



briefing notes - road safety issues

Clutha District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Clutha District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Clutha District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

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 Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues

Note
Issues are not in
any order

Clutha District

Bend - loss of control or head on

Road factors and roadside hazards

Young drivers

2009 road trauma

Casualties

Clutha District

Deaths 4

Serious casualties 24

Minor casualties 100

Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

Crashes

Clutha District

Fatal crashes 3

Serious injury crashes 17

Minor injury crashes 65

Non-injury crashes 110

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy..

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Otago / Southland Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

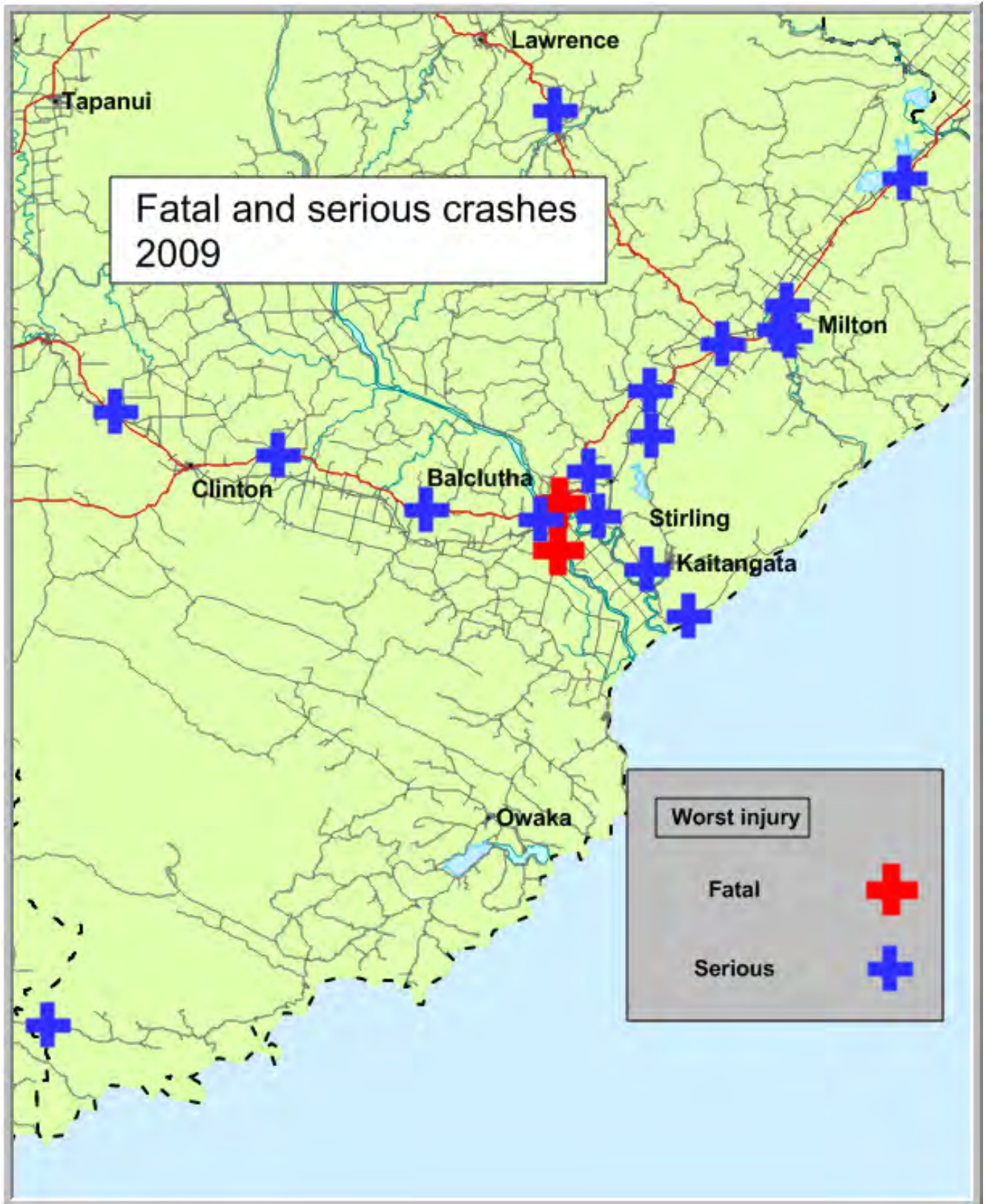
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Otago / Southland Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Waitaki District	19	35	52	0	19	16
Central Otago District	18	35	59	3	16	18
Queenstown-Lakes District	20	41	51	2	20	19
Dunedin City	17	44	46	21	21	13
Clutha District	14	36	61	1	22	15
Southland District	20	38	61	1	24	21
Gore District	16	53	46	1	20	18
Invercargill District	15	49	49	19	21	17
Otago Region	17	41	50	27	20	15
Southland Region	18	44	49	21	21	19
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Clutha District local roads there were 34 reported injury crashes, of which 10 were fatal or serious. In addition, on State Highways there were 50 reported injury crashes of which 9 were serious.

