



briefing notes - road safety issues

Ashburton District

Land Transport New Zealand has prepared this road safety issues note. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify areas to target to reduce the number of road deaths and injuries in the Ashburton District.

All the data unless otherwise stated in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Ashburton District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues

Ashburton District

Urban crashes

Rural crashes

2006 road trauma

Casualties

Deaths 4

Serious casualties 11

Minor casualties 50

Nationally

Speed

Alcohol

Failure to give way

Restraint use

Crashes

Fatal crashes 3

Serious injury crashes 11

Minor injury crashes 31

Non-injury crashes 145

Overview

In 2006 on local roads in the Ashburton District there were 25 injury crashes and 84 non-injury crashes, in addition there were 20 injury crashes and 61 non-injury crashes on State Highways, as reported by the New Zealand Police.

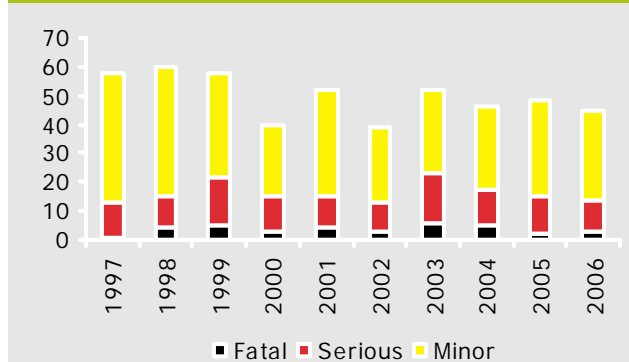
The table below shows the number of injuries resulting from 2006 crashes in rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	9	22	35
Urban	0	2	28	30
Total	4	11	50	65

Fatalities have been fluctuating over the last ten years with a low of one in 1997 and a high of seven in 1999 and 2003. Serious injuries fell to the lowest number seen in ten years at 11 in 2006. The highest number was 24 in 1999.

Injury crashes 1997 to 2006



Crash movement	Percentage of all crashes of this type in 2006
Lost control at bend	15%
Lost control on straight	24%
Crossing/Turning	32%
Rear end/Obstruction	23%
Overtaking	5%
Miscellaneous	1%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month May (15), best April (4)
- Worst day Monday (21) , best Tuesday (10)
- Wet or icy road 16 percent
- Night time 45 percent
- Intersection 49 percent
- 64 percent of at fault drivers male (injury crashes)
- 69 percent of at fault drivers in injury crashes held a full NZ licence

Transit roads

- Worst month December (11), best March (5)
- Worst day Friday (18), best Tuesday (8)
- Wet or icy road 12 percent
- Night time 39 percent
- Intersection 39 percent
- 86 percent of at fault drivers male (injury crashes)
- 59 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

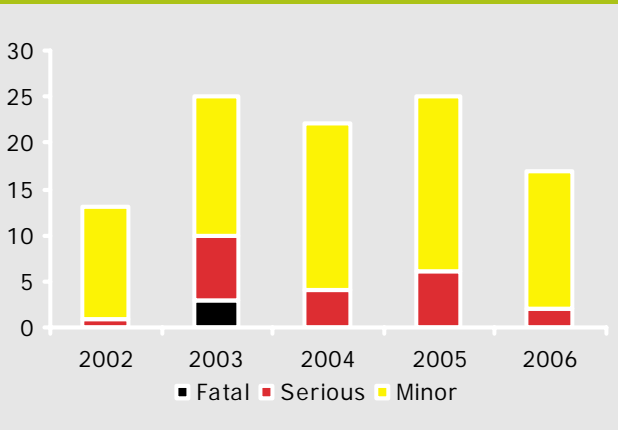
In the Ashburton District 65 percent of at fault drivers in injury crashes in 2006 held a full driving licence, higher than the level found elsewhere in New Zealand.

Driver licence status	Percentage of total 'at fault'
Full	63.8 (58.4) %
Learner	6.4 (9.5) %
Restricted	17.0 (17.6) %
Never licenced	4.3 (2.2) %
Disqualified	2.1 (1.7) %
Overseas	0 (4.2) %
Expired	0 (0.5) %
Other / unknown	6.4 (5.6) %

Urban crashes

In 2006 59 percent of all crashes in the Ashburton District occurred on urban roads, that is roads with a speed limit of 70km/h or less. These crashes resulted in two serious injuries and 28 minor injuries. There were also 95 non injury crashes reported on urban roads.

Urban injury crashes 2002-2006



Sixty percent of urban crashes in 2006 happened at intersections. The table below lists the five intersections with the highest number of crashes in Ashburton between 2002 and 2006.

