



briefing notes - road safety issues

Timaru District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Timaru District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Timaru District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Timaru District to delve deeper into the highlighted issues and other road safety issues in the district. Contact the NZTA Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues		2009 road trauma	
	Note Issues are not in any order	Casualties	Timaru District
Timaru District			
Straight road - loss of control or head-on		Deaths	1
Intersections		Serious casualties	28
Young drivers		Minor casualties	123
Nationally		Crashes	Timaru District
Speed		Fatal crashes	1
Alcohol / Drugs		Serious injury crashes	26
Young Drivers		Minor injury crashes	85
Roads and Roadsides		Non-injury crashes	211
Motorcyclists			

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

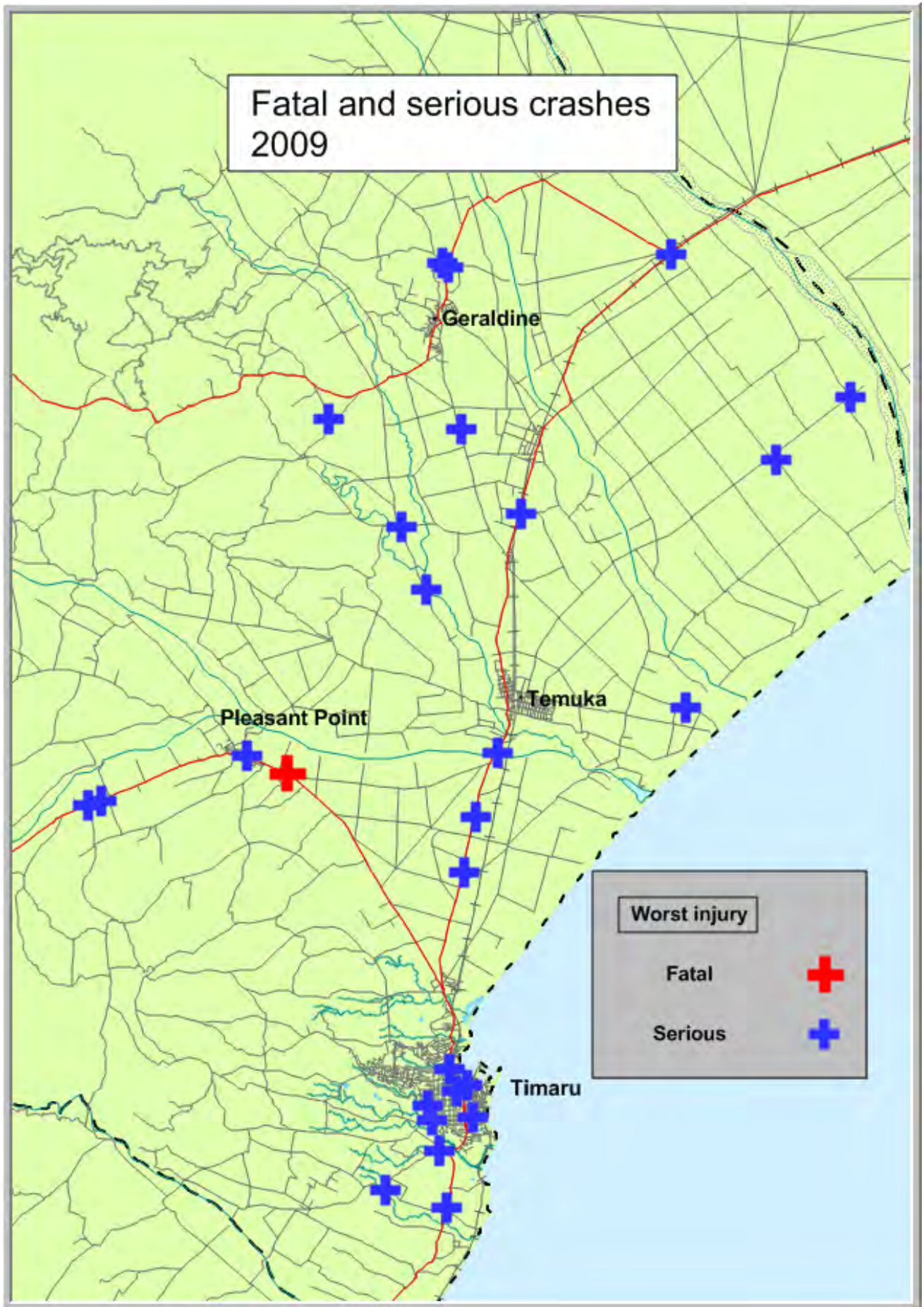
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Timaru District local roads there were 62 reported injury crashes, of which 13 were serious. In addition, on State Highways there were 50 reported injury crashes of which 14 were fatal or serious.

