

road safety issues

July 2003

The Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1998–2002 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.

The number of injury crashes in the district in 2002 was 71. This was an increase of 10 from 2001. The number of fatalities decreased by one. The number of people injured as a result of crashes increased by 30, to 127 in 2002.

The proportion of fatal and serious crashes for the 1998–2002 period exceeded that of similar authorities. While car and van occupants dominated the casualty statistics, the numbers of pedestrians and cyclists was also high. In the Kapiti Coast District, there was a higher proportion of cyclist actions contributing to crashes than in similar authorities. Older road users, in particular drivers and pedestrians, featured prominently in the casualty numbers.

The most frequent type of crash on urban roads involved crossing and turning movements. There was a higher proportion of rear-end/obstruction crashes on urban roads in the Kapiti Coast District than in similar authorities.

On rural roads, the proportion of crossing and turning crashes and rear-end obstruction crashes was higher than in similar authorities.

The estimated social cost of crashes in the Kapiti Coast District in 2002 was \$39.5 million, an overall decrease on the previous year.

Both national and local road safety issues are identified below. The specific concerns for the Kapiti Coast District are considered in detail overleaf.

Major road safety issues

Kapiti Coast District

Older road users

Rear-end/obstructions

Crossing/turning

Cyclists and pedestrians

Nationally

Speed

Alcohol

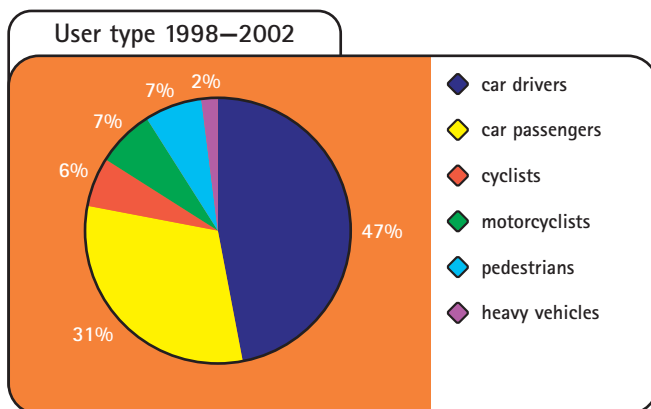
Failure to give way

Restraints

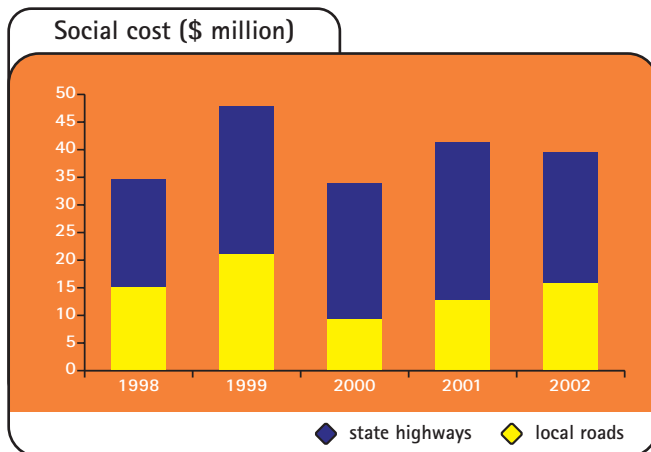
2002 road trauma for Kapiti Coast District

Deaths	6
Serious casualties	36
Minor casualties	85
Fatal crashes	5
Serious injury crashes	24
Minor-injury crashes	42
Non-injury crashes	178

