

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 number of road deaths and injuries in the Papakura District. The data in this report applies only to local roads and not to any state highways within the Papakura District as these are covered in a separate Transit New Zealand report.

This is the fourth road safety report for the Papakura 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 would 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 Papakura District with similar local bodies.

This report also contains a comment on pedestrians and cyclists which, although not high in crash numbers in Papakura, are topical in relation to the government's desire to see increased use of these sustainable and active transport modes as cited in the New Zealand Transport Strategy.

The actions suggested in this document are by no means an exhaustive list of what could help with each issue.

Major road safety issues

Papakura District

Intersections

Loss of control on bends

Loss of control or head-on (straight road)

Nationally

Speed

Alcohol

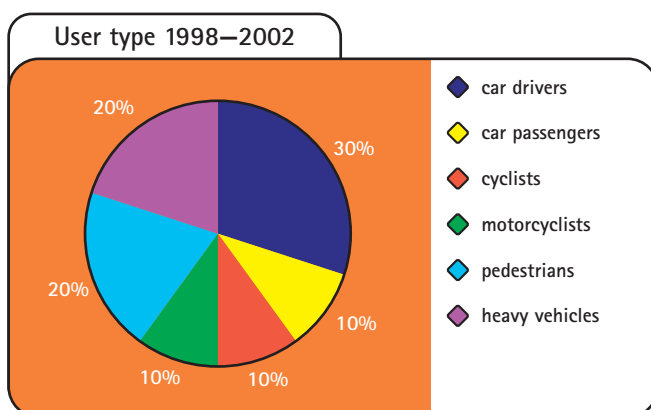
Failure to give way

Restraints

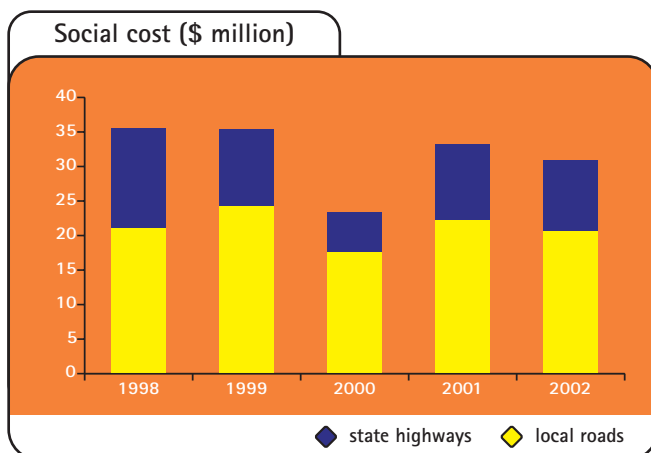
2002 road trauma for Papakura District

Deaths	0
Serious casualties	20
Minor casualties	109
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Fatal crashes	0
Serious injury crashes	17
Minor-injury crashes	79
Non-injury crashes	257

Road deaths 1998–2002



Estimated social cost of crashes*



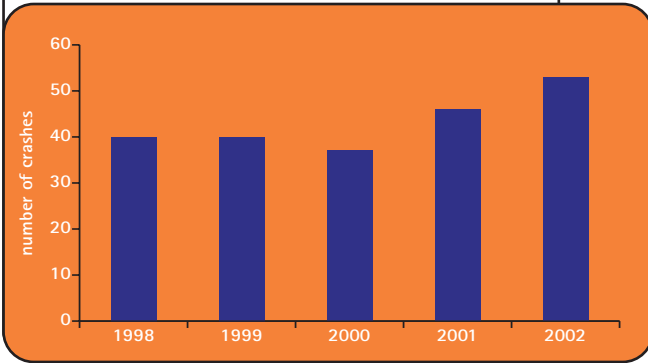
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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



Intersections

Over the past five years there have been 216 injury crashes at intersections (excluding crashes at driveways) on local roads within the Papakura District. This represents 57 percent of all injury crashes in Papakura.

