



briefing notes - road safety issues

Gore District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Gore District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Gore District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Gore District to use its free access to the Ministry of Transport’s Crash Analysis System (CAS), to delve deeper into the highlighted issues and other road safety issues in the district. Also the NZTA Southern Performance Information Team in Christchurch is available to provide further information or assistance if required.

Major road safety issues

Note
Issues are not in
any order

Gore District

Bend - loss of control or head-on
Intersections
Young drivers

2009 road trauma

Casualties

Gore District

Deaths	2
Serious casualties	16
Minor casualties	36

Nationally

Speed
Alcohol / Drugs
Young Drivers
Roads and Roadsides
Motorcyclists

Crashes

Gore District

Fatal crashes	2
Serious injury crashes	10
Minor injury crashes	25
Non-injury crashes	94

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Otago / Southland Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

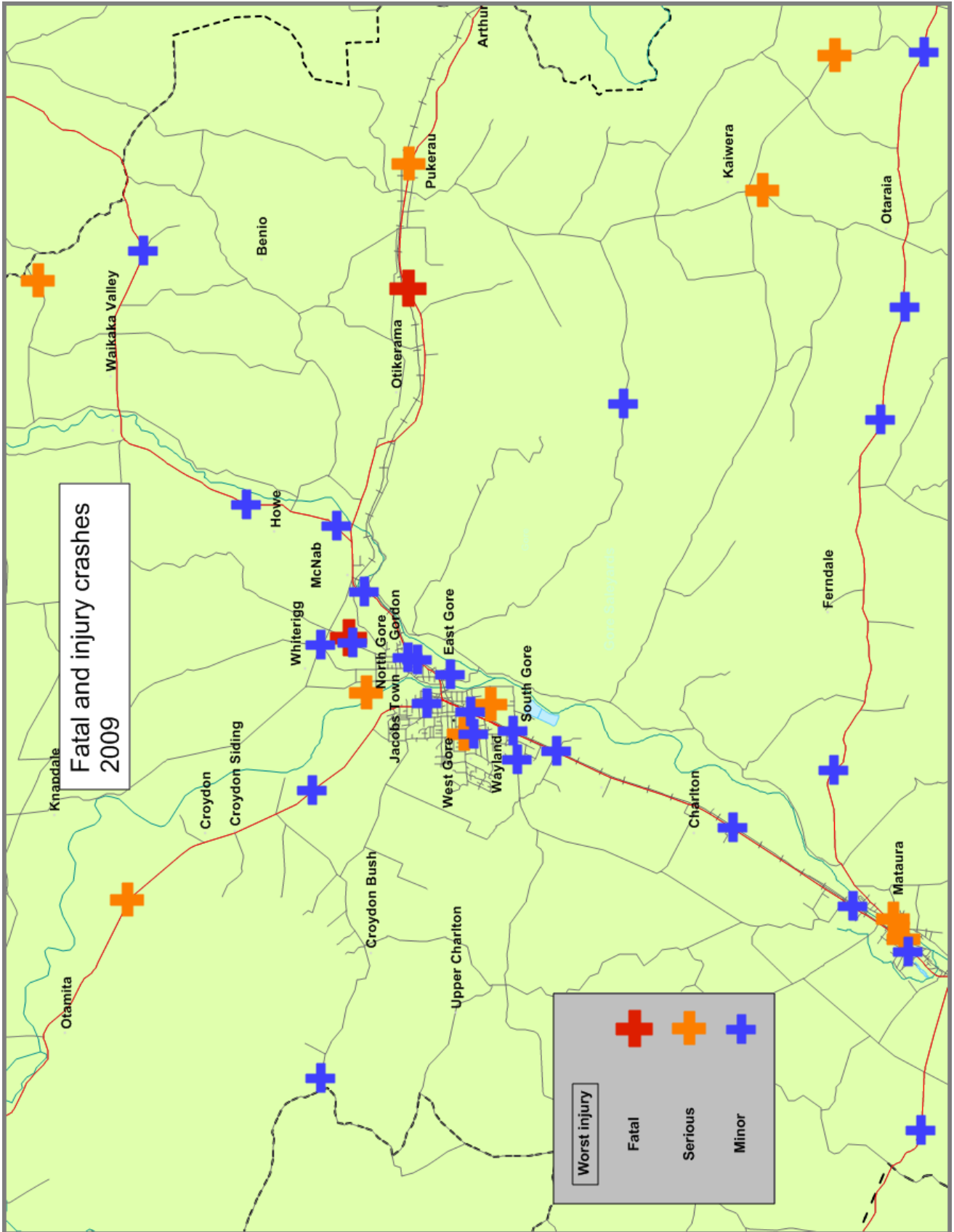
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Otago / Southland Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Waitaki District	19	35	52	0	19	16
Central Otago District	18	35	59	3	16	18
Queenstown-Lakes District	20	41	51	2	20	19
Dunedin City	17	44	46	21	21	13
Clutha District	14	36	61	1	22	15
Southland District	20	38	61	1	24	21
Gore District	16	53	46	1	20	18
Invercargill District	15	49	49	19	21	17
Otago Region	17	41	50	27	20	15
Southland Region	18	44	49	21	21	19
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Gore District local roads there were 16 reported injury crashes, of which seven were fatal or serious. In addition, on State Highways there were 21 reported injury crashes of which five were fatal or serious.

