

# road safety issues

## Timaru District

Land Transport New Zealand has prepared this road safety issues report. It is based on the tables and graphs in the Timaru District 2000–2004 road safety report and more detailed analysis of the crashes using the crash analysis system (CAS).

Comparing the crashes reported in 2004 with other years shows:

- five deaths in 2004 compared with eight in 2003
- the same number of injury but fewer non-injury crashes in 2004 than in 2003
- a continuing downward trend in the number of cyclist casualties
- the same number of pedestrian casualties in 2004 as in 2003 but a general downward trend in pedestrian casualties
- a decrease in the number of injury crashes involving alcohol
- a decrease in the number of injury crashes involving speed too fast for the conditions in rural areas but an increase in urban areas.

Three of the five fatal crashes in 2004 were on rural roads and two on urban roads. Two drivers were killed in rural head-on crashes on SH 1 and a motorcyclist died on a rural local road when he collided with a train. Passengers in cars were killed in both of the urban fatal crashes.

### Major road safety issues

#### Timaru District

Urban intersections

Pedestrians and cyclists

Rural crashes

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Timaru District



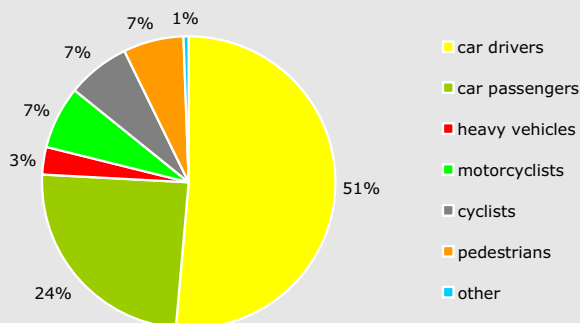
Deaths	5
Serious casualties	16
Minor casualties	98



Fatal crashes	5
Serious injury crashes	14
Minor injury crashes	59
Non-injury crashes	173

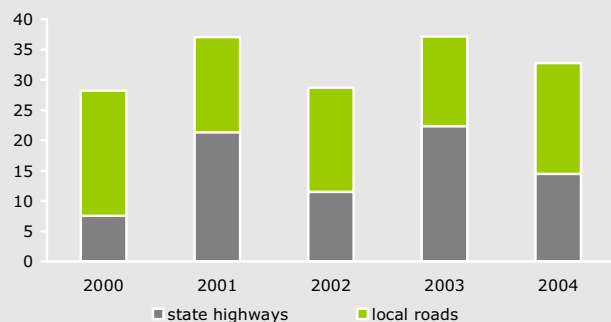
### Road casualties 2000–2004

User type 2000–2004



### 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 2004 prices.

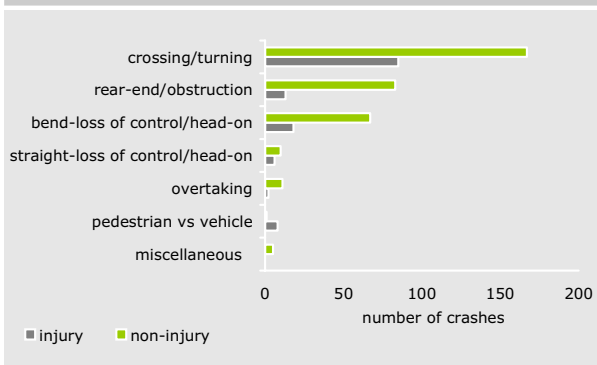
## Urban intersections

Several facts in the 2000–2004 road safety report for the Timaru District highlight urban intersections as an issue for Timaru. These include:

- nearly 60 percent of the social cost of crashes in the Timaru District was from urban crashes
- 58 percent of the urban injury crashes in the last five years were at intersections
- 43 percent of urban injury crashes were crossing/turning type crashes, a significantly higher percentage than for other similar local authorities or all of New Zealand
- nearly half the urban injury crashes involved poor observation factors which are often associated with intersection crashes
- about a third of the urban injury crashes involved failure to give way/stop factors.

In the five years from 2000 to 2004, there were 132 injury and 344 non-injury crashes reported at urban intersections in the district. The 191 casualties from these crashes included 90 drivers, 45 passengers, 27 cyclists, 13 motorcyclists and 16 pedestrians.

