

ROAD SAFETY

in Nelson & Tasman

What you need to know to stay safe on our region's roads and intersections.





Introduction/Contents

Nelson City Council, Tasman District Council and the New Zealand Transport Agency, are producing this road safety publication in the Community newspapers to help drivers in our community understand some of the issues that are causing crashes at our intersections and on our roads. Extra copies of this supplement are available at libraries, Council offices, and The Nelson Mail offices.

Inside this publication you will find:

- Some background information about the extent of crashes in our region and some of the places they are likely to occur.
- Specific information on local black spot intersections – what are the problems and solutions for drivers. This information can be related to many intersections in the region.
- Information on the variety of local roundabouts.
- Information about stopping distances.
- Information about the Decade of Road Safety and your opportunity to win prizes.

What's the problem?

In 2010 in the Nelson/Tasman region crashes resulted in:

- 13 people being killed
- 36 people being seriously injured
- 147 people receiving minor injuries

A total of 688 crashes were reported to police

The social cost of those crashes to the Nelson Tasman community was nearly \$99 million. *(Estimated social costs include loss of life or life quality, loss of output due to injuries, medical & rehabilitation costs, legal & court costs, and property damage.)*

- Numbers of deaths and serious injuries in the Tasman District have been slowly increasing over the last 3 years. The numbers in Nelson have fluctuated over the last 10 years and do not show a decreasing trend.
- The major road safety issues for Nelson/Tasman are identified as:
 - Intersections or crossings & turning manoeuvres
 - Loss of control at bends
 - Pedestrians, cyclists & motorcyclists
 - Rear end collisions
- The major road safety issues at national level are identified as:
 - Speed
 - Alcohol
 - Failure to give way
 - Motorcycles

The solution...

This publication is about educating road users to make our transport system safer.

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NOTE: Last year the government confirmed there will be changes to the GIVEWAY rules at intersections. These changes will be introduced early 2012 and there will be an extensive education campaign out before then.

Brought to you by the following supporters





Some intersections you could encounter between Nelson and Golden Bay



In the next few pages we are going to take a look at a number of intersections between Nelson and Takaka.

Some of these intersections or stretches of road have a significant crash history.

Last year alone there were 256 crashes at intersections in Nelson and Tasman

Police crash reports show that over two thirds of intersection crashes in the Nelson / Tasman district were caused by drivers either failing to give way, failing to stop, or poor observation. If we are to make our community safer it is critical that all drivers play their part.

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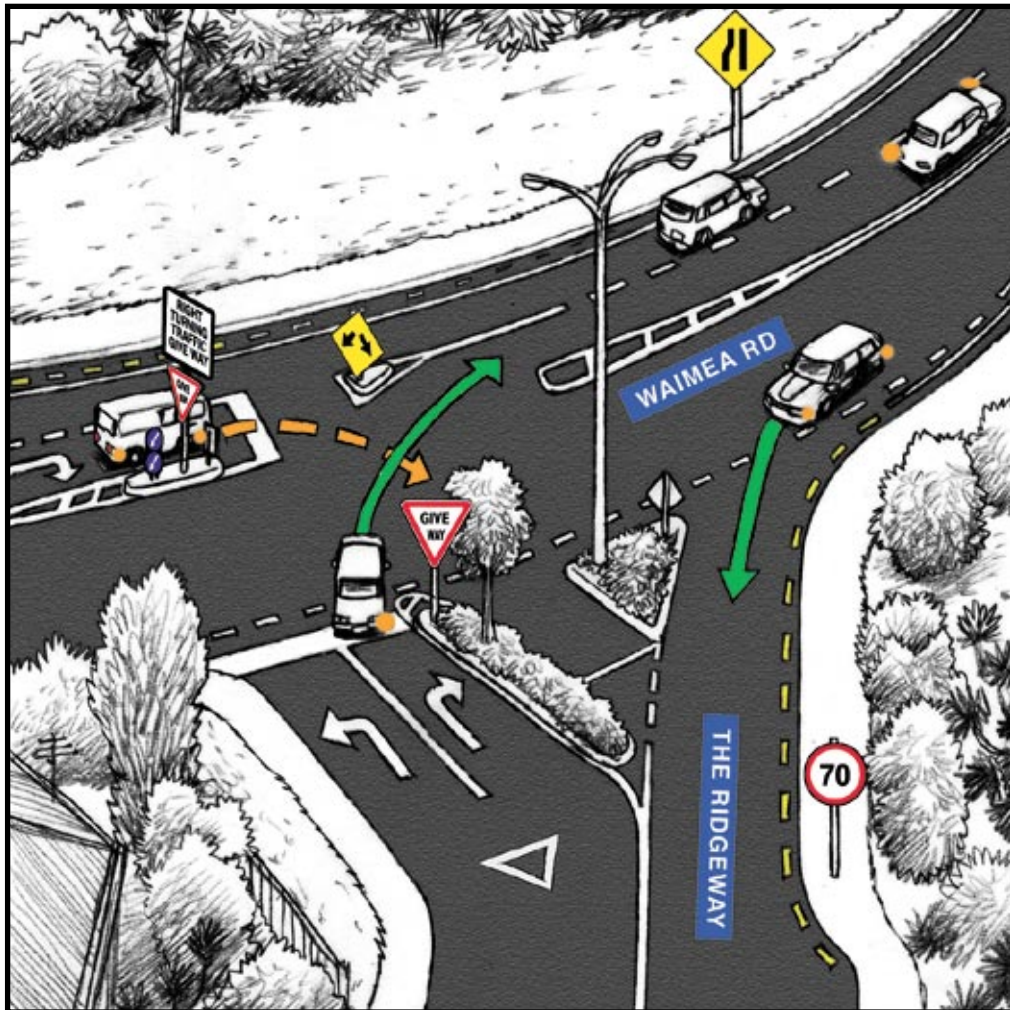
We are putting 5 well known locals of different ages and driving experiences to the test – how well do they drive?

Decade of Road Safety



Crash Hotspots

Waimea Rd / The Ridgeway, Stoke



This is a complex intersection with a significant crash history.

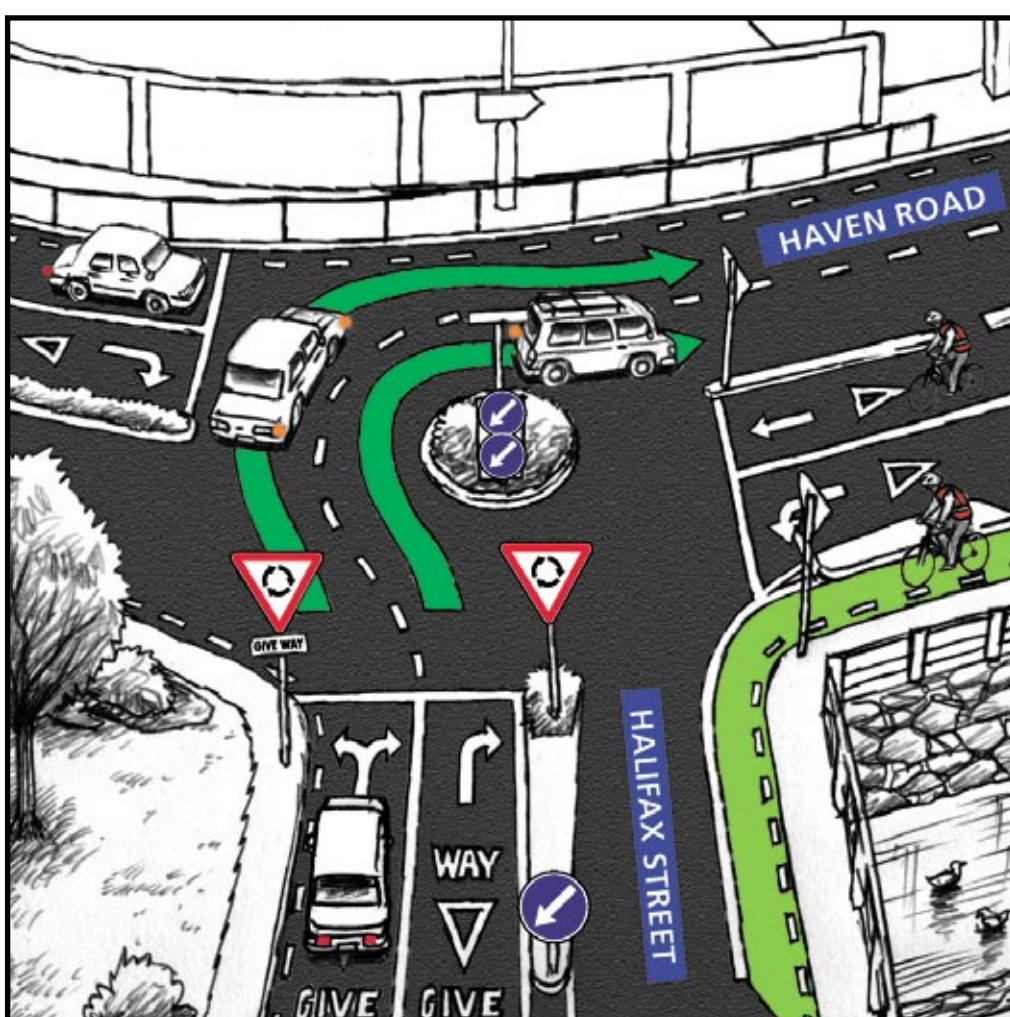
What is the Problem?

- The predominant crash type here is right turning vehicles from The Ridgeway to Waimea Road colliding with south-bound Waimea Road traffic.

What are the Solutions?

- When turning right from The Ridgeway into the Waimea Road merge lane, check that traffic turning left into The Ridgeway is not **obscuring traffic behind it that is travelling straight ahead**. If you are **not certain, WAIT**.
- Gap selection** - crashes often occur here because people misjudge the **speed** of cars coming down the hill (from town). Remember this is a **70 km/h** area.
- Merge like a zip** - traffic turning right out of The Ridgeway have a merge lane to turn into (middle lane) on Waimea Road and should turn into that when the way is clear to the right and then accelerate and **merge like a zip** with other traffic travelling from the south.
- Indicate your intentions!** Ridgeway bound traffic from town heading down the hill toward the intersection should indicate a left turn well in advance as it assists drivers turning out of The Ridgeway to **judge the gap**.
- Traffic from the south turning right into The Ridgeway have to give way to traffic coming out of The Ridgeway...Both are on GIVE WAY signs but in this circumstance **traffic turning right, on the driver's right, has priority**.

Halifax Street / Haven Road Roundabout



This roundabout has a significant crash history.

What is the Problem?

- Cars drifting into the left lane from the right lane when turning north towards the Port.
- Cars not seeing cyclists heading straight ahead from Haven Road.

Roundabouts are designed to keep traffic flowing, but they still have rules.

- All approaches to roundabouts are Give Way controlled and drivers must give way to all traffic in the roundabout coming from the right.
- Where there are arrows marked in the approach lane, those arrows must be followed.
- While in this roundabout continue to signal a right turn until you have passed the exit just prior to the one you wish to take.
- Signal a left turn before the exit you wish to take - it is very important to signal your intentions.
- When there are two lanes marked for exiting traffic, motorists must obey the lanes and observe normal lane changing procedures.
- motorists be aware of cyclists

For more information on local roundabouts see pages 12-15



Crash Hotspots

Salisbury Road, Richmond

Over 14,000 vehicles use this road every day and it is bordered by five schools

What are the Problems?

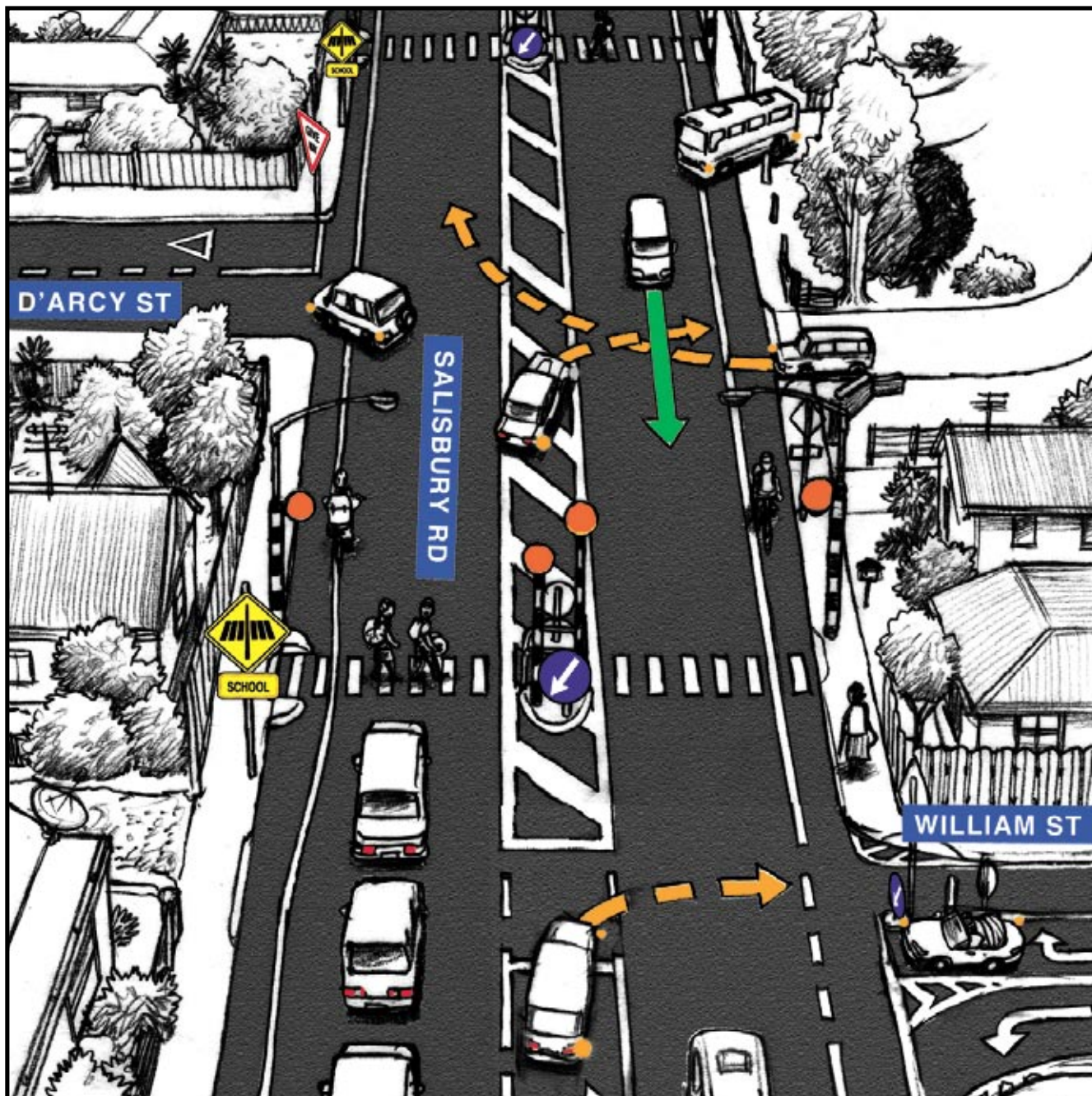
- During school and work commuter times this area can become very busy with a concentrated mix of road users including cars, pedestrians, cyclists and buses.
- Main crash causes are:
 - Rear-end crashes when queues form or congestion occurs.
 - Turning traffic failing to give way to straight through traffic.
 - Many crashes occur at intersections and driveways.

