

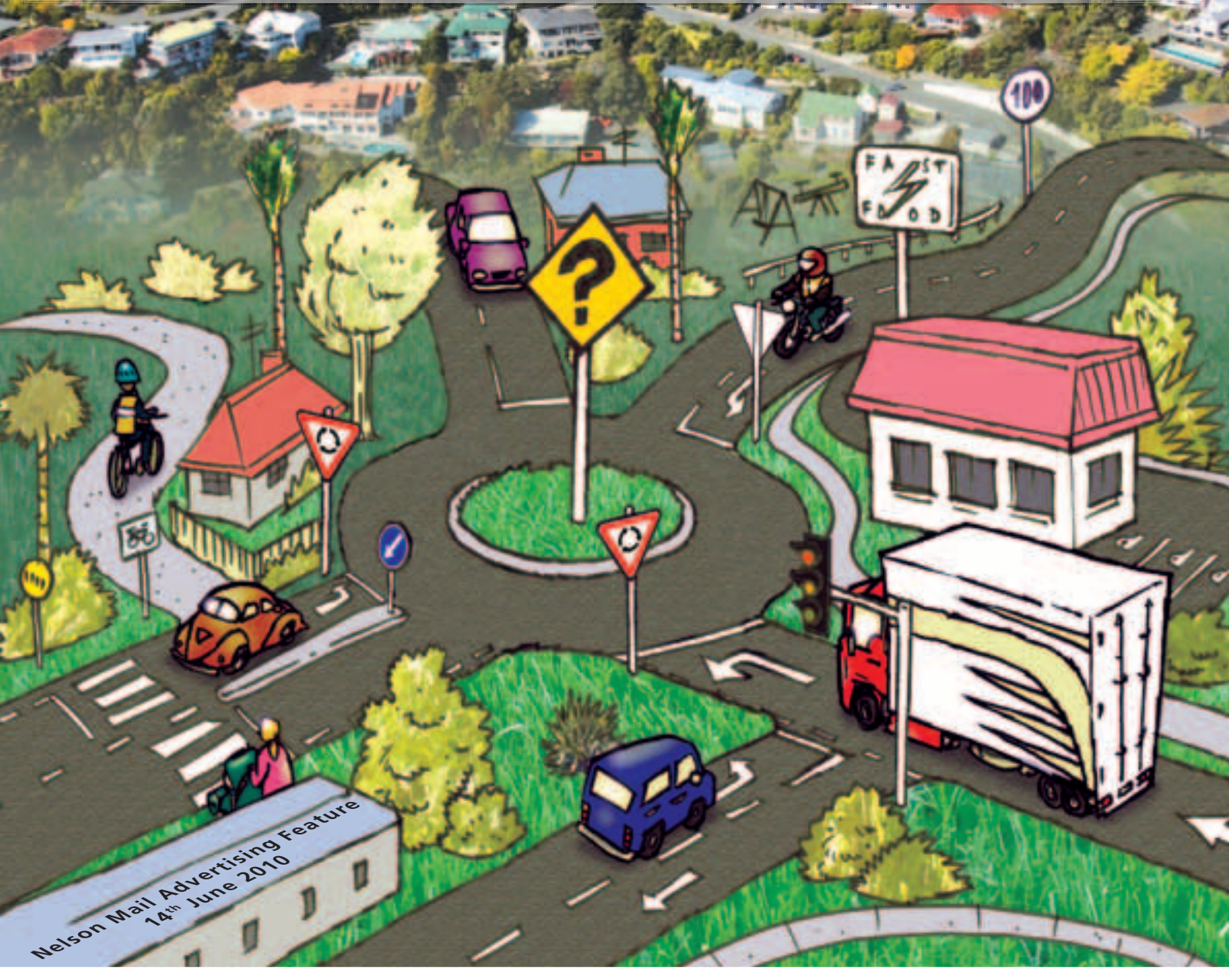
Road Safety in Nelson & Tasman

Take a virtual tour through our region's intersections

Learn ways to stay safe on our roads

How to safely share the road with others

WIN with the Road Safety Quiz





Introduction/Contents

Nelson City Council, Tasman District Council, ACC and the New Zealand Transport Agency, are producing this road safety publication in The Nelson Mail and community newspapers to help drivers in our community understand some of the issues that are causing crashes 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 sharing the road space.
- An opportunity to enter and WIN with our Road Safety Quiz.

What's the problem?

In 2009 there were 214 injury crashes and 540 non injury crashes reported to the Police.

In Tasman 53% of these occurred on the state highways, in Nelson just 21% occurred on the SH.

These crashes resulted in:

- 7 people killed
- 44 people seriously injured
- 163 people with minor injuries.

The social cost of those crashes to the Nelson Tasman community was nearly \$97 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.

CONTENTS:

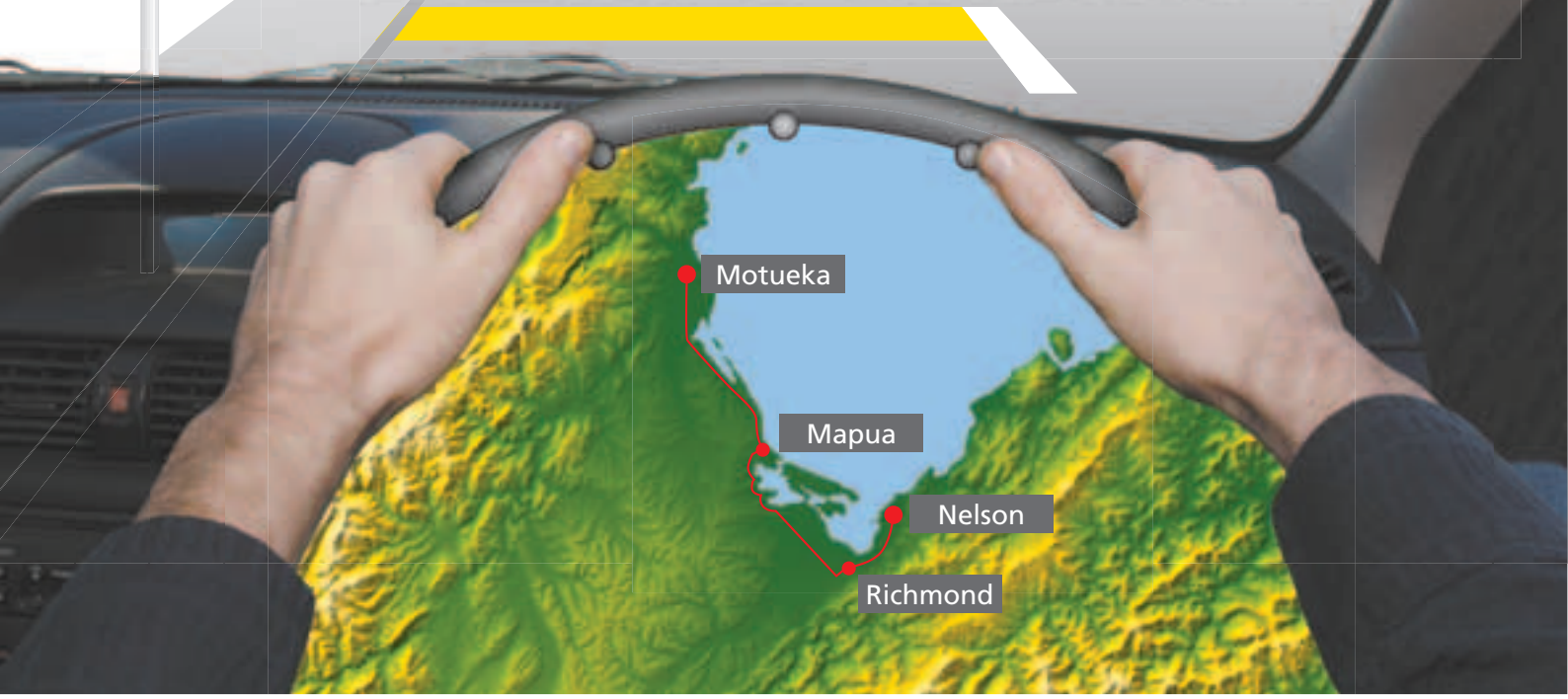
	Page No.
Introduction	2
Virtual Drive from Nelson to Motueka	3-10
Roundabouts	
Getting around local roundabouts - overview	11
Annesbrook Drive / Whakatu Drive roundabout	11
Quarantine Road roundabouts	12
Link Road roundabouts	13
Sharing the Road	
with Trucks	14
with Children & Cyclists	15
Residential Shared Zones	16
Stopping Distances	17
Motorcycles	18-19
Keeping Control	
Control on bends	20
Keeping left	21
Drive to the conditions	
Winter Driving	22
Road Works	23
Be in to WIN	24

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Take a “Virtual Drive” from Nelson to Motueka



In the next few pages we are going to take a virtual drive to Motueka from Nelson City. Along the way we will encounter a number of intersections and stretches of road that either have a significant crash history or have had some major changes recently.

Last year alone there were 266 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.

So sit back - pay attention and learn what you need to know to stay safe on this trip.

