

road safety issues

Papakura 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 Papakura District.

This is the seventh road safety issues report for the Papakura District. All the data in this report (including this page) applies only to local roads and not to any state highways within the Papakura District as these are covered in the Auckland state highways or Auckland motorways issues reports.

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 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 Papakura District is compared to similar local bodies.

A brief overview of crashes in the district for 2005 is included.

Major road safety issues

Papakura District

Intersections

Wet road crashes

Urban night-time crashes

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Papakura District



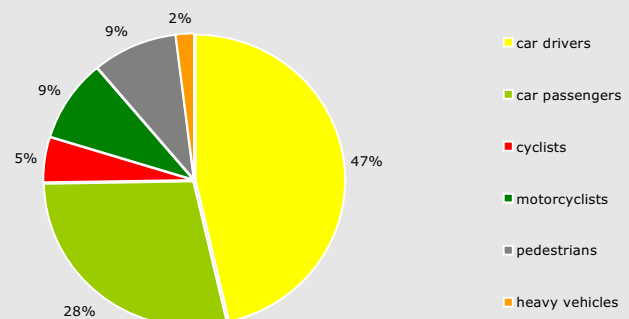
Deaths	3
Serious casualties	13
Minor casualties	78



Fatal crashes	3
Serious injury crashes	9
Minor injury crashes	65
Non-injury crashes	278

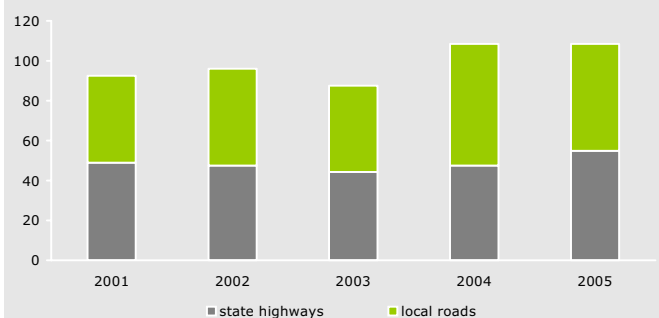
Fatal and serious casualties

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.

2005 local road crashes

In 2005 there were a total of 355 crashes reported by the NZ Police on local roads within the Papakura District. This included three fatal crashes, nine serious crashes, 65 minor crashes and 280 non-injury crashes.

	2001	2002	2003	2004	2005
Injury crash	81	95	77	93	77
Non-injury crash	202	242	244	271	280

The table below indicates the number of road users injured in 2005.

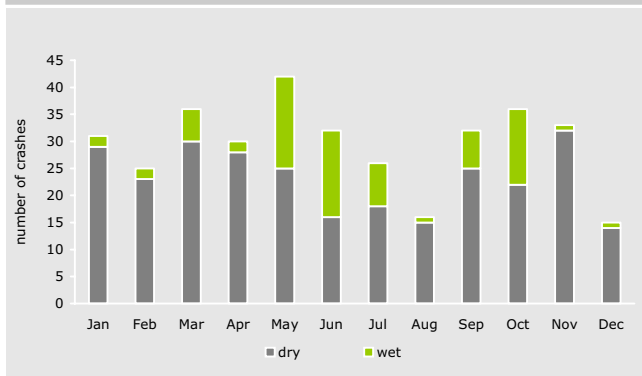
	Fatal	Serious	Minor
Car	3	10	56
Cyclist	0	1	2
Motorcycle	0	1	7
SUV	0	1	5
Pedestrian	0	0	6
Van or ute	0	0	2

Within Papakura District injuries to drivers and their passengers remains a significant issue and addressing this will be key to reducing road related trauma in the district.

Encouraging walking and cycling activities is a regional focus and key to achieving government objectives as laid out in the *New Zealand Transport Strategy*.

