



briefing notes - 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 2002–2006 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 Franklin District.

This report is the eighth road safety report for Franklin District. All the material unless otherwise stated in this report applies only to local roads.

In each new report one year's data is added to a five year block and the oldest dropped so it is unlikely that the core issues would change radically from report to report.

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

We encourage local bodies to use their free access to the Ministry of Transport's Crash Analysis System to delve deeper into the highlighted issues.

| Major road safety issues | | 2006 road trauma | |
|--------------------------|--|------------------------|-------------------|
| Franklin District | | Casualties | Franklin District |
| Bends | | Deaths | 10 |
| Alcohol | | Serious casualties | 47 |
| Speed | | Minor casualties | 191 |
| Nationally | | Crashes | Franklin District |
| Speed | | Fatal crashes | 10 |
| Alcohol | | Serious injury crashes | 34 |
| Failure to give way | | Minor injury crashes | 132 |
| Restraints | | Non-injury crashes | 306 |

Overview

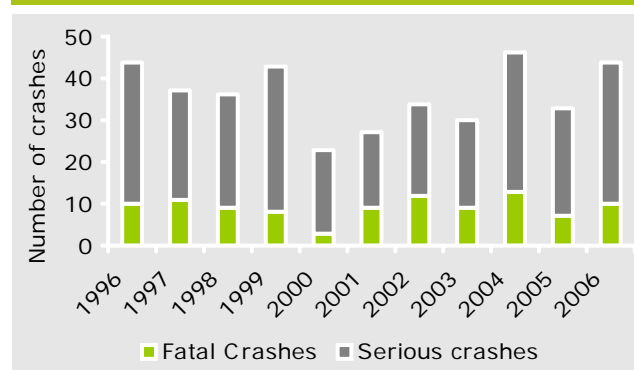
In 2006 on local roads in Franklin District there were 176 injury crashes and 306 non-injury crashes. In addition there were 38 injury crashes and 85 non-injury crashes on Transit New Zealand (Transit NZ) roads both as reported by the New Zealand Police.

The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for local Franklin District roads (rural is defined as an area with a speed limit of 80km/h or more).

| Casualties by injury type 2006 | | | | |
|--------------------------------|------------|------------------|----------------|-------|
| | Fatalities | Serious injuries | Minor injuries | Total |
| Rural | 8 | 41 | 138 | 187 |
| Urban | 2 | 6 | 53 | 61 |
| Total | 10 | 46 | 191 | 248 |

The overall trend for the last decade has been neutral for both fatal and serious crashes. This however needs to be viewed against a background of significant growth in the Franklin District.

Fatal and serious crashes 1996 to 2006



Fatal and serious crashes

| Crash type or contributory cause 2002 to 2006 | Percentage fatal or serious crashes of this type or contributory cause |
|---|--|
| Lost control at bend | 48 % |
| Lost control on straight | 15 % |
| Alcohol | 22 % |
| Too Fast | 27 % |
| Crashes in the dark | 46 % |

Further information about 2002 to 2006 injury and non-injury crashes on local Franklin District roads:

- Worst month December, best November
- Worst day Friday, best Monday
- 32 percent on wet roads
- 39 percent at night
- 35 percent at intersections
- Social cost of crashes in 2006 \$47m
- 55 percent of at fault or part fault drivers held a full NZ licence (injury crashes)

Further information about 2002 to 2006 injury and non injury crashes on Transit NZ roads in Franklin District:

- Worst month December, best September
- Worst day Sunday, best Tuesday
- 42 percent wet road
- 39 percent night time
- 25 percent at intersections
- Social cost of crashes in 2006 \$11m
- 74 percent of at fault or part fault drivers held a full NZ licence (injury crashes)

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and who are choosing to stay on restricted licences.

This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence.

As a consequence it is more difficult to target educational material.

At fault driver licence status

| Driver licence status 2006 Franklin District | Percentage of total 'at fault' drivers (New Zealand 2006 value in brackets) |
|--|---|
| Full | 58.6 (58.4) % |
| Learner | 13.0 (9.5) % |
| Restricted | 16.7 (17.6) % |
| Never licenced | 3.1 (2.2) % |
| Disqualified | 2.5 (1.7) % |
| Overseas | 3.0 (4.2) % |
| Expired | 0.6 (0.5) % |
| Other / unknown | 2.5 (5.6) % |

Crashes at bends

Between 2002 and 2006 forty-five percent of all injury crashes in Franklin District occurred at bends. These crashes resulted in 23 fatalities, 91 serious injuries and 346 minor injuries.

