

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on the tables and graphs in the Ashburton District 1999–2003 road safety report and more detailed analysis of the crashes using the LTSA Crash Analysis System (CAS). The intent of the report is to highlight the key road safety issues in the Ashburton District.

Seven people died in road crashes in Ashburton in 2003. This is the highest number of deaths in any year since 1999. These deaths resulted from three urban and three rural crashes. Five of the crashes were on state highways and three of the crashes involved alcohol. One pedestrian, four drivers and two passengers were killed – all were under 30 years old.

There were more injury crashes and more casualties from crashes in 2003 than 2002, especially in urban areas of the district. For the five years from 1999 to 2003, most casualties were drivers or passengers in cars or vans. However, relatively high numbers of motorcyclists and heavy vehicle occupants were injured in rural crashes.

Poor observation was a factor in a higher proportion of crashes in the Ashburton District than in other similar districts or all of New Zealand. Over half the urban injury crashes and about 30 percent of rural injury crashes in Ashburton involved poor observation by drivers.

Failure to give way, speed and alcohol were other factors that were involved in a higher proportion of crashes in Ashburton than in other similar districts or all of New Zealand.

Major road safety issues

Ashburton District

Poor observation
Failure to give way
Speed
Alcohol

Nationally

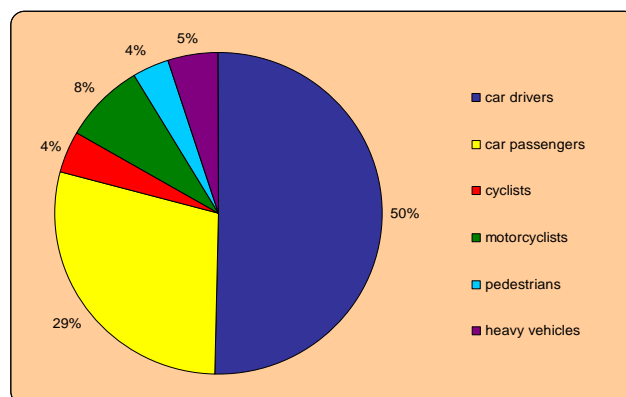
Speed
Alcohol
Failure to give way
Restraints

2003 road trauma for Ashburton District

♀	Deaths	7
	Serious casualties	20
	Minor casualties	55
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🚗	Fatal crashes	6
	Serious injury crashes	17
	Minor injury crashes	29
	Non-injury crashes	93

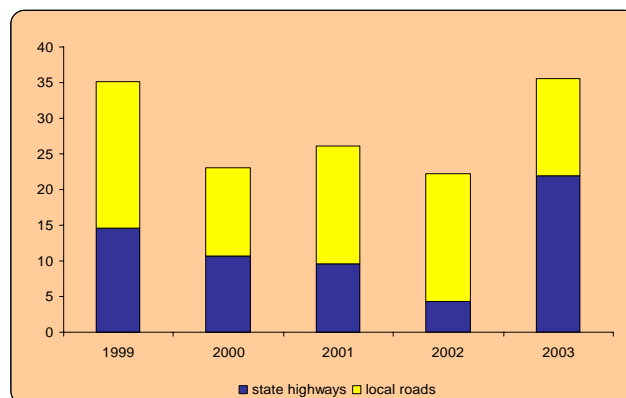
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

Poor observation

Poor observation by drivers contributed to over half of the urban and 30 percent of rural injury crashes in Ashburton from 1999 to 2003.

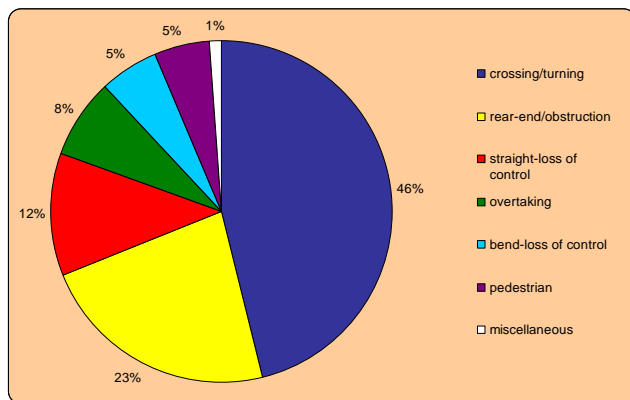
Poor observation factors include:

- drivers being inattentive and failing to notice the road alignment, other vehicles or road signs
- drivers having their attention diverted by passengers, controls or accessories in the vehicle, or by other traffic or the scenery
- drivers not seeing or looking for other vehicles until it's too late.

