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Land Transport NZ
Ikiiki Whenua Aotearoa

road safety issues

Timaru District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within Timaru District.

A brief analysis of the 2005 reported injury and non-injury crashes shows:

- there were two deaths from road crashes in 2005 compared with five in 2004
- one of the fatal crashes in 2005 was a crossing collision at a rural intersection and the other was a single vehicle loss of control on the wharf area in Timaru
- compared to 2004 there were fewer casualties from road crashes but more reported non-injury crashes
- over two thirds of all reported crashes were in urban areas
- about 60 percent of the rural crashes were on state highways but only about 30 percent of the urban crashes were on state highways
- over two thirds of the crashes involved more than one party
- nearly half the crashes happened at intersections
- poor observation, failing to give way and travelling too fast for the conditions were again the most common contributing factors in the injury crashes.

Major road safety issues

Timaru District

- Intersections
- Cyclists
- Rural crashes
- Speed

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

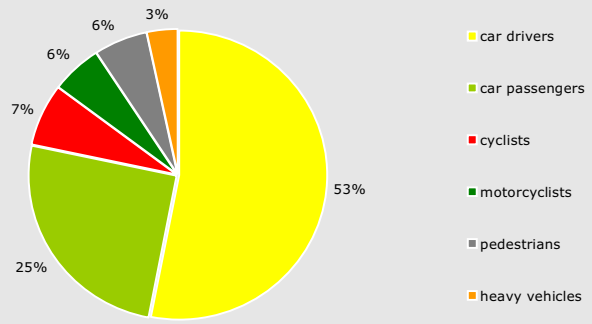
2005 road trauma for Timaru District

Deaths	2
Serious casualties	21
Minor casualties	90

Fatal crashes	2
Serious injury crashes	18
Minor injury crashes	65
Non-injury crashes	243

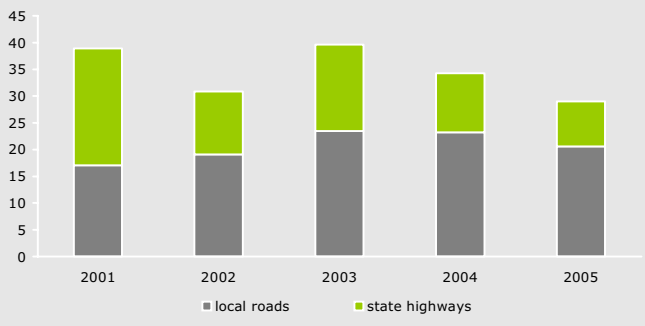
Road casualties 2001-2005

User type 2001–2005



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 2005 prices.

Intersections

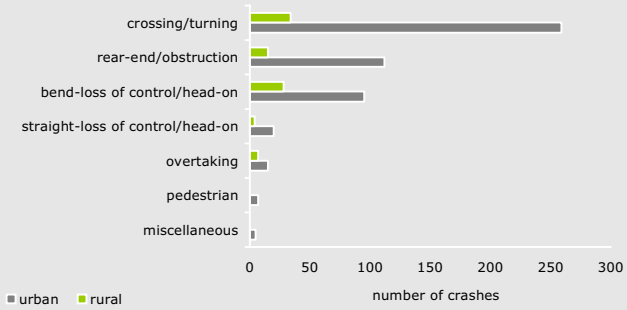
Intersections have been identified as an issue because:

- typically over half the urban crashes in the district happened at intersections
- 44 percent of urban injury crashes between 2001 and 2005 were crossing/turning type crashes
- poor observation and failure to give way were the two most common factors in intersection crashes between 2001 and 2005.

In the five-year period, two people were killed and 256 were injured in crashes at intersections. Most (85 percent) of the intersection crashes were in urban areas. Twenty-eight cyclists and eight pedestrians were injured in intersection crashes.

Between 2001 and 2005, there were 133 injury and 380 non-injury crashes at urban intersections and 39 injury and 49 non-injury crashes at rural intersections.

