



briefing notes - road safety issues

Queenstown-Lakes District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 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 Queenstown-Lakes District.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues 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 Queenstown-Lakes District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

We have included a brief overview of crashes in the district.

We encourage Queenstown-Lakes District to delve deeper into the highlighted issues, and other road safety issues in the district. Contact the NZTA Performance Information team for additional information from to the Ministry of Transport's Crash Analysis System (CAS). All data and maps in this note are from CAS.

Major road safety issues

Queenstown-Lakes District

Bend - loss of control or Head-on

Road factors and Roadside hazards

Overseas drivers

2008 road trauma

Casualties

Queenstown-Lakes District

Deaths

3

Serious casualties

23

Minor casualties

115

Nationally

Speed

Alcohol

Failure to give way

Restraints

Crashes

Fatal crashes

Serious injury crashes

Minor injury crashes

Non-injury crashes

Queenstown-Lakes District

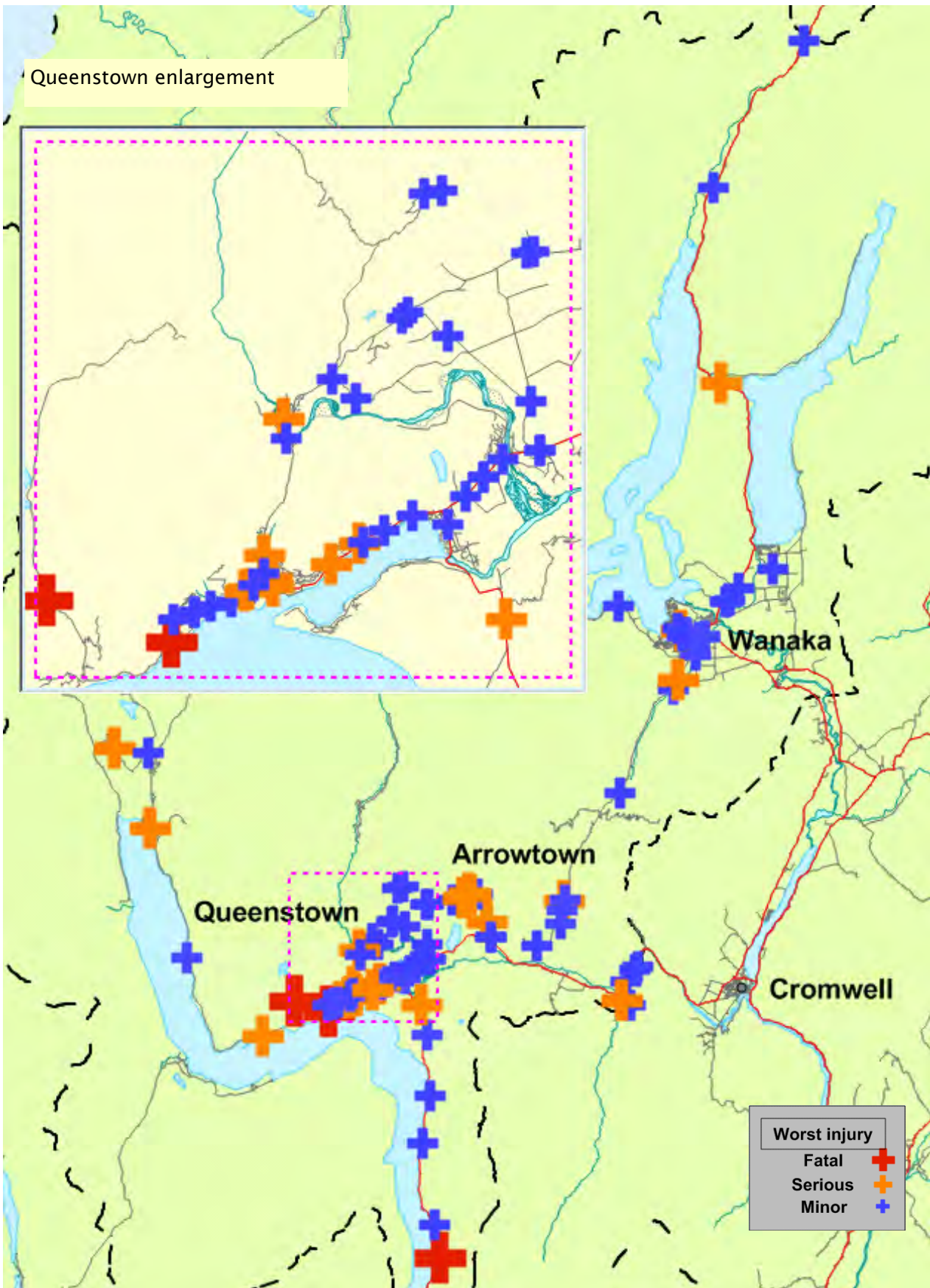
3

21

70

213

Fatal and injury crashes
Queenstown-Lakes District
2008



Overview

