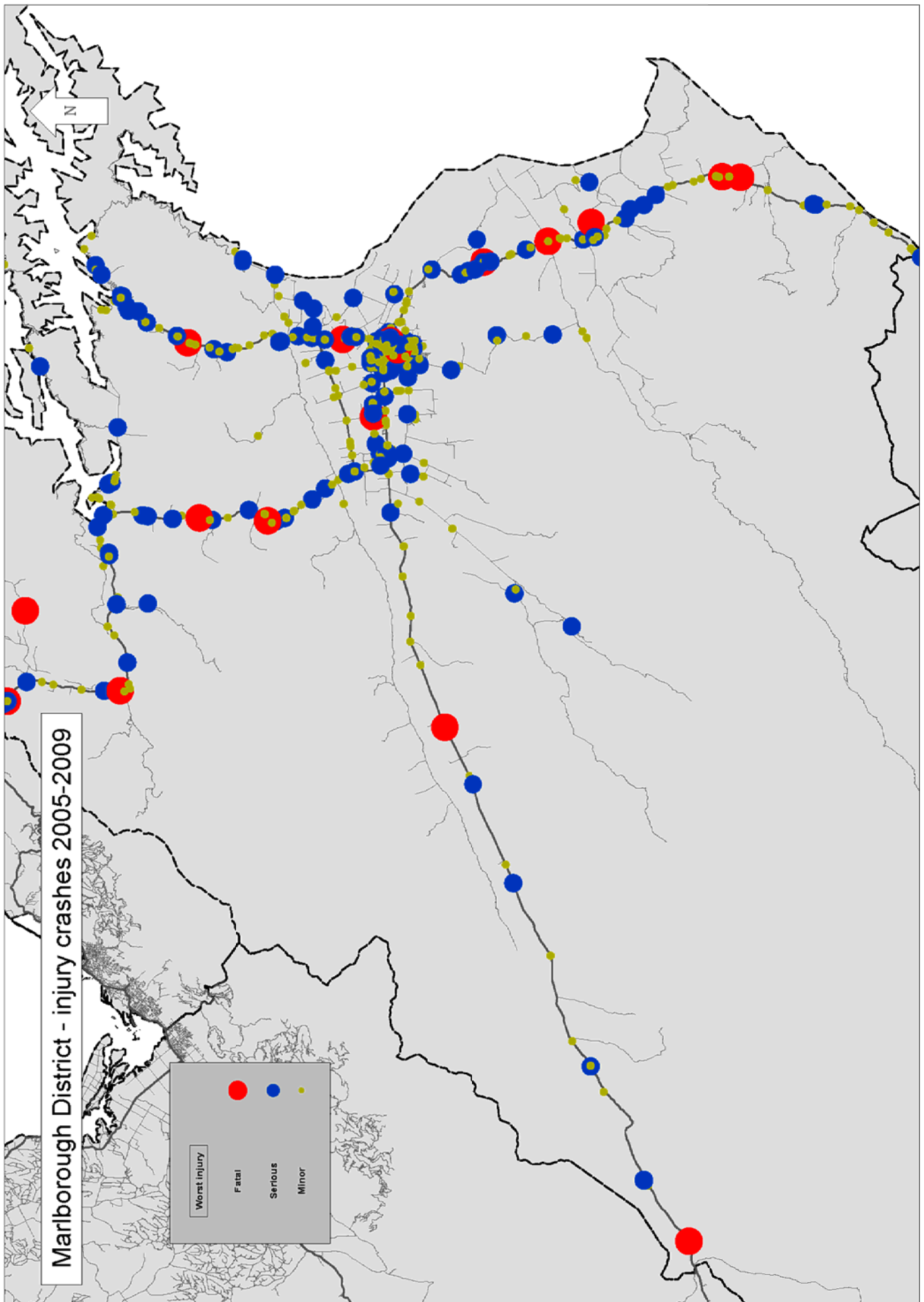
Crashes	Marlborough District
Fatal crashes	7
Serious injury crashes	23
Minor injury crashes	88
Total injury crashes	118
Non-injury crashes	254 reported

2009 - social cost of crashes	
Local roads	\$ 20.68M
State highways	\$ 35.40M
Total	\$ 56.08M

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
Marlborough District	
Loss of control at bends	
Intersections	
Vulnerable road users;	
-	pedestrians
-	motorcyclists
Speed	- incl. alcohol & speed





