



briefing notes - road safety issues

Timaru District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 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 Timaru District.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Timaru District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

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

We encourage Timaru District to use its free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues, and other road safety issues in the district. Also the NZTA Performance Information team is available to provide further information if required. All data and maps in this note are from CAS.

Major road safety issues

Timaru District

Straight Road - loss of control or Head-on

Bend - loss of control or Head-on

Intersections

2008 road trauma

Casualties

Timaru District

Deaths 4

Serious casualties 24

Minor casualties 98

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Fatal crashes

Serious injury crashes

Minor injury crashes

Non-injury crashes

Timaru District

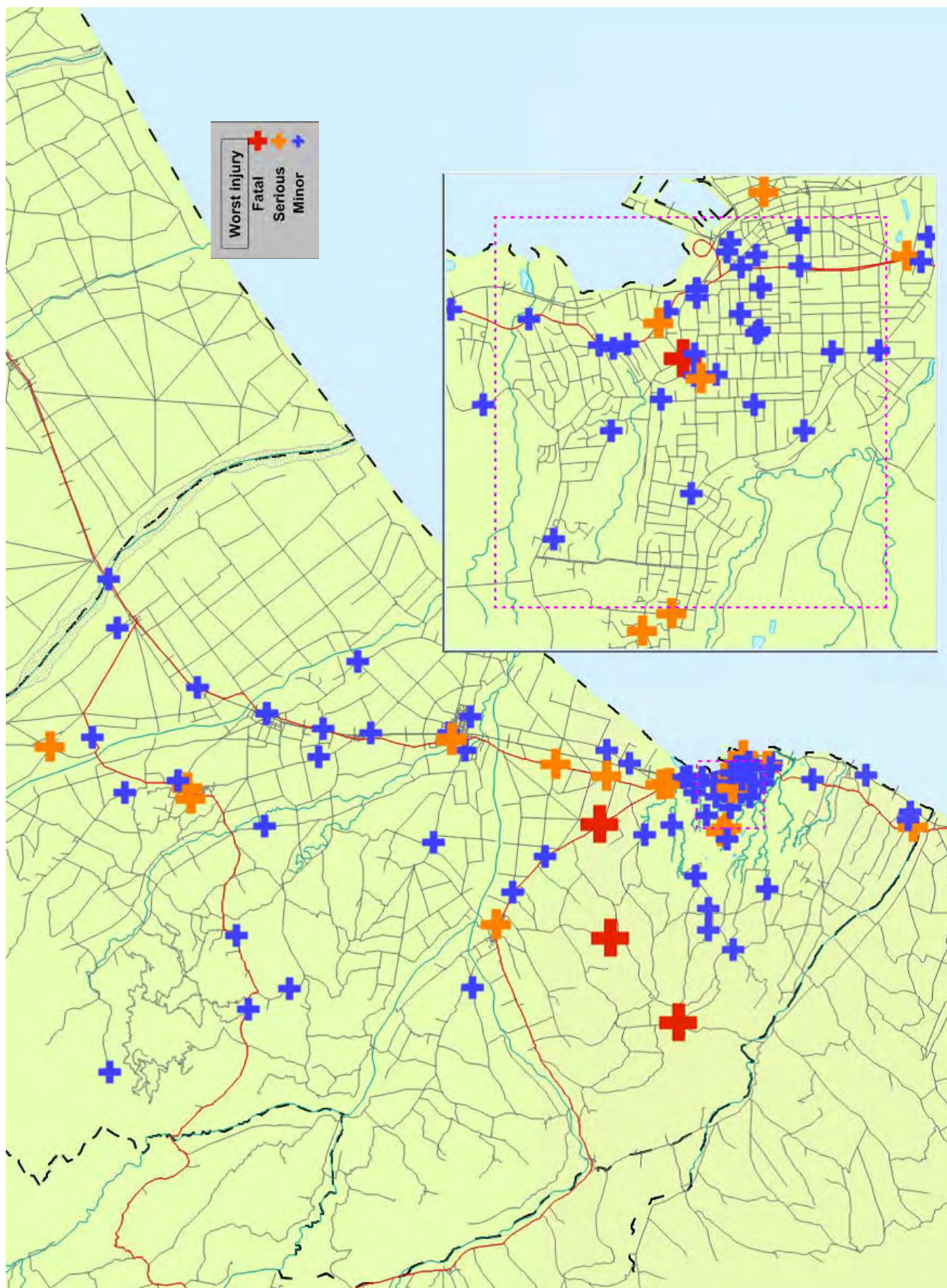
4

18

75

248

Fatal and injury crashes
Timaru District
2008



Overview

In 2008 on local roads in Timaru District there were 63 injury crashes and 154 non-injury crashes. In addition there were 34 injury crashes and 94 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 97 injury crashes by rural or urban areas for local roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008

