



briefing notes - road safety issues

Papakura District

New Zealand Transport Agency has prepared this eleventh road safety issues report. It is based on reported crash data and trends for the 2005-2009 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 Papakura District.

All the material unless otherwise stated in this report applies only to local roads. Local roads are all non State Highway roads in Papakura District.

In March the Government released Safer Journeys the road safety strategy for the next ten years. The two following pages contain a brief introduction to the strategy and a link to find more information.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Papakura 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 Papakura District.

We encourage safety engaged staff at Papakura District to use their 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 *

Papakura District

Alcohol
Intersections
Crashes at night

2009 road trauma

Casualties

Papakura District

Deaths	0
Serious casualties	14
Minor casualties	89

National priorities from Road Safety 2020— Safer Journeys

Speed
Alcohol / Drugs
Young Drivers
Roads and Roadsides
Motorcyclists

Crashes

Papakura District

Fatal crashes	0
Serious injury crashes	13
Minor injury crashes	65
Non-injury crashes	262

* not in any specific order of importance

Safer Journeys

For the past decade road safety in New Zealand has been directed by the Road Safety 2010 strategy.

This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010.

Under the new strategy, road safety will be looked at from a system wide approach rather than focusing so strongly on the road user.

The emphasis will be on improving all the parts of the road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the 2020 strategy.

These areas were assigned a priority, based on research that shows five major areas of concern, six areas of lesser concern, and two areas where continued focus is needed, or concern is emerging.

These divisions are shown in "table 3" opposite. This table is a direct extract from page 12 of the Safer Journeys document which can be found here: <http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

We have made changes to the wording and way data is presented in these briefing notes to reflect and emphasize the connections to the new strategy.

In particular we have included more tables showing age distribution as problems with the safety of young drivers as a particular focus of Safer Journeys.

We have also prepared a table on the following page which shows the areas of "high concern" under Safer Journeys 2020 strategy.

This table allows some relative comparison of Safer Journeys priorities across the local bodies in the area covered by the Auckland NZTA Office.

Table 3 – Safer Journeys' areas of concern and the Safe System

AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Table source: Ministry of Transport 2020 Safer Journeys

Status of the areas of “high concern” from Safer Journeys 2020 for the Northland and Auckland Regions 2005 to 2009

(table below refers only to fatal and serious crashes except for the “intersection” column for reasons of sample size and includes local roads as well as State Highways)

Safer Journeys area of concern	Reducing alcohol and drug impaired driving	Increase the safety of young drivers	Safer roads and roadsides			Reducing speed related crashes	Increasing the safety of motorcycling
	Percentage of fatal and serious crashes with this factor	Percentage of fatal and serious crashes with at fault drivers aged 24 years or less	Percentage of fatal and serious crashes with an object struck	Number of urban intersections with three or more injury crashes in the last five years	Number of rural intersections with three or more injury crashes in the last five years	Percentage of fatal and serious crashes with this factor	Percentage of fatal and serious crashes involving a motorcyclist
Far North District	31	32	53	3	5	30	13
Kaipara District	28	38	63	3	1	26	13
Whangarei District	29	42	51	19	6	30	15
Rodney District	29	32	53	13	13	24	20
North Shore City	26	36	33	113	2	15	17
Waitakere City	27	34	41	93	6	27	16
Auckland City	24	32	29	345	12	16	19
Manukau City	33	42	40	158	17	29	13
Papakura District	22	34	46	23	4	20	21
Franklin District	25	28	53	8	10	26	18
Northland Region	30	37	54	25	12	29	14
Auckland Region	27	35	37	753	64	22	17
New Zealand	23	34	45	1938	320	23	18

Papakura District overview

In 2009 on local roads in Papakura District there were 78 injury crashes and 262 non-injury crashes. In addition on State Highways in Papakura District there were 36 injury crashes and 77 non-injury crashes.

