



briefing notes - road safety issues

Central Otago 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 Central Otago 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 Central Otago 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 Central Otago 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 Christchurch 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

Central Otago District

Bend—Lost control or Head-on
Overseas drivers

2008 road trauma

Casualties

Central Otago District

Deaths	6
Serious casualties	21
Minor casualties	78

Nationally

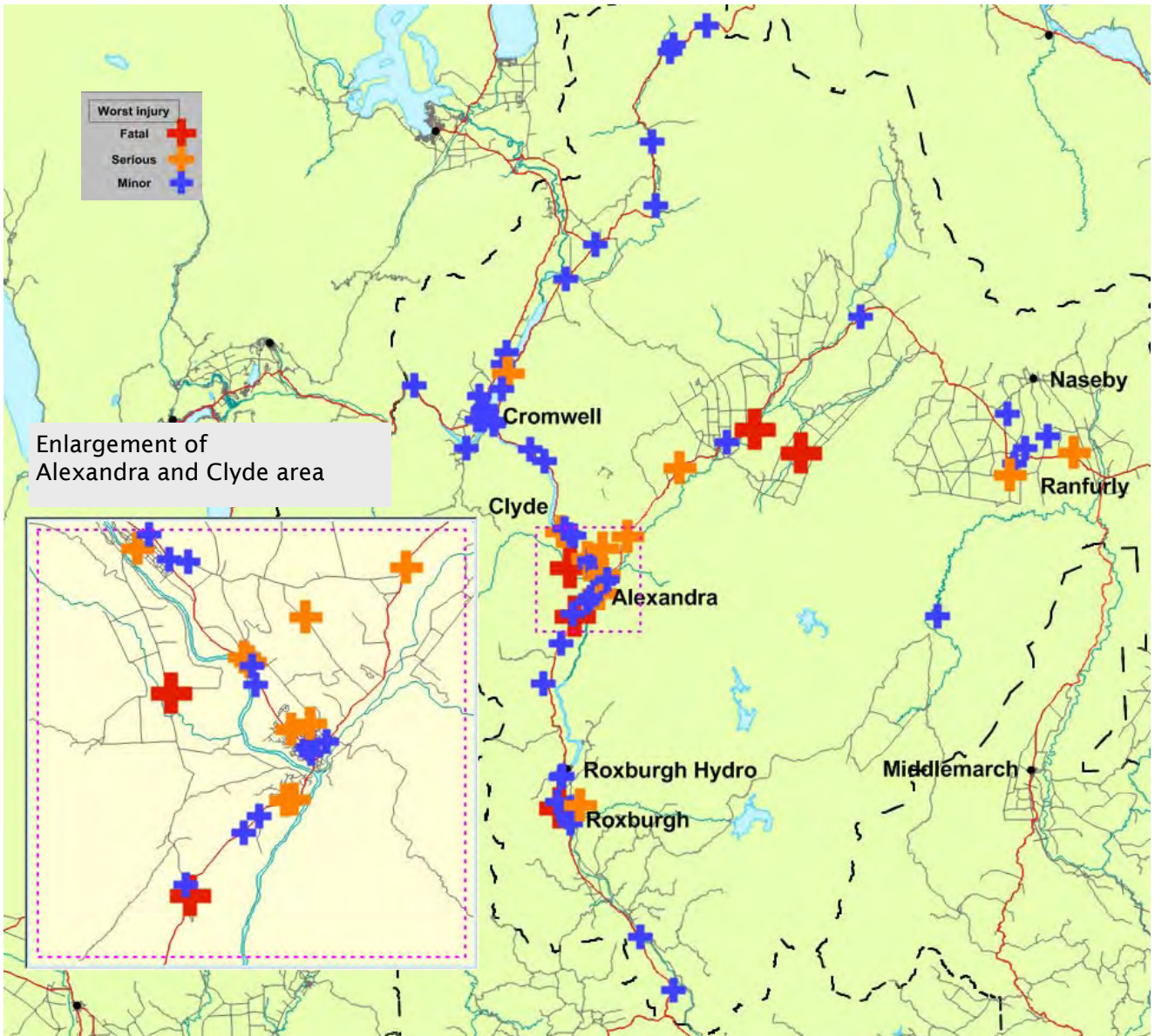
Speed
Alcohol
Failure to give way
Restraints

Crashes

Central Otago District

Fatal crashes	5
Serious injury crashes	14
Minor injury crashes	50
Non-injury crashes	77

Fatal and injury crashes
Central Otago District
2008



Overview

In 2008 on local roads in Central Otago District there were 22 injury crashes and 32 non-injury crashes. In addition there were 47 injury crashes and 45 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 69 injury crashes by rural or urban areas (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	6	18	64	88
Urban	0	3	14	17
Total	6	21	78	105

In 2008, all fatalities, 86 percent of serious injuries and 82 percent of minor injuries resulted from crashes in rural areas of the district.