The table below shows the number of casualties resulting from the 126 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Clutha District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	17	88	107
Urban	1	7	11	19
Total	3	24	99	126

In 2009, two thirds of deaths, 70 of serious injuries and almost 90 percent of minor injuries were sustained in crashes on roads in rural areas.

In 2008 and 2009, the number of fatal and serious crashes were the lowest in the ten year period. In the same period there has never been fewer than two fatal crashes in any year.

Crash trends in Clutha District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
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	63	81
2009	2	17	65	84

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Clutha District

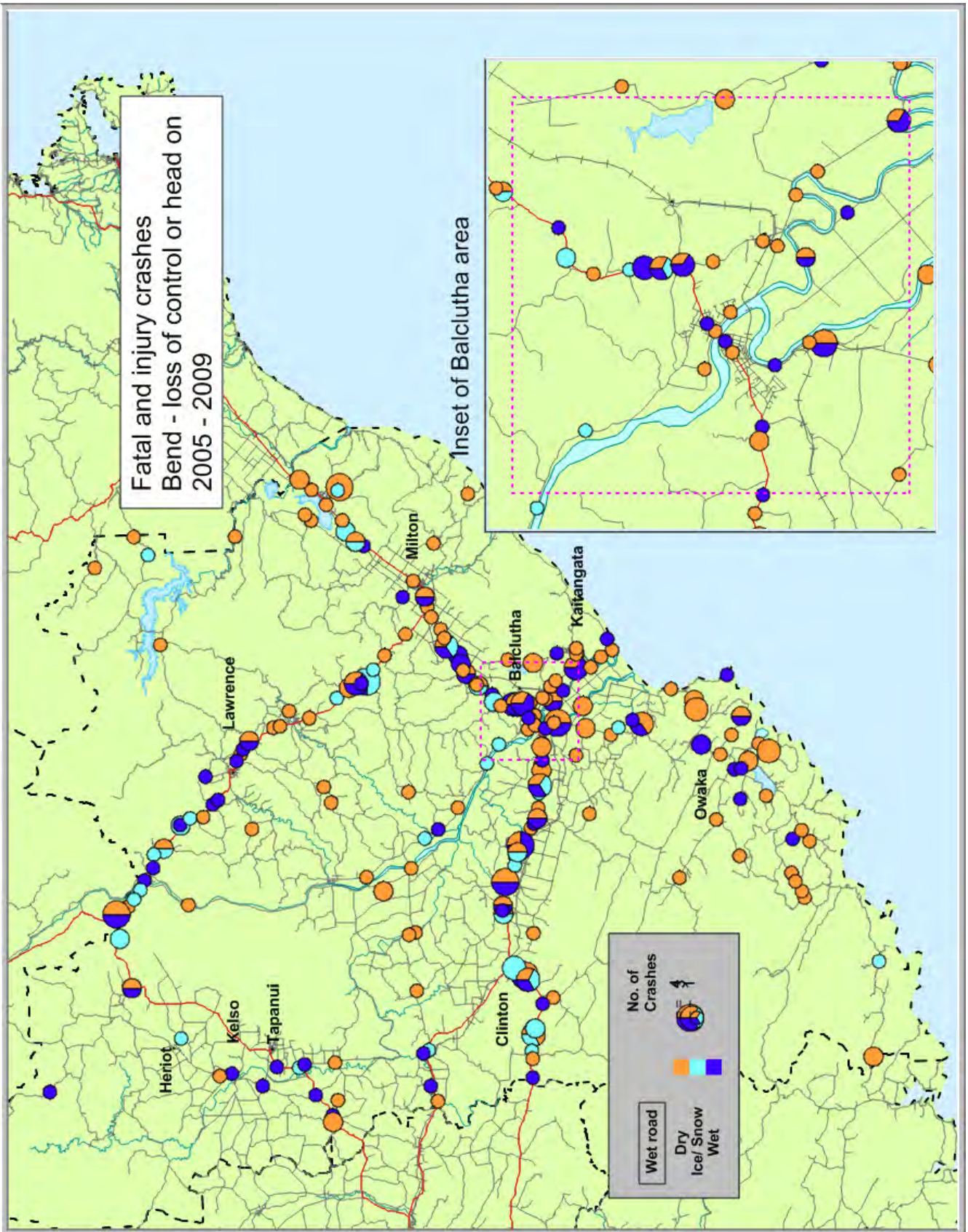
Crash characteristics (2005 to 2009) Clutha District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	14	10	53	1
Too fast	22	21	106	1
At bends	50	55	280	1
On straights	21	4	98	1
Intersections	12	14	70	1
Road factors	27	36	180	1
Motorcycling	15	7	34	1
Young drivers	36	34	168	1
Fatigue	11	8	40	2
Distraction	7	5	63	2
Pedestrians	5	3	13	2
Cycling	2	1	4	2
Heavy vehicles	13	10	53	2
Older road users	6	5	26	3
Overseas drivers	5	9	43	-