The table below shows the number of injuries resulting from the 78 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 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	2	19	21
Urban	0	12	70	82
Total	0	14	89	103

Fatal crashes in the district have decreased over the last three years with zero occurring last year for the first time since 2002. There has been a general increase in minor injury crashes over the decade which might indicate an improvement in the Police reporting rate.

Whilst fatigue and straight road related crashes are not issues in this note, their crash numbers are higher in the district than peers for both fatal and serious crashes and all injury crashes.

Crash trends in Papakura District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	1	13	44	58
2001	2	12	67	81
2002	0	18	80	98
2003	5	16	58	79
2004	1	7	86	94
2005	3	11	67	81
2006	6	17	70	93
2007	1	12	93	106
2008	1	14	76	91
2009	0	13	65	78

Local road crash characteristics 2005 to 2009		
Crash type or contributory cause	Percentage fatal and serious crashes of this type or contributory cause	Percentage all injury crashes of this type or contributory cause
Alcohol	23	21
Speed	19	17
Intersections	41	51
Crashes at Night	41	37
Fatigue	5	4
Straights	22	14

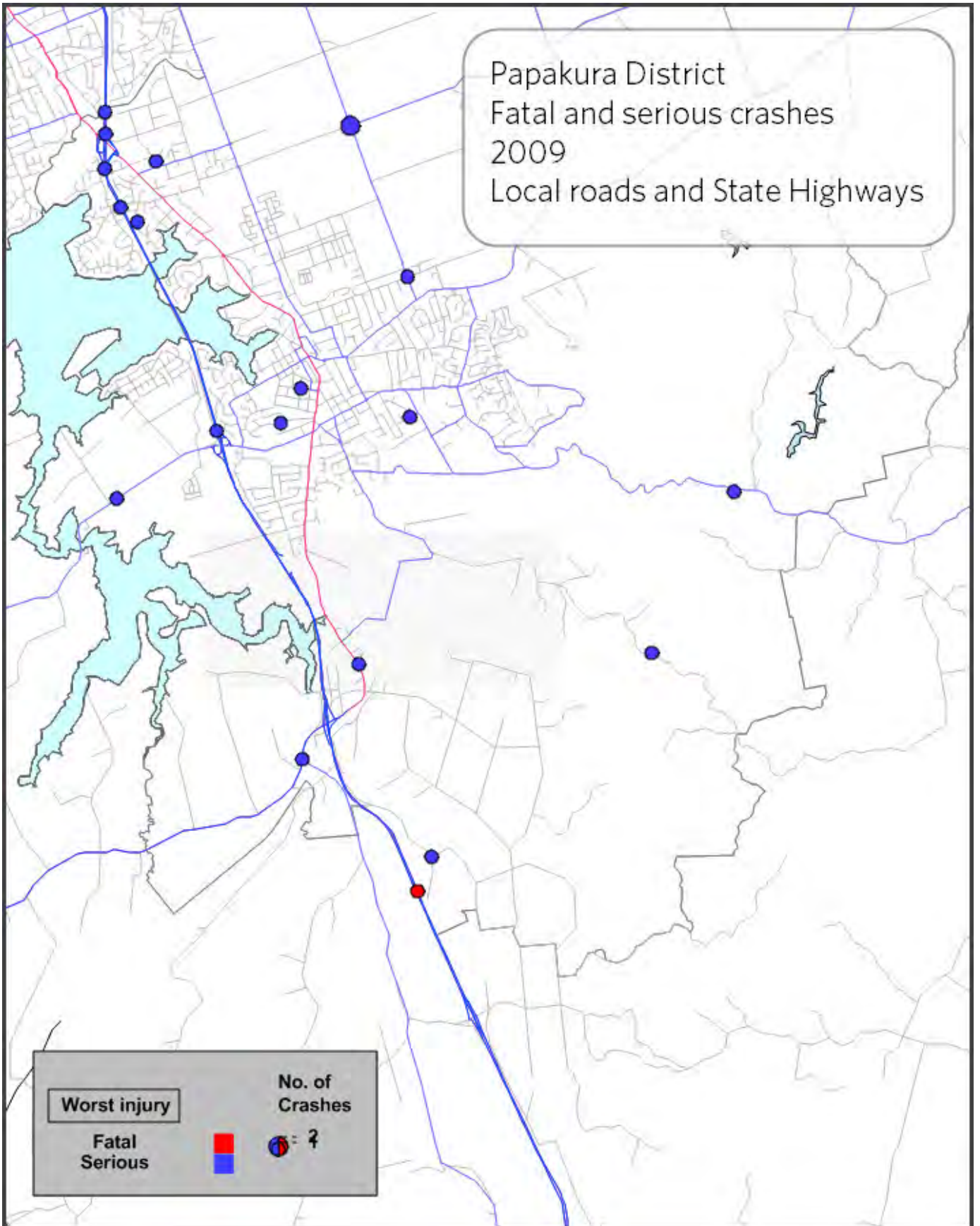
Further information about the 449 injury and 1439 non-injury crashes on **local** roads in Papakura District 2005 to 2009:

