

## STAFF REPORT

**TO:** Chair and Members, Engineering Services Committee

**FROM:** Gary Clark, Transportation Manager

**REFERENCE:** R878

**SUBJECT:** **Road Safety Issues – RESC-10-11-05** - Report prepared for meeting of 11 November 2010

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### 1 PURPOSE

- 1.1 The purpose of this report is to provide information relating to the recent Road Safety Issues Report completed by the New Zealand Transport Agency (NZTA). A copy of the report is attached.

### 2 BACKGROUND

- 2.1 This publication represents the crash data collected over the last five calendar years and identifies areas of concern
- 2.2 The latest Road Safety Issues report from NZTA covers the 2005–2009 five year period and details aspects of crashes that have occurred in the Tasman District. The issues highlighted in the report are drawn from the most common crash types, those that appear over-represented when Tasman District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

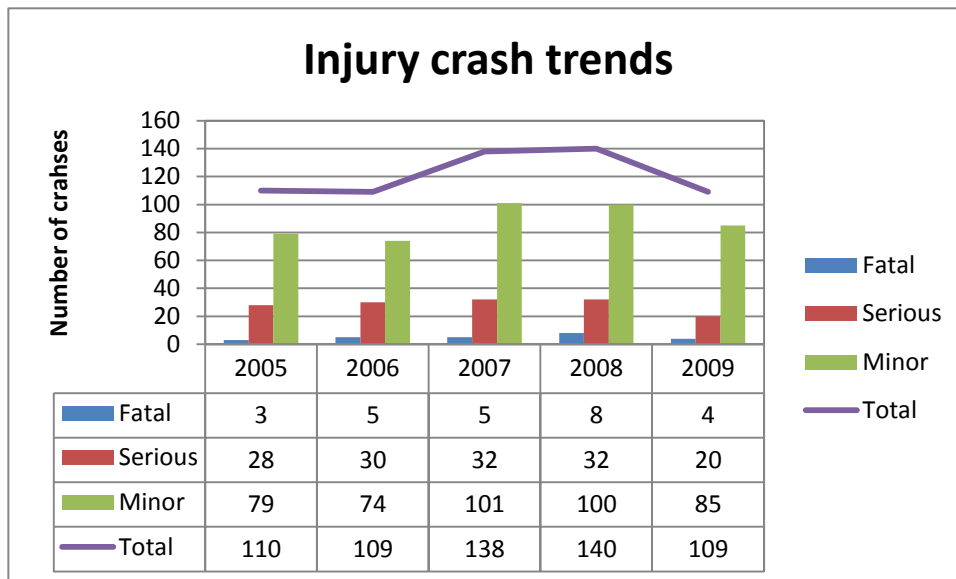
### 3 OVERVIEW FOR 2009

- 3.1 In 2009 in the Tasman District there were 109 injury crashes resulting in 156 casualties and 227 non-injury crashes were reported by the NZ Police. Fifty-five percent of all injury crashes were on state highways.

