

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on the tables and graphs in the Timaru District 1999–2003 road safety report and more detailed analysis of the crashes using the LTSA Crash Analysis System (CAS). The intent of the report is to highlight the key road safety issues in the Timaru District.

More people were killed in road crashes in the Timaru District in 2003 than in any other year in the 1999–2003 period. One young pedestrian, four drivers and three passengers died in 2003. The eight deaths resulted from five crashes in rural areas.

Comparing the reported injury and non-injury crashes in 2003 with 2002:

- there were more deaths
- the total number of injury crashes and casualties were about the same
- more urban non-injury crashes were reported
- fewer pedestrians were injured
- a similar number of cyclists were injured
- alcohol was involved in more urban and rural injury crashes
- significantly more rural injury crashes involved drivers travelling too fast for the conditions.

A review of injury crash factors for the 1999–2003 period showed that poor observation was the most common factor accounting for nearly half of the urban crashes and over a third of rural crashes. Failure to give way was a common factor in 73 urban and 27 rural injury crashes.

Major road safety issues

Timaru District

Poor observation
Failure to give way
Speed
Cyclists

Nationally

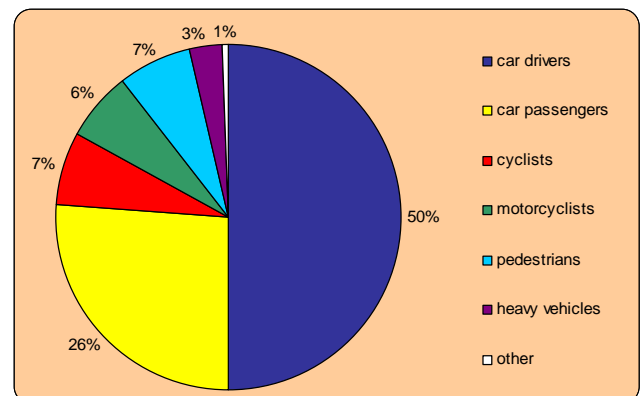
Speed
Alcohol
Failure to give way
Restraints

2003 road trauma for Timaru District

Deaths	8
Serious casualties	25
Minor casualties	78
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Fatal crashes	5
Serious injury crashes	20
Minor injury crashes	53
Non-injury crashes	221

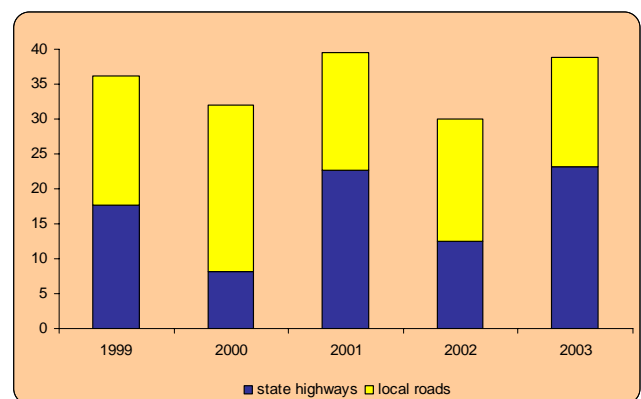
Road casualties 1999–2003

User type 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.

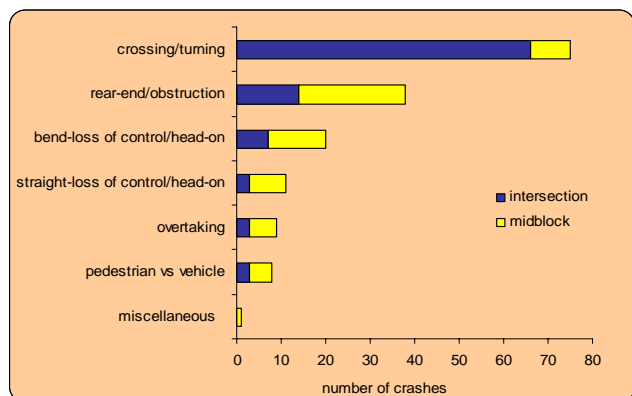
Poor observation

Poor observation factors included:

- drivers being inattentive and failing to notice the road alignment, other vehicles or road signs
- drivers having their attention diverted by passengers, controls or accessories in the vehicle, or by other traffic or the scenery
- drivers not seeing or looking for other vehicles until too late.

