



# briefing notes - road safety issues

## Franklin 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 Franklin District.

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

We encourage safety engaged staff at Franklin 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 \*

#### Franklin District

Alcohol

Crashes at Night

Crashes at Intersections

Crashes at Bends

### 2009 road trauma

#### Casualties Franklin District

Deaths	10
Serious casualties	30
Minor casualties	198

### National priorities from Road Safety 2020— Safer Journeys

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

#### Crashes Franklin District

Fatal crashes	6
Serious injury crashes	21
Minor injury crashes	143
Non-injury crashes	261

\* 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
<b>Areas of high concern</b>				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
<b>Areas of medium concern</b>				
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		✓	✓	✓
<b>Areas of continued and emerging focus</b>				
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

## Franklin District overview

In 2009 on local roads in Franklin District there were 170 injury crashes and 261 non-injury crashes. In addition on State Highways in Franklin District there were 29 injury crashes and 60 non-injury crashes. The table below shows the number of injuries resulting from the 170 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	9	24	133	166
Urban	1	6	65	72
Total	10	30	198	238

Over the last decade trends in fatal and serious crashes have remained relatively static, with, if anything, a very small upward trend in serious crashes.

Minor injury crashes have somewhat fluctuated over the last decade but have shown a gradual increase and are currently at their highest levels in ten years. However this is likely to be related to improved reporting rates. While not an issue in this note it is worth mentioning that "wet road" fatal and serious crashes are higher in the region than both peer and all New Zealand values.

Crash trends in Franklin District				
Year	Fatal crashes	Serious crashes	Minor crashes	Total crashes
2000	4	20	63	87
2001	11	21	54	86
2002	12	23	94	129
2003	9	23	121	153
2004	15	38	103	156
2005	8	31	115	154
2006	10	36	142	188
2007	11	23	124	158
2008	7	34	141	182
2009	6	21	143	170

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 related	27	18
Bends	45	47
Intersections	27	31
Night	40	36
Fatigue	7	6
Wet Roads	24	29

Further information about the 852 injury and 1436 non-injury crashes on **local** roads in Franklin District 2005 to 2009:

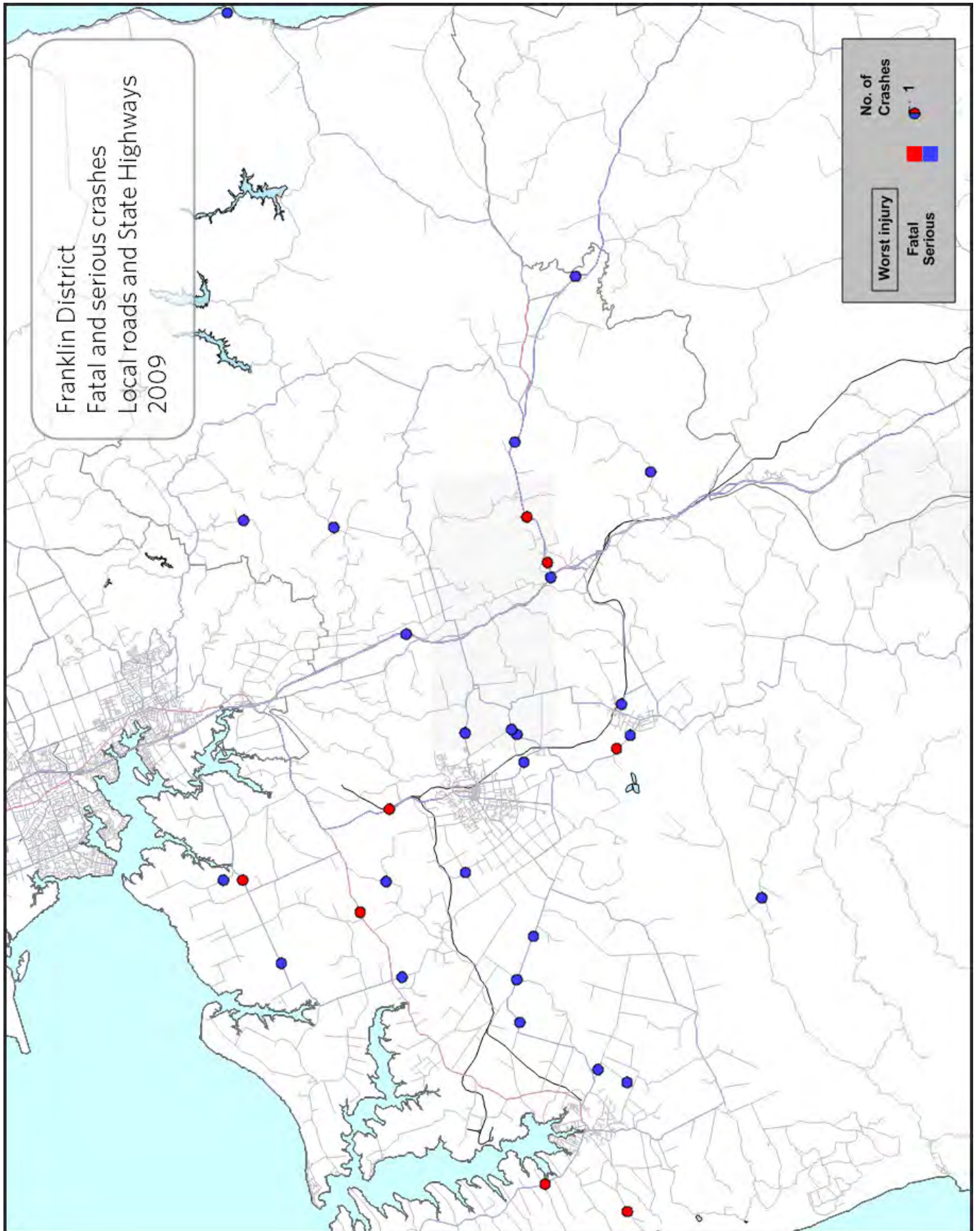
- 46 deaths, 201 serious injuries and 945 minor injuries
- Worst months April and May (equal), best November
- Worst day Friday, best Monday
- 37 percent at night
- 35 percent at intersections
- 1267 roadside objects struck \*
- Most represented five year age group in at fault drivers in injury crashes, 15 to 19 years (22 percent of at fault drivers)
- Social cost of crashes in 2009 \$59.4 m

