

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 Papakura District.

This is the fifth road safety issues report for the Papakura District. This year all the data in this report applies only to local roads and not to state highways within the Papakura District as these are covered in the Transit New Zealand Region Two or the Auckland Motorways road safety issues report.

In each new report, one year's data is added and the oldest dropped so it is unlikely that the core 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 the Papakura District is compared with similar local bodies. This year for the first time we have included an overview of crash trends in the Papakura District.

Major road safety issues

Papakura District


- Intersections
- Rural crashes
- Roadside hazards

Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints

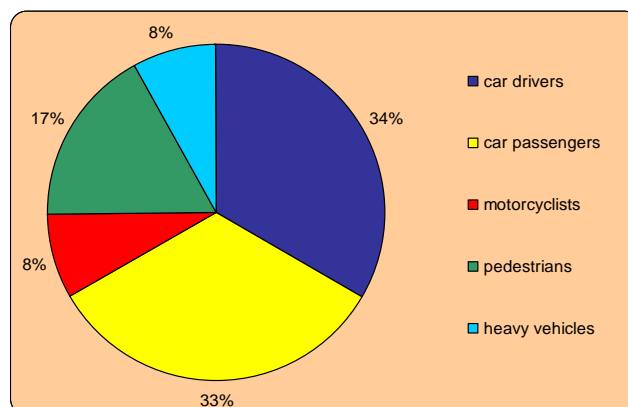
2003 road trauma for Papakura District

	Deaths	5
	Serious casualties	22
	Minor casualties	107

	Fatal crashes	5
	Serious injury crashes	15
	Minor injury crashes	64
	Non-injury crashes	248

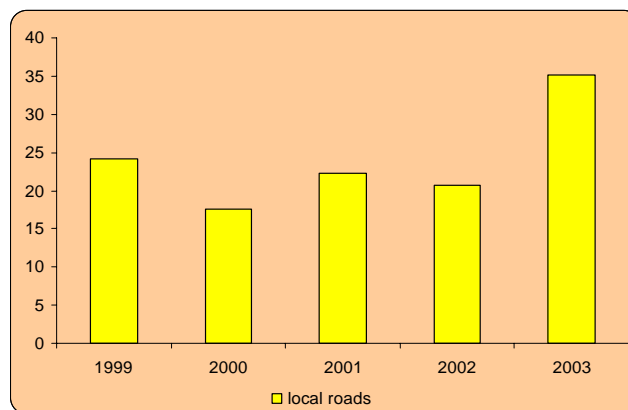
Road deaths 1999–2003

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

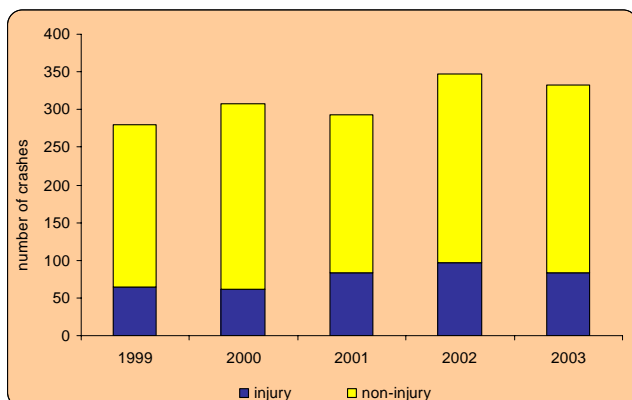
In the Papakura District, the data indicates a gradual rise in the number of injury and non-injury crashes between 1999 and 2003.

When the Papakura District is compared with similar local bodies, there are few safety areas which stand out as being especially uncommon. The first issue in this report reflects the most common crash type which is crashes at intersections. As the Papakura District is largely urban, this is not unexpected.

The second issue in this report, rural crashes, (ie on roads with speed limits of 80 km/h or more) has been included because they increased sharply in 2003.

The third issue is roadside hazards. The number of roadside objects being struck is higher than expected when the Papakura District is compared with similar local bodies and with New Zealand as a whole.

Injury and non-injury crashes



In the five-year period, the following road users were injured in crashes.

