

road safety issues

July 2002

The Land Transport Safety Authority (LTSA) has prepared this Road Safety Issues Report. It is based on reported crash data and trends for the 1997–2001 period. The intent of the report is to highlight the key road safety issues and to identify possible ways to reduce the number of road deaths and injuries in the Franklin district.

Injury crash numbers in the district have fallen from 180 in 1997 to 113 in 2001. By contrast, non-injury crashes have risen from 270 in 1997 to 296 in 2001.

The issues identified in this report are based on analysis of crash data for the district's local roads only. State highway issues in the region are covered in a separate Transit New Zealand report and are excluded except for the road toll figures opposite.

Major road safety issues:

Franklin district

Loss of control on bends

Speed

Collisions with roadside objects

Nationally

Speed

Alcohol

Failure to give way

Restraints



2001 road toll for Franklin district



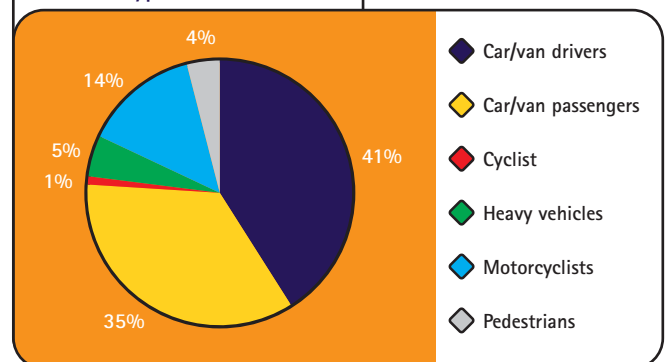
Deaths	14
Serious casualties	29
Minor casualties	144



Fatal crashes	13
Serious injury crashes	25
Minor injury crashes	73
Non-injury crashes	295

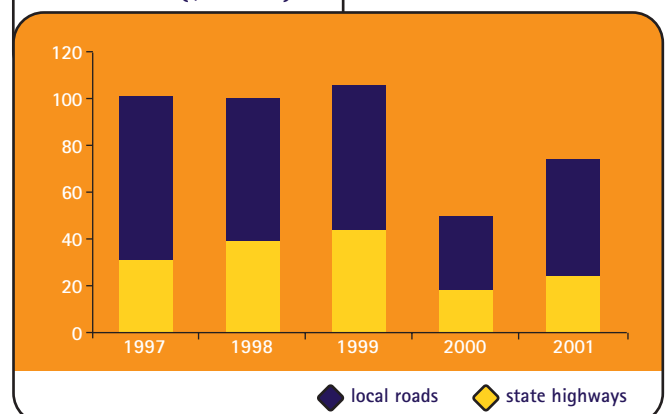
Road deaths 1997–2001

User type 1997–2001



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 2001 prices.

Loss of control on bends

Urban (local roads)

Loss of control crashes on bends in urban parts of the Franklin district appear to be over-represented when compared with urban roads in similar local bodies and when compared with urban roads in all of New Zealand.

In the five years from 1997 to 2001, there were 40 injury crashes of this type resulting in one fatality, 12 serious injuries and 49 minor injuries.

Further information on these crashes:

- 60 percent were single vehicle crashes
- the most common crash type was a loss of control making a turn to the left
- the worst hour was between 3pm and 4pm
- the worst month was February
- the worst equal days were Sunday and Thursday
- 45 percent occurred in the wet
- 55 percent occurred in the dark
- the most common factors were speed 30 percent; alcohol 28 percent; speed and alcohol together 25 percent.