What are the Solutions?

- Before entering Salisbury Road **look twice** to see if the way is clear, **be patient** and **judge the gap**. A good rule of thumb is that if the gap is not sufficient for you to walk across the road, it's not big enough to enter in and you should wait.
- When turning right out of an intersection or driveway on Salisbury Road, move to the **flush median*** in the centre of the road after checking traffic to your right is clear. Wait until there is a gap in the left hand lane and indicate before entering the carriageway.

* - for further information see page 7

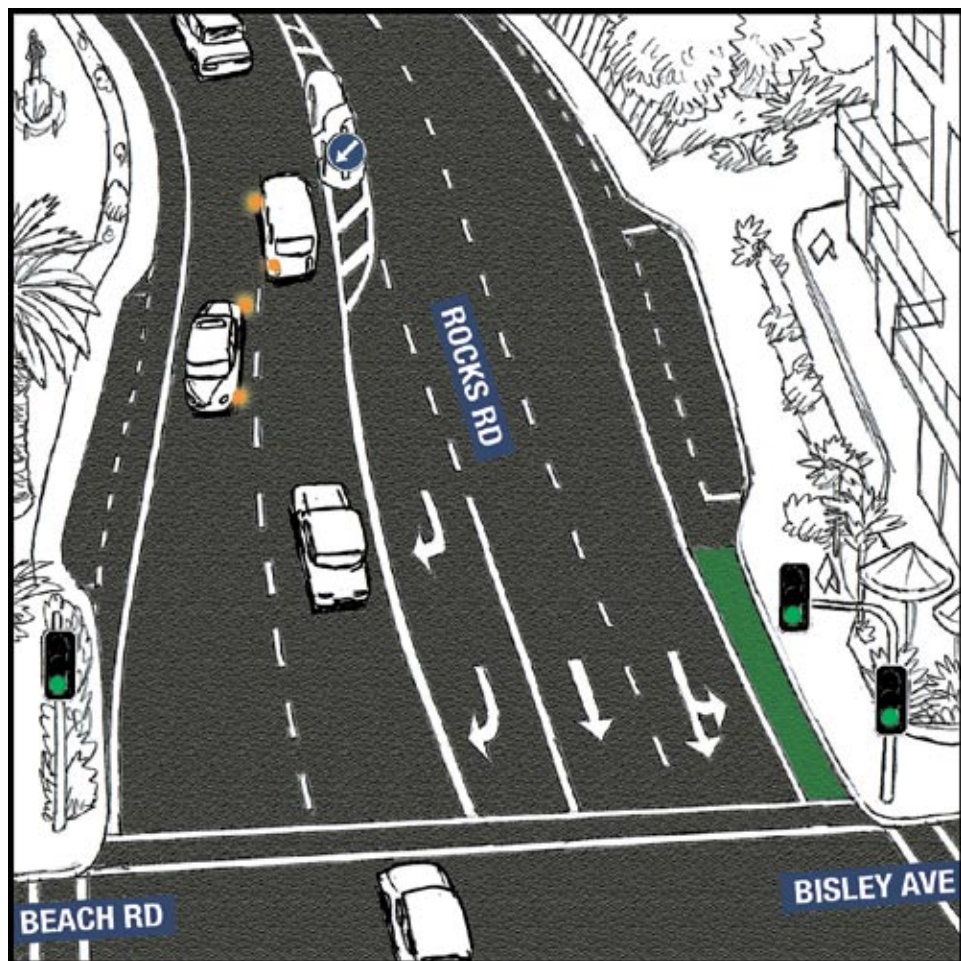
- If turning right from Salisbury Road into a side street or driveway, use the flush median so as not to impede the traffic behind you.
- Watch **following distances** and **scan ahead**. Other vehicles may need to stop for pedestrians.
- **Give cyclists space** and look ahead for **school patrols** or **pedestrian crossings**.
- **Drivers remember** when turning at intersections you must look for and give way to **cyclists** travelling straight ahead who may be difficult to see.
- **Cyclists remember** to ride defensively. Even though you have the right of way, drivers may not have seen you, so be aware of turning vehicles and be prepared to stop quickly.
- Children can be unpredictable. **Drive to the conditions**. You have a much better chance of avoiding a crash when travelling at 40 km/h than 50 km/h.
- At uncontrolled intersections (such as driveways) remember the right hand rule - **"when turning right give way to those on your right who are turning right"**.



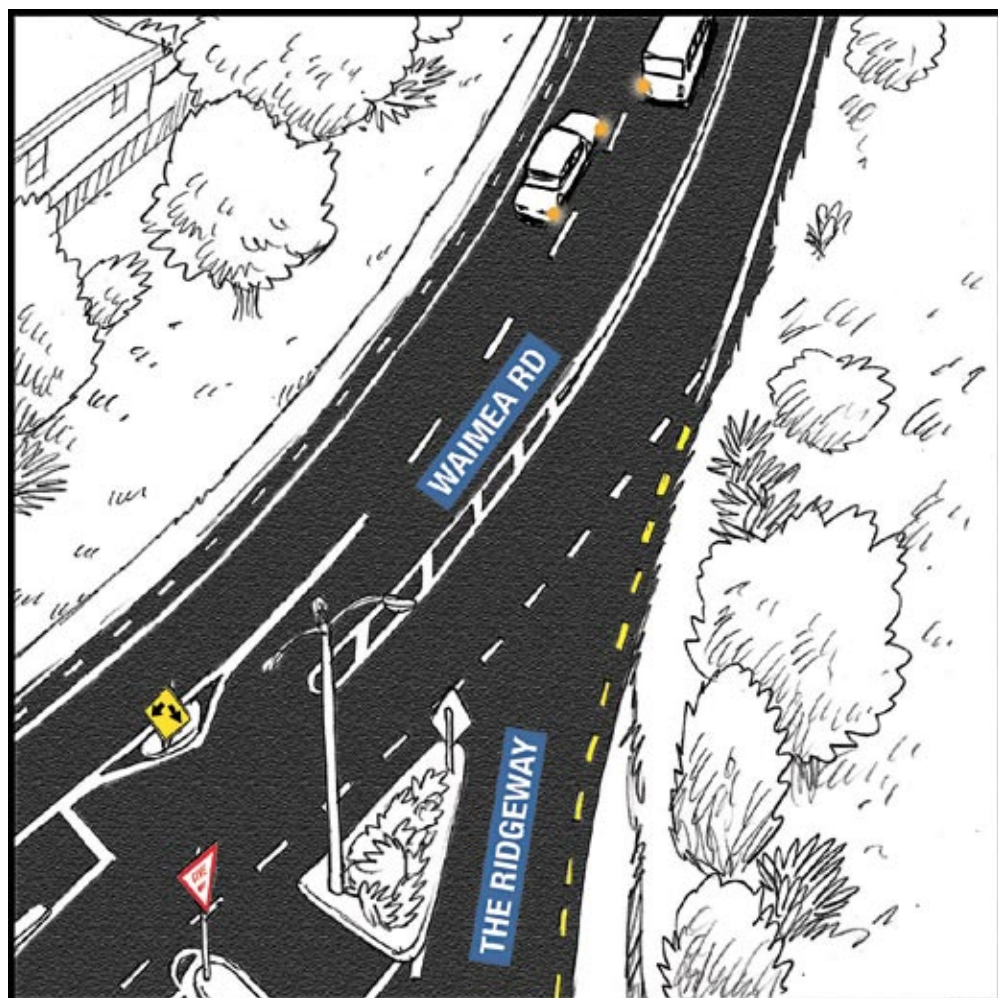


Merge Like A Zip

Tahunanui / Rocks



Waimea Ridgeway



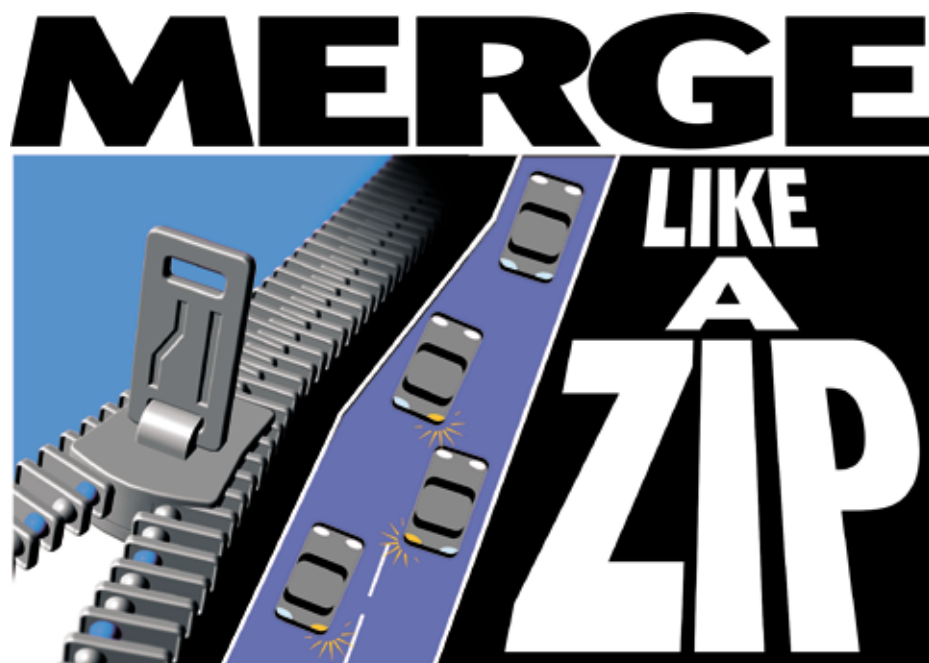
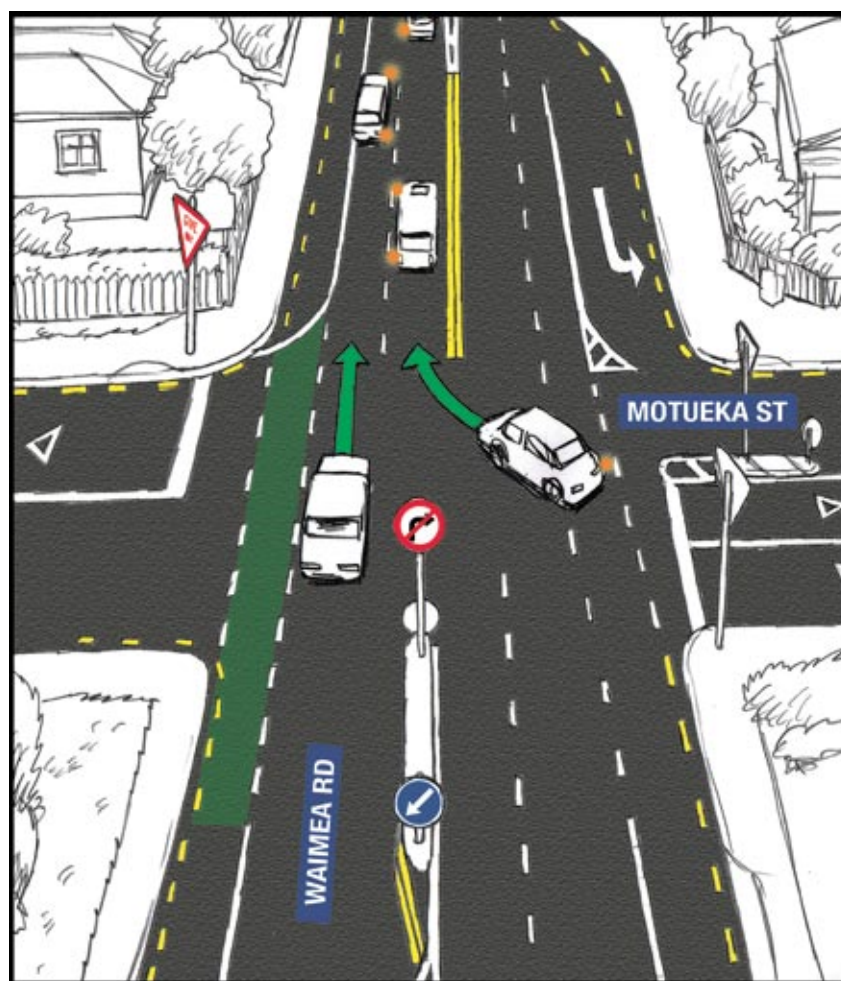
Merge like a zip

There are many locations when two lanes of traffic merge into one. The best way to merge is "like a zip." When two lanes merge into one lane, let one vehicle from the other lane go first and then go.