Further information about the 156 injury and 328 non-injury crashes on **State Highways** in Franklin District 2005 to 2009:

- 12 deaths, 52 serious injuries and 180 minor injuries
- Worst month December, best April
- Worst day Sunday, best Tuesday and Wednesday
- 31 percent on wet roads
- 19 percent at intersections
- 287 roadside objects struck \*
- Most represented five year age group in at fault drivers in injury crashes, 20 to 24 years (15 percent of at fault drivers)
- Social cost of crashes in 2009 \$15.6 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 100 ml of blood) is sixteen times more likely to be involved in a fatal crash than a sober driver.

In Franklin District, alcohol was a factor in 27 percent fatal and serious crashes and 18 percent of injury crashes.

Number of alcohol related injury crashes			
Crash year	Open road	Urban road	Total
2005	19	3	22
2006	17	9	26
2007	28	6	34
2008	33	11	44
2009	24	6	30
Total	121	35	156

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

Age group 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 group 2005 to 2009	Percentage drivers in this age group 1980 to 1984
15-19	18	20
20-24	19	30
25-29	10	10
30-34	10	14
35-39	9	8
40-44	12	7
45-49	7	4
50-54	6	1
55-59	3	3
60-64	3	2
65-69	3	0
70-74	0	1

It is interesting to note the changing age patterns of those choosing to drink and crash. In Franklin District there has been a shift from being weighted to young drivers to a broader age spread.

It would appear that while young people are targeted for their binge drinking culture, which may manifest in other health and law issues, in the district this has not translated into an increased proportion in youth alcohol related crashes.

