

# road safety issues

**T**he Land Transport Safety Authority (LTSA) has prepared this road safety issues report. It is based on reported crash data and trends for the 1999–2003 period. The intent of the report is to highlight the key road safety issues in the Kapiti Coast District.

There were 70 injury crashes in the Kapiti Coast District in 2003, resulting in 98 casualties. This is a reduction of 30 casualties from 2002. The number of fatalities and serious casualties decreased from 42 to 18, the lowest number in over 20 years. 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, for instance at intersections.

The most frequent type of crash in the district involved cars hitting the rear end of stationary vehicles or other stationary objects. In the Kapiti Coast District, the proportion of this type of crash was higher than in similar authorities.

The estimated social cost of crashes in the Kapiti Coast District in 2003 was \$26.8 million, an overall decrease of \$12.8 million compared with the previous year.

Both local and national road safety issues are identified below. The specific concerns for the Kapiti Coast District are considered in detail overleaf, while the district's performance in relation to national issues is considered in detail on the back page.

## Major road safety issues

### Kapiti Coast District

Older road users

Crossing/turning

Rear-end/obstruction

### Nationally

Speed

Alcohol

Failure to give way

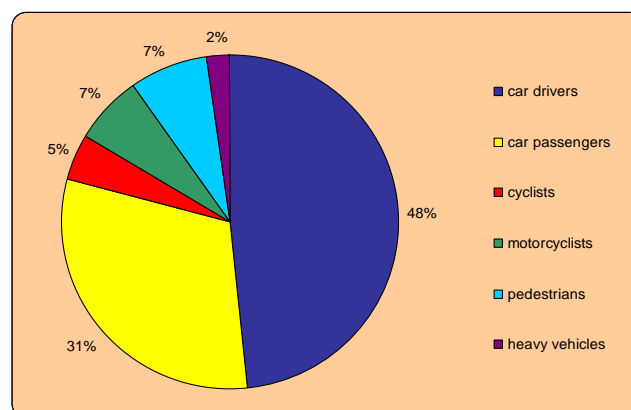
Restraints

## 2003 road trauma for Kapiti Coast District

Deaths	3
Serious casualties	15
Minor casualties	80
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Fatal crashes	3
Serious injury crashes	12
Minor injury crashes	55
Non-injury crashes	205

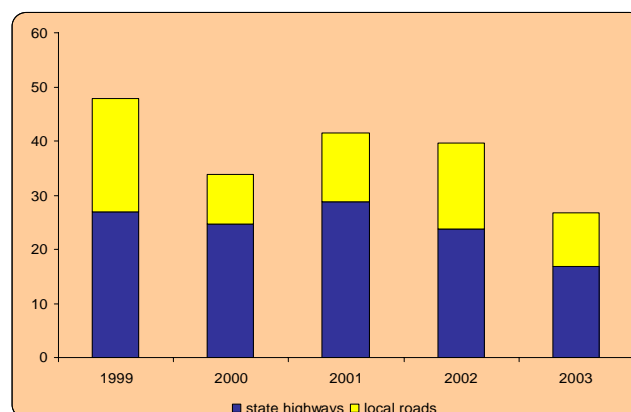
## Road casualties 1999–2003

### User type 1999–2003



## 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 2002 prices.

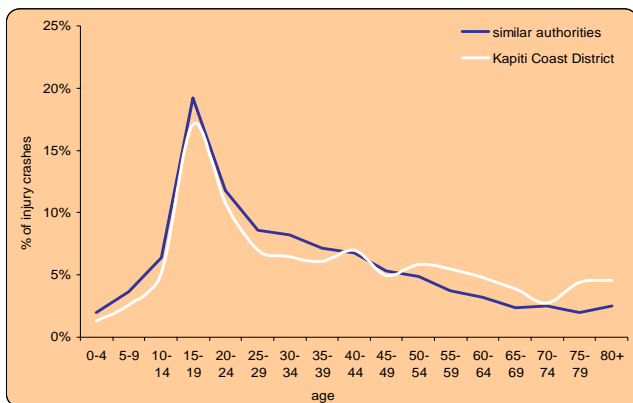


## Older road users

The Kapiti Coast is a popular retirement area. A high proportion of the population are elderly and this is expected to increase with time. The ability of people to cope with the roading environment reduces with age. The elderly have a higher chance of suffering an injury in a crash because of their increasing physical frailty. Recovery from injury is also slower.

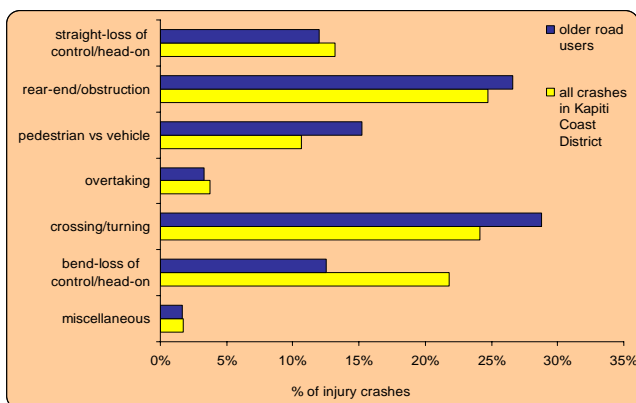
There were a large number of older casualties in crashes in the Kapiti Coast District between 1999 and 2003. People over 50 years of age represented over 30 percent of the district's casualties. This proportion of road users was much greater than New Zealand as a whole or in similar authorities.

### Age of road user casualties 1999–2003



Older road users were more likely to be involved in rear-end/obstruction crashes, crossing/turning crashes and pedestrian crashes than their younger counterparts.

### Movement types in crashes involving older road users 1999–2003

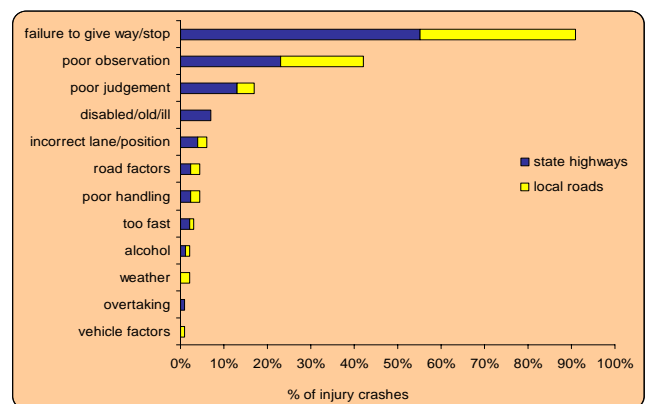


## Crossing/turning

The second most frequent crash movement type involved a vehicle making a crossing or turning movement, accounting for 24 percent of injury crashes in the Kapiti Coast District between 1999 and 2003. Principal factors in these crashes were failure to give way at intersections, poor observation or judgement and factors related to age, illness or disability.

Seventeen percent of these crashes involved motorcyclists and 12 percent involved a cyclist.

### Contributing factors in crossing/turning crashes 1999–2003



Of the injury crashes between 1999 and 2003 involving vehicles crossing or turning, 55 percent occurred at T junctions. Forty-five percent occurred when drivers failed to choose an adequate gap in the oncoming traffic when making a right turn. Half of these were at Give Way signs and 18 percent involved vehicles entering driveways.

Sixty-two percent of the crossing/turning crashes occurred on the state highway network. The intersections with the highest number of recorded crashes were:

- State Highway 1 and Otaihanga Road
- State Highway 1 and Kapiti Road
- State Highway 1 and Te Moana Road
- State Highway 1 and Poplar Avenue
- Kapiti Road and Arawhata Road.

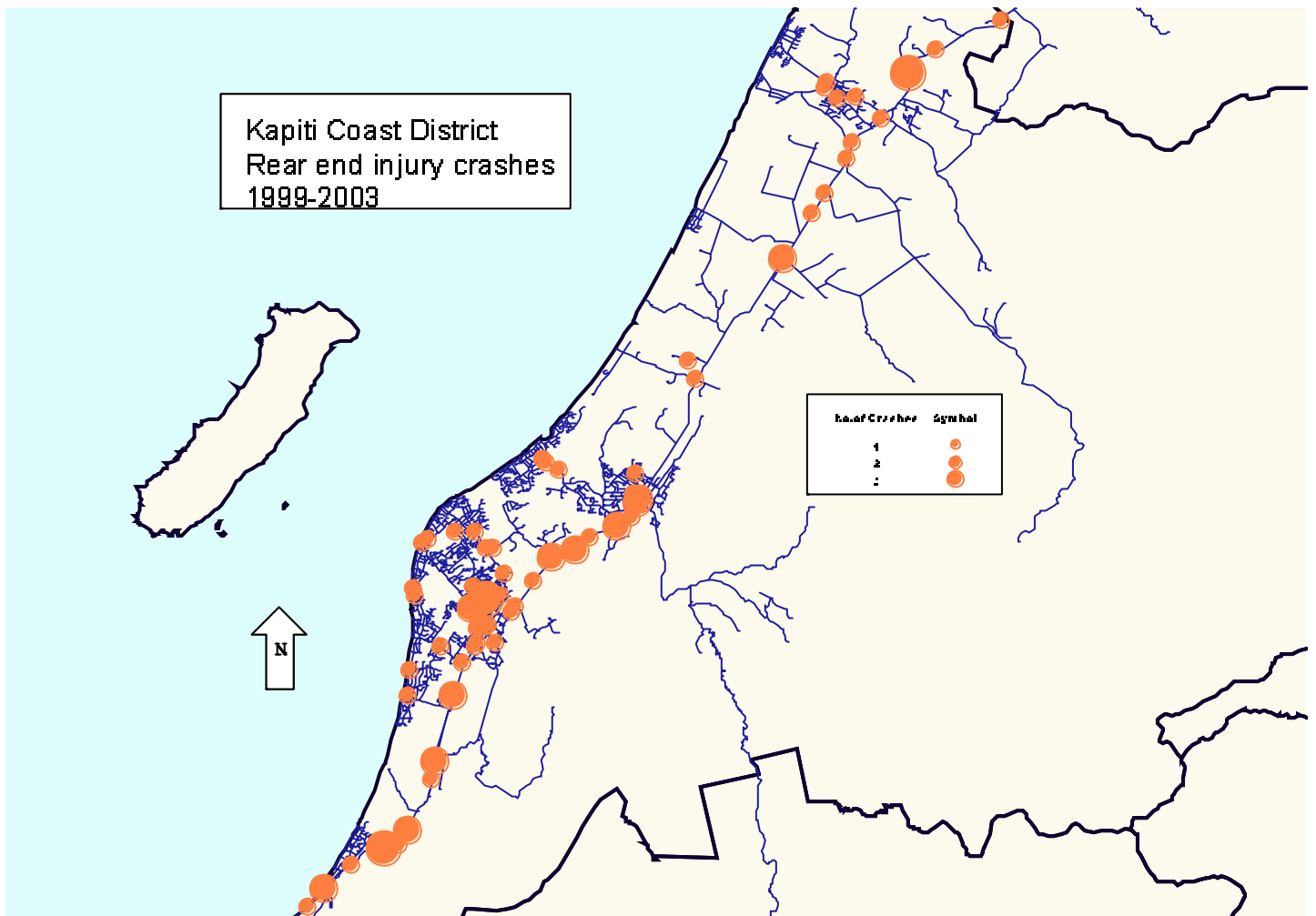
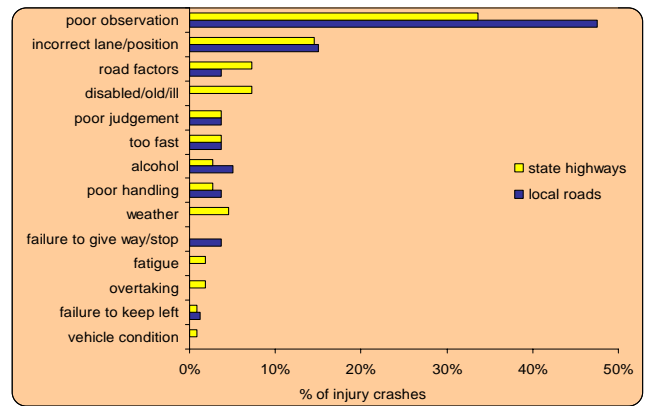


## Rear-end/obstruction

Crashing into the rear of a stationary vehicle or an obstruction was the most common crash movement type in the Kapiti Coast District between 1999 and 2003. During this period, there were 86 rear-end/obstruction injury crashes, representing about 25 percent of total injury crashes for this period. 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 and following too closely. Cyclists featured in 12 percent of the crashes and motorcyclists in eight percent of crashes where they were either hit from behind or where they hit stationary objects from behind.

### Contributing factors in rear-end/obstruction crashes 1999–2003



## Speed

The faster drivers go, the more likely they are to crash and the greater the risk of serious injury or death.

Speed was a factor in 42 injury crashes in the Kapiti Coast District between 1999 and 2003. This comprised 12 percent of all injury crashes in the district. While the total number of crashes was lower than for all of New Zealand and similar authorities, a large number occurred in the urban environment.



## 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 1999 and 2003, alcohol was a factor in 37 injury crashes and accounted for 11 percent of all injury crashes in the Kapiti Coast District. Twenty-five of these crashes occurred in an urban environment.

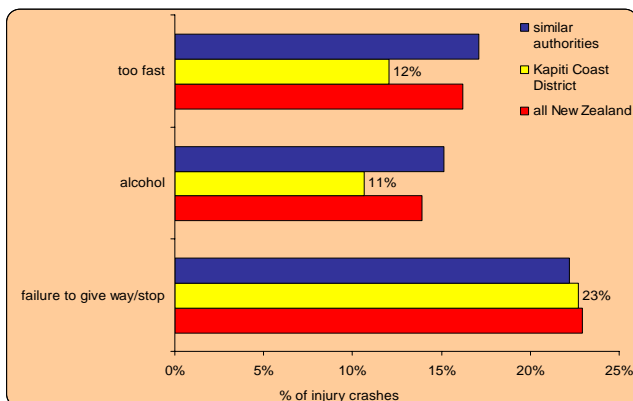


## Failure to give way

Failure to give way at intersections is the third largest cause of death and injury crashes on New Zealand roads.

Seventy-nine injury crashes in the Kapiti Coast District between 1999 and 2003 involved a vehicle failing to give way. This amounted to 23 percent of all crashes, making failure to give way the second largest contributing factor behind poor observation.

### National issues 1999–2003



## Restraints

Wearing a safety belt reduces the chances of death or serious injury in a crash by 40 percent.

Between 1994 and 2003, there were 49 fatalities on Kapiti Coast District roads. Of those who died, it is estimated that at least two would have been saved if they had been wearing a restraint.

Results from a 2003 survey showed that 92 percent of front seat adults and 97 percent of rear seat passengers wore safety belts in the Kapiti Coast District. This was higher than the New Zealand average.

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