- 12 deaths, 81 serious injuries and 505 minor injuries
- Worst month May, best January
- Worst day Friday, best Monday
- 24 percent on wet roads
- 33 percent at night
- 56 percent at intersections
- 870 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 15 to 19 years (25 percent of at fault drivers)
- Social cost of crashes in 2009 \$19.1 m

Further information about the 173 injury and 428 non-injury crashes on **State Highways** in Papakura District 2005 to 2009:

- 6 deaths, 24 serious injuries and 219 minor injuries
- Worst month February, best October
- Worst day Friday, best Thursday
- 25 percent on wet roads
- 32 percent at night
- 24 percent at intersections
- 265 roadside objects struck *
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (18 percent of at fault drivers)
- Social cost of crashes in 2009 \$13 m

* It needs to be noted that if a vehicle hits the same type of object more than once it is only counted in CAS once.



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.

In Papakura District, alcohol was a factor in 23 percent fatal and serious crashes and 21 percent of injury crashes.

Number of alcohol related injury crashes			
Crash year	Open road	Urban road	Total
2005	4	12	16
2006	5	17	22
2007	2	20	22
2008	4	12	16
2009	5	14	19
Total	20	75	95

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

Age groups of at fault drivers in alcohol related injury crashes 2005 to 2009 and 25 years ago (prior to lowering the drinking age)		
Age group	Percentage drivers in this age band 2005 to 2009	Percentage drivers in this age band 1980 to 1984
15-19	31	19
20-24	18	33
25-29	13	18
30-34	11	10
35-39	9	10
40-44	7	3
45-49	5	2
50-54	2	3
55-59	2	0
60-64	2	2
65-69	0	2

There have been significant changes within the two youngest driver age groups between now and twenty-five years ago. However, drivers under the age of 30 in Papakura District still represent the highest proportion of driver age groups involved in alcohol related crashes.