The table below shows the number of casualties resulting from the 37 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Gore District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	2	8	24	34
Urban	0	8	12	20
Total	2	16	36	54

In 2009 in Gore District, almost two thirds of all crashes were on rural roads.

Over the last ten years, the total number of reported injury crashes has fluctuated between a low of 18 in 2000 and a high of 51 in 2004. There are no obvious long term trends in the crash numbers.

Crash trends in Gore District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	0	3	15	18
2001	0	8	37	45
2002	2	12	38	52
2003	2	10	34	46
2004	2	7	42	51
2005	0	15	29	44
2006	2	7	33	42
2007	2	5	24	31
2008	4	9	31	44
2009	2	10	26	38

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Gore District.

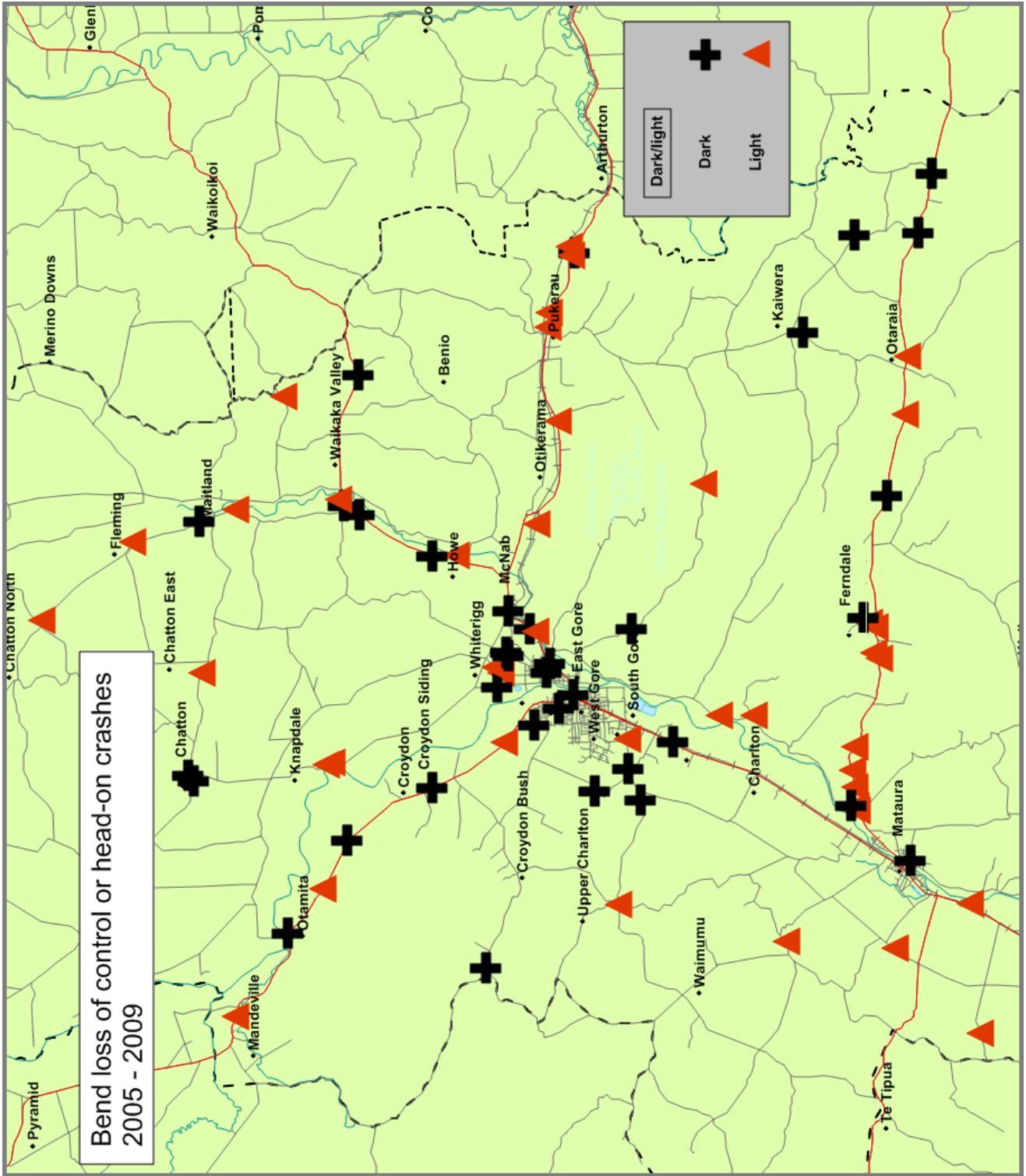
Crash characteristics (2005 to 2009) Gore District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	16	12	23	1
Too fast	20	18	36	1
At bends	45	38	76	1
On straights	9	15	30	1
Intersections	30	28	55	1
Road factors	14	21	42	1
Motorcycling	18	9	17	1
Young drivers	53	51	96	1
Fatigue	4	4	8	2
Distraction	13	5	26	2
Pedestrians	11	5	10	2
Cycling	2	6	12	2
Heavy vehicles	15	10	19	2
Older road users	5	5	10	3
Overseas drivers	1	1	1	-

Further information about the 90 injury crashes on local roads in Gore District, 2005 to 2009:

- 3 deaths, 35 serious injuries and 86 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (37 per cent of at fault drivers)
- Social cost of crashes in 2009 \$8.85 m

Further information about the 159 injury crashes on State Highways in Gore District, 2005 to 2009:

- 8 deaths, 30 serious injuries and 121 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (24 per cent of at fault drivers)
- Social cost of crashes in 2009 \$8.2 m



Bend - loss of control or head on

Between 2005 and 2009, 38 percent of all injury crashes in Gore District were bend - loss of control or head on crashes. These crashes resulted in one death, 33 serious injuries and 79 minor injuries.

There are no obvious trends in the crash numbers.