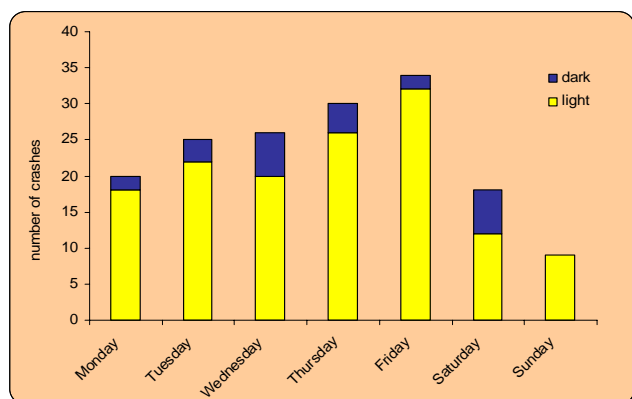
Poor observation by drivers was a factor in about half of the urban and a third of the rural crashes from 1999 to 2003. Six people were killed and 252 people injured, 35 seriously, in 167 poor observation injury crashes from 1999 to 2003.

Poor observation crash types



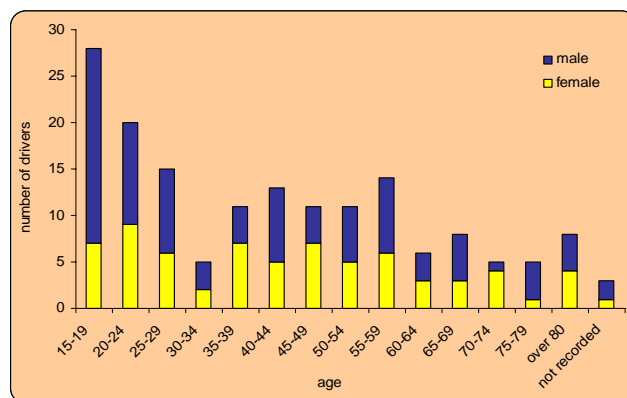
Poor observation by drivers results in all types of crashes. About 60 percent of these crashes in the period 1999 to 2003 were in urban areas and about 60 percent on local roads. Crossing/turning crashes at intersections and rear-end/obstruction type crashes were the most common. Many of these crashes also included failure to give way factors.

Poor observation crash days



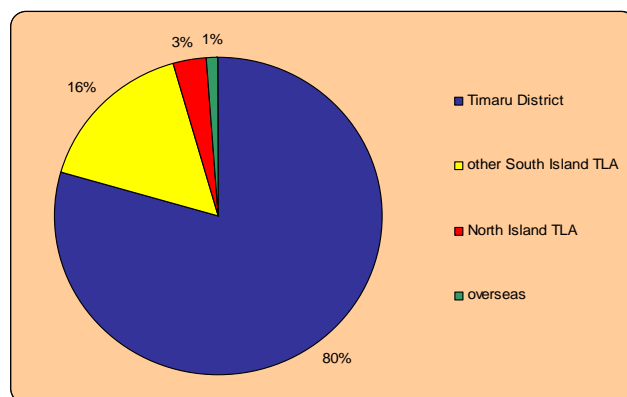
Most of the crashes happened during daylight on weekdays. Only 14 percent occurred in twilight or darkness.

Poor observation by drivers – age and gender



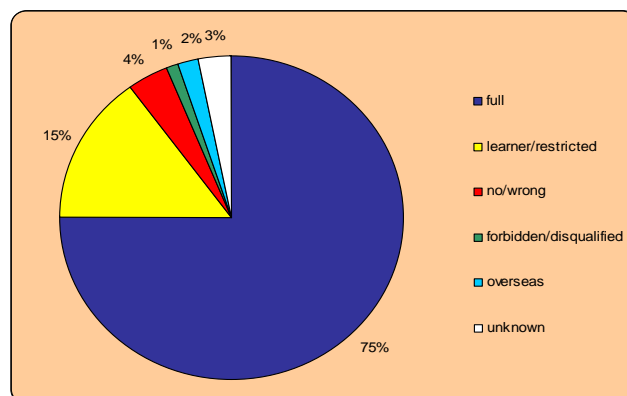
Drivers in all age groups had injury crashes due in part to poor observation. There were more male (93) than female (70) drivers involved in poor observation crashes. Over a third of the male drivers were under 25 years old.

