

road safety issues

Tasman/Nelson state highways

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 on Tasman/Nelson state highways.

Injury crashes on Tasman/Nelson state highways have generally been trending down from 2001 to 2005. Fatal and serious casualties reduced from a high of 48 in 2002 to 21 in 2005. Three quarters of injury crashes on Tasman/Nelson state highways occurred in rural areas.

Although most casualties were car occupants, motorcyclists, cyclists and pedestrians accounted for 13 percent of all casualties during 2001–2005. Cycle crash numbers have shown an increasing trend over the last 10 years. Motorcycle casualties were trending down but have risen in 2005.

A high proportion of crashes involved drivers losing control of their vehicles on a bend, while crashes at intersections were also common. A driver exhibiting poor observation skills, ie not concentrating on the task of driving, was the main contributory factor in a third of injury crashes. The estimated social cost of crashes on the Tasman/Nelson state highways in 2005 was \$28 million.

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

Major road safety issues

Tasman/Nelson state highways

Motorcyclists

Cyclists

Intersections

Loss of control on bends

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Tasman/Nelson state highways



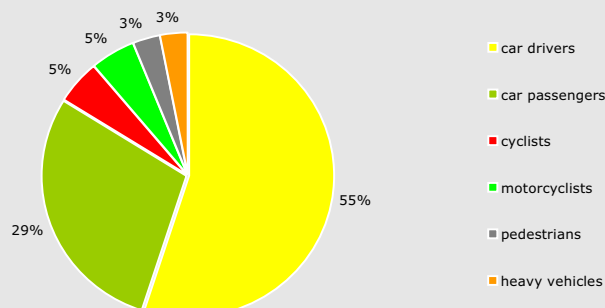
Deaths	3
Serious casualties	18
Minor casualties	85



Fatal crashes	3
Serious injury crashes	15
Minor injury crashes	63
Non-injury crashes	152

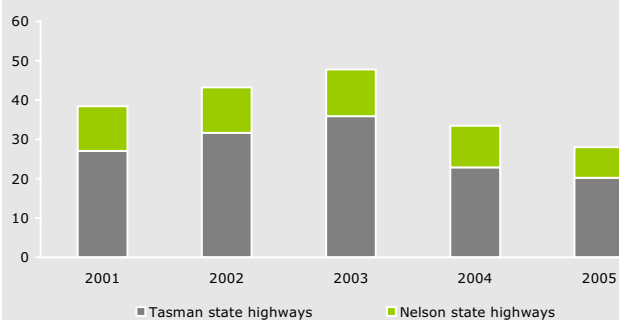
Road casualties 2001–2005

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.

Motorcyclists

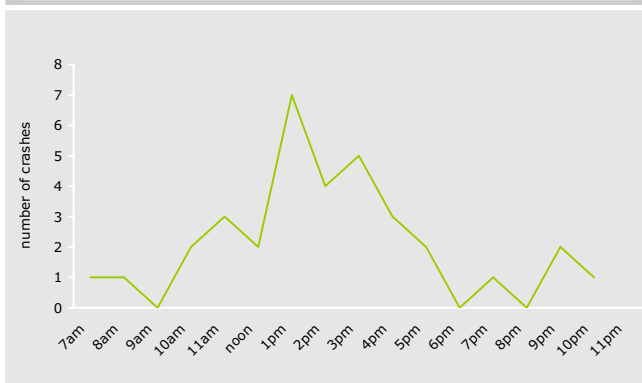
While there has been a downward trend in the number of motorcyclist casualties on Tasman/Nelson state highways over the past 10 years, the proportion of such casualties in rural areas is still greater than national or similar local authority proportions. Their numbers have started to rise again in 2005.

In total, motorcyclists made up five percent of all casualties on Tasman/Nelson state highways between 2001 and 2005, and nine percent of all rural crashes.

There were 38 motorcyclist casualties on Tasman/Nelson state highways between 2001 and 2005 of which two were killed, 22 seriously injured and 14 minor injuries. Sixty-three percent of motorcycle crashes resulted in either a fatality or a serious injury to a motorcyclist.

Eighty-five percent of motorcycle crashes on the Tasman/Nelson state highways occurred in rural areas.

Motorcyclist casualties by hour 2001–2005



Two thirds of all motorcycle crashes happened at a mid-block location away from an intersection or driveway. Of those crashes which occurred at an intersection, half were at a T junction.

A quarter of motorcyclists involved in injury crashes on Tasman/Nelson state highways between 2001 and 2005 were in the 45 to 54 year age group. Seventy-nine percent of all motorcyclist casualties were male.

Fifty-three percent of crashes involving motorcyclists occurred on a weekend. Almost half the motorcyclist crashes occurred between 1 pm and 4 pm.