Tips

- Signal for at least 3 seconds (left or right depending on your position) before merging
- Do a mirror check and an over the shoulder check before merging
- Keep a safe distance (2 seconds) from the vehicle in front
- Change your speed to match the speed of the flowing traffic and move into a safe gap. (especially important if merging onto an express way or motorway)
- Be courteous and patient

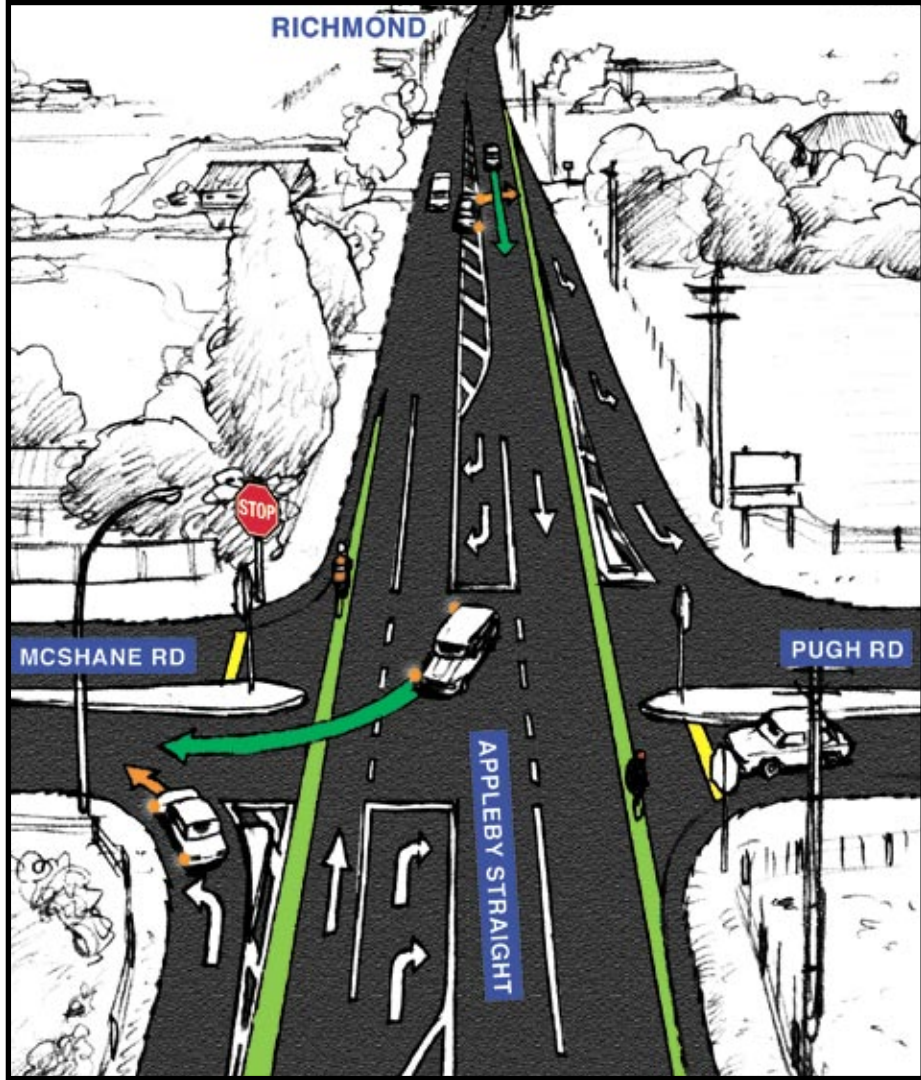
Waimea Road / Motueka St





Rural Driving (Heading West)

SH60 - (Appleby Straight)



What you need to know...

- The **flush median** is a white painted hatched strip along the middle of the highway dividing the two moving lanes. At this site the flush median extends from the foot of the old railway overbridge to the McShane/Pugh Roads intersection.
- The flush median allows vehicles turning right from the highway into a private entrance to stop on the flush median clear of the through traffic. It provides an area for vehicles turning right out of private entrances to pull into before merging with the through traffic. It also allows through traffic room to move around vehicles slowing to turn left into a private entrance.
- It is illegal to use a flush median for overtaking.
- At the intersection of McShane/Pugh Roads there are **left turn lanes** into the side roads. Normal road rules apply ie. left turning traffic has to give way to right turning traffic. The left turn lanes allow left turners to move out of the through lane and slow to make the turn.
- At the McShane/Pugh Roads intersection the shoulders of the through lanes are painted green to guide cyclists through the intersection, warn motorists of likelihood of cyclists and to provide cyclists with some protection from turning traffic. Vehicles turning across the **green cycle lane** must give way to cyclists in the cycle lane. It is illegal to drive or park in these cycle lanes.
- At the McShane/Pugh Roads intersection there are **right turn bays**. The right turn bays provide an exclusive area for traffic turning right to stand until the way is clear to make the turn safely. There will be room for several vehicles to stack waiting to make the turn. The vehicles in the right turn bay have priority over vehicles exiting the side roads as the side roads are STOP controlled. Note it is illegal to overtake on a right turn bay ie. You must obey the turning arrow.

- Traffic turning out of the side roads are not provided with merge lanes. These are acceleration lanes only and the traffic exiting the side roads are controlled by STOP signs and so are required to STOP and give way to all straight through traffic on the state highway.

Sharing the Road with Cyclists



To raise awareness of the needs of cyclists and to forewarn motorists of the presence of cyclists NZTA have installed cycle activated electronic warning signs either side of Appleby Bridge and on Birds Hill in Golden Bay. This alerts motorists that there is a cyclist ahead where width is limited and for them to give cyclists the space they need to travel safely.

On rural roads cyclists are perhaps the most vulnerable of road users because they are less visible and less well protected.

What motorists would like cyclists to know

- Be considerate and avoid holding up traffic if riding in large groups by keeping as far left as is safe and practical.
- Large trucks passing can cause air turbulence. Cyclists should move to the left to avoid the worst of the turbulence and be prepared for a bit of sideways movement.

What cyclists would like motorists to know when passing

Wait for a clear space before passing a cyclist on a road that is too narrow to share.

Hazards like parked cars, potholes, glass, litter and opening car doors may cause cyclists to veer off line and move into your path. Make sure you give cyclists plenty of room - at least 1.5m when passing them.



Crash Hotspot

Lansdowne Road / SH60, Appleby

This is the number 1 rural crash hotspot in the Tasman district

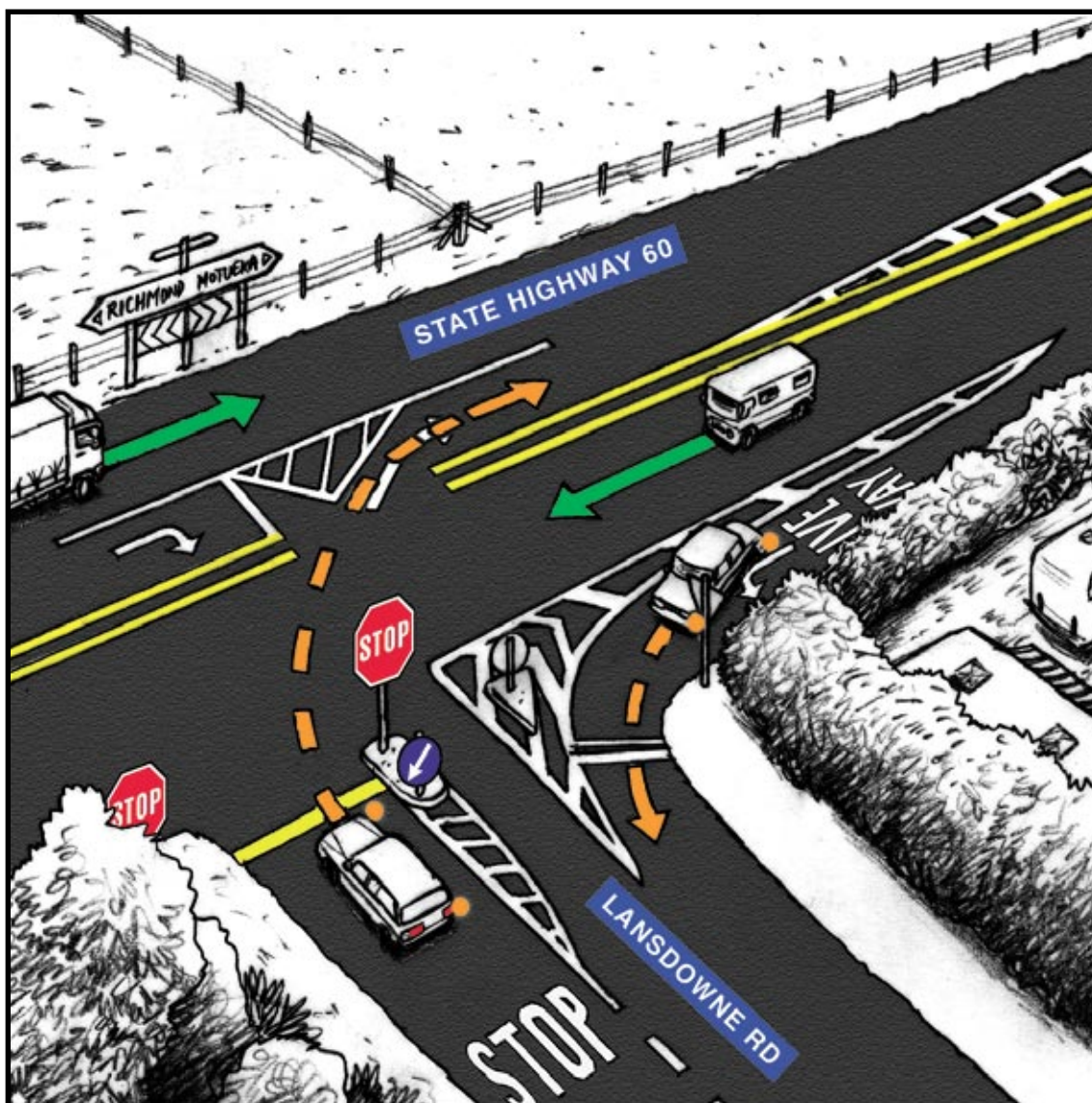
What are the Problems?

- Traffic turning right from Lansdowne Road into SH60 (Appleby Straight) fails to give way to traffic on SH60 because:
 - Traffic turning left from SH60 into Lansdowne Road obscures traffic behind it which is travelling straight through.
 - Traffic turning right to enter SH60 from Lansdowne Road misjudges gap from either direction.

What are the Solutions?

- When turning right from Lansdowne Road into SH60 **STOP** and check that traffic turning left into Lansdowne Road is **not obscuring other traffic behind it**. If you are not certain, **WAIT** until turning traffic passes.

- Left turning traffic from SH60 into Lansdowne Road needs to move well into the left hand turning lane where indicated, to enable straight ahead traffic behind it to be clearly seen.
- The **acceleration lane** for traffic turning right from Lansdowne Road into SH60 should **not** be used as a merge lane or flush median.
- Do not enter **acceleration lane** until traffic is **clear in both directions**.
- When traffic is clear in both directions use acceleration lane to accelerate before indicating and moving into carriageway.
- Remember traffic is approaching at **100 km/h** and you need to choose a big gap before entering this intersection.



Other Intersections with Similar Issues

There are other intersections in the Nelson and Tasman region where similar principles apply and when traffic from side roads join a 100 km/h road at stop intersections.

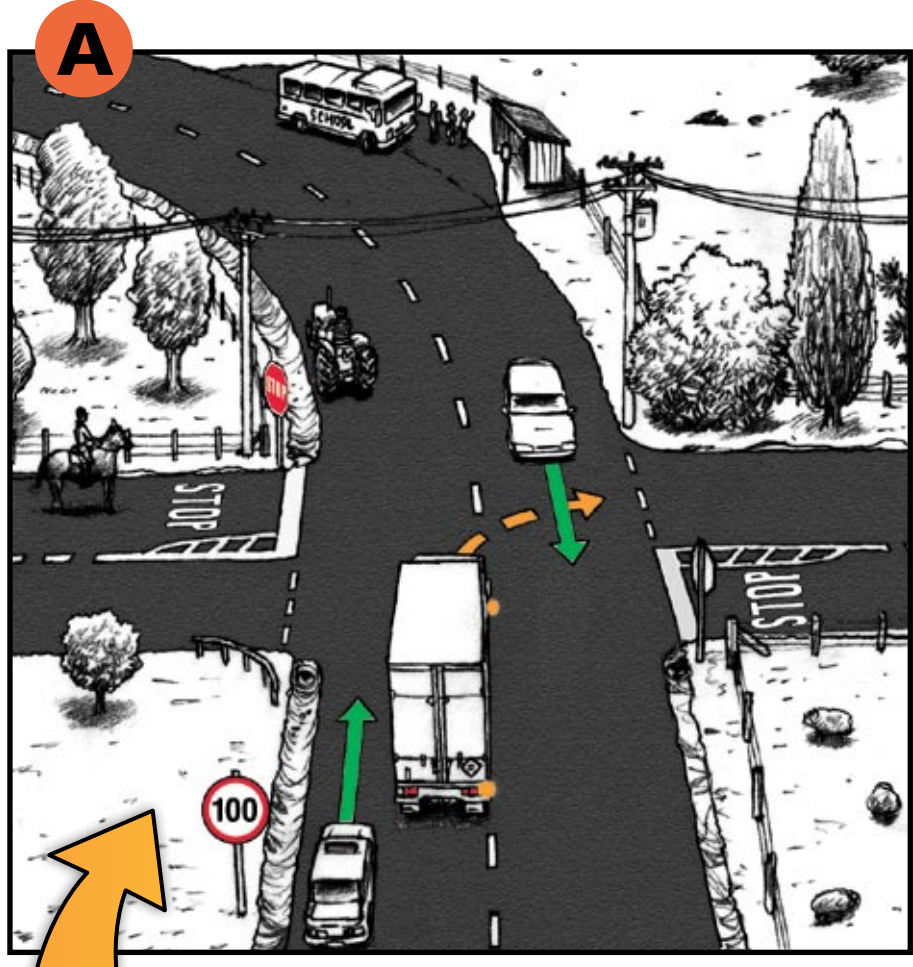
In all cases drivers should only proceed into the **acceleration lane** when traffic is clear in both directions. When clear, use **acceleration lane** to accelerate before indicating and moving into carriageway.

Some of these intersections include:

- Moutere Highway & Appleby Highway - State Highway 60 (Pea Viner Corner)
- Lord Rutherford Road North and State Highway 6 (travelling south)
- Atawhai Drive & State Highway 6 (QEII Drive)
- Malvern Avenue & State Highway 6 (Atawhai Drive)
- Atawhai Crescent & State Highway 6 (Atawhai Drive)



Rural Intersections & Driveways



What are the Problems?

