



briefing notes - road safety issues

Franklin District

New Zealand Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Franklin District.

This report is the tenth road safety report for Franklin District. All the material unless otherwise stated in this report applies only to local roads. Local roads are all non State Highway roads in the district.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Franklin District is compared to similar local bodies or those with high social cost (high numbers of fatal and serious crashes mainly).

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

We encourage Franklin District to use its free access to the Ministry of Transport's Crash Analysis System (CAS) to delve deeper into the highlighted issues. All data and maps in this note are from CAS.

Major road safety issues *

Franklin District

Night time crashes

Alcohol

Bends

Speed

Nationally *

Speed

Alcohol

Failure to give way

Restraints

2008 road trauma

Casualties

Franklin District

Deaths

6

Serious casualties

45

Minor casualties

198

Crashes

Franklin District

Fatal crashes

6

Serious injury crashes

33

Minor injury crashes

130

Non-injury crashes

309

* not in any specific order of priority

Overview

In 2008 on local roads in Franklin District there were 169 injury crashes and 310 non-injury crashes. In addition there were 33 injury crashes and 70 non-injury crashes on State Highways both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from the 169 injury crashes by rural or urban areas for local roads (rural is defined as an area with a speed limit of 80km/h or more).

Casualties by urban / rural 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	6	32	137	175
Urban	0	13	61	74
Total	6	45	198	249

In the last decade there had been a general rise in the number of crashes being reported in Franklin District. This rise is made up mainly of a lift in the numbers of minor injury crashes. This may in part be due to an improved reporting rate and an increase in the urban areas of the district—which tend to have less serious crashes because of the lower speed profile.

There has also been a significant rise in the vehicle kilometres travelled in the district (on local roads) from 419.3 million in 2003/4 to 485.8 m in 2007/8.

Crash trends in Franklin District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
1999	8	35	61	104
2000	3	20	56	79
2001	9	18	50	77
2002	12	22	90	124
2003	9	21	116	146
2004	13	33	101	147
2005	7	26	112	145
2006	10	34	132	176
2007	9	21	121	151
2008	6	33	130	169

Local road crashes

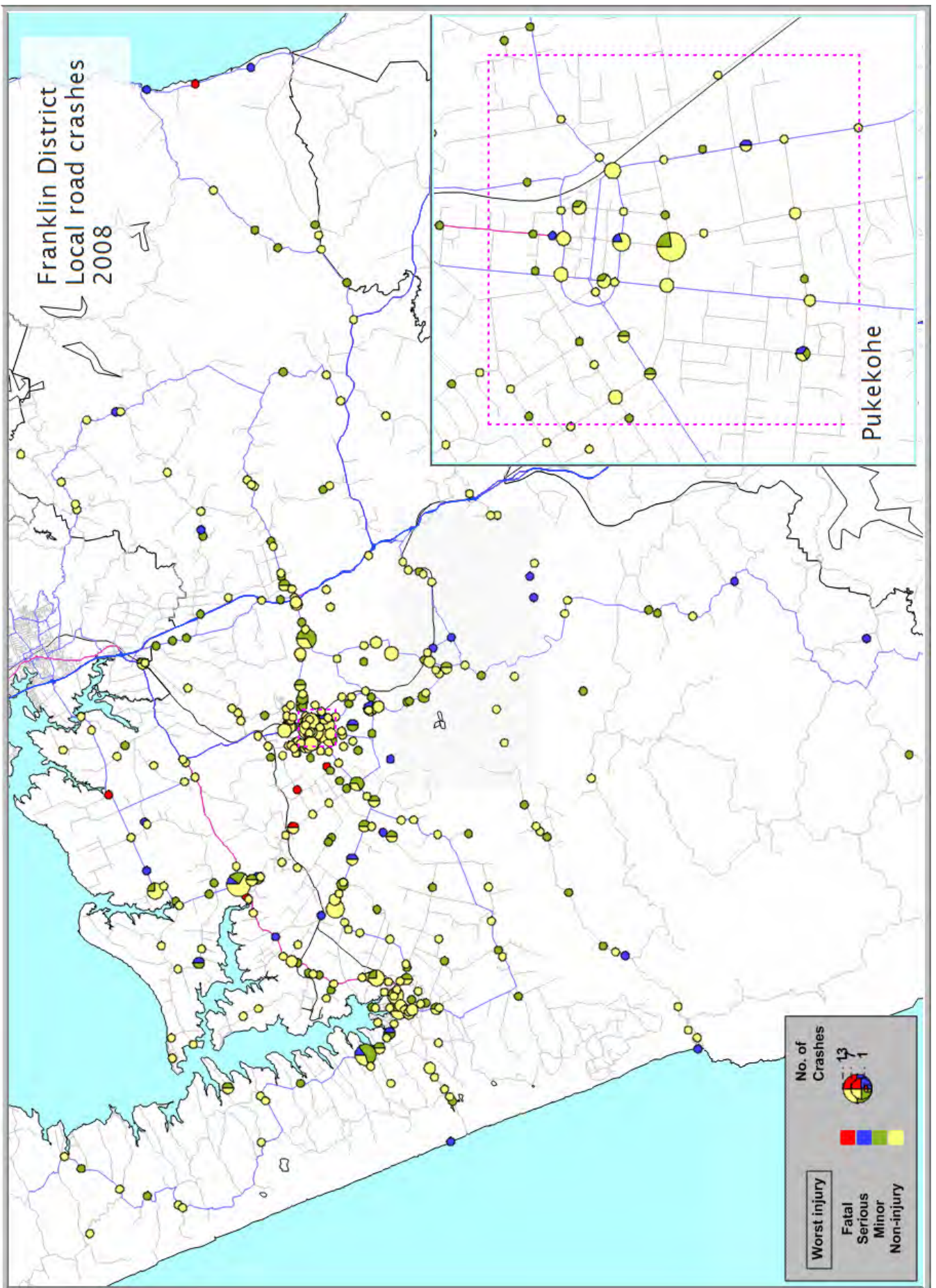
Crash type or contributory cause 2004 to 2008	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	30	19
Too fast	26	25
At bends	47	46
At intersections	29	30
Motorcyclists	19	8
Road factors	13	16
Night time	45	38

