



briefing notes - road safety issues

Queenstown Lakes District

Land Transport New Zealand has prepared this road safety issues report, it is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in the Queenstown Lakes District.

All the material, unless otherwise stated, in this report applies to both local roads and to State Highways (Transit roads).

In each year’s report, one years data is added to a five year block and the oldest dropped ,so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when the Queenstown Lakes District is compared to similar local bodies or those with a high social cost (high numbers of fatal and serious crashes mainly). We have included a brief overview of crashes in the district for 2006.

We encourage local bodies to use their free access to the Ministry of Transport Crash Analysis System to delve deeper into the highlighted issues.

Major road safety issues		2006 road trauma	
Queenstown Lakes District		Casualties	
Loss of control on rural roads		Deaths	0
Urban non intersection crashes		Serious casualties	16
Winter conditions		Minor casualties	141
Nationally		Crashes	
Speed		Fatal crashes	0
Alcohol		Serious injury crashes	15
Failure to give way		Minor injury crashes	91
Restraint use		Non-injury crashes	201

Overview

In 2006 on local roads in the Queenstown Lakes District there were 62 injury crashes and 152 non-injury crashes, in addition there were 43 injury crashes and 49 non-injury crashes on State Highways, as reported by the New Zealand Police.

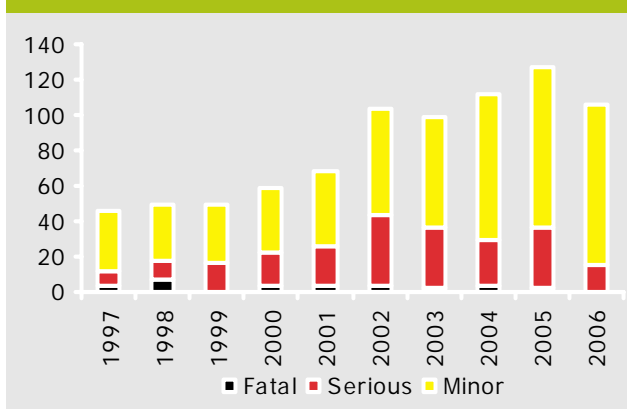
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local and Transit roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by injury type 2006

	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	9	86	95
Urban	0	7	55	62
Total	0	16	141	157

For the first time since 1999 there were no fatalities within the district. On average there have been four deaths each year since 1996. Serious injuries fell significantly within the district from 47 in 2005 to the lowest level seen since 1997. The ten-year high was 52 recorded in 2002.

Injury crashes 1997 to 2006



Crash movement 2006	Percentage of all crashes of this type
Lost control at bend	31%
Lost control on straight	11%
Crossing/turning	12%
Rear end/obstruction	36%
Overtaking	4%
Pedestrian vs vehicle	3%
Miscellaneous	3%

Further information about 2006 injury and non-injury crashes on local roads:

- Worst month July (28), best May (6)
- Worst day Friday (36), best Monday (21)
- Wet/icy road 25 percent
- Night time 29 percent
- Intersection 14 percent
- 60 percent of at fault drivers male (injury crashes)
- 53 percent of at fault drivers in injury crashes held a full NZ licence

Further information about 2006 injury and non injury crashes on Transit roads

- Worst month November (15), best September (1)
- Worst day Friday (25), best Monday (9)
- Wet/icy road 33 percent
- Night time 33 percent
- Midblock 69 percent
- 59 percent of at fault drivers male (injury crashes)
- 52 percent of at fault drivers in injury crashes held a full NZ licence

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

This is not the case in the Queenstown Lakes District however, where more than twice the number of overseas licence holders were at fault in crashes, compared to learner and restricted licence holders in 2006.

Driver licence status 2006	Percentage of total 'at fault' drivers (NZ value in brackets)
Full	43.0 (58.4) %
Learner	5.3 (9.5) %
Restricted	8.6 (17.6) %
Never licenced	0 (2.2) %
Disqualified	1.0 (1.7) %
Overseas	29.0 (4.2) %
Expired	0 (0.5) %
Other / unknown	3.2 (5.6) %

Rural crashes

In 2006 60 percent of reported crashes in the Queenstown Lakes District occurred on rural roads, that is roads with a speed limit greater than 70km/h. These crashes resulted in nine serious and 86 injuries. There were a further 62 crashes reported that resulted in no injury.

Nearly two thirds of rural crashes involved a vehicle losing control and either leaving the road or colliding with an oncoming vehicle.

After drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. It is hitting these objects that can result in a relatively minor off-road event turning into something far more serious.

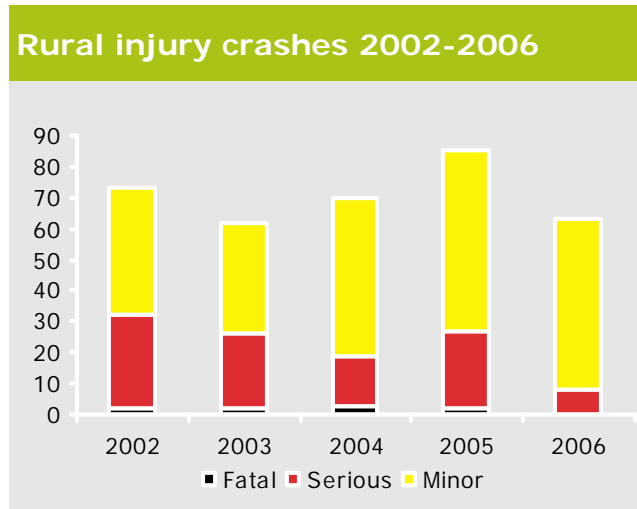
The following table shows the number of various road side hazards that were hit in rural crashes in the Queenstown Lakes District during the period 2002-2006.

