

# road safety issues

**T**he Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Canterbury Region.

Comparing the reported injury crashes and casualties in 2003 with 2002:

- the number of injury crashes and casualties were about the same in both urban and rural areas
- the proportion of crashes at intersections decreased notably in rural areas
- the number of collisions with roadside hazards increased
- alcohol involvement stayed about the same in both urban and rural crashes
- speed involvement increased a little in urban crashes and markedly in rural crashes.

## Major road safety issues

Canterbury Region

Intersections

Speed

Roadside hazards

Alcohol

Nationally

Speed

Alcohol

Failure to give way

Restraints



## 2003 road trauma for Canterbury Region



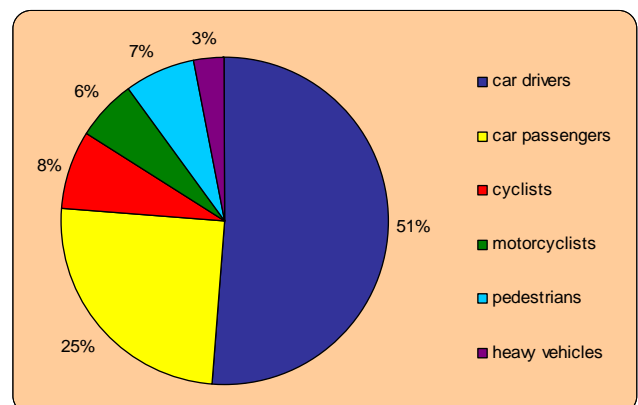
Deaths	54
Serious casualties	297
Minor casualties	1290



Fatal crashes	46
Serious injury crashes	249
Minor injury crashes	899
Non-injury crashes	2332

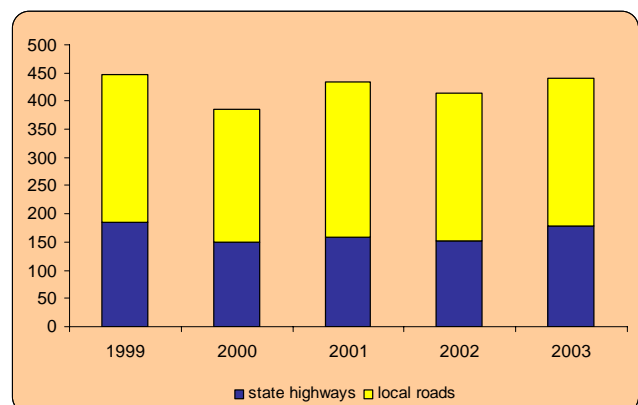
## Road casualties 1999–2003

User types 1999–2003



## 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 2002 prices.



## Intersections

- Nearly 60 percent of urban crashes in the Canterbury Region occurred at intersections.
- The proportion of rural crashes in the Canterbury Region occurring at intersections has reduced from 25 percent to 20 percent in the last two years.
- Over 80 percent of intersection crashes were in urban areas.
- Nearly half the intersection crashes occurred at crossroads.
- Crossroads are known to be more dangerous than T junctions and the Canterbury Region has many crossroads.
- Many crashes happen at roundabouts but a very high proportion are usually non-injury crashes.

In the Canterbury Region the intersections causing the highest cost to the community from fatal and injury crashes between 1999 and 2003 were:

- Chaney's off-ramp and Main North Road
- State Highway 73 and Buchanans Road
- State Highway 1 and Halswell Junction Road
- Russley Road and Memorial Avenue
- Marshland Road and Queen Elizabeth II Drive
- Moorhouse Avenue and Antigua Street
- Fitzgerald Avenue and Cashel Street
- Moorhouse Avenue and Durham Street.

The intersection with the highest total of injury and non-injury crashes between 1999 and 2003 was Deans Avenue and Riccarton Road which had 10 injury crashes and 70 non-injury crashes.

Outside Christchurch City, the intersections with the highest number of crashes between 1999 and 2003 were in Ashburton at:

- West Street and Walnut Avenue (22 crashes)
- West Street and Moore Street (21 crashes).

## 80 Speed

Speed remains the single biggest killer on Canterbury roads.

Casualties in crashes involving speed too fast for the conditions over the last five years were:

### Urban areas

- 27 people died (36 percent of deaths).
- 149 people received serious injuries.
- 605 received minor injuries.