Type of road user	Driver or single user	Passenger
Bus	1	1
Car/station wagon	289	130
Cyclist	32	
Equestrian	2	
Motorcyclist	16	2
Pedestrian	44	
School bus	1	
Taxi	3	1
Truck	7	1
Van/ute/SUV	23	6
Wheeled pedestrian	1	

Further general information about crashes on local (non-state highway) roads from 1999 to 2003.

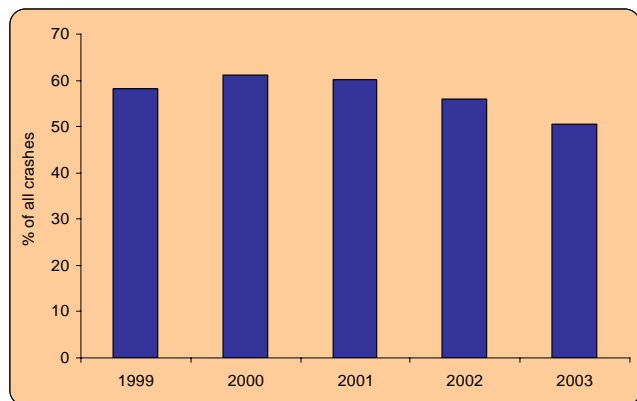
- There were 390 injury crashes and 1,170 non-injury crashes.
- 57 percent of the crashes occurred at intersections.
- 37 percent occurred at night; the regional average was 32 percent.
- 28 percent occurred in the wet; the regional average was 27 percent.
- A total of 2,272 cars, 269 vans/utes and sports utility vehicles (SUVs), 123 trucks, 22 buses, 25 motorcycles and 39 bicycles were involved in 1,560 crashes.
- 14 percent of crashes involved alcohol.
- 15 percent involved speed too fast for the conditions.
- 129 parked vehicles, 112 poles and 56 trees were hit in crashes.
- 12 people died, 85 received serious injuries and 463 received minor injuries.

Intersections

Between 1999 and 2003, 57 percent of crashes in the Papakura District occurred at (or very near) intersections, but as Papakura is largely an urban local body this is to be expected.

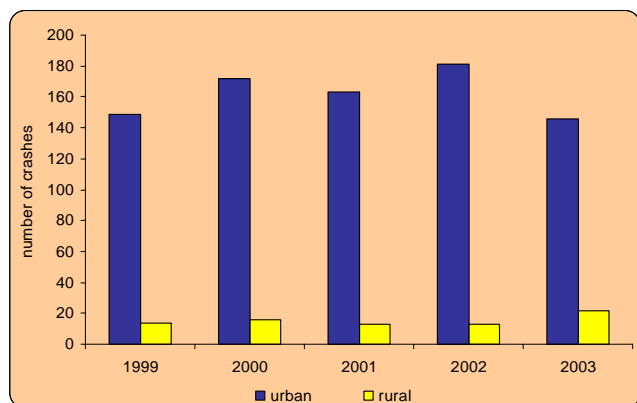
Across the whole Auckland Region, 53 percent of non-state highway crashes occurred at intersections.

Intersection crashes



In 2003, there was a sharp rise in the number of intersection crashes occurring in the rural parts of the district while the number in urban parts of the Papakura District fell sharply from the 2002 figures.

Urban and rural intersection crashes



Most crashes occurred at T junctions, followed by crossroads.

Junction type	Injury and non-injury crashes 1999 to 2003	Injury and non-injury crashes 2003
Driveway	25	5
Multi road	31	7
Roundabout	107	20
T junction	436	89
X junction	272	44
Y junction	18	3

Further information about intersection crashes in 2003.