Contributory factors involved in motorcycle crashes included poor observation, failure to give way, poor handling and poorly judged overtaking manoeuvres.

Fifty-six percent of crashes involving a motorcycle occurred on a bend in the road.

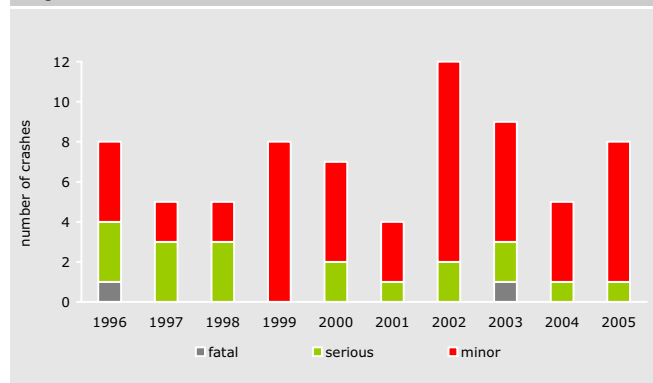
Cyclists

Between 2001 and 2005, cyclists made up five percent of recorded casualties on Tasman/Nelson state highways. Overall, there has been an upward trend in their involvement in crashes over the past 10 years. The proportion of cyclist casualties over this time period was significantly greater than nationally and greater when compared with all New Zealand state highways.

There were 38 cycle crashes on Tasman/Nelson state highways between 2001 and 2005. Of these, one cyclist was killed, and seven seriously injured.

Almost three quarters of the cyclist crashes on Tasman/Nelson state highways occurred on roads in urban areas.

Cyclist crashes 1996–2005



Twenty one percent of cyclists injured between 2001 and 2005 were aged 19 years or under, and 26 percent were aged 40 to 49 years. Overall, 60 percent of cyclist casualties were male.

Seventy four percent of all cycle crashes on the Tasman/Nelson state highways occurred at a driveway or an intersection. Of these crashes, 39 percent occurred at a T junction, 25 percent at driveways and 21 percent at crossroads. Four cycle crashes occurred at a roundabout.

The majority of cycle crashes occurred on a weekday with 87 percent of crashes occurring then. Eighteen percent of cyclist crashes occurred during the one hour period between 8 am to 9 am, and a further 39 percent occurred between 3 pm to 5 pm.

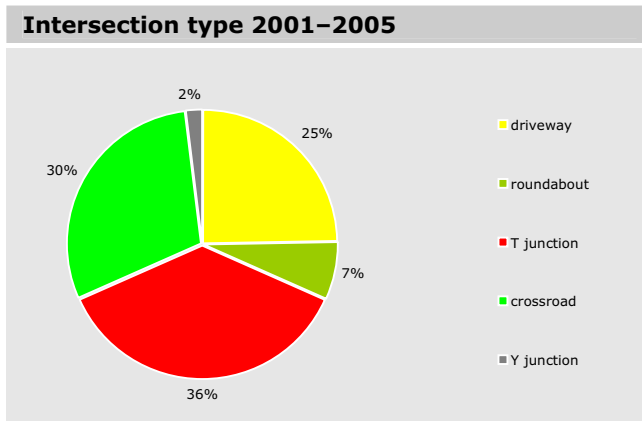
Contributory factors involved in cycle crashes included poor observation, failure to give way, incorrect lane, poor judgement and handling.

Intersections

Between 2001 and 2005, there were a total of 149 injury crashes (or 32 percent of all crashes) at intersections and driveways on Tasman/Nelson state highways. Of these, 37 (or 25 percent) occurred at driveways. During this five-year period a total of five people were killed, and 52 seriously injured at intersection/driveway crashes.

Crashes at intersections and driveways made up 62 percent of all urban injury crashes and 22 percent of all rural injury crashes on Tasman/Nelson state highways between 2001 and 2005.

Thirty seven percent of all intersection crashes between 2001 and 2005 occurred at T type junctions, 30 percent at crossroads and seven percent at roundabouts. A quarter of T junction injury crashes on Tasman/Nelson state highways 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 making either a crossing or turning movement (58 percent) or a vehicle being hit from behind, such as in a queue at an intersection (20 percent). Almost 19 percent of intersection or driveway injury crashes on the state highway involved a cyclist.

Thirty five percent of all road users injured at intersection crashes were pedestrians, cyclists or motorcyclists. Half of those casualties injured at roundabouts were either cyclists or motorcyclists. Almost half of the pedestrian casualties were injured at a driveway.

A quarter of those injured at intersections or driveways were between 15 and 24 years old. Sixteen percent of intersection crashes occurred between the hours of 7 am and 9 am, and 35 percent occurred between 3 pm and 6 pm. Seventy seven percent of the crashes occurred between Monday and Friday.

