

# 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 2000–2004 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. These are covered in separate Auckland state highway and Auckland motorways reports. This is the sixth road safety issues report for the Franklin District.

In each new report the current 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. The issues 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 with similar local bodies.

### Major road safety issues

#### Franklin District

- Intersections
- Rural speed
- Wet road crashes
- Crashes at night

#### Nationally

- Speed
- Alcohol
- Failure to give way
- Restraints



### 2004 road trauma for Franklin District



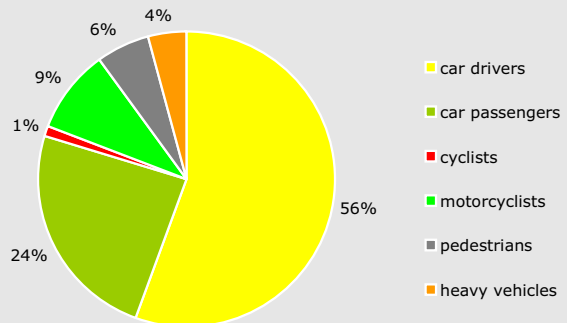
Deaths	14
Serious casualties	43
Minor casualties	152



Fatal crashes	13
Serious injury crashes	32
Minor injury crashes	97
Non-injury crashes	202

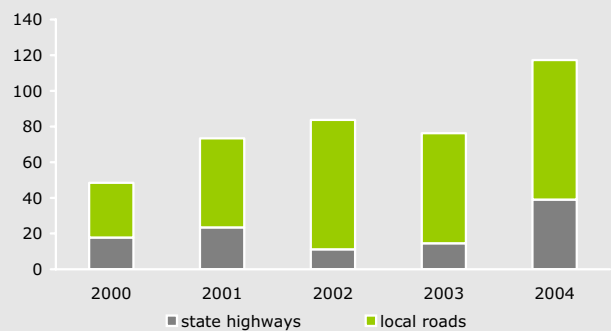
### Fatal and serious casualties

User type 2000–2004



### 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 2004 prices.

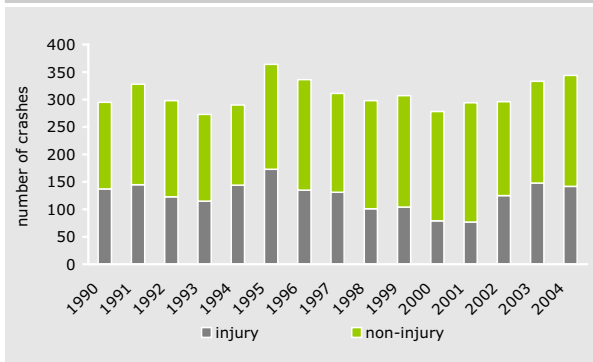
## Overview of 2004

On local roads in the Franklin District in 2004, there were 142 injury crashes and 202 non-injury crashes reported by the New Zealand Police.

The table below shows the number of injuries resulting from crashes in rural and urban areas (rural is defined as an area with a speed limit of 80 km/h or more) in 2004.

	Fatal	Serious	Minor	Total
Rural	11	30	94	135
Urban	3	13	58	74
Total	14	43	152	209

### All crashes 1990–2004



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

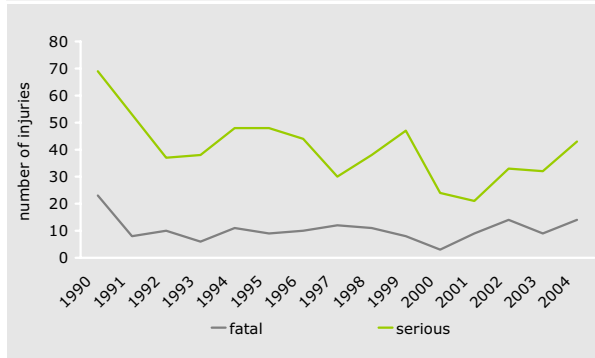
As a result, crashes were concentrated in the northern part of the district and particularly on the main routes between Waiuku and Papakura (Glenbrook Road) and between Pukekohe and Papakura (SH 22) and Pukekohe and Bombay (Pukekohe East Road/Mill Road).