Further information about the 789 injury and 1344 non-injury crashes on **local** roads in Franklin District 2004 to 2008:

- Worst month April, best November
- Worst day Friday, best Monday
- 31 percent on wet roads
- 38 percent at night
- 36 percent at intersections
- 1538 roadside objects struck
- Social cost of crashes in 2008 \$65.9 m

Further information about the 210 injury and 397 non-injury crashes on **State Highways** in Franklin District 2004 to 2008:

- Worst month December, best April
- Worst day Friday, best Tuesday
- 34 percent on wet roads
- 40 percent at night
- 20 percent at intersections
- 462 roadside objects struck
- Social cost of crashes in 2008 \$19.4 m



Night time crashes

Between 2004 and 2008 there were a total of 297 night time injury crashes on local roads. These resulted in 22 fatalities, 85 serious injuries and 284 minor injuries.

The proportion of fatal and serious injury crashes occurring during the hours of darkness on local roads in Franklin District is higher than the New Zealand average for similar districts.

Night time injury crashes					
Road type	2004	2005	2006	2007	2008
Open road	44	33	47	40	49
Urban road	22	12	18	13	19
Total	66	45	65	53	68

Night time crashes on local roads between 2004 and 2008 in the district show a higher number of both fatal and injury crashes occurring on a weekday rather than a weekend. Although 43 percent of all fatal crashes happened at the weekend

Night time injury crashes 2004 to 2008		
Worst injury	Weekend (Friday 6pm till Monday 6am)	Weekday (Monday 6am till Friday 6pm)
Fatal	9	12
Injury	134	142
Total	143	154

Locations with the most injury night time crashes 2004 to 2008	
Intersection name (Within a radius of 50m)	Number of crashes
Awhitu Road and Kaihau Road	6
Patumahoe Road 220 m south Sedgebrook Road	4
Harris Street and Edinburgh Street	3
Helvetia Road and West Street	3

Age and gender of at fault drivers in night time injury crashes

Ages of drivers	Male	Female
15- 19 years *	53	20
20 - 24	37	17
25 - 29	20	7
30 - 39	36	12
40 - 49	36	15
50 - 59	20	3
60 - 69	8	0
70+	5	2
Total	215	76

* Note ages ranges are not equal

Further information about the 297 injury night time crashes in Franklin District on **local** roads 2004 to 2008:

- Most common crash type “loss of control turning right”
- 38 percent of involve alcohol
- 32 percent wet road
- 33 percent speed related
- Worst month May, best January
- Worst day Saturday, best Monday

Further information about the 81 injury night time crashes in Franklin District on **State Highways** 2004 to 2008:

- Most common crash types “ loss of control turning left”
- 25 percent involve alcohol
- 42 percent wet road
- 22 percent speed related
- Worst month May and best January
- Worst day Sunday, best Tuesday

Bend - loss of control or head on

Between 2004 and 2008 46 percent of all injury crashes in Franklin District were loss of control or head on bends. These crashes resulted in 19 fatalities, 94 serious injuries and 386 minor injuries.

