

# road safety issues

## Dunedin City

**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 Dunedin City.**

Road crashes in Dunedin City over the five-year period have resulted in 27 deaths and over 3,000 injuries. In the same period there were more than 4,000 non-injury crashes.

In 2004 there was a slight fall in the number of reported injury crashes in Dunedin City, down from 513 to 497. These crashes killed or injured 677 people, a large reduction on the 749 injured in 2003.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In 2004 in Dunedin City the figure was 41, down slightly on the 2003 rate. Across all of New Zealand this figure was 25 and in a peer group of similar local authorities used for comparison the figure was 22. This difference can be partly explained by the better crash reporting rate in the Southern Police District.

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

### Major road safety issues

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2004 road trauma for Dunedin City



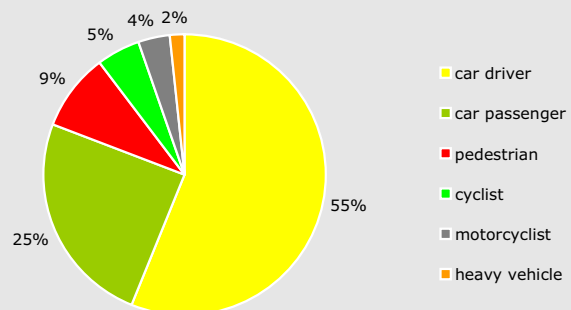
Deaths	7
Serious casualties	136
Minor casualties	534



Fatal crashes	7
Serious injury crashes	119
Minor injury crashes	371
Non-injury crashes	833

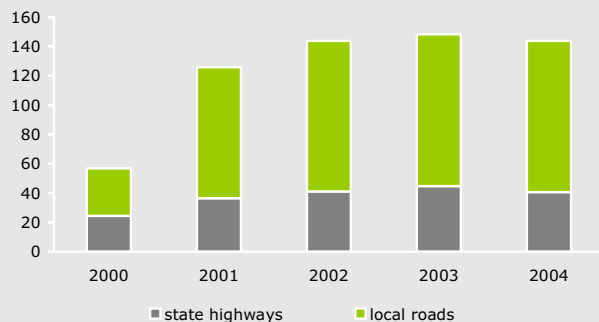
### Road casualties 2000–2004

#### 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.

## Urban crashes

Three quarters of all injury crashes in the Dunedin City area took place on urban roads in 2004. Including non-injuries, there were over 1,100 reported crashes on the urban road network last year.

The proportion of urban crashes that took place at intersections fell in 2004 to 40 percent of all crashes.

All classes of road user casualties fell from the previous year with the exception of cyclists. For this group there was a slight increase to 35, which is five percent of all casualties for Dunedin City. Pedestrian injuries fell from 65 to 59 for the year; however, as a proportion of all road users injured, the rate at nine percent did not change.

Of the 375 injury crashes on urban roads in the area, 151 occurred at intersections. Of these crashes nearly half occurred at Give Way controls and one third took place at traffic signals. Two people died, 31 were seriously injured and 180 received minor injuries in intersection crashes last year.

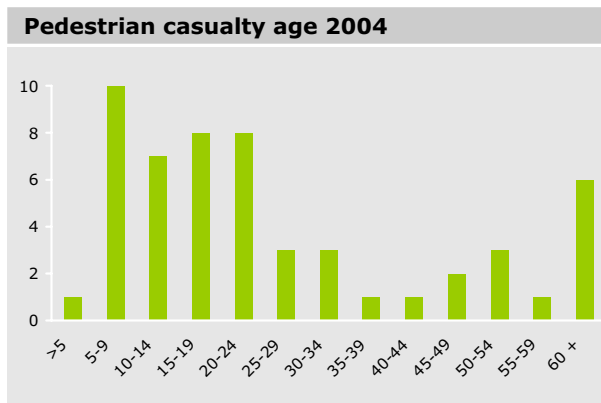
The five intersections with the most reported crashes last year, including non-injuries, were:

Castle Street	St Andrew Street	9
Caversham Valley Road	Barnes Drive	6
Great King Street	North Road	6
Great King Street	Pine Hill Road	6
King Edward Street	Macandrew Road	6

All six crashes at the Caversham Valley Road intersection were injury crashes, including one fatality.

All but one of the 59 pedestrians hurt last year were injured in urban crashes. Nine of these crashes occurred on George Street. Six pedestrians were injured last year crossing the road within 50 metres of the George Street/St Andrew Street intersection.

The graph below shows the age of pedestrians injured on Dunedin City roads last year.

