

briefing notes road safety issues

Kapiti Coast District

NZ Transport Agency has prepared this road safety issues report. It is based on reported crash data and trends for the 2004–2008 period.

This report is the tenth road safety report for Kapiti Coast District. Most of the information, unless otherwise stated in this report, applies to both local roads and state highways.

The intent of the report is to highlight the key road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries in the district. More detailed information may be obtained from either Kapiti Coast District Council (local roads) or NZ Transport Agency. Please refer to the last page for contact details.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Kapiti Coast District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

We have also included a brief overview of crashes in Kapiti Coast District for 2008.

Major road safety issues		2008 road trauma	
Kapiti Coast District		Casualties	Kapiti Coast District
Loss of control		Deaths	1
Rear-end/obstruction		Serious injuries	17
Crossing/turning		Minor injuries	63
Alcohol		Total casualties	81
National issues		Crashes	Kapiti Coast District
Speed		Fatal crashes	1
Alcohol		Serious injury crashes	19
Failure to give way		Minor injury crashes	83
Restraints		Non-injury crashes	198

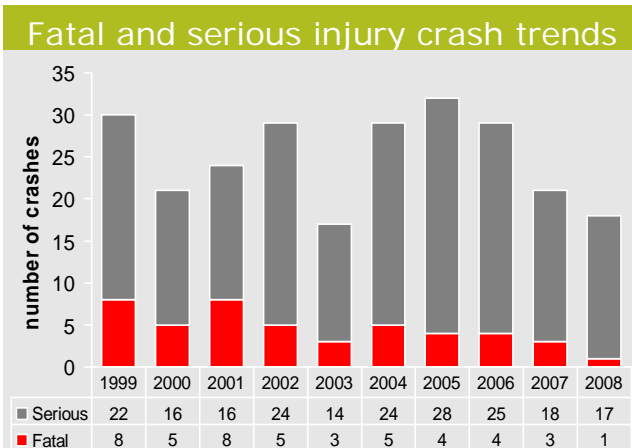
Overview 2008

In 2008 in Kapiti Coast District there were 81 injury crashes and 198 non-injury crashes reported by the New Zealand Police. Forty-three percent of the total injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes.

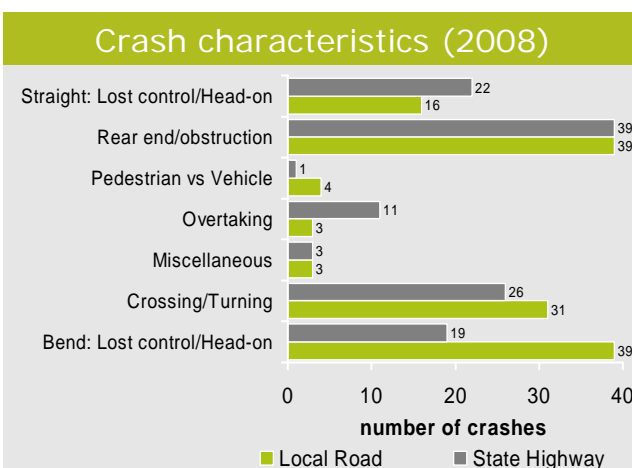
Casualties by injury type in 2008				
	Fatalities	Serious injuries	Minor injuries	Total
Total	1	19	83	103
Local roads vs state highways				
Local roads	1	10	44	55
State	0	9	39	48
Rural vs urban roads				
Rural ¹	1	11	39	51
Urban	0	8	44	52