Crashes at bends 2004 to 2008				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2004	7	16	40	63
2005	2	12	52	66
2006	3	15	68	86
2007	4	13	59	76
2008	3	15	55	73
Total	19	71	274	364

After drivers lose control their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The most common roadside hazards struck in injury loss of control or head on crashes on bends in Franklin District were cliffs or banks (75), trees (49), fences (90), posts or poles (41) and ditches (71) from a total of 384 objects struck.

Main characteristics of injury lost control or head on crashes at bends	
Crash characteristic	Percentage of crashes
Single vehicle	85
Alcohol	26
Excessive speed for the conditions	43
Road factors	23
Poor handling	51
Rural road	85
Wet road	40
Night time	43

Further information about the 364 injury loss of control or head on crashes on bends on **local** roads in Franklin District 2004 to 2008:

- 19 deaths, 94 serious injuries and 386 minor injuries
- 72 percent of at fault drivers were male
- Most common crash type "loss of control turning right"
- Most common at fault driver age group 15 to 19 years (28 percent of all at fault drivers)
- 26 percent involved alcohol
- 43 percent involved speed too fast for the conditions
- Worst month May, best November
- Worst day Saturday, best Thursday
- Worst three hour time period 3pm till 6pm

Further information about the 81 injury loss of control or head on crashes on bends on **State Highways** in Franklin District 2004 to 2008:

- 11 deaths, 36 serious injuries and 83 minor injuries
- 68 percent of at fault drivers were male
- Most common crash type "loss of control turning left"
- Most common at fault driver age group 20-24 years (19 percent of all at fault drivers)
- 15 percent involved alcohol
- 25 percent involved speed too fast for the conditions
- Worst months March, July and October (all equal), best April
- Worst day Sunday, best Monday
- Worst three hour time period Midday till 3pm

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver’s blood alcohol level rises.

A driver over the legal limit (80mg of alcohol per 100ml of blood) is sixteen times more likely to be involved in a fatal crash than a sober driver.

Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than a sober driver in the same crash, and if injured, they are also more likely to encounter complications in their recovery.

In New Zealand for the 12 months to December 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes (the same as 2007) and 15 percent of all injury crashes (the same as 2007).

In Franklin District, alcohol was a factor in 19 percent of injury crashes in 2008.

Number of alcohol related injury crashes			
Crash year	Open road	Urban road	Total
2004	20	10	30
2005	19	3	22
2006	17	9	26
2007	27	6	33
2008	33	9	42
Total	116	37	153

(Open road is classified as any area with a speed limit of 80km/hr or more).

From the beginning of 2007 NZTA has been adding driver factor codes to all non-injury crashes for the northern district.

This will allow the Police and other agencies to target alcohol related crashes more quickly and with even more geographic accuracy than ever before.

In 2008 there were 55 local road and 11 State Highway non-injury alcohol related crashes reported by the Police in Franklin District.

