

***Western Bay of  
Plenty District  
Road Safety Report  
2004 to 2008***



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## **Introduction and general information**

The New Zealand Transport Agency provides information on road safety to its stakeholders and the public. It also has responsibility for promoting safety and sustainability in land transport, among a variety of other functions. This road safety report is an example of information supplied by the New Zealand Transport Agency.

This report helps identify road safety issues in Western Bay of Plenty District area ('the district') by presenting tables or graphs of:

- numbers and trends in reported crashes and casualties
- characteristics and types of crashes and casualties
- factors contributing to crashes
- locations with bad crash records
- characteristics of crashes on council authority roads

The information is intended to assist road controlling authorities, the New Zealand Police and others in evaluating the safety performance of the road network in Western Bay of Plenty District. Comparison with other cities, districts or regions elsewhere in the country is included.

Researchers, students, and organisations with an interest in road safety will also find the information useful.

### **Source of crash information**

This report uses data from the New Zealand Transport Agency's crash database. This database includes all crashes involving injury and non-injury for which Police reports have been completed and forwarded to the New Zealand Transport Agency. Mostly five-year data (2004 to 2008) has been used, but 10-year data (1999 to 2008) has been used to analyse trends.

### **Council authority peer groups**

Traffic crash patterns and features for an area can depend on the traffic and roading characteristics of that area. The most useful comparisons are made with other areas or authorities with similar characteristics, rather than with the whole country. The data for the city is compared with a peer group of similar council authorities (Group D) along with data for all New Zealand.

The peer group used for comparison with Western Bay of Plenty District is Group D which consists of provincial towns and hinterland. (Population 20000 - 75000 and/or rural crashes greater than 55 percent). Council authorities included in this group are listed in Figure 1.4.

**Definitions of urban and rural**

Data has been separated for urban and rural (open) roads through this report because each has a distinctly different pattern of crashes. In this report urban roads are defined as all those with a speed limit of 70 km/h or less, however it should be noted that some locations which have been speed limit zoned might be more appropriately defined as rural but are included in urban zones.

**Definition of statistically significant**

A number of graphs include a comparison between the road controlling authority, all New Zealand and a similar peer group. These graphs can include an indication as to whether the difference is statistically significant. For the purposes of this report statistically significant means that a difference of this size is unlikely to be due to chance. Significance is noted at the 5% level ( $P < 0.05$ ), this means that the observed result would occur by chance in only 1 in 20 similar situations.

**Road user compliance data**

The Ministry of Transport collects information on road user compliance with traffic law. This information includes speed surveys, occupant restraint use surveys and cycle helmet use surveys. Information about these surveys is available on Ministry of Transport web site.

The appropriate web addresses are as follows:

Speed Surveys                    <http://www.transport.govt.nz/research/SpeedSurveys/>

Safety belts                      <http://www.transport.govt.nz/research/safetybeltstatistics/>

Cycle helmets                    <http://www.transport.govt.nz/research/cyclehelmets2009/>

The information is also distributed quarterly in the Ministry of Transport publication Road safety progress.

The Ministry of Transport also conducts public attitude surveys. These have been undertaken annually since 1994. They evaluate attitudes to road safety issues, primarily alcohol-impaired driving and speed. Surveys are carried out in May and June of each year by trained interviewers who conduct interviews with respondents in their homes. The sample is chosen to be representative of the New Zealand adult population, and includes men and women aged 15 and over from towns, cities and rural areas throughout New Zealand.

The results of these surveys are available from:

<http://www.transport.govt.nz/research/PublicAttitudestoRoadSafety-Survey/>

### **General explanatory notes**

1. Crash and casualty information in this report generally includes data for both council roads and state highways. Some tables and charts can separate this information, however figures 8.1–8.26 provide information for council roads only.
2. Crash and casualty rates are based on 2008 populations estimates updated from the 2006 census, traffic flows from the year 2008, and the average of five year crash data (2004–2008).
3. Traffic flows are based on Road Asset Maintenance and Management (RAMM) data from December 2008. As different road controlling authorities update flow data in RAMM at different times some data will be more up to date than other data, hence caution should be exercised when comparing traffic flow based crash rates in one authority with those of other authorities particularly as the traffic flow data (VKT) used in the calculations can not be considered definitive. Comparisons should be considered as indicative only.
4. With four to five categories of road for each council authority, some categories will only have short lengths of road. This may cause significant variation in the calculated crash and casualty rates.
5. The crash numbers include all those within the road controlling authority. The crash numbers used in the crash rate section can, however, vary slightly from the remainder of the document as only 'on road' crashes can be used. These are crashes on roads that have traffic volume information recorded. Crashes that occurred in car parks, reserves, beaches etc. are excluded.



6. The severity of a crash is determined as the most severely injured casualty in the crash. Injury severity is classified as fatal, serious, or minor as follows:
  - Fatal:** Injuries that result in death within 30 days of a crash.
  - Serious:** Fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment, and any injury involving removal to and detention in hospital.
  - Minor:** Injuries which are not serious but which require first aid, or cause discomfort or pain to the person injured, eg sprains and bruises.
  
7. Ethnicity of road users involved in crashes can now be recorded on traffic crash reports, although some reports may not include this data. Figures 3.25 and 3.26 shows the ethnicity of casualties, where known. Ethnicity is divided into five different groups. Only data for 2004 to 2008 is available. The graph includes all casualties irrespective of culpability.

NOTE: Ethnicity data should be treated with caution as the data can be considered subjective and incomplete.
  
8. For the licence status grouping in Figures 3.27 and 3.28 the 'no/wrong licence' group includes drivers who have never held a licence or have an expired or wrong class licence. This graph includes all drivers irrespective of injury or culpability.
  
9. See appendix for detailed descriptions of:
  - crash movement types and crash movement groupings (for Figures 4.1–4.4)
  - grouping of factors contributing to crashes (for Figures 5.1–5.14)
  
10. Blackspot sites listed in Figures 9.1 and 9.3 are listed by the total cost of crashes at the site and are listed regardless of any remedial treatments. Site were initially selected on the basis of 3 reported crashes and then the sites listed were limited to those with a higher number of injury crashes and over a defined social cost, which is indicated on each figure.
  
11. Alarm crash sites in section 9 as Figures 9.4 to 9.6 are crash sites that have shown a statistically significant increase (at the 95 percent level of confidence) in reported crashes in 2008 compared with the previous five years (2003 to 2007). The sites are initially selected on the basis of 3 or more reported crashes at the sites. Sites are listed regardless of any recent remedial treatments and they may already be under investigation for treatment.



# *Crash Rates and Costs*



## Crash reporting rates

The ratio of 'reported serious injuries' can be assessed by comparing seriously injured casualty numbers from Police crash reports to hospital admissions, given that a serious injury is generally one requiring hospital attention.

Figure 1.1 below indicates the serious injury reporting rate for each region.

**Figure 1.1 Reporting rate serious injuries to hospital admissions**

Region	2004	2005	2006	2007	2008
Northland	34%	30%	28%	34%	31%
Auckland	22%	17%	19%	16%	16%
Waikato	51%	40%	38%	49%	46%
Bay of Plenty	28%	32%	37%	38%	27%
Gisborne	28%	31%	26%	29%	26%
Hawkes Bay	73%	80%	75%	59%	60%
Taranaki	66%	55%	65%	77%	41%
Manawatu-Wanganui	50%	38%	34%	35%	34%
Wellington	61%	68%	61%	73%	64%
Nelson-Marlborough	63%	44%	52%	54%	49%
West Coast	43%	53%	55%	59%	53%
Canterbury	37%	47%	42%	50%	45%
Otago	107%	99%	85%	77%	53%
Southland	74%	78%	103%	73%	53%
<b>New Zealand</b>	<b>39%</b>	<b>36%</b>	<b>35%</b>	<b>37%</b>	<b>34%</b>

This is the ratio of the number of persons with serious injuries in reported crashes divided by the number of persons admitted to hospital with serious injuries.

These variations in reporting rates need to be considered when viewing the trends in crashes and casualties shown in this report.

**Note: These values should be considered indicative only.**

**Figure 1.2 Crashes per 100 million vehicle kilometres travelled**

	Council roads		State Highways	
	Urban	Rural	Urban	Rural
Western Bay of Plenty District	27	23	20	15
Group D	31	25	27	16
All NZ	35	27	30	16

**Figure 1.3 Casualties per 100 million vehicle kilometres travelled**

	Council roads		State Highways	
	Urban	Rural	Urban	Rural
Western Bay of Plenty District	33	33	30	24
Group D	40	37	38	25
All NZ	45	39	42	25

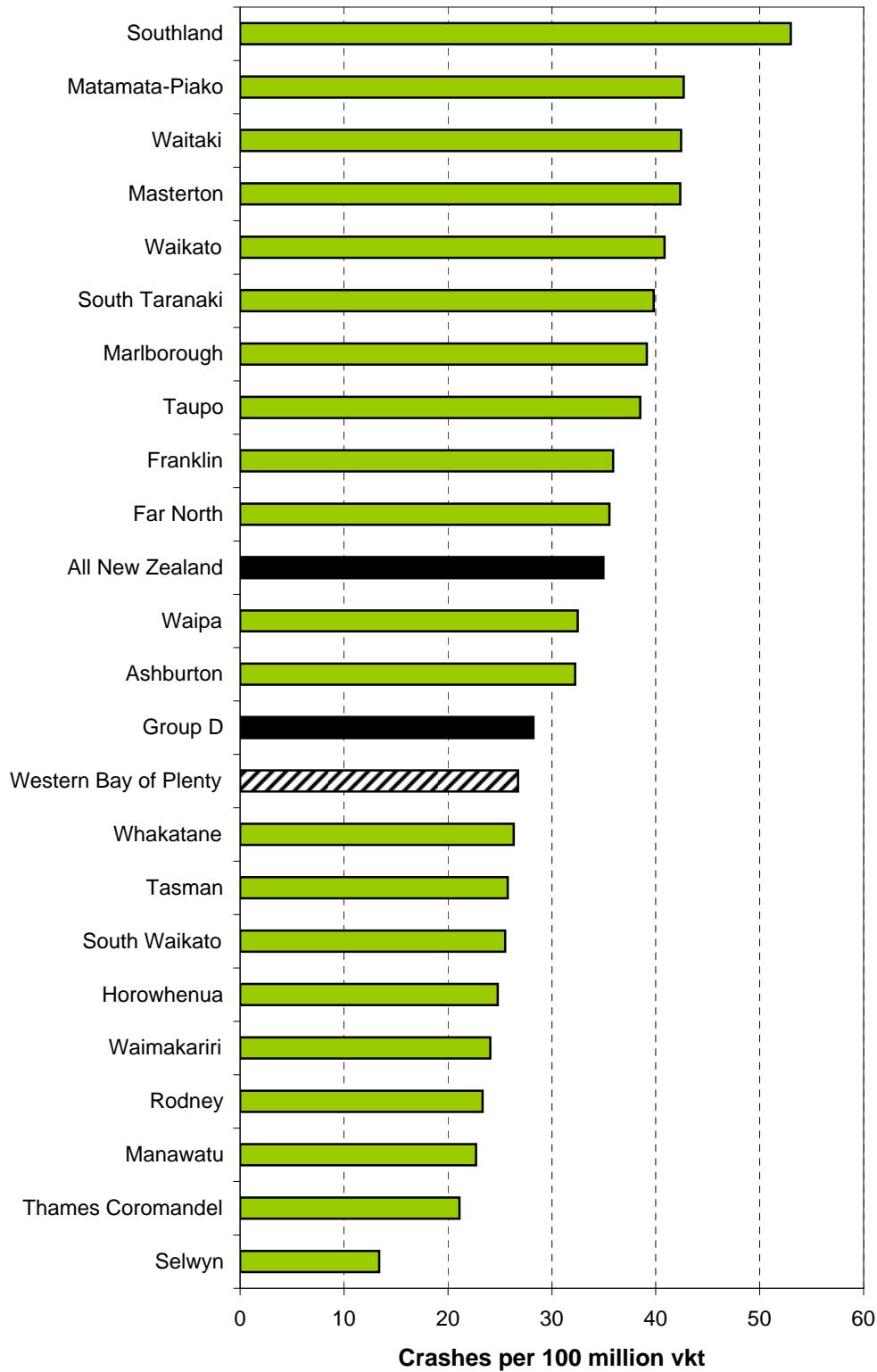
Figure 1.4 Peer group crash and casualty rates

**Group D**

City or District name	Crashes per					Casualties per					2008 Population	% of rural crashes
	10,000 Population (5 year average)	100 million vehicle kilometres travelled				10,000 Population (5 year average)	100 million vehicle kilometres travelled					
		Council roads		State Highways			Council roads		State Highways			
		Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural		
Ashburton	20	32	13	18	7	28	41	19	26	11	28700	55
Far North	37	36	37	35	27	56	52	57	51	43	57900	81
Franklin	30	36	28	0	9	43	45	40	0	14	63200	76
Horowhenua	28	25	18	28	18	41	29	31	41	28	30600	64
Manawatu	32	23	26	21	13	49	28	40	29	21	29300	81
Marlborough	27	39	21	33	19	38	51	36	41	27	44500	59
Masterton	28	42	23	41	26	37	54	33	53	32	23100	39
Matamata-Piako	33	43	22	29	15	47	54	31	39	24	31400	77
Rodney	28	23	27	21	15	40	31	39	31	22	96400	69
Selwyn	23	13	17	29	11	34	15	23	38	18	37500	90
South Taranaki	29	40	30	13	21	42	51	49	20	31	26700	74
South Waikato	31	25	21	20	17	50	31	31	32	28	22800	78
Southland	56	53	29	48	26	88	68	46	76	42	29100	88
Tasman	26	26	19	26	20	36	31	28	34	29	46500	75
Taupo	39	39	24	23	15	59	48	34	34	26	33500	68
Thames Coromandel	62	21	17	19	8	81	26	27	27	13	26800	15
Waikato	43	41	29	18	15	61	52	39	29	22	46800	81
Waimakariri	18	24	21	23	8	25	31	30	33	11	46100	69
Waipa	27	32	26	26	14	40	43	36	39	22	44700	67
Waitaki	46	42	29	50	19	66	52	40	62	31	20700	60
Western Bay of Plenty	26	27	23	20	15	38	33	33	30	24	44400	83
Whakatane	26	26	25	59	17	41	37	42	73	28	34400	71
<b>Group D</b>	<b>31</b>	<b>28</b>	<b>25</b>	<b>25</b>	<b>16</b>	<b>46</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>25</b>	<b>865100</b>	<b>70</b>
<b>All New Zealand</b>	<b>26</b>	<b>35</b>	<b>27</b>	<b>30</b>	<b>16</b>	<b>36</b>	<b>44</b>	<b>39</b>	<b>41</b>	<b>24</b>	<b>4267970</b>	<b>41</b>

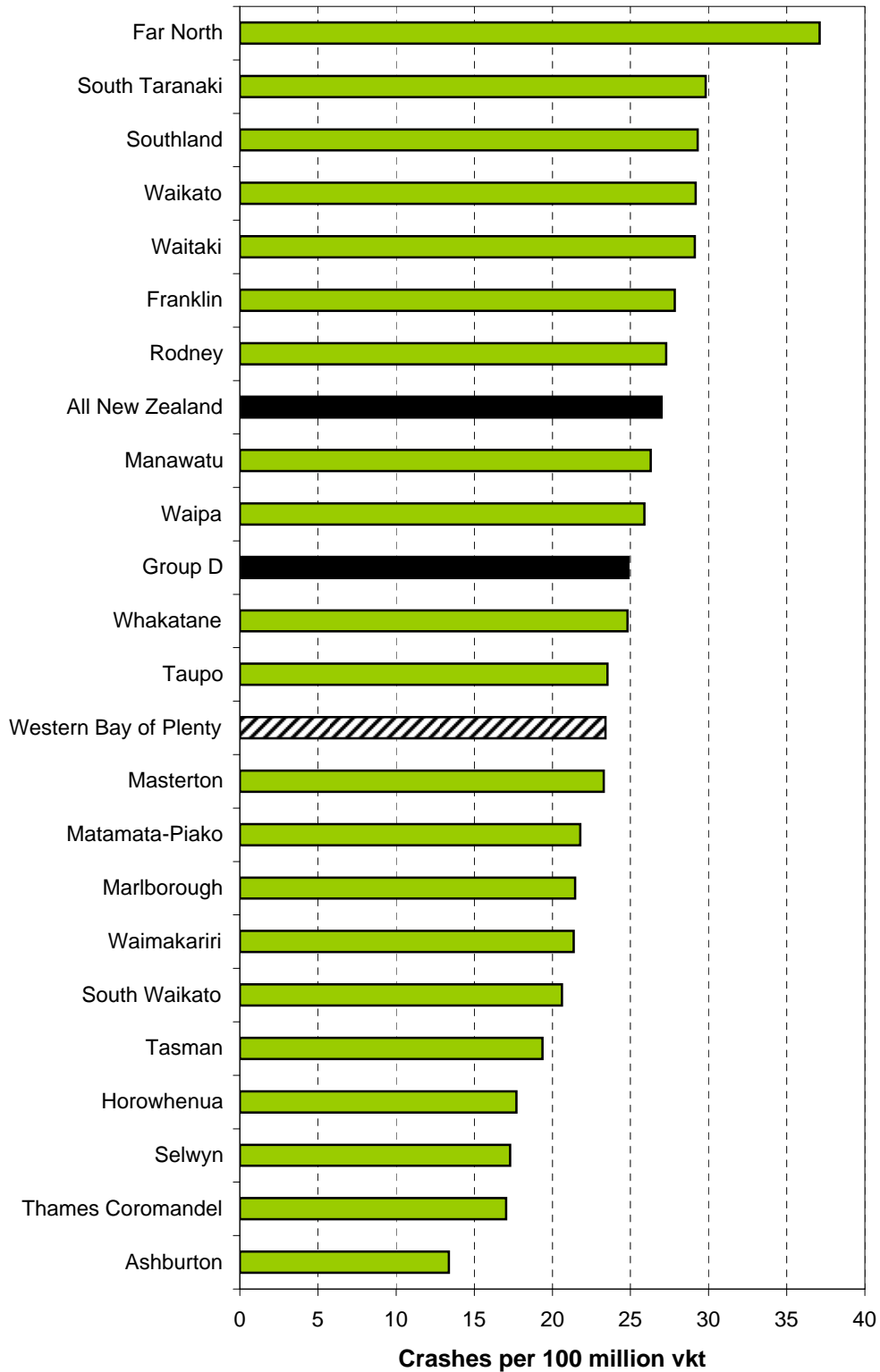
Group D : Provincial towns and hinterland. (Population 20000-75000 and/or rural crashes greater than 55 percent).  
 Crashes and casualties per 100 million VKT are based on five years of reported injury on-road crash data (2004-2008) and December (2007) VKT.  
 Crashes and casualties per 10,000 population are based on five year average crash data (2004-2008) and Statistics NZ 2008 population estimates.

**Figure 1.5 Crashes per 100 million vehicle-kilometres travelled - urban council roads**

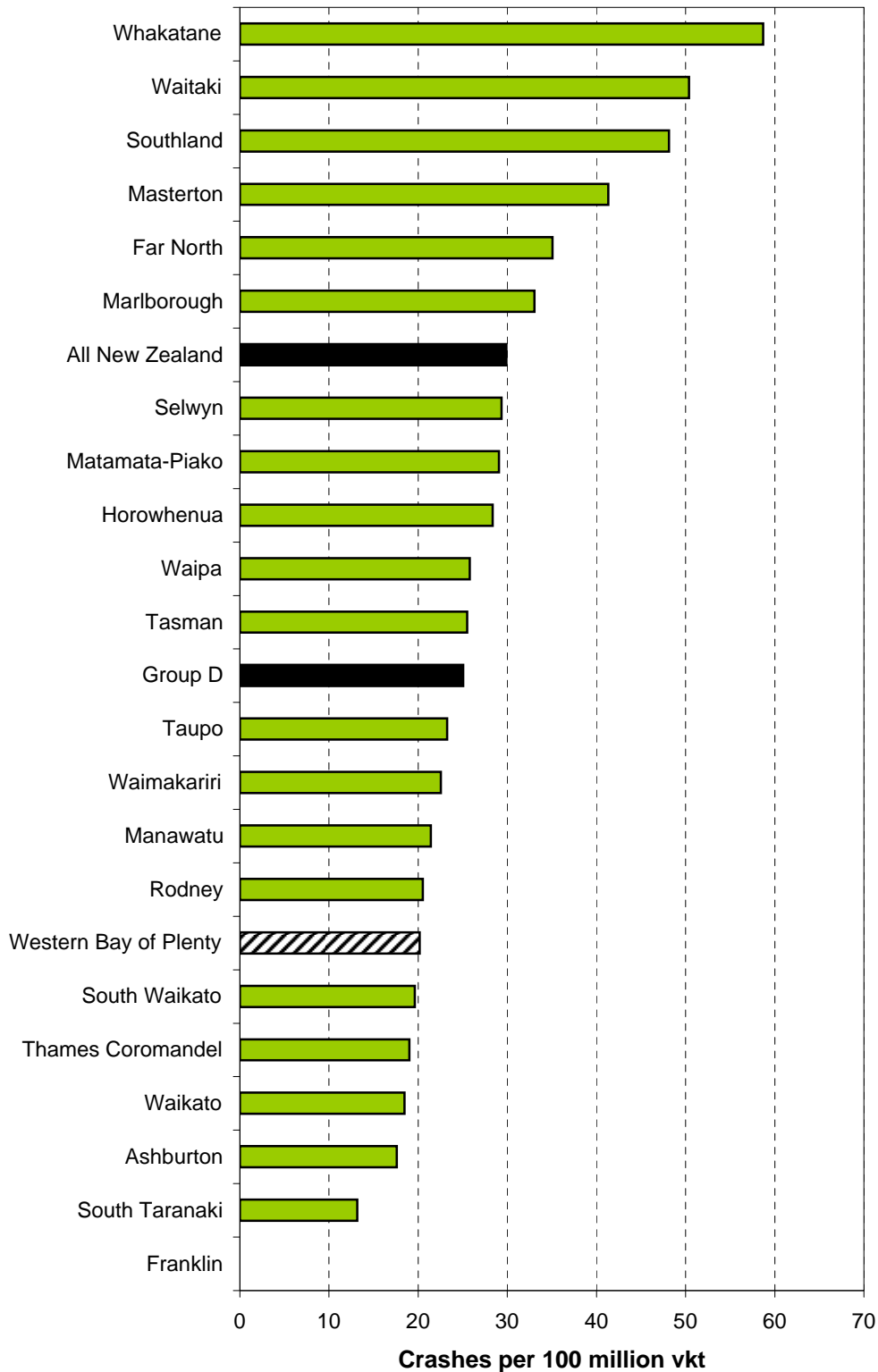




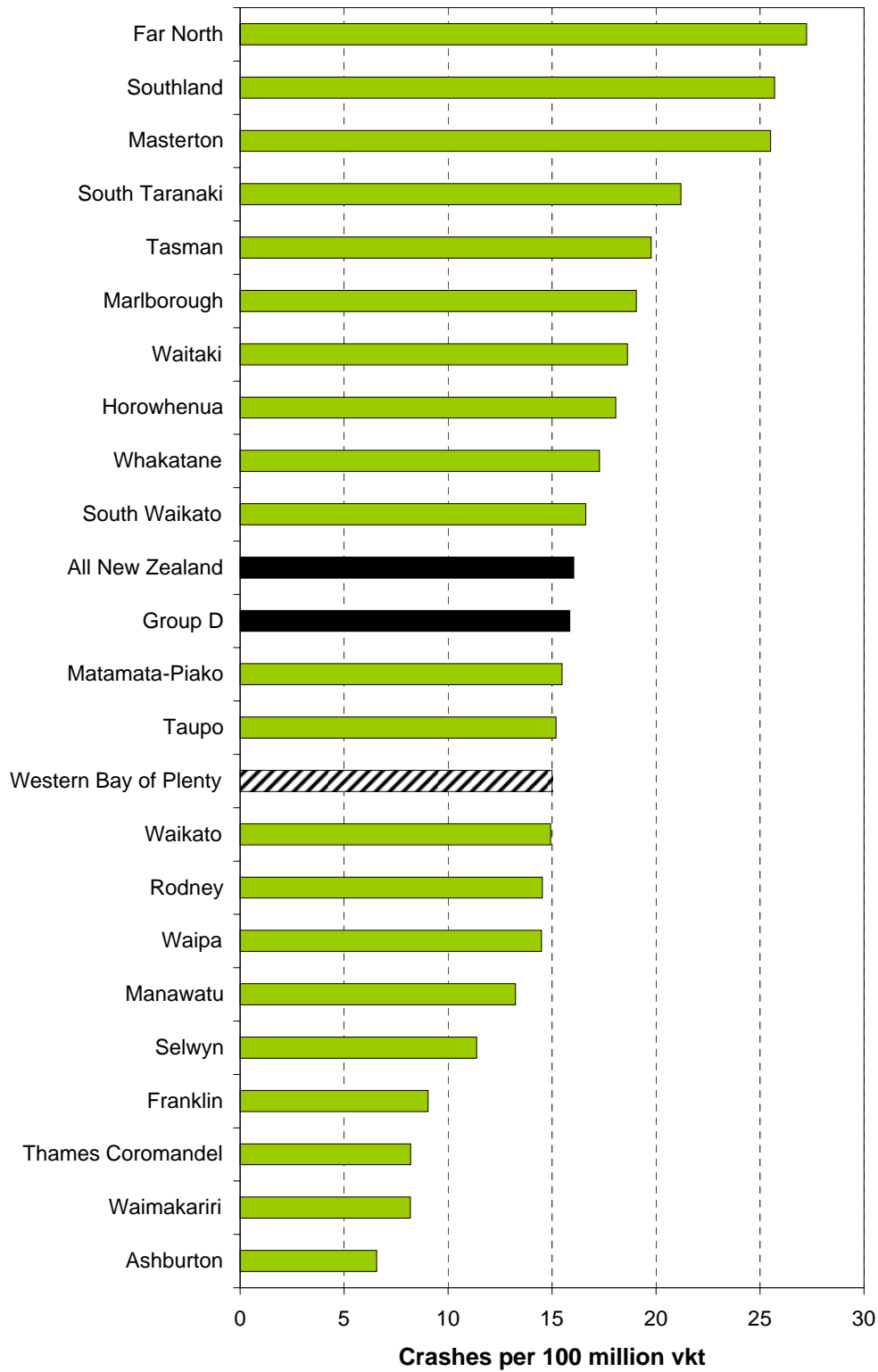
**Figure 1.6 Crashes per 100 million vehicle-kilometres travelled - rural council roads**



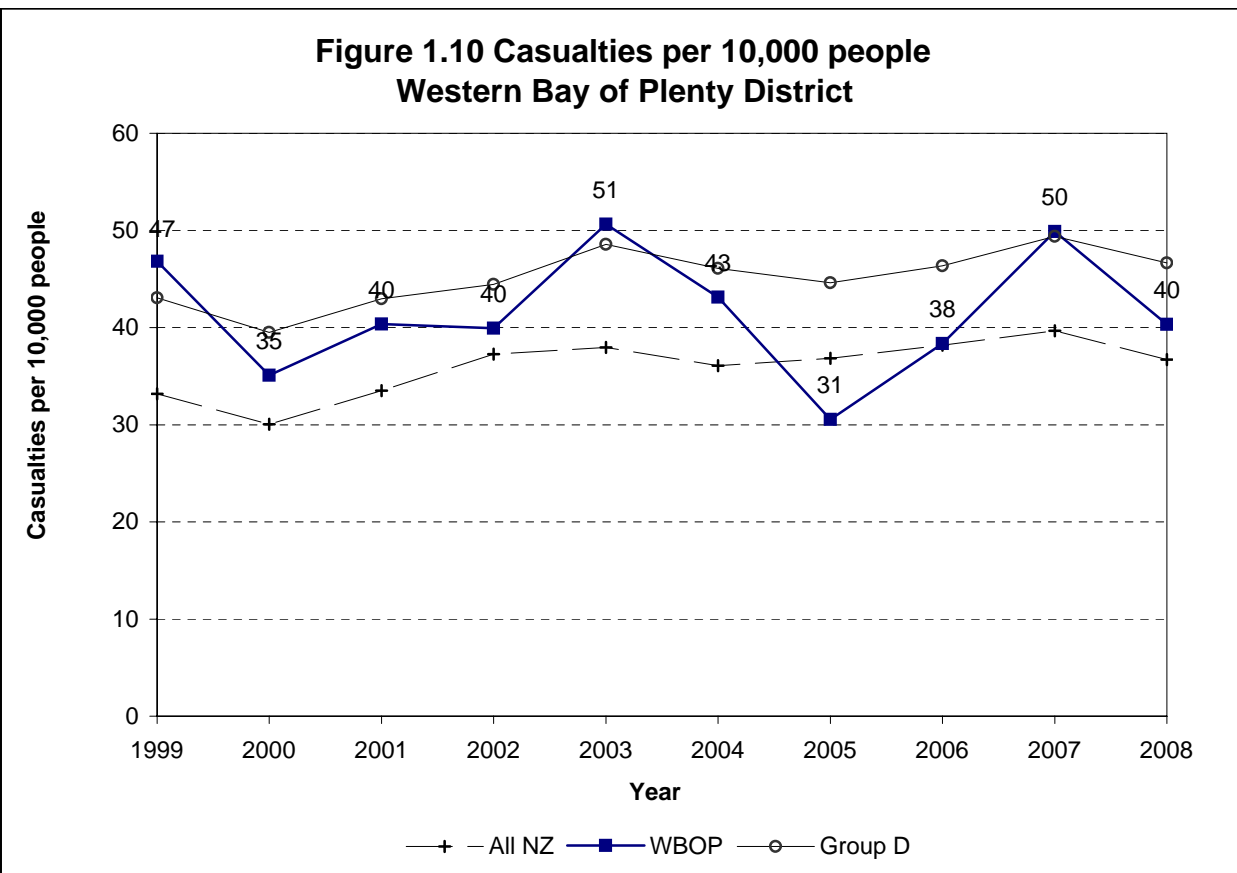
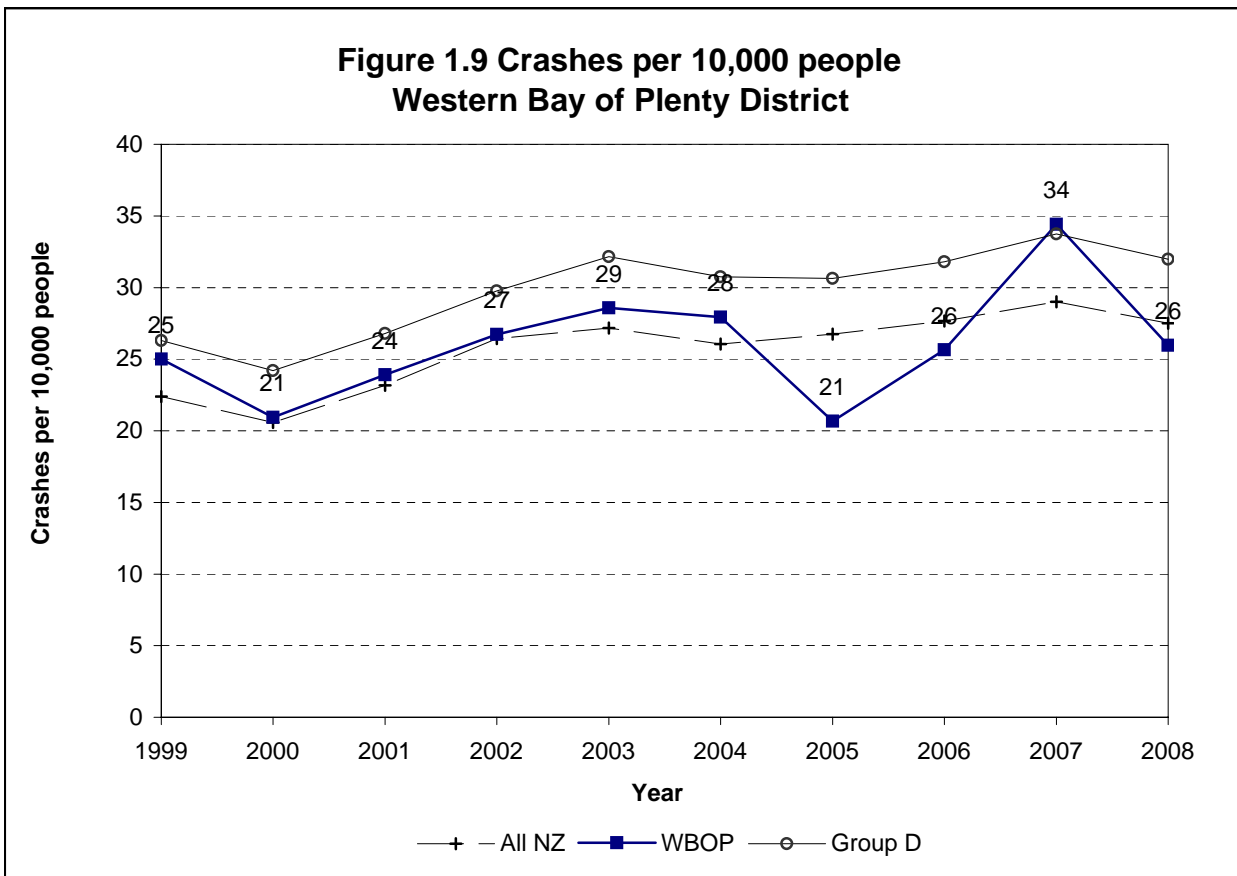
**Figure 1.7 Crashes per 100 million vehicle kilometres travelled - urban state highways**



**Figure 1.8 Crashes per 100 million vehicle-kilometres travelled - rural state highways**







**Figure 1.11 Social cost of crashes in Western Bay of Plenty District in 2008**

		Western Bay of Plenty District	New Zealand
Council roads	urban	\$4.94	\$1,636.63
	rural	\$26.17	\$962.97
State Highways	urban	\$6.51	\$303.03
	rural	\$41.23	\$1,390.98
<b>Total</b>		<b>\$78.85</b>	<b>\$4,293.62</b>

Note: Crash costs are in \$ millions

The social costs of a road crash and the associated injuries include a number of different elements:

- Loss of life and life quality
- Loss of output due to temporary incapacitation
- Medical costs
- Legal costs
- Property damage costs

The average value of a loss of life due to a road crash is estimated by the amount of money the New Zealand population would be willing to pay for a safety improvement that would result in the expected avoidance of one premature death. This is the willingness to pay based value of statistical life or VOSL. The VOSL was established at \$2 million in 1991. This has been indexed to the average hourly earnings (ordinary time) to express the value in current dollars. The updated VOSL is \$3.35 million (in June 2008 dollars). Based on several international and New Zealand studies on VOSL, the average loss of life quality for permanent impairments due to a serious and a minor injury were estimated to be 10% and 0.4% of the VOSL respectively.

