

# road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the level of road trauma in the Gore District.

Road crashes in the Gore District have resulted in three deaths and more than 240 injuries over the five-year period. There were 347 reported non-injury crashes over the same period. Two people died on Gore District roads last year, the first fatalities in the district for more than four years.

In 2001 there was a significant increase in crash reporting rates throughout Otago and Southland. While the total number of injury crashes in 2001 was at a 15-year high, the number increased further in 2002. Comparisons with hospital admission data continue to show that the recorded increase in road crash injuries is not due to a sudden increase in road crash injuries but reflects improved reporting.

The more accurate reporting of crashes that is now taking place better assists in identifying road safety issues in the district.

## Major road safety issues

Nationally

Speed

Alcohol

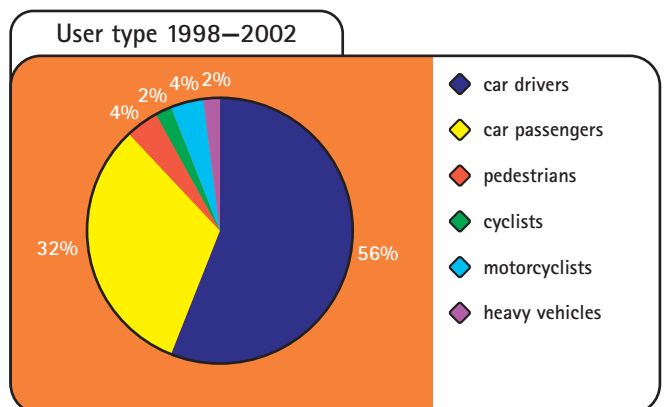
Failure to give way

Restraints

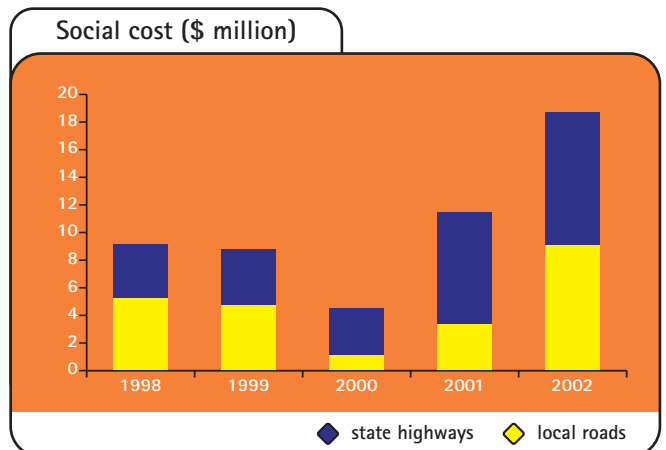
## 2002 road trauma for Gore District

Deaths	2
Serious casualties	12
Minor casualties	68
Fatal crashes	2
Serious injury crashes	9
Minor-injury crashes	39
Non-injury crashes	77

## Road casualties 1998–2002

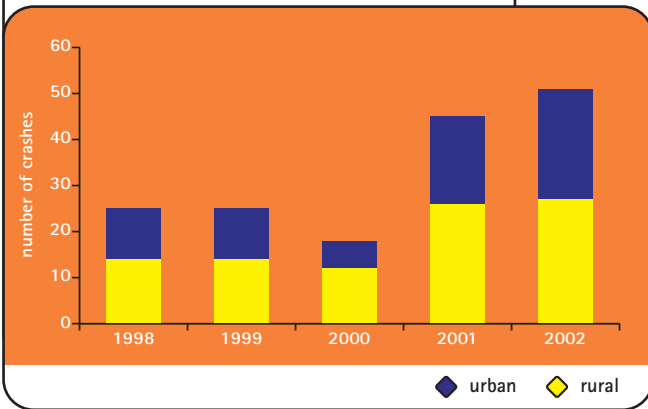


## Estimated social cost of crashes\*



\* 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.

Location of injury crashes 1998–2002



The graph above shows the ratio of urban and rural crashes in the Gore District and also how the improved reporting rate has affected the recorded number of injury crashes.