2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand's Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

Marlborough District

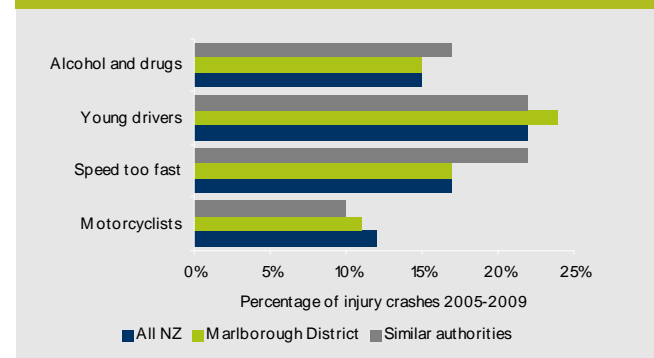
Presented below is a brief look at Marlborough District's position on Safer Journeys' areas of high concern compared to similar authorities' averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Marlborough District are 97 and 85 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

Safer Journeys' areas of high concern



Alcohol and drugs

In Marlborough District, alcohol was recorded in 15 percent of injury crashes in the last five years, resulting in 2 deaths, 35 serious injuries and 87 minor injuries. Alcohol related crashes were proportionally lower than in similar authorities.

Young drivers

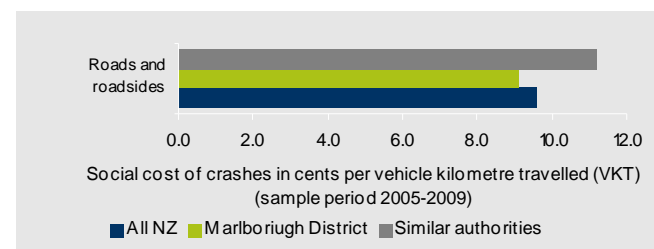
In Marlborough District, young drivers aged 15-19 years were involved in 24 percent of all injury crashes during the last five year period, resulting in 2 deaths, 31 serious injuries and 184 minor injuries. This was proportionally higher than in similar authorities.

Speed too fast

Speed too fast was recorded in 17 percent of injury crashes in Marlborough District in the last five years, resulting in 2 deaths, 34 serious injuries and 110 minor injuries. Speed as a factor in crashes was proportionally lower than in similar authorities.

Motorcyclists

In Marlborough District, motorcyclists were involved in 11 percent of all injury crashes during the last five year period, resulting in 2 deaths, 29 serious injuries and 40 minor injuries. Injury crashes involving motorcyclists were proportionally higher than in similar authorities.



Roads and roadsides

In Marlborough District, there were on average 28 injury crashes per 100 million VKT over the last five years. The social cost of these crashes was 19 percent lower than the similar authority average (see the graph above).

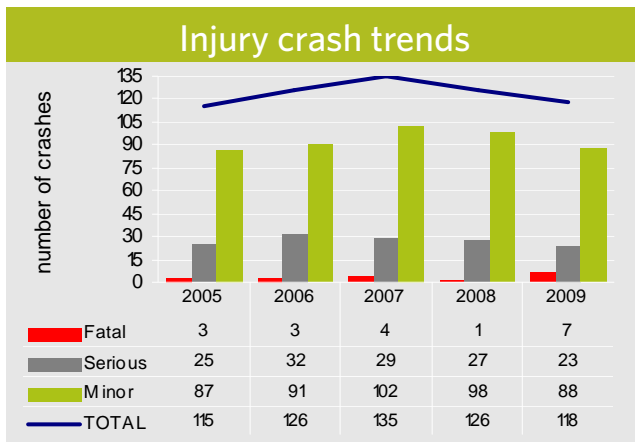
Overview 2009

In 2009 in Marlborough District, 118 injury crashes resulting in 149 casualties and 256 non-injury crashes were reported by the New Zealand Police. Fifty-one percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