Over the last five years crash numbers have been trending upwards.

| Crashes at bends 2002 to 2006 | | | | |
|-------------------------------|---------------|-----------------|---------------|-------|
| Crash year | Fatal crashes | Serious crashes | Minor crashes | Total |
| 2002 | 7 | 12 | 34 | 53 |
| 2003 | 4 | 11 | 46 | 61 |
| 2004 | 7 | 16 | 40 | 63 |
| 2005 | 2 | 12 | 52 | 66 |
| 2006 | 3 | 15 | 68 | 86 |
| Total | 23 | 66 | 240 | 329 |

Most crashes at bends involved a driver losing control of their vehicle and either running off the road or colliding with another vehicle.

After drivers lose control their vehicles often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event turning into something far more serious.

The three most common roadside hazards struck in injury crashes in Franklin District were fences (74), cliffs or banks (78) and ditches (62) from a total of 354 objects struck.

| Main characteristics of injury crashes at bends | |
|---|-----------------------|
| Crash characteristic | Percentage of crashes |
| Single vehicle | 82 % |
| Alcohol | 24 % |
| Excessive speed for the conditions | 42 % |
| Road factors | 24 % |
| Poor handling | 38 % |
| Rural road | 88 % |
| Wet road | 40 % |
| Night time | 42 % |

At fault driver licence status 2006

| Driver Licence status, bend related injury crashes, at fault drivers in Franklin District | Percentage of total at fault drivers in bend related crashes (New Zealand value in brackets) |
|---|--|
| Full | 60.0 (51.1) % |
| Learner | 13.8 (10.7) % |
| Restricted | 16.3 (17.9) % |
| Never licenced | 2.5 (4.1) % |
| Disqualified | 2.5 (2.8) % |
| Overseas | 1.3 (5.6) % |
| Expired | 0.0 (0.9) % |
| Other / unknown | 3.8 (6.8) % |

Further information about injury crashes on bends (2002 to 2006) on local roads in Franklin District:

- 23 deaths, 91 serious injuries and 346 minor injuries
- 67 percent of at fault drivers were male
- Most common crash type "lost control turning right"
- Most common age group 15-19 years
- 24 percent of crashes involved alcohol
- Worst month January and March, best November
- Worst day of week Sunday, best Monday
- Worst time period 3pm-6pm

Further information about injury crashes on bends (2002 to 2006) on Transit NZ roads in Franklin District:

- 11 deaths, 37 serious injuries and 100 minor injuries
- 75 percent of at fault drivers were male
- Most common crash type "lost control turning left"
- Most common age groups 15-19 and 20-24 years
- 19 percent involved alcohol
- Worst month March, best August
- Worst day of week Saturday, best Monday and Tuesday
- Worst time period 12noon-3pm

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 three times more likely to be involved in a crash than a sober driver. Contrary to popular opinion, people with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in the same crash and if injured, they are also more likely to encounter complications in their recovery.

In New Zealand for the 12 months to December 2006, alcohol affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes.

In the Franklin District, alcohol was a factor in 19 percent of injury crashes between 2002 and 2006. In the same time period it was a factor in 22 percent of fatal and serious crashes.

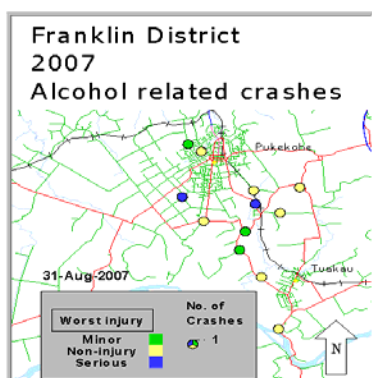
| Alcohol related crashes | | | |
|-------------------------|-----------|------------|-------|
| Crash year | Open road | Urban road | Total |
| 2002 | 20 | 7 | 27 |
| 2003 | 22 | 10 | 32 |
| 2004 | 20 | 10 | 30 |
| 2005 | 19 | 3 | 22 |
| 2006 | 17 | 9 | 26 |
| Total | 98 | 39 | 137 |

The key crash location of alcohol related injury crashes occurring between 2002 to 2006 are shown in the map on the following page.

From the beginning of 2007 Land Transport NZ has been adding driver factor codes to all non-injury crashes entered into the crash system for the northern region.

This will allow the Police and other agencies to target alcohol related crashes with even more geographic accuracy than ever before.