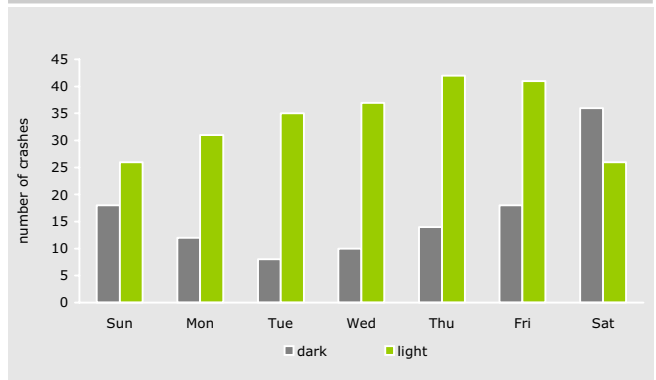
Just over half of the injury crashes in 2005 occurred at intersections, and is highlighted in this and several previous issues reports.

2005 wet/dry crashes by month



In 2005, 38 percent of injury crashes occurred at night. From 2001 onward, Papakura District has been consistently above both peer and national groups in its percentage of crashes occurring in urban areas at night.

2005 crashes by dark or light

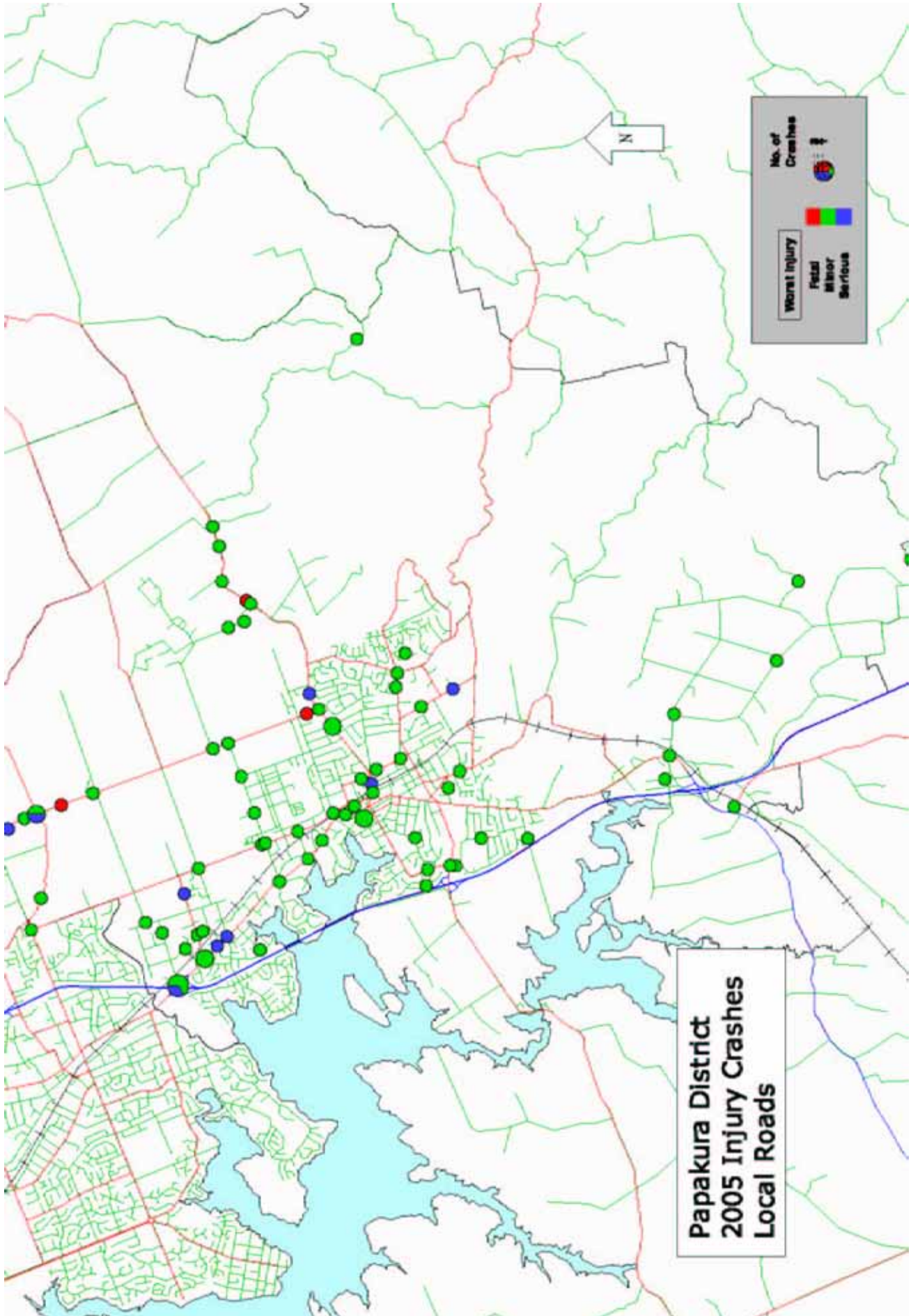


A high proportion of crashes in Papakura occur at intersections and are mostly caused by failure to stop or give way, not checking correctly and general driver errors.

Alcohol was a factor in at least 18 percent of injury crashes in 2005, with rates for some types of crash significantly higher than this. As in the past most drivers who are over their alcohol limit are significantly above and most commonly do not hold a full driver licence. A significant number of the crashes involve either inexperienced drivers or those driving illegally.

