

road safety issues

Invercargill City

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 Invercargill.

Road crashes in Invercargill over the five-year period have resulted in 15 deaths and nearly 1,500 injuries. In the same period there were more than 1,500 non-injury crashes.

2005 saw an overall increase in injury crashes to 212 from 198 the previous year. For only the second time in 25 years there were no fatalities in Invercargill, however the number of serious and minor injuries both increased on the previous year. The number of reported non-injury crashes increased by close to 20 percent.

The number of injury crashes on urban roads last year fell from 178 to 166. On rural roads, however, the number more than doubled from the low of 20 in 2004 to 46 in 2005.

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 Invercargill City



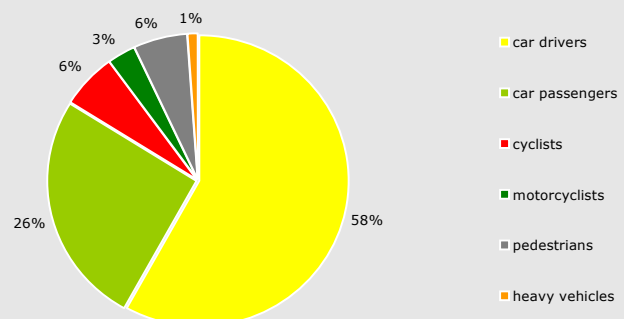
Deaths	0
Serious casualties	56
Minor casualties	264



Fatal crashes	0
Serious injury crashes	47
Minor injury crashes	165
Non-injury crashes	333

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.

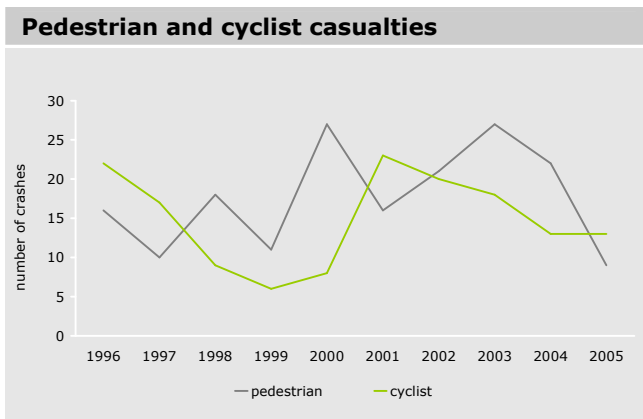
Urban crashes

Although the number of rural crashes more than doubled in 2005, the majority of crashes in Invercargill occurred on urban roads – those roads with a speed limit of 70 km/h or less. In 2005 there were 166 injury crashes reported on urban roads compared to 46 in rural areas.

The rate of alcohol involvement in urban crashes fell again in 2005. At six percent this was the lowest level seen for over 10 years and was significantly below the rate found nationally. However, the number of crashes where a driver was travelling too fast for the conditions increased from 12 to 26, putting it above national levels for the first time in over five years.

Speed-related crashes are often linked to wet roads, yet in 2005, the proportion of urban crashes in the wet fell from 36 to 26 percent. For the fifth year running this was above the national average.

Nine pedestrians were injured in Invercargill in 2005. This is a third of the 2003 figure and was in fact the lowest number in 10 years. Over the last five years twice as many 15 to 19 year old pedestrians have been injured than any other age group.



Cyclist casualties remained at 13 last year which, at four percent of all casualties, is half the rate seen in similar areas to Invercargill. Ten to 14 years olds were still over-represented when compared to other areas of the country.

Around two thirds of all urban crashes in 2005 occurred at intersections. The most common factor in intersection crashes in Invercargill last year was simply a failure to give way to other traffic that had priority. Of the 104 urban intersection crashes last year 62 took place at Give Way controls, 14 at Stop controls and 20 at traffic signals.

There were four intersections with four or more injury crashes recorded last year:

Tay Street	Rockdale Road	6
Elles Road	Martin Street	5
Elles Road	Tramway Road	4
Spey Street	Mersey Street	4

The proportion of learner or restricted licence holders involved in injury crashes has been steadily increasing over the last few years. In 2005 they accounted for one quarter of all drivers, which was the highest rate seen in the city.

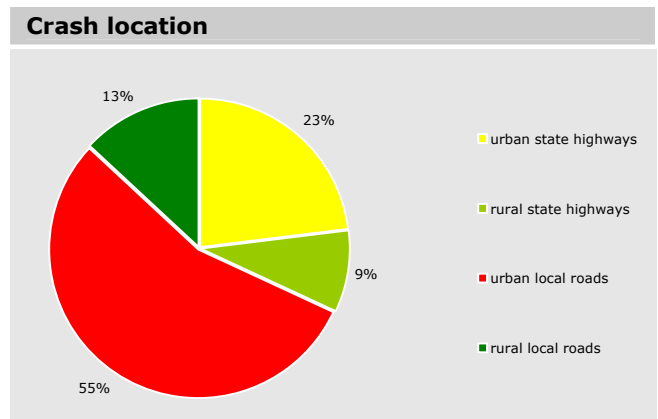
Rural crashes

In 2005 the number of people injured in rural crashes rose from 29 to 79. This increase was made up primarily by an increase in the number of passengers injured. In fact, in 2005 more passengers were injured than in any year since 1996.

Speed and alcohol both played a part in the increase in rural crashes. Ten percent of these crashes involved an alcohol-impaired driver and nearly one quarter involved a vehicle travelling too fast for the conditions.

Just over half of the rural injury crashes last year involved a vehicle losing control, which was generally the most common rural crash type movement. A further 30 percent occurred at rural intersections. Thirty-seven percent of rural crashes occurred on a wet road, with the same number occurring at night.

Over a third of rural crashes within Invercargill occurred on State Highway 1. However, the majority took place on local roads. The graph below shows the location of all injury crashes in 2005.



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



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