Intersection crashes by crash type, injury and non-injury, 2001–2005



Most of the crashes at intersections were crossing/ turning type crashes but there were also relatively high numbers of rear-end obstruction and loss of control type crashes. The most common crossing/ turning type crash movements were:

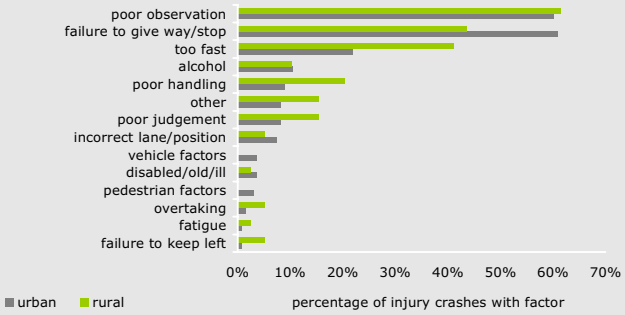
- HA 
- LB 
- JA  .

Many of the rear-end/obstruction type crashes involved queued vehicles or vehicles stopped to turn right at an intersection.

Of the 513 crashes at urban intersections just over half were at T junctions. Just over a third were at Stop controls and under a third were at Give Way controls. About one in six were at traffic signals.

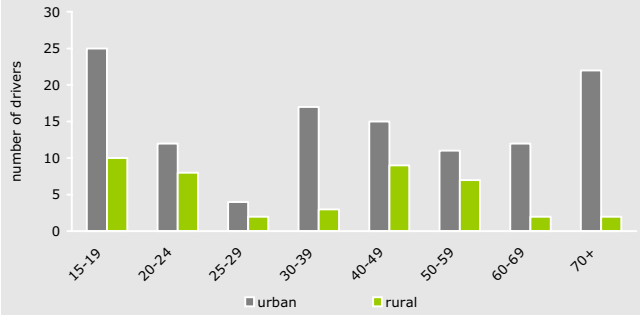
Two thirds of the 88 crashes at rural intersections were at T junctions, just over half were at Give Way controls and about a quarter at Stop controls.

Contributing factors in intersection injury crashes 2001–2005



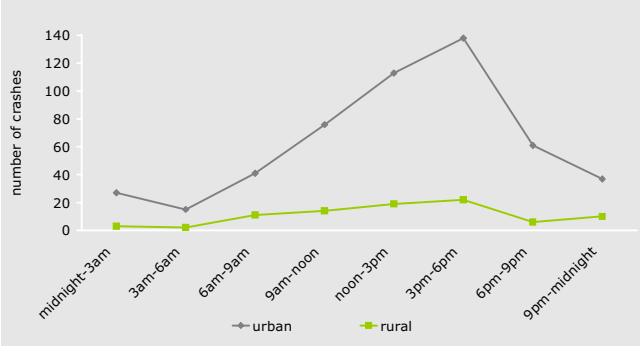
The chart above shows the percentage of injury crashes at intersections in the 2001-2005 period with the factors listed. Poor observation and failing to give way were the most common factors. Travelling too fast for the conditions was relatively high, especially for the rural injury crashes.