	Fatalities	Serious injuries	Minor injuries	Total
Rural	3	8	45	56
Urban	1	16	53	70
Total	4	24	98	126

Three quarters of fatalities, and third of the serious injuries were from crashes in rural areas of the district. Overall, forty four percent of injuries were rural areas.

In 2007, the number of fatal crashes, and the total number of injury crashes was the highest in the last ten years. In 2008 these numbers reduced.

Crash trends in Timaru District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	5	17	49	71
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

Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	13	15
Too fast	25	14
At bends	27	15
At intersections	47	39
Road factors	11	9

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	5	3
Cyclists	9	4
Motorcycles	9	7
Total vulnerable	23	14

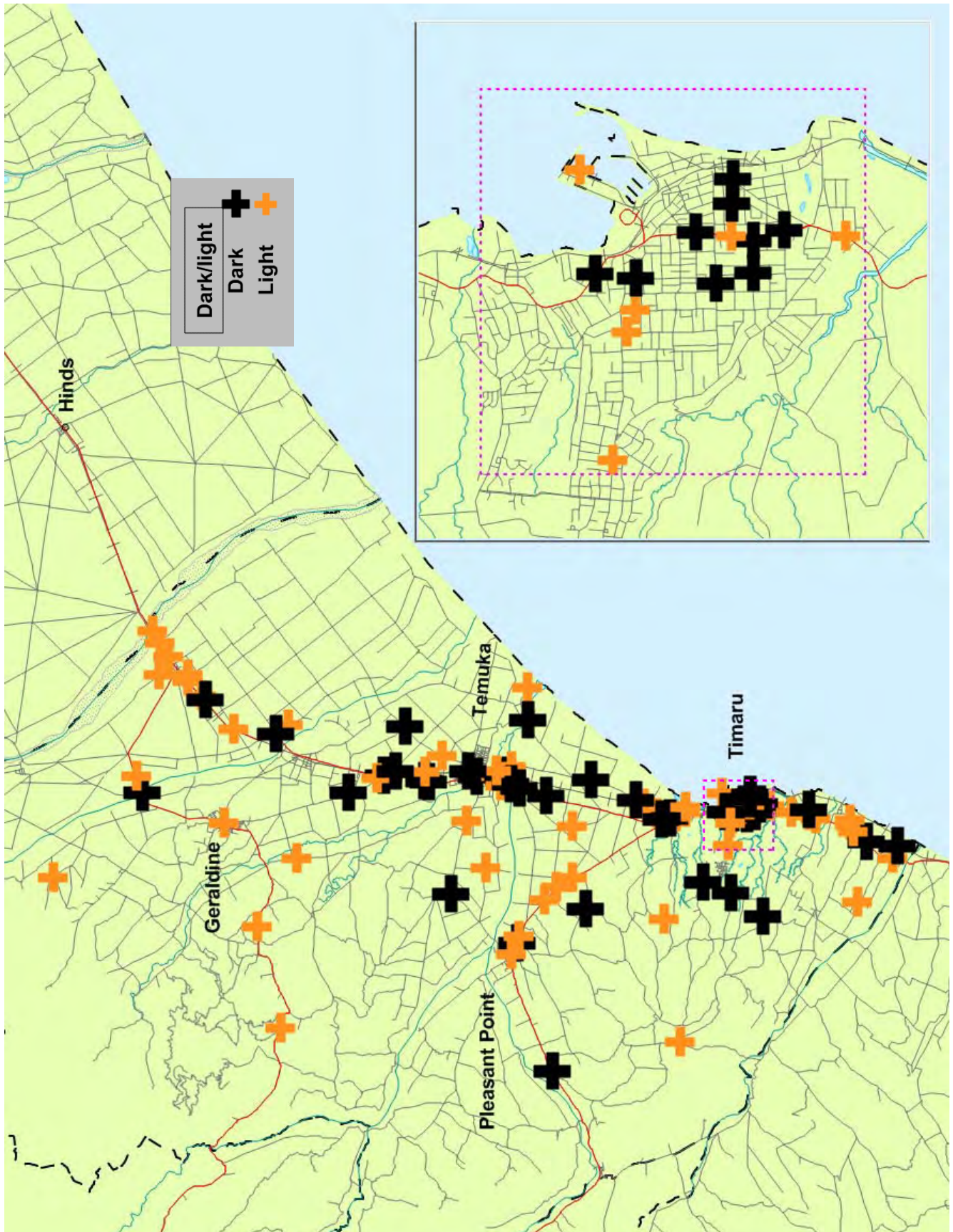
Further information about 2004 to 2008 injury crashes on local roads in Timaru District :