While crashes on state highways are covered in a separate issues report, it is worth noting that SH 22 (which forms part of the main commuter north-south route between the Franklin District and Auckland) has been identified by Transit New Zealand (Transit NZ) as being in need of safety improvements particularly. Transit NZ recently (in 2005) set up a special inter-agency task force to develop effective counter-measures for this highway.

During 2004 and early 2005 the Franklin District Council, in conjunction with the New Zealand Police, ran an enforcement campaign, Operation Wrath, in an attempt to contain the growing safety problems in the district.

In May 2005, Operation Wrath was extended and a number of other agencies were invited to participate in the management of this and other safety programmes.

### Fatal and serious injuries 1990–2004



Following the high numbers of injuries reported in the early 1990s, there was a general downward trend in fatal and serious injuries through to 2001. Since then the number of people killed and seriously injured in the Franklin District has been rising. These post-2001 trends are generally the opposite of New Zealand as a whole.

Further information relating to the 2004 injury and non-injury crashes included:

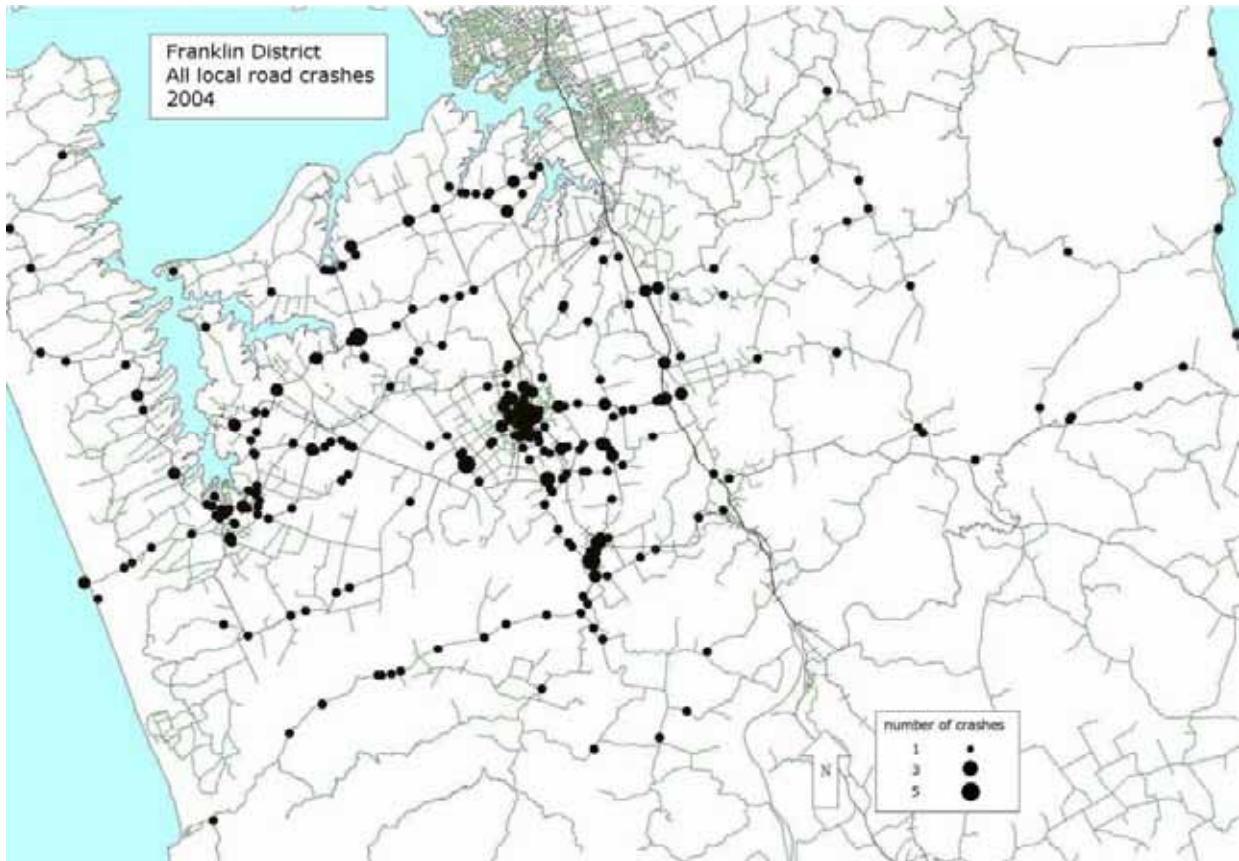
- January as the worst month (40 crashes), the best being May (17 crashes)
- Saturday as the worst day (67 crashes) and the best being Tuesday (35 crashes)
- 34 percent of crashes occurred on wet roads
- 40 percent of crashes occurred in darkness.

