

# road safety issues

## Queenstown Lakes District

**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 the Queenstown Lakes District.**

Road crashes in the district over the five-year period have resulted in 20 deaths and over 750 injuries. In the same period there were more than 1,000 non-injury crashes reported to the Police.

2005 saw an increase in injury crashes to 123 from 111 the previous year. This was the highest number recorded in the district for the last 10 years. However, the number of resulting casualties fell slightly.

The 123 injury crashes reported was comprised of 41 urban injury crashes, which was the same as in 2004. The increase in injury crashes was on higher speed rural roads.

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 Queenstown Lakes District



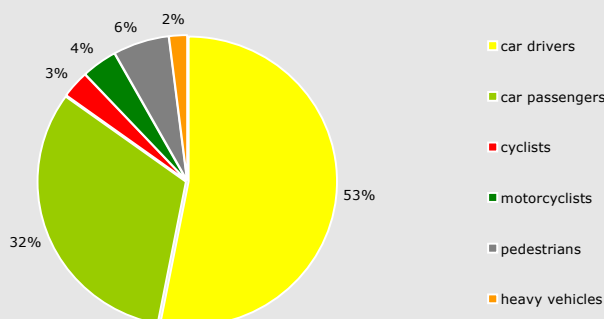
Deaths	4
Serious casualties	41
Minor casualties	140



Fatal crashes	2
Serious injury crashes	33
Minor injury crashes	88
Non-injury crashes	201

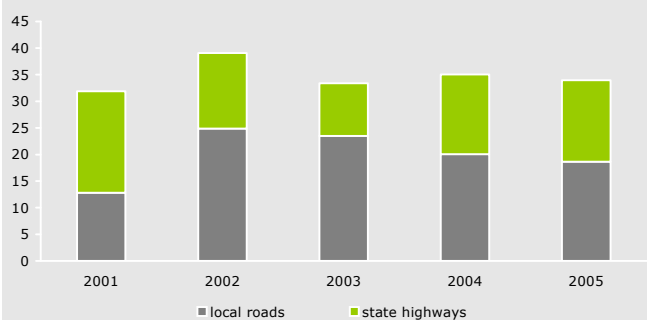
### Road casualties 2001–2005

User type 2001–2005



### Estimated social cost of crashes\*

Social cost (\$ million)



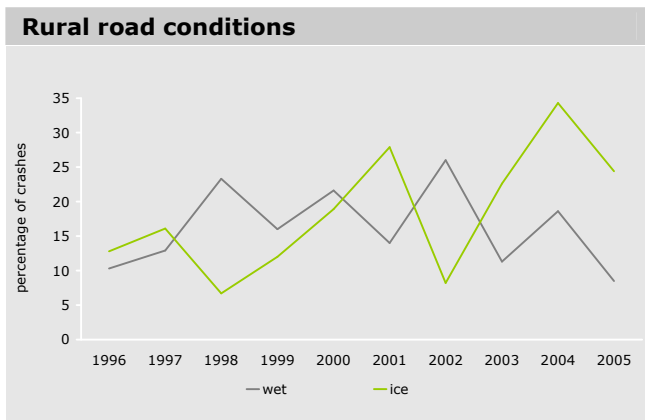
\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

## Rural crashes

There were twice as many injury crashes on rural roads of the district last year than there were in urban areas. The higher speeds generally led to more severe injuries - seven out of 10 serious injuries in 2005 occurred in rural crashes.

While the most common type of rural crash was a vehicle losing control, which accounted for 70 percent of rural crashes last year, the proportion of crashes on a wet road continues to be much lower in the Queenstown Lakes District than elsewhere.

The number of ice-related crashes fell in 2005 but one quarter of all rural crashes still occurred on an icy road, as shown on the graph below. This is reflected by the fact that significantly more crashes occurred in July than in any other month. Nearly 40 percent of injury crashes on rural non-state highways occurred on an icy surface.



A further 20 percent of rural injury crashes that were not on a state highway occurred on an unsealed road.

Ten percent of rural injury crashes involved alcohol in 2005. This is slightly below the national average.

The proportion of crashes involving a vehicle travelling too fast for the conditions fell slightly, continuing the downward trend seen over the last three years.

As in previous years, the age profile of those injured on Queenstown roads differs slightly to the rest of the country with those aged 20 to 24 being the most commonly involved.

The proportion of drivers involved in injury crashes who held an overseas licence fell to the lowest level since 1997. At just under 20 percent of all drivers involved in rural crashes, the figure still reflects the high number of foreign drivers in the region. In urban areas the level is half what it was two years ago.

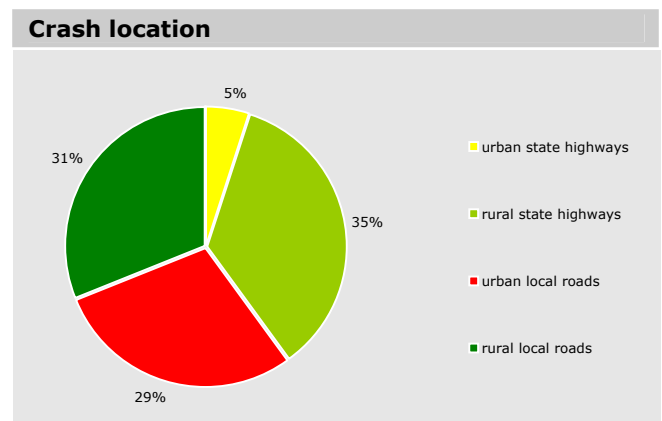
## Urban crashes

Although there were only 41 urban crashes resulting in injury last year there were a further 141 reported that caused no injury. This was the highest combined total recorded for the district. Many of these low speed crashes involved manoeuvring vehicles. Of the 141 reported crashes, 84 involved a parked vehicle being hit.

The number of pedestrians injured in 2005 rose to 11, the highest seen in the Queenstown Lakes District. The number of cyclists injured however fell to two, equal to the lowest number since 1996. Twenty percent of injury crashes in urban areas last year involved alcohol, continuing the rise seen over the last few years. This is now higher than the rate seen elsewhere in the country.

The proportion of urban crashes occurring at intersections was lower in the district than in other urban areas of the country. In Queenstown Lakes only 25 percent of urban crashes occurred at intersections whereas the figure is close to twice that for New Zealand as a whole.

In the past the intersection of State Highway 6 and Frankton Road had the most crashes in the district. Since the construction of the roundabout, crashes have been falling and in 2005, for the first time in 10 years, there were no crashes recorded here. The graph below shows the location of all injury crashes reported in the district last year.



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



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