

# briefing notes - road safety issues

## Ashburton District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

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

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 District 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 Ashburton District to use its free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues, and other road safety issues in the District. Also the NZTA Christchurch Performance Information team is available to provide further information if required.. All data and maps in this note are from CAS.

### Major road safety issues

#### Ashburton District

Straight road - Lost control / Head-on

Intersections

### 2008 road trauma

#### Casualties

#### Ashburton District

Deaths 7

Serious casualties 14

Minor casualties 69

### Nationally

Speed

Alcohol

Failure to give way

Restraints

### Crashes

#### Ashburton District

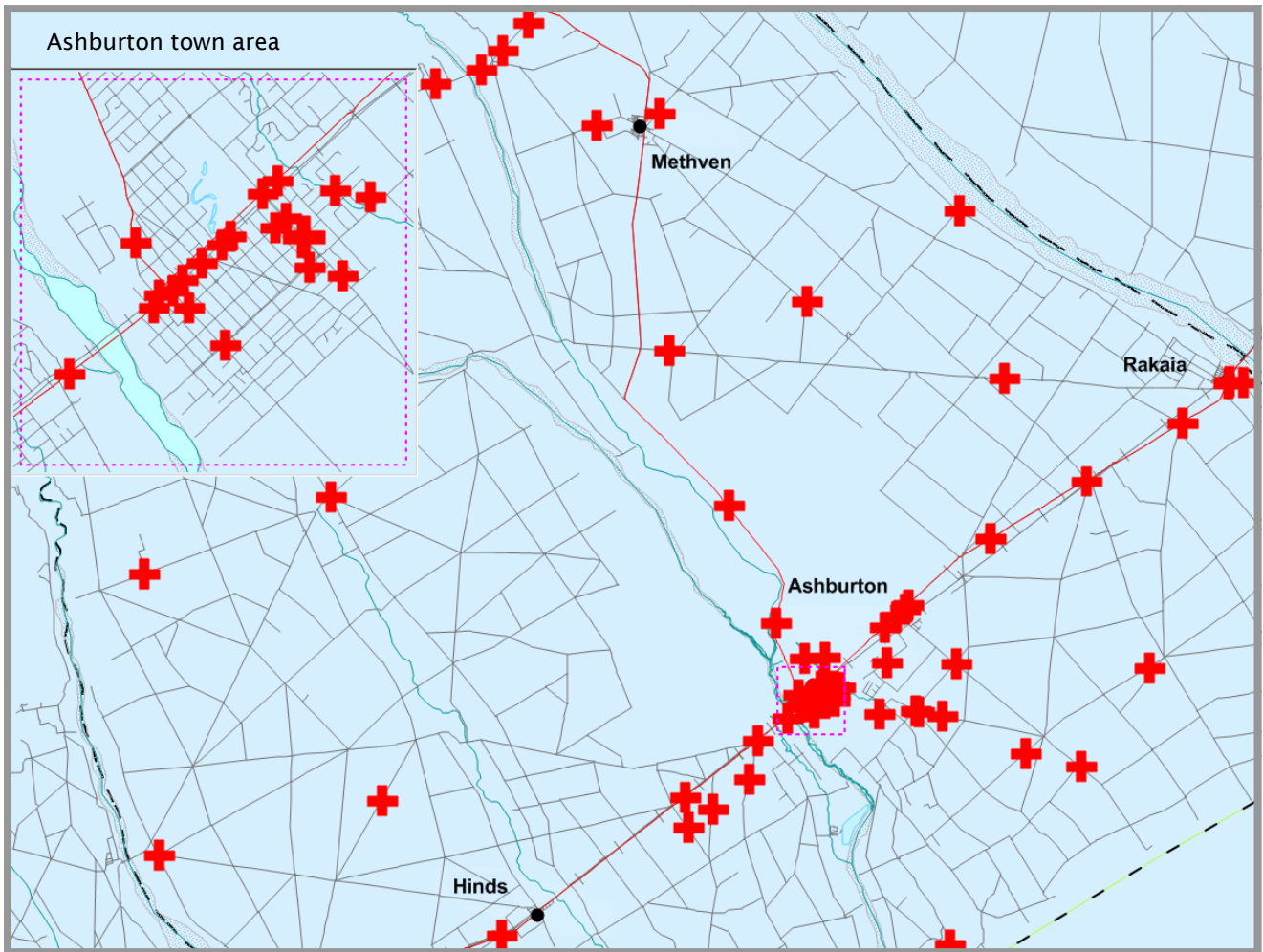
Fatal crashes 7

Serious injury crashes 12

Minor injury crashes 46

Non-injury crashes 145

### Reported Fatal and Injury Crashes Ashburton District 2008



## Overview

In 2008 on local roads in Ashburton District there were 45 injury crashes and 70 non-injury crashes. In addition there were 20 injury crashes and 75 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 65 injury crashes by rural or urban areas for local roads (rural is defined as an area with a speed limit of 80km/h or more).

