

road safety issues

Kaipara District

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the period 2001–2005. The intent of the report is to highlight key road safety issues and as a resource, identify possible ways to reduce the number of road deaths and injuries in the Kaipara District.

The issues in the Kaipara District, as a rural district with a relatively low population, cannot be compared to the issues of big cities. However, comparisons can be made with a peer group of 27 similar rural authorities. Examples of some of the peer authorities are Rangitikei, Taranua, Hauraki and Clutha Districts.

In 2005, the Kaipara District had a population of 18,050. The number of injury crashes for every 10,000 people has increased since 2001 to rise above the peer group figure. In 2005, the Kaipara District was up to 48 crashes per 10,000 people compared to 2001 when it was 23.

In the Kaipara District, 83 percent of crashes were on the higher speed rural roads compared to 79 percent for the peer authorities.

Injury crashes in the Kaipara District

	2001	2002	2003	2004	2005
Urban	6	20	15	12	16
Rural	36	32	46	78	71
Total	42	52	61	90	87
% SH	55%	50%	64%	66%	54%

Major road safety issues

Kaipara District

Loss of control on bends

Speed

Failure to give way

Road and environmental factors

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Kaipara District



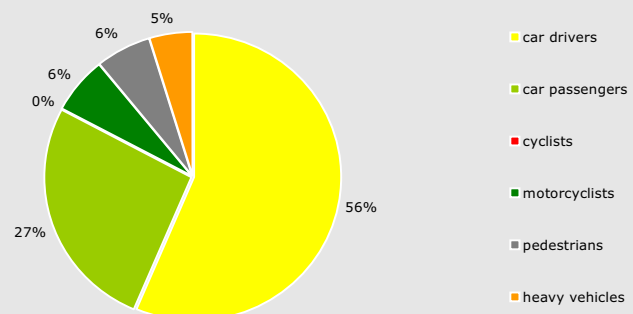
Deaths	5
Serious casualties	28
Minor casualties	97



Fatal crashes	5
Serious injury crashes	20
Minor injury crashes	62
Non-injury crashes	83

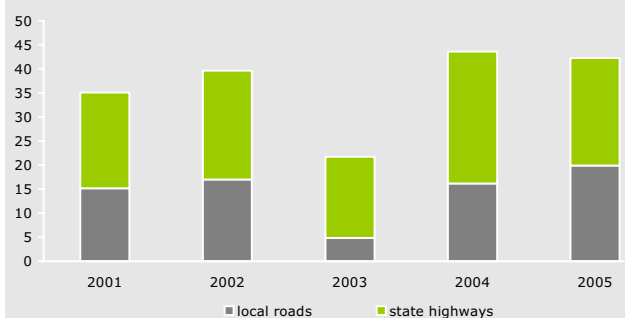
Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

Social cost (\$ million)



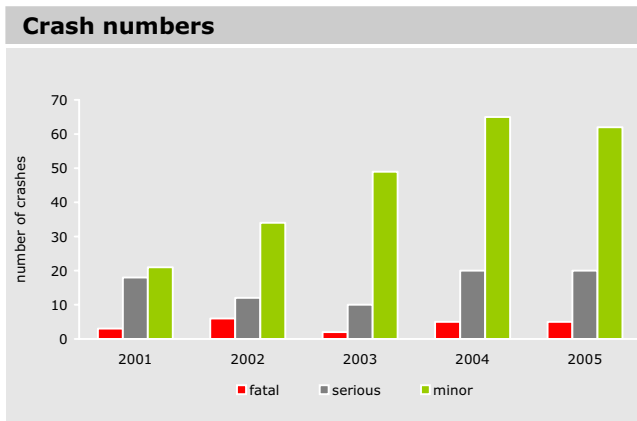
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

Crash types

In the five years from 2001–2005 there were 487 people injured on roads within the Kaipara District. Many of the serious and fatal crashes occurred on the open road.