- Traffic travelling straight ahead or attempting to overtake fails to see changing conditions up ahead, such as traffic slowing or turning, resulting in rear-end crashes.
- Drivers failing to observe 20 km/h speed restriction when passing a school bus which has stopped to let children on or off.
- Traffic turning into or out of driveways/intersections fails to give way to straight through traffic.
- Traffic turning left from the side road into the main road are at risk of crashing with vehicles coming in the opposite direction which are in an overtaking manoeuvre.

What are the Solutions?

- Drive to the conditions, think ahead, look ahead and be prepared to stop or slow down quickly for slow moving or turning traffic.
- When a marked school bus is stopped on either side of the road to let children on or off, vehicles must pass the bus at no more than 20 km/h.
- Be extra vigilant around familiar places such as farm and private entrances, keep children away from these areas and have them supervised at all times.
- Wait to overtake until road is clear of side-road intersections.
- When exiting a side road or driveway make sure you check in both directions.

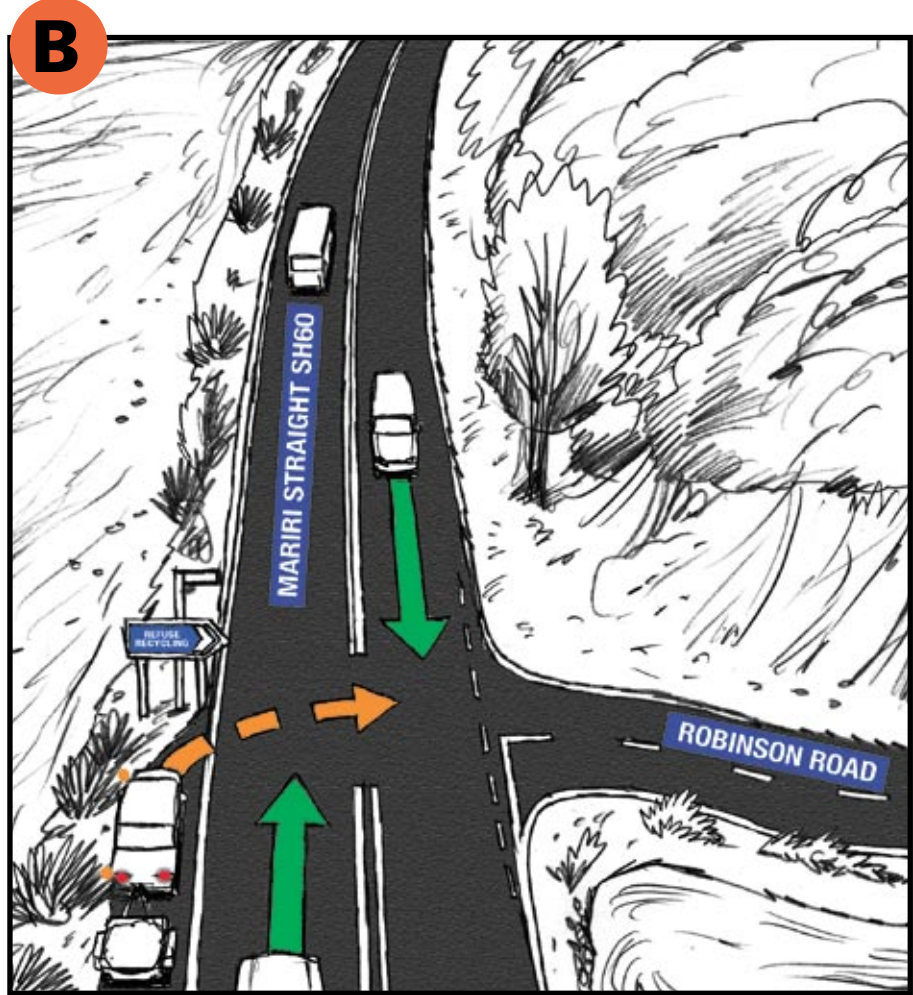
To turn right safely from the centre line:

- Before you turn
 - o slow down
 - o check your rear view mirror and look over your right shoulder to check your blind spot
 - o signal for at least 3 seconds
 - o move close to the centre line.
- When the way is clear, turn into the left lane of the road you are entering to continue driving.

Right Turn

To turn right safely from the left side of the road:

- Do this when the traffic is moving fast or following too closely, or the road is narrow:
- Before you turn
 - o signal left for at least 3 seconds and move across to the left-hand side of the road
 - o wait there until it is safe to turn THEN signal right for at least 3 seconds and move when it is safe.



Mariri Straight

At several locations along this part of the Mariri Causeway, shoulders have been widened at intersections to help make it safer for vehicles turning right. If you turn right from the centreline (diagram A), there is enough space for a following vehicle to pass using the widened shoulder. If you have traffic following, it is safer to pull off the road on the widened shoulder and wait until it is clear behind (diagram B), then make your turn.

Rumble Road Markings

Last year six kilometres of "rumble lines" were installed on Mariri Straight in an effort to help prevent fatal and serious crashes.

The new markings have been installed on sections of the white continuous edge lines and along the entire length of the double yellow no-overtaking centre lines.

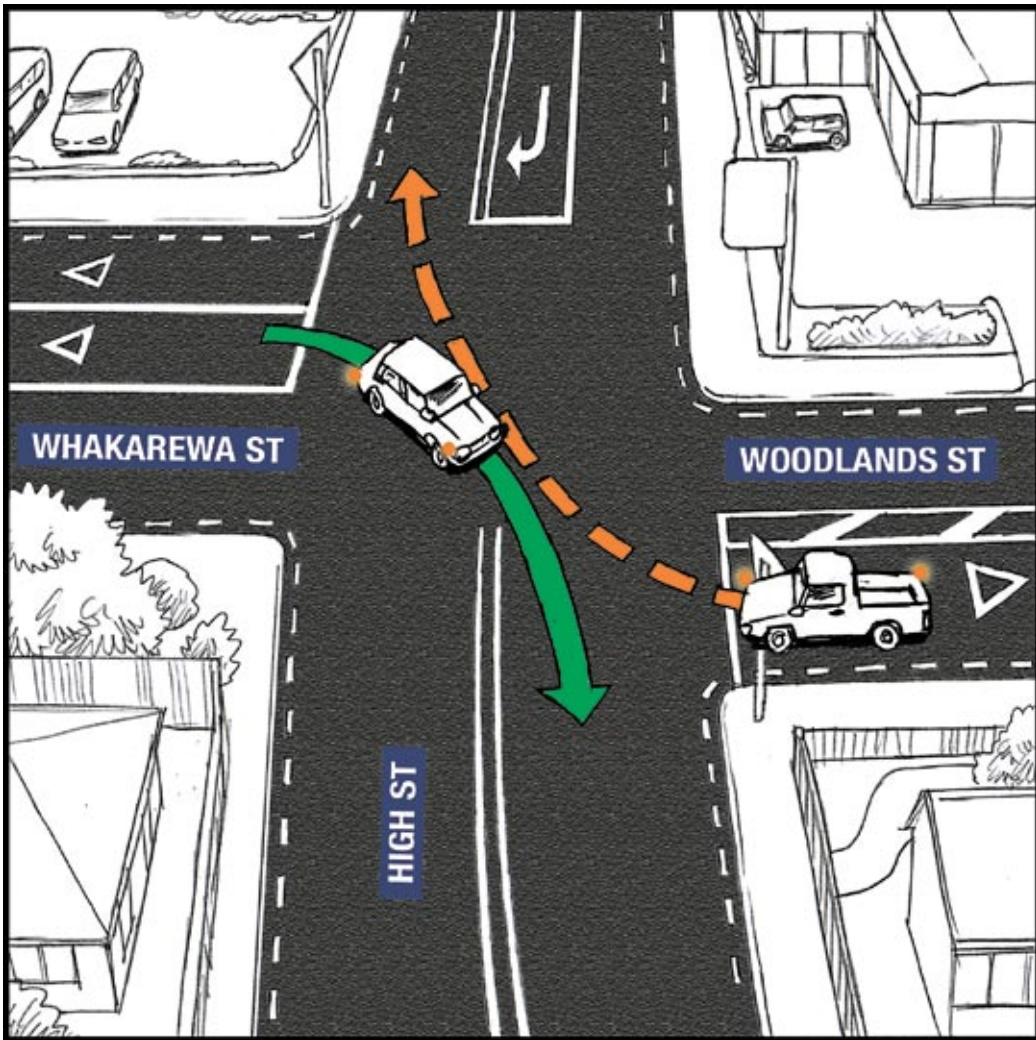
These rumble markings have been proven by international research to reduce crashes by more than 20 percent. When a vehicle wanders outside the 3.4 metre driving lanes, the tyres hit the strips creating a whirring noise as the vehicle passes over the raised plastic ribs. This type of installation is particularly useful for fatigued or impaired drivers. Rumble markings also provide improved night road marking visibility, especially during wet conditions.



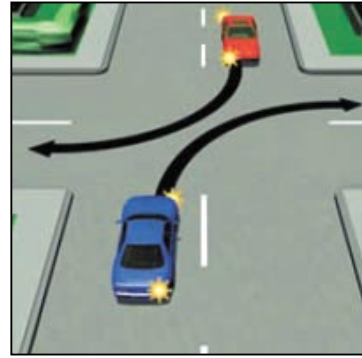


Crash Hotspots - Motueka

High St / Whakarewá St / Woodlands Ave



When two vehicles are coming towards each other at a controlled intersection and both are turning right, no one should have to give way. This is because normally neither will cross the other's path, so both vehicles can turn safely. This can be seen in the diagram on the right.

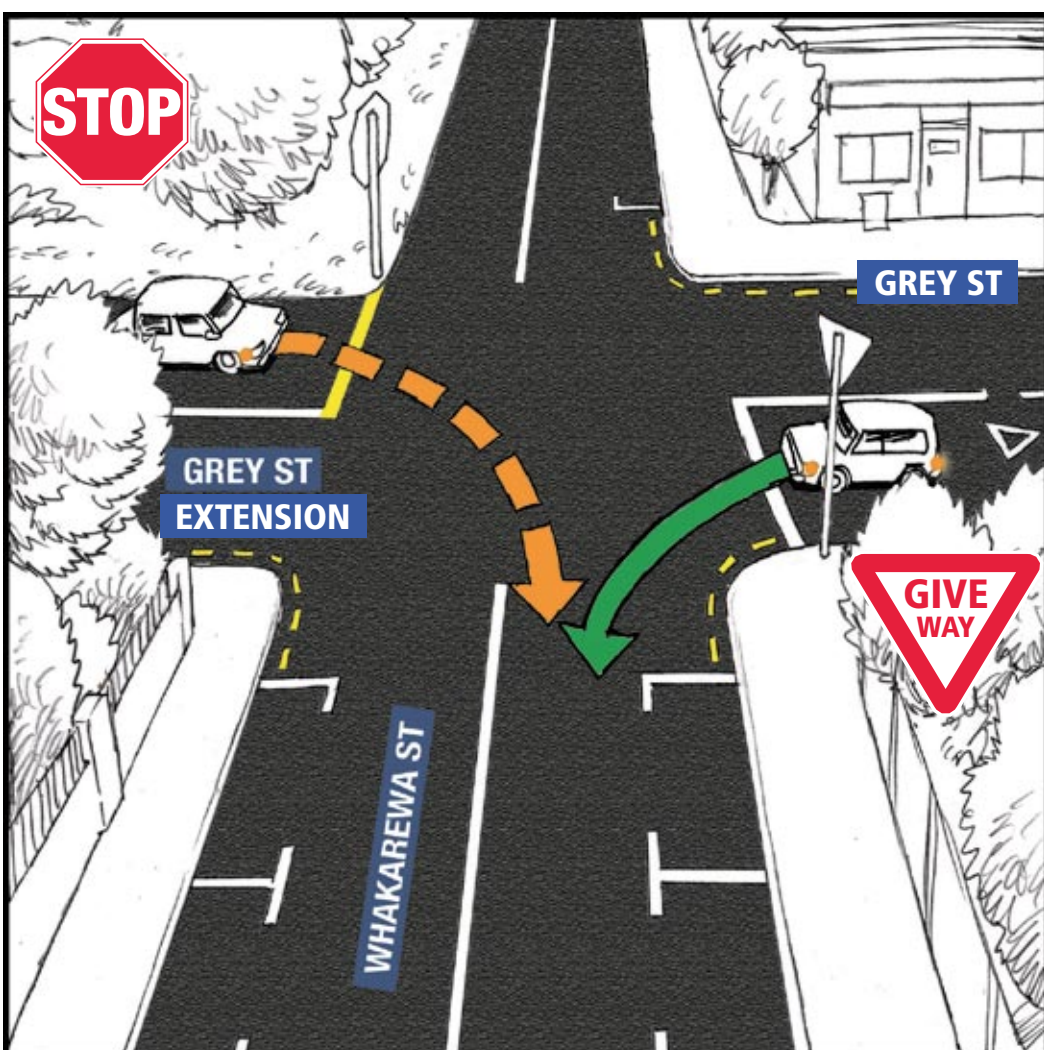


However local police are aware of many minor crashes and many more "near misses" at the intersection of High Street, Whakarewá Street and Woodland Avenue because that intersection is offset and there is some confusion about who should give way.

Our diagram shows that courtesy and common sense have a part to play. The offset nature of the intersection means a collision is likely if both right turns out of the side streets are made simultaneously.

Large trucks or buses need more room to make the turn so patience is required.