Poor observation by drivers – home location

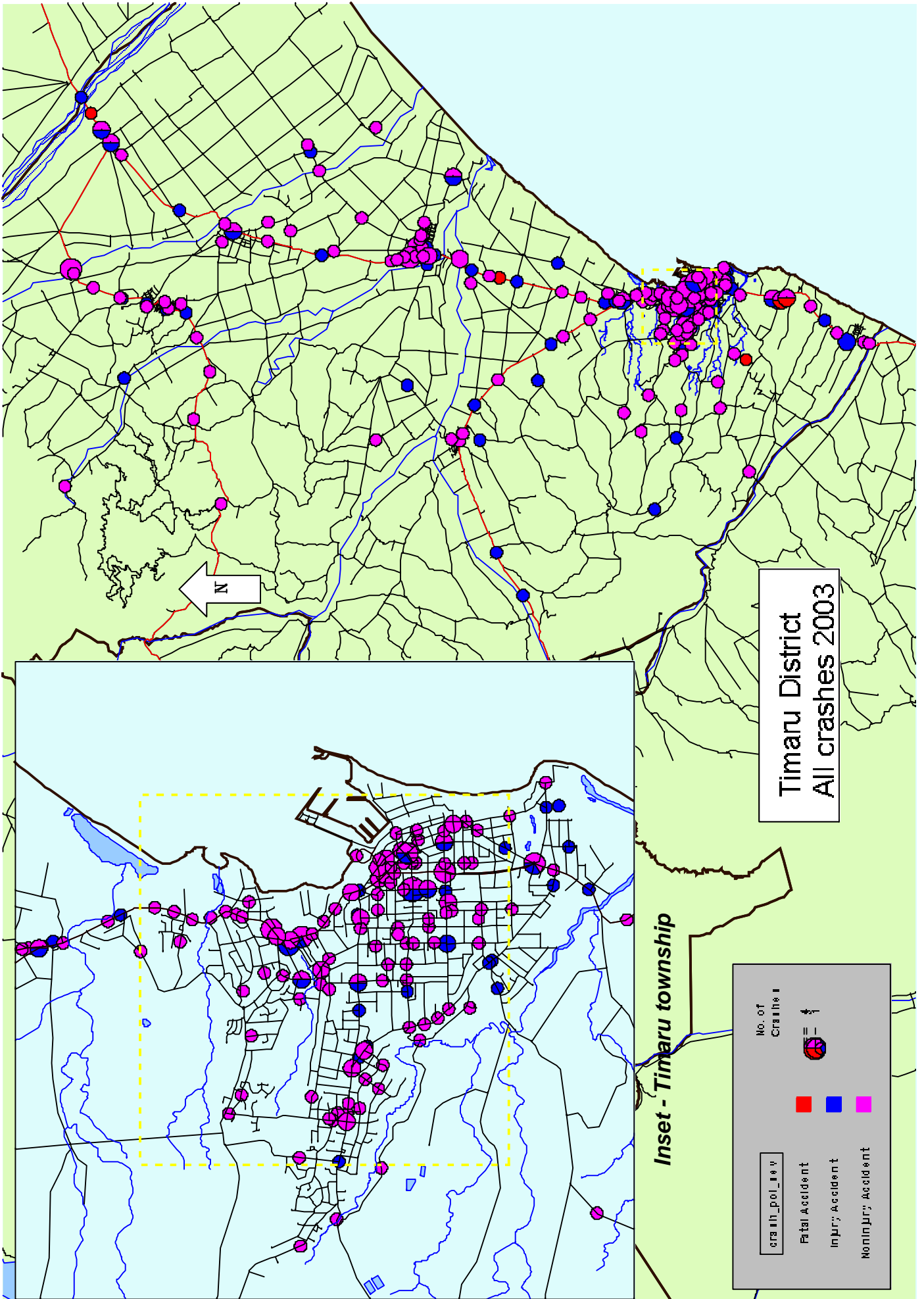


Eighty percent of the drivers were from the Timaru District and 16 percent were from other South Island areas.

Poor observation by drivers – licence status



Three quarters of the drivers had a full driving licence and 15 percent had a learner or restricted licence.



