

# road safety issues

**T**he 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 Manukau City.

This is the fifth road safety issues report for Manukau City. All the data in this report applies only to local roads and not to any state highways within Manukau City as these are covered in the Transit New Zealand Region Two and Auckland motorways issues reports.

As one additional year's data is added to each new report and one is dropped, it is unlikely that the main issues for any local body will change radically from report to report.

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

## Major road safety issues

### Manukau City

- Intersections
- Alcohol
- Speed
- Pedestrians

### Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints



## 2003 road trauma for Manukau City



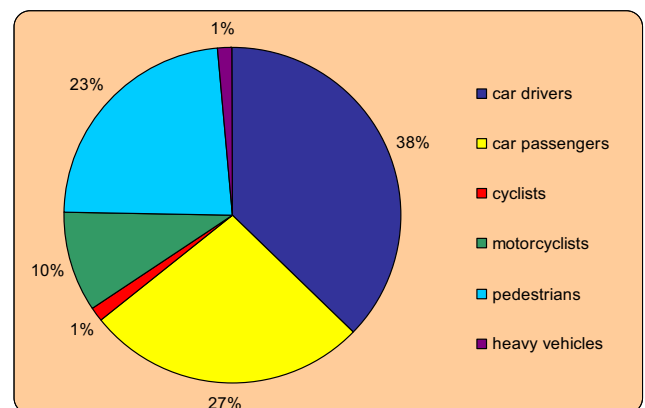
|                    |     |
|--------------------|-----|
| Deaths             | 13  |
| Serious casualties | 98  |
| Minor casualties   | 567 |



|                        |       |
|------------------------|-------|
| Fatal crashes          | 13    |
| Serious injury crashes | 86    |
| Minor injury crashes   | 426   |
| Non-injury crashes     | 2,086 |

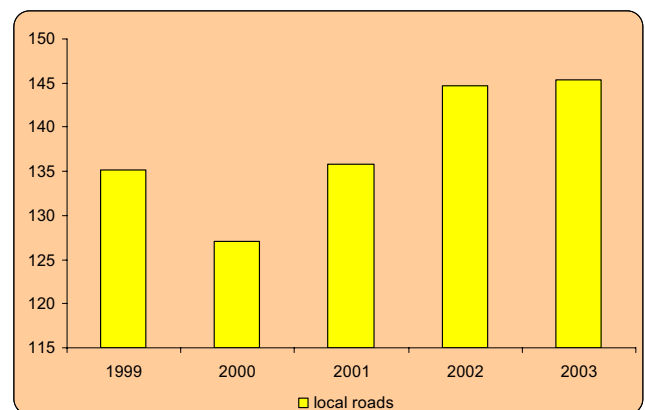
## Road deaths 1999–2003

### User type 1999–2003



## Estimated social cost of crashes\*

### Social cost (\$ million)



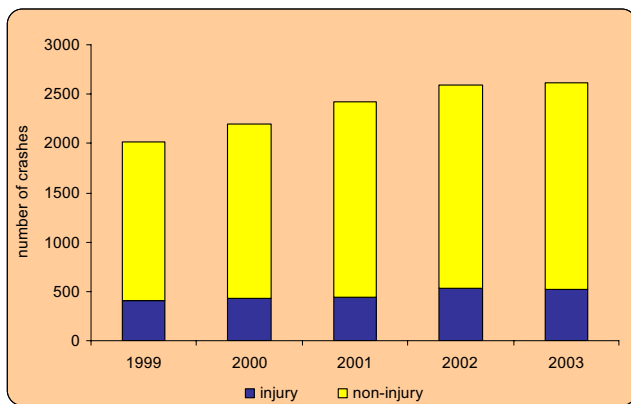
\*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

## Overview of crashes

Over the past five years, there has been a gradual increase in the number of crashes reported in Manukau City, perhaps reflecting the large increase in the city's population during that time.