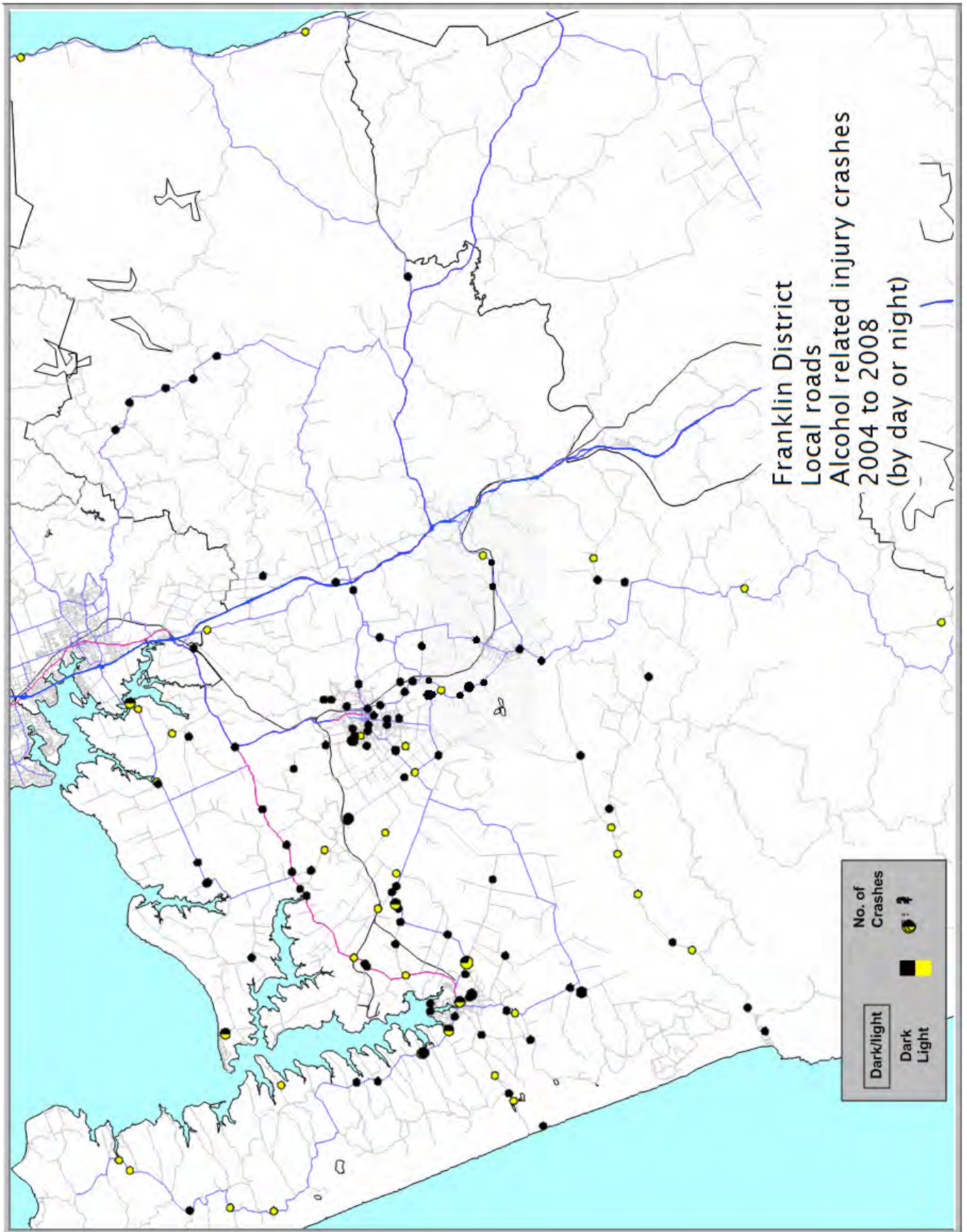
The key locations of alcohol related injury crashes occurring between 2004 and 2008 are shown on the map on the following page. The map indicates the crash locations by dark or light conditions.

Further information about the 153 alcohol related injury crashes on **local** roads in Franklin District 2004 to 2008:

- 15 deaths, 61 serious injuries and 141 minor injuries
- 75 percent of at fault drivers were male
- Most common crash type “loss of control turning right”
- 20 percent at intersections
- 24 percent urban
- 24 percent wet road
- 73 percent night time
- Worst three hour time period 9pm till midnight
- Worst month May, best June
- Worst day Saturday, best Monday

Further information about the 25 alcohol related injury crashes on **State Highways** in Franklin District 2004 to 2008:

- 3 deaths, 10 serious injuries and 28 minor injuries
- 75 percent of at fault drivers were male
- Most common crash type “loss of control turning right” and “loss of control turning left” (equal)
- 20 percent at intersections
- 28 percent urban
- 20 percent wet road
- 80 percent night time
- Worst three hour time period 9pm till midnight
- Worst month December, best January and November (equal)
- Worst day Sunday, best Tuesday and Wednesday (equal)



Speed

Nationally, speed is one of the major contributing factors to road crashes. Reducing speeds is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to situations and it leads to more serious injuries. Research has shown that a one km/h reduction in mean speed can produce a three percent reduction in injury crashes.

Between 2004 and 2008, 25 percent of injury crashes in Franklin District involved travelling too fast for the conditions. These crashes resulted in 14 fatalities, 49 serious injuries and 237 minor injuries.

