



briefing notes - road safety issues

Invercargill City

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Invercargill City.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Invercargill City is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the city.

We encourage Invercargill City to use its free access to the Ministry of Transport’s Crash Analysis System (CAS), to delve deeper into the highlighted issues and other road safety issues in the district. Also the NZTA Southern Performance Information Team in Christchurch is available to provide further information or assistance if required.

Major road safety issues

Note
Issues are not in
any order

Invercargill City

Intersections

Young drivers

2009 road trauma

Casualties

Invercargill City

Deaths 9

Serious casualties 32

Minor casualties 205

Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

Crashes

Invercargill City

Fatal crashes 7

Serious injury crashes 27

Minor injury crashes 147

Non-injury crashes 408

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Otago / Southland Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

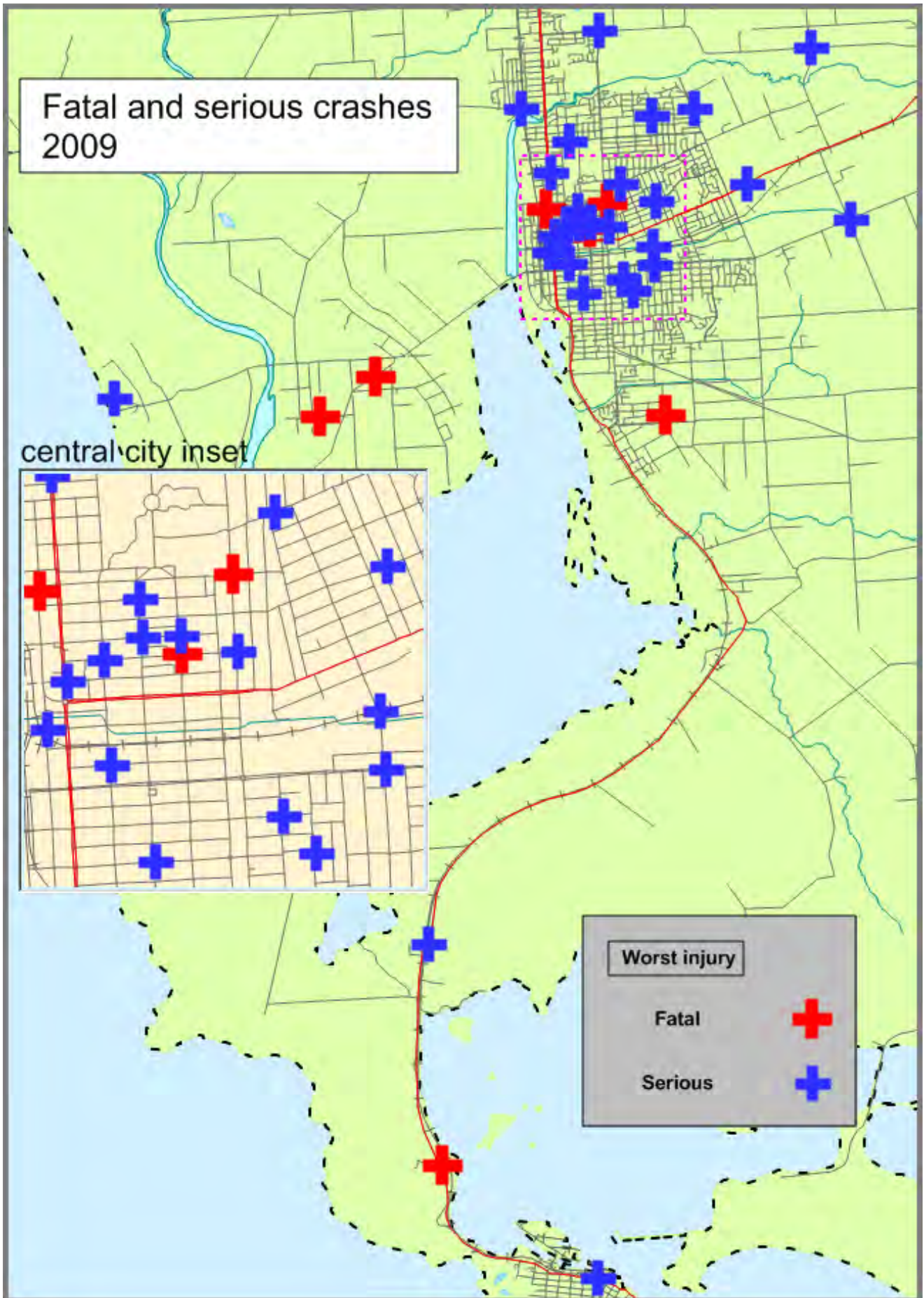
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Otago / Southland Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Waitaki District	19	35	52	0	19	16
Central Otago District	18	35	59	3	16	18
Queenstown-Lakes District	20	41	51	2	20	19
Dunedin City	17	44	46	21	21	13
Clutha District	14	36	61	1	22	15
Southland District	20	38	61	1	24	21
Gore District	16	53	46	1	20	18
Invercargill District	15	49	49	19	21	17
Otago Region	17	41	50	27	20	15
Southland Region	18	44	49	21	21	19
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Invercargill City local roads there were 107 reported injury crashes, of which 28 were fatal or serious. In addition, on State Highways there were 46 reported injury crashes of which 6 were fatal or serious.

