

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 2001–2005 period. The intent of the report is to highlight the key road safety issues in the Kapiti Coast District.

In Kapiti Coast, between 2001 and 2005, there was an upward trend in crash numbers and severity. In 2005, there were 97 injury crashes compared to 77 in 2004.

Seventy-six percent of casualties in Kapiti Coast were either car drivers or their passengers. Motorcyclists and pedestrians each made up eight percent of all casualties, which is higher than similar authorities.

Crash numbers were distributed equally between state highway and local road networks. Thirty-five percent of all injury crashes were fatal or serious, higher than similar authorities.

In 2005, the estimated social cost of crashes in the Kapiti Coast District was \$39 million. The cost of crashes on state highways has reduced, but costs on local roads have reached a five-year high.

Both national and local road safety issues are identified below. Specific issues relating to the Kapiti Coast District are considered overleaf. National issues are discussed on the back page.

Major road safety issues

Kapiti Coast District

Loss of control

Motorcyclists

Intersections

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Kapiti Coast District



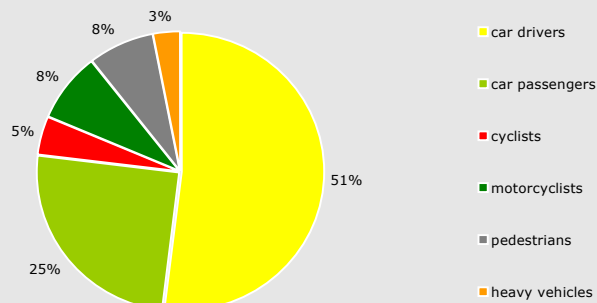
Deaths	5
Serious casualties	35
Minor casualties	86



Fatal crashes	4
Serious injury crashes	28
Minor injury crashes	65
Non-injury crashes	178

Road casualties 2001–2005

User type 2001–2005



Estimated social cost of crashes*

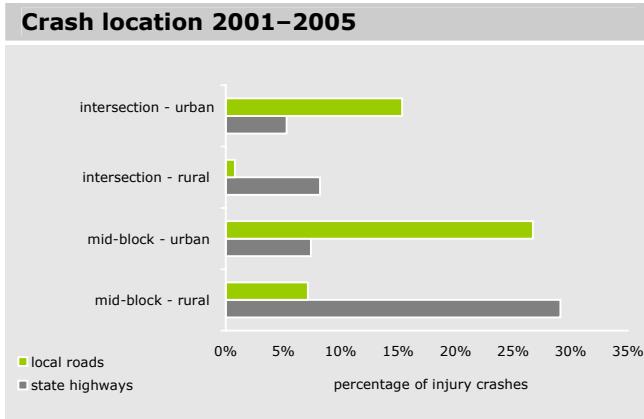
Social cost (\$ million)



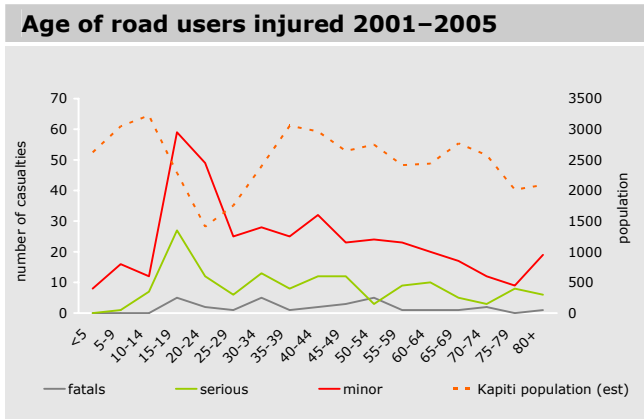
* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

General issues

In Kapiti Coast, rural crashes and mid-block crashes were the most common crash types. Seventy percent of all crashes occurred at mid-block locations away from intersections.



Between 2001 and 2005, crashes were more frequent over weekends and during summer months (November to February). Friday afternoons were the most common time for a crash to occur; 20 percent of crashes in Kapiti Coast occurred on a Friday.



In Kapiti Coast 23 percent of the population are aged over 65 years (compared to 12 percent nationally) and accounted for 14 percent of casualties in Kapiti Coast, lower than for similar authorities (15 percent).

The highest risk group in Kapiti Coast are those aged between 15-24 years. They made up 26 percent of casualties in Kapiti during 2001 and 2005, yet account for only nine percent of the population.

