

# *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 2003–2007 period.

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

This report is the ninth road safety report for Gore District. All the material unless otherwise stated in this report applies to both local roads and to Transit New Zealand (Transit NZ) roads.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Gore District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district.

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

### Major road safety issues

#### Gore District

Bends  
Intersection

### 2007 road trauma

#### Casualties

#### Gore District

Deaths	2
Serious casualties	5
Minor casualties	32

#### Nationally

Speed  
Alcohol  
Failure to give way  
Restraints

#### Crashes

#### Gore District

Fatal crashes	2
Serious injury crashes	4
Minor injury crashes	23
Non-injury crashes	79

## Overview

In 2007 on local roads in Gore District there were 15 injury crashes and 35 non-injury crashes. In addition there were 14 injury crashes and 44 non-injury crashes on Transit New Zealand (Transit NZ) roads, both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 29 injury crashes, by rural or urban areas for all roads, (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by environment 2007				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	3	19	23
Urban	1	2	13	16
Total	2	5	32	39

The annual numbers of fatal and serious injury crashes have fluctuated between three and 15 between 1998 and 2007. There is no long term trend in the crash numbers. In 2007 there were 102 minor and non-injury crashes. This was fewer than the high of 117 in 2005, but more than other years since.

Crash trends				
Year	Fatal crashes	Serious injury crashes	Minor injury crashes	Non-injury crashes
1998	1	7	17	63
1999	0	12	13	62
2000	0	3	15	78
2001	0	8	37	67
2002	2	12	38	79
2003	2	10	34	60
2004	2	7	42	67
2005	0	15	29	67
2006	2	7	33	63
2007	2	4	23	79

## Injury crashes 2003 - 2007

Crash type or contributory cause 2003 to 2007	Local Road Percent of injury crashes	Transit Road Percent of injury crashes
Alcohol	16%	12%
Too fast	24%	22%
Straight—lost control crash	11%	20%
Bend—lost control crash	39%	38%
Crossing / turning crash	24%	15%
Road factors	25%	23%
<b>Vulnerable road users (Percent of casualties)</b>	<b>17%</b>	<b>6%</b>
1, Pedestrians	4%	2%
2, Cyclists	7%	1%
3, Motorcyclists	6%	2%

Further information about 2003 to 2007 injury and non-injury crashes on local roads:

- Worst month July
- Worst day Saturday
- 29 percent on wet roads
- 45 percent at night
- 27 percent at intersections
- Social cost of crashes in 2007 was \$3.7m

Further information about 2003 to 2007 injury and non-injury crashes on Transit NZ roads

- Worst month July
- Worst day Friday
- 36 percent on wet roads
- 35 percent at night
- 25 percent at intersections
- Social cost of crashes in 2007 was \$9.3m

## Crashes at bends

Between 2003 and 2007 26 percent of all crashes in Gore District occurred at bends. These crashes resulted in 5 fatalities, 28 serious injuries and 97 minor injuries.

The number of injury crashes has dropped over the last five years, but the number of non-injury crashes has increased.

Crashes at bends 2003 to 2007				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Non-injury crashes
2003	2	3	16	8
2004	1	2	13	7
2005	0	7	11	14
2006	1	6	9	10
2007	0	2	9	22
Total	4	20	58	61

Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

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

The three most common roadside hazards struck in injury crashes in Gore District were fences (28), upright banks (17) and ditches (13) from a total of 89 objects struck.