### Casualties by urban / rural 2008

	Fatalities	Serious injuries	Minor injuries	Total
Rural	6	9	37	52
Urban	1	5	32	38
Total	7	14	69	90

Overall almost 6 of every 10 casualties resulted from crashes in rural areas of the district. However for fatal and serious casualties only more than 7 of every 10 were in the rural areas.

The total number of injury crashes reported in 2008 was the second highest in the last ten years. The year with most crashes reported was 2007. For fatal crashes, 2008 was the worst in the last ten years

### Crash trends in Ashburton District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	5	17	36	58
2000	3	12	25	40
2001	4	11	37	52
2002	3	10	26	39
2003	6	17	29	52
2004	5	12	29	46
2005	2	13	33	48
2006	3	11	31	45
2007	5	21	53	79
2008	7	12	46	67

### Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	16	15
Too fast	21	13
At bends	19	32
At intersections	45	34
Road factors	14	12

### Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	5	3
Cyclists	8	2
Motorcycles	6	6
<b>Total vulnerable</b>	19	11

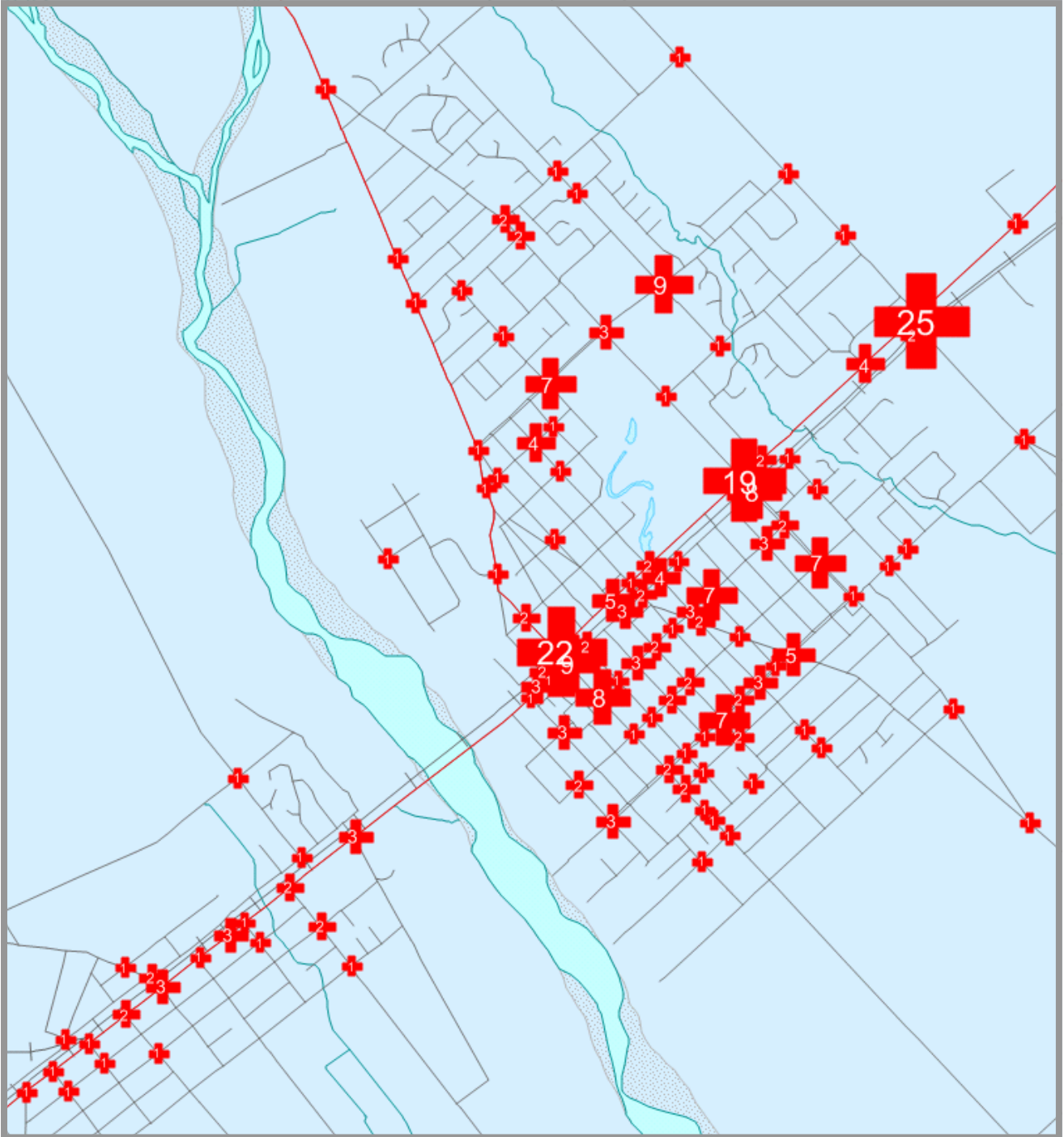
Further information about 2004 to 2008 injury crashes on local roads in Ashburton District :