As the graph shows, crashes are fairly evenly split in the Gore District between urban roads, with a speed limit below 80 km/h, and faster rural roads. Generally the high-speed environment in rural areas leads to increased injury severity. While both fatalities last year were on rural roads the number of serious injuries in urban areas was double that found in rural areas.



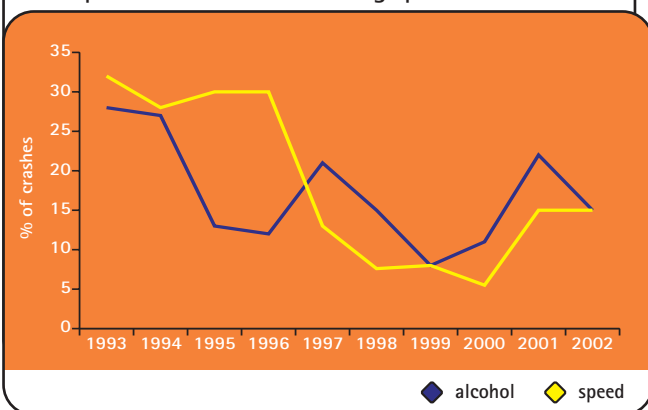
## Speed and alcohol

One out of every five urban injury crashes in 2002 involved alcohol. This is the same level as in 2001, which was the highest in the district since 1995 and is above the national rate. There was a fall in the number of rural crashes involving alcohol but overall more than 15 percent of all crashes that resulted in injury last year had a driver who was affected by alcohol. Three quarters of all loss of control type crashes over the last five years have involved alcohol.

Excessive speed is less prevalent than alcohol in Gore District crash statistics, however there was no change on the previous year when nearly a quarter of rural crashes indicated that speed was a factor.

The graph below shows the level of speed and alcohol involvement in injury crashes over the last 10 years.

Proportion of crashes involving speed and alcohol



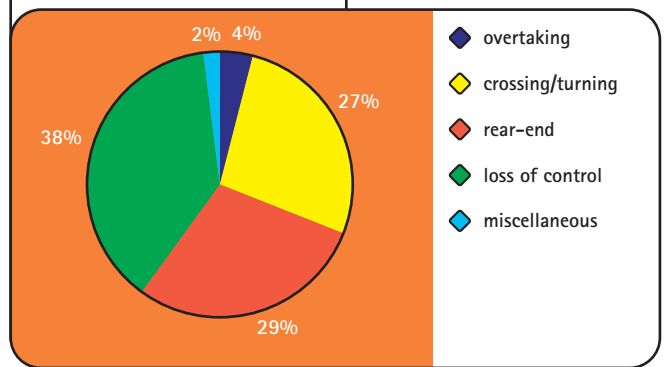
## Recommended actions

- Continue to support drink-driving strategic enforcement campaigns.
- Continue to support education campaigns aimed at drink-driving.
- Support host responsibility and designated driver programmes.
- Support enforcement campaigns aimed at speed control and education to make people more aware of the consequences of excessive speed.

## General issues

The graph below shows the types of crashes that happened across the district in 2002.

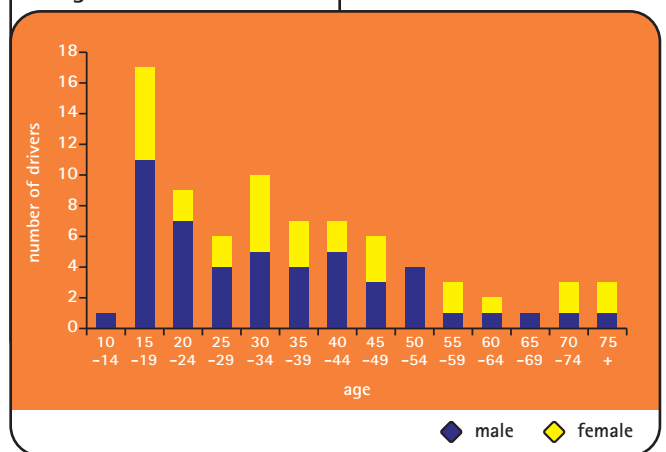
Crash movement 2002



As can be expected, the majority of crashes in urban areas are a mix of crossing/turning and rear-end crashes at intersections while the dominant crash types on rural roads are vehicles losing control.