Age of culpable drivers in intersection injury crashes 2001–2005

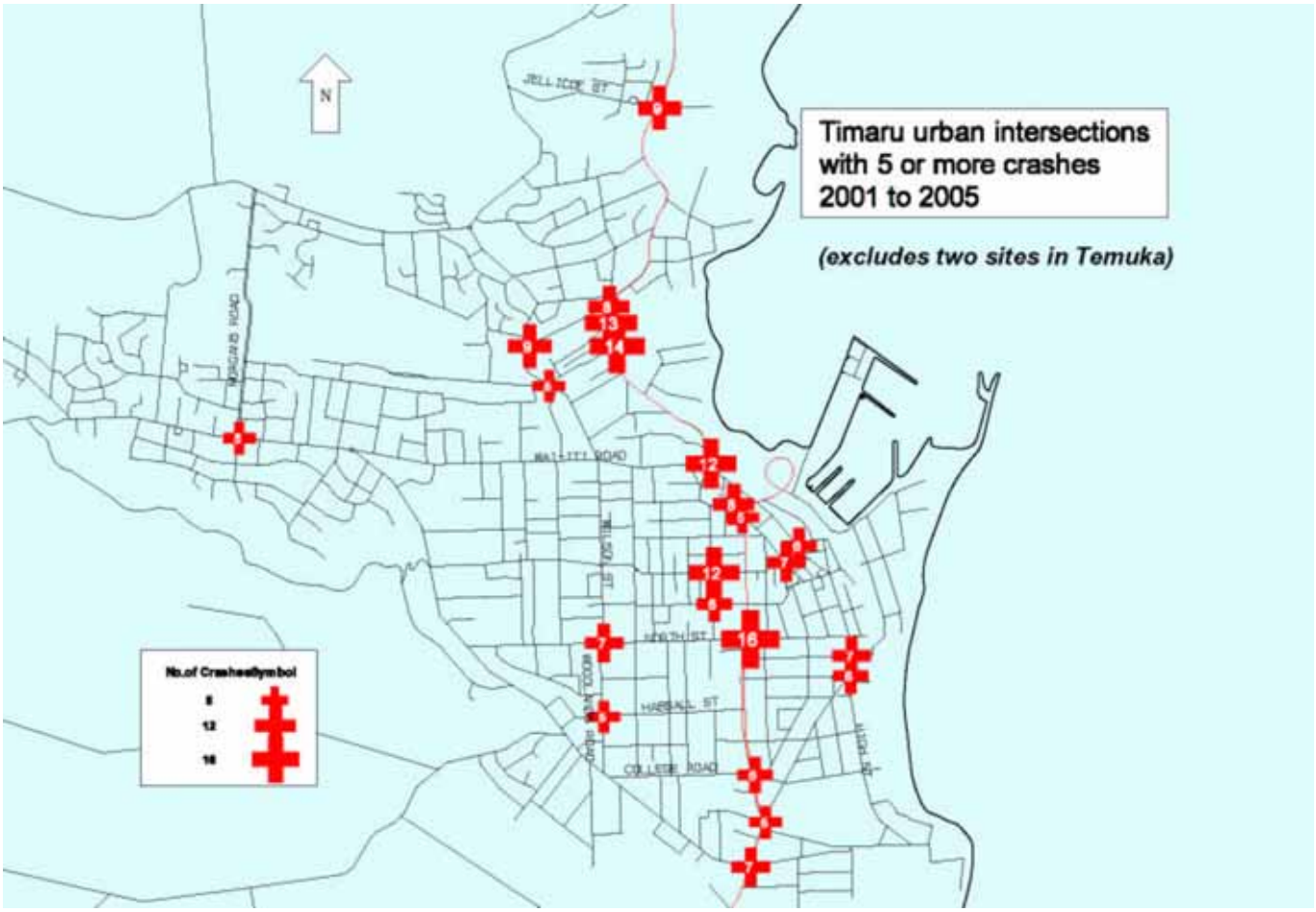


The chart above shows the age groups of the drivers at fault or partly at fault in the intersection injury crashes. Under 20 year-olds were the most common drivers at fault. A relatively high number of drivers over 70 years old were at fault or partly at fault in urban crashes.

Crash times, all intersection crashes 2001–2005



Most urban intersection crashes happened in the afternoon, particularly between 3 pm and 6 pm. Just over a quarter of the intersection crashes happened during the hours of darkness

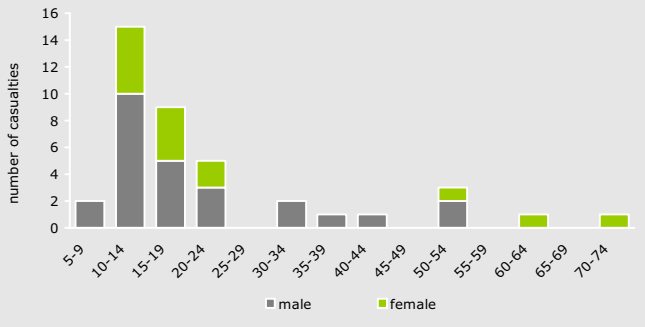


Cyclists

Between 2001 and 2005, one cyclist was killed and 40 were injured, 10 seriously, in crashes in the Timaru District. There were also 25 reported non-injury crashes involving cyclists in this period. All except one of the cyclist crashes occurred in urban areas.

