

# road safety issues

## Ashburton District

**Land Transport New Zealand has prepared this road safety issues report. The report highlights the key road safety issues within the Ashburton District. It is based on analysis of the reported crash data for the 2001–2005 period.**

Comparing the 2005 reported crashes with other years shows:

- there were two deaths from road crashes in 2005 compared with six in 2004
- both deaths were from crashes on rural sections of State Highway 1
- the number of reported serious injury, minor injury and non-injury crashes in 2005 were similar to 2004 numbers
- as in previous years about half the injury crashes were in urban areas and over half were at intersections
- six injury crashes involved alcohol in 2005, the same as in 2004. Urban alcohol crashes increased (from one to three) and rural alcohol crashes decreased (from five to three)
- nine injury crashes in 2005 involved speed too fast for the conditions compared with six in 2004
- as in previous years, the most common driver errors were poor observation and failing to give way.

### Major road safety issues

#### Ashburton District

Intersections

Rural crashes

Alcohol

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Ashburton District



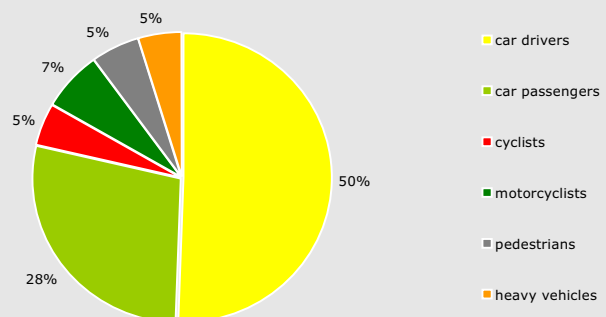
|                    |    |
|--------------------|----|
| Deaths             | 2  |
| Serious casualties | 17 |
| Minor casualties   | 57 |



|                        |     |
|------------------------|-----|
| Fatal crashes          | 2   |
| Serious injury crashes | 13  |
| Minor injury crashes   | 33  |
| Non-injury crashes     | 106 |

### Road casualties 2001-2005

#### User type 2001–2005



### 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 2005 prices.

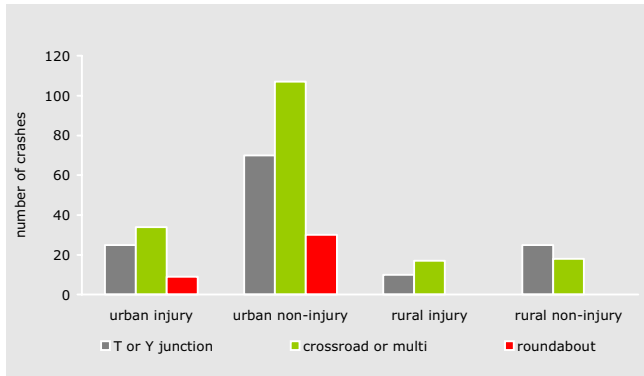
## Intersections

The road network in the Ashburton District has many intersections. Crash data analysis highlights crashes at intersections as the main issue for the district, particularly in urban areas.

- Over half the urban crashes and about one in five rural crashes in the district happen at intersections.
- In 2005, the estimated social cost of crashes at intersections was \$8.48 m or 41 percent of the social cost of crashes in 2005.
- In 2005, the social cost of urban intersection crashes accounted for 85 percent of the total social cost of urban crashes.
- Intersection or crossing/turning type crashes were the cause of a higher proportion of urban and rural crashes in Ashburton than in other similar authorities.
- Poor observation and failing to give way were the most common driver faults contributing to crashes in the district.

Between 2001 and 2005, there were 68 injury and 207 non-injury crashes at urban intersections. In the same period there were 27 injury and 43 non-injury crashes at rural intersections. Two people were killed in urban intersection crashes and four in rural intersection crashes.