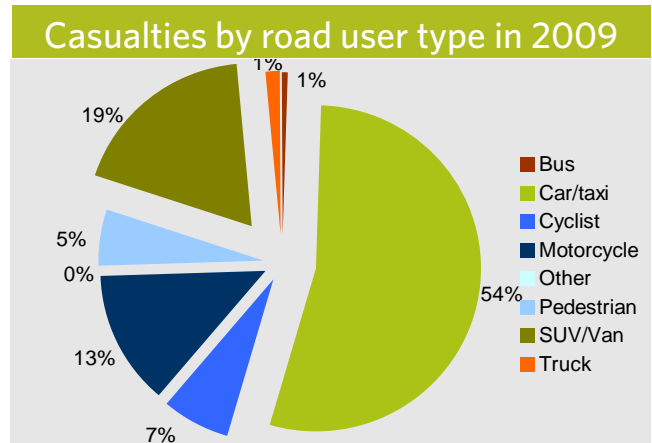
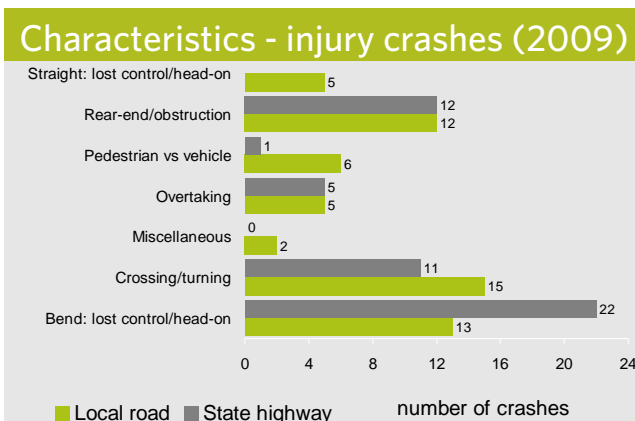
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	7	25	117	149
Local roads vs state highways				
Local roads	2	10	53	65
State highways	5	15	64	84
Rural vs urban roads				
Rural ¹	4	18	68	90
Urban	3	7	49	59

¹ Rural- an area with a speed limit of 80km/h or more

The latest five year data shows the total number of injury crashes trend to be fairly steady, and the trend in the last four years was downwards.



In 2009 two-fifths of injury crashes involved a driver losing control of their vehicle, two-tenths involved a crossing or turning movement and a similar number involved a rear-end collision.



Over half the casualties were drivers or passengers of cars, a fifth of sports utility vehicles or vans and a quarter were vulnerable road users (pedestrians, cyclist and motorcyclists).

In 2009 in Marlborough District, young drivers aged 15 to 19 years inclusive were at fault drivers in 19 percent of injury crashes and older drivers, 70 years of age and over, in 9 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 58
- Worst month: November (14 percent)
- Worst day of week: Thursday (24 percent)
- Wet road crashes: 9 percent
- Night time crashes: 29 percent
- Alcohol over limit: 24 percent
- Failed to give way/stop: 29 percent
- Too fast for conditions: 21 percent
- Pedestrian factors : 7 percent
- Crashes at intersection: 43 percent
- Road factors: 3 percent
- At fault male driver: 65 percent
- At fault driver held full NZ licence: 51 percent

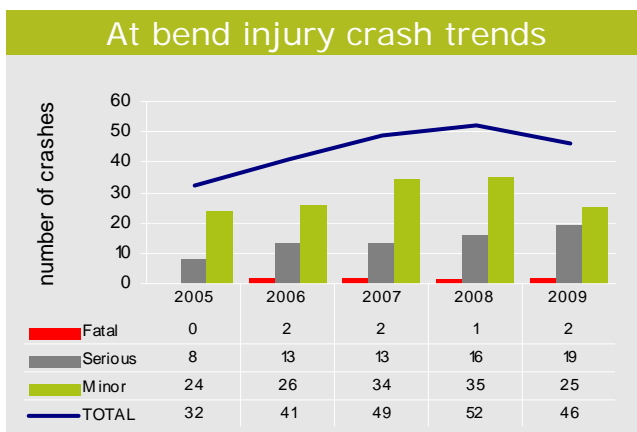
State highways

- Total number of injury crashes: 60
- Worst month: February (19 percent)
- Worst day of week: Saturday (15 percent)
- Wet road crashes: 20 percent
- Night time crashes: 22 percent
- Alcohol over limit: 7 percent
- Too fast for conditions: 15 percent
- Failed to give way/stop: 20 percent
- Fatigue: 10 percent
- Crashes at intersection: 27 percent
- Road factors: 13 percent
- At fault male driver: 72 percent
- At fault driver held full NZ licence: 65 percent

Loss of control at bends

During the most recent five year period (2005-2009) 33 percent of all injury crashes in the Marlborough District occurred due to loss of control at bends. These crashes resulted in 7 deaths, 71 serious injuries and 220 minor injuries. There were a further 297 non-injury crashes reported involving loss of control at bends.

