



# briefing notes - road safety issues

## Clutha 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 Clutha 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 Clutha 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 Clutha District to delve deeper into the highlighted issues, and other road safety issues in the district. Contact the NZTA Performance Information team for additional information from to the Ministry of Transport's Crash Analysis System (CAS). All data and maps in this note are from CAS.

### Major road safety issues

#### Clutha District

Bend - loss of control or head-on

Road factors including Roadside hazards

### 2008 road trauma

#### Casualties

#### Clutha District

Deaths 4

Serious casualties 17

Minor casualties 96

#### Nationally

Speed

Alcohol

Failure to give way

Restraints

#### Crashes

Fatal crashes

Serious injury crashes

Minor injury crashes

Non-injury crashes

#### Clutha District

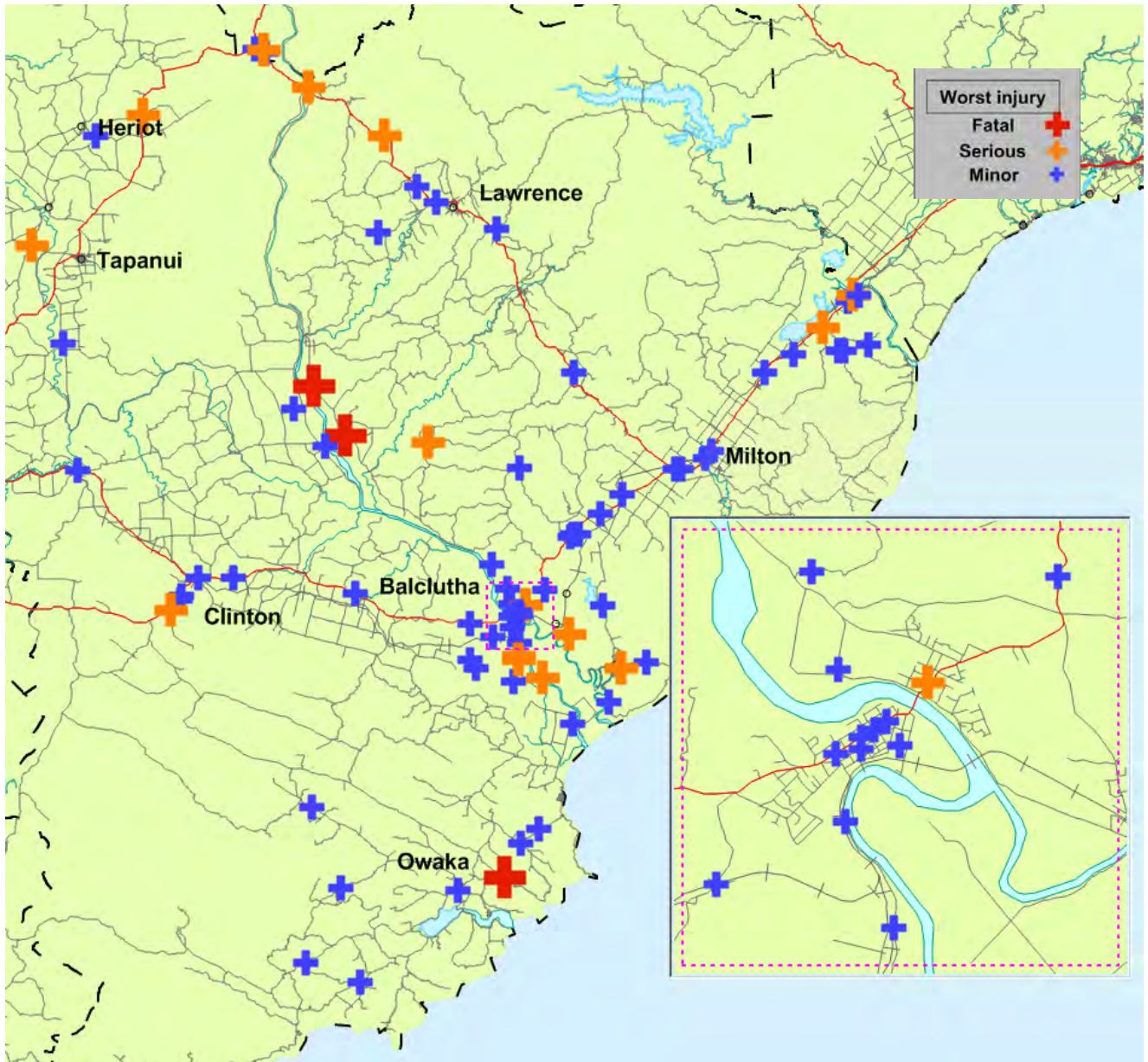
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15