- Worst month May, October
- Worst day Wednesday
- 16 percent on wet or icy roads
- 33 percent at night
- 45 percent at intersections
- 85 roadside objects struck
- Social cost of crashes in 2008 \$106 m

Further information about 2004 to 2008 injury crashes on State Highways in Ashburton District :

- Worst month June,
- Worst day Friday
- 17 percent on wet or icy roads
- 35 percent at night
- 34 percent at intersections
- 42 roadside objects struck
- Social cost of crashes in 2008 \$56 m

All crashes at Intersections  
Ashburton town area  
2004 to 2008



## Intersections

During the five year period 2004 to 2008 within Ashburton District there were a total of 395 crashes at intersections, 115 of these were injury crashes and 280 non-injury.

80 percent of these in urban areas and 6 people were killed, 26 received serious injuries and 140 received minor injuries.

Crashes at Intersections					
	2004	2005	2006	2007	2008
Injury crash	17	20	17	35	26
Non-injury crash	45	46	69	60	60
Total	62	66	86	95	86

Locations with the most injury crashes 2004 to 2008		
Intersection name (Within a radius of 50m)	Injury crashes 2004 - 2008	total Injury crashes 2008
West Street / Walnut Avenue	5	1
Havelock Street / Chalmers Avenue	4	0
East Street / Wills Street	3	1
West Street / Moore Street	3	0

The northern intersection of West Street and East Street still lists as the location with most crashes. It is not listed here as it has been treated. No crashes were recorded at this location in 2008.

Junction control Injury and non-injury crashes				
Junction control	Traffic signals	Nil	Give Way	Stop
Number of crashes	40	27	252	76

The most common crash type at intersections is when a vehicle travelling straight through is struck by another vehicle travelling straight through from the right.

The main causes contributing to injury crashes at intersections were:

- Failure to stop and give way
- Not checking properly

Junction type Injury and Non-injury crashes		
Junction Type	Rural	Urban
Roundabout	0	35
Tee	36	110
Cross (X)	36	173
Multi-leg	4	1