About half of the poor observation crashes involved drivers not seeing or looking for other vehicles until too late. About a quarter of the crashes involved drivers being inattentive and the remaining quarter were caused by drivers having their attention diverted.

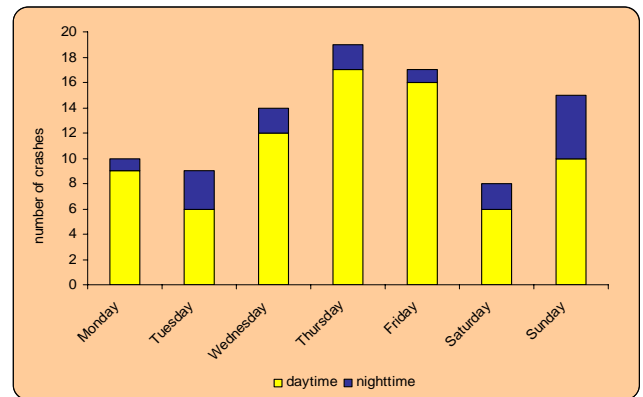
Poor observation contributed to 52 urban and 41 rural crashes between 1999 and 2003. Seven people were killed and of the 61 people injured in these crashes, 18 were seriously injured.

Poor observation crash types



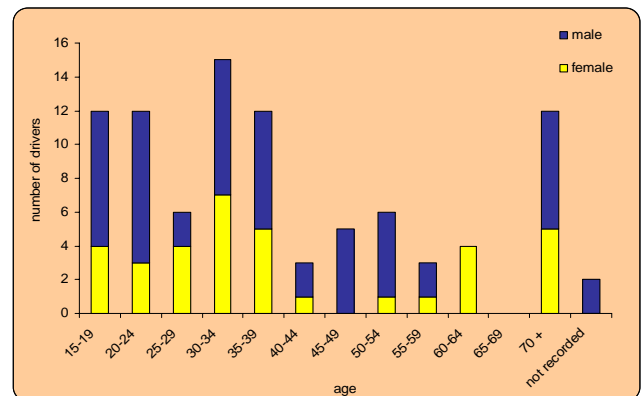
Poor observation by drivers results in all types of crashes. Crossing/turning crashes at intersections and rear-end/obstruction type crashes are the most common.

Day of week for poor observation crashes



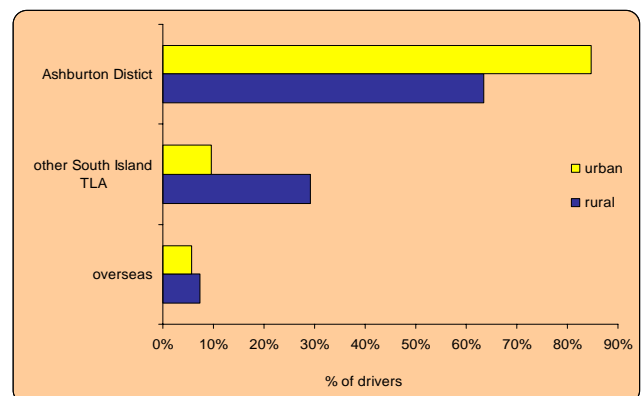
These crashes happened throughout the week. Nearly a third of the crashes on Sundays were at night.