The numbers of reported crashes are not showing any strong trends, but the number of fatal crashes in 2007 and in 2008 were the highest since 1999. Also the number of reported serious crashes in the last two years were equal to the lowest numbers in the last ten years.

Crash trends in Central Otago District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	6	12	15	33
2000	3	14	22	39
2001	1	20	46	67
2002	1	24	40	65
2003	4	28	45	77
2004	0	32	54	86
2005	3	31	51	85
2006	1	26	48	75
2007	5	12	57	74
2008	5	14	50	69

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	21	8
Too fast	24	12
At bends	47	22
At intersections	21	15
Road factors	25	18
Overseas drivers	5	15

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	4	1
Cyclists	3	2
Motorcycles	9	3
Total vulnerable	16	6

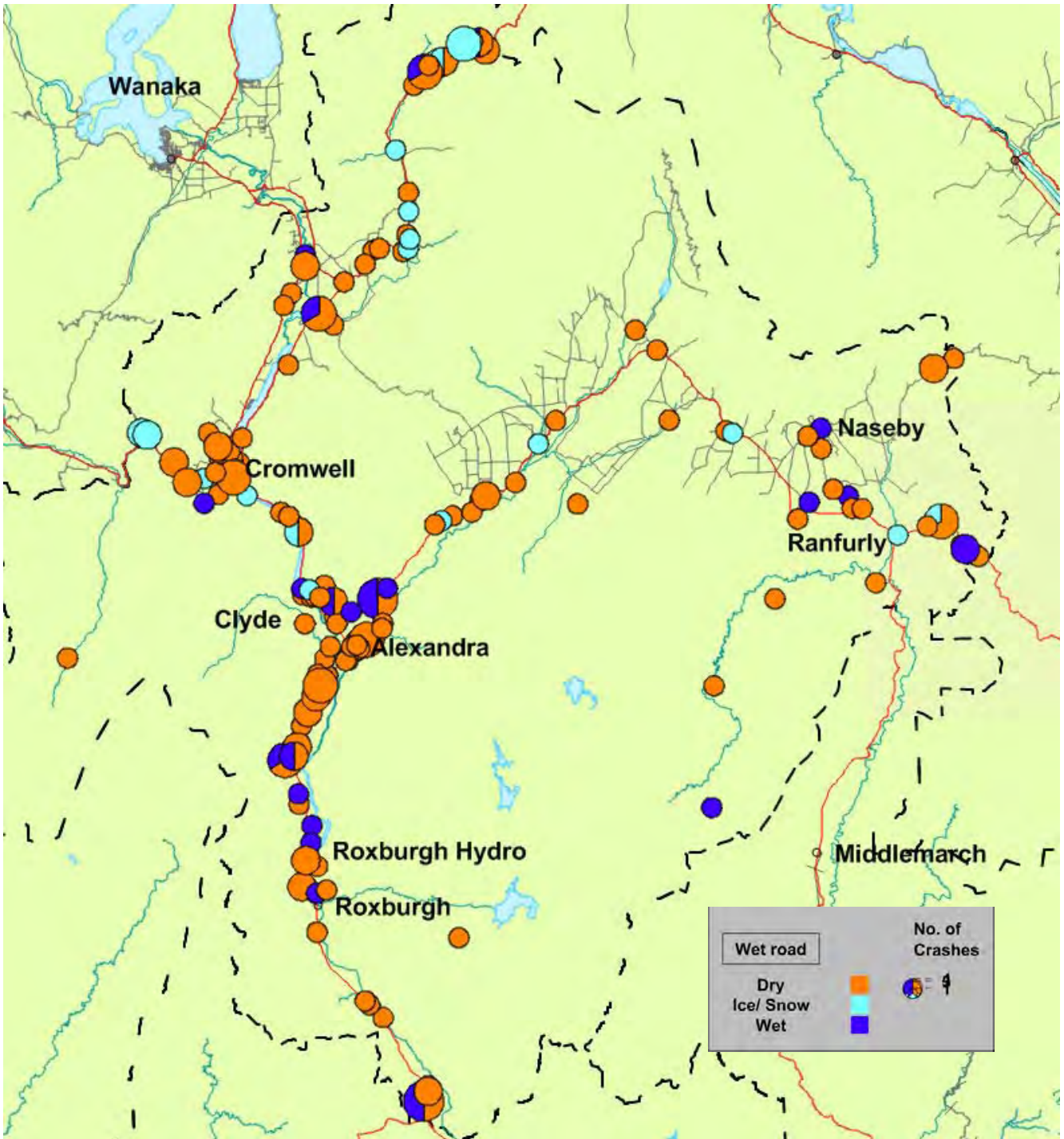
Further information about 2004 to 2008 injury crashes on local roads in Central Otago District :