Grey St / Whakarewá St / Grey St extension



"Many left turners incorrectly assume they have to give way here – confusion reigns"

Senior Constable Gerry Tonkin - Motueka Police



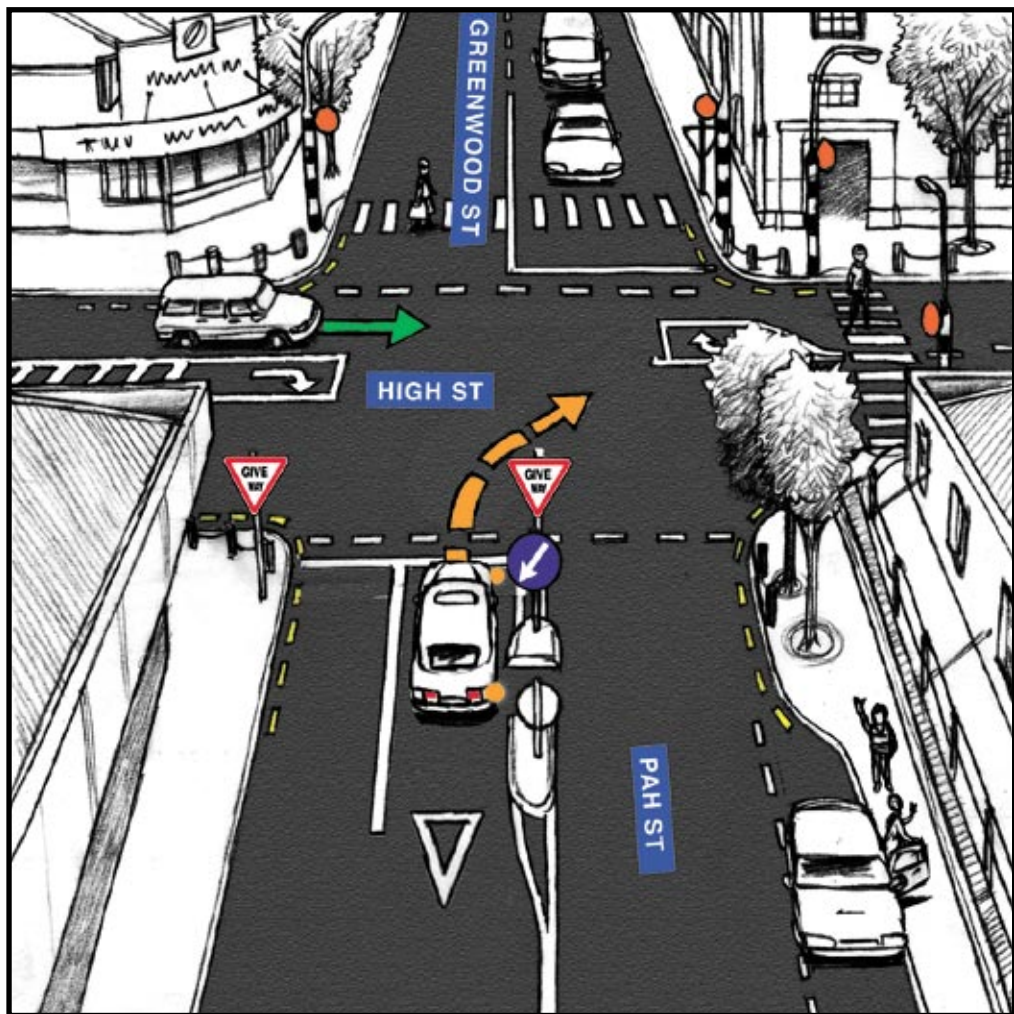
Note to the signs:

It is important to note what **traffic sign controls your movement**. At Grey Street and Whakarewa Street the signs differ on each approach and traffic from Grey Street extension **must** give way to Grey Street because a give way sign has priority over a stop sign.



Crash Hotspots

Pah Street / High Street, Motueka



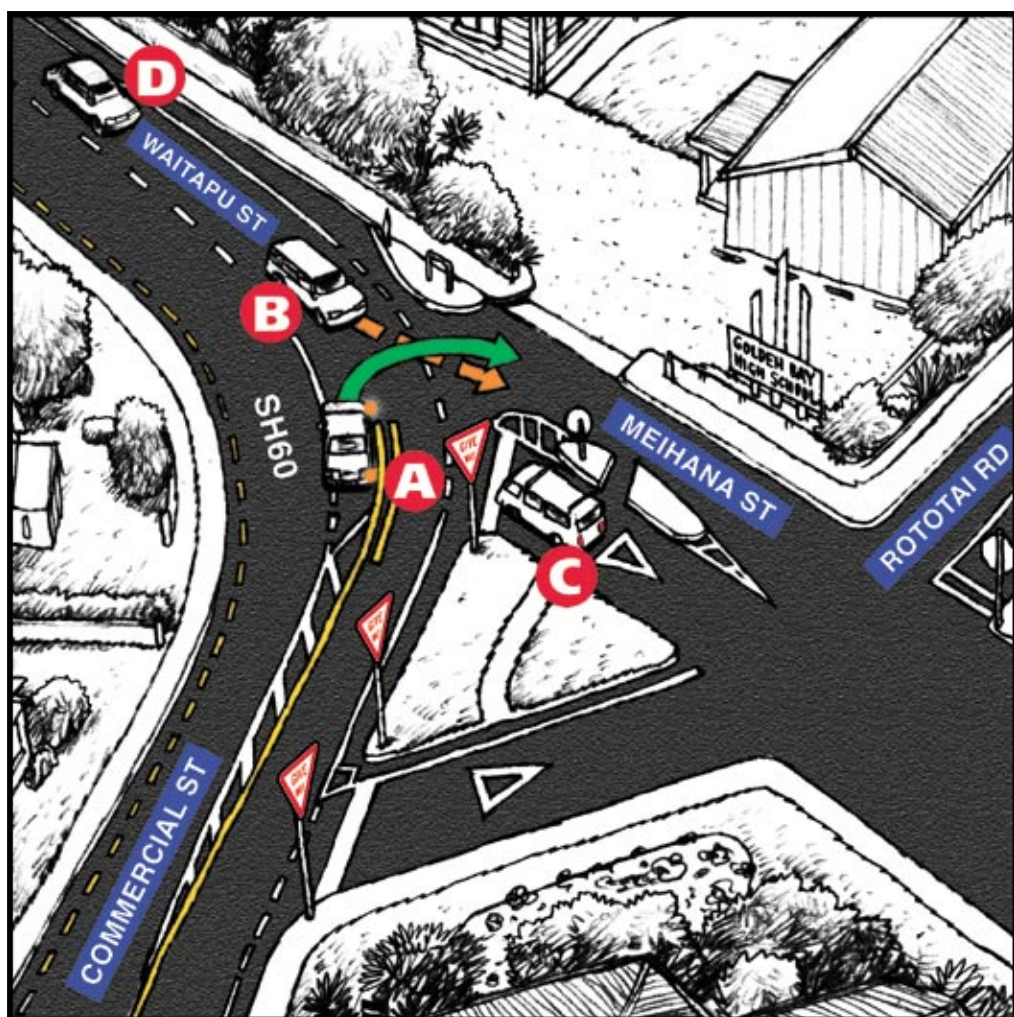
What are the Problems?

- Turning traffic fails to give way to straight ahead traffic.
- Turning traffic misjudges gap when entering High Street.
- Drivers are not noticing other traffic has slowed to give way to pedestrians. This is causing rear-end crashes.
- Traffic density during peak times makes it difficult for turning traffic to enter High Street.

What are the Solutions?

- Look twice to see if the way is clear, be patient and **judge the gap**.
- Watch **following distances**, look and think ahead.
- If physically able, consider **parking away** from High Street and congested areas and walking the extra distance.
- At peak times **be courteous** and let people into the queue. Slow moving traffic travelling straight ahead on High Street can let turning traffic in more frequently if the way is clear in both directions. This will help avoid delays for turning traffic at intersections.

Waitapu Road / Commercial Street, Takaka



Who Gives Way?

Answer: Vehicle B gives way to Vehicle A

This means that traffic on Waitapu Road turning left into Meihana Street gives way to vehicle A.

Why?

Vehicle B, although physically going straight ahead, is turning off the main road (the broken white lines on the road's edge indicate this) and so is effectively making a left hand turn. The right hand rule applies: "If you are turning left, give way to vehicles coming towards you that are turning right".

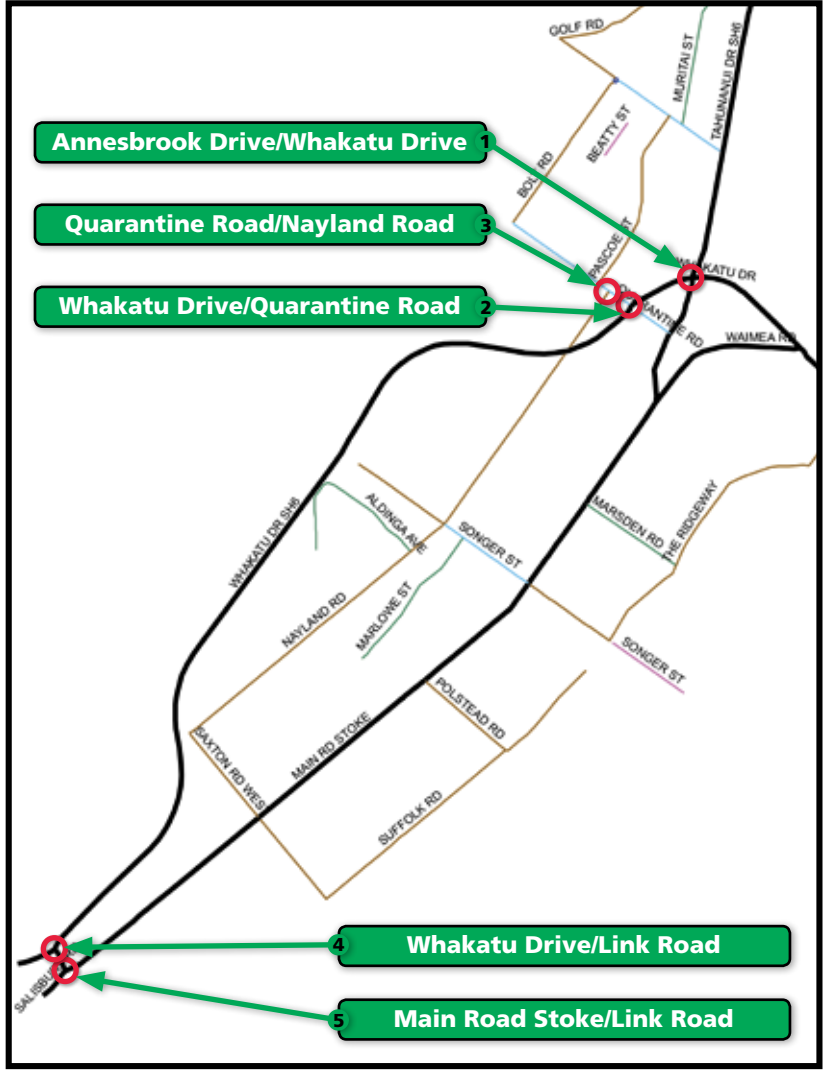
Vehicle A is not on a "Give Way", but is turning. Vehicle A needs to give way to any traffic continuing towards Takaka on SH60, but has right of way over vehicle B. The only situation where turning vehicle B might turn before vehicle A is if A needs to give way to vehicle D because it is continuing down SH60 to Takaka.

Vehicle C is on a "Give Way", so needs to give way to all traffic at this intersection. After vehicle B has given way to vehicle A, vehicle C can go, if the way is clear on Waitapu Road / Commercial Street.



Roundabouts

Getting Around Local Roundabouts

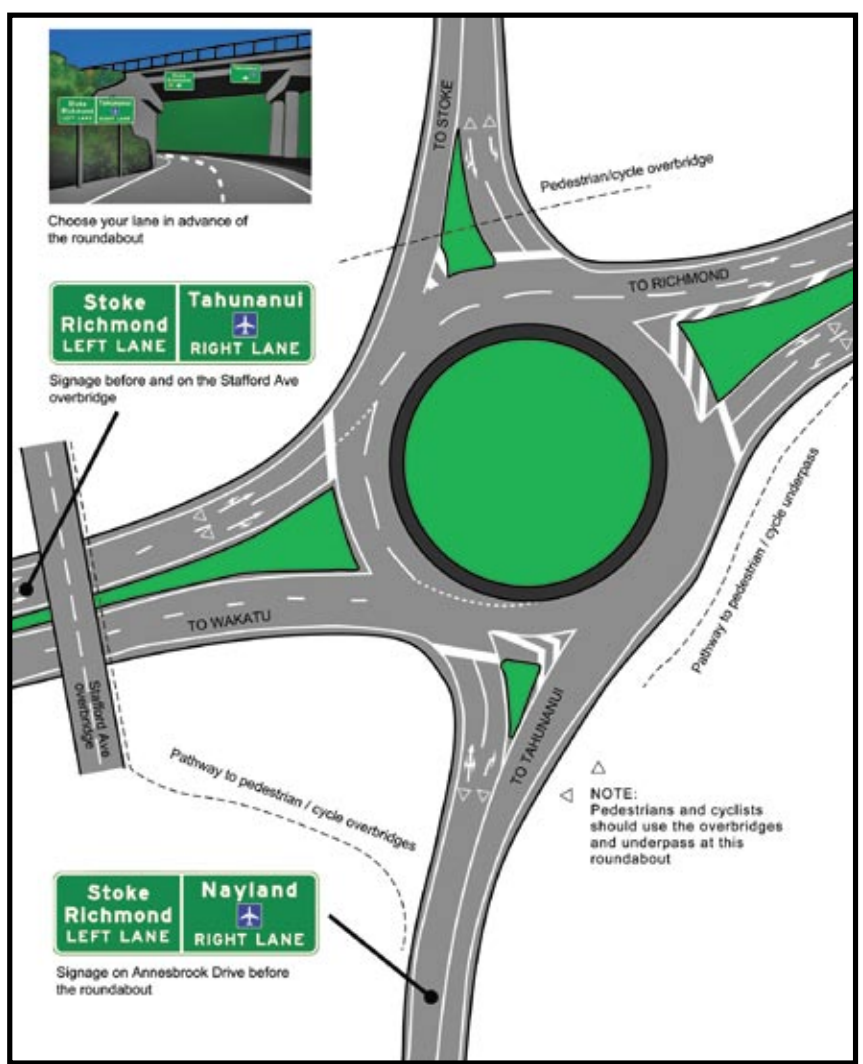


The following pages contain specific details in relation to the roundabouts indicated on this map.

Roundabouts are designed to keep traffic flowing, but they still have rules:

- Give way to traffic coming from your right
- Select correct lane before entering the roundabout.
- Indicate left as you leave the roundabout.
- A roundabout is an intersection and all drivers should slow on approach and be prepared to stop.
- Incorrect lane usage is normally a sign that the driver is travelling too fast into and through the roundabout.