Road casualties 1998–2002



Estimated social cost of crashes*

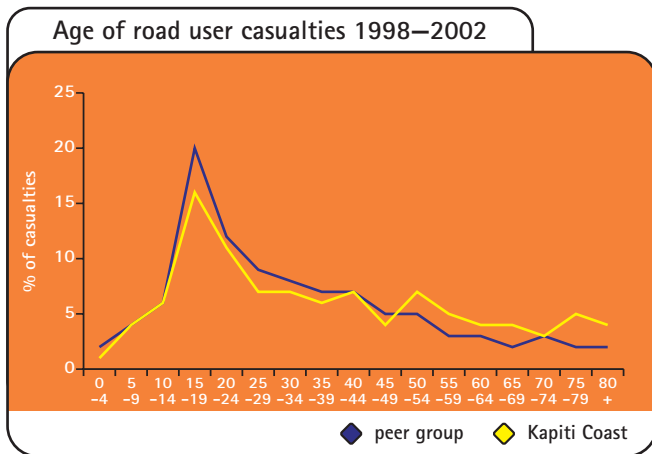


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2002 prices.

Older road users

The Kapiti Coast is a popular retirement area. A high proportion of the population is elderly and this is expected to increase in the future. It is recognised that the ability of older people to cope with the roading environment reduces with age. Recovery from injury is also slower.

A large number of older road users and older driver casualties were involved in crashes. People over 50 years of age represent almost 30 percent of the Kapiti Coast's casualties. This proportion of road users was much greater than in New Zealand as a whole or in similar authorities.



Recommended actions

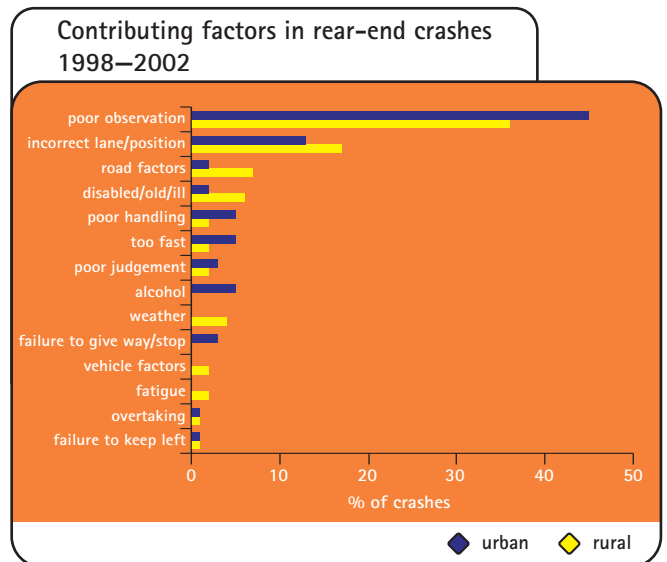
- Continue with the older road users study that is currently underway.
- Improve driving skills through programmes like Defensive Driving and Safe with Age courses.
- Support education and publicity campaigns targeting older road users.
- Review engineering designs in relation to older road users' abilities.



Rear-end/obstructions

Rear-end/obstruction collisions were the most common crash movement type in the Kapiti Coast District between 1998 and 2002. During this period, there were 86 rear-end/obstruction crashes, representing about 24 percent of total injury crashes for the period 1998 to 2002. The proportion of this crash type was higher than similar authority levels in both urban and rural areas. On rural roads, it was significantly higher.

Contributing factors in these crashes were principally poor observation of the traffic ahead associated with incorrect lane or position choices on the road. Cycles were involved in 10 percent of the crashes and motorcycles in seven percent of crashes.



