

road safety issues

Gore District

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 the Gore District.

Road crashes in the Gore District over the five-year period have resulted in seven deaths and over 300 injuries. In the same period there were more than 350 non-injury crashes.

The number of reported injuries increased slightly last year to 71 although there was a drop in the number of serious injuries. Two thirds of the injuries reported in 2004 occurred on rural roads of the district.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In 2004 this was 38, above the national rate of 25 but similar to a group of comparable road controlling authorities.

The proportion of different road users injured in the Gore District 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



2004 road trauma for Gore District



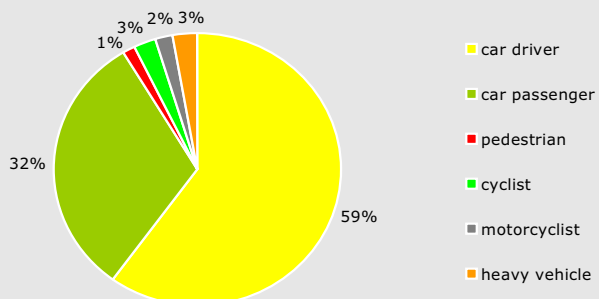
Deaths	2
Serious casualties	8
Minor casualties	61



Fatal crashes	2
Serious injury crashes	7
Minor injury crashes	39
Non-injury crashes	68

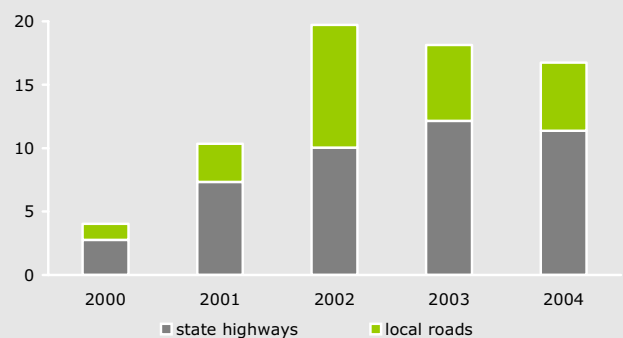
Road casualties 2000–2004

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.

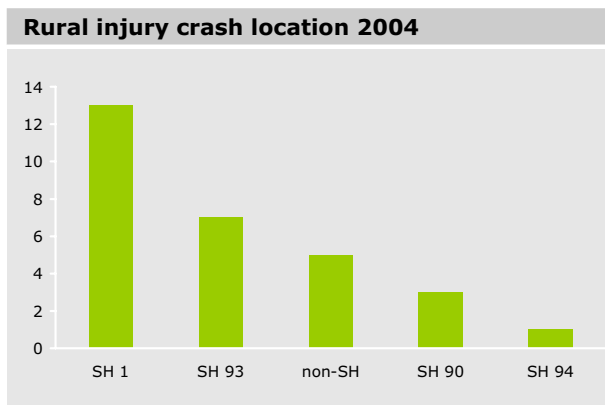
Rural crashes

Two thirds of the people injured on Gore District roads in 2004 were involved in crashes on the rural road network where the speed limit was above 70 km/h. Rural crashes are generally more severe due to the higher speeds involved. In 2004, over 25 percent of rural injury crashes resulted in serious injuries while the figure in urban areas was around five percent.

Three quarters of all rural crashes last year involved a vehicle losing control on either a bend or straight section of road. Quite often alcohol contributes to crashes of this type; however, in 2004 there was a significant fall in alcohol-related injury crashes in the district after the 10-year high in 2003. Last year only two of the 29 rural crashes involved alcohol. This dropped from 36 percent of all rural crashes in 2003 (10 crashes) to around six percent.

Crashes caused by travelling too fast for the conditions also fell in 2004 after increasing for three consecutive years. These accounted for less than 15 percent of crashes compared with 25 percent nationally.

Four out of five rural crashes last year took place on state highways, as shown on the following chart.



One factor that did increase last year was the number of injury crashes that occurred on wet roads. Approximately two thirds of rural crashes in 2004 were in the wet, which was double the number of previous years and well above the national average. Just over 10 percent of crashes occurred on an icy surface.

The number of casualties in the 15 to 19 year age group is well above the rate found nationally. Over the last five years 30 percent of males have been from this age group compared with 19 percent nationally, while females have accounted for 23 percent compared with the national rate of 17 percent. This pattern applies to both injured drivers and passengers.

Urban crashes

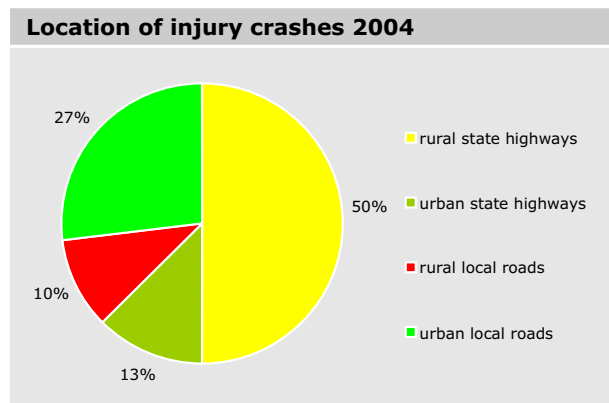
There were 19 injury crashes reported in urban areas of the Gore District last year, including one fatality. A further 45 non-injury crashes were also recorded. Eight of these crashes were in Mataura and the rest in Gore itself.

More than half of these injury crashes occurred at intersections where one vehicle failed to give way to another. Over the last five years there were eight crashes at the Mersey Street roundabout and seven at Crombie Street. Four other intersections in Gore recorded five or more crashes.

Away from intersections the majority of crashes were either rear-end types or collisions with parked cars. Of the 310 reported crashes in urban areas of Gore over the last five years, 73 were on Main Street between the Mataura River Bridge and Charlton Road. Of these, three were serious injury, 15 minor and 55 non-injury.

Alcohol accounted for 15 percent of urban crashes in 2004, on a par with previous years. Only one crash had speed recorded as a contributing factor, the first fatality on urban roads in Gore for six years.

Three cyclists and one pedestrian were injured on Gore District roads last year. For both types of road user the 10-year trend is downwards.



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



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