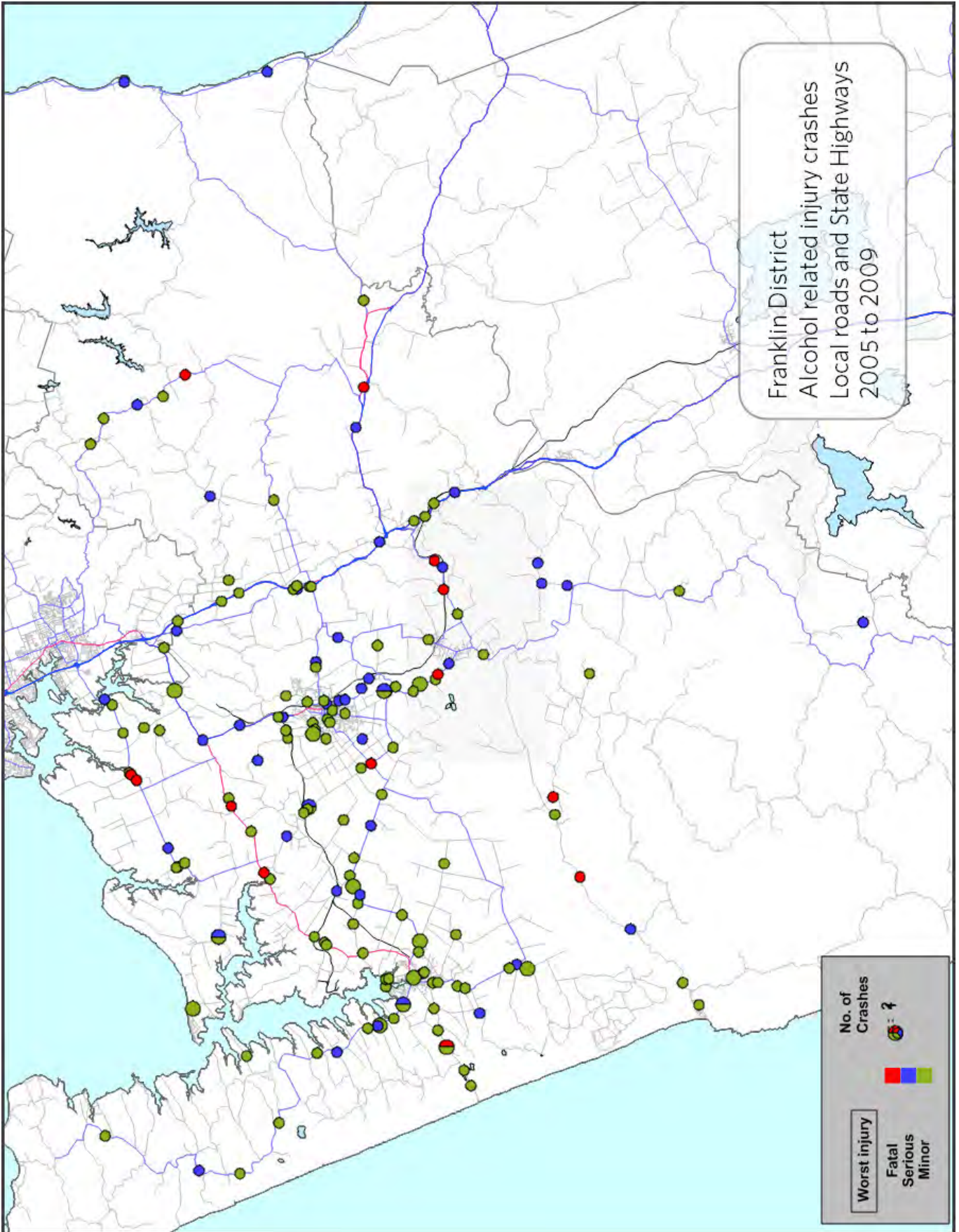
Further information about the 156 alcohol related injury crashes on **local** roads in Franklin District 2005 to 2009:

- 16 deaths, 55 serious injuries and 158 minor injuries
- 77 percent of at fault drivers were male
- Most common crash type "bend lost control / head on" (101 crashes)
- 20 percent at intersections
- 22 percent urban
- 22 percent wet road
- 71 percent night time
- Worst three hour time period, 9pm to Midnight
- Worst month May, best June
- Number of roadside objects struck, 161
- Most common object struck, fence

Further information about the 18 alcohol related injury crashes on **State Highways** in Franklin District 2005 to 2009:

- 0 deaths, 10 serious injuries and 24 minor injuries
- 78 percent of at fault drivers were male
- Most common crash type "bend lost control / head on" (10 crashes)
- 28 percent at intersections
- 22 percent urban
- 28 percent wet road
- 83 percent night time
- Worst three hour time periods, 3am to 6am and 6pm till 9pm (equal)
- Worst month December, best March and November (equal)
- Number of roadside objects struck, 24
- Most common object struck, guard rail





## Night time crashes

Between 2005 and 2009 there were a total of 305 night time injury crashes on local roads in Franklin District representing 36 percent of all injury crashes in the district. In these 19 people died, 78 received serious injuries and 314 minor injuries.