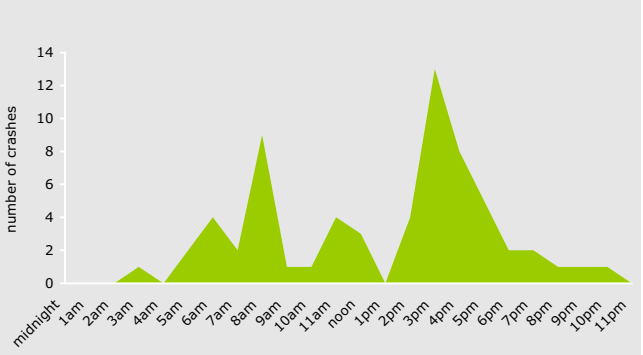
Cyclists made up a higher proportion of the urban casualties in the Timaru District than in other similar districts and all New Zealand.

Cyclist casualties 2001–2005



Nearly two thirds of the cyclists injured were males. There were more cyclist casualties in the 10-14 year age group than any other age group. The only cyclist killed was a 34 year old male cyclist who died when he collided with a parked trailer.

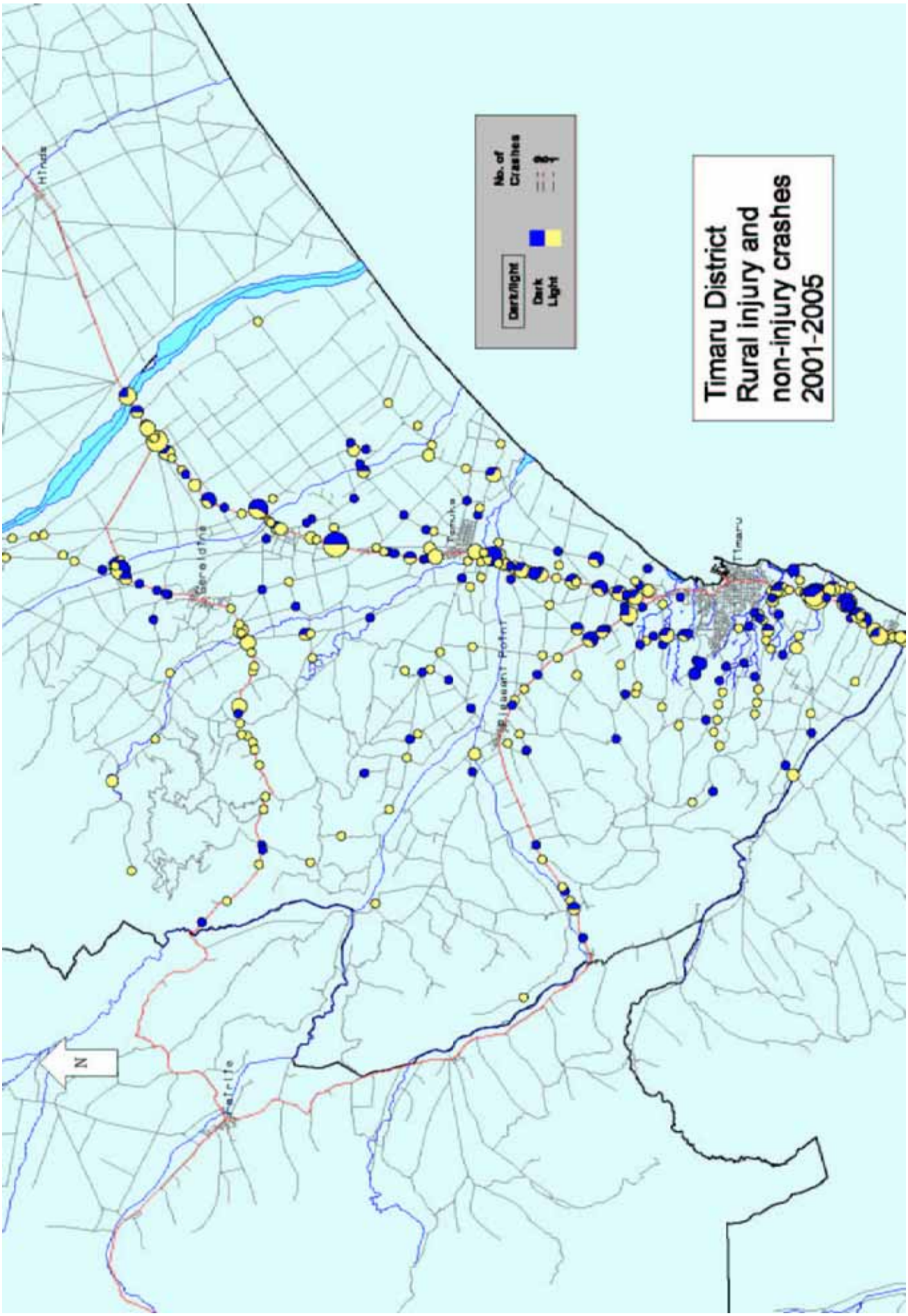
Time of day for cyclist crashes 2001–2005