Poor observation by drivers – age and gender

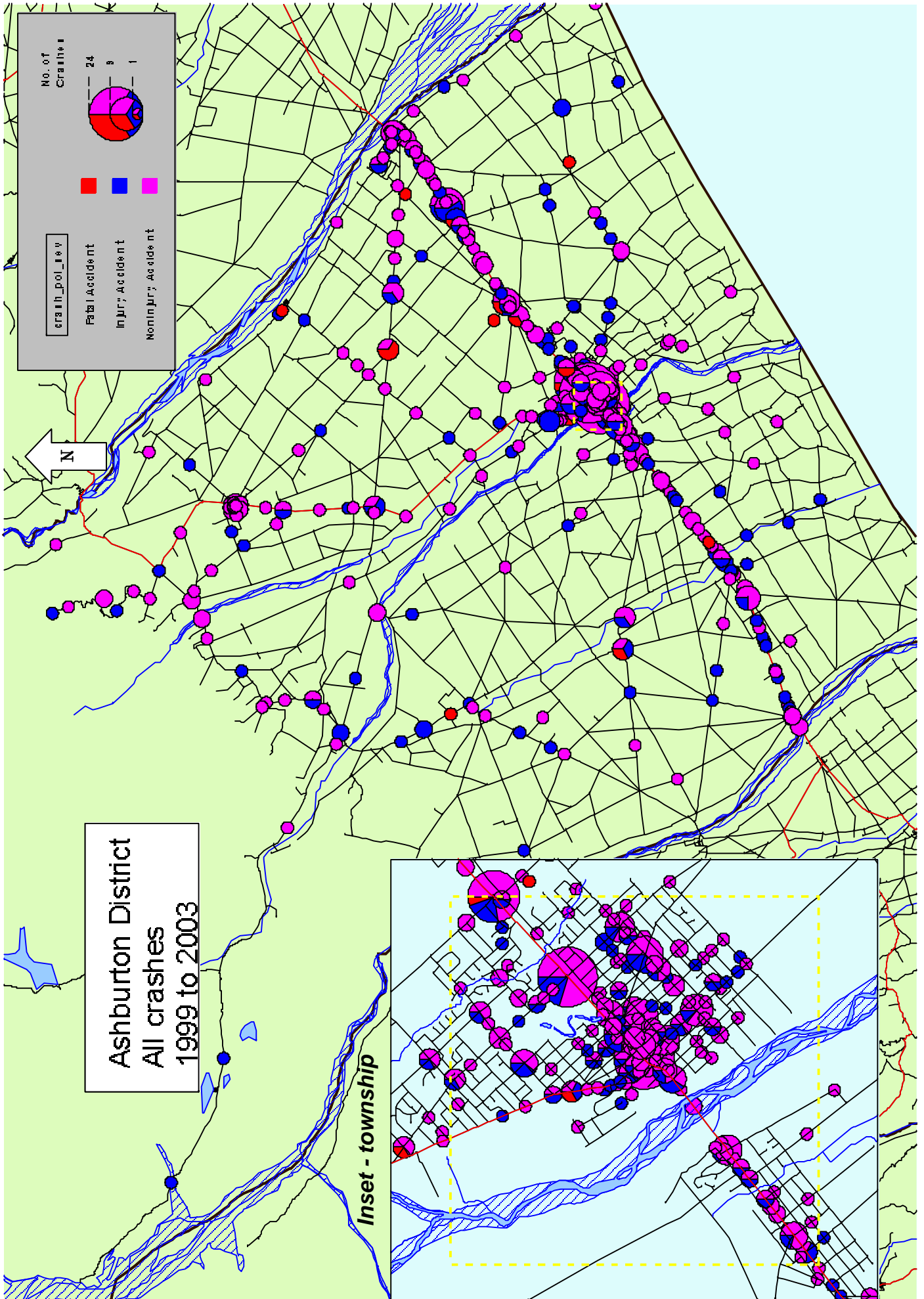


Over 60 percent of drivers were male. Most age groups were represented but a relatively high number of drivers were over 70 years old.

Poor observation by drivers – home location



Most of the drivers in both urban and rural crashes were resident in the Ashburton District. A high proportion of drivers in rural crashes were from other South Island areas.





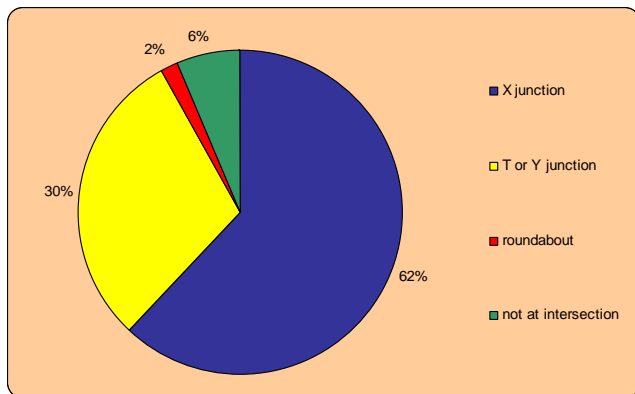
Failure to give way

Failure to give way was a factor in a higher proportion of urban and rural injury crashes in Ashburton than in other similar districts or all New Zealand. This is possibly due to the high number of intersections in the Ashburton District as well as to driving behaviour.