Note that the same hazard can be struck more than once in the same crash and that each crash could have a number of objects of different types hit.

Type of roadside hazard	Local road	State Highway
Animals	1	0
Bridge ends	5	5
Cliff or bank	65	76
Ditch	57	33
Fence	61	20
Guard rail	12	20
Over bank	57	24
Parked vehicle	6	2
Post or pole	9	4
Slip or flood	1	0
Stray animal	6	16
Traffic sign	7	6
Tree	33	22
Water/River	5	3

The 125 reported crashes on rural roads in 2006 was the lowest number since 113 were recorded in 2001. The number of people injured fell by 25 percent from the ten year high of 85 seen in 2005.

The following graph shows the number of reported injury crashes on rural roads over the last five years.



Further information about rural crashes in the Queenstown Lakes District in 2006:

Local roads

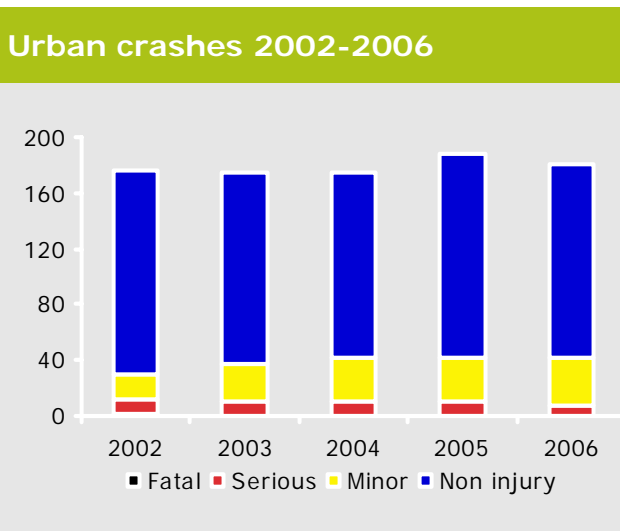
- Five serious injuries and 43 minor injuries
- At fault drivers 59 percent male
- Most common crash type - losing control on a bend
- Only one crash involved alcohol over limit
- 21 percent of injury crashes involved a vehicle travelling too fast for the conditions
- 16 percent of crashes were on a wet surface
- 34 percent of crashes were on an icy surface
- 22 percent of crashes occurred at night
- 61 percent of crashes involved a single vehicle
- One third of at fault drivers held an overseas licence

Transit roads

- Four serious injuries and 43 minor injuries
- At fault drivers 59 percent male
- Only one crash involved alcohol over the limit
- 20 percent of crashes were on a wet surface
- 16 percent of crashes were on an icy surface
- 34 percent of crashes occurred at night
- 59 percent of crashes involved a single vehicle
- 29 percent of at fault drivers held an overseas licence
- Worst month June, best September

Urban crashes

While more than half of all injury crashes occur on rural roads, there are still a significant number taking place in urban areas of Queenstown, Wanaka and other smaller townships in the district. In 2006 seven people were seriously injured and 55 received minor injuries in urban crashes. There were a further 139 crashes reported that resulted in no injury. The 42 injury crashes were the same number as in both previous years.



Half of all urban crashes were a rear end type collision or hitting a parked vehicle. Nearly 30 percent of crashes involved a vehicle losing control. Only one quarter of urban crashes took place at intersections which is low compared to other urban areas of the country.

Four out of five urban crashes in 2006 involved more than one vehicle. The most common factor was 'Poor Observation' which means one driver failed to look and make sure that the road was clear before making a manoeuvre.

Further information about urban crashes in the Queenstown Lakes District in 2006:

Local roads

- Five serious injuries and 47 minor injuries
- At fault drivers 58 percent male
- Six percent of crashes involved alcohol over limit
- 12 percent of injury crashes involved a vehicle travelling too fast for the conditions
- Seven percent of crashes were on a wet surface
- Seven percent of crashes were on an icy surface
- 32 percent of crashes occurred at night

- 78 percent of crashes involved more than one vehicle
- 23 percent of at fault drivers held an overseas licence

Transit roads

- Seven serious injuries and 55 minor injuries
- At fault drivers 59 percent male
- Seven percent of crashes involved alcohol over the limit
- Ten percent of crashes were on a wet surface
- Seven percent of crashes were on an icy surface
- 17 percent of crashes occurred at night
- 79 percent of crashes involved more than one vehicle
- 25 percent of at fault drivers held an overseas licence

Speed

'Too fast for the conditions' was recorded in 17 percent of injury crashes in the district in the last five years resulting in two deaths and 141 injuries. There were also 80 non-injury speed-related crashes reported. Speed as a factor in injury crashes is however reducing in the district.

81 percent of speed-related crashes over the last five years were loss of control type crashes, three quarters of which took place on local roads. 22 percent of these crashes also involved excess alcohol.

Male drivers under 24 years old accounted for nearly half of all speed related crashes over the period.

Alcohol

Alcohol was a factor in 10 percent of injury crashes in the district over the last five years resulting in one death and 78 other injuries. There were also 66 non-injury alcohol-related crashes reported. The number of injuries received in alcohol related crashes fell from 25 in 2005 to just eight last year.

95 percent of drivers at fault in alcohol related injury crashes over the last five years were male, more than half of whom were under the age of 24. While overseas licence holders figure strongly in crash data for the district, none are recorded as being at fault in an alcohol related injury crash.

65 percent of alcohol related crashes occurred on urban roads. 38 percent also involved travelling too fast for the conditions.