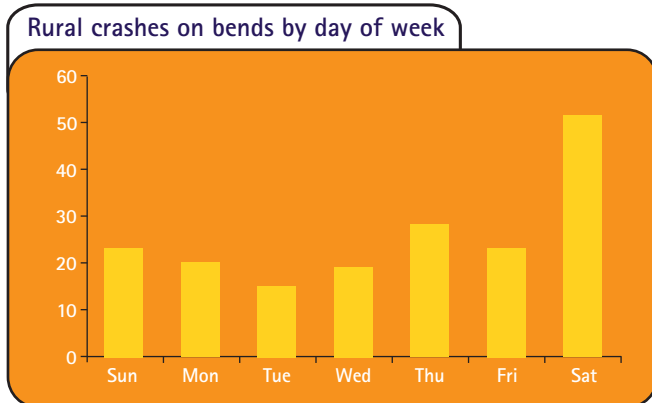
Rural (local roads)

Loss of control crashes on bends in rural parts of Franklin represented by far the most common crash type.

In the five years from 1997 to 2001 there were 179 injury crashes of this type, resulting in 20 fatalities, 56 serious injuries and 221 minor injuries.

Further information on these crashes:

- 80 percent were single vehicle crashes
- the most common crash type was a loss of control making a turn to the right
- the worst hour was between 6pm and 7pm, the best between 5am and 6am
- the worst month was February
- the worst day was Saturday (almost twice as many crashes as any other day)
- 37 percent occurred in the wet
- 50 percent occurred in the dark
- the most common factors were speed 25 percent; alcohol 20 percent; both alcohol and speed together 14 percent.

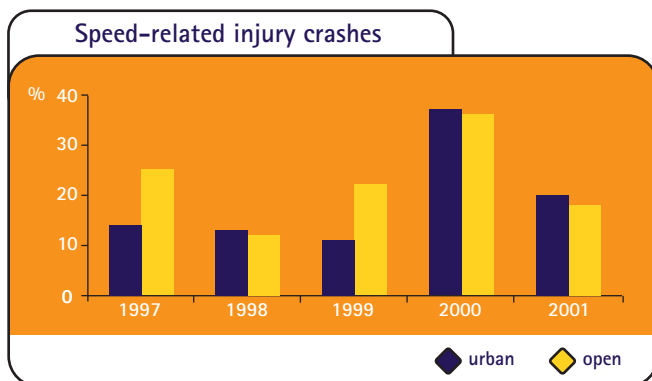


Recommended actions

- Support strategic enforcement campaigns targeting speed.
- Maintain good road surfaces and drainage.
- Ensure advisory signs are appropriate, consistent and in the correct position.
- Support education programmes aimed at adjusting drivers' speed to the appropriate levels for different visibility levels and road conditions.
- Continue to improve lane markings around curves, by providing edge lines and centre lines.

Speed

Speed as a factor in crashes on local roads in Franklin district was not over-represented but was a significant contributory crash cause.



There is considerable variation from year to year, which makes it difficult to identify trends. It does appear, however, that speed is becoming a more common issue in urban crashes while remaining relatively steady in rural areas.



Further information on these crashes:

- 72 percent were single vehicle crashes
- 68 percent of drivers were male
- the worst hour was between 6pm and 7pm
- the worst month was January
- the worst day was Saturday, the best was Tuesday
- 39 percent of these crashes occurred in the wet
- 46 percent occurred in the dark
- the most common factors (after speed) were alcohol (34 percent) and slippery roads (14 percent).

Recommended actions

- Support enforcement aimed at speed control, especially during dark and wet conditions.
- Encourage enforcement aimed at discouraging driving too fast for the conditions.
- Conduct crash reduction studies of known black spots and routes.
- Maintain signs and markings to an appropriate/high standard.
- Review speed limits and change limits that are too high or too low.

Collisions with roadside objects

In the last five years there have been 676 injury or non-injury crashes on Franklin district local roads (rural and urban) in which a total of 858 roadside objects were struck.

The percentage of crashes involving objects has remained relatively static, at around 50 percent of all crashes.