- Worst month May, August
- Worst day Thursday
- 15 percent on wet or icy roads
- 30 percent at night
- 47 percent at intersections
- 143 roadside objects struck
- Social cost of crashes in 2008 \$22.2 m

Further information about 2004 to 2008 injury crashes on State Highways in Timaru District :

- Worst month February
- Worst day Wednesday
- 16 percent on wet or icy roads
- 26 percent at night
- 39 percent at intersections
- 85 roadside objects struck
- Social cost of crashes in 2008 \$13.5 m

Injury straight road - loss of control or head on crashes
Timaru District
2004 - 2008



Straight road –loss of control or head on

Between 2004 and 2008 nineteen percent of all injury crashes in Timaru District were straight road - loss of control or head on crashes.

These 93 crashes resulted in 8 fatalities, 22 serious injuries and 85 minor injuries.

Injury Straight road - loss of control or head on crashes 2004 to 2008

Crash year	Fatal crashes	Serious crashes	Minor crashes
2004	2	3	9
2005	1	3	13
2006	2	4	18
2007	0	7	16
2008	1	2	12
Total	6	19	68

Most of these crashes occur when a driver loses control of their vehicle and either runs off the road or collides with another vehicle.

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

The most common roadside hazards struck in injury crashes in Timaru District were fences (15), poles or posts (14), ditches (10) and trees (9) from a total of 82 objects struck.

Main characteristics of injury straight road - loss of control crashes 2004 to 2008

Crash characteristic	Percentage of crashes
Single vehicle	83
Alcohol	25
Excessive speed for the conditions	17
Road factors	6
Poor handling	39
Rural road	68
Wet or icy road	16
Night time	43