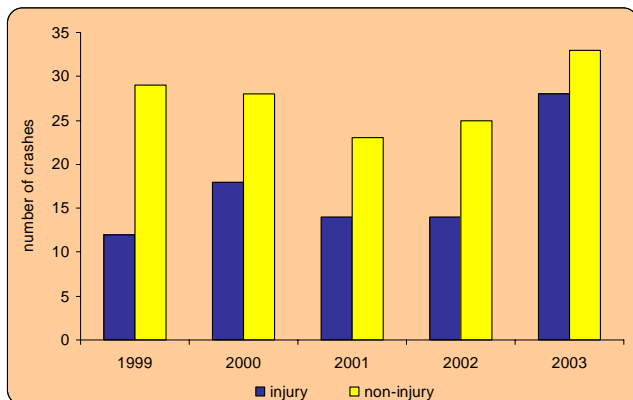
- The total number of injury and non-injury crashes was 168 made up of 36 injury crashes and 132 non-injury crashes.
- 14 percent of crashes involved alcohol.
- 14 percent involved travelling too fast for the conditions.
- 55 percent of crashes involved a crossing or turning manoeuvre.
- 20 percent involved a rear-end crash.
- 31 percent occurred in the wet.
- 30 percent occurred at night (five-year average for the district was 37 percent).
- 273 cars, 24 vans/utes/SUVs, 17 trucks, four motorcyclists and two bicycles were involved.
- The worst month was May (24 crashes) and the best was August (eight crashes).
- The worst day of the week was Saturday (36 crashes) and the best was Sunday (11 crashes).
- The worst time of the day was the evening peak from 4 pm till 8 pm (50 crashes).

Rural crashes

During 2003, there was a sharp rise in the number of crashes occurring in rural parts of the Papakura District. Both injury and non-injury crashes were at their highest level in five years. By contrast, the number of injury and non-injury crashes in urban areas dropped in 2003 when compared with 2002 figures.

Although the number of rural crashes in the Papakura District only represented 14 percent of the 1,560 crashes in the district, such a sharp reversal of trend is of concern.

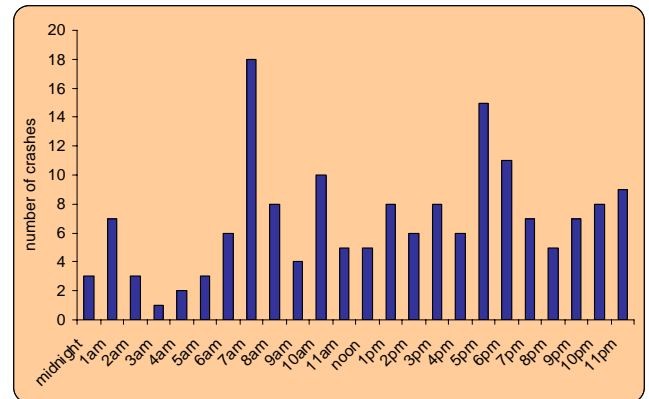
Rural crashes by injury type



An examination of crash locations indicates that there were a considerably higher number of crashes in rural parts of the Papakura District to the north and east of the town centre. Between 1999 and 2003, 168 of the 225 rural crashes occurred in this area. However, both the northern and southern areas have seen a sharp rise in crash numbers in 2003.

In the north eastern sector, there was a high number of crashes on the Mill Road/Alfriston Road route to and from Manukau City with very strong peaks during commuter times, especially during the 7 am to 8 am period.