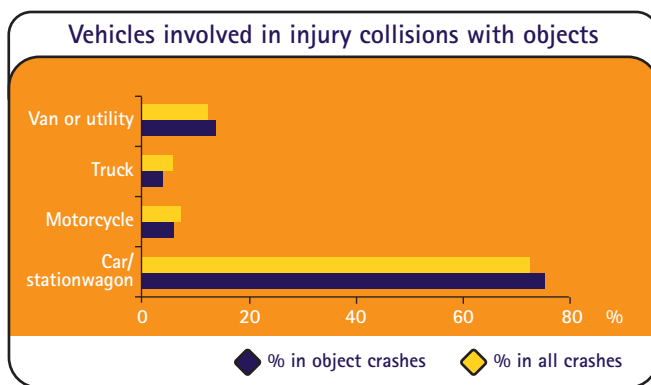
In these crashes 22 people died, 73 people received serious injuries and 287 people received minor injuries.

The most common objects hit in both injury and non-injury crashes were:

Object type	No. of times
Fence	171
Post or pole	129
Cliff or bank	128
Ditch	123
Tree	67
Parked vehicle	54

Further information about object-related injury crashes:

- 51 percent occurred at night
- 34 percent occurred in the wet
- 64 percent occurred on curves
- 80 percent occurred on rural roads
- the worst month was February, the best was September
- 18 percent occurred at intersections
- 84 percent of injury crashes involved only one vehicle
- the oldest vehicle involved was manufactured in 1944, the newest in 2000.