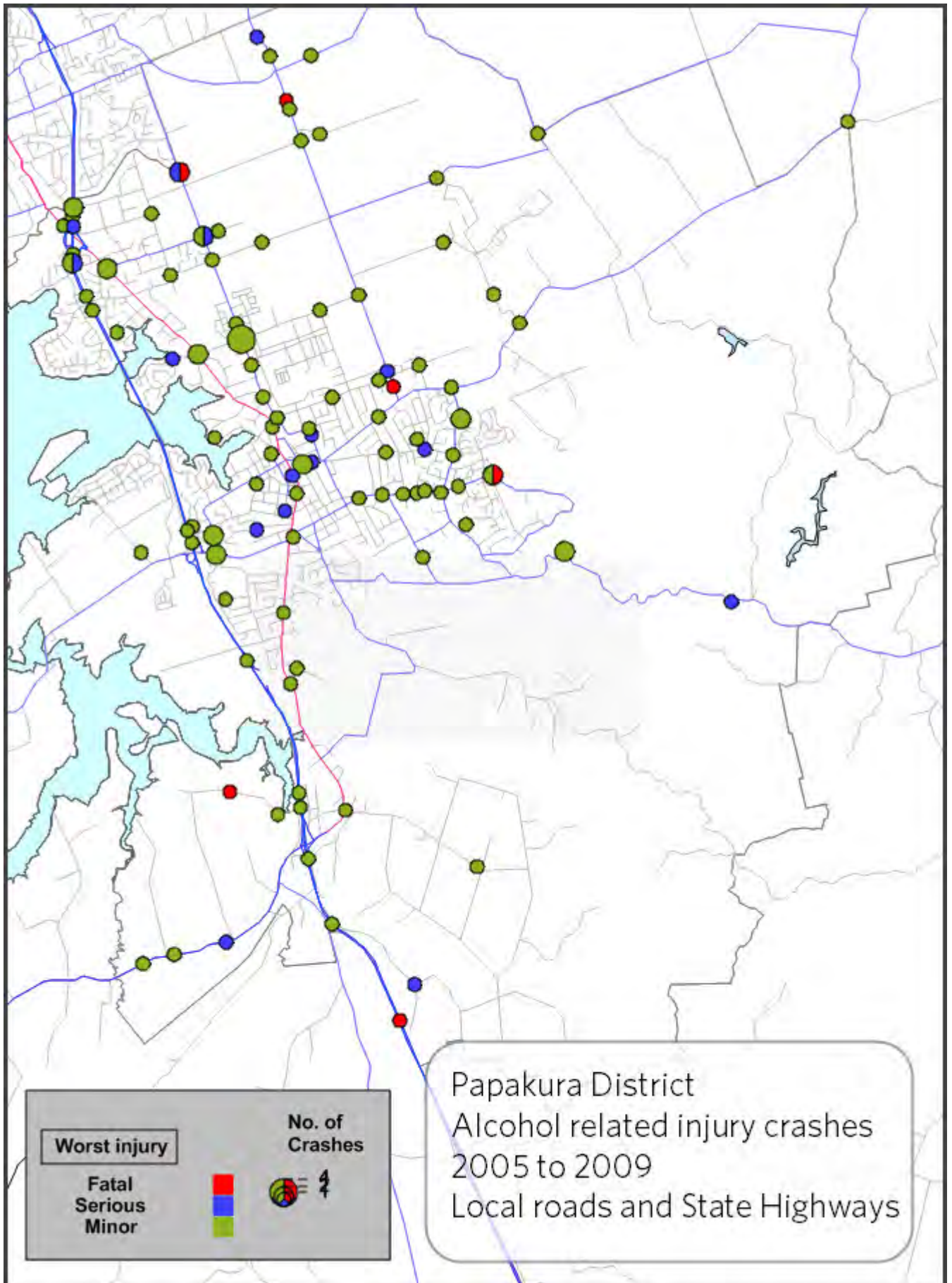
The locations of alcohol related crashes occurring in the district between 2005 and 2009 on local roads and State Highways are shown on the map on the following page.

Further information about the 95 alcohol related injury crashes on **local** roads in Papakura District 2005 to 2009:

- 5 deaths, 14 serious injuries and 108 minor injuries
- 77 percent of at fault drivers were male
- Most common crash type "bend-lost control / head on" (49 crashes)
- 46 percent at intersections
- 22 percent wet road
- 37 percent injury crashes speed related
- 74 percent night time
- Worst month July, best March
- Worst three hour time period, midnight to 3am
- Number of roadside objects struck, 104
- Most common object struck, fence

Further information about the 21 alcohol related injury crashes on **State Highways** in Papakura District 2005 to 2009:

- 1 death, 5 serious injuries and 29 minor injuries
- 88 percent of at fault drivers were male
- Most common crash type "straight road lost control / head on" (9 crashes)
- 14 percent at intersections
- 24 percent wet road
- 14 percent injury crashes speed related
- 62 percent night time
- Worst months, January and November (equal), best July
- Worst three hour time period, midnight to 3am
- Number of roadside objects struck, 20
- Most common object struck, guard rail



Intersections

During the five year period 2005 to 2009 within Papakura District there were a total of 231 injury crashes at intersections.