Driver licence status for drivers in injury crashes either at fault or part fault	Number of male drivers	Number of female drivers
Disqualified	1	0
Expired	1	0
Full	21	17
Learner	9	5
Overseas	1	
Restricted	7	2
Never held licence	1	2
Unknown	2	2

Age of at-fault or partly at-fault drivers in injury crashes	Male	Female	Total
15-19 years	7	6	13
20-24	10	3	13
25-29	6	2	8
30-39	9	6	15
40-49	2	6	8
50-59	7	3	10
60-69	0	1	1
70+	1	1	2
Total	42	28	70



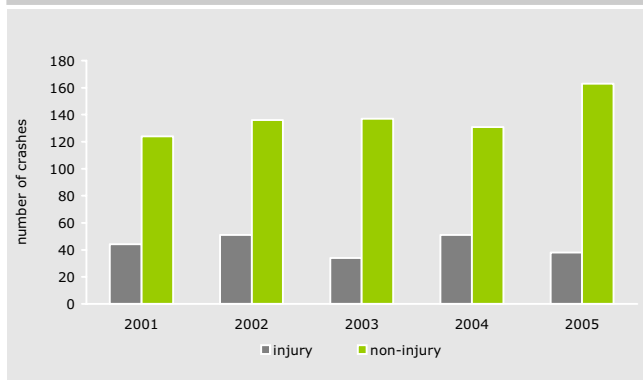
Intersections

Last year there were 200 crashes reported at intersections in Papakura. Thirty-eight of these involved injuries and 162 were classified as non-injury.

In 2005 seven people received serious injuries and 39 minor injuries in intersection crashes.

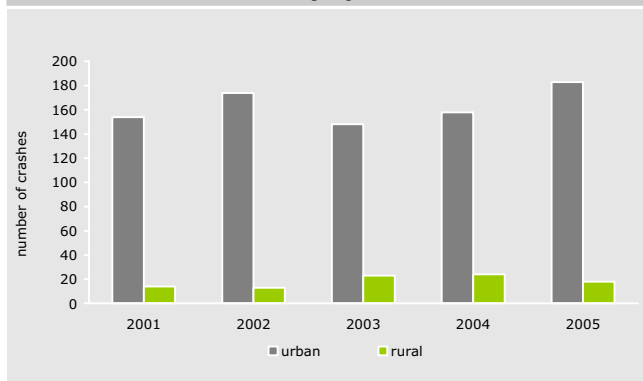
In the five-year period three people died, 35 received serious injuries and 272 sustained minor injuries

Intersection crashes by injury type 2001–2005



Urban intersection crashes predominated, however, there has been a small drop in the number of rural crashes and quite a sharp rise in urban crashes.