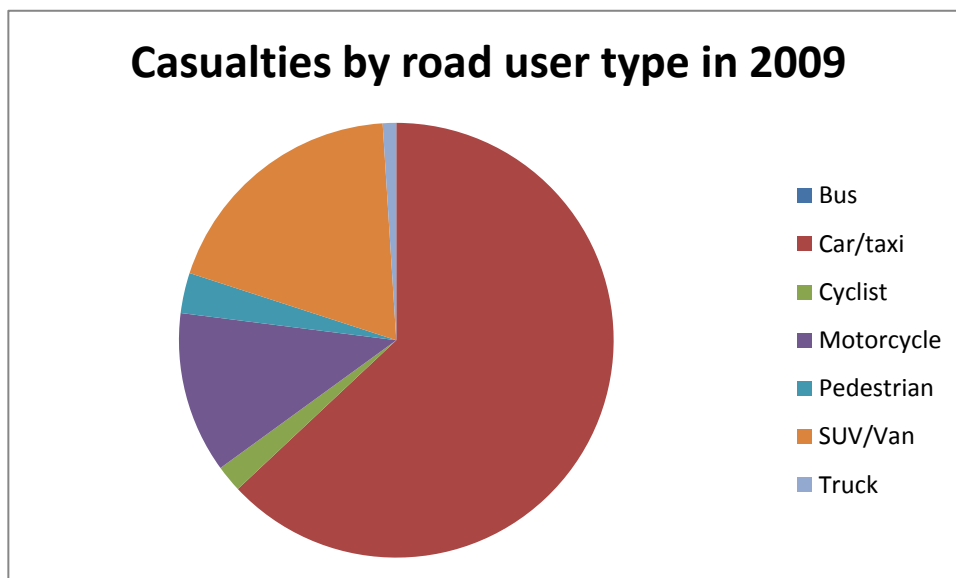
<b>Casualties by injury type in 2009</b>				
	Fatalities	Serious injury	Minor injury	Total
Total	4	30	122	156
Local roads vs state highways				
Local roads	2	11	51	64
State highways	2	19	71	92
Rural vs urban roads				
Rural*	3	24	97	124
Urban	1	6	25	32

\* Rural – an area with a speed limit of 80km/hr or more

3.2 The latest five year data shows a very slight upward trend in the total number of injury crashes, however the serious injury trend is downward.



3.3 In 2009 nearly two thirds of casualties were drivers and passengers of cars, a fifth of sports utility vehicles or vans and a sixth were vulnerable road users (pedestrians, cyclists and motorcyclists).



### 3.4 Local road safety issues

The four main road safety issues for the Tasman District are

- Loss of control
- Vulnerable road users – motorcyclists
- Speed – including alcohol and speed
- Intersections

### 3.5 Loss of control on bends

During 2005–2009, 59 percent of all injury crashes in Tasman District occurred due to loss of control. These crashes resulted in 18 deaths, 124 serious injuries and 371 minor injuries. A further 541 non-injury crashes were reported involving loss of control.

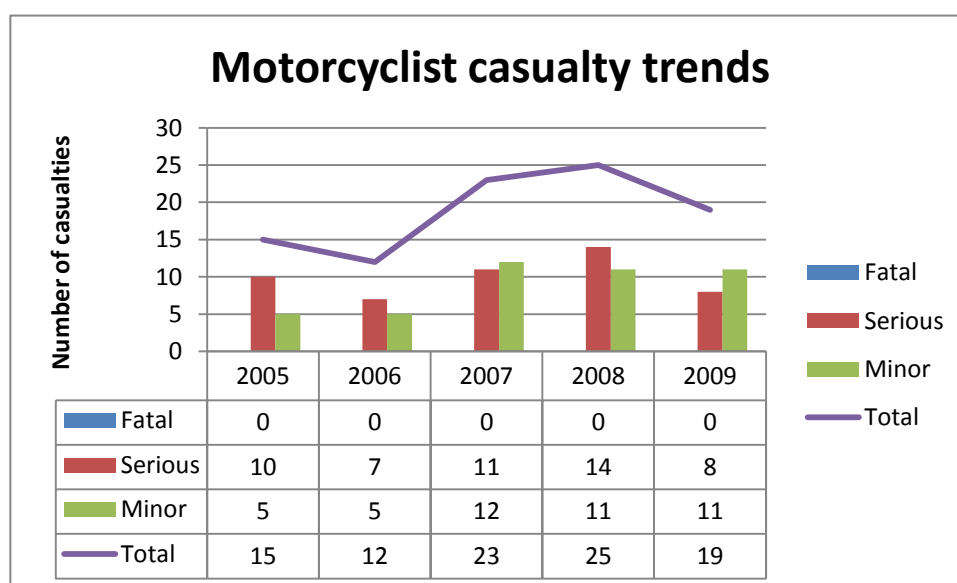
- 3.6 Just over half of the loss of control crashes occurred on state highways (55%) and similarly they accounted for just over half of the loss of control fatalities over the last five years (55%).

