

road safety issues

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Franklin District.

The data in this report applies only to local roads and not to any state highways within the Franklin District as these are covered in the Transit New Zealand Region Two and Auckland motorways issues reports.

This is the fifth road safety issues report for the Franklin District.

In each new report one year's data is added and the oldest dropped. It is therefore unlikely that the main issues for any local body will change radically from report to report.

Those chosen for this report are drawn from either the most common crash types or those that appear over-represented when comparing the Franklin District with similar local bodies.

Major road safety issues

Franklin District

Intersections
Rural bends
Alcohol
Speed

Nationally

Speed
Alcohol
Failure to give way
Restraints

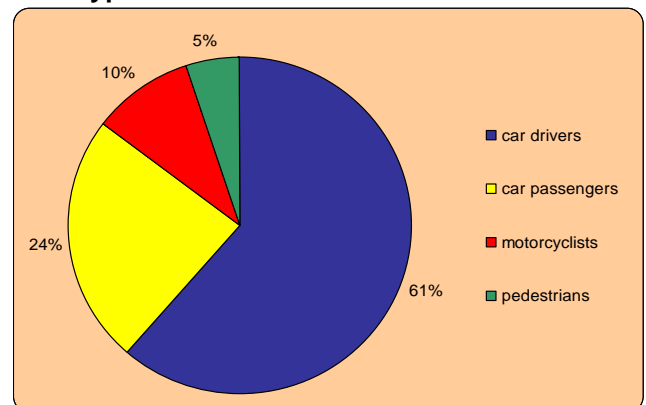
2003 road trauma for Franklin District

Deaths	9
Serious casualties	31
Minor casualties	174

Fatal crashes	9
Serious injury crashes	20
Minor injury crashes	114
Non-injury crashes	176

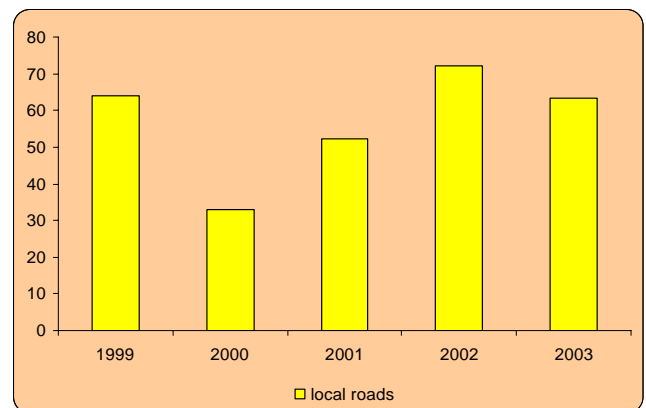
Road deaths 1999–2003

User type 1999–2003



Estimated social cost of crashes*

Social cost (\$ million)



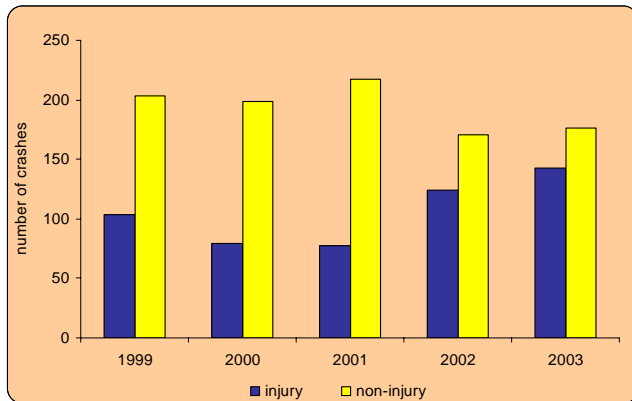
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

Overview of crashes

Over the past five years the number of non-injury crashes reported on local roads in the Franklin District has been declining. However, the number of injury crashes has risen.

All the graphs in this report are for the period 1999–2003 unless specifically stated.

