

# road safety issues

## Franklin District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2001–2005 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 the Franklin District.

The data in this report applies only to local roads and not to any state highways within the Franklin District as these are covered in a separate Transit New Zealand Region Two or Motorways Issues report.

This is the seventh road safety issues report for the Franklin 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 the Franklin District is compared to similar local bodies.

### Major road safety issues

#### Franklin District

Intersections

Rural speed

Wet roads

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Franklin District



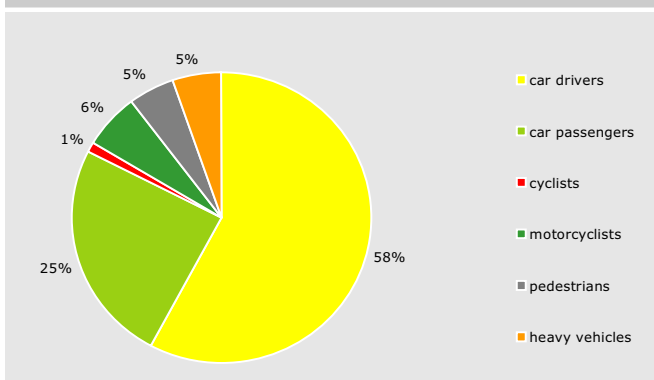
Deaths	7
Serious casualties	25
Minor casualties	154



Fatal crashes	7
Serious injury crashes	24
Minor injury crashes	108
Non-injury crashes	211

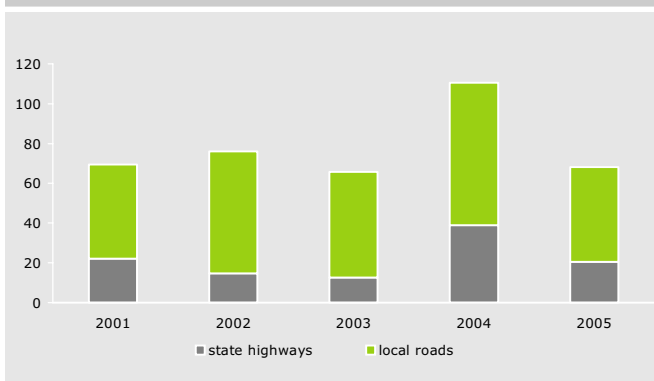
### Fatal and serious casualties

User type 2001–2005



### 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 2005 prices.

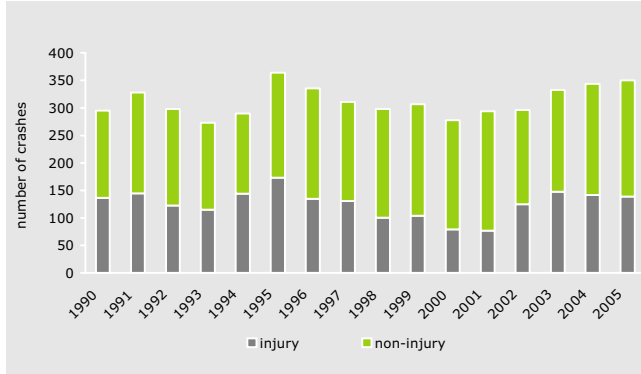
## Overview of 2005

In 2005 on local roads in the Franklin District there were 139 injury crashes and 211 non-injury crashes reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2005 crashes by rural or urban areas – rural is defined as an area with a speed limit of 80 km/h or more).

	Fatal	Serious	Minor	Total
Rural	7	22	107	136
Urban	0	3	47	50
Total	7	25	154	186

### Injury and non-injury crashes



Franklin District has experienced significant population growth in recent years and like Rodney District to the north is becoming more and more a commuter suburb of greater Auckland.

As a result crashes were concentrated in Pukekohe and the northern part of the district. In particular there were concentrations on the main routes between Waiuku and Papakura (Glenbrook, Linwood and Kingseat Roads), Pukekohe and Bombay (Pukekohe East and Mill Roads) and to a lesser extent in the south on Buckland Road.