The latest five year data shows an increasing trend in the total number of injury crashes due to loss of control at bends. Over this period there is a significant upward trend in serious injury crash numbers.



Three-quarters of these loss of control crashes at bends involved a driver running off the road and hitting a roadside object (77 percent) and a quarter colliding with another vehicle (23 percent).

The three most common roadside hazards struck in loss of control at bend crashes were fences (23 percent) followed by cliff banks (15 percent) and ditches (13 percent). There were a total of 388 reported objects struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

The following table shows loss of control crashes at bends (507 crashes) split between local roads and state highways and urban and rural speed limits.

Loss of control at bends	Local urban	Local rural	SH urban	SH rural
507 crashes	21%	30%	6%	43%

Half of the at fault drivers in these crashes were aged under 29 years of age (49 percent), three-quarters were male (73 percent) and a quarter (24 percent) held either a learner licence or a restricted licence.

The following table shows that just over three-quarters of these crashes were a single vehicle crashes (77 percent). Speed too fast for conditions was recorded in a third (34 percent), alcohol for one-fifth and poor handling two-fifths of injury crashes. Around two-fifths of all crashes occurred during hours of darkness, twilight and night time.

Loss of control crashes at bends

Crash characteristics	Percentage of crashes
Single vehicle	77%
Alcohol (injury crashes)	20%
Too fast for conditions (injury crashes)	34%
Road factors	16%
Poor handling (injury crashes)	39%
Rural road	73%
Wet road	24%
Night time	39%

Further information about all loss of control crashes at bends in Marlborough District 2005-2009 on:

Local roads

- 2 deaths, 33 serious injuries and 93 minor injuries
- Worst month: December (43 crashes)
- Worst days of week: Saturday (51 crashes)
- Wet road crashes: 22 percent
- Road factors: 16 percent
- Night time crashes: 45 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: too fast (38 percent) and poor handling (37 percent)
- At fault male driver (injury crashes): 76 percent
- At fault driver held full NZ licence (injury crashes): 50 percent
- Most common at fault driver's age group (injury crashes): 15-29 years (56 percent)

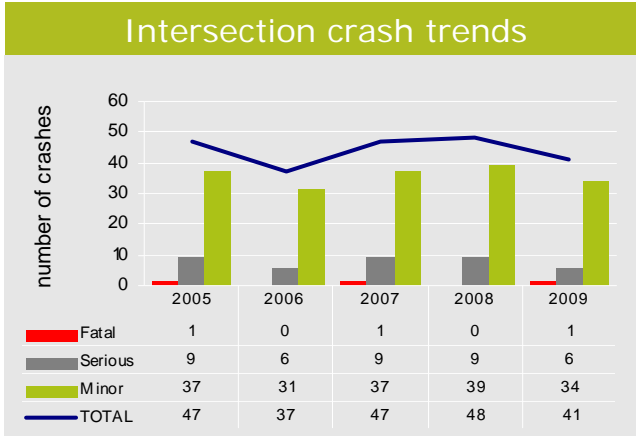
State highways

- 5 deaths, 38 serious injuries and 127 minor injuries
- Worst month: January (35 crashes)
- Worst day of week: Saturday (46 crashes)
- Wet road crashes: 25 percent
- Road factors: 16 percent
- Night time crashes: 32 percent
- Alcohol over limit (injury crashes): 16 percent
- Most common injury crash factors: poor handling (40 percent) followed by too fast (32 percent)
- At fault male driver (injury crashes): 71 percent
- At fault driver held full NZ licence (injury crashes): 59 percent
- Most common at fault driver's age group (injury crashes): 15-29 years (45 percent)

Intersections

During the most recent five year period (2005-2009) 35 percent of all injury crashes in Marlborough District occurred at intersections. These crashes resulted in 3 deaths, 47 serious injuries and 244 minor injuries. There were a further 568 non-injury crashes reported.

The latest five year data shows a level trend in the total number of intersection injury crashes.