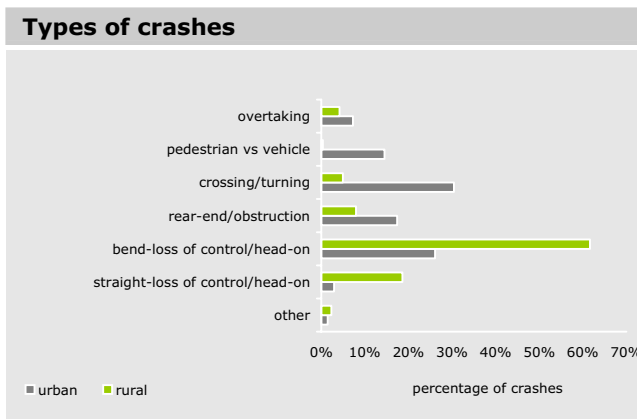
Fatal and serious crashes on the open road	
Kaipara	87%
Far North	80%
Whangarei	66%
Northland	76%
New Zealand	53%

The number of minor injury crashes reported in the Kaipara District jumped by over 40 percent in 2003, leading to a higher proportion of minor injury crashes being reported since then.



Losing control on bends was the most common crash type on the higher speed rural roads. Fifty-eight percent of rural road crashes were of this type in 2005. The number of these loss of control on bend crashes has increased in recent years.

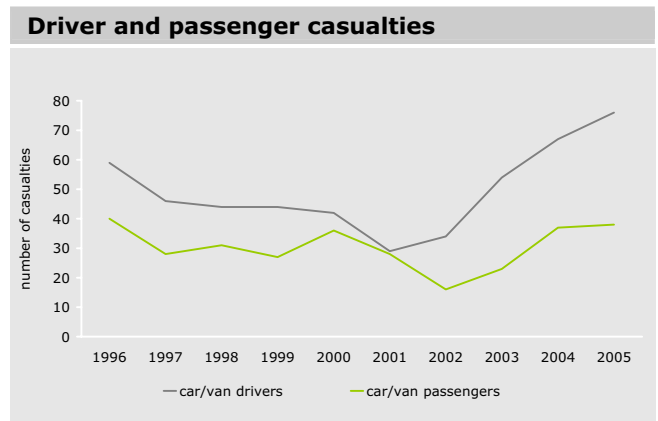
The most common crash types on urban roads were crossing and turning crashes. These involve drivers failing to give way or stop; more have been reported in recent years. Also in urban areas, there was more than the expected number of crashes where drivers lost control on bends.



Road user types

Car drivers were the most commonly injured road users in the Kaipara District, followed by car passengers. Car driver and passenger casualties have markedly increased since 2001.

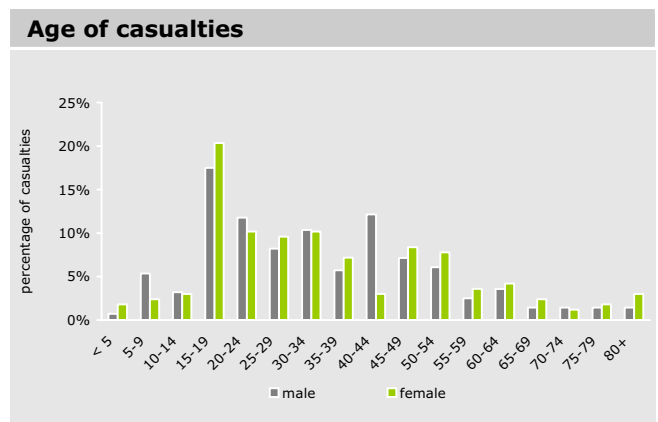
The good news is that the wearing of safety belts and child restraints has improved in the Kaipara District. The front seat-wearing rate was recently measured at 96 percent and child restraint use has also substantially improved. Wearing a restraint will dramatically reduce the severity of injury if a crash does occur and could be a factor in the reduced severity now showing in Kaipara District crashes.