Intersection crashes by speed limit 2001–2005



Crashes at T junctions in urban areas were the most common type of intersection crash reported, followed by crashes at urban crossroads.

Junction type	Rural	Urban
Roundabout	20	95
T junction	41	425
Crossroad (X)	24	241
Y junction	3	8
Other (includes driveways)	1	26

In 2004, the Papakura District undertook a crash reduction study, which identified the more problematic intersections in the district. Implementing remedial measures at the identified sites as soon as practicable is recommended.

Papakura has agreed to implement a safety management system (SMS) which it is hoped will put in place a formalised process for identifying poor intersections and undertaking remedial work.

Further information about SMS can be found at: www.landtransport.govt.nz/roads/sms/

Intersection name	Number of reported crashes in 2005	Total crashes reported 2001-2005
Gt South/Spartan	7	42
Beach/Elliott	4	27
Gt South/Settlement	9	27
Gt South/Walter Strevens	3	22
Gt South/Manuroa	6	21
Gt South/Walters	5	19

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

- worst month November (26 crashes)
- worst days of week Saturday (39 crashes) best days Monday (18)
- 38 percent occurred during the weekend (up on 2004)
- 23 percent in the wet (down on 2004)
- 34 percent at night (up on 2004)
- 91 percent in occurred in urban areas (up on 2004)
- the most common crash type involved a right turning vehicle being hit by an approaching through vehicle and the second most common a right angle crash typically occurring at crossroads.

Further information about 2005 injury intersection crashes included:

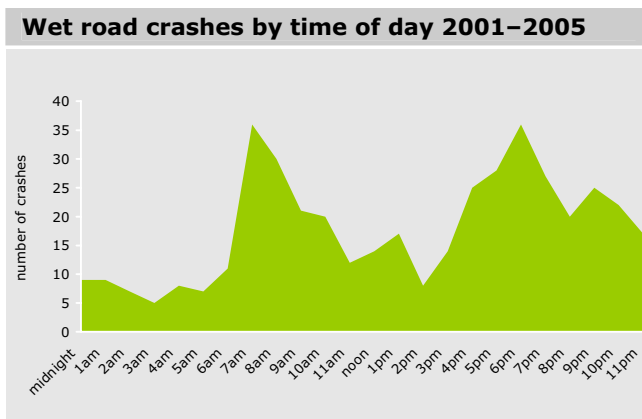
- 16 percent (at least) of vehicles had no warrant of fitness (up on 2004)
- oldest vehicle involved was manufactured in 1984, newest 2004, most common 1995
- of the 64 vehicles involved, 29 received extensive damage
- 56 percent of drivers were male
- most common driver age range 15-19, representing 30 percent of all drivers involved.

Wet road crashes

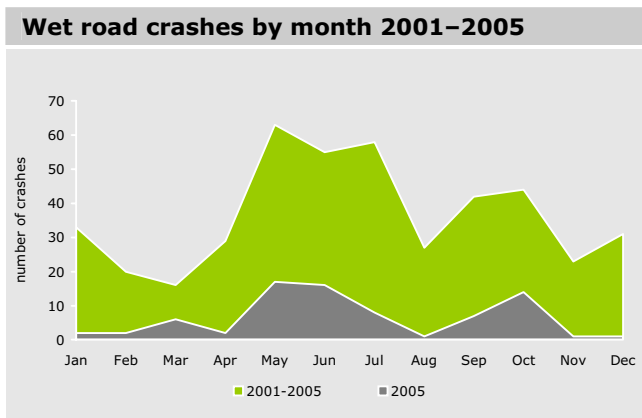
Since 2001 with the exception of 2004 (urban) and 2003 (rural), the percentage of crashes occurring in the wet in Papakura has been higher than peer local bodies or all of New Zealand. This is most notable in urban crashes, and in three of the past five years, the rate of wet crashes has been up to 10 percent higher than peer local bodies.