The proportion of fatal and serious injury crashes occurring during the hours of darkness on local roads in Franklin District is a little higher than the New Zealand average for similar districts.

Night time injury crashes					
	2005	2006	2007	2008	2009
Open road	35	51	45	50	46
Urban road	12	18	13	21	14
Total	47	69	58	71	60

In the district there are slightly more night time crashes on weekdays compared to weekends.

Night time injury crashes		
Worst injury	Weekend (Friday 6pm to Monday 6am)	Weekday (Monday 6am to Friday 6pm)
Fatal	8	8
Injury	141	148
Total	149	156

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

Locations with four or more injury night time injury crashes 2005 to 2009	
Location name	Total
Awhitu / Kaihau	5
Mill / Harrisville	4
Patumahoe 200 metres south of Sedgebrook	4
Helvetia / West	4

### 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	49	19	68
20 - 24	37	22	59
25 - 29	21	7	28
30 - 39	39	14	53
40 - 49	30	14	44
50 - 59	18	3	21
60 - 69	8	1	9
70+	4	2	6
Total	206	82	288

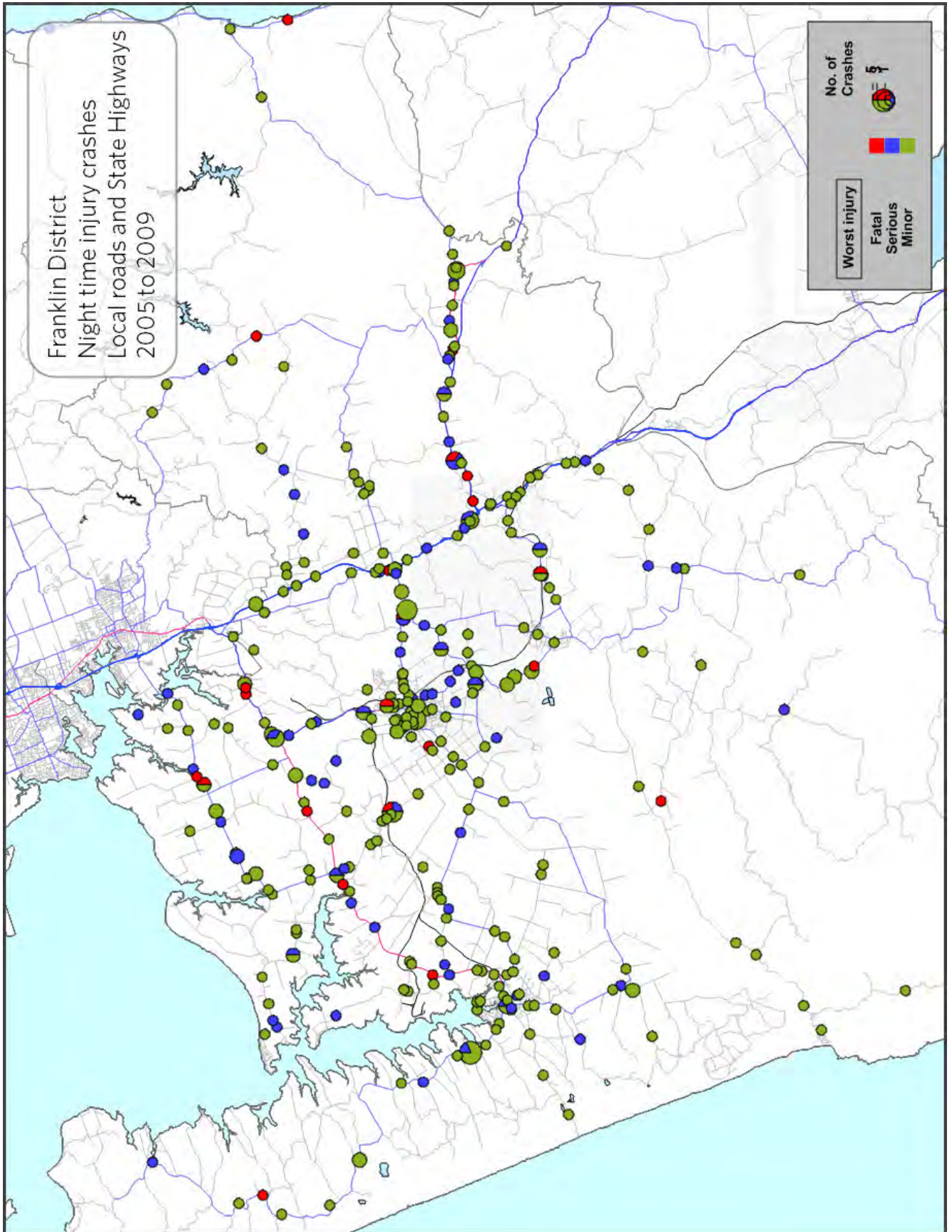
Further information about the 305 injury night time crashes in Franklin District on **local** roads 2005 to 2009:

- 26 percent at intersections
- 36 percent include alcohol as a factor
- 33 percent wet road
- 32 percent injury crashes speed related
- Worst day Friday, best Monday and Wednesday (equal)
- 71 percent of crashes involved a roadside object being struck
- Most common object struck, fence (66)

Further information about the 53 night time injury crashes in Franklin District on **State Highways** 2005 to 2009:

- 26 percent at intersections
- 28 percent include alcohol as a factor
- 36 percent wet road
- 23 percent injury crashes speed related
- Worst day Sunday, best Tuesday and Wednesday (equal)
- 70 percent of crashes involved a roadside object being struck
- Most common object struck, guard rail (14)





## Intersections

During the five year period 2005 to 2009 within Franklin District there were a total of 262 injury crashes at intersections.

Injuries at Intersections (casualties)					
Injury type	2005	2006	2007	2008	2009
Fatal	3	4	4	1	0
Serious	14	16	12	13	3
Minor	53	57	48	82	84
Total	70	77	64	96	87

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 (55 crashes); with the next most common being a vehicle turning right and being hit by a vehicle approaching from the right (33 crashes).

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	29	20	49
20 to 24	26	10	36
25 to 29	17	6	23
30 to 34	13	6	19
35 to 39	8	8	16
40 to 44	13	10	23
45 to 49	11	7	18
50 to 54	10	2	12
55 to 59	8	3	11
60 to 64	4	4	8
65 and over	15	13	28
Total	154	89	243

In Franklin District there are 16 intersection sites which have had three or more injury crashes in the last five years, including eight sites with four or more injury crashes in the past five years.

The top five of these sites with six or more crashes are listed below. Two of these sites showed a significant improvement in the last two years.

Locations with the most injury crashes 2005 to 2009		
Intersection name	2005 to 2009	2009
Mill / Harrisville	9	3
Glenbrook / Kingseat	8	0
Waiuku / Patumahoe	7	3
John / Harris	7	1
Awhitu / Kaihau	6	0