Between 1999 and 2003, there were 41 urban and 22 rural injury crashes caused by drivers failing to give way. Most of these crashes were crossing/turning type crashes at intersections.

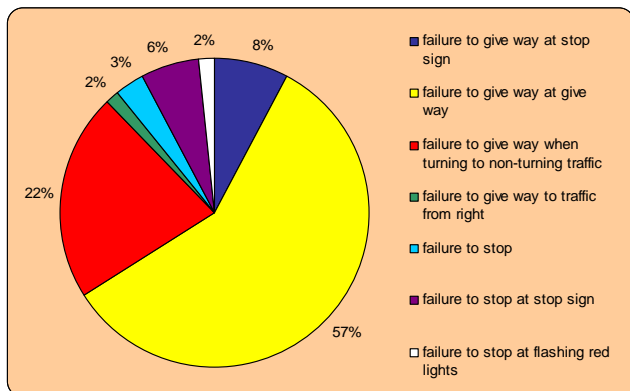
Seven people died and 101 were injured, 21 seriously as a result of failure to give way crashes.

Intersection types – failure to give way crashes



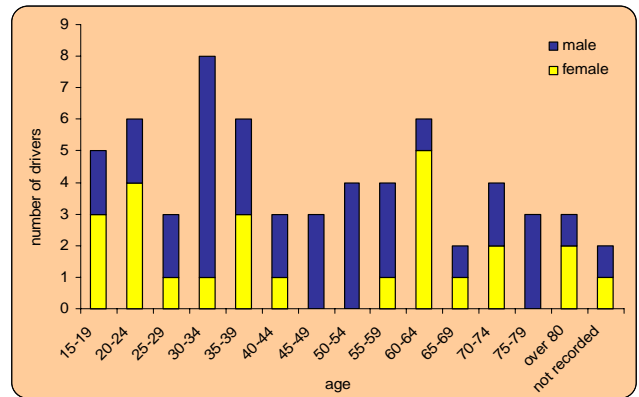
Most of the crashes happened at crossroads and most of these had Give Way controls. About 20 percent of the crashes were at Stop-controlled intersections.

Failure to give way factors



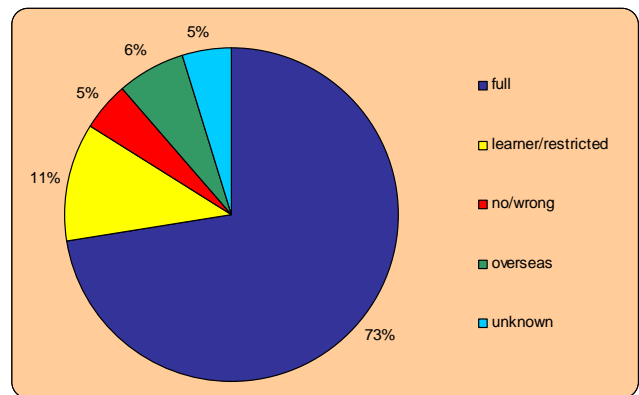
The most common factor contributing to failure to give way crashes was simply failing to give way at a Give Way sign. Nearly a quarter of the failure to give way crashes occurred when drivers failed to give way when turning into non-turning traffic – typically caused by failing to give way to oncoming traffic when turning right.

Drivers that failed to give way – age and gender



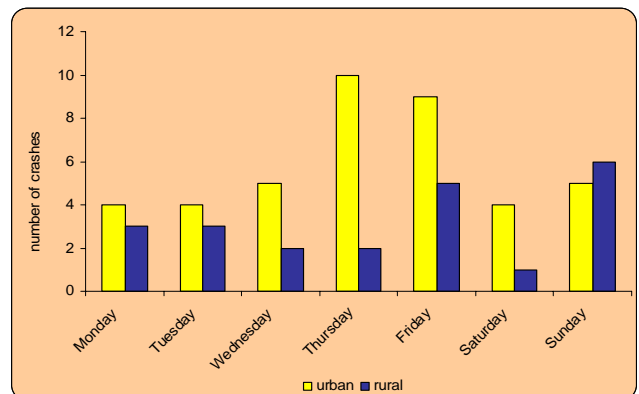
About 40 percent of the drivers that failed to give way were female. There were more female than male drivers in the under 25 and over 60 year old age group. Relatively high numbers of drivers were aged over 60 years. Over three-quarters of these were involved in urban injury crashes.