Annesbrook Drive / Whakatu Drive

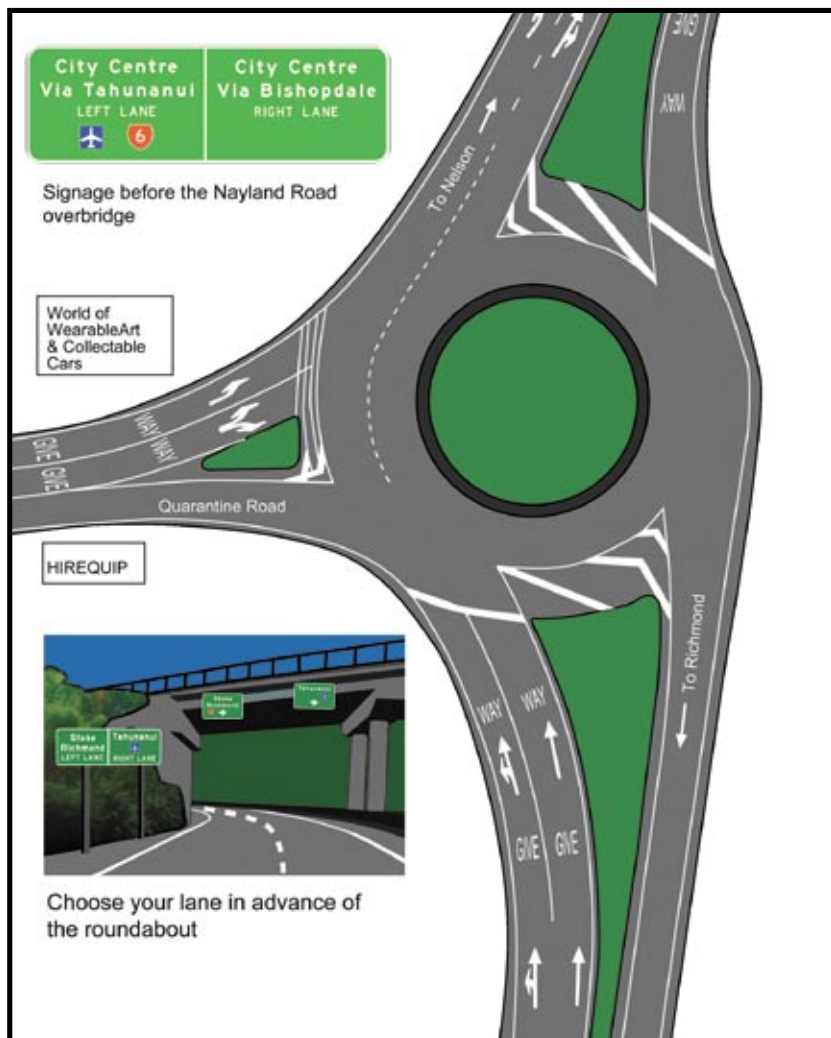


Drivers approaching this roundabout from Waimea Road need to take notice of the signs and get into the correct lane before passing under the Stafford Avenue overbridge;

- To go down Quarantine Road towards the airport or along Annesbrook Drive towards Tahunanui, motorists need to choose the right hand lane.
- To go along Whakatu Drive towards Richmond or along Annesbrook Drive towards Stoke, they will need to be in the left hand lane.
- Drivers approaching from the Tahunanui side will have exactly the same choices and will need to get in the correct lane so that they can exit the roundabout safely.
- This roundabout has spiral markings. For more information on spiral markings at roundabouts see page 14.



Whakatu Drive / Quarantine Road



Correct use of lane markings at all roundabouts means they can be used safely and will keep the traffic flowing. All approaches to roundabouts are give way controlled and drivers must give way to all traffic in the roundabout coming from their right.

- Where there are arrows marked in the approach lane those lane arrows must be followed.
- At this roundabout traffic coming from Richmond on Whakatu Drive will need to select the correct lane well before they enter the roundabout. Traffic bound for the City via Bishopdale should select the right lane. Traffic bound for the City via Tahunanui should select the left lane.
- Remember before entering the roundabout you must indicate if you are going to turn left or right. If you are going straight ahead (to the City) you don't indicate as you approach.
- Once in the roundabout you must signal left as you pass the exit immediately before the one you intend taking.
- Where there are two lanes marked for exiting traffic (as is the case here for city bound traffic) motorists must obey the lanes and observe normal lane changing procedures.

Quarantine Road / Nayland Road

1 Yellow cross hatching

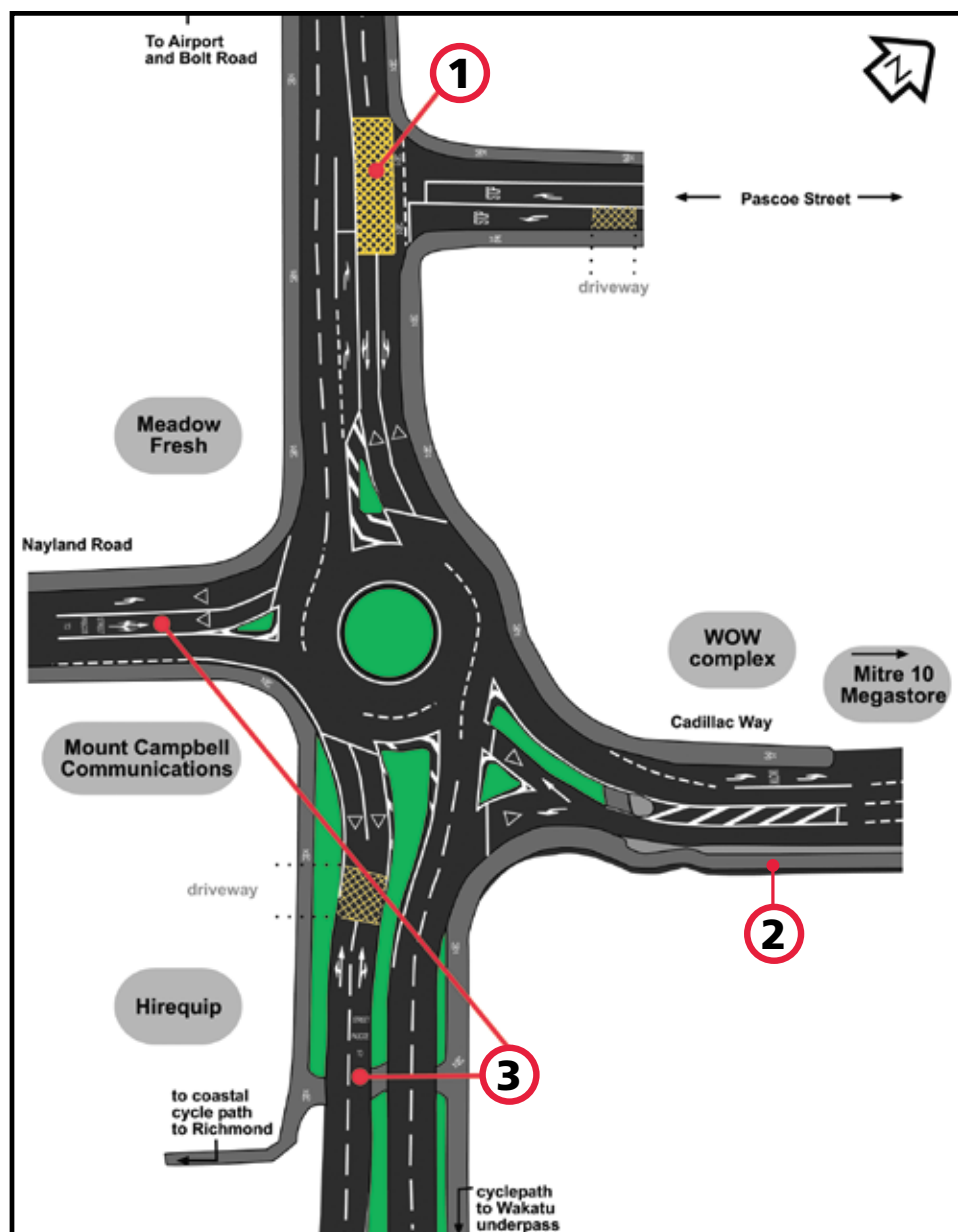
You must not drive into or attempt to cross an intersection or driveway marked with cross hatching unless there is space for your car on the other side of the cross hatching. This helps keep traffic moving, and helps everyone get where they are going safely.

2 Cycle lanes

- Cycle paths in the vicinity of the roundabout are now off-road.
- Cycle crossing points have been provided prior to approaches and exits for the roundabout.

3 Approach to Pascoe Street

- Select the correct lane as you approach the roundabout.
- Drivers wanting Pascoe Street should choose the right lane as indicated by road markings.





Roundabouts

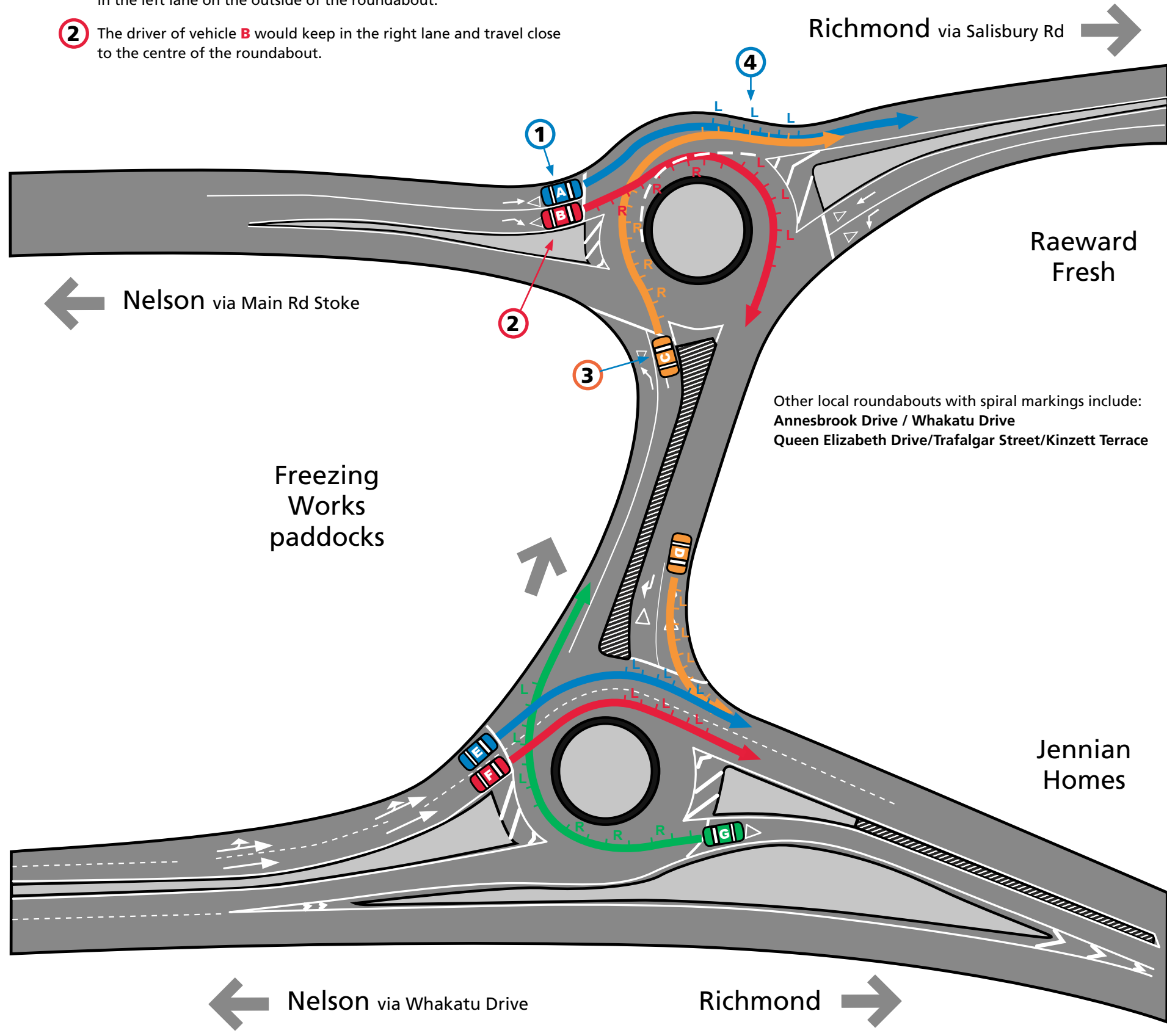
Whakatu Drive / Link Road / Richmond Deviation

Some of the local roundabouts have spiral lane markings. This diagram is an example of the roundabouts at Link Road and Main Road Stoke/ Salisbury Road. It shows what lanes vehicles should travel in and what indication to make.

- 3 The driver of vehicle C wishing to enter Salisbury Road would keep to the left of the spiral marking on the outside of the roundabout.
- 4 Use the appropriate indicators at each entry and exit.

(R = right indicate / L = left indicate)

- 1 The driver of vehicle A wishing to enter Salisbury Road would keep in the left lane on the outside of the roundabout.
- 2 The driver of vehicle B would keep in the right lane and travel close to the centre of the roundabout.



Other local roundabouts with spiral markings include:
 Annesbrook Drive / Whakatu Drive
 Queen Elizabeth Drive/Trafalgar Street/Kinzett Terrace

When coming up to a multi-laned roundabout:

- Use the approach lane markings and advance signage to help you choose and move into the correct lane before entering the roundabout.
- Like vehicles D, E and F in illustration you should stay within your lane through the roundabout.
- Vehicle G can exit the roundabout into either of the lanes on Link Road because it is leaving a single lane part of the roundabout.
- When there are two lanes marked for exiting traffic motorists must obey the lanes and observe normal lane changing procedures - that is, if you need to cross a lane line near an exit, indicate and give way to any vehicles in the lane that you want to enter.