Pg 4

Waimea Road /
The Ridgeway,
Stoke

Pg 4

Halifax Street /
Haven Road
roundabout

Pg 5

Salisbury Road,
Richmond

Pg 6

McGlashen Ave

Pg 6

Queen Street

Pg 6

Oxford Street

Pg 7

SH60 - Appleby
Straight - Sharing
Rural Roads

Pg 8

Lansdowne Road
/ SH60, Appleby

Pg 9

Rural Roads

Pg 10

Aranui Road,
SH60, Mapua

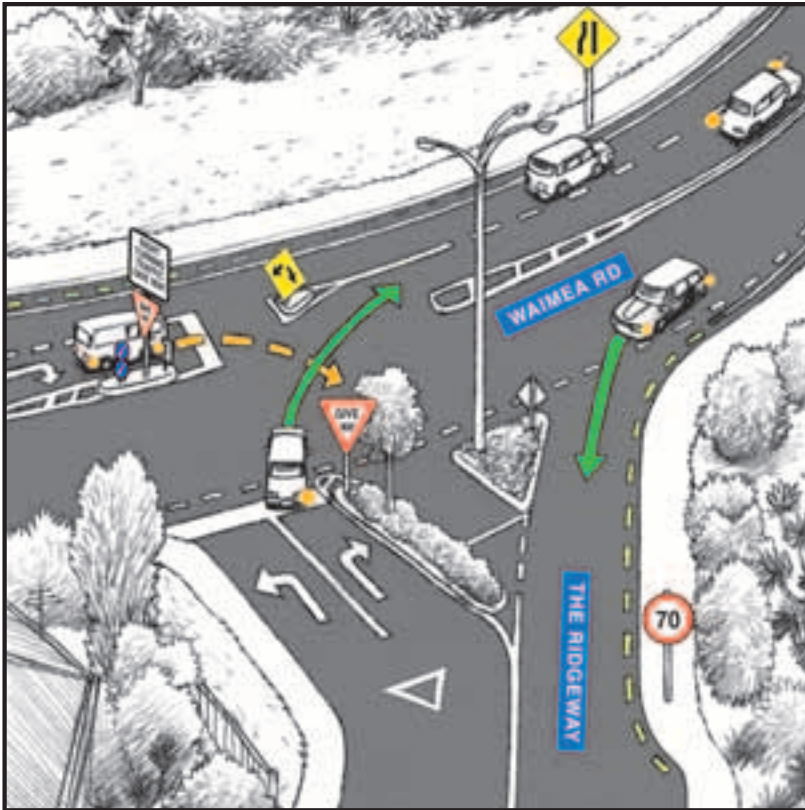
Pg 10

Pah St / High St,
Motueka



Crash Hotspots

Waimea Rd / The Ridgeway, Stoke



This is a complex intersection with a significant crash history.

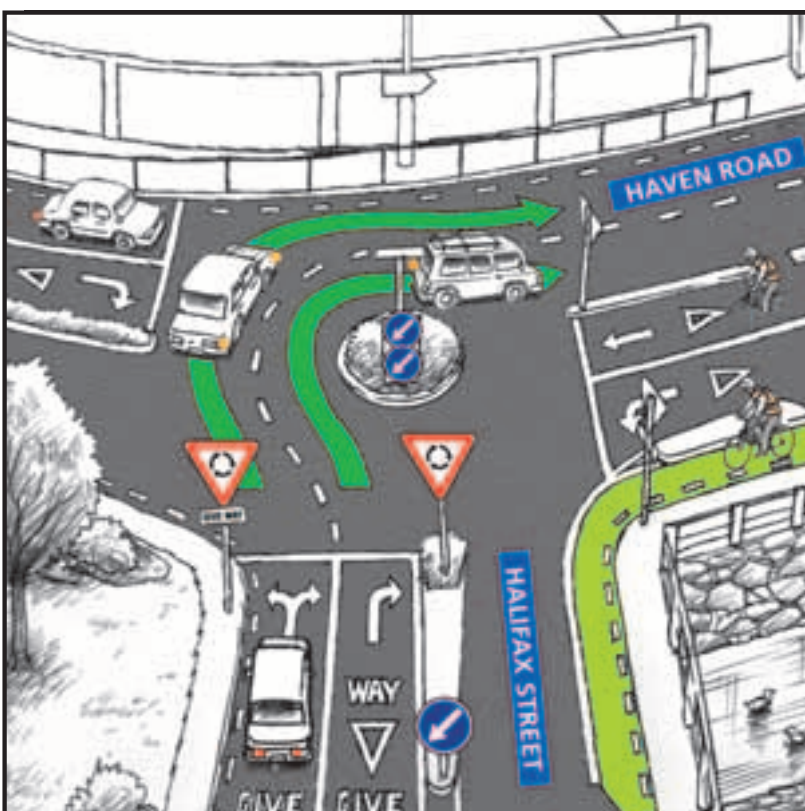
What is the Problem?

- 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 is the number 2 urban crash hotspot intersection in Nelson City.

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 11-13



Crash Hotspot

Salisbury Road, Richmond

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

What are the Problems?

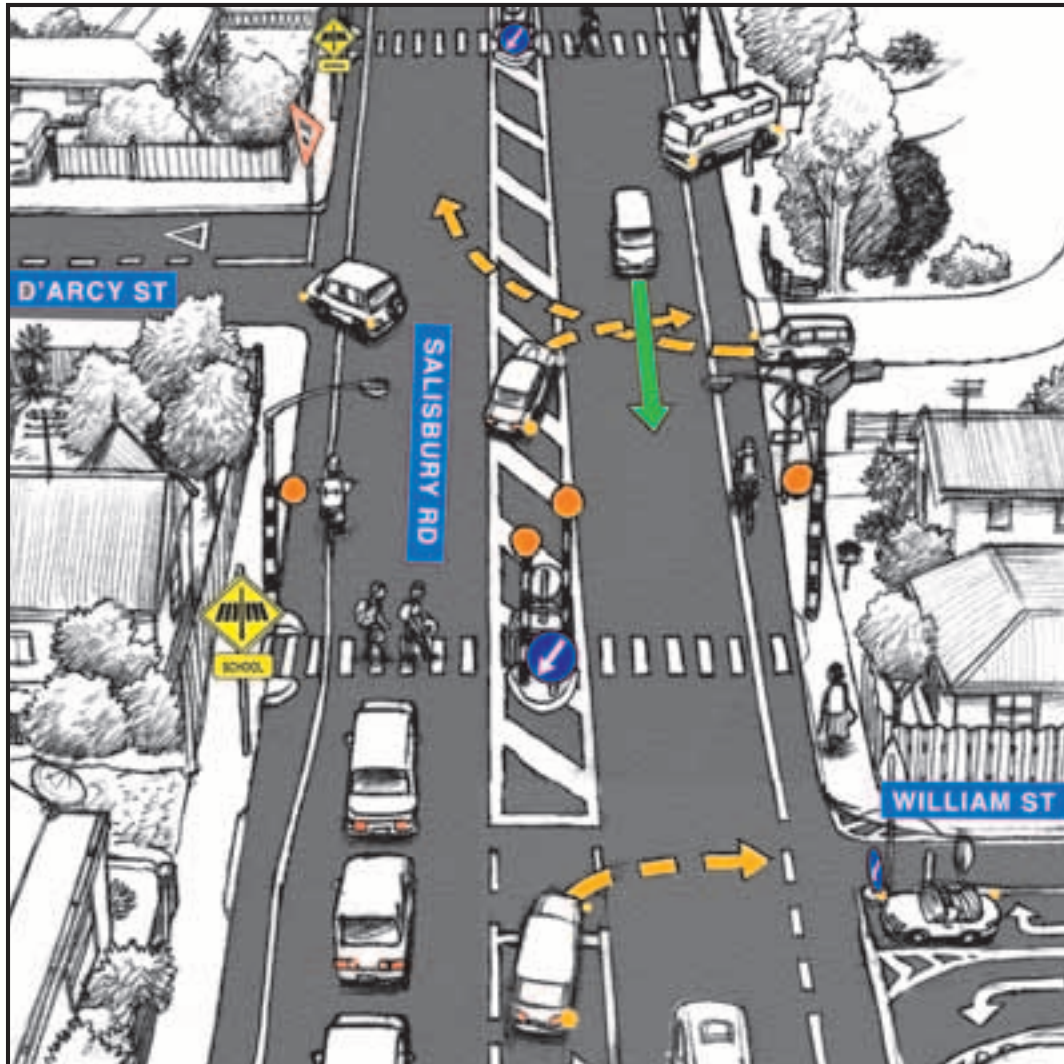
- During school and work commuter times this area can become very busy with a concentrated mix of road users including cars, pedestrians, cyclists and buses.
- Main crash causes are:
 - Turning traffic failing to give way to straight through traffic.
 - Many crashes occur at intersections and driveways.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

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.

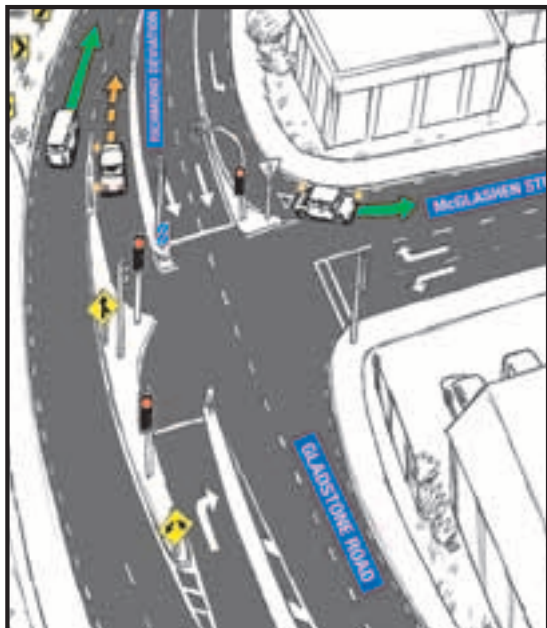
- If turning right from Salisbury Road into a side street or driveway, use the flush median so as not to impede the traffic behind you.
- Watch **following distances** and **scan ahead**. Other vehicles may need to stop for pedestrians.
- **Give cyclists space** and look ahead for **school patrols** 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"**.