Bend - loss of control or head on crashes Gore District (2005 - 2009)

Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	7	11	18
2006	0	6	10	16
2007	0	2	8	10
2008	0	4	13	17
2009	1	5	9	15
Total	1	24	51	76

Inexperienced drivers (often young drivers) are strongly reported in crashes at bends in Gore District, with those aged 24 or less representing 56 percent of all at-fault drivers. Overall males made up 54 percent of at fault drivers, but for young drivers they represented just less than half of at fault drivers.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009

Ages	Male	Female	Total
15 to 19	11	15	26
20 to 24	8	6	14
25 to 29	4	2	6
30 to 39	5	4	9
40 to 49	4	2	6
50 to 59	5	2	7
60 to 69	2	1	3
70 and over	0	1	1
Total	39	33	72

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

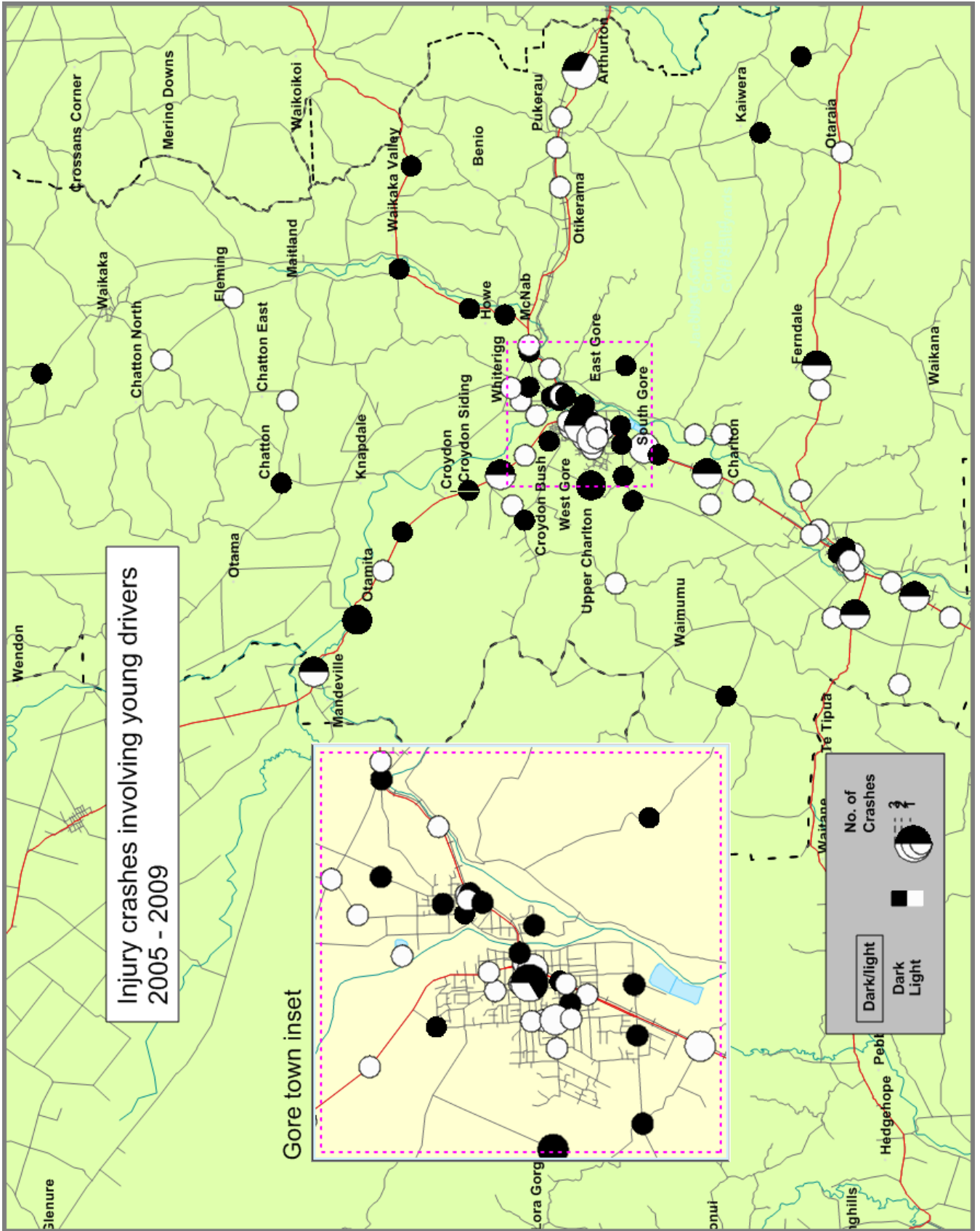
The most common roadside hazards struck in injury bend - loss of control or head on crashes in Gore District were fences (24), upright banks (17) and ditches (14) from a total of 86 objects struck.