Crash rates can vary due to reporting rates. These are adjusted on a regional basis in this report by comparing with hospitalisation rates.

The other social cost components are estimated based on a number of studies conducted during the early to mid-1990s and are updated for price changes by indexing to an appropriate price index.

For a detail discussion on this, please refer to 'The social cost of road crashes and injuries: June 2008 update', available at the Ministry of Transport's website:

<http://www.transport.govt.nz/assets/NewPDFs/NewFolder/Social-Cost-June-2008-update-final.pdf>

The average social cost per reported crash (in June 2008 dollars) are estimated at:

Rural fatal crash	\$4,199,000
Rural serious crash	\$776,000
Rural minor crash	\$90,000
Urban fatal crash	\$3,635,000
Urban serious crash	\$659,000
Urban minor crash	\$81,000

These values include an allowance for non-reported injury crashes, and the totals in Fig. 1.11 also include an allowance for non-injury crashes.



# *Crash Counts*





Figure 2.1: Crash numbers and severity 2004 to 2008 - whole District

	2004	2005	2006	2007	2008	Total	%	Group D
Fatal crashes	6	5	8	6	6	31	5%	6%
Serious crashes	30	22	30	45	38	165	29%	23%
Minor crashes	78	59	71	98	70	376	66%	72%
Total injury crashes	114	86	109	149	114	572	100%	100%
Non-injury crashes	246	231	214	230	254	1175		

Figure 2.2: Crash numbers and severity 2004 to 2008 - urban roads

	2004	2005	2006	2007	2008	Total	%	Group D
Fatal crashes	0	1	0	0	0	1	1%	3%
Serious crashes	9	4	5	6	10	34	33%	19%
Minor crashes	14	15	9	15	15	68	66%	78%
Total injury crashes	23	20	14	21	25	103	100%	100%
Non-injury crashes	57	66	63	65	73	324		

Figure 2.3: Crash numbers and severity 2004 to 2008 - rural roads

	2004	2005	2006	2007	2008	Total	%	Group D
Fatal crashes	6	4	8	6	6	30	6%	7%
Serious crashes	21	18	25	39	28	131	28%	24%
Minor crashes	64	44	62	83	55	308	66%	69%
Total injury crashes	91	66	95	128	89	469	100%	100%
Non-injury crashes	189	165	151	165	181	851		

Figure 2.4: Casualty numbers and severity 2004 to 2008 - whole District

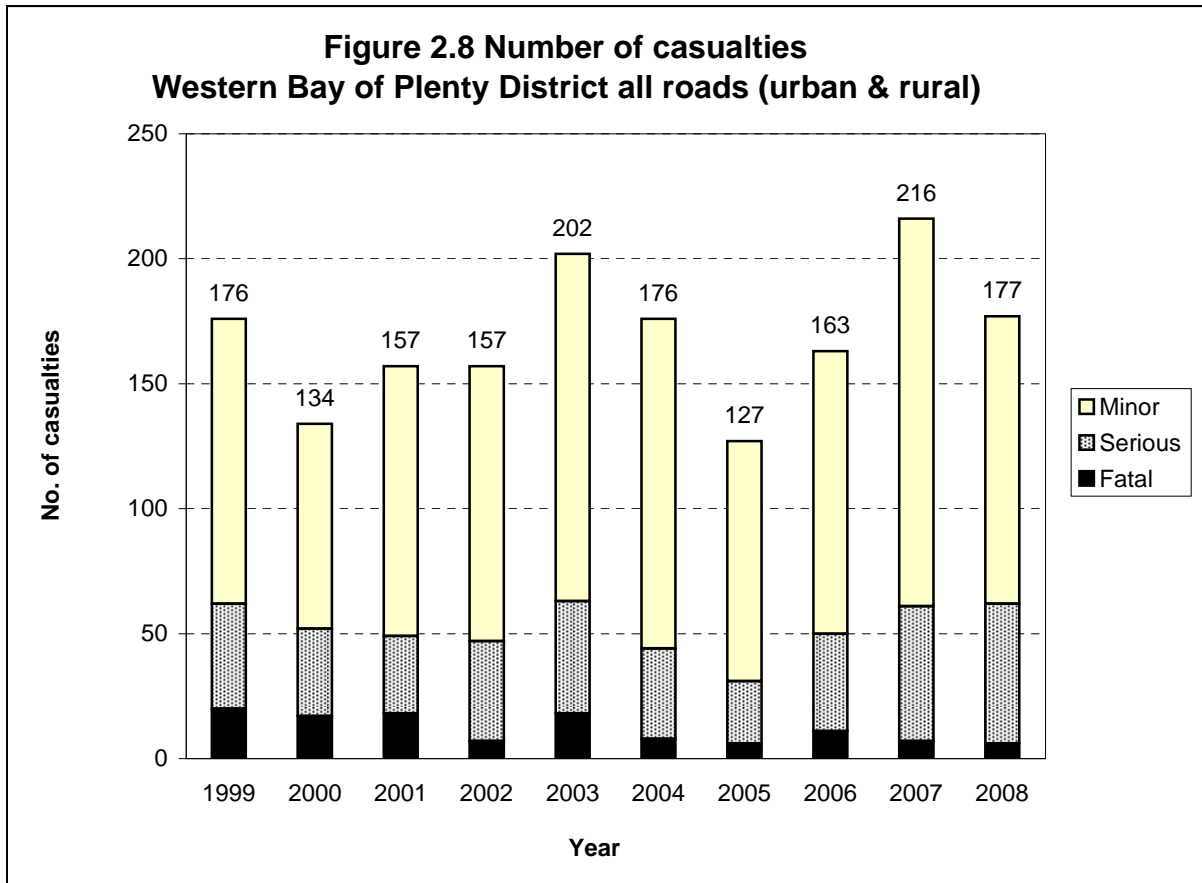
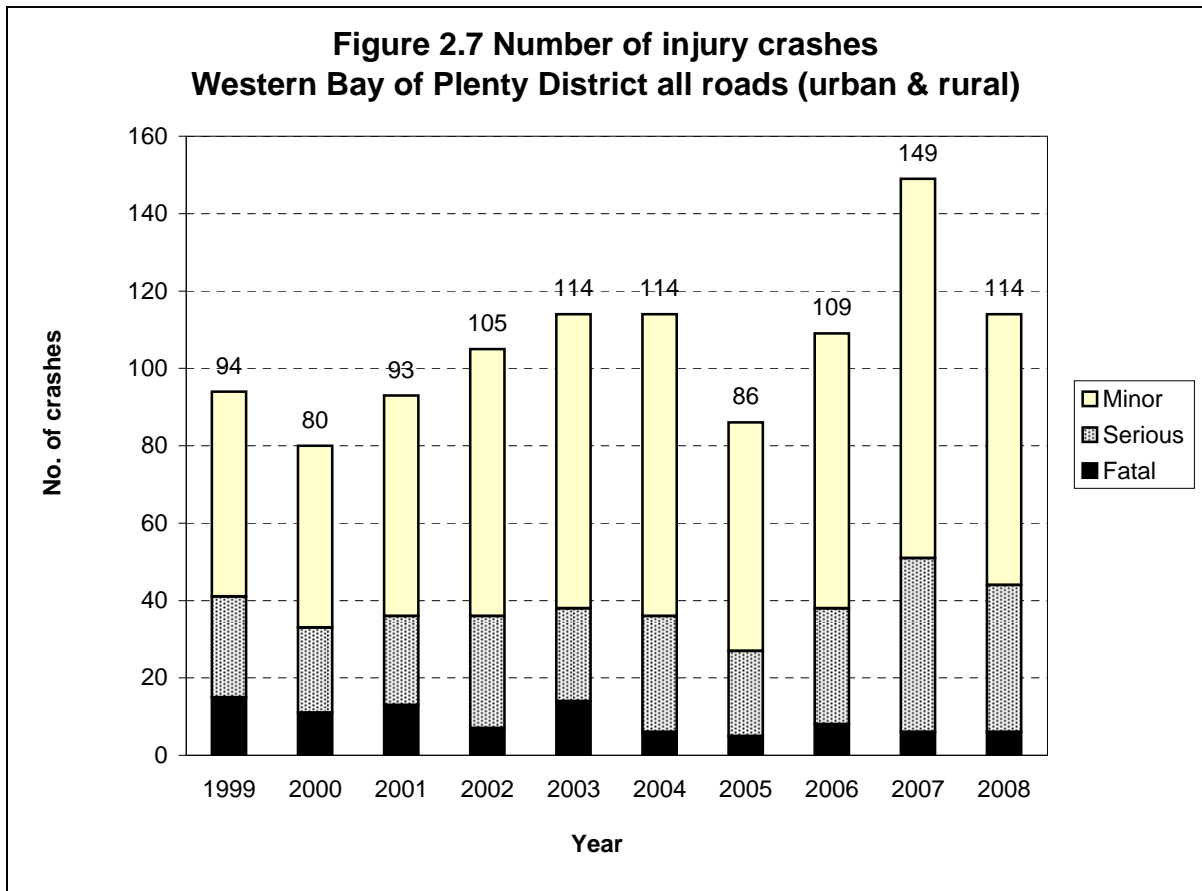
	2004	2005	2006	2007	2008	Total	%	Group D
Fatal casualties	8	6	11	7	6	38	4%	4%
Serious casualties	36	25	39	54	56	210	24%	20%
Minor casualties	132	96	113	155	115	611	71%	75%
Total casualties	176	127	163	216	177	859	100%	100%

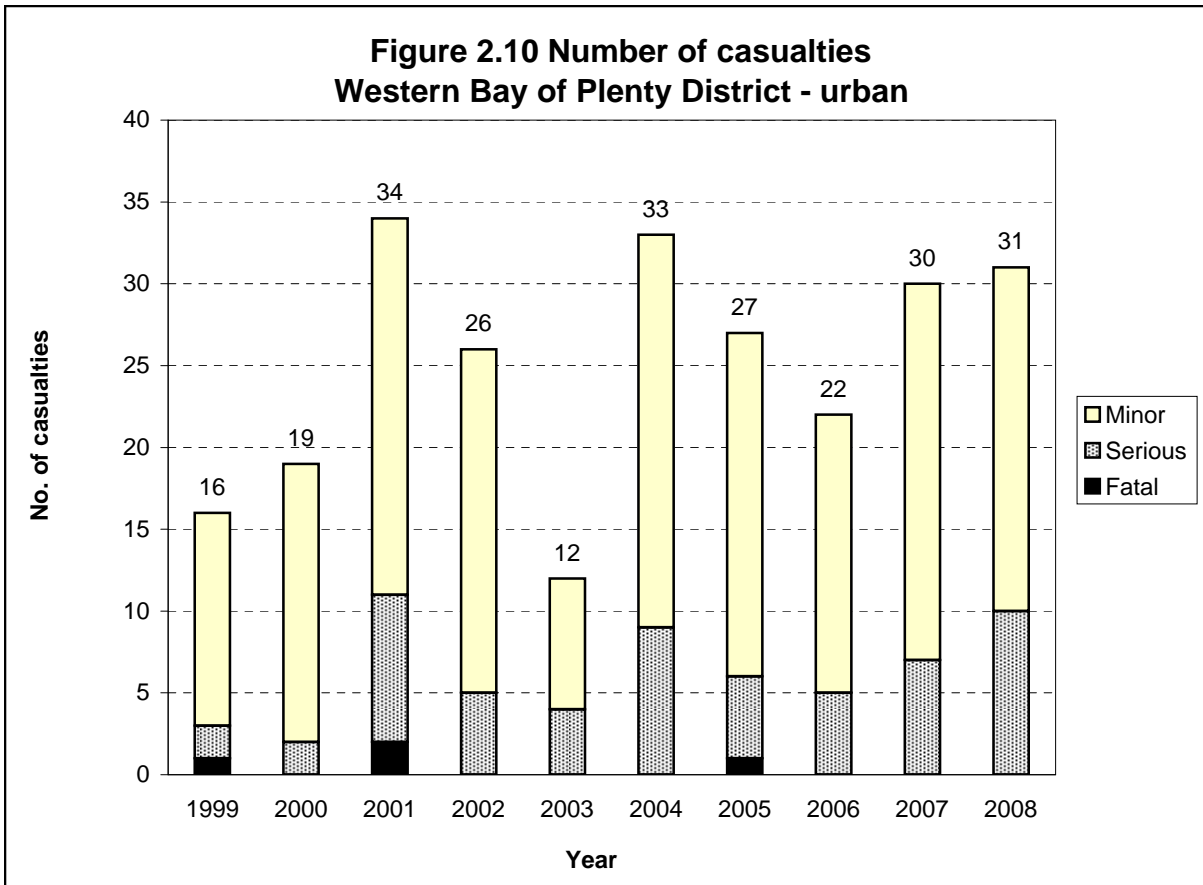
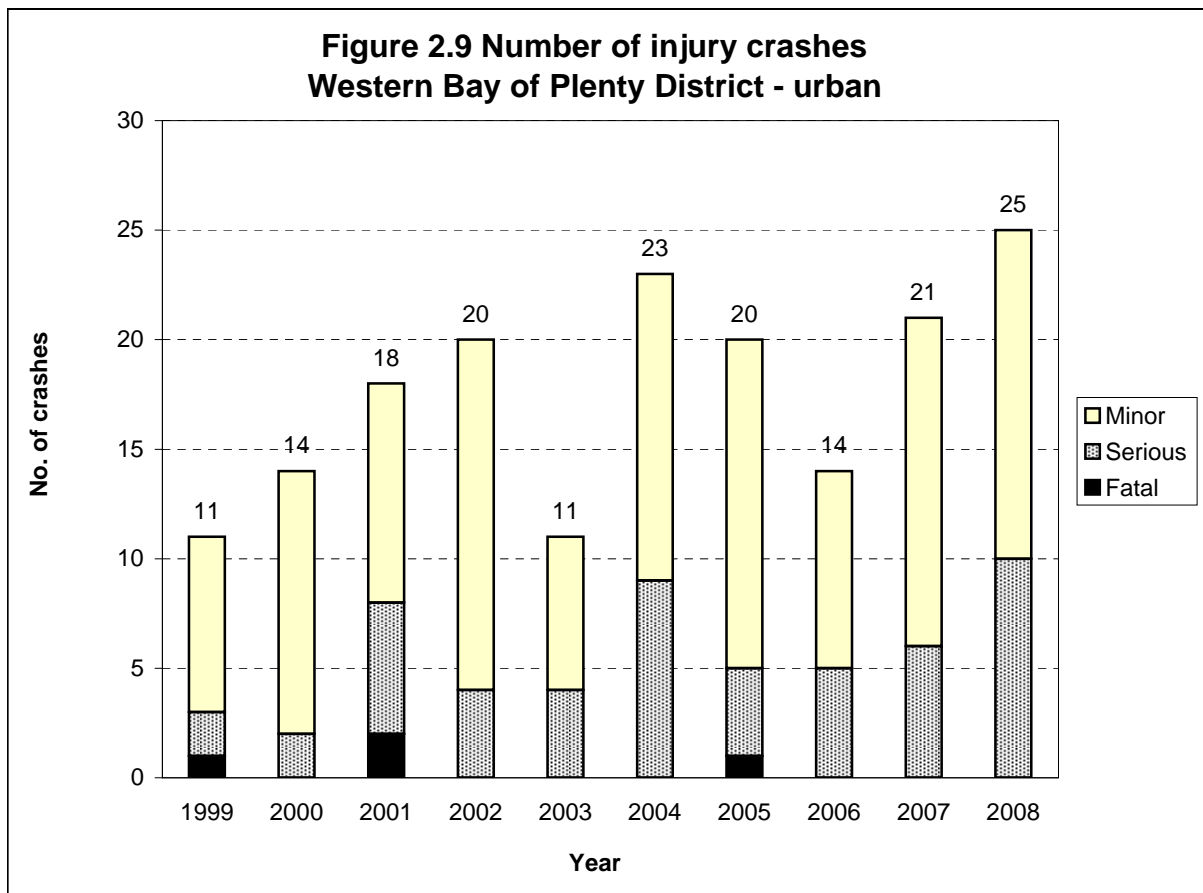
Figure 2.5: Casualty numbers and severity 2004 to 2008 - urban roads

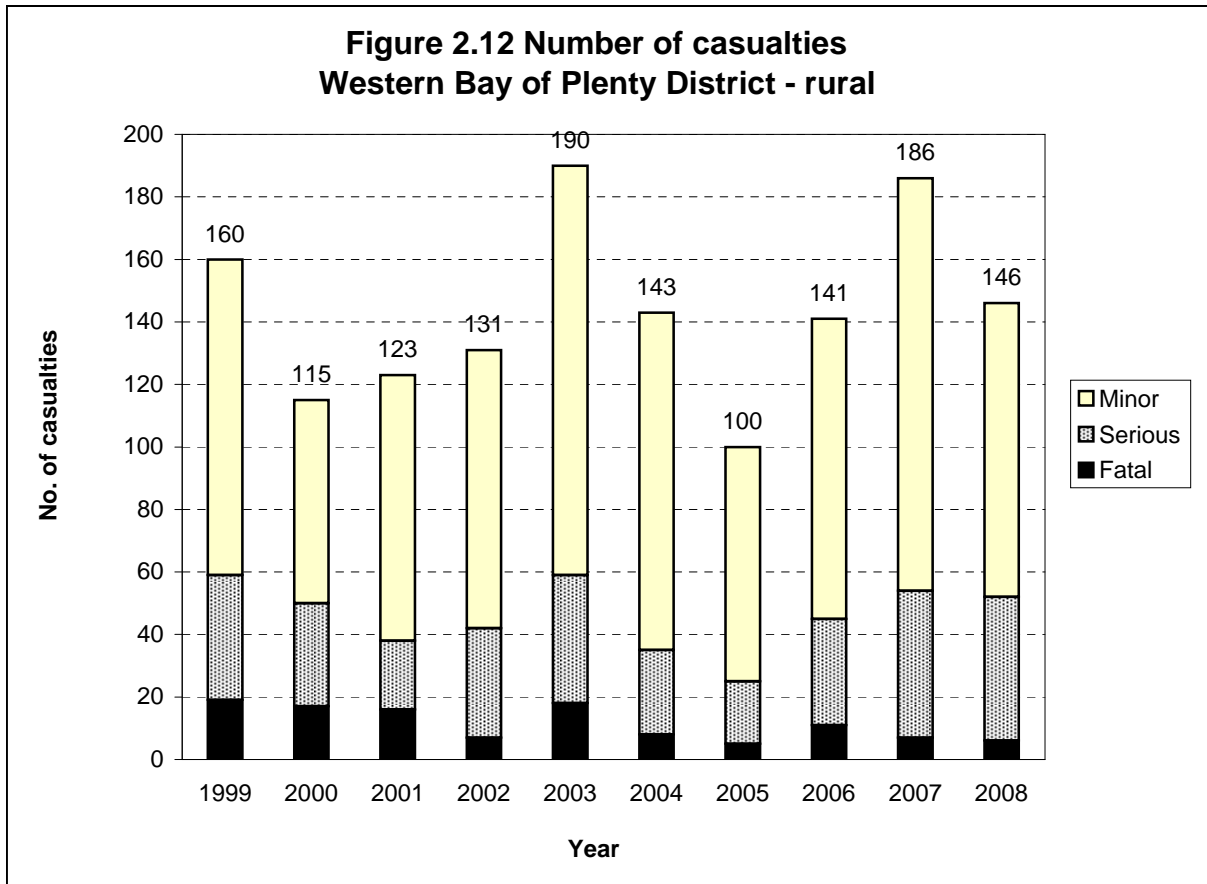
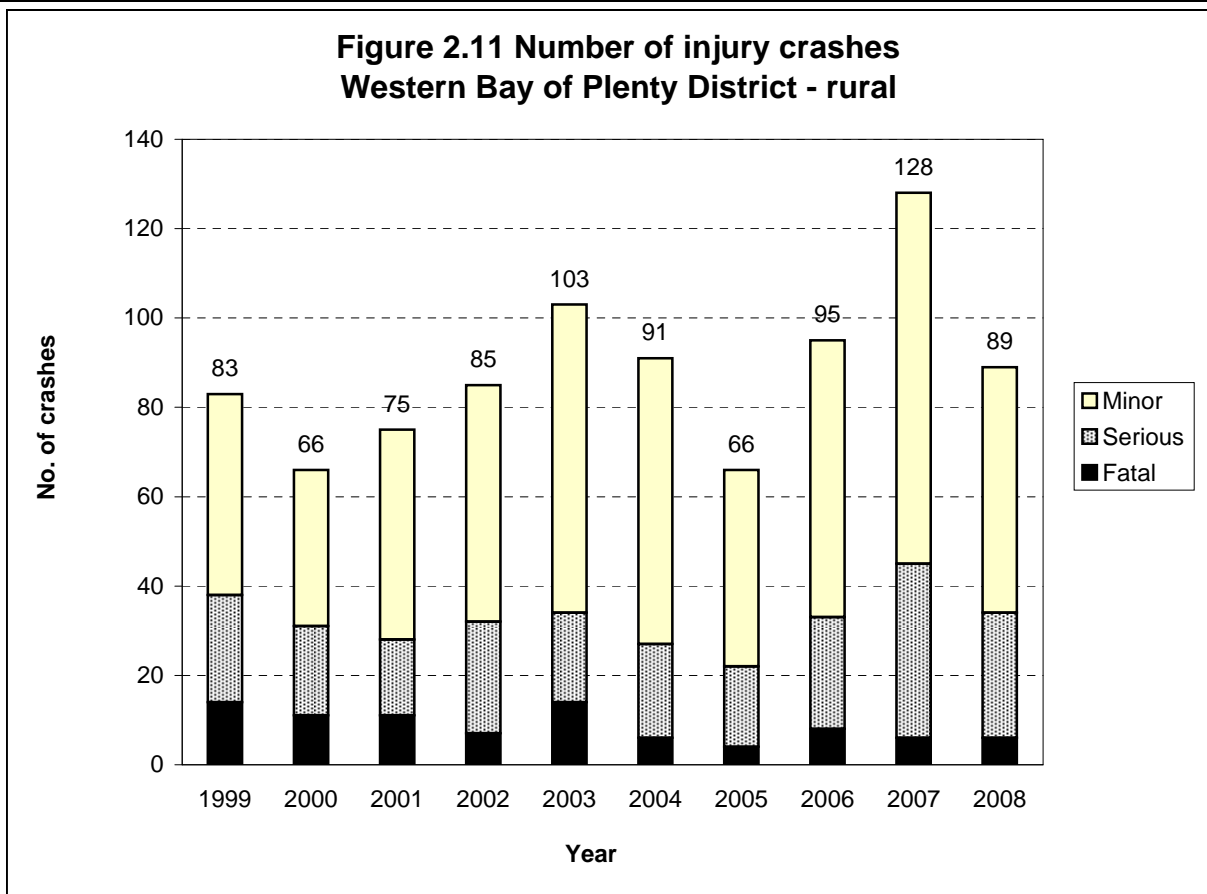
	2004	2005	2006	2007	2008	Total	%	Group D
Fatal casualties	0	1	0	0	0	1	1%	2%
Serious casualties	9	5	5	7	10	36	25%	17%
Minor casualties	24	21	17	23	21	106	74%	81%
Total casualties	33	27	22	30	31	143	100%	100%

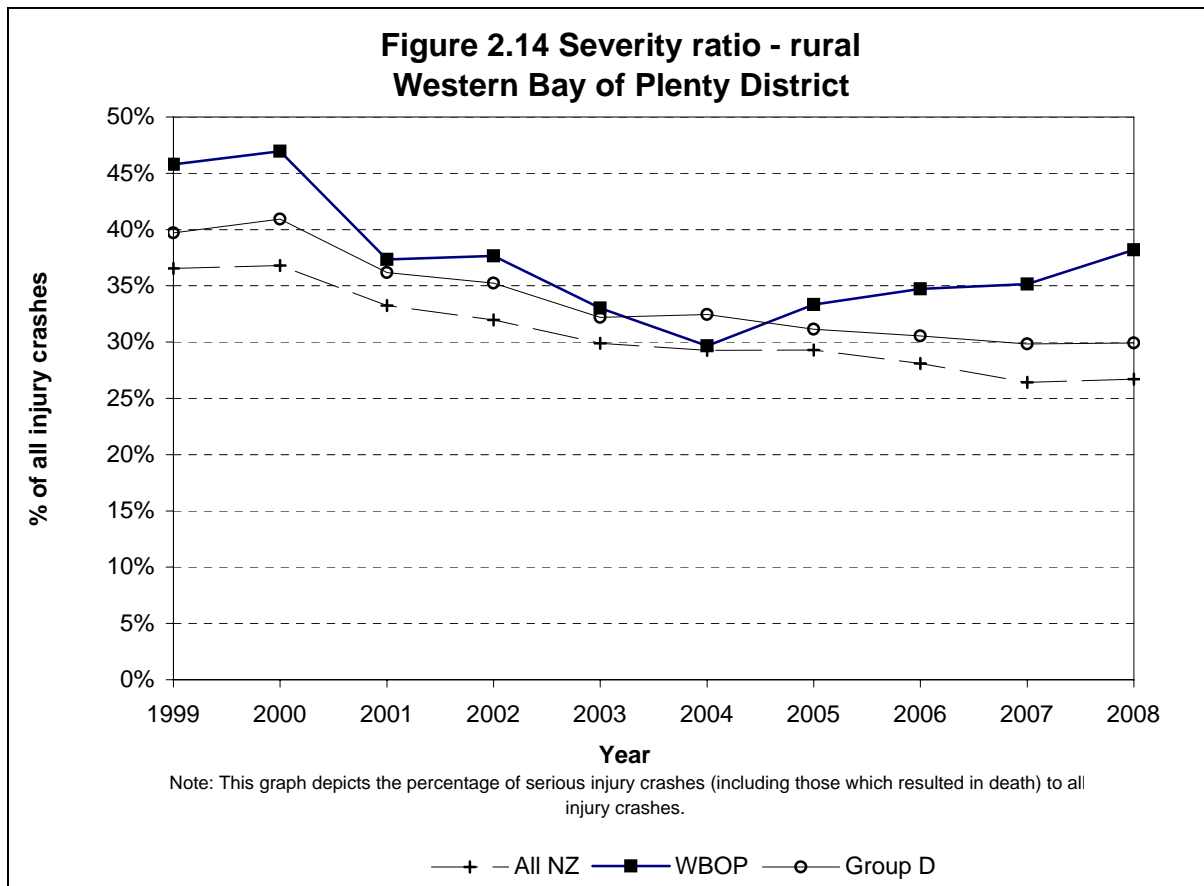
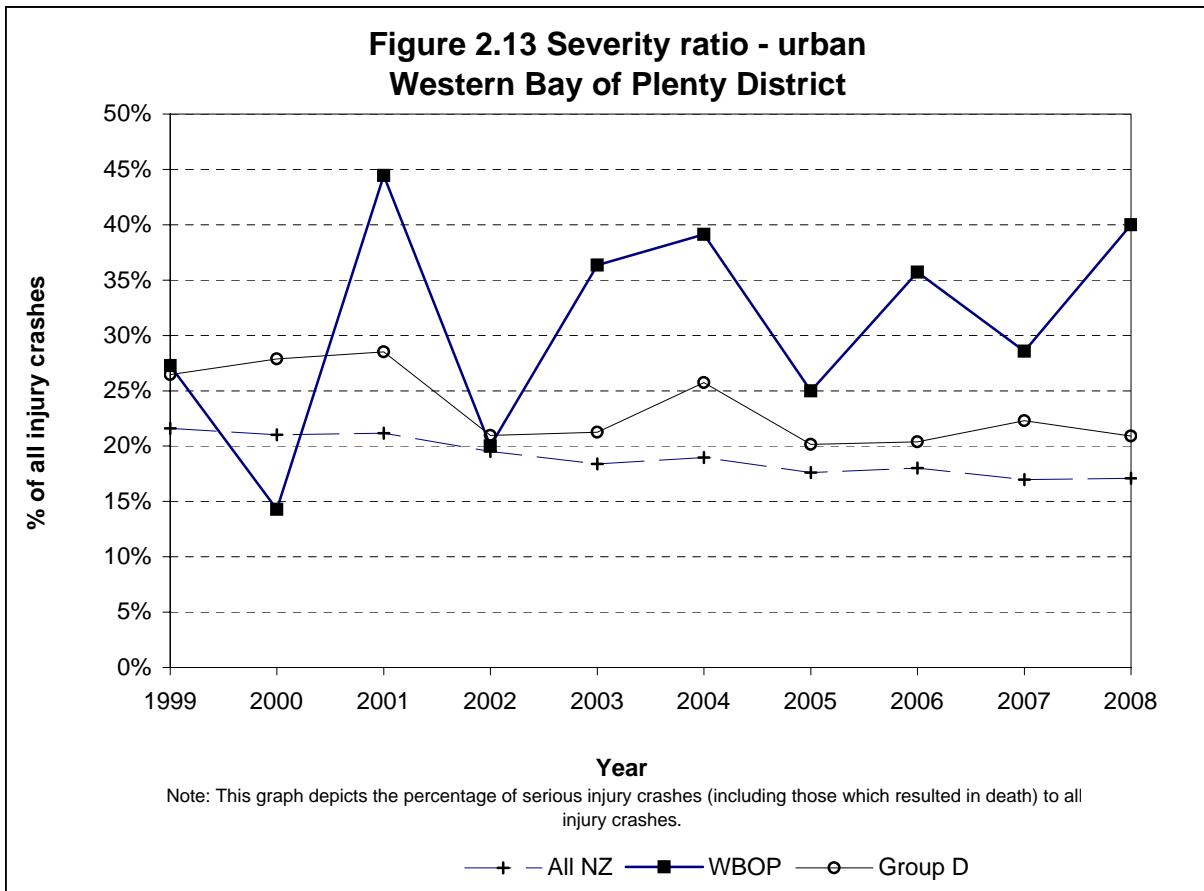
Figure 2.6: Casualty numbers and severity 2004 to 2008 - rural roads

	2004	2005	2006	2007	2008	Total	%	Group D
Fatal casualties	8	5	11	7	6	37	5%	5%
Serious casualties	27	20	34	47	46	174	24%	21%
Minor casualties	108	75	96	132	94	505	71%	74%
Total casualties	143	100	141	186	146	716	100%	100%