Crashes on state highways are covered in a separate issues report but it is worth noting that in 2005, State Highway (SH) 22 was identified by Transit New Zealand as being problematic from the safety point of view. However, it should be noted that the parallel route of Linwood and Kingseat Roads (mentioned above) probably has a worse safety record considering its volume is about one third that of SH 22.

Franklin District, under the guidance of their road safety coordinator, their land transport manager, the local Police and other agencies have run a very effective road safety liaison group which meets monthly and builds on the foundation laid by Operation Wrath.

### Fatal and serious injuries



From the high levels of injuries reported in the early 1990s, there was a downward trend in fatalities and serious injures through to 2001.

Further information about 2005 injury and non-injury crashes included:

- worst month December (39), best January (19)
- worst day Friday (66), best Wednesday (28)
- wet road crashes 28 percent (less than 2004)
- crashes at night 35 percent (less than 2004).

Further information about 2005 injury crashes included:

- no warrant of fitness 12 percent (less than 2004)
- alcohol suspected or tested 16.5 percent, found over limit 9.3 percent (both less than 2004)
- speed a contributory factor 24 percent (less than 2004)
- at intersection 27 percent
- 11 poles, 11 trees and three stray animals hit.

The table below shows the licence status of at-fault drivers in the Franklin District in 2005.

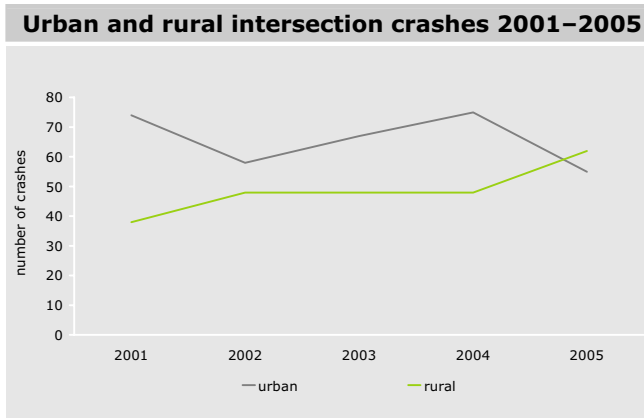
Driver licence status (injury crashes, at-fault drivers all Franklin local roads)	Percentage of total at-fault drivers
Disqualified	3.3
Expired	2.3
Forbidden	0.8
Full	65.5
Learner	12.3
Never licenced	0.8
Overseas	0.8
Restricted	14.8

## Intersections

Crashes at intersections are (not unexpectedly) the most common crash type in urban Franklin and the second most common in rural areas, and over-represented compared to peer local bodies and New Zealand as a whole.

During the five year period 2001–2005, 11 people died, 34 received serious injuries and 271 sustained minor injuries in intersection crashes.

There were 200 injury crashes and 373 non-injury crashes in this five-year period.



Interestingly in 2005 the number of intersection crashes reported in rural areas overtook the number in urban areas.

Intersections present most drivers with one of the biggest driving challenges and as a result less experienced drivers are highly represented in these crashes as illustrated in the table below of licence class of at-fault drivers.

Licence status of at-fault or partly at-fault drivers (injury crashes) 2001–2005	Percentage of total
Disqualified	2.2
Expired	0.5
Full	62.9
Learner	12.4
Never licenced	3.2
Overseas	1.6
Restricted	17.2

Most commonly the Police list failure to stop and give way, not checking properly and general errors of judgement as the main crash contributors.

In 20 percent of injury crashes the Police had reason to suspect or test for alcohol. Nine percent tested were over the limit.

As has been noted in the past, most drivers who exceed their blood or breath limits do so by a significant margin. In a sample of alcohol-related crashes where the breath or blood levels were noted on the traffic crash report, on average drivers exceeded the legal limit by 1.8 times.