* - for further information see page 7





McGlashen Ave, Queen St, Oxford St



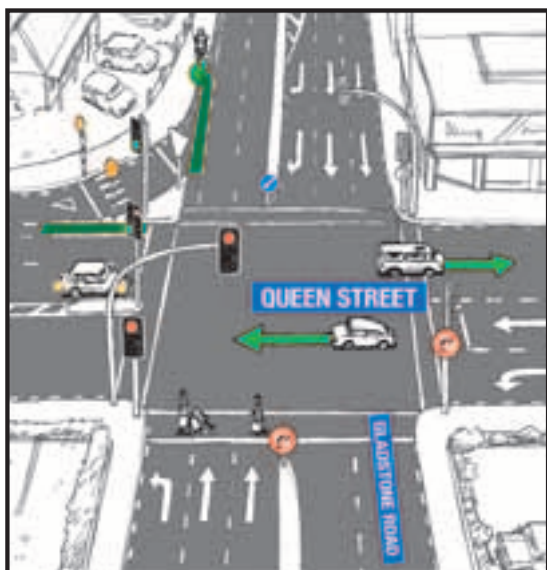
The recent McGlashen Avenue intersection improvements and the installation of traffic signals at the Talbot Street and Salisbury Road intersection are now complete. The new layout means traffic will flow more easily around the Richmond Town Centre with McGlashen Avenue/Talbot Street/Salisbury Road and Oxford Street acting as a ring-road.

To reduce congestion in the Town Centre and make the ringroad work, turns into Queen Street have been banned from the SH6 intersection, so it is good to plan where you want to go and choose your entry into the Town Centre to suit - choose to go either via McGlashen Ave to park in the Petrie or Sundial Carparks or go via Oxford Street to access the Cambridge or Waring carparks.

Here is what you need to know.

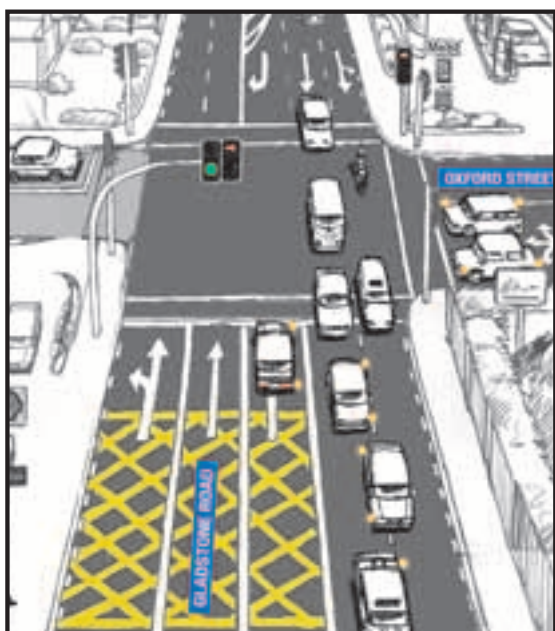
At McGlashen Avenue & Richmond Deviation:

- Traffic coming from Nelson who want to access the Richmond town centre should turn left here.
- Traffic turning right from McGlashen Avenue onto the deviation need to indicate their intention to change lanes and move left into the main northbound lane when it is clear to do so.



At Queen Street:

- There is no left turn allowed from the Richmond Deviation into Queen Street.
- There is no right turn allowed from the Queen Street town centre onto the Richmond Deviation.
- There is no right turn allowed from Gladstone Road into Queen Street town centre.
- Where right turns are allowed the signals have a turning arrow as part of the phasing.
 - You must not turn right when the red arrow is lit and must stay behind the limit line.
 - Once the red arrow has gone out, the first driver can move into the intersection and wait for a suitable gap to turn. Following drivers should be aware they cannot enter a blocked intersection.
 - If traffic is heavy and the light turns yellow, the car waiting in the intersection may complete their turn when the way is clear.



At Oxford Street:

- Traffic coming from the south should turn right here to access the town centre.
- Yellow cross-hatchings in front of the Shell service station indicate that cars should keep this area clear.
- When travelling south along SH6 just past the Oxford St intersection into the merge lane, where two lanes reduce to one lane, use courtesy and merge "like a zip".

Being courteous and allowing one vehicle from each lane to alternately flow into the single lane improves traffic flow and increases the number of vehicles that can pass through each signal phase.

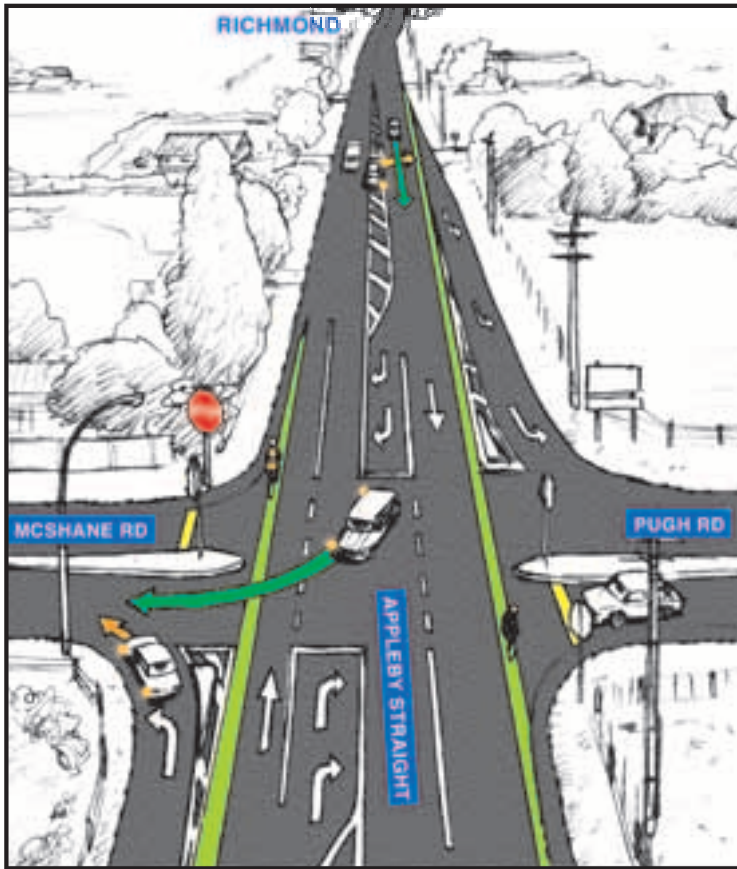
- Traffic from the Shell Station need to position themselves over detector loops (this means stopping behind the limit line) to activate a light phase.





Changed Road Conditions

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

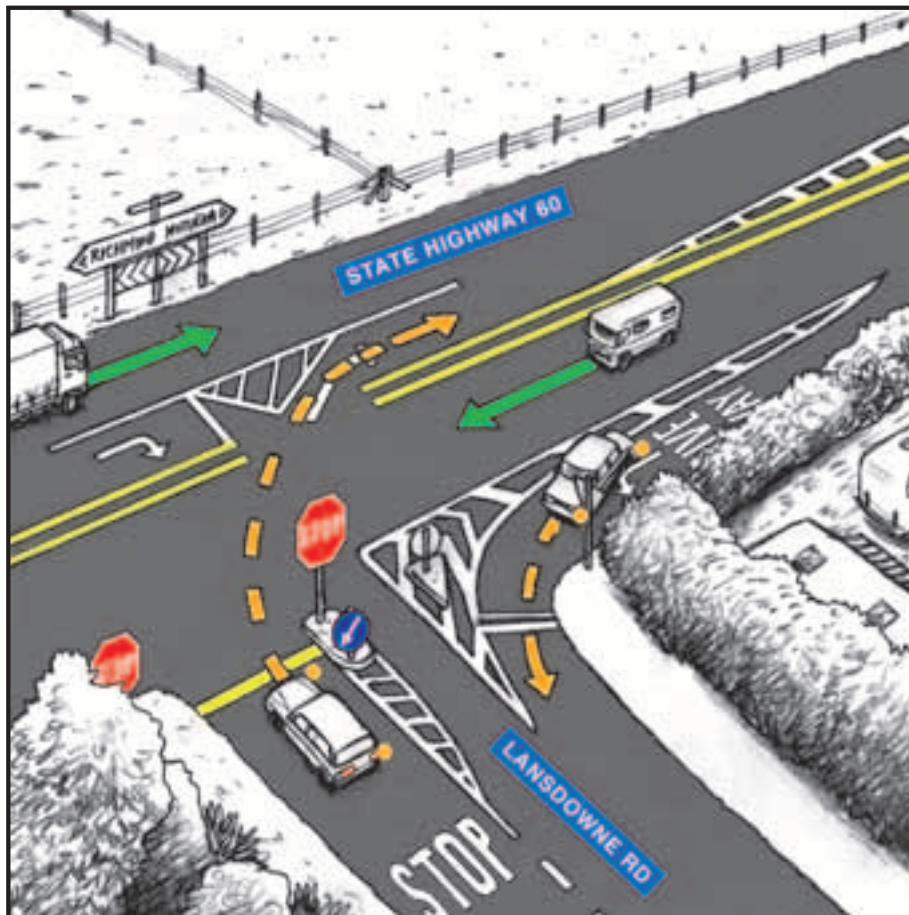
This is the number 1 rural crash hotspot in the Tasman district

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.
- 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**.