### Rural areas

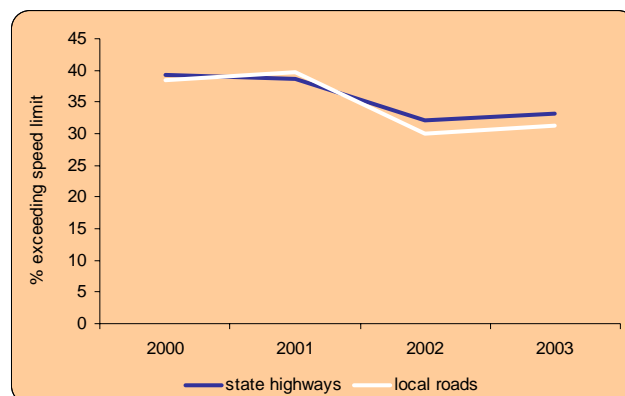
- 51 people died (31 percent of deaths).
- 172 people received serious injuries.
- 424 received minor injuries.

On urban roads the number of crashes with excessive speed as a contributing factor increased from 93 in 2002 to 104 in 2003.

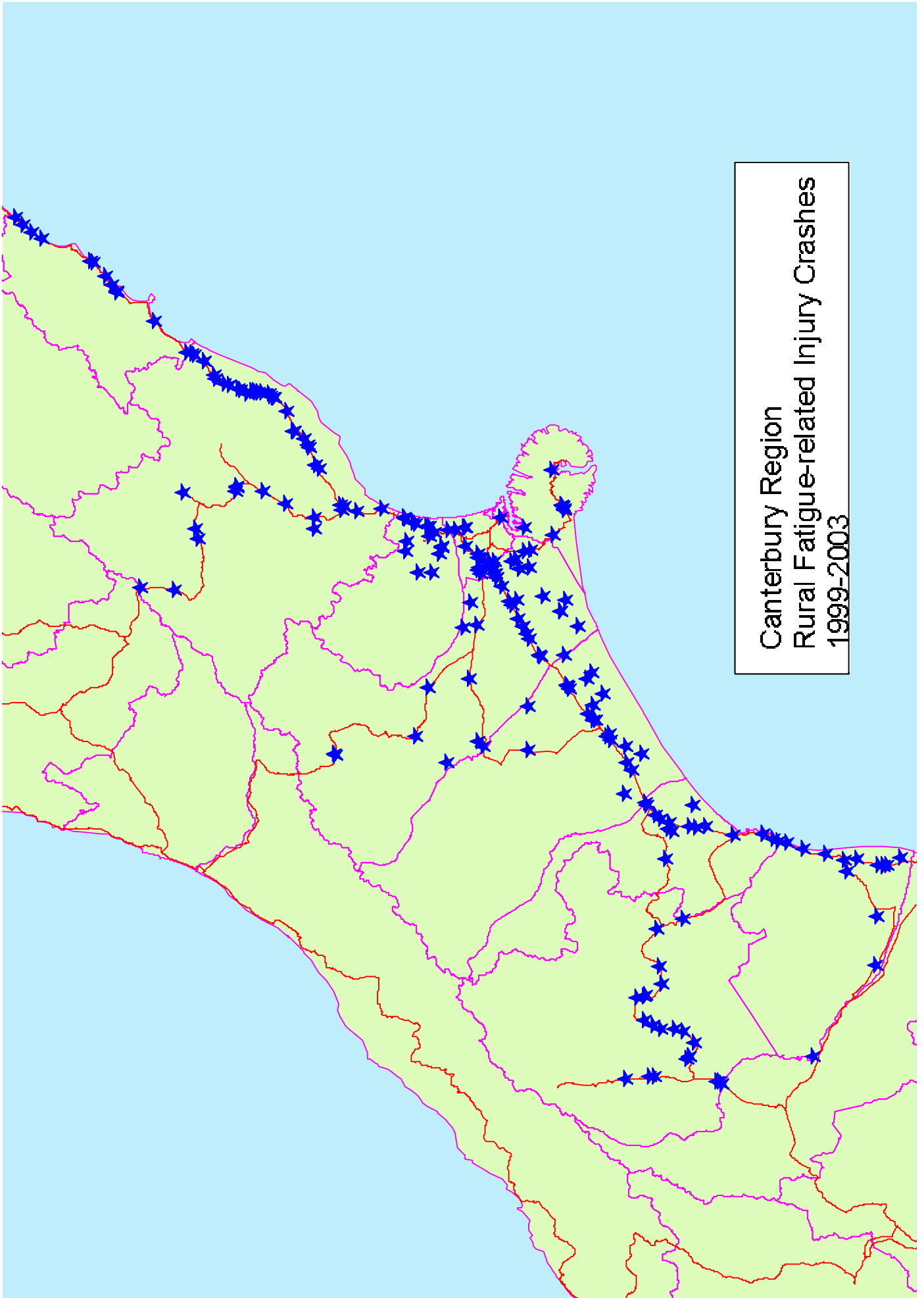
On rural roads the number of crashes with excessive speed as a contributing factor increased from 75 in 2002 to 104 in 2003.