Most cyclist crashes happened in the afternoon and in particular between 3 pm and 4 pm. The other peak time for cyclist crashes was between 8 am and 9 am.

More cyclist crashes happened on Tuesday, Wednesday or Thursday with the fewest on a Sunday. Over 80 percent of cyclist crashes happened during daylight.

Just under half the cyclist injury crashes had vehicle drivers at fault or part fault. Over 80 percent of these drivers were over 25 years old and just under a quarter were over 60 years old.

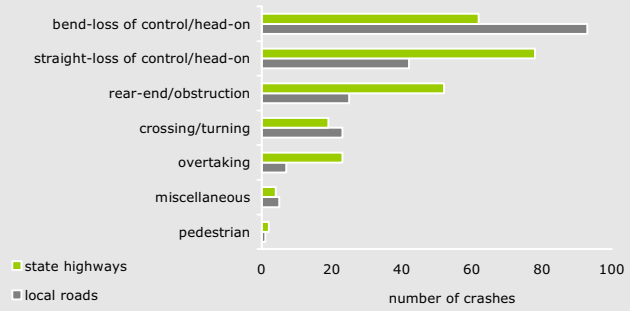

Timaru District
Rural injury and
non-injury crashes
2001-2005
No. of Crashes
Dark/light
Dark
Light
Geraldine
Temuka
Timaru
Waitaki
N

Rural crashes

The social cost of rural crashes in 2005 was $11.02 m on local roads and $6.10 m on state highways. This accounted for over two thirds of the social cost of all crashes in the Timaru District. The table below shows a brief overview of rural crashes between 2001 and 2005.

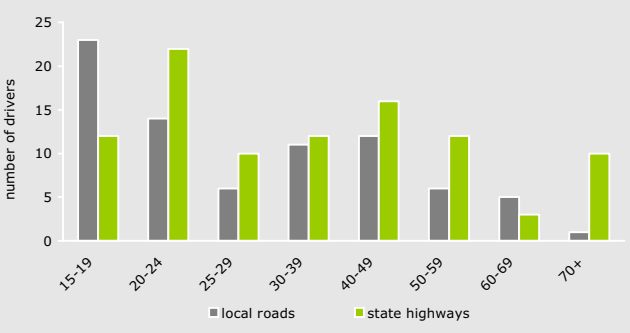
	State highways	Local roads
Deaths	10	9
Fatal and injury crashes	97	75
Non-injury crashes	143	121
Single party crashes	52%	63%
Crashes in dark/twilight	34%	39%
Injury crashes involving:		
• speed too fast for conditions	19%	35%
• poor observation	43%	35%
• poor handling	21%	31%
• fatigue	18%	1%
Proportion of drivers in injury crashes that live in Timaru District	40%	86%

Rural crash types, injury and non-injury 2001–2005



Nearly half the rural local road crashes were caused by loss of control on bends/head-on crashes.