The table below shows the number of casualties resulting from the 181 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Invercargill City				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	1	4	31	36
Urban	8	28	174	210
Total	9	32	205	246

Crashes in urban areas of the city accounted for 85 percent of all crashes. For fatal and serious crashes the proportion was slightly higher.

Overall, the number of reported fatal and injury crashes in 2009 was the lowest since 2001. However in 2009 the seven fatal crashes was the highest number in the last ten years. For serious injury crashes, the number in 2009 was higher than in 2008, but it is still the second lowest number in the last ten years.

Crash trends in Invercargill City				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	2	28	75	105
2001	5	33	127	165
2002	6	42	183	231
2003	2	50	157	209
2004	2	36	159	197
2005	0	47	164	211
2006	2	65	198	265
2007	4	40	165	209
2008	3	22	168	193
2009	7	27	147	181

Crash characteristics (2005 to 2009) Invercargill City

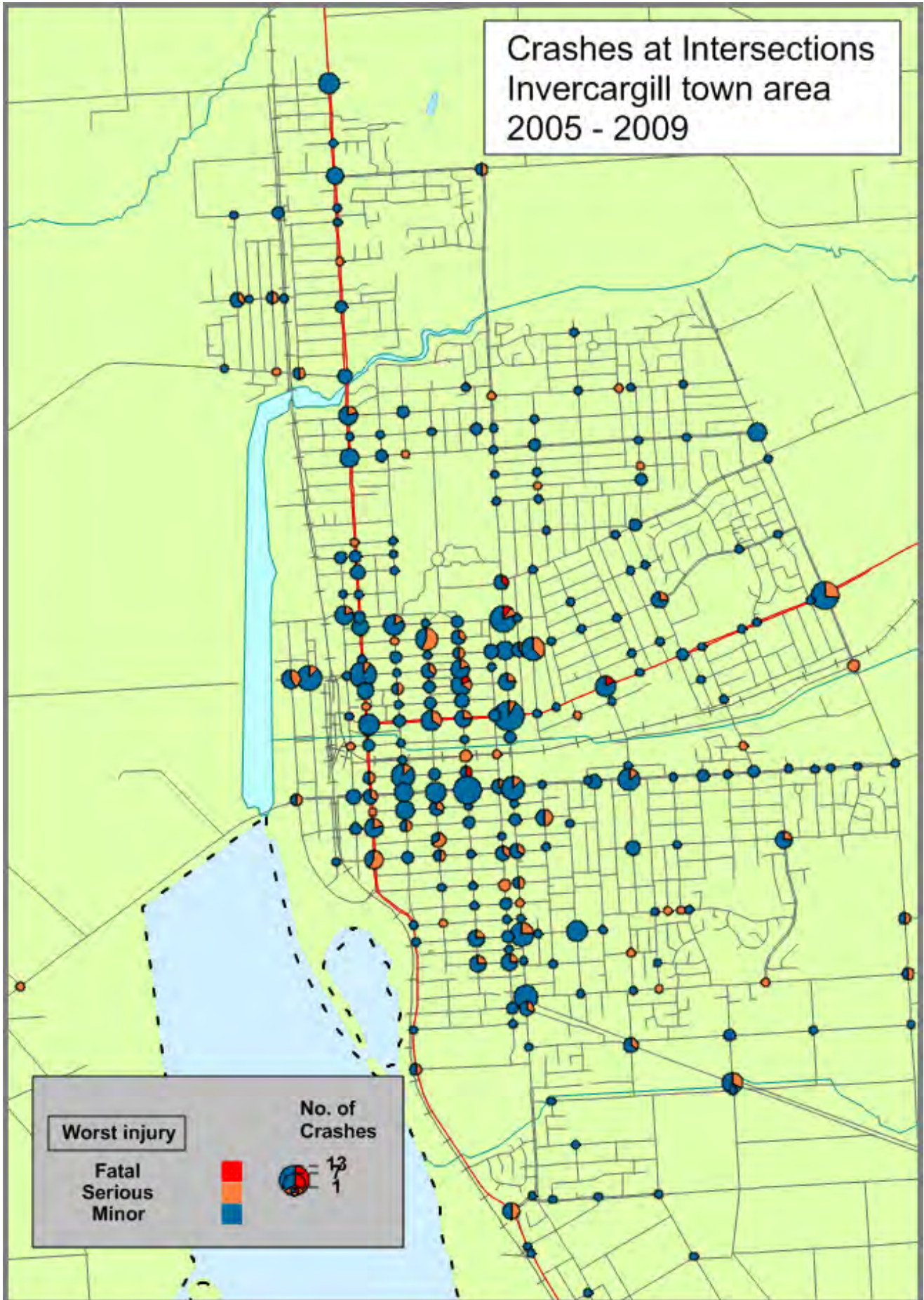
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	15	8	90	1
Too fast	19	15	157	1
At bends	13	13	134	1
On straights	12	11	120	1
Intersections	58	59	625	1
Road factors	15	17	176	1
Motorcycling	17	8	88	1
Young drivers	49	42	440	1
Fatigue	2	2	23	2
Distraction	18	16	174	2
Pedestrians	11	7	71	2
Cycling	12	8	87	2
Heavy vehicles	9	6	63	2
Older road users	9	10	100	3
Overseas drivers	0	2	15	-

