



briefing notes - road safety issues

Ashburton 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 Ashburton 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 Ashburton 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 Ashburton 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 Southern Performance Information Team in Christchurch is available to provide further information or assistance if required.

Major road safety issues

Note
Issues are not in
any order

Ashburton District

Straight road - loss of control or head-on
Intersections
Young drivers

2009 road trauma

Casualties

Ashburton District

Deaths 4
Serious casualties 26
Minor casualties 62

Nationally

Speed
Alcohol / Drugs
Young Drivers
Roads and Roadsides
Motorcyclists

Crashes

Ashburton District

Fatal crashes 3
Serious injury crashes 21
Minor injury crashes 41
Non-injury crashes 127

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

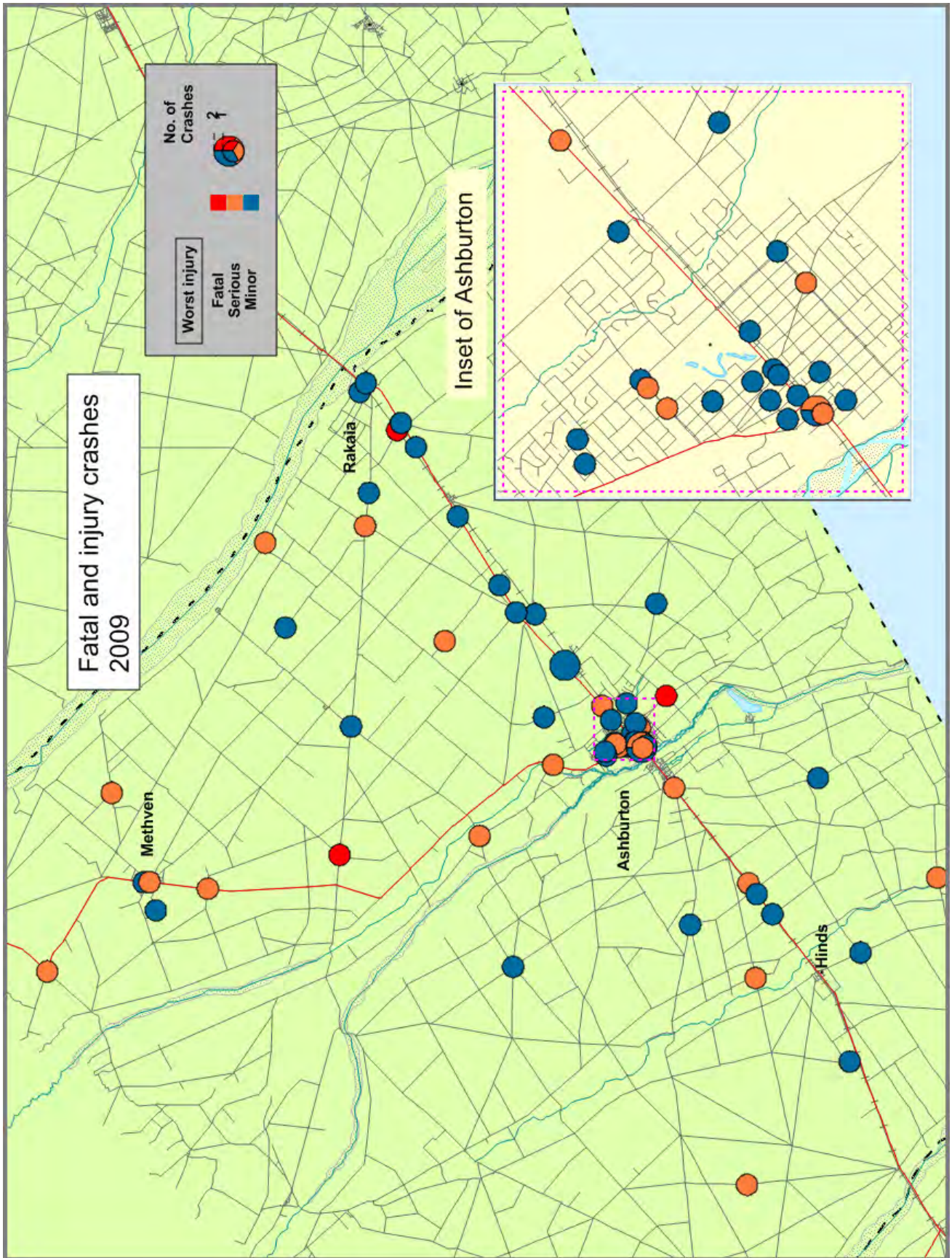
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe 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 Ashburton District local roads there were 42 reported injury crashes, of which 15 were fatal or serious. In addition, on State Highways there were 23 reported injury crashes of which 9 were fatal or serious.