Injuries at Intersections (casualties)					
Injury type	2005	2006	2007	2008	2009
Fatality	0	2	1	0	0
Serious	8	10	6	5	7
Minor	38	69	58	59	48
Total	46	81	65	64	55

The most common crash type at intersections is a crossing movement where drivers are travelling straight ahead and approach one another at a right angle.

Drivers at fault aged below 25 account for 35 percent of all at fault drivers.

Age group and gender of at fault drivers in intersection related injury crashes 2005 to 2009			
Age group	Male	Female	Total
15 to 19	35	12	47
20 to 24	15	11	26
25 to 29	12	5	17
30 to 34	11	6	17
35 to 39	15	4	19
40 to 44	12	14	26
45 to 49	7	4	11
50 to 54	3	3	6
55 to 59	4	4	8
60 to 64	4	1	5
65 to 69	4	1	5
70 and over	7	12	19
Total	129	77	206

In Papakura District there are 22 intersection sites which have had three or more injury crashes in the last five years, including 11 sites with four or more injury crashes in the past five years. The top six of these are listed below.

Crashes at the intersection of Queen Street and East Street have significantly decreased over the past three years.

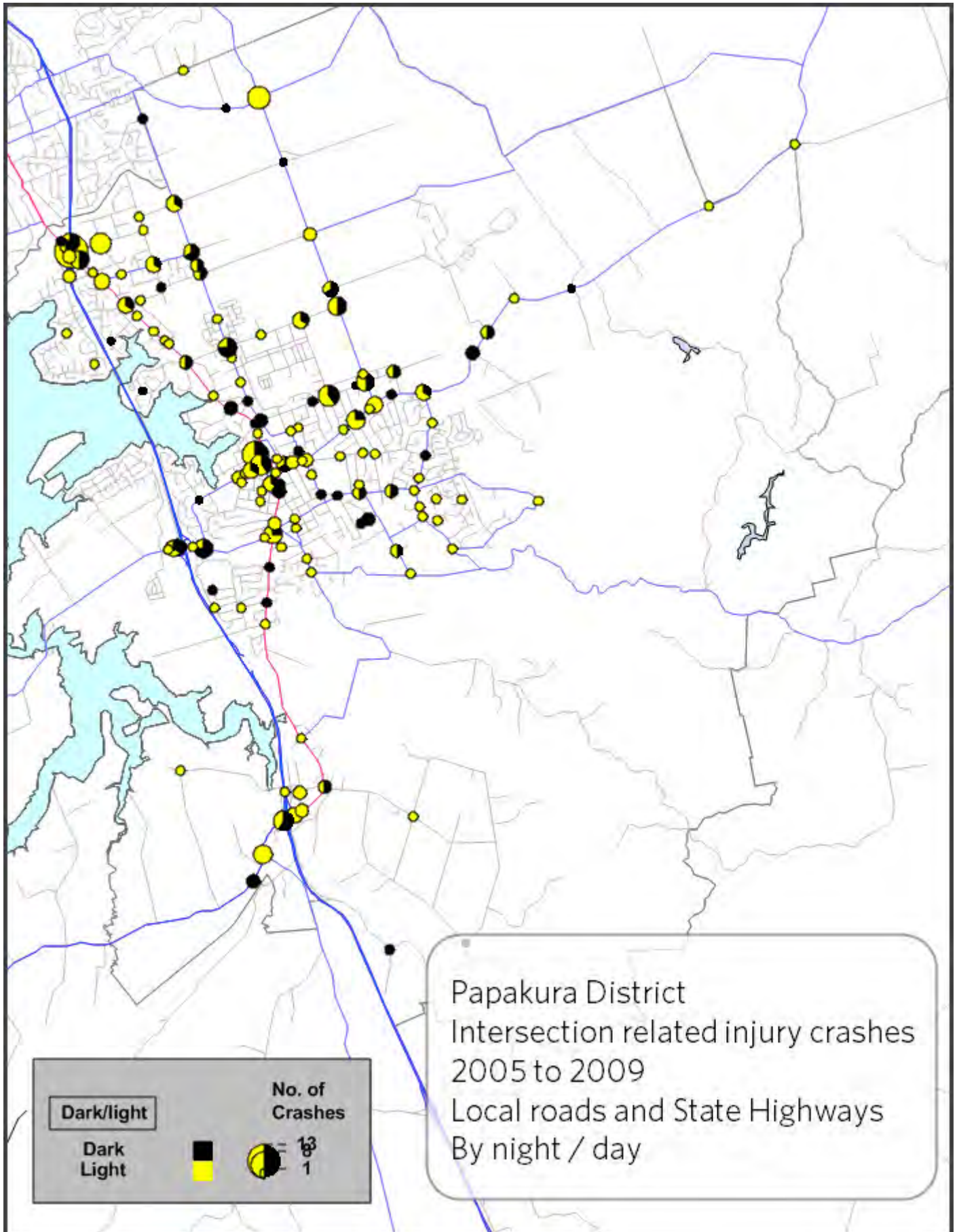
Locations with the most injury crashes 2005 to 2009		
Intersection name	2005 to 2009	2009
Great South Road / Spartan Road	13	3
Queen Street / East Street	8	0
Alfriston Road / Mill Road	6	1
Grove Road / Old Wairoa Road	5	0
Spartan Road / Westbrook Avenue	5	2
East Street / Elliott Street	5	1

