



# *briefing notes - road safety issues*

## *Clutha District*

Land Transport New Zealand has prepared this road safety issues report, it is based on reported crash data and trends for the 2002–2006 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 the Clutha District.

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year's report one year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body 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 the Clutha District is compared to similar local bodies, or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

### Major road safety issues

#### Clutha District

Loss of control on rural roads

Speed

Alcohol

### 2006 road trauma

#### Casualties

Deaths	3
Serious casualties	36
Minor casualties	154

#### Nationally

Speed

Alcohol

Failure to give way

Restraint use

#### Crashes

Fatal crashes	3
Serious injury crashes	29
Minor injury crashes	88
Non-injury crashes	98

## Overview

In 2006 on local roads in the Clutha District there were 53 injury crashes and 34 non-injury crashes, in addition there were 67 injury crashes and 64 non-injury crashes on State Highways, as reported by the New Zealand Police.

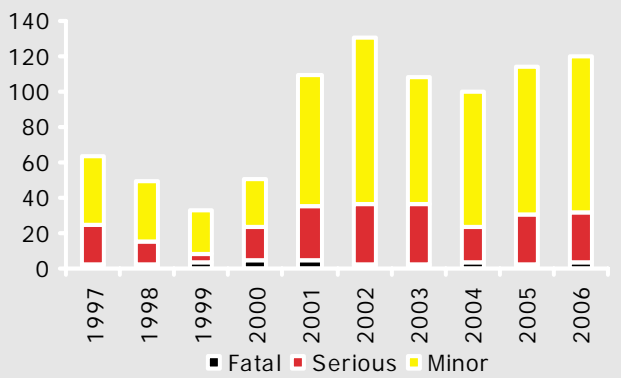
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	3	32	137	172
Urban	0	4	17	21
Total	3	36	154	193

Fatalities in the district have been fairly constant over the last few years however they have fallen from the ten-year high of ten in 2000. Serious injury numbers have also remained fairly steady over the last six years.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	55%
Lost control on straight	20%
Crossing/Turning	7%
Rear end/Obstruction	14%
Overtaking	2%
Pedestrian vs vehicle	0.5%
Miscellaneous	2%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month April (13), best July (2)
- Worst day Thursday (18), best Friday (9)
- Wet road 31 percent
- Night time 33 percent
- Intersection 11 percent
- 83 percent of at fault drivers male (injury crashes)
- 54 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month June (24), best February (3)
- Worst day Thursday (24), best Monday (10)
- Wet/icy road 51 percent
- Night time 33 percent
- 57 percent of at fault drivers male (injury crashes)
- 84 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is not the case however in the Clutha District where 71 percent of at fault drivers in injury crashes held a full driving licence and the involvement of drivers with a restricted licence was below the level found elsewhere.

Driver licence status	Percentage of total 'at fault'
Full	71.5 (58.4) %
Learner	3.4 (9.5) %
Restricted	10.3 (17.6) %
Never licenced	2.5 (2.2) %
Disqualified	0.8 (1.7) %
Overseas	6.8 (4.2) %
Expired	0.8 (0.5) %
Other / unknown	3.4 (5.6) %

## Rural crashes

In 2006 82 percent of reported crashes in the Clutha District occurred on rural roads, that is roads with a speed limit greater than 70km/h. Nine out of ten injuries occurred on these higher speed roads.

Over 80 percent of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

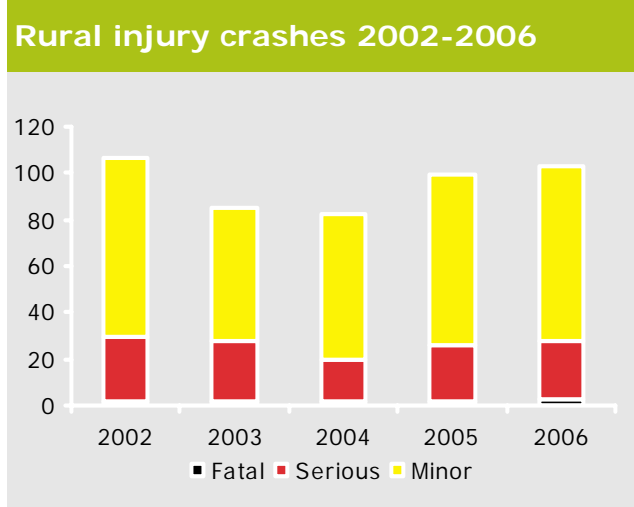
After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