62

113

Fatal and injury crashes  
Clutha District  
2008



## Overview

In 2008 on local roads in Clutha District there were 45 injury crashes and 57 non-injury crashes. In addition there were 35 injury crashes and 56 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 80 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	4	14	78	96
Urban	0	3	18	21
Total	4	17	96	117

In 2008 in Clutha District all fatalities, and over 80 percent of both serious and minor injuries resulted from crashes in the rural areas of the district.

The apparent rise in crashes in 2001 and 2002 was the result of changes made in the reporting process. Since 2002, there have been no obvious trends in the crash numbers, but in 2008 there were the lowest numbers of both serious injury and minor injury crashes in the last eight years.

### Crash trends in Clutha District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	3	5	25	33
2000	5	19	27	51
2001	5	30	74	109
2002	2	34	95	131
2003	2	34	72	108
2004	3	20	77	100
2005	2	29	83	114
2006	3	29	88	120
2007	4	26	77	107
2008	3	15	62	80

### 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	14	7
Too fast	23	19
At bends	56	51
At intersections	15	14
Road factors	34	39

### Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	2	1
Cyclists	1	1
Motorcycles	6	2
<b>Total vulnerable</b>	9	4

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

- Worst month February, April
- Worst day Saturday
- 28 percent on wet or icy roads
- 29 percent at night
- 15 percent at intersections
- 203 roadside objects struck
- Social cost of crashes in 2008 \$22.0 m

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

- Worst month June
- Worst day Friday
- 45 percent on wet or icy roads
- 36 percent at night
- 14 percent at intersections
- 289 roadside objects struck
- Social cost of crashes in 2008 \$6.4 m

Injury bend - loss of control or head on crashes  
Clutha District  
2004 - 2008



## Bend - loss of control or head on

Between 2004 and 2008 fifty four percent of all injury crashes in Clutha District were bend - loss of control or head on. These 279 injury crashes resulted in 10 fatalities, 79 serious injuries and 351 minor injuries.

Overall crash numbers rose from 2004 and have fallen since.

### Crashes at bends 2004 to 2008

Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	3	11	35	49
2005	0	11	48	59
2006	1	17	54	72
2007	3	14	34	51
2008	2	8	38	48
Total	9	61	209	279

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 - loss of control or head on crashes on bends in Clutha District were cliffs or banks (71), fence (69), ditch (60) and over bank (39) from a total of 309 objects struck.

### Main characteristics of injury bend - loss of control or head on crashes

Crash characteristic	Percentage of crashes
Single vehicle	84
Alcohol	9
Excessive speed for the conditions	33
Road factors	48
Poor handling	57
Rural road	95
Wet or icy road	46
Night time	35