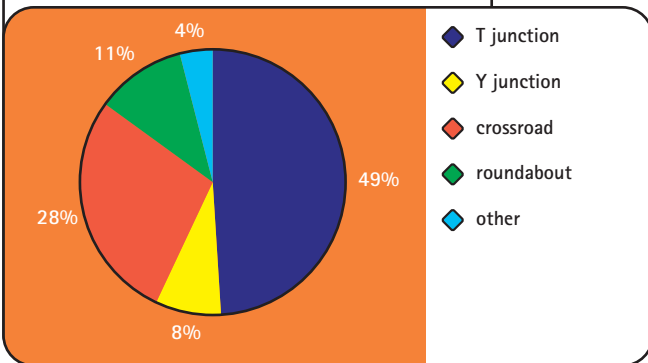
Injury crashes at intersections 1998–2002



Almost half of all intersection crashes occurred at T junctions. This appears to be the most common type of junction in the district especially in the newer areas.

Crossroads are the next most common junction type found in intersection crashes, especially in the older central parts of the district. There is a much higher chance of being injured at a crossroad. Although crossroads only accounted for 28 percent of all (injury and non-injury) intersection crashes, 37 percent of injury intersection crashes occurred at them.

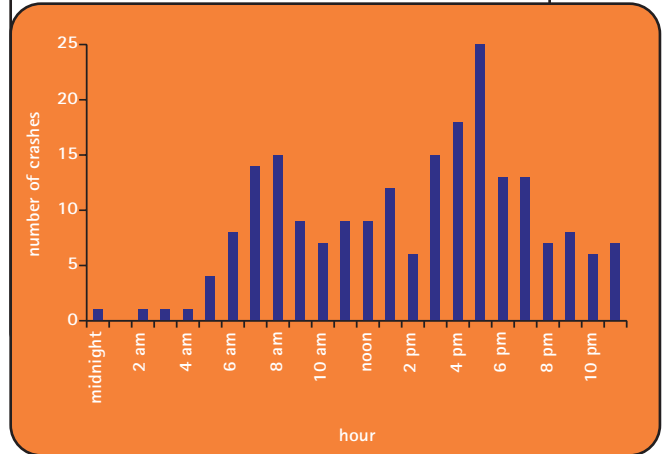
Intersection crashes by junction type



As might be expected, many crashes resulted from one party failing to give way to, stop for, or see another party.

Crashes are spread throughout the day with the expected higher number occurring during peak commuter hours.

Intersection injury crashes by time of day



Further facts about intersection crashes:

- the worst day of the week was Thursday, the best Monday
- the worst month was May, the best January
- 56 percent of drivers involved in these crashes were aged 34 or less
- 12 percent of the injury crashes involved alcohol
- 70 percent occurred on dry roads
- 33 percent occurred at night.

Most common crash type (injury crashes)



Recommended actions

- Support strategic enforcement campaigns aimed at T junctions and crossroads.
- Encourage enforcement campaigns targeting drivers who fail to stop or give way.
- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling correctly, choosing a safe gap, and checking for pedestrians and cyclists.
- Encourage crash reduction studies of known black spots.
- Investigate the level of control at T junctions.
- Consider installing roundabouts, where feasible, to reduce the severity of crash injuries whilst paying particular attention to the safety of pedestrians and cyclists.
- Remove any vegetation that might make signs, signals, vehicles and markings difficult to see.

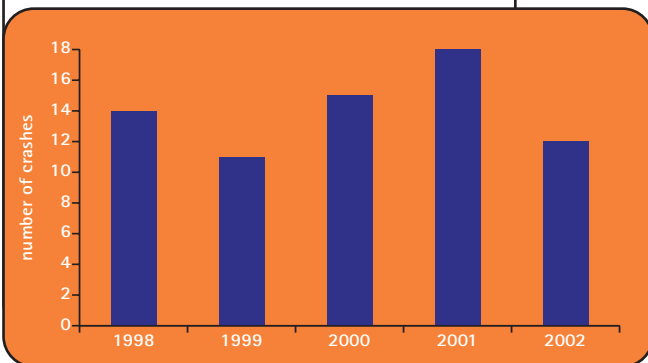


Loss of control on bends

Loss of control crashes on bends remains the most common crash type in rural Papakura and the second most common in urban Papakura.

