

briefing notes - road safety issues

Ashburton District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2003–2007 period.

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

This report is the ninth road safety report for Ashburton District. All the material unless otherwise stated in this report applies to both local roads and to Transit New Zealand (Transit NZ) roads.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Ashburton is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district.

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

Major road safety issues

Ashburton District

Loss of Control on straight roads

Intersections

2007 road trauma

Casualties

Ashburton District

Deaths 6

Serious casualties 26

Minor casualties 67

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Ashburton District

Fatal crashes 5

Serious injury crashes 21

Minor injury crashes 53

Non-injury crashes 113

Overview

In 2007 on local roads in Ashburton District there were 53 injury crashes and 71 non-injury crashes. In addition there were 26 injury crashes and 42 non-injury crashes on Transit New Zealand (Transit NZ) roads, both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 79 injury crashes, by rural or urban areas for all roads, (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by environment 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	6	22	28	56
Urban		4	39	43
Total	6	26	67	99

There were more injury crashes in 2007 than in previous years. This reversed a general downward trend in injury crashes since 1998. The annual number of non-injury crashes has fluctuated with no obvious trend.

Crash trends				
Year	Fatal crashes	Serious injury crashes	Minor injury crashes	Non-injury crashes
1998	4	11	45	89
1999	5	17	36	108
2000	3	12	25	110
2001	4	11	37	106
2002	3	10	26	113
2003	6	17	29	93
2004	5	12	29	103
2005	2	13	33	106
2006	3	11	31	146
2007	5	21	53	113

Injury crashes 2003 - 2007		
Crash type or contributory cause	Local Road Percent of injury crashes	Transit Road Percent of injury crashes
Alcohol	15%	17%
Too fast	22%	14%
Bend—lost control crash	20%	7%
Straight—lost control crash	27%	33%
Crossing / turning crash	34%	20%
Road factors	14%	10%
Vulnerable road users (Percent of casualties)	19%	11%
1, Pedestrians	5%	4%
2, Cyclists	7%	2%
3, Motorcyclists	7%	5%

Further information about 2003 to 2007 injury and non-injury crashes on local roads:

- Worst month May, June
- Worst day Friday
- 18 percent on wet roads
- 39 percent at night
- 47 percent at intersections
- Social cost of crashes in 2007 was \$29.7m

Further information about 2003 to 2007 injury and non-injury crashes on Transit NZ roads

- Worst month December
- Worst day Friday
- 16 percent on wet roads
- 38 percent at night
- 43 percent at intersections
- Social cost of crashes in 2007 was \$13.3m

Straight roads

Between 2003 and 2007 82 percent of all crashes in Ashburton occurred on straight roads. These crashes resulted in 17 fatalities, 70 serious injuries and 233 minor injuries.

In 2007 there were the highest numbers in five years of fatal, serious and minor injury crashes reported. Non-injury crashes increased in 2006, but reduced again in 2007.

Crashes on straight roads 2003 to 2007				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Non-injury crashes
2003	3	10	25	80
2004	3	11	23	86
2005	2	12	25	86
2006	2	7	24	116
2007	4	19	48	95
Total	14	59	145	463

There were two main types of crash on straight roads in the district: - Loss of control crashes, and Crossing/turning crashes.

Over one third of injury crashes on straight roads involved loss of control. After losing control vehicles may crash into roadside objects such as ditches or trees. Hitting these objects can turn a relatively minor event serious. The two most common roadside objects struck in injury crashes on straight roads in Ashburton District were poles (26) and fences (22) from a total of 91 objects struck.

Thirty percent of crashes on straight roads in the district were crossing/turning crashes which typically occur at intersections or driveways.