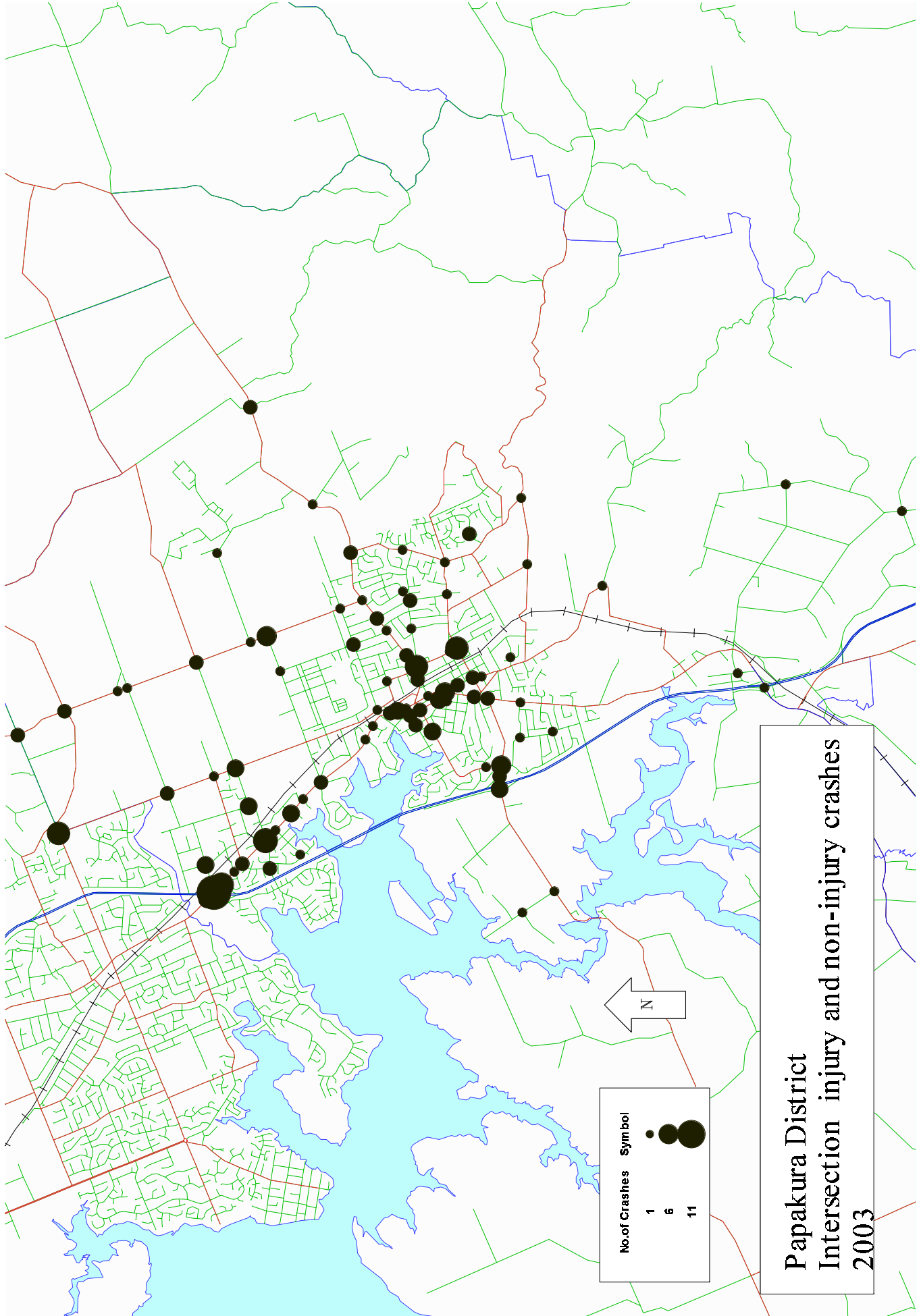
Rural crashes in north east Papakura by time of day