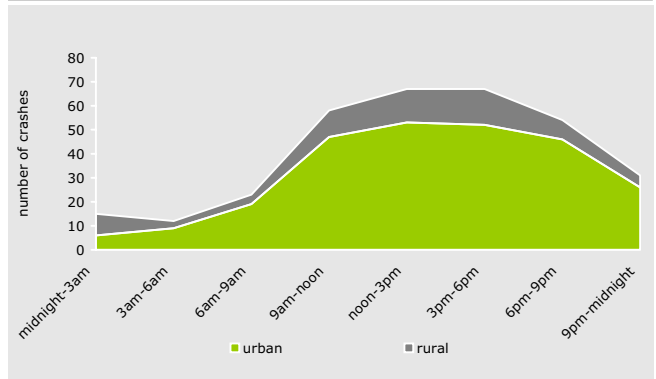
### Intersection crashes 2001–2005



Typically intersection crashes involved:

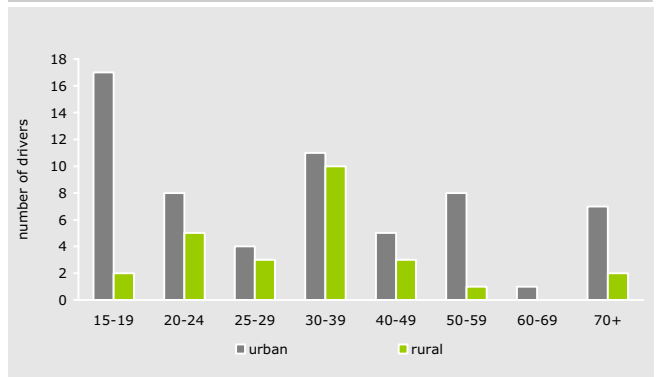
- right-angle crossing collisions
- traffic turning right from a side road failing to give way to traffic coming from the right
- right turning traffic failing to give way to oncoming straight through traffic.

### Intersection crash times 2001–2005



Most of the intersection crashes happened in the afternoon and early evening hours. Between midnight and 3 am, more rural intersection crashes happened than urban intersection crashes.