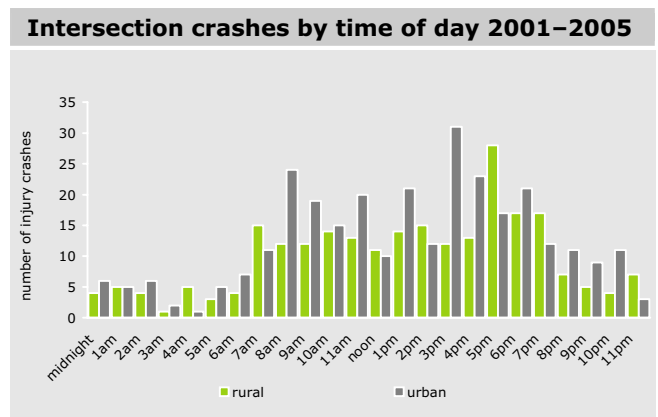
The locations with the highest overall number of intersection crashes in the 2001–2005 period are shown in the table below.

Intersection name	Number of crashes 2001–2005	Number of injury crashes 2001–2005	Number of crashes in 2005
Glenbrook/Kingseat (rural)	22	11	3
John/Harris (urban)	15	6	5
Mill/Harrisville (rural)	14	2	6
Waiuku/Attewell (rural)	13	8	3
John/Nelson (urban)	11	4	1
Queen/Harris (urban)	11	0	2
Queen/Nelson (urban)	11	2	0

Almost 95 percent of drivers were residents of the greater Auckland area and the bulk were from within Franklin, Papakura or the lower half of Manukau. This suggests that any education campaign carried out via local community newspapers should reach most crash involved drivers.

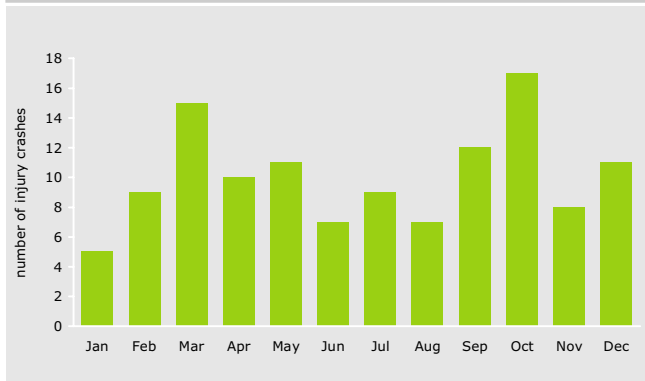
Junction type	Intersection crashes in 2005
Driveway	4
Roundabout	12
T junction	69
Crossroad	21
Y junction	11

The most common crash involved two vehicles colliding at right angles at crossroads in urban areas.



