

# *briefing notes - 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 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 Papakura District.

This report is the eighth road safety issues report for Papakura District and all the material unless otherwise stated in this report applies only to local Papakura District 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 Papakura 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 for 2002 to 2006.

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

#### Papakura District

Intersections

Alcohol

Night time crashes

### 2006 road trauma

#### Casualties

#### Papakura District

Deaths 7

Serious casualties 23

Minor casualties 109

#### Nationally

Speed

Alcohol

Failure to give way

Restraints

#### Crashes

#### Papakura District

Fatal crashes 6

Serious injury crashes 16

Minor injury crashes 68

Non-injury crashes 309

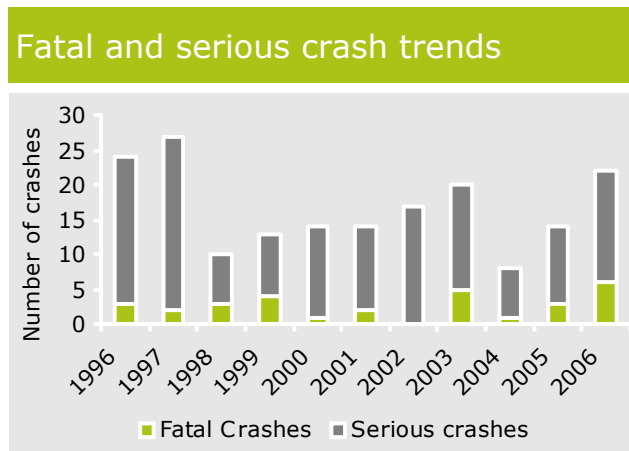
## Overview

In 2006 on local roads in Papakura District there were 90 injury crashes and 309 non-injury crashes. In addition there were 76 injury crashes and 31 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 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	4	8	51	63
Urban	4	16	101	121
Total	8	24	152	184

On local roads in the district fatal and serious crashes have been fluctuating (possibly suggesting varying reporting rates) over the last ten years.



Local road fatal and serious crashes	
Crash type or contributory cause 2002 to 2006	Percentage fatal or serious crashes of this type or contributory cause
Intersection	22 %
Alcohol	28 %
Too fast	26 %
Road factors	17 %
Dark	44 %

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

- Worst month May, best February
- Worst day Friday, best Monday
- 29 percent on wet roads
- 38 percent at night
- 51 percent at intersections
- Social cost of crashes in 2006 \$40m
- 49 percent of at fault drivers held a full NZ licence (injury crashes)

Further information about 2002 to 2006 injury and non injury crashes in Papakura District on Transit NZ roads (mainly motorways):

- Worst month May and December, best June
- Worst day Friday, best Saturday
- 32 percent wet road
- 28 percent night time
- 32 percent at intersections
- Social cost of crashes in 2006 \$9m
- 60 percent of at 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	Percentage of total 'at fault' drivers (NZ 2006 value in brackets)
2006 Local roads	
Full	44.7 (58.4) %
Learner	26.3 (9.5) %
Restricted	11.8 (17.6) %
Never licenced	3.9 (2.2) %
Disqualified	1.3 (1.7) %
Overseas	1.3 (4.2) %
Expired	1.3 (0.5) %
Other / unknown	9.2 (5.6) %

## Intersections

Crashes at intersections are the most common crash type in urban Papakura District.

During the five year period 2002 to 2006 there were 220 injury crashes at intersections and 730 non-injury crashes. In these 5 people died, 38 received serious injuries and 282 received minor injuries.

Crashes at Intersections					
	2002	2003	2004	2005	2006
Injury crash	51	34	49	38	48
Non-injury crash	135	132	128	162	173
Total	186	166	177	200	221

Locations with the most crashes			
Intersection name	Total crashes 2002 - 2006	Injury crashes 2002 - 2006	Total 2006
Gt South Rd / Sparton Rd	44	11	8
Gt South Rd / Settlement Rd	33	4	8
Beach Rd / Elliot Rd	22	6	3
Gt South Rd / Walters Rd	21	2	4
Gt South Rd / Taka St	21	4	5

Junction type Injury and Non-injury crashes		
Junction Type	Rural	Urban
Roundabout	17	105
Tee	49	444
Cross (X)	19	252
Y	2	6
Other (includes driveways )	4	52

The most common individual crash type was a right angle crash. The next were collisions involving right turning vehicles being struck by a vehicle approaching from the opposite direction.

The main causes contributing to crashes described in Police reports were failure to stop or give way, not checking properly and general errors of judgement on the part of the driver.