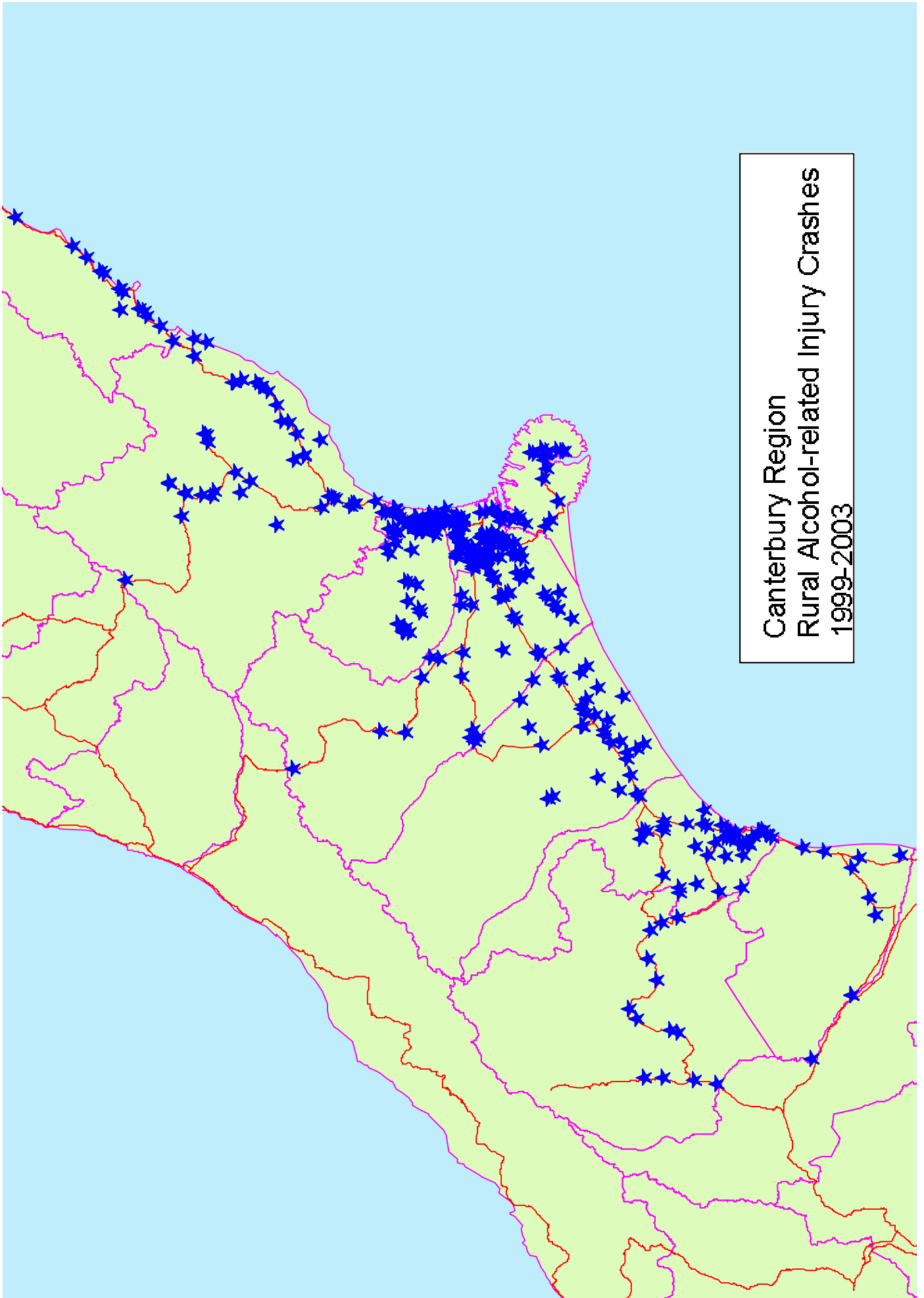
Between 2002 and 2003, speeds on rural roads increased at the indicator sites surveyed by Christchurch LTSA staff. This graph is based on the results of these surveys.

