

road safety issues

Clutha District

Land Transport New Zealand has prepared this report based on reported crash data and trends for the 2001 to 2005 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 resulted in 17 deaths and over 800 injuries. In the same period there were more than 400 non-injury crashes reported to the Police.

2005 saw an overall increase in injury crashes to 113 from 100 the previous year. This increase was in rural crashes – urban crash numbers actually fell. The number of people injured on Clutha District roads rose from 150 in 2004 to 169 last year.

Four out of five injury crashes took place on rural roads last year. Rural crashes are generally more severe due to the higher speeds involved. Both fatalities and 87 percent of serious injuries in 2005 occurred on rural roads.

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

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Clutha District



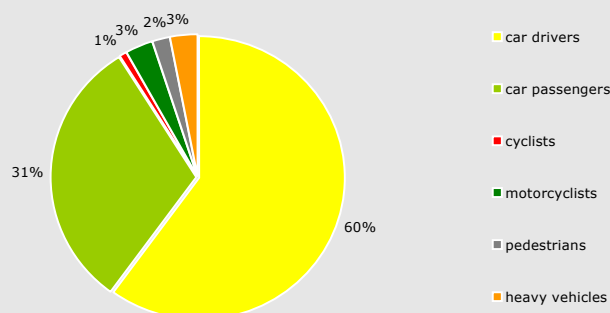
Deaths	2
Serious casualties	40
Minor casualties	127



Fatal crashes	2
Serious injury crashes	29
Minor injury crashes	82
Non-injury crashes	90

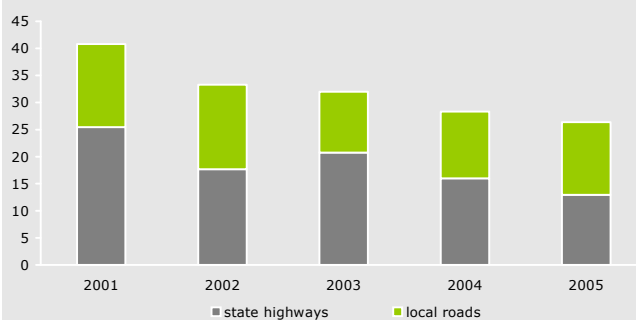
Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)



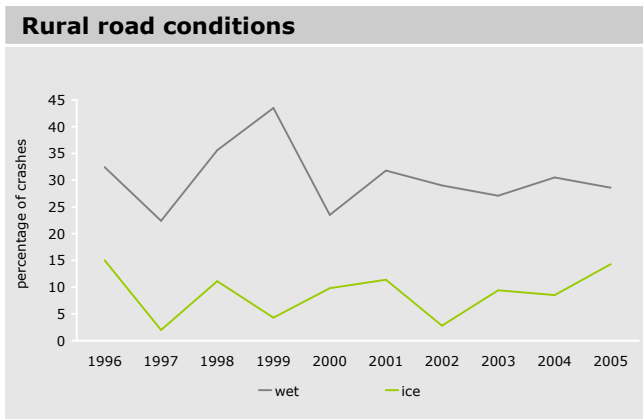
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

Rural crashes

The majority of crashes in the Clutha District take place on rural roads, roads with a speed limit greater than 70 km/h. Because of the higher speeds involved crashes tend to be more severe than those in urban areas. Two people were killed, 35 were seriously injured and 116 received minor injuries in crashes on rural roads in 2005. This is the second highest total in the last 10 years.

For the second year running the proportion of rural crashes involving alcohol increased, although at 11 percent of all rural crashes this is still below the national rate. Speed involvement in rural crashes fell from 25 to 15 percent last year.

Road conditions often play a part in loss of control crashes, which are the most common type of crash on rural roads. While the proportion of crashes that took place on wet roads remained steady at slightly less than 30 percent, there was an increase in ice-related crashes to 14 percent. This is the highest rate since 1996. The graph below shows the percentage of rural crashes that have occurred on wet and icy roads over the last 10 years.



Fourteen percent of all rural injury crashes in 2005 occurred on unsealed roads. Not counting the state highway network, the figure jumps to 30 percent of all local road crashes. While this is a high figure it is actually the lowest level since 1998. In 2004 over half of all rural local road crashes fell into this category.

The majority of rural injury crashes in 2005 took place on the state highway network with 30 on State Highway (SH) 1 and 15 on SH 8. There were seven injury crashes on SH 93 and four on SH 90. In total there 42 injury crashes on local roads. There were a further 65 crashes reported on rural roads last year that resulted in no injury.

The age of drivers injured follows the pattern seen nationally with 15 to 19 years olds being most common followed by 20 to 24 year olds. Together these two age groups made up 35 percent of driver casualties in the Clutha District. Just under 10 percent of drivers involved in injury crashes on rural roads last year held an overseas licence. Seventeen percent of drivers were on either a learner or restricted licence.

Urban crashes

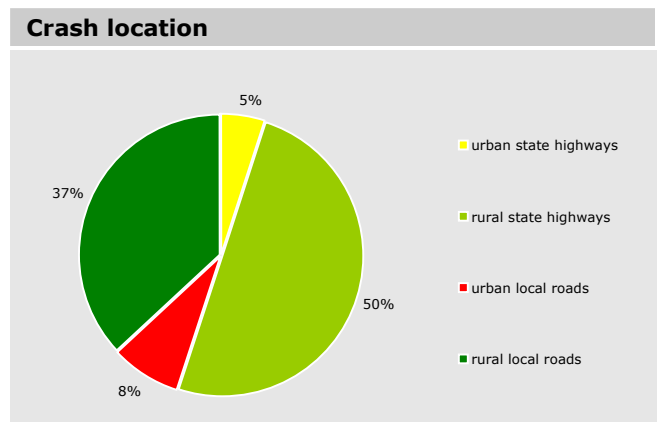
The number of people hurt on urban roads within the district fell by half in 2005 to 16. This was the lowest number since 2000 when there were no urban injury crashes reported.

Five pedestrians were injured in four separate incidents last year, equal to the highest level in 10 years. Two of these crashes were in Balclutha and two in Milton. In 2004, no pedestrians were hurt in the district.

Three cyclists were injured last year – this is equal to the highest number in the last 10 years. Both pedestrian and cyclist involvement was much lower in the Clutha District than across New Zealand as a whole, but was slightly higher than other comparable areas of the country. Both alcohol and speed involvement in urban crashes continues to be below the national average.

Including non-injuries there were 40 reported crashes in urban areas of the district last year. Half of these crashes were in Balclutha, six in Milton and four in Clinton with the rest being spread throughout the district.

The graph below shows the location of injury crashes last year.



This report is a brief summary of the crashes that took place on roads in the Clutha District in 2005. For more detailed information contact Land Transport New Zealand at one of the offices below.



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