The table below shows the number of casualties resulting from the 65 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Ashburton District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	4	19	34	57
Urban	0	7	28	35
Total	4	26	62	92

All fatalities, almost three quarters of serious casualties, and 55 percent of minor casualties from road crashes in Ashburton District in 2009 were from crashes on roads in the rural areas.

In 2007 the number of injury crashes was the highest in the ten year period. In the last two years the numbers have reduced, but were still higher than all other years since 2000.

Crash trends in Ashburton District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	3	12	25	40
2001	4	11	37	52
2002	3	10	26	39
2003	6	17	29	52
2004	5	12	29	46
2005	2	13	33	48
2006	3	11	31	45
2007	5	21	53	79
2008	7	13	46	66
2009	3	21	41	65

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 Ashburton District.

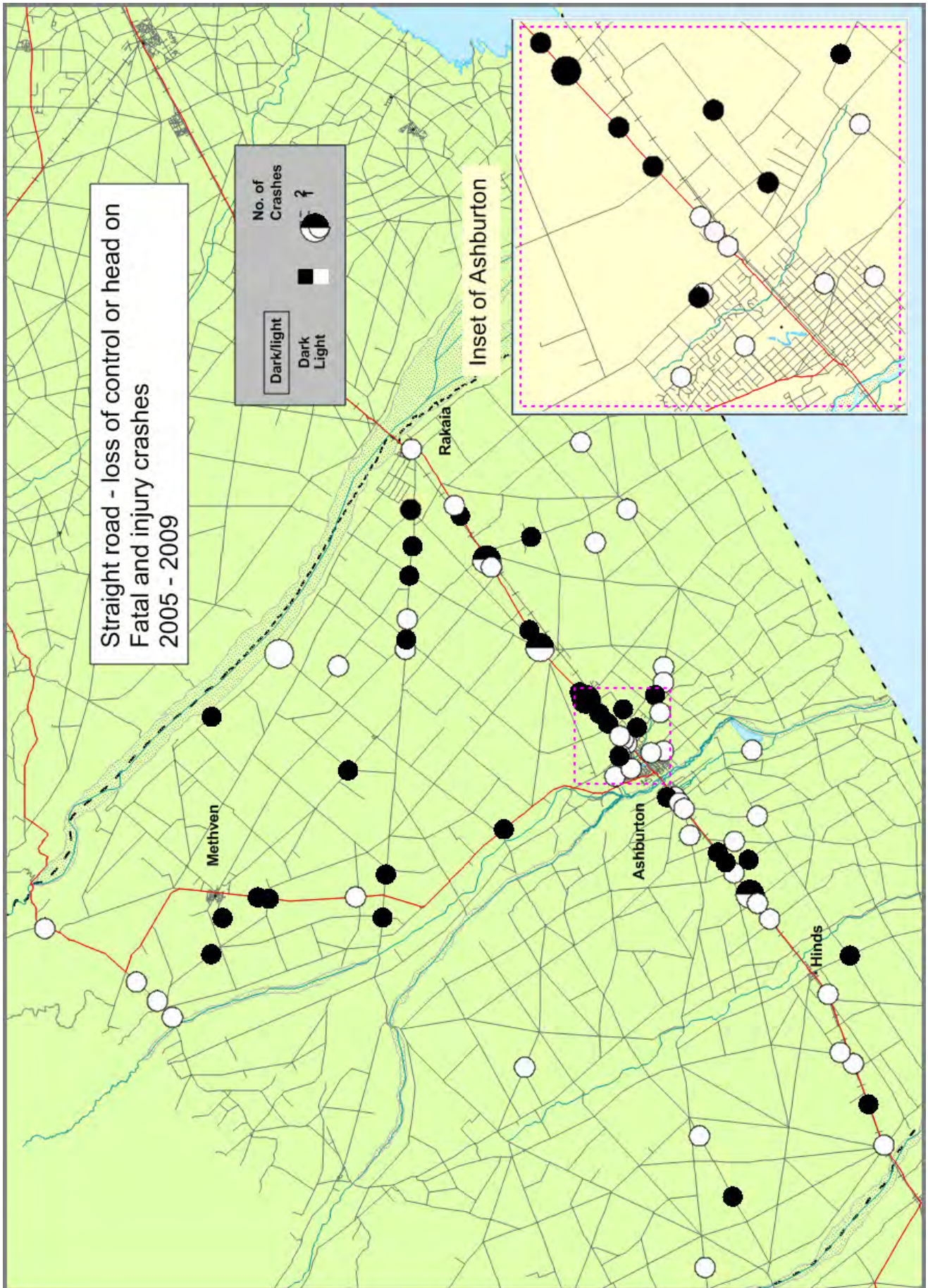
Crash characteristics (2005 to 2009) Ashburton District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	21	15	46	1
Too fast	25	18	55	1
At bends	22	16	48	1
On straights	30	27	82	1
Intersections	34	42	126	1
Road factors	18	14	42	1
Motorcycling	16	8	27	1
Young drivers	28	36	105	1
Fatigue	7	6	19	2
Distraction	10	6	49	2
Pedestrians	4	4	13	2
Cycling	5	7	22	2
Heavy vehicles	19	17	56	2
Older road users	10	11	32	3
Overseas drivers	5	8	23	-