Note: 1/ Rural - area with a speed limit of 80km/h or more

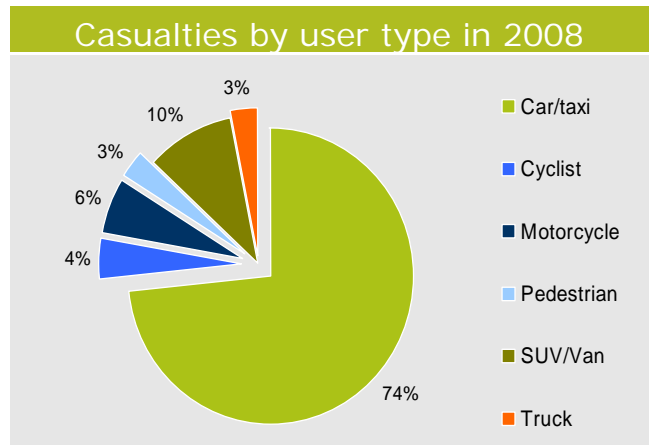
The latest five year trend shows a significant decrease in the total number of fatal and serious injury crashes. Last year the number of fatal crashes was the lowest for the last 10 year period.



The main type of crash (of all crashes in the district, both injury and non-injury combined) in 2008 was *rear end/obstruction* followed by *lost control/head-on at bend* and *crossing/turning* crash types.



Vulnerable road users (pedestrians/cyclists/motorcyclists) constituted 13 percent of all casualties.



Further information about all crashes in 2008 on:

Local roads

- Worst months: March, June and October (11 percent each)
- Worst day of week: Saturday (28 percent)
- Wet road crashes: 17 percent
- Night time crashes: 28 percent
- Alcohol over limit (injury crashes): 30 percent
- Too fast for conditions (injury crashes): 22 percent
- Crashes at intersection: 28 percent
- Road factors: 7 percent
- At fault male driver (injury crashes): 68 percent
- At fault driver held full NZ licence (injury crashes): 37 percent

State highways

- Worst months: January, May and August (12 percent each)
- Worst days of week: Friday and Saturday (17 percent each)
- Wet road crashes: 25 percent
- Night time crashes: 27 percent
- Alcohol over limit (injury crashes): 9 percent
- Too fast for conditions (injury crashes): 11 percent
- Crashes at intersection: 36 percent
- Road factors: 7 percent
- At fault male driver (injury crashes): 74 percent
- At fault driver held full NZ licence (injury crashes): 57 percent

Social cost of crashes

Local roads	\$ 16.36M
State highways	\$ 12.13M
Total	\$ 28.49M

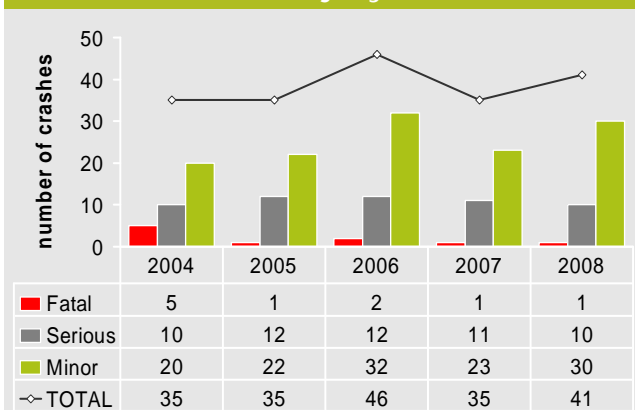
NOTE: The estimated social cost includes loss of life or life quality, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Loss of control

During the most recent five year period (2004-2008), 33 percent of all injury crashes in Kapiti Coast District occurred due to loss of control. These crashes resulted in 11 deaths, 83 serious injuries and 218 minor injuries. There were a further 296 non-injury crashes reported involving loss of control.

The latest five year trends show the total number of injury crashes to be gradually increasing with the highest number recorded in 2006. Serious injury numbers have remained steady, while fatal crashes have decreased over this period.

Loss of control injury crash trends



These crashes involved a driver losing control of their vehicle, 28 percent of these colliding with another vehicle or commonly running off the road. Two thirds (67 percent) of loss of control crashes occurred at bends.

The following table shows a breakdown of the general environment of all loss of control crashes (488 crashes) in the district 2004-2008.

Loss of Control	Local Urban	Local Rural	SH urban	SH Rural
At bends	30%	19%	3%	16%
Straight road	11%	3%	2%	16%

Although only 38 percent of the loss of control crashes occurred on state highways, their share in the total fatalities was more than 80 percent.