Statistics for 2004 injury only crashes included:

- no warrant of fitness (WoF) in 14 percent of cases
- alcohol suspected or tested in 27 percent and found over the limit in 13 percent of crashes
- excessive speed a contributory factor in 26 percent of crashes
- 30 percent occurred at intersections
- 13 poles and 10 trees hit.

In this report the licence status of at-fault drivers has been highlighted. It is clear that less experienced drivers are highly represented in crash statistics. Improving the rate at which new drivers gain experience and devising ways to keep them safe on the road is a significant challenge.

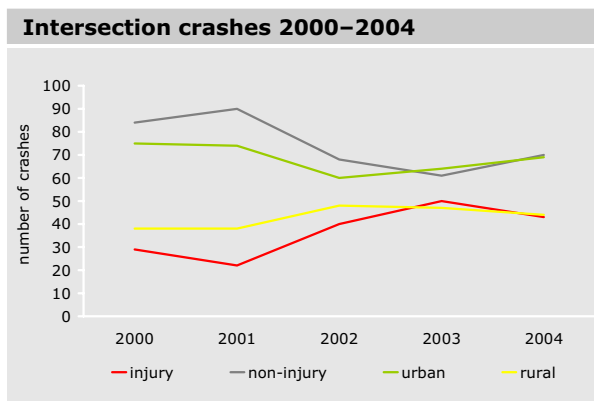
Licence status (injury crashes, all Franklin District local roads)	Total at-fault drivers
Disqualified	2.7%
Expired	1.6%
Forbidden	0.8%
Full	57.1%
Learner	11.3%
Never licensed	3.3%
Overseas	2.4%
Restricted	20.5%
Wrong class	0.2%



## Intersections

Crashes at intersections were the most common crash type in urban areas of the Franklin District and the second most common type in rural areas. Both figures were higher than comparative peer group local bodies and New Zealand as a whole.

From 2000 to 2004, eight people died, 34 received serious injuries and 259 sustained minor injuries in intersection crashes.



Over the last five years the number of injury crashes at intersections has risen while the number of non-injury crashes has fallen. This could be linked to the slight rise in rural intersection crashes where higher speeds tend to lead to more serious injuries.

Intersections present most drivers with one of the biggest driving challenges, and as expected, less experienced drivers were more likely to be involved in these crashes, as illustrated in the table below.

Licence status	At-fault drivers
Disqualified	5.5%
Expired	1.0%
Full	57%
Learner	15.5%
Never licensed	2.6%
Overseas	1.0%
Restricted	16.4%
Wrong class	1.0%

Police reports listed failure to stop or give way, not checking properly and general errors of judgement as the main crash contributors in intersection crashes.

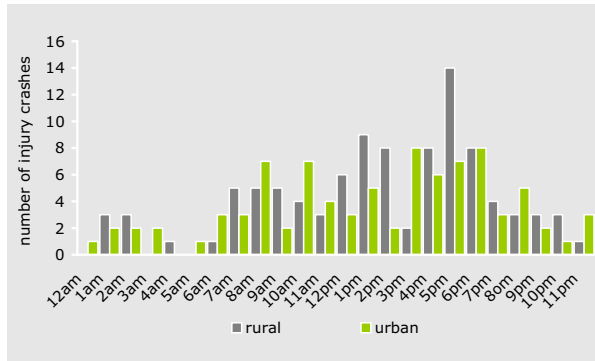
In 9.2 percent of intersection crashes, drivers tested over the alcohol limit and in 7.6 percent of crashes, the cause was identified as unusually slippery road surface. (Note: a wet road is not automatically classified as slippery in the crash analysis system).