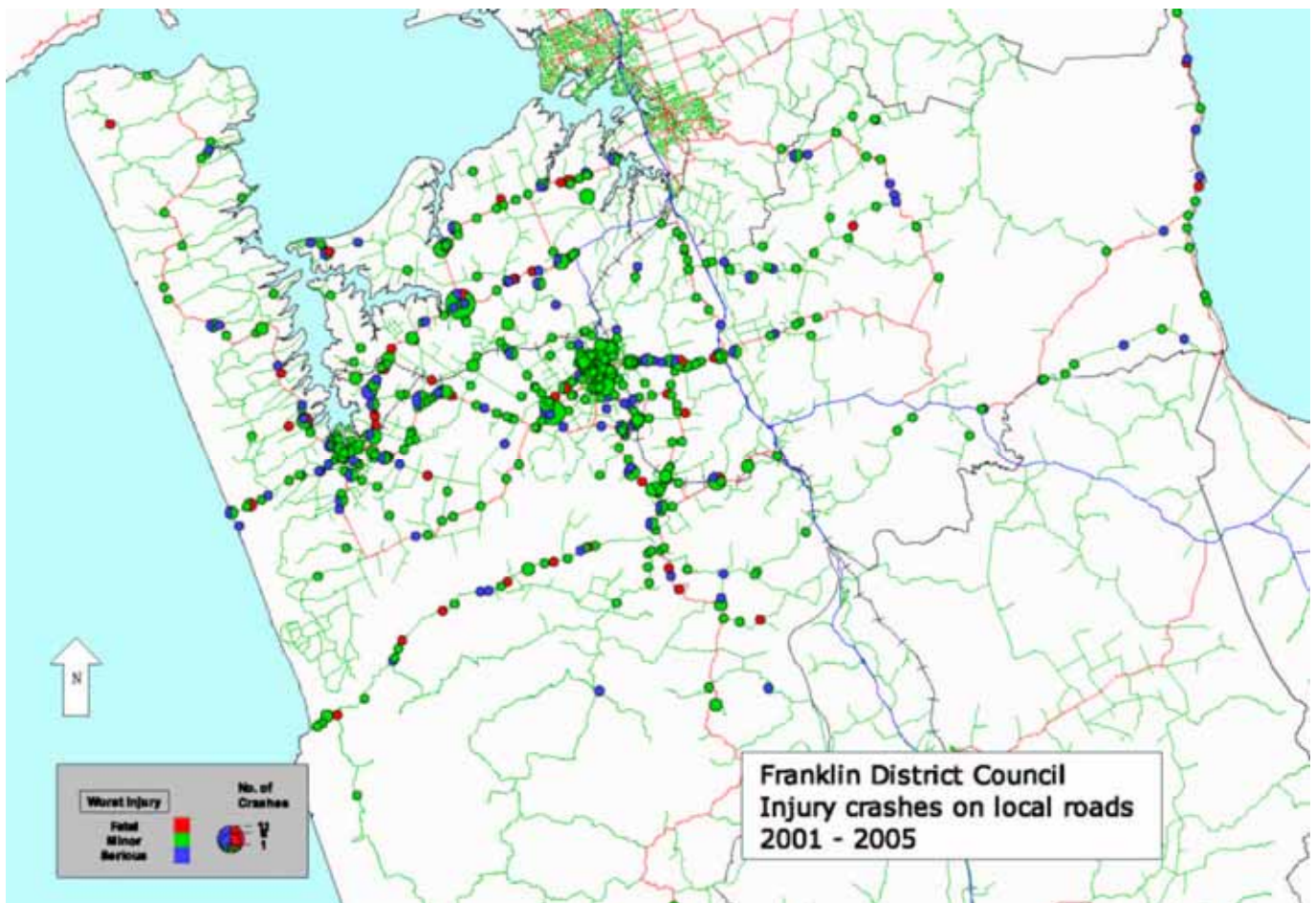
Crashes were generally spread through the day but with a noticeable peak during the late afternoon. Intersection crashes peaked in April and October.

**Intersection injury crashes by month 2005**



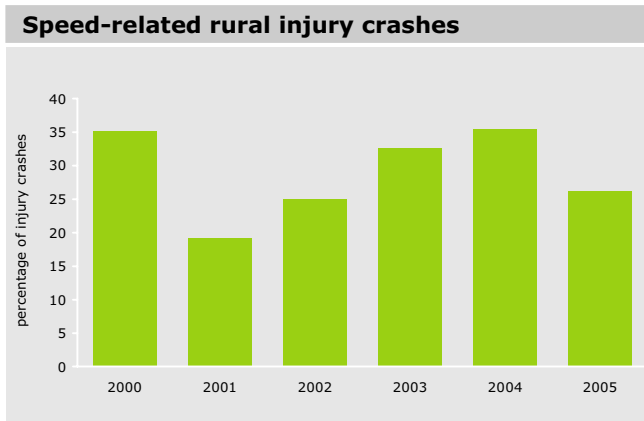
Further information about 2005 intersection crashes included:

- 53 percent were in rural areas
- 31 percent occurred at night
- 73 percent occurred in dry conditions
- worst day of week was Saturday (23) and the best was Wednesday (6)
- worst month was March (13) and the best was January (four)
- three people died, five received serious injuries and there were 50 minor injuries
- 10 fences, seven poles and four trees were hit
- speed was a factor in 16 percent of injury crashes.



## Rural speed

In rural areas, speed as a factor in crashes was just a little more than peer authorities and the same rate as for New Zealand as a whole. However, travelling too fast for the conditions remains the highest contributory factor in rural crashes in Franklin.



Nationally in 2005 on rural local roads speed too fast for the conditions was a factor in 29 percent of injury crashes.