- Worst month April, December
- Worst day Saturday
- 17 percent on wet or icy roads
- 33 percent at night
- 21 percent at intersections
- 96 roadside objects struck
- Social cost of crashes in 2008 \$13.4 m

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

- Worst month January
- Worst day Sunday
- 22 percent on wet or icy roads
- 30 percent at night
- 15 percent at intersections
- 238 roadside objects struck
- Social cost of crashes in 2008 \$22.2 m

Injury Bend - loss of control or head on crashes
Central Otago District
2004 - 2008



Bend - loss of control or head on

Between 2004 and 2008 forty-nine percent of all injury crashes in Central Otago District were bend - loss of control or head on crashes. These 190 crashes resulted in 7 fatalities, 68 serious injuries and 208 minor injuries.

Crash numbers rose in 2006 and fell again in 2007.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	0	10	25	35
2005	1	13	21	35
2006	1	18	23	42
2007	3	7	29	39
2008	2	8	29	39
Total	7	56	127	190

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 - lost control or head on crashes on bends in Central Otago District were cliffs or banks (51), fences (40), ditches (35), and over bank (30) from a total of 203 objects struck.

Main characteristics of injury Bend - lost control or head on crashes	
Crash characteristic	Percentage of crashes
Single vehicle	88
Alcohol	17
Excessive speed for the conditions	28
Road factors	28
Poor handling	53
Rural road	92
Wet or icy road	26
Night time	33

Further information about the 63 injury bend - loss of control or head on crashes (2004 to 2009) on local roads in Central Otago District :

- 1 death, 24 serious injuries and 68 minor injuries
- 77 percent of at fault drivers were male
- Most common at fault driver age group 15 -24 years (48 percent of all at fault drivers)
- 29 percent of crashes involved alcohol
- 40 percent of crashes involved speed too fast for the conditions
- Worst month April
- Worst day of week Saturday
- Worst time period Midday till 6 pm

Further information about the 123 injury bend - loss of control or head on crashes (2004 to 2008) on State Highways in Central Otago District:

- 6 deaths, 44 serious injuries and 140 minor injuries
- 63 percent of at fault drivers were male
- Most common at fault driver age group 15 - 19 years (22 percent of at fault drivers)
- 11 percent of crashes involved alcohol
- 22 percent of crashes involved speed too fast for the conditions
- Worst month January
- Worst day of week Saturday
- Worst time period midday to 3 pm

Overseas drivers

In Central Otago between 2004 and 2008 there were 57 injury crashes that involved overseas drivers. These crashes resulted in 1 death, 17 serious injuries and 88 minor injuries.

These drivers include both tourists and New Zealand residents driving on an overseas licence.

Over the last five years, the annual number of reported injury crashes in the district involving overseas drivers has fluctuated.

In Central Otago, Loss of control accounted for 71 percent of all injury crashes involving overseas drivers. Male drivers made up 73 percent of at fault drivers in these crashes. The 20 - 24 years age group was the largest age group of at fault drivers.

The home locations of the overseas drivers were

Australia	6	Asia	7
Europe	6	United Kingdom	5
USA / Canada	1	Other NZ	7
Central / Queenstown	21		