Further information about the 231 injury crashes at intersections on **local** roads in Papakura District 2005 to 2009:

- 3 deaths, 36 serious injuries and 272 minor injuries
- 19 percent wet roads
- 33 percent night time
- Worst month November, best January
- Worst day Friday, best Sunday
- Worst three hour time period, 3pm to 6pm

Further information about the 37 injury crashes at intersections on **State Highways** in Papakura District 2005 to 2009:

- 1 death, 7 serious injuries and 45 minor injuries
- 22 percent wet roads
- 35 percent night time
- Worst months June and October, best December
- Worst day Friday, best Sunday
- Worst three hour time period, 3pm to 6pm



Night time crashes

Between 2005 and 2009 there were a total of 164 night time injury crashes on local roads in Papakura District representing 37 percent of all crashes in the district. In these three people died, 33 received serious injuries and 190 minor injuries.

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

Night time injury crashes					
	2005	2006	2007	2008	2009
Open road	8	7	7	4	10
Urban road	23	29	32	23	21
Total	31	36	39	27	31

In the district a high proportion of night time crashes occur during the weekend.

Night time injury crashes 2005 to 2009		
Crash type	Weekend (Friday 6pm to Monday 6am)	Weekday (Monday 6am to Friday 6pm)
Fatal	2	1
Injury	85	76
Total	87	77

There are 22 locations in the district with two or more night time injury crashes. The table below shows those with three or more.

Locations with three or more injury night time crashes 2005 to 2009	
Intersection name	Total
Porchester / Walters	4
Beach / Elliott	3
Great South / Walters	3