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

At fault driver licence status 2006	
Driver Licence status, intersection related injury crashes, at fault drivers in Papakura District 2006	Percentage of total at fault drivers in intersection related injury crashes (New Zealand value in brackets)
Full	50.0 (60.9) %
Learner	20.4 (9.4) %
Restricted	11.3 (14.8) %
Never licenced	2.0 (2.5) %
Disqualified	2.0 (1.6) %
Overseas	2.0 (3.7) %
Expired	2.0 (0.8) %
Other / unknown	9.0 (6.3) %

Further information about injury crashes at intersections 2002 to 2006 on local roads in Papakura District:

- 5 deaths, 38 serious injuries
- 16 percent involved alcohol
- 84 percent urban
- 28 percent wet roads
- 37 percent night time
- Worst month September, best February
- Worst day of week Friday, best Sunday

Further information about injury crashes at intersections, 2002 to 2006 on Transit NZ roads in Papakura District (mainly Motorways):

- 1 death, 10 serious injuries
- 7 percent involved alcohol
- 34 percent wet roads
- 32 percent night time
- Worst month July, best January and June
- Worst day of week Friday, best Monday

# 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 Papakura District, alcohol was a factor in 24 percent of injury crashes in 2006.

There were 85 alcohol related injury crashes reported in the last five years.

Alcohol injury crashes			
Crash year	Open road	Urban road	Total
2002	1	13	14
2003	7	11	18
2004	5	10	15
2005	3	13	16
2006	5	17	22
Total	21	64	85

There was a rise in the reporting of alcohol related crashes in 2006 which parallels the lift in the reporting of fatal and serious crashes in the district.

The key crash location of alcohol related crashes occurring between 2002 and 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 added to the crash system for the northern region.

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

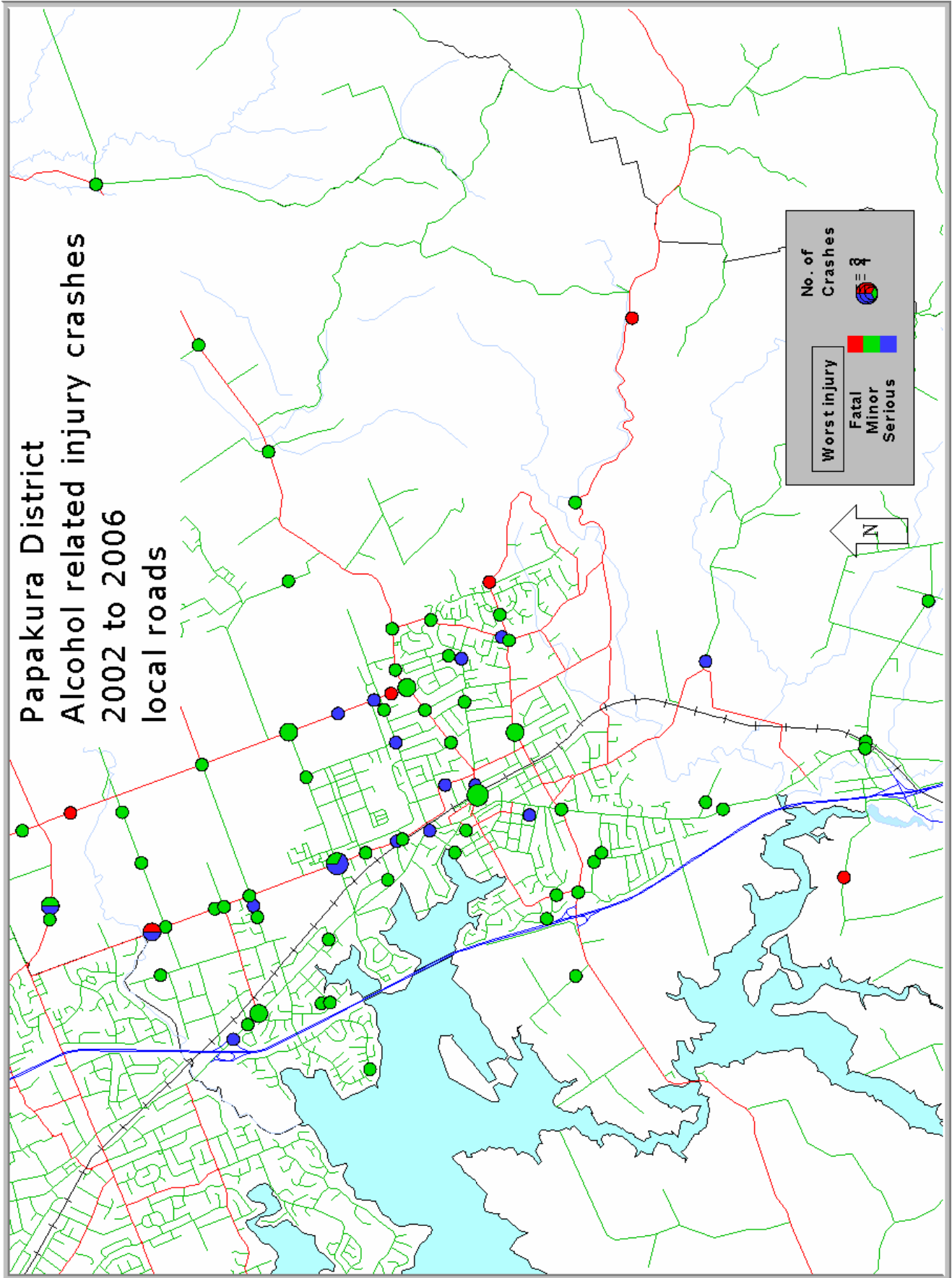
At fault driver licence status	
Driver Licence status, alcohol related injury crashes, at fault drivers. Papakura District local roads 2002- 2006	Percentage of total at fault drivers in alcohol related injury crashes (New Zealand 2006 value in brackets)
Full	34.6 (41.6) %
Learner	19.2 (15.8) %
Restricted	16.6 (20.8) %
Never Licenced	0 (4.6) %
Disqualified	8.9 (6.2) %
Overseas	0 (1.0) %
Expired	1.2 (1.4) %
Other / unknown	19.2 (8.2) %