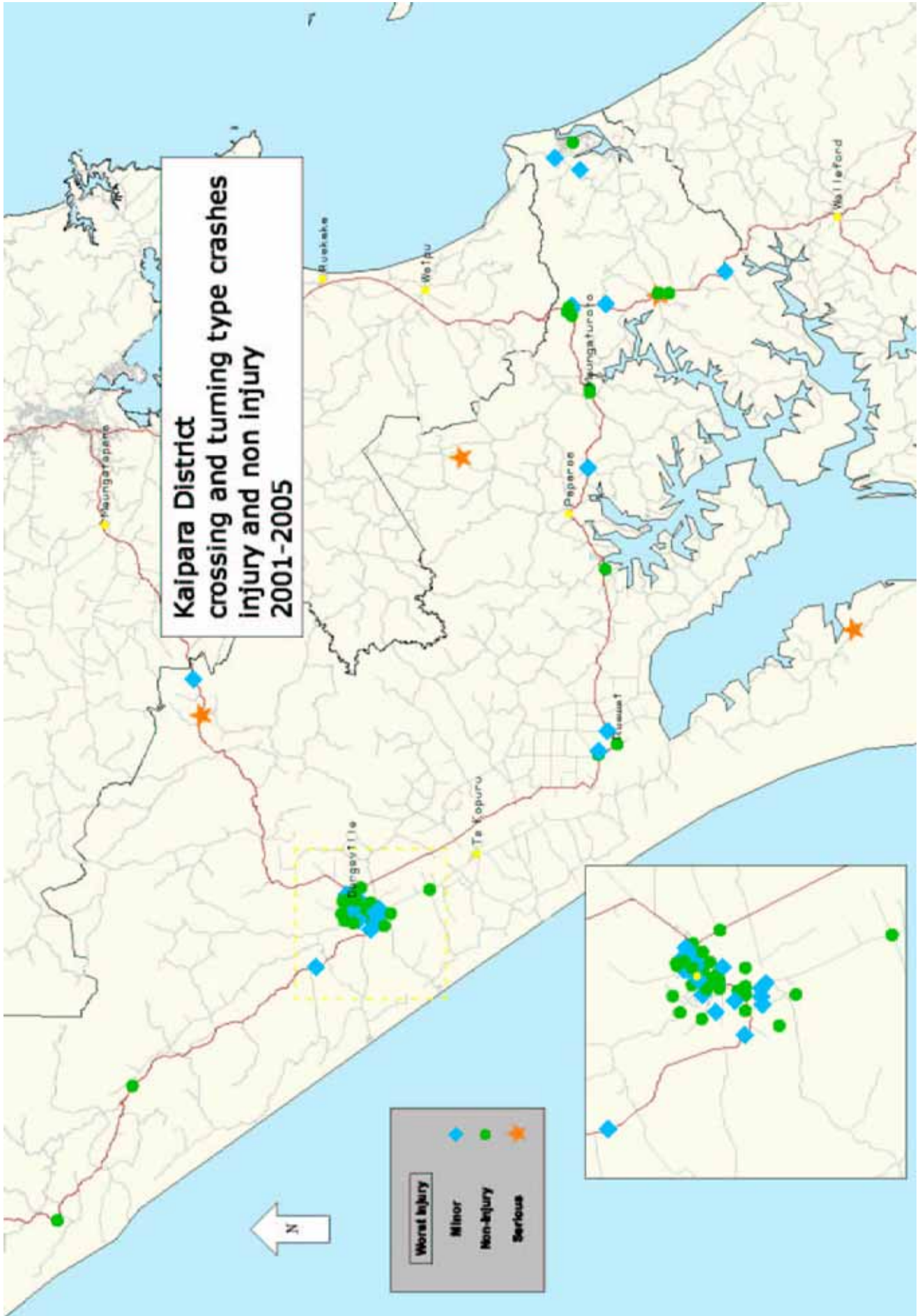


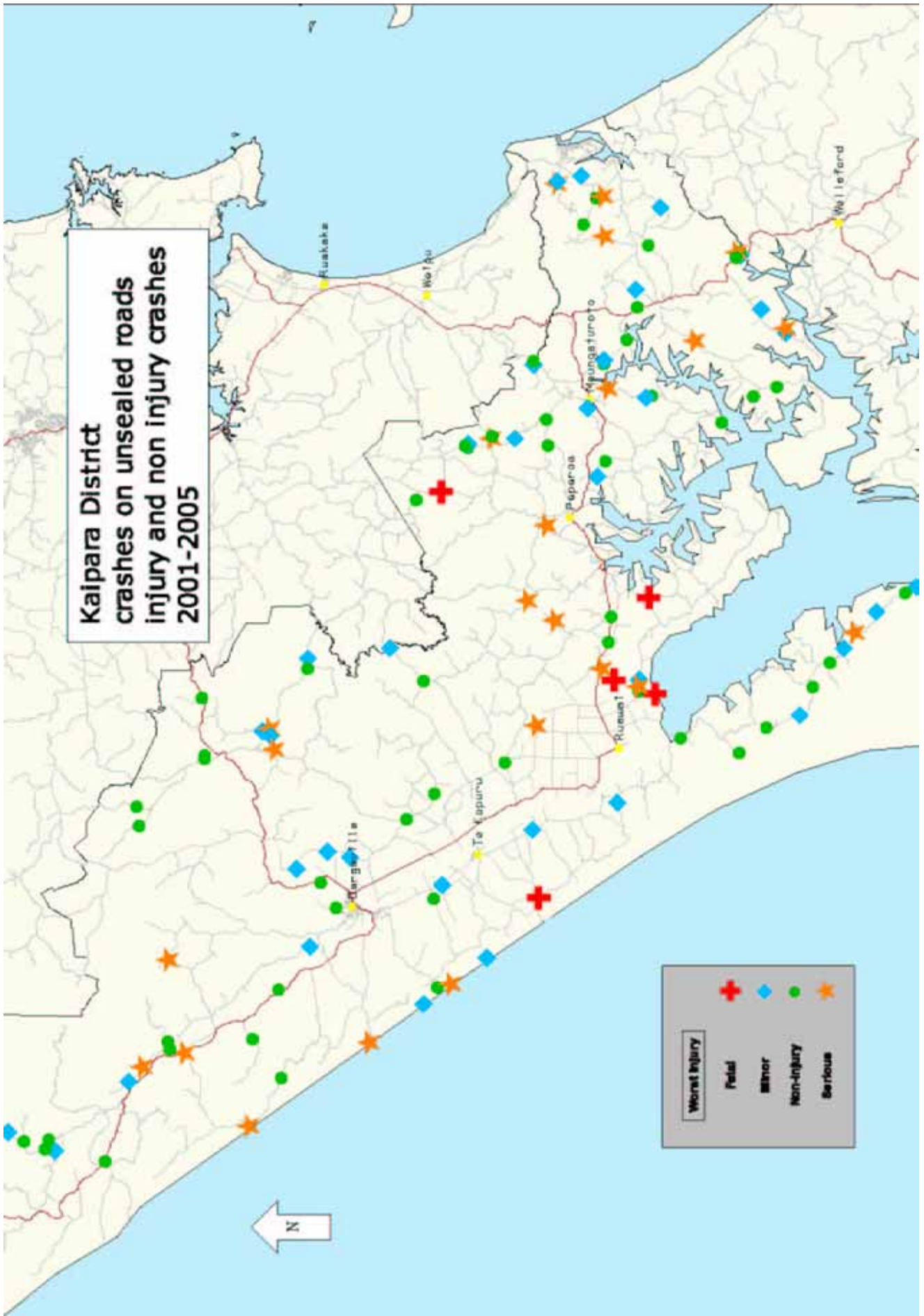
There were 17 pedestrian casualties in the Kaipara District between 2001 and 2005. Eleven of these were on urban roads and six were on rural roads.

Male casualties have traditionally been more common in crashes but female casualties exceeded male casualties in urban crashes in 2005.

There were more male casualties than expected in the five to nine year age group and in the 40–45 year age group. There were more female casualties than expected in the 15–19, 30–35 and 45–55 year age groups.