Further information about the 769 injury crashes on local roads in Invercargill City, 2005 to 2009:

- 13 deaths, 186 serious injuries and 951 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (27 percent of at fault drivers)
- Social cost of crashes in 2009 \$45.83 m

Further information about the 290 injury crashes on State Highways in Invercargill City, 2005 to 2009:

- 6 deaths, 53 serious injuries and 346 minor casualties
- Five year age group with most at fault drivers in injury crashes: 15 to 19 years (27 percent of at fault drivers)
- Social cost of crashes in 2009 \$10.98 m



Intersections

During the five year period 2005 to 2009, on roads in Invercargill City, there were a total of 625 fatal and injury crashes at intersections.

Casualties in crashes at Intersections Invercargill City (2005 - 2009)					
	2005	2006	2007	2008	2009
Deaths	0	1	3	2	3
Serious injury	35	40	28	13	21
Minor injury	145	198	142	157	129
Total	180	239	173	172	153

92 percent of crashes at intersections were at intersections in urban areas of the district.

In 2009 the total number of injury crashes at intersections was the lowest in the last five years. However 2009 saw the equal highest number of fatal crashes in the last five years.

Ages of at fault drivers in intersection related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	109	40	149
20 to 24	49	36	85
25 to 29	25	23	48
30 to 39	36	47	83
40 to 49	33	40	73
50 to 59	27	26	53
60 to 69	37	24	61
70 and over	36	40	76
Total	352	276	628

Main characteristics of injury Intersection crashes Invercargill City (2005-2009)

Crash characteristic	Percentage of crashes
Single vehicle	12 %
Alcohol	7 %
Excessive speed for the conditions	12 %
Failed to stop or give way	72 %
Poor observation	75 %

The most common crash types at intersections was when a driver travelling straight through was struck by a driver travelling straight through from the right, and when a driver turns right across the path of a vehicle approaching from the opposite direction.