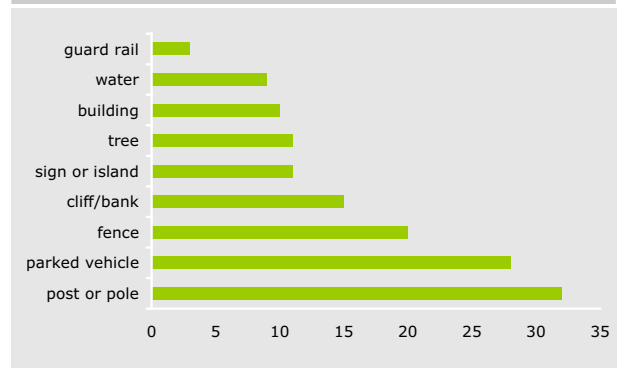


The proportion of urban crashes involving alcohol in 2004 fell to a 10-year low. Last year just over six percent of injury crashes had alcohol as a contributing factor compared with 12 percent across urban areas of the country as a whole. Ten years ago the level in Dunedin City was nearly three times what it is now.

There were 225 injury crashes in urban areas last year that were not at intersections. Sixty-four of these crashes involved a single vehicle losing control. As might be expected in urban loss of control crashes, speed and/or alcohol played a part in a significant number, roughly half. Eight vehicles ended up in the harbour last year as a result of drivers losing control.

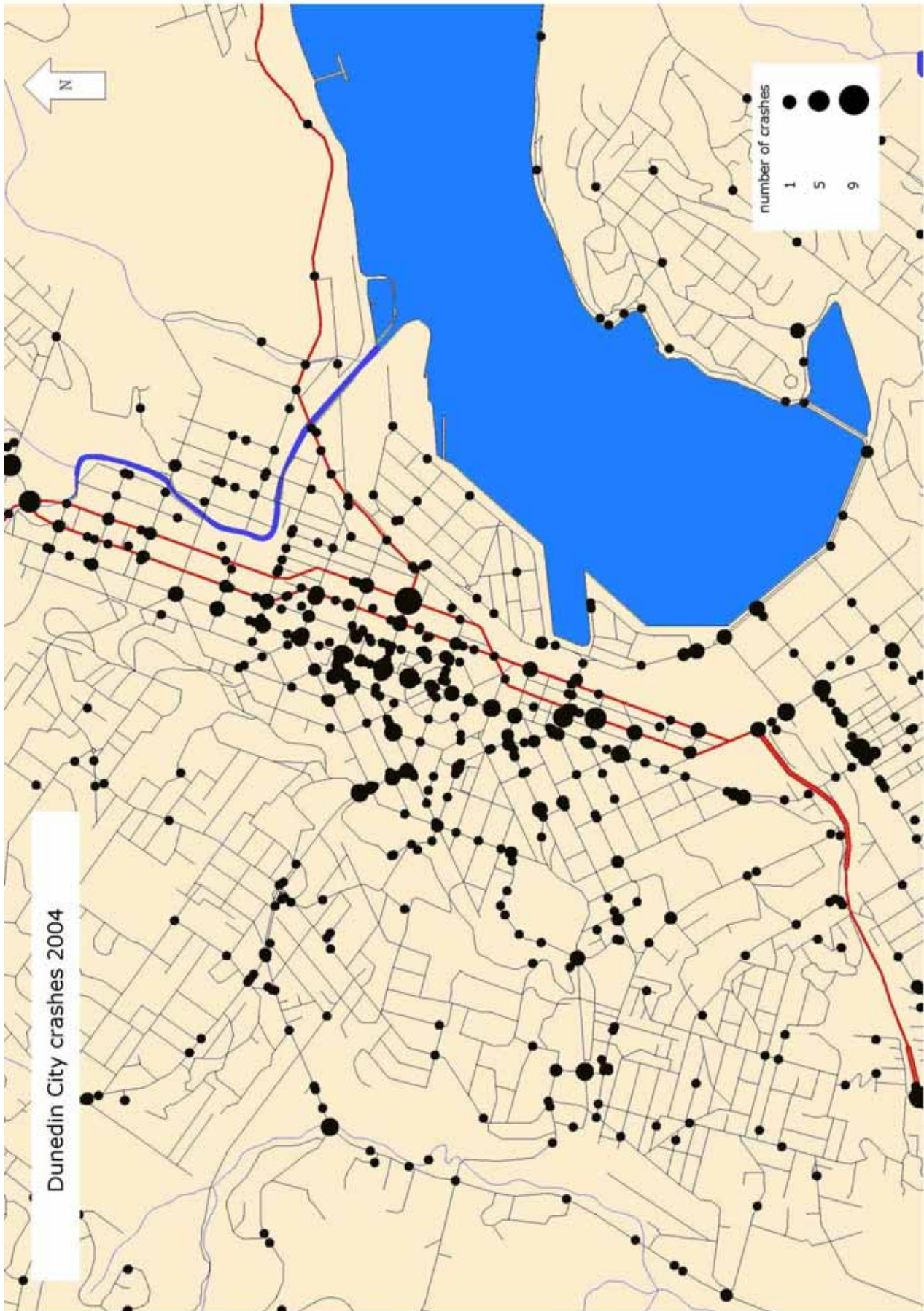
Another quarter of the mid-block urban injury crashes were rear-end crashes which led to nearly 100 people being injured. The most common type of mid-block crash was a rear-end in a queue of traffic, caused predominantly by following too closely and failing to notice the vehicle in front slowing.