Crash factors

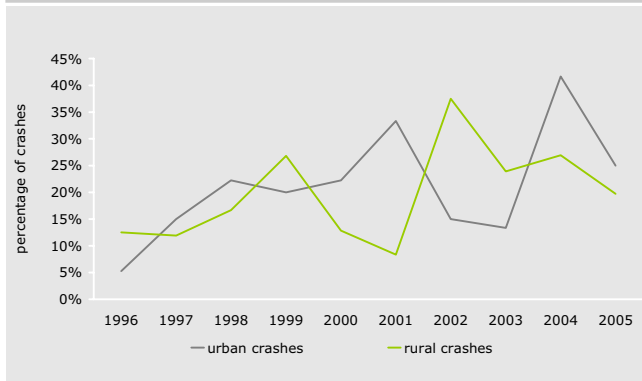
Travelling too fast for the conditions, road factors, poor observation and poor handling were the main reasons given as contributing factors to crashes in the Kaipara District over the 2001–2005 period.

About 23 percent of Kaipara District crashes involved excessive speed for the conditions.

Speed factors have increased in urban crashes but reduced in rural crashes. Northland generally has a high number of speed related crashes, not just on the open road but in urban areas too.

As well as drivers travelling at speeds too fast for the conditions, speed can also relate to drivers exceeding the posted speed limit. Observance of open road speed limits in Northland has improved but a high percentage of drivers are exceeding the urban speed limits.

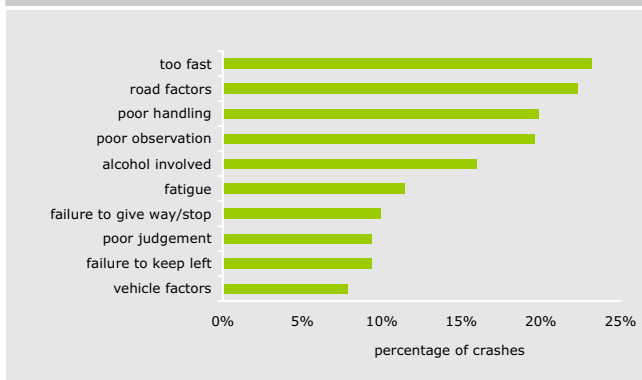
Speed factors in crashes



In the Kaipara District, alcohol as a crash factor has been reducing in recent years, especially in urban crashes.

Failing to give way has become more common in urban crashes along with poor observation by drivers.

Main factors in crashes



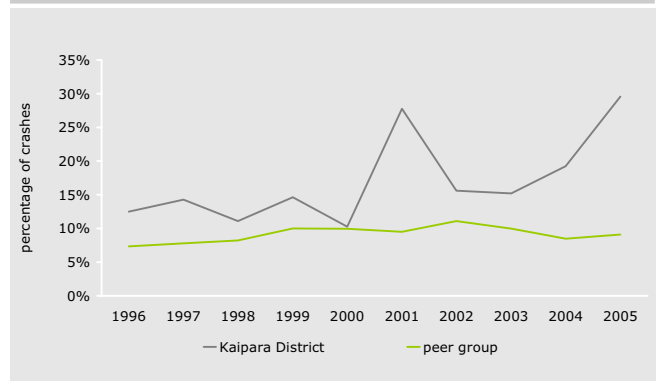
Road and environmental factors

Although much of the traffic travelling through the Kaipara District uses the state highway network, nearly half of the injury crashes (46 percent) occurred on roads that are not state highways; the local authority roads. With generally lower traffic flows on these local roads, the high proportion of crashes suggests a higher risk while travelling on these roads.

A high proportion of the crashes on rural roads in the Kaipara District were on an unsealed road surface. In 2005, 30 percent of rural crashes were on unsealed roads. If the state highways are excluded from the analysis then that proportion rises to 62 percent. The trend for crashes on unsealed roads has increased markedly since 2002.