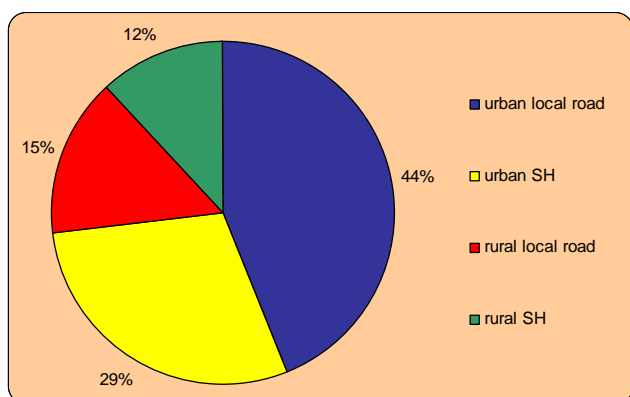


Failure to give way

Failure to give way was the second most common factor contributing to injury crashes in the Timaru District between 1999 and 2003. Drivers failed to give way in 73 urban and 27 rural injury crashes. Two people died and 169 were injured, 32 seriously, in crashes where drivers failed to give way.

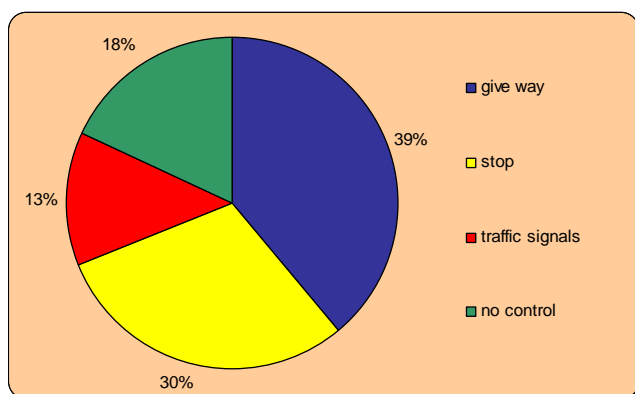
Nearly 90 percent of these crashes happened at intersections. Typically they were right angle crossing collisions or collisions with vehicles turning right into or from a side road.

Failure to give way injury crashes



Nearly three quarters of the failure to give way crashes happened in urban areas.

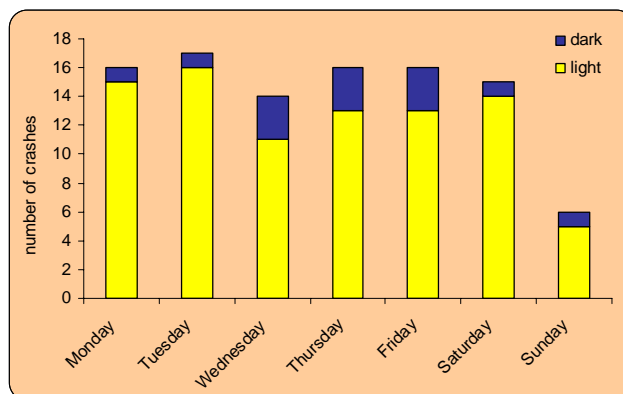
Failure to give way crashes by traffic control type



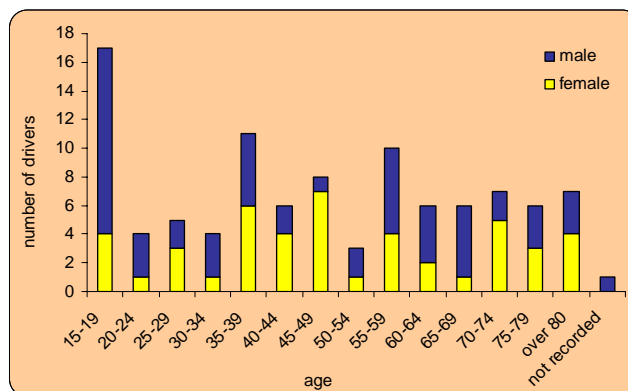
Most of these crashes involved failure to give way at Give Way or Stop controlled intersections. Sites with no controls where crashes occurred were either at driveways (11) or at uncontrolled T junctions (five). Typically, failure to give way at traffic signals involved someone turning right failing to give way to an oncoming vehicle travelling straight ahead.

Most of the crashes happened during daylight between Monday to Saturday. This is when there is more traffic and more conflicts at intersections. Only 13 percent happened in darkness.