Although there was a levelling out of this trend during 2003, the number of pedestrians involved in crashes has been rising steadily. In 2003, the figure was the highest recorded so far. Pedestrians were also the only road-user group to show a significant rise in representation in 2003 over 2002.

### Crash numbers by severity 1999–2003

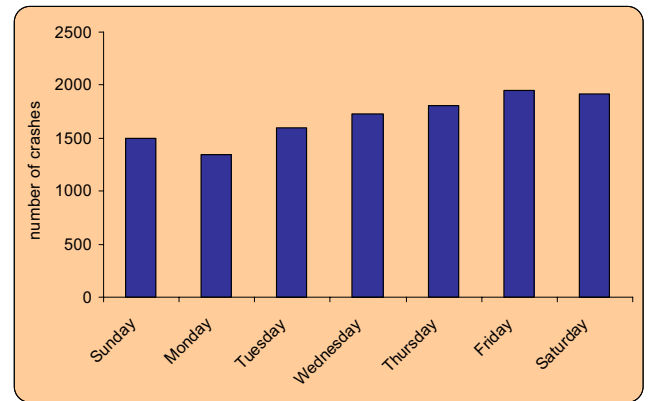


Over the five-year period, a total of 3,213 people were injured. This included 73 fatalities, 502 serious injuries and 2,633 minor injuries.

The table below illustrates the type and number of road users being injured.

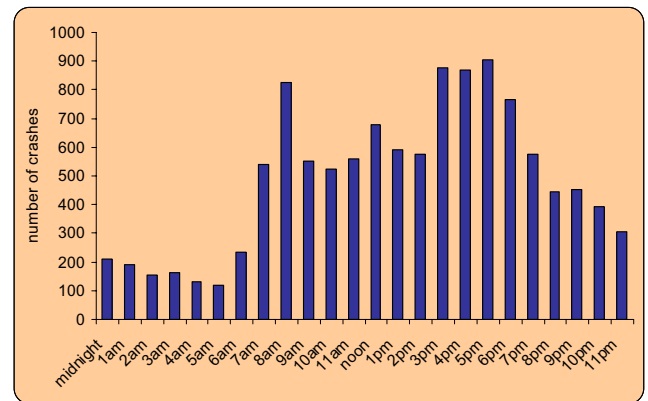
| Road user      | Driver/other | Passenger |
|----------------|--------------|-----------|
| Bus            | 9            | 9         |
| Car, van, taxi | 1,782        | 735       |
| Cyclist        | 146          | 1         |
| Equestrian     | 2            |           |
| Motorcyclist   | 116          | 8         |
| Other          | 1            | 3         |
| Pedestrian     | 350          |           |
| Truck          | 39           | 12        |

### Crash numbers by day of week



Crashes in Manukau City also exhibited very strong peaks during commuter times, especially at morning peak times.

### Crash numbers by time of day



Further information about crashes in 2003.

- There were 2,611 crashes, including 525 injury crashes and 2,086 non-injury crashes.
- 13 people died, 98 received serious injuries and 567 received minor injuries.
- 33 percent of crashes happened at night.
- 26 percent of crashes occurred in the wet.
- A total of 4,891 vehicles were involved, including 4,199 cars, 394 vans/utes and sports utility vehicles (SUVs), 187 trucks, 28 buses, 38 motorcycles and 45 bicycles.
- A total of 925 roadside hazards were struck including 233 parked vehicles, 168 posts or poles, 93 trees and 175 fences.
- 49 percent of crashes occurred at intersections.