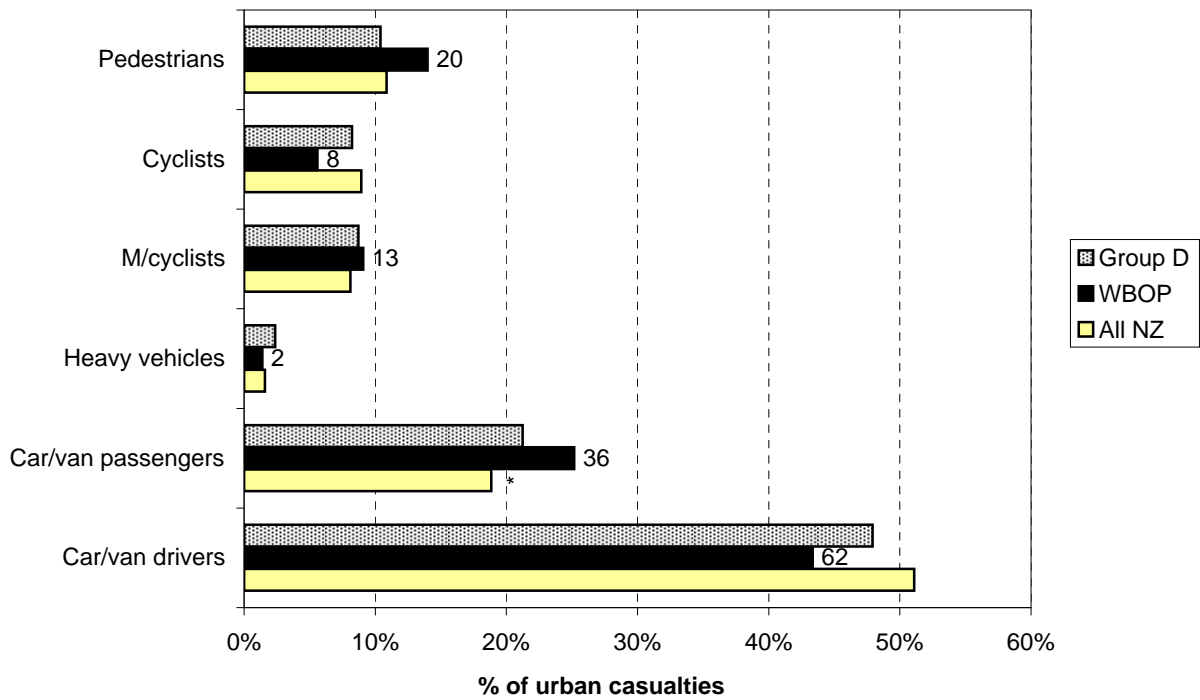


# *Road User Statistics*



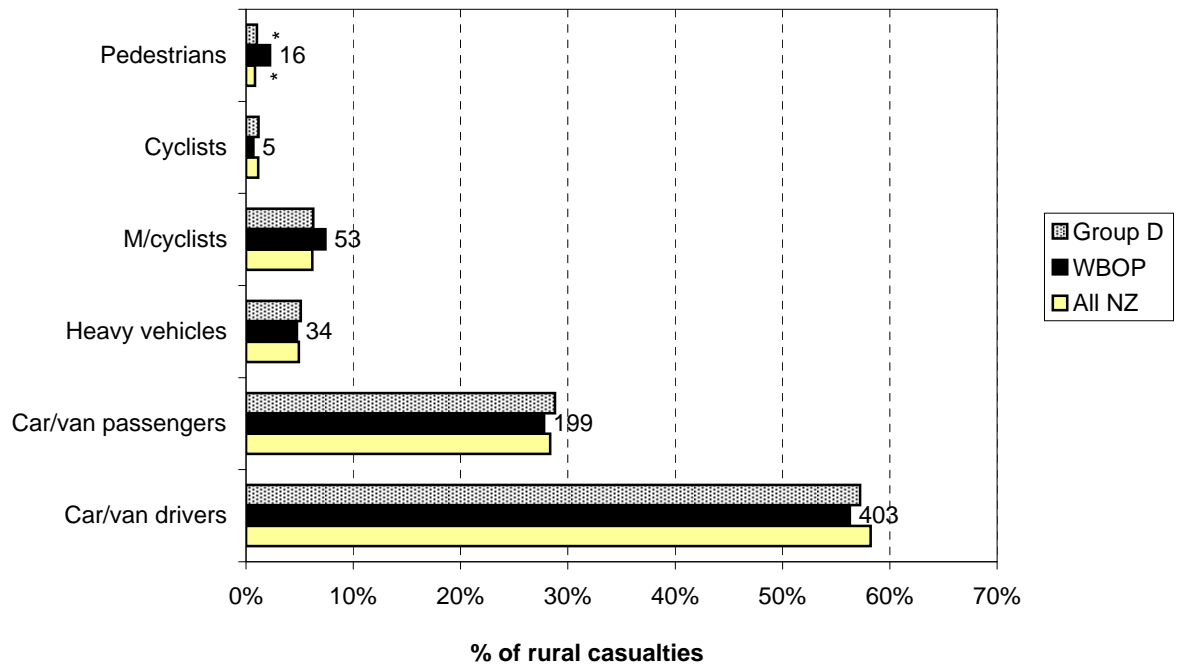


**Figure 3.1 Road user casualties - urban  
Western Bay of Plenty District (2004-2008)**



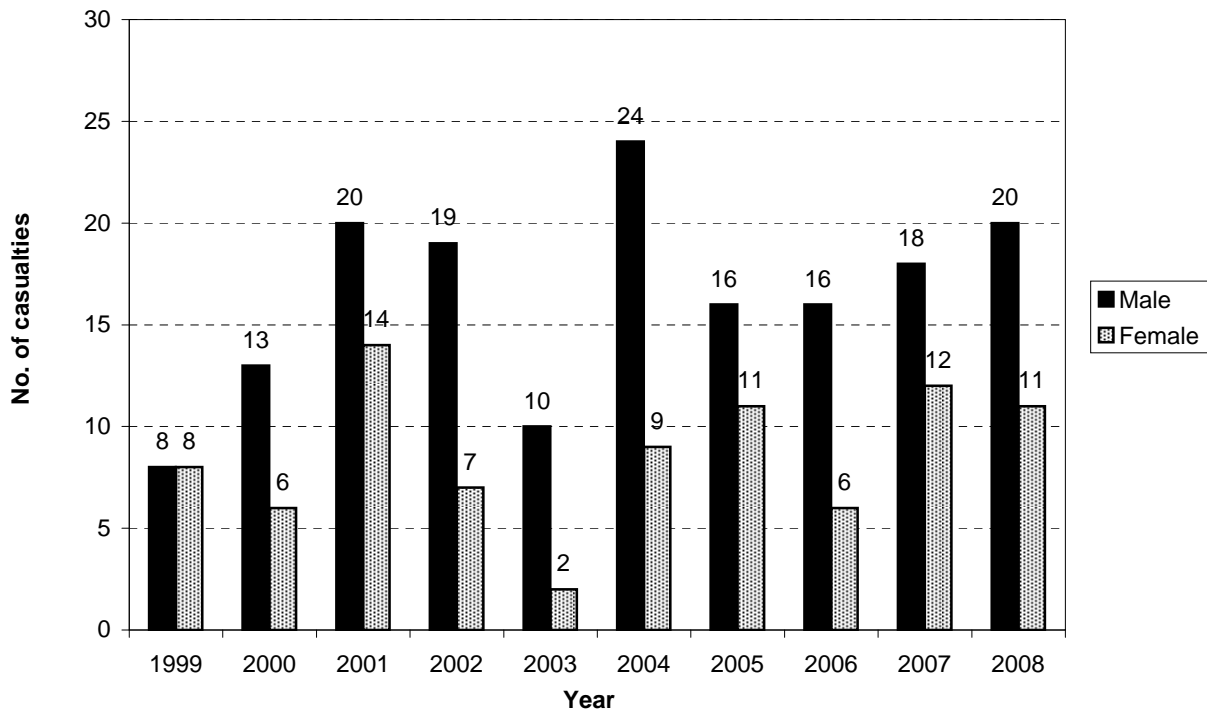
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.2 Road user casualties - rural  
Western Bay of Plenty District (2004-2008)**



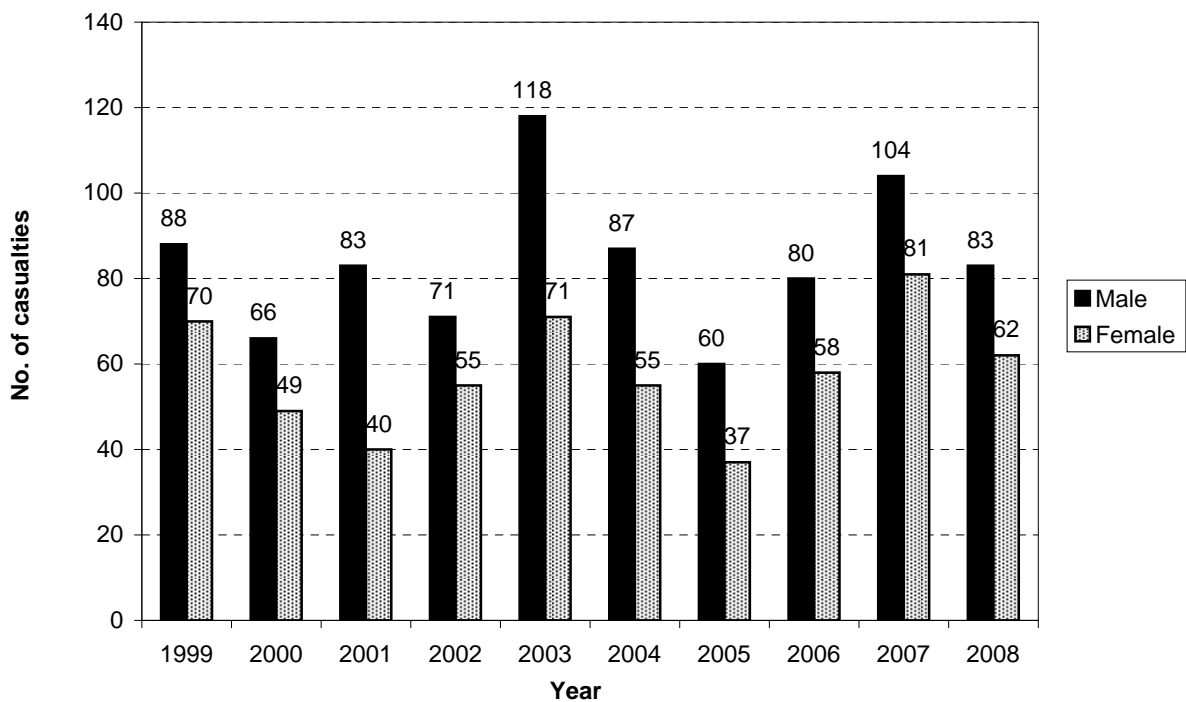
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.3 Male/female casualties - urban  
Western Bay of Plenty District**



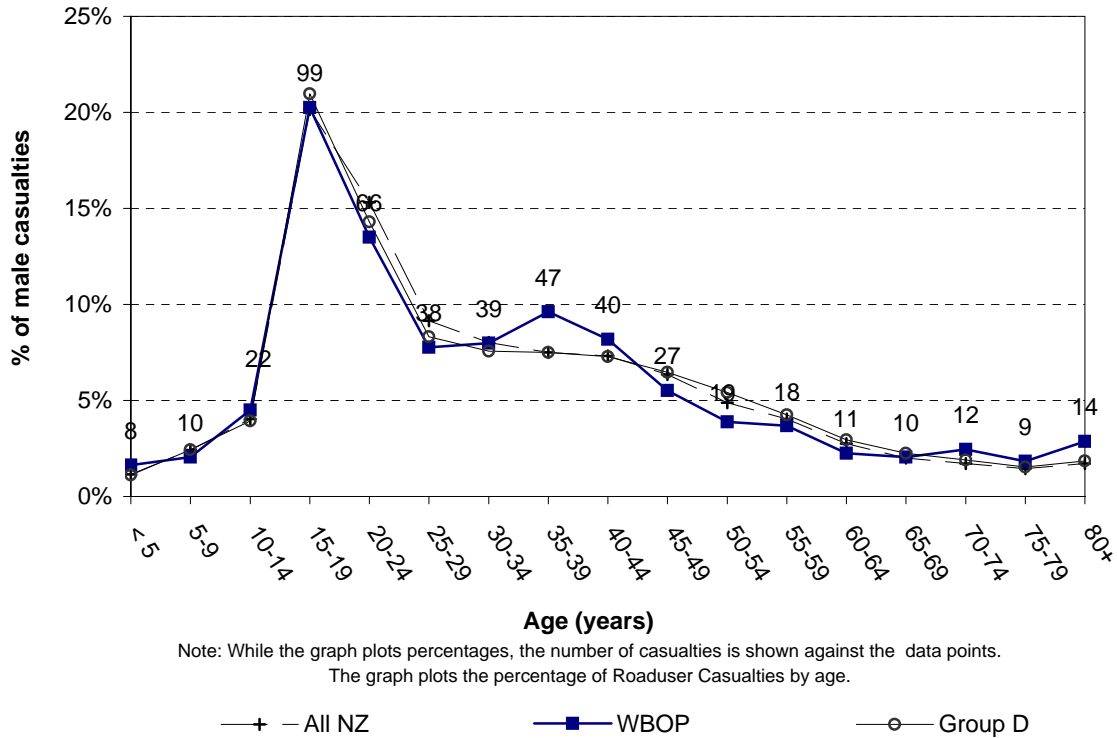
Note: This graph shows the number of male and female roadusers injured

**Figure 3.4 Male/female casualties - rural  
Western Bay of Plenty District**

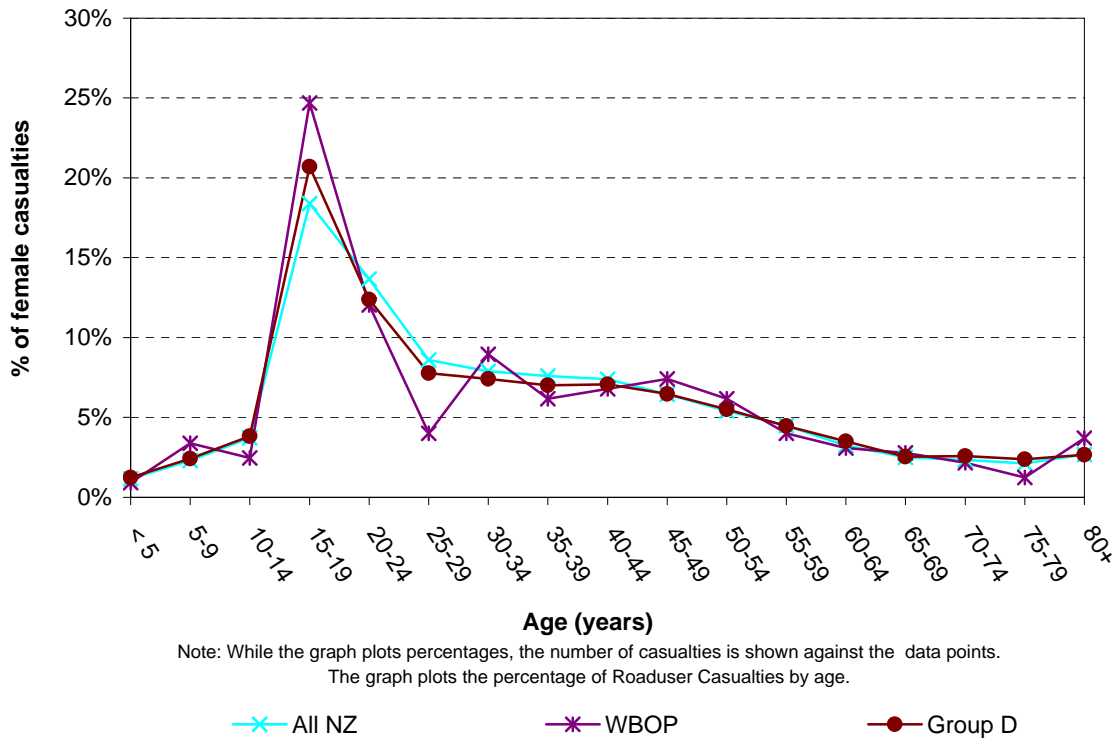


Note: This graph shows the number of male and female roadusers injured

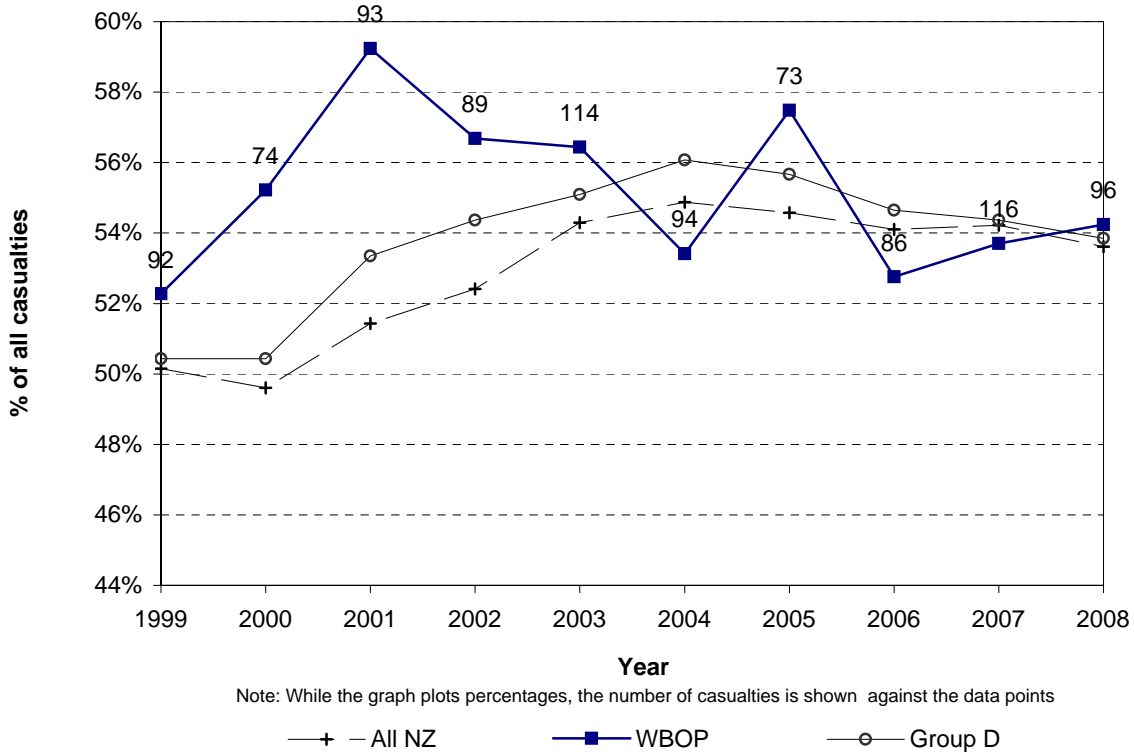
**Figure 3.5 Male casualties by age  
Western Bay of Plenty District (2004-2008)**



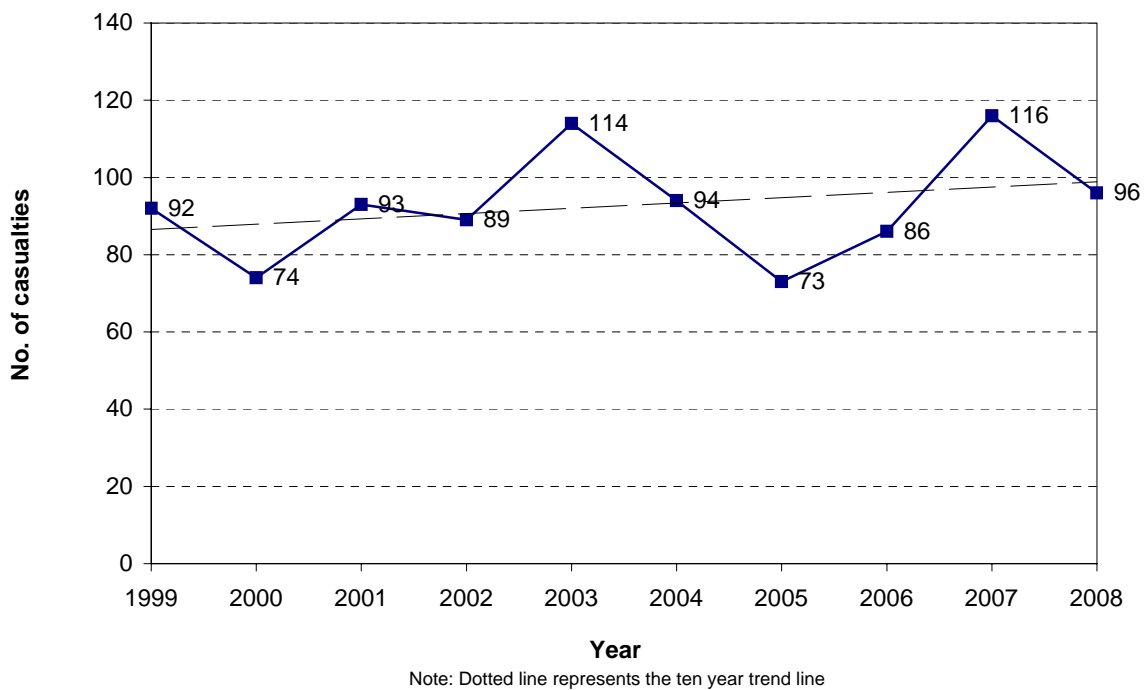
**Figure 3.6 Female casualties by age  
Western Bay of Plenty District (2004-2008)**



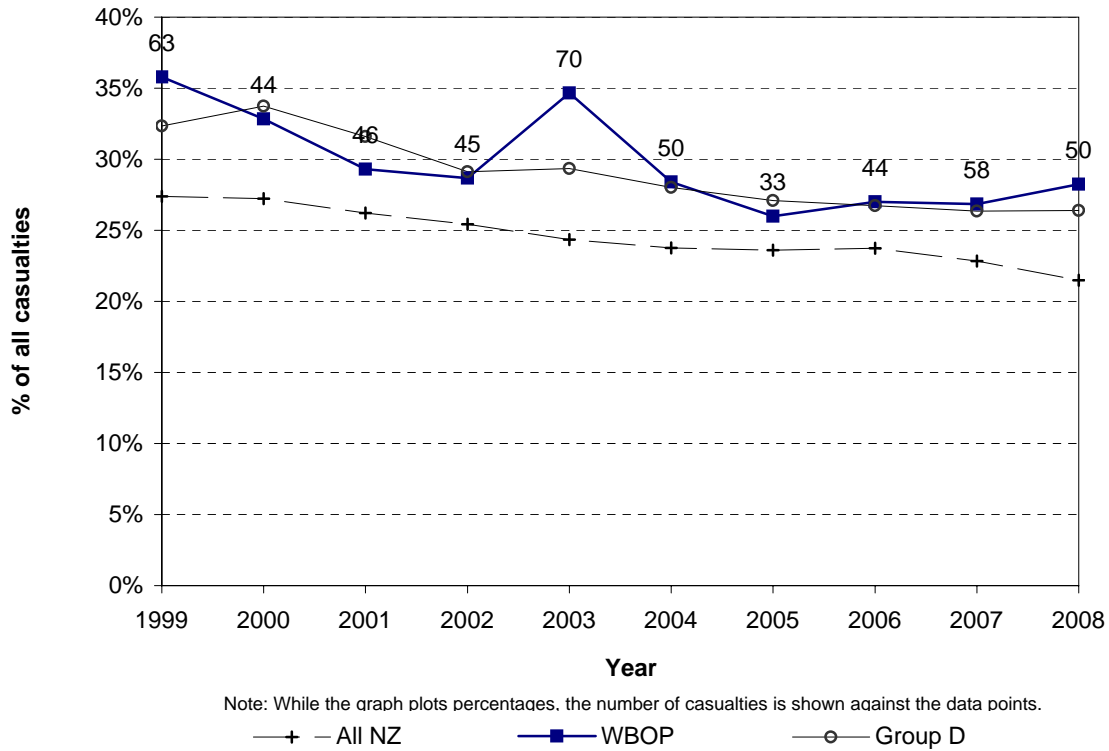
**Figure 3.7 Car/van driver casualties  
Western Bay of Plenty District**



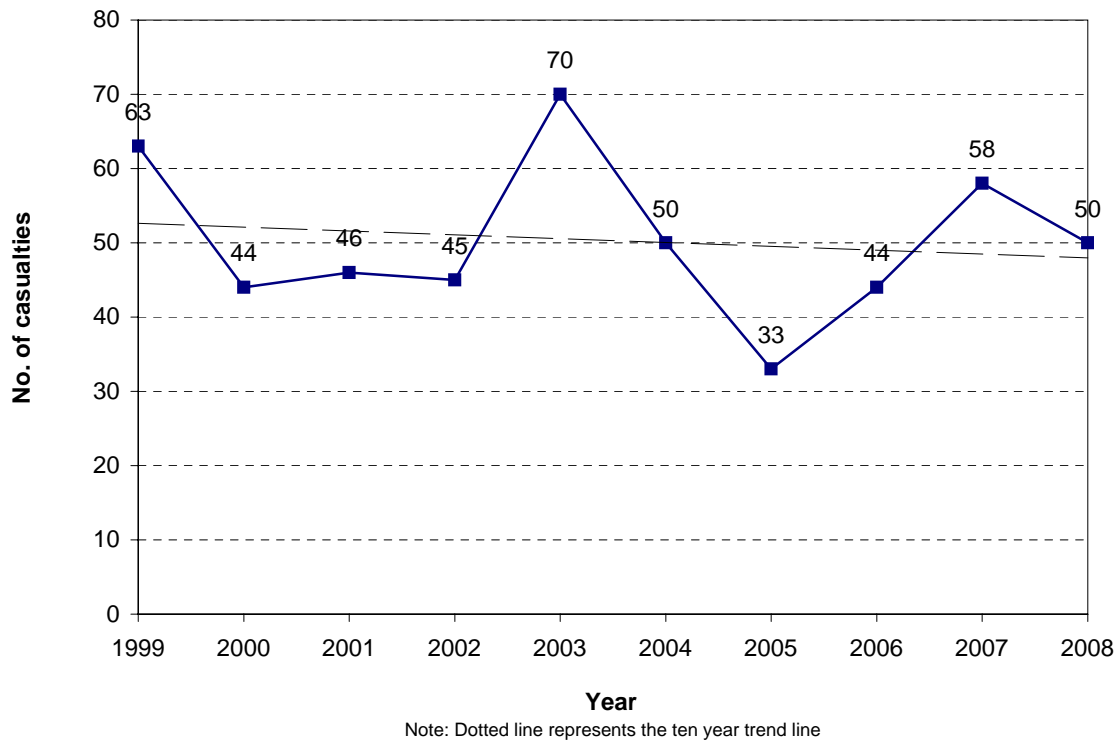
**Figure 3.8 Car/van driver casualties  
Western Bay of Plenty District**



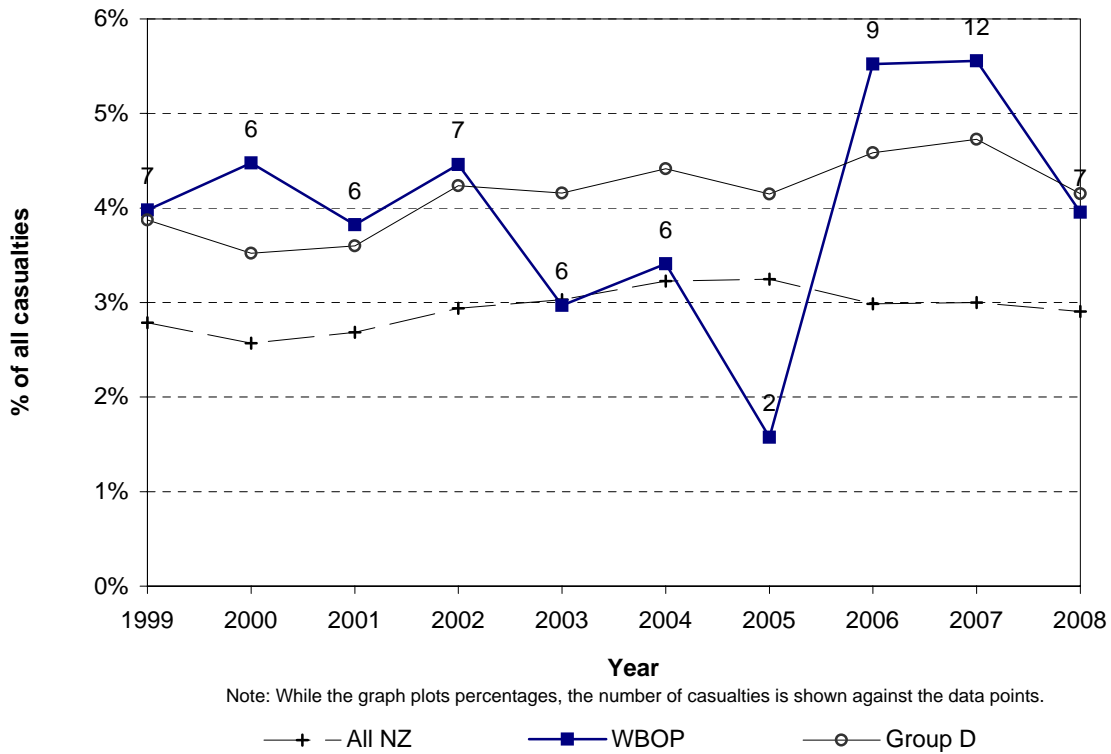
**Figure 3.9 Car/van passenger casualties  
Western Bay of Plenty District**



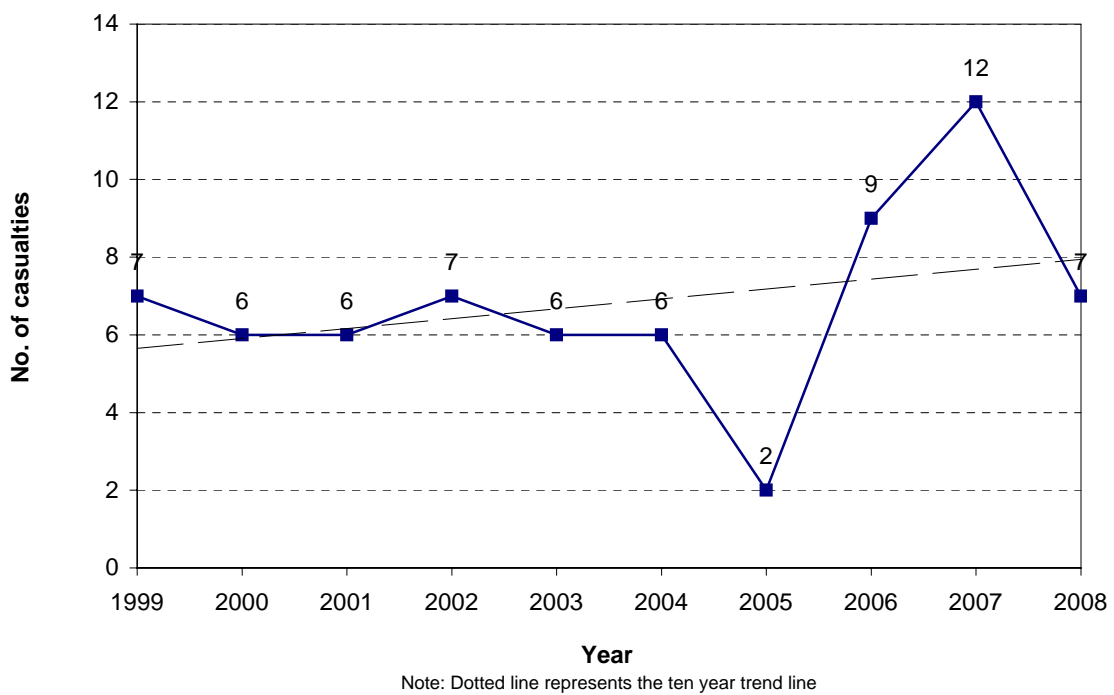
**Figure 3.10 Car/van passenger casualties  
Western Bay of Plenty District**



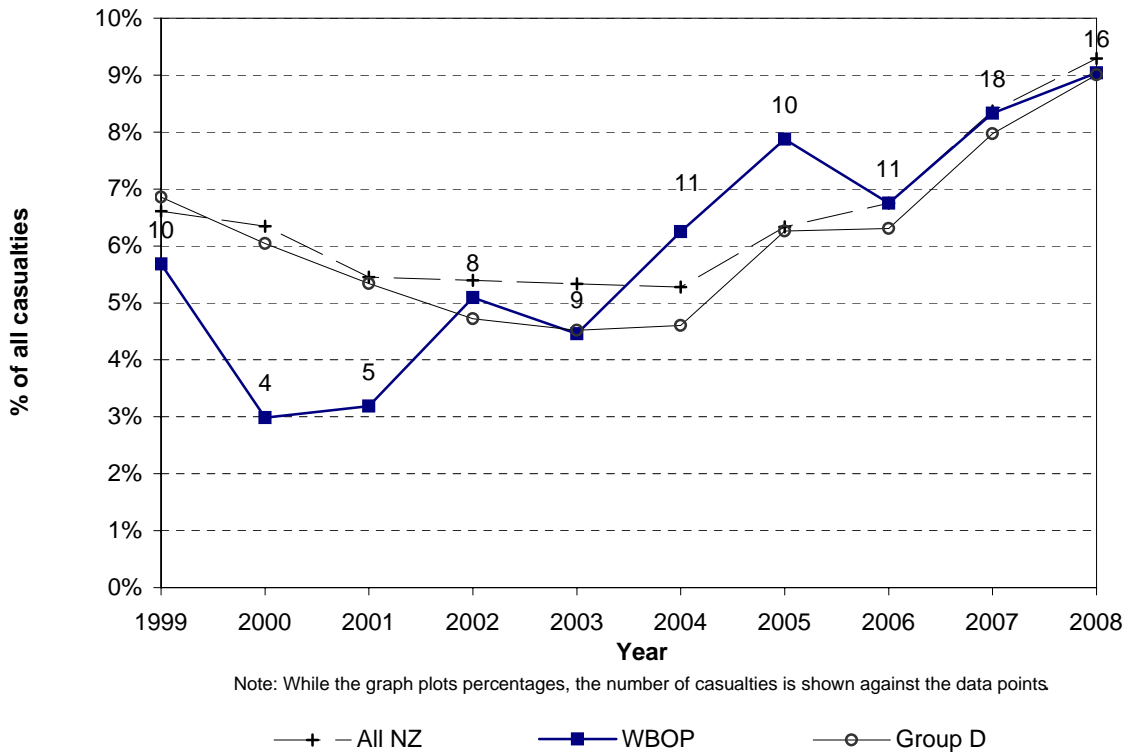
**Figure 3.11 Heavy vehicle casualties  
Western Bay of Plenty District**