Recommended actions

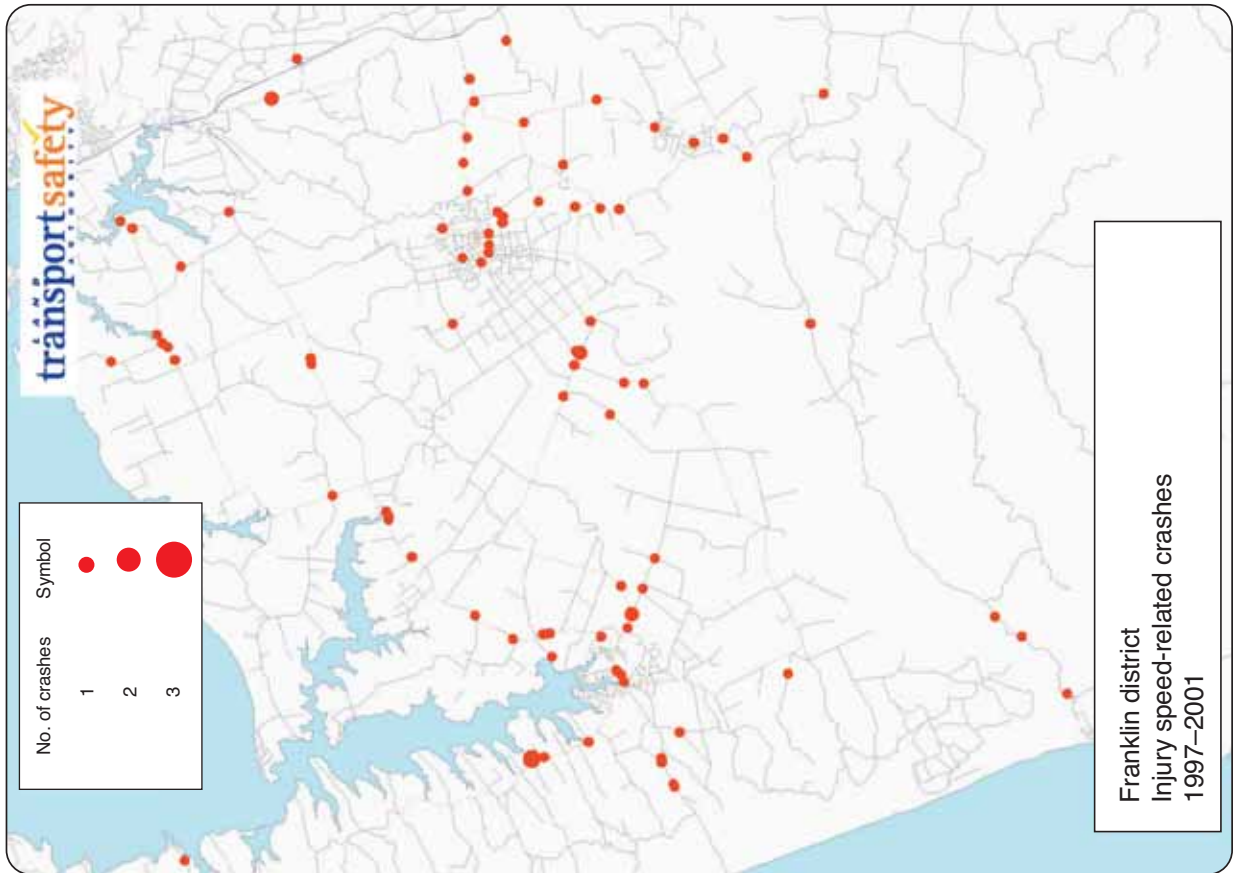
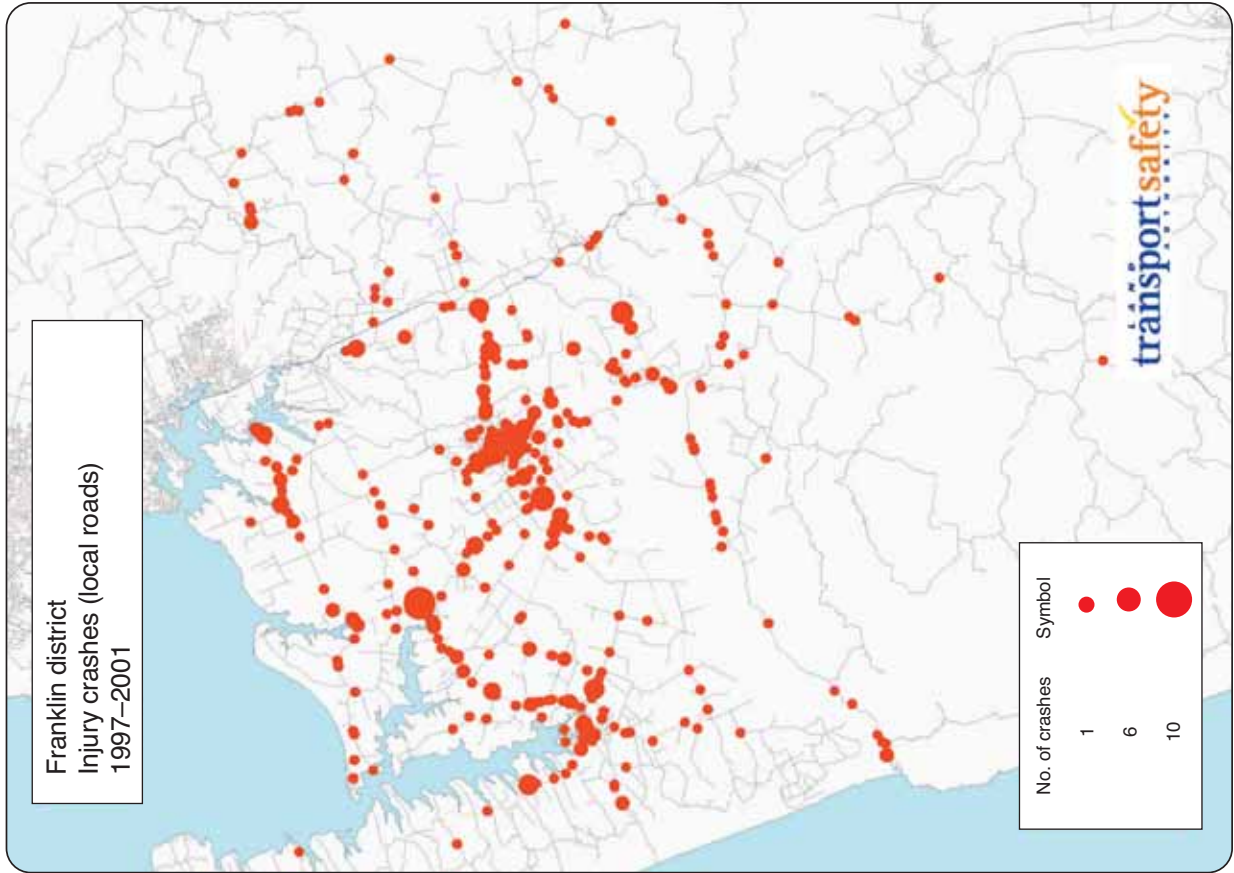
- Use frangible poles when replacing poles.
- Develop a roadside hazard management strategy to:
 - identify hazardous roadside objects
 - rank the hazards
 - develop a programme to either remove or protect hazards.
- Use the safety audit approach for all new projects and as a management tool for hazards in the existing road environment.
- Continue to work with utility companies to eliminate poles and relocate services within the road reserve underground.

