

road safety issues

Waitaki 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 Waitaki District.

Road crashes in the district over the five-year period resulted in 16 deaths and over 600 injuries. In the same period there were nearly 500 non-injury crashes reported to the Police.

2005 saw a drop in injury crashes from 103 the previous year to 95. The number of people injured fell from 144 to 122. Crash numbers dropped in both urban and rural areas. However, twice as many people were injured in rural crashes than in urban crashes.

There were 38 urban injury crashes reported last year, down from 43 in 2004. Rural crash numbers fell slightly from 60 to 57.

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 Waitaki District



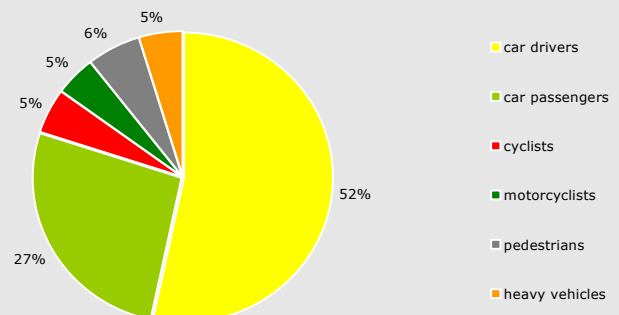
Deaths	2
Serious casualties	22
Minor casualties	98



Fatal crashes	2
Serious injury crashes	20
Minor injury crashes	73
Non-injury crashes	97

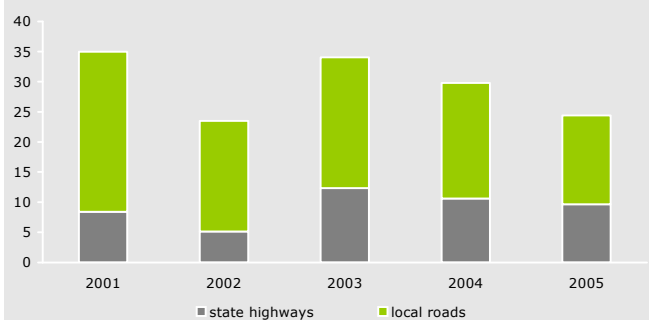
Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)

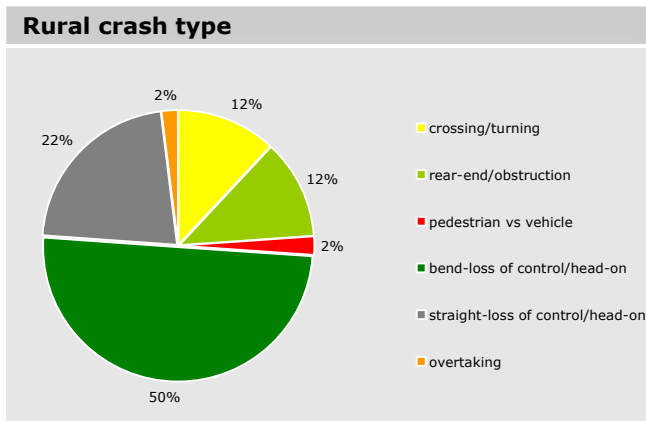


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

Rural crashes

Two thirds of all injuries in the district last year occurred on higher speed rural roads, including both of the fatalities. By far the most common type of rural crash was a single vehicle losing control and last year this accounted for nearly three quarters of all crashes on rural roads.

The graph below shows the types of crashes that took place on rural roads within the Waitaki District in 2005.



Alcohol-related crashes on rural roads fell to the lowest level in the district for 10 years. At five percent of all rural crashes, this is significantly below the national level and well down on the 15 percent recorded in 2004. Travelling too fast for the conditions did increase as a contributing factor, and in 2005, this factor accounted for 25 percent of rural road crashes.

Close to 20 percent of drivers involved in rural injury crashes last year only held a learners or restricted licence. The age of drivers followed the national pattern, with 15 to 19 year olds being the most common group to be injured, followed by 20 to 24 year olds. Together they made up over 30 percent of driver casualties over the last five years.

Road conditions can play a part in loss of control type crashes. Twenty-five percent of all rural crashes last year occurred on wet roads. In 2005, for the first time since 1997, there were no ice-related crashes recorded in the district. In other areas of Otago and Southland there was an increase in winter-related crashes in 2005.

Nine percent of rural crashes last year took place on unsealed roads. Not counting crashes on the state highway network, that figure increased to nearly 30 percent. One third of all rural crashes occurred at night.

Urban crashes

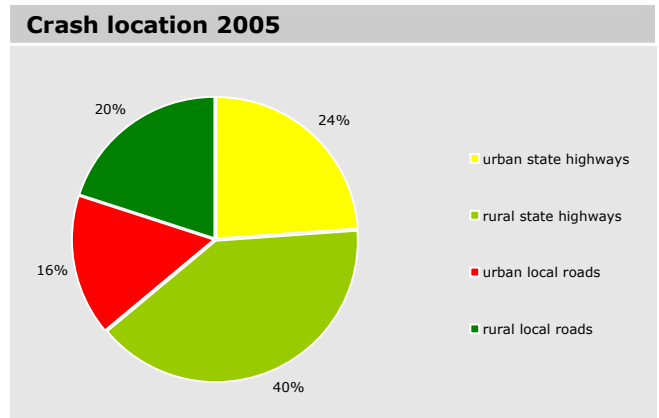
The number of urban injury crashes fell in 2005 from 43 to 38. The number of people injured was the lowest recorded since 2001.

Pedestrian casualties fell to eight last year while cyclist casualties remained at five. Over the last five years 60 percent of all cyclists injured within the Waitaki District were aged between 10 and 14 years old. This was double the rate found nationally. Accounting for 20 percent of all pedestrians injured, 10 to 14 year olds represented the most common age group to be injured as pedestrians. In Waitaki pedestrians aged over 75 years were over represented compared to elsewhere in New Zealand.

Alcohol-related urban injury crashes increased slightly as a percentage but at eight percent were still below the national average. Crashes involving vehicles travelling too fast for the conditions were also well below the national rate.

There were four injury crashes reported in Palmerston, one in Kurow and one in Kakanui. All of the rest were in Oamaru itself, with three out of five crashes occurring on State Highway 1. Just over half of all urban crashes occurred at intersections.

The graph below shows the location of all injury crashes within the district last year.



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



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