Injury and non-injury crashes

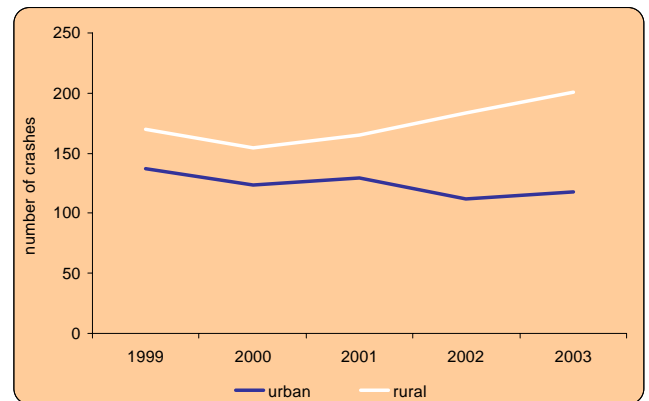


The table below suggests that while the number of crashes has increased, the main rise in casualties has been in minor injuries. This is possibly due to improvements in the reporting of some injury crashes. However, our experience elsewhere in the region has been that an increase in reporting is normally accompanied by a large rise in the number of non-injury crashes. This has not been the case in the Franklin District. The reason for this trend is not, therefore, fully apparent at this stage.

Year	No. of fatalities	No. of serious injuries	No. of minor injuries
1999	8	47	177
2000	3	24	92
2001	9	21	97
2002	13	33	141
2003	9	31	174

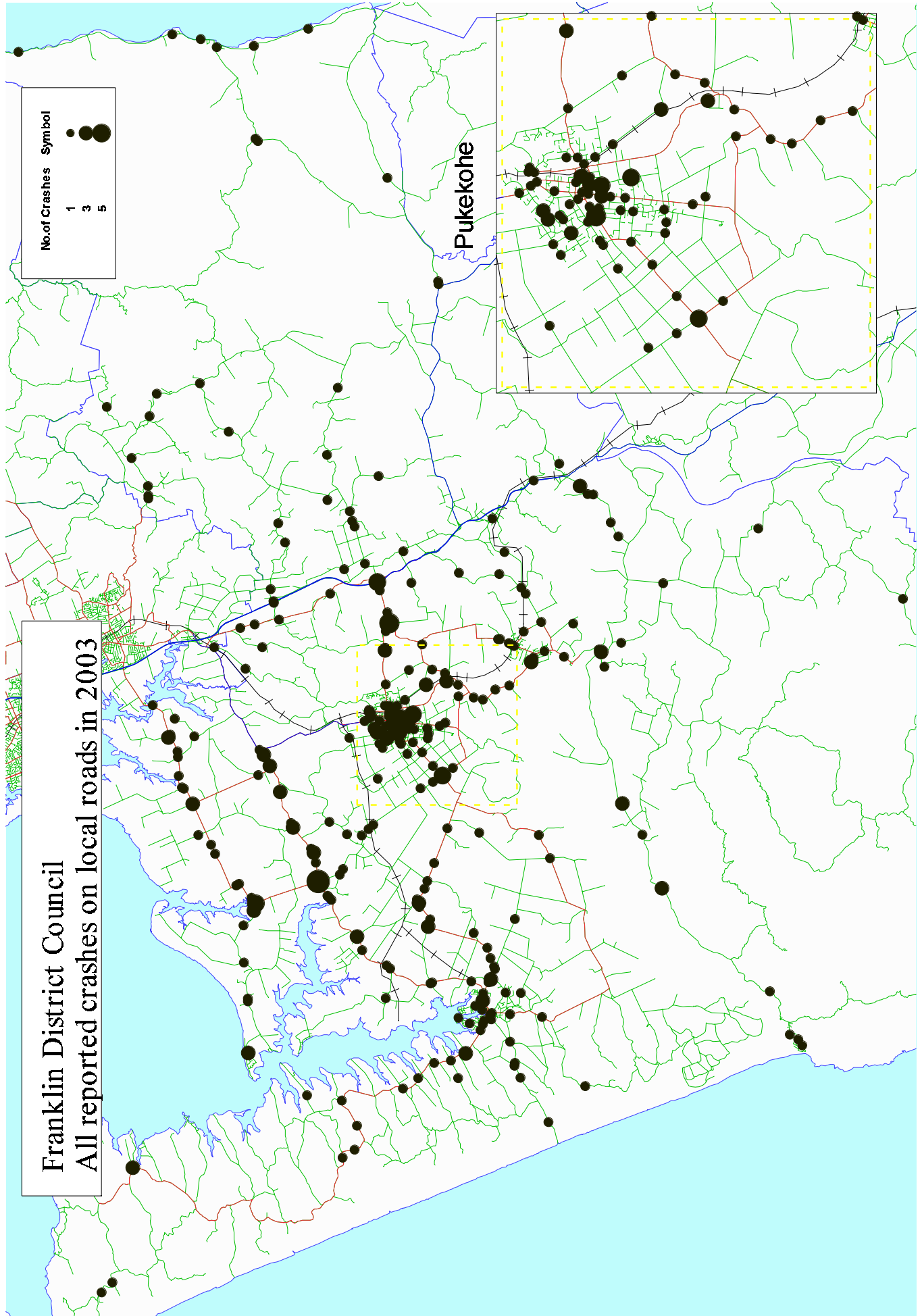
Over the last five years, there have also been divergent trends in crashes reported in rural areas and urban areas. The LTSA defines an area as urban if it has a speed limit of 70 km/h or less.