The table below shows the number of casualties resulting from the 112 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Timaru District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	21	45	67
Urban	0	7	78	85
Total	1	28	123	152

All deaths, three quarters of serious injuries, and 27 percent of minor injuries were sustained in crashes in rural areas of the district.

In 2009 there was one fatal crash. This was the lowest since 200 when there were no deaths, but in that year there were the highest number of serious injuries in the last ten years.

Crash trends in Timaru District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	0	34	51	85
2001	4	24	58	86
2002	3	19	51	73
2003	5	20	53	78
2004	5	14	59	78
2005	2	19	65	86
2006	3	19	83	105
2007	6	24	85	115
2008	4	18	75	97
2009	1	26	85	112

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Timaru District.

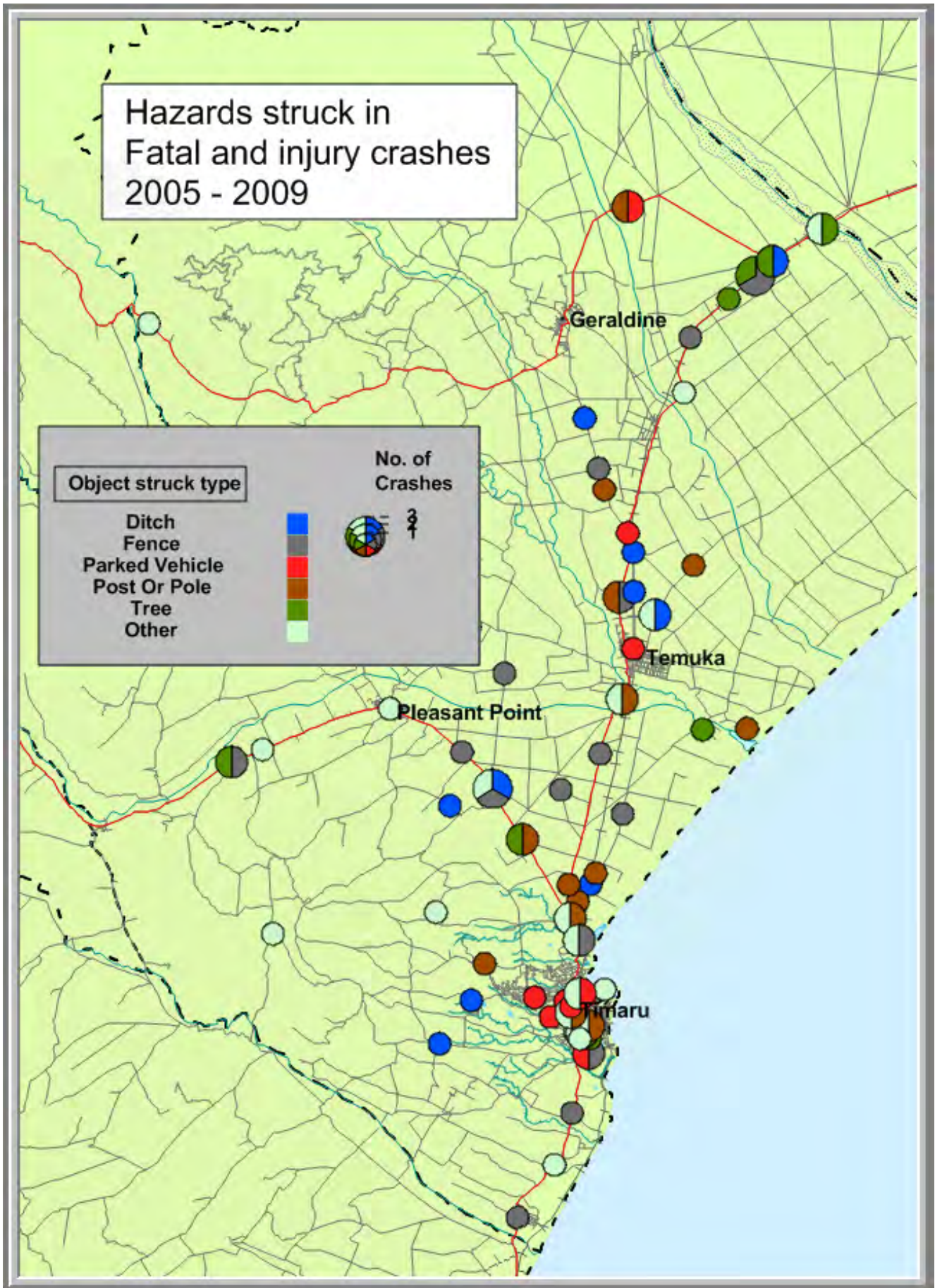
Crash characteristics (2005 to 2009) Timaru District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	18	14	71	1
Too fast	17	20	101	1
At bends	25	22	114	1
On straights	22	19	98	1
Intersections	39	48	246	1
Road factors	7	10	52	1
Motorcycling	27	11	60	1
Young drivers	35	39	192	1
Fatigue	10	7	35	2
Distraction	11	6	78	2
Pedestrians	7	5	26	2
Cycling	8	9	45	2
Heavy vehicles	17	9	51	2
Older road users	2	9	43	3
Overseas drivers	6	3	13	-