Seventy-seven percent of all crashes struck roadside objects. The three most common roadside hazards struck in the district were *fences* (28 percent), *trees* (13 percent) and *posts/poles* (12 percent) out of 519 total reported objects struck.

The following table shows that majority of these crashes were a single vehicle crashes (72%). Alcohol and wet road conditions were factors each contributing to around a quarter of these crashes. Speed too fast for conditions and poor handling each contributing to a third and almost half of the crashes occurred during hours of darkness, twilight and night time.

Loss of control crashes

Crash characteristics	Percentage of crashes
Single vehicle	72
Alcohol (injury crashes)	27
Too fast for the conditions (injury crashes)	29
Road factors	9
Poor handling (injury crashes)	36
Rural road	54
Wet road	25
Night time	45

Further information about all crashes due to loss of control in Kapiti Coast District 2004-2008 on:

Local roads

- 2 deaths, 41 serious injuries and 114 minor injuries
- Worst month: December (38 crashes)
- Worst day of week: Sunday (62 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 48 percent
- Road factors: 10 percent
- Alcohol over limit (injury crashes): 33 percent
- Most common injury crash factors: too fast (48 percent) followed by poor handling (39 percent)
- At fault male driver (injury crashes): 75 percent
- At fault driver held full NZ licence (injury crashes): 50 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

State highways

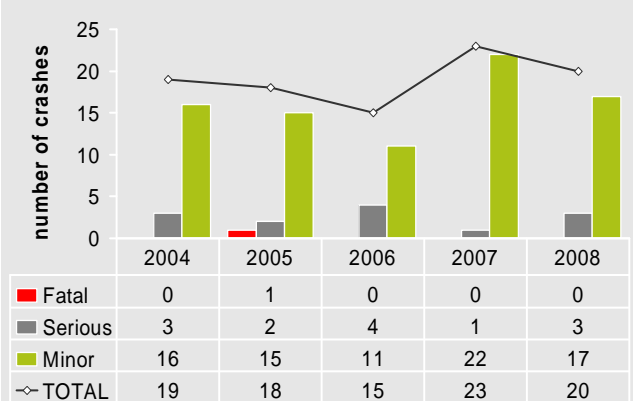
- 9 deaths, 42 serious injuries and 104 minor injuries
- Worst month: March (22 crashes)
- Worst days of week: Sunday (33 crashes)
- Wet road crashes: 24 percent
- Night time crashes: 40 percent
- Road factors: 9 percent
- Alcohol over limit (injury crashes): 20 percent
- Most common injury crash factors: poor handling (34 percent) followed by fatigue (33 percent)
- At fault male driver (injury crashes): 71 percent
- At fault driver held full NZ licence (injury crashes): 61 percent
- Most common at fault drivers' age group (injury crashes): 15-19 years old

Rear-end/obstruction

During the most recent five year period (2004-2008) 21 percent of all injury crashes in Kapiti Coast District were rear-end and/or obstruction on the roadway type crashes. These crashes resulted in 1 death, 17 serious injuries and 104 minor injuries. There were a further 370 non-injury crashes reported.

The latest five year trends show a slight increase in the total number of injury crashes, with the lowest number reported in 2006 and the highest number in 2007.

Rear-end injury crash trend



The main crash scenarios for injury crashes of this type in Kapiti Coast District 2004-2008 were:

- collision with the end of a queue of traffic: 39 percent
- collision with a parked vehicle: 12 percent
- collision while manoeuvring, particularly non-injury crashes in car-parking areas: 11 percent
- collision with a right turning vehicle near centre line by a straight through vehicle: 8 percent
- collision with a U-turning vehicle: 7 percent
- collision with a slower vehicle ahead: 7 percent

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation was 61 percent of all rear-end injury crashes. Failing to notice car slowing was the cause for 28 percent of all injury crashes and following too closely was for 24 percent.

Rear-end/obstruction type crashes are more commonly a route rather than a site specific problem, associated with the main traffic flows.

The following table shows the high rear-end/obstruction crash locations in the district.