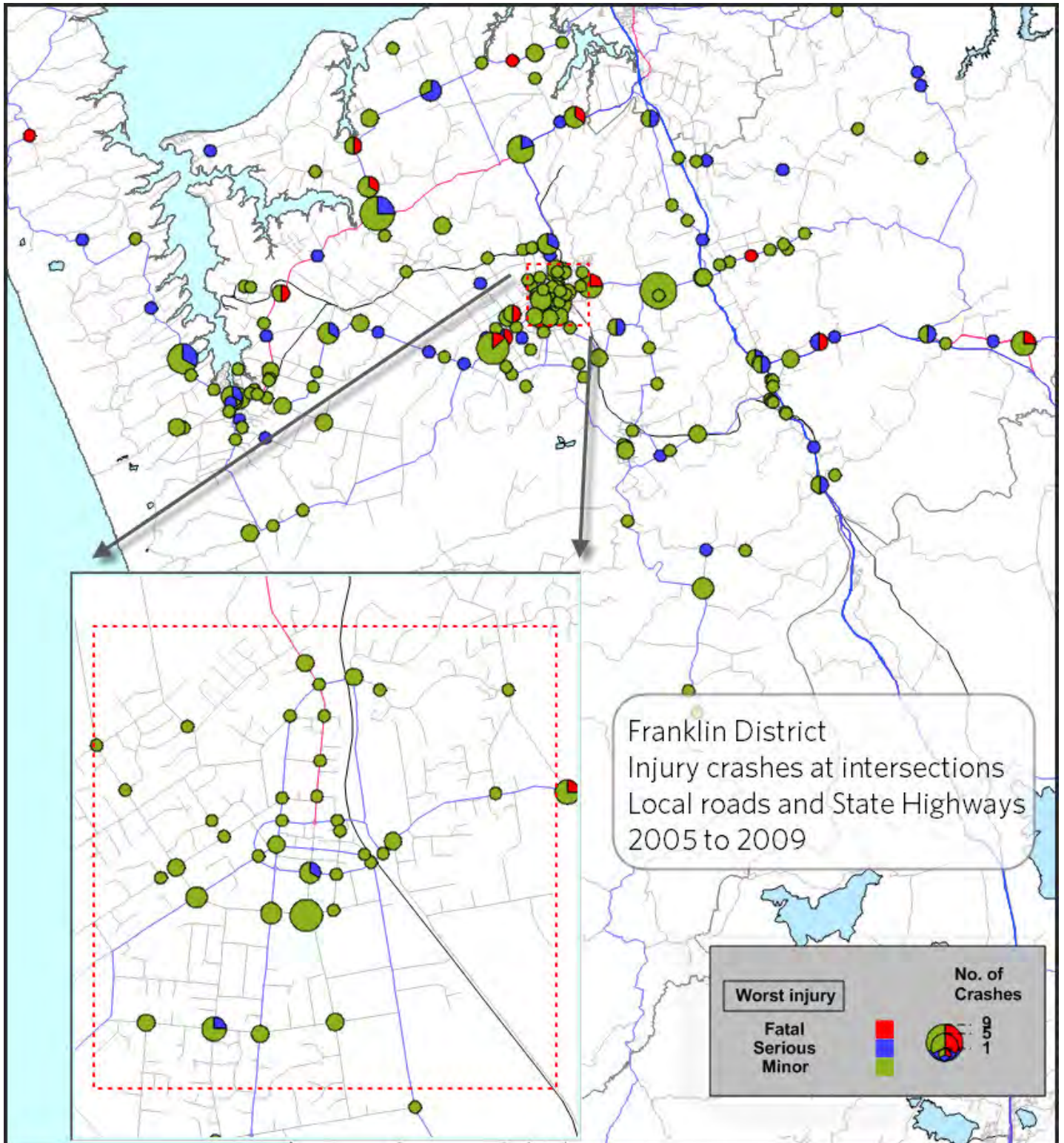
Further information about the 262 injury crashes at intersections on **local** roads in Franklin District 2005 to 2009:

- 12 deaths, 58 serious injuries and 324 minor injuries
- 24 percent wet roads
- 30 percent night time
- Worst three hour time period, 3pm to 6pm
- 63 percent of at fault drivers were male
- Number of roadside objects struck 133

Further information about the 32 injury crashes at intersections on **State Highways** in Franklin District 2005 to 2009:

- 2 deaths, 12 serious injuries and 41 minor injuries
- 38 percent wet roads
- 44 percent night time
- Worst three hour time period, 3pm to 6pm
- 69 percent of at fault drivers were male
- Number of roadside objects struck 24





## Bends

Between 2005 and 2009 forty-seven percent of injury crashes in Franklin District were loss of control or head on bends. These crashes resulted in 21 fatalities, 95 serious injuries and 440 minor injuries.

Injury crashes at bends 2005 to 2009				
	Fatal crashes	Serious crashes	Minor crashes	Total
2005	2	15	53	70
2006	3	16	72	91
2007	4	14	61	79
2008	4	15	56	75
2009	4	8	72	84
Total	17	68	314	399

Inexperienced drivers (who are often young) are strongly reported in crashes at bends. In the district 39 percent of at fault drivers are aged 24 or less. Many drivers overestimate their own abilities and those of their vehicles to negotiate bends.

Crashes at bends are often in the wet and associated with speed "too fast for the conditions", especially on local roads in the district.

Age group and gender of at fault drivers in bend related injury crashes 2005 to 2009			
Age group	Male	Female	Total
15 to 19	61	40	101
20 to 24	46	26	72
25 to 29	33	9	42
30 to 34	28	10	38
35 to 39	28	14	42
40 to 44	30	14	44
45 to 49	25	6	31
50 to 54	17	10	27
55 to 59	17	3	20
60 to 64	9	2	11
65 and over	14	5	19
Total	308	139	447

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 most common roadside hazards struck in injury loss of control or head on crashes on bends in Franklin District were fence (99) and ditch (81) from a total of 422 objects struck.