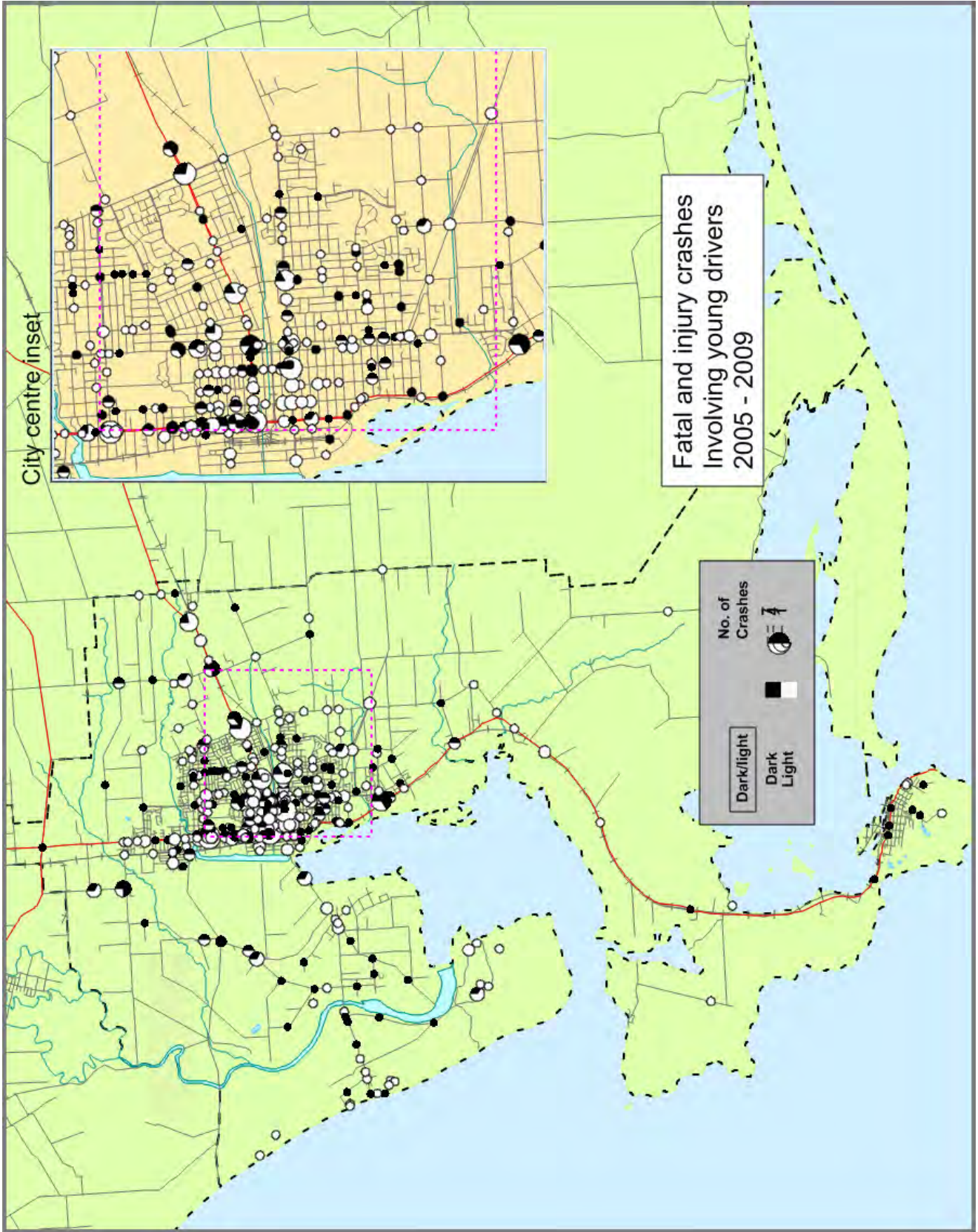
In Invercargill City there are 70 intersection sites which have had three or more injury crashes in the last five years, including five sites with 10 or more injury crashes in the past five years.

Further information about the 461 injury crashes at intersections on local roads in Invercargill City 2005 to 2009:

- 7 deaths, 105 serious injuries and 588 minor injuries
- 29 percent wet or icy roads
- 23 percent night time
- Worst month June
- Worst day of week Thursday
- Worst time 3 pm till 6 pm

Further information about the 164 injury crashes at intersections on State Highways in Invercargill City 2005 to 2009:

- 2 deaths, 32 serious injuries and 183 minor injuries
- 30 percent wet or icy roads
- 30 percent night time
- Worst months April, May, June
- Worst days of week Thursday, Friday
- Worst time 3 pm till 6 pm



Young drivers

Young drivers are those aged less than 25 years. This analysis is based on injury crashes only as driver age is not recorded in non-injury crashes.

In Invercargill City between 2005 and 2009, 42 percent of injury crashes involved young drivers. These 522 crashes resulted in 14 deaths, 123 serious injuries and 693 minor injuries.

In 2009 the number of fatal crashes involving young drivers was the highest in the last five years. Overall, 2008 was the second lowest year, behind 2009. There is no obvious trend in the annual number of crashes involving young drivers.

Casualties from crashes involving young drivers Invercargill City				
	Fatal	Serious	Minor	Total
2005	0	33	161	194
2006	1	34	179	204
2007	4	25	135	164
2008	2	13	103	118
2009	7	18	115	140
Total	14	123	693	830

Almost half of the 600 young drivers in these crashes had a learner or restricted licence. Almost two thirds of them were males.