Drivers that failed to give way – licence status



Most drivers who failed to give way had a full driving licence. Although 11 percent had a learner or restricted licence, these drivers were not all in the 15 to 19 year old age group as might be expected but ranged from 15 to 39 years old.

Day of week for failure to give way crashes



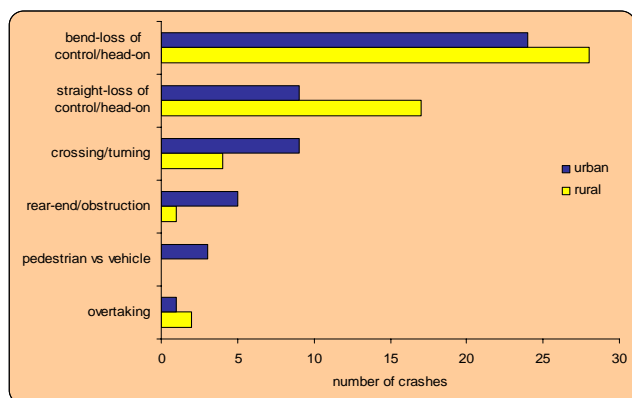
Most urban failure to give way crashes happened on Thursday or Friday and most rural crashes were on Sunday.

80 Speed

The third most common factor contributing to both urban and rural injury crashes in the Ashburton District between 1999 and 2003 was drivers travelling too fast for the conditions. Travelling too fast was a factor in about 20 percent of injury crashes.

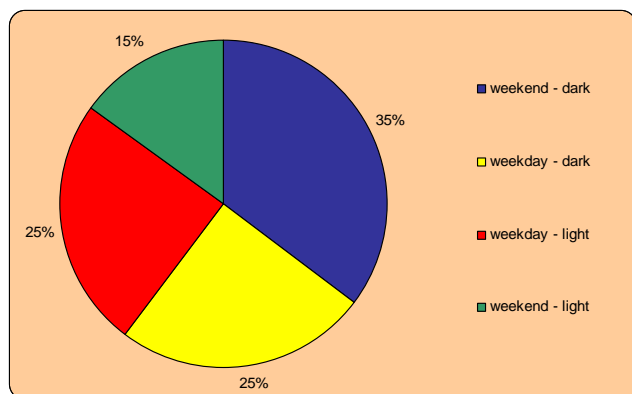
Between 1999 and 2003, there were 48 injury crashes with speed factors (29 rural and 19 urban). Between 2000 and 2003 there were also 54 (32 rural and 22 urban) reported non-injury crashes that featured speed.

Speed-related crash types



In both rural and urban areas, travelling too fast is most commonly associated with loss of control/head-on on bends type crashes. In urban areas travelling too fast at intersections results in crossing/turning type crashes.

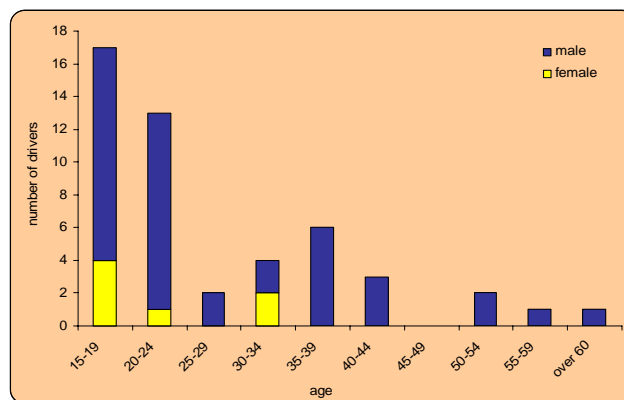
Speed-related crashes by weekend/weekday



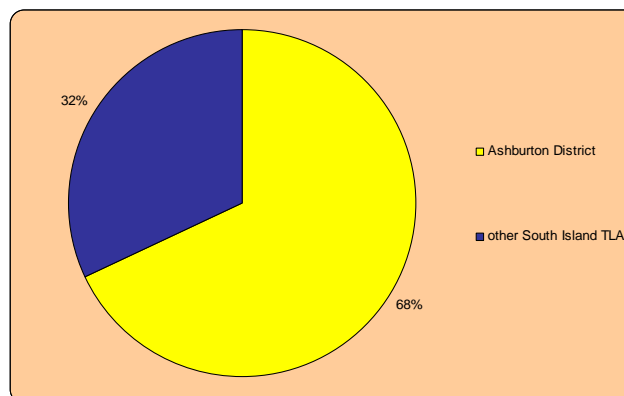
Speed crashes were evenly divided between weekdays and weekends. Sixty percent happened when it was dark.