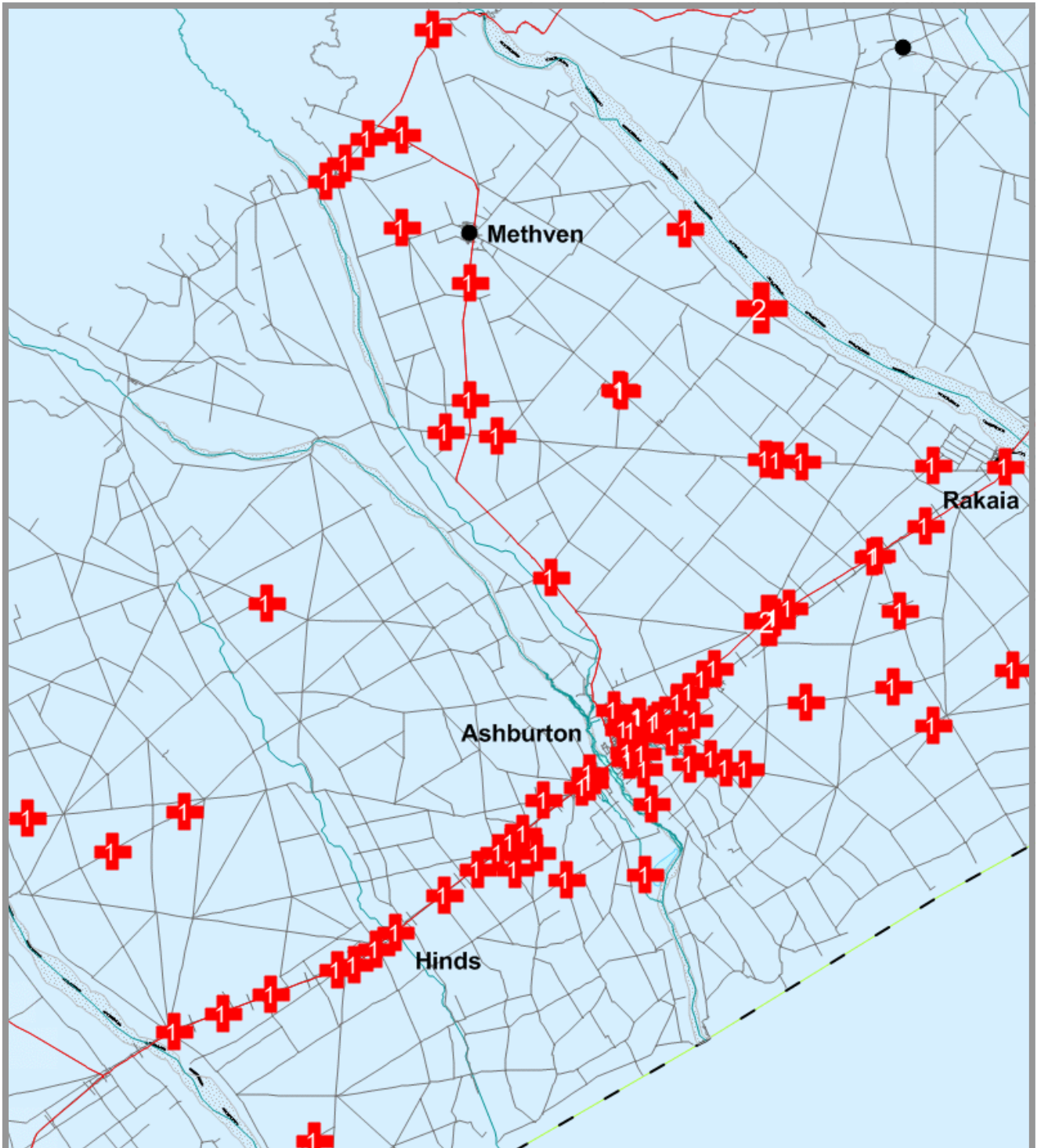
Further information about the 79 injury crashes at intersections on local roads in Ashburton District 2004 to 2008:

- 5 deaths, 21 serious injuries and 81 minor injuries
- 11 percent wet or icy roads
- 25 percent night time
- Worst month February
- Worst day of week Wednesday
- Worst time 9 am till 12 am

Further information about the 36 injury crashes at intersections on State Highways in Ashburton District 2004 to 2008:

- 1 deaths, 5 serious injuries and 59 minor injuries
- 11 percent wet or icy roads
- 28 percent night time
- Worst month June
- Worst day of week Friday
- Worst time 9 am till 12 am

Injury Straight road - Lost control or head-on crashes  
Ashburton District  
2004 - 2008



## Straight road -loss of control or head on

Between 2004 and 2008 29 percent of all injury crashes in Ashburton District involved straight road loss of control or head on crashes. 37 percent of fatal and serious crashes in the district were of this type.