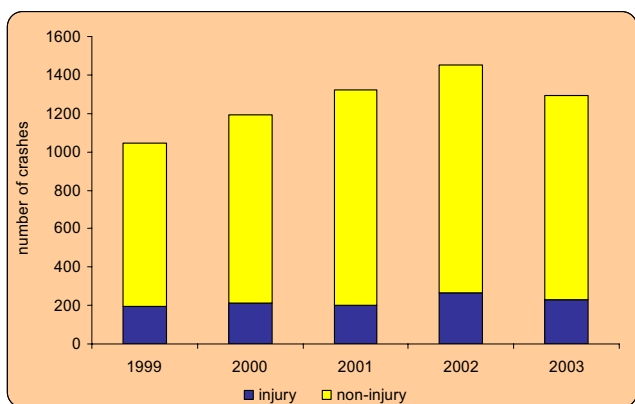
# T Intersections

As in last year's issues report, crashes at intersections remains an issue for Manukau City.

With such a significant percentage of the city's roads contained within a vast urban area on the western side of the local body, it is not surprising to find high numbers of intersection crashes.

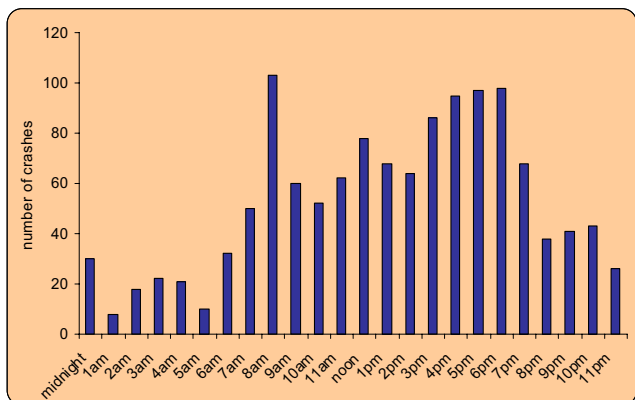
In 2003, there were 1,291 crashes at intersections; considerably less than in 2002. Of these, 230 were injury crashes and 1,061 were non-injury crashes.

## Intersection crashes

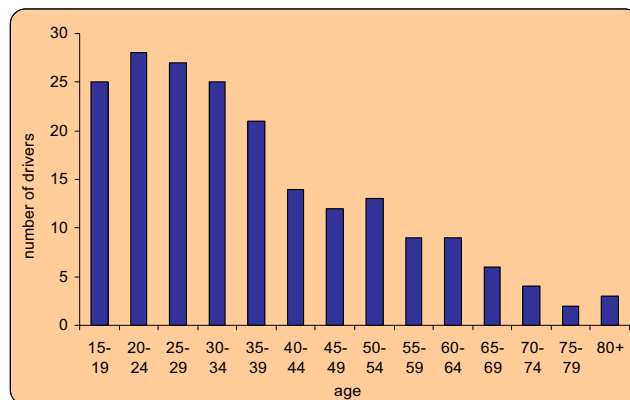


| Junction type | Number of injury and non-injury intersection crashes in 2003 |
|---------------|--|
| Driveway      | 22   |
| Multi leg     | 46   |
| Roundabout    | 114  |
| T junction    | 801  |
| X junction    | 275  |
| Y junction    | 32   |

## Time of day for intersection crashes 2003



## Age of drivers in intersection crashes 2003



Further information about 2003 intersection crashes.

- 11 percent involved alcohol, a slight fall on the five year average of 14 percent.
- 11 percent involved speed, a small fall from the five year average of 13 percent.
- 34 percent occurred at night or during twilight.
- A total of 2,470 vehicles were involved, including 2,143 cars, 173 vans/utes and SUVs, 94 trucks, 14 buses, 21 motorcycles and 25 bicycles.
- Almost half of the crashes involved crossing or turning movements, typically right angle or right turning crashes.
- 25 percent were rear-end crashes.
- May was the worst month with 136 crashes and October the best with 78.
- Two people died, 35 were seriously injured and 263 received minor injuries.
- 26 percent of crashes occurred in the wet which is the same as the average for all crashes in Manukau City.