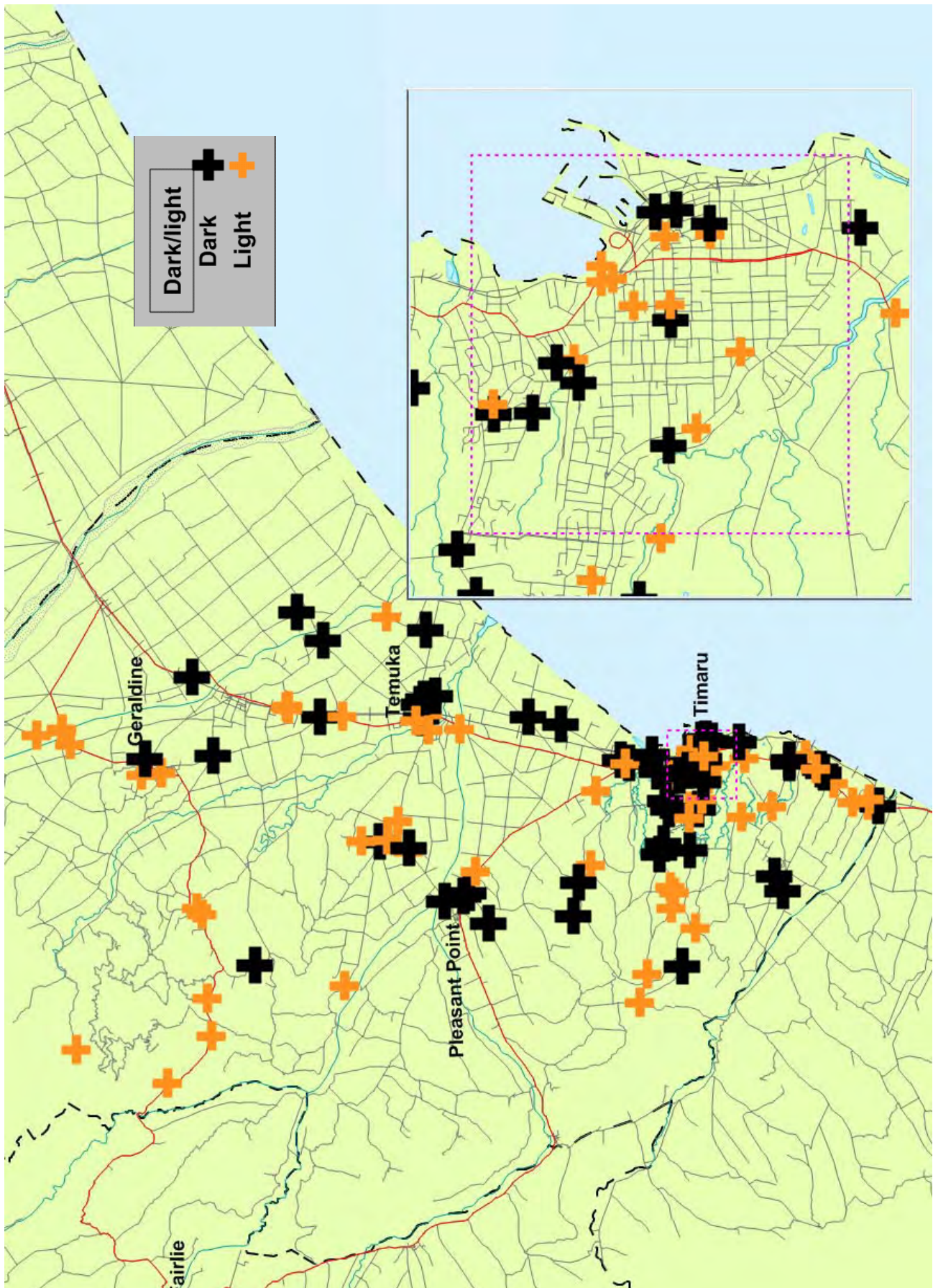
Further information about the 41 injury straight road - loss of control or head on crashes (2004 to 2008) on local roads in Timaru District:

- 7 deaths, 12 serious injuries and 37 minor injuries
- 69 percent of at fault drivers were male
- Most common crash type “off road to right”
- Most common at fault driver age group 15 to 19 years
- 22 percent of crashes involved alcohol
- 24 percent of crashes involved speed
- 10 percent involved “road factors”
- 7 percent involved fatigue
- 15 percent in wet or icy conditions
- 46 percent at night
- Worst month October
- Worst day of week Thursday
- Worst time period 6 pm to 9 pm

Further information about the 52 injury straight road - loss of control or head on crashes (2004 to 2008) on State Highways in Timaru District:

- 1 death, 10 serious injuries and 48 minor injuries
- 65 percent of at fault drivers were male
- Most common crash type “off road to left”
- Most common at fault driver age group 20 to 24 years
- 27 percent of crashes involved alcohol
- 12 percent of crashes involved speed
- 10 percent involved “road factors”
- 35 percent involved fatigue
- 17 percent in wet or icy conditions
- 40 percent at night
- Worst month January, February, April, December
- Worst day of week Friday, Saturday
- Worst time period 9 am to midday

Injury bend - loss of control or head on crashes
Timaru District
2004 - 2008



Bend - loss of control or head on

Between 2004 and 2008 23 percent of all injury crashes in Timaru District were bend - loss of control or head on crashes. These 109 crashes resulted in 8 fatalities, 32 serious injuries and 123 minor injuries.

The numbers of injury crashes in the last two years were the highest in the five year period.

Bend - loss of control or head on crashes 2004 to 2008

Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	2	6	9	17
2005	0	8	13	21
2006	1	6	14	21
2007	4	5	16	25
2008	1	1	23	25
Total	8	26	75	109

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

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Timaru District were fence (26), posts or poles (15) and ditches (11) from a total of 99 objects struck.