These 82 crashes resulted in 8 fatalities, 32 serious injuries and 73 minor injuries.

### Loss of control — straight roads injury crashes 2004 to 2008

Crash year	Fatal crashes	Serious crashes	Minor crashes
2004	2	7	5
2005	0	3	7
2006	2	5	11
2007	1	8	11
2008	2	4	14
Total	7	27	48

Most of these crashes occurred when a driver loses control of their vehicle and either runs off the road or collided with another vehicle.

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

The most common roadside hazards struck in injury crashes in Ashburton District were, poles or posts (22) fences (14) and trees (12) from a total of 64 objects struck.

### Main characteristics of injury straight roads - loss of control or head on crashes 2004 to 2008

Crash characteristic	Percentage of crashes
Single vehicle	77
Alcohol	17
Excessive speed for the conditions	12
Road factors	15
Poor handling	33
Rural road	80
Wet or icy road	20
Night time	41

Further information about the 48 injury straight road - loss of control or head on crashes (2008 to 2008) on local roads in Ashburton District:

- 3 deaths, 18 serious injuries and 41 minor injuries
- 65 percent of at fault drivers were male
- Most common crash type "off road to left" and "off road to right"
- Most common at fault driver age group 15 to 19 years
- 15 percent of crashes involved alcohol
- 15 percent of crashes involved speed
- 19 percent involved "road factors"
- 6 percent involved fatigue
- Objects commonly struck Post or pole (12), Fence (10) and trees (8)
- 19 percent in wet or icy conditions
- 38 percent at night
- Worst month October
- Worst day of week Saturday, Sunday
- Worst time 9 am to 12 am

Further information about the 34 injury straight road - loss of control or head on crashes (2004 to 2008) on State Highways in Ashburton District:

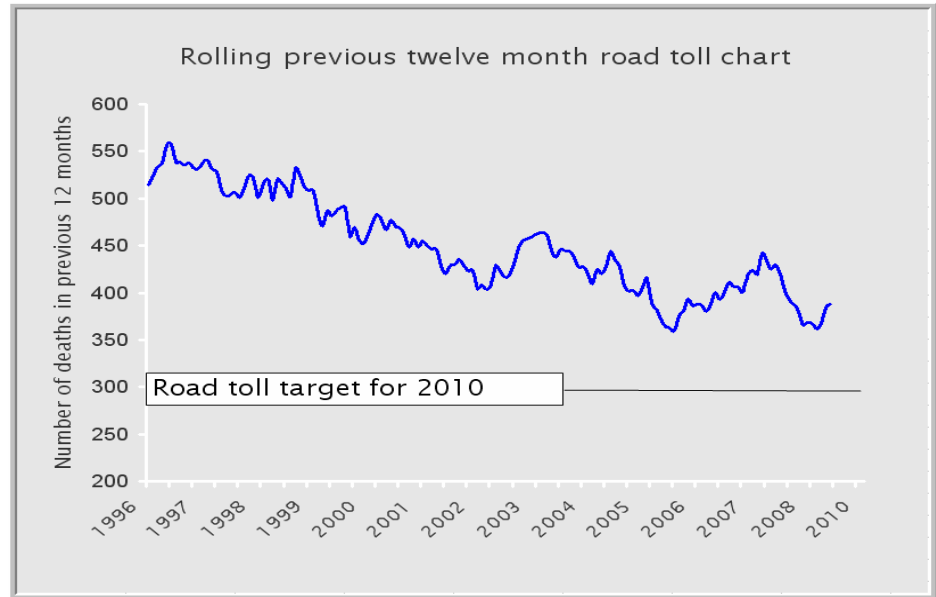
- 5 deaths, 14 serious injuries and 32 minor injuries
- 74 percent of at fault drivers were male
- Most common crash type "off road to left"
- Most common at fault driver age group 20 to 24 years
- 21 percent of crashes involved alcohol
- 9 percent of crashes involved speed
- 9 percent involved "road factors"
- 38 percent involved fatigue
- Objects commonly struck Post or pole (10), Fence (4) and trees (4)
- 21 percent in wet or icy conditions
- 47 percent at night
- Worst month January, June
- Worst day of week Tuesday, Friday, Saturday
- Worst time 9 am to 12 am

## The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

### Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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