Injury crashes on straight roads		
Crash type	Urban	Rural
Crossing/turning	52	14
Lost control - straight	13	66
Overtaking	2	11
Pedestrian	9	5
Rear end / obstruction	21	14
Other	7	4

Main characteristics of injury crashes on straight roads

Crash characteristic	Percentage of crashes
Single vehicle	36%
At intersection	37%
Alcohol	14%
Excessive speed	15%
Poor observation	39%
Poor handling	17%
Road factors	11%
Wet road	15%
Night time	32

Further information about injury crashes on straight roads (2003 to 2007) on local roads in Ashburton District :

- 8 deaths, 40 serious injuries and 127 minor injuries
- 71 percent of at fault drivers were male
- Most common crash type "Crossing / turning"
- Most common age group 15-19 years
- 11 percent of crashes involved alcohol
- Worst month August, October, November
- Worst day of week Wednesday, Saturday
- Worst time period 9 am -midday

Further information about injury crashes on straight roads (2003 to 2007) on Transit NZ roads in Ashburton District:

- 9 deaths, 30 serious injuries and 106 minor injuries
- 73 percent of at fault drivers were male
- Most common crash type "Lost control"
- Most common age group 15-24 years
- 19 percent of crashes involved alcohol
- Worst month June
- Worst day of week Friday
- Worst time period midday - 6 pm

Intersections

In Ashburton District during the period 2003 to 2007 there were 109 injury crashes at intersections and 277 non-injury crashes. In these crashes, 7 people died, 24 received serious injuries and 135 received minor injuries. 82 percent of these crashes were in urban areas of the district. These crashes make up 64 percent of urban crashes. There were 71 intersection crashes in rural areas of the District.

Junction type Injury and Non-injury crashes		
Junction Type	Rural	Urban
Roundabout	0	47
Tee	32	106
Cross (X)	36	161
Multi leg	3	1
Total	71	315

From 2003 to 2005 the number of crashes at intersections remained stable. In 2006 the number of reported non injury crashes rose, and in 2007 the number of injury crashes about doubled from the average of the previous four years.

Crashes at Intersections					
	2003	2004	2005	2006	2007
Injury crashes	17	18	21	17	36
Non-injury crashes	50	47	47	71	62
Total	67	65	68	88	98

The most common intersection crash is the one where two vehicles collide at right angles. The next most common crash is where a driver turning at an intersection loses control. The third most common crash is where a driver turns right across the path of a vehicle coming from the opposite direction.

The main causes contributing to crashes at intersections were:

- Failure to stop and give way
- Not checking properly
- Inattention
- Speed

Locations with high crash numbers

Intersection name	Total crashes 2003-2006	Total 2007
West Street / East Street North	25	2
West Street / Walnut Avenue	22	4
West Street / Moore Street	15	6
Oak Grove / Elizabeth Street	8	0
East Street / Walnut Avenue	7	1
East Street / Moore Street	5	3
Moore Street / Cass Street	4	3

These locations are listed regardless of work done. The works at the north end of town appear to have resulted in a drop in crash numbers .

Further information about injury crashes at intersections 2003 to 2007 on local roads in Ashburton District :

- 4 deaths, 20 serious injuries and 79 minor injuries
- 12 percent involved alcohol
- 22 percent involved speed
- 10 percent wet roads
- 27 percent night time
- Worst month February
- Worst day of week Thursday
- Worst time midday - 3 pm

Further information about injury crashes at intersections 2003 to 2007 on Transit NZ roads in Ashburton District :

- 3 deaths, 4 serious injuries 56 minor injuries
- 8 percent involved alcohol
- 11 percent involved speed
- 19 percent wet roads
- 31 percent night time
- Worst month October
- Worst day of week Friday
- Worst time 3 pm - 6 pm

National issues

This section contains some brief information on the key national road safety issues as measured in Ashburton District. They may have been covered elsewhere in this document or not be a specific issue.

Speed

In Ashburton District, "Too fast" was recorded in 45 fatal and injury crashes in the district in the last five years resulting in 8 deaths and 56 injures. There were more crashes in 2007 than in previous years.

79 percent of all speed-related crashes were Loss of control crashes. Alcohol and poor handling were the other driver factors most often associated with speed in injury crashes.

77 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 24 years

Alcohol

In Ashburton District, alcohol was involved in 41 fatal and injury crashes in the district in the last five years resulting in 11 deaths, and 46 other injuries. The annual number of injury crashes involving alcohol is increasing.

50 percent of all alcohol crashes were in urban areas of the district. 75 percent of these were Loss of control crashes. Speed and fatigue were the other factors often associated with alcohol in injury crashes.

90 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 24 years .

Failure to give way

In Ashburton District, failure to give way or stop was reported in 69 fatal and injury crashes during the last five years resulting in 5 deaths and 108 other injuries.

Poor observation was the driver factor most often associated with failure to give way.

69 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 30 to 59 years .

Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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