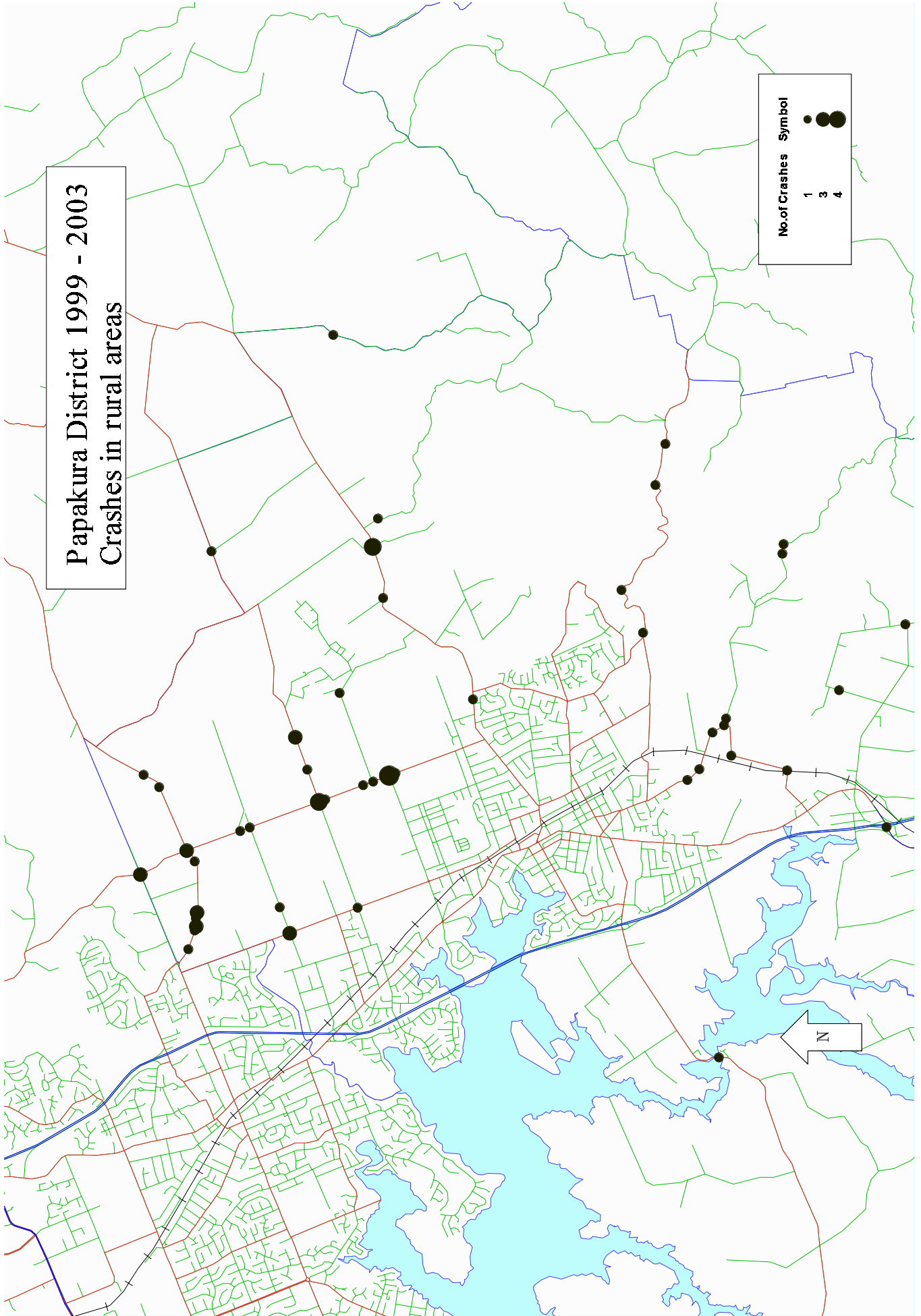


There was an increase in 2003 in the percentages of a number of rural crash types compared with the five-year average. The two biggest rises in crash types were loss of control on straight roads/head-on, and crossing and turning (usually intersection crashes).

Further information about rural crashes in the Papakura District.

- There were a total of 89 injury crashes and 139 non-injury crashes.
- Seven people died, 27 received serious injuries and 106 received minor injuries.
- A total of 263 cars, 34 vans/utes/SUVs, eight trucks, two motorcycles and one bicycle were involved in the 225 crashes.
- 28 percent of injury crashes involved drivers travelling too fast for the conditions.
- 13 percent of injury crashes involved alcohol.
- 43 percent of crashes occurred at night.
- 35 percent of crashes occurred at an intersection.
- Factors relating to the road environment were highlighted by the Police in 10 percent of crashes.
- 14 percent of crashes involved a post or pole; the district average was seven percent and the average across the Auckland region was five percent.
- The worst year was 2003 and the best was 2001.
- The worst month was June and the best were October and December.
- The worst day of the week was Saturday (by a wide margin) and the best was Monday.
- 44 percent of drivers in injury crashes were female.







Roadside hazards

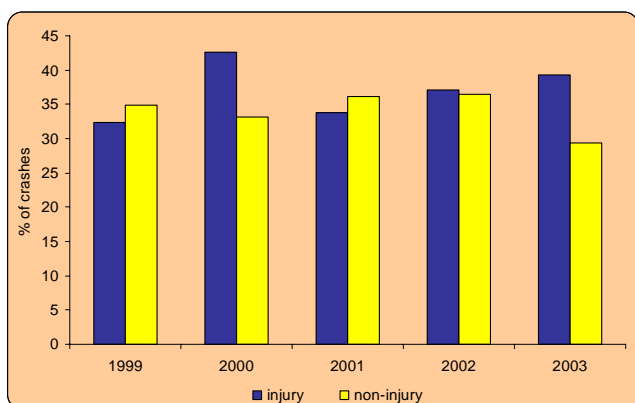
Comparing the Papakura District with similar local bodies and New Zealand as a whole between 1999 and 2003, it is apparent that there were a number of roadside hazards being struck at a much higher rate than expected, especially in urban areas. These differences are shown in the table below.