Most of these crashes occurred at urban intersections (80 percent). Two-fifths (42 percent) of these intersection crashes occurred on state highways, accounting for 67 percent of fatalities and 47 percent of all serious injuries in the last five years.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	55%	4%	24%	17%

The table below shows the locations of intersections with a high number of crashes in Marlborough District.

Intersection name	Total crashes 2005 - 2009	Injury crashes 2005 - 2009	Total crashes in 2009
Maxwell Road / Seymour St	16	9	2
SH 1S / SH6	23	6	4
SH 6 / Hutcheson St	23	6	2
SH 1S / SH 62	14	5	2
High St / Seymour St	21	4	3
SH 1S / Stuart St	12	4	4
Alabama Road /Weld St	9	3	1
Hutcheson St /Parker St	6	3	1
Old Renwick Road / Jacksons Road	6	3	1
Redwood St / Alabama Road	7	3	3

Junction Type	Rural	Urban
Crossroad	44	262
T-junction	107	183
Roundabout	0	159
Driveway	4	16
Y-junction	3	9
Multi-junction	1	0

Crashes at crossroads and T-junctions in urban areas are the most common types of intersection crashes, followed by crashes at roundabouts in the district 2005-2009.

Further information about all crashes at intersections in Marlborough District 2005-2009 on:

Local roads

- 1 deaths, 25 serious injuries and 149 minor injuries
- Worst months: March and May (52 crashes each)
- Worst days of week: Tuesday and Wednesday (76 crashes each)
- Wet road: 16 percent
- Night time: 26 percent
- Alcohol over limit (injury crashes): 12 percent
- Most common injury crash factor: poor observation (55 percent) followed by failed to give way/stop (54 percent)
- At fault male driver (injury crashes): 57 percent
- 24 percent of drivers at fault (injury crashes) were either on restricted or learner or never licensed
- Most common at fault drivers' age group (injury crashes): all age groups, though a significant pre-dominance in 15 to 19 year olds (10 percent)

State highways

- 2 deaths, 22 serious injuries and 95 minor injuries
- Worst month: August (33 crashes)
- Worst day of week: Friday (73 crashes)
- Wet road: 17 percent
- Night time: 25 percent
- Alcohol over limit (injury crashes): 5 percent
- Most common injury crash factor: failed to give way/stop (59 percent) followed by poor observation (58 percent)
- At fault male driver (injury crashes): 59 percent
- 15 percent of drivers at fault (injury crashes) were either on restricted or on learner licence
- Most common at fault drivers' age group (injury crashes): 15 to 19 years old (36 percent)

Vulnerable road users

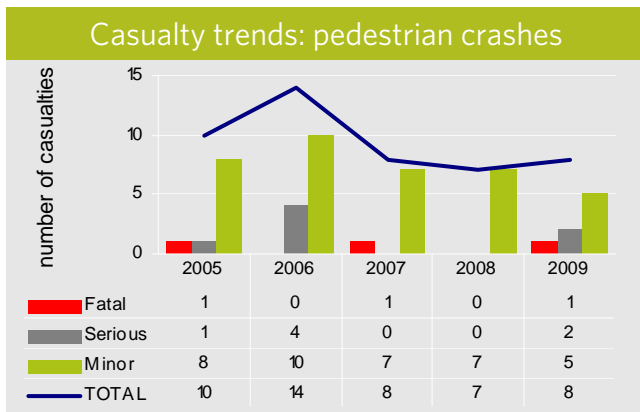
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. These are defined as pedestrians, motorcyclists and cyclists.

In Marlborough District, vulnerable road users were involved in 28 percent of all injury crashes in 2005-2009, accounting for 23 percent of all casualties, 28 percent of all deaths and 33 percent of all serious injuries over the five year period.