This is illustrated on the map opposite which is only for part of 2007. The non-injury alcohol related crash sites which we were previously unable to quickly identify are shown in yellow.



| At fault driver licence status | |
|---|--|
| Driver Licence status, alcohol related injury crashes, at fault drivers in Franklin District 2002 to 2006 | Percentage of total at fault drivers in alcohol related crashes (New Zealand 2006 value in brackets) |
| Full | 51.8 (41.6) % |
| Learner | 11.3 (15.8) % |
| Restricted | 17.0 (20.8) % |
| Never Licenced | 2.8 (4.6) % |
| Disqualified | 8.5 (6.2) % |
| Overseas | 0.7 (1.0) % |
| Expired | 2.1 (1.4) % |
| Other / unknown | 5.8 (8.2) % |

Further information about alcohol related injury crashes in Franklin District on local roads (2002 to 2006):

- 20 deaths, 41 serious injuries and 133 minor injuries
- 80 percent of at fault drivers were male
- Most common crash type “loss of control turning right”
- 29 percent urban
- 26 percent wet road
- 79 percent night time
- Worst months January, May and July, best June
- Worst days of week Saturday and Sunday, best Monday

Further information about alcohol related injury crashes in Franklin District on Transit NZ roads (2002 to 2006):

- 3 deaths, 14 serious injuries and 33 minor injuries
- 79 percent of at fault drivers were male
- Most common crash type “loss of control on bends”
- 18 percent urban
- 36 percent wet road
- 82 percent night time
- Worst month December, best January, May and September
- Worst days of week Friday, Saturday and Sunday, best Monday and Tuesday

Speed

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2006, excessive speed contributed to around 31 percent of fatal crashes and 16 percent of injury crashes.

During 2006, nationally there were 1,839 injury crashes where the driver was travelling too fast for conditions.

Reducing speeds to appropriate levels is an important road safety goal. Excessive speed increases the likelihood of a crash occurring by reducing the time available for drivers to respond to hazardous situations and it also leads to more serious injuries. Research has shown that a one km/h reduction in mean speeds can produce up to a three percent reduction in injury crashes.

In the Franklin District, excessive speed was a factor in 21 percent of all injury crashes in 2006.

There were 175 speed related injury crashes reported in the last five years.

Males represented 71 percent of at fault drivers in injury speed related crashes (2002-2006).

| Speed related crashes | | | | | |
|------------------------------|-----------|-----------|-----------|-----------|-----------|
| Speed related injury crashes | 2002 | 2003 | 2004 | 2005 | 2006 |
| Urban | 5 | 1 | 6 | 9 | 11 |
| Rural | 22 | 35 | 33 | 27 | 26 |
| Total | 27 | 36 | 39 | 36 | 37 |

| Age and sex of at fault drivers | | | |
|---|------------|-----------|------------|
| Drivers at fault in speed related injury crashes (2002- 2006) (note age ranges are not equal) | Male | Female | Total |
| 15- 19 years | 37 | 15 | 52 |
| 20 - 24 | 28 | 8 | 36 |
| 25 - 29 | 13 | 1 | 14 |
| 30 - 39 | 16 | 16 | 32 |
| 40 - 49 | 20 | 8 | 28 |
| 50 - 59 | 4 | 1 | 5 |
| 60 - 69 | 3 | 0 | 3 |
| 70+ | 2 | 0 | 2 |
| Total | 123 | 49 | 172 |