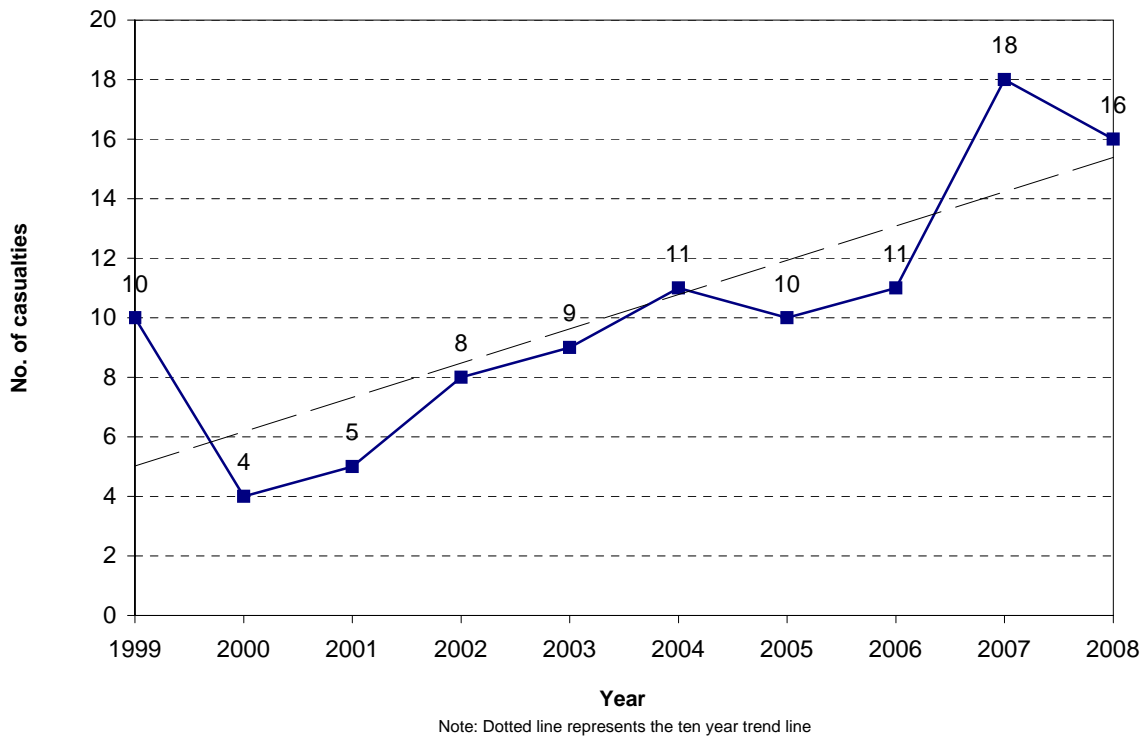
**Figure 3.12 Heavy vehicle casualties  
Western Bay of Plenty District**



**Figure 3.13 Motorcyclist casualties  
Western Bay of Plenty District**

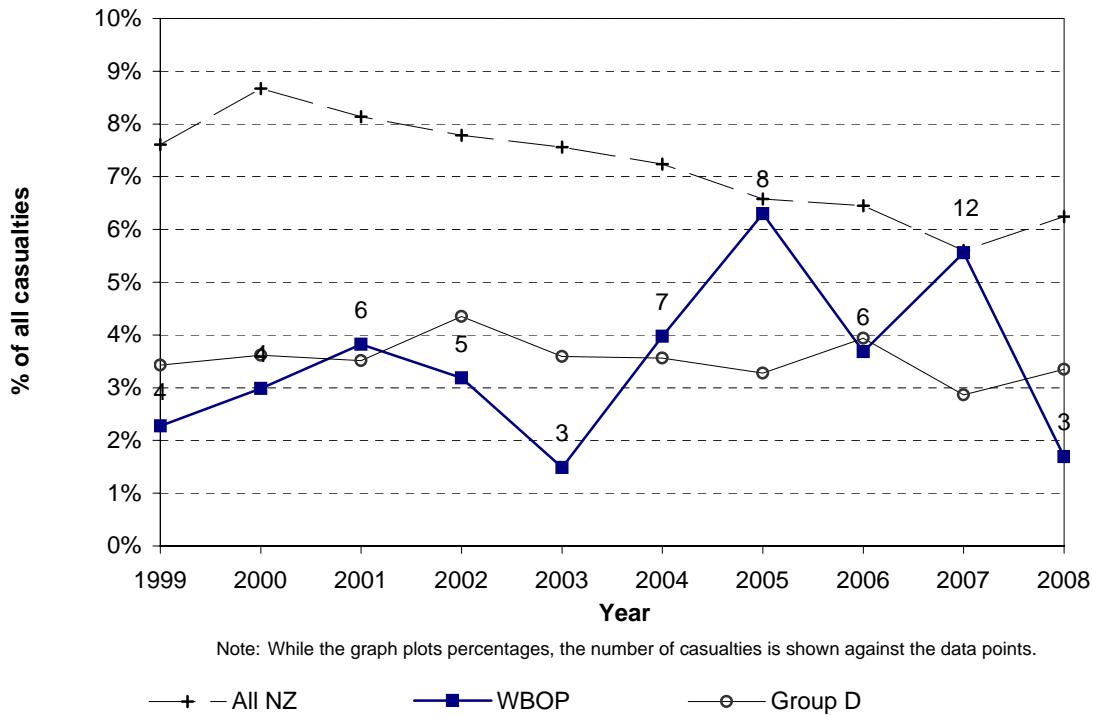


**Figure 3.14 Motorcyclist casualties  
Western Bay of Plenty District**

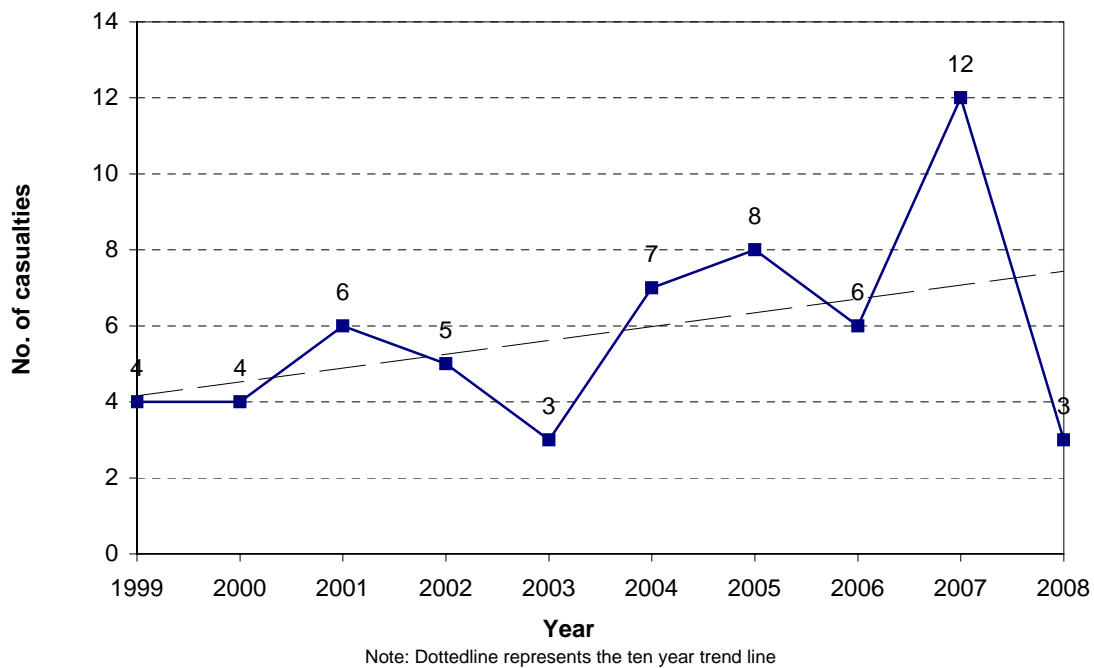




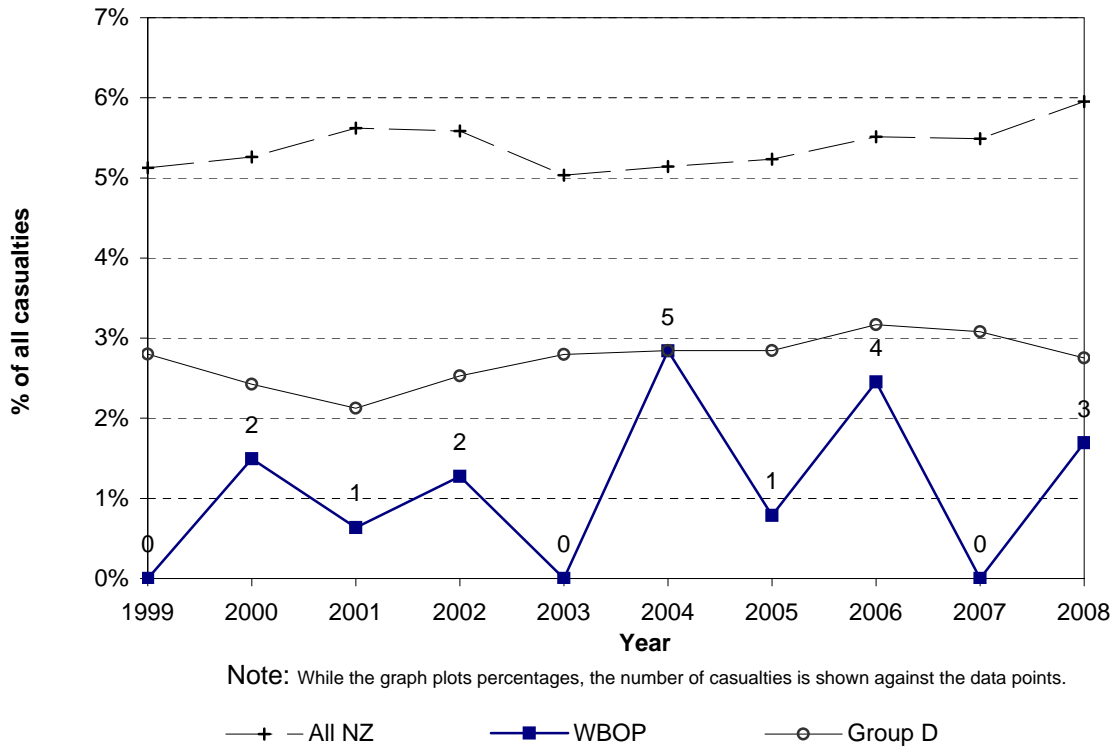
**Figure 3.15 Pedestrian casualties  
Western Bay of Plenty District**



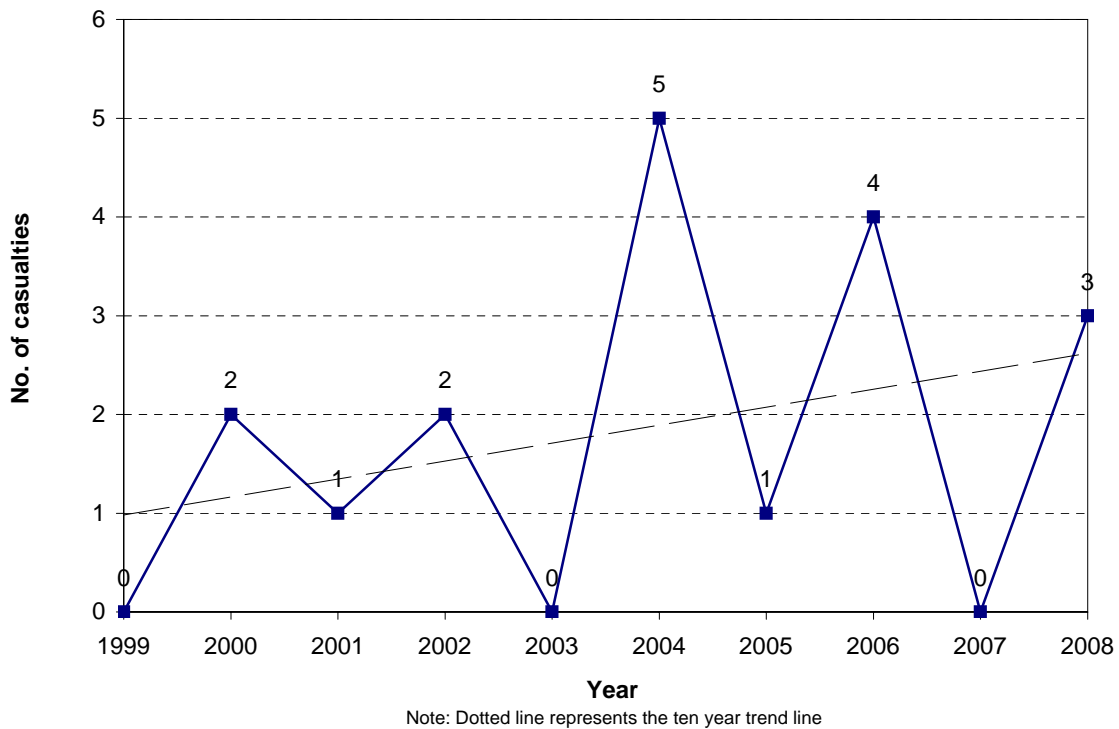
**Figure 3.16 Pedestrian casualties  
Western Bay of Plenty District**



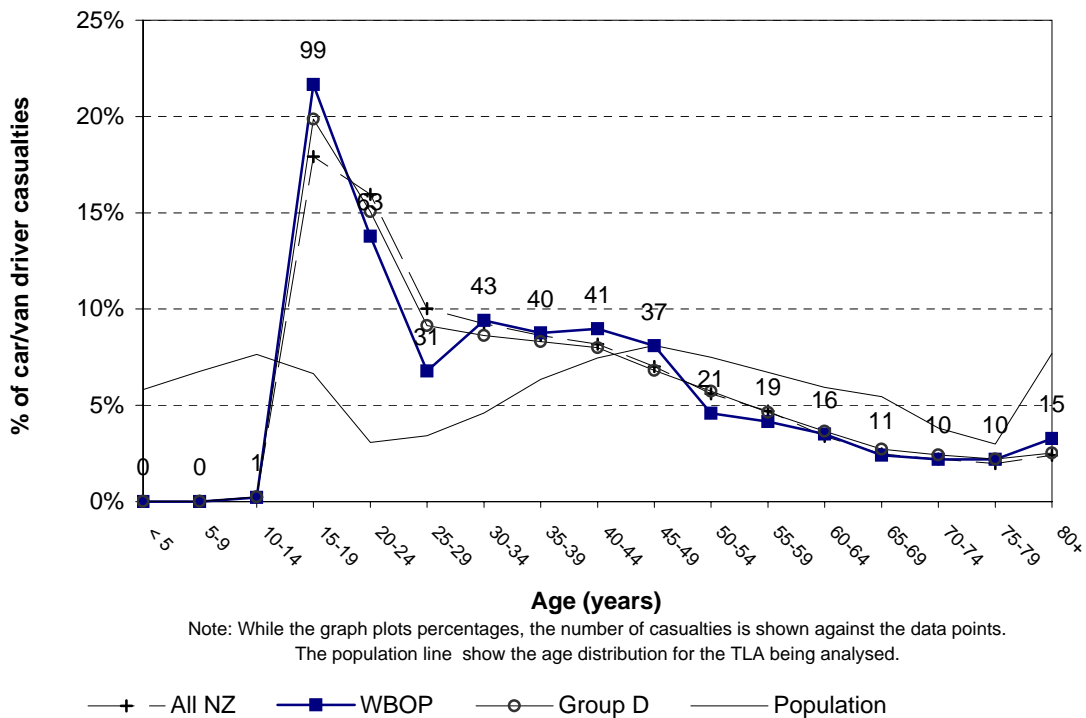
**Figure 3.17 Cyclist casualties  
Western Bay of Plenty District**



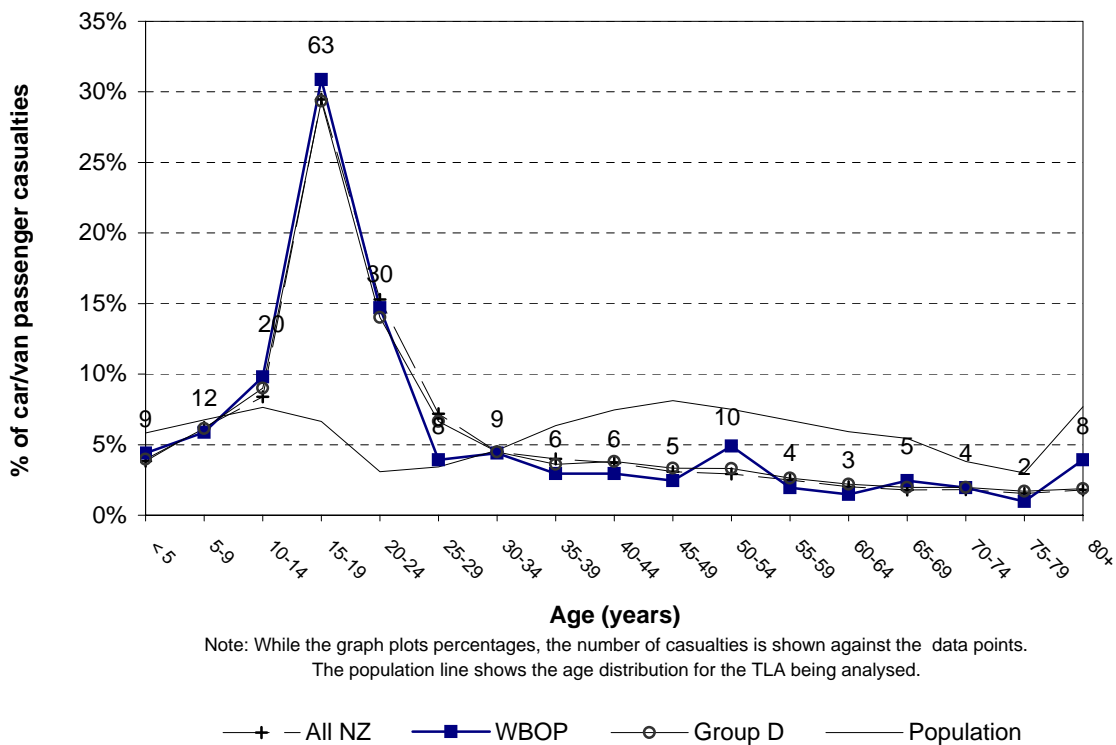
**Figure 3.18 Cyclist casualties  
Western Bay of Plenty District**



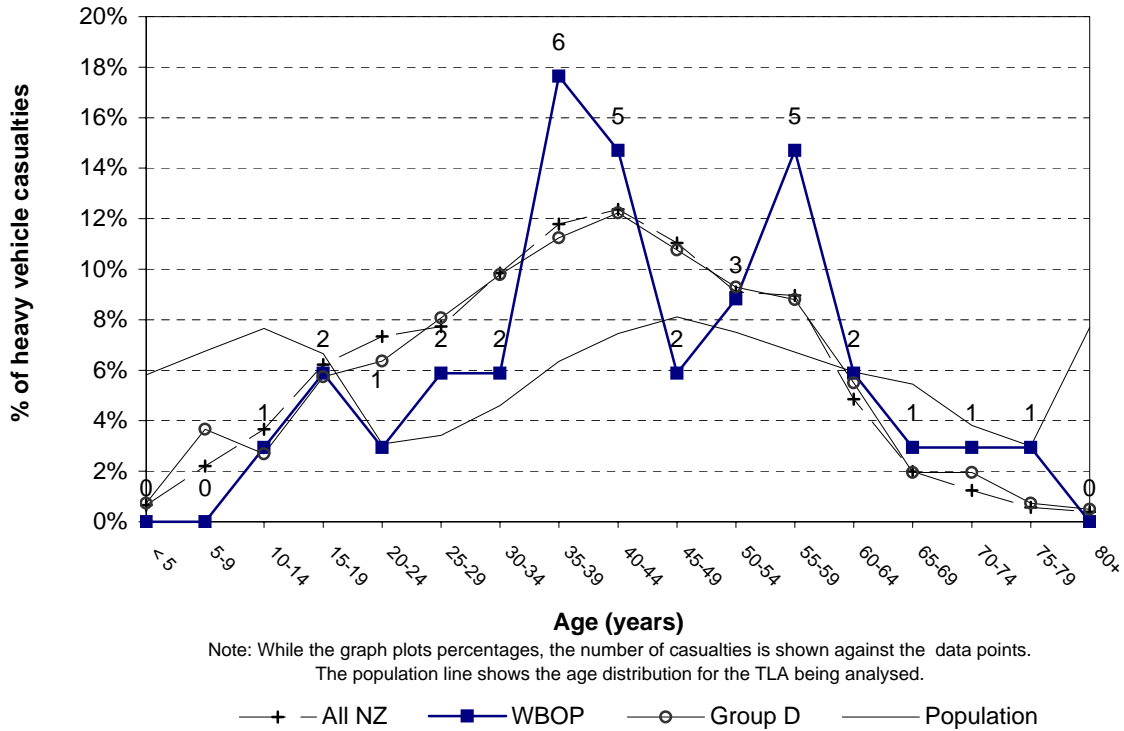
**Figure 3.19 Car/van driver casualty age  
Western Bay of Plenty District (2004-2008)**



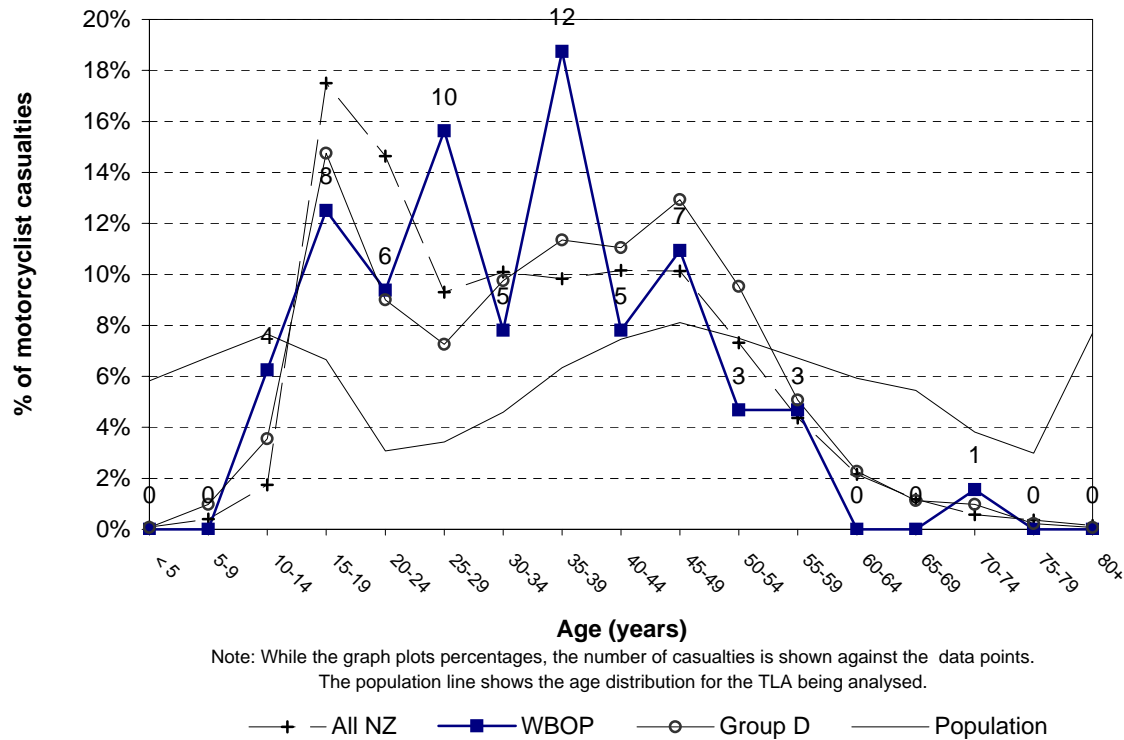
**Figure 3.20 Car/van passenger casualty age  
Western Bay of Plenty District (2004-2008)**



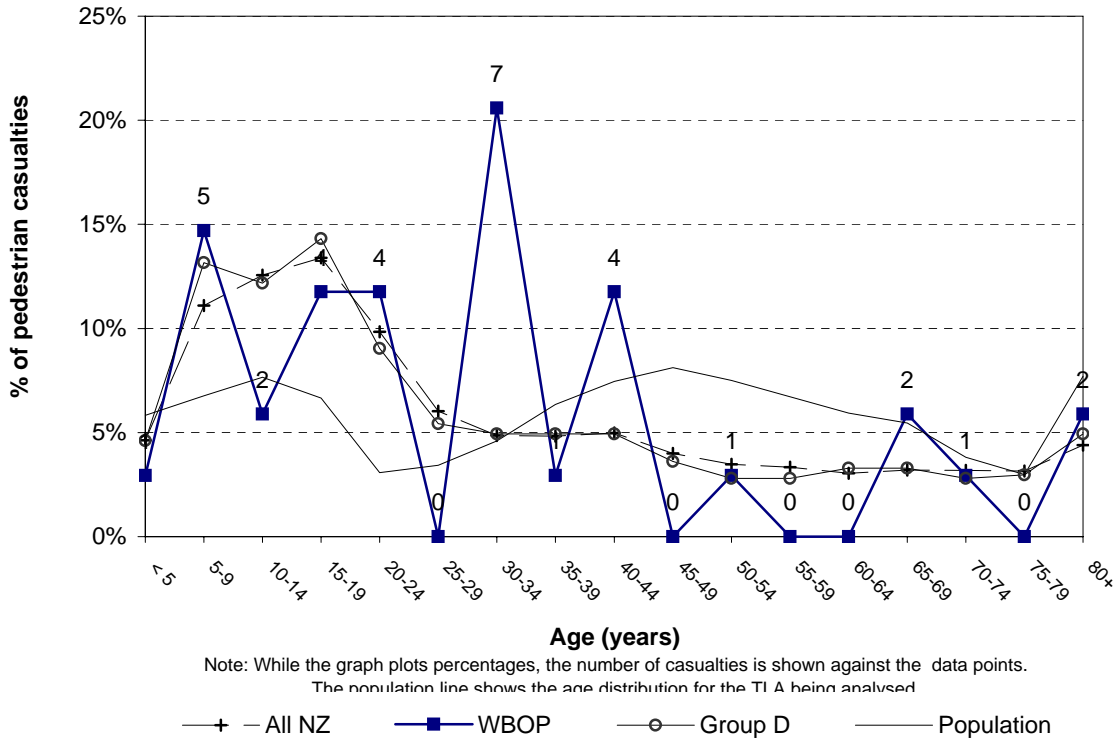
**Figure 3.21 Heavy vehicle casualty age  
Western Bay of Plenty District (2004-2008)**



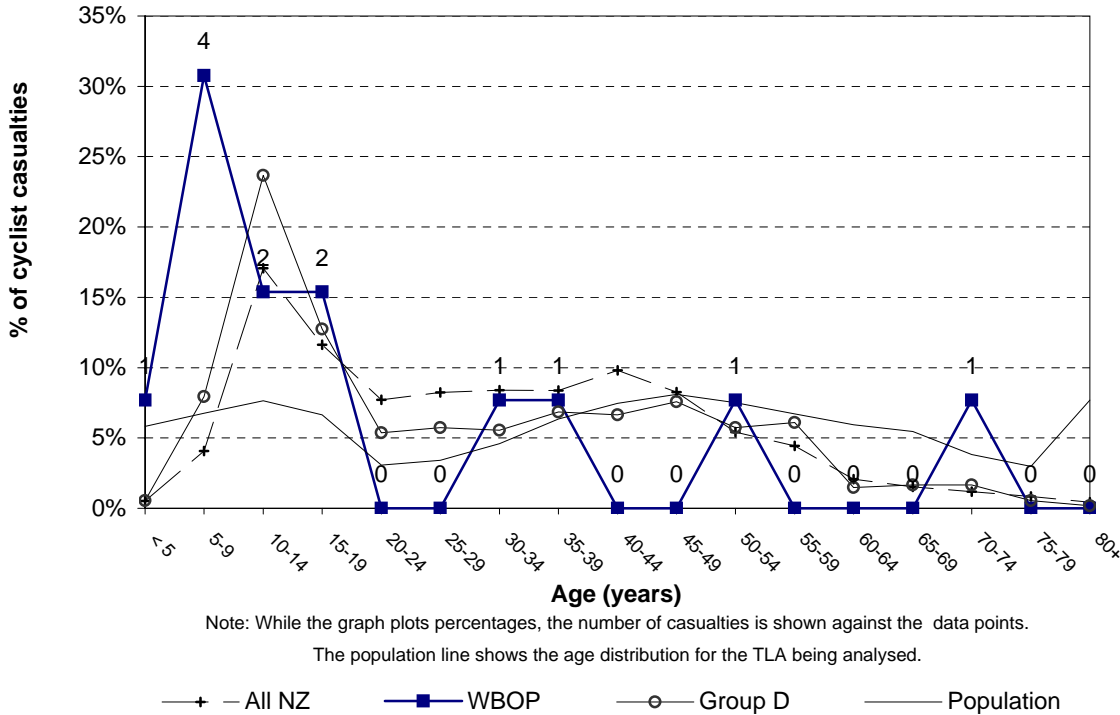
**Figure 3.22 Motorcyclist casualty age  
Western Bay of Plenty District (2004-2008)**



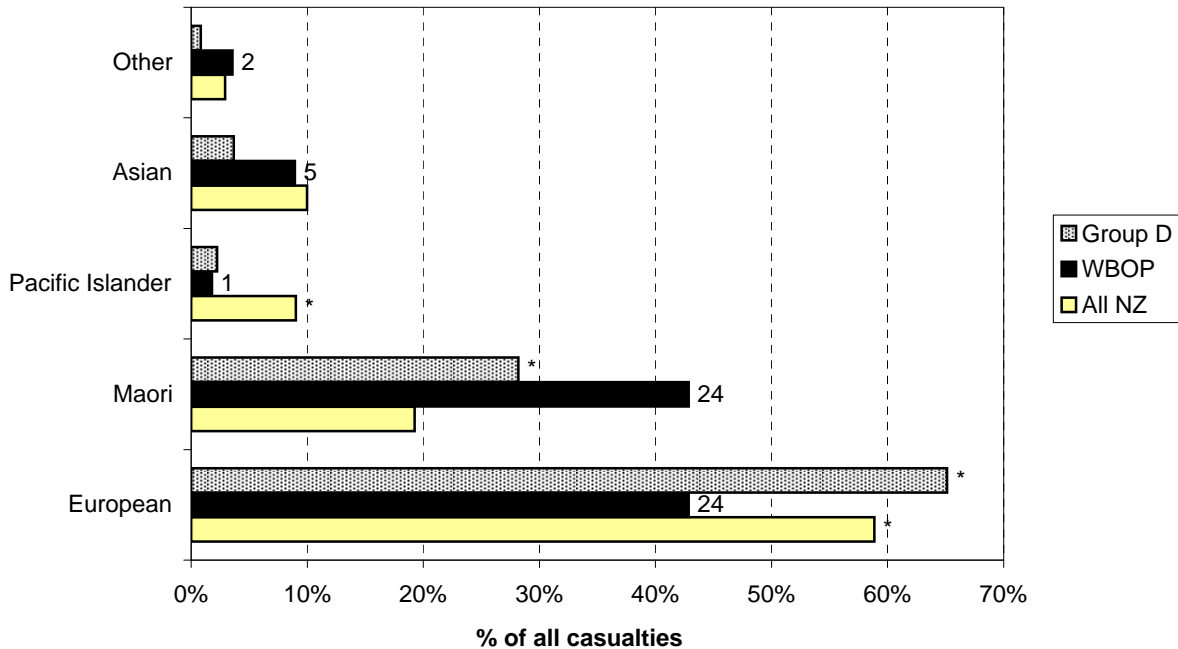
**Figure 3.23 Pedestrian casualty age  
Western Bay of Plenty District (2004-2008)**



**Figure 3.24 Cyclist casualty age  
Western Bay of Plenty District (2004-2008)**

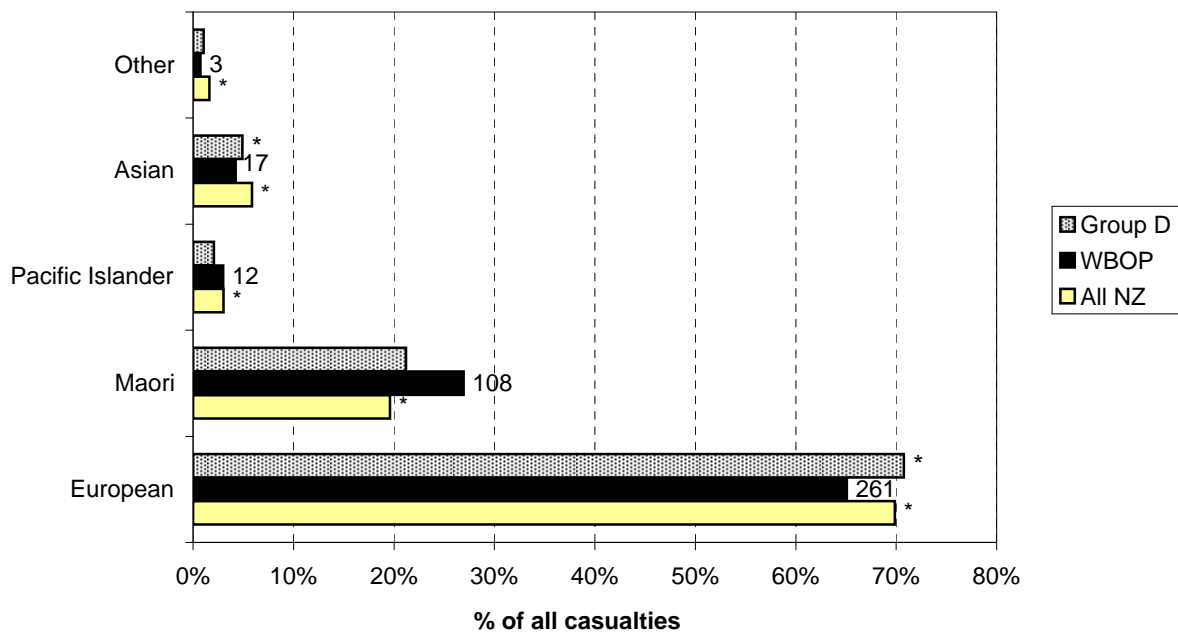


**Figure 3.25 Casualty ethnicity - urban  
Western Bay of Plenty District (2004-2008)**



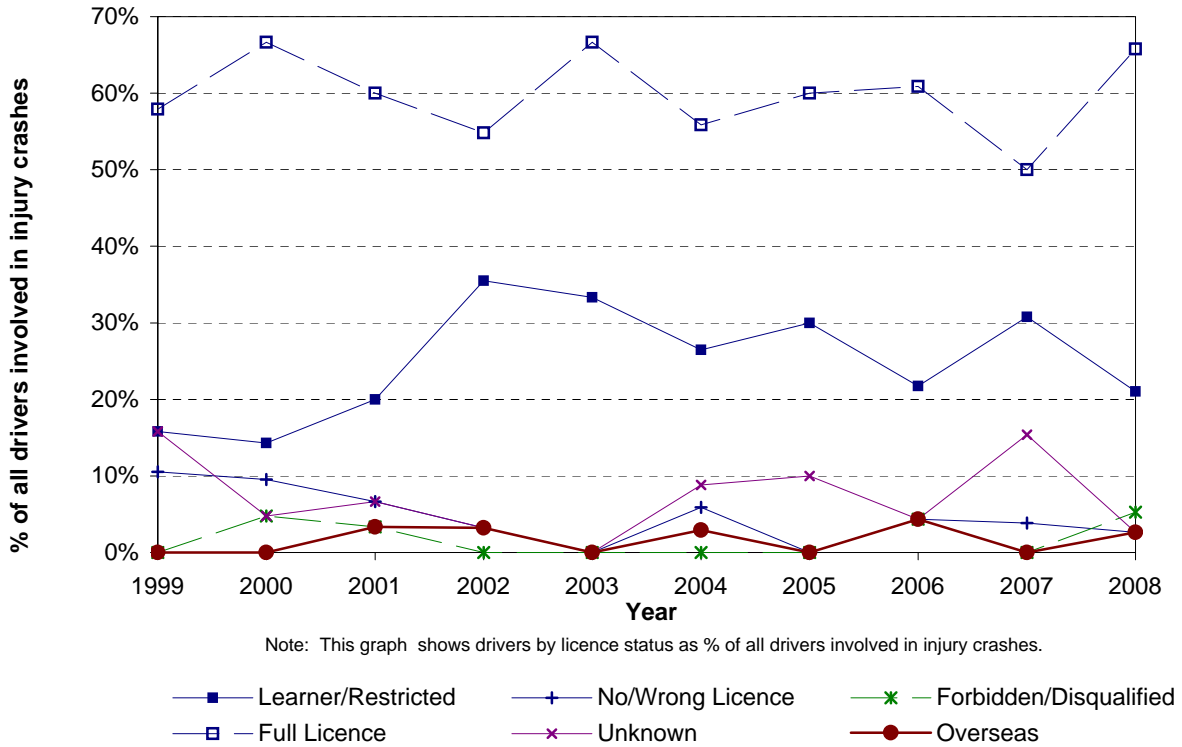
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.26 Casualty ethnicity - rural  
Western Bay of Plenty District (2004-2008)**