Further information about the 312 injury crashes on local roads in Timaru District, 2005 to 2009:

- 14 deaths, 68 serious injuries and 334 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (28 percent of at fault drivers)
- Social cost of crashes in 2009 \$14.29 m

Further information about the 203 injury crashes on State Highways in Timaru District, 2005 to 2009:

- 4 deaths, 55 serious injuries and 212 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (21 percent of at fault drivers)
- Social cost of crashes in 2009 \$17.70 m



Straight road -loss of control or head on

Between 2005 and 2009, 19 percent of all fatal and injury crashes in Timaru District were straight road - loss of control or head on crashes. These 98 crashes resulted in 7 deaths, 27 serious injuries and 86 minor injuries.

Straight road - loss of control or head on crashes Timaru District				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	3	13	17
2006	2	4	18	24
2007	0	7	16	23
2008	1	2	12	15
2009	1	6	12	19
Total	5	22	71	98

These crashes occurred when a driver lost control and either ran off the road or collided with another vehicle. If drivers lose control, they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

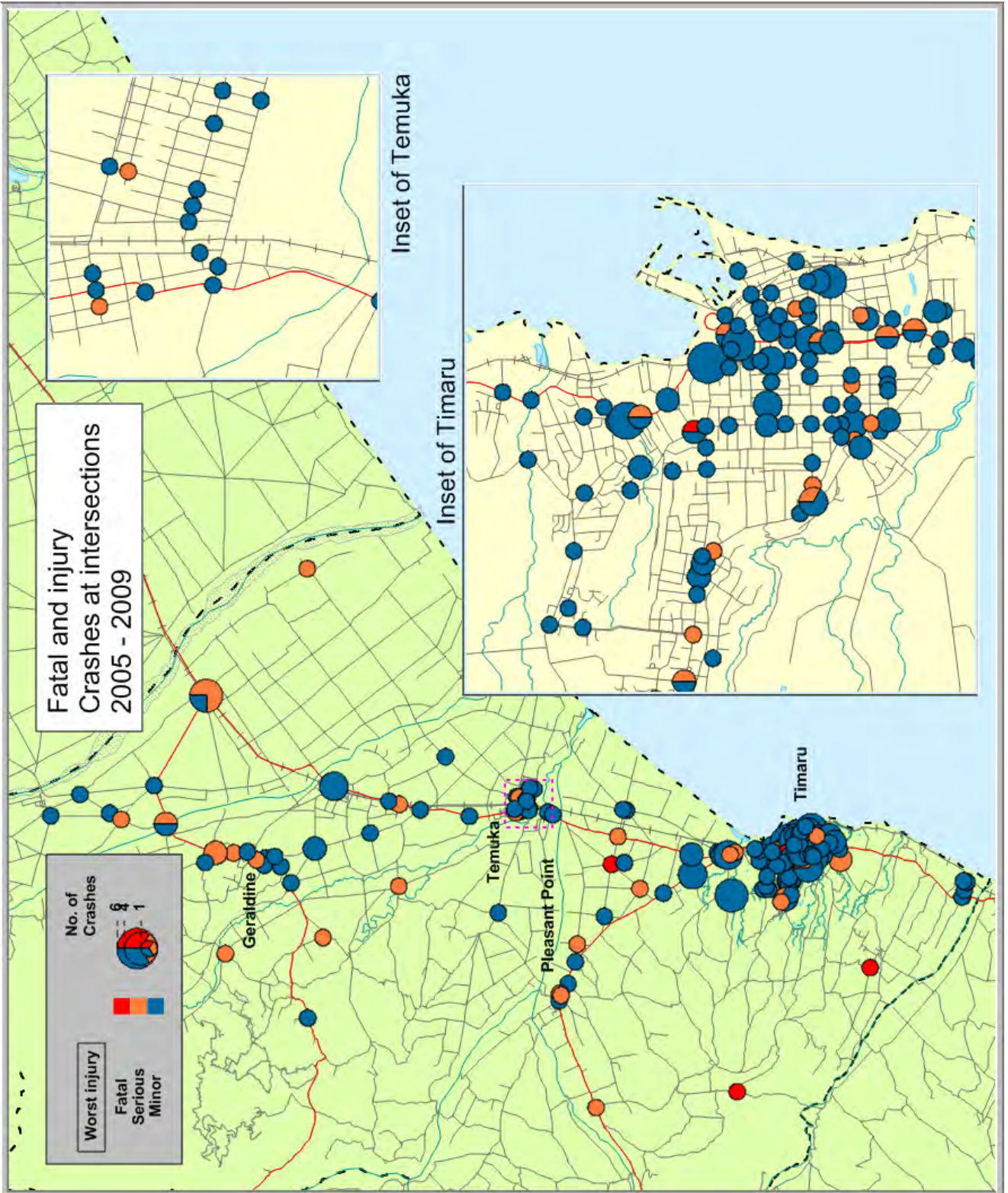
Ages of at fault drivers in straight road related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	17	7	24
20 to 24	14	6	20
25 to 29	7	3	10
30 to 39	6	5	11
40 to 49	6	5	11
50 to 59	4	4	8
60 to 69	3	1	4
70 and over	5	1	6
Total	62	32	94

Further information about the 49 injury straight road - loss of control or head on crashes on local roads in Timaru District:(2005 to 2009)

- 6 deaths, 16 serious injuries and 42 minor injuries
- Most common crash type "off road to right"
- 27 percent of crashes involved alcohol
- 24 percent of crashes involved speed
- 8 percent involved "road factors"
- 10 percent involved fatigue
- 69 percent resulted in a roadside hazard being struck
- Commonly struck objects were ditch, post or pole, parked vehicle, fence
- 12 percent on wet or icy roads
- 49 percent at night
- Worst month January, February
- Worst day of week Friday
- Worst time period 6 pm to 9 pm