In the five years from 2001 to 2005, wet road crashes represented 25 percent of all urban crashes and 34 percent in rural areas.



A slightly higher proportion of wet road crashes occurred at night with strong clustering around the morning and evening peaks.



The distribution of wet road crashes throughout the year is relatively uneven with very noticeable peaks in May, June, July and October.

Driver licence status (injury 2001–2005 wet road crashes drivers at-fault or part fault)	Number of male drivers	Number of female drivers
Never licensed	3	3
Full	32	22
Learner	7	6
Overseas	3	0
Restricted	17	8
Disqualified	3	0
Unknown	7	3

The Police identified alcohol as a factor in around 16 percent of wet road injury crashes from 2001–2005 while speed (which may also have been combined with alcohol) accounting for 24 percent of crashes.

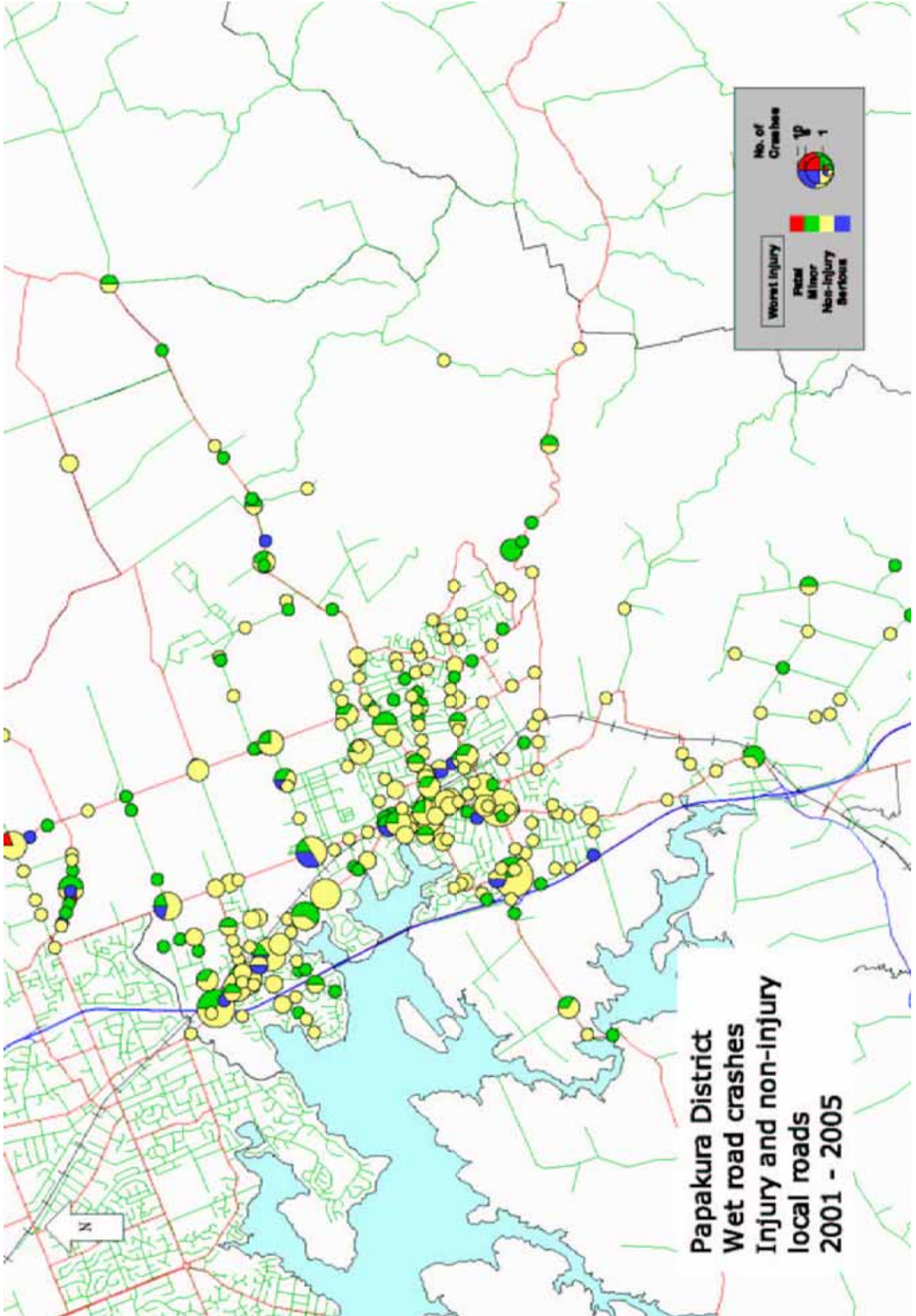
Additionally, in eight percent of crashes the Police Officer commented on how slippery the roads were – this is a small drop from that noted last year. (Note: the Ministry of Transport’s crash database does not assume that a wet road is necessarily slippery.)