In 2008 on local roads in Queenstown-Lakes District there were 52 injury crashes and 137 non-injury crashes. In addition there were 42 injury crashes and 76 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of casualties resulting from the 94 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008

	Fatalities	Serious injuries	Minor injuries	Total
Rural	3	11	78	92
Urban	0	12	37	49
Total	3	23	115	141

All fatalities and almost two thirds of other casualties were from crashes in rural areas of the district.

In 2007 the overall number of crashes reported in Queenstown-Lakes District was the equal highest in the last ten years. In 2008 the reported number of each of fatal, serious injury and minor injury crashes dropped from 2007.

Crash trends in Queenstown-Lakes District

Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	0	16	34	50
2000	4	18	37	59
2001	4	22	42	68
2002	3	41	59	103
2003	2	35	62	99
2004	3	27	82	112
2005	2	36	91	129
2006	0	16	93	109
2007	4	25	100	129
2008	3	21	70	94

Injury crashes 2004 to 2008

Crash type or contributory cause 2004 to 2008	Local road Percentage injury crashes	State Highway Percentage of injury crashes
Alcohol	13	8
Too fast	20	12
At bends	52	42
At intersections	17	27
Road factors	37	27
Overseas drivers (% drivers at fault)	20	29

Vulnerable road users - casualties

Road user type	Local road Percentage of all casualties	State Highway Percentage of all casualties
Pedestrians	5	3
Cyclists	3	4
Motorcycles	5	4
Total vulnerable	13	11