	Percentage of speed-related crashes at bends in Franklin
2001	81.8%
2002	77.3%
2003	77.1%
2004	93.9%
2005	84.6%

A higher proportion of speed-related crashes occurred at night than for rural crashes generally in Franklin. This is consistent with national rural local road figures but does point to the importance of high quality delineation.

Type of bend	Percentage of injury speed-related crashes
Easy	28.4%
Moderate	44.9%
Severe	10.2%

A number of locations or routes where speed-related crashes commonly occur have recently been the subject of the 2006 Franklin District lead crash reduction study.

A significant proportion of drivers involved in speed-related crashes could be described as inexperienced drivers.

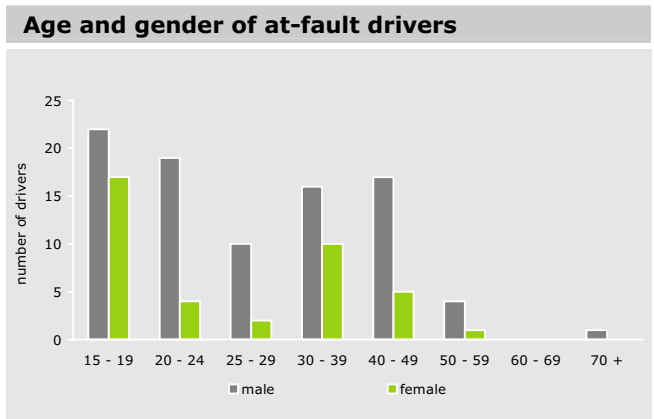
The following table illustrates the licence status of at-fault drivers in speed-related crashes for Franklin and all New Zealand (local roads) for the same crash type.

Licence status (injury crashes)	Speed-related injury crashes in Franklin (% of at-fault or partly at-fault drivers)	New Zealand local road, speed-related at fault or partly at-fault drivers
Full	48.7	48.8
Learner	13.3	11.6
Restricted	25.0	28.1
Never licenced	4.7	2.5
Disqualified	3.8	4.9
Overseas	3.1	0.8
Expired	1.4	3.3

Managing speed in relation to the conditions is a little more challenging than it may seem to new drivers and additional driving experience clearly makes a big difference to avoiding being involved in a crash.

This is also reinforced in the age profile of at-fault drivers where young drivers are over-represented.

Males are also highly represented as at-fault drivers in speed-related crashes, accounting for just under 70 percent of drivers.