Location of injury and non-injury crashes



Further information about crashes on local roads in Franklin between 1999 and 2003.

- There were a total of 1,493 crashes reported, 527 injury crashes and 966 non-injury crashes.
- 37 percent of crashes occurred at intersections (on average).
- 31 percent of crashes occurred on wet roads.
- At least 21 percent of crashes involved alcohol.
- 24 percent of crashes involved excessive speed.
- A total of 969 roadside hazards were struck in the 1,493 crashes.
- 1,800 cars, 312 vans/utes/sports utility vehicles (SUVs), 97 trucks, 10 buses, 43 motorcycles and nine bicycles were involved.



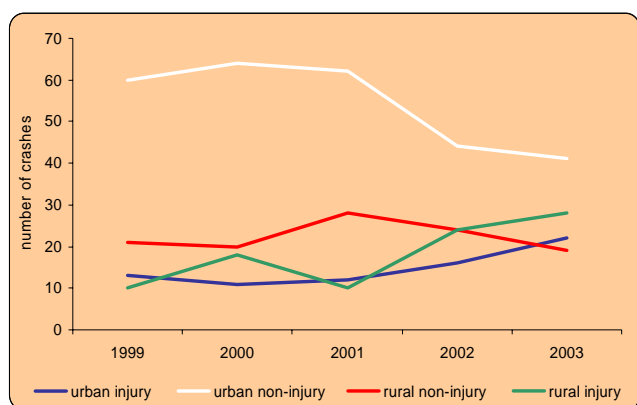
T Intersections

Crashes at intersections in urban areas of the Franklin District were the most common type of crash reported.

In rural areas, crashes at intersections were the second most common crash type and were over-represented when comparing the Franklin District with similar local bodies.

Injury crashes at intersections are increasing in both urban and rural areas.

Intersection crashes



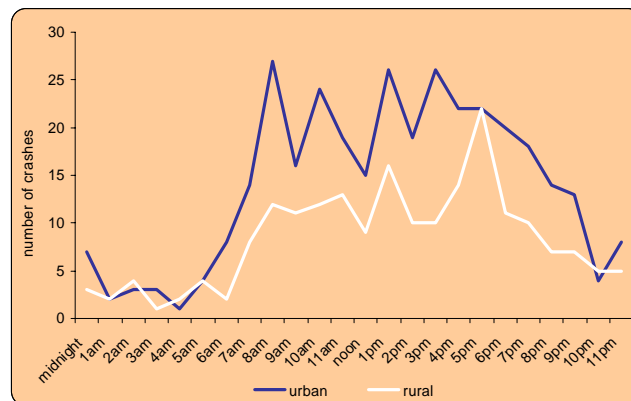
Over the five-year period, there was a total of 547 crashes at intersections. These were made up of 164 injury crashes and 383 non-injury crashes.

The intersection types and the number of crashes at them is shown in the table below.

Intersection type	Rural	Urban
Driveway	1	7
Multi-leg	3	9
Roundabout	0	45
T junction	124	158
X junction	54	104
Y junction	18	21

Crashes in both urban and rural areas were spread largely across the time period from 6 am to 8 pm. There was a distinct peak in crashes in the evening in rural areas.

