



# *briefing notes - road safety issues*

## *Gore District*

Land Transport New Zealand has prepared this road safety issues report, it is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in the Gore District.

All the material in this report, unless otherwise stated, applies to both local roads and to State Highways (Transit roads).

In each year's report, one year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Gore District is compared to similar local bodies, or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues		2006 road trauma	
<b>Gore District</b>		<b>Casualties</b>	
Loss of control on rural roads		Deaths	2
Speed		Serious casualties	14
Alcohol		Minor casualties	45
<b>Nationally</b>		<b>Crashes</b>	
Speed		Fatal crashes	2
Alcohol		Serious injury crashes	7
Failure to give way		Minor injury crashes	33
Restraint use		Non-injury crashes	63

## Overview

In 2006 on local roads in the Gore District, there were 15 injury crashes and 34 non-injury crashes, in addition there were 26 injury crashes and 29 non-injury crashes on State Highways, as reported by the New Zealand Police.

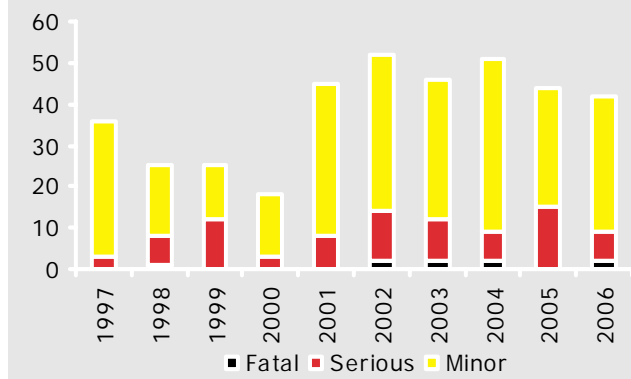
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

### Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	14	29	45
Urban	0	0	16	16
Total	2	14	45	61

Over the last ten years there has been an average of one fatality per year on Gore roads. In the last five years only 2005 was fatal free. The number of serious injuries fell slightly from the ten year high of 18 recorded in 2005. The lowest number was four in 2000.

### Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	26%
Lost control on straight	27%
Crossing/turning	15%
Rear end/obstruction	25%
Overtaking	4%
Pedestrian vs vehicle	2%
Miscellaneous	1%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month July (8), best August (1)
- Worst day Saturday (13), best Sunday (4)
- Wet road 16 percent
- Night time 51 percent
- Intersection 22 percent
- 58 percent of at fault drivers female (injury crashes)
- 42 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads:

- Worst month June (8), best August (2)
- Worst day Friday (17), best Tuesday (4)
- Wet road 25 percent
- Night time 36 percent
- Intersection 27 percent
- 58 percent of at fault drivers female (injury crashes)
- 73 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is certainly true in the Gore District where nearly one in five drivers who were at fault in injury crashes in 2006 held a restricted driving licence.

Driver licence status	Percentage of total 'at fault'
Full	63.1 (58.4) %
Learner	13.1 (9.5) %
Restricted	18.4 (17.6) %
Never licenced	0 (2.2) %
Disqualified	2.6 (1.7) %
Overseas	0 (4.2) %
Expired	0 (0.5) %
Other / unknown	2.6 (5.6) %

## Rural crashes

In 2006 45 percent of reported crashes in the Gore District occurred on rural roads, that is roads with a speed limit greater than 70km/h. Nearly three quarters of all injuries occurred on these higher speed roads.

Four out of five rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle. 76 percent of crashes involved a single vehicle.

After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

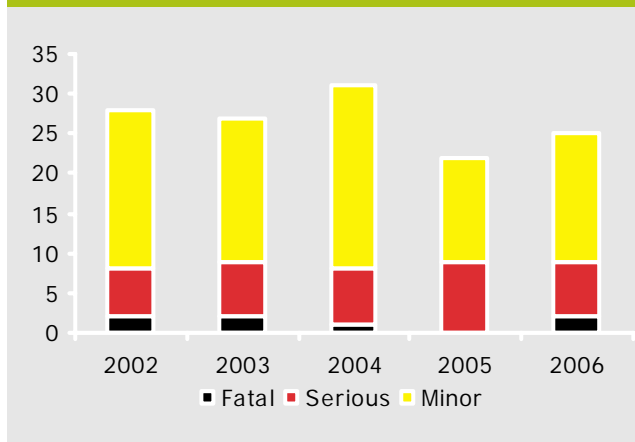
The following table shows the number of various road side hazards that were hit in rural crashes in the Gore District during the period 2002-2006. Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Bridge ends	0	4
Cliff or bank	11	17
Ditch	8	30
Fence	24	37
House or building	1	0
Guard rail	0	2
Over bank	7	16
Parked vehicle	1	2
Post or pole	6	13
Slip or flood	0	2
Stray animal	7	14
Traffic sign	3	4
Tree	3	7
Water/River	2	1

The 47 reported crashes on rural roads in 2006 was the same as in 2005. This figure is equal to the ten year average and below the high of 58 recorded in 2001. The number of crashes resulting in injury increased from 22 to 25.