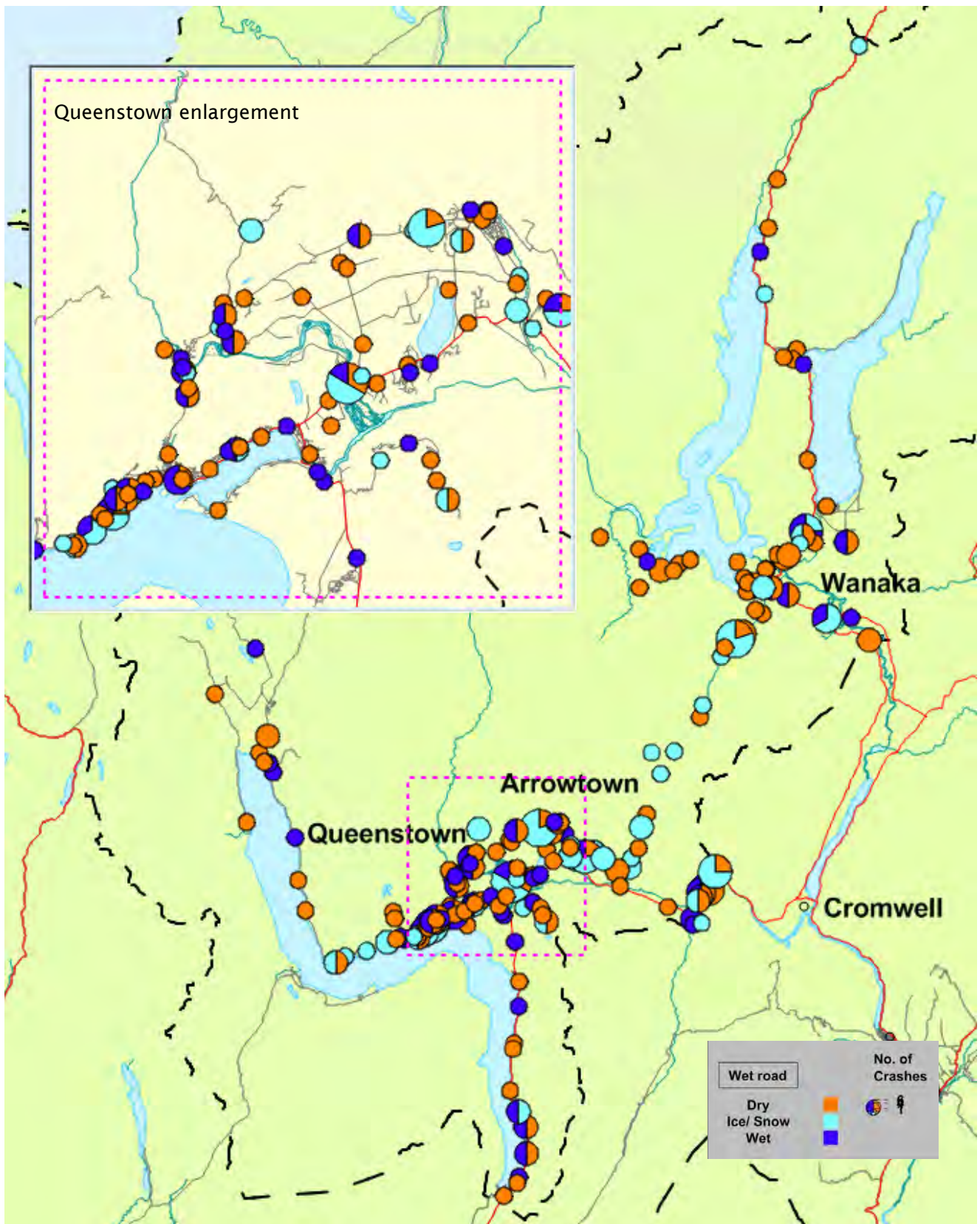
Further information about 2004 to 2008 injury crashes on local roads in Queenstown-Lakes District :

- Worst month July
- Worst day Friday
- 34 percent on wet or icy roads
- 33 percent at night
- 17 percent at intersections
- 271 roadside objects struck
- Social cost of crashes in 2008 \$21.1 m

Further information about 2004 to 2008 injury crashes on State Highways in Queenstown-Lakes District :

- Worst month December
- Worst day Thursday
- 34 percent on wet or icy roads
- 28 percent at night
- 27 percent at intersections
- 150 roadside objects struck
- Social cost of crashes in 2008 \$11.4 m

Injury bend - loss of control or head on crashes
Queenstown-Lakes District
2004 - 2008



Bend - loss of control or head on

Between 2004 and 2008 forty eight percent of all injury crashes in Queenstown-Lakes District were bend - loss of control or head crashes. These crashes resulted in 9 fatalities, 77 serious injuries and 356 minor injuries.

Crash numbers rose in 2007 and fell again in 2008 to be the lowest in five years.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	0	16	37	53
2005	1	18	42	61
2006	0	5	46	51
2007	3	14	52	69
2008	3	6	31	40
Total	7	59	208	274

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

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Queenstown-Lakes District were cliffs or banks (84), over bank (38), ditch (37), fence (34) and tree (31) from a total of 290 objects struck.