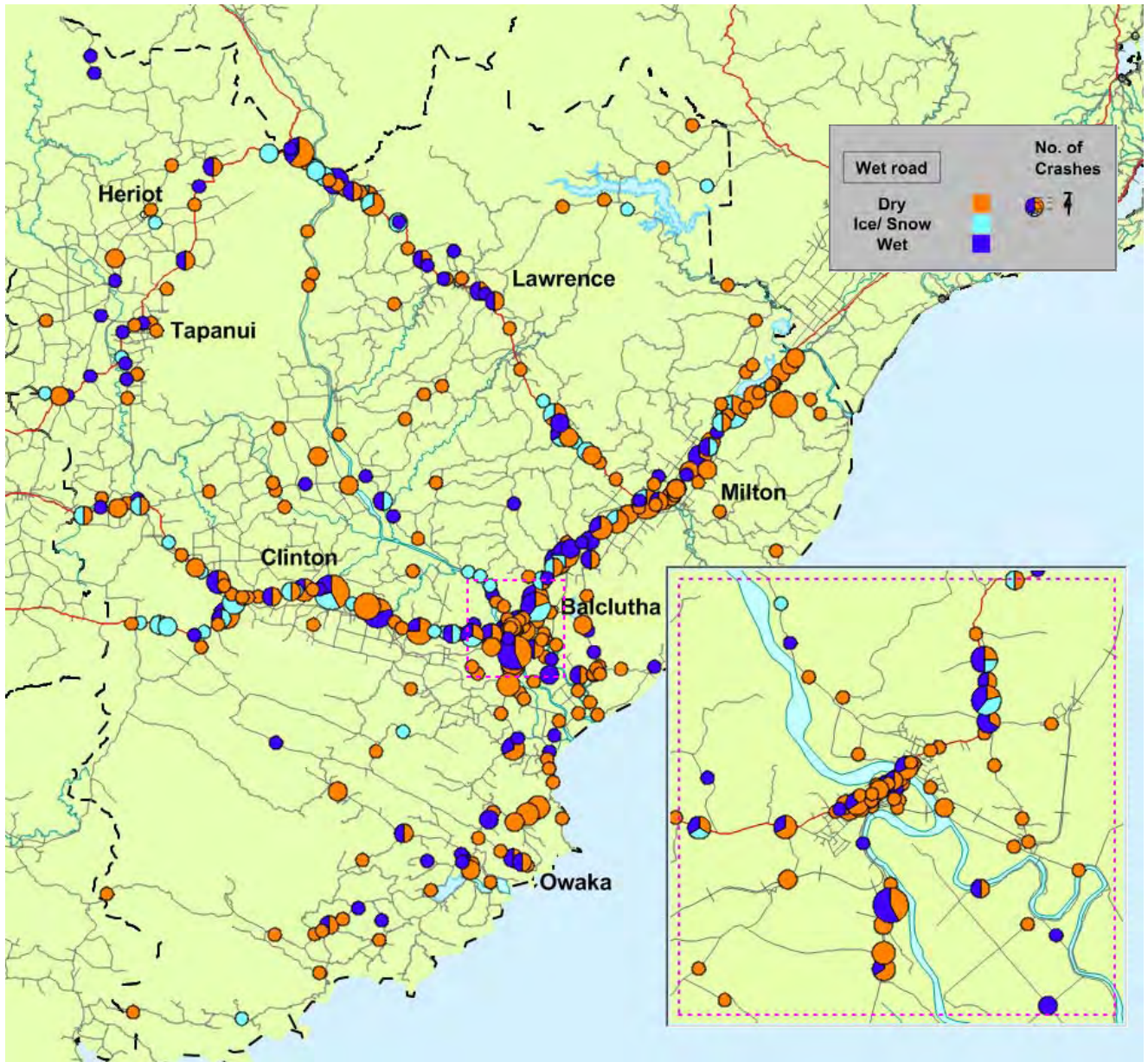
Further information about the 135 injury bend - loss of control or head on crashes (2004 to 2008) on local roads in Clutha District :

- 6 deaths, 42 serious injuries and 178 minor injuries
- 73 percent of at fault drivers were male
- Most common at fault driver age group 15 -24 years (50 percent of all at fault drivers)
- 14 percent of crashes involved alcohol
- 35 percent of crashes involved speed too fast for the conditions
- Worst month February, April
- Worst day of week Saturday
- Worst time period midday till 6 pm

Further information about the 144 injury bend - loss of control or head on (2004 to 2008) on State Highways in Clutha District:

- 4 deaths, 37 serious injuries and 173 minor injuries
- 64 percent of at fault drivers were male
- Most common at fault driver age group 30—39 years (20 percent of at fault drivers)
- 5 percent of crashes involved alcohol
- 31 percent of crashes involved speed too fast for the conditions
- Worst month June
- Worst day of week Friday, Sunday
- Worst time period 3 pm to 6 pm

Fatal and injury crashes  
Clutha District  
2004 - 2008



## Road Factors - including roadside hazards

A safe road environment includes appropriate geometric design standards, good delineation, adequate surface skid resistance and a roadside free of unforgiving hazards.