The following graph shows the number of reported injury crashes on rural roads over the last five years.

Rural injury crashes 2002-2006



Further information about rural crashes in the Gore District in 2006:

### Local roads

- Five serious injuries and nine minor injuries
- At fault drivers 57 percent female
- Most common crash type was losing control on a bend
- 13 percent of injury crashes involved alcohol over limit
- 25 percent of injury crashes involved a vehicle travelling too fast for the conditions
- Seven percent of crashes were on a wet surface
- 13 percent of crashes were on an icy surface
- 60 percent of crashes occurred at night

### Transit roads

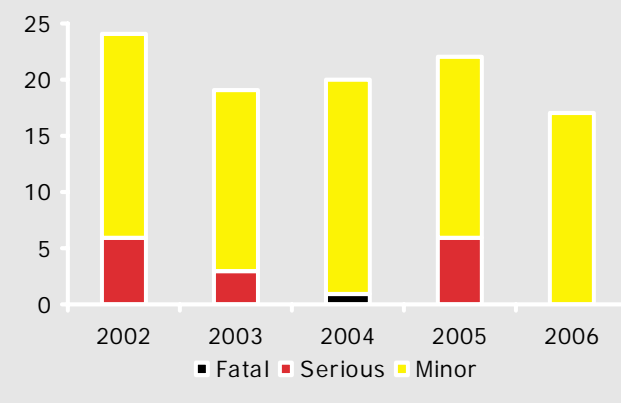
- Two deaths, nine serious injuries and 20 minor injuries
- At fault drivers 53 percent female
- Most common crash type was loss of control on a bend
- 12 percent of injury crashes involved alcohol over limit
- 12 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 37 percent of crashes were on a wet surface
- 19 percent of crashes were on an icy surface
- 47 percent of crashes occurred at night
- 75 percent of crashes involved a single vehicle
- 16 percent of crashes took place at an intersection

## Urban crashes

Over half of all crashes reported in 2006 in the Gore District took place on urban roads, the majority in Gore itself with the remainder in Mataura.

In 2006 16 people were injured in urban crashes and there were a further 41 crashes reported that resulted in no injury. The 16 injury crashes was the lowest number since 1999.

### Urban injury crashes 2002-2006



38 percent of all urban crashes were a rear end type collision or hitting a parked vehicle. 30 percent of crashes involved a vehicle losing control. Over one third of urban crashes took place at intersections.

Nearly three quarters of urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Gore District in 2006:

#### Local roads

- Seven minor injuries and 27 non injury crashes
- At fault drivers 60 percent female
- 14 percent of crashes involved alcohol over limit
- 21 percent of crashes were on a wet surface
- 47 percent of crashes occurred at night
- 65 percent of crashes involved more than one vehicle
- 32 percent of crashes occurred at intersections

#### Transit roads

- Nine minor injuries and 14 non injury crashes
- At fault drivers 67 percent female
- No injury crashes involved speed or alcohol
- Ten percent of crashes were on a wet surface
- Nine percent of crashes were on an icy surface
- 22 percent of crashes occurred at night
- 87 percent of crashes involved more than one vehicle

## Speed

'Too fast for the conditions' was recorded in 20 percent of injury crashes in the district in the last five years resulting in five deaths and 86 injuries. There were also 42 non-injury speed-related crashes reported. Speed as a factor is however reducing in the district, with half as many people being injured in 2006 as in the previous four years.

80 percent of speed-related crashes over the last five years were loss of control type crashes, 54 percent of which took place on local roads. 30 percent of speed related crashes also involved excess alcohol.

Three quarters of at fault drivers in speed related crashes over the last five years were male, with drivers under 24 years old accounting for 39 percent of them.

## Alcohol

Alcohol was a factor in 15 percent of injury crashes in the district over the last five years resulting in four deaths and 60 other injuries. There were also 33 non-injury alcohol-related crashes reported. Although there was a slight increase in alcohol related crashes in 2006, it is still nearly half the level recorded in 2003.

In both urban and rural crashes in 2006, female drivers were over-represented when looking at fault, which is something not seen often elsewhere in New Zealand. Alcohol related crashes though remain the domain of male drivers. Over the last five years 86 percent of at fault drivers in alcohol related crashes were male, over a quarter of whom were under the age of 20.

As is to be expected, a large number of alcohol related crashes occurred at night, 77 percent. Three quarters of crashes involved a single vehicle with loss of control either on a straight or bend being the most common type of crash. Alcohol was combined with travelling too fast for the conditions in 39 percent of injury crashes.