

road safety issues

Gore District

Land Transport New Zealand has prepared this report based on reported crash data and trends for the 2001 to 2005 period. The intent of the report is to highlight the key road safety issues within the Gore District.

Road crashes in the district over the five-year period have resulted in seven deaths and over 350 injuries. In the same period, there were over 300 non-injury crashes reported to the Police.

2005 saw an overall reduction in the number of injury crashes in the Gore District. Urban crashes went up slightly but rural crashes fell from 31 to 22. For the first year since 2001 there were no fatalities on Gore roads.

While half of all injury crashes took place on rural roads, the severity of those crashes was greater. Over 40 percent of the injuries received in rural crashes were serious compared to less than 30 percent on urban roads. Although there were the same number of injury crashes on urban and rural roads, twice as many people were seriously injured in rural crashes.

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

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Gore District



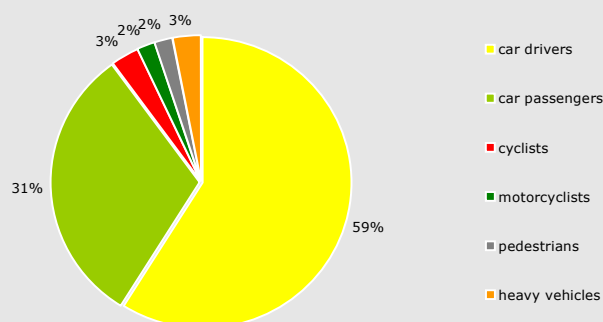
Deaths	0
Serious casualties	18
Minor casualties	39



Fatal crashes	0
Serious injury crashes	15
Minor injury crashes	29
Non-injury crashes	65

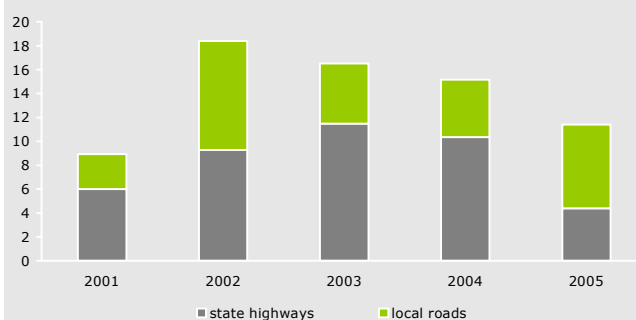
Road casualties 2001–2005

User type 2001–2005



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 2005 prices.

Urban crashes

For the first time, the number of injury crashes on urban roads equalled those on rural roads with 22 recorded on each, although more people were injured in rural crashes, 32 compared to 25.

In the Gore District both males and females aged between 15 and 19 years were greatly over represented compared to road casualties in the rest of the country. Over the last five years, one third of males and over one quarter of females who were injured in the district were in this age group.

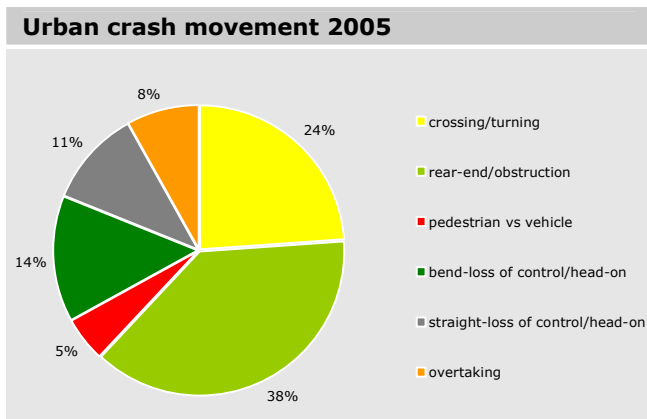
One in five drivers involved in urban injury crashes last year held only a learner or restricted licence. That figure is even higher for rural crashes where it increased to nearly 25 percent, the highest rate seen in 10 years.

Forty-five percent of passengers injured over the last five years were also from the 15 to 19 year age group.

The proportion of urban crashes involving alcohol fell for the fourth year running. At 13 percent of crashes it was only slightly above the national average

Four pedestrians were injured on Gore roads last year which is the highest figure since 1998. The number of cyclists injured fell to two. Four motorcyclists were injured in 2005 which is equal to the highest rate of involvement for 10 years.

With only 22 injury crashes recorded last year it can be difficult to identify trends. In 2005 there were also 41 urban crashes that resulted in no injury. In total, there were eight crashes reported in Mataura and the remaining 55 were all in Gore. The graph below shows the type of crashes that occurred last year, including non-injury crashes.



One quarter of the urban crashes in Gore took place on State Highway (SH) 1, with four occurring at the intersection with Mersey Street. There were seven crashes reported last year on Broughton Street, three of which resulted in injury.

Rural crashes

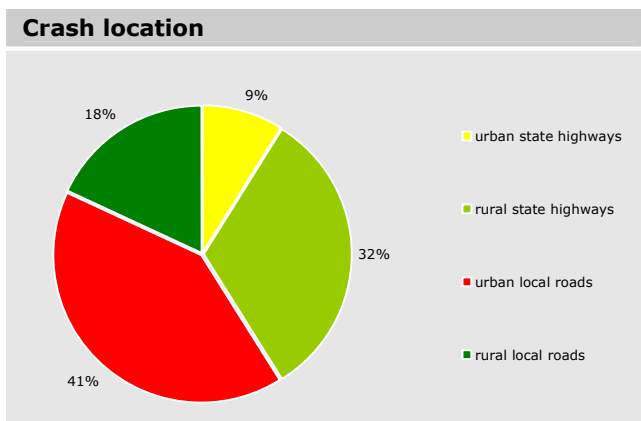
In 2005 there were 22 injury crashes and 24 non-injury crashes recorded on rural roads within the district. Three quarters of the rural injury crashes involved a vehicle losing control.

Of the 46 reported crashes, 12 were on SH 1 and nine on SH 93. There were 19 crashes on rural local roads, 20 percent of which were on an unsealed surface.

Only one rural injury crash involved alcohol last year. For only the second time since 1998 this was below the national average and a significant drop from the 37 percent seen only two years ago. Around one third of rural crashes involved a vehicle travelling too fast for the conditions.

Two thirds of all rural crashes in 2004 took place on a wet road whereas in 2005 the figure fell to less than 30 percent. This is on a par with other areas similar to the Gore District. Ice-related crashes increased to their highest level at 14 percent although the actual numbers are small.

The graph below shows a breakdown of where injury crashes in 2005 took place.



This report is a brief summary of the crashes that took place on roads in the Gore District in 2005. For more detailed information contact Land Transport New Zealand at one of the offices below.



Southern Region Christchurch Office
129 Hereford Street
PO Box 13-364
Christchurch

Telephone 03 964 2866
Fax 03 964 2855

Southern Region Dunedin Office
450 Moray Place
PO Box 5245
Dunedin

Telephone 03 951 3009
Fax 03 951 3013

www.landtransport.govt.nz