Sites with the highest number of crashes in 2004 are shown in the table on the next page. This list highlights the higher injury/non-injury ratio found in rural areas. However, non-injury crashes in rural areas have a generally lower reporting rate, which may affect the ratio.

Intersection	Total 2000–2004	Injury 2000–2004	Crashes in 2004
Glenbrook/Kingseat Rds (rural)	22	11	4
Queen/Nelson Sts	18	4	2
Edinburgh/Harris Sts	15	4	4
Harris/Queen Sts	13	2	1
Nelson/John Sts	11	3	3
Waiuku/Attewell Rds (rural)	10	6	4
Helvetia Rd/Victoria St	9	3	2

Almost 90 percent of drivers were residents of either the Franklin District, Papakura District or the lower half of Manukau, with most of the rest living somewhere in the Auckland Region.

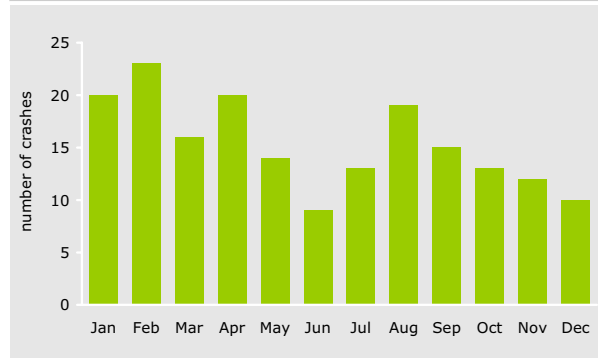
**Intersection injury crashes by time of day 2000–2004**



The most common crash type by a factor of two was a result of two vehicles colliding at right angles at crossroads, followed by right-turning vehicles being hit by a vehicle approaching from the right.

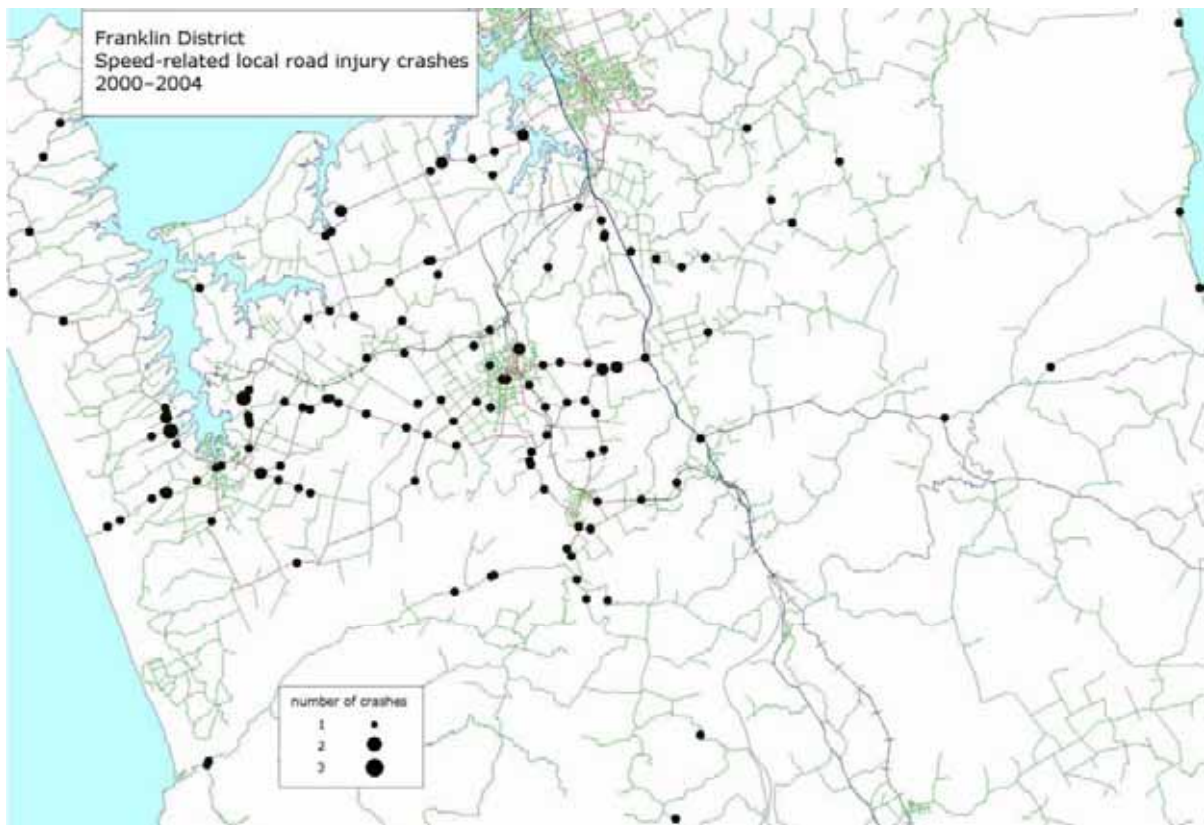
Crashes were generally spread throughout the day with a noticeable peak during the late afternoon. Intersection crashes more commonly occurred in January and February, as shown in the graph below.