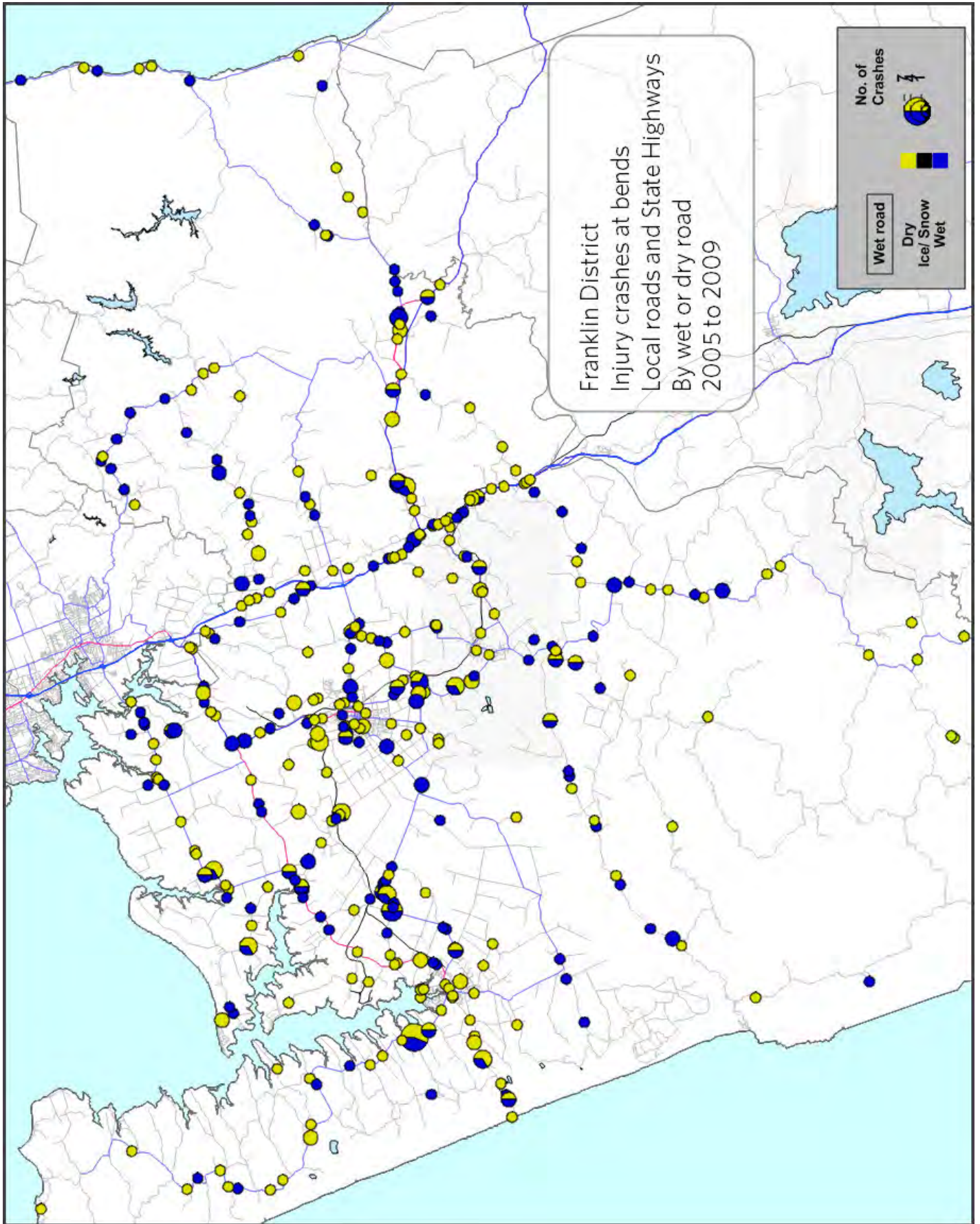
Further information about the 399 injury loss of control or head on crashes on bends on **local** roads in Franklin District 2005 to 2009:

- 21 deaths, 95 serious injuries and 440 minor injuries
- 69 percent of at fault drivers were male
- Most common crash type "loss of control turning right" (213 crashes)
- 25 percent of crashes involved alcohol
- 39 percent of crashes involved speed too fast for the conditions
- Worst month May, best June and November (equal)
- Worst days Friday and Saturday, best Thursday
- Worst three hour time period, 3pm to 6pm
- 42 percent wet road