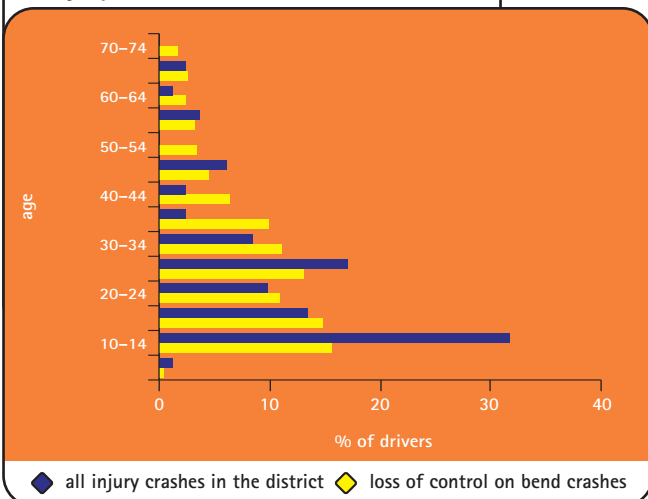
Just over 18 percent of all of Papakura’s injury crashes were of this type and little discernible trend (for better or worse) can be observed over the past five years.

Loss of control on bends injury crashes 1998–2002



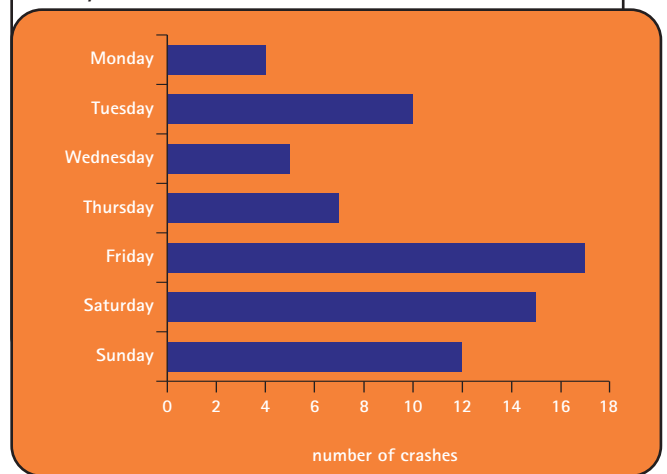
A very high percentage of drivers involved in these crashes were young and certainly the age distribution is very different from that of injury crashes in the Papakura District as a whole.

Driver age in loss of control on bends injury crashes



Many more of this crash type occurred on Fridays and over weekends.

Day of week for crashes at loss of control bends



Further facts about loss of control at bends:

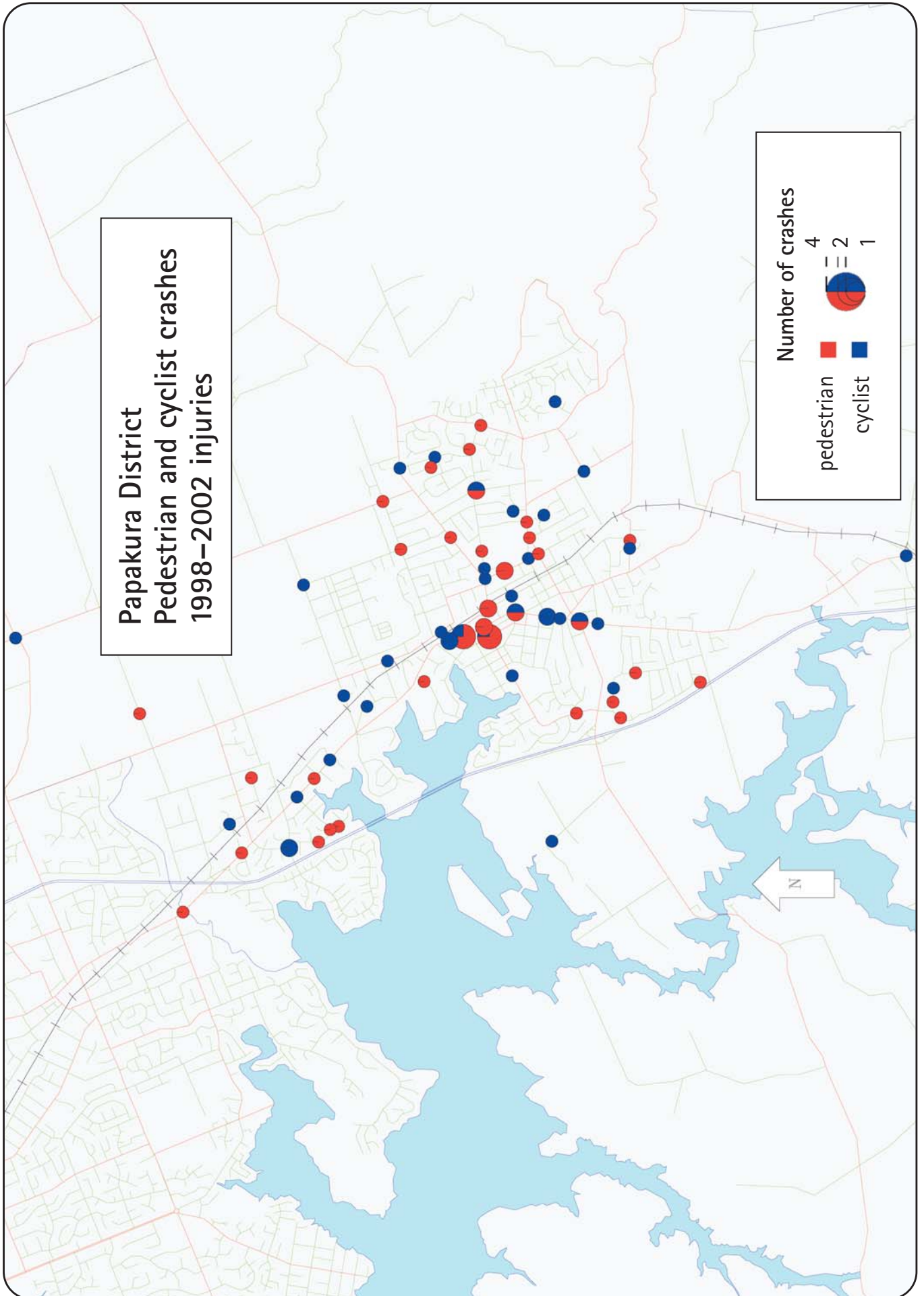
- 42 percent occurred at night
- 38 percent occurred on wet roads
- more than half of the drivers involved were male
- 39 percent occurred in rural areas
- the most commonly struck object was a tree (21 percent of crashes) and the next most common was a pole (17 percent of crashes)
- about 20 percent of these crashes involved alcohol
- in 37 percent of the crashes the reporting police officer thought the driver was travelling too fast for the conditions.