Main characteristics of injury lost control or head on crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	84
Alcohol	15
Excessive speed for the conditions	28
Road factors	51
Poor handling	47
Rural road	76
Wet or icy road	50
Night time	42

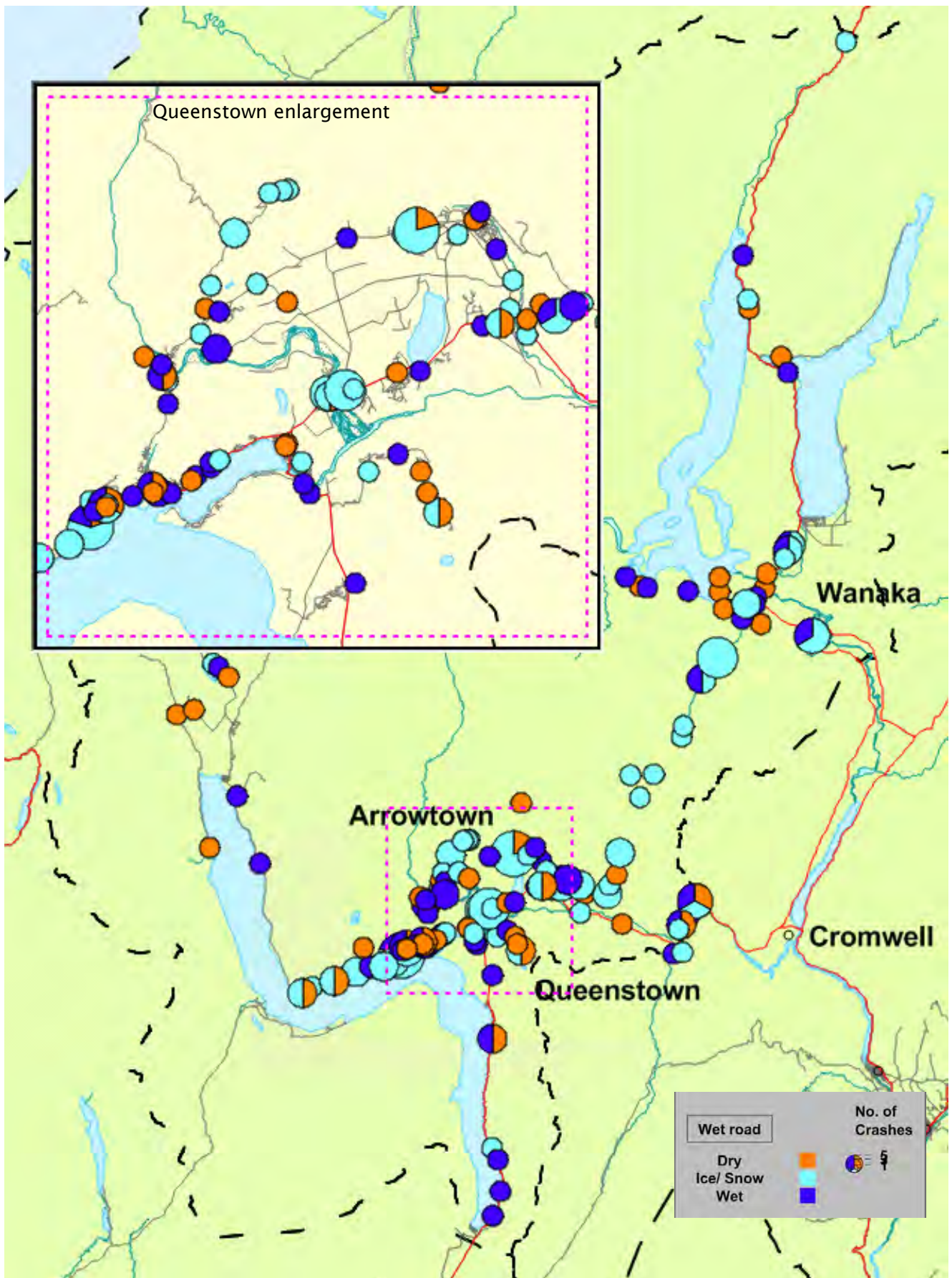
Further information about the 180 injury bend - loss of control or head crashes(2004 to 2009) on local roads in Queenstown-Lakes District :