**Intersection injury crashes by month 2000–2004**



The 2004 data on intersection crashes also included:

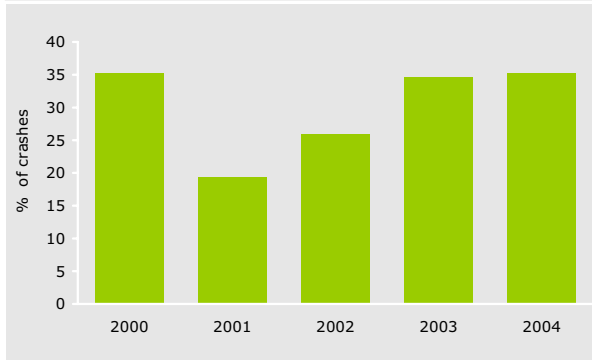
- 38 percent occurred in rural areas
- 35 percent occurred at night
- 68 percent happened in dry conditions
- Wednesday was the worst day of the week (21 crashes), Thursday the best (11 crashes)
- January was the worst month (18 crashes), with November the best (three crashes)
- four people died, eight were seriously injured and 53 received minor injuries.



## Rural speed

Travelling too fast for the conditions remained the highest contributory factor in rural crashes in the Franklin District.

**Speed-related rural injury crashes 2000–2004**



Excessive speed was a factor in around 35 percent of rural injury crashes in the district. This compares with around 30 percent of injury crashes on rural local roads nationally.

In the five years from 2000 to 2004, 82 percent of speed-related crashes occurred at bends, however, this figure reached 94 percent in 2004.

A high proportion of speed-related crashes in the Franklin District occurred at night. This is consistent with the national average on rural local roads.

The table below lists the roads where speed-related crashes most commonly occurred.

Road	Description
Karioitahi Rd	Waiuku to the coast
Linwood Rd	Charles Rd to the Papakura boundary
Kingseat Rd	McRobbie to McKenzie Rds
Glenbrook–Waiuku Rd	Waiuku to Mission Bush Rd
Awhitu Rd	Marae O Rehia to Ridgeley Rds
Waiuku Rd	Pukekohe to Waiuku
Pukekohe East Rd	one km east of Golding Rd to one km east Jericho Rd
Buckland Rd	Friedlander to Logan Rds

A significant proportion of speed-related crashes involved inexperienced drivers.

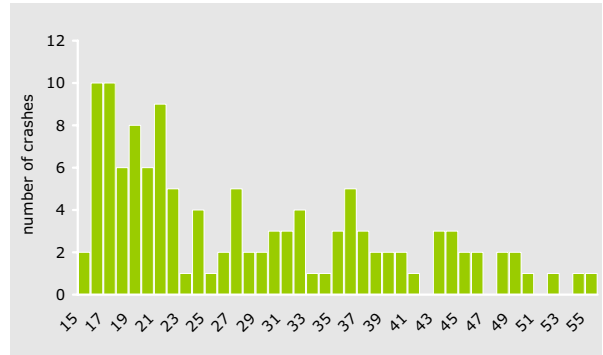
The table below illustrates the licence status of at-fault drivers in speed-related crashes on local roads for the Franklin District and for all of New Zealand.