Day of week for failure to give way crashes



Age and gender of drivers that failed to give way

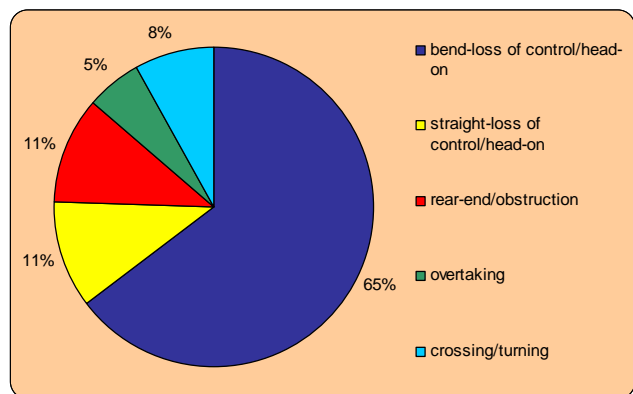


Drivers in all age groups caused crashes by their failure to give way. About 46 percent were females. Young males were most often involved. Nearly half the drivers under 25 years old were on a learner or restricted driving licence.

80 Speed

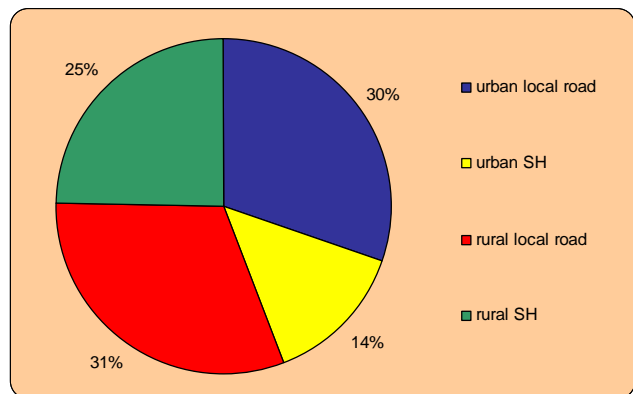
Compared with previous years, there was a significant increase in the number of rural crashes in 2003 caused by travelling too fast for the conditions. Speed or travelling too fast for the conditions was the second highest factor in the district's rural injury crashes between 1999 and 2003. There were 73 speed-related injury crashes in this period.

Speed-related injury crashes



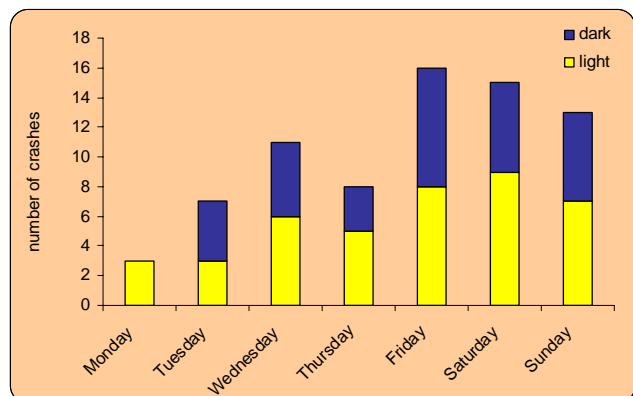
Over half of these crashes happened in rural areas. In both rural and urban areas, most were loss of control/head-on crashes on bends.

Roads where speed-related crashes occurred



There were more speed-related crashes on local roads than state highways in both urban and rural areas. Only one crash was on an unsealed road.

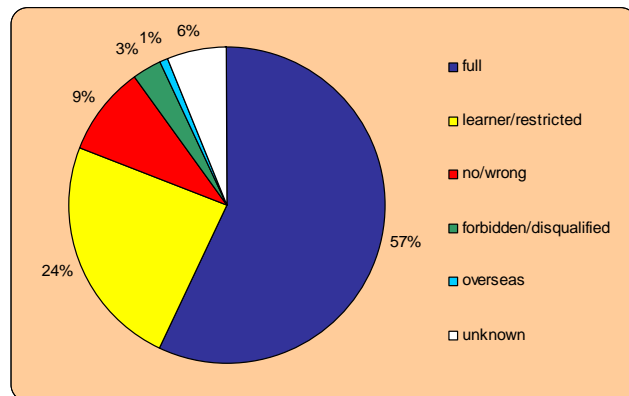
Day of week for speed-related crashes



Most of the speed crashes happened on Friday, Saturday or Sunday and about 44 percent were at night. All of the

six crashes in the dark on Sunday happened between midnight and 6 am. Alcohol was a factor in over a third of the speed-related crashes.

