

road safety issues

Dunedin City

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 Dunedin.

Road crashes in Dunedin over the five-year period have resulted in 26 deaths and nearly 3,000 injuries. In the same period there were more than 4,000 non-injury crashes.

2005 saw an overall increase in injury crashes to 534 from 503 the previous year. The total number of injuries rose by over 10 percent last year – in fact somebody was injured on Dunedin roads every 12 hours in 2005. The good news was that there were fewer people killed or seriously injured in 2005.

The number of injured people increased across all road users in 2005 except for cyclists and pedestrians. Both of these groups showed a reduction to the lowest level in five years.

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 Dunedin City



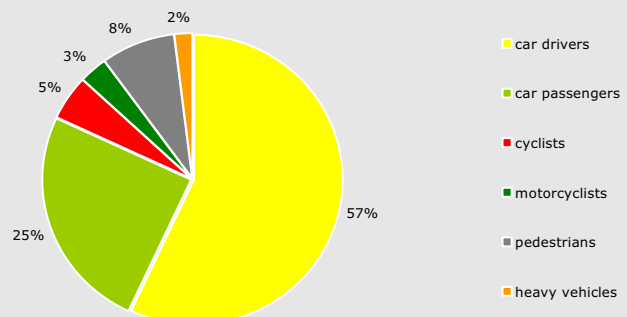
Deaths	3
Serious casualties	136
Minor casualties	624



Fatal crashes	3
Serious injury crashes	119
Minor injury crashes	412
Non-injury crashes	733

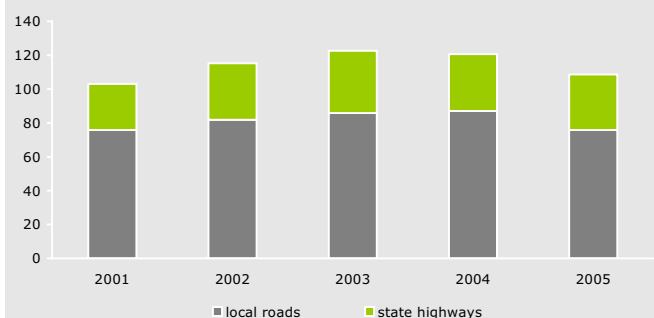
Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)



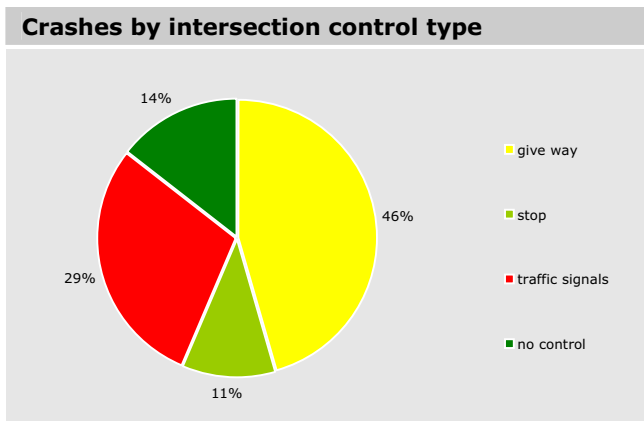
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

Urban crashes

Over three quarters of all injury crashes in Dunedin last year occurred on urban roads (ie, those roads with a speed limit of 70 km/h or less). Including non-injuries, there were over 1,000 urban crashes reported to the Police in 2005. The majority of these crashes involved multiple vehicles and roughly half of all urban crashes were at intersections.

The most common factor contributing to injury crashes at intersections last year was failing to give way to a vehicle that had priority. The most common type of intersection crash was where one vehicle failed to give way or stop and collided at right angles with another vehicle. This was followed by right turning vehicles failing to give way to vehicles that were coming towards them. The third most common crash movement was where a vehicle turning right out of an intersection was hit by a vehicle approaching from its right.

More than 10 percent of all intersection crashes resulted from a vehicle failing to stop for a red light at traffic signals. The graph below shows the type of intersection control where injury crashes took place in 2005.