Further information about the 36 injury bend - loss of control or head on crashes on local roads in Gore District, (2005 to 2009):

- 1 deaths, 18 serious injuries and 33 minor injuries
- 22 percent of crashes involved alcohol
- 39 percent of crashes involved speed too fast for the conditions
- 28 percent involved road factors
- 61 percent involved poor handling
- 83 percent were on rural roads
- 36 percent were on wet or icy roads
- 50 percent were at night
- Worst month August
- Worst days of week Thursday and Sunday
- Worst time period 3 pm till 6 pm

Further information about the 40 injury bend - loss of control or head on crashes on State Highways in Gore District, (2005 to 2009):

- 15 serious injuries and 46 minor injuries
- 13 percent of crashes involved alcohol
- 38 percent of crashes involved speed too fast for the conditions
- 35 percent involved road factors
- 73 percent involved poor handling
- 95 percent were on rural roads
- 55 percent were on wet or icy roads
- 43 percent were at night
- Worst month February
- Worst day of week Saturday
- Worst time period 3 pm till 6 pm



Young drivers

Young drivers are those aged less than 25 years. This analysis is based on injury crashes only as driver age is not recorded in non-injury crashes.

In Gore District between 2005 and 2009, 51 percent of injury crashes involved young drivers. These crashes resulted in 6 deaths, 36 serious injuries and 118 minor injuries.

The total number of injury crashes involving young drivers increased in 2008 from the high of 39, and dropped again to 29 in 2009, the equal lowest number in the last five years.

Casualties from crashes involving young drivers Gore District				
	Fatal	Serious	Minor	Total
2005	0	9	23	32
2006	1	9	21	31
2007	1	3	25	29
2008	3	5	31	39
2009	1	10	18	29
Total	6	36	118	160

Almost half of the 120 young drivers in these crashes had a learner or restricted licence. Sixty percent of them were males.

Nearly all the young drivers were local residents.

Young drivers at fault in injury crashes Gore District (2005 - 2009)			
Licence type	Male	Female	Total
Full	32	16	48
Learner	10	13	23
Restricted	19	16	35
Overseas	1	0	1
Never licensed	3	1	4
Disqualified	6	0	6
Other (unknown, wrong class)	1	2	3
Total	72	48	120

Injury crashes involving young drivers Gore District (2005 - 2009)

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	7	6
Speed	8	17
Failed to stop/Give way	12	5
Poor handling	8	34
Poor observation	28	19
Lost control - straight	3	12
Lost control - bend	5	37
Rear end / obstruction	13	6
Crossing / turning	13	6

Further information about the 50 injury crashes involving young drivers on local roads in Gore District 2005 to 2009:

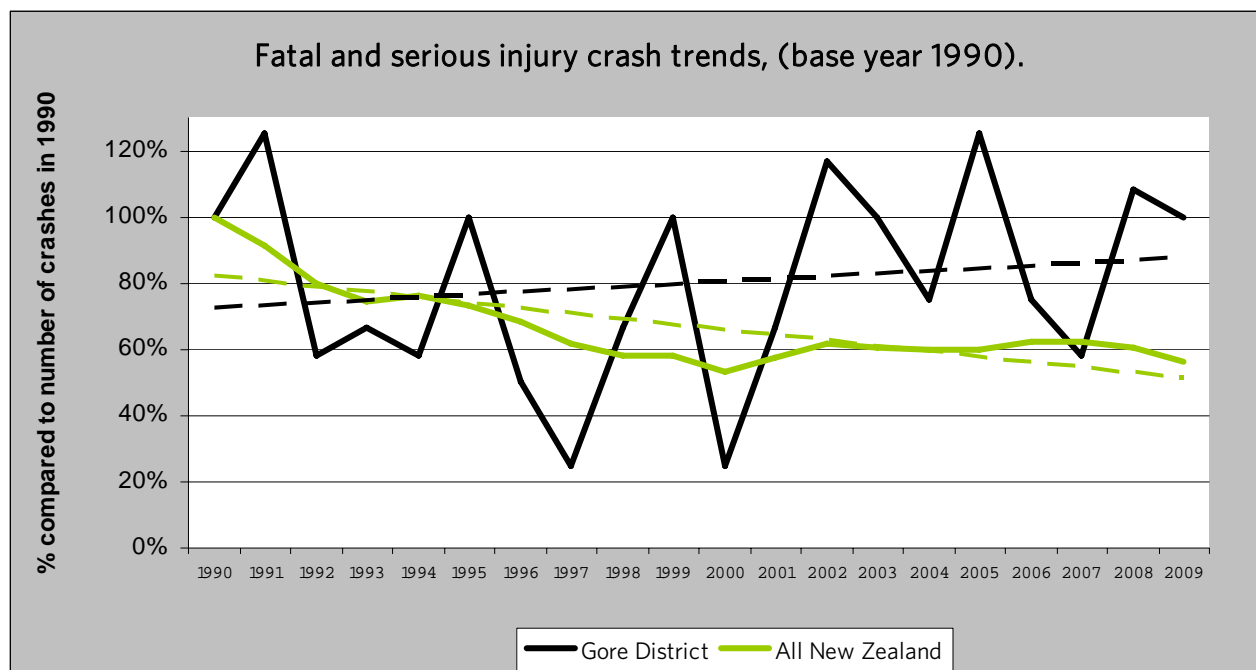
- 1 deaths, 18 serious injuries 56 minor injuries
- 56 percent were single vehicle crashes
- 52 percent were on urban roads
- 30 percent at intersections
- 46 percent at night
- 22 percent wet or icy roads
- Worst month November
- Worst day of week Sunday
- Worst time 3 pm to 6 pm

Further information about the 55 injury crashes involving young drivers on State highways in Gore District 2005 to 2009:

- 5 deaths, 18 serious injuries 62 minor injuries
- 49 percent were single vehicle crashes
- 27 percent were on urban roads
- 22 percent at intersections
- 40 percent at night
- 35 percent on wet or icy roads
- Worst month April
- Worst day of week Friday
- Worst time Midday to 3 pm

Looking back - the last two decades.

The vision of the Government’s “Safer Journeys” road safety strategy is “A safe road system that is increasingly free of road deaths and serious injuries”. The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Gore District and for the country as a whole.



Contacts

New Zealand Transport Agency

Performance Information Manager (Southern)
 Geoff Holland
 PO Box 13364
 Christchurch
 03 964 2845
Geoff.Holland@nzta.govt.nz

Regional Communications Advisor
 Bob Nettleton
 PO Box 9058
 Dunedin
 03 951 3005
Bob.Nettleton@nzta.govt.nz

www.nzta.govt.nz

New Zealand Police

Road Policing Manager Southern District
 Andrew Burns
 New Zealand Police
 Private Bag 1924
 Dunedin
 Phone 03 471 4838

www.police.govt.nz

Local Authority

Community Advisor Road Safety
 Jane Ballantyne
 03 211 2502

Roading Manager
 Murray Hasler
 03 209 0330

Gore District Council
 PO Box 8
 Gore
 Phone 03 209 0330

www.goredc.govt.nz