Nearly all the young drivers were local residents.

Young drivers at fault in injury crashes Invercargill City (2005 - 2009)			
Licence type	Male	Female	Total
Full	138	76	214
Learner	62	41	103
Restricted	132	99	231
Overseas	2	4	6
Never licensed	6	1	7
Disqualified	19	0	19
Other (unknown, wrong class)	17	3	20
Total	376	224	600

Injury crashes involving young drivers Invercargill City (2005 - 2009)

Crash type or contributory cause	Urban roads	Rural roads
Alcohol	13	39
Speed	34	103
Failed to stop/Give way	9	195
Poor handling	34	77
Poor observation	35	353
Lost control - straight	28	43
Lost control - bend	29	51
Rear end / obstruction	16	107
Crossing / turning	10	189

Further information about the 405 injury crashes involving young drivers on local roads in Invercargill City 2005 to 2009:

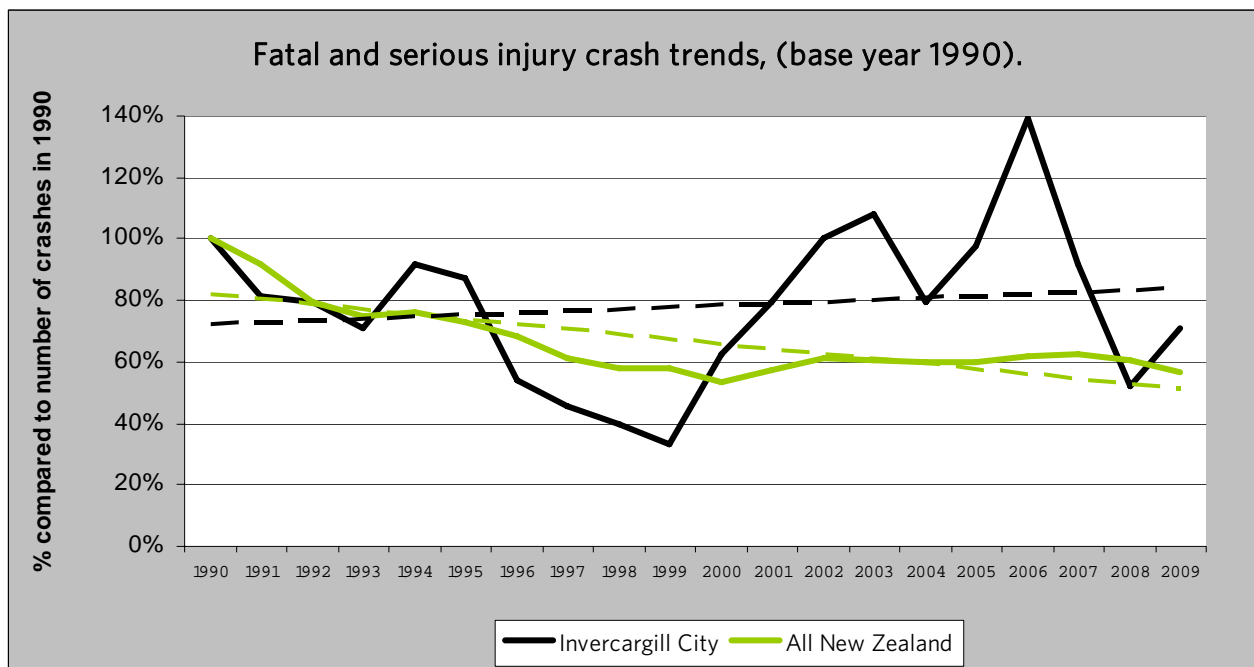
- 12 deaths, 107 serious injuries 566 minor injuries
- 30 percent were single vehicle crashes
- 84 percent were on urban roads
- 56 percent at intersections
- 33 percent at night
- 32 percent wet or icy roads
- Worst month February
- Worst days of week Wednesday, Friday
- Worst time 3 pm to 6 pm

Further information about the 93 injury crashes involving young drivers on State highways in Invercargill City 2005 to 2009:

- 1 deaths, 19 serious injuries 109 minor injuries
- 19 percent were single vehicle crashes
- 88 percent were on urban roads
- 57 percent at intersections
- 37 percent at night
- 29 percent on wet or icy roads
- Worst month February
- Worst day of week Friday
- Worst time 3 pm to 6 pm

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Invercargill City and for the country as a whole.



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