The following table shows the number of various road side hazards that were hit in rural crashes in the Clutha District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Bridge ends	3	11
Cliff or bank	79	96
Ditch	56	125
Fence	67	89
Guard rail	2	13
Over bank	37	52
Parked vehicle	0	4
Post or pole	11	11
Stray animal	16	12
Traffic sign	6	17
Train	3	0
Tree	21	25
Water/River	5	6

The 179 reported crashes on rural roads in 2006 was the highest number seen in over ten years. The 103 injuries was second only to the 107 recorded in 2002.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Clutha District in 2006:

### Local roads

- One death, 14 serious injuries and 69 minor injuries
- At fault drivers 81 percent male
- Most common crash type losing control on a bend
- 17 percent of injury crashes involved alcohol over limit
- 26 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 30 percent of crashes were on a wet surface
- Nine percent of crashes were on an icy surface
- 35 percent of crashes occurred at night
- 72 percent of crashes involved a single vehicle

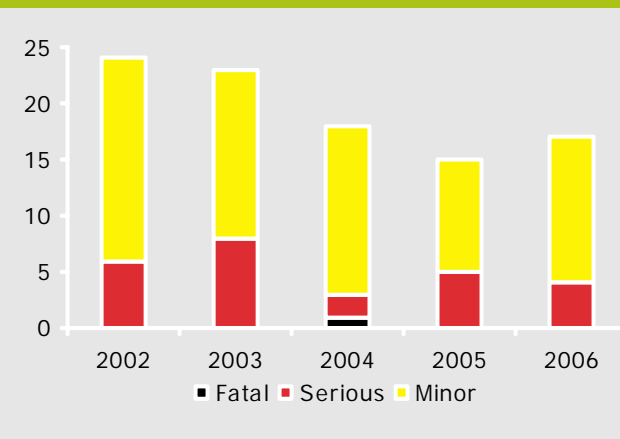
### Transit roads

- Three deaths, 32 serious injuries and 137 minor injuries
- At fault drivers 69 percent male
- Most common crash type - loss of control on a bend
- Nine percent of injury crashes involved alcohol over limit
- 22 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 44 percent of crashes were on a wet or icy surface
- 36 percent of crashes occurred at night
- 77 percent of crashes involved a single vehicle
- Worst month was June, best September

## Urban crashes

In the Clutha District in 2006 18 percent of crashes occurred on urban roads. 21 people were injured in urban crashes and there were a further 23 crashes reported that resulted in no injury. The 17 injury crashes recorded was a slight increase on the previous year, but below the ten year high of 24 set in 2002.

### Urban injury crashes 2002-2006



38 percent of all urban crashes were a rear end type collision or hitting a parked vehicle. The same number of crashes involved a vehicle losing control. 29 percent of all urban crashes took place at intersections.

Over two thirds of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Clutha District in 2006:

#### Local roads

- Seven injuries and six non injury crashes
- At fault drivers 86 percent male
- 29 percent of crashes involved travelling too fast for the conditions
- 38 percent of crashes were on a wet surface
- 23 percent of crashes occurred at night
- 58 percent of crashes involved only one vehicle
- 42 percent of crashes occurred at intersections

#### Transit roads

- Two serious injuries, 12 minor injuries and 17 non injury crashes
- At fault drivers 50 percent male
- Ten percent of crashes involved alcohol
- Ten percent of crashes involved travelling too fast for the conditions
- 30 percent of crashes were on a wet surface
- 74 percent of crashes occurred during daylight hours
- 33 percent of crashes occurred at intersections
- 81 percent of crashes involved more than one vehicle

## Speed

'Too fast for the conditions' was recorded in 21 percent of injury crashes in the district in the last five years resulting in four deaths, 38 serious injuries and 160 minor injuries. There were also 81 non-injury speed-related crashes reported. The number of speed related injury crashes increased in 2006 to the highest level since 2002.

93 percent of speed-related crashes over the last five years were loss of control type crashes, 52 percent of which took place on local roads. 13 percent of speed related crashes also involved excess alcohol.

Over three quarters of at fault drivers in speed related crashes over the last five years were male, with drivers under 20 years old accounting for 40 percent of them.

## Alcohol

Alcohol was a factor in nine percent of injury crashes in the district over the last five years resulting in two deaths, 29 serious injuries and 49 minor injuries. There were also 36 non-injury alcohol-related crashes reported. The 16 alcohol related crashes in 2006 was a fall from the 23 recorded the previous year.

Over the last five years 91 percent of at fault drivers in alcohol related crashes were male. As is to be expected, a large number of alcohol related crashes occurred at night, 75 percent. 83 percent of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 31 percent of injury crashes.