Urban intersection crashes 2000–2004



Most of the urban intersection crashes were crossing/turning type crashes – these were mainly right angle crossing collisions or collisions with vehicles turning right to or from a side road.

The six intersections with 10 or more crashes were:

	Injury	Non-injury
Evans St/Grasmere St	4	11
Craigie Ave/North St	3	12
Evans St/Ranui Ave	3	11
Church St/Grey Rd	2	11
Evans St/Wai-iti Rd	6	6
Hilton H'way/Jellicoe St	4	7

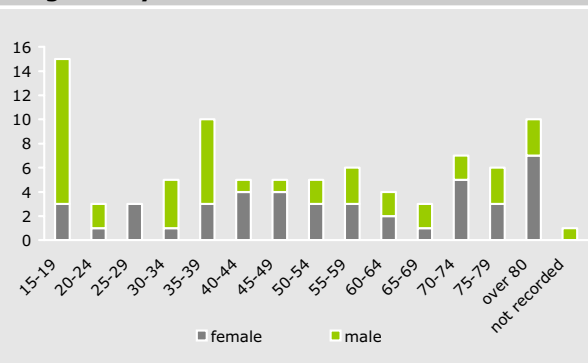
Similar numbers of crashes happened at crossroads and T intersections and at Stop or Give Way controls.

Urban intersection crashes by control type 2000–2004



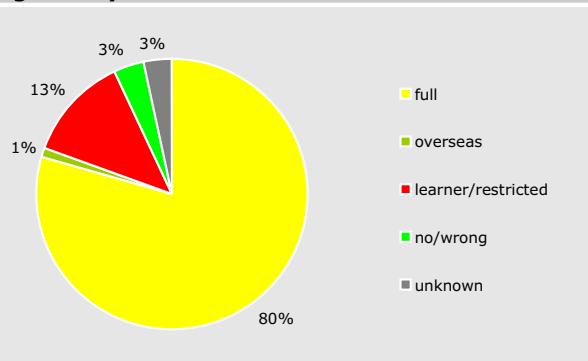
Poor observation and failure to give way or stop were the two most common driver factors contributing to urban crashes at intersections. Driver details are recorded for injury crashes only. The following two graphs show details of the 88 drivers who were recorded with poor observation or failure to give way/stop factors in urban injury crashes at intersections.