Further information about the 49 injury straight road - loss of control or head on crashes on State Highways in Timaru District (2005 to 2009):

- 1 deaths, 11 serious injuries and 44 minor injuries
- Most common crash type "off road to left"
- 27 percent of crashes involved alcohol
- 10 percent of crashes involved speed
- 4 percent involved "road factors"
- 35 percent involved fatigue
- 63 percent resulted in a roadside hazard being struck
- Commonly struck objects were fence, tree, post or pole
- 14 percent on wet or icy roads
- 37 percent at night
- Worst month April
- Worst day of week Friday, Saturday
- Worst time period 9 am to midday



Intersections

During the five year period 2005 to 2009, on roads in Timaru District, there were a total of 246 fatal and injury crashes at intersections.

Casualties in crashes at Intersections Timaru District (2005 - 2009)					
	2005	2006	2007	2008	2009
Deaths	1	1	1	1	0
Serious injury	10	10	6	11	12
Minor injury	43	55	59	40	70
Total	54	66	66	52	82

In 2009 the number of injury crashes at intersections rose, primarily due to a rise in minor injury crashes.

Seventy six percent of crashes at intersections were at intersections in urban areas of the district.

One third of the at fault drivers in crashes at intersections were young drivers, those aged 15 - 24 years. Of these drivers 60 percent were males. Overall males accounted for 60 percent of at fault drivers.

Ages of at fault drivers in intersection related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	27	26	53
20 to 24	19	5	24
25 to 29	11	4	15
30 to 39	23	10	33
40 to 49	17	18	35
50 to 59	17	8	25
60 to 69	11	7	18
70 and over	16	14	30
Total	141	92	233

Main characteristics of injury Intersection crashes Timaru District (2005-2009)

Crash characteristic	Percentage of crashes
Alcohol	10%
Excessive speed for the conditions	17%
Failed to stop or give way	49%
Poor observation	57%
Poor judgement	16%

The most common crash type at intersections was when a driver travelling straight through is struck on the right by a through vehicle from the right, a right angle crash.