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.
- 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.

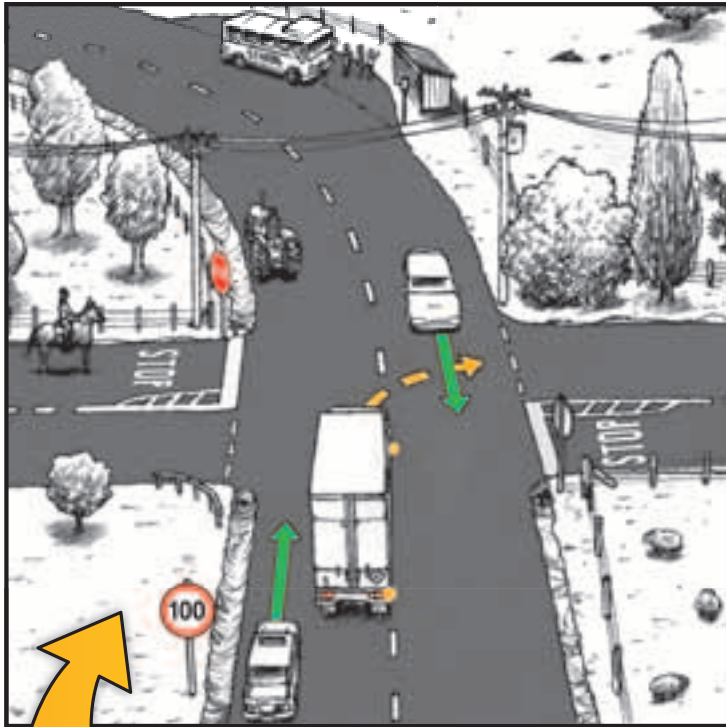
In all cases drivers should only proceed into the *acceleration lane* when traffic is clear in both directions. When clear, use *acceleration lane* to accelerate before indicating and moving into carriageway.

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.

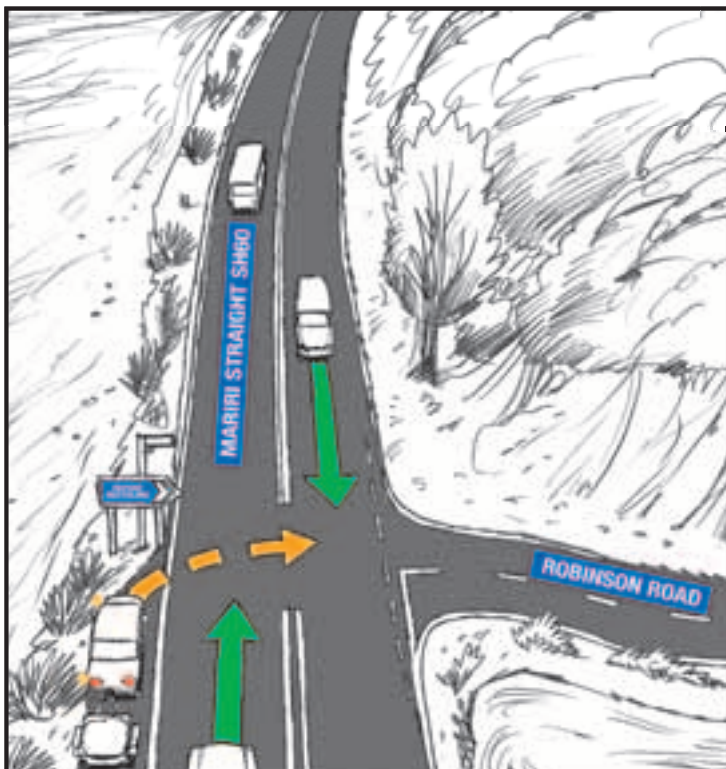
To turn right safely from the centre line:

- 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.

Turning Right

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 above), 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 to left), then make your turn.

Rumble Road Markings

Six kilometres of "rumble lines" have been 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.

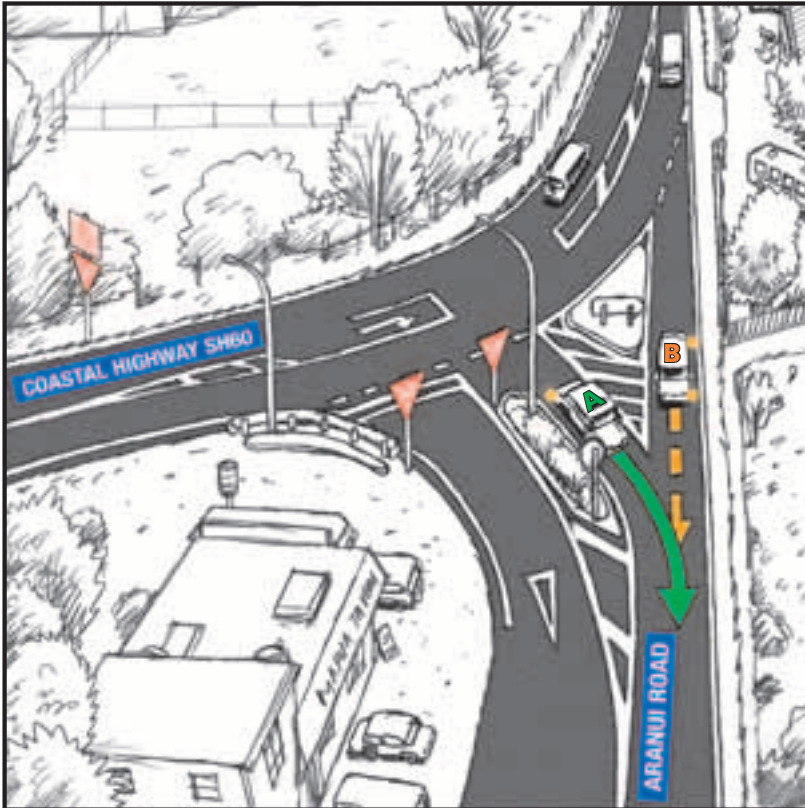


A crash reduction study was completed along this stretch of road last year, with a number of safety improvements underway and due to be completed prior to the opening of Ruby Bay Bypass later in the year.



Crash Hotspots

Aranui Road, SH60, Mapua



Who Gives Way?

Answer: Vehicle B gives way to Vehicle A

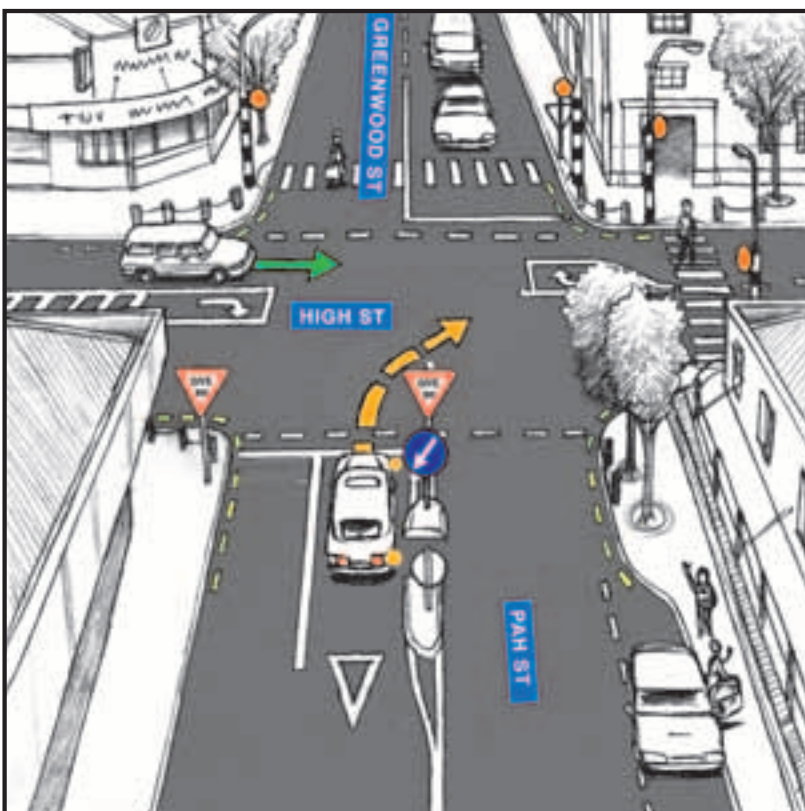
This means traffic coming from Ruby Bay who are on, or approaching the start of, Aranui Road travelling into Mapua give way to vehicle A

Why?

Vehicle B although physically going straight ahead, is turning off the main road (the lane markings such as: the centre line and 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 turning and would have to Give Way to any traffic continuing towards Nelson on SH60, but has right of way over vehicle B.

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.