Further information about the 229 injury crashes on local roads in Clutha District, 2005 to 2009:

- 10 deaths, 71 serious injuries and 286 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$15.91 m

Further information about the 277 injury crashes on State Highways in Clutha District, 2005 to 2009:

- 7 deaths, 79 serious injuries and 330 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$9.92 m



Bend - loss of control or head on

Between 2005 and 2009, 55 percent of all injury crashes in Clutha District were bend - loss of control or head on crashes. These crashes resulted in 7 deaths, 75 serious injuries and 356 minor injuries.

Crash numbers rose in 2006 and fell again in 2007.

Bend - loss of control or head on crashes Clutha District (2005 - 2009)				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	11	48	59
2006	1	17	54	72
2007	3	14	34	51
2008	2	8	39	49
2009	0	8	40	48
Total	6	58	215	279

Young drivers, those aged 15 to 24 years, make up 38 percent of at fault drivers in these crashes. Within this age group, males represent 65 percent of the at fault drivers. Overall, males represented 70 percent of at fault drivers

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	30	21	51
20 to 24	37	15	52
25 to 29	26	8	34
30 to 39	38	13	51
40 to 49	29	13	42
50 to 59	20	11	31
60 to 69	6	1	7
70 and over	3	3	6
Total	189	85	274

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Clutha District were cliffs or banks (66), fence (66), ditch (61), and over bank (43) from a total of 307 objects struck.