High rear-end/obstruction crash routes/locations

Paraparaumu: Kapiti Road, Rimu Road and SH1 route between Ruamati Road and Amohia Street

Waikanae: SH1 route from North of Kebbell Drive intersection to Ngaio Road intersection, Reikorangi Road

Otaki: SH1 route between Riverbank Road to Waitohu Valley Road

Further information about all rear-end/obstruction type crashes in Kapiti Coast District 2004-2008:

Local roads

- 7 serious injuries and 55 minor injuries
- Worst month: June (33 crashes)
- Worst day of week: Saturday (45 crashes)
- Wet road crashes: 12 percent
- Night time crashes: 20 percent
- Crashes at intersection: 20 percent
- Road factors: 3 percent
- Alcohol over limit (injury crashes): 6 percent
- Most common injury crash factor: poor observation (53 percent) followed by incorrect lane position (24 percent)
- At fault male driver (injury crashes): 60 percent
- At fault driver held full NZ licence (injury crashes): 63 percent
- Most common at fault drivers' age group (injury crashes): 15-24 and 70+ years old

State highways

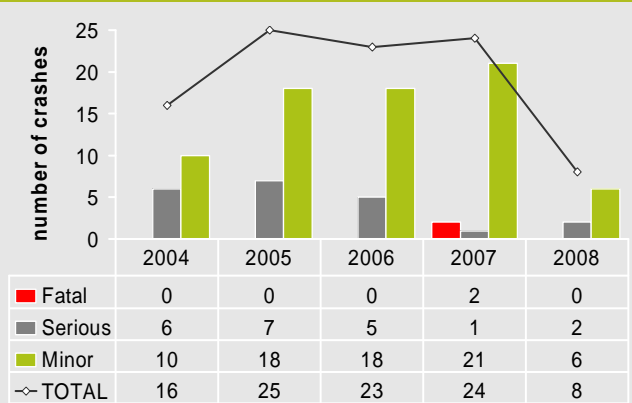
- 1 death, 10 serious injuries and 49 minor injuries
- Worst month: January (28 crashes)
- Worst day of week: Friday (39 crashes)
- Wet road crashes: 19 percent
- Night time crashes: 23 percent
- Crashes at intersection: 20 percent
- Road factors: 9 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: poor observation (70 percent) followed by incorrect lane position (45 percent)
- At fault male driver (injury crashes): 70 percent
- At fault driver held full NZ licence (injury crashes): 85 percent
- Most common at fault drivers' age group (injury crashes): 15-19 and 30-49 years old

Crossing/turning

During the most recent five year period (2004-2008) in Kapiti Coast District, 21 percent of all injury crashes involved either a crossing or a turning movement. These crashes resulted in 2 deaths, 22 serious injuries and 102 minor injuries. There were a further 218 non-injury crashes reported.

The latest five year trends show the number of these injury crashes to be decreasing. Minor injury crashes show a significant fall in 2008.

Crossing /turning injury crash trends



During the last five year period 2004-2008, there were 242 crashes at intersections; 91 percent of injury crashes recorded failing to give way or stop as a factor. There were 75 crossing/turning crashes at driveway junctions.

The table below shows the locations of the intersections with the high number of crashes in the district between 2004 and 2008.

Intersection name	Total crashes 2004 - 2008	Injury crashes 2004 - 2008	Total crashes in 2008
Kapiti Rd/Te Roto Dr	8	3	1
Otahanga Rd/ Makora Rd	3	3	1
Kapiti Rd/Rimu Rd	16	2	1
Kapiti Rd/Ocean Rd	8	2	0
Kapiti Rd/Milne Dr	7	2	2
Kapiti Rd/ Arawhata Rd	5	2	1
Poplar Ave/ Tennis Court Rd	3	2	1
Raumati Rd/Rata Rd	3	2	0

Twenty-two percent of at fault drivers involved in crossing/turning type injury crashes held either learner or restricted licence or were never licensed. Forty percent of at fault drivers in injury crashes were above 60 years old.

The following table shows the number of these crashes 2004-2008 by junction types and urban/rural split. Rural roads have a speed limit of 80km/h or more.