Speed related crashes					
Speed related crashes	2004	2005	2006	2007	2008
Rural	33	27	26	29	37
Urban	6	9	11	9	13
Total	39	36	37	38	50

Speed related crashes in CAS are not crashes where the driver was exceeding the posted speed limit (although that may also be the case) but are crashes where in the opinion of the reporting Police Officer the driver was travelling too fast for the prevailing conditions.

Certainly getting the message through that the posted speed limit is a maximum, but not necessarily a safe speed for every bend, crest, dip or isolated development (or driver) is the key to lowering the injury rate.

Local bodies can do their part by making sure limits are reasonable, comply with the Speed Limits Rule and are adequately signposted.

Temporary speed limits at road works in particular need to be better monitored to make sure that they are reasonable and only in place when hazards exist.

The key locations of speed related injury crashes on local roads occurring between 2004 and 2008 are shown on the map on the following page.

There were three sites where three or more speed related injury crashes occurred between 2004 and 2008. All three of these sites had at least one crash in 2008.

Age and gender of at fault drivers in speed related injury crashes

Drivers age 2004 - 2008	Male	Female	Total
15-19 years*	49	13	62
20 - 24	28	9	37
25 - 29	14	4	18
30 - 39	20	12	32
40 - 49	21	10	31
50 - 59	6	2	8
60 - 69	7	1	8
70+	2	0	2
Total	147	51	198