Further information about the 190 injury crashes on local roads in Ashburton District, 2005 to 2009:

- 17 deaths, 57 serious injuries and 182 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$24.9 m

Further information about the 113 injury crashes on State Highways in Ashburton District, 2005 to 2009:

- 6 deaths, 38 serious injuries and 124 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (21 percent of at fault drivers)
- Social cost of crashes in 2009 \$8.19 m



Straight road -loss of control or head on

Between 2005 and 2009, 27 percent of all fatal and injury crashes in Ashburton District were straight road - loss of control or head on crashes. These 82 crashes resulted in 6 deaths, 29 serious injuries and 70 minor injuries.

Straight road - loss of control or head on crashes Ashburton District				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	3	7	10
2006	2	5	11	18
2007	1	8	11	20
2008	2	4	14	20
2009	0	5	9	14
Total	5	25	52	82

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.

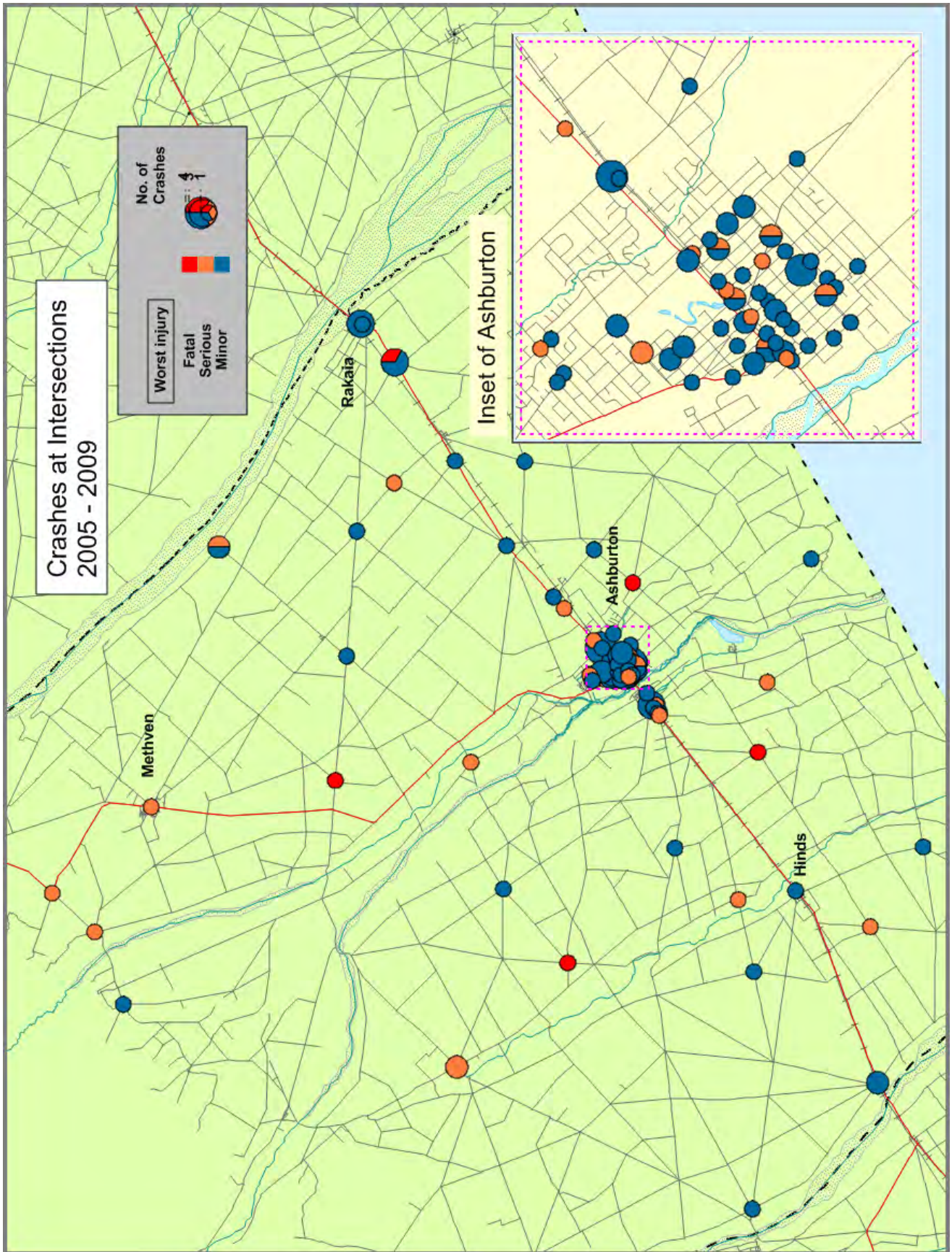
Ages of at fault drivers in straight road related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	11	7	18
20 to 24	14	5	19
25 to 29	6	2	8
30 to 39	7	2	9
40 to 49	10	1	11
50 to 59	4	3	7
60 to 69	0	0	0
70 and over	6	2	8
Total	58	22	80

Further information about the 46 injury straight road - loss of control or head on crashes on local roads in Ashburton District:(2005 to 2009)

- 2 deaths, 16 serious injuries and 41 minor injuries
- Most common crash type "off road to right"
- 17 percent of crashes involved alcohol
- 17 percent of crashes involved speed
- 17 percent involved "road factors"
- 4 percent involved fatigue
- 76 percent resulted in a roadside hazard being struck
- Commonly struck objects were Post or pole, fence
- 18 percent on wet or icy roads
- 41 percent at night
- Worst month March
- Worst day of week Sunday
- Worst time period 6 am to 9 am, 9 am to midday, 9 pm to midnight