Recommended actions

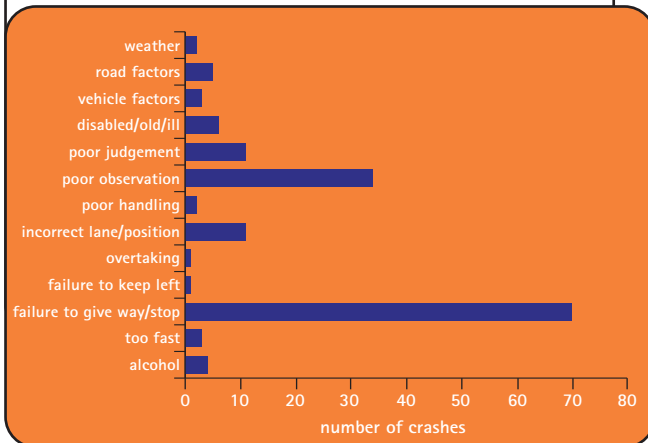
- Conduct education programmes to make drivers more aware of the risks of following too closely and the need to consider fellow road users.
- Conduct education programmes that assist drivers to better position themselves according to the marked roadway.
- Enforce safe following distances at high-risk times.
- Enforce correct lane use.
- Provide good skid resistant road surfaces at intersections.

These actions should take account of the ageing population in the district.

Crossing/turning

Twenty-three percent of injury crashes in the Kapiti Coast District between 1998 and 2002 involved a vehicle making a crossing or turning movement. This makes crossing or turning the second largest crash movement type. Principal factors in these crashes were failure to give way, poor observation or judgement and incorrect lane or position choice on the road.

Contributing factors in crossing/turning crashes 1998–2002



Of the injury crashes between 1998 and 2002 involving vehicles crossing or turning, 46 percent occurred as a result of cars turning right at T junctions and not choosing adequate gaps in the traffic. The majority of these were at Give Way signs. Another 21 percent of these crossing or turning crashes involved cars leaving or entering driveways.

Recommended actions

- Encourage drivers to focus and concentrate on the driving task.
- Encourage education programmes to address driving at an appropriate speed, keeping a safe distance, signalling drivers' intentions, choosing a safe gap and checking for pedestrians and cyclists.
- Promote the need for drivers to be alert at all times.
- Initiate and support campaigns on the need to give way at intersections, particularly when turning right.
- Use the monthly Code Red tips in news media (community newspaper, radio, advertising boards).
- Support enforcement of Give Way and Stop signs.
- Conduct a safety audit/survey of intersection controls and visibility.
- Investigate the level of control at T junctions.

These actions should take account of the ageing population in the district.



Cyclists and pedestrians

Between 1998 and 2002, the proportion of cyclist casualties in the Kapiti Coast District was about the same as in similar authorities. About one third resulted in serious injury, the rest were minor injuries.

In almost 80 percent of the injury crashes involving a cyclist on local roads between 1998 and 2002 in the Kapiti Coast District, some action of the cyclist contributed to the crash. This was higher than for similar authorities. Of those 80 percent, over half the cyclists were boys between the ages of 10 and 14 years.

The actions included:

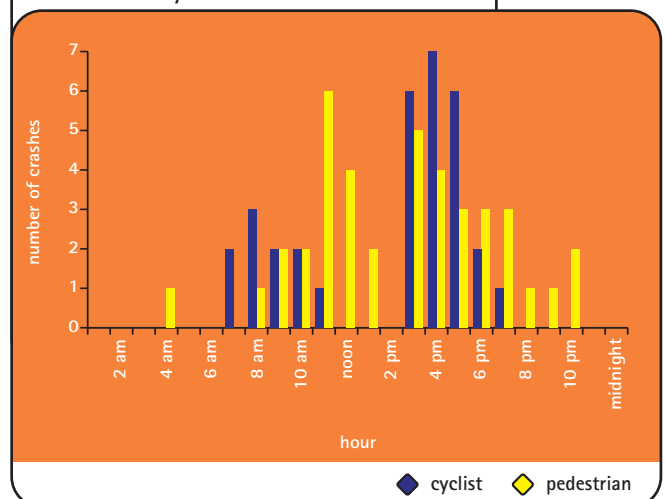
- riding on the footpath
- not checking behind before changing lanes
- failure to give way or keep left.

Pedestrian casualty numbers were greater than cyclist casualties. Pedestrian behaviour contributed to 65 percent of these crashes. Such factors included:

- alcohol
- crossing heedless of traffic
- stepping out from behind a parked vehicle
- misjudging the speed of traffic
- not keeping to the side of the road.