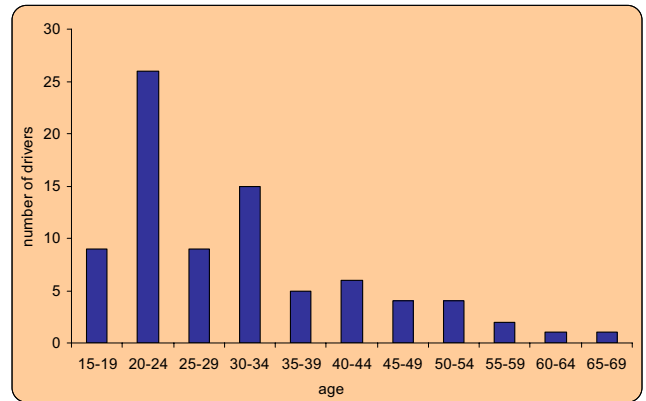
## Alcohol

As in past issues reports, alcohol remains a significant problem in injury crashes in Manukau City.

Between 1999 and 2003, there were 480 injury crashes where the Police recorded some alcohol involvement. This represents about 21 percent of all injury crashes. The LTSA has five levels of alcohol recording in its crash system and the number of times these factors were 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)

| LTSA alcohol cause category   | Number recorded 1999 to 2003 | Number recorded in 2003 |
|---|------------------------------|-------------------------|
| <u>Alcohol suspected</u><br>Reporting officer believes alcohol was an issue but was unable to present positive evidence as, for example, the driver may have absconded from the scene.              | 145                          | 19                      |
| <u>Alcohol test below limit</u><br>Reporting officer tested for alcohol but reading was below the limit. The reading can still be high but not over the limit.                                      | 79                           | 19                      |
| <u>Alcohol test above limit or refused</u><br>Reporting officer tested for alcohol and found that the statutory limits had been exceeded.   | 234                          | 47                      |
| <u>Alcohol test result unknown</u><br>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. | 13                           | 2                       |
| <u>Visibly intoxicated non-driver</u><br>Drunk pedestrian/cyclist/passenger.  | 16                           | 3                       |

### Age of drivers in alcohol-related injury crashes 2003



Further information about 2003 alcohol-related injury crashes.

- There were 88 crashes in 2003 involving alcohol.
- 74 occurred in urban areas and 14 in rural areas.
- 44 percent of crashes also included speed as a factor.
- 38 percent of crashes occurred at an intersection.
- 72 percent occurred during the hours of darkness.
- 104 cars, 16 utes/vans or SUVs, one truck and five motorcycles were involved.
- 41 percent occurred in the wet; well over the average for the city.
- 84 objects were struck including 19 poles and 17 trees.
- 10 people died, six in cars, two on motorcycles, one pedestrian and one in a van/ute or SUV.
- The worst month was May with 12 injury crashes and the best January with one.
- 75 percent of drivers were male.

## 80 Speed

As in previous reports, travelling too fast for the conditions was the single largest contributing cause of rural injury crashes in Manukau City for the 1999–2003 period. As a factor, it was also significantly over-represented in urban injury crashes when comparing Manukau City with all of New Zealand or similar local bodies. Between 1999 and 2003, there were 388 speed-related injury crashes on local Manukau City roads, including 92 in 2003.

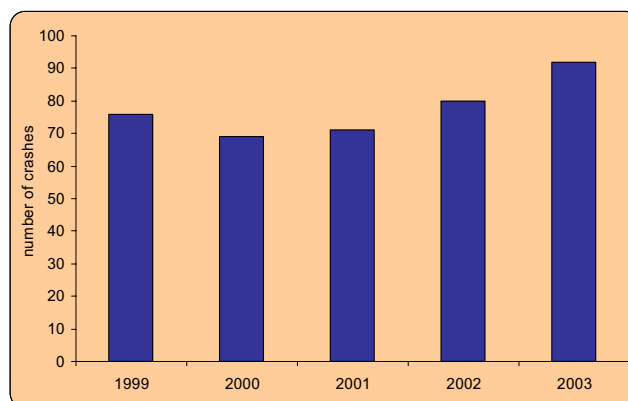
The LTSA uses six classifications of speed-related crashes and includes a further four racing type factors in the speeding group.

