

road safety issues

Waitaki District

Land Transport New Zealand has prepared this report based on reported crash data and trends for the 2000–2004 period. The intent of the report is to highlight the key road safety issues within the Waitaki District.

Road crashes in the Waitaki District over the five-year period have resulted in 14 deaths and nearly 600 injuries. In the same period there were more than 500 non-injury crashes reported to the Police.

The district recorded 102 injury crashes in 2004. This is the highest number on record. The increase from 2003 was in minor injury crashes whereas the number of serious injury crashes actually dropped.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In 2004 in the Waitaki District the figure was 51, up from 44 in 2003. Nationally this figure was 25 and in a peer group of similar local authorities the figure was 30. This difference can be partly explained by the better crash reporting rate in the Southern Police District.

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

Major road safety issues

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Waitaki District



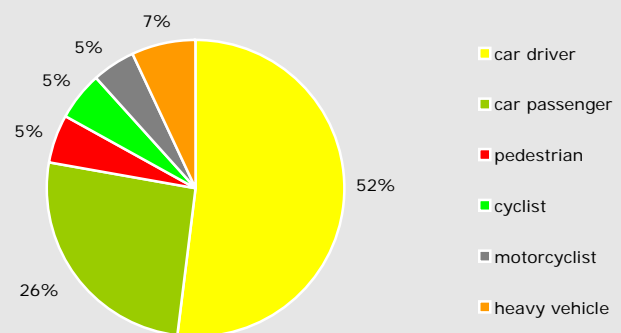
Deaths	3
Serious casualties	36
Minor casualties	104



Fatal crashes	2
Serious injury crashes	31
Minor injury crashes	69
Non-injury crashes	106

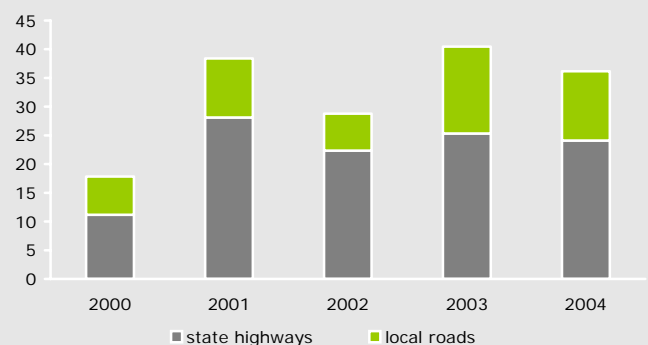
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

Social cost (\$ million)

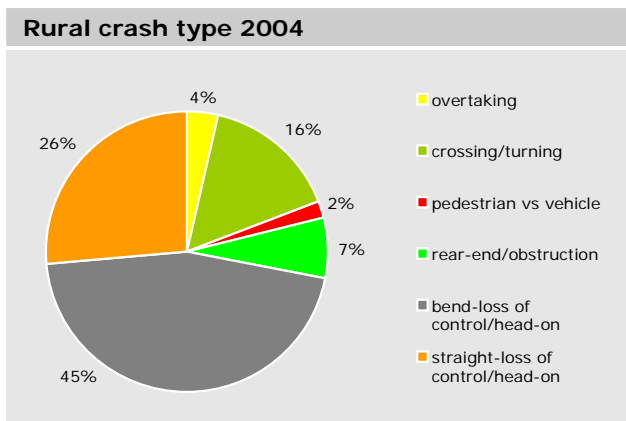


*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

Rural crashes

Just over half of the injury crashes reported last year took place on rural roads within the district. Rural crashes tend to be more severe due to the higher speeds involved. In 2004, two thirds of the serious injury crashes and all three fatalities occurred on rural roads.

Around 70 percent of rural crashes last year occurred when a vehicle lost control either on a bend or straight section of road. The majority of these crashes involved a single vehicle.

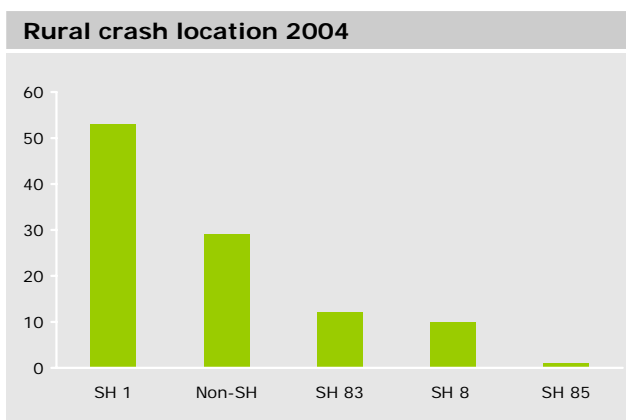


As shown above, nearly half of the rural crashes involved a vehicle losing control on a bend. While one third of these crashes occurred on a wet road, there was only one caused by an icy surface last year.

One in five of the loss of control crashes involved a driver affected by alcohol. The number of alcohol-related crashes in the Waitaki District doubled last year after three years of being below the national level. In total, 15 percent of all rural crashes had alcohol recorded as a factor in 2004.

Travelling too fast for the conditions was a factor in 20 percent of rural crashes last year. This is one of the lowest rates seen in the district for some years.

The majority of rural road crashes in the district occurred on the state highway network, as shown below.



Over 40 percent of the non-state highway crashes that occurred in rural areas last year took place on gravel roads.

Urban crashes

There were 44 injury crashes and 60 non-injury crashes recorded in urban areas of the district in 2004. By far the majority of these were in Oamaru with around half on SH 1. While the total number of urban crashes increased from 2003 levels, the number of serious injury crashes fell.

Over the last five years more than 450 crashes have been recorded in urban areas of the district. Just under half of these occurred at intersections.

At intersections last year there were 15 injury and 26 non-injury crashes reported. Five of these crashes were at the roundabout at Thames Street/Eden Street. There were seven intersections that recorded two crashes each; four of those intersections were also on Thames Street.

The number of pedestrians and cyclists injured on Waitaki District roads fell last year from their respective 10-year highs in 2003. Nine pedestrians and five cyclists were injured over the 12-month period. Together they make up one quarter of all people injured in urban areas of the district.

Nationally the 10 to 14 year age group was the most common group to be injured while cycling, at around 20 percent. Over the last five years in the Waitaki District this was much higher with more than 60 percent of injured cyclists being in this age group. Around half of these crashes occurred between 3 pm and 5 pm on weekdays.

This report is a brief summary of crashes that took place on Waitaki District roads in 2004. For more detailed information contact Land Transport New Zealand at the address below.



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