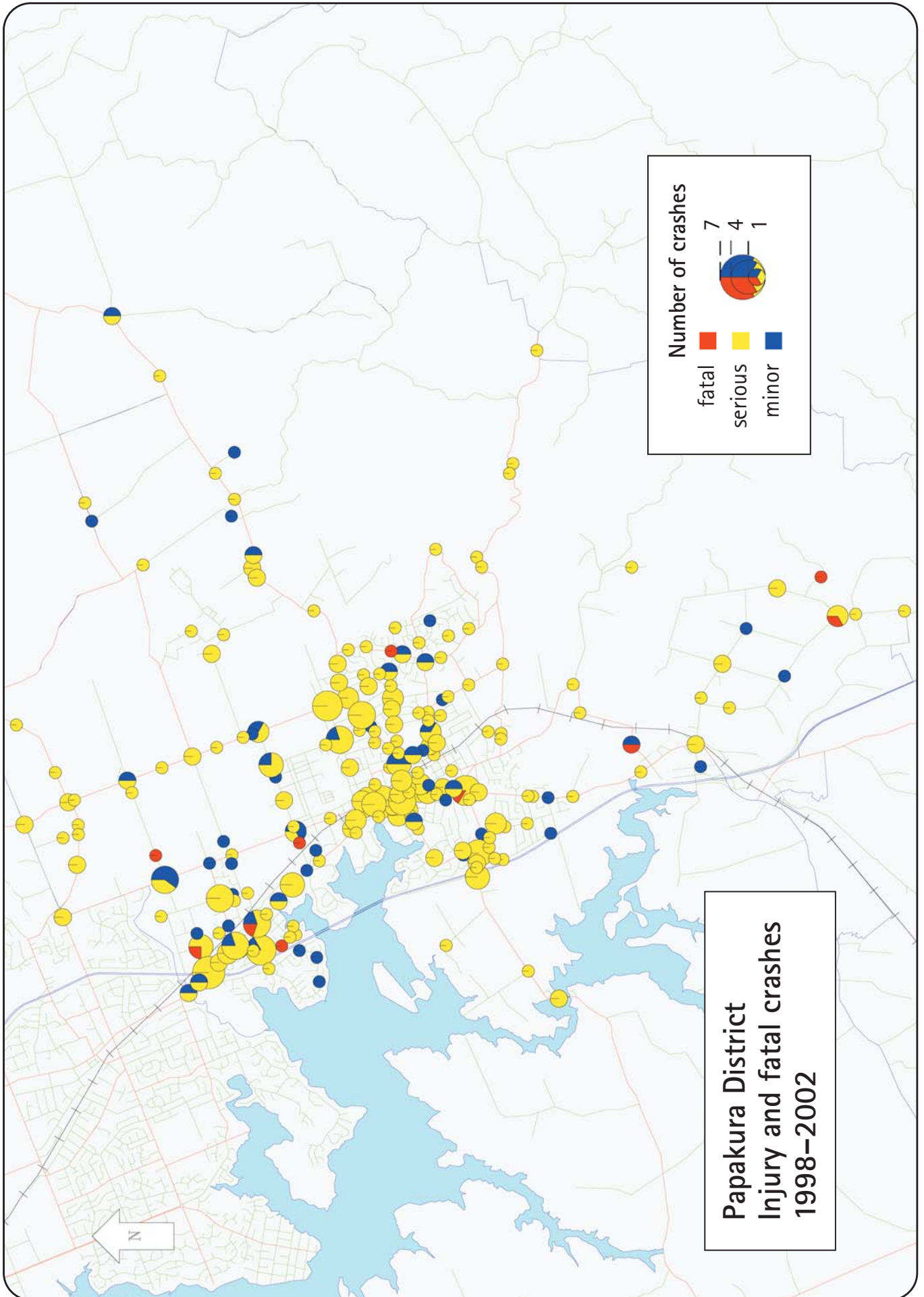
The three most common injury crash types



Recommended actions

- Promote and support random alcohol checks by the Police.
- Provide consistent ‘no surprises’ road environments.
- Improve the standard of road marking, including the use of wider edge lines and high standard reflective signing.
- Encourage enforcement campaigns targeting driving too fast for the conditions.
- Continue to support programmes designed to influence younger drivers.
- Conduct crash reduction studies of known black spots and routes.





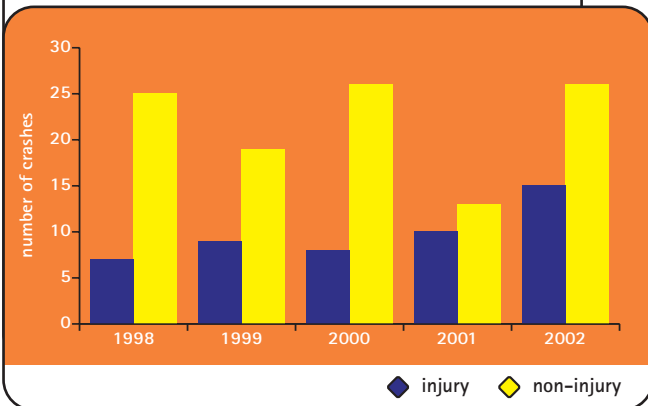


Loss of control or head-on (straight road)

Over the past five years there have been 49 injury crashes of this type in the Papakura District, resulting in one fatality, 18 serious injuries and 43 minor injuries. In addition there were a further 109 reported non-injury crashes of this type.