### Age of culpable drivers in injury crashes 2001–2005

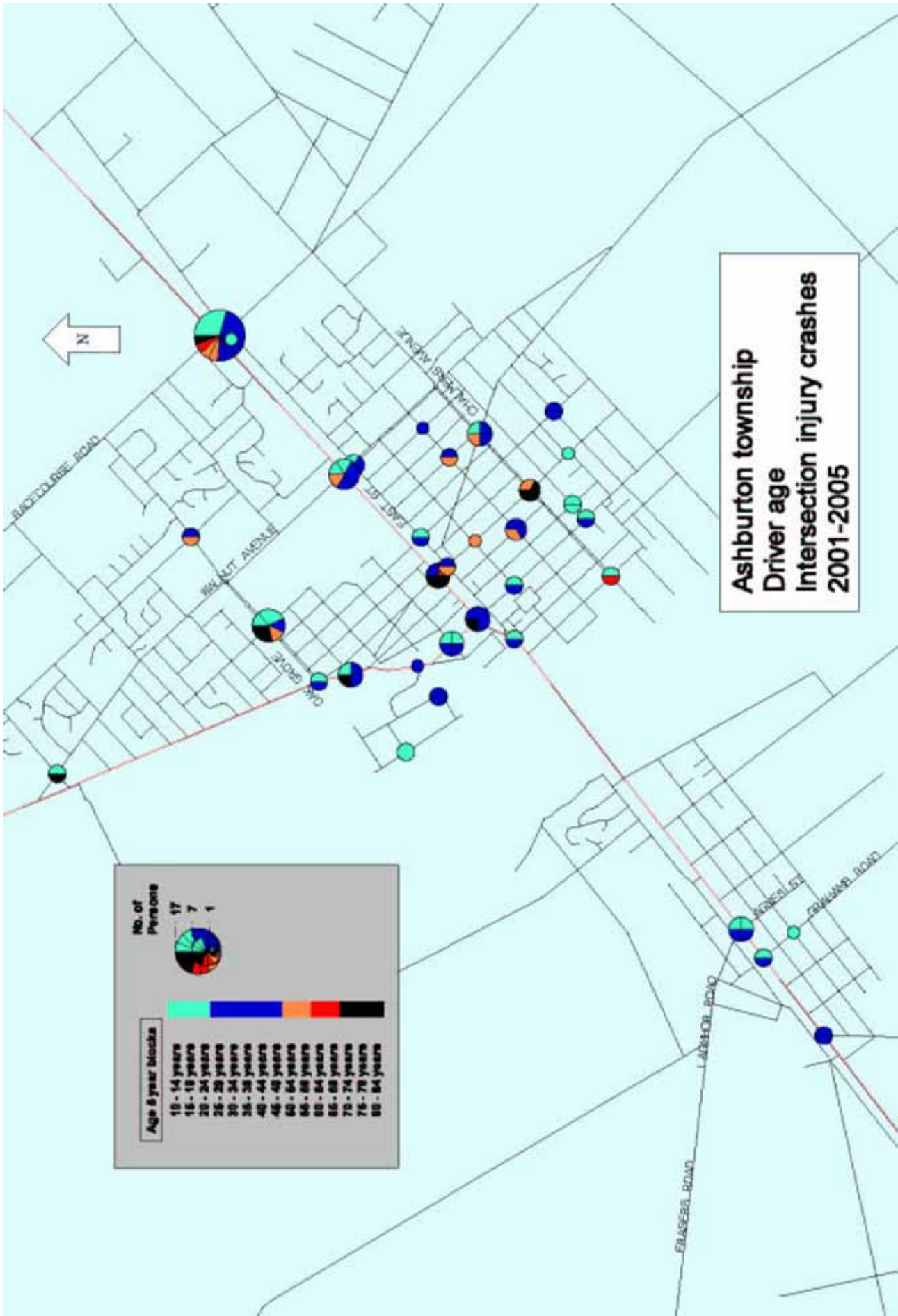


Younger and older drivers were more likely to be at fault or part fault (culpable drivers) in urban injury intersection crashes than rural intersection crashes.

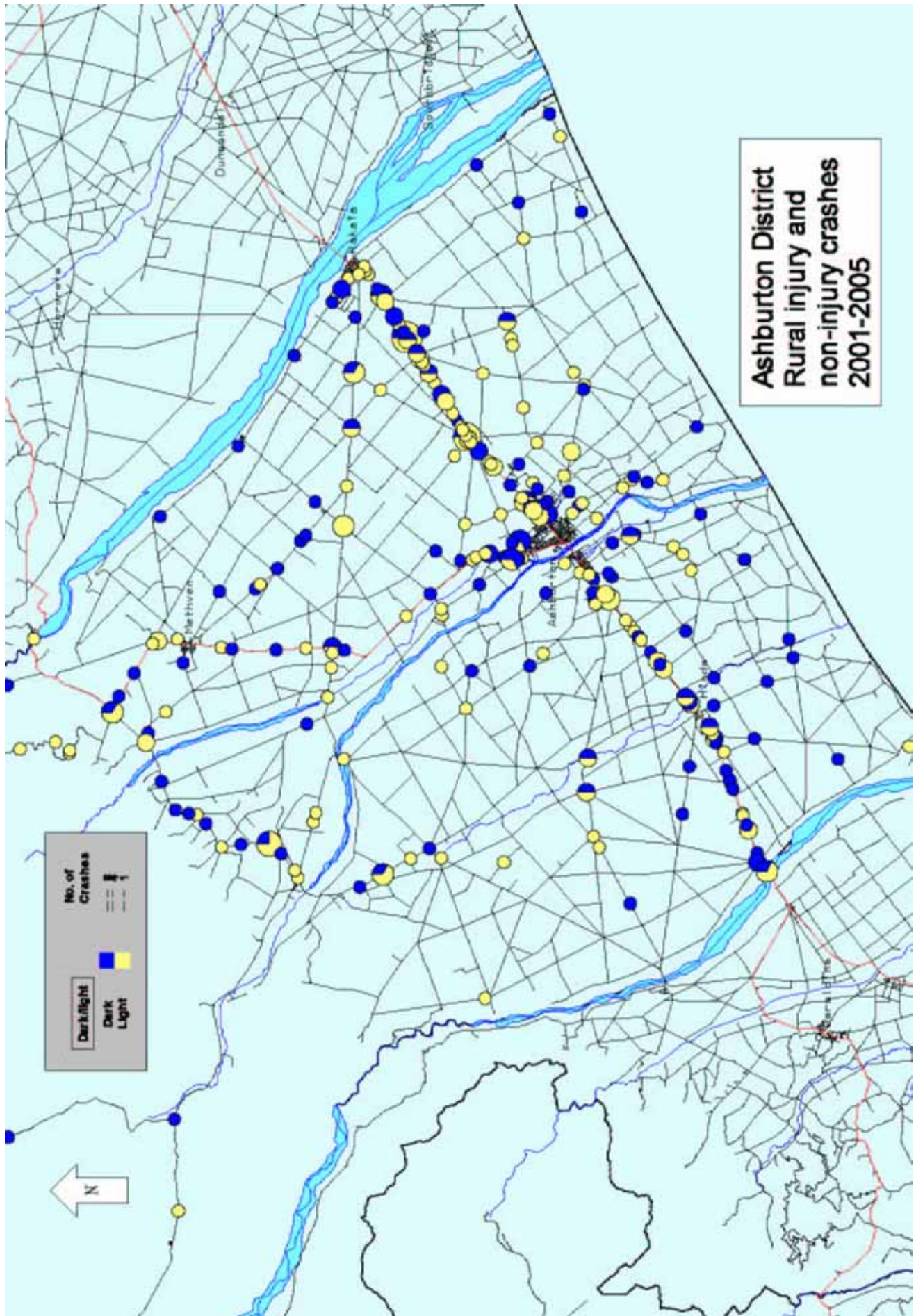
The crash plot on the next page shows the ages of drivers involved in injury crashes. The size of the circle indicates the number of drivers and the colour indicates the driver age group.