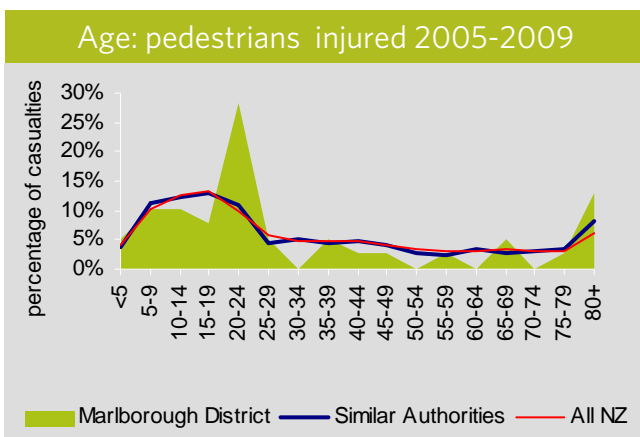
Pedestrians

Injury crashes involving pedestrians in Marlborough District accounted for 6 percent of all injury crashes during the last five year period. These pedestrian crashes resulted in 3 deaths, 7 serious injuries and 37 minor injuries. In terms of casualties pedestrians made up 17 percent of all deaths and 5 percent of all serious injuries during 2005-2009.

The latest five year data shows a downward trend in the total number of casualties in crashes involving pedestrians, although the trend over last three years is shown to be level.



Sixty-one percent of pedestrian casualties were under 25 years of age. Twenty-eight percent of the injured pedestrians were in the age group 20-24 years. This five year age group is proportionally much higher when compared to similar authorities and all NZ averages, however bare in mind the small numbers involved.



Location / route	Number of pedestrian Injury crashes
Maxwell Road / Dillon Road	3
Scott St / Maxwell Road	3
Boyce St / SH 6	2
Dillons Point Road / Mehan St	2
Maxwell Road route	4
High St route	2
Redwood St route	2

The worst pedestrian crash locations 2005-2009 are shown in the table above.

Nearly all pedestrian crashes occurred on urban roads (96 percent). A third were at intersections (32 percent). Nearly three-quarters took place during the hours of daylight (72 percent).

The following were the most commonly reported pedestrian factors involved in these pedestrian crashes:

- 37 percent involved pedestrians crossing roads heedless of traffic
- 23 percent involved failed to give way to pedestrians on crossing
- 12 percent involved pedestrians who were visibly intoxicated
- 9 percent involved pedestrians stepping out from behind parked cars

Further information regarding pedestrian injury crashes in Marlborough District 2005-2009 on:

Local roads

- 2 deaths, 6 serious injuries and 32 minor injuries
- Worst months: May and June (6 crashes each)
- Worst days of week: Thursday and Friday (7 crashes each)
- Wet road crashes: 9 percent
- Night time crashes: 25 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 38 percent
- Pedestrian factors contributing to crashes: 53 percent

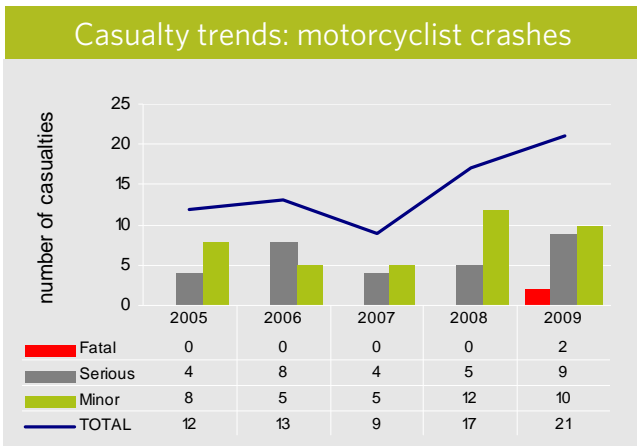
State highways

- 1 death, 1 serious injury and 5 minor injuries
- Worst days of week: Thursday and Sunday (2 crashes each)
- Wet road crashes: 33 percent
- Night time crashes: 50 percent
- Alcohol over limit (injury crashes): 40 percent
- Crashes at intersection: nil
- Pedestrian factors contributing to crashes: 80 percent

Motorcyclists

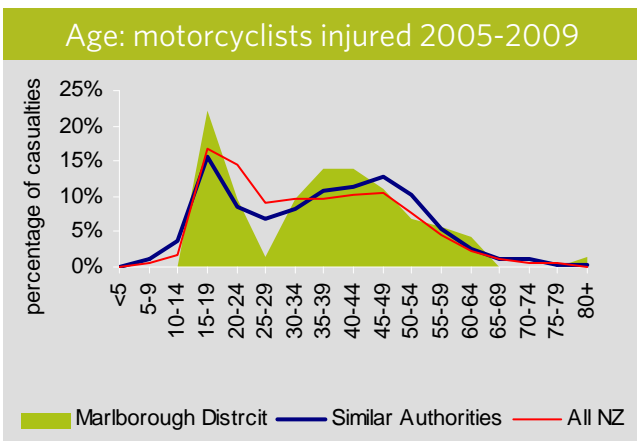
Injury crashes involving motorcyclists represented 12 percent of all injury crashes in Marlborough District during the last five year period, resulting in 2 deaths, 30 serious injuries and 40 minor injuries.