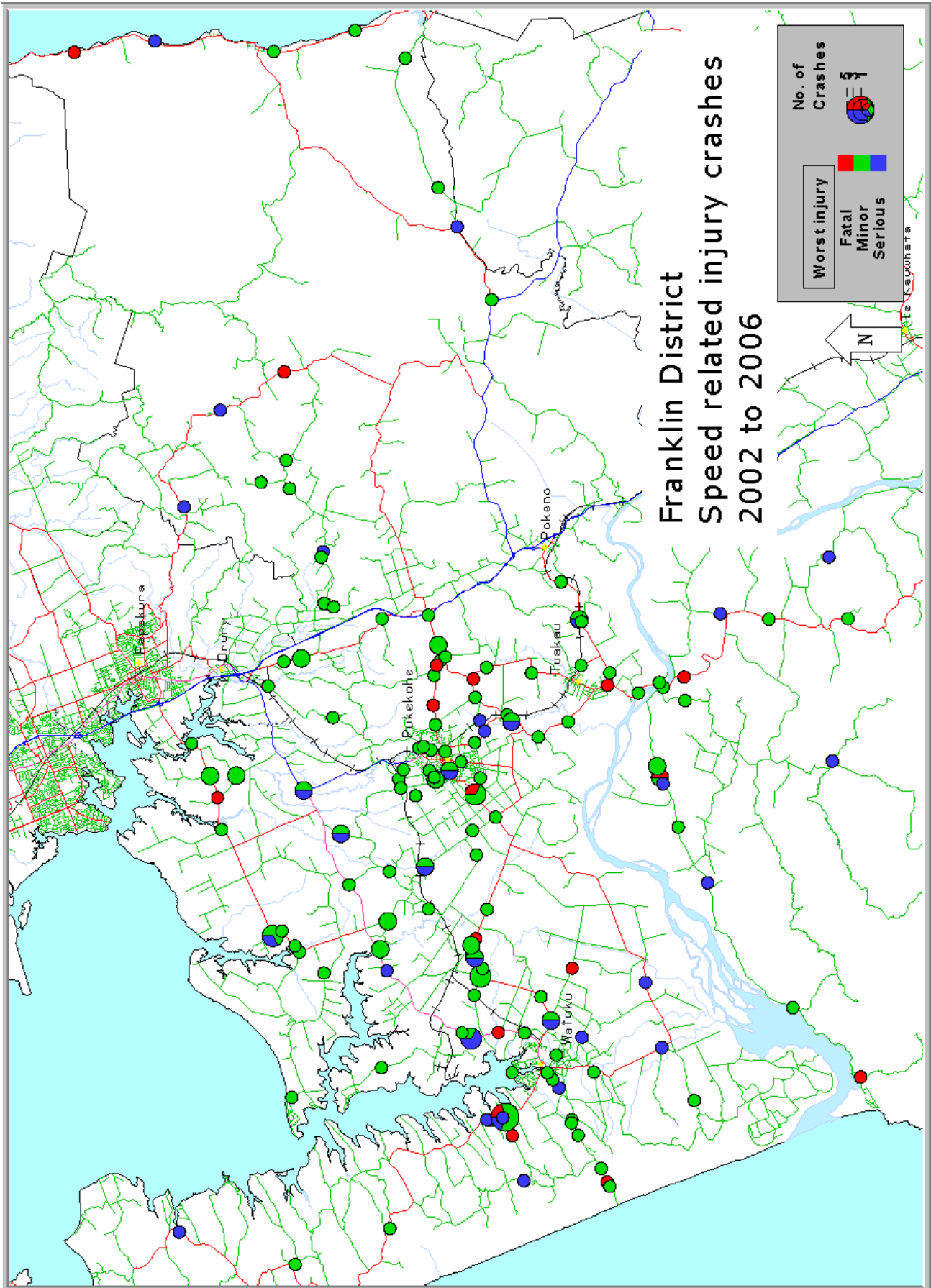
| At fault driver licence status | |
|---|--|
| Driver Licence status, speed related injury crashes, at fault drivers. Franklin District (2002 to 2006) | Percentage of total at fault drivers in speed related crashes (New Zealand 2006 value in brackets) |
| Full | 48.6 (43.0) % |
| Learner | 13.1 (15.3) % |
| Restricted | 23.4 (22.5) % |
| Never Licenced | 1.7 (4.5) % |
| Disqualified | 5.1 (4.1) % |
| Overseas | 0.6 (3.7) % |
| Expired | 2.3 (0.5) % |
| Other / unknown | 5.1 (6.2) % |

Further facts about speed related injury crashes in Franklin District local roads (2002 to 2006):

- 19 deaths, 52 serious injuries and 191 minor injuries
- 76 percent of at fault drivers are male
- Most common crash type "lost control on bend"
- 78 percent mid-block
- 42 percent wet road
- 48 percent night time
- Worst month March and May, best June, September and November
- Worst day of week Sunday, best Monday

Further facts about speed related injury crashes in Franklin District Transit NZ roads (2002 to 2006):

- 10 deaths, 18 serious injuries and 39 minor injuries
- 71 percent of at fault drivers are male
- Most common crash type "lost control on bend"
- 80 percent mid-block
- 57 percent wet road
- 49 percent night time
- Worst month March, best April
- Worst day Thursday and Saturday, best Monday & Wednesday



National issues

This section contains some brief information on the key national road safety issues as measured on local roads Franklin District. They may have been covered elsewhere in this document or not be a specific issue.

Speed

“Too fast” was recorded in 24 percent of injury crashes in the district in the last five years resulting in 19 deaths and 243 other injuries.

Speed as a factor in crashes is not reducing in the district.

Seventy-eight percent of speed related crashes were “loss of control at a bend” crashes. Alcohol and poor handling were the other driver factors often associated with speed.

At fault male drivers aged 15 to 19 were the most highly represented of the five year age bands in speed related crashes.

Alcohol

Alcohol was involved in 19 percent of injury crashes in the district in the last five years resulting in 20 deaths and 174 other injuries.

The number of injury crashes involving alcohol is not decreasing.

Twenty-nine percent of alcohol crashes were in urban areas of the district.

Speed and poor handling were the other factors often associated with alcohol.

Failure to give way

Failure to give way or stop was reported in 20 percent of all reported injury crashes for the last five years resulting in 8 deaths and 225 injuries.

Sixty percent of at fault drivers were male.

Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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