Intersection crashes by time of day



Further information about intersection crashes in 2003.

- There were 110 intersection crashes in 2003; 50 involved an injury and 60 non-injury.
- 147 cars, 33 vans/utes/SUVs, nine trucks and two motorcyclists were involved.
- Two people died, seven received serious injuries and 74 received minor injuries.
- Alcohol was a factor in 22 percent of the crashes. Across the Auckland region alcohol was involved in 15 percent of local road crashes.
- 35 percent of crashes occurred at night.
- 34 percent occurred in the wet.
- The worst month was July (14 crashes) and the best was February (two crashes).
- The worst day of the week was Wednesday and the best was Monday.
- 52 percent of drivers in injury crashes were male.
- The most common type of crash involved two vehicles colliding at right angles and the second most common was a vehicle being hit on the drivers side while turning right from a side road or driveway.
- Although the home location of the driver wasn't always identified, at least 97 percent of drivers whose home location was recorded, were from Auckland.

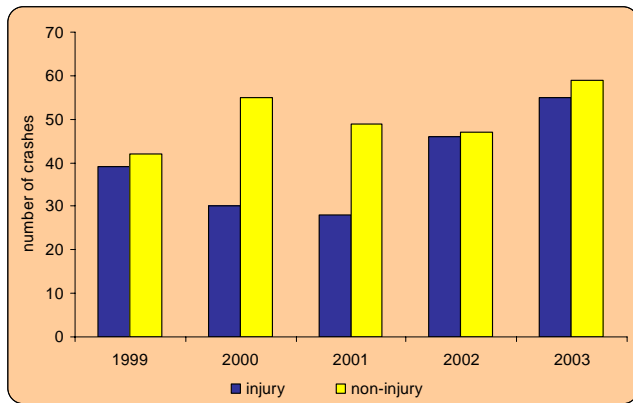


Rural bends

In rural areas, the single largest crash type involved loss of control on bends and in some cases involved a head-on collision with another vehicle. Almost 55 percent of rural crashes were of this type. The next most common rural crash type occurred at intersections and accounted for around 18 percent of rural crashes.

The number of both injury and non-injury bend crashes has been gradually rising over the last five years.

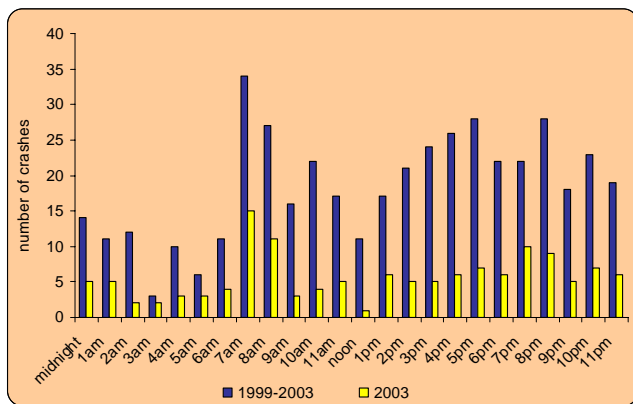
Crashes at rural bends



Forty-four percent of these crashes occurred at night while the average for all crashes across the Franklin District was 37 percent.

There were very strong crash peaks during commuter times, especially during the morning as shown in the graph below. In 2003, morning peak times for crashes were even more pronounced than the five-year values, perhaps highlighting the changing nature of rural Franklin.

Crashes at rural bends by time of day



When looking at contributing factors to these crashes, it is apparent that there is a very significant representation of alcohol and speed.

The prevalence of various crash factors varies considerably by time of day. This might assist in targeting interventions effectively.

The table below shows the most common factors in injury rural bend crashes and their percentage in each time block over the 1999 to 2003 period. For example, five percent of crashes between the hours of 8 am and noon involved alcohol compared with 28 percent between 8 pm and midnight.

Percentage of crashes by factor and time of day

	12am to 4am	4am to 8am	8am to 12pm	12pm to 4pm	4pm to 8pm	8pm to 12am
Alcohol or drugs	35	10	5	4	14	28
Too fast for conditions	17	20	14	15	22	17
Failure to keep left	2	3	6	10	6	1
Inexperience	2	3	1	4	5	2
Fatigue (drowsy)	0	5	1	0	4	3
Slippery	8	23	23	11	15	8
Weather	10	8	5	4	4	1

Further information about rural bend crashes in 2003.