Age of culpable drivers in rural injury crashes 2001–2005

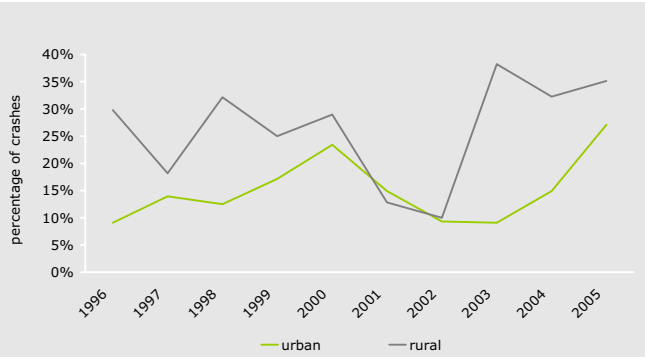


On rural local roads nearly half the culpable drivers were under 25 years old. On state highways just over a third were in this age group.

Speed

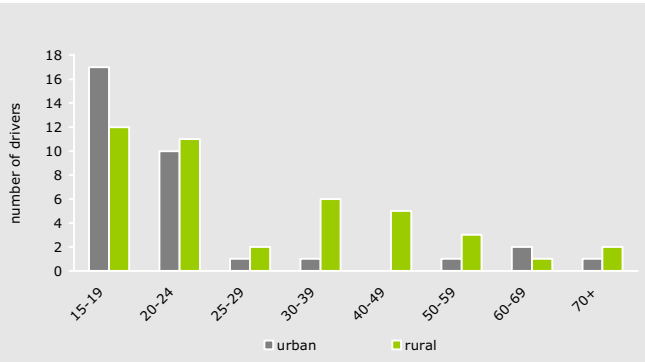
Speed, or travelling too fast for the conditions, was a more common factor in injury crashes in Timaru District than in other similar authorities or all New Zealand in both urban and rural areas. The trend chart below shows that the proportion of injury crashes involving speed has increased in the last few years, particularly in urban areas. The performance measures section on the last page shows Timaru had one of the highest percentages of injury crashes involving speed in 2005.

Injury crashes involving speed 1996–2005



Nearly half the urban injury speed crashes were loss of control on bend crashes. Over half were single vehicle collisions but over two thirds happened at intersections. The rural injury speed crashes were mainly single vehicle loss of control on bend crashes.

Age of drivers involved in speed injury crashes 2001–2005



In urban injury crashes, over three quarters of the drivers travelling too fast for the conditions were under 25 years old. Nearly all of these drivers were males. In rural areas just over half the drivers were under 25 years old and three quarters of the drivers were males.

Nearly half the urban injury crashes involving speed happened during dark/twilight conditions. Just over a third of the rural speed crashes happened in dark/twilight conditions.

Performance measures

The table below lists some of the local authority performance measures noted in the March 2006 issue of *Road safety progress,* a publication prepared by Research and Statistics, Ministry of Transport. It compares the measures for the Timaru District injury crashes in the last 12 months with the national range.

	National range	Timaru District
Speed % crashes with excessive speed	9%–33% (excluding Chatham Islands 75%)	31%
Alcohol % driver alcohol crashes	6%–31%	15%
Intersections % crashes with failed to stop or give way factors	0%–41%	31%
Pedestrian % crashes with pedestrians	0%–24%	5%
Cyclists % crashes with cyclists	0%–15%	7%
Safety belts % unrestrained – front seat	1%–13%	2%

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