Loss of control crashes	
Crash characteristics	Percentage of crashes
Single vehicle	81
Alcohol (injury crashes)	19
Too fast for the conditions (injury crashes)	29
Road factors	16
Poor handling (injury crashes)	41
Rural road	85
Wet road	28
Night time	35

### 3.7 Motorcyclists

Injury crashes involving motorcyclists represented 14 percent of all injury crashes in the Tasman District during the last five year period, resulting in 50 serious crashes and 44 minor injuries.

- 3.8 The latest five year trend shows an upward trend in the total number of motorcycle crashes in the district.



3.9 Nearly three-quarters of motorcyclist crashes in the Tasman District occurred on rural roads (72%). Nearly half these crashes occurred on state highways (47%). Over a quarter of the motorcycle crashes were at intersections (29%). Just under half were reported as single party motorcyclist crashes.

3.10 Young motorcyclists of the 15–19 year age group were the most commonly injured single age group with nearly a quarter of motorcycle casualties (23%). Nearly half of the motorcyclists injured were in the group 40–59 years (47%).

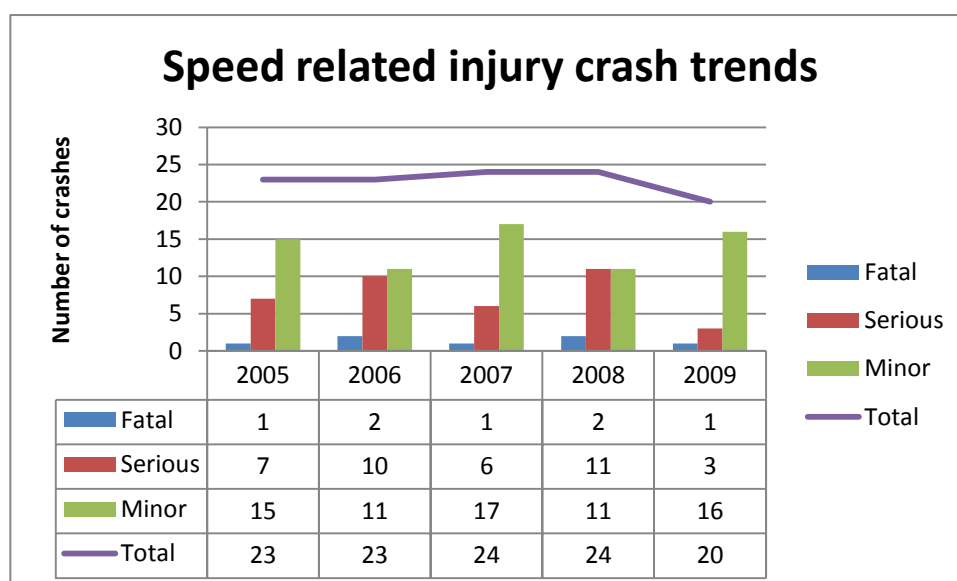
Locations / routes	Number of crashes
Oxford Street/Wensley Road	4
Motueka Valley Highway/Alexander Bluff Bridge East	2
SH6/Hope Saddle	2
SH6/Aniseed Valley Road	2
SH60/Dominion Road	2
SH60/Bates Road route	2
Moutere Highway route	4
Queen Street route	4

### 3.11 Speed

During 2009, speed too fast for the conditions was a factor in 19 percent of all injury crashes in the Tasman District, which was higher than the national average but lower than the average for similar authorities.

3.12 During 2005–2009 there were 114 speed related injury crashes resulting in 7 deaths, 50 serious injuries and 134 minor injuries. There were also 218 non-injury speed-related crashes during these five years.

3.13 The latest five year data shows a level trend in the total number of speed related injury crashes, however the trend in serious injury crashes is downward.