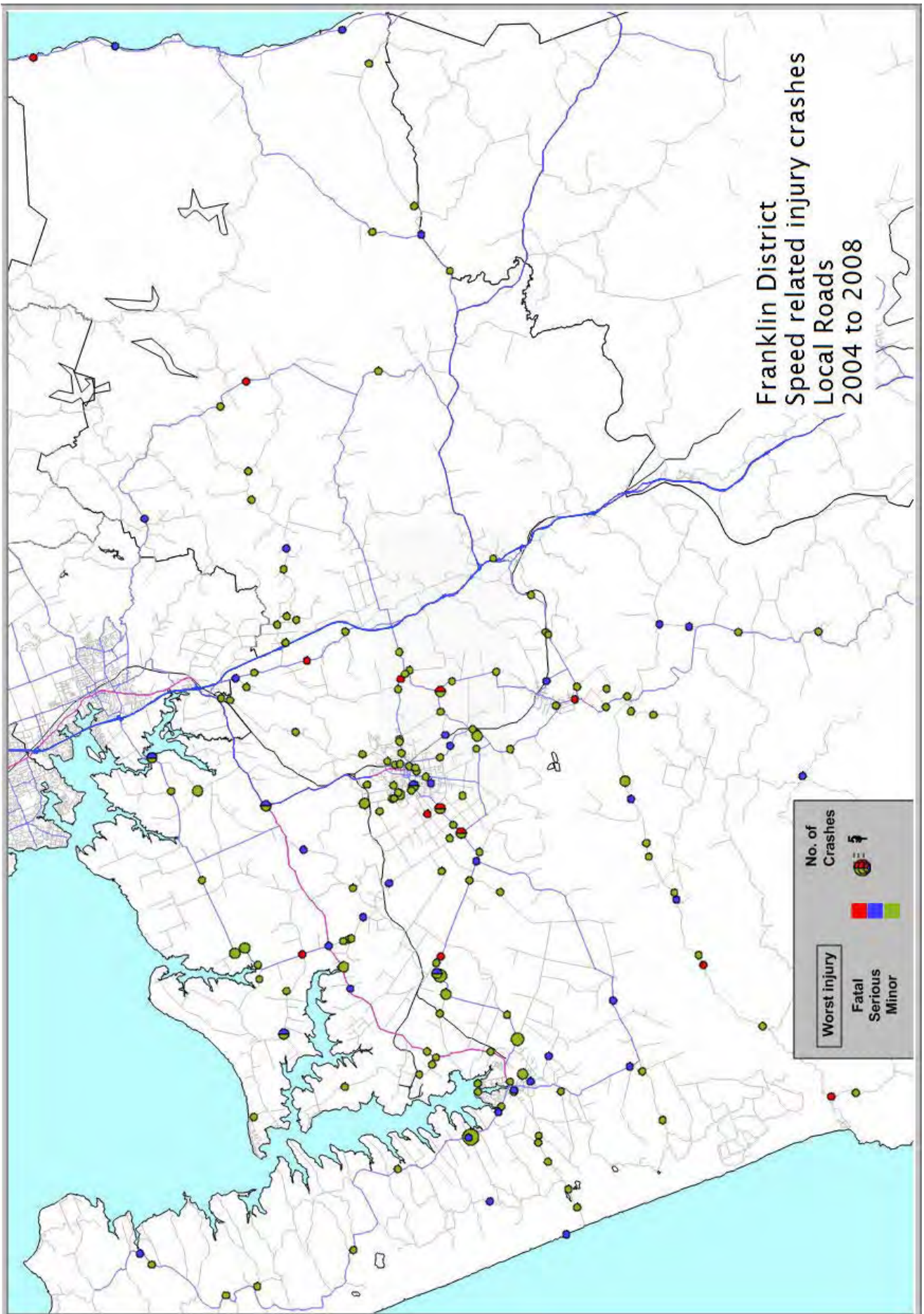
* note age ranges are not equal

Further information about the 200 speed related injury crashes on **local** roads in Franklin District 2004 to 2008:

- 14 deaths, 49 serious injuries and 237 minor injuries
- Most common crash type “Loss of control turning right”
- 75 percent mid-block
- 41 percent wet road
- 49 percent night time
- Worst month May, best January
- Worst day Friday, best Monday
- Worst three hour time period 6pm till 9pm

Further information about the 32 speed related injury crashes on **State Highways** in Franklin District 2004 to 2008:

- 12 deaths, 17 serious injuries and 33 minor injuries
- Most common crash type “Lost control turning left”
- 88 percent mid-block
- 44 percent wet road
- 56 percent night time
- Worst month October, best April
- Worst day Sunday, best Monday and Wednesday (equal)
- Worst three hour time period 3am till 6am and 6am to 9am (equal)



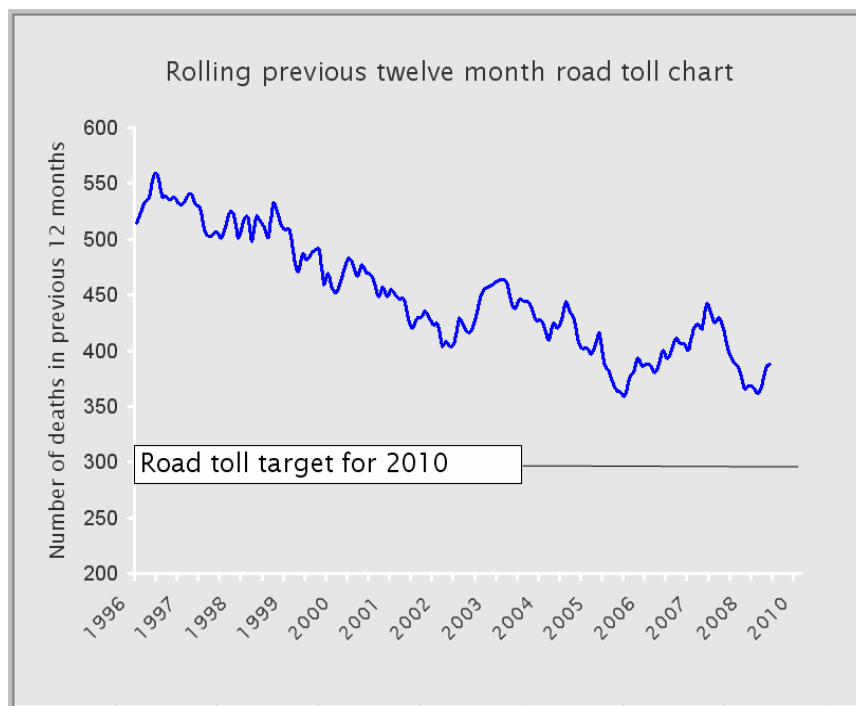
The next ten years—moving beyond Road Safety 2010

In August this year the Ministry of Transport will embark on a nationwide road safety consultation programme as it moves to formulate priorities for the next ten years.

Information will be published on their web site and we would encourage any person or group with an interest in road safety to watch the site carefully for developments. Follow this link:

<http://www.transport.govt.nz/ourwork/Land/landsafety/SaferJourneys-RoadSafetyStrategyto2020/>

The chart on the right illustrates the progress made during the life of the Road Safety 2010 strategy. Although progress has been made it would seem highly unlikely that the target of 300 or fewer fatalities will be met.



Restraints

The Ministry of Transport (MoT) conducts surveys of restraint use. Results are available for front, rear and child restraints although not all at a local authority level.

See the MoT website: <http://www.transport.govt.nz/research/safetybeltstatistics/>

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