### Vehicles exceeding 100 km/h on rural roads



Sixty percent of crashes with speed as a contributing factor resulted from vehicles losing control on curves.







## Roadside hazards

About 25 percent of urban injury crashes in the Canterbury Region involved a collision with a roadside hazard.

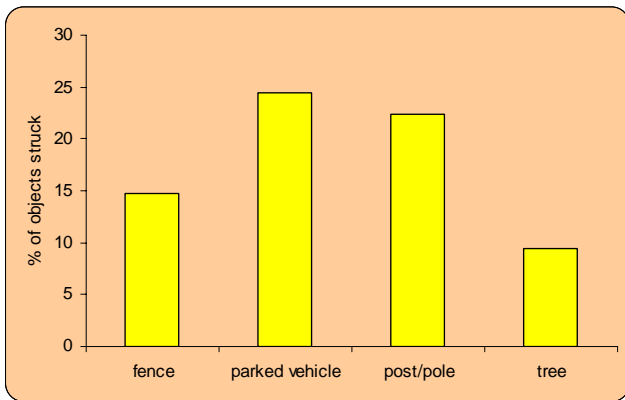
The proportion of rural injury crashes involving a collision with a roadside hazard has increased from 45 to 55 percent in the last 10 years.

In the period 1999 to 2003:

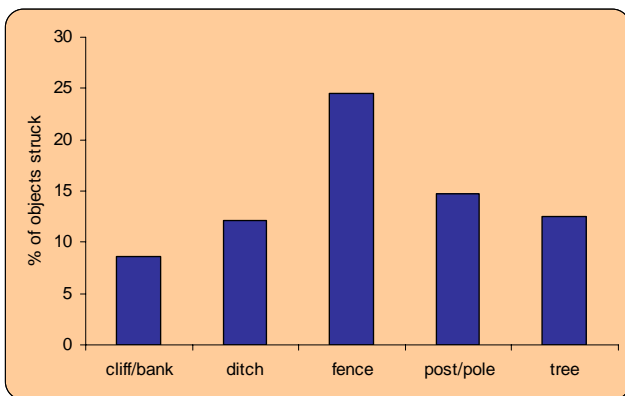
- 124 people were killed
- 591 people were seriously injured
- 2,130 people received minor injuries

in collisions with roadside hazards.

### Objects struck – urban areas



### Objects struck – rural areas



## Alcohol

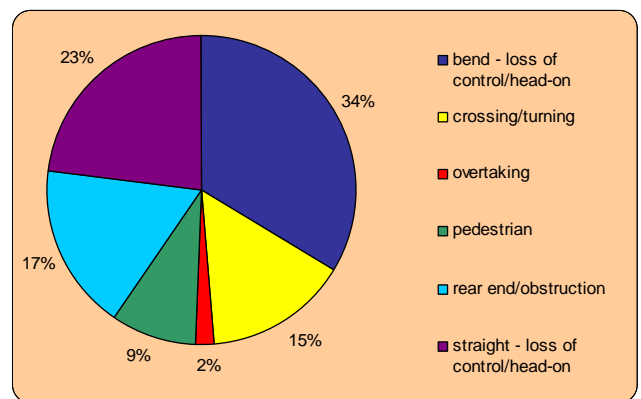
Alcohol was involved in about 15 percent of rural and 12 percent of urban injury crashes in the Canterbury Region in 2003.

In the period 1999 to 2003:

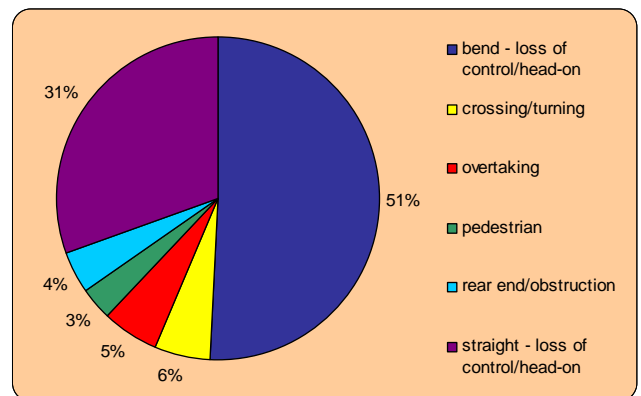
- 53 people were killed
- 282 people were seriously injured
- 870 people received minor injuries

in crashes where alcohol was a contributing factor.

### Types of urban crashes involving alcohol



### Types of rural crashes involving alcohol



A large majority of crashes involving alcohol occurred in the dark – 71 percent in rural areas and 75 percent in urban areas.

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