Main characteristics of injury bend - loss of control or head on crashes

Crash characteristic	Percentage of crashes
Single vehicle	78
Alcohol	24
Excessive speed for the conditions	54
Road factors	20
Poor handling	46
Rural road	60
Wet or icy road	23
Night time	46

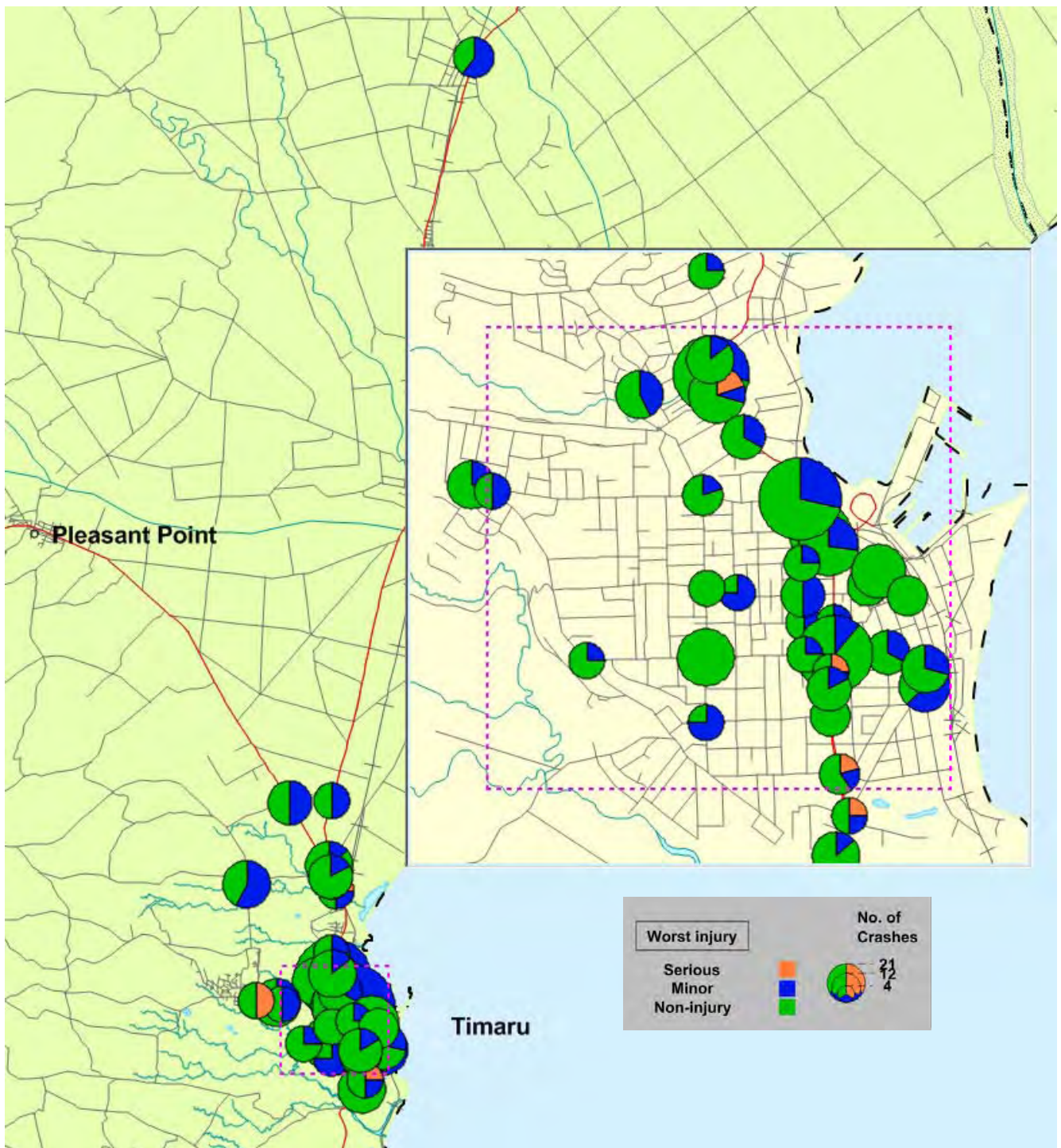
Further information about the 81 injury bend - loss of control or head on crashes (2004 to 2008) on local roads in Timaru District :

- 6 deaths, 24 serious injuries and 92 minor injuries
- 68 percent of at fault drivers were male
- Most common at fault driver age group 15 -19 years (41 percent of all at fault drivers)
- 25 percent of crashes involved alcohol
- 59 percent of crashes involved speed too fast for the conditions
- Worst month August
- Worst day of week Saturday
- Worst time period 9 pm till midnight

Further information about the 28 injury bend - loss of control or head on crashes (2004 to 2008) on State Highways in Timaru District:

- 2 deaths, 8 serious injuries and 31 minor injuries
- 65 percent of at fault drivers were male
- Most common at fault driver age group 30 - 39 and 50 - 59 years (46 percent of at fault drivers)
- 21 percent of crashes involved alcohol
- 39 percent of crashes involved speed too fast for the conditions
- Worst month August,
- Worst day of week Thursday,
- Worst time period 3 pm to 6 pm

Intersections with 3 or more injury and non-injury crashes
Timaru District
2004 - 2008



Intersections

During the five year period 2004 to 2008 within Timaru District there were a total of 693 crashes at intersections, 213 of these were injury crashes and 480 non-injury.

