

road safety issues

Clutha District

Land Transport New Zealand has prepared this report based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the Clutha District.

Road crashes in the district over the five-year period have resulted in 25 deaths and over 700 injuries. In the same period there were more than 450 non-injury crashes reported to the Police.

The number of injury crashes fell from 107 in 2003 to 96 last year, a 10 percent reduction. This fall was in both urban and rural areas of the district.

This reduction in crash numbers is reflected in the road safety performance measured as crashes per 10,000 population. In 2004 the figure was 55, a reduction on the previous two years but still well above the national level of 25.

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



2004 road trauma for Clutha District



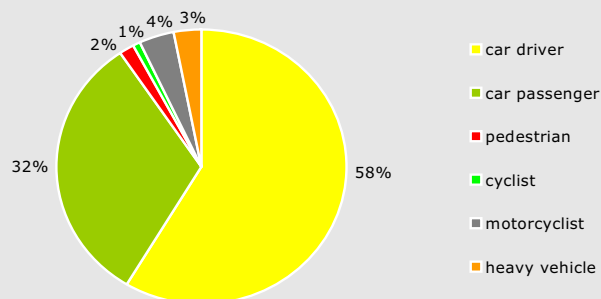
Deaths	3
Serious casualties	25
Minor casualties	116



Fatal crashes	3
Serious injury crashes	19
Minor injury crashes	74
Non-injury crashes	78

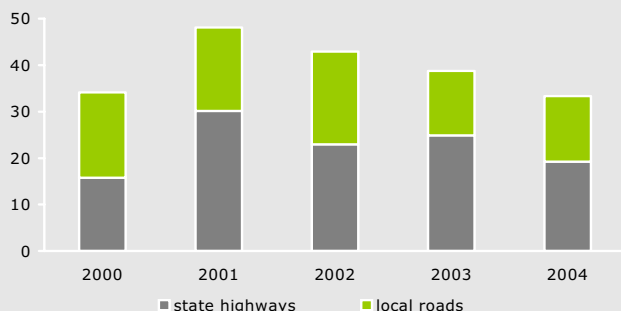
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

Major road safety issues

Nationally

Speed

Alcohol

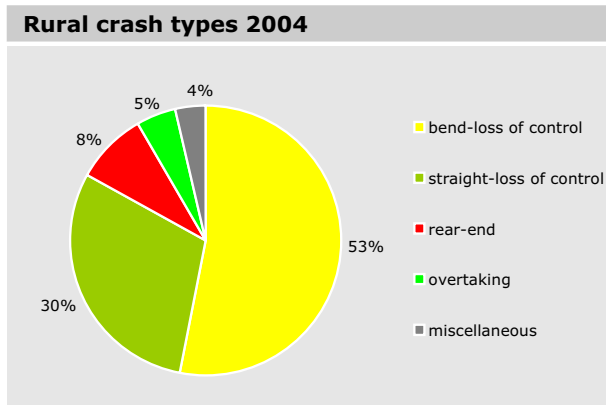
Failure to give way

Restraints

Rural crashes

Over 80 percent of injury crashes in the Clutha District last year occurred on the rural road network. These crashes accounted for 111 of the 144 injuries reported, including two deaths and 23 serious injuries. There were also 55 non-injury rural crashes reported in 2004.

The following chart shows the type of crashes that occurred on rural roads of the district in 2004.



As shown above, by far the majority of rural crashes involved vehicles losing control, either on a bend or straight section of road. Nearly four out of five of these crashes involved a single vehicle.

Speed-related crashes increased in 2004. Travelling too fast for the conditions is a major contributor to loss of control type crashes. In 2004, approximately 30 percent of rural crashes took place on wet roads while less than 10 percent of crashes occurred on an icy surface, a slight reduction from 2003.

Although the overall number of rural crashes fell from 2003, the number of alcohol-related crashes increased. At 10 percent of all crashes this is still below the national level.

More than half of the rural crashes last year were on state highways, with by far the majority being on SH 1. Of the 38 injury crashes not on the state highway network, 20 were on unsealed roads in the district. This was an increase on 2003.

In over three quarters of rural crashes a vehicle left the carriageway and collided with a roadside object. While fences were the most commonly hit object, 18 vehicles hit a cliff or bank, 12 went over an embankment and 13 hit trees.

Most road user groups showed a drop in crashes last year, with the largest reduction involving motorcyclists. In 2003, 11 were injured in nine separate crashes. Last year there were only two motorcycle crashes recorded, equal to the lowest number since at least 1980.

General issues

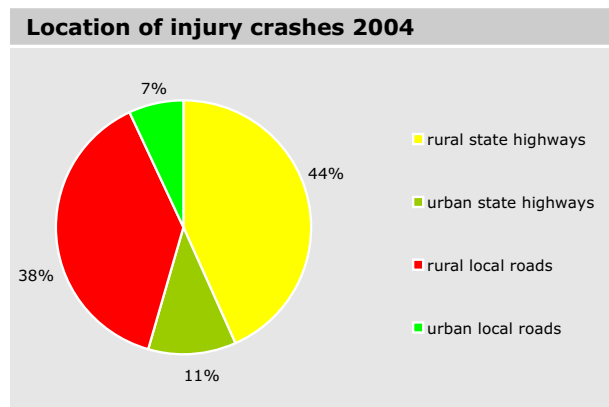
Last year there were 18 injury and 23 non-injury crashes in urban areas of the district. While this was a reduction on previous years it was also the first time that there was a road fatality in an urban area since 1999. More than half of all urban crashes in 2004 took place in Balclutha.

Although alcohol-related injury crashes increased on rural roads last year there were none reported in urban areas. There were also no speed-related crashes recorded on urban roads in 2004.

The majority of urban crashes in the Clutha District last year took place at intersections, with three occurring at the intersection of Clyde Street and Lanark Street. In total last year there were 13 crashes on the state highway through the centre of Balclutha.

For the first time in seven years no pedestrians were reported injured in the district on either urban or rural roads.

The following graph shows the proportion of crashes in both urban and rural areas on local roads and state highways in 2004.



This report is a brief summary of crashes that took place on roads within the Clutha District last year. For more detailed information contact Land Transport New Zealand at the address below.



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