While the number of female drivers involved in alcohol-related crashes increased in 2002, the majority of crashes in the district involve males. The following graph shows the age and sex of all drivers involved in injury crashes last year in the Gore District.

Age and sex of drivers



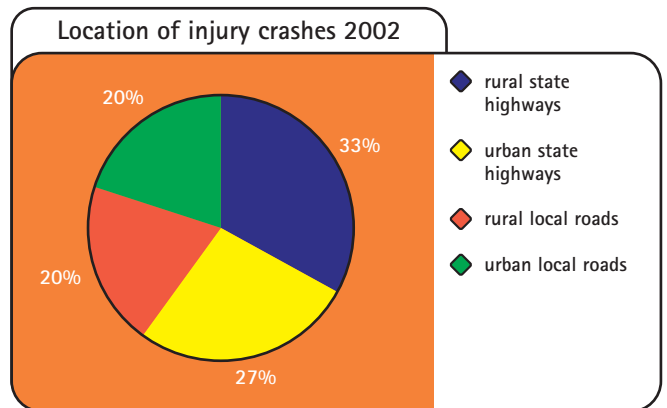
The 15 to 19 year age group is the most common group involved in crashes throughout New Zealand, although they do appear to be over-represented in the Gore District statistics. Over the last five years in the Gore District one quarter of all injured drivers came from this age group. Not surprisingly, nearly 20 percent of drivers involved in injury crashes last year held only a learner or restricted licence.

The increase in casualties in 2002 was made up mainly by more passengers reporting injuries than ever before. The number of drivers hurt fell by 20 percent. For the second year in a row no pedestrians were injured on Gore District roads while two young cyclists received minor injuries. Four motorcyclists were injured which was the highest number for nearly 10 years.

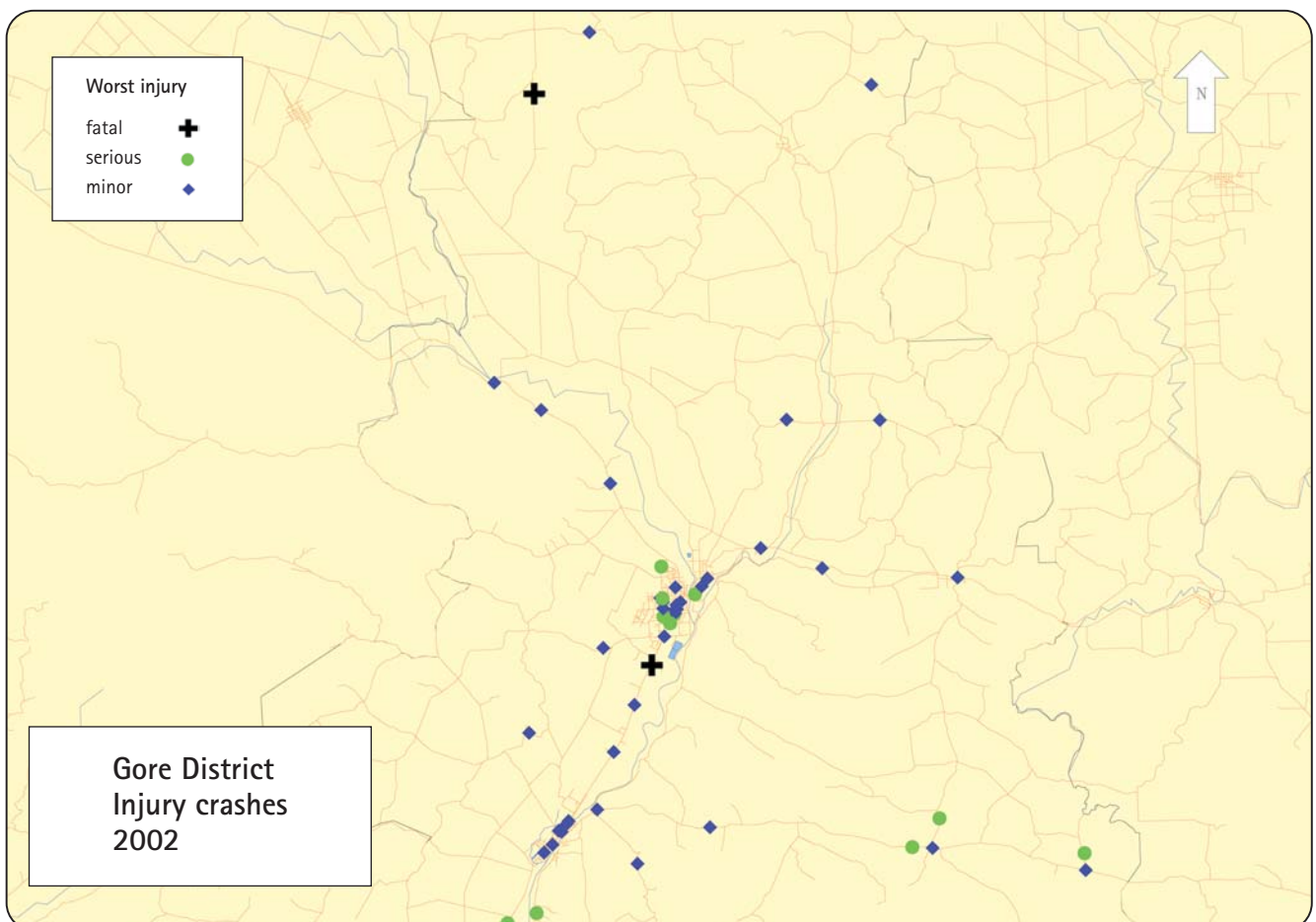
Some roads in the Gore District are prone to icing in winter but only one injury crash last year was blamed on an icy surface. A third of all crashes occurred on a wet road surface. Nearly 20 percent of the rural crashes took place on unsealed roads.