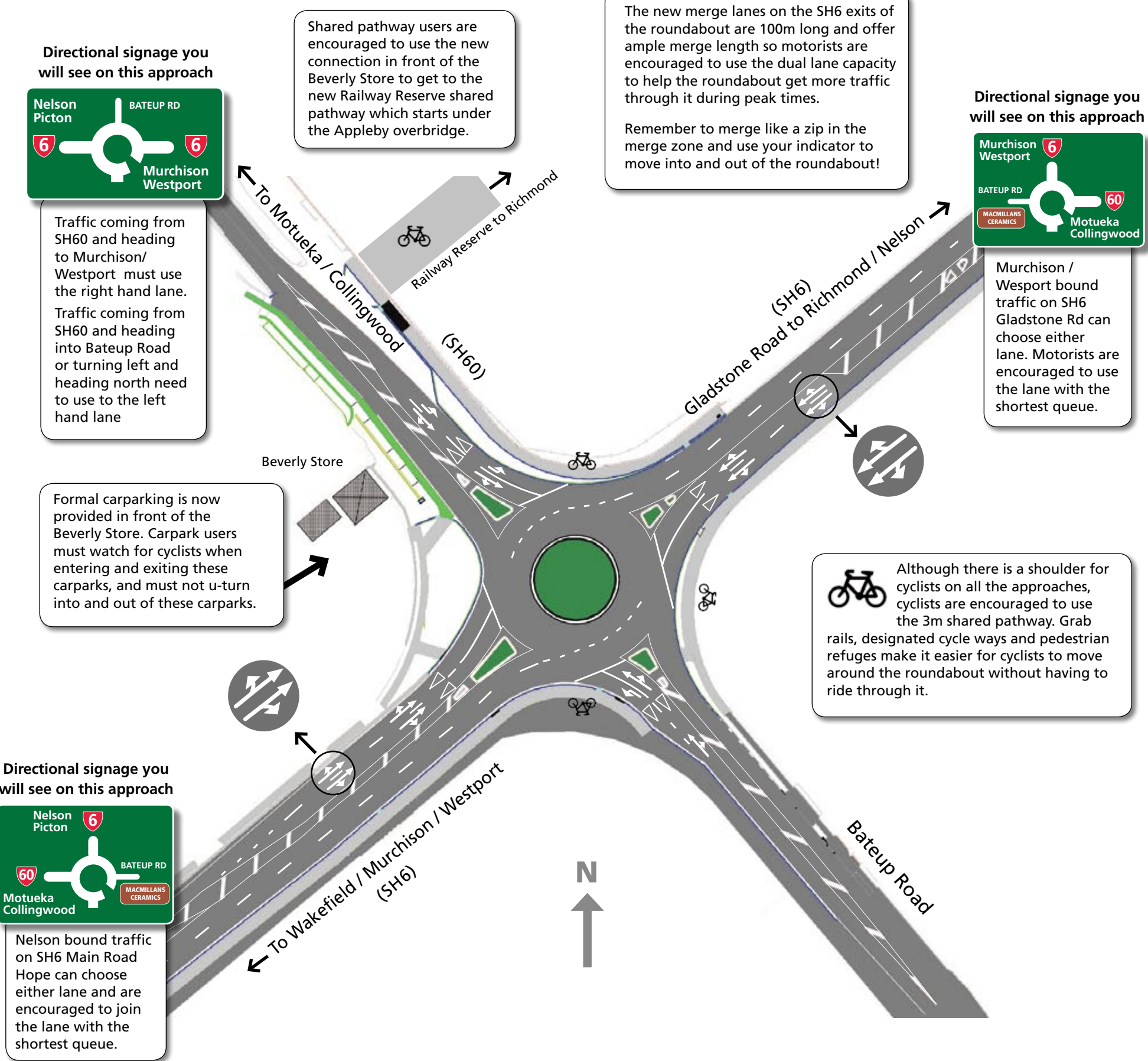
Roundabouts

Three Brothers Corner

Carrying over 20,000 vehicles a day, the Three Brothers Roundabout at the intersection of SH6 and SH60 was in need of an upgrade. The existing roundabout was first installed in the mid 90s. Traffic volumes have since grown to a point where the roundabout needed to be upgraded to two lanes to help ease peak flow congestion. In December 2010, NZ Transport Agency let a physical works contract to local contracting firm Fulton Hogan for the reconstruction of the Three Brothers Roundabout from one lane to 2 lanes. The reconstruction commenced in February 2011 and included a major stormwater upgrade, shared pathway construction and landscaping of the centre island.

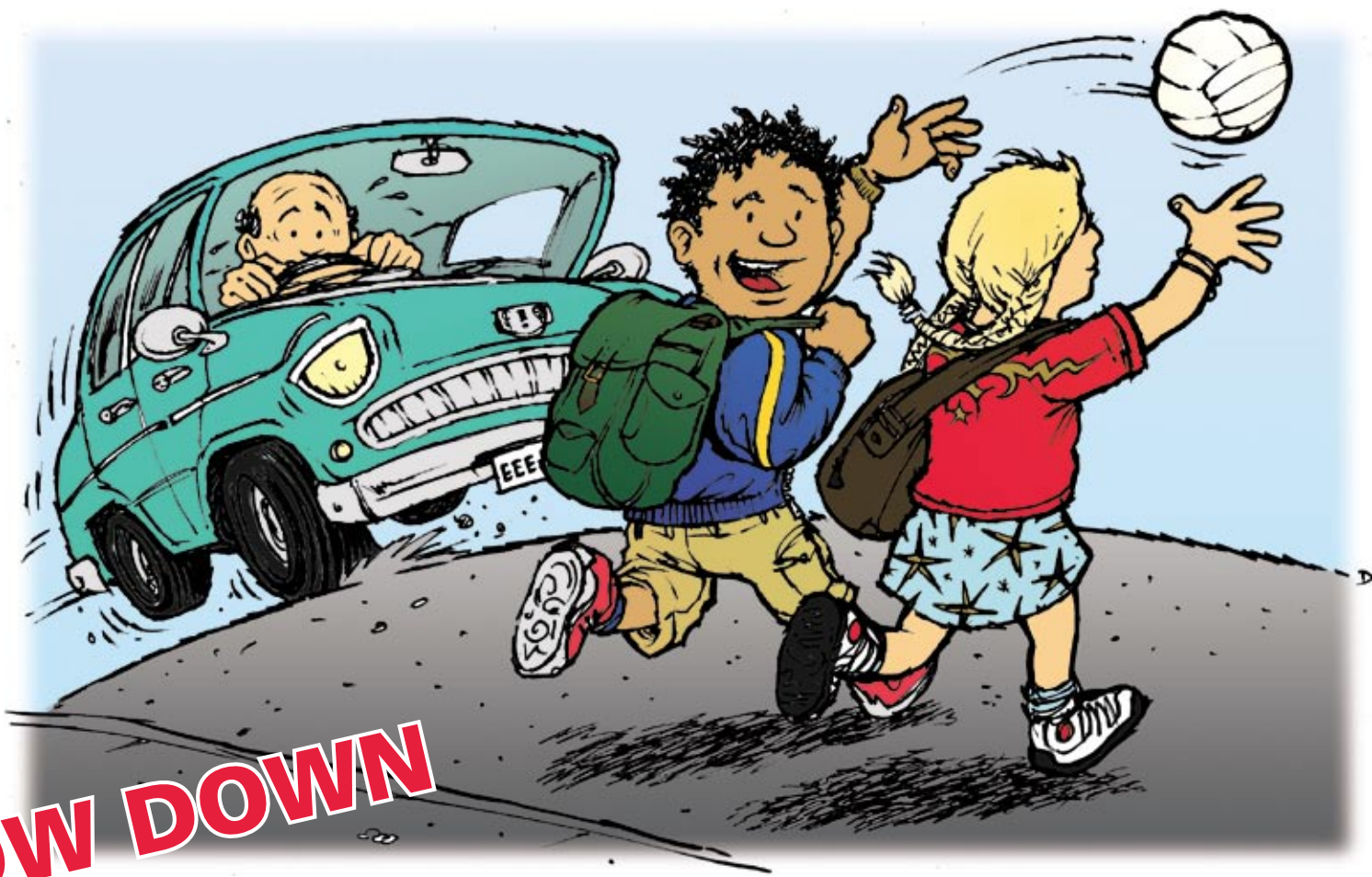
The NTZA would like to acknowledge the patience of all motorists and road users, pedestrians, cyclists, local businesses and residents while construction was underway.

The roundabout has been upgraded to 2 lanes to reduce congestion during peak times. **Choose the correct lane!**

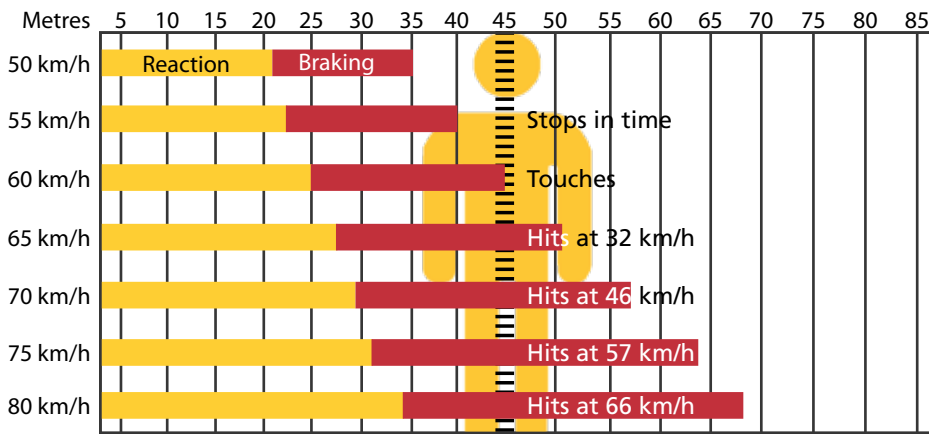




Stopping Distances



Impact Speed - Will You Stop in Time?

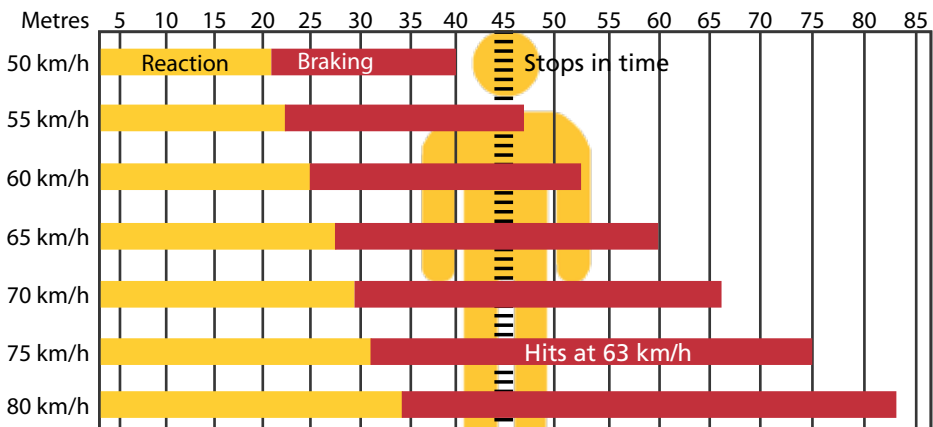


In DRY conditions

The road is dry, you have a modern vehicle with good brakes and tyres. A child runs onto the road 45m ahead of you when you are driving in an urban area. You brake hard. Will you stop in time?

In WET conditions

The road is wet, you have a modern vehicle with good brakes and tyres. A child runs onto the road 45m ahead of you when you are driving in an urban area. You brake hard. Will you stop in time?



Source: "Vicroads".

IF A PEDESTRIAN IS HIT AT 70Kmph THERE IS A 95% CHANCE THEY WILL DIE!

Residential Shared Zones



What is a Residential Shared Zone?

A Residential Shared Zone is a street where pedestrians and cyclists share the road with motor vehicles – with some added features that make it safer for everyone:

- 30 KPH speed limit
- Specially-designed narrow entryways at each end of the street to slow drivers and make it obvious that they are entering a restricted speed zone
- Tree plantings and other features, such as 'speed tables', to further encourage slower driving and improve the neighbourhood atmosphere
- Improved street lighting where needed to avoid dark spots at night

Some of Nelson's residential streets are narrow, winding and without footpaths.

Nelson City Council is proceeding with an innovative, affordable new traffic safety scheme called 'Residential Shared Zones' to slow down cars, reduce non-resident 'passing through' traffic and make these streets safer for walking and cycling – providing a more friendly, attractive neighbourhood where people 'stop, look and smile'.

Construction of Iwa Road and Locking Street is nearly complete and planning for a section of Queens Road is well under way.

Residential Shared Zones are new in New Zealand, so there are few examples. However, they are much more common in Europe and the United Kingdom, with some in Australia and the United States also.

They work best when people are considerate of each other:

- All road users practice their 'stop, look and smile': friendly eye contact and every-day courtesy towards each other
- Pedestrians have the right of way
- Vehicles – including cyclists -- go slowly, give way to pedestrians and overtake only when it's safe to do so
- Pedestrians don't block approaching vehicles unless they have to (for example, when walking past a parked car)

How do they work?

Slowing traffic makes it safer for pedestrians to share the road with vehicles – cars, motorbikes and bicycles.

Special signs, 'speed tables' (a slightly-raised road surface about two metres long), and planting at the entries to a Residential Shared Zone make it obvious to motorists that they need to drive more carefully and look out for pedestrians and cyclists. The street can also be narrowed along the way with raised 'berms' to further encourage slow driving.

All traffic – on foot, bike or motor vehicle – shares the road, looking out for each other.



What are the benefits of Residential Shared Zones?

- Improve safety on Nelson streets that don't have footpaths, where walkers and cyclists already share the road with motor vehicles
- Minimum street widening and new tree plantings improve the neighbourhood's character
- Minimal or no retaining walls or other major works that reduce neighbourhood character, which are often needed if adding footpaths
- Minimal reduction in on-street parking
- Walking and cycling are great ways to get around, and Residential Shared Zones make this healthy choice even more safe and simple.



Every year there are around 10 fatal and 125 injury crashes where bad weather is a contributing factor. However bad weather seldom causes crashes on its own. Generally crashes occur because people haven't adjusted their driving behaviour to the conditions. Wet and slippery roads are less forgiving when a driver makes a mistake. That is why extra care and attention is required for winter driving.

Prepare your vehicle

A few simple steps can help you ensure your vehicle is prepared for whatever winter throws your way:

- Have your vehicle checked out. Many garages offer safety checks covering tyres, lights, brakes, cooling systems, fanbelts, batteries and alternators.
- Make sure that your heater, fans, wipers, defrosters and demisters are working.
- Always demist and de-ice all windows before you start driving so you have a clear view.
- Antifreeze is an essential winter ingredient for your car's engine.

It's a good idea to keep warm clothes, blankets and even a small supply of food in your car. All of these will help you stay warm if you become stranded. Consider carrying a cellphone for emergencies. Always carry chains if you expect to encounter snow.

