

# road safety issues

## Southland 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 Southland District.**

Road crashes in the district over the five-year period have resulted in 43 deaths and over 1,300 injuries. In the same period there were more than 700 non-injury crashes reported to the Police.

2005 saw a 40 percent increase in injury crashes from 131 the previous year to 184. The number of people injured jumped from 207 to 281.

There were 22 urban injury crashes reported last year, the same as in 2004. The increase in injury crashes was on higher speed rural roads, where nearly 90 percent of injury crashes took place 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 Southland District



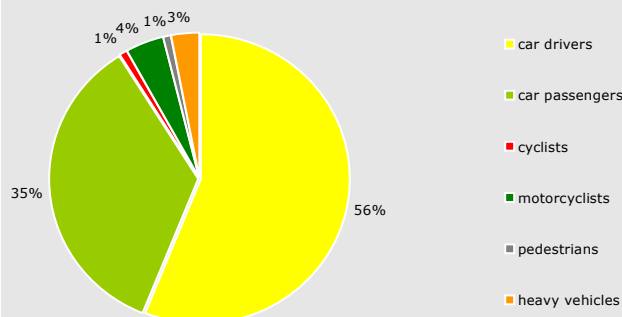
Deaths	6
Serious casualties	71
Minor casualties	204



Fatal crashes	6
Serious injury crashes	60
Minor injury crashes	118
Non-injury crashes	116

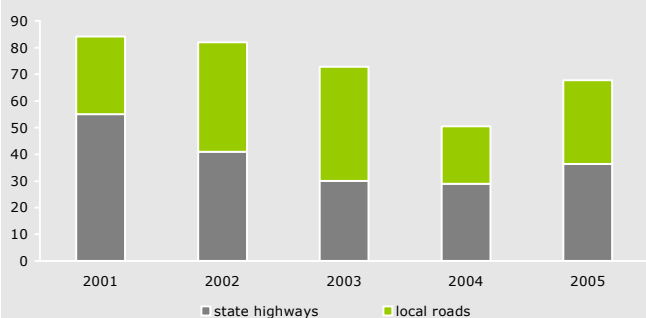
### Road casualties 2001–2005

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

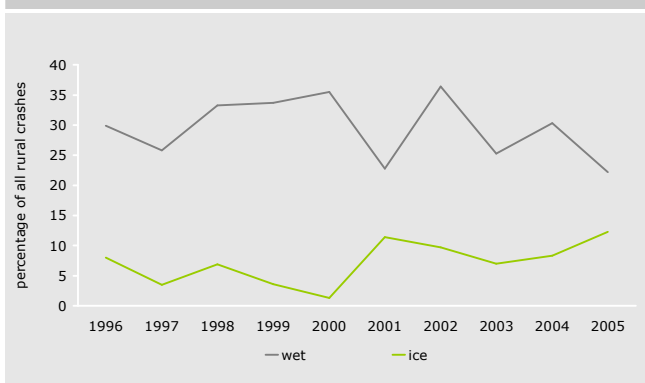
Nearly nine out of 10 injury crashes within the district last year occurred on rural roads, that is, roads with a speed limit greater than 70 km/h. Because of the higher vehicle speeds involved, the severity of rural crashes are often greater than for urban crashes. In 2005 close to 40 percent of rural injury crashes resulted in serious or fatal injuries. This is above the national average for rural areas.

Both speed and alcohol involvement fell proportionally in 2005 although the number of crashes actually increased. Fifteen percent of rural injury crashes involved alcohol and 23 percent involved travelling too fast for the conditions. Both of these are on a par with the level found in other rural areas of the country.

Road conditions often play a part in loss of control crashes, the most common type of crash on rural roads. The proportion of crashes that took place on wet roads fell in 2005 to the lowest rate in 10 years.

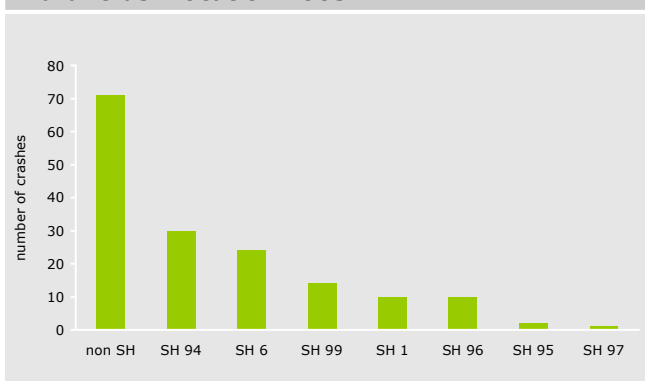
Ice was a factor in 12 percent of rural injury crashes last year which is the highest rate for more than 10 years. These crashes were spread throughout the district, from the Homer Tunnel in the north to Gorge Road in the south. The graph below shows the proportion of rural crashes on wet or icy roads over the last 10 years.

**Road conditions 2005**



Over half of all rural crashes in 2005 occurred on the state highway network with the majority of those on the Milford Road as shown on the graph below.

**Rural crash location 2005**



Fifteen percent of rural crashes last year took place on unsealed roads. Not counting crashes on the state highway network, that figure increases to close to 35 percent.

Just over half of the drivers involved in injury crashes on rural roads in the district last year held a full New Zealand licence. Just under 20 percent of drivers held an overseas licence and a slightly smaller number held either a learners or restricted licence.

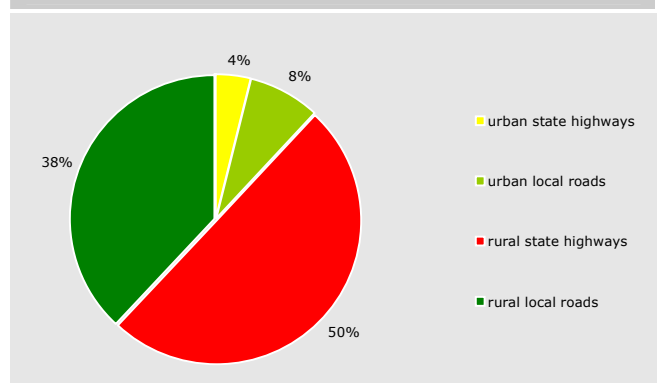
The number of motorcyclists injured reached a 10-year high, going from four in 2004 to 18 in 2005. Four out of five of these crashes didn't involve another vehicle.

## Urban crashes

There were the same number of urban crashes in 2005 as in 2004. Fortunately the number of people killed or seriously injured in those crashes fell from 13 to three, although the total number of people injured only fell from 28 to 27.

Three pedestrians and one cyclist were injured last year. The 10-year trend for both types of road user continues to fall and, in fact, cyclist injuries were equal to the lowest level seen for 10 years. Alcohol-related crashes fell again in 2005 to 15 percent after being above the national average for two years.

**Crash location 2005**



The graph above shows the proportion of urban and rural crashes on local roads and state highways last year.

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



**Southern Region Christchurch Office**  
129 Hereford Street  
PO Box 13-364  
Christchurch

Telephone 03 964 2866  
Fax 03 964 2855

**Southern Region Dunedin Office**  
450 Moray Place  
PO Box 5245  
Dunedin

Telephone 03 951 3009  
Fax 03 951 3013

[www.landtransport.govt.nz](http://www.landtransport.govt.nz)