Licence status of speeding drivers



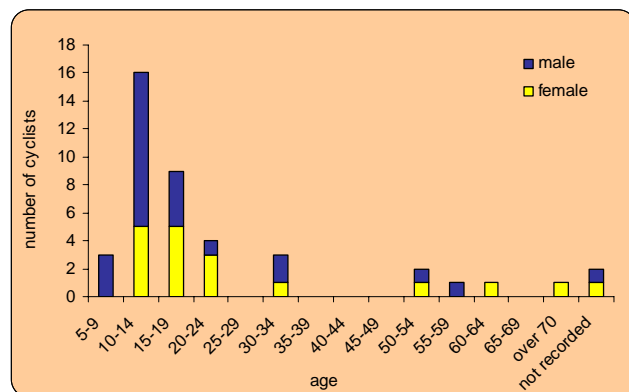
Nearly a quarter of the drivers travelling too fast for the conditions were on a learner or restricted licence.



Cyclists

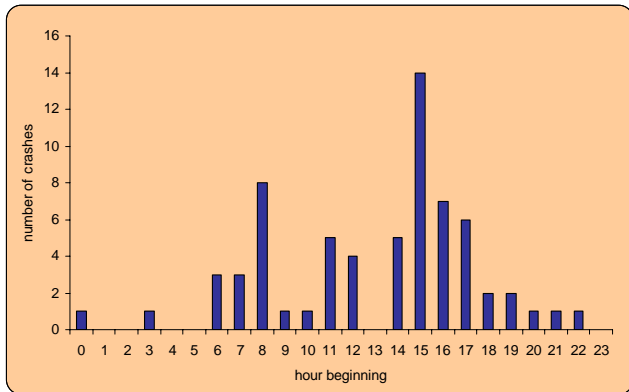
The number of cyclist casualties has been fairly steady over the 1999–2003 period. About eight cyclists were injured in urban road crashes in the district each year. Cyclists made up about 14 percent of the urban casualties in the Timaru District – this is higher than in similar districts or all of New Zealand. There were no cyclists injured in rural crashes.

Age and gender of cyclist casualties



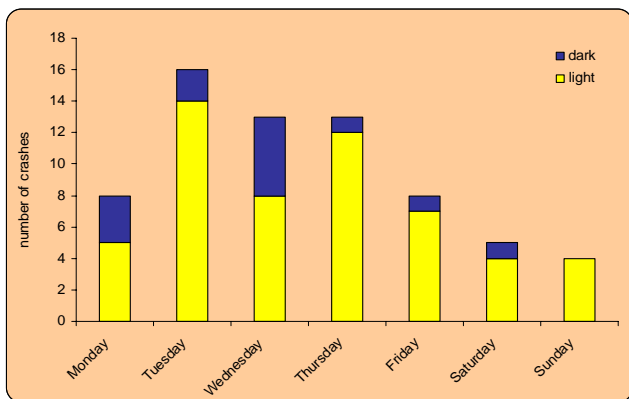
Between 1999 and 2003, over 60 percent of the 42 cyclist casualties were under 20 years old with the highest number aged between 10 and 14 years. Fifty-seven percent were males.

Cyclist crash times



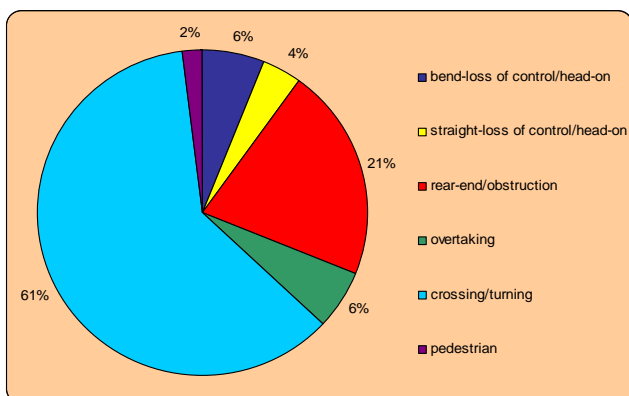
Many of the cycle crashes happened in the hours before and after school (8 am to 9 am and 3 pm to 4 pm).

Day of week for cyclist crashes



More of these crashes happened on Tuesdays, Wednesdays and Thursdays than on other days of the week. Relatively few of them happened on Sunday.

Cyclist crash types



The above graph shows the crash types for the cycle crashes reported between 1999 and 2003 in the Timaru District. They were all urban crashes. Most of the crashes were crossing/turning type crashes. Over 60 percent of them were at intersections. Only three of the crashes involved a car door being opened into the path of a cyclist.

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