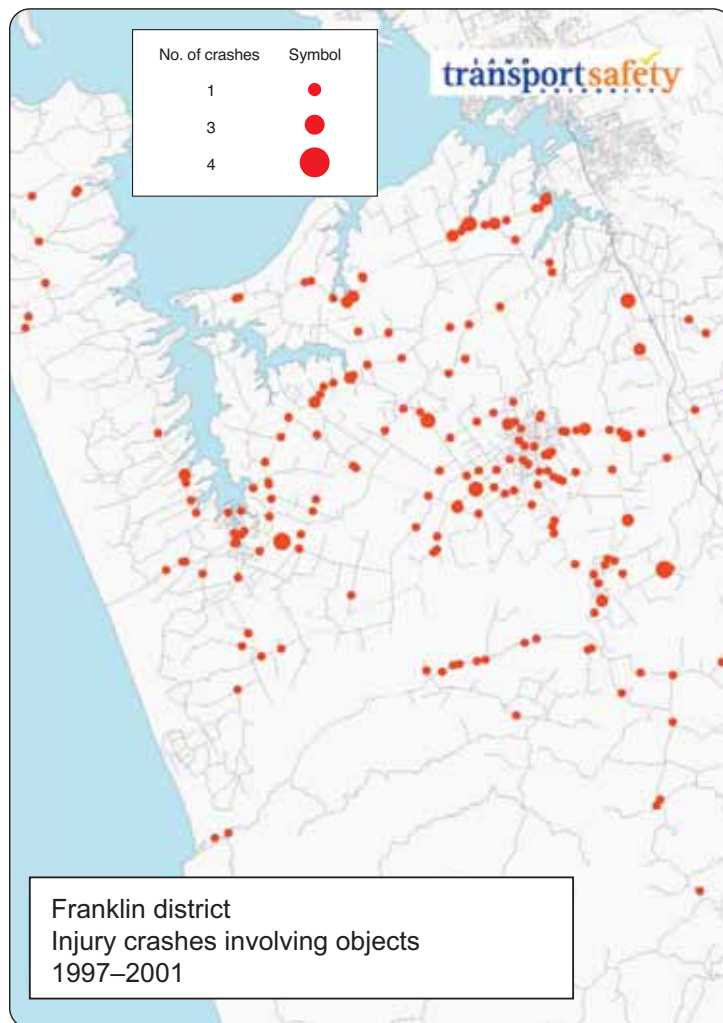
Additional comment: Alcohol as a factor in injury crashes

As has been noted in the analysis of bend crashes, alcohol played a very significant part over the five-year analysis period. However, the introduction of the highway patrols and an obvious effort at a local level has seen a phenomenal drop in this factor in all crashes on local roads in the Franklin district. This is a highly commendable result.