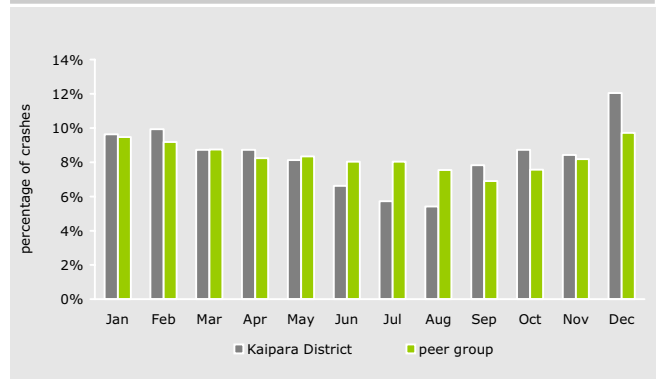
Hitting a solid roadside object can increase the possibility of injury or the severity of injury. Around 55 percent of the rural crashes in 2005, resulted in a roadside object being struck. In the Kaipara District, these were most often cliffs, banks or ditches.

Crashes on unsealed rural local roads



Saturday is the most common day for crashes to occur in the Kaipara District. The afternoon on a Tuesday is the most common time. December is the most common month for crashes.

Crashes by month of year



Reporting crashes

Crash reporting rate

Not all crashes are reported to the Police; not even all the serious ones. The reporting rate measure compares the number of serious casualties reported to hospitals with those that are reported by Police. The reporting rate of crashes in Northland has increased from 2001 when it was 56 percent, up to 68 percent in 2006. The New Zealand rate is now 70 percent. This means that more information on crashes is now available to use for targeting resources on improving roads, directing enforcement and developing community programmes.

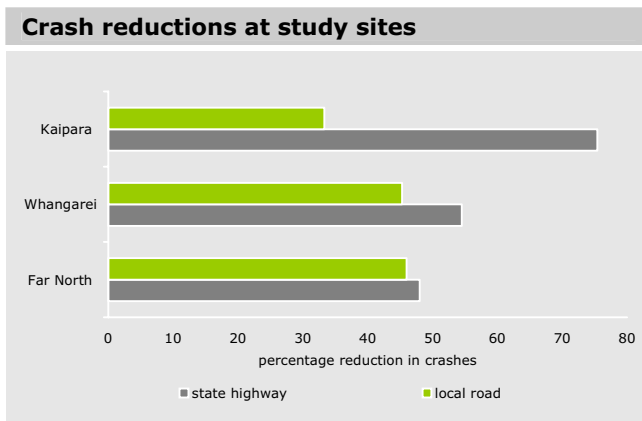
Hospitalisations

Crashes that result in admission to hospital are being measured. In Northland, the hospitalisation rate was reducing but started to increase again in 2005.

Crash reduction studies

The Kaipara District has begun conducting crash reduction studies to find and treat the high-risk crash locations on the local road network. Transit New Zealand has been conducting similar crash reduction studies on the state highway network within the Kaipara District.

The treated sites are being monitored for reductions of crashes and have shown impressive results. Crashes at the crash reduction study sites on state highways in the Kaipara District have reduced by 61 percent and reduced by 30 percent at the local road sites.



Contacts

Land Transport New Zealand

Partnership Manager Northern
Peter Kippenberger
Private Bag 106 602, Auckland
Phone 09 969 9800

Manager Programmes
John Garvitch

Education Advisor
Karen Sandoy

See contact details at the bottom of the page.

Road Safety Coordinator (Whangarei/Kaipara)

Gillian Archer
PO Box 1124, Whangarei
Phone 0274 938 703

Kaipara District Council

Private Bag 1001, Dargaville
Phone 09 439 7059 or 0800 727 059

New Zealand Police

Inspector Clifford Paxton
Private Bag 9016, Whangarei
Phone 09 430 4500

Whangarei/Kaipara Area Controller

Inspector Paul Dimery
Private Bag 9016, Whangarei
Phone 09 430 4500

Transit New Zealand

Area Engineer Northland
Richard Green
PO Box 1899, Whangarei
Phone 09 430 4355

Highways North

Incident reporting
Phone 0800 111 655



Whangarei Office

Level 1, NZ Post Building
Cnr Rathbone and Robert Streets
PO Box 1664
Whangarei

Telephone 09 459 6315
Fax 09 459 6318

www.landtransport.govt.nz