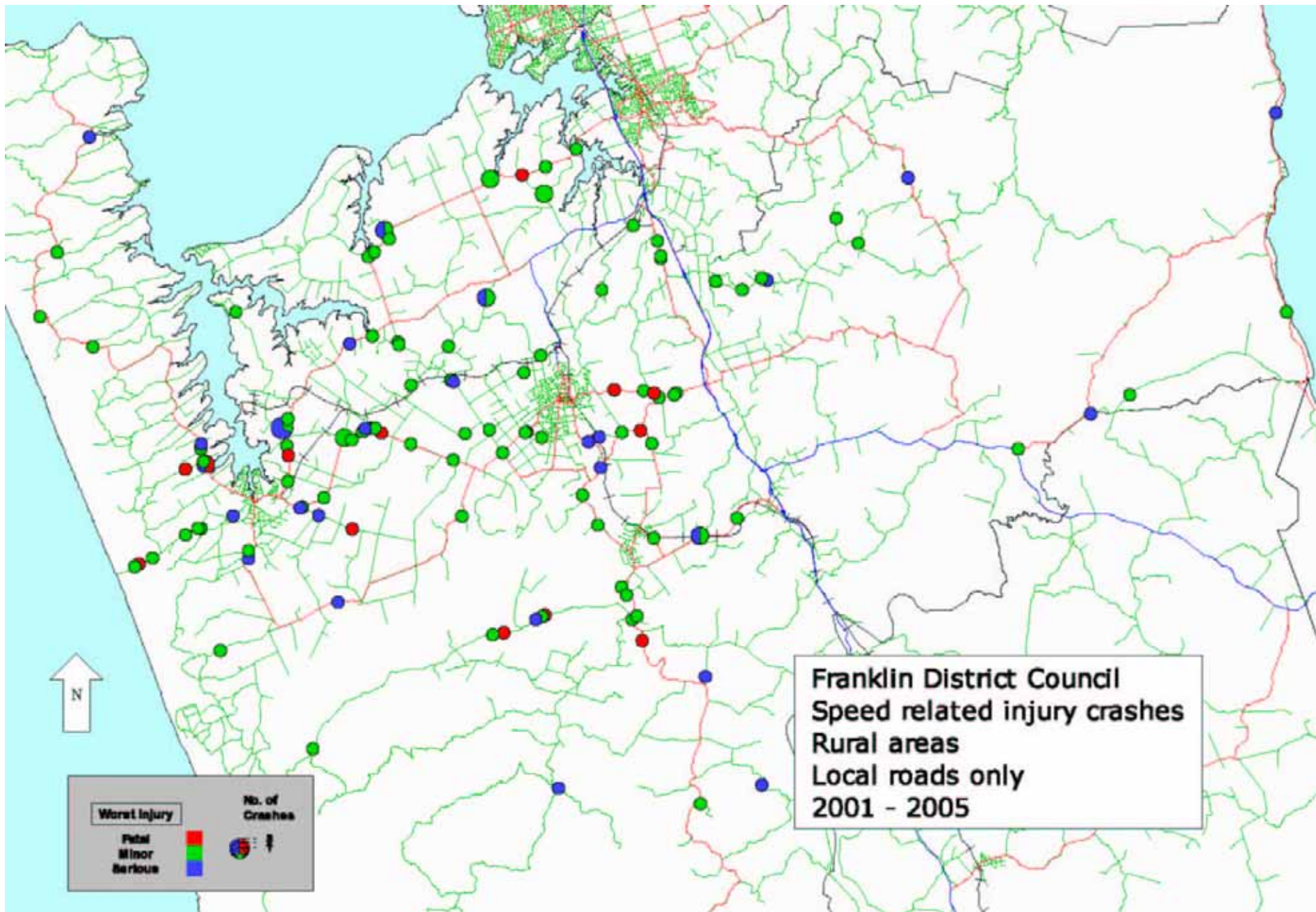
Alcohol continues to play a huge part as an additional contributory factor in speed-related crashes with positive alcohol tests being returned by just over 44 percent of at-fault drivers.

As has been found in the past, drivers who return positive blood or evidential alcohol test are usually significantly over the limit often two and three times the legal limit.

Certainly, there is no evidence that there are many drivers just over the limit or that didn't know they were intoxicated.

Further information about 2005 rural speed-related injury crashes included:

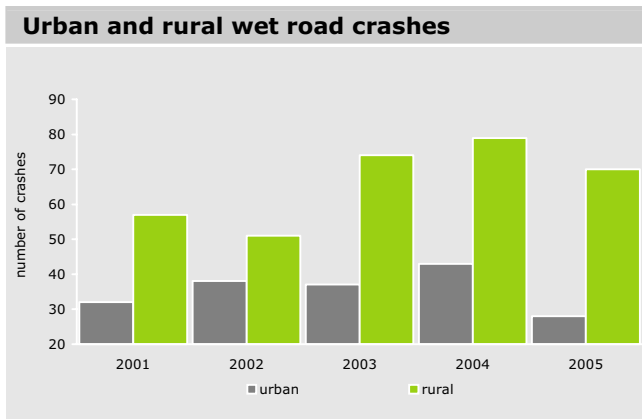
- 26 injury crashes
- one fatality, eight serious and 23 minor injuries
- 38 percent occurred at night
- 50 percent were in the wet
- worst day was Sunday (eight) and the best was Wednesday (0)
- worst month was May (19) and the best was January (0).



## Wet roads

Over the past 10 years Franklin District has had a higher percentage of its crashes in wet road conditions than similar local bodies or New Zealand as a whole. This applies in both rural and urban areas.

In total there were 509 wet road crashes between 2001 and 2005 resulting in 12 fatalities, 49 serious injuries and 229 minor injuries.