- 7 deaths, 62 serious injuries and 234 minor injuries
- 64 percent of at fault drivers were male
- Most common at fault driver age group 30 -39 years (21 percent of all at fault drivers)
- 16 percent of crashes involved alcohol
- 30 percent of crashes involved speed too fast for the conditions
- Worst month July
- Worst day of week Saturday
- Worst time period 3 pm till 6 pm

Further information about the 94 injury bend - loss of control or head crashes(2004 to 2008) on State Highways in Queenstown-Lakes District:

- 2 deaths, 15 serious injuries and 122 minor injuries
- 63 percent of at fault drivers were male
- Most common at fault driver age group 20 - 24 years (31 percent of at fault drivers)
- 14 percent of crashes involved alcohol
- 24 percent of crashes involved speed too fast for the conditions
- Worst month June
- Worst day of week Sunday
- Worst time period 6 am - 9 am

Injury crashes with Road Factors
Queenstown-Lakes District
2004 - 2008



Road Factors - including roadside hazards

A safe road environment includes appropriate geometric design standards, good delineation, adequate surface skid resistance and a roadside free of unforgiving hazards.

From 2004 to 2008 in Queenstown-Lakes District, "road factors" were a contributing factor in 34 per cent of all injury crashes.

Additionally in Queenstown-Lakes District between 2004 and 2008 54 percent of all injury crashes involved a roadside hazards were being struck. The table below shows the number of injury crashes involving road factors.

Road factor related injury crashes					
Road type	2004	2005	2006	2007	2008
Urban	10	5	12	9	10
Rural	36	32	27	34	17
Total	46	37	39	43	27

Roadside hazards normally contribute to the overall crash outcome by increasing injury severity but can in themselves be a contributory factor in a crash. For example occupants in an errant vehicle striking a large tree close to the road edge are likely to sustain worse injuries than if the tree was not present. If the same tree had low branches and was located at an intersection it could also contribute to a lack of visibility.

In the 307 injury crashes in Queenstown-Lakes District where a roadside hazard was struck 11 people died, 80 received serious injuries and 367 minor injuries.

In total 421 objects were struck.

Most common types of hazard struck (all injury crashes in Queenstown-Lakes District)	
Type of hazard 2004 to 2008	Number of times hazard struck
Cliff / bank	103
Fence	54
Over bank	52
Ditch	52
Tree	42
Guard rail	24

Types of road factors in injury crashes

Road factor type 2004 to 2008	Number of occasions reported
Slippery road	184
Road surface in poor condition	23
Road obstructed	1
Visibility limited	21
Signs or signals (needed or faulty)	2
Markings (needed or faulty)	2
Street lighting	2

Further information about the 130 road factor related injury crashes in Queenstown-Lakes District on local roads (2004 to 2008):

- 3 deaths, 39 serious injuries and 176 minor injuries
- Most common crash type, loss of control at bends
- 6 percent at intersections
- 28 percent urban
- 72 percent wet or icy road
- 27 percent night time
- Worst month July
- Worst day Friday
- Worst time midday - 3 pm

Further information about the 62 road factor related injury crashes in Queenstown-Lakes District on State Highways (2004 to 2008):

- 2 deaths, 7 serious injuries and 79 minor injuries
- Most common crash type, loss of control at bends
- 6 percent at intersections
- 15 percent urban
- 82 percent wet or icy road
- 27 percent night time
- Worst month June
- Worst day Friday
- Worst time 6 am - 9 am

Overseas drivers

In Queenstown-Lakes District between 2004 and 2008 there were 163 injury crashes that involved overseas drivers. These crashes resulted in 6 deaths, 35 serious injuries and 243 minor injuries.