- There were 114 crashes, 55 injury crashes and 59 non-injury crashes.
- Four people died, 16 received serious injuries and 56 received minor injuries.
- 44 percent occurred at night
- 38 percent occurred in the wet
- 128 roadside hazards were struck including 35 fences, 17 poles, nine trees and 25 ditches.
- 107 cars, 19 vans/utes/SUVs, four trucks and one bus were involved.



Alcohol

As has already been highlighted in the two previous issues, both speed and alcohol continue to be significant contributing factors to crashes in the Franklin District.

Between 1999 and 2003, there were 137 alcohol-related injury crashes reported by the Police.

This represented about 20 percent of urban injury crashes while the peer local body value was around 15 percent and the all New Zealand figure was around 13 percent.

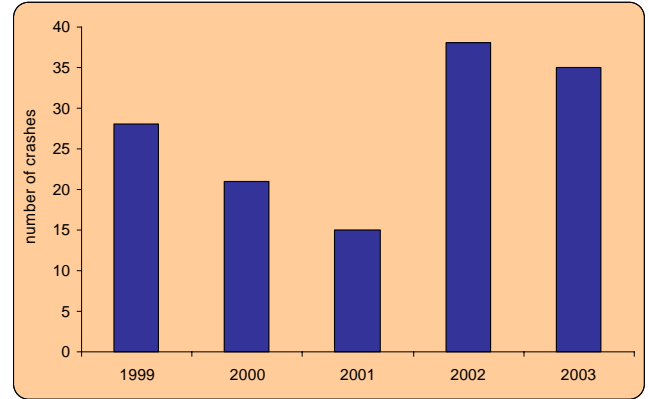
In rural areas, alcohol was involved in about 23 percent of injury crashes while the peer and all New Zealand figures were a little lower.

The LTSA has five levels of alcohol recording in its crash system and the number of times these factors are recorded in each of these is shown in the table below, along with a brief description of each category. (Note that if two drunk drivers collide, this will be recorded as one alcohol-related crash but each driver will have a factor recorded against them as shown in the table below.)

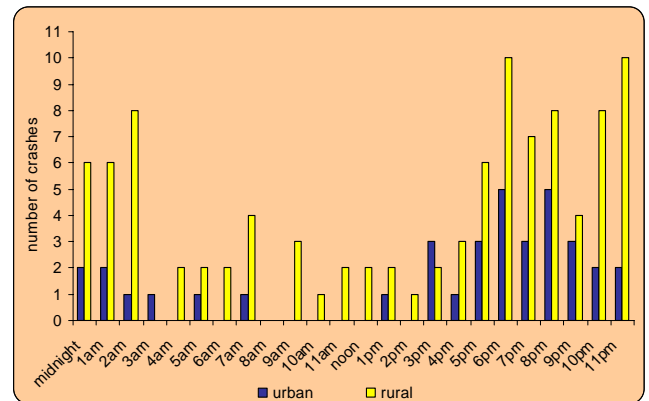
LTSA alcohol cause category	1999 to 2003	2003
<u>Alcohol suspected</u> Reporting officer believed alcohol was an issue but was unable to present positive evidence as, for example, the driver may have absconded from the scene.	48	8
<u>Alcohol test below limit</u> (Reporting officer tested for alcohol but reading was below the limit. The reading can still be high but not over the limit).	25	3
<u>Alcohol test above limit or refused</u> Reporting officer tested for alcohol and found that the statutory limits had been exceeded.	62	24
<u>Alcohol test result unknown</u> At the time the crash report was written, the result was not known. This is usually because the blood test results had not yet come back from the laboratory.	2	1
<u>Visibly intoxicated non-driver</u> Drunk pedestrian/cyclist/passenger.	3	0

The number of alcohol-related crashes in the Franklin District fell from 1999 to 2001 and rose again in 2002 and 2003 .

Alcohol-related injury crashes



Alcohol-related injury crashes by time of day and urban/rural



Further information about alcohol-related injury crashes in 2003.