### Objects hit 2004



In urban areas there are many roadside objects that can be hit. The graph above shows those from just the injury crashes. If we include non-injury crashes then by far the most frequently hit object was a parked vehicle – last year 242 were reported to be damaged in the city.

The map opposite shows all of the reported crashes within central Dunedin last year. In total there are 754 crashes shown; three fatal, 57 serious, 179 minor and 515 non-injury crashes. In this area alone over 300 people were injured in 2004.

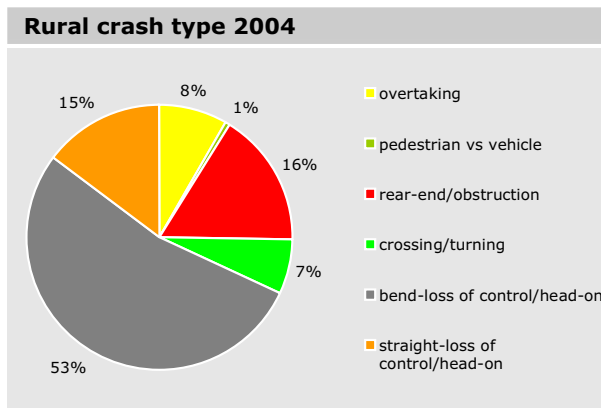


## Rural crashes

Although the majority of crashes within Dunedin City occur on urban roads there is still a large rural area within the city boundaries. On rural roads last year there were over 120 crashes reported to the Police. These crashes resulted in three deaths, 45 serious injuries and 129 minor injuries. There were a further 97 non-injury crashes reported over the 12-month period.

Rural crashes are generally more severe than urban crashes due to the higher speeds involved. In 2004, 30 percent of injury crashes on rural roads resulted in death or serious injury, on a par with the national level.

The following graph shows the type of injury crash that took place on rural roads in Dunedin City last year.



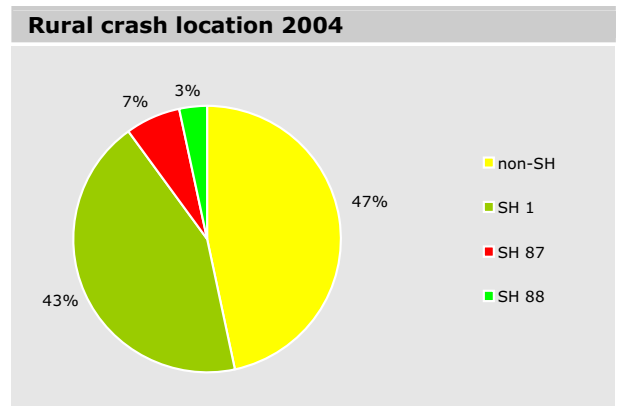
As can be seen above, more than half of these rural crashes involved a vehicle losing control on a bend. This rate has increased in each of the last five years and in 2004 included two of the three rural fatalities. As in rural areas throughout the country, the majority of crashes involved a single vehicle – 60 percent in the Dunedin City area last year.

Nearly one quarter of drivers involved in rural crashes last year held only a learner or restricted licence. This is the highest level seen for at least 10 years and indicates that inexperience played a part in some of these crashes.

Road conditions also played a part last year with the surface mentioned as a contributing factor in 44 injury crashes. The majority of these were due to wet conditions, however, 16 occurred on an ice or snow covered road. An icy surface was a factor in 10 percent of rural crashes, a reduction on the previous two years. Two of the three fatal crashes on rural roads in 2004 occurred when a car lost control while cornering on a wet road.

More than one quarter of the rural injury crashes took place last year as a result of a driver travelling too fast for the conditions. Alcohol was a factor in just over 10 percent of crashes, which is slightly below the national average.

With a significant length of rural state highways running through the area it is interesting to see where these crashes occurred. The graph below shows the location of injury crashes last year.



This report is a brief summary of crashes that took place on roads within Dunedin City in 2004. For more detailed information contact Land Transport New Zealand at the address below.



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