

# road safety issues

**T**he 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 Central Otago District.

Road crashes in the Central Otago District over the five-year period have killed 15 people and injured more than 450. There were more than 334 reported non-injury crashes in the same period.

2001 saw a significant increase in the number of reported crashes compared with the previous three years. Since that time the number of injury crashes each year has been increasing and the number of urban crashes increased again in 2003 to 16. By far the majority of crashes in the district occurred on rural roads with 62 injury crashes being reported last year.

One measure used to gauge road safety performance is the number of crashes per 10,000 population. In 2003 in the Central Otago District, the figure was 52, a 10-year high. Across all of New Zealand this figure was 27 and in a peer group of similar local authorities used for comparison, the figure was 40. 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 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 Central Otago



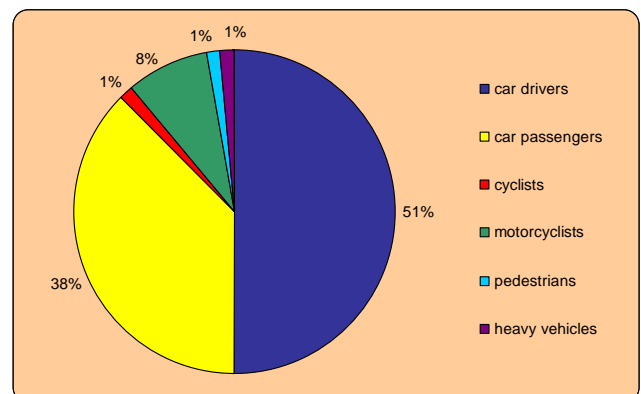
Deaths	4
Serious casualties	36
Minor casualties	87



Fatal crashes	4
Serious injury crashes	28
Minor injury crashes	46
Non-injury crashes	55

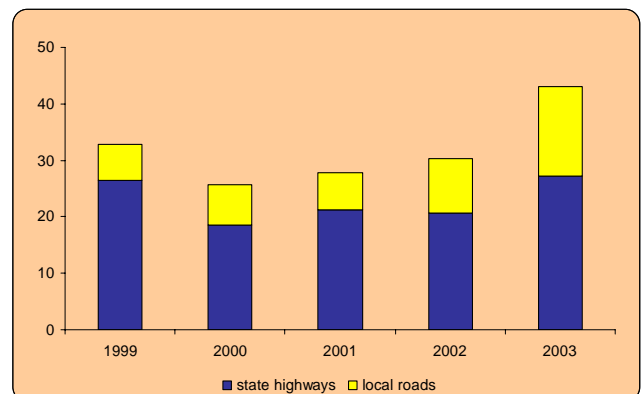
## Road casualties 1999–2003

### 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

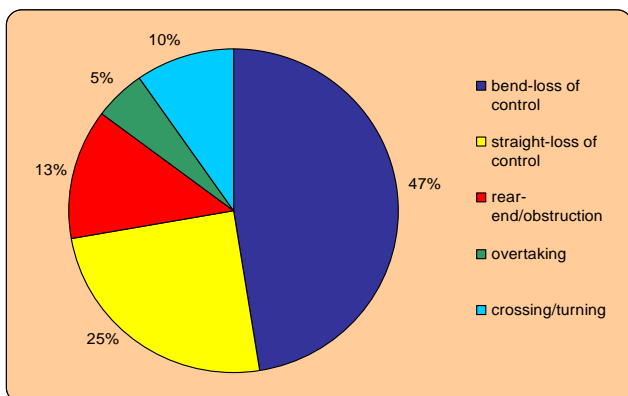
As in previous years, four out of five injury crashes in the district occurred on the open road and there were 62 in 2003. Open road crashes are generally more severe due to the higher speeds involved. Last year more than 40 percent of all rural crashes in the Central Otago District resulted in death or serious injury.

Four people died, 30 received serious injuries and 70 people received minor injuries on rural roads in the district last year.

The majority of rural crashes are single vehicles losing control and leaving the road. In 2003, one quarter of these crashes took place on ice or snow although the majority were on dry roads during daylight hours.

The graph below shows the types of crashes that occurred on rural roads in 2003.

### Rural crash movement 2003



Five rural crashes last year involved alcohol. At eight percent of all rural injury crashes, this is the lowest level in 10 years and half that seen in 2002. This rate of involvement is lower than in New Zealand as a whole and in the equivalent peer group used for comparison.

Fifteen percent of rural crashes occurred when a vehicle was travelling too fast for the conditions – this is slightly up on last year's figure of 13 percent but still below the rate found elsewhere in the country.

Almost three quarters of the rural crashes last year took place on the state highway network, with the majority of those being on State Highway 8.

The number and proportion of crashes on rural non-state highways has increased in each of the last three years. In 2003, 30 percent of rural non-state highway crashes in the Central Otago District occurred on unsealed local roads – this figure is on a par with that found in comparable areas of the country.

## General

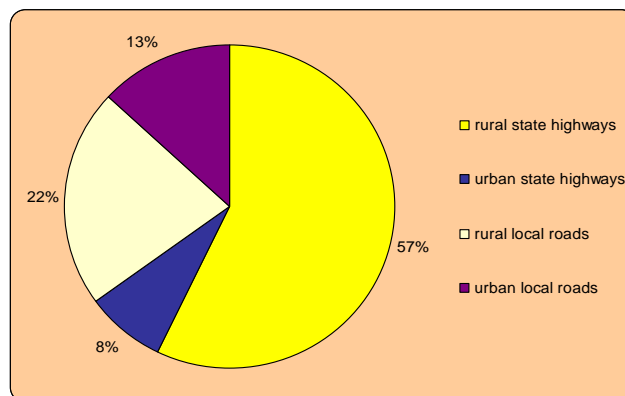
Although there were only 16 injury crashes reported in urban areas of the district in 2003, this is the highest total in over 15 years. Half of these crashes, and half of the non-injury crashes reported last year, occurred at intersections.

Relatively few cyclists get injured on the road in the Central Otago District; six in the last five years. Five of those cyclists were under the age of 15. Seven pedestrians were injured over the same period, three of those last year.

Only half of the drivers involved in urban crashes had a full driver licence with 20 percent on either a learner or restricted licence. Over the district as a whole, 10 percent of drivers involved in injury crashes last year held an overseas licence.

The graph below shows the types of roads where injury crashes occurred last year within the Central Otago District.

### Location of injury crashes 2003



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

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