Intersection name	Total crashes 02-06	Injury crashes 02-06	Total crashes in 2006
SH1/East Street	32	8	10
SH1/Walnut Avenue	25	5	3
SH1/SH77	23	2	5
Oak Grove/Elizabeth St	9	2	2
East Street/Walnut Ave	8	1	2

More crashes happened at Give Way controlled intersections than at other control types. Traffic signal controlled intersections had the second highest number of crashes.

The most common types of intersection crashes are vehicles hitting at right angles (40 percent) followed by one vehicle turning right across the path of another (19 percent).

Further facts about urban crashes in the Ashburton District between 2002 and 2006, divided into local roads and Transit roads:

Local roads

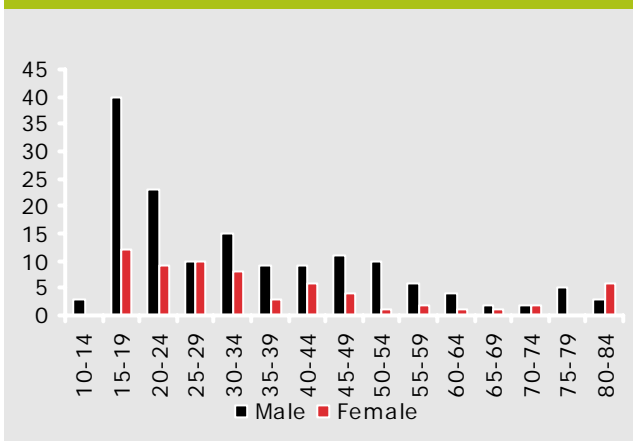
- 12 serious injuries and 68 minor injuries
- At fault drivers 69 percent male
- Nine percent alcohol over limit
- 21 percent too fast for the conditions
- 57 percent at intersections
- 12 percent of crashes were on a wet road
- 31 percent occurred at night time
- Worst month May, best January

Transit roads

- 3 deaths, 8 serious injuries and 58 minor injuries
- At fault drivers 67 percent male
- 16 percent alcohol over limit
- 11 percent too fast for the conditions
- 67 percent at intersections
- 18 percent wet roads
- 35 percent night time

The graph below shows the age and gender of at fault drivers in urban injury crashes in the Ashburton District over the last five years.

Age and gender of at fault drivers



Rural crashes

Although the majority of crashes in the Ashburton District occur on urban roads many of these result in little or no injury. While 41 percent of crashes occurred on rural roads last year all of the fatalities and four out of five serious injuries occurred on these higher speed roads. In 2006 these crashes resulted in four fatalities, nine serious injuries and 22 minor injuries, with a further 50 crashes reported where nobody was hurt.

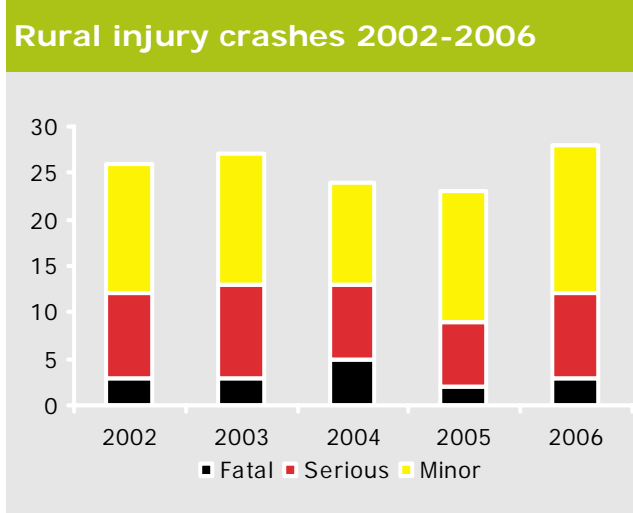
Two thirds of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in Ashburton District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	1	0
Bridge ends	3	1
Cliff or bank	1	0
Debris on road	0	1
Ditch	12	6
Fence	32	23
Guard rail	0	2
Over bank	5	1
Parked vehicle	1	1
Phone box etc	1	1
Post or pole	28	8
Slip or flood	1	0
Stray animal	13	13
Traffic sign	3	6
Train	1	1
Tree	9	12

The number of reported crashes on rural roads increased in 2006 to a ten year high. The number of people injured in those crashes however fell to one of the lowest levels seen in the district since a record high in 1999 when twice as many people were injured.



Further information about rural crashes in the Ashburton District in 2006:

Local roads

- Two deaths, six serious injuries and nine minor injuries
- At fault drivers 64 percent male
- Most common crash type losing control on a straight section of road
- 20 percent of injury crashes involved alcohol over limit
- 27 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 15 percent of crashes were on an icy surface
- 58 percent of crashes occurred at night

Transit roads

- Two deaths, three serious injuries and 13 minor injuries
- At fault drivers 85 percent male
- Most common crash type loss of control on a straight section of road
- 23 percent of injury crashes involved alcohol over limit
- 15 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 13 percent of crashes were on a wet or icy surface
- 54 percent of crashes occurred at night

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