Licence status (injury)	Franklin total at-fault drivers	New Zealand local road, speed-related at-fault drivers
Disqualified	6.1%	3.3%
Expired	3.5%	0.8%
Full	46.1%	44.1%
Forbidden	0%	1.7%
Learner	12.2%	15.8%
Never licensed	2.6%	3.9%
Overseas	0.8%	3.5%
Restricted	27.8%	25.6%
Wrong class	0%	1.3%

Younger drivers are more likely to be involved in a crash due to their inexperience in driving at speeds that suit the conditions.

Males predominated as at-fault drivers in speed-related crashes, accounting for over 70 percent of drivers.

**Age of all at-fault drivers in speed-related injury crashes 2000–2004**



Alcohol continued to feature as a contributory factor in speed-related crashes with positive alcohol tests returned by just over 20 percent of crash-involved drivers.

Drivers who tested positive in blood or evidential alcohol tests were often up to three times in excess of the legal limit.

Speed-related injury crash data for 2004 also included:

- four fatalities, eight serious injuries and 38 minor injuries
- 26 cars, six vans or SUV's, four trucks and one motorcycle were involved
- 45 percent occurred at night
- 35 percent occurred on wet roads.

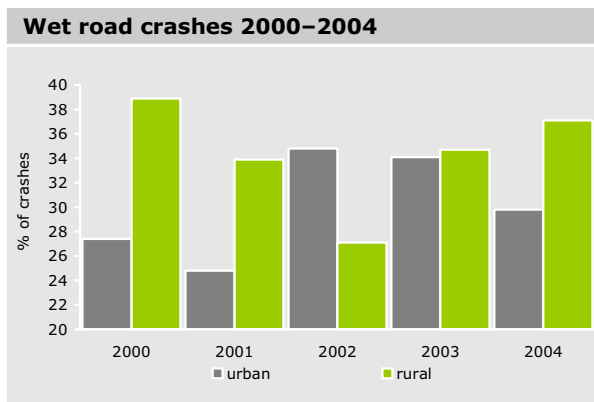


## Wet road crashes

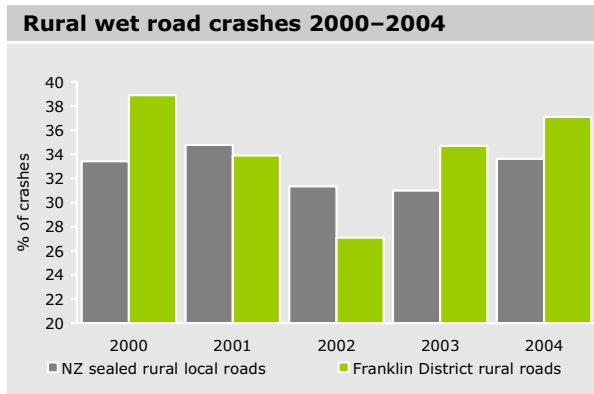
Over the past 10 years the Franklin District has generally had a higher percentage of crashes in wet road conditions than similar local bodies or New Zealand as a whole. This may be partly due to the wetter Auckland climate.

In total, there were 503 wet road crashes between 2000 and 2004, resulting in 12 fatalities, 46 serious injuries and 203 minor injuries.

Across rural and urban areas, the overall proportion of wet road crashes has varied little over the last five years, with around 32 percent of crashes occurring in the wet. However, the proportion of crashes in the wet is generally higher in rural areas.



This is likely to be related to the higher speeds in rural areas, which combined with a wet road, tends to increase the severity of crashes.



The chart above compares the proportion of wet road crashes on rural roads in the Franklin District to the proportion of wet road crashes on sealed (local) wet roads in all of New Zealand.