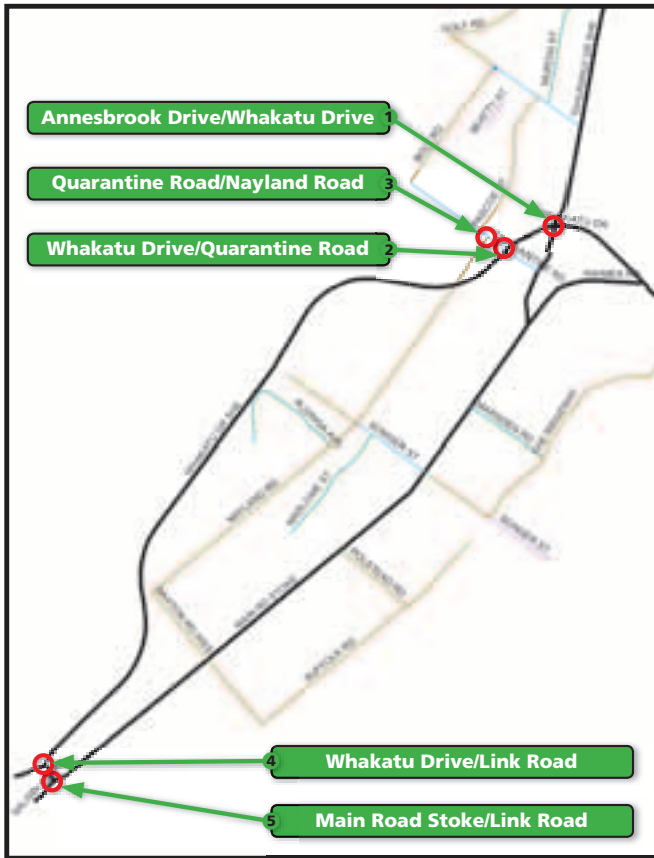
What are the Solutions?

- 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.



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



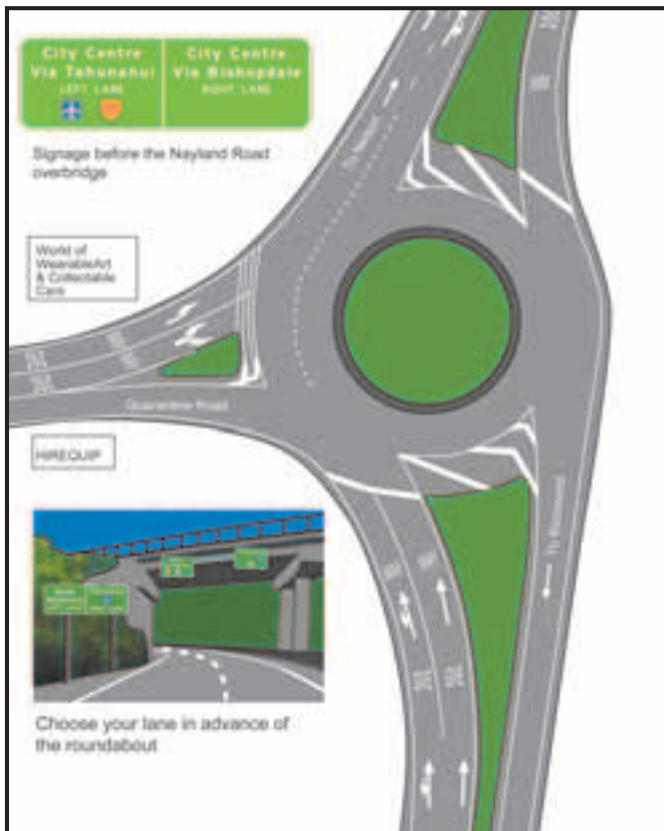
Drivers approaching this roundabout from Waimea Road need to take notice of the signs and get into the correct lane before passing under the Stafford Avenue overbridge;

- 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 13.



Roundabouts

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

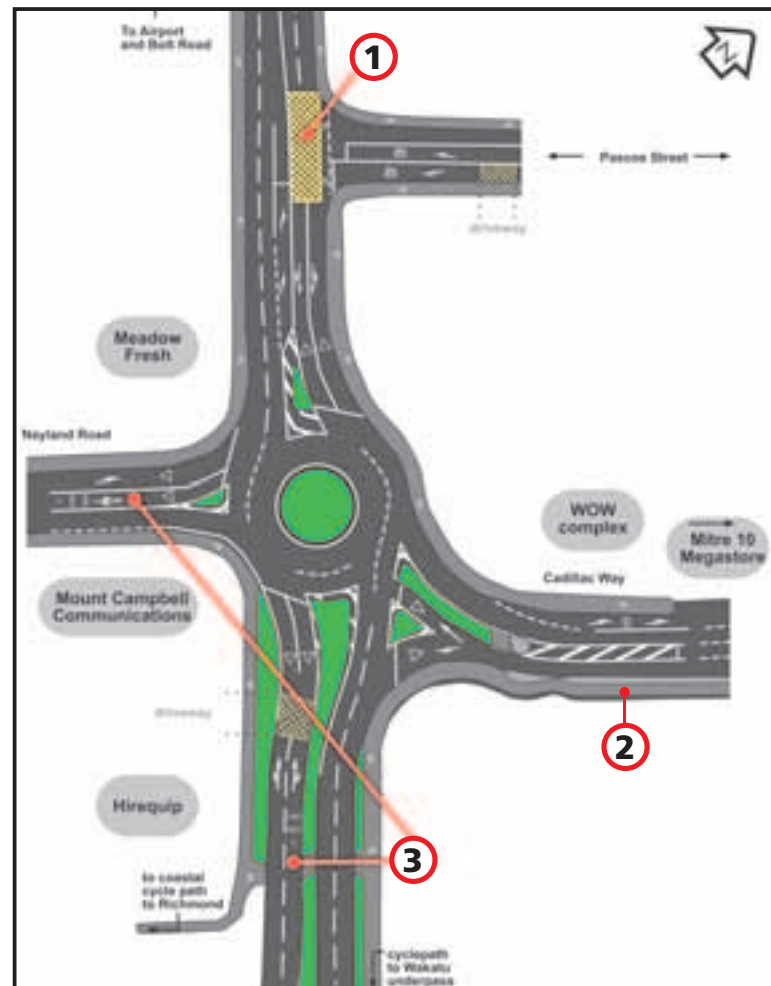
You must not drive into or attempt to cross an intersection or driveway marked with cross hatching unless there is space for your car on the other side of the cross hatching. This helps keep traffic moving, and helps everyone get where they are going safely.

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

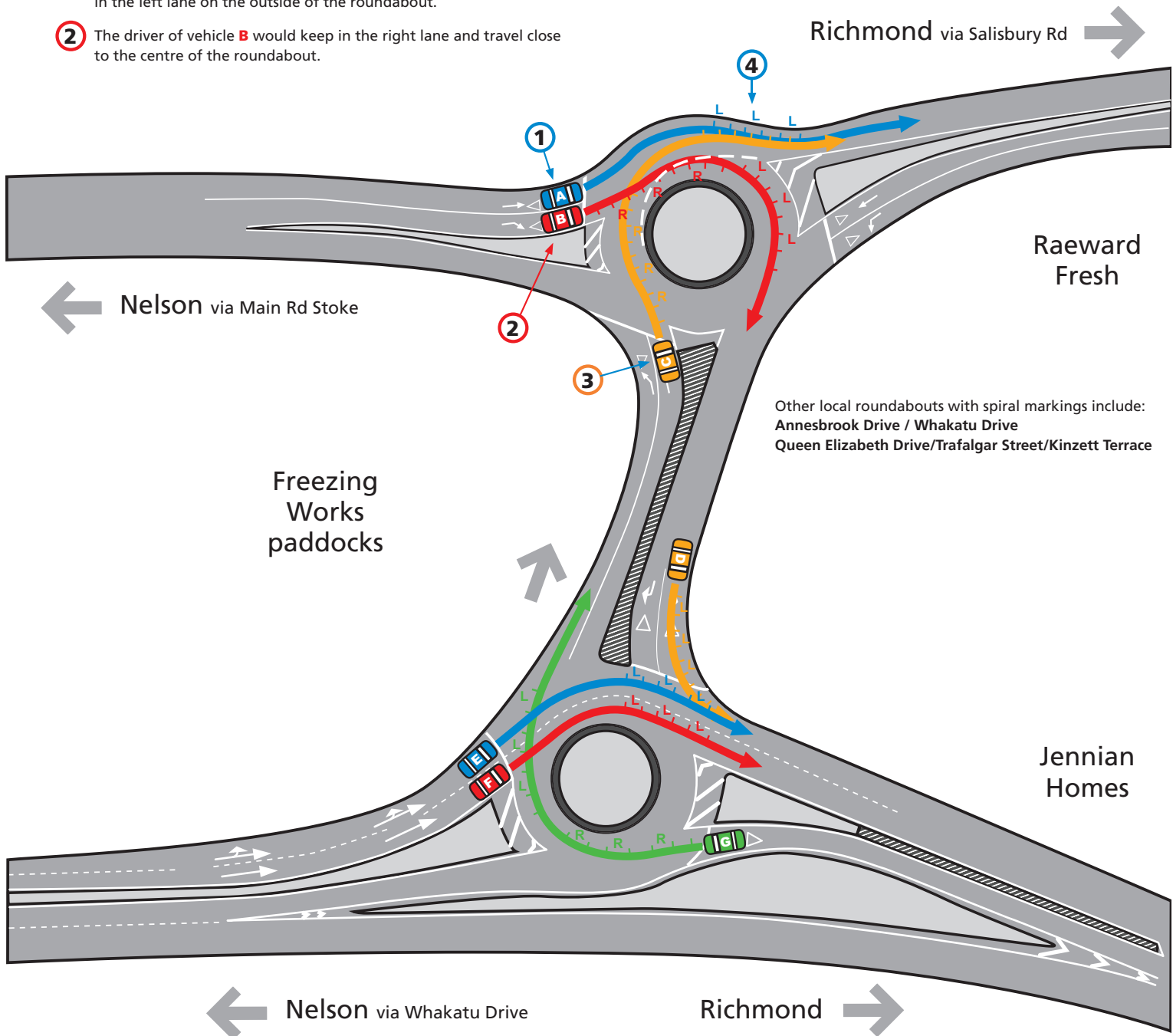
Whakatu Drive / Link Road / Richmond Deviation

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.

(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.

- 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.



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.