Age and gender in poor observation or failure to give way crashes 2000–2004



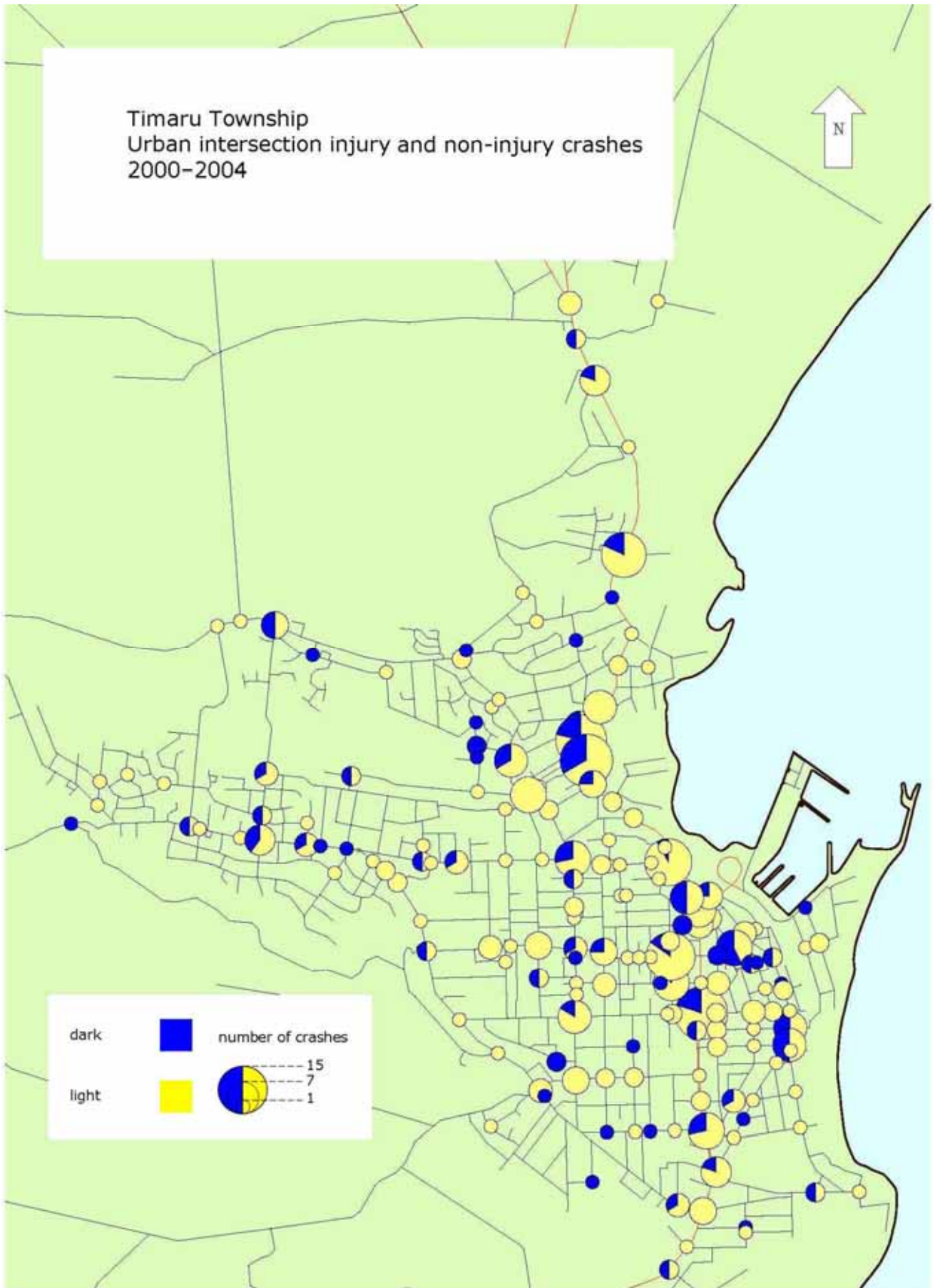
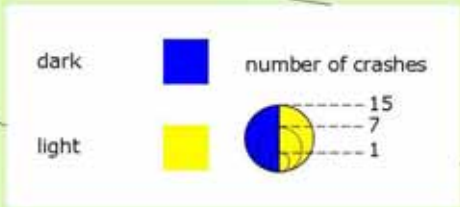
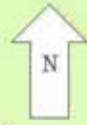
Total male and female driver numbers were evenly divided. Relatively high numbers of drivers were under 20 or over 70 years old. Most of the drivers lived in the Timaru District.