For 63 percent of the urban and 67 percent of the rural injury intersection crashes, the culpable drivers were from the Ashburton District.

Many of the drivers failed to give way or stop at controlled intersections. Typically, they were not seeing or looking for traffic that they should give way to.







## Rural crashes

In 2005, 70 percent of the social cost of crashes in the district was incurred from rural crashes. There was a similar number of urban and rural injury crashes. However, the two rural fatal crashes and the higher injury severity rural crashes resulted in the higher social cost.

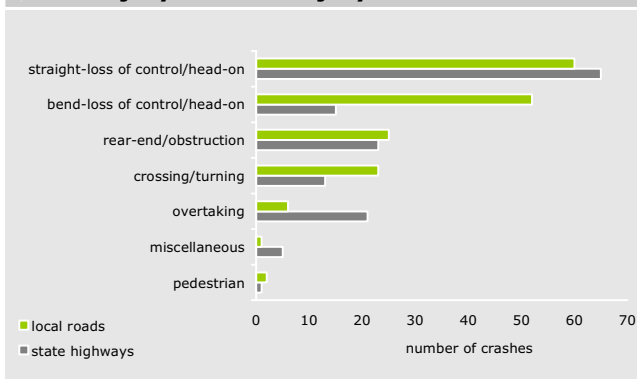
Eighteen people were killed, 53 sustained serious injuries and 138 received minor injuries in rural crashes in the five years from 2001 to 2005. There were also 185 non-injury rural crashes reported during this period.

Analysis of the rural crashes shows:

| Crash type                      | State highways | Local roads |
|---------------------------------|----------------|-------------|
| Single party crashes            | 55%            | 72%         |
| Crashes in dark/twilight        | 37%            | 49%         |
| Injury crashes involving:       |                |             |
| • alcohol                       | 14%            | 24%         |
| • speed too fast for conditions | 13%            | 27%         |
| • poor observation              | 34%            | 30%         |
| • poor handling                 | 34%            | 25%         |
| Collisions with poles           | 5%             | 18%         |
| Collisions with trees           | 8%             | 7%          |

Two thirds of the rural fatal crashes happened at night. Nearly half the rural local road crashes happened on weekends, and nearly two thirds of these were at night.

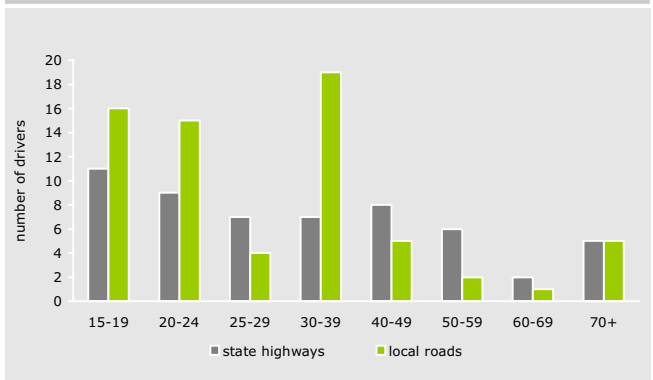
### Rural injury and non-injury crashes 2001–2005



More overtaking crashes happened on state highways than on local roads. On local roads there were more loss of control on bends/head-on and crossing/turning type crashes. Most of the loss of control/head-on crashes were single vehicle loss of control crashes – only about 10 percent were head-on crashes.