Many of the same roads listed in the speed-related crashes table (previous section) also experienced a high number of wet road crashes, with the following differences:

- all of Glenbrook Road and Glenbrook Waiuku Road was affected, rather than just the western end
- a very significant number of crashes on Harrisville Road
- Waiuku Road was problematic west of Bald Hill Road.

The table below shows the licence status of drivers involved in wet road crashes. Just over half of drivers held a full licence and inexperienced drivers featured prominently.

Licence status	Total at-fault drivers
Disqualified	2.4%
Expired	3.2%
Full	52%
Forbidden	0.8%
Learner	10.4%
Never licensed	3.2%
Overseas	1.6%
Restricted	26.4%
Wrong class	0%

In 2005, the Franklin District Council and Land Transport New Zealand agreed to initiate the process of implementing a safety management system (SMS). It is hoped this will put in place a formalised process for identifying and addressing roads with below-acceptable standards of surface friction, as well as other areas of concern.

Further information about SMSs can be found at: [www.landtransport.govt.nz/roads/sms/index.html](http://www.landtransport.govt.nz/roads/sms/index.html)

Other information relating to wet road injury crashes between 2000 and 2004 included:

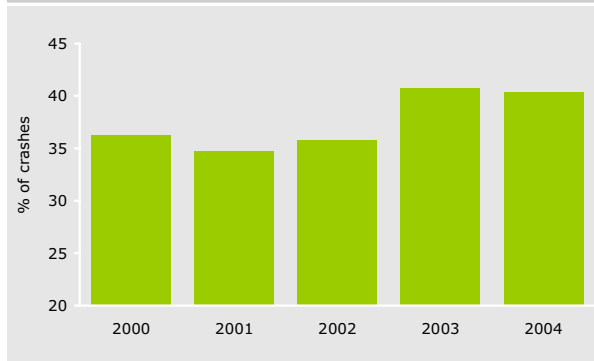
- a total of 169 injury crashes
- 12 fatalities, 46 serious injuries and 203 minor injuries
- 31 percent occurred at intersections
- 45 percent occurred at night
- alcohol in 10 percent of crashes was a factor
- 23 percent attributed to travelling too fast entering a corner
- 19 percent involved a slippery road surface
- 6.5 percent occurred in heavy rain
- 139 roadside objects struck including 31 fences, 23 poles, 18 ditches and 13 trees
- 251 vehicles involved including nine trucks, one bus and six motorcycles
- the worst month was June (21 crashes), the best was October (eight crashes)
- 70 percent were in rural areas
- 11 percent involved vehicles with no WoF
- 62 percent of drivers were male.

## Crashes at night

In the Franklin District over the last decade the percentage of crashes occurring at night has generally been higher than peer group local bodies and New Zealand as a whole.

The pattern was the same in both urban and rural areas, and since 2001 (which was the only year that the percentage was below the New Zealand average) the percentage of night-time crashes has risen steeply. Some of this rise may be due to the increasing commuter population and their need, especially in winter, to drive in the hours of darkness. However, more than half of the crashes occurred during the weekend.

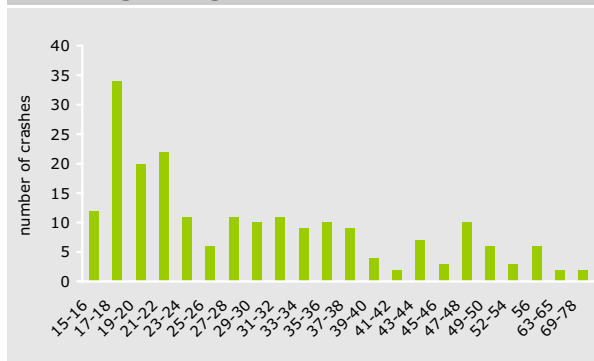
**Night-time crashes 2000–2004**



Injury crashes in rural areas occurred more often at night than in urban areas.

Generally the pattern of night-time crashes was very similar to the pattern of wet road crashes. However, many of the crashes occurred on the road to Port Waikato as well Great South Road.