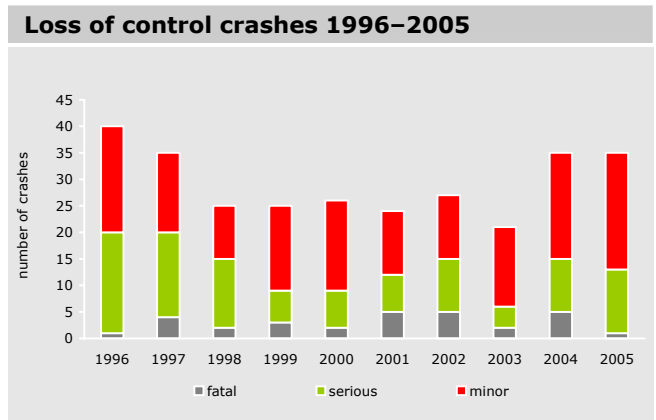
Between 2001 and 2005, eight percent of all Kapiti Coast casualties were pedestrians. In this period, pedestrian crashes accounted for 15 percent of all serious injury crashes and included a wide range of ages across the population. In 2005, pedestrian crashes peaked at a five-year high of 13 crashes, including one fatality (the first since 1999).

Between 2001 and 2005 the involvement of fully licensed drivers in injury crashes was steady at just over 70 percent. The involvement in injury crashes of drivers on learner or restricted licenses has increased, and in 2005, represented 18 percent of crashes.

Loss of control

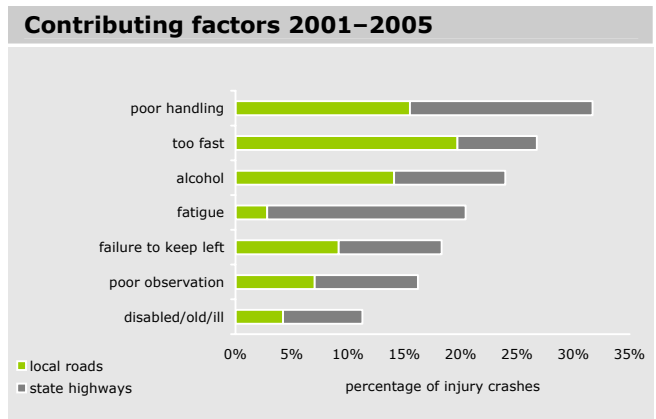
The most common type of injury crash in Kapiti Coast continues to involve a driver losing control of their vehicle, either on a straight road or on a bend. Loss of control crashes accounted for 47 percent of fatal or serious crashes in Kapiti Coast.

The number of loss of control crashes has increased across the five-year period. Half of the loss of control crashes occurred on rural state highways, and 27 percent on urban local roads.



Main contributory factors in loss of control crashes were poor handling, driving too fast for the conditions, alcohol and fatigue. Although the majority of drivers involved in crashes were fully licensed, those drivers aged 15 to 24 years old were involved in 35 percent of loss of control crashes.

Alcohol impairment and driving too fast were more common on local roads. Fatigue crashes occurred primarily on state highways and accounted for 20 percent of all loss of control crashes.



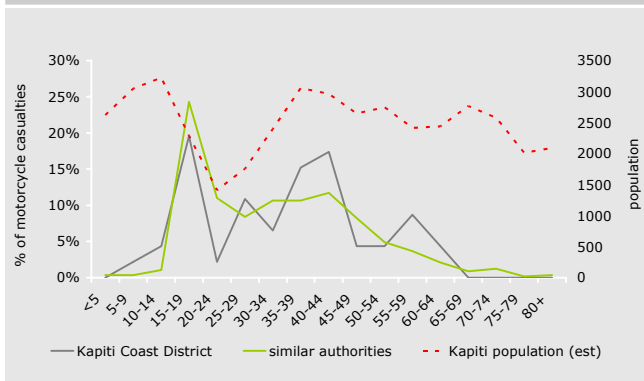
Loss of control crashes can result in either a head-on collision with other vehicles or the vehicle leaving the road and colliding with roadside objects. It is these impacts that can significantly increase the severity of a crash. Most commonly struck objects in Kapiti Coast were fences, trees, cliffs and posts or poles.

Motorcyclists

Between 2001 and 2005, the number of motorcycle crashes in Kapiti Coast increased from five crashes in 2001 to 12 crashes in 2005. These crashes accounted for eight percent of all casualties in Kapiti Coast and resulted in 17 serious and 29 minor injuries (no fatalities).

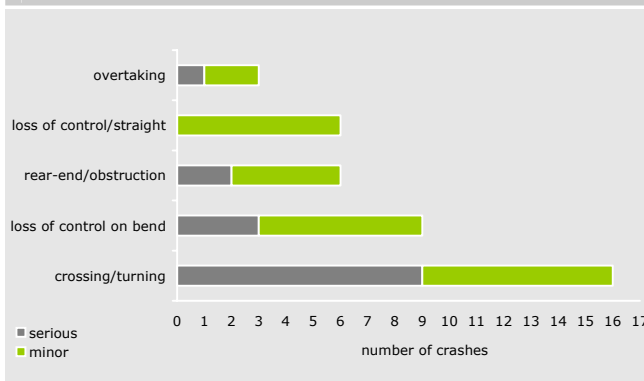
Most riders in motorcycle crashes were male (89 percent) and 61 percent were fully licensed. In the Kapiti Coast District, motorcycle riders aged 35 to 44 years were involved in crashes more frequently than in similar authorities and the 20 to 24 year age group were involved less often than in similar authorities.

