

road safety issues

Queenstown Lakes District

Land Transport New Zealand has prepared this report based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the Queenstown Lakes District.

Road crashes in the Queenstown Lakes District over the five-year period have killed 19 people and injured over 450. There were more than 1,000 reported non-injury crashes over the same period. Five people died on Queenstown Lakes District roads in 2004, the highest number since 1998.

The number of reported injury crashes increased in 2004 to 105, the highest ever recorded for the district. This increase was on both urban and rural roads. In total, 181 people were injured on Queenstown Lakes District roads last year.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In 2004 in the Queenstown Lakes District the figure was 47, down slightly on the 2003 rate. This figure was 25 for all New Zealand, and in a peer group of similar local authorities used for comparison the figure was 40.

The proportion of different road users injured in the Queenstown Lakes District is shown to the right and is further detailed over the page.

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Queenstown Lakes District



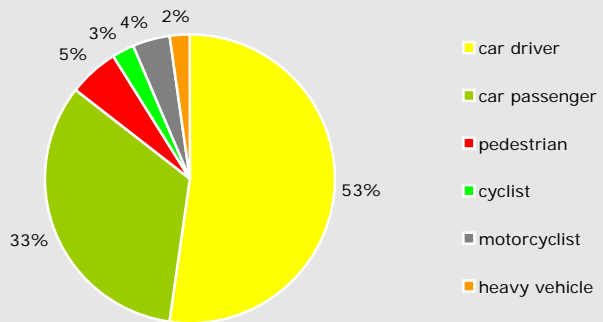
Deaths	5
Serious casualties	34
Minor casualties	142



Fatal crashes	3
Serious injury crashes	26
Minor injury crashes	76
Non-injury crashes	228

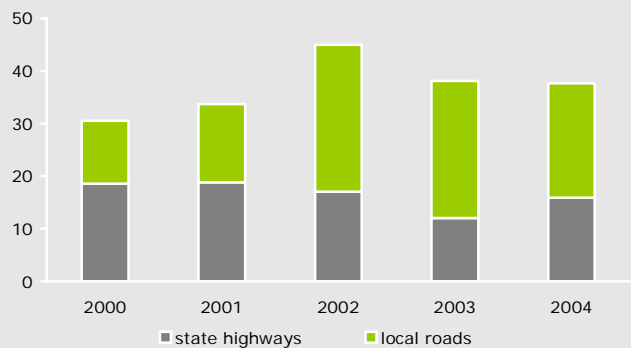
Road casualties 2000–2004

User type 2000–2004



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 2004 prices.

Rural crashes

Two thirds of injury crashes within the Queenstown Lakes District last year occurred on rural roads. The 66 reported crashes resulted in five deaths, 22 serious injuries and 99 minor injuries. There were a further 98 non-injury crashes reported to the Police over the 12-month period.

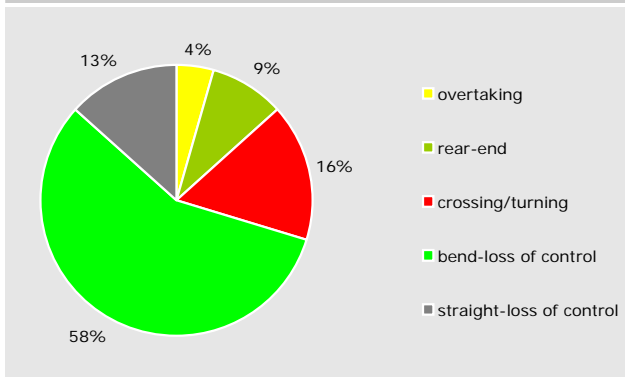
The majority of rural crashes involved a single vehicle losing control either on a bend or straight section of road. Last year 70 percent of all rural crashes involved a vehicle losing control.

Road and weather conditions frequently play a part in these types of crashes. Eleven injury crashes took place on wet roads which is well below the level found elsewhere. Crashes on ice accounted for more than twice that number and at 35 percent of all rural injury crashes was the highest rate on record.

Only four of the ice-related crashes were on the state highway network. Nine of the total 23 ice-related injury crashes took place on the Crown Range/ Cardrona Valley Road and in fact more than half of all rural crashes on local roads last year were ice-related. Over the last five years significantly more crashes in the district have occurred in July than in any other month.

Both alcohol and travelling too fast for the conditions also contribute to these types of crashes. Last year, however, both remained at the same level as 2003, with alcohol still below the national average.

Rural crash type 2004



Overseas licence holders continue to feature in crashes in the Queenstown Lakes District. In 2004, 30 percent of all rural crashes involved a driver from outside New Zealand. Although the driver was not always at fault, this rate is the highest in the district for seven years.

The age of road users injured within the district continues to reflect the population when compared with the rest of the country. Over the last five years those aged between 20 and 35 are over-represented compared with the national level for the same age group.

Urban crashes

There were 39 injury and 131 non-injury crashes reported in urban areas of the district last year, resulting in 12 serious and 45 minor injuries. Over 100 of these crashes were in Queenstown itself, with 34 in Wanaka.

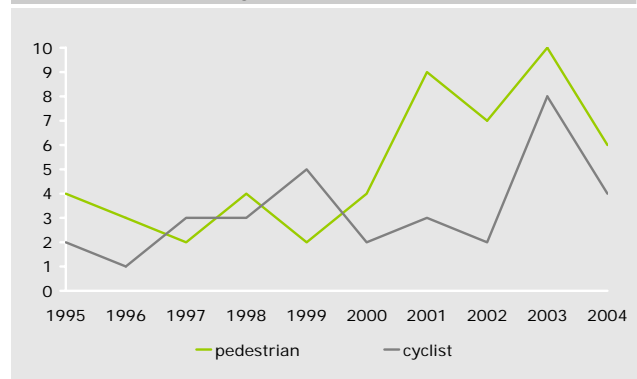
The majority of crashes in urban areas involved more than one vehicle yet less than half occurred at intersections. Most injury crashes were rear-end collisions whereas a significant number of non-injury crashes were low-speed manoeuvring incidents.

Last year 15 percent of urban injury crashes involved alcohol. While the numbers are relatively low, this is an increase on 2003. Travelling too fast for the conditions was considered to be a factor in the same proportion of urban crashes. This was also an increase on the previous year.

The number of urban crashes on wet roads jumped last year to over one quarter of all reported injury crashes, which is the highest rate in over five years. Ice was a factor in 10 percent of the urban injury crashes.

Both pedestrian and cyclist casualties reached 10-year highs in 2003. The graph below shows that in 2004 there was a fall in reported injuries for both categories of vulnerable road user.

Pedestrian and cyclist casualties



This report is a brief summary of crashes that took place on Queenstown Lakes District roads in 2004. For more detailed information contact Land Transport New Zealand at the address below.



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