Main characteristics of injury crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	79%
Alcohol	18%
Excessive speed for the conditions	41%
Road factors	37%
Poor handling	55%
Rural road	90%
Wet road	50%
Night time	41%

Further information about injury crashes on bends (2003 to 2007) on local roads in Gore District :

- 1 deaths, 15 serious injuries and 33 minor injuries
- 68 percent of at fault drivers were male
- Most common crash type "Turning right"
- Most common age group 15-19 years
- 24 percent of crashes involved alcohol
- Worst month June
- Worst day of week Saturday
- Worst time period 3 pm - 6 pm

Further information about injury crashes on bends (2003 to 2007) on Transit NZ roads in Gore District :

- 4 deaths, 13 serious injuries and 64 minor injuries
- 56 percent of at fault drivers were male
- Most common crash type "Turning right"
- Most common age group 15-19 years
- 14 percent of crashes involved alcohol
- Worst month February, March
- Worst day of week Thursday
- Worst time period 3 pm - 6 pm

## Intersections

In Gore District during the period 2003 to 2007 there were 61 injury crashes at intersections and 78 non-injury crashes. In these crashes, 1 person died, 15 received serious injuries and 64 received minor injuries.

88 percent of these crashes were in urban areas of the district. These crashes make up 40 percent of urban crashes. There were 17 intersection crashes in rural areas of the District.

Junction type Injury and Non-injury crashes		
Junction Type	Urban	Rural
Roundabout	21	0
Tee	71	14
Cross (X)	30	3
Multi leg	0	0
Total	122	17

From 2003 to 2007 the number of injury crashes at intersections has remained reasonably stable, but in 2007 the number dropped.

Crashes at Intersections					
	2003	2004	2005	2006	2007
Injury crash	17	14	13	12	5
Non-injury crash	19	13	14	14	18
Total	36	27	27	26	23

The most common intersection crash is one where two vehicles collide at right angles. The second most common crash is when a driver turns right at an intersection and is hit by a vehicle approaching from the right.

The main causes contributing to intersection crashes:

- Not checking properly
- Failure to stop and give way
- Speed

Locations with high crash numbers		
Intersection name	Total crashes 2003-2006	Total 2007
Main Street / Mersey Street	9	0
Main Street / Hyde Street	2	3
Hokonui Drive / Irwell Street	5	0
Broughton Street / Coutts Rd	3	1
Main Street / Medway Street	4	0
Fairfield Street / Irk Street	3	1
Medway Street / River Street	2	2

These locations are listed regardless of work done.

Further information about injury crashes at intersections 2003 to 2007 on local roads in Gore District :

- 0 deaths, 7 serious injuries and 40 minor injuries
- 11 percent involved alcohol
- 22 percent involved speed
- 25 percent wet roads
- 25 percent night time
- Worst month January, February, July
- Worst day of week Tuesday, Friday
- Worst time 3 pm - 6 pm

Further information about injury crashes at intersections 2007 to 2007 on Transit NZ roads in Gore District :

- 1 deaths, 8 serious injuries and 24 minor injuries
- 12 percent involved alcohol
- 12 percent involved speed
- 20 percent wet roads
- 32 percent night time
- Worst month February, April
- Worst day of week Friday
- Worst time 3 pm - 6 pm

## National issues

This section contains some brief information on the key national road safety issues as measured in Gore District. They may have been covered elsewhere in this document or not be a specific issue.

### Speed

In Gore District, "Too fast" was recorded in 44 fatal and injury crashes in the district in the last five years resulting in 4 deaths and 68 injuries. Speed as a factor in crashes is not reducing in the district.

73 percent of all speed-related crashes were Loss of control on bends. Poor handling was the other driver factors most often associated with speed in injury crashes.

74 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 19 years

### Alcohol

In Gore District, alcohol was involved in 28 fatal and injury crashes in the district in the last five years resulting in 4 deaths, and 42 other injuries. The number of injury crashes in the district involving alcohol is reducing.

61 percent of all alcohol crashes were in urban areas of the district. 50 percent were Loss of control on a bend. Speed and Poor handling were the other factors often associated with alcohol in injury crashes.

All of the at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 24 years.

### Failure to give way

In Gore District, failure to give way or stop was reported in 42 fatal and injury crashes during the last five years resulting in one deaths and 10 other injuries.

Poor observation was the driver factor most often associated with failure to give way.

51 percent of at fault drivers in these injury crashes were males. The most common ages of these drivers were between the ages of 15 to 24 years

### Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>