These are shown below along with the number of times this factor was noted in 2003 and between 1999 and 2003.

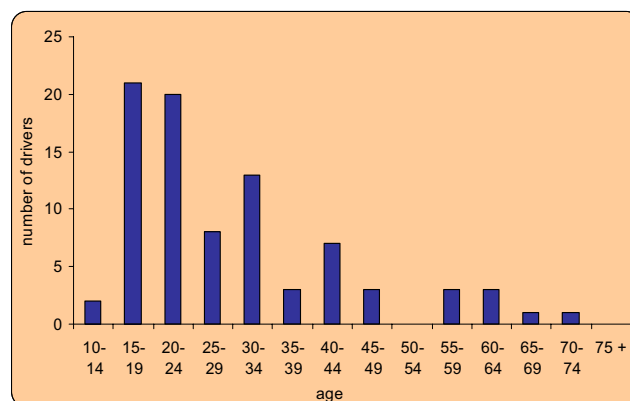
The data shows only what was reported by the Police. It is important to note that the LTSA does not apply any judgement of its own to the data. This and other tables show only what the Police themselves reported.

| 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) | 23   | 12                                       |
| Too fast entering corner                   | 210  | 54                                       |
| Too fast on straight                       | 122  | 18                                       |
| Too fast to give way at intersection       | 19   | 2  |
| Too fast passing stationary school bus     | 2  | 1  |
| Too fast at temporary speed limit          | 2  | 1  |
| Driver showing off (general category)      | 6  | 0  |
| Racing                                     | 13   | 4  |
| Wheel spins etc                            | 4  | 1  |
| Intimidating driving                       | 4  | 2  |

### Speed-related injury crashes



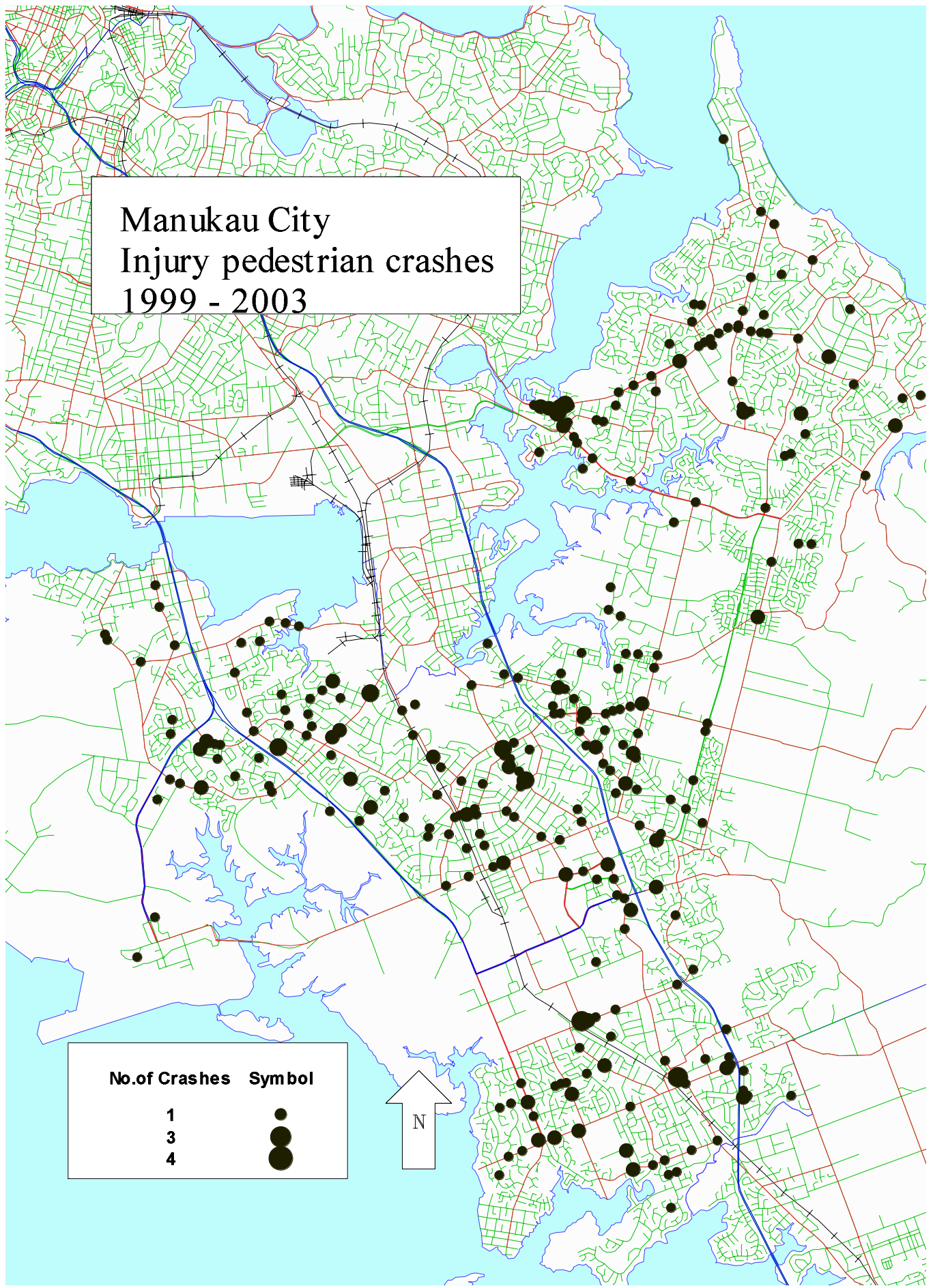
### Age of drivers in speed-related injury crashes 2003