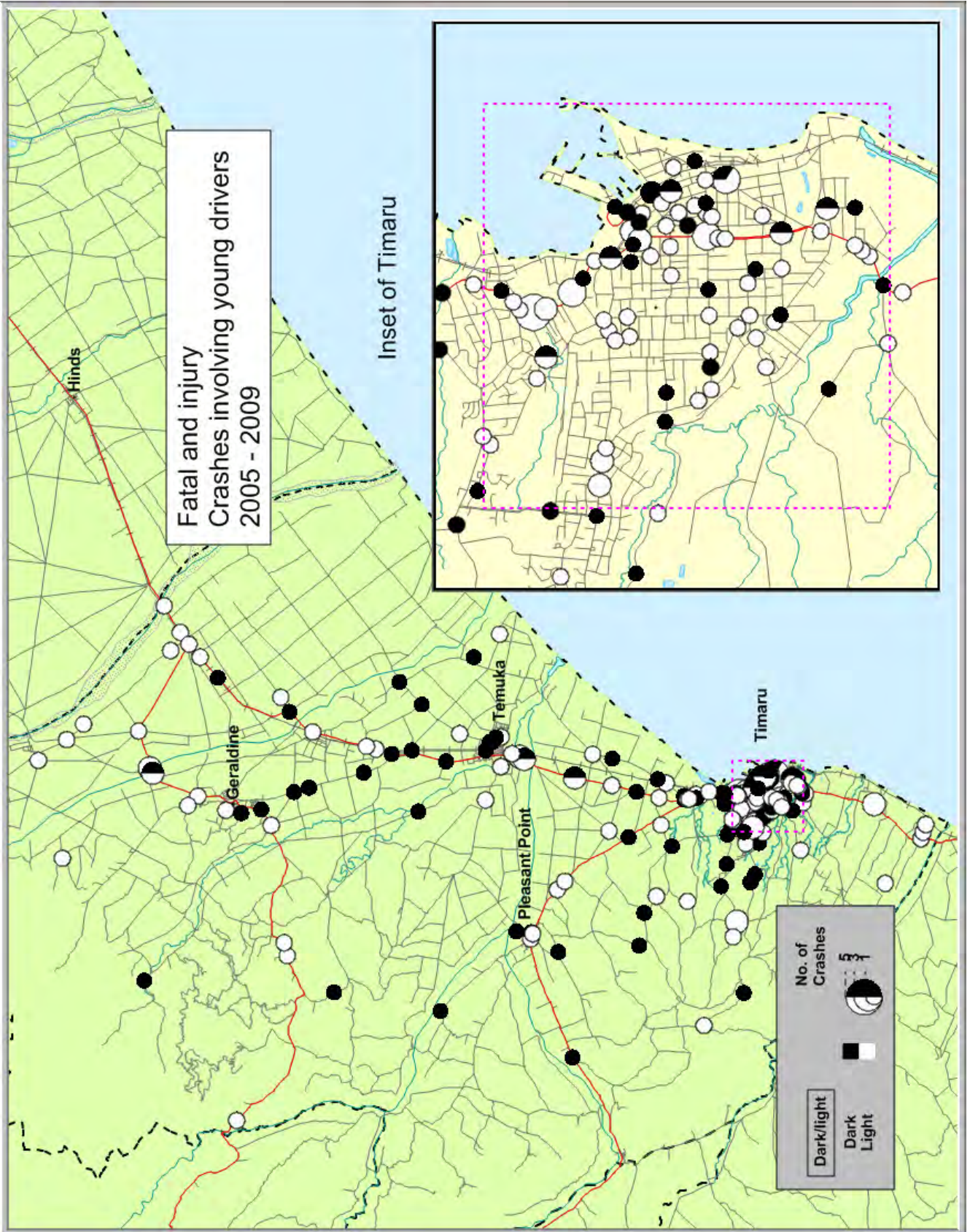
In Timaru District there are 41 intersection sites which have had two or more injury crashes in the last five years, including six sites with four or more injury crashes in the past five years. It is possible that some of these sites have had treatment in recent years.

Further information about the 157 injury crashes at intersections on local roads in Timaru District 2005 to 2009:

- 4 deaths, 27 serious injuries and 166 minor injuries
- 12 percent wet or icy roads
- 22 percent night time
- Worst month May
- Worst day of week Tuesday
- Worst time 3 pm till 6 pm

Further information about the 89 injury crashes at intersections on State Highways in Timaru District 2005 to 2009:

- 18 serious injuries and 82 minor injuries
- 12 percent wet or icy roads
- 22 percent night time
- Worst month January
- Worst day of week Thursday
- Worst time 9 am till midday



Young drivers

Young drivers are those aged less than 25 years. This analysis is based on injury crashes only as driver age is not recorded in non-injury crashes.

In Timaru District between 2005 and 2009, 43 percent of injury crashes involved young drivers. These crashes resulted in 8 deaths, 51 serious injuries and 259 minor injuries.

The total number of casualties from injury crashes involving young drivers has reduced from a high of 73 in 2006, although in 2008 the number of fatal and serious crashes was the highest in the five years.

Casualties from crashes involving young drivers Timaru District

	Fatal	Serious	Minor	Total
2005	0	9	34	43
2006	4	9	60	73
2007	1	9	62	72
2008	3	14	51	68
2009	0	10	52	62
Total	8	51	259	318

Over half of the 250 young drivers in these crashes had a learner or restricted licence. Just over half of these drivers were males.

Nearly all the young drivers were local residents.