In 2008 in Clutha District, "road factors" were a contributing factor in 44 percent of injury.

Additionally in Clutha District between 2004 and 2008 67 percent of all injury crashes involved a roadside hazards were being struck.

Road factor related injury crashes					
Road type	2004	2005	2006	2007	2008
Urban	2	0	1	0	4
Rural	27	41	47	38	31
Total	29	41	48	38	35

Roadside hazards normally contribute to the overall crash outcome by increasing injury severity but can in themselves be a contributory factor in a crash.

For example occupants in an errant vehicle striking a large tree close to the road edge are likely to sustain worse injuries than if the tree was not present. If the same tree had low branches and was located at an intersection it could also contribute to a lack of visibility.

In the 347 injury crashes in Clutha District where an roadside hazard was struck 12 people died, 95 received serious injuries and 416 minor injuries.

In total 492 objects were struck. The most commonly struck objects are shown below.

Most common types of hazard struck (all injury crashes in Clutha District)	
Type of hazard 2004 to 2008	Number of times hazard struck
Fence	103
Ditch	103
Cliff or bank	95
Over bank	53
Tree	41

### Types of road factors in injury crashes

Road factor type 2004 to 2008	Number of occasions reported
Slippery road	148
Road surface in poor condition	42
Road obstructed	6
Visibility limited	33
Signs or signals (needed or faulty)	4
Markings (needed or faulty)	1

Further information about the 81 road factor related injury crashes in Clutha District on local roads (2004 to 2008):

- 19 serious injuries and 117 minor injuries
- Most common crash type, loss of control at bends
- 14 percent at intersections
- 7 percent urban
- 46 percent wet or icy road
- 23 percent night time
- Worst month February
- Worst day Saturday
- Worst time 3 pm - 6 pm

Further information about the 110 road factor related injury crashes in Clutha District on State Highways (2004 to 2008):

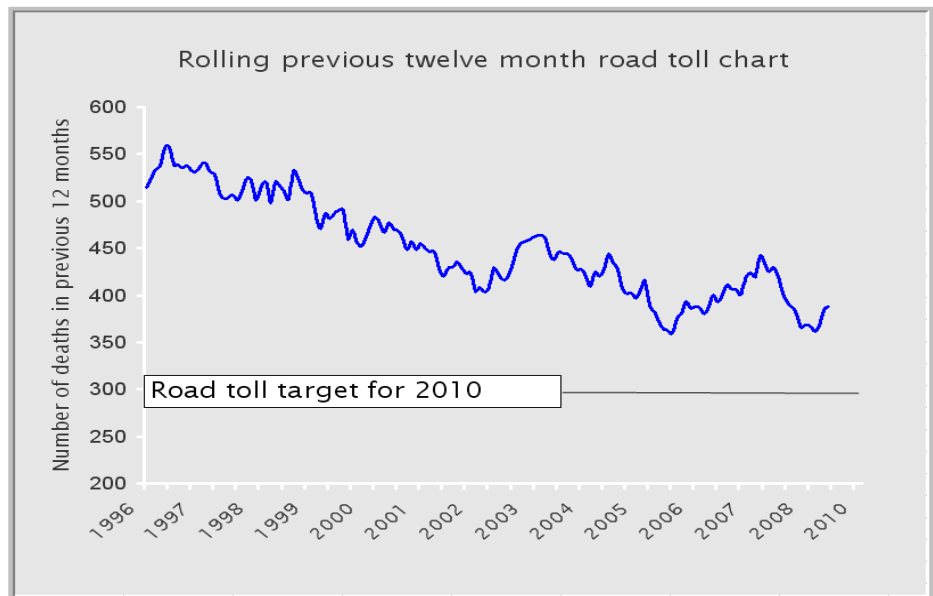
- 1 death, 29 serious injuries and 147 minor injuries
- Most common crash type, loss of control at bends
- 4 percent at intersections
- 1 percent urban
- 89 percent wet or icy road
- 45 percent night time
- Worst month June
- Worst day Monday, Saturday
- Worst time 6 am - 9 am, 6 pm - 9 pm

## 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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