Sharing the road

with Trucks

We have many trucks on our local roads...

The length and width of large trucks can create special driving conditions for both small and large vehicle drivers.

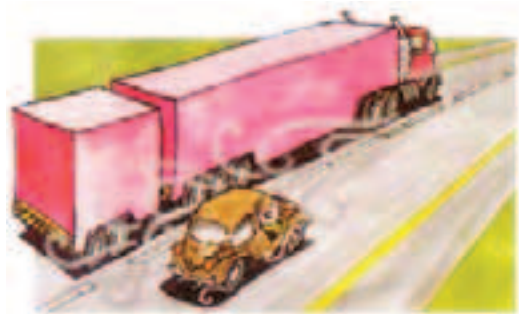
Here are some tips that could save your life.



Avoid Blind Spots - stay well back.

If you can not see the truck's mirrors, they can not see you!

Trucks have a long blind spot directly behind them, and on each side. If you tailgate the truck driver can not see you and your own view of the road ahead is obstructed.



Passing Safely

- Be patient when waiting to overtake a truck. It takes longer and you will need more distance to pass it so make absolutely sure there is enough room to safely complete the manoeuvre.
- Pass from where the driver can see you - not from tucked in right behind the truck.
- Indicate well in advance of pulling out.
- Don't cut in front! It is possible to get rear-ended by a truck if you cut in too soon after passing. A truck can not stop quickly.
- During bad weather is a poor time to pass a large truck. The combination of splash & spray, air turbulence, poor control of both vehicles on slick surfaces and reduced visibility increases the chances of a collision. **DRIVE TO THE CONDITIONS!**
- Truck drivers need to be aware that in wet conditions they affect other drivers visibility. It is important that trucks slow down, pull over and let traffic pass.



Wide Turns

- Trucks often need to cross the centre line or leave their lane when turning a corner - particularly when they are making a left turn.
- Trucks can not see cars squeezing in between them and the curb so watch for their signals and give them time and space to turn.



NZRTA supports safer roads.

Operate a truck?

Contact Grant Turner about the benefits of membership.

***Ph: 546 5629 Cell: 027 4455 785
gturner@nzrta.co.nz***



Sharing the Road

with Children and Cyclists



THE LAW: You must give way to people using the footpath when you are entering or leaving a driveway.

What children would like motorists to know.

- Children are not little adults, so don't expect them to act as adults do.
 - Children, especially those under the age of 9, simply don't have the skills and abilities needed to be safe in traffic. Be very careful when driving near them.
 - Traffic crashes are the biggest killer of school age children. Please don't add to these sad statistics.
 - Young children have narrow vision (a bit like looking through a tunnel). This means they may not see vehicles out of the corner of their eyes as easily as adults do.
 - Children have trouble judging the speed of moving vehicles. They may let a slow vehicle pass or try to cross in front of a fast one.
 - Children often don't understand that it takes time for a moving vehicle to stop.
 - Children have problems working out where sounds are coming from.
 - Children are small and often can't see over bushes and parked vehicles. This also means they can't be seen easily by drivers.
 - Children tend to think about one thing at a time and ignore other things happening around them.
- Children can have trouble stopping at a kerb because they are always on the move. They may dart out into traffic.
 - Children can freeze when they find themselves in danger, instead of taking quick action as an adult might.
 - Keep a lookout for children at all times. Take special care when driving between 8-9am and 3-4pm.

What cyclists would like motorists to know.

- It is illegal for motorised vehicles to ride or park in cycle lanes.
- Take special care when driving near a cyclist - slow down when passing them. Be prepared for them to move without warning.
- Indicate clearly and in plenty of time when turning and stopping.
- Cycles are vehicles and have as much right to be on the road as you.
- Know your blind spots, especially when driving vans, trucks or buses, and check again for cyclists.
- Take another look at intersections. Cycles are smaller than other vehicles, and many drivers who hit them claim not to have seen them.
- Avoid overtaking a cyclist just before you turn at an intersection.
- Take care when passing cyclists on the open road. Slow down and ideally, leave at least 1.5 metres of space between you and the cyclist.
- Check rear-view mirrors and look over your shoulder before you open a car door at the road side.
- Don't insist on your right of way, even when the cyclist is wrong.
- Slow down and be alert when visibility is reduced. Cyclists are often hard to see, and are even more so in the rain or in low-light conditions.





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

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

Nelson City Council is planning 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'.

Streets being considered for this treatment include: Locking Street, Queens Road, Iwa Road & Airlie Street.

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)

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.

- Improved street lighting where needed to avoid dark spots at night

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.

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.



SPEED TABLE

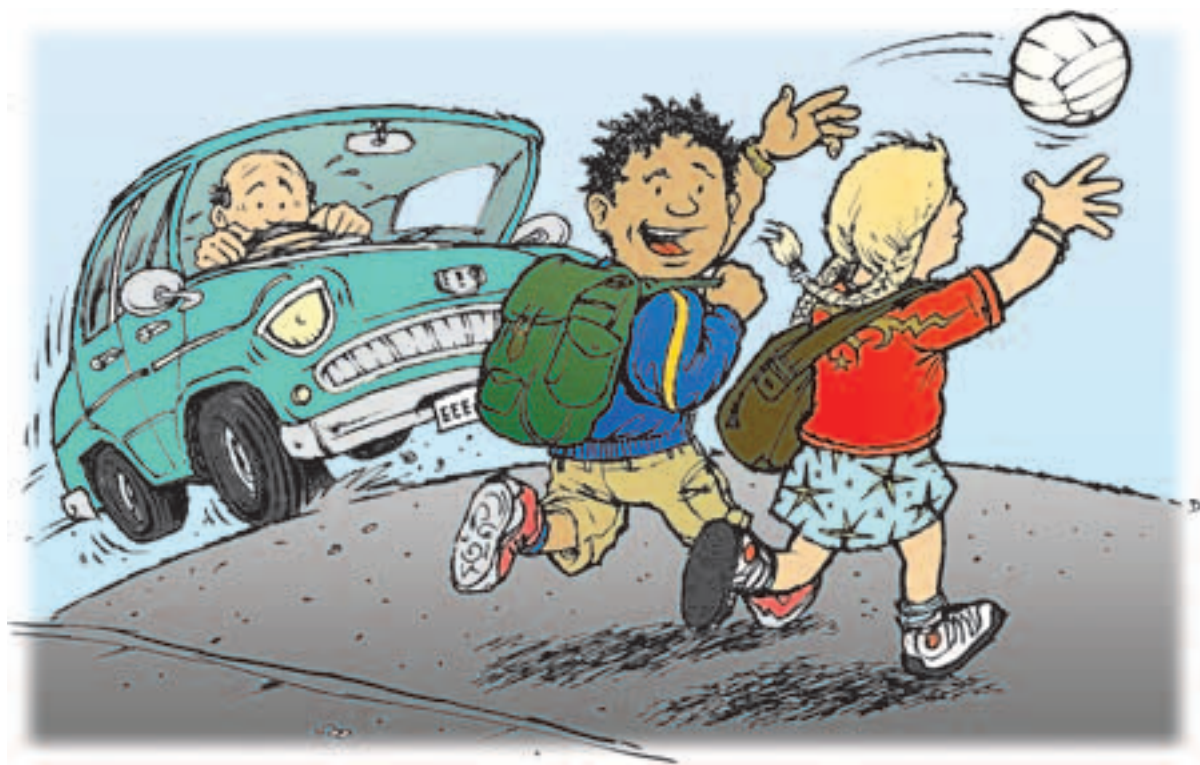
PLANTINGS

BERMS

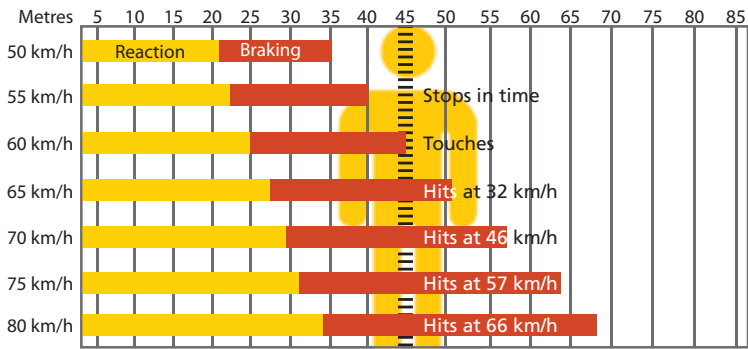




Stopping Distances

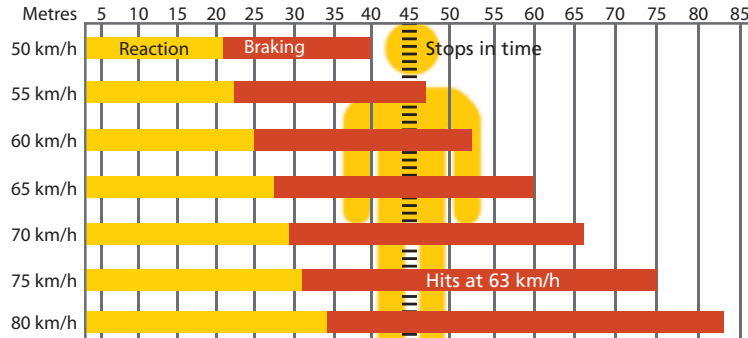


Impact Speed - Will You Stop in Time?



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!



Motorcycles

Everyone on the road can help reduce motorcycle injuries

What is the problem

Motorcycles and scooters are becoming more common on the roads, but the number of crashes they are involved in is increasing even faster. Many of these crashes involve multiple vehicles, so all drivers need to do their bit to reduce the injuries to motorcyclists.

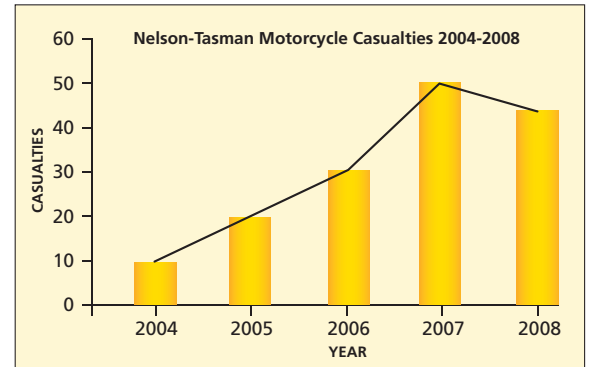
Did you know that in Nelson and Tasman...

Over the last 5 years

- The number of motorcycles and scooters has increased 70%
- The number of motorcycle and scooter crashes has doubled.

Annually

- Motorcycles are involved in 14% of road injury crashes but are only 4% of vehicles.
- Approximately 180 motorcycle riders receive ACC support (valued at approximately \$1.8 million per year).



When do crashes happen?

On rural roads - at the weekend, often when the rider loses control on bends or cornering.

On urban roads - during weekday commuter times, often at intersections or when other vehicles are turning.

Where do crashes happen?

Everyone needs to be extra alert around the high risk motorcycle crash locations.

These are; -- Tasman District - Motueka River Valley, Moutere Valley, High Street, Motueka and Salisbury Road & Queen Street, Richmond.

-- Nelson City - Main Road Stoke, Whangamoas and main routes through the city centre.

How do crashes happen?

- Where another vehicle is involved (over half the crashes) the most common response from drivers is "I looked, but I didn't see...".
- Many rural motorcycle crashes only involve the motorcycle and are 'loss of control' crashes.



What is the solution

Motorists do your bit for motorcycle safety.





Motorcycles

Solution... What motorcyclists need to know

Get protection - get the right gear

Helmet – Every motorcyclist should wear a full-face helmet that's the correct fit for their size and head shape.

Remember your pillion needs a correctly fitting helmet too. Never buy a second-hand helmet and if you have a crash, throw it away and buy a new one.

Gloves – Protective gloves are a must. The first thing you do when you come off is to put your hands out to protect yourself. Cold or wet hands also interfere with your control, so also think about weather protection.

Jackets and pants – These should cover most of your body. Aim for no bare skin. Even better choose ones with armour to protect elbows, shoulders, back, hip and knees. Your gear provides abrasion resistance when you're skidding along the road. So avoid the temptation to go for style over substance. Good protective gear also provides warmth, ventilation and waterproofing.

Boots – These should be comfortable, but with secure fastenings - you don't want them coming off in a crash. Strong, thick leather boots that protect ankles and shins are best. Plus it pays to have good waterproofing and oil-resistant soles as wet feet quickly become cold then numb.



Stand out on the road - be visible

- Ride a brightly coloured motorcycle.
- Wear bright coloured clothing and a light coloured helmet.
- Use reflective strips or wear fluorescent clothing .
- Always ride with your headlight on.
- Own your lane, ride in the centre of your lane rather than hugging the left side.
- Stay out of vehicles' blind spots by riding so you can see the driver in their side mirror.
- Try to stay long enough in each driver's rear-vision mirror so they see you, before you move.
- Indicate well in advance of turning or changing lanes, and change position smoothly rather than as sudden, sharp movement.
- Only pass on the right.
- Move within your lane to improve your chances of being seen (sometimes just the act of moving will catch a driver's attention).



Training

Whether you're a learner or ready for advanced skills, professional motorcycle trainers help you to develop skills for handling your bike, improving hazard perception, awareness of potentially dangerous traffic situations, and ways to safely respond to danger.

Learn to

- Ride defensively – how to anticipate what everyone else on the road might do and identify an escape route at all times.
- Scan for hazards – it's a skill to regularly scan well ahead, behind and beside you.
- Keep your head up and look where you want to go – how to avoid the problem of becoming fixated by the road surface or a hazard
- Corner safely – choose an appropriate line through the corner and how to position your bike, don't 'straighten corners' as you never know what's around them.

Visit: www.rideforever.co.nz or www.scootersurvival.co.nz for more riding tips.

PRORIDER

Motorcycle Training and Coaching



Go to www.prorider.co.nz

Ph Karel on 03 545 2299 or 027 699 8089

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NZTA Qualified Motorcycle Riding Instructor
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 Street Talk Course Provider

www.roadsafe.co.nz
 Phone 03 544 8965
 Mobile 027 201 5064
 Roadsafenelson@actrix.co.nz





Keeping Control

Losing Control of your Vehicle?

What is the Problem?

- In the Nelson – Tasman area between 2005-2009 there were 396 injury crashes when drivers lost control of their vehicle on a bend. These crashes resulted in 16 deaths, 105 serious injuries and 275 minor injuries.
- There were a further 751 non-injury crashes reported involving loss of control at bends.
- While the numbers of people killed or seriously injured in this type of crash has been steady, the numbers of people with minor injuries has been increasing.
- Most crashes on bends happen when a driver loses control of the vehicle and then is not able to correct the error and either runs off the road or collides with another vehicle. Most commonly, vehicles that run off the road will hit a fence, go over a bank or hit a cliff bank.
- In Tasman 88% of crashes at bends were located in a rural area or on "open road".



What is the Solution?

- Reduce speed as you approach the bend and accelerate only when you can see out the end of the bend.



**"Get around safely
– Keep it 10 below"**

- Heavy motor vehicles have a higher centre of gravity than cars and are more susceptible to roll over.
- Truck drivers - Be safe and keep your speed 10 below the posted speed advisory sign.
- Following traffic – Be patient and respect the need for trucks to slow on corners.





Keeping Control

Keep Left of the Centreline

What is the Problem?

Drivers failing to keep left leave themselves vulnerable to a 'loss of control' crash if anything goes wrong, for example, the appearance of another vehicle coming the opposite way on the same side of the road.

The automatic driver reaction is to "over-correct" by wrenching the steering wheel to try to correct the situation, sometimes causing the vehicle to do something other than what the driver had planned.

Failing to keep left or crossing the centreline when cornering can be an indication of travelling too fast for the conditions such as a winding road. It can be an indication that a driver is suffering from fatigue, has mis-read the road and has not lowered speed in time for an approaching corner. It can also be an indication of an inexperienced driver driving at speeds too fast for their skill level, as is evidenced by the most common group of 'at fault' drivers being aged 15 – 19 years.



Over the years, there have been many complaints from road users who have come round a corner to find a vehicle on the wrong side of the road. Cyclists and motor cyclists are not easily visible and are particularly vulnerable when drivers decide to "straighten the road". Vehicles stopping briefly on the widened corners to answer a cellphone call or look at a map can pull back out onto road only to be confronted by a vehicle travelling around a corner on the wrong side of the road.

What is the Solution?

Many drivers have found themselves issued with tickets for crossing the centreline in this area but, despite the hundreds issued, the problem hasn't gone away.

Research into possible solutions from other areas around the country has shown one simple cost-effective measure that has reduced the problem well over 50% - the installation of double yellow no-passing lines.



This solution has been trialled on the Weld Pass south of Blenheim, and at Mariri in Tasman. In the last 15 months, since the installation of the new yellow no passing lines, there have only been 4 crashes - a staggering 85% reduction from the previous 5 year trend.

In order for this solution to be fully effective, courteous driving by slow drivers is important. Slow drivers should use the widened corners or shoulders to pull over to let others pass. Trucks should use the additional width to let queues formed behind them pass.



Driving Conditions

Winter Driving

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.

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.

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

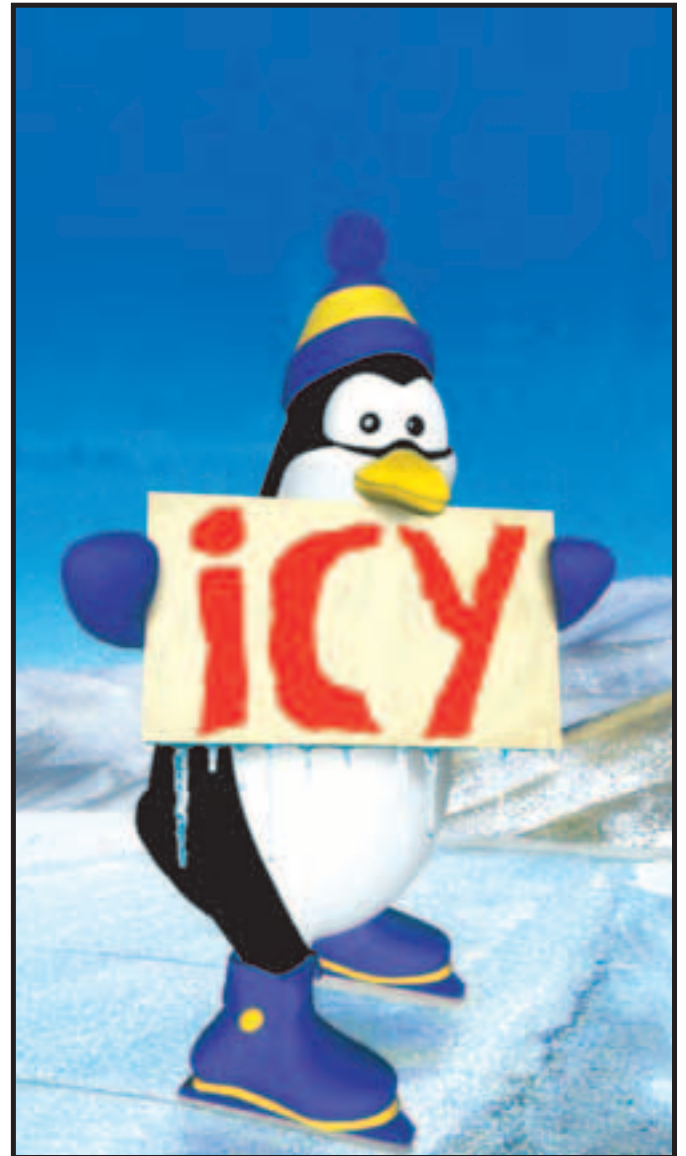
Remember that stopping distances are nearly doubled on wet roads - slow down and keep a generous following distance between you and the car in front. The two-second rule should become at least the four-second rule.

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.



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.



Driving Conditions

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

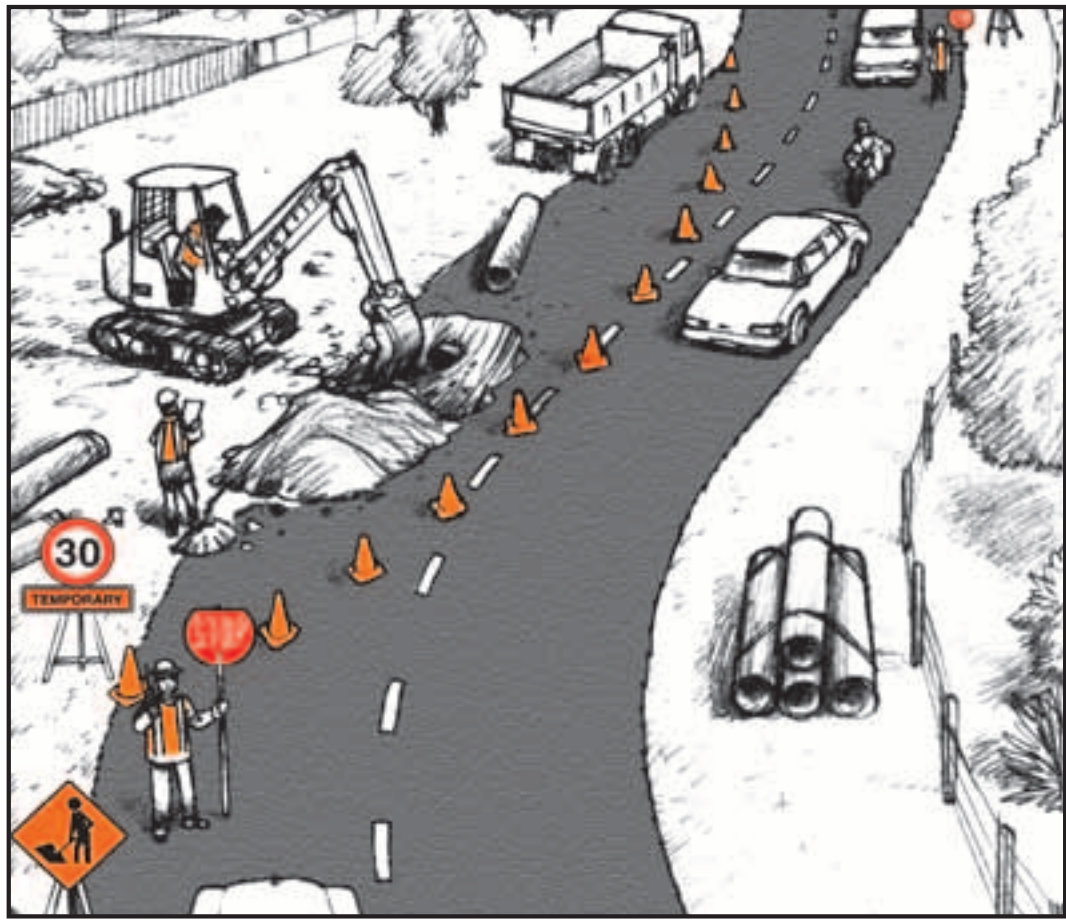
Advance warning signs tell you to be careful because there is a particular hazard on the road ahead. Temporary advance warning signs are usually diamond shaped and are coloured orange and black. Don't ignore these signs, they are there for your safety. Take special care and follow any instructions you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



Road Code Quiz

1 When following a vehicle on a dusty, metal (gravel) road, you should:

A keep close to the other vehicles
B drive down the centre of the road
C adjust your speed to suit the conditions
D pass the vehicle in front of you

2 Which of the following people may legally require you to give a blood sample?

A A Police Officer, an Ambulance Officer, other crash party
B A Medical Doctor, other crash party, a Police Officer
C A Police Officer, a Medical Doctor, or an approved person
D An Ambulance Driver, an approved person or a Medical Doctor

3 Who is responsible for making a child under 14 years use a safety belt or a safety seat in a vehicle?

A The child's parents
B The driver of the vehicle
C The owner of the vehicle
D The child

4 Flush medians can be used when you are:

A passing other vehicles
B stopping at traffic signals
C waiting to turn right
D parking for 5 minutes only

5 The number on this sign shows:

A the fastest speed to drive around the curve
B the speed in the right hand lane
C the safest speed to drive around the curve
D the distance to the next intersection

6 When coming up to a STOP sign, where should you stop?

A with the front wheels of your vehicle on the yellow lines
B with the rear wheels of your vehicle on the yellow lines
C where you can see all vehicles coming from all directions
D where you can only see vehicles coming from your right

7 Before going over a railway level crossing, you must:

A stop under all circumstances
B drive over only if there is space for your vehicle on the other side of the line
C increase your speed so that you can cross the line as quickly as possible
D sound the horn on your vehicle to warn other road users of your presence

8 If you intend to move your vehicle from the right hand lane to the left hand lane, you must:

A keep close to the other vehicles
B drive down the centre of the road
C adjust your speed to suit the conditions
D pass the vehicle in front of you

9 What must you do when you hear a siren or see red flashing lights from an ambulance or fire engine?

A speed up to get out of the way
B drive up onto the footpath
C pull over and allow it to pass
D keep driving as you were

10 When a flock of sheep are coming towards you on a country road, you should:

A sound the horn on your vehicle to move them
B slow down or pull over to the side of the road
C turn on your vehicle hazard lights and drive on
D turn on your vehicle headlights and then drive on

11 What is the best way to check for hazards before reversing your vehicle?

A relying only on the outside mirrors.
B turning to look over your shoulder.
C relying only on the inside mirrors.
D walking around the vehicle before reversing.

12 When should you use the 2 second rule?

A when driving out of a driveway
B when following other vehicles at the same speed
C when giving way at a pedestrian crossing
D when using the indicators on your vehicle

13 When passing a horse and rider, you should:

A warn the rider by sounding the horn on your vehicle
B slow down and give them as much room as you can
C speed up
D warn the rider by turning your vehicle headlights on

14 What is the speed limit for vehicles passing a school bus that has stopped to let children off?

A 20 km/h
B 30 km/h
C 40 km/h
D 50 km/h

15 If you are driving at night with your vehicle headlights on high beam, you MUST dip them when coming up to:

A an intersection
B a one way street
C a Police Officer on point duty
D a town or city

16 When driving in foggy weather, you should:

A stay close to the vehicle ahead of you
B turn your vehicle headlights on to dip
C use the centre line as a guide
D turn your vehicle parklights on

17 How close can you park to an intersection where there are no broken yellow lines painted on the side of the road?

A 3 metres
B 4 metres
C 5 metres
D 6 metres

18 You are driving in a 100 km/h speed area and you see an 'ACCIDENT' sign. What speed must you slow down to?

A 50 km/h
B 40 km/h
C 30 km/h
D 20 km/h

19 You must NOT park on the right hand side of the road except when you are:

A in the countryside
B picking up passengers
C delivering packages
D in a one way street

20 Does the driver of the blue car have to give way?

YES NO

21 Does the driver of the blue car have to give way?

YES NO

22 Does the driver of the blue car have to give way?

YES NO

23 Does the driver of the blue car have to give way?

YES NO

24 Does the driver of the blue car have to give way?

YES NO

25 You are the driver of the blue car. Of the 4 hazards marked, which one is most likely to require you to take urgent action?

A B C D



WIN 1000 AA REWARD POINTS!!



All correct entries go into the draw to win 1000 AA reward points*

Prize issued in the form of AA Rewards \$20 discount coupons which can be used towards most AA products and services including Membership, Travel and Driver Training. *AA Rewards \$20 discount coupons can also be used at most other participating Partners in the AA Rewards programme including BP and over 40 other leading brands. In order to be issued with AA Rewards \$20 discount coupons, the winner must be a personal AA Member in order to redeem them. Where the winner is not an existing personal AA Member, he or she can elect to become a personal Member, in which case the value of a first year Membership at the standard rate will be deducted from the prize. In the event that the winner does not elect to become a personal Member the prize will become forfeit, and a replacement winner drawn.

Test your knowledge of intersection safety rules by completing the quiz above

- 1
- 5
- 9
- 13
- 17
- 21
- 25
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- 4
- 8
- 12
- 16
- 20
- 24

Name:

Phone:

Address:

Drop completed entries to either The Nelson Mail office 15 Bridge St, Nelson or post to The Nelson Mail, Road Safety Quiz, PO Box 244, Nelson. Entries close 4pm, June 28 2010.