Further information about 2001–2005 injury and non-injury wet road crashes included:

- worst day of the week Saturday (80 crashes), best Monday (43)
- worst month May (63) best March (16)
- 123 injury crashes, 318 non-injury
- 359 urban (84 injury), 82 rural (39 injury)
- 204 in the dark (46 percent)
- 302 on straight roads, 139 on corners
- loss of control turning right was the most common crash type
- 259 occurred at intersections (59 percent).

Further information about 2001–2005 injury wet road crashes included:

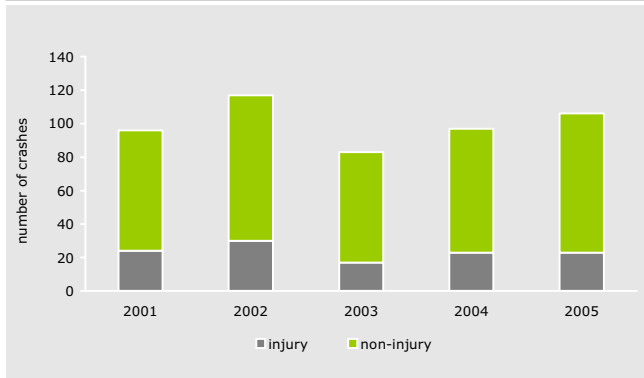
- 123 reported crashes
- 36 cars and five vans and SUVs
- two fatalities, 23 serious injuries and 145 minor injuries
- most common age group of drivers 15–19 years, next most common were 20–24 year olds.



Urban night-time crashes

Since 2001, the proportion of crashes occurring during the hours of darkness in urban areas has been consistently higher when Papakura is compared to both peer and all New Zealand values. This trend accelerated in 2005.

Night-time crashes by injury type 2001–2005

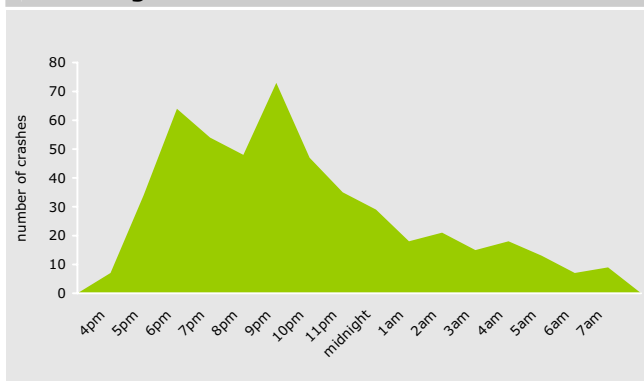


Between 2001 and 2005 there were 493 urban night-time crashes (117 injury crashes and 382 non-injury crashes) resulting in one death, 24 serious injuries and 140 minor injuries.