Non-injury crashes are not often used for statistical analysis due to the very low level of reporting. However, with relatively few crashes in the district it is sometimes necessary to include them. As well as the 51 injury crashes last year, a further 77 crashes were reported where nobody was hurt. The worst intersection crash site was SH 1 and Crombie Street which recorded five crashes, followed by the intersection of SH 1 and Albion Street in Mataura with four crashes.

The majority of crashes in the Gore District took place on the state highway network. The graph below gives a breakdown of injury crashes by location in 2002.



The map below plots the same crashes.



# New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) is the primary planning and funding programme for road safety activity undertaken by the New Zealand Police, LTSA and community groups. Transfund New Zealand provides funding to Transit New Zealand and local authorities for roading projects through its National Land Transport Programme.

## Community Road Safety Programme

Many community groups in the south have good road safety ideas to help reduce road trauma, but are often unsure of where to go for advice and funding to make these ideas a reality.

This is where the Community Road Safety Programme (CRSP) can assist. It provides funding, subject to certain criteria being met, to allow community groups to develop and run initiatives to deal with local road safety issues, in ways that meet the needs of their community.

As a guide, some of the following activities could qualify for funding:

- An activity meeting a clearly identified local road safety issue.
- Training sessions, seminars, public meetings.
- Brochures supporting a road safety activity.
- Localised advertising campaigns.
- Fees for contracting providers.
- Road safety displays.
- Small-scale survey and information gathering.

The community advisor, road safety, at the local district or city council will be able to advise if a road safety idea might qualify for CRSP assistance.

To receive a CRSP information pack contact the LTSA on the number below or alternatively email [crsp@ltsa.govt.nz](mailto:crsp@ltsa.govt.nz) for an electronic copy.

## Road policing

Police enforcement hours to support community projects are now allocated to police community services hours rather than to individual projects. The delivery of these hours to support community initiatives will need to be negotiated by the community advisor, road safety.

In 2003/2004 the Police are funded to deliver 6,830 hours of road policing in the Gore District as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	5,640
Traffic management including crash attendance, incidents, emergencies and events	830
School road safety education	290
Police community services	70

## Road environment

The Gore District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

## Where to get more information

For more specific information relating to road crashes in Gore, please refer to the 1998 to 2002 Road Safety Report or the Land Transport Safety Authority Crash Analysis System (CAS), or contact the people or organisations listed below:

### Contacts

Land Transport Safety Authority  
Regional Manager  
John Doesburg  
Phone 03 477 7789

Regional Education Advisor  
Graeme Rice  
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Phone 03 214 9781

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