Further information about the 36 injury straight road - loss of control or head on crashes on State Highways in Ashburton District (2005 to 2009):

- 4 deaths, 13 serious injuries and 29 minor injuries
- Most common crash type "off road to left"
- 22 percent of crashes involved alcohol
- 11 percent of crashes involved speed
- 8 percent involved "road factors"
- 42 percent involved fatigue
- 69 percent resulted in a roadside hazard being struck
- Commonly struck objects were Post or pole, fence,
- 14 percent on wet or icy roads
- 44 percent at night
- Worst month January, February, March
- Worst day of week Friday
- Worst time period Midnight to 3 an, 9 am to midday, midday to 3 pm



Intersections

During the five year period 2005 to 2009, on roads in Ashburton District, there were a total of 127 fatal and injury crashes at intersections.

Casualties in crashes at Intersections Ashburton District (2005 - 2009)					
	2005	2006	2007	2008	2009
Deaths	1	0	3	1	1
Serious injury	8	5	3	8	12
Minor injury	27	21	38	31	32
Total	36	26	44	40	45

Forty two percent of crashes at intersections were at intersections in urban areas of the district.

In 2009 the total number of crashes at intersections was the highest in the last five years. Also in that year the total of fatal and serious crashes was also at a five-year high.

Male drivers made up seventy percent of at-fault drivers. Young drivers, (those ages 15 - 24) made up 27 percent of at fault drivers. Drivers aged 70 years and over represented 18 percent of at-fault drivers.

Ages of at fault drivers in straight road related crashes 2005 to 2009

Ages	Male	Female	Total
15 to 19	14	0	14
20 to 24	13	4	17
25 to 29	8	2	10
30 to 39	12	5	17
40 to 49	11	6	17
50 to 59	7	4	11
60 to 69	4	6	10
70 and over	13	8	21
Total	82	35	117

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

Crash characteristic	Percentage of crashes
Single vehicle	16%
Alcohol	9%
Excessive speed for the conditions	13%
Failed to stop or give way	63%
Poor observation	58%

The most common crash type at intersections was when a vehicle travelling straight through is struck on the right by a vehicle travelling straight through from the right, (a right angle crash). These crashes made up 46 percent of all crashes at intersections.

In Ashburton District there are 24 intersection sites which have had two or more injury crashes in the last five years, including 6 sites with 3 or more injury crashes in the past five years.