During this period there were 15 locations with six or more crashes during the hours of darkness, the top five of these were:

- Gt South/Beach/Settlement (14)
- Gt South/Taka/Walter Strevens (12)
- Beach/Elliott/Chichester (10)
- Porchester/Walters (nine)
- Gt South/ Manuia (eight).

Urban night-time crashes 2001–2005



Night-time urban crashes are very heavily weighted towards younger drivers. This is possibly due to two factors –they are more often driving at night, and despite having far better night vision and better glare recovery than older drivers, they underestimate how difficult it can be to see traffic hazards at night.

Drivers at-fault or partly at-fault in urban night-time injury crashes (2001–2005)	Male	Female	Total
15-19 years	18	10	28
20-24	18	2	20
25-29	7	6	13
30-39	12	3	15
40-49	8	6	14
50-59	5	1	6
60-69	1	0	1
70+	2	1	3
Total	71	29	100

The table below lists the driver licence status of at-fault drivers involved in night-time crashes from 2001-2005. Only 38 percent of at-fault drivers held a full driver licence.

Driver licence status (injury crashes)	Male drivers	Female drivers
Disqualified	8	1
Expired	2	0
Full	30	10
Learner	11	6
Overseas	2	0
Restricted	13	10
Never held licence	4	0

Alcohol or drugs were highly represented in these crashes with the Police having reason to believe these may have been factors in 53 percent of these crashes. Police found through testing, approximately a quarter of at-fault drivers returning tests over the limit. This does not include the four intoxicated pedestrians or the two drivers affected by drugs.

In a random sample of alcohol-related night-time crashes, only 20 percent of intoxicated drivers held a full licence. The lowest positive blood test in the sample was 92 mg per 100 ml (the limit is 80 mg per 100 ml) and the highest was 303 mg per 100 ml. Most of the drivers tested were over 160 mg per 100 ml, reflecting that drivers who crash and test positive for alcohol are generally well over the limit and probably do not hold a full driver licence.

Further information about 2001–2005 urban injury and non-injury night-time road crashes included:

- 117 injury crashes and 382 non-injury crashes
- worst month May (610), best equal January and February (23)
- worst day of week Saturday (107), best Monday (43)
- 33 percent occurred in the wet
- 57 percent occurred at intersections.

Further information about 2001–2005 injury night-time road crashes included:

- one fatality, 24 serious injuries and 140 minor injuries
- at least 25 percent of vehicles had no warrant of fitness
- only three of the drivers with recorded address details were from outside the greater Auckland area.

Road safety initiatives in Papakura

Papakura 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).

- All fatal crashes are thoroughly investigated by suitably qualified engineering consultants to consider what, if any, engineering measures might assist in reducing crashes and injury severity at the site in the future.
- There is an ongoing speed limit review process in the Papakura District.
- There is constant liaison with the Police on the subject of speeding and alcohol enforcement (and other road safety issues) via the six-weekly Papakura Police liaison meetings.
- The district's draft *Walking and Cycling Strategy* document has been released for public consultation.
- Papakura continues to review and improve street lighting correcting deficiencies throughout the district, particularly at critical rural junctions.
- Papakura has been developing a safety management system. This is likely to be completed during the third quarter of 2006.

- The Road Safety Coordinator has a number of education projects planned for 2006/2007. These include, child restraints, designated drivers, intersection safety, awareness of vulnerable road users, rural roads and Safe with Age.
- Community groups funded by the Community Road Safety Programme will be focusing on road safety decision-making, unlicensed drivers and cycle safety for children.
- Level crossing study – long-term improvements including grade separation or closures of some crossings will continue to be investigated. Minor safety improvements are continuing.

Where to get more information

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

Contacts

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See contact details at the bottom of the page.

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