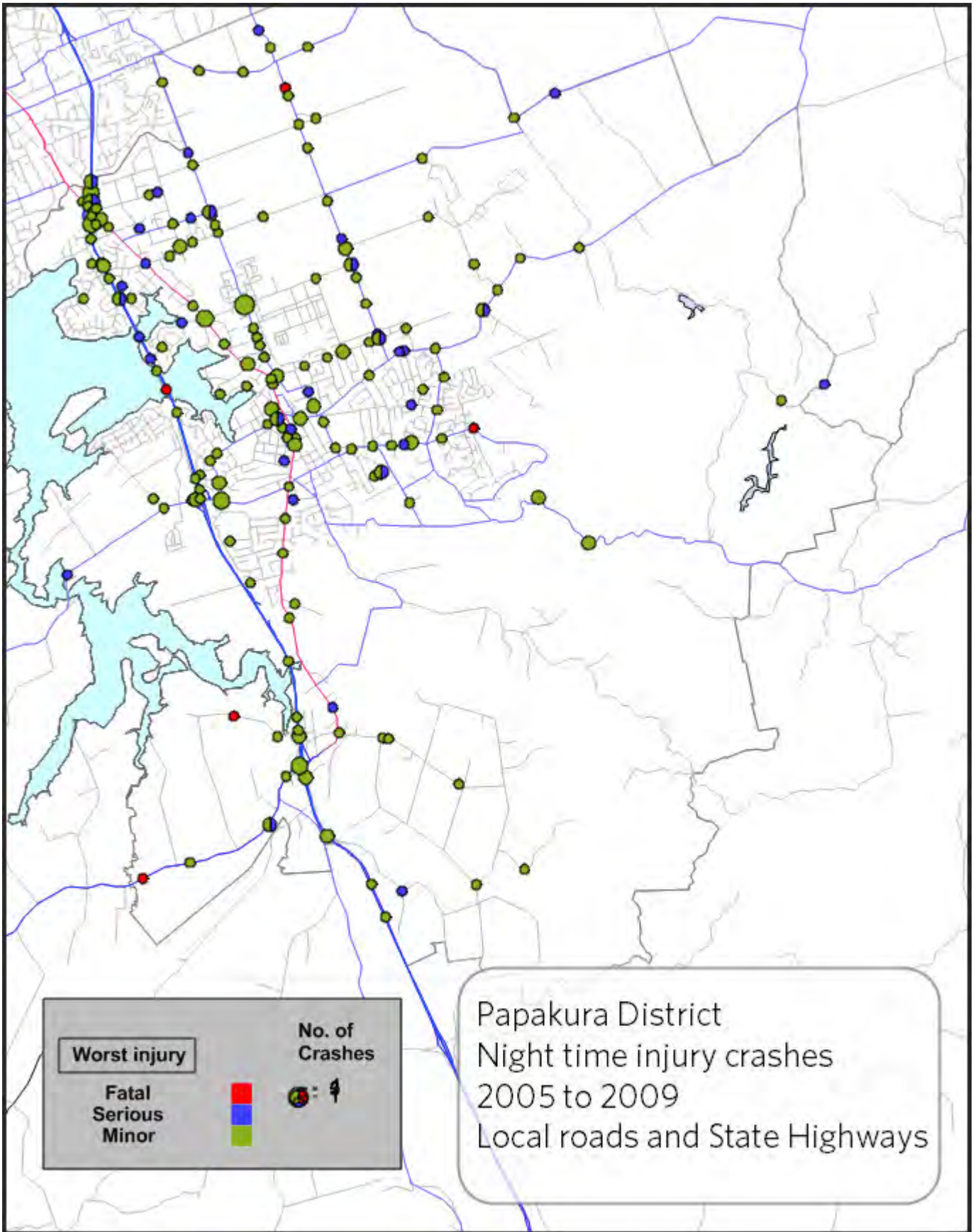
Age group and gender of at fault drivers in night time injury crashes 2005 to 2009 (note age ranges are not equal)			
Age group	Male	Female	Total
15 - 19	44	17	61
20 - 24	32	4	36
25 - 29	17	2	19
30 - 39	30	7	37
40 - 49	18	17	35
50 - 59	8	7	15
60 - 69	5	3	8
70+	4	1	5
Total	158	58	216

Further information about the 164 injury night time crashes in Papakura District on **local** roads 2005 to 2009:

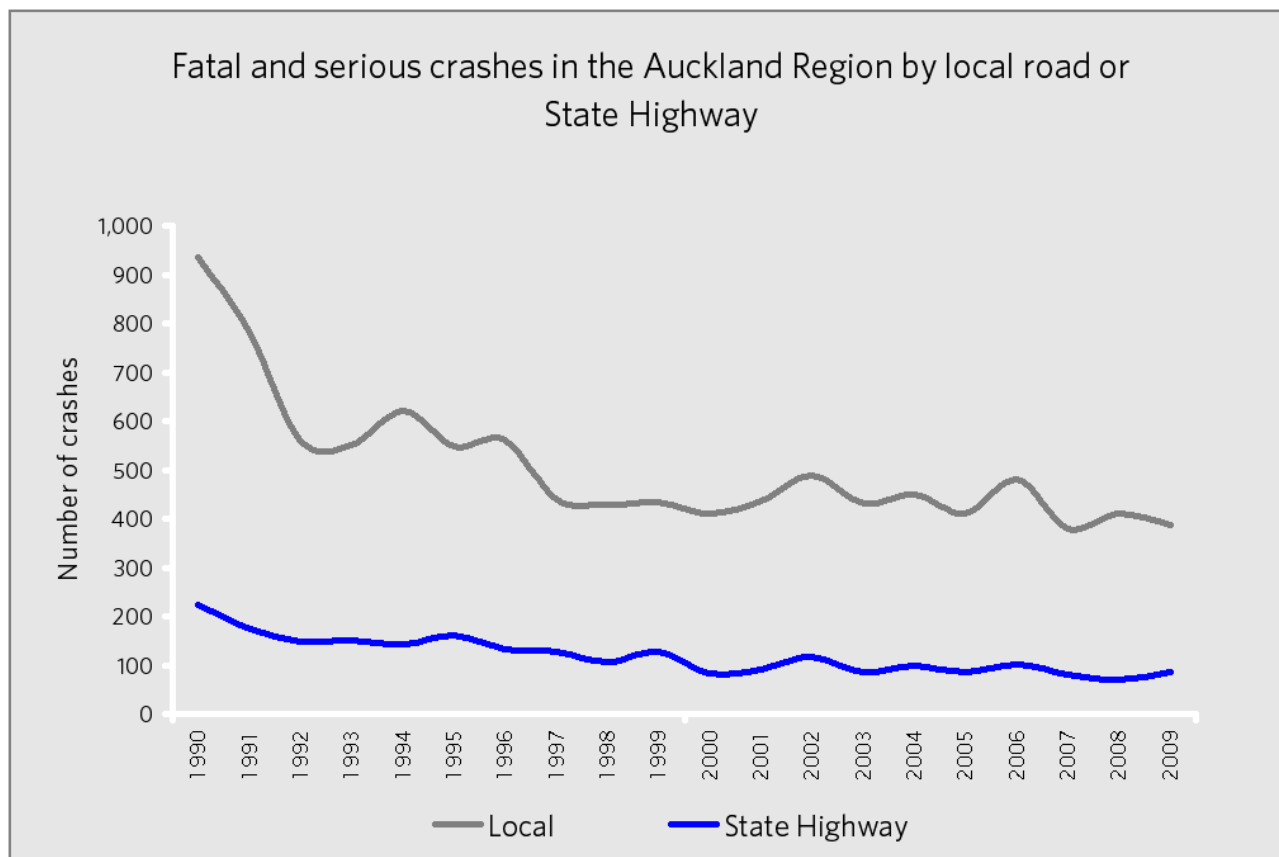
- 47 percent at intersections
- 43 percent injury crashes alcohol related
- 32 percent wet road
- 24 percent injury crashes speed related
- Worst day Saturday, best Tuesday
- Worst month July, best January and December (equal)
- Worst three hour time period, 6pm to 9pm
- 76 percent of at fault drivers were male

Further information about the 52 night time injury crashes in Papakura District on **State Highways** 2005 to 2009:

- 25 percent at intersections
- 25 percent injury crashes alcohol related
- 35 percent wet road
- 10 percent injury crashes speed related
- Worst day Saturday, best Monday
- Worst month June, best December
- Worst three hour time period, 9pm to midnight
- 76 percent of at fault drivers were male



Looking back—the last two decades ...



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