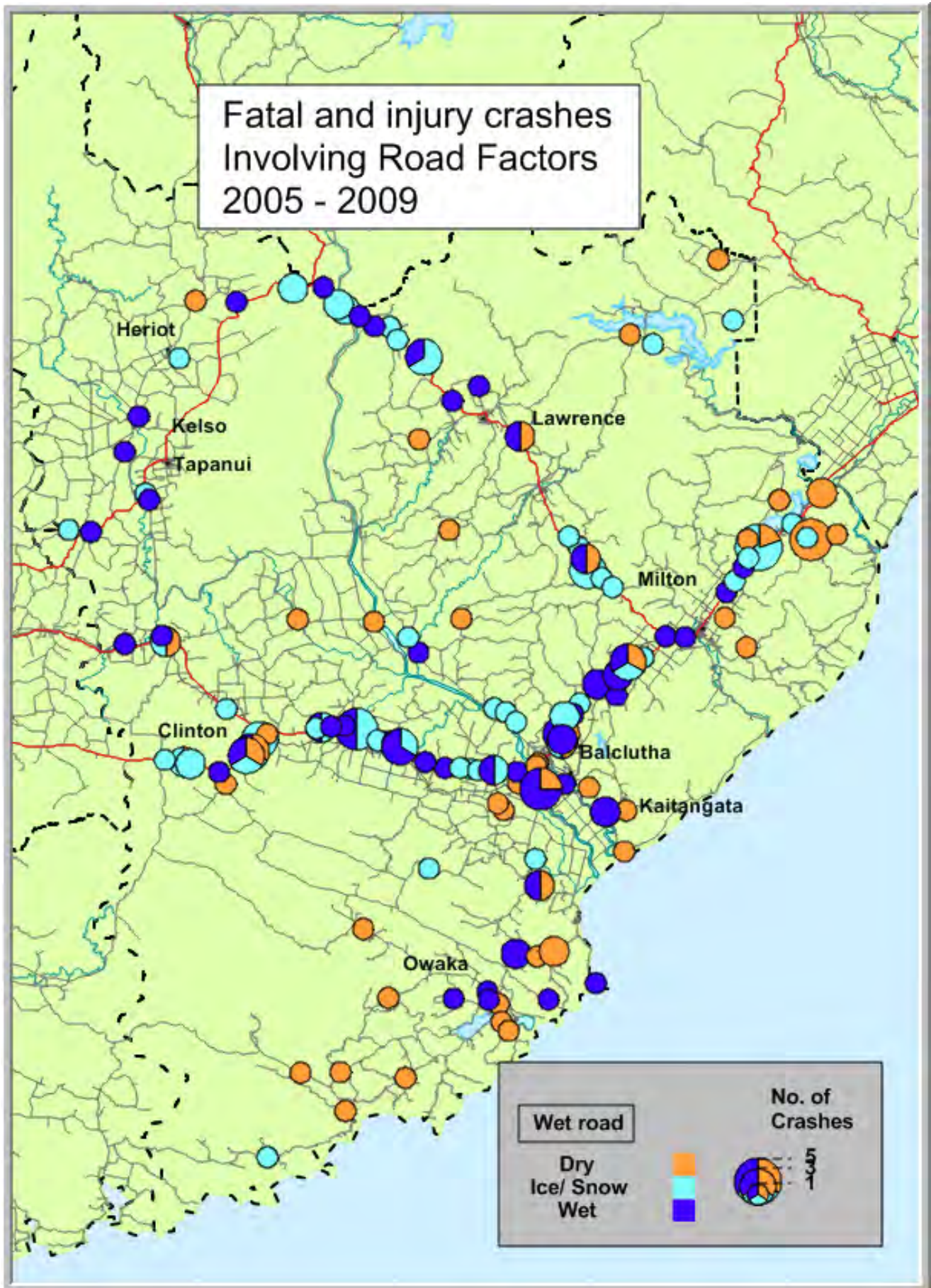
A roadside hazard was struck in 78 percent of bend - loss of control crashes in the District.