There were five urban intersections with three or more injury crashes recorded last year, all but one of them signalised:

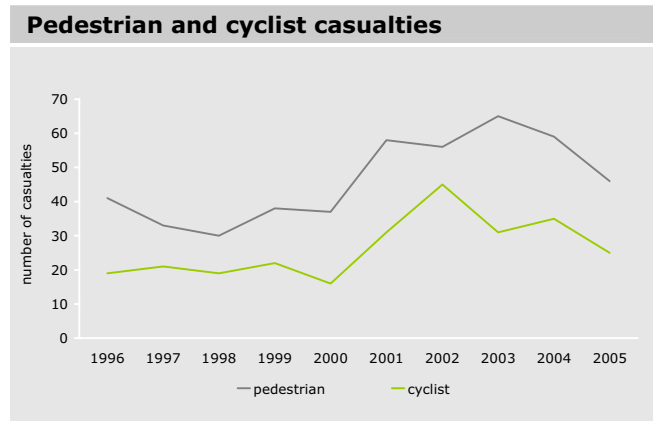
Cumberland Street	Frederick Street	5
Great King Street	Albany Street	4
Caversham Valley Road	Barnes Drive	4
Portobello Road	Shore Street	3
Princes Street	Rattray Street	3

The most common type of urban crash for single vehicles was a loss of control while cornering or turning. The main reasons for this were travelling too fast for the conditions, alcohol and/or inexperience. While alcohol-related urban crashes increased in 2005, the rate of eight percent in Dunedin is still below national and peer group levels as it has been for a number of years.

Twenty percent of all drivers injured in urban crashes last year held either a learner or restricted licence.

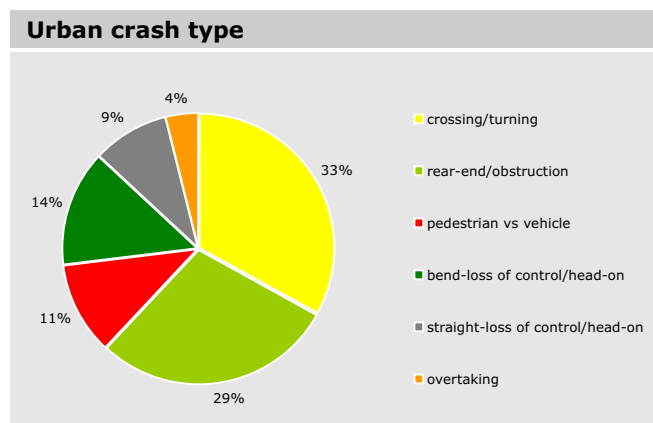
This is the highest rate seen in Dunedin and is double the level found 10 years ago.

The number of pedestrians injured in Dunedin fell by over 20 percent in 2005. With 46 pedestrians injured, this is the lowest number for five years. The number of cyclists injured fell by an even greater margin, from 35 to 25 which was again the lowest number injured for five years.



