



briefing notes - road safety issues

Timaru District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

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

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year’s report one year’s data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body 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 the Timaru District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues		2006 road trauma	
Timaru District		Casualties	
Urban intersection crashes		Deaths	5
Loss of control on rural roads		Serious casualties	23
Alcohol		Minor casualties	117
Nationally		Crashes	
Speed		Fatal crashes	3
Alcohol		Serious injury crashes	19
Failure to give way		Minor injury crashes	83
Restraint use		Non-injury crashes	236

Overview

In 2006 on local roads in the Timaru District there were 69 injury crashes and 150 non-injury crashes, in addition there were 36 injury crashes and 86 non-injury crashes on State Highways, as reported by the New Zealand Police.

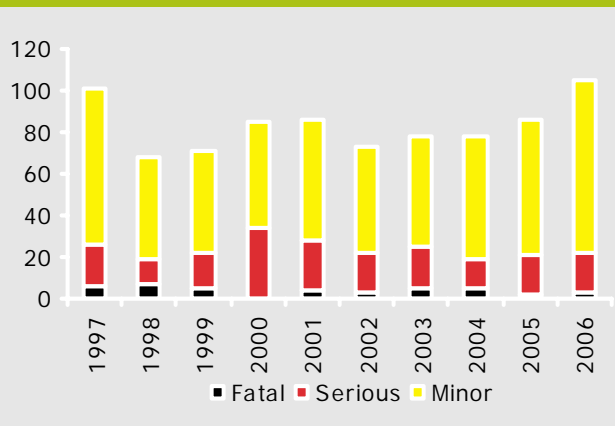
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	5	15	51	71
Urban	0	8	66	74
Total	5	23	117	145

Fatalities in the district continue to fluctuate between the high of 13 in 1998 and low of zero in 2000. The five recorded in 2006 was equal to the ten-year average. Serious injuries increased for the second year running but are still below the ten-year high of 36 recorded in 2000.

Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type in 2006
Lost control at bend	21%
Lost control on straight	14%
Crossing/turning	21%
Rear end/obstruction	36%
Overtaking	5%
Pedestrian vs vehicle	1%
Miscellaneous	2%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month October (26), best November (12)
- Worst day Thursday (36), best Sunday (23)
- Wet road 13 percent
- Night time 31 percent
- Intersection 45 percent
- 55 percent of at fault drivers male (injury crashes)
- 66 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month April (17), best August (4)
- Worst day Friday (22), best Tuesday (10)
- Wet road 11 percent
- Night time 23 percent
- Midblock 57 percent
- 52 percent of at fault drivers female (injury crashes)
- 59 percent of at fault drivers in injury crashes held a full NZ licence

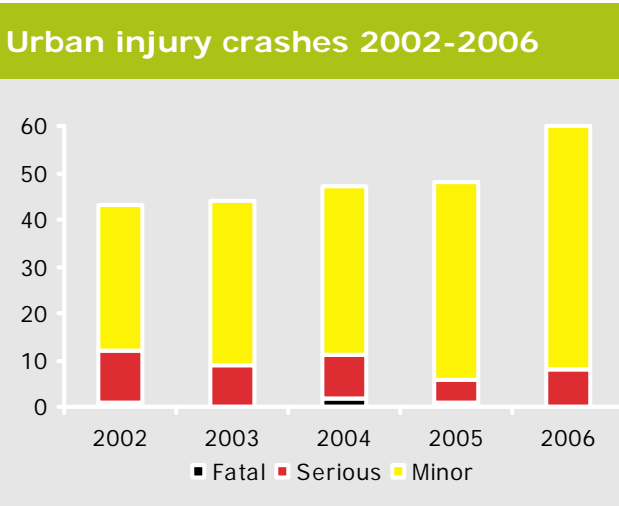
It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is certainly true in the Timaru District where nearly one in five of at fault drivers in injury crashes in 2006 held a restricted licence.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	62.3 (58.4) %
Learner	6.6 (9.5) %
Restricted	20.8 (17.6) %
Never licenced	0 (2.2) %
Disqualified	1.9 (1.7) %
Overseas	0.9 (4.2) %
Expired	0 (0.5) %
Other / unknown	7.5 (5.6) %

Urban crashes

In 2006 72 percent of all crashes in the Timaru District occurred on urban roads, that is roads with a speed limit of 70km/h or less. These crashes resulted in eight serious injuries and 66 minor injuries. There were also 187 non injury crashes reported on urban roads.