Object type	Percentage representation in similar local bodies	Percentage representation in Papakura
Urban trees	3.9%	6%
Urban poles	4.5%	5.6%
Urban traffic islands, etc	4.6%	6.3%
Urban guard-rails	0.75%	2%
Urban fences or buildings	6.8%	8.2%
Urban cliffs or banks	1.6%	2.4%
Rural poles	10.5%	16.2%

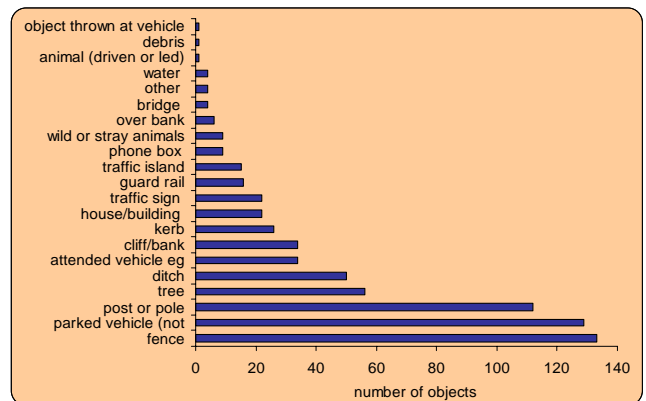
In the five-year period, there were a total of 547 roadside hazard-related crashes, including 144 injury crashes and 403 non-injury crashes. A total of 688 objects were reported as having been struck in these crashes.

Year by year trends suggest that the proportion of non-injury crashes involving a roadside hazard is decreasing while the proportion of injury crashes involving a roadside object is rising .

Crashes involving roadside hazards



Roadside hazards struck



Further information about roadside hazard crashes in 2003.

- There were 33 injury crashes and 79 non-injury crashes.
- 45 percent of crashes involved loss of control at a bend.
- 54 percent occurred at night (the average for the Papakura District was 37 percent and regionally, it was 32 percent).
- 130 cars, 14 utes/vans/SUVs and 10 trucks were involved.
- Four people died, 13 received serious injuries and 38 received minor injuries.
- The worst month was July (18 crashes) and the best was March (three crashes).
- The worst day of the week was Saturday (34 crashes) and the best was Thursday (seven crashes).
- 36 percent of crashes involved alcohol.
- 39 percent involved excessive speed.
- 15 to 24 year old drivers accounted for 48 percent of the crashes.
- 52 percent of drivers were female.

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 33 percent in the Papakura District.

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 crashes.

Road safety projects in Papakura

There are a number of road safety projects underway in the Papakura District 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.

- All fatal crashes are thoroughly investigated by suitably qualified engineering consultants to consider what, if any, engineering measures might assist in reducing crashes and injury severity at the site in the future.
- Speed limits are being reviewed across the district. The northern part of the district (see the section on rural crashes) is likely to see considerable rationalisation of limits.
- The Papakura District is in constant liaison with the Police on the subject of speeding and alcohol enforcement (and other road safety issues) via the monthly Counties Manukau Police liaison meetings.
- The district's walking and cycling project is almost complete (both these road user groups were discussed in last year's issues report).
- The Papakura District is installing street lighting at critical rural junctions.

Where to get more information

For more specific information relating to road crashes in the Papakura 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

Land Transport Safety Authority

Regional Manager

Peter Kippenberger

See LTSA staff contact details at bottom of page

Papakura District Council

Road Safety Co-ordinators and Engineers

Papakura District

Private Bag 7

Papakura

Phone 09 299 8870

New Zealand Police

Inspector Sandy Newsome

Road Policing Manager

Counties Manukau Police

482 Great South Road

Otahuhu

Phone 09 295 0671

Auckland Regional Office
Level 6, 1 Queen Street
Private Bag 106 602, Auckland
Phone 09 969 9800, Fax 09 969 9813
www.ltsa.govt.nz