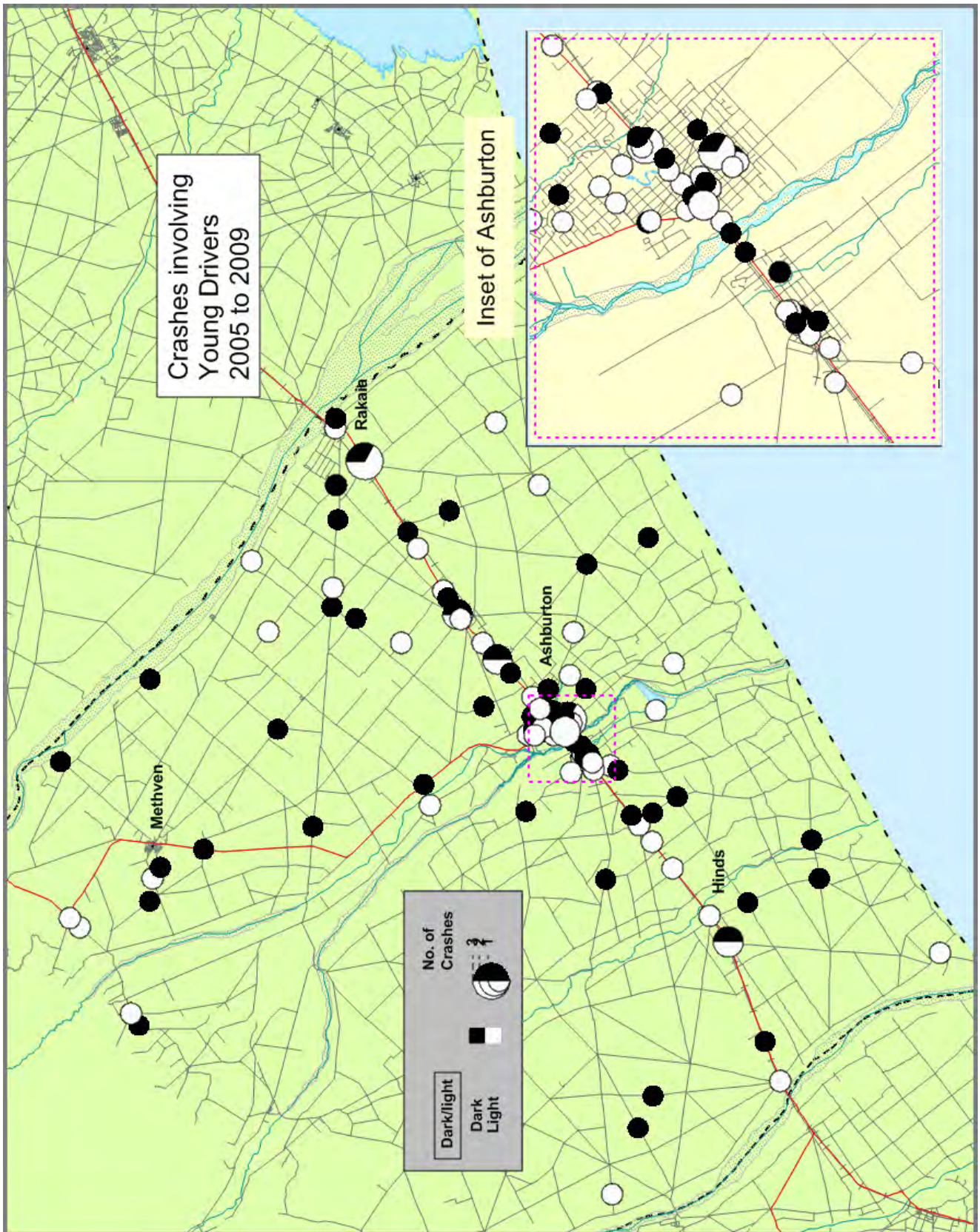
The locations of the crashes at intersections in the District are shown opposite.

Further information about the 86 injury crashes at intersections on local roads in Ashburton District 2005 to 2009:

- 5 deaths, 24 serious injuries and 89 minor injuries
- 13 percent wet or icy roads
- 27 percent night time
- Worst month March
- Worst day of week Wednesday
- Worst time 9:00 till midday

Further information about the 41 injury crashes at intersections on State Highways in Ashburton District 2005 to 2009:

- 1 deaths, 12 serious injuries and 60 minor injuries
- 17 percent wet or icy roads
- 22 percent night time
- Worst month June
- Worst day of week Friday
- Worst time 3 pm till 6 pm



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 Ashburton District between 2005 and 2009, 36 percent of injury crashes involved young drivers. These crashes resulted in 8 deaths, 33 serious injuries and 141 minor injuries.

The total number of injury crashes involving young drivers rose to a high in 2007 and has since reduced. There is no obvious trend in the annual number of crashes involving young drivers.

Casualties from crashes involving young drivers Ashburton District

	Fatal	Serious	Minor	Total
2005	2	6	29	37
2006	0	1	27	28
2007	4	9	33	46
2008	1	5	27	33
2009	1	12	25	38
Total	8	33	141	182

Over 40 percent of the 134 young drivers in these crashes had a learner or restricted licence. Nearly 60 percent of these 57 drivers of them were males.

Overall, almost 70 percent of young drivers were males.

Nearly all the young drivers were local residents.