Further information about the 130 injury bend - loss of control or head on crashes on local roads in Clutha District, (2005 to 2009):

- 5 deaths, 41 serious injuries and 178 minor injuries
- 14 percent of crashes involved alcohol
- 33 percent of crashes involved speed too fast for the conditions
- 45 percent involved road factors
- 68 percent involved poor handling
- 94 percent were on rural roads
- 29 percent were on wet or icy roads
- 32 percent were at night
- Worst month February
- Worst day of week Saturday
- Worst time period midday till 6 pm

Further information about the 149 injury bend - loss of control or head on crashes on State Highways in Clutha District, (2005 to 2009):

- 2 deaths, 34 serious injuries and 178 minor injuries
- 7 percent of crashes involved alcohol
- 31 percent of crashes involved speed too fast for the conditions
- 50 percent involved road factors
- 54 percent involved poor handling
- 97 percent were on rural roads
- 62 percent were on wet or icy roads
- 39 percent were at night
- Worst month June
- Worst day of week Sunday
- Worst time period 3 pm till 9 pm



Road Factors - including roadside hazards

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

In 2009 in Clutha District, "road factors" were a contributing factor in 36 percent of fatal and injury crashes.

Road factor related injury crashes Clutha District					
Road type	2005	2006	2007	2008	2009
Urban	0	1	0	4	0
Rural	41	47	38	31	18
Total	41	48	38	35	18

Types of road factors in injury crashes Clutha District (2005-2009)

Road factor type 2005 to 2009	Number reported
Slippery road *	144
Road surface in poor condition	40
Road obstructed	6
Visibility limited	26
Signs or signals (needed or faulty)	4
Markings (needed or faulty)	1

* NZTA does not assume that a wet road is necessarily "slippery". A "slippery" factor is added only if the attending Police Officer specifically mentions "slippery road".

Between 2005 and 2009, in Clutha District, 66 percent of all fatal and injury crashes involved a roadside hazards were being struck.

Roadside hazards may contribute to the overall crash outcome by increasing injury severity, but can in themselves be a contributory factor in a crash. Occupants in an errant vehicle striking a large tree close to the road edge are likely to sustain worse injuries than if the tree were not present. If a similar tree had low branches and was located close to intersection it could contribute to a lack of visibility.

In the injury crashes in Clutha District where a roadside hazard was struck 10 people died, 89 received serious injuries and 403 minor injuries.

The object most commonly struck in injury crashes in Clutha District from 2005 to 2009 are shown below.

Most common types of hazard struck (Injury crashes in Clutha District 2005 - 2009)