Young drivers at fault in injury crashes Timaru District (2005 - 2009)

Licence type	Female	Male	Total
Full	33	52	85
Learner	18	25	43
Restricted	47	51	98
Overseas	1	5	6
Never licensed	2	4	6
Disqualified	0	2	2
Other (unknown, wrong class)	2	8	10
Total	103	147	250

Injury crashes involving young drivers Timaru District (2005 - 2009)

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	17	17
Speed	41	30
Failed to stop/Give way	46	11
Poor handling	18	33
Poor observation	88	34
Lost control - straight	12	32
Lost control - bend	23	25
Rear end / obstruction	40	13
Crossing / turning	46	11

Further information about the 134 injury crashes involving young drivers on local roads in Timaru District 2005 to 2009:

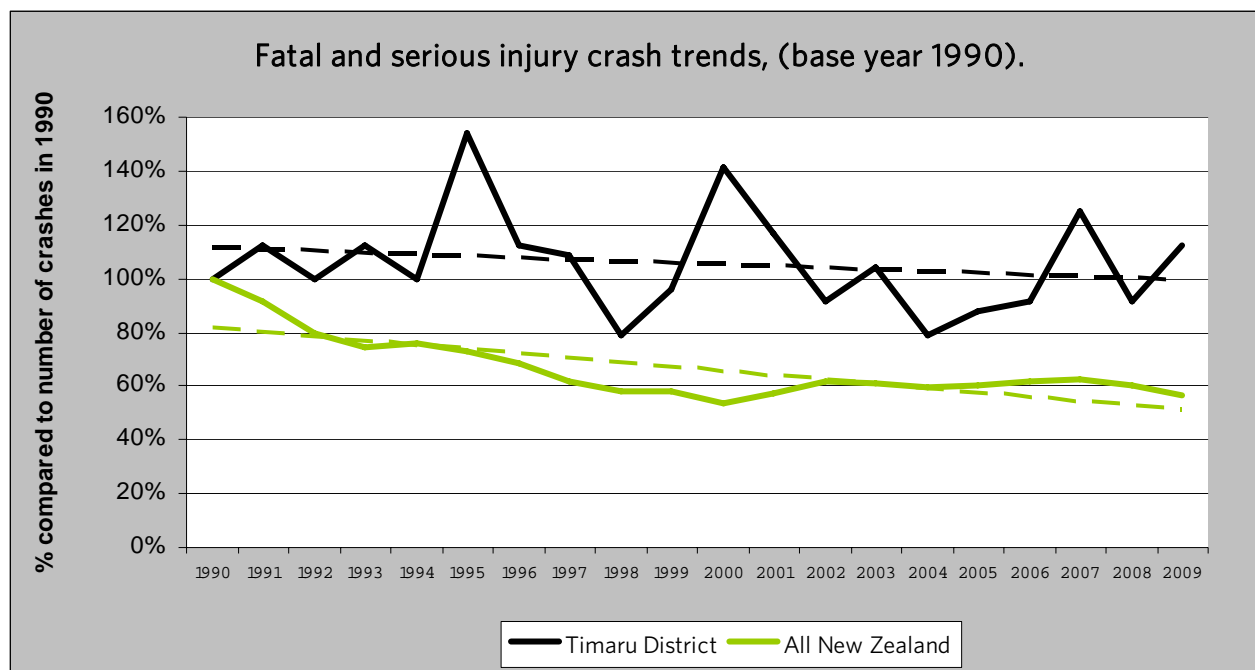
- 7 deaths, 28 serious injuries 165 minor injuries
- 46 percent were single vehicle crashes
- 63 percent were on urban roads
- 42 percent at intersections
- 43 percent at night
- 16 percent wet or icy roads
- Worst month May
- Worst day of week Saturday
- Worst time 3 pm to 6 pm

Further information about the 87 injury crashes involving young drivers on State highways in Timaru District 2005 to 2009:

- 1 death, 23 serious injuries 94 minor injuries
- 24 percent were single vehicle crashes
- 55 percent were on urban roads
- 49 percent at intersections
- 28 percent at night
- 15 percent on wet or icy roads
- Worst month June
- Worst day of week Friday
- Worst time 3 pm to 6 pm

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Timaru District and for the country as a whole.



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