- There were 35 crashes in 2003.
- 51 percent occurred at bends.
- 74 percent occurred at night.
- 26 percent occurred in the wet.
- 43 percent also included speed as a contributing factor.
- 37 cars, nine vans/utes/SUVs and one truck were involved.
- Eight people died, nine received serious injuries and 39 received minor injuries.
- 25 of these crashes occurred in rural areas and 10 in urban areas.

Speed

Excessive speed continues to be a significant contributing factor to crashes in the Franklin District.

Excessive speed for the road conditions was the single largest contributing factor in rural injury crashes and although the Franklin values are marginally higher than peer and New Zealand values, they are not significantly different.

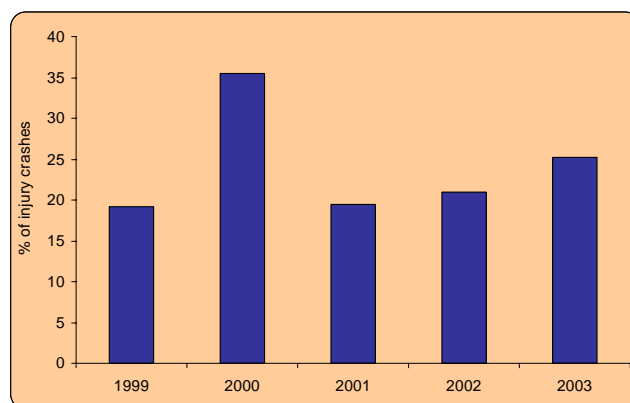
However, a single factor which can be found in almost 28 percent of rural injury crashes cannot be marginalised just because it is similar to the rest of the country.

The LTSA uses six classifications of speed-related crashes and includes a further four racing type factors in the speeding group.

Where these factors were recorded in the Franklin District, they are shown below for 2003 and between 1999 and 2003 in the table below. The data shows only what was reported by the Police. It is important to note that the LTSA does not apply any judgement of its own to the data. This and other tables show only what the Police themselves reported.

LTSA speed category	No. of times used in injury crashes 1999 to 2003	No. of times used in injury crashes 2003
Too fast for conditions (general category)	10	6
Too fast entering corner	85	23
Too fast on straight	21	6
Too fast when giving way at intersection	4	0
Too fast at temporary speed limit	5	1

Speed-related injury crashes



There is an upward trend in the number of speed-related injury crashes in the Franklin District, even when viewed against the general rise in injury crashes in the district.

Further information about speed-related crashes in the Franklin District in 2003.

- There were 36 injury crashes in 2003.
- Five people died, nine received serious injuries and 35 received minor injuries.
- 72 percent of crashes occurred at bends.
- 44 percent occurred at night.
- 36 percent occurred in the wet.
- 36 cars, five vans/utes/ SUVs, one truck and one bus were involved.
- 58 percent of drivers were male.
- 55 percent of drivers were aged 24 or less.
- 42 percent of crashes also involved alcohol as a factor.
- 97 percent of speed-related crashes occurred in rural areas.

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 48 percent on local roads in the Franklin District. This was a very good result as the national rate for reductions on local roads across all of New Zealand was 32 percent.

Recommendations from recent studies should be implemented as soon as possible. Analysis of the crashes at all completed sites should be undertaken regularly to ensure that safety has been improved and sites re-examined if no improvement has occurred. Further crash reduction studies should be undertaken to continue the reduction of crash numbers and severity.

Road safety projects in Franklin

There are a number of road safety projects underway in Franklin which will undoubtedly address many of the issues highlighted in this and previous reports. The following is a selection of some of the projects underway. See contact details opposite for more information.

- The Franklin District is currently in the process of developing a safety management system (SMS) for its roading network.
- The Franklin District is continuing to review its speed limits.
- Night-time inspections for arterial roads.
- Regular liaison with local Police.
- Forward planning for next crash reduction studies.
- Regular participation with audit programs run by the LTSA and Transfund New Zealand.

Where to get more information

For more specific information relating to road crashes in Franklin District, please refer to the 1999 to 2003 Road Safety Data Report, the LTSA's Crash Analysis System or contact the LTSA as listed below.

Contacts

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Peter Kippenberger
See LTSA staff contact details at bottom of page

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