Driving in the wet

Remember that stopping distances are nearly doubled on wet roads - slow down and keep a generous following distance between you and the car in front. The two-second rule should become at least the four-second rule.

Be extra vigilant: take corners slowly. Heed road signs warning of flooding and remember that you will need more time to stop and avoid hazards in wet conditions.

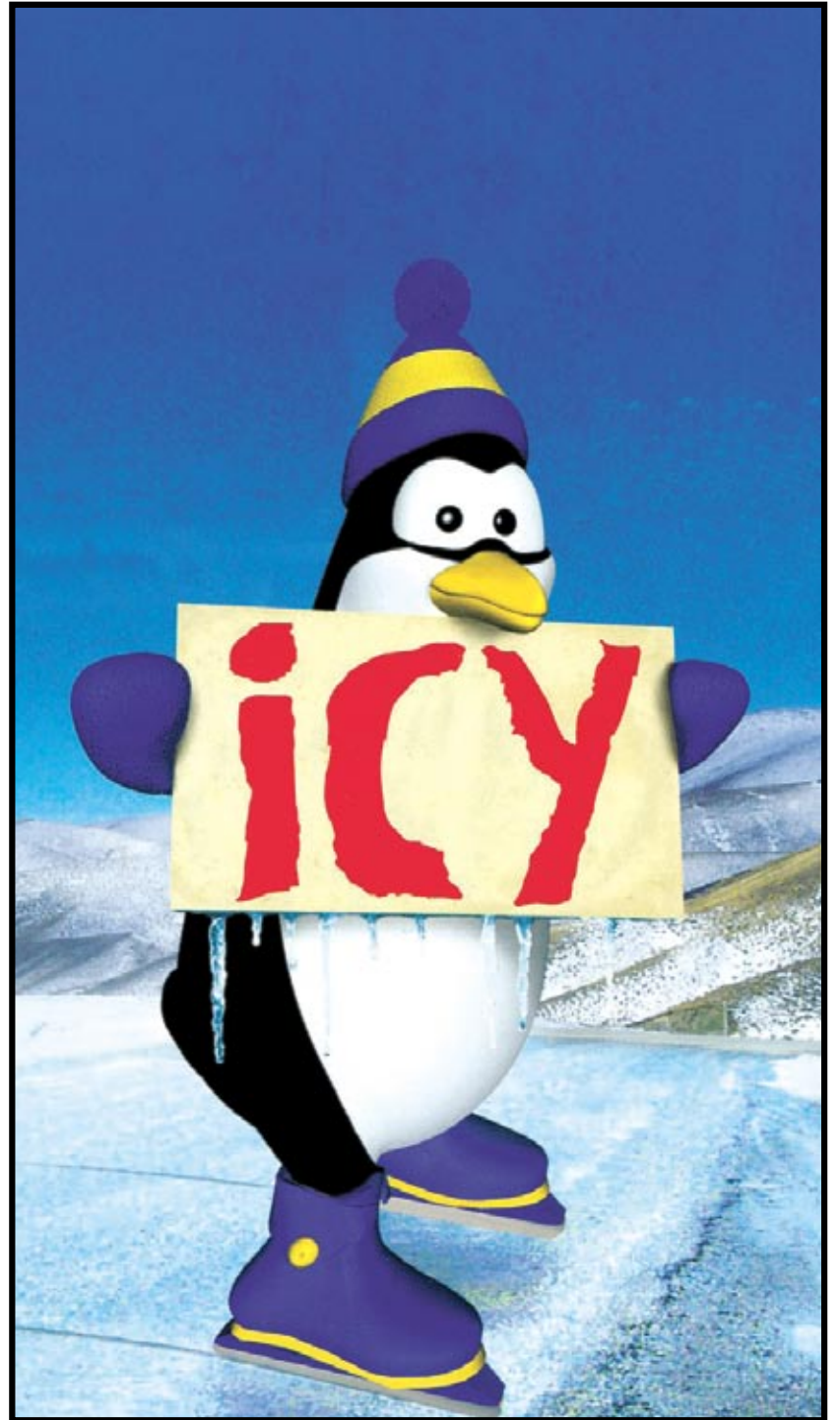
Driving in snow and ice

Whenever possible, avoid driving in heavy snow. If you do drive in snow, SLOW down.

Braking distances are greatly increased on snow and ice. Avoid braking suddenly. Give the brake pedal a few soft taps rather than one hard push, to avoid sending your vehicle into a skid. Remember to carry chains, and use them when necessary.



Winter driving doesn't have to be dangerous or intimidating. By preparing your vehicle and adjusting your driving for the conditions, you can go a long way towards ensuring your safety and that of others on the roads this winter.



Driving up hill

Climbing and descending hills in snow requires special care. Climb hills in the highest possible gear - lower engine revs will minimise the chances of losing traction and spinning your wheels.

Driving down hill

Descend hills very slowly, putting your vehicle in a low gear (2nd is usually better than 1st) before beginning the descent. If you decide to change to a lower gear while going downhill, do it very gently. The compression effect of the engine as a lower gear is selected can cause the front wheels to slide.

If there are tracks in the snow in front of you, follow in them if it is safe to do so. If you are travelling in convoy, alternate vehicles with chains and those without. This will prevent the snowcovered surface from becoming glazed and icy.



Road Works

Temporary road signs are there to warn you of hazards up ahead and the need to take extra care. Ignoring them can be fatal.

Advance warning signs

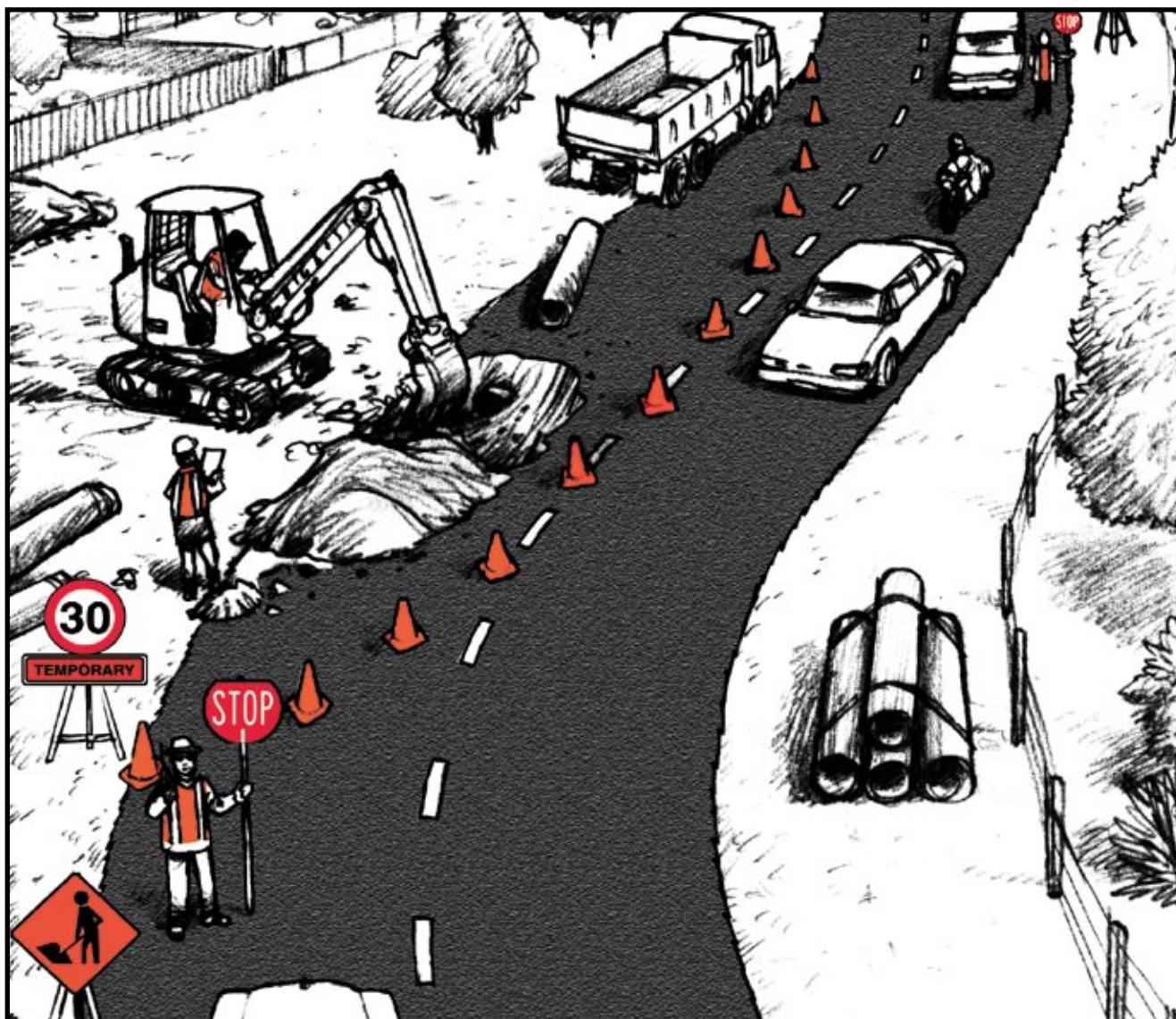
Advance warning signs tell you to be careful because there is a particular hazard on the road ahead. Temporary advance warning signs are usually diamond shaped and are coloured orange and black. Don't ignore these signs, they are there for your safety. Take special care and follow any instructions you are given.

Follow instructions from road crews

Road repair crews sometimes need to stop traffic. They may use temporary traffic signals or hand-held STOP/GO signs to do this. Follow all directions given to you.

Keep your speed down

Crashes happen when drivers ignore warning signs and temporary speed limits. Don't take these warnings lightly. The signs are put there for a reason.



- A change in the road surface because of a repair can affect your ability to brake quickly and also your ability to steer safely away from danger.
- Stone chips from a road repair can shatter your or others windscreen and scratch paintwork so slow down.
- Going too fast through roadworks can kill or injure road workers. Always obey temporary speed signs.
- Be aware that you face the normal speeding fines and demerit points for exceeding posted speed limits. If you are caught exceeding a posted speed limit by more than 50 km/h you will have your licence suspended on the spot. The suspension will last for 28 days and you will have to face court-imposed penalties.



The United Nations and the World Health Organisation have called for a DECADE OF ROAD SAFETY

WHY?

- † Nearly 1.3 million people worldwide die as a result of road traffic collisions every year, making road traffic injuries the tenth leading cause of death globally. Every day, around the world, 3,500 people are violently killed in a road crash.
- † In New Zealand, hundreds of people are killed every year and thousands more are injured in road crashes. While we have made improvements over the last 30 years, we still lag behind many developed nations when it comes to the numbers of people killed in crashes per population.
- † New Zealand is taking action to improve the safety of our roads over the Decade through our Safer Journeys Road Safety Strategy 2010 – 2020.
- † New Zealand is taking this fundamentally different approach through Safer Journeys. It means working across the whole road system with actions for safe roads and roadsides, safe speeds, safe vehicles and safe road use.

NEW ZEALAND'S "SAFE SYSTEM" APPROACH:

- Is a more forgiving road system that reduces the price we pay for human error – in a Safe System, although crashes are inevitable, they are less likely to result in death or serious injury.
- Expects some error, acknowledges fragility and designs the whole transport system to protect people from crash injury.
- Recognises that the solution to a problem with one aspect of the system can lie in changes to another part of the system. For example, reducing fatigue-related crashes might involve improving vehicle technology rather than just driver behaviour.
- Aims to make all parts of the system stronger overall – in a safe system we will have more five-star roads, five-star vehicles, appropriate travel speeds and alert, compliant drivers.
- This approach means everyone has a part to play including: policy makers, engineers, urban planners, the vehicle industry, fleet operators, businesses, property owners, road maintenance crews, lobby groups, school teachers, parents, insurers, retailers, drivers, passengers and other road users.

This publication is about educating road users to make our transport system safer. We all have a part to play.

Test yourself and be in to win Petrol Vouchers and Driver Simulator Sessions!

Listen to Blair Kiddey each day from 2pm, on 92.8 MORE FM Nelson.

Blair will ask a simple question - and you'll find the answer in this Feature - so make sure you keep it handy.

Txt your answers to 559 (with nelson as the Keyword) and if you're correct you are in the Daily Draw.



(Competition runs weekdays from June 20th to July 1st 2011 - Winners announced after 6pm each day on 92.8 MORE FM Nelson)

We are putting 5 well known locals of different ages and driving experiences to the test – how well do they drive?

Each of these drivers will be put through

- a multi choice driver license test
- an assessment drive with Kevin Bannan driving instructor
- a Driving Simulator exercise with SSDT driver training

Follow their progress on MORE FM Drivetime show during the week July 4- 8th

Mitchell Drummond
<20 yrs old



Mitchell has been on a Full License for less than a year. It'd be safe to say the same dedication which has made him one of the regions top young Sportsmen was applied to his learning to drive - with a 99% pass in his Learners and quick (as possible) advancement to his Full License. Mitchell's Mum says he is a very good driver. Well...that's what he tells her, anyway

Ash Barnes
20-30 yrs old



Ash got her Learners License as soon as she could. Being the eldest child, her Mum was terrified about her precious daughter on the road with "all the maniacs" so made sure she had no less than 15 driving lessons and numerous Sunday drives around Whenuapai Airbase. She got her Restricted at 17 and then Full License when she was 19.

Aldo Miccio
30- 40 yrs old



Aldo's dad taught him to drive in the family Mazda 323. While Aldo was concentrating on Dad's instructions, Dad sat beside him with his hand on the handbrake – difficult when doing hillstarts. Aldo's first car was a white Honda CRV and he now motors around town in a black Hyundai.

Katrina Smith
40 - 50 yrs old



Katrina was somewhat of a "Late Bloomer" - not gaining her Full License until she turned 23. "Back in the day", at that age, she bypassed the Learners and Restricted regimes - graduating straight to a Full License. Almost with Full Honours too - only getting a wrong answer on one (written) question.

Richard Kempthorne
50+ yrs old



Living in the country Richard learnt to drive in 1970 when he was 15. His first day in a car when his father said "put your foot on the brake" he hit the accelerator instead and drove into a gate, shortly followed by reversing into a post at home. Since then he has had a clear record in his thirty years of driving.