Alcohol-related injury crashes on local roads

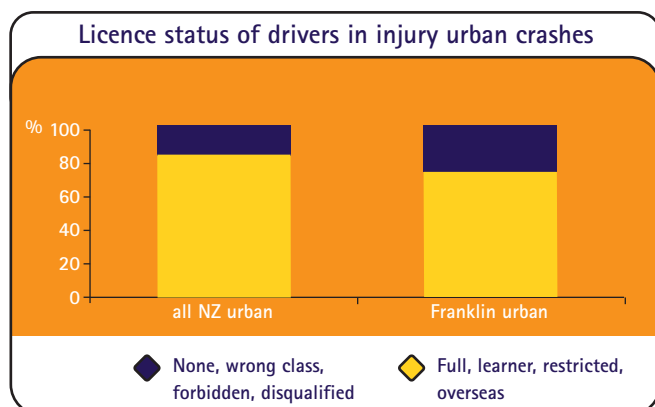
Year	1997	1998	1999	2000	2001
No. of crashes	35	27	27	20	9





Additional comment: Driver licences

The LTSA has published graphs in the Road Safety Reports that illustrate the driver's licence status at the time of an injury crash.



It appears that at least 23 percent of drivers involved in injury crashes on Franklin urban roads have a driver licence status of none, wrong class, forbidden or disqualified (the all New Zealand figure is around 15 percent).

At this stage the distribution of licence status in the on-road driving population is not known and can only be ascertained in roadside surveys. It is therefore difficult to say how bad the situation is. It is clear, however, that compared with the all New Zealand figures there is a problem in urban Franklin.

It also seems likely that unlicensed drivers are having more than their fair share of the crashes. Gaining a better understanding of this group may assist in targeting road safety programmes.

Recommended action

- Work with the New Zealand Police to establish baseline data on the licence status of drivers in Franklin through roadside surveys and checkpoints.
- Encourage and support programmes that facilitate driver training, leading to licensing.

New Zealand Road Safety Programme

Reducing trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Roding Programme.

Community projects

Community funding of road safety projects aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. Central to community programmes is the need to develop and motivate local partnerships in road safety to help reduce the number of deaths and injuries in Franklin.

Funding for community projects in the Franklin district from the NZRSP for the 2002/2003 year includes:

Project name	Funding	Police hours
Road safety co-ordinator	\$27,000	
Speed	\$4,500	150
Safe routes to school and school gate safety	\$3,000	50
Safe with age	\$1,000	25
Te Huarahi – ‘the road’	\$18,200	
Kia WhiWhi Ki Te Ora	\$5,400	
Whanau Ora Ki Runga I Nga Rori	\$6,000	

Police enforcement

In addition to the 225 police hours spent in the district on community projects, a further 17,990 hours will be delivered by police in Franklin district as follows:

Project	Police hours
Strategic – alcohol/drugs, restraint, speed and visible road safety enforcement	12,920
Traffic management – crash attendance events, incidents, emergencies and disasters, traffic flow supervision	4,050
School road safety education	790
Police community services	230

Road environment

The LTSA's Crash Reduction Monitoring database shows that works implemented as a result of crash reduction studies have reduced crashes at the study sites by 50 percent in the Franklin district (30 percent at state highway sites and 51 percent at local road sites).

Recommendations from recent studies should be implemented and further studies undertaken to consider mass action or local area traffic management to reduce crash problems.

References

Franklin District Road Safety Report 1997–2001

LTSA Crash Analysis System

Where to get more information

For more specific information relating to road crashes in the Franklin district, please refer to the 1997 to 2001 Road Safety Report or the LTSA Accident Investigation System, or contact the people or organisations listed below:

Land Transport Safety Authority

Regional Manager
Peter Kippenberger

Regional Education Advisor
Rae-Anne Kurucz

Senior Road Safety Engineer
(South Auckland)
Chris Hewitt

See below for LTSA contact details

Road Safety Co-ordinator

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