

road safety issues

Kapiti Coast 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 to identify possible ways to reduce the number of road deaths and injuries in the Kapiti Coast District

There has been a slight upward trend in the number of people injured in crashes between 2000 and 2004. The total number of injury crashes in 2004 was 10 higher than in 2003, with a corresponding increase in casualties. Older road users feature prominently in the casualty numbers.

The most frequent type of crash on urban roads involved vehicles crashing into the rear of stationary vehicles or obstructions. There were a significantly higher proportion of these crashes in the Kapiti Coast District than in similar local authorities.

On rural roads, drivers losing control of their vehicles was the most frequent type of crash. The proportion of crashes while crossing or turning, for instance at intersections, was higher on Kapiti Coast District rural roads than for similar authorities.

The estimated social costs of crashes increased by \$12.5 million in 2004 to a total of \$38.8 million.

The specific concerns for the Kapiti Coast District are considered overleaf, while the performance in relation to national issues is considered on the back page.

Major road safety issues

Kapiti Coast District

Older road users

Rear-end/obstruction

Crossing/turning

Loss of control

Nationally

Speed

Alcohol

Failure to give way

Restraints



2004 road trauma for Kapiti Coast District



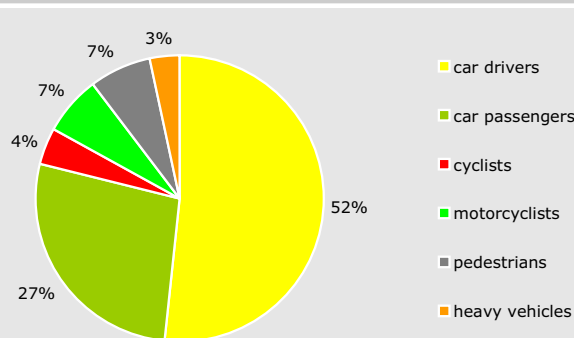
Deaths	6
Serious casualties	30
Minor casualties	95



Fatal crashes	5
Serious injury crashes	24
Minor injury crashes	49
Non-injury crashes	184

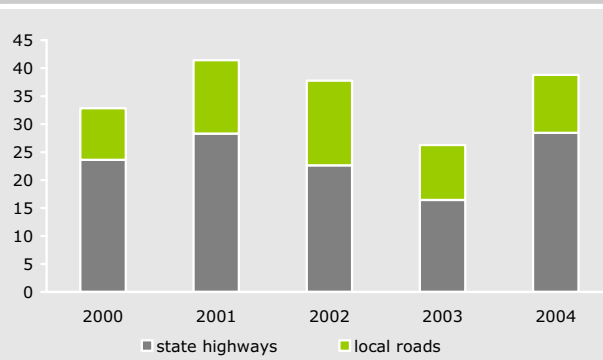
Road casualties 2000–2004

User type 2000–2004



Estimated social cost of crashes*

Social cost (\$ million)



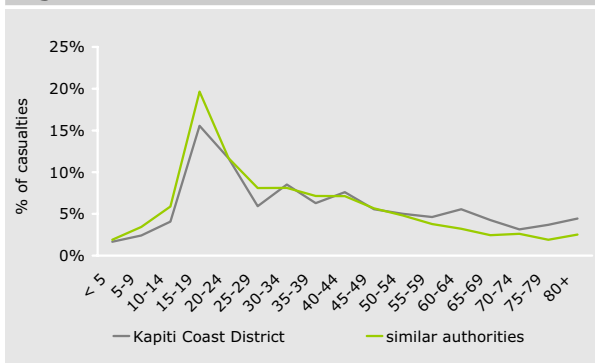
*The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2004 prices.

Older road users

The Kapiti Coast is a popular retirement area with a high (and increasing) proportion of the population being elderly. The ability of people to cope with the road environment reduces with age. The elderly have a higher chance of suffering an injury in a crash because of their increasing physical frailty and recovery from injury is slower.

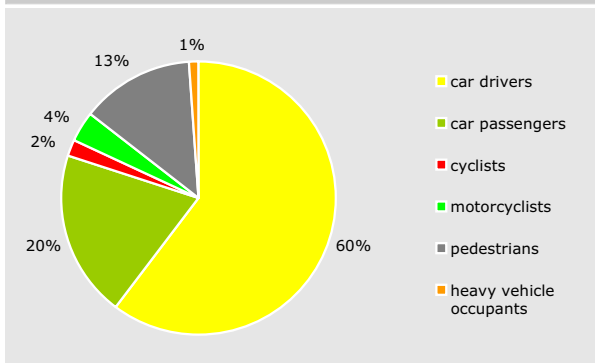
There were a large number of older casualties in crashes in the Kapiti Coast District between 2000 and 2004. People over 50 years of age represented more than 30 percent of the district's casualties. This proportion of road users was much greater than for New Zealand as a whole or for similar authorities.