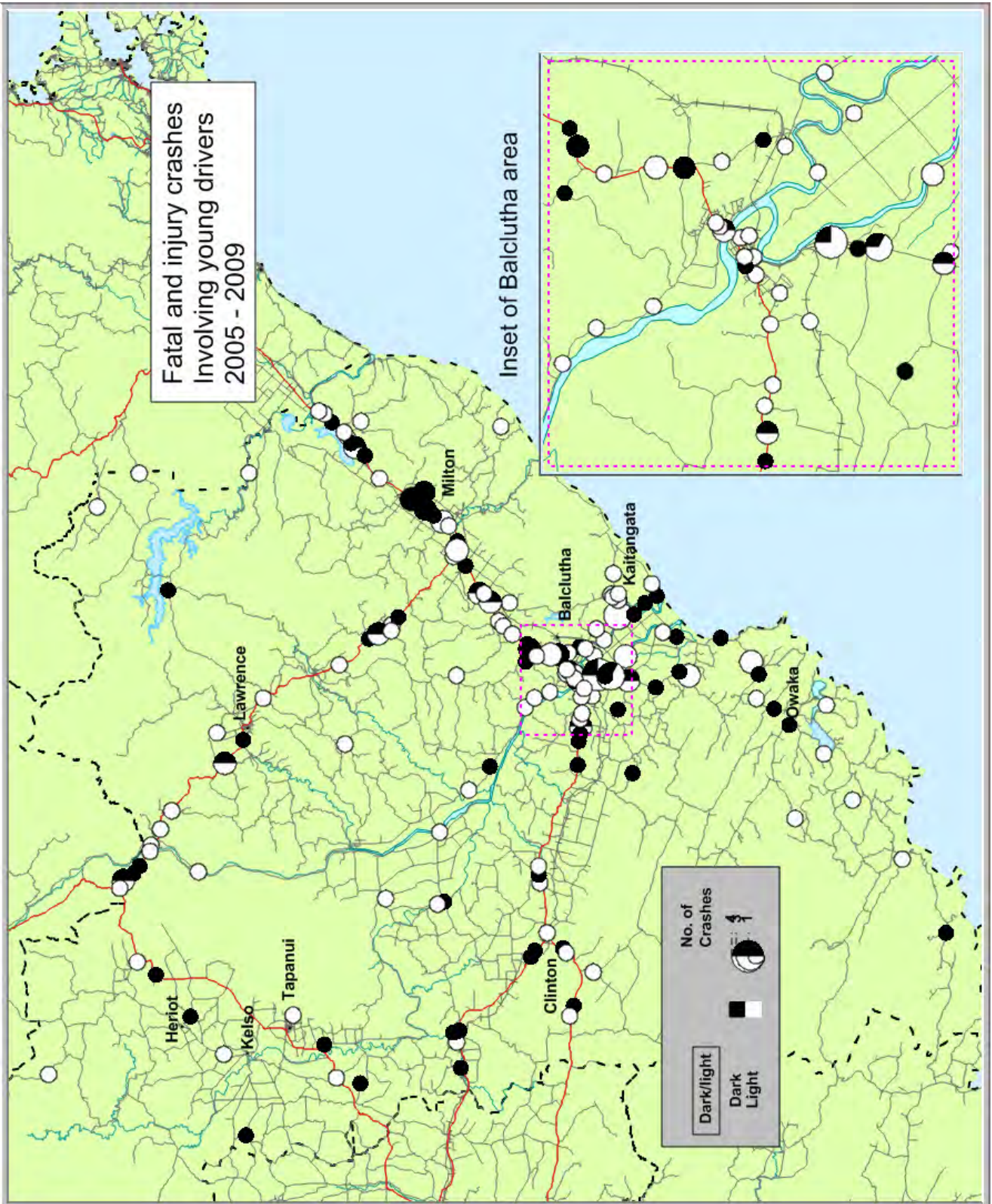
Type of hazard	Number of times hazard struck
Ditch	102
Fence	94
Cliff or bank	88
Over bank	55
Tree	33

Further information about the 77 road factor related injury crashes in Clutha District on local roads (2005 to 2009):

- 21 serious injuries and 112 minor injuries
- Most common crash type, Lost control turning left
- 12 percent at intersections
- 95 percent rural
- 46 percent wet or icy road
- 22 percent night time
- Worst month March, June
- Worst day of week Saturday

Further information about the 103 road factor related injury crashes in Clutha District on State Highways (2005 to 2009):

- 1 death, 24 serious injuries and 139 minor injuries
- Most common crash type, Lost control turning right
- 4 percent at intersections
- 99 percent rural
- 88 percent wet or icy road
- 47 percent night time
- Worst month June
- Worst day of week Friday



Young drivers

Young drivers are those aged less than 25 years. This analysis is based on injury crashes only as driver age is not recorded in non-injury crashes.

In Clutha District between 2005 and 2009, 34 percent of injury crashes involved young drivers. These crashes resulted in 8 deaths, 66 serious injuries and 251 minor injuries.

The total number of casualties from injury crashes involving young drivers reduced in 2008 from the high of 90 in 2007. The number of crashes involving young drivers appears to be reducing.

Casualties from crashes involving young drivers Clutha District				
	Fatal	Serious	Minor	Total
2005	1	20	58	79
2006	2	15	52	69
2007	3	15	72	90
2008	0	5	41	46
2009	2	11	28	41
Total	8	66	251	325

More than one third of the 194 young drivers in these crashes had a learner or restricted licence. Over two thirds of them were males

Just over half of the young drivers were local residents, with a further 38 percent coming from other areas in Otago and Southland

Young drivers at fault in injury crashes Clutha District (2005 - 2009)			
Licence type	Female	Male	Total
Full	24	59	83
Learner	8	19	27
Restricted	19	25	44
Overseas	9	11	20
Never licensed	2	6	8
Disqualified	0	6	6
Other (unknown, wrong class)	1	5	6
Total	63	131	194