These drivers include both tourists and New Zealand residents driving on an overseas licence.

In 2007 the total number of casualties from crashes involving overseas drivers was the highest in the five year period. In 2008 the total number was the lowest in the last five years.

In Queenstown-Lakes District, bend - loss of control or head on crashes accounted for 38 percent of all injury crashes involving overseas drivers. Male drivers of all ages made up 65 percent of at fault drivers in these crashes.

The home locations of the overseas drivers were

South America	2	Australia	11
Europe	15	North America	4
Asia	8	United Kingdom	10
Pacific	1		

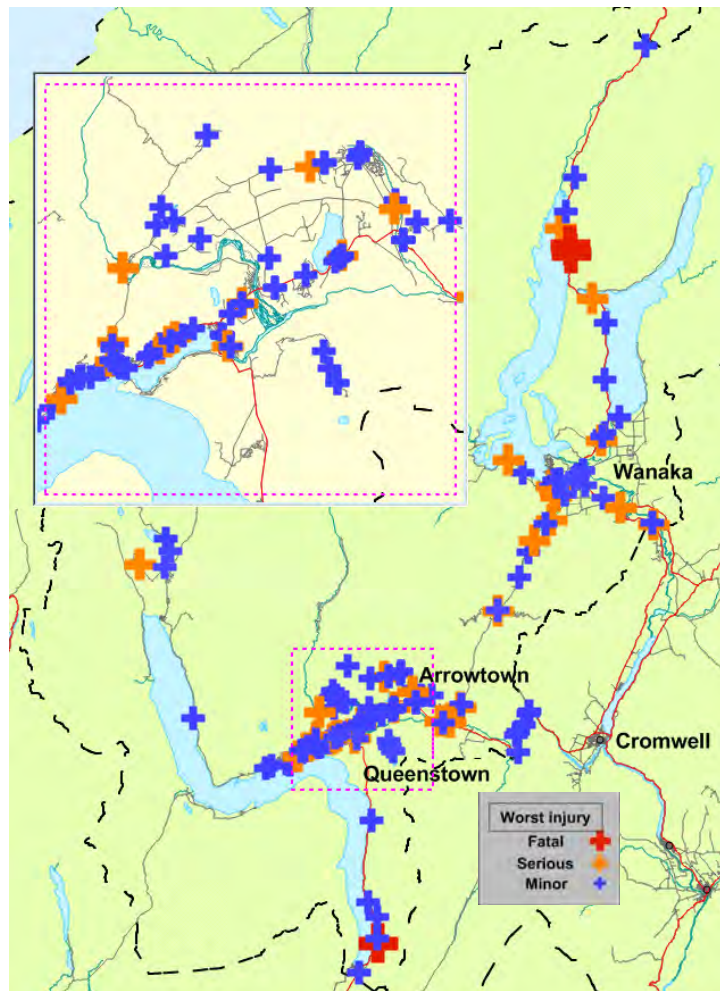
Casualties in crashes involving overseas drivers

	2004	2005	2006	2007	2008
Fatal	5	0	0	1	0
Serious	8	7	8	8	4
Minor	48	39	49	67	40
Total	61	46	57	76	44

Further information about the 163 injury crashes involving overseas drivers in Queenstown-Lakes District 2004 to 2008:

- Most common crash factors Poor Observation, Poor handling and Poor judgement
- 28 percent of crashes at intersections
- 15 percent of crashes at night
- 34 percent in of crashes in wet or icy conditions
- Worst month July
- Worst day of week Friday
- Worst times 3 pm - 6 pm

Injury crashes involving overseas drivers Queenstown-Lakes District 2004 - 2008



The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport (MoT) will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy and while progress has been made it would seem unlikely that the target of 300 or fewer fatalities will be met.

Information will be published on the Ministry of Transport web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments.



Follow this link: <http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

Restraints

The Ministry of Transport conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level. The results of these surveys are available at the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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