Motorcyclist casualty age 2001–2005



Motorcycle crashes were more likely to occur away from intersections (73 percent mid-block) and included the main movements of crossing/turning (40 percent) and loss of control (38 percent).

Motorcycle crashes by movement type 2001–2005



More motorcycle crashes occurred on local roads (58 percent) than on state highways (42 percent). Eleven of the 15 serious crashes occurred on local roads. Thirteen crashes (35 percent) were single vehicle incidents.

Main contributing factors to motorcycle crashes were poor observation, failure to give way, poor handling and poor judgement.

Intersections

Between 2001 and 2005, 30 percent of injury crashes in Kapiti Coast were at intersections (including driveways). The number of intersection crashes is increasing.

During the period 2001 to 2005 there were three fatalities at intersections (in 2001 and 2002), 41 serious injuries and 130 minor injuries.

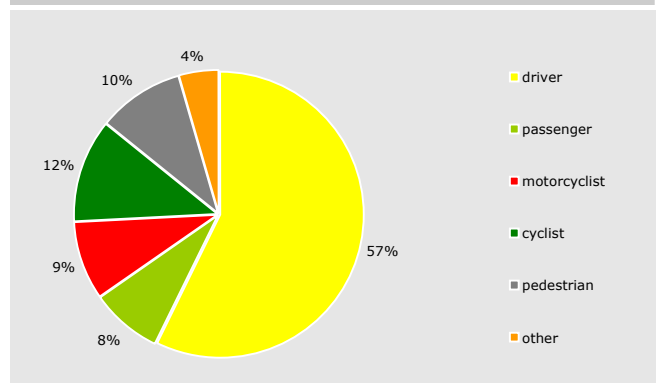
Intersection crashes 1996–2005



The main crash types at intersections were crossing/turning (61 percent), rear-end/obstruction (13 percent) and loss of control/head-on (13 percent).

Main factors involved in intersection crashes were failure to give way (64 percent) and poor observation (44 percent). Other factors were excessive speed for the conditions and alcohol impairment.

Intersection casualties 2001–2005



Vehicle drivers accounted for 57 percent of intersection casualties, passengers eight percent and 31 percent involved a pedestrian, cyclist or motorcyclist. Half of the motorcycle crashes at intersections resulted in serious injuries.

Forty percent of crashes occurred in the period from noon to 4 pm and a quarter occurred between 1 pm and 3 pm.

Half of the intersection crashes occurred at a Give Way controlled intersection, 13 percent at traffic signals (on state highways), 13 percent at a compulsory Stop (mostly local roads), seven percent at driveways and the remainder at uncontrolled intersections with no signs or markings.

National issues

Speed

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

During this period, speed too fast for the conditions was a factor in 17 percent of injury crashes in the Kapiti Coast District. This is the same level as for all roads in New Zealand and less than for similar authorities.

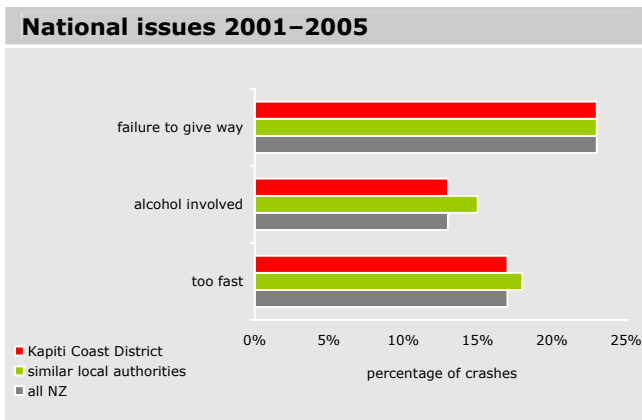
Alcohol

Alcohol has a big effect on the way people drive. People that drink and drive (with a blood alcohol level over 80 mg per 100 ml) are three times more likely to be involved in a crash than a sober driver.

Between 2001 and 2005, alcohol was identified as a factor in 13 percent of crashes on roads in the Kapiti Coast District. This is the same as for all roads in New Zealand and less than for similar authorities.

Failure to give way

While most failure to give way crashes result in non-injury or minor injury crashes, many can have serious consequences. In the Kapiti Coast District 23 percent of crashes between 2001 and 2005 involved drivers failing to give way, which was the same as for similar authorities and for all roads in New Zealand.



Restraints

Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 percent. Whether you sit in the front or the back seat, the risk of serious or fatal injury is virtually the same.

Results from the 2005 national restraint wearing survey showed that the national average of front seat safety belt wearing was 95 percent, compared to 96 percent for the Kapiti Coast District.

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