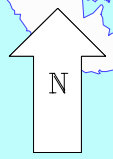
Further information about 2003 speed-related injury crashes.

- 36 percent also involved alcohol.
- 55 percent involved losing control at a bend.
- 27 percent occurred at an intersection.
- 52 percent occurred at night; higher than the average for Manukau City of 34 percent.
- 42 percent occurred in the wet; higher than the average for Manukau City of 27 percent.
- 113 cars, 12 vans/utes or SUVs, five trucks, five motorcycles and four bicycles were involved.
- 18 poles and 19 trees were hit.
- Four people died – two in cars, one on a motorcycle and one in van/ute or SUV.

Manukau City  
Injury pedestrian crashes  
1999 - 2003



| No. of Crashes | Symbol |
|----------------|--------|
| 1              | ●      |
| 3              | ●●     |
| 4              | ●●●    |



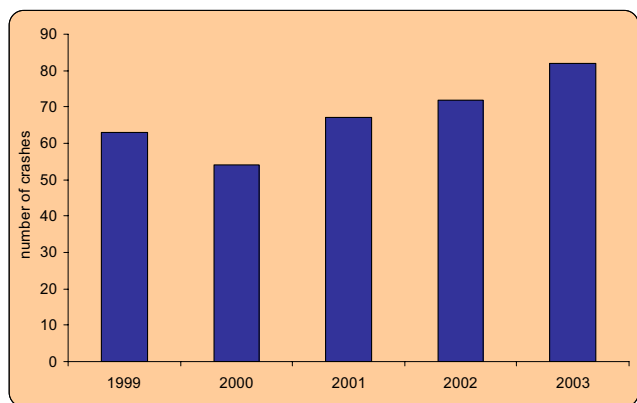


# Pedestrians

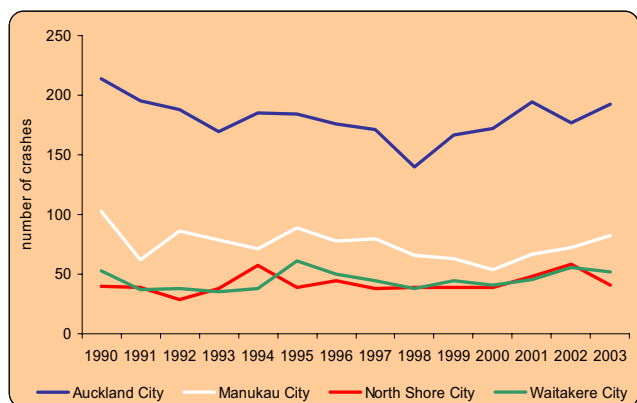
As with past issues reports for the city, crashes involving pedestrians remains a problem. Pedestrians accounted for 31 percent of road deaths, 23 percent of serious injuries and 10 percent of minor injuries in Manukau City in 2003.

In 2003, the number of pedestrian injury crashes recorded by the Police in Manukau was 82, this is the highest number recorded since 1995.

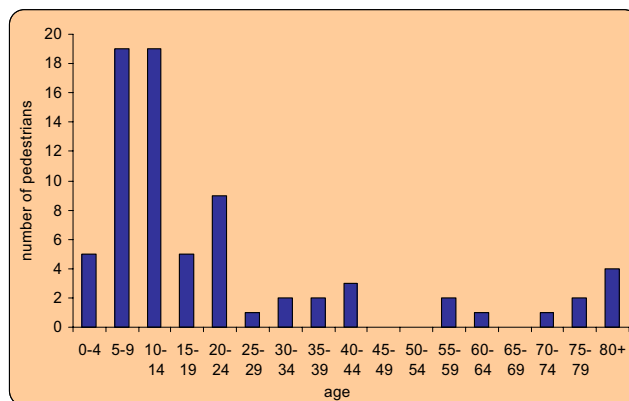
## Pedestrian injury crashes 1999–2003



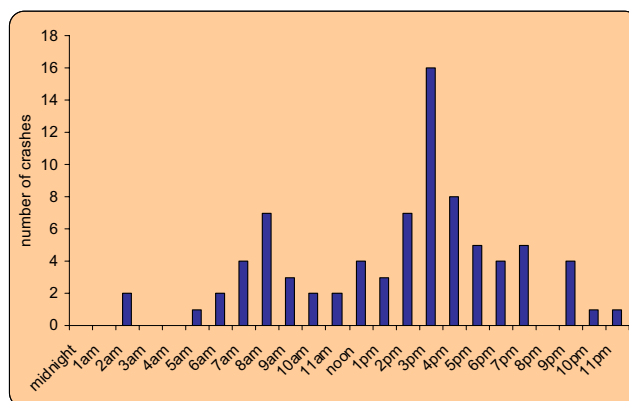
## Pedestrian injury crashes in Auckland's major cities 1990–2003



## Age of injured pedestrians 2003



## Time of day for pedestrian crashes 2003



Further information about 2003 pedestrian crashes.

- 73 percent of crashes occurred away from intersections.
- 26 percent occurred at night.
- 14 percent occurred in the wet.
- Four pedestrians died, one was under 10 years old and two were over 70 years old.
- The worst months were May and June and the best were August and September.
- The worst day of the week was Wednesday and the best was Sunday.
- 84 percent of crashes occurred on 50 km/h roads.
- There were 23 incidents involving an unsupervised child.
- There was a very significant peak in the number of pedestrians injured between 3 pm and 4 pm, with the next highest peak between 4 pm and 5 pm.

## 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 25 percent in Manukau City.

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 Plan

In December 2003, Manukau City produced a Road Safety Plan 2004 to 2007. This is a particularly comprehensive document covering the background to the project, the size and scope of the problem and sets out a plan to make road safety happen.

Manukau City is to be highly commended for the production of this document.

## Where to get more information

For more specific information relating to road crashes in Manukau City, 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

Land Transport Safety Authority

Regional Manager

Peter Kippenberger

See LTSA staff contact details at bottom of page

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