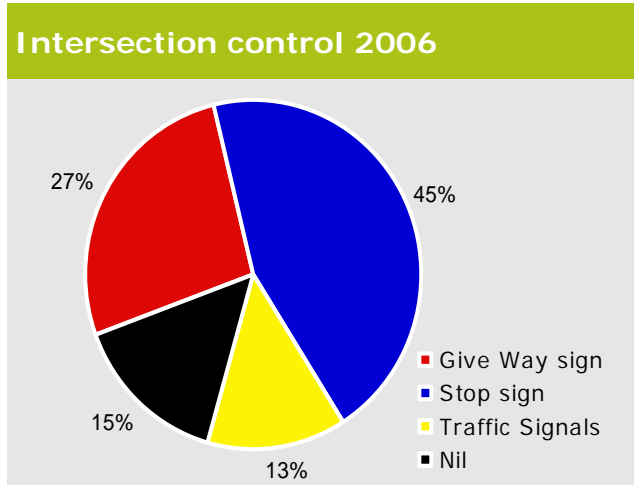


Over half of all urban crashes occurred at intersections. The table below shows the locations of the five intersections with the highest number of crashes in Timaru between 2002 and 2006.

Intersection name	Total crashes 02-06	Injury crashes 02-06	Total crashes in 2006
SH1 / Ranui Avenue	18	5	5
SH1 / North Street	18	1	3
SH1 / Grasmere Street	14	2	1
SH1 / Wai-iti Road	13	5	3
SH1 / Hobbs Road	11	3	3

The most common type of intersection crash is one in which vehicles hit at right angles. One vehicle turning right across the path of another is the second most common type of intersection crash. 20 percent of intersection crashes in Timaru involved a vehicle losing control when turning.

More crashes happen at Stop controlled intersections than at Give Way controlled intersections as shown of the following chart.



Further information about urban crashes in the Timaru District in 2006:

Local roads

- Four serious injuries, 54 minor injuries and 130 non injury crashes
- At fault drivers 58 percent female
- One quarter of at fault drivers held a restricted licence
- 13 percent of injury crashes involved alcohol over limit
- 15 percent of crashes involved a vehicle travelling too fast for the conditions
- 12 percent of crashes were on a wet surface
- 29 percent of crashes occurred at night
- 80 percent of crashes involved more than one vehicle
- 50 percent of crashes occurred at intersections

Transit roads

- Four serious injuries, 12 minor injuries and 57 non injury crashes
- At fault drivers 54 percent male
- Seven percent of injury crashes involved alcohol over limit
- Seven percent of crashes involved a vehicle travelling too fast for the conditions
- Ten percent of crashes were on a wet surface
- 20 percent of crashes occurred at night
- 83 percent of crashes involved more than one vehicle
- 55 percent of crashes took place at an intersection

Rural crashes

Although only 28 percent of crashes in the Timaru District in 2006 occurred on rural roads the number of people killed or seriously injured was higher than on urban roads. Last year rural crashes resulted in five deaths, 15 serious and 51 minor injuries. There were a further 49 crashes reported where there was no injury.

Two thirds of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

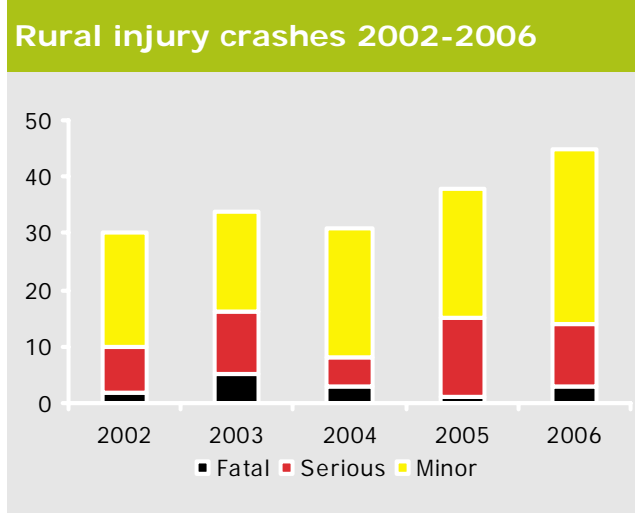
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Timaru District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	2	0
Bridge ends	8	8
Cliff or bank	7	4
Debris	1	0
Ditch	15	14
Fence	42	43
Guard rail	2	3
Over bank	2	4
Parked vehicle	4	3
Post or pole	20	18
Stray animal	6	6
Traffic sign	4	9
Train	1	0
Tree	10	15

The 45 reported injury crashes on rural roads in 2006 was the highest number in at least ten years.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Timaru District in 2006:

Local roads

- Five fatalities, 11 serious injuries and 26 minor injuries and 20 non-injury crashes
- At fault drivers 82 percent male
- Most common crash type losing control on a bend
- 17 percent of injury crashes involved alcohol over limit
- 22 percent of crashes involved a vehicle travelling too fast for the conditions
- 14 percent of crashes were on a wet surface
- 42 percent of crashes occurred at night
- 65 percent of crashes involved a single vehicle

Transit roads

- Four serious injuries and 25 minor injuries
- At fault drivers 55 percent female
- One third of at fault drivers held a restricted licence
- 18 percent of injury crashes involved alcohol over limit
- 86 percent of crashes were on a dry surface
- 27 percent of crashes occurred at night
- 57 percent of crashes involved a single vehicle
- 25 percent of crashes happened at an intersections
- Worst month was February (14 crashes), best August (no crashes)

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