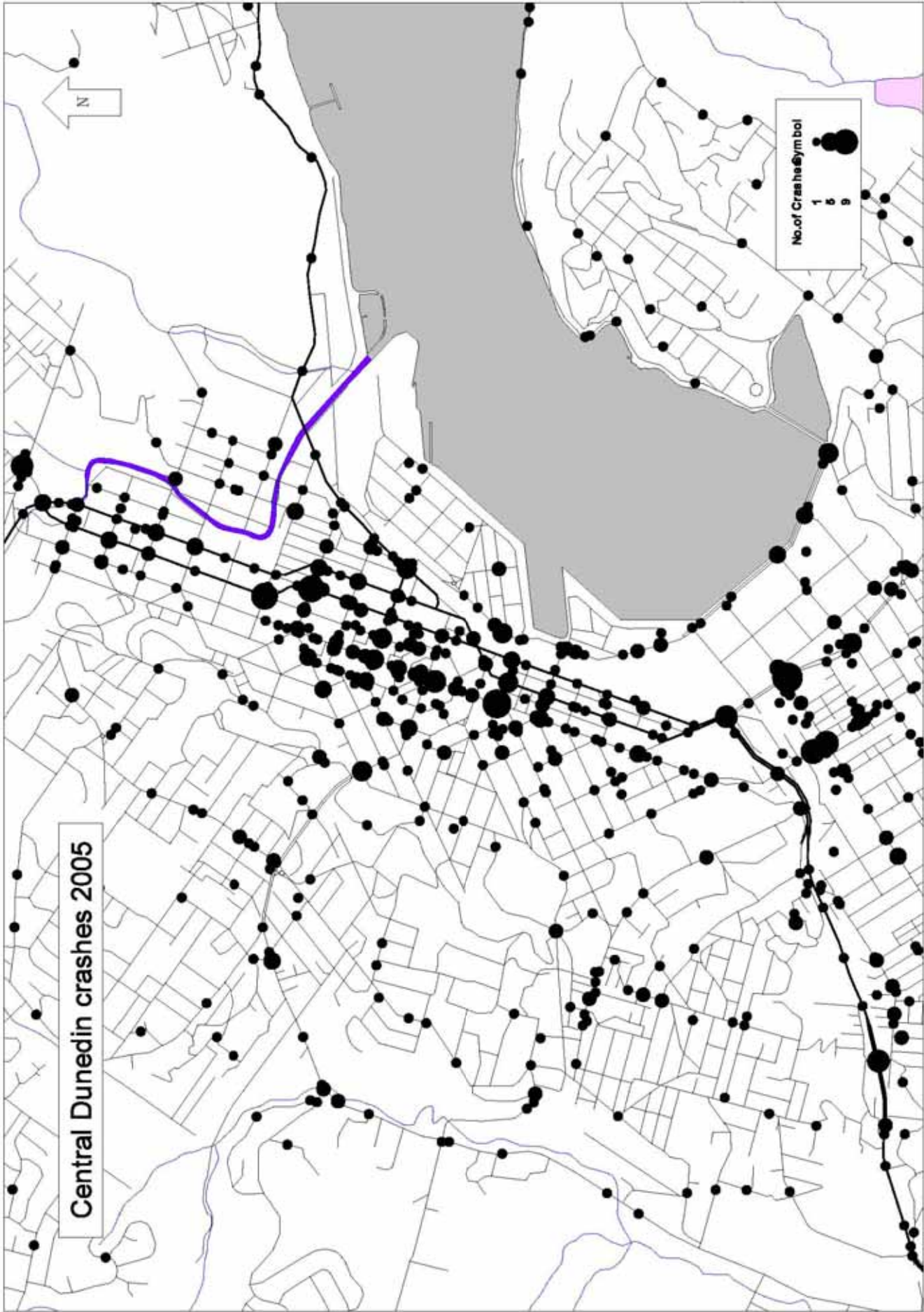
The age of pedestrians and cyclists injured in Dunedin continues to differ from the rest of the country. For both classes of road user, the 15 to 24 year age groups were over-represented, which tends to reflect the student age population in the city.

Motorcyclist injuries increased in 2005 to the highest level seen since at least 1996. For the first time in eight years, more motorcyclists were injured than cyclists on Dunedin roads although the rate is still below that found nationally. Of the 25 crashes involving motorcyclists last year, all but one took place on urban roads. Over the last five years the proportion of riders injured aged 15 to 19 years has been much higher in Dunedin than elsewhere in New Zealand.



The graph above shows the proportion of different crash types in urban areas of Dunedin last year.

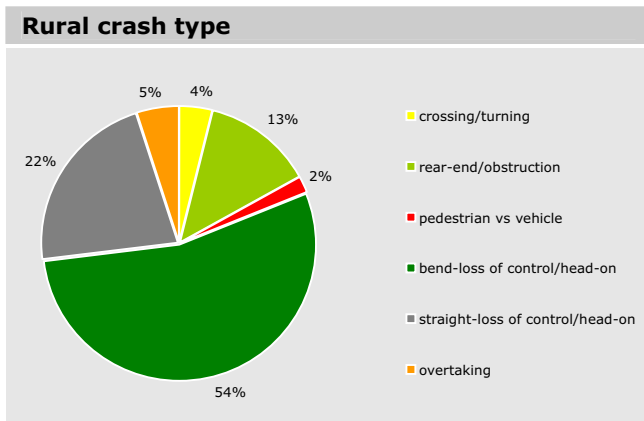
There were over 1,200 reported crashes in urban and rural areas of Dunedin in 2005. The map opposite shows where these occurred in the central city area. In total, there are 750 crashes shown on this map – one fatal, 54 serious injury and 213 minor injury crashes together with 482 non-injury crashes. From the crashes shown on this map, 376 people were injured and more than 1,500 vehicles were involved.