Licence status in poor observation or failure to give way crashes 2000–2004

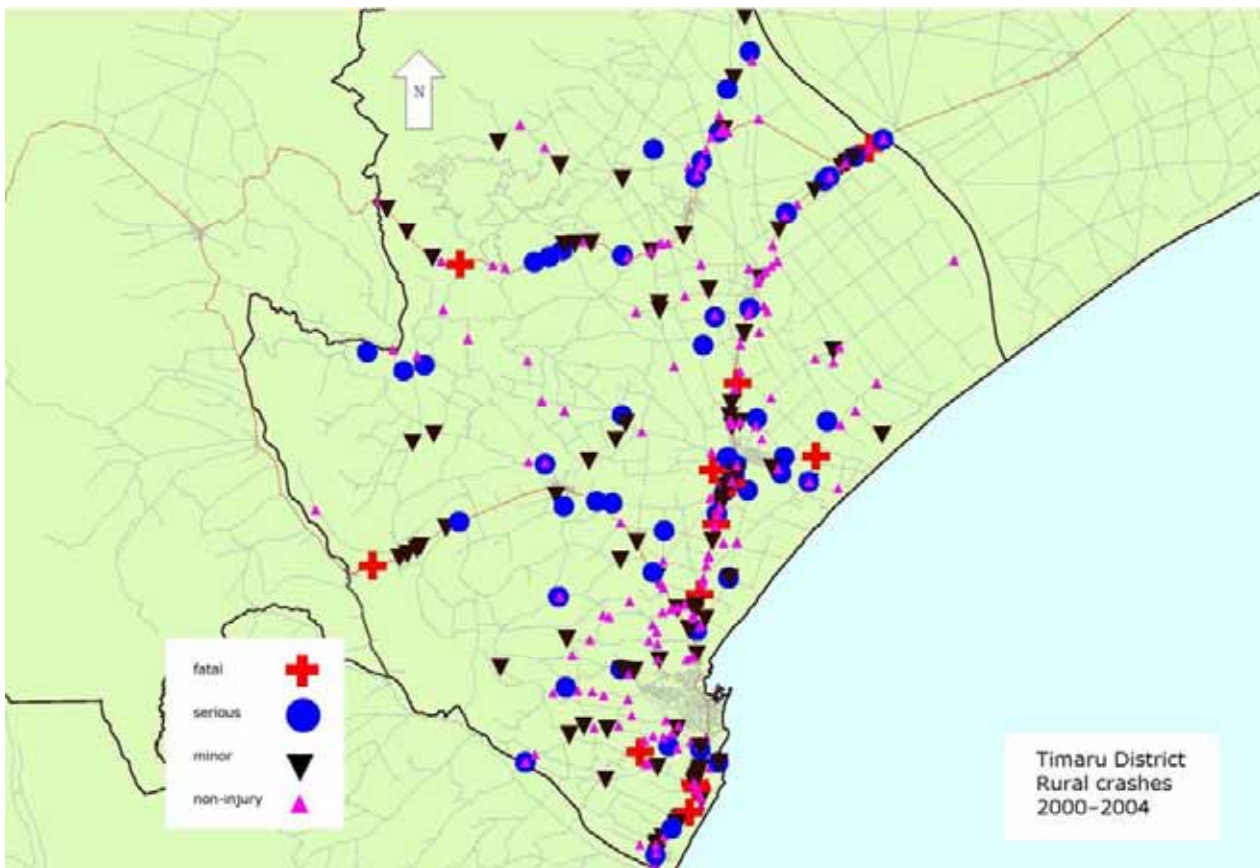
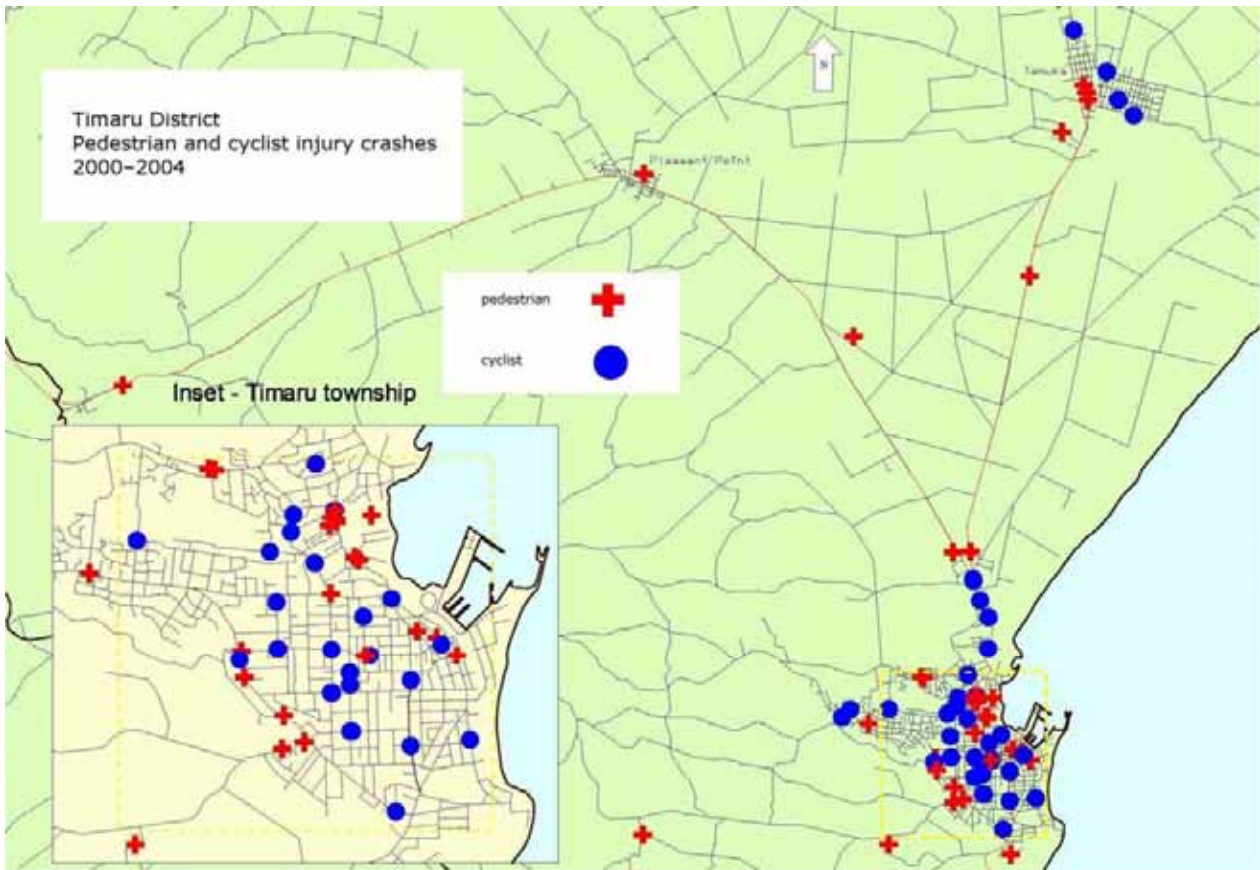