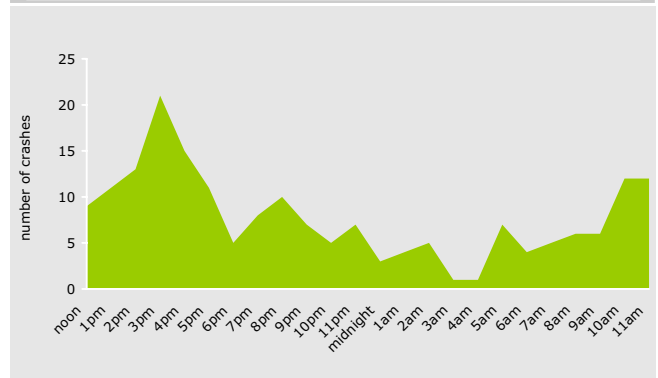
The main contributory factors in intersection and driveway injury crashes were poor observation, failure to give way or stop and incorrect lane/position.

Loss of control on bends

The most common type of crash on state highways in rural areas of Tasman/Nelson between 2001 and 2005 involved a driver losing control of their vehicle on a bend. Overall, 94 percent of loss of control on bend injury crashes occurred in the rural area. Over this five year period, there were a total of 200 loss of control on bend crashes resulting in nine deaths, 66 serious injuries, and 231 minor injuries.

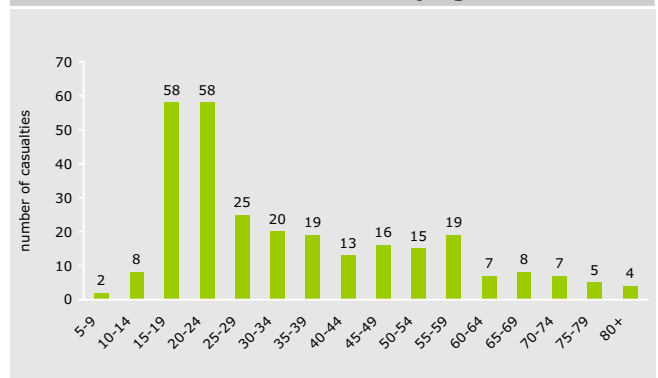
Eighty percent of injury crashes involving loss of control on bends between 2001 and 2005 involved a vehicle hitting at least one roadside object – the most common were cliffs/banks, trees ditches and fences. Of these crashes involving roadside objects, five people died and 39 were seriously injured.

Loss of control on bend crashes by hour 2001–2005



Forty six percent of loss of control on bend crashes on rural roads occurred on a wet/icy road surface, compared to 34 percent for all crashes on Tasman/Nelson state highways in the rural area. Thirty five percent of loss of control crashes on rural roads occurred during the hours of darkness, compared to 30 percent for all crashes on Tasman/Nelson state highways.

Loss of control bend crashes by age 2001–2005



Speed (too fast for conditions) was identified as a contributory factor in almost 40 percent of bend loss of control crashes in rural areas between 2001 and 2005. A third of the crashes involved poor handling of a vehicle, and 13 percent involved alcohol.

Forty percent of the loss of control on bend crashes happened on the weekend.

National issues

Speed

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

During 2001-2005, speed too fast for conditions was a factor in 21 percent of injury crashes on state highways in the Tasman/Nelson area. This percentage involvement is higher than for all roads in New Zealand and New Zealand state highways.

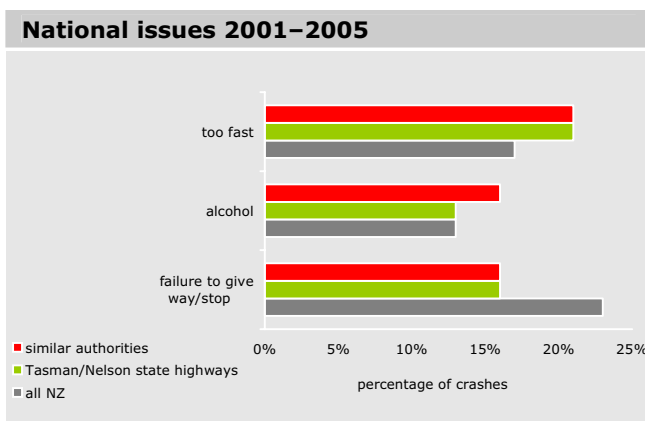
Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80mg per 100ml) 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 nine percent of crashes on Tasman/Nelson state highways, which is lower than for all roads in New Zealand and New Zealand state highways.

Failure to give way

Whilst most failure to give way crashes result in non injury or minor injury crashes, many can have serious consequences. Seventeen percent of crashes on state highways in Tasman/Nelson between 2001 and 2005 involved drivers failing to give way, and of these over 31 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 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 97 percent for the Nelson Bays Police Area.

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