

road safety issues

Central Otago 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 Central Otago District.

Road crashes in the district over the five-year period have resulted in 12 deaths and over 550 injuries. In the same period there were nearly 300 non-injury crashes reported to the Police.

2005 saw a slight reduction in the number of people injured on Central Otago roads, although the number of people killed or seriously injured was the highest for at least five years.

There was an increase in injury crashes in urban areas from 14 to 18 and a fall in rural crashes from 72 to 67.

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 Central Otago District



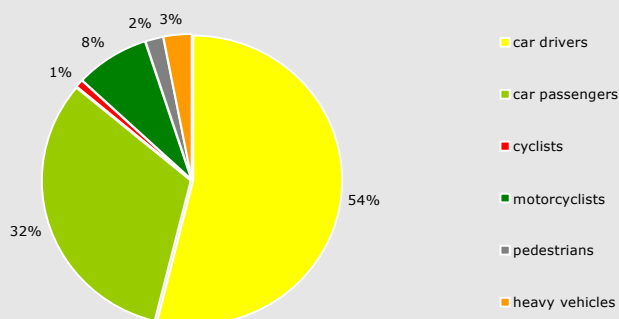
Deaths	6
Serious casualties	40
Minor casualties	74



Fatal crashes	4
Serious injury crashes	30
Minor injury crashes	51
Non-injury crashes	46

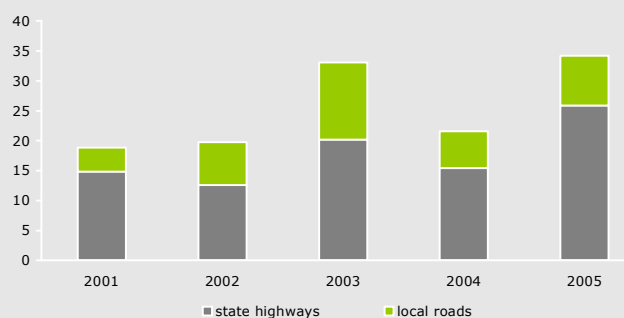
Road casualties 2001–2005

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

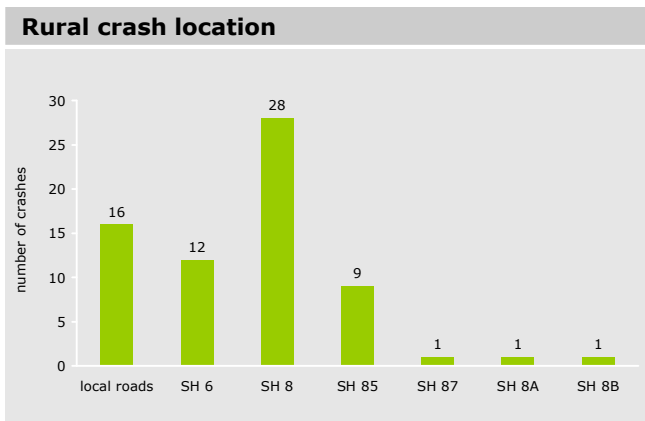
Over three quarters of injury crashes last year occurred on rural roads, that is, roads with a speed limit higher than 70 km/h. All four fatal crashes and four out of five serious injury crashes took place on the rural road network.

Because of the higher speeds involved the severity of crashes on rural roads was higher than in urban areas. Last year over 40 percent of rural injury crashes resulted in death or serious injury compared to 27 percent on urban roads. In total 101 people were injured in rural crashes last year. There were a further 23 crashes recorded that resulted in no injury.

Speed and alcohol both often play a part in loss of control crashes, the most common type of crash on a rural road. In 2005 however alcohol involvement fell to the lowest level seen in the district at six percent of rural crashes. This is well below the level seen elsewhere in the country.

Travelling too fast for the conditions accounted for just over 15 percent of rural crashes, a similar figure to previous years. Unusually road conditions did not play a great factor in these crashes last year. Less than 10 percent of rural crashes took place on wet roads and even fewer on icy roads. As a comparison, in the Queenstown Lakes District last year, one quarter of rural crashes were ice-related.

The graph below shows the location of rural injury crashes that occurred in 2005.



Of those crashes that took place on rural non-state highways, nearly 40 percent were on unsealed roads. While the numbers are small this is a higher rate than in many other similar districts.

The number of car drivers and passengers injured last year fell, while more heavy vehicle occupants were injured than the previous 10 years combined.

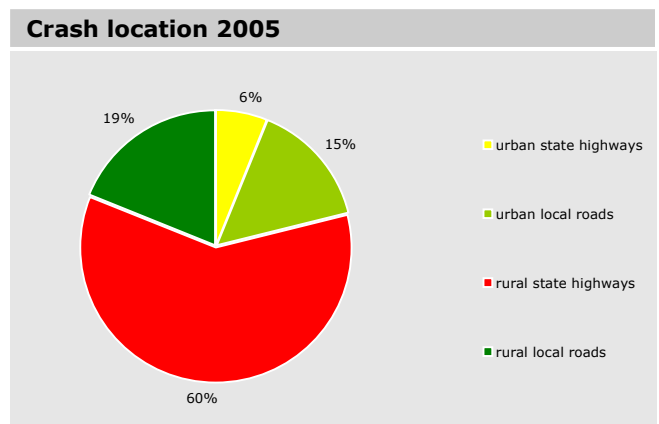
Motorcyclist casualties also rose in 2005. Over the last five years the proportion of crashes involving motorcycles has been higher in Central Otago than in similar areas around the country.

Urban crashes

Nearly 30 percent of drivers involved in urban injury crashes held only a learner or restricted licence which was the highest rate since 1999. In rural areas the figure was 10 percent.

Speed and alcohol involvement both fell in urban crashes last year to below the national and peer group level. Only one injury crash was recorded for each.

There were a total of 33 crashes recorded in 2005 in urban areas of the district, including non-injury crashes. Over one quarter of these crashes occurred on Centennial Avenue. Twenty-one of the 33 crashes occurred in Alexandra, five in Cromwell and three in Clyde.



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 roads in the Central Otago District in 2005. For more detailed information contact Land Transport New Zealand at one of the offices below.



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