About one in eight (13 percent) of the drivers had learner or restricted licences.

Timaru Township  
Urban intersection injury and non-injury crashes  
2000-2004

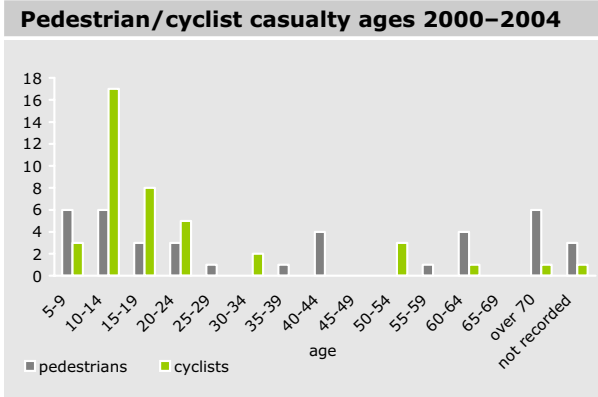




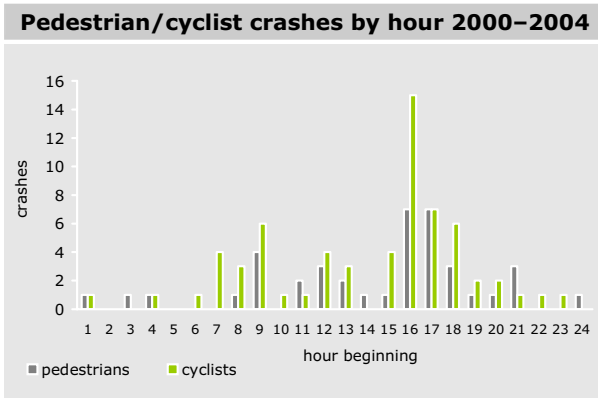
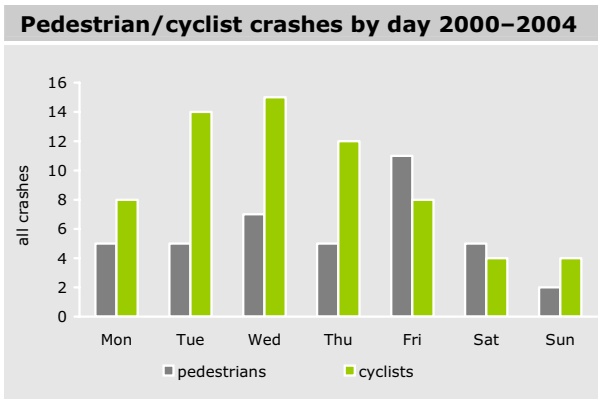


## Pedestrians and cyclists

Although pedestrian and cyclist casualties have been generally decreasing over the last 10 years, they were each over 10 percent of the urban casualties in the 2000–2004 period. In this period, one cyclist was killed and 40 injured, 12 seriously, and two pedestrians were killed and 38 injured, nine seriously.