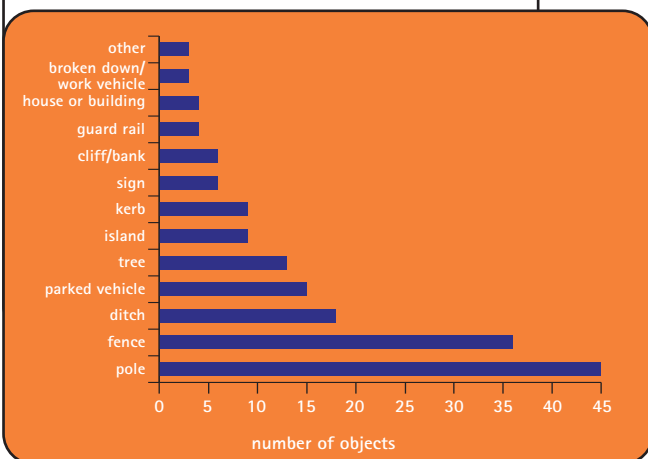
Although numbers were small, there does appear to be somewhat of an upward trend in the number of injury crashes of this type. The number of non-injury crashes on the other hand is rather more variable with no obvious trends.

Loss of control/head-on crashes 1998–2002



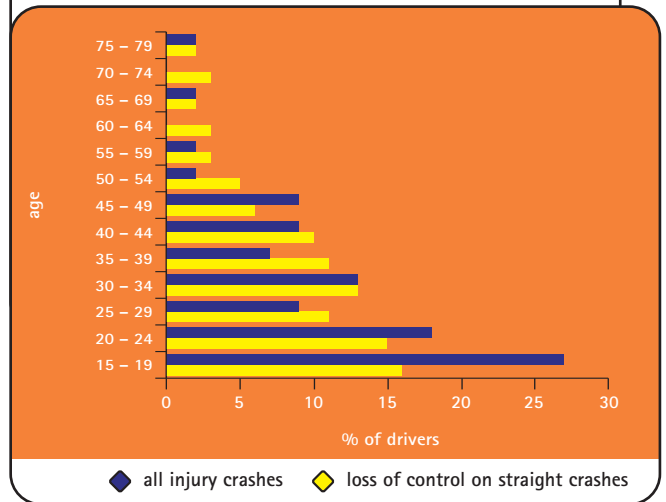
The Police reported that 171 objects, the most common being fences, poles and ditches, were hit in these crashes.

Objects struck in loss of control/head-on crashes 1998–2002



As with loss of control on bends type crashes, these more frequently involve younger drivers (approximately 75 percent male).

Age of driver in loss of control/head-on crashes 1998–2002



Further facts about these crashes:

- the worst day of the week was Friday (twice as many crashes as the next most common), the best day was Wednesday
- 55 percent occurred at night
- 29 percent occurred on wet roads
- 12 percent were caused by an illness that the driver had no warning of
- 26 percent were related to alcohol and 12 percent related to speed
- the most common crash type was off the road to the left.
- 30 percent of the crashes occurred in areas with a speed limit of 80 km/h or more.

Recommended actions

- Support strategic enforcement campaigns targeting speed and alcohol.
- Support campaigns on adjusting speed for different visibility levels and road conditions.
- Encourage crash reduction studies of known black spots and routes.
- Encourage shoulder widening to ensure roads are the appropriate width.
- Investigate ways to reduce the number of crashes into roadside objects.
- Ensure roadside areas are kept clear of solid hazards.

Supplementary comment on pedestrians and cyclists

In the government’s New Zealand Transport Strategy there is specific reference to the importance of sustainable transport modes such as walking and cycling. A number of projects are under way within the LTSA that aim to assist in achieving an increase in the use of these modes safely.

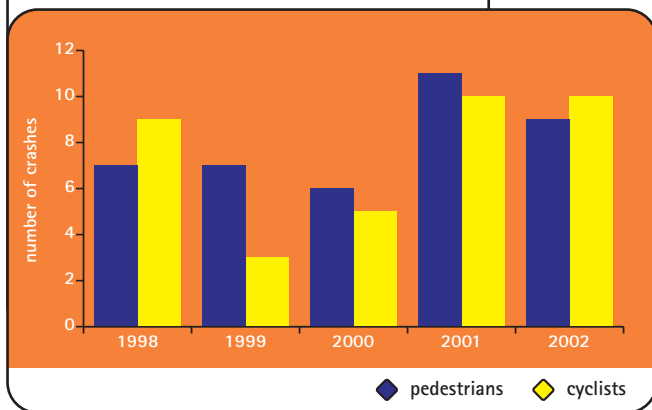
The LTSA has put considerable effort into assisting local bodies with information on the nature and extent of pedestrian problems in the Auckland region over the last decade but we have not often focused on cyclists.