**Driver age in night-time crashes 2000–2004**

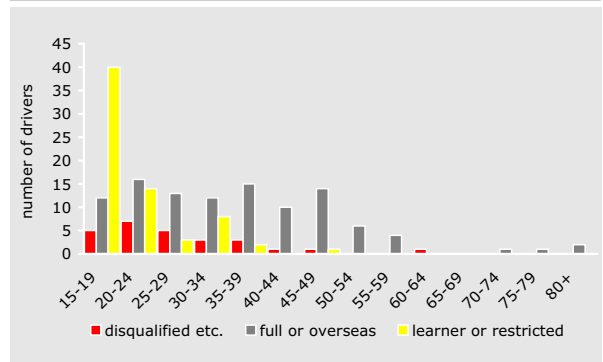


The age distribution of at-fault drivers was similar to the distribution for speed-related crashes, although they were spread across a greater age range.

The licence status of at-fault drivers is shown in the table below.

Licence status	Total at-fault drivers
Disqualified	4.5%
Expired	1.9%
Full	49.3%
Forbidden	0.6%
Learner	13.5%
Never licensed	4.5%
Overseas	1.3%
Restricted	23.1%
Wrong class	1.3%

**Driver age and licence status in night-time crashes 2000–2004**



Night-time crash statistics in 2000–2004 included:

- 586 crashes
- 214 injury crashes and 372 non-injury crashes
- 28 fatalities, 58 serious injuries and 228 minor injuries
- 51 percent involved loss of control at a bend
- 18 percent involved loss of control on a straight section of road
- 31 percent occurred at intersections
- the worst day was Sunday (139 crashes), the best was Thursday (67 crashes)
- 25 percent of drivers returned a positive breath or blood alcohol test, with an additional 24 percent 'suspected' or returned a negative test
- 19 percent involved travelling too fast entering a corner
- 6.5 percent of injury crashes were fatigue-related
- 506 roadside objects were struck including 46 trees, 76 poles, 24 parked vehicles, 69 ditches and 114 fences
- 37 percent occurred in the wet
- 786 vehicles were involved including 23 trucks, two buses, 14 motorcycles and three cycles.

## Summary of roads identified by issue type

Road name	Rural speed	Wet	Dark
Karioitahi Rd	Yes	Yes	Yes
Linwood Rd	Yes, Charles Rd to Papakura boundary	Yes	Yes, whole road
Kingseat Rd	Yes, McRobbie to McKenzie Rds	Yes, same as for speed	Yes, same as for speed
Glenbrook–Waiuku Rd	Yes, Waiuku to Mission Bush Rd	Yes, whole road	Yes, whole road
Awhitu Rd	Yes, Marae O Rehia to Ridgeley Rds	Yes, same as for speed	Yes, Waiuku to Gleeson Rds
Waiuku Rd	Yes	Yes, only west of Bald Hill	Yes
Pukekohe East Rd	Yes, one km east of Golding to one km east of Jericho Rds	Yes	Yes
Buckland Rd	Yes, Friedlander to Logan Rds	Yes	Yes
Harrisville Rd	No	Yes	Yes
Port Waikato Rd	No	Yes	Yes
Great South Rd	No	No	Yes

## Road environment

The Land Transport New Zealand crash reduction monitoring database shows that works implemented as a result of crash reduction studies have reduced crashes at the study sites by 91 percent in the Franklin District. Franklin District Council has agreed to undertake a formal crash reduction study in the 2005–2006 year. This may be either a black spot study or a theme study as was recently undertaken on bend crashes in Manukau City. Recommendations from this study 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.

The Franklin District Council takes a proactive approach to road safety and projects are underway which will address many of the issues highlighted in this and previous reports. The following is a selection of some of the projects underway.

The continuation of Operation Wrath as outlined in the overview section of this report.

In 2005, the Franklin District Council agreed with Land Transport New Zealand to initiate the process of implementing a safety management system.

The Franklin District Council has a number of significant projects underway within its current minor safety programme.

The Franklin District Council has completed its speed limit savings bylaw and is now in a position to make changes to some speed limits.

The Franklin District Council is 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.

## Where to get more information

For more specific information relating to road crashes in the Franklin District, please refer to the 2000 to 2004 road safety data report, the Land Transport New Zealand crash analysis system or contact the office listed opposite.

## Contacts

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