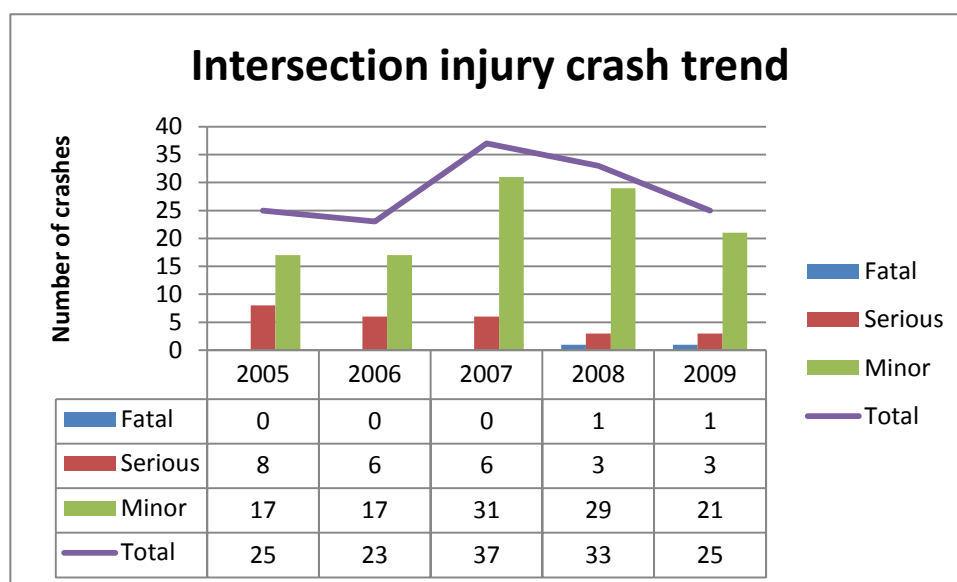
3.14 Half of the speed-related crashes occurred in state highways (51 percent) and just under half took place in rural areas (47 percent).

3.15 Thirty-nine percent of the at fault drivers in these speed-related crashes held either a learner licence, restricted licence, were never licensed or disqualified drivers.

### 3.16 Intersections

During 2005–2009 24 percent of all injury crashes in the Tasman District occurred at intersections. These crashes resulted in 2 deaths, 29 serious injuries and 164 minor injuries. There were a further 276 non-injury crashes.

3.17 The data from 2005–2009 shows an upward trend in the total number of injury crashes, even though the trend over the last three years is downwards.



3.18 The table below shows the locations of intersections with a high number of crashes in the Tasman District (2005-2009)

Intersection	Total crashes 2005-2009	Injury crashes 2005-2009	Total crashes in 2009
Moutere Highway/Golden Hills Road	5	4	1
Queen Street/Oxford Street	10	4	1
SH60/Redwood Road	5	4	0
SH60/Old Wharf Road	8	4	2
SH60/McShane Road	8	4	1
Wensley Road/Oxford Street	5	4	2
Moutere Highway/Edwards Road	5	3	1
SH60/Whakarewa Street	6	3	0
SH60/Pah Street	8	3	1
SH60/Lodder Lane	3	3	0

3.19 Half of intersection injury crashes occurred due to a driver failing to give way or stop (51 percent). Forty-eight percent of all crashes occurred at give way signs, 4 percent at traffic signals, and 20 percent at stop signs. Twenty-nine percent of all crashes occurred at intersections without any traffic control.

## **4 OTHER MATTERS**

### **4.1 Restraints**

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

### **4.2 Roads and Roadsides**

In the Tasman District, there were on average 23 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was 19 percent lower than the similar authority average.

## **5 CONCLUSION**

- 5.1 Generally the District is carrying out good work in the road safety area with crashes trending downwards overall. There are some expectations with the most notable being the motorcyclists user group. There has been an increased in this road user type.
- 5.2 NZTA has approved funding for various “communities at Risk” which includes targeting education programmes to improve motorcycle safety. Our Road Safety Coordinator has set up training courses and been highly praised by NZTA staff for her work in this area.
- 5.3 With the programmes in place and changes to other aspects relating to road safety it is hoped to continue the downward trend with regard to crashes.

## **6 RECOMMENDATION**

- 6.1 THAT the Road Safety Issues Report, RESC-11-11-05 be received by the Engineering Services Committee.**

Gary Clark  
**Transportation Manager**