Over half the local road and about a third of the state highway rear-end/obstruction crashes involved collisions with animals.

### Age of culpable drivers in rural injury crashes 2001–2005

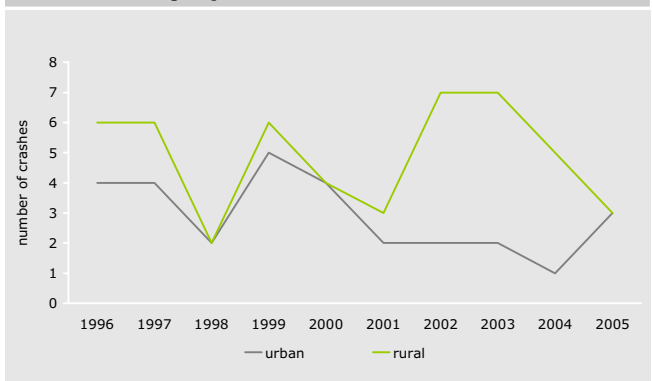


The above chart shows the ages for drivers at fault or partly at fault (culpable drivers) in injury rural crashes. Over two thirds of the culpable drivers were males. For the local road crashes, a relatively high number of drivers were aged between 30 and 40 and nearly half of these drivers were females.

## Alcohol

Between 2001 and 2005, alcohol was involved in about one in five rural injury crashes and one in 10 urban injury crashes. The proportion of rural injury crashes involving alcohol was higher in the Ashburton District than in similar peer group authorities or all New Zealand. In 2005, the proportion was below the national proportion.

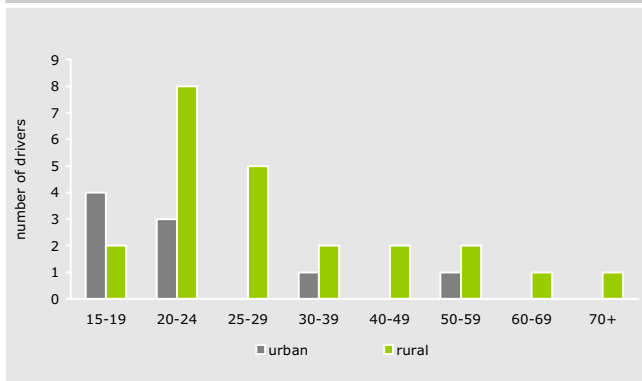
### Trends in injury alcohol crashes 1996–2005



The district should continue campaigns to keep alcohol-related crashes at or below national levels.

Between 2001 and 2005, there were 25 rural and 11 urban alcohol-related injury crashes. Analysis of these shows:

- most were single vehicle loss of control crashes
- over two thirds of the rural crashes were on local roads
- just over one third of the urban crashes were on local roads
- over a third happened between midnight and 6 am and a quarter between 9 pm and midnight
- over two thirds happened on a Friday, Saturday or Sunday.

**Age of drunk-drivers injury crashes 2001–2005**

Most drunk-drivers in injury crashes were residents of the Ashburton District. Only 21 percent had home addresses in other areas.

## Performance measures

The table on the right lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress*, a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for Ashburton District injury crashes in the last 12 months with the national range.

|   | National range                            | Ashburton District |
|---|---|--------------------|
| <b>Speed</b><br>% crashes with excessive speed                            | 9%–33%<br>(excluding Chatham Islands 75%) | 17%                |
| <b>Alcohol</b><br>% driver alcohol crashes                                | 6%–31%                                    | 13%                |
| <b>Intersections</b><br>% crashes with failed to stop or give way factors | 0%–41%                                    | 27%                |
| <b>Pedestrian</b><br>% crashes with pedestrians                           | 0%–24%                                    | 8%                 |
| <b>Cyclists</b><br>% crashes with cyclists                                | 1%–15%                                    | 6%                 |
| <b>Safety belts</b><br>% unrestrained – front seat                        | 1%–13%                                    | 4%                 |

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