

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this report based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues within the Waitaki District.

Road crashes in Waitaki over the five-year period killed 16 people and injured more than 500. There were nearly 500 reported non-injury crashes during the same period.

After an annual increase in reported injury crashes since a 10-year low in 1999, the number remained the same as 2002 at 88. The number of urban injury crashes increased by five to 37 while rural crashes fell by five to 51.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In the Waitaki District in 2003, the figure was 44. Across all of New Zealand this figure was 27 and in a peer group of similar local authorities used for comparison, the figure was 32. This difference can be partly explained by the improved crash reporting rate in the Southern Police District.

The proportion of different road users injured over the last five years within the Waitaki District is shown to the right and is detailed overleaf.

Major road safety issues

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints



2003 road trauma for Waitaki District



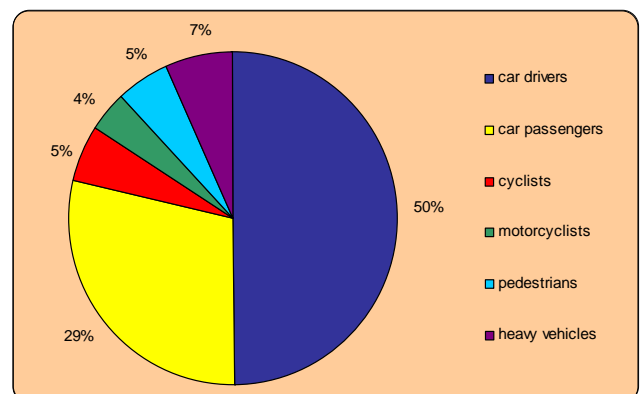
Deaths	3
Serious casualties	42
Minor casualties	77



Fatal crashes	3
Serious injury crashes	36
Minor injury crashes	49
Non-injury crashes	88

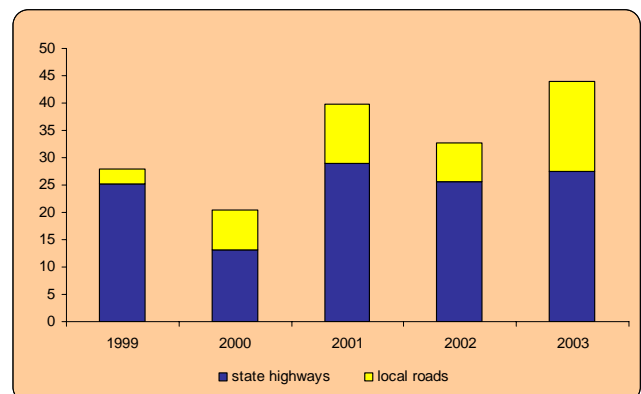
Road casualties 1999–2003

User type 1999–2003



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 2002 prices.

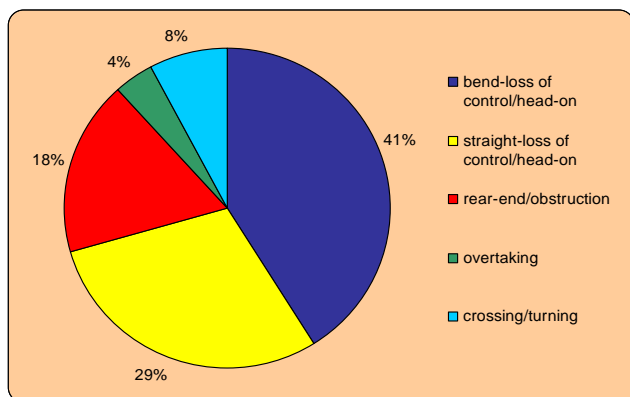
Rural crashes

As in previous years, the majority of injury crashes in the district occurred on the open road. Open road crashes are generally more severe due to the higher speeds involved – all three fatal crashes last year were in rural areas. As well as three deaths, 26 people received serious injuries and 41 people received minor injuries in crashes on rural roads in the Waitaki District last year.

The majority of rural injury crashes last year involved a vehicle either losing control on a bend or leaving the road on a straight. Over two thirds of all rural crashes involved a single vehicle. Road conditions can play a significant part in this type of crash. In 2003, a quarter of rural crashes took place on wet roads. There was only one injury crash last year where ice was considered to be a factor.

The graph below shows the types of crashes that took place on rural roads in the Waitaki District last year.

Rural crash movement 2003



Four of these crashes involved alcohol. As a proportion of all rural crashes, this continues the falling trend seen each year since a high in 2000 and was the lowest number on record. The rate was less than half that found elsewhere in New Zealand.

Three quarters of all rural crashes last year occurred on the state highway network. Of the 12 that took place on local roads, two were on unsealed sections.

General

The number of reported injury crashes in urban areas reached a new high in 2003. Nearly half of the 37 urban crashes resulted in serious injuries. Across the rest of the country the figure was less than half that at around 20 percent.

Only one urban injury crash last year involved alcohol. As with the rate of alcohol involvement on rural roads, this is significantly below the rest of the country.

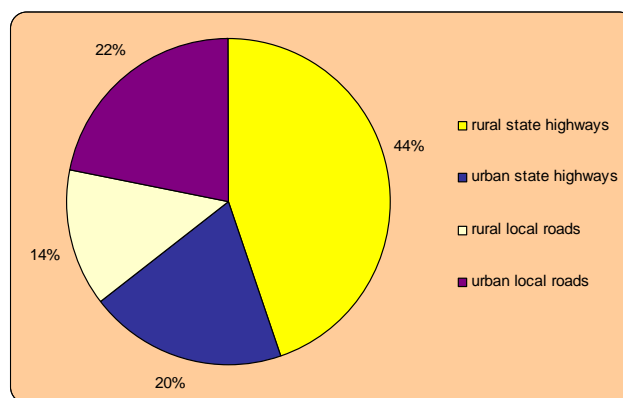
There was one reported injury crash in Kakanui, two in Weston and three in Palmerston. The remaining injury crashes all took place in Oamaru and half of these occurred on Thames Highway or Severn Street. Over the last five years there have been more than 360 reported crashes in Oamaru, including non-injuries, more than half of which occurred on the main street.

There were 10 pedestrians and eight cyclists injured on Waitaki District roads in 2003. For pedestrians, this figure is the highest seen over the last 10 years. While the age of pedestrians injured was fairly well spread, for cyclists those aged between 10 and 14 years made up nearly two thirds of all those injured over the last five years.

Just under half the reported urban injury crashes last year occurred at intersections. The majority of these were caused by a vehicle failing to give way to traffic on the main road that had right of way.

Away from intersections, the crash types were varied with rear-end type crashes and those involving pedestrians being the most common.

Location of injury crashes 2003



The graph above shows the location of all injury crashes within the Waitaki District last year.

This report is a brief summary of crashes that took place in the Waitaki District in 2003. For more detailed information contact the LTSA at the address below.

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