Age of road user casualties 2000–2004



The percentage of older car driver and pedestrian casualties was higher than the general population. The 22 pedestrian casualties over 50 years of age made up 13 percent of all older casualties.

Percentage of casualties over 50 years old 2000–2004

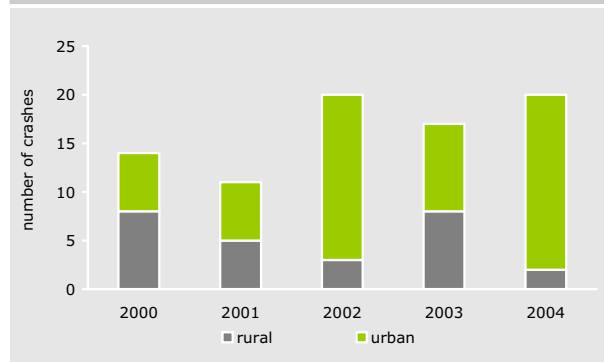


The most frequent type of crash that older drivers were involved in were crossing or turning movements at intersections or driveways. These occurred more often on the state highway network. Older drivers were also more likely to be involved in rear-end/obstruction crashes and pedestrian crashes than their younger counterparts.

Rear-end/obstruction

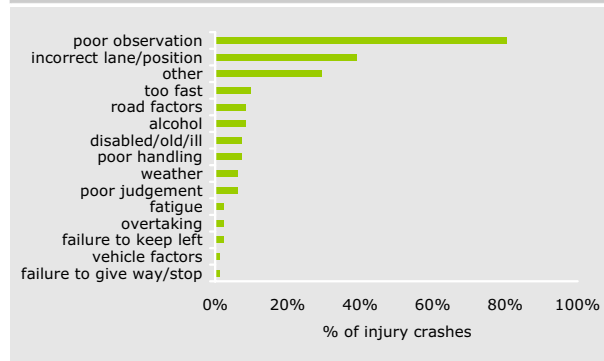
Crashing into the rear of a stationary vehicle or an obstruction was a common crash type in the Kapiti Coast District between 2000 and 2004. During this period there were 82 rear-end/obstruction injury crashes, representing about 24 percent of total injury crashes. The proportion of this crash type was higher than similar authorities in both urban and rural areas. On urban roads, it was significantly higher.

Rear-end/obstruction crashes 2000–2004



The main contributing factors in these crashes were poor observation of the traffic ahead and following too closely.

Contributing factors in rear-end/obstruction crashes 2000–2004



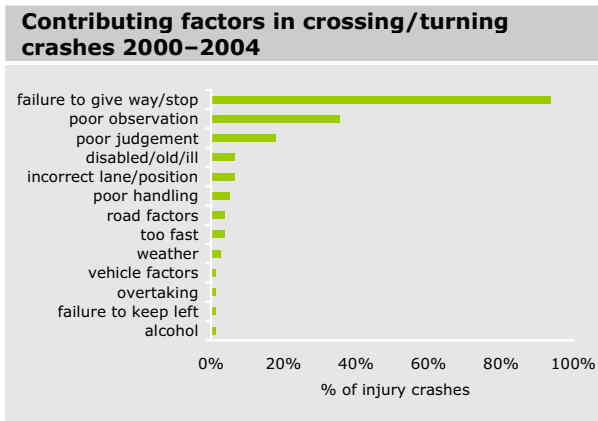
The most common types of rear-end/obstruction crashes involved hitting:

- stationary vehicles at the rear of a queue (27 percent)
- parked vehicles in the urban environment (15 percent)
- vehicles performing a U-turn (13 percent)
- cars waiting to turn near the centre line (11 percent).

Crossing/turning

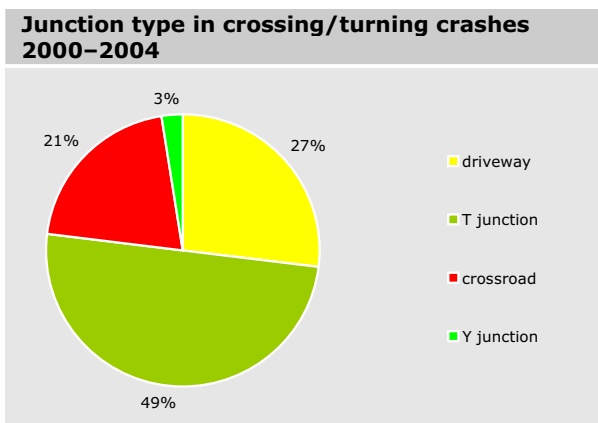
Between 2000 and 2004, there were 79 injury crashes involving a vehicle crossing or turning at either an intersection or a driveway in the Kapiti Coast District. This accounted for 23 percent of all injury crashes in the district in this period.

The predominant factors in these crashes were failure to give way or stop and poor observation or judgement.



Sixty-one percent of the crossing/turning crashes occurred on the state highway network, with 38 percent of those occurring at driveways. Sixty-three percent happened within the urban environment.