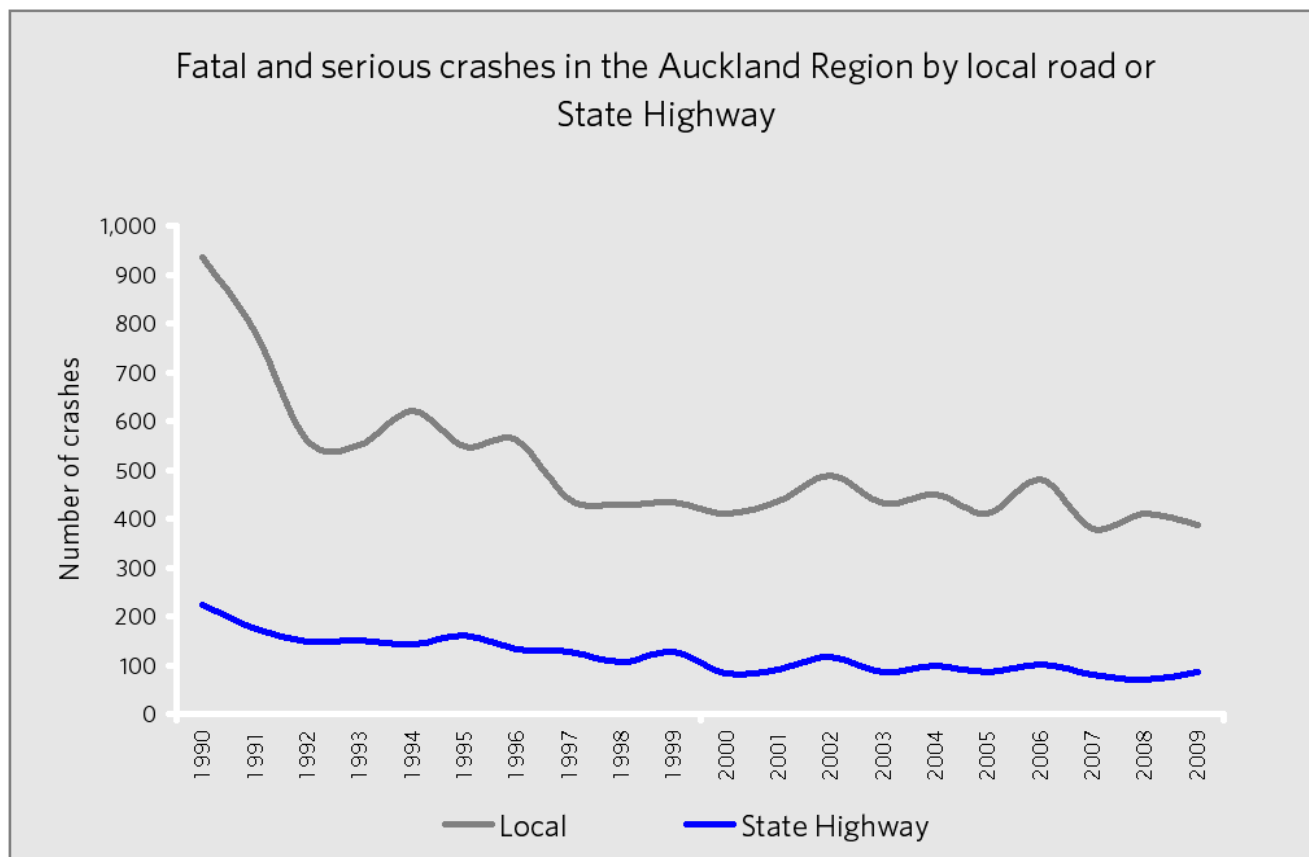
Further information about the 58 injury loss of control or head on crashes on bends on **State Highways** in Franklin District 2005 to 2009:

- 7 deaths, 21 serious injuries and 62 minor injuries
- 72 percent of at fault drivers were male
- Most common crash type "loss of control turning left" (23 crashes)
- 17 percent of crashes involved alcohol
- 22 percent of crashes involved speed too fast for the conditions
- Worst month December, best April
- Worst day Sunday, best Monday and Wednesday (equal)
- Worst three hour time period, 9am to midday and midday to 3pm (equal)
- 34 percent wet road





## Looking back—the last two decades ...



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