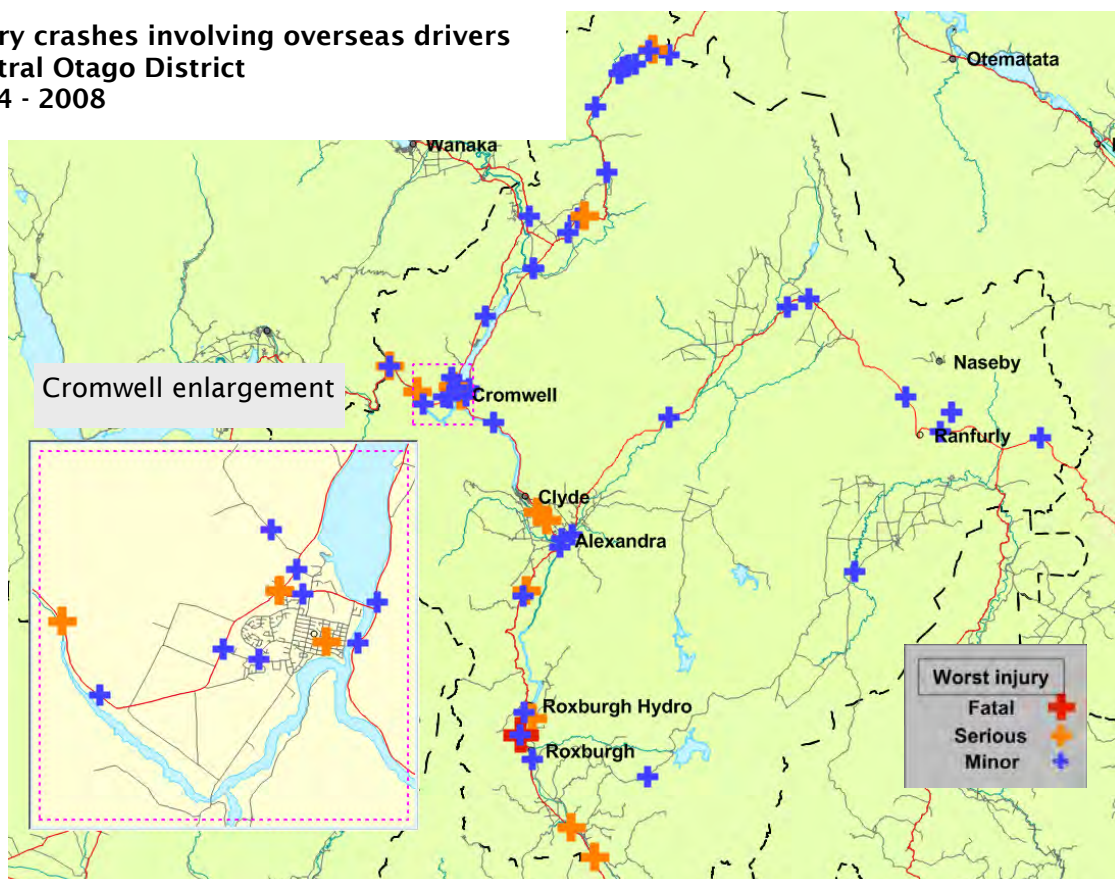
Casualties from crashes involving overseas drivers

	2004	2005	2006	2007	2008
Fatal	0	0	1	0	0
Serious	7	2	6	1	1
Minor	20	11	22	15	20
Total	27	13	29	16	21

Further information about the 57 injury crashes involving overseas drivers in Central Otago 2004 to 2008:

- Most common crash factors Poor handling, Poor observation
- 46 percent of crashes at bends
- 19 percent of crashes at intersections
- 19 percent of crashes at night
- 19 percent in of crashes in wet or icy conditions
- Worst month January, February
- Worst day of week Sunday
- Worst times midday - 6 pm

Injury crashes involving overseas drivers Central Otago District 2004 - 2008

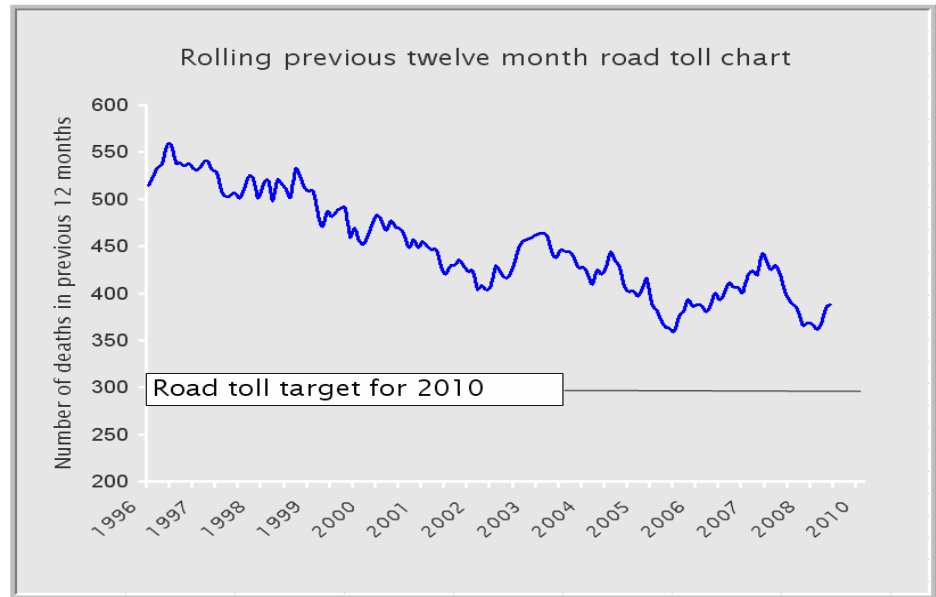


The next ten years—moving beyond Road Safety 2010

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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