Cyclist crashes seemed to occur predominantly after school. Pedestrian crashes occurred mostly late morning and late afternoon.

Time of day for crashes 1998–2002



Recommended actions

- Continue to support education campaigns aimed at improving pedestrian and cycling awareness.
- Promote safe routes for cyclists and pedestrians.
- Educate school children to use the roads safely.
- Promote the establishment of safe cycleways.
- Target increased enforcement to high-risk sites.

New Zealand Road Safety Programme

Reducing road trauma involves a multi-pronged approach, which includes education, engineering and enforcement. The New Zealand Road Safety Programme (NZRSP) provides funding to educate road users to change their behaviour through projects delivered by road safety co-ordinators and community groups. The programme also funds the New Zealand Police for their targeted enforcement activities and support of community road safety projects. Transfund New Zealand provides funding to local authorities for roading projects through its National Land Transport Programme.

Community projects

NZRSP funding of road safety initiatives aims to encourage local involvement and ownership of issues, and target local resources and effort to local risks. This year's review of the programme initiates a re-focus of effort and funding into community development. This involves working with and within different communities of people to assist them in becoming aware of their own local road safety issues and developing solutions to achieve better road safety outcomes.

Funding for community projects in the Kapiti Coast District from the NZRSP for the 2003/2004 year has been confirmed as follows:

Project	Funding
Road safety co-ordinator	\$34,000
Safe with Age	\$4,000
Driver licence assistance courses	\$5,000
Young drivers	\$16,000
Mature drivers	\$10,000
Rear-end collisions	\$6,000
Intersections	\$10,000
Cyclists	\$3,000
Speed	\$3,000
Kidsafe Week	\$1,000

Road policing

Police enforcement hours to support community projects are now allocated to Police community services hours rather than to individual projects. The delivery of these hours to support community projects will need to be negotiated by the road safety co-ordinator.

In the Porirua and Kapiti Coast Districts during 2003/2004, the Police will deliver 34,335 hours as follows:

Project	Police hours
Strategic – alcohol/drugs, speed, restraints and visible road safety enforcement	23,860
Traffic management – including crash attendance, incidents, emergencies and events	8,420
School road safety education	1,480
Police community services and projects	575

The LTSA will liaise with the Kapiti Coast District Council, Transit New Zealand and the New Zealand Police to ensure both the risk targeted patrol plans and the road safety action plans are undertaken.

Road environment

The Kapiti Coast District has an allocation for minor safety projects on local roads in Transfund New Zealand's National Land Transport Programme 2003–2004.

Where to get more information

For more specific information relating to road crashes in the Kapiti Coast District, please refer to the 1998 to 2002 Road Safety Data Report or the LTSA Crash Analysis System, or contact the people or organisations listed below:

Contacts

Land Transport Safety Authority

Regional Manager
Demetra Kennedy
Phone 04 382 6421

Regional Education Advisor
Roy Hitchcock
Phone 04 382 6428

Road Safety Analyst
Lisa Bridson
Phone 04 382 6434

Road Safety Co-ordinator
Sue Johnson
Kapiti Coast District Council
Private Bag 601
Paraparaumu

New Zealand Police
Insp. Allan Boreham
PO Box 693, Wellington
Phone 04 496 3441

Kapiti Coast District Council
Operations Manager
Geoff Strand
Private Bag 601
Paraparaumu
Phone 04 904 5700

Transit New Zealand
Regional Highways
Manager
Stanley Chesterfield
PO Box 27-477
Wellington
Phone 04 801 2580

Wellington Regional Office
Master Builders House
234–242 Wakefield Street
PO Box 27–249, Wellington
Phone 04 801 8989, Fax 04 382 6431
www.ltsa.govt.nz

LAND
transport safety
AUTHORITY