

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this report based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues within Invercargill City.

Road crashes in Invercargill over the five-year period have killed 17 people and injured more than 1,100. There were nearly 1,500 reported non-injury crashes over the same period.

After an annual rise in reported crashes since 1999, the numbers fell in 2003. The number of urban injury crashes dropped from 191 to 172 and the number on the open road fell from 41 to 35.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In Invercargill in 2003 the figure was 40, down from a high of 45 the previous year. Across all of New Zealand this figure was 27 and in a peer group of similar local authorities used for comparison, the figure was 24. This difference can be partly explained by the improved crash reporting rate in the Southern Police District.

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

Major road safety issues

Nationally

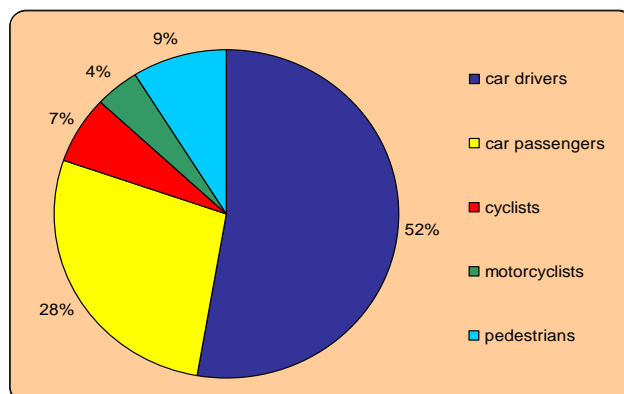
Speed
Alcohol
Failure to give way
Restraints

2003 road trauma for Invercargill City

Deaths	2
Serious casualties	60
Minor casualties	245
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Fatal crashes	2
Serious injury crashes	50
Minor injury crashes	155
Non-injury crashes	320

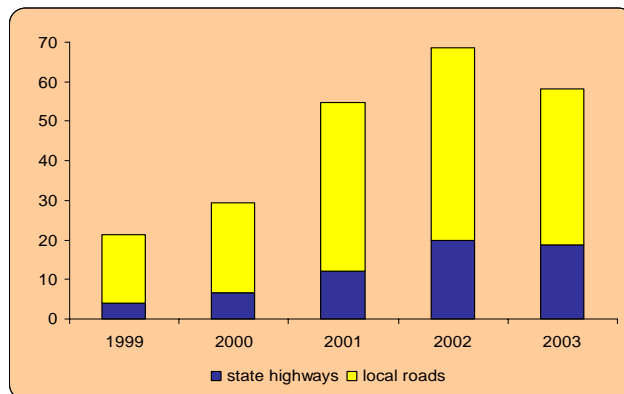
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.

Urban crashes

As in previous years, four out of five injury crashes in Invercargill occurred on urban roads with a speed limit of 70 km/h or less. Numbers were fairly evenly split with 91 crashes at intersections and 81 elsewhere.

There were seven crashes, including non-injury crashes, reported at the Rugby Park roundabout last year. Two other intersections, both roundabouts, had six crashes each. These were Tay Street/Dee Street and Clyde Street/Tweed Street. All but one of the crashes at these intersections were non-injury crashes.

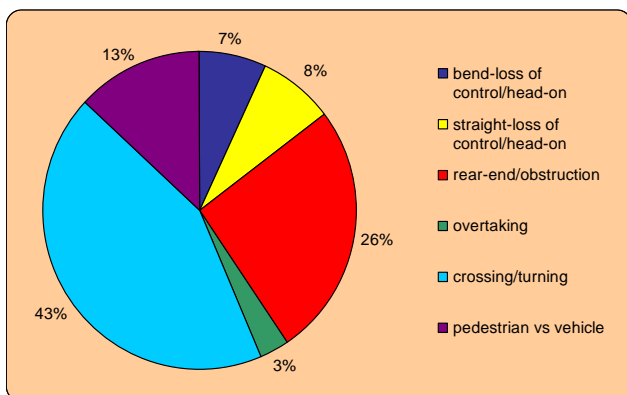
There were four intersections last year that had three injury crashes each: Kelvin Street/Gala Street, Elles Road/Ettrick Street, Tweed Street/Nith Street and Yarrow Street/Doon Street.

The majority of injury crashes at intersections last year occurred at Give Way signs (54 crashes). There were 14 crashes at Stop signs and 21 at traffic signals. Of the crashes at traffic signals, half were caused by one vehicle failing to stop at a red light.

Fourteen urban crashes last year involved drivers affected by alcohol, including the one fatality which also involved excess speed. The proportion of injury crashes involving alcohol, however, reached a 10-year low and is now half what it was in 1999.

One person died, 44 received serious injuries and 198 people received minor injuries on urban roads in Invercargill City last year. The graph below shows the types of crashes that took place on urban roads last year.

Urban crash movement 2003



Pedestrian casualties rose for the second year running, and at 27, were the highest on record. Six crashes occurred at intersections but the majority took place when pedestrians were crossing the road elsewhere. One quarter of those injured were aged between 15 and 19 years.

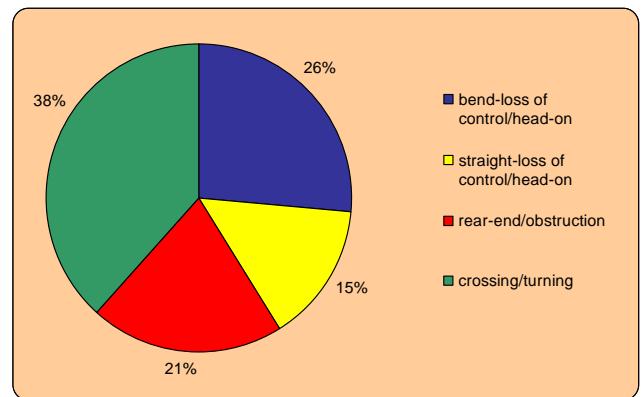
Eighteen cyclists were injured last year – the second successive drop in numbers since a high in 2001. More than half of these crashes took place at intersections and, as with pedestrians, the most common age of those injured last year was 15 to 19 years. Three quarters of all cyclists injured were under the age of 25.

Rural crashes

One person died, 16 received serious injuries and 47 people received minor injuries on rural roads in Invercargill last year. Over half of the crashes that took place on higher speed rural roads last year occurred at intersections – this is double the rate found in other areas of the country. As a comparison, only 15 percent of rural crashes in the Southland District in 2003 were at intersections.

Alcohol involvement fell to 12 percent of the 34 rural crashes – one of the lowest rates seen in Invercargill for some time. Driving too fast for the conditions increased to 25 percent, the highest rate since 1995. One third of rural crashes happened at night but the majority occurred during daylight hours on dry roads.

Rural crash movement 2003



The graph above shows the types of injury crashes that occurred on rural roads in Invercargill City last year. Nearly a quarter involved a vehicle turning right out of an intersection, being hit by another with the right of way.

This report is a brief summary of crashes that took place in Invercargill City in 2003. For more detailed information contact the LTSA at the address below.

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