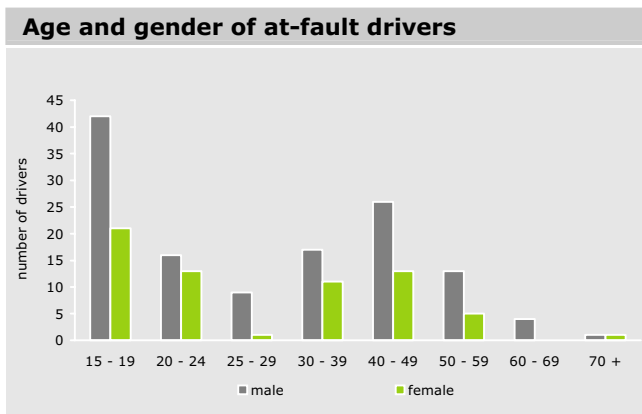


Wet road crashes can be found right across the district and a number of these locations or routes have recently been the subject of the 2006 Franklin District lead crash reduction study.

With only just over half of drivers in the full licence category this is yet another type of driving which inexperienced drivers find difficult.

Licence status (injury crashes)	Percentage of total at-fault (or partly at-fault) drivers
Full	59.2
Learner	9.8
Restricted	23.7
Never licensed	3.8
Disqualified	1.6
Overseas	1.1
Expired	1.1

In the 15–19 year age group, less than 20 percent hold a full drivers licence which strongly reinforces the connection between youth, inexperience and crashes.



In 2005, Franklin District together with Land Transport NZ initiated the implementing of a safety management system which it is hoped will put in place a formalised process for identifying and addressing below acceptable standard areas of surface friction and other problematic issues. Further redevelopment has been undertaken in 2006.

Further information about safety management systems can be found at: [www.landtransport.govt.nz/roads/sms/](http://www.landtransport.govt.nz/roads/sms/)

Further information about wet road crashes between 2001 and 2005 included:

- 192 injury crashes and 317 non-injury crashes
- 32 percent occurred at intersections
- 44 percent were at night
- alcohol proven over the limit in 8.8 percent of injury crashes
- 23 percent occurred when a vehicle entered a corner too fast (injury crashes)
- 14 percent were on slippery roads (note that MoT does not consider a road to be slippery just because it is wet)
- 6.9 percent occurred in heavy rain
- 382 roadside objects were struck, including 90 fences, 54 poles, 70 ditches and 34 trees
- 719 vehicles involved including 32 trucks, a bus and nine motorcycles.
- worst month was June (66) and the best were January and February (26 each)
- 34.9 percent were in urban areas
- 66 percent of at-fault drivers were male (injury crashes).

## Where to get more information

For more specific information relating to road crashes in the Franklin District, please refer to the 2001 to 2005 Road Safety Data Report, the Ministry of Transport Crash Analysis System or contact the office listed on this page.

## Road safety initiatives in Franklin District

Franklin District takes a proactive approach to road safety and projects are underway 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.

- During the early part of 2005, Franklin District and the NZ Police continued to run an enforcement campaign Operation Wrath in an attempt to contain the safety problems in the district.
- In May 2005, the NZ Police and Franklin District decided to extend Operation Wrath and invited a number of other agencies to join in the management of this and other safety programmes.
- In 2005 Franklin District agreed with Land Transport NZ to initiate the process of implementing a safety management system. Developing this system has continued through the early part of 2006 and is nearing completion.
- Franklin District has a number of significant projects underway within its current minor safety programme.
- Franklin District has completed their speed limit savings bylaw and is now in the process of reviewing speed limits where changes are necessary.
- Franklin District are carrying out inspections (including at night) of its arterial and collector network as well as carrying out periodic skid resistance testing on its arterial roads.
- Franklin is working with schools to improve school gate problems and is continuing the Start Here project aimed at designated drivers and good choices.
- Franklin District carried out a systematic crash reduction study at the end of 2005 continuing through to the early part of 2006.

## Contacts

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### Land Transport Manager and Community Road Safety Adviser

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