The latest five year data shows an upwards trend in the total number of casualties involved in these motorcyclist-involved crashes, particularly the number of fatal and serious injuries.



Two-fifths of motorcycling crashes happened on local urban roads(39 percent). Similarly 40 percent of crashes involving motorcyclists happened at intersections. Thirty-five percent are reported as single party motorcycle crashes.

The age distribution of injured motorcyclists is shown in the chart below. A third of all those motorcyclists injured were young riders in the 15-24 age group (32 percent). Motorcyclists in the age group 35-44 years are also higher proportionally (28 percent) when compared to similar authorities and the all-NZ averages.



The high crash locations or routes for motorcycle crashes in Marlborough District 2005-2009 are shown in the following table.

Location / route	Number of motorcyclist injury crashes
SH6 / Ronga Road	3
Boyce St / Lakings Road	2
Various intersections SH 1S and ...	
-Weld Pass OBR	2
-SH 6	2
-Puka Puka Bridge	2
-Dublin Street	2
High Street route	4
Queen Charlotte Drive	4
Redwood Street	5

The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Marlborough District 2005-2009 were:

- loss of control: 32 percent
- at a crossroad both vehicles travelling straight through collide: 14 percent
- a vehicle turning right across an oncoming straight through vehicle: 9 percent

Further information regarding crashes involving motorcyclists in Marlborough District 2005-2009 on:

Local roads

- 12 serious injuries and 20 minor injuries
- Worst months: April and December (7 crashes each)
- Worst day of week: Tuesday (11 crashes)
- Most common injury crash factors: poor observation (53 percent) followed by failed to give way/stop (31 percent)
- Wet road crashes: 7 percent
- Night time crashes: 18 percent
- Alcohol over limit (injury crashes): 19 percent
- Crashes at intersection: 45 percent
- Male motorcyclist injured: 94 percent

State highways

- 2 deaths, 18 serious injuries and 20 minor injuries
- Worst month: August (8 crashes)
- Worst day of week: Saturday (11 crashes)
- Most common injury crash factors: poor handling (32 percent) followed by failed to give way/stop (22 percent)
- Wet road crashes: 35 percent
- Night time crashes: 15 percent
- Alcohol over limit (injury crashes): 3 percent
- Crashes at intersection: 35 percent
- Male motorcyclist injured: 78 percent

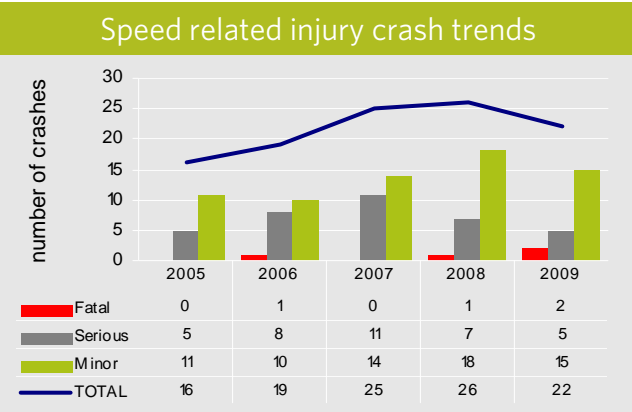
Speed

Speed is a major contributing factor involved in road crashes. In 2009, excessive speed contributed to 31 percent of all fatal crashes and 17 percent of all injury crashes in New Zealand. These crashes resulted in 118 deaths, 553 serious injuries and 2067 minor injuries.

In Marlborough District, travelling too fast for conditions was a factor in 18 percent of all injury crashes in 2009, higher than the national average (17 percent) and lower than the average for similar authorities (19 percent).

During the last five year period (2005-2009) there were 108 speed-related injury crashes resulting in 4 deaths, 41 serious injuries and 124 minor injuries. There were also 164 non-injury crashes reported for the same period.