82 percent of these were in urban areas and 4 people were killed, 44 received serious injuries and 239 received minor injuries.

Crashes at Intersections					
	2004	2005	2006	2007	2008
Injury crash	31	40	52	49	41
Non-injury crash	76	112	98	90	104
Total	107	152	150	139	145

The annual numbers fluctuate and no long term trends are apparent.

Locations with the most injury crashes 2004 to 2008

Intersection name (Within a radius of 50m)	Injury crashes 2004 - 2008	total Injury crashes 2008
Evans Street / Wai-iti Street	6	3
King Street / Browne Street	5	0
Evans Street / Ranui Avenue	5	1
Kellands Hill Road / Washdyke Flat Road	4	1

These locations are listed regardless of any remedial work carried out recently.

Junction control Injury and non-injury crashes

Junction control	Traffic signals	Nil	Give Way	Stop
Number of crashes	116	98	217	261

The most common crash type at intersections is when a two vehicles travelling straight through at right angles to each other collide.

The main causes contributing to crashes described in Police reports were:

- Poor observation
- Failure give way or stop

Junction type Injury and Non-injury crashes

Junction Type	Rural	Urban
Roundabout	0	18
Tee	79	324
Cross (X)	41	217
Multi leg	2	4
Other (includes driveways)	1	7

Further information about the 55 injury crashes at intersections on local roads in Timaru District 2004 to 2008:

- 1 death, 12 serious injuries and 61 minor injuries
- 22 percent wet or icy roads
- 22 percent night time
- Worst month March,
- Worst day of week Tuesday,
- Worst time period 3 pm till 9 pm

Further information about the 86 injury crashes at intersections on State Highways in Timaru District 2004 to 2008:

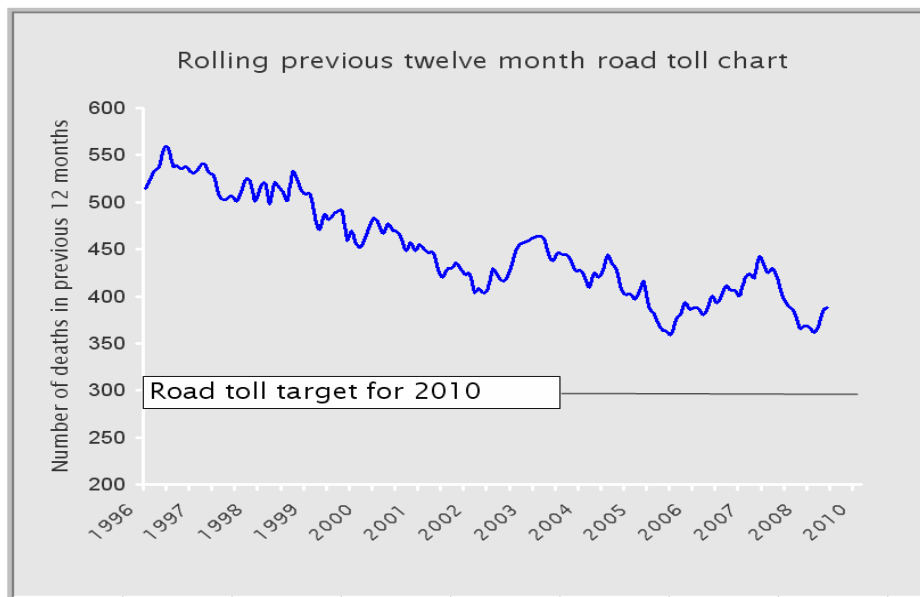
- 2 deaths, 15 serious injuries and 101 minor injuries
- 9 percent wet or icy roads
- 22 percent night time
- Worst month February
- Worst day of week Friday
- Worst time period 3 pm till 6 pm

The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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