Almost half of the crossing/turning crashes occurred at T intersections, with a large proportion occurring as vehicles left or entered driveways. Of the intersection crashes, nine percent did not have some form of control such as a Stop or Give Way sign.



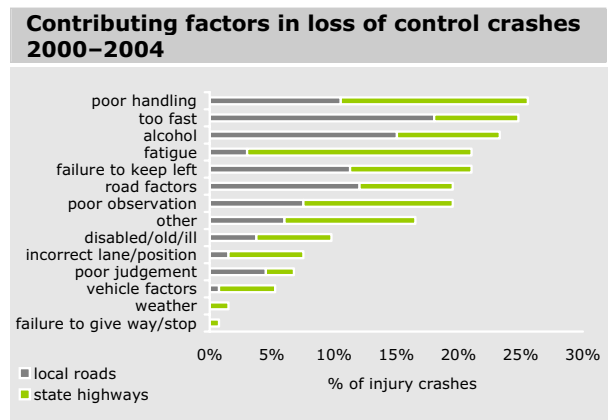
Fourteen percent of the crashes involved a cyclist and 14 percent involved a motorcyclist.

Loss of control

The most common type of injury crash between 2000 and 2004 in the Kapiti Coast District involved a driver losing control of their vehicle.

On urban roads between 2000 and 2004, 16 percent of crashes involved a driver losing control of a vehicle on a bend, with a further seven percent losing control on a straight section of road. On rural roads the percentages were higher; 33 and 23 percent respectively.

Fatigue was the most common factor in loss of control crashes on the state highway network, while travelling too fast for the conditions was frequently reported in crashes on local roads. Other major contributing factors included poor handling of the vehicle and alcohol.



Loss of control crashes can result in either a head-on collision with another vehicle or a vehicle leaving the road and colliding with a roadside object, which can increase the severity of a crash. The most commonly hit objects in loss of control crashes in the Kapiti District included other vehicles (37 percent), fences (20 percent), trees (19 percent) and posts or poles (16 percent).

Drivers involved in loss of control crashes were typically male (74 percent) and aged 35 years or younger (52 percent). Almost half (49 percent) lived locally in the Kapiti Coast District, with another 15 percent living in the bordering areas of Porirua City and the Horowhenua District.

Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death. Excessive speed was a factor in 43 injury crashes in the Kapiti Coast District between 2000 and 2004. This comprised 12 percent of all injury crashes.

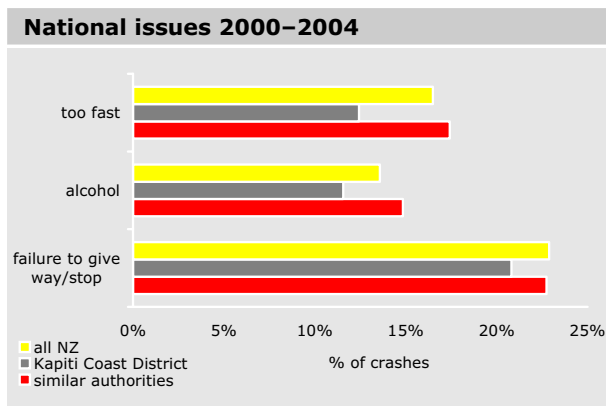
Alcohol

Drivers with a blood alcohol level over the legal limit (80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2000 and 2004, alcohol was a factor in 40 injury crashes in the Kapiti Coast District. This comprised 12 percent of all injury crashes in the Kapiti Coast District. While there has been a downward trend of alcohol-related crashes on local urban roads over the last five years, all other types of alcohol-related crashes have been showing an upward trend.

Failure to give way

Failure to give way at intersections is the third largest cause of death and injury crashes on New Zealand roads. Seventy-two injury crashes (21 percent) in the Kapiti Coast District between 2000 and 2004 involved a vehicle failing to give way. There was a slight upward trend during this time.



Restraints

Wearing a safety belt reduces the chance of being killed or suffering serious injury in a crash by 40 percent. Between 2000 and 2004 there were 31 driver or passenger fatalities on Kapiti Coast District roads. Of those who died, it is estimated that at least two would have been saved had they been wearing a restraint.

In a 2004 survey, 92 percent of front seat adults were wearing safety belts in the Kapiti Coast District. This was lower than the New Zealand average.

Contacts

Land Transport New Zealand

Ian Hunter

Partnership Manager Central

See contact details at bottom of the page.

Road Safety Co-ordinator

Sue Johnson

Private Bag 601

Paraparaumu

Phone 04 904 5700

Territorial Local Authority

Geoff Strand

Kapiti Coast District Council

Private Bag 601

Phone 04 904 5700

New Zealand Police

Road Policing Manager

Wellington Central

Cnr Victoria and Harris Streets

PO Box 693

Wellington

Phone 04 381 2000



Central Regional Office

Master Builders House
234–242 Wakefield Street
PO Box 27249
Wellington

Telephone 04 931 8900
Fax 04 931 8929

www.landtransport.govt.nz