

ROAD SAFETY ISSUES IN CENTRAL REGION

A general analysis of crash related data for the Central and Lower North Island of New Zealand

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ROAD SAFETY ISSUES IN CENTRAL REGION

Crash Reporting

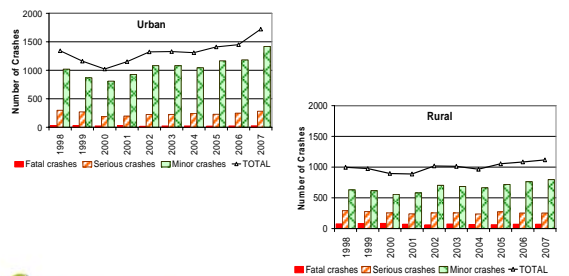
The New Zealand Transport Agency (and its pre-cursors) have produced reports annually related to road safety in particular:

- Road Safety Data Reports
- Road Safety Issues

Based on the reports of crashes by the Police in individual local body areas or administrative division.

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Urban and Rural Crash Severity Trends



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Types of crash movements

Movement Category	Rural	Urban
Bend-Lost control/Head on	19%	14%
Crossing/Turning	10%	30%
Overtaking	5%	4%
Pedestrian vs Vehicle	1%	17%
Rear end/obstruction	8%	24%
Straight-Lost control/Head on	17%	8%

Fatal & Serious Injury Crashes (Red) Minor Crashes (Yellow)

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Factors associated with crashes

Factor Group	Rural	Urban
01 - Alcohol	19%	14%
02 - Too fast	35%	15%
03 - Failed Giveaway/Stop	11%	34%
04 - Failed Keep Left	12%	4%
05 - Overtaking	3%	3%
06 - Incorrect Lane/posn	7%	9%
07 - Poor handling	35%	14%
08 - Poor Observation	31%	55%
09 - Poor Judgement	13%	10%
10 - Fatigue	7%	2%
11 - Disabled/old/ill	2%	4%
12 - Pedestrian factors	1%	18%
14 - Vehicle factors	7%	5%
15 - Road factors	20%	7%
16 - Weather	5%	3%

Fatal & Serious Injury Crashes (Red) Minor Crashes (Yellow)

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Other data sources

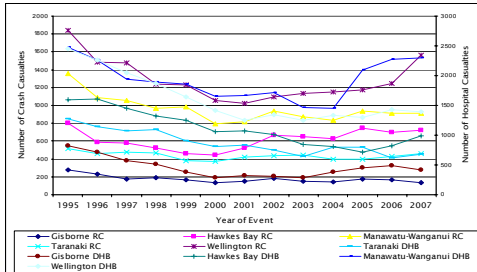
We use data from a number of sources including but not limited to:

- Hospital Discharge Data
- Population Statistics
- RAMM Data
- Police Enforcement Statistics

While we do not necessarily have direct access to the data we can use it to give a fuller picture of the crash situation.

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Hospital to Crash Casualty Comparisons



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Alcohol and Speed

Using Police Statistics on offences detected we can compare crash data for trends and indicators that suggest where enforcement action might be targeted.

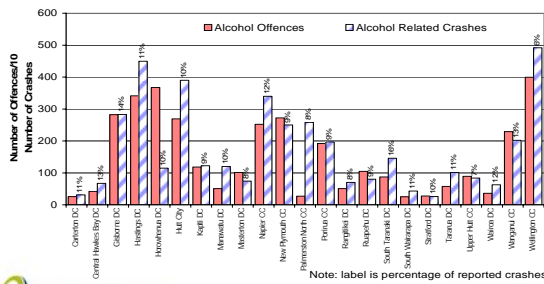


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Alcohol Offences/Crashes

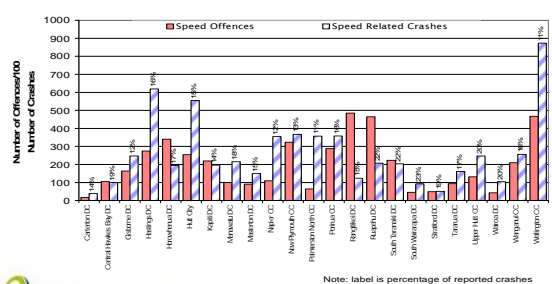


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Speed Offences/Crashes

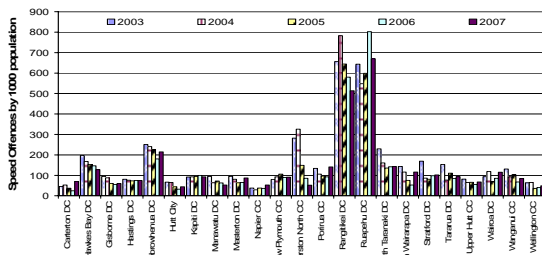


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Speed and Population

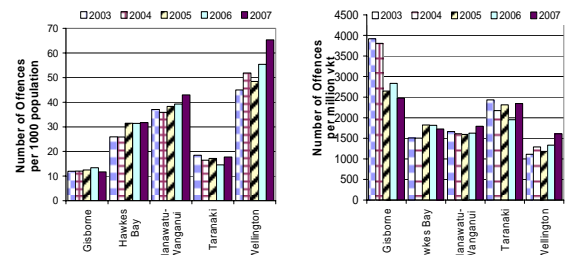


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Speed Offence Detection

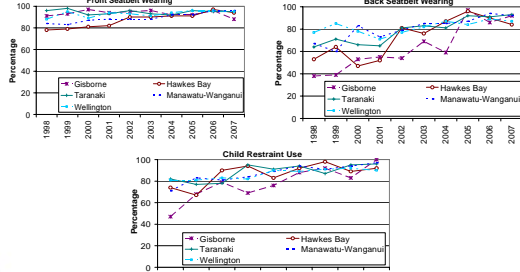


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Seatbelt Usage

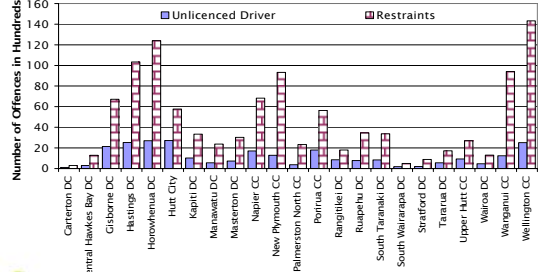


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Restraint and Unlicensed Driver Enforcement



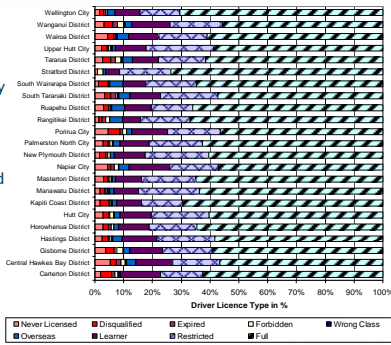
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Driver Licences

Type of licence held by "at fault" drivers in crashes can be examined to give an indication for road safety activities related to licensing.



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Crash Data Conclusions

- o Crashes, and casualties, in Central Region, have increased in the last 5 years principally in minor urban crashes.
- o *Lost of control* is more prominent in rural crashes.
- o *Crossing/turning, Pedestrian vs. Vehicle and Rear end/obstructions* are predominant in urban areas.
- o For vulnerable road users, cyclist and motorcyclist crashes are increasing, pedestrian incidents are steady.
- o Evidence suggests that Police enforcement may be uneven across the Region.



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Crash Data Conclusions

- o Alcohol crashes percentages have reduced in the last 10 years although no change in the number of crashes have been observed.
- o Restraint use may have peaked and most probably can only stay at the same level in future.
- o Speed related crashes are increasing in Urban areas.
- o Rural area crashes are a reducing percentage of crashes but the numbers are not.

See <http://www.ltsa.govt.nz/performance/index.html> for individual authority data reports



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SAFETY IMPROVEMENT ACTIVITIES

The NZTA will continue to support road safety activities such as:

- o Crash Reduction Studies
- o Road Safety Action Plans
- o LTCCP's
- o Road Safety Works

We would also encourage roading authorities to establish a 'Deficiency Database and Prioritisation' process as an element of their road safety planning processes.



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