

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this report based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues within the Clutha District.

Road crashes in the Clutha District over the five-year period have killed 27 people and injured more than 600. There were more than 500 reported non-injury crashes over the same period.

After the significant increase in reported crashes in 2001, numbers fell last year for the first time since 1999. Although the number of urban injury crashes remained at 24, reported crashes on rural roads dropped from 106 to 80.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In the Clutha District in 2003 the figure was 60, down from a high of 74 in 2002. Across all of New Zealand this figure was 27 and in a peer group of similar local authorities used for comparison, the figure was 40. This difference can be partly explained by the improved crash reporting rate in the Southern Police District.

The proportion of different road users injured over the last five years within the Clutha District is shown to the right and is detailed overleaf.

Major road safety issues

Nationally

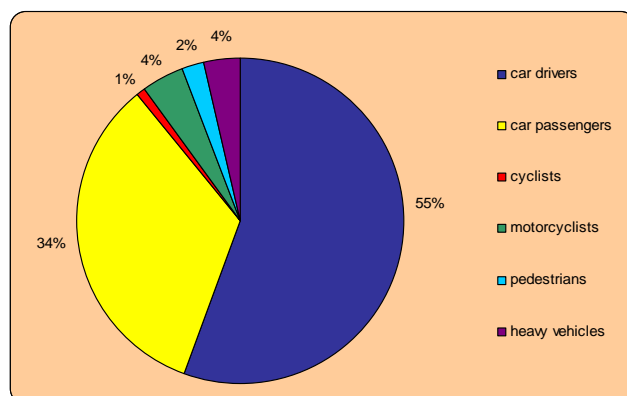
- Speed
- Alcohol
- Failure to give way
- Restraints

2003 road trauma for Clutha District

Deaths	4
Serious casualties	38
Minor casualties	113
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Fatal crashes	2
Serious injury crashes	31
Minor injury crashes	71
Non-injury crashes	87

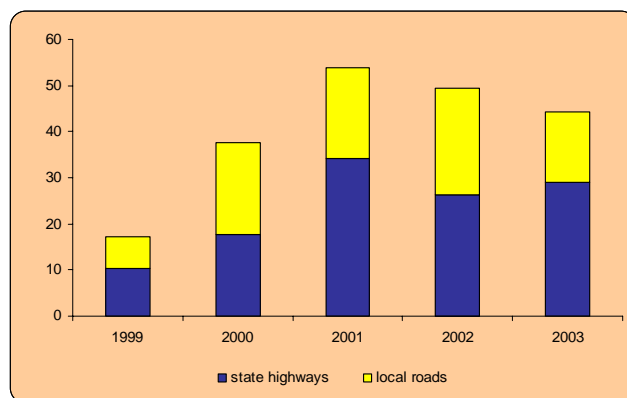
Road casualties 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

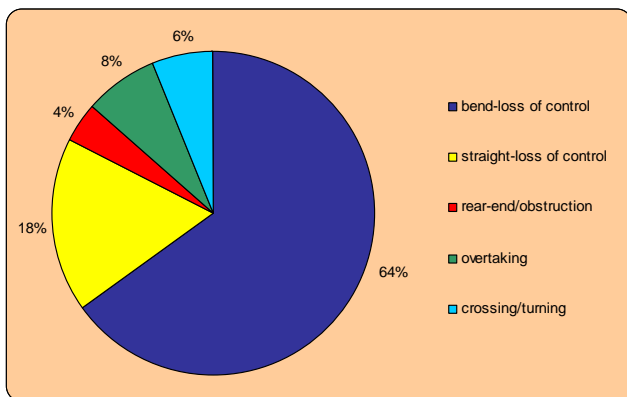
Rural crashes

As in previous years, more than two thirds of injury crashes in the district occurred on the open road – there were 80 crashes in 2003. Open road crashes are generally more severe due to the higher speeds involved. Four people died, 28 received serious injuries and 86 people received minor injuries in crashes on rural roads in the Clutha District last year.

The majority of rural crashes in the district are single vehicles losing control and leaving the road. Road conditions can play a significant part in this type of crash. In 2003 a third of single vehicle crashes took place on wet roads. Ten percent of all rural crashes occurred when the road was icy.

The graph below shows the types of crashes that took place on rural roads.

Rural crash movement 2003



Only five of the above crashes involved alcohol. As a proportion of all rural crashes, this is the lowest number on record and the rate is less than half that found elsewhere in New Zealand. This is a continuation of the reduction seen in 2002.

Speed involvement fell slightly last year. However, nearly a quarter of rural crashes occurred when a vehicle was travelling too fast for the conditions.

In 1999, 75 percent of rural crashes that took place off the state highway network occurred on unsealed roads. The rate has been falling since then and in 2003 the figure was 40 percent. In real terms the number of injury crashes on unsealed roads fell from 25 in 2002 to 13 last year.

Including non-injuries there was a total of 37 crashes recorded on unsealed roads in 2003; 12 of which were on the Southern Scenic Route.

General

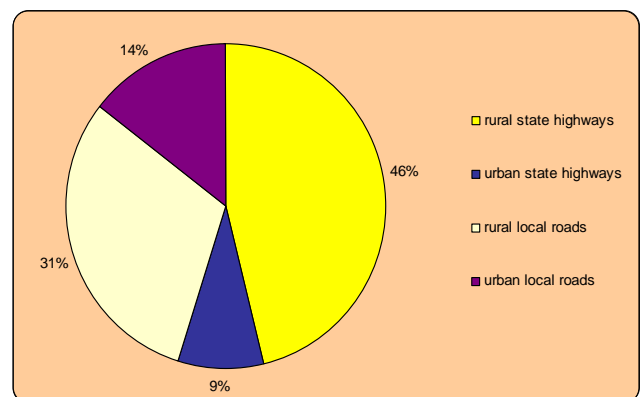
The number of reported injury crashes in urban areas reached a new high in 2002. In 2003, the number remained the same at 24; 15 of which took place at intersections.

Half of all urban crashes in the district last year took place in Balclutha. In fact, over the last five years 54 crashes, including non-injury, were recorded on Clyde Street between Centennial Avenue and the Clutha River bridge. This accounted for a quarter of all urban crashes in the whole of the Clutha District over that period.

There were two pedestrians and one cyclist injured on Clutha District roads in 2003. As a proportion of all casualties this is well below the level found in comparable areas of the country.

Ten motorcyclists were injured last year in eight separate crashes. Although motorcyclists accounted for only six percent of all casualties in the district for 2003, the number is equal to the 10-year high.

Location of injury crashes 2003



The above graph shows the location of all injury crashes within the Clutha District last year.

This report is a brief summary of crashes that took place in the Clutha District in 2003. For more detailed information contact the LTSA at the address below.

Dunedin Regional Office
AA Building, 450 Moray Place
PO Box 5245, Dunedin
Phone 03 951 3009, Fax 03 951 3013
www.ltsa.govt.nz