

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this report based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues within the Gore District.

Road crashes in the Gore District over the five-year period have killed five people and injured more than 250. There were nearly 350 reported non-injury crashes over the same period.

After the significant increase in reported crashes in 2001, numbers have started to gradually fall. The number of urban injury crashes fell from 24 to 19 while rural crashes fell from 28 to 26 last year.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In the Gore District in 2003 the figure was 36, down from a high of 41 in 2002. Across all of New Zealand this figure was 27 and in a peer group of similar local authorities used for comparison, the figure was 40.

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

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

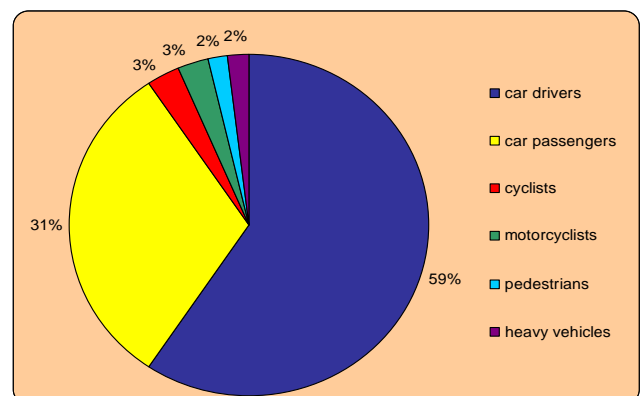
Restraints

2003 road trauma for Gore District

♂	Deaths	3
♀	Serious casualties	14
	Minor casualties	51
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🚗	Fatal crashes	2
	Serious injury crashes	10
	Minor injury crashes	33
	Non-injury crashes	58

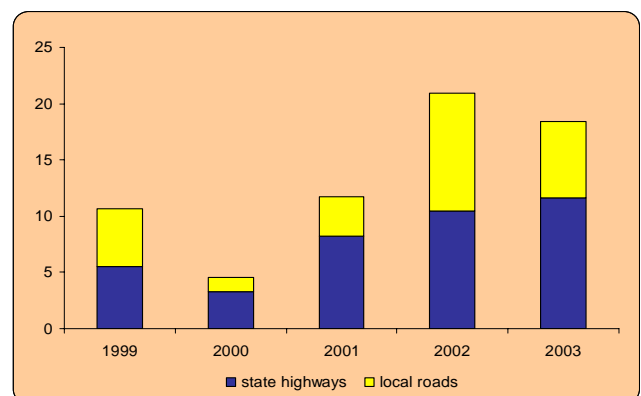
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.

Rural crashes

The number of injury crashes was fairly evenly split between urban roads with 19 crashes, and rural areas with 26. However, the more serious injuries occurred on the open road. This is often due to the higher vehicle speeds involved.

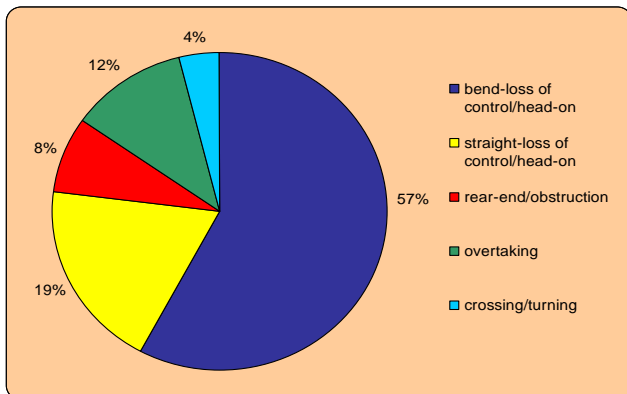
In the Gore District last year, one third of crashes on the open road resulted in death or serious injury. In urban areas the rate was half that number. Three people died, 10 received serious injuries and 28 people received minor injuries on rural roads last year.

Three quarters of all rural injury crashes last year involved a vehicle either losing control on a bend or leaving the road on a straight. Two thirds of all rural crashes involved a single vehicle.

Road conditions can and do play a part in loss of control type crashes. One third of all rural crashes last year took place on wet or icy roads. Travelling too fast for the conditions is a factor that has been increasing yearly. At 35 percent of all rural crashes in 2003, the level is back to where it was in the mid 1990s.

The graph below shows the types of crashes that occurred on rural roads in 2003.

Rural crash movement 2003



One third of rural crashes last year involved drivers affected by alcohol. This was the highest number since 1994 and double the rate found elsewhere in the country. Both fatal crashes in 2003 were as a result of speed and alcohol on wet roads.

Other issues

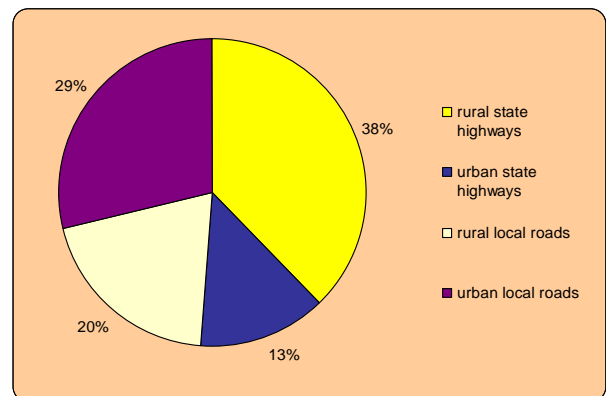
Thirteen of the 19 urban injury crashes last year occurred at intersections. With non-injury crashes included, there was a total of 32 last year, seven in Matakana and the rest in the Gore District. The majority of intersection crashes

took place when a vehicle turning right either into or out of a side road failed to give way to other traffic with the right of way. There were seven crashes on Main Street in Gore and four on Hokonui Drive.

As in other areas of the country, people aged 15 to 19 were the most likely to be injured on the road. In the Gore District, however, injuries in this age group were even more pronounced. During the last five years one quarter of all the people injured within the district were aged 15 to 19. It was by far the most common age group for both drivers and passengers.

In 2003 one pedestrian and two cyclists were injured. For several years the proportion of injuries in these two groups has been below that of the rest of New Zealand. Three quarters of the cyclists injured over the last five years were under the age of 15.

Location of injury crashes 2003



The graph above shows the location of all injury crashes within the Gore District last year. The majority of rural crashes took place on the state highway network whereas urban crashes were more likely to be on local roads. One third of the crashes on rural local roads took place on unsealed roads last year.

This report is a brief summary of crashes that took place in the Gore District in 2003. For more detailed information contact the LTSA at the address below.

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