Injury crashes involving young drivers Clutha District (2005 - 2009)

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	4	26
Speed	6	55
Failed to stop/Give way	11	4
Poor handling	7	91
Poor observation	15	41
Poor judgement	5	50
Lost control - straight	3	36
Lost control - bend	6	98
Crossing / turning	11	3

Further information about the 95 injury crashes involving young drivers on local roads in Clutha District 2005 to 2009:

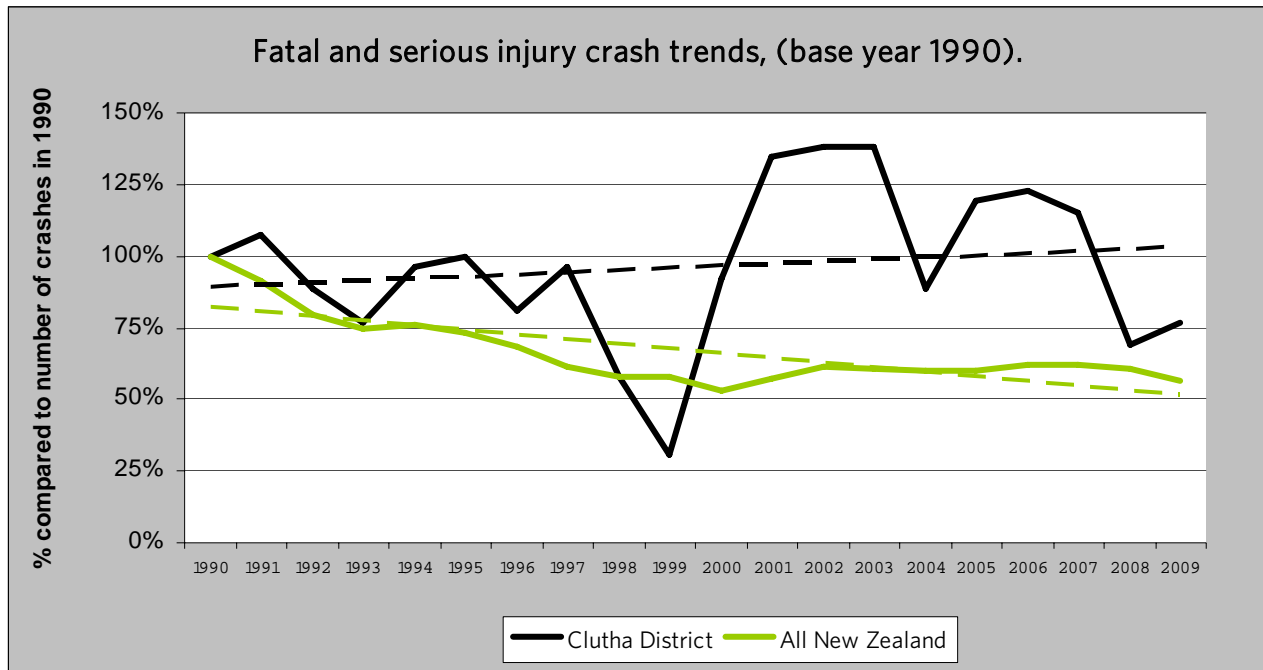
- 4 deaths, 35 serious injuries 133 minor injuries
- 73 percent were single vehicle crashes
- 86 percent were on rural roads
- 14 percent at intersections
- 33 percent at night
- 25 percent wet or icy roads
- Worst month April
- Worst day of week Saturday
- Worst time 3 pm to 6 pm

Further information about the 90 injury crashes involving young drivers on State highways in Clutha District 2005 to 2009:

- 4 deaths, 31 serious injuries 118 minor injuries
- 59 percent were single vehicle crashes
- 82 percent were on rural roads
- 14 percent at intersections
- 44 percent at night
- 42 percent on wet or icy roads
- Worst month March, July, November
- Worst day of week Saturday
- Worst time midday to 9 pm

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Clutha District and for the country as a whole.



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