The latest five year data show an upward trend in the total number of speed related injury crashes.



Just over half of the speed related crashes occurred in rural areas (54 percent) Two-fifths of the speed related crashes occurred on state highways while accounting for half the fatalities.

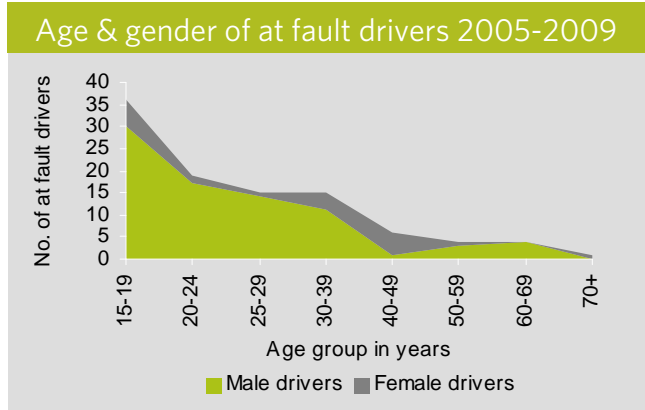
The following table shows a breakdown of the speed limit environ of all speed-related crashes in the district 2005-2009.

Speed related crashes					
	2005	2005	2006	2007	2009
Urban	16	27	31	23	29
Rural	28	26	33	32	29
Total	44	53	64	55	56

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Nearly half of the speed related crashes occurred on weekends, between Friday 6pm and Monday 6am (47 percent). Forty-four percent of the speed related crashes occurred during the night time.

Half of the at fault drivers in speed related injury crashes were less than 25 years old (51 percent). A third of the at fault drivers on these crashes held a learner or a restricted licence. Eighty-two percent of at fault drivers in speed related injury crashes were male.



Speed and alcohol

Alcohol combined with speed too fast for conditions was a contributing factor in 3 percent of all injury crashes in the district for the period 2005-2009 resulting in 10 serious injuries and 14 minor injuries. Alcohol itself has been a factor in 15 percent of all injury crashes in the district in the last five years.

Three-quarters of all crashes where driver alcohol and speed were both contributing factors occurred on local roads (73 percent) mostly in dark conditions (77 percent). Similarly, 77 percent of these were loss of control at bend type crashes. Two-fifths of at fault drivers in these injury crashes were males under 24 years of age (42 percent).

Further information about speed-related crashes in Marlborough District 2005-2009 on:

Local roads

- 2 deaths, 22 serious injuries and 76 minor injuries
- Worst days of week: Friday and Saturday (30 crashes each)
- Wet road crashes: 20 percent
- Night time crashes: 48 percent
- Alcohol over limit (injury crashes): 25 percent
- Most common injury crash factor: bend-loss of control (63 percent)
- At fault driver held full NZ licence (injury crashes): 50 percent
- At fault male driver (injury crashes): 82 percent
- Most common at fault drivers' age group (injury crashes): 15 to 24 years (63 percent)

State highways

- 2 deaths, 19 serious injuries and 48 minor injuries
- Worst day of week: Saturday (26 crashes)
- Wet road crashes: 33 percent
- Night time crashes: 38 percent
- Alcohol over limit (injury crashes): 23 percent
- Most common injury crash factor: bend-loss of control (69 percent)
- At fault driver held full NZ licence (injury crashes): 55 percent
- At fault male driver (injury crashes): 81 percent
- Most common at fault drivers' age group (injury crashes): 15 to 29 years (52 percent)

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either Marlborough District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

Contacts

NZ Transport Agency

Wellington Regional Office

PSIS House, L9
20 Ballance Street
PO Box 5084
Wellington 6145
Tel 64 4 894 5400
Fax 64 4 496 6666
<http://www.nzta.govt.nz>

Performance Information / Senior Engineer CAS

James King (04 931 8917)

Senior Programmes Advisor (Engineering)

Eddie Anand (04 931 8920)

Senior Programmes Advisor (Education)

Roy Hitchcock (04 931 8910)

Marlborough Roads

Frank Porter (03 577 1850) Roading Manager

Marlborough District Council

Robyn Blackburn (03 520 7496)
Road Safety Coordinator

New Zealand Police

Road Policing Manager
Tasman DHQ-NN
Private Bag 39, Nelson Mail Centre
Tel 03 546 3840