Across the Auckland Region, cyclists make up a small number of road-user injuries compared with other transport modes. However, when compared with the number of cyclists on the region’s roads the actual number of crashes on a per cyclist basis might be high.

As the LTSA is now undertaking its household travel survey annually, the results will provide a clearer picture of the movements of the local walking and cycling population. A better understanding of the region’s exposure to the problem will help with developing a safer road environment for cyclists and pedestrians.

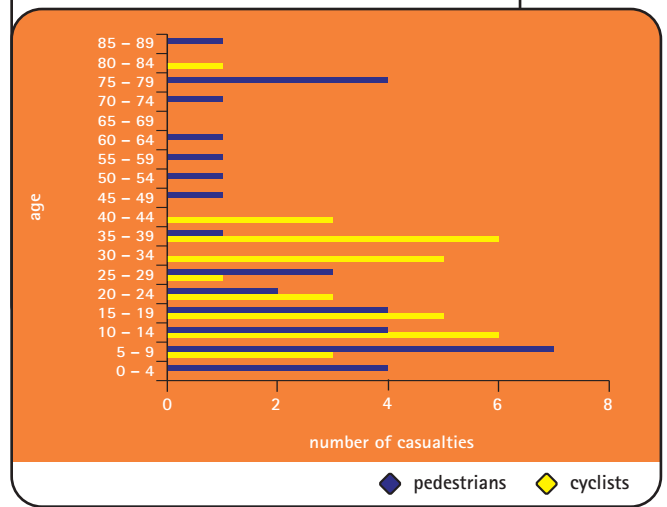
Between 1998 and 2002 there were 40 injury pedestrian crashes and 37 injury cyclist crashes in the Papakura District.

Pedestrian and cyclist injury crashes 1998–2002



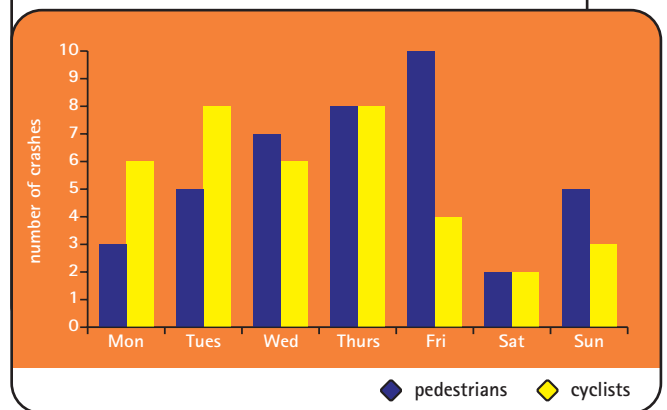
It is interesting to note that the age distribution of injured cyclists is quite different from that of pedestrians.

Age of injured pedestrians and cyclists 1998–2002



There is also a rather different distribution of crashes for these two modes when looking at the daily patterns.

Day of week for pedestrian and cyclist injury crashes 1998–2002



Currently the LTSA is developing a safety framework for these modes to be linked to the New Zealand walking and cycling strategy being developed by the Ministry of Transport. As well as this a number of best practice guides are being developed.

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 projects

Through the Community Road Safety Programme (CRSP) the NZRSP provides funding for community development and community programmes to support road safety and to bring about positive and sustainable changes in community attitudes and behaviours. CRSP funding of community initiatives aims to encourage local involvement and ownership of road safety issues, and to target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

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 road safety co-ordinator.

In 2003/2004 the Police are funded to deliver 115,160 hours of road policing in the Counties-Manukau Police District as follows:

Project	Police hours
Strategic – alcohol/drugs, restraints, speed and visible road safety enforcement	80,250
Traffic management – crash attendance events, incidents, emergencies and disasters, traffic flow supervision	27,970
School road safety education	5,420
Police community services	1,520

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 35 percent in the Papakura District (57 percent at state highway sites and 34 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

Papakura District Road Safety Report 1998–2002
LTSA Crash Analysis System

Where to get more information

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

Contacts

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