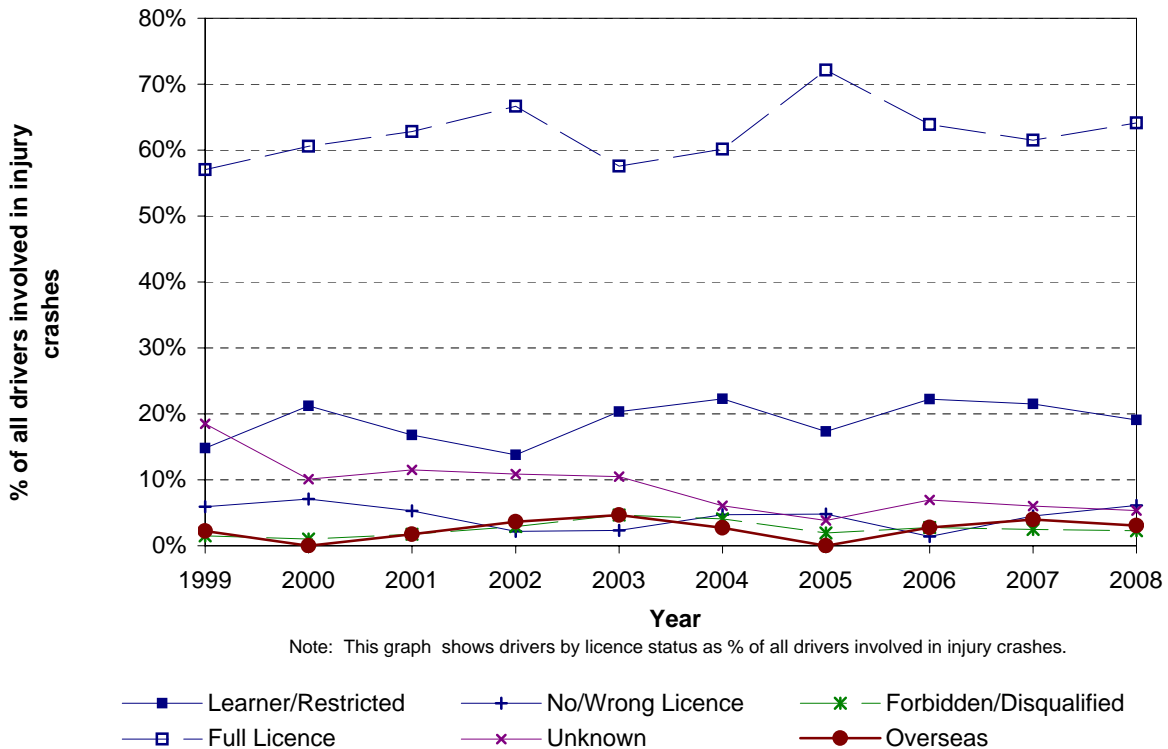


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 3.27 Licence status - urban  
Western Bay of Plenty District**



**Figure 3.28 Licence status - rural  
Western Bay of Plenty District**

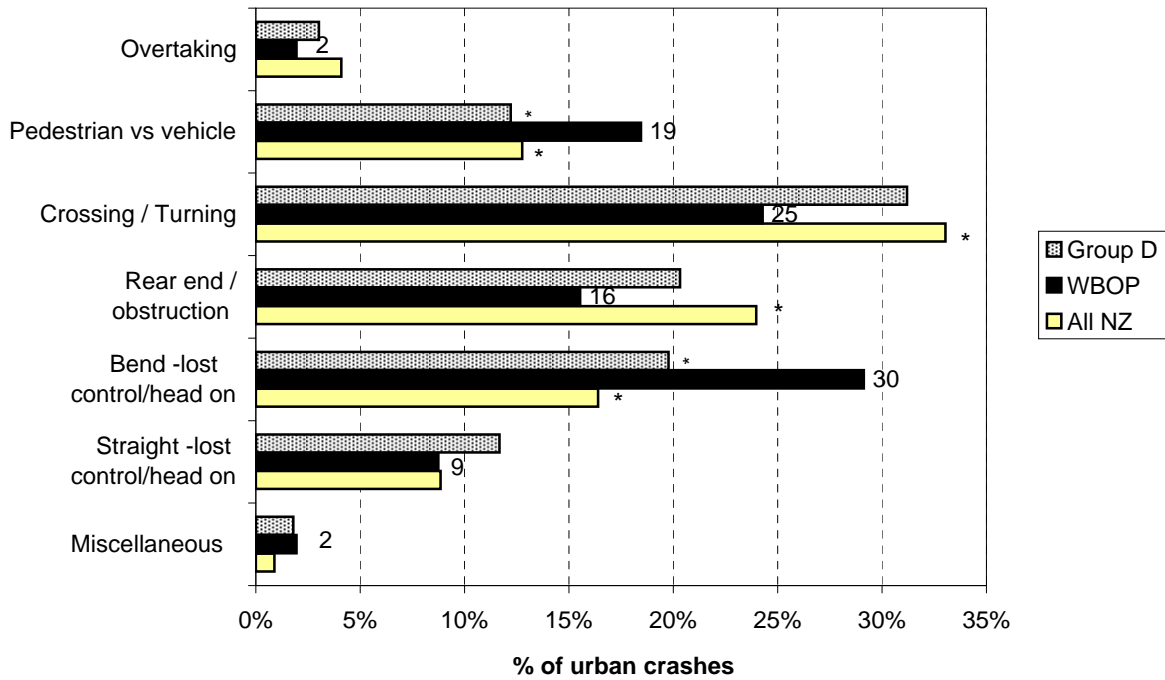


# *Crash Type Statistics*



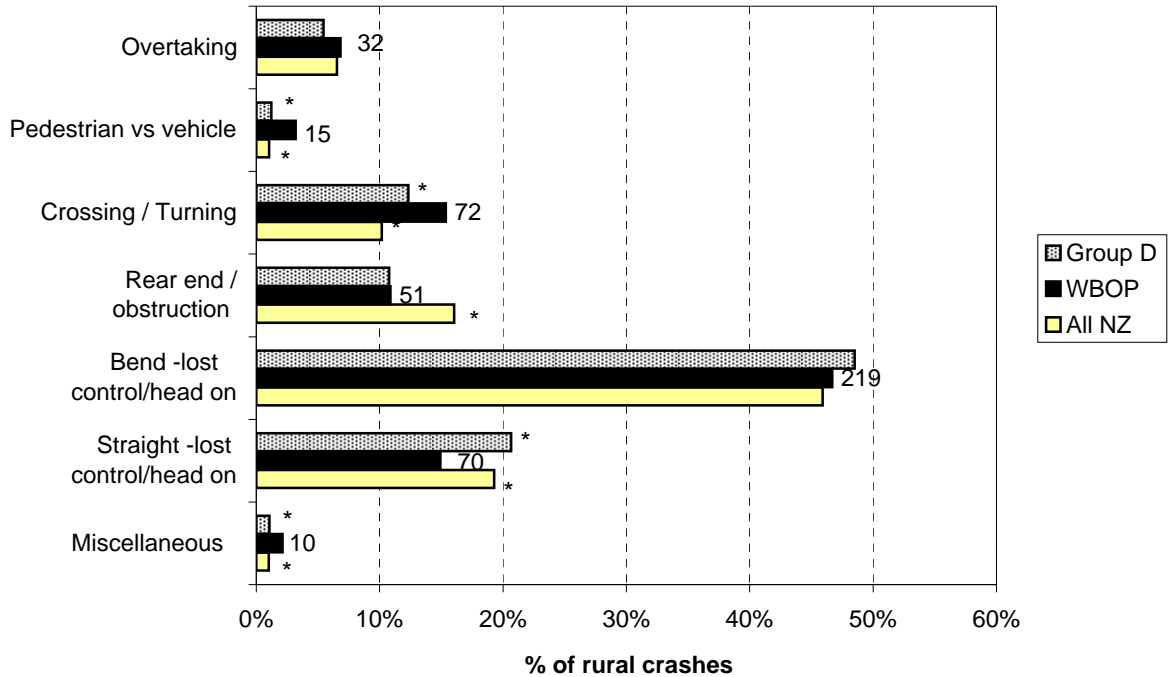


**Figure 4.1 Crash movement type - urban  
Western Bay of Plenty District (2004-2008)**



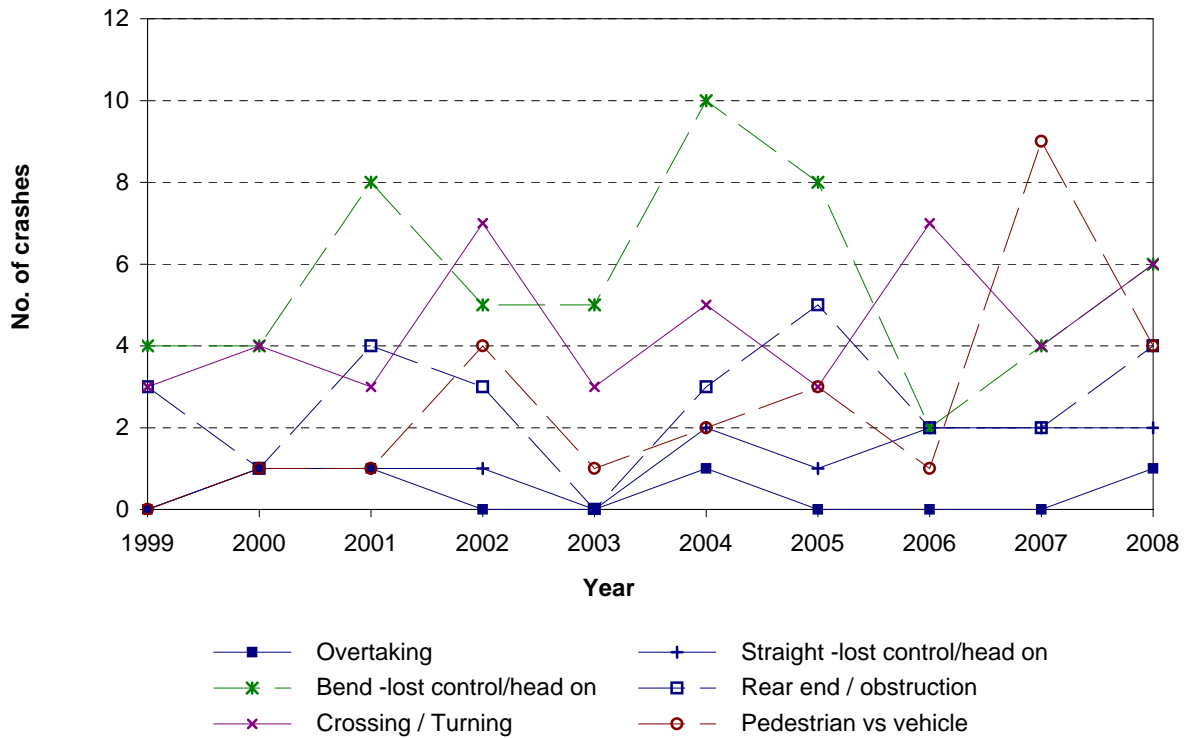
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 4.2 Crash movement type - rural  
Western Bay of Plenty District roads (2004-2008)**

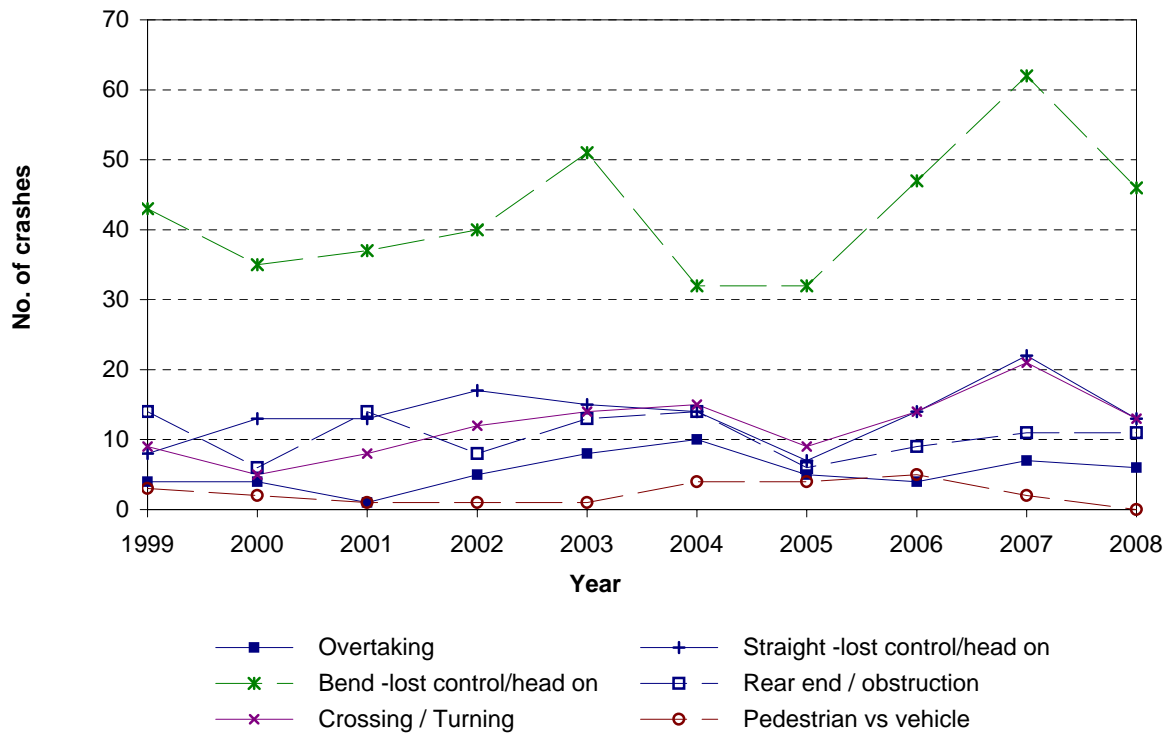


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

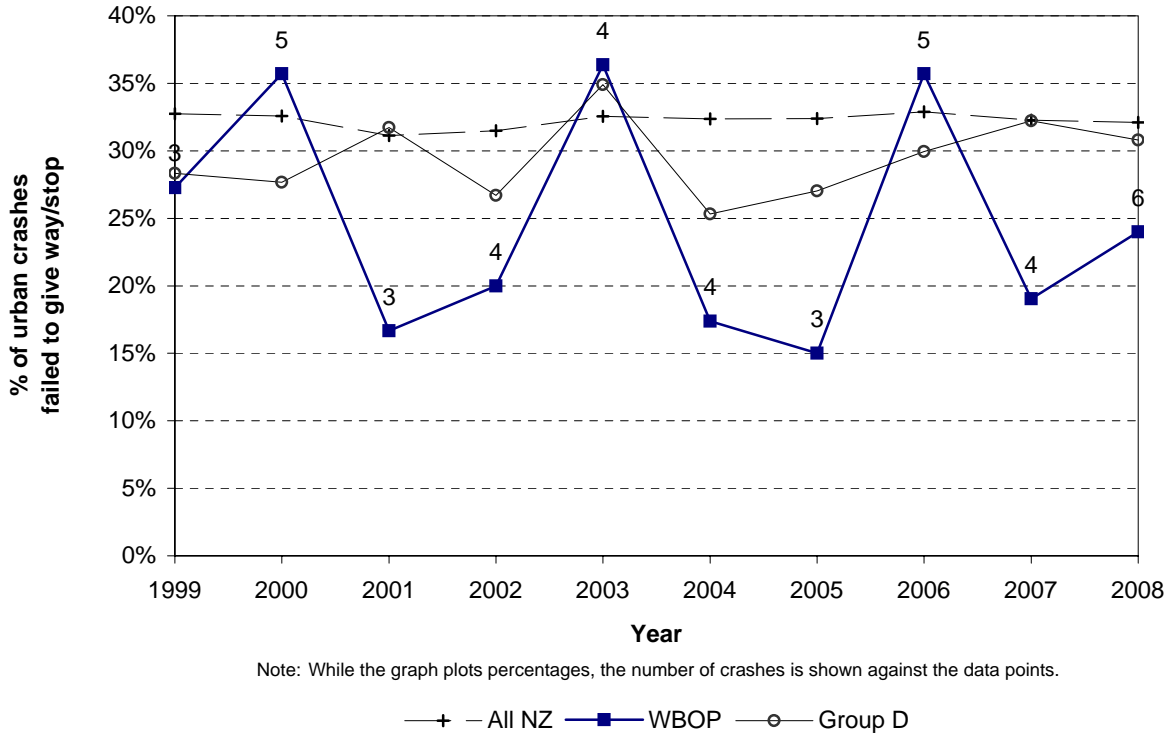
**Figure 4.3 Crash movement type - trends  
Western Bay of Plenty District - urban roads**



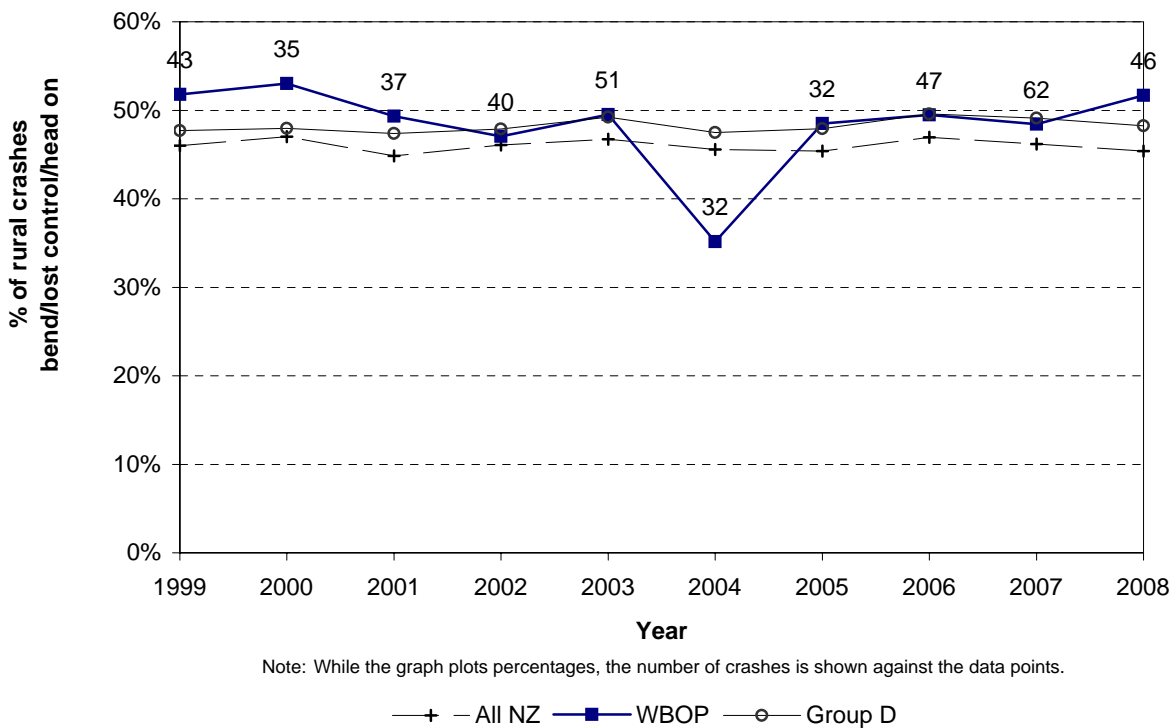
**Figure 4.4 Crash movement type - trends  
Western Bay of Plenty District - rural roads**



**Figure 4.5 Failed to give way / stop  
Western Bay of Plenty District - urban roads**



**Figure 4.6 Bend - lost control / head - on  
Western Bay of Plenty District - rural roads**

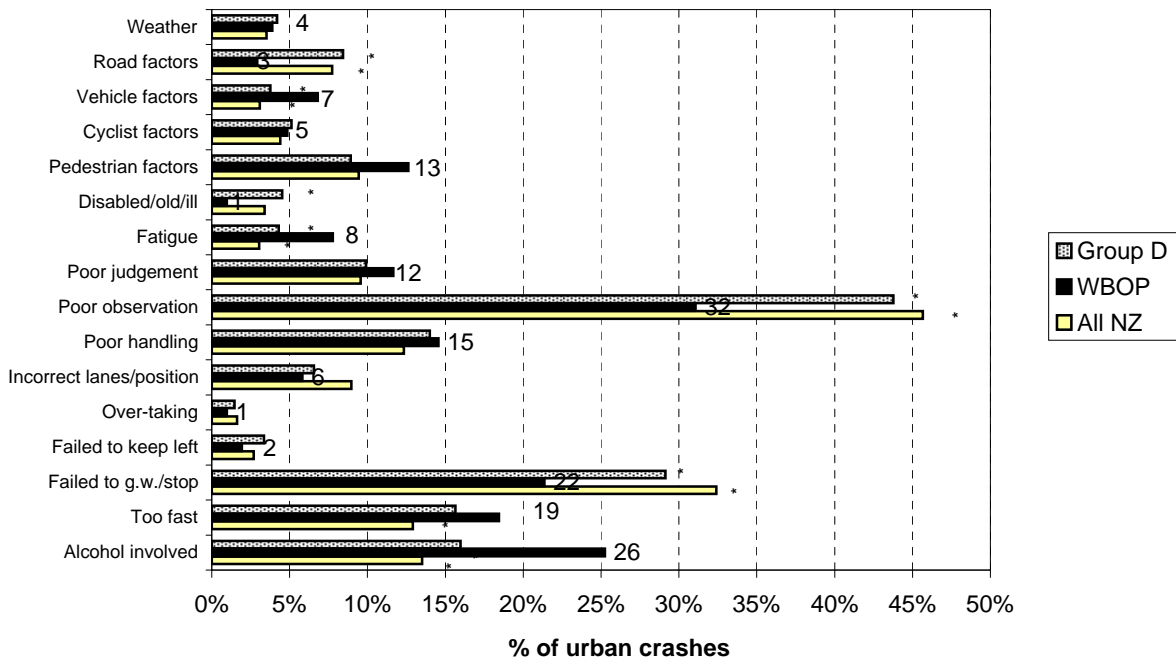




# *Crash Factor Statistics*

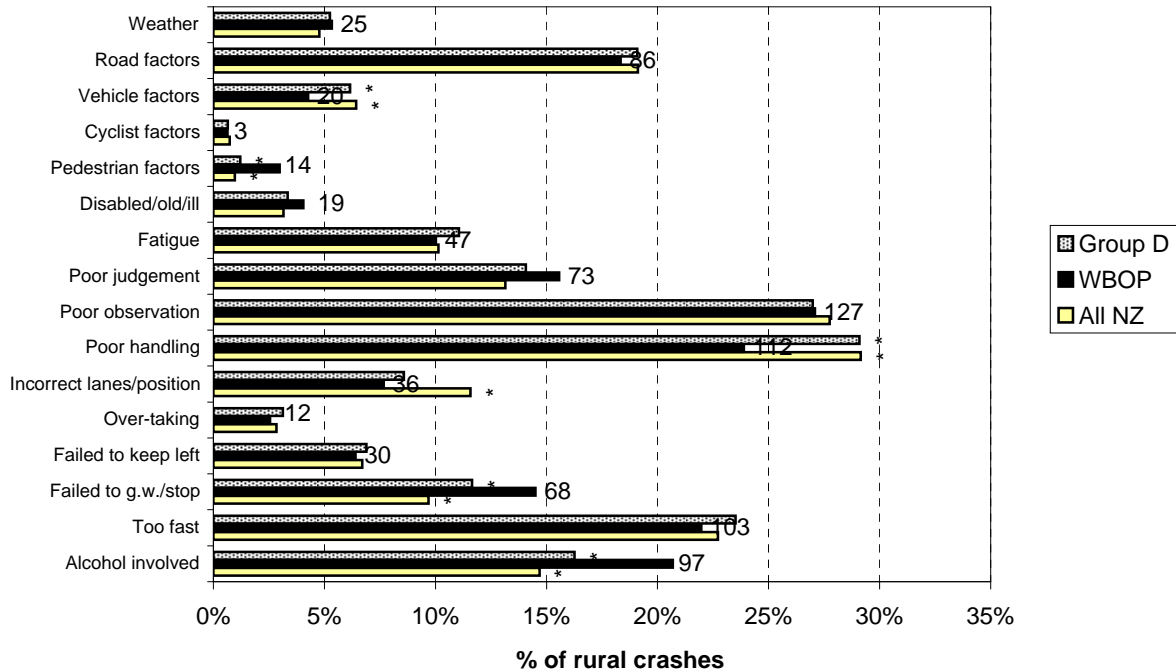


**Figure 5.1 Contributing factors - urban  
Western Bay of Plenty District (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

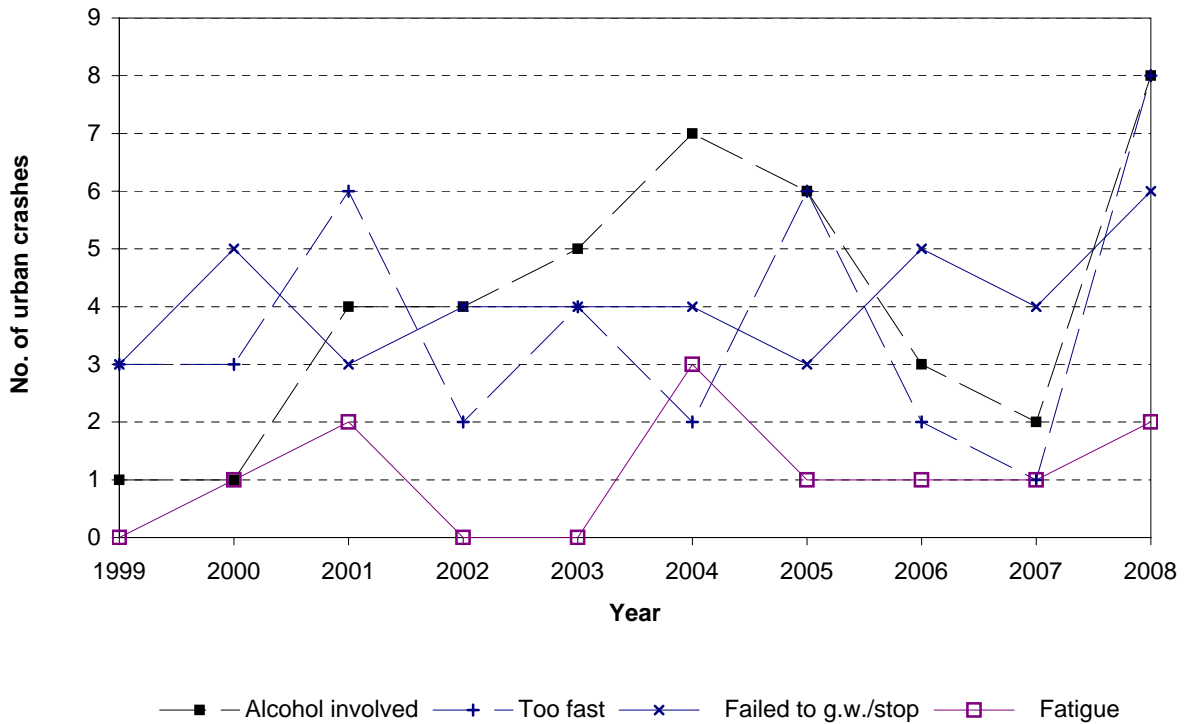
**Figure 5.2 Contributing factors - rural  
Western Bay of Plenty District (2004-2008)**



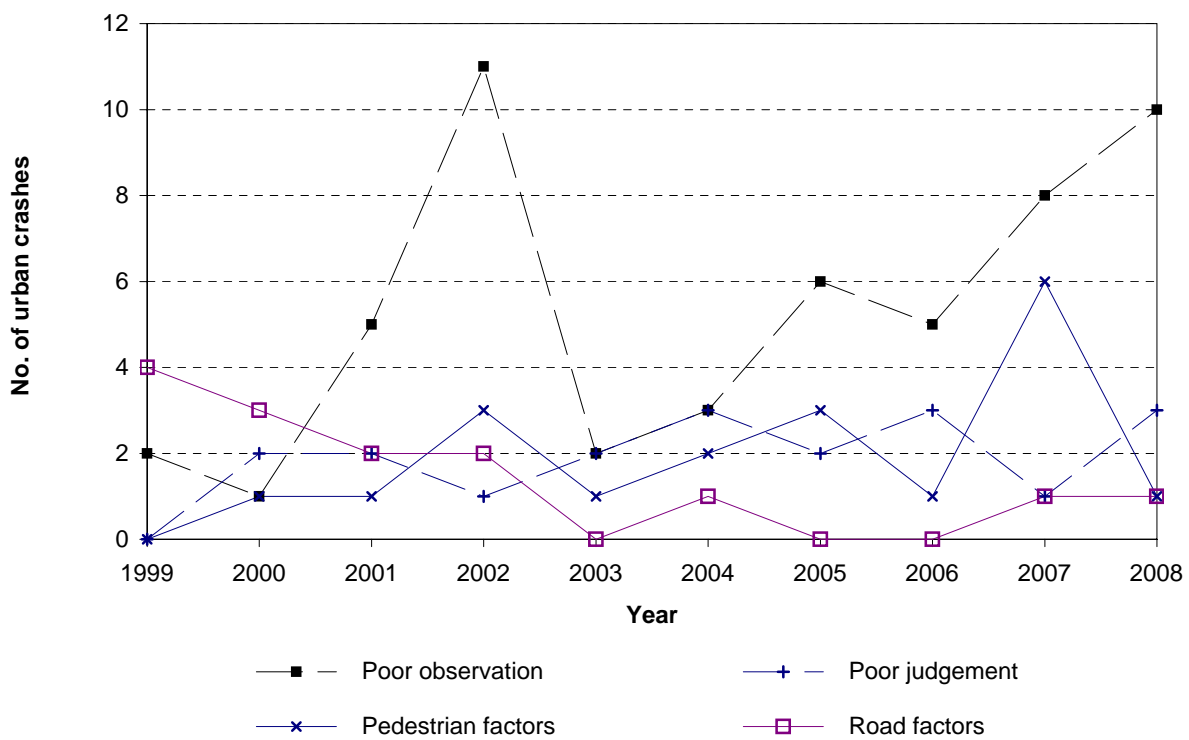
Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions



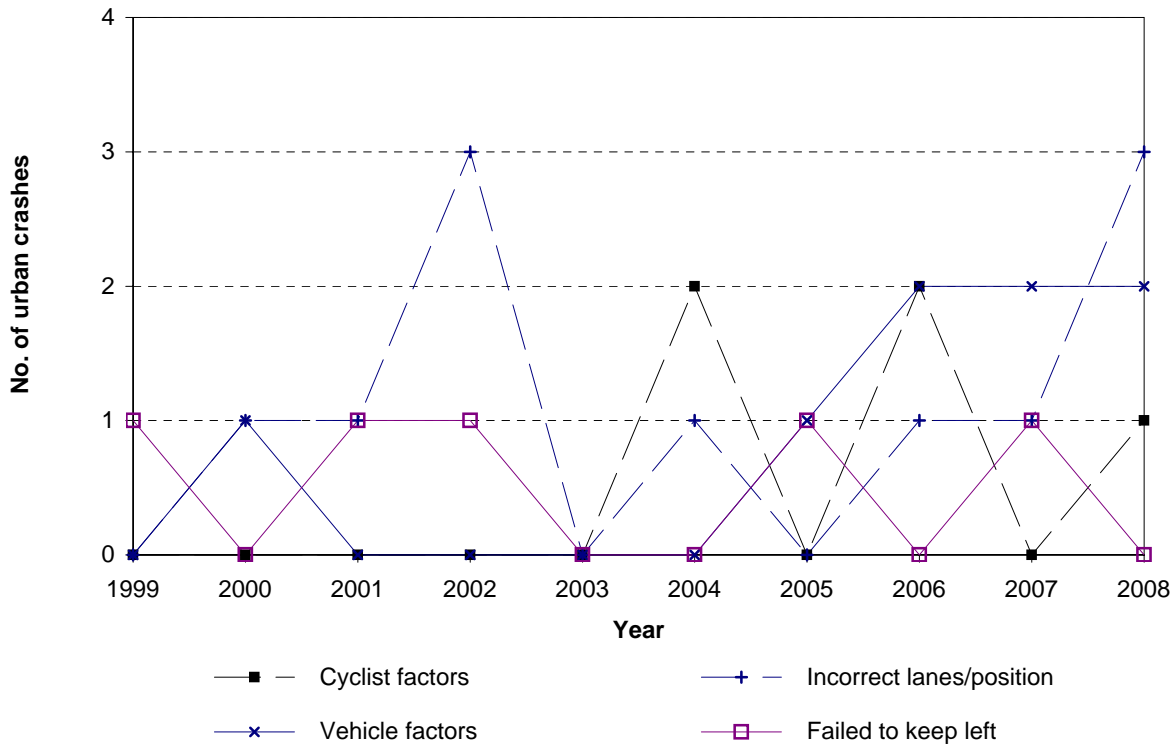
**Figure 5.3 Contributing factor trends  
Western Bay of Plenty District - urban roads**



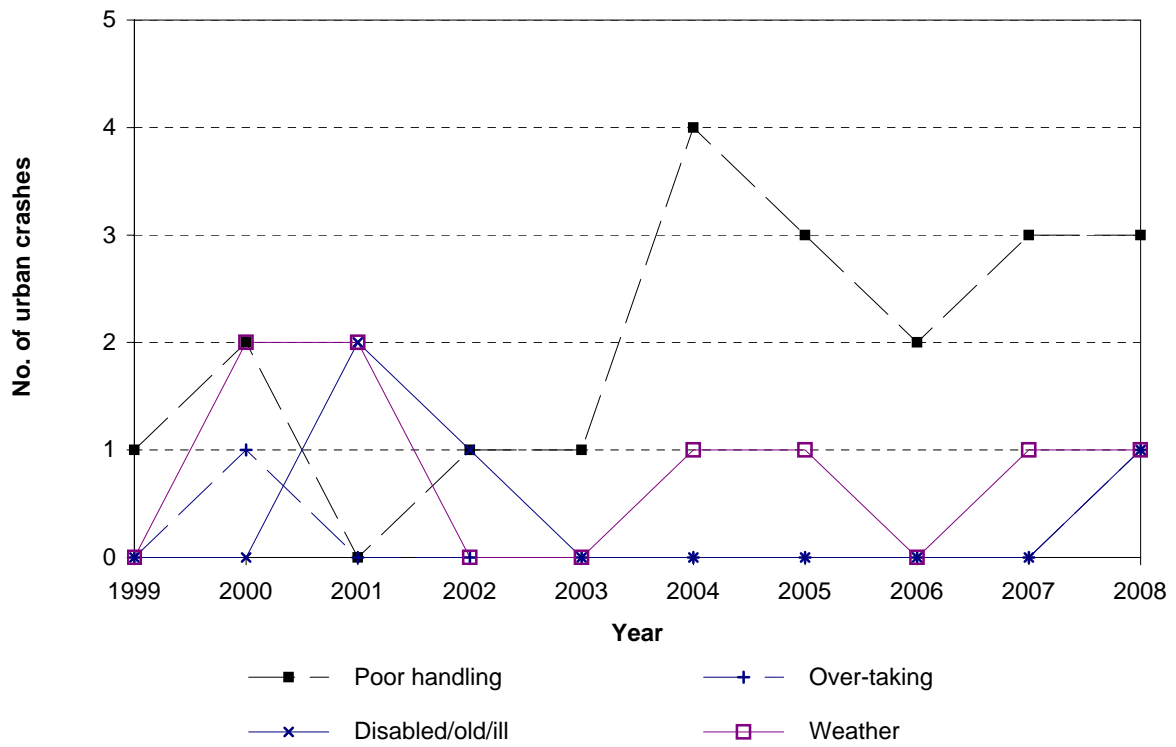
**Figure 5.4 Contributing factor trends  
Western Bay of Plenty District - urban roads**



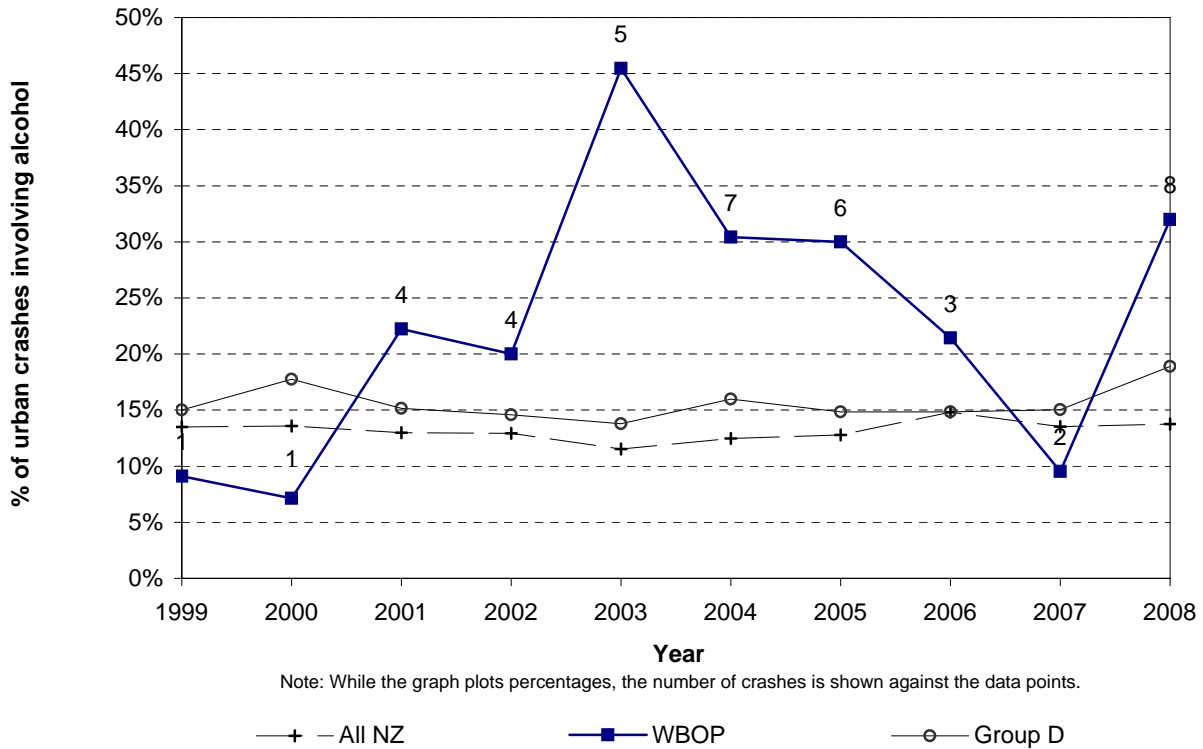
**Figure 5.5 Contributing factor trends  
Western Bay of Plenty District - urban roads**



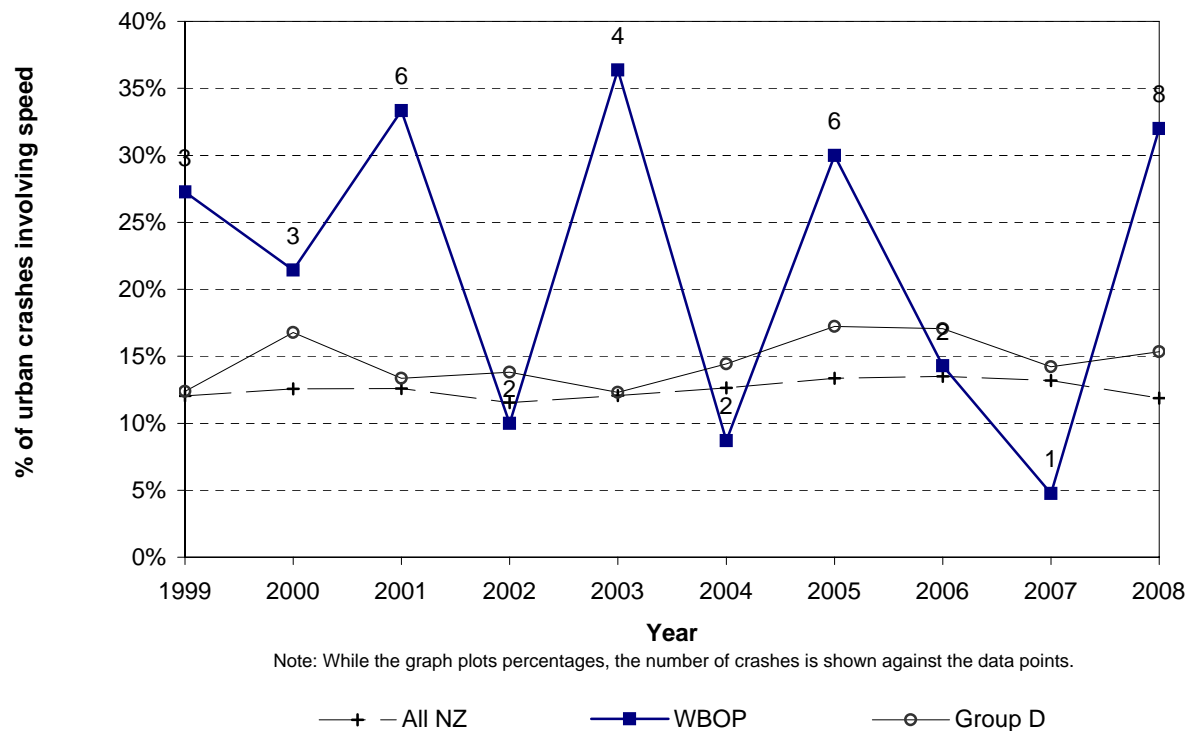
**Figure 5.6 Contributing factor trends  
Western Bay of Plenty District - urban roads**



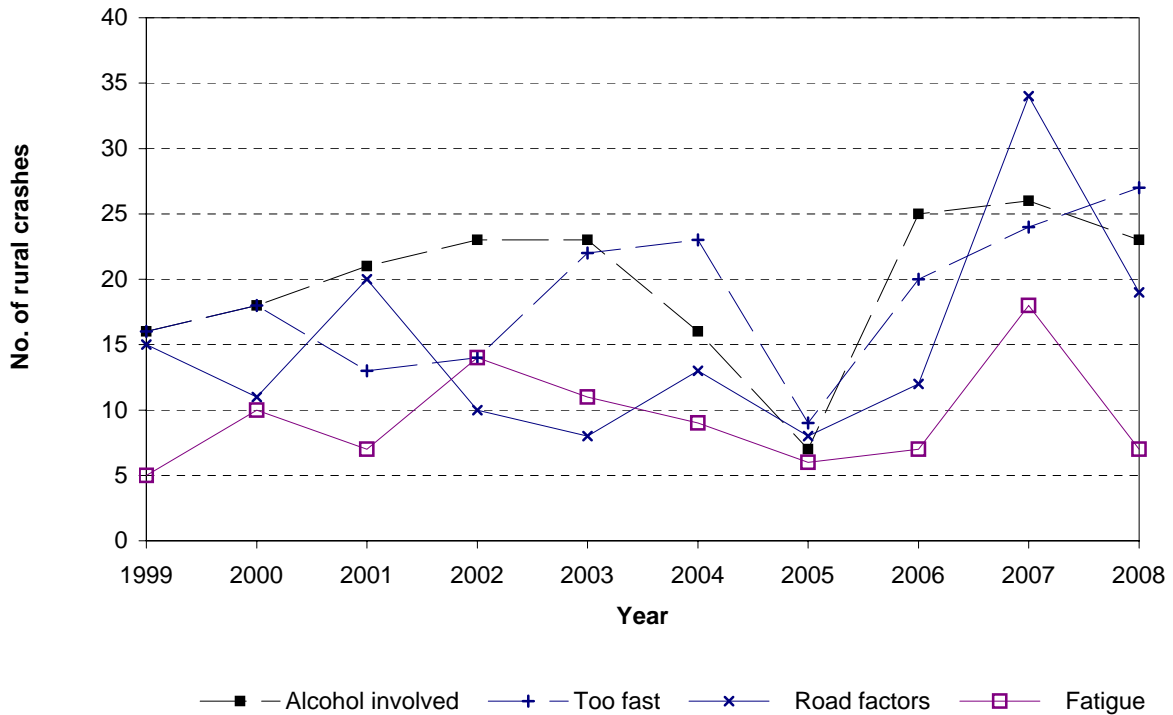
**Figure 5.7 Alcohol involved trend  
Western Bay of Plenty District - urban roads**



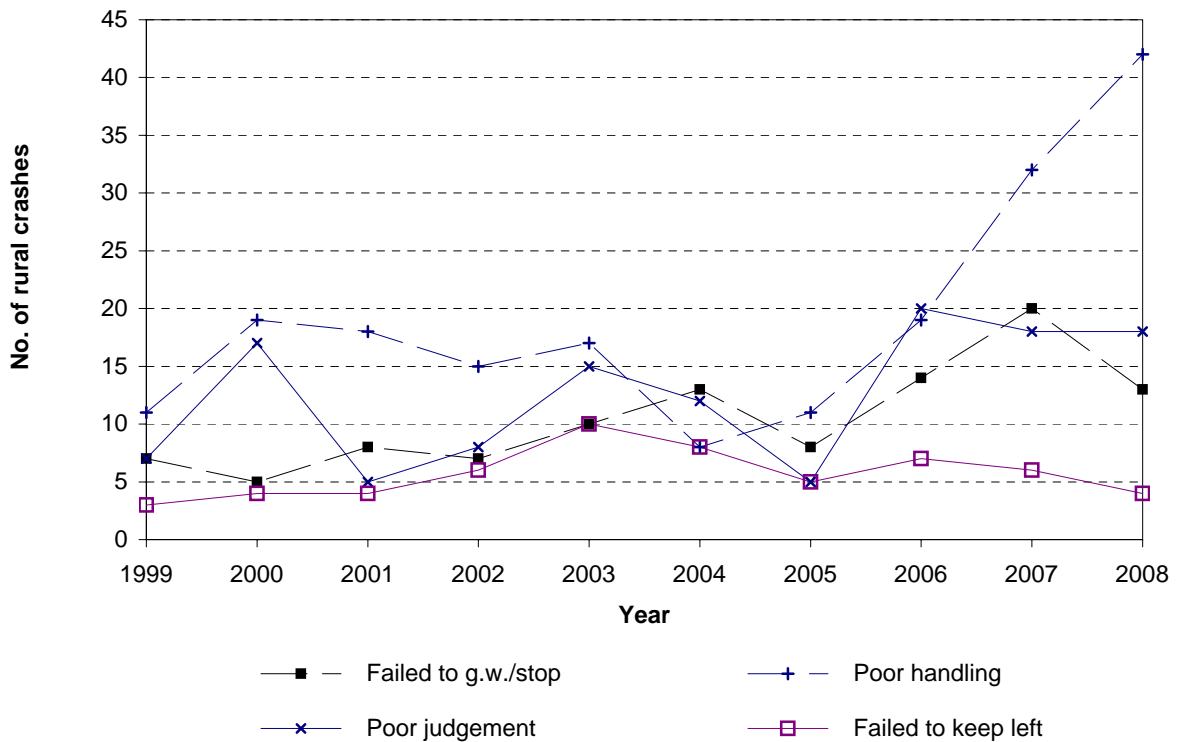
**Figure 5.8 Speed involved trend  
Western Bay of Plenty District - urban roads**



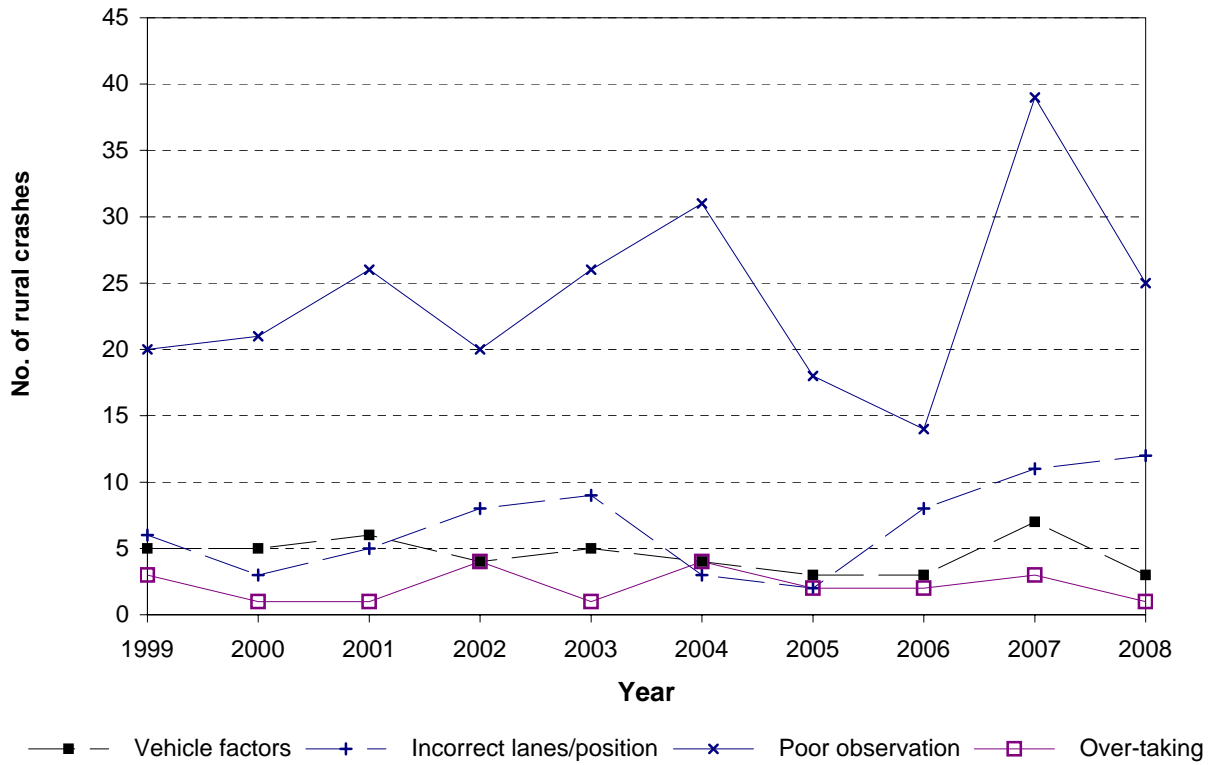
**Figure 5.9 Contributing factor trends  
Western Bay of Plenty District - rural roads**



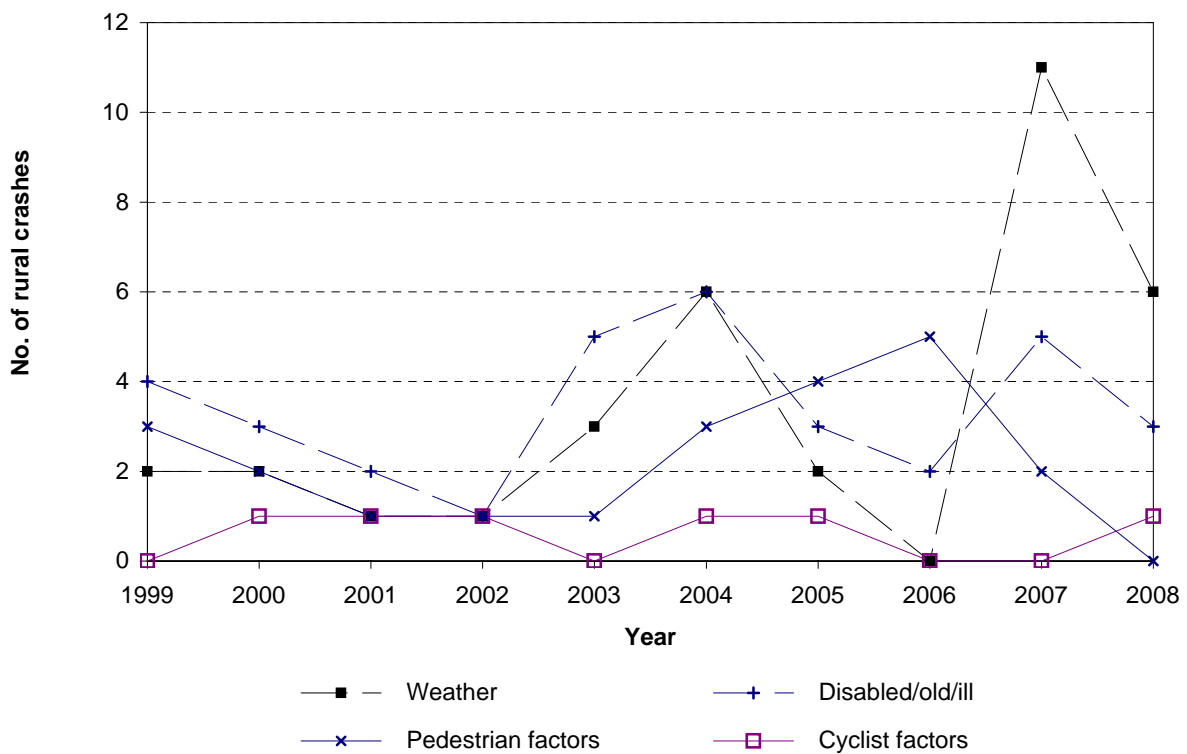
**Figure 5.10 Contributing factor trends  
Western Bay of Plenty District - rural roads**



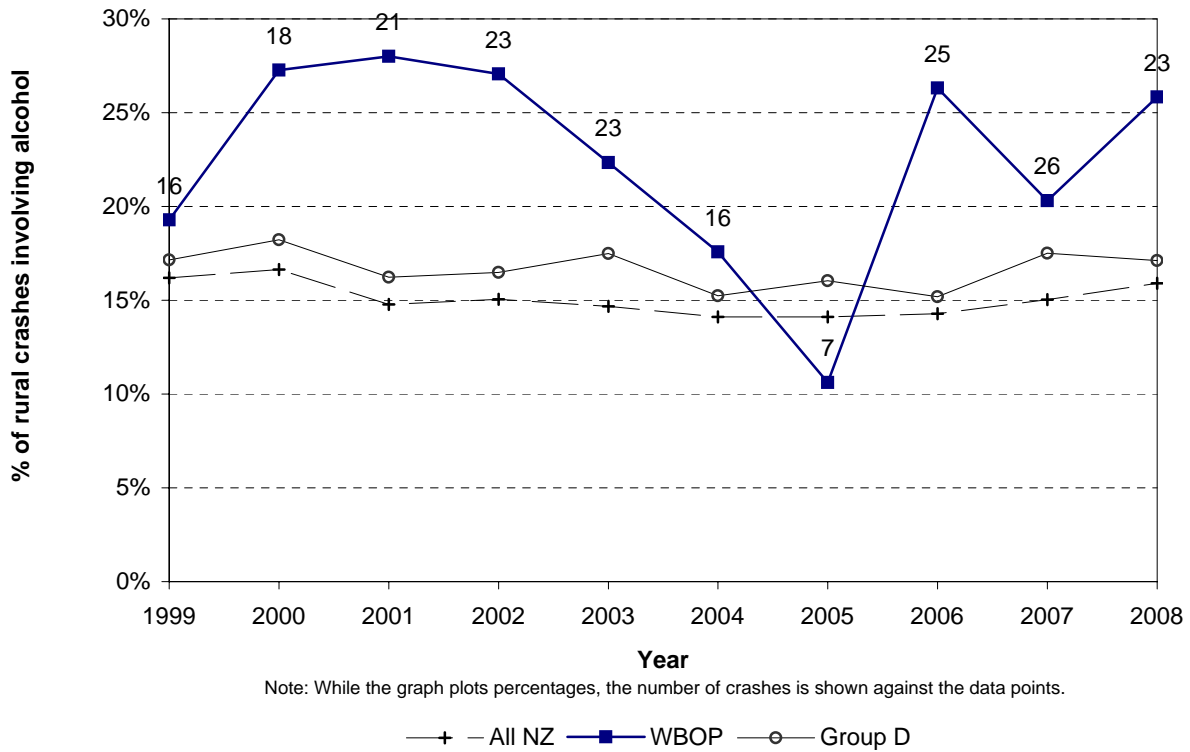
**Figure 5.11 Contributing factor trends  
Western Bay of Plenty District - rural roads**



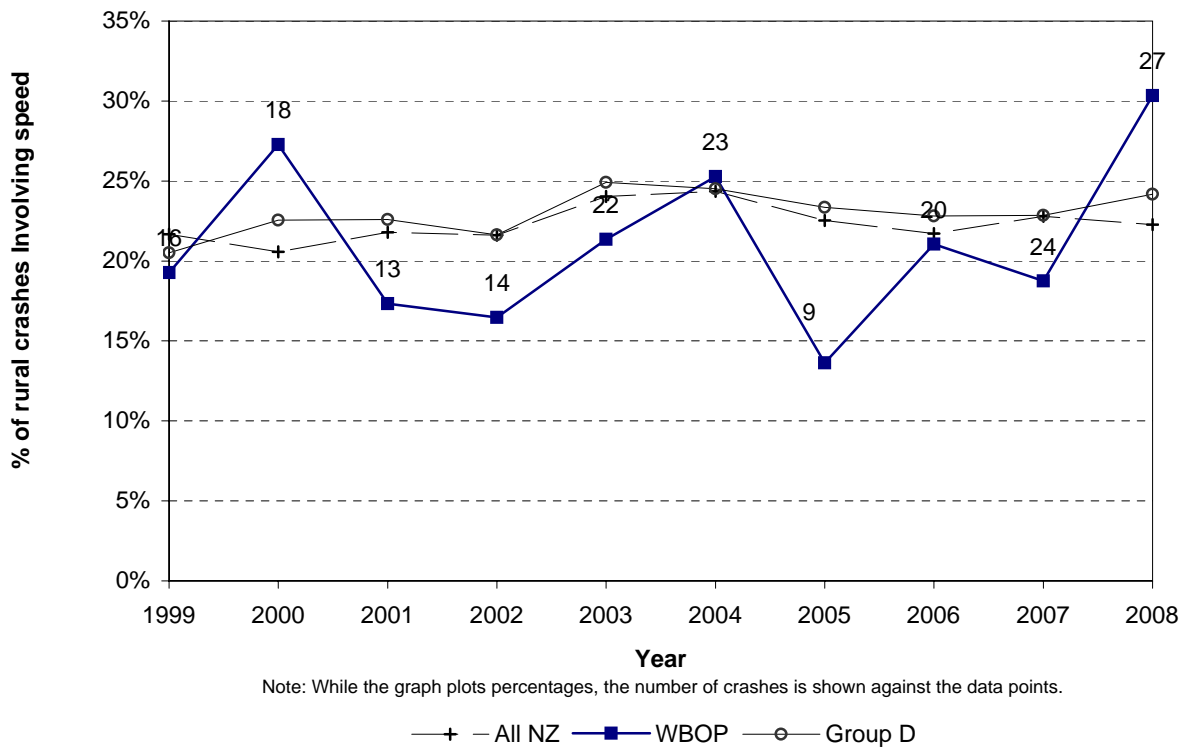
**Figure 5.12 Contributing factor trends  
Western Bay of Plenty District - rural roads**



**Figure 5.13 Alcohol involved trend  
Western Bay of Plenty District - rural roads**



**Figure 5.14 Speed involved trend  
Western Bay of Plenty District - rural roads**



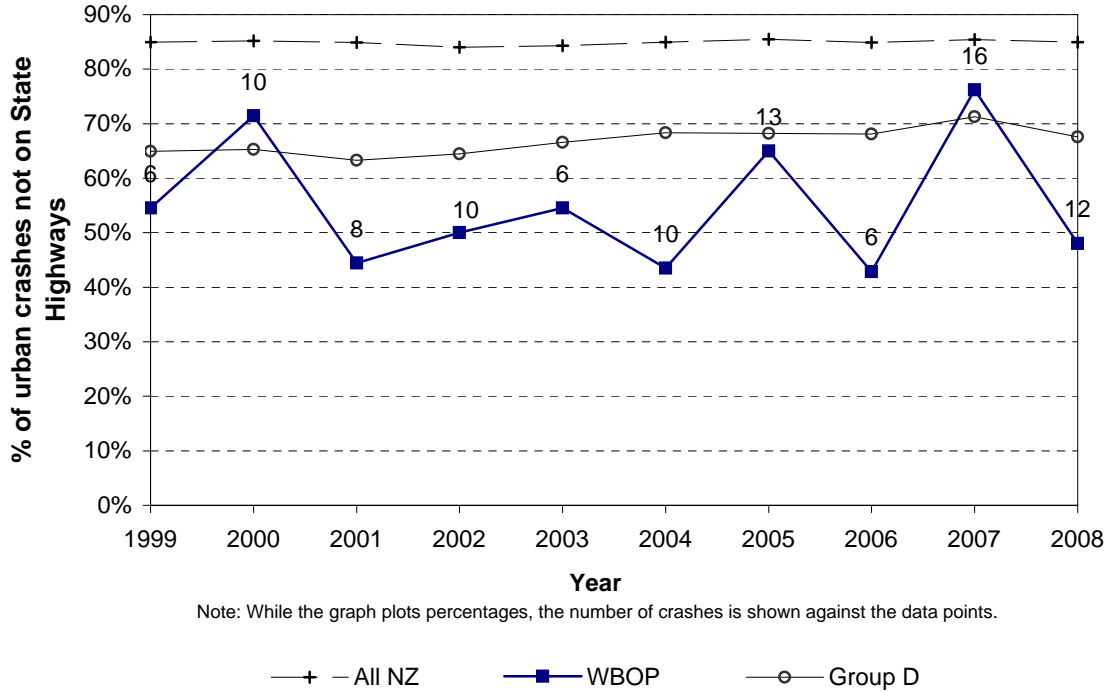


# *Environmental Statistics*

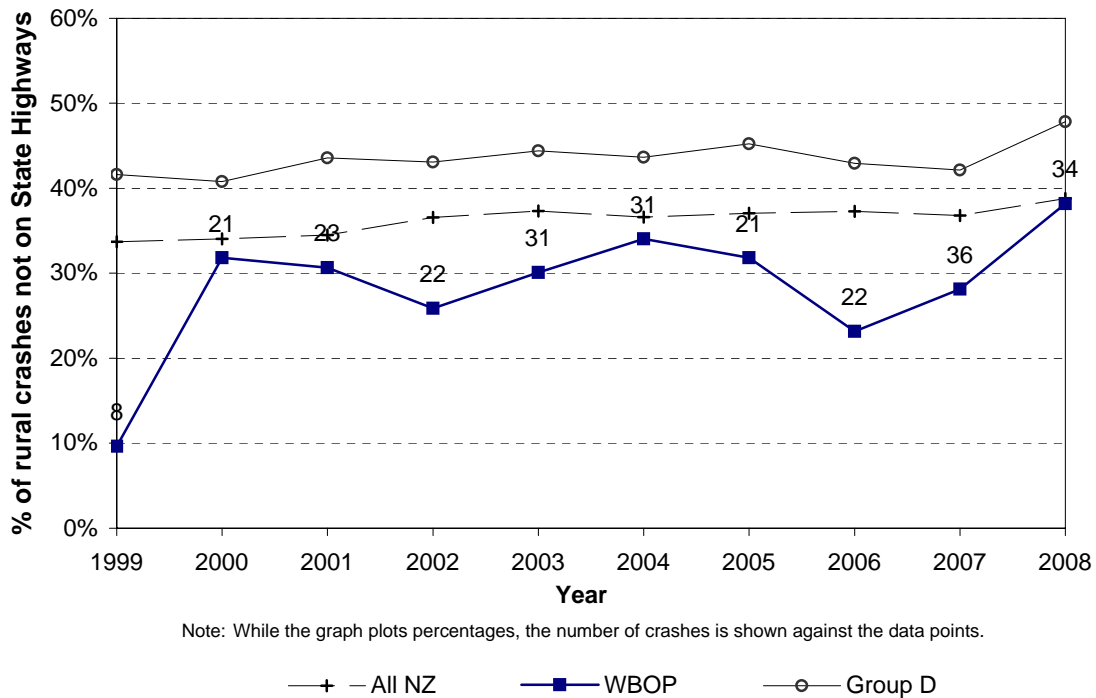




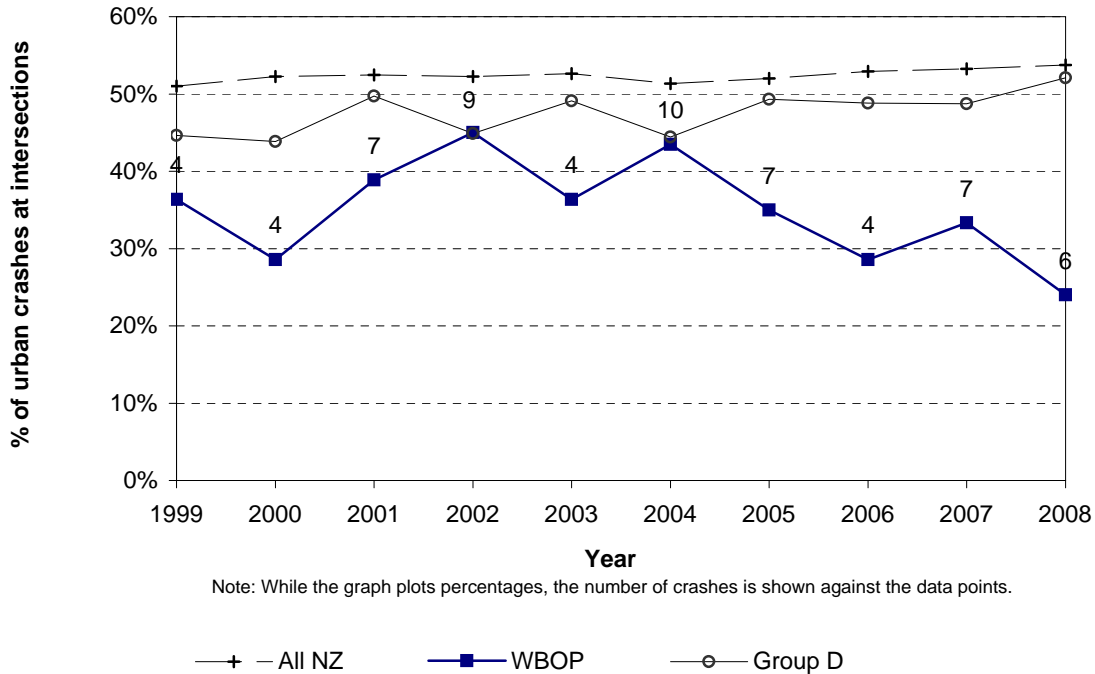
**Figure 6.1 Crashes not on state highways  
Western Bay of Plenty District - urban roads**