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

- 6 deaths, 21 serious injuries and 92 minor injuries
- 75 percent of at fault drivers were male
- Most common crash type “loss of control on bend”
- 41 percent at intersections
- 75 percent urban
- 25 percent wet road
- 78 percent night time
- Best month January
- Worst day of week Friday, best Tuesday

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

- 2 deaths, 4 serious injuries and 20 minor injuries
- 87 percent of at fault drivers were male
- Most common crash type ‘loss of control on straight or bend”
- 29 percent at intersections
- 14 percent urban
- 29 percent wet road
- 64 percent night time
- Worst month May
- Worst day of week Sunday



## Night time crashes

Since 2002 the proportion of crashes occurring during the hours of darkness in Papakura District has been consistently higher than might be expected when the district is compared to both similar local bodies and all New Zealand values. Between 2002 and 2006 there were a total of 122 urban night time injury crashes and 43 night time rural injury crashes resulting in 7 fatalities, 37 serious injuries and 197 minor injuries.

Night time injury crashes					
Speed related injury crashes	2002	2003	2004	2005	2006
Urban	30	17	23	24	28
Rural	5	12	13	7	6
<b>Total</b>	<b>35</b>	<b>29</b>	<b>36</b>	<b>31</b>	<b>34</b>

Night time urban injury crashes		
Year	Percentage of Papakura Districts urban crashes that occur at night	All New Zealand percentage (urban)
2002	37 %	31.3 %
2003	35 %	29.8 %
2004	36 %	31.7 %
2005	39 %	31.2 %
2006	37 %	33.4 %

At fault driver licence status (urban)	
Driver licence status, night time urban injury crashes, at fault drivers Papakura District 2002 to 2006	Percentage of total at fault drivers in night time urban injury crashes (New Zealand 2006 value in brackets)
Full	39.6 (45.9) %
Learner	19.8 (15.6) %
Restricted	20.7 (20.4) %
Never Licenced	1.8 (4.4) %
Disqualified	5.4 (3.2) %
Overseas	0.9 (2.6) %
Expired	1.8 (0.9) %
Other / unknown	9.9 (6.8) %

Younger drivers are highly represented in night times crashes in Papakura District. Possibly this is a result of two factors - firstly that younger people drive far more at night and secondly despite the fact that they see better at night than older drivers and have better glare recovery, they underestimate how difficult it can be to see traffic hazards at night.

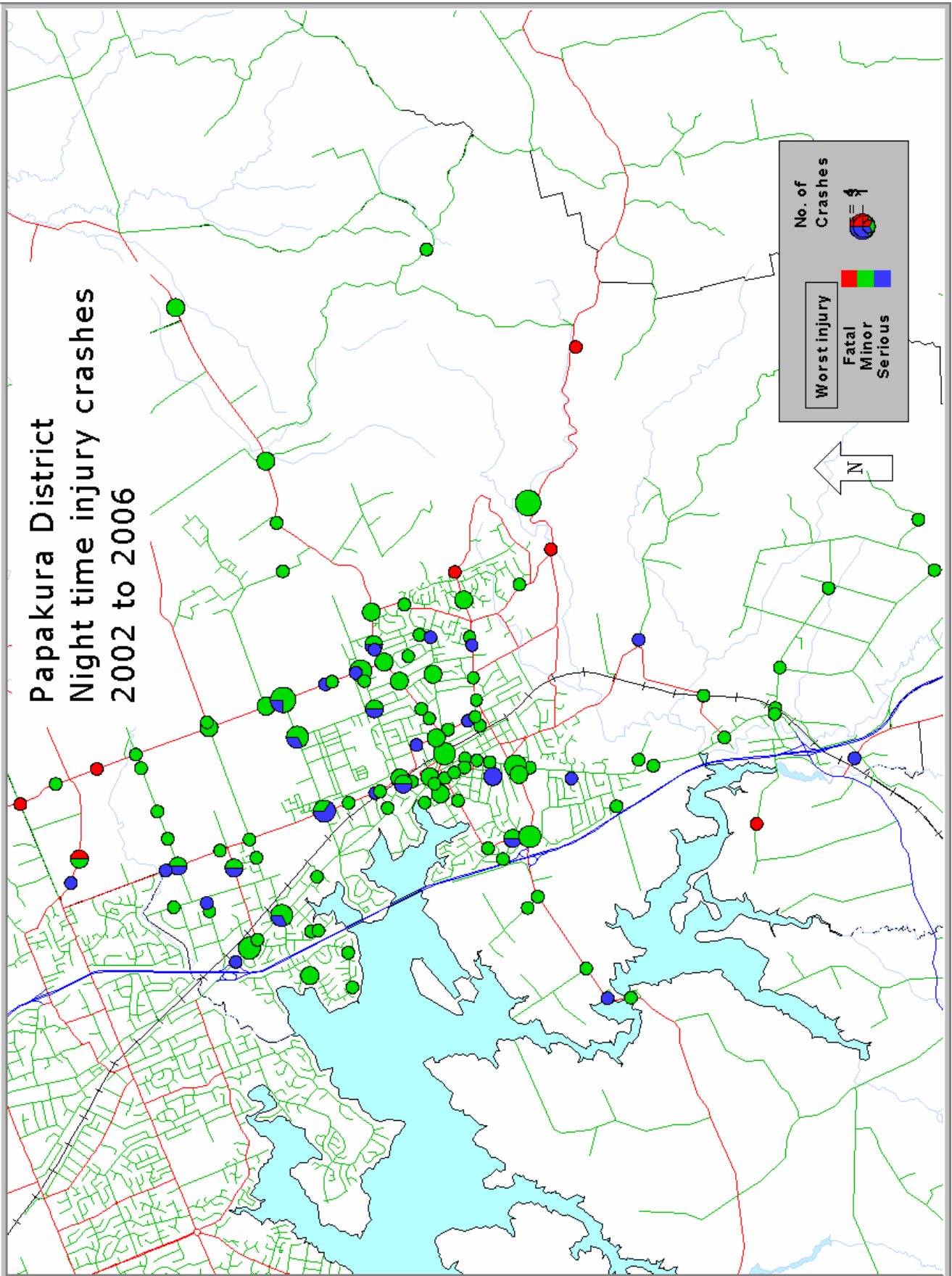
Age and sex of at fault drivers			
Ages of drivers at fault in night time injury crashes Papakura District (2002 to 2006)	Male	Female	Total
15- 19	27	15	42
20 - 24	23	3	26
25 - 29	12	7	19
30 - 39	17	6	23
40 - 49	13	7	20
50 - 59	4	2	6
60 - 69	3	1	4
70+	2	1	3
<b>Total</b>	<b>101</b>	<b>42</b>	<b>143</b>

Further information about night time injury crashes in Papakura District local roads 2002 to 2006:

- 7 deaths, 37 serious injuries and 197 minor injuries
- Most common crash type "lost control on bend"
- 40 percent also include alcohol
- 37 percent wet road
- 18 percent speed related
- Worst month September
- Worst day of week Saturday

Further information about night time injury crashes in Papakura District on Transit NZ (mainly motorway) roads 2002 to 2006:

- 2 deaths, 11 serious injuries and 62 minor injuries
- Most common crash type "rear end"
- 17 percent also include alcohol
- 40 percent wet road
- 15 percent speed related
- Worst month April
- Worst day of week Friday



## National issues

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

### Speed

“Too fast” was recorded in 14 percent of injury crashes in the district in the last five years resulting in 7 deaths and 97 injures.

Speed as a factor in crashes is fluctuating from year to year in the district.

Sixty 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 20 percent of injury crashes in the district in the last five years resulting in 6 deaths and 113 other injuries. The number of injury crashes involving alcohol is not decreasing.

Seventy-five 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 35 percent of all reported injury crashes for the last five years resulting in three deaths and 201 other injuries.

Sixty-one percent of at fault drivers in injury crashes 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 Local Authority. The results are obtainable from the Ministry of Transport website.

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

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