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

Licence type	Female	Male	Total
Full	10	45	55
Learner	3	10	13
Restricted	21	23	44
Overseas	3	5	8
Never licensed	4	2	6
Disqualified	0	4	4
Other (unknown, wrong class)	0	4	4
Total	41	91	134

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

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	10	13
Speed	15	17
Failed to stop/Give way	13	4
Poor handling	6	23
Poor observation	24	27
Lost control - straight	5	35
Lost control - bend	6	13
Rear end / obstruction	16	14
Crossing / turning	27	8

Further information about the 75 injury crashes involving young drivers on local roads in Ashburton District 2005 to 2009:

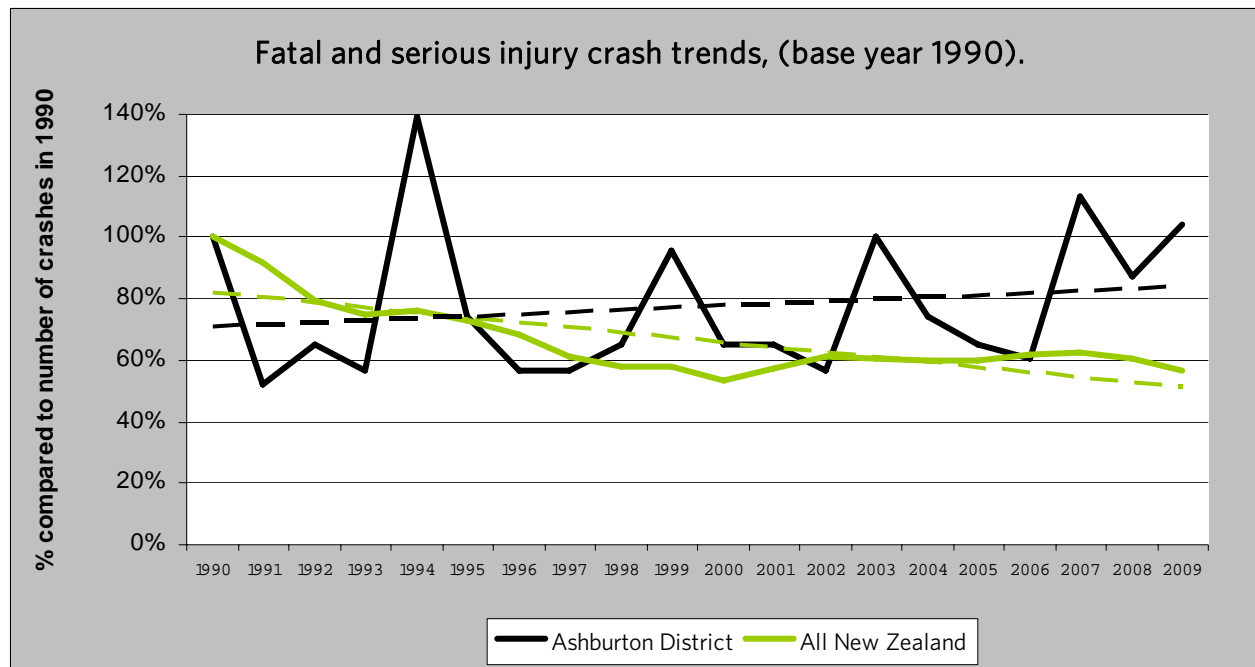
- 4 deaths, 21 serious injuries 86 minor injuries
- 55 percent were single vehicle crashes
- 41 percent were on urban roads
- 36 percent at intersections
- 52 percent at night
- 16 percent wet or icy roads
- Worst month October
- Worst day of week Monday, Saturday
- Worst time 6 pm to 9 pm and 9 pm to midnight

Further information about the 49 injury crashes involving young drivers on State highways in Ashburton District 2005 to 2009:

- 4 deaths, 12 serious injuries 55 minor injuries
- 27 percent were single vehicle crashes
- 43 percent were on urban roads
- 37 percent at intersections
- 41 percent at night
- 18 percent on wet or icy roads
- Worst month February, June, July
- 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 Ashburton District and for the country as a whole.



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