Over two thirds of the cyclist casualties were under 20 years old and over 70 percent of these young cyclists were male. Relatively high numbers of the pedestrian casualties were over 70 or under 15 years old.



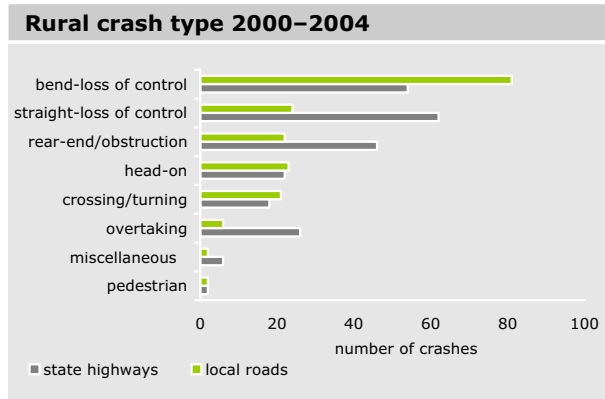
Higher numbers of cyclist crashes happened on Tuesdays to Thursdays and higher numbers of pedestrian crashes on Fridays. Both cyclist and pedestrian crashes peaked in the 4 pm to 5 pm period.

## Rural crashes

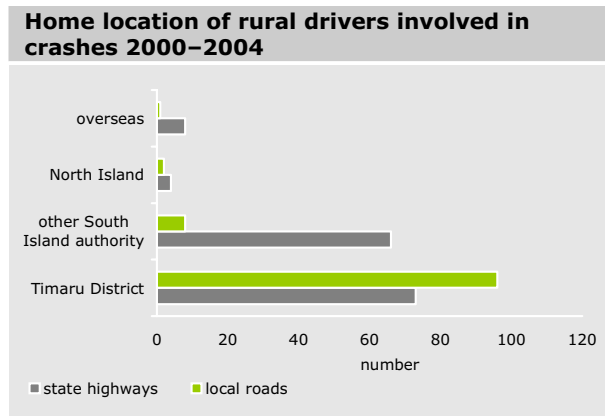
The social cost of crashes in 2004 on rural roads was \$13.8 million, 42 percent of the total social cost of crashes in the district. Rural state highway crashes accounted for \$11.4 million. In the 2000–2004 period, 14 people were killed and 143 injured, 34 seriously, on rural state highways. On rural local roads, three people were killed and 116 injured, 38 seriously.

Analysis of the 2000–2004 rural crashes shows:

- there were 96 injury and 140 non-injury crashes on rural state highways and 74 injury and 107 non-injury crashes on rural local roads
- just over a third of the crashes happened in twilight or darkness
- poor handling and poor observation were the most common driver factors contributing to the rural injury crashes
- speed too fast for the conditions was a factor in 17 percent of the rural injury crashes on state highways and 35 percent on rural local roads.



Most crashes on rural roads were single vehicle loss of control crashes. On rural state highways, there were also fairly high numbers of rear-end/obstruction and overtaking crashes. A similar number of head-on crashes occurred on local roads and state highways.



About 90 percent of the drivers crashing on rural local roads were from the Timaru District. Only about half the drivers crashing on rural state highways were from the Timaru District.

## Performance measures

The table below lists some of the local authority performance measures noted in the *Road Safety Progress* publication prepared by Research and Statistics, Ministry of Transport. It compares the results for the Timaru District 2004 injury crashes with the range for the five poorest performances recorded in the March 2005 issue of *Road Safety Progress*.

	Range for five poorest performances	Timaru District 2004 injury crashes
<b>Speed</b> % crashes with excessive speed	28% to 35%	23%
<b>Alcohol</b> % driver alcohol crashes	21% to 40%	15%
<b>Intersections</b> % crashes with failed to stop or give way factors	35% to 43%	27%
<b>Pedestrian</b> % crashes with pedestrians	14% to 22%	6%
<b>Cyclists</b> % crashes with cyclists	12% to 17%	8%
<b>Safety belts</b> % unrestrained – front seat	11% to 19%	5%

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