Rural crashes

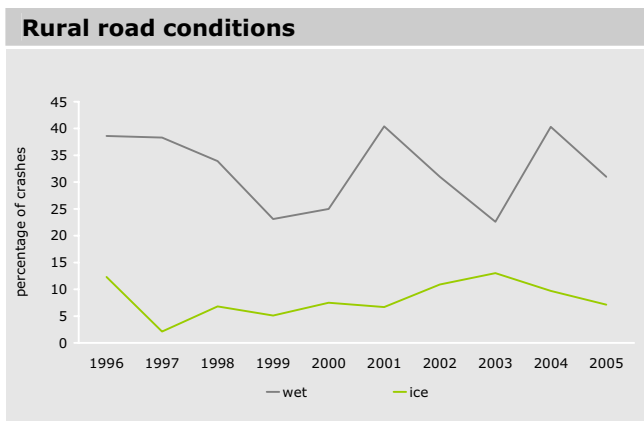
The number of injury crashes on higher speed rural roads within Dunedin increased slightly in 2005 to 126. Although this is only one quarter of all injury crashes, the severity ratio of crashes on rural roads was higher, with almost 30 percent resulting in serious injury.

The graph below shows the type of crashes that occurred on rural roads in Dunedin in 2005.



Two people died, 39 were seriously injured and 148 received minor injuries in the crashes shown above. These crashes were predominantly single vehicle loss of control crashes, half of which occurred on a wet road. Only seven percent of rural injury crashes last year occurred on an icy road. This is the second successive year showing a reduction from a high of 13 percent in 2003.

The following graph shows the proportion of rural injury crashes that occurred on either wet or icy surfaces over the last 10 years.

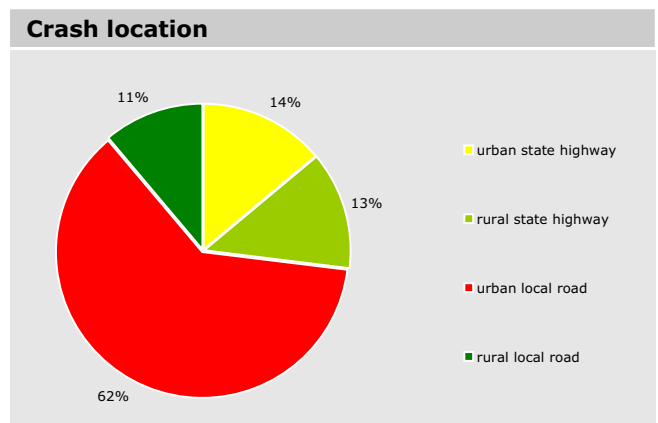


Fifteen of the rural injury crashes in 2005 involved alcohol. At 12 percent of all rural injury crashes, this is a slight increase on previous years but continues to be below the national average. Travelling too fast for the conditions was deemed to be a factor in 27 percent of rural injury crashes.

Just over half of all rural crashes were on the state highway network, with the majority being on State Highway (SH) 1. There were 32 injury crashes on SH 1 north of the city and 26 to the south. Of the 56 crashes on local roads, 10 occurred on Three Mile Hill Road. Half of all the local road crashes last year occurred during the hours of darkness. This is the highest rate seen for more than 10 years.

Fourteen percent of those rural non-state highway crashes occurred on an unsealed road. Ten years ago the rate was more than double that and it has been falling steadily over that time.

The graph below shows the overall proportion of urban and rural injury crashes on local roads and state highways that took place in 2005.



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



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