Junction Type	Rural	Urban
T-junction	40	120
Driveways	16	59
Crossroad	2	59
Y-junction	1	3
Roundabout	0	11

The most common crash movement for all crossing/turning crashes is a vehicle turns right across oncoming traffic being hit by an oncoming vehicle (38 percent). Almost as common is a vehicle turning right from a side road or driveway being hit from the right by a vehicle travelling straight through (33 percent).

Further information about crossing/turning related crashes in Kapiti Coast District 2004-2008 on:

Local roads

- 1 death, 10 serious injuries and 50 minor injuries
- Worst months: May and November (20 crashes each)
- Worst day of week: Monday (31 crashes)
- Wet road crashes: 15 percent
- Night time crashes: 17 percent
- Alcohol over limit (injury crashes): 5 percent
- Most common injury crash factors: failed to give way/stop (93 percent) followed by poor observation (67 percent)
- Road factors: 5 percent
- At fault male driver (injury crashes): 50 percent
- At fault driver held full NZ licence (injury crashes): 67 percent
- Most common at fault drivers' age group (injury crashes): under 19 and 70+ years old

State highways

- 1 death, 12 serious injuries and 52 minor injuries
- Worst months: July and September (15 crashes each)
- Worst day of week: Friday (26 crashes)
- Wet road crashes: 16 percent
- Night time crashes: 24 percent
- Alcohol over limit (injury crashes): 2 percent
- Most common injury crash factors: failed to give way/stop (88 percent) followed by poor observation (46 percent)
- Road factors: 1 percent
- At fault male driver (injury crashes): 50 percent
- At fault driver held full NZ licence (injury crashes): 66 percent
- Most common at fault drivers' age group (injury crashes): under 24 and 70+ years old

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.

People with high blood alcohol levels are more likely to be injured or killed in a crash than sober drivers in similar crashes.

During 2008, alcohol-affected drivers contributed to 34 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

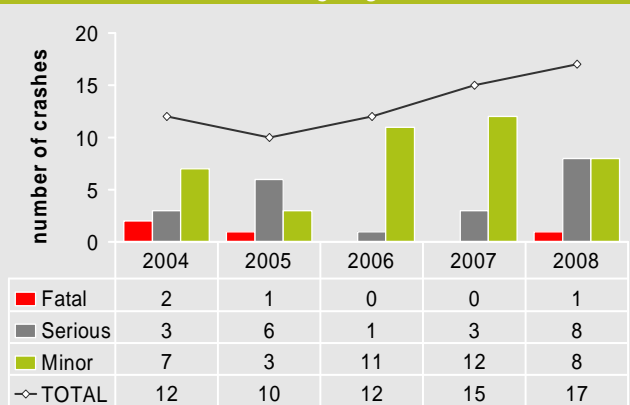
Kapiti Coast District

During the last five year period (2004-2008) 15 percent of all injury crashes in Kapiti Coast District were alcohol related. Although slightly lower than the latest five year average for similar authorities (16 percent), the trend is increasing. Last year 21 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 66 injury and 87 non-injury alcohol related crashes reported in the last five years. These crashes resulted in 5 deaths, 29 serious injuries and 65 minor injuries.

The latest five year trends show the total number of alcohol-related injury crashes to be increasing, and significantly the seriousness of injury.

Alcohol related injury crash trends



Only one third of alcohol related crashes occurred on state highways, but these account for sixty percent of the total fatalities. It is also noted that on state highways 71 percent of the alcohol related crashes occurred in rural areas, whereas on local roads 83 percent of these crashes occurred in urban areas.

Half of at fault drivers (50 percent) involved in alcohol related crashes did not hold full NZ driver licence. Nearly half of the at fault drivers were 15 to 29 years old age group (46 percent). Two-thirds of all alcohol related crashes occurred during hours of darkness.

Alcohol and speed

Alcohol combined with speed too fast for conditions was a factor in 40 percent of the 66 alcohol related injury crashes in the district for the period 2004-2008 resulting in 14 serious injuries and 26 minor injuries. Speed itself has been a factor in 17 percent of all injury crashes in the district in the last five years.

Eighty-eight percent of the crashes where alcohol and speed were both contributing factors occurred on local roads mostly in dark conditions (80 percent). Eighty-six percent of these were loss of control at bend type crashes. Sixty percent of at fault drivers in these injury crashes were males under 30 years of age.

Further information about alcohol related crashes in Kapiti Coast District 2004-2008 on:

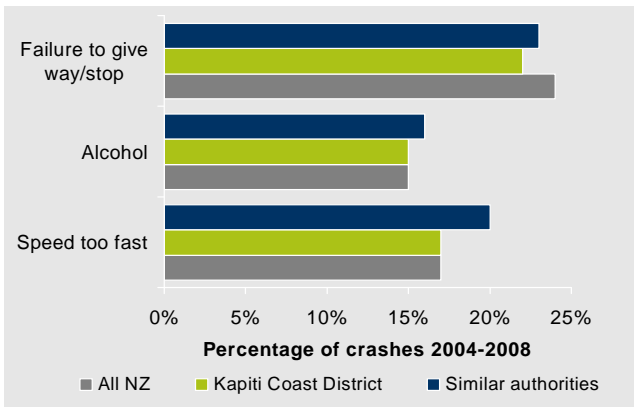
Local roads

- 2 deaths, 19 serious injuries and 36 minor injuries
- Worst month: December (12 crashes)
- Worst day of week: Sunday (24 crashes)
- Wet road crashes: 13 percent
- Night time crashes: 70 percent
- Crashes at intersection: 32 percent
- Excessive speed: 56 percent
- Most common injury crash factors: poor handling (24 percent) and poor observation (17 percent)
- Road factors: 2 percent
- At fault male driver (injury crashes): 86 percent
- At fault driver held full NZ licence (injury crashes): 48 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years old

State highways

- 3 deaths, 10 serious injuries and 29 minor injuries
- Worst month: May (8 crashes)
- Worst days of week: Saturday and Sunday (13 crashes each)
- Wet road crashes: 18 percent
- Night time crashes: 64 percent
- Crashes at intersection: 24 percent
- Excessive speed: 16 percent
- Most common injury crash factors: failed keep left and fatigue (12 percent each)
- Road factors: 2 percent
- At fault male driver (injury crashes): 86 percent
- At fault driver held full NZ licence (injury crashes): 55 percent
- Most common at fault drivers' age group (injury crashes): 25-39 years old

National issues



Speed

In Kapiti Coast District, speed too fast was recorded in 17 percent of injury crashes in the last five years resulting in 1 death and 112 injures. Speed as a factor in injury crashes is remaining steady in recent years.

Sixty-four percent of speed related crashes were *lost control/head-on at bend* crash movement types. *Alcohol, poor handling and poor observation* are the driver factors most often associated with speed too fast. Male drivers aged under 25 years old were the group most involved in these crashes.

Alcohol

In Kapiti Coast District, alcohol was involved in 15 percent of injury crashes in the last five years resulting in 5 deaths and 94 other injuries. The number of injury crashes involving *alcohol* is gradually increasing in the district.

Fifty-six percent of alcohol crashes were in urban areas. Seventy-nine percent of these crashes were *lost control/head-on* crash movement types. *Speed too fast and poor handling* are factors often associated with alcohol related crashes.

Failure to give way

In Kapiti Coast District, *failure to give way or stop* was reported in 22 percent of all reported injury crashes for the last five years resulting in 2 deaths and 123 other injuries. Most (88 percent) of these were related to *crossing/turning* manoeuvres and often associated with *failure to look* for other parties. It is unusual in the district that half (50 percent) of at fault drivers in these crashes were female.

Restraints

The Ministry of Transport conducts surveys of restraint use. According to 2008 survey results restraint use rate in Kapiti Coast District for front seat and rear seat are 93 and 86 percent respectively (while corresponding national rates are 95 and 87 percent). The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/research/safetybeltstatistics/>

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