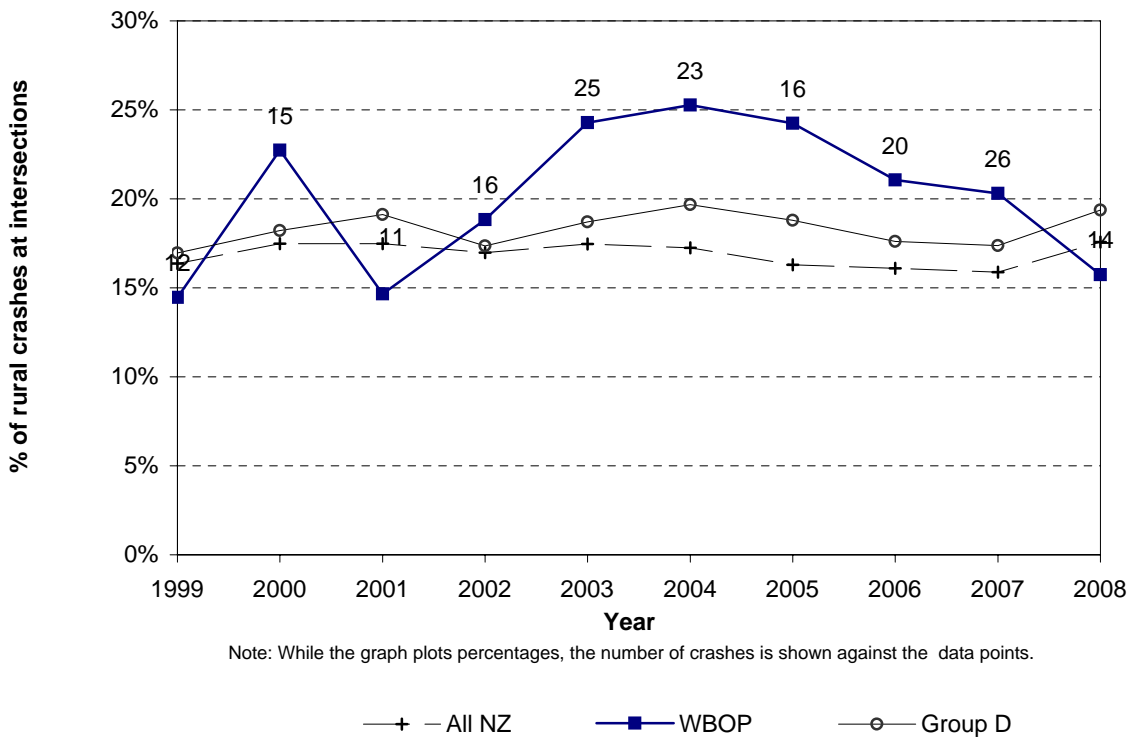
**Figure 6.2 Crashes not on state highways  
Western Bay of Plenty District - rural roads**



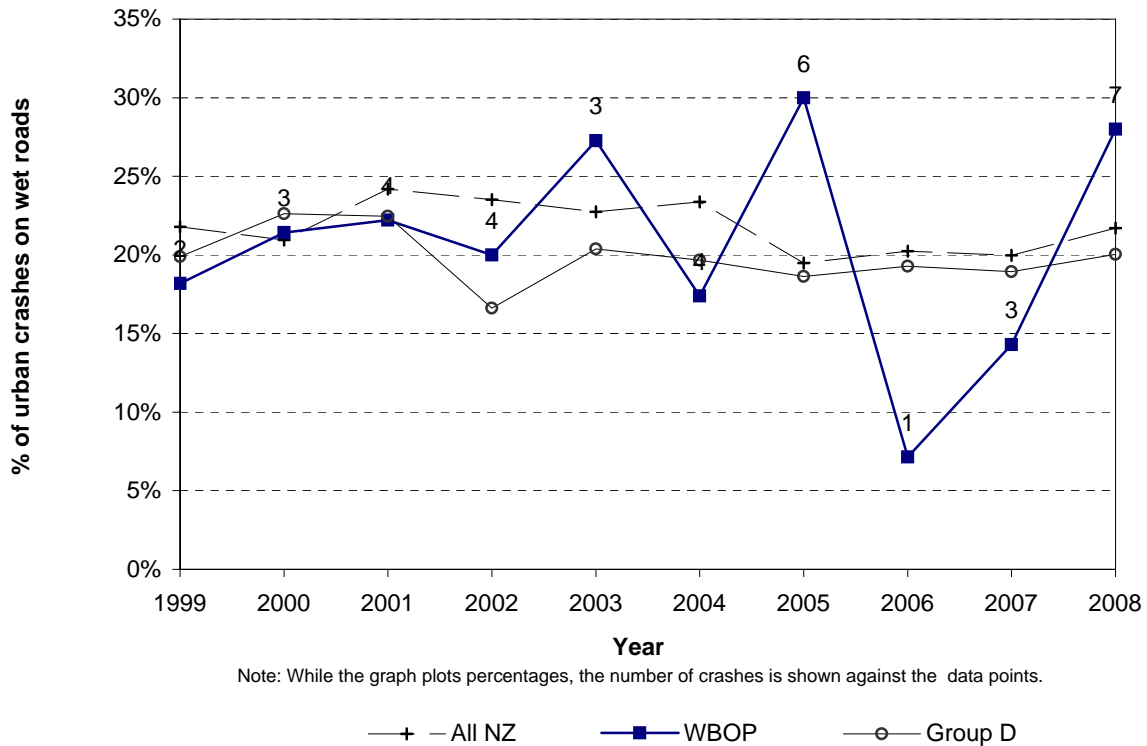
**Figure 6.3 Intersection crashes  
Western Bay of Plenty District - urban roads**



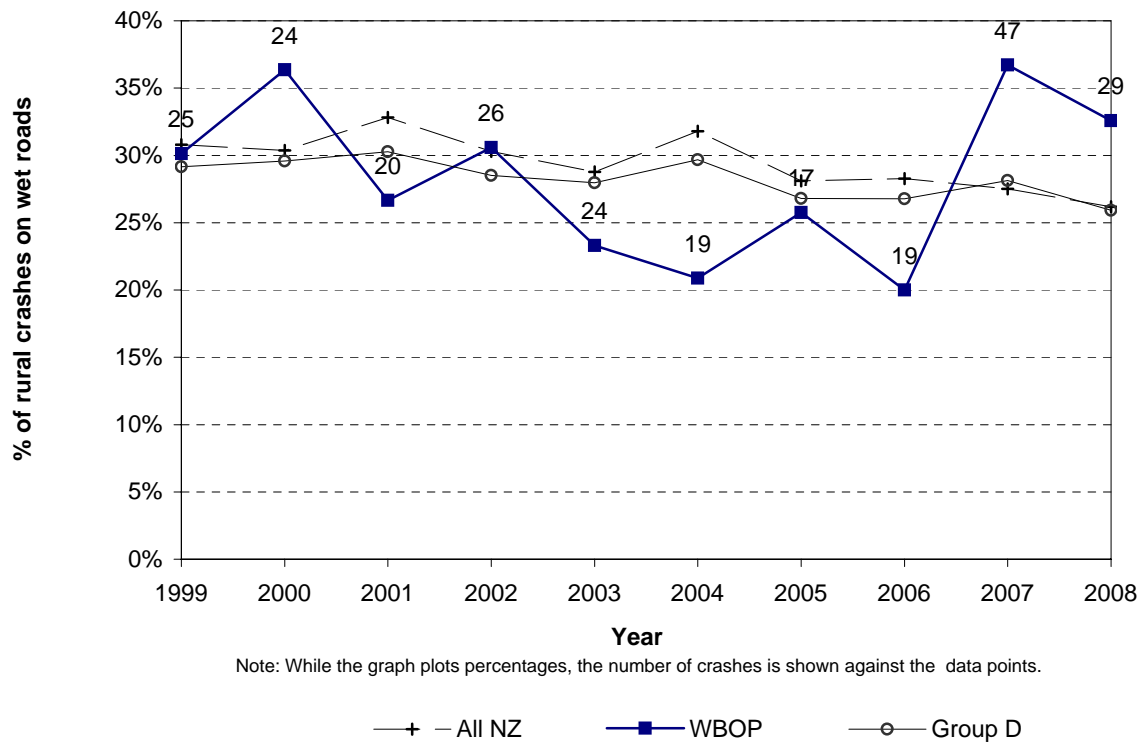
**Figure 6.4 Intersection crashes  
Western Bay of Plenty District - rural roads**



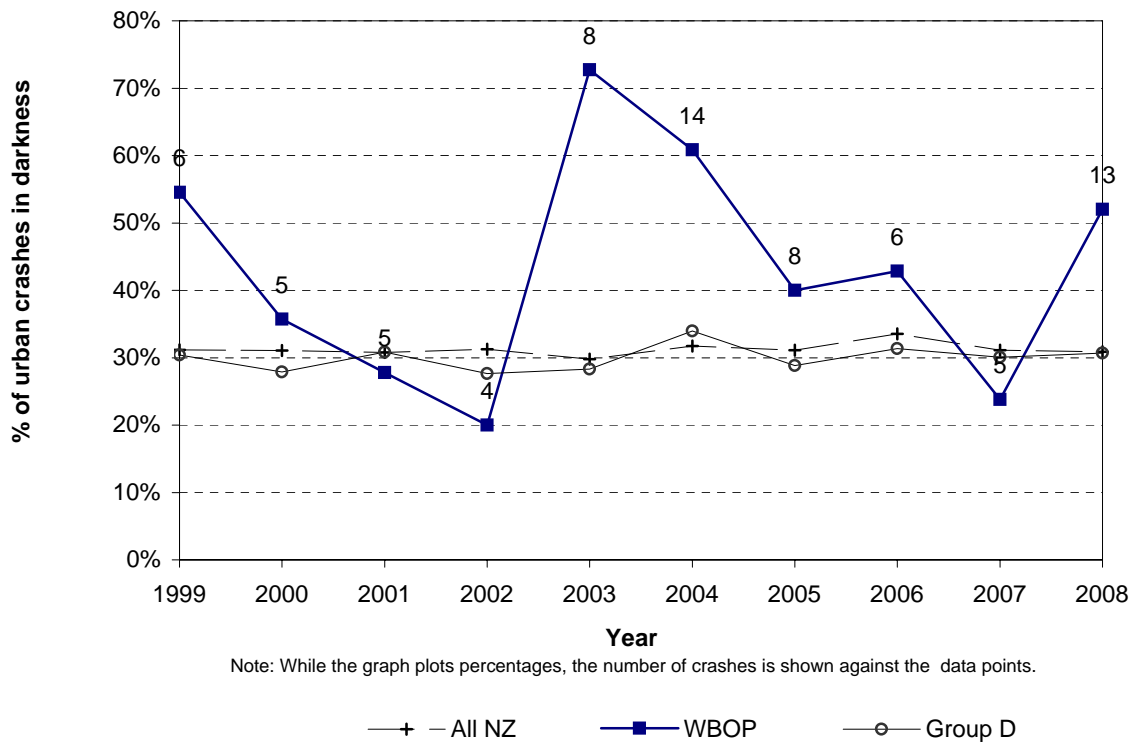
**Figure 6.5 Wet road crashes**  
Western Bay of Plenty District - urban roads



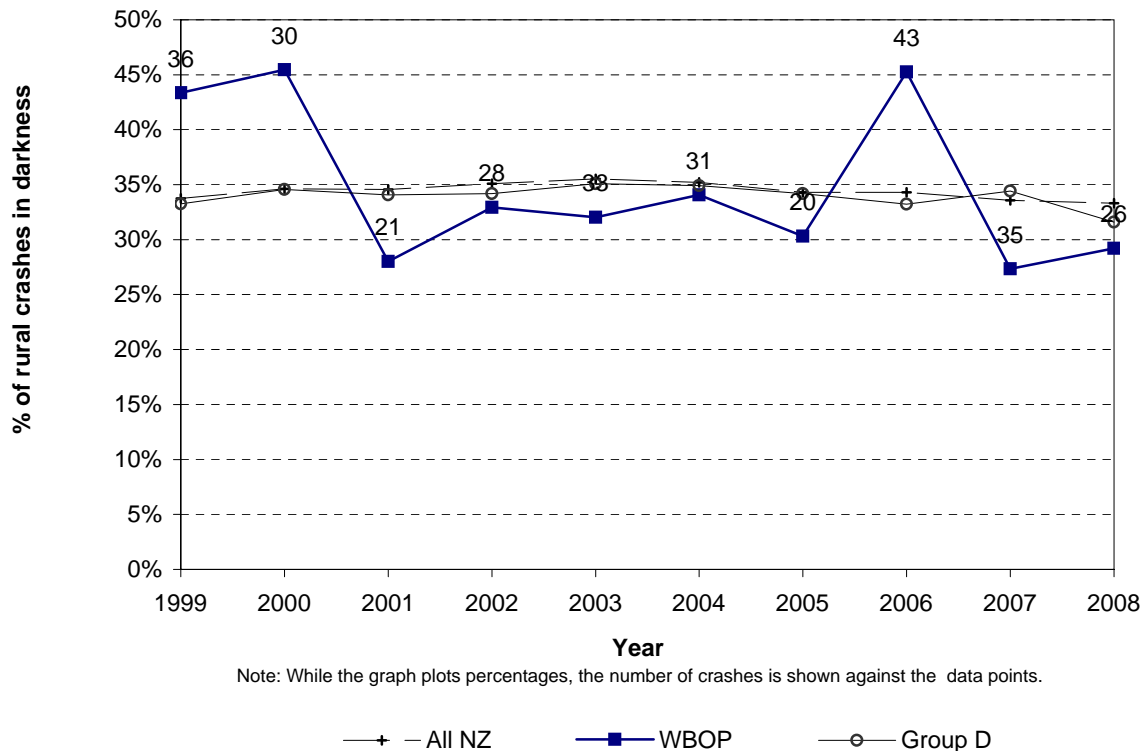
**Figure 6.6 Wet road crashes**  
Western Bay of Plenty District - rural roads



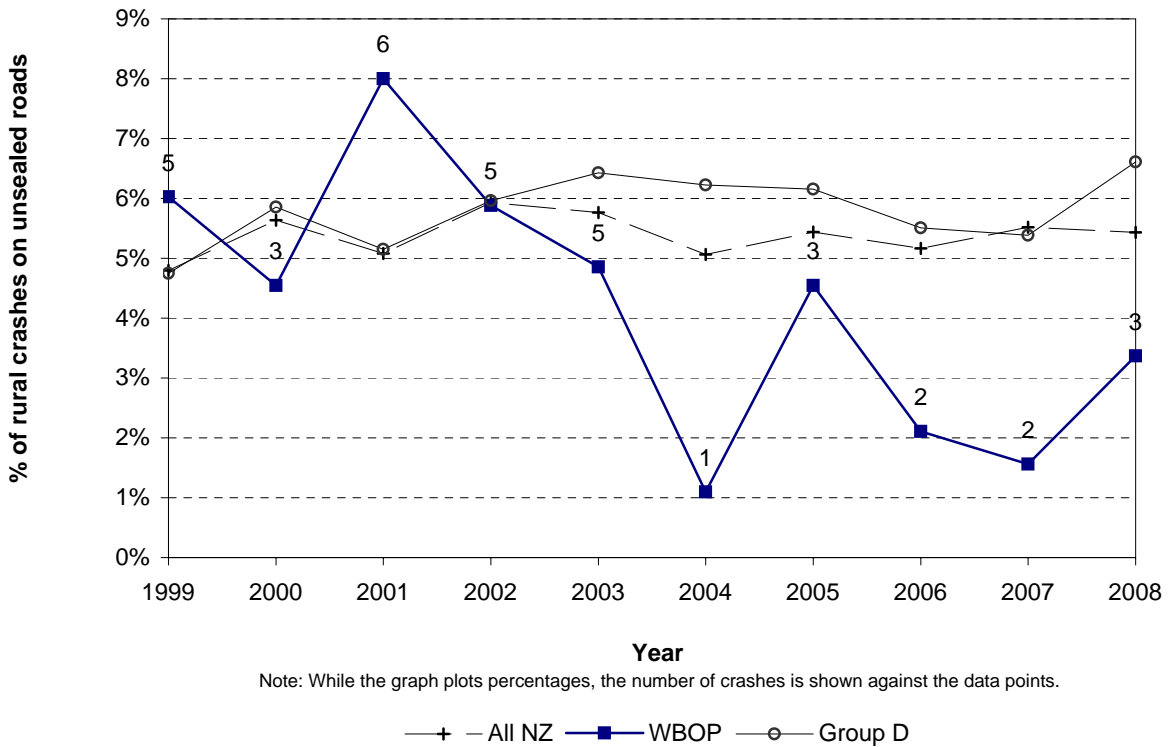
**Figure 6.7 Crashes in darkness  
Western Bay of Plenty District - urban roads**



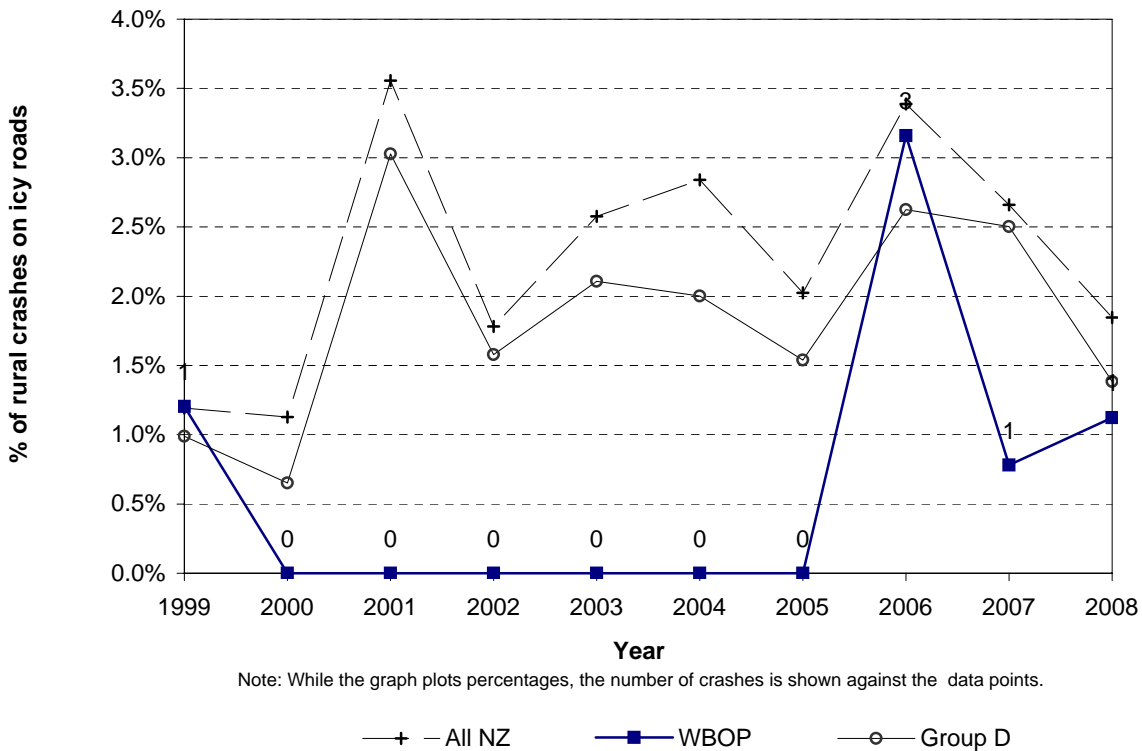
**Figure 6.8 Crashes in darkness  
Western Bay of Plenty District - rural roads**



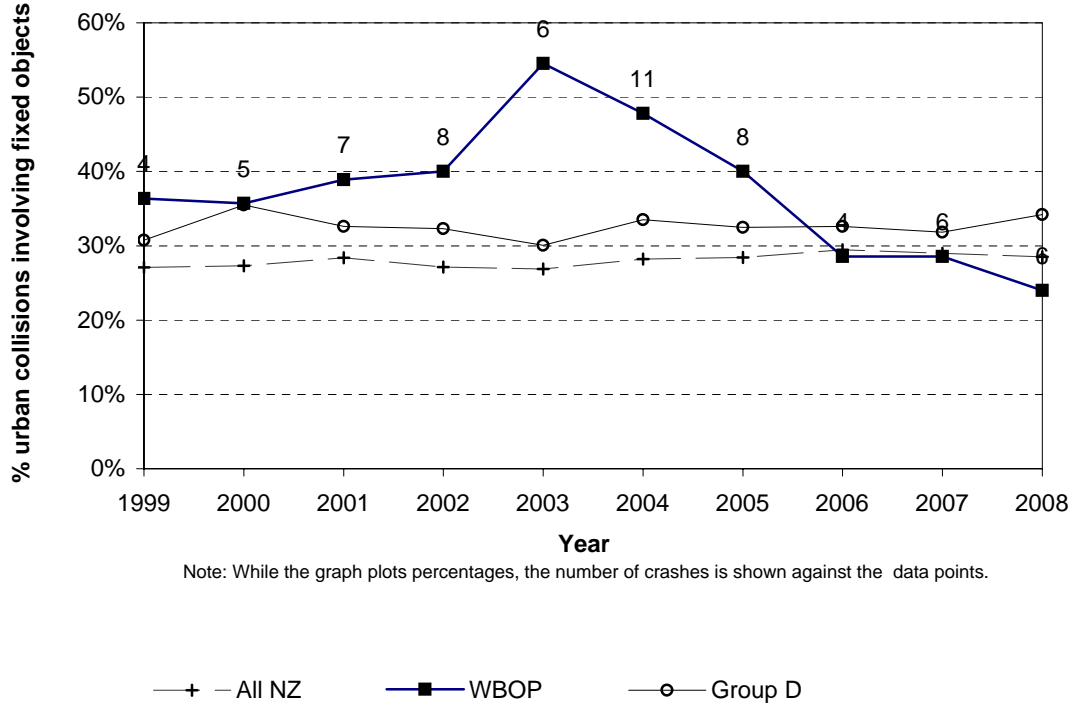
**Figure 6.9 Unsealed road crashes**  
Western Bay of Plenty District - rural roads



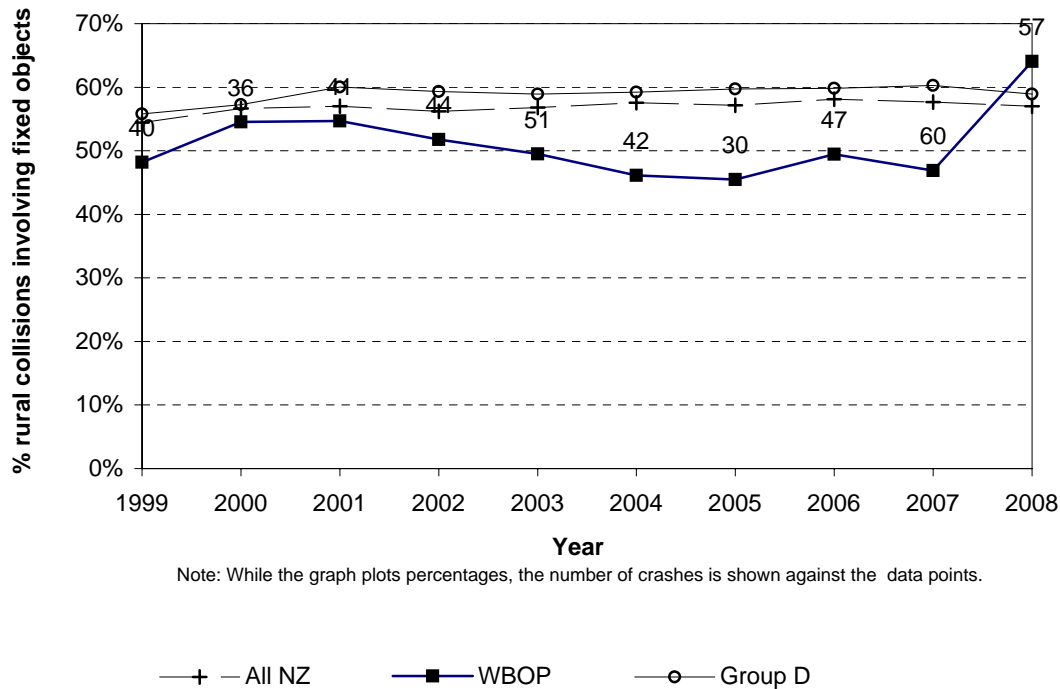
**Figure 6.10 Icy road crashes**  
Western Bay of Plenty District - rural roads



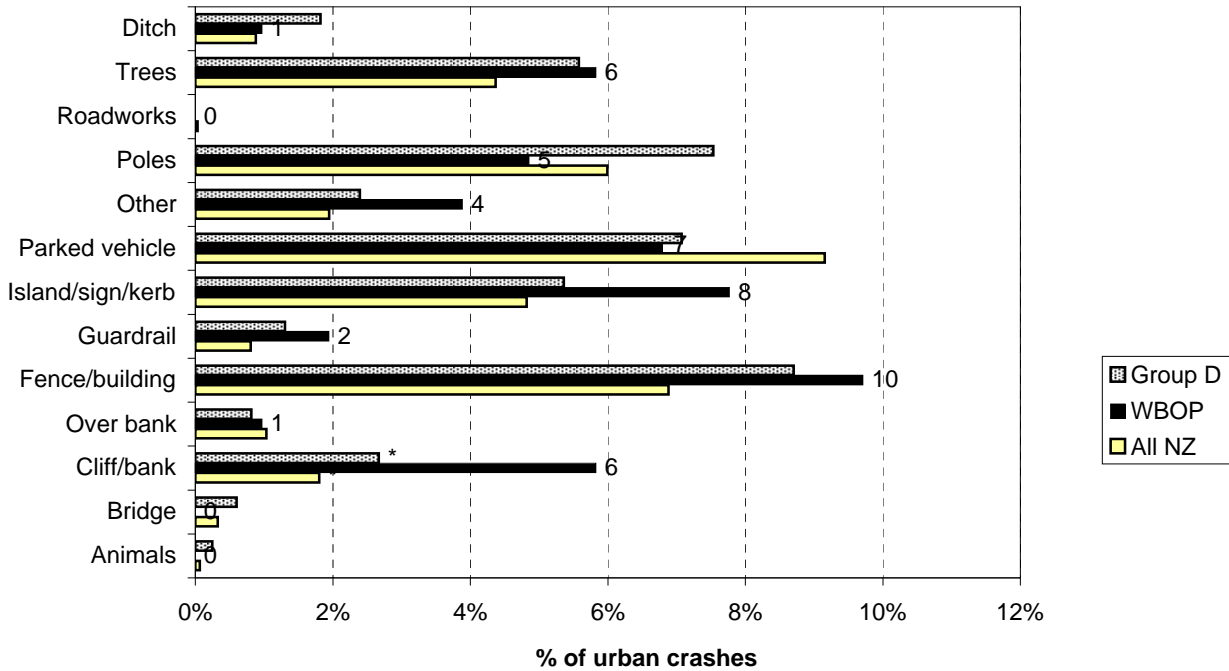
**Figure 6.11 Collisions with objects  
Western Bay of Plenty District - urban roads**



**Figure 6.12 Collisions with objects  
Western Bay of Plenty District - rural roads**

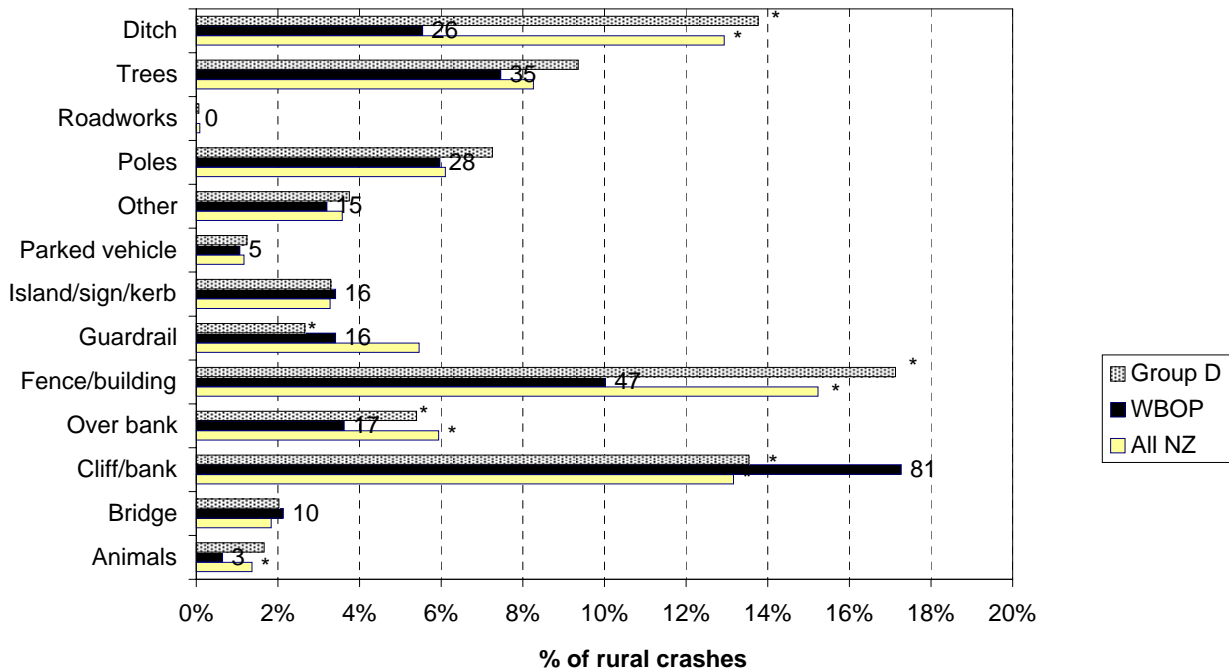


**Figure 6.13 Objects struck - urban  
Western Bay of Plenty District (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 6.14 Objects struck - rural  
Western Bay of Plenty District (2004-2008)**



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

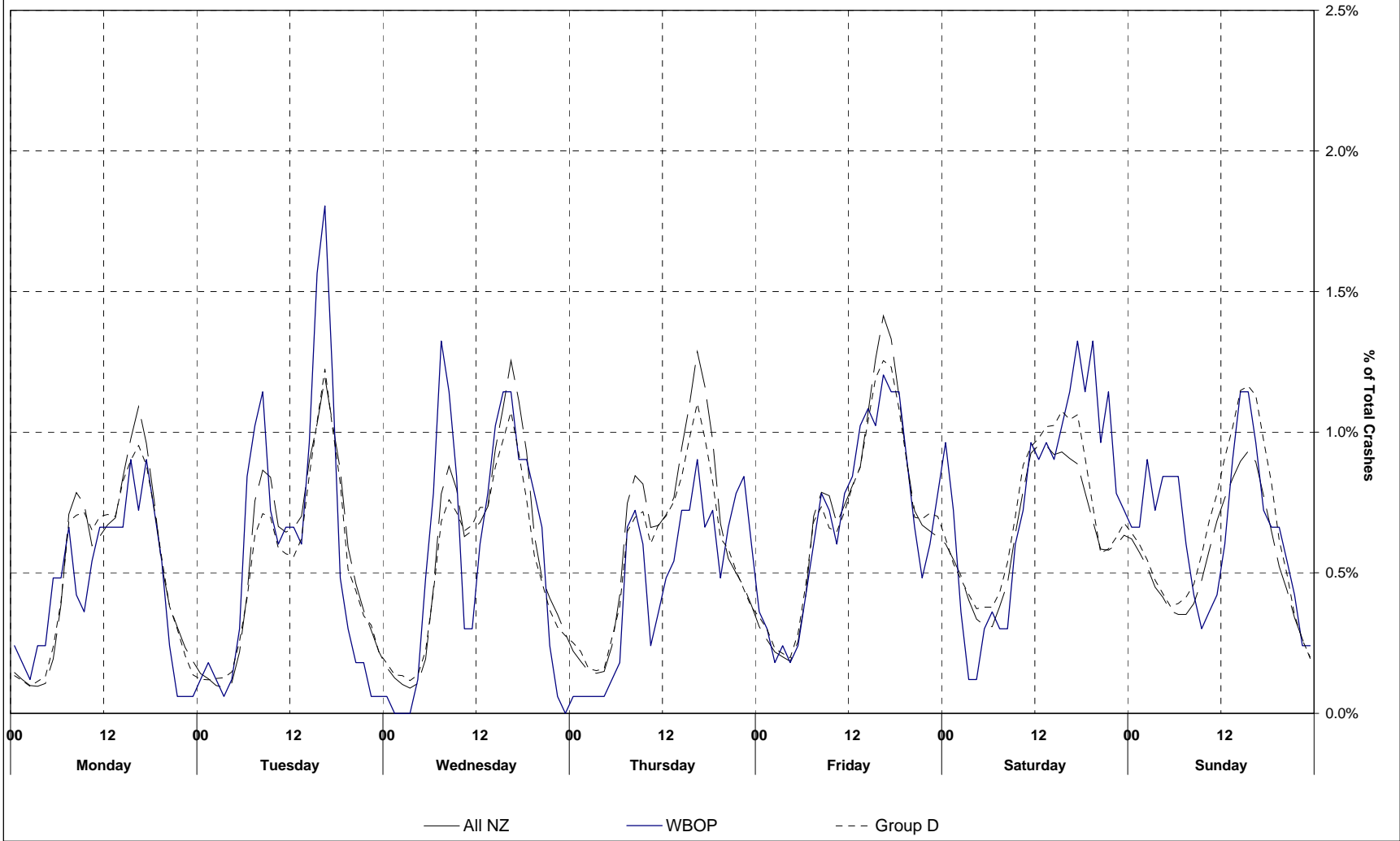




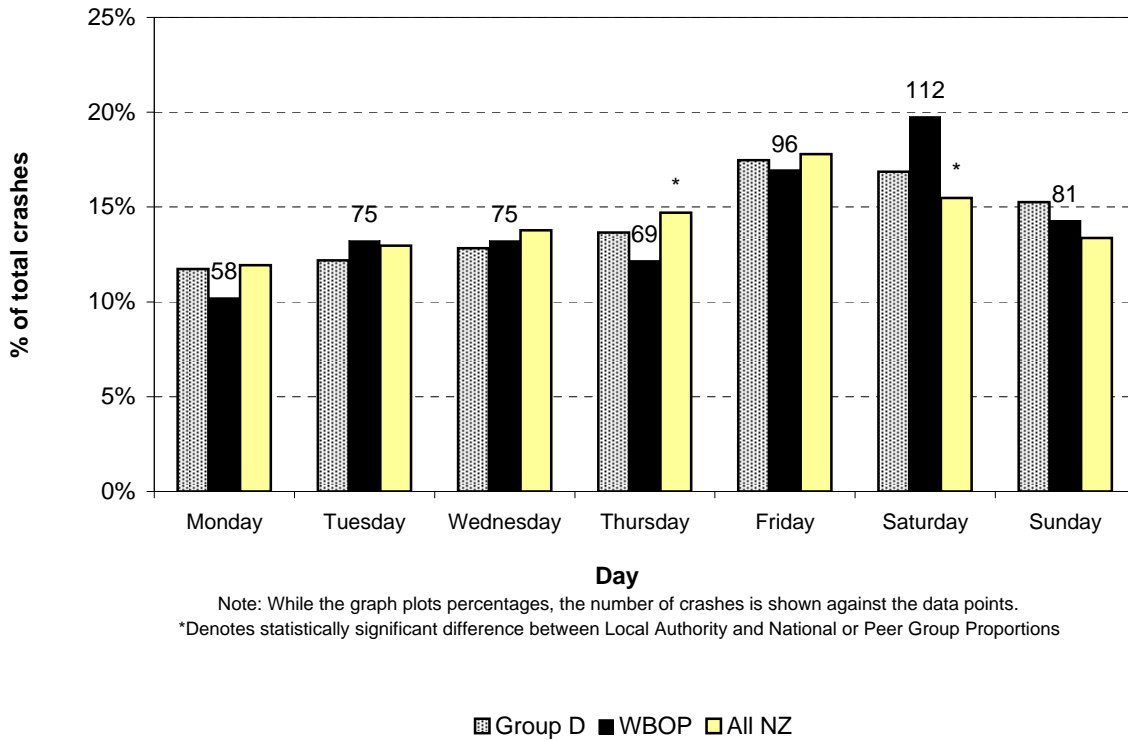
# *Date and Time Statistics*



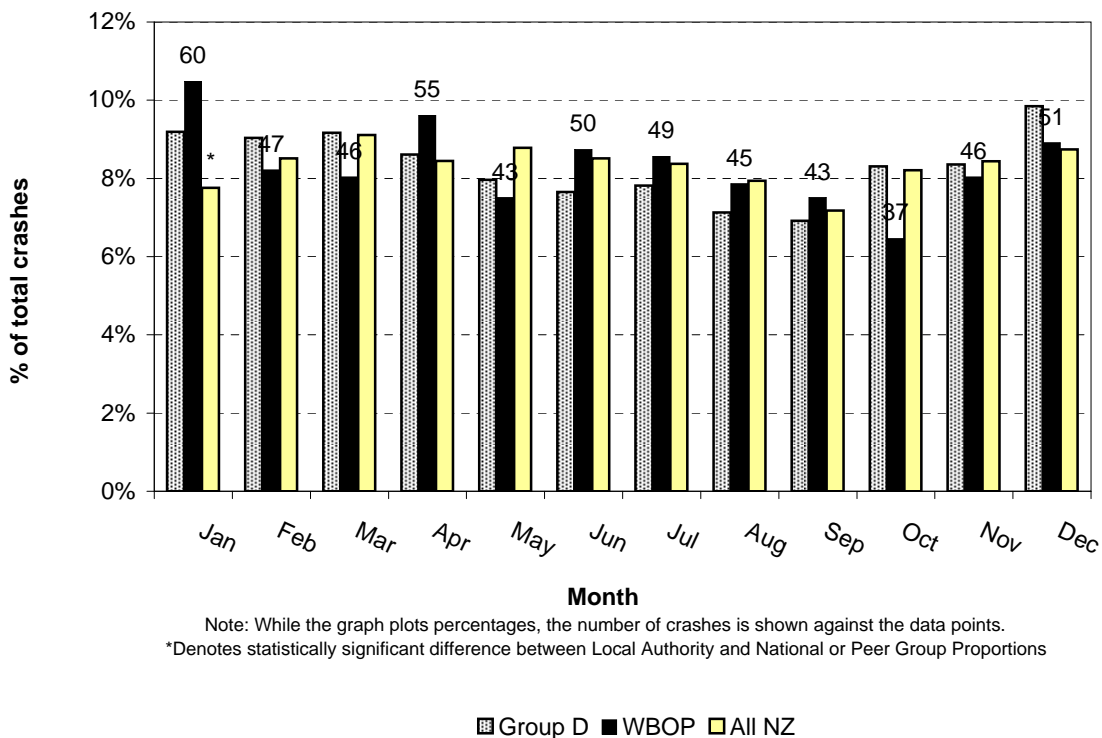
Figure 7.1 Time pattern over average week  
Western Bay of Plenty District (2004-2008)



**Figure 7.2 Day of week (6 a.m. to 6 a.m.)  
Western Bay of Plenty District (2004-2008)**



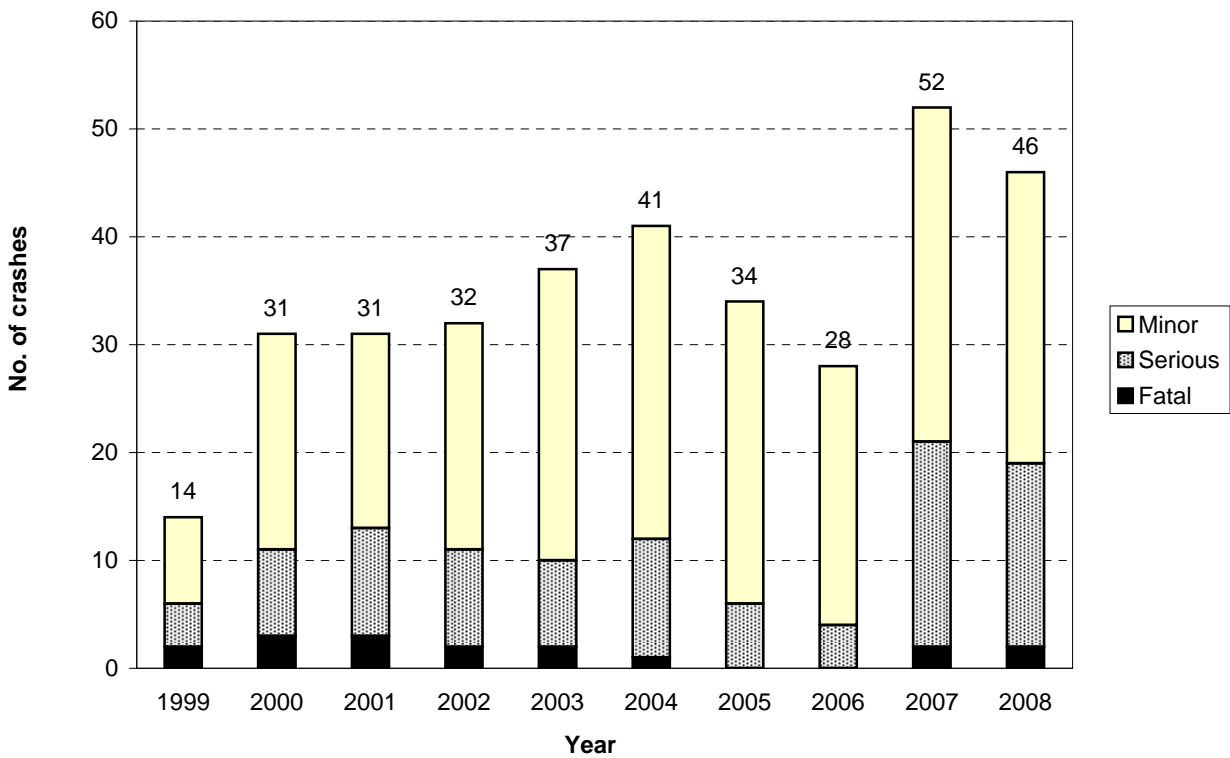
**Figure 7.3 Month of year  
Western Bay of Plenty District (2004-2008)**



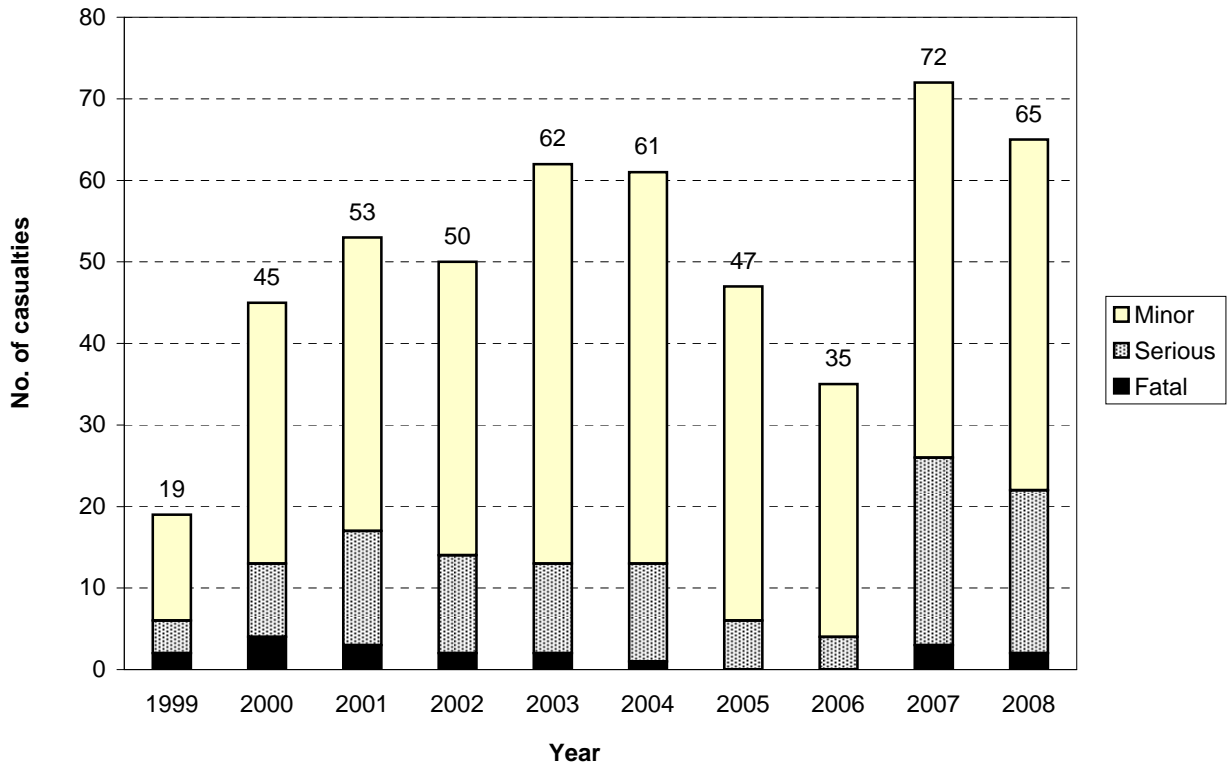
# *Local Road Statistics*



**Figure 8.1 Number of injury crashes**  
Western Bay of Plenty District - council roads (urban & rural)

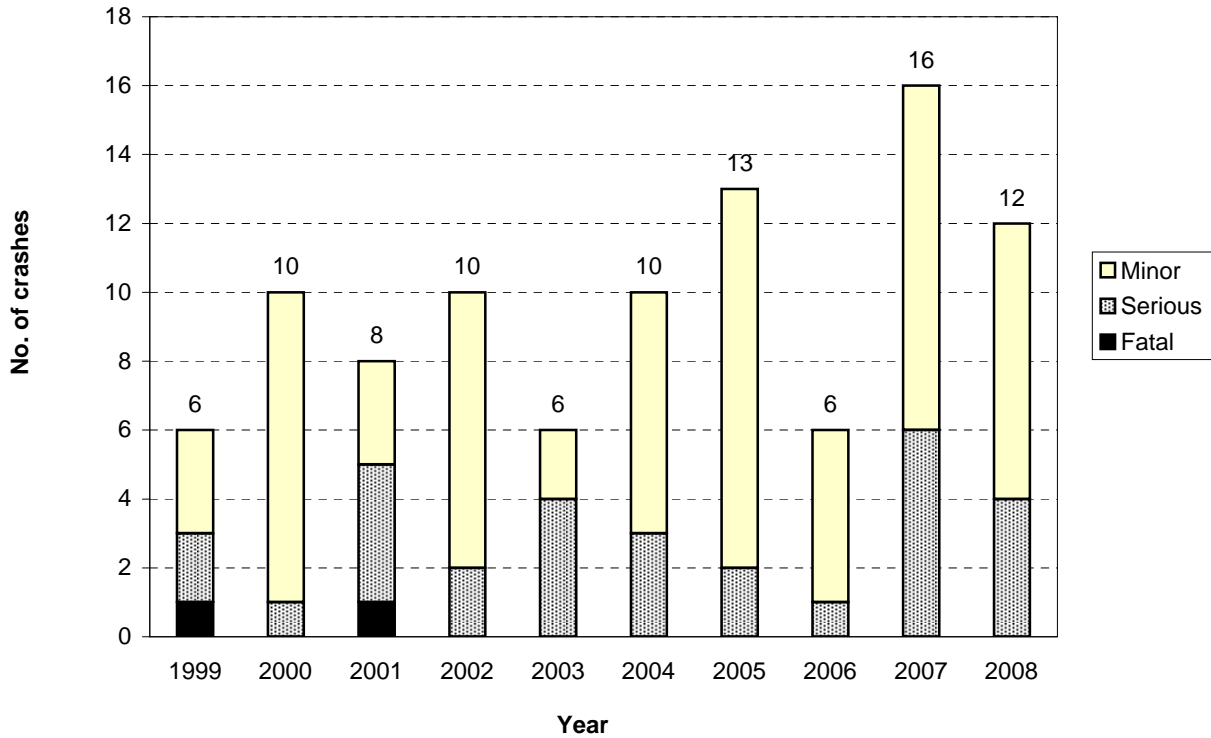


**Figure 8.2 Number of casualties**  
Western Bay of Plenty District - council roads (urban & rural)

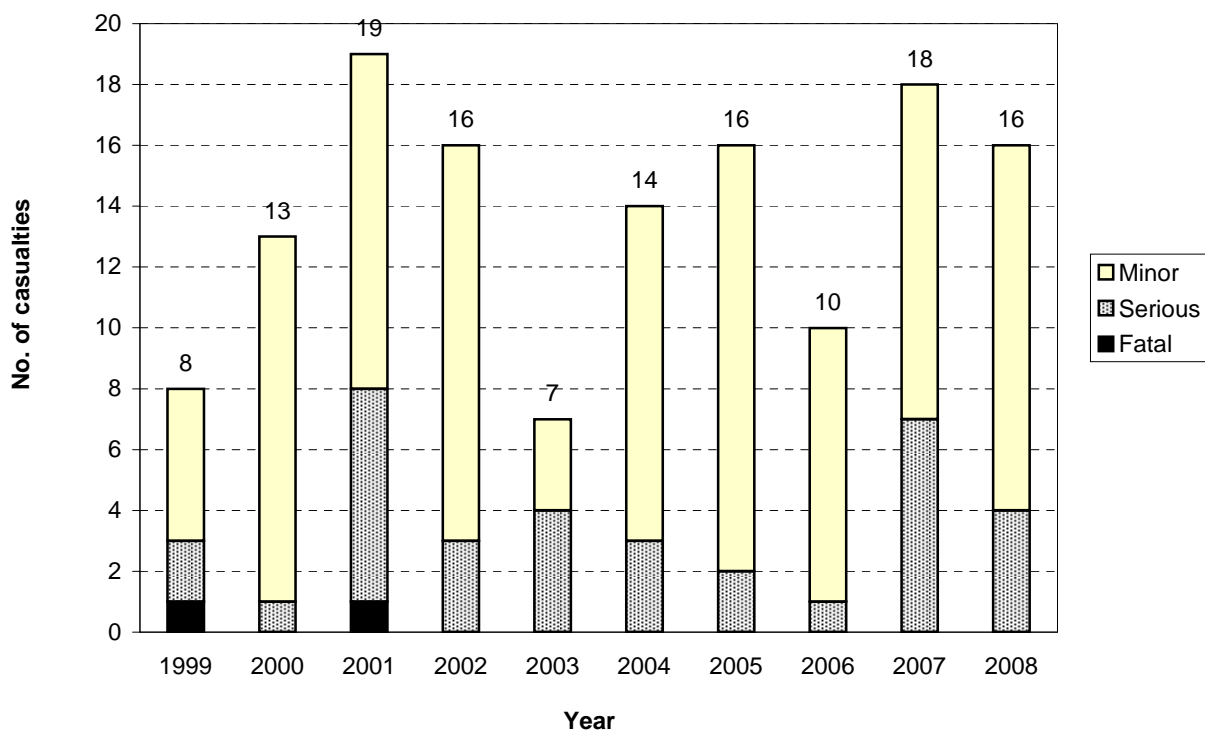




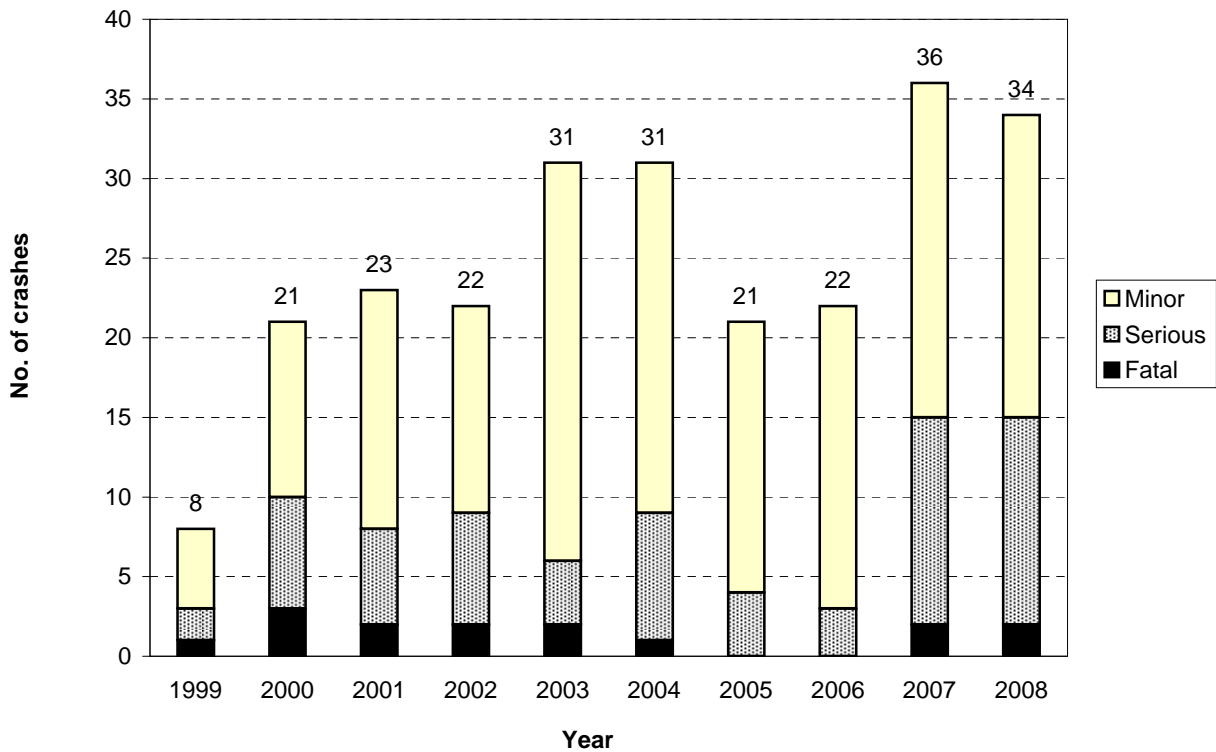
**Figure 8.3 Number of injury crashes**  
Western Bay of Plenty District - urban council roads



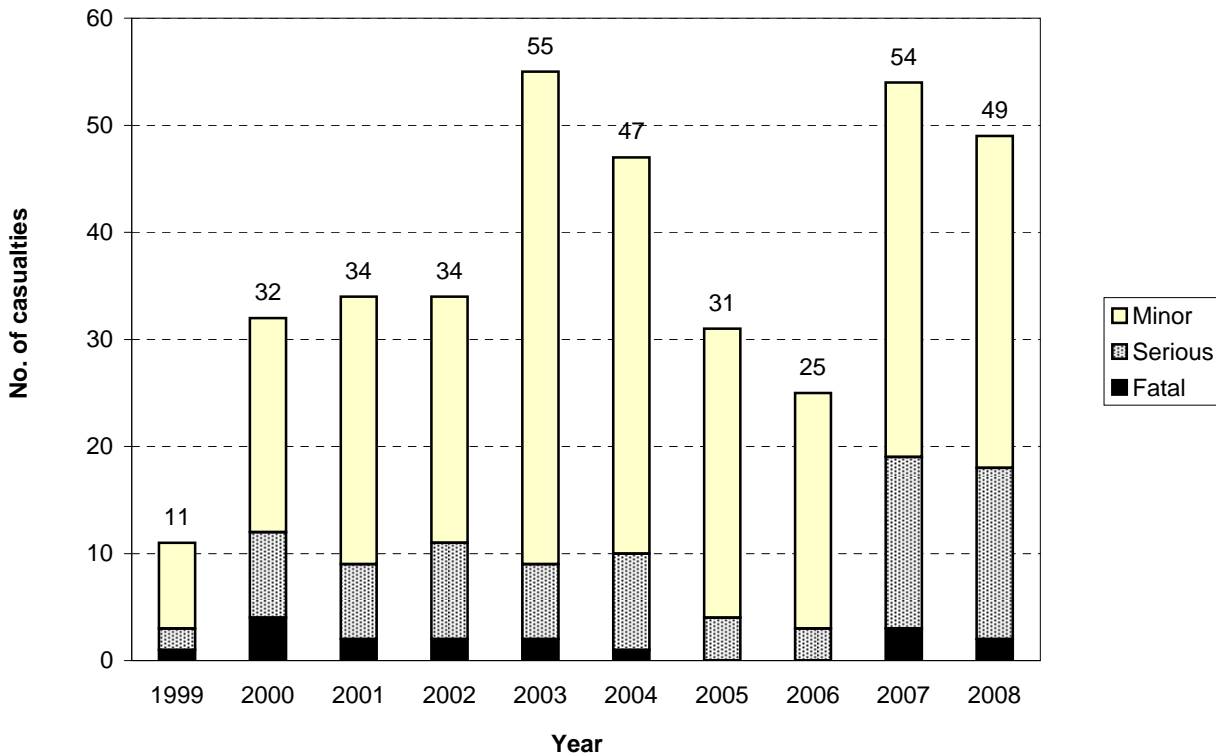
**Figure 8.4 Number of casualties**  
Western Bay of Plenty District - urban council roads



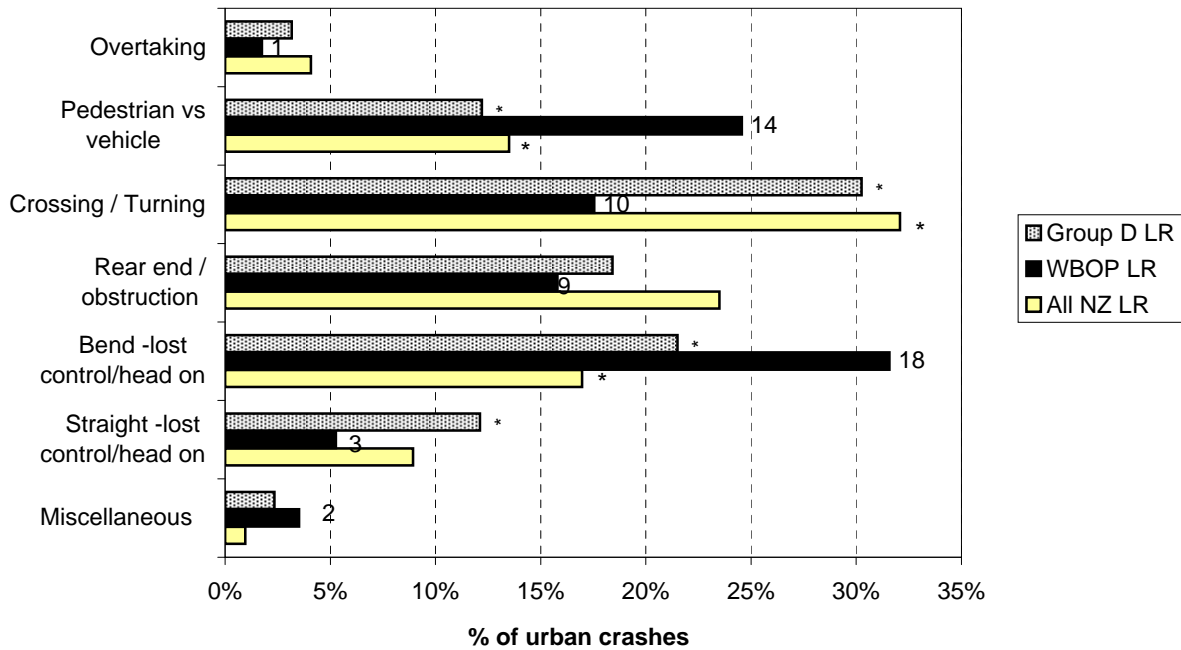
**Figure 8.5 Number of injury crashes**  
Western Bay of Plenty District - rural council roads



**Figure 8.6 Number of casualties**  
Western Bay of Plenty District - rural council roads

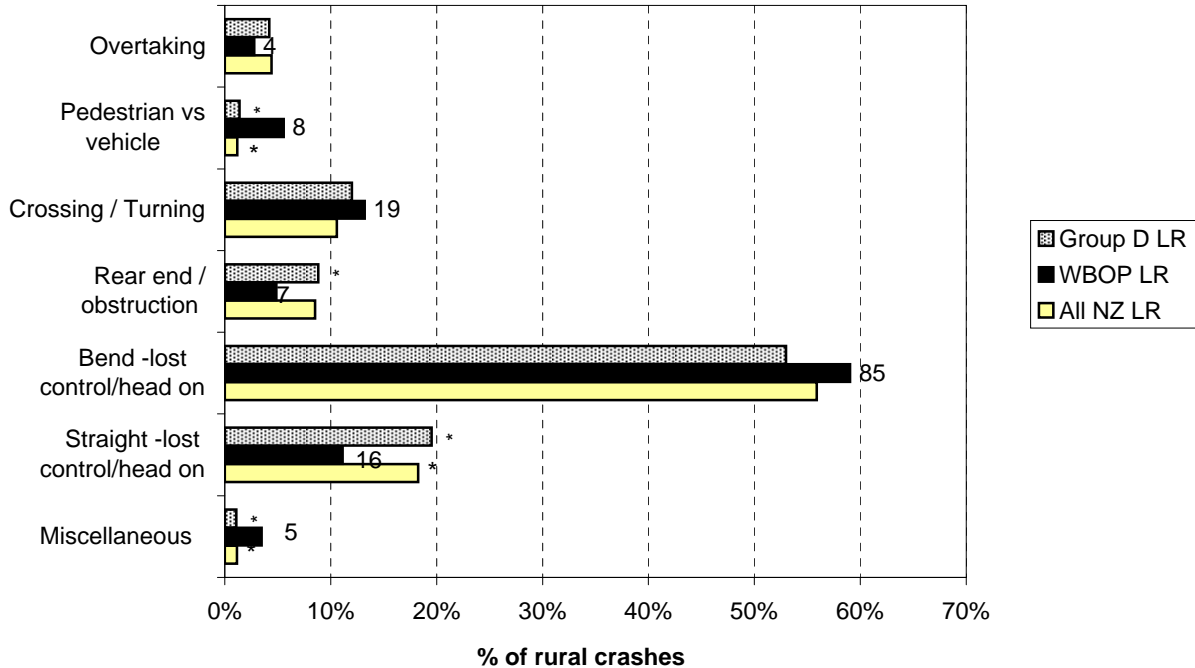


**Figure 8.7 Crash movement type - urban**  
**Western Bay of Plenty District council roads (2004-2008)**



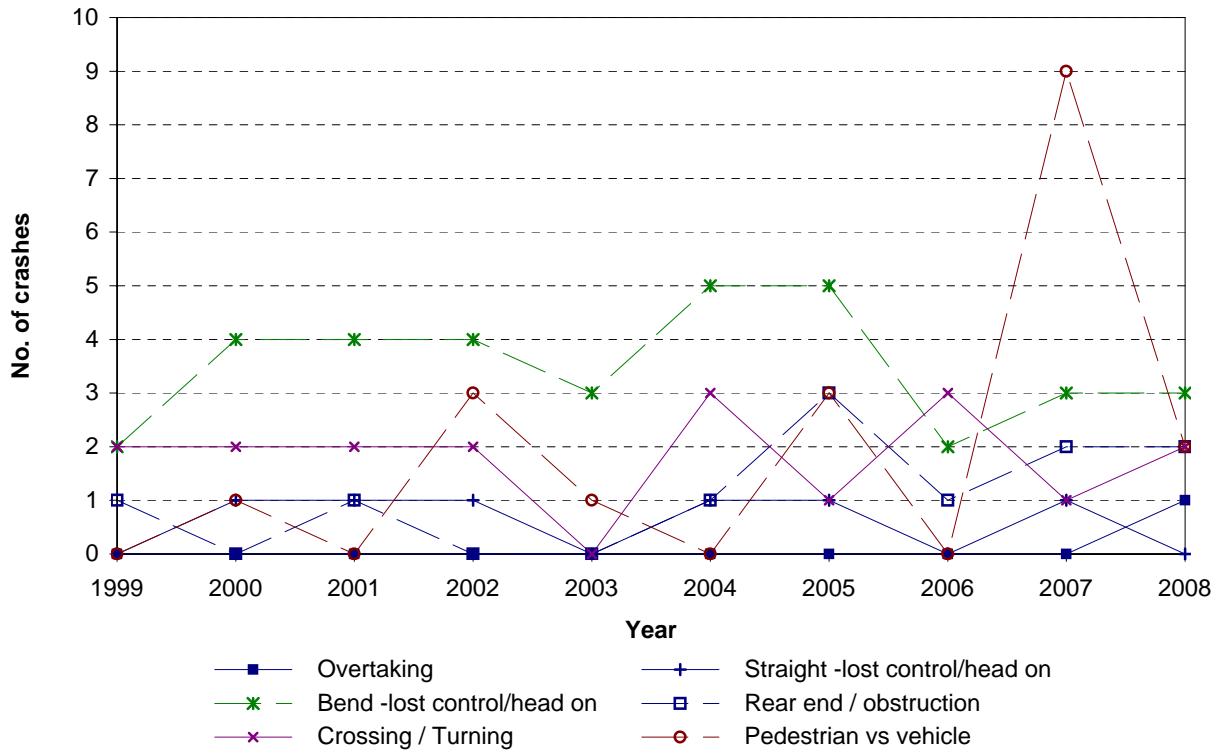
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 8.8 Crash movement type - rural**  
**Western Bay of Plenty District council roads (2004-2008)**

