

road safety issues

Ashburton District

Land Transport New Zealand has prepared this road safety issues report. It is based on the tables and graphs in the Ashburton District 2000–2004 road safety report and more detailed analysis of the crashes using the crash analysis system (CAS).

Comparing the 2004 reported crashes with other years shows:

- there were six deaths in 2004 compared with seven in 2003
- there were slightly fewer injury crashes and casualties in 2004 than in 2003
- more non-injury crashes in 2004 than 2003
- a reduction in pedestrian casualties from a high of eight in 2003 to three in 2004
- an increase in the number of cyclist casualties from two in 2003 to five in 2004
- a decrease in the number of injury crashes involving alcohol
- a decrease in the number of injury crashes involving speed too fast for the conditions.

The five fatal crashes in 2004 were all in rural areas; three were on local roads and two on state highways. Four of the five fatal crashes involved alcohol. Three drivers, two of them females under 25 years old, and three passengers were killed.

Major road safety issues

Ashburton District

Urban intersections

Rural local roads

Rural state highways

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Ashburton District



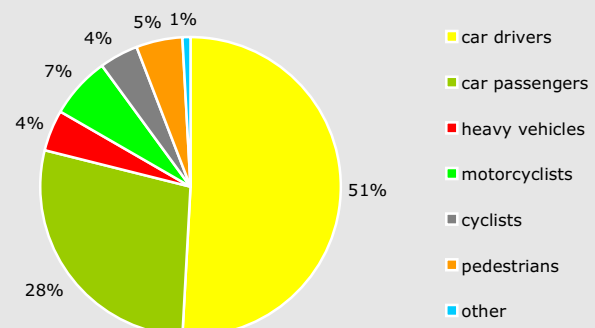
Deaths	6
Serious casualties	14
Minor casualties	59



Fatal crashes	5
Serious injury crashes	12
Minor injury crashes	30
Non-injury crashes	102

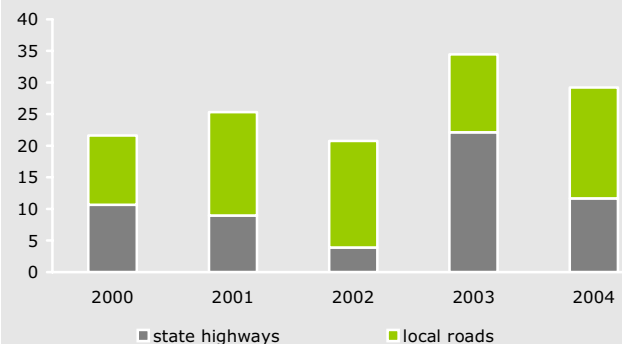
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

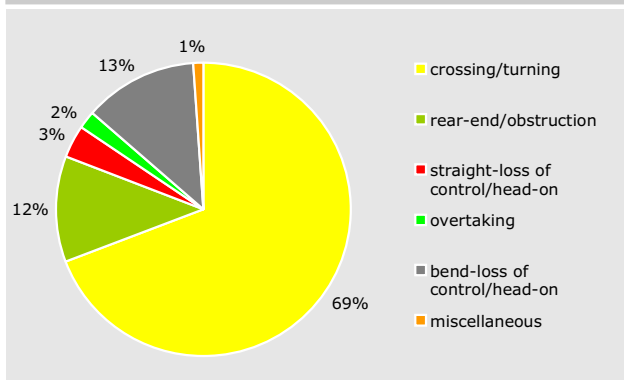
Urban intersections

Urban intersections have been highlighted as an issue with the 2000–2004 road safety report for the Ashburton District, showing:

- 60 percent of urban injury crashes in the last five years occurred at intersections
- 44 percent of urban injury crashes were crossing/turning type crashes – a significantly higher percentage than for other similar local authorities or for all of New Zealand
- nearly half the urban injury crashes involved poor observation factors which are often associated with intersection crashes
- nearly 40 percent of urban injury crashes involved failure to give way/stop factors.

In the five years from 2000 to 2004, there were 61 injury and 202 non-injury crashes reported at urban intersections in the district. Two people were killed and 88 were injured in these crashes. These casualties included nine cyclists and two pedestrians with minor injuries.

Urban intersection crashes 2000–2004



Most of the urban intersection crashes were crossing/turning type crashes and the majority of these were right angle crossing collisions.

The 10 intersections with the most crashes were:

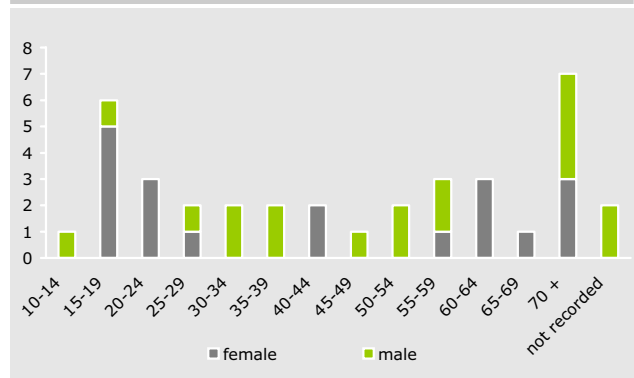
	Injury	Non-injury
West St/Walnut Ave	6	19
West St/East St (north)	6	15
West St/Moore St	1	16
Walnut Ave/East St	2	7
West St/Havelock St	2	6
Chalmers Ave/Victoria	2	5
Oak Grove/Elizabeth St	2	4
Cass St/Moore St	1	5
Cass St/Havelock St	0	6
Moore St/East St	0	6

A third of the crashes happened at twilight or in darkness.

The most common factor for urban injury crashes at intersections was drivers failing to give way or stop.

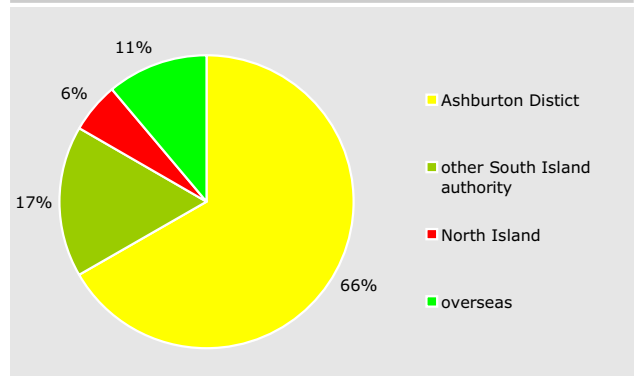
Driver details were recorded for injury crashes only. The following two graphs show details for the 37 drivers in injury crashes who failed to give way or stop at urban intersections between 2000 and 2004.

Age and gender–failure to give way/stop 2000–2004



Half of all drivers were female and most of the drivers under 25 years old were also female. Relatively high numbers of the drivers were over 70 years old.

Address of drivers–failure to give way/stop 2000–2004



Two thirds of the drivers who failed to give way or stop were residents of the district. Four (11 percent) of the drivers were from overseas and all of these were involved in crashes at the SH 1 West Street/East Street intersection at the northern entrance into Ashburton.