The driver's age, gender and address are recorded for injury crashes only. For speed-related injury crashes, these showed that most of the drivers travelling too fast were males and most were under 25 years old. About two thirds of the drivers were residents in the Ashburton District. The other third lived at other South Island addresses. The following two graphs highlight these issues.

Age of drivers travelling too fast for the conditions



Home location of drivers travelling too fast for the conditions

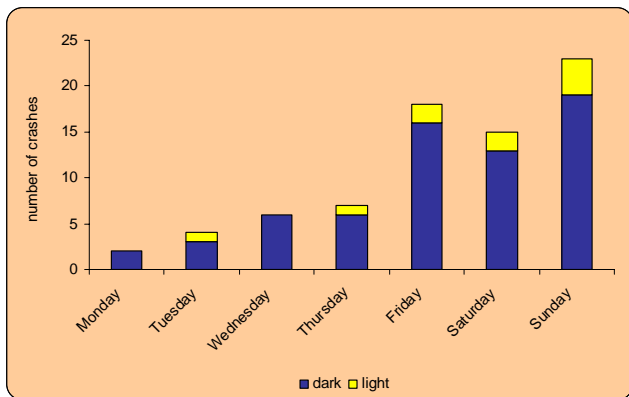


Alcohol

Between 1999 and 2003, alcohol was a factor in about 20 percent of rural injury and 15 percent of urban injury crashes in the Ashburton District. These are fairly typical proportions of the crashes involving alcohol. Of some concern, however, is the fact that alcohol was involved in seven rural injury crashes in both 2002 and 2003 compared with three in 2001 and four crashes in 2000.

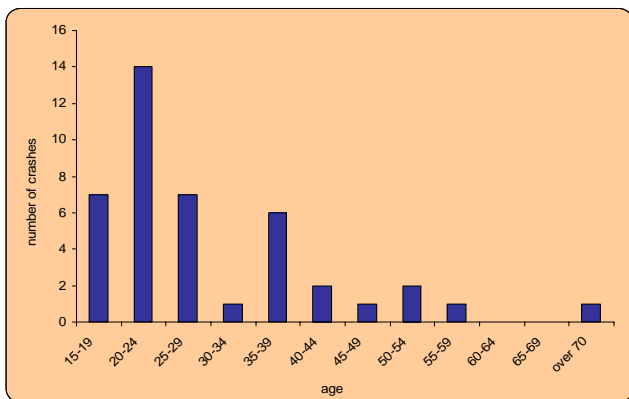
There were 42 injury crashes with alcohol factors from 1999 to 2003 (27 rural and 15 urban). Between 2000 and 2003 there were also 32 (eight rural and 24 urban) reported non-injury crashes where alcohol was a factor.

Day of week for alcohol-related crashes

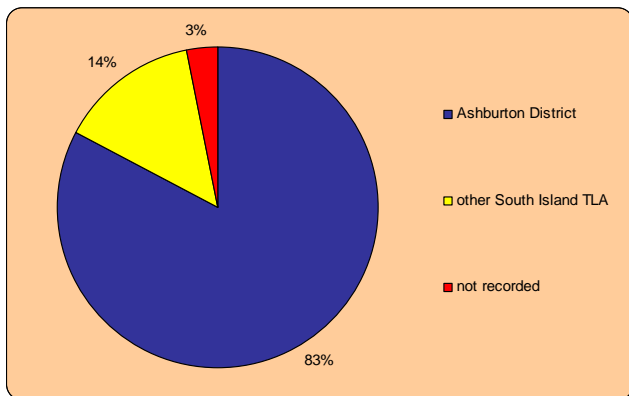


Nearly all the alcohol crashes happened during darkness and most on Friday, Saturday and Sunday nights. Most of the Sunday crashes occurred between midnight and 6 am.

Age of alcohol-impaired drivers



Home location of alcohol-impaired drivers



The above two graphs are based on the age, gender and address records that are only kept for injury crashes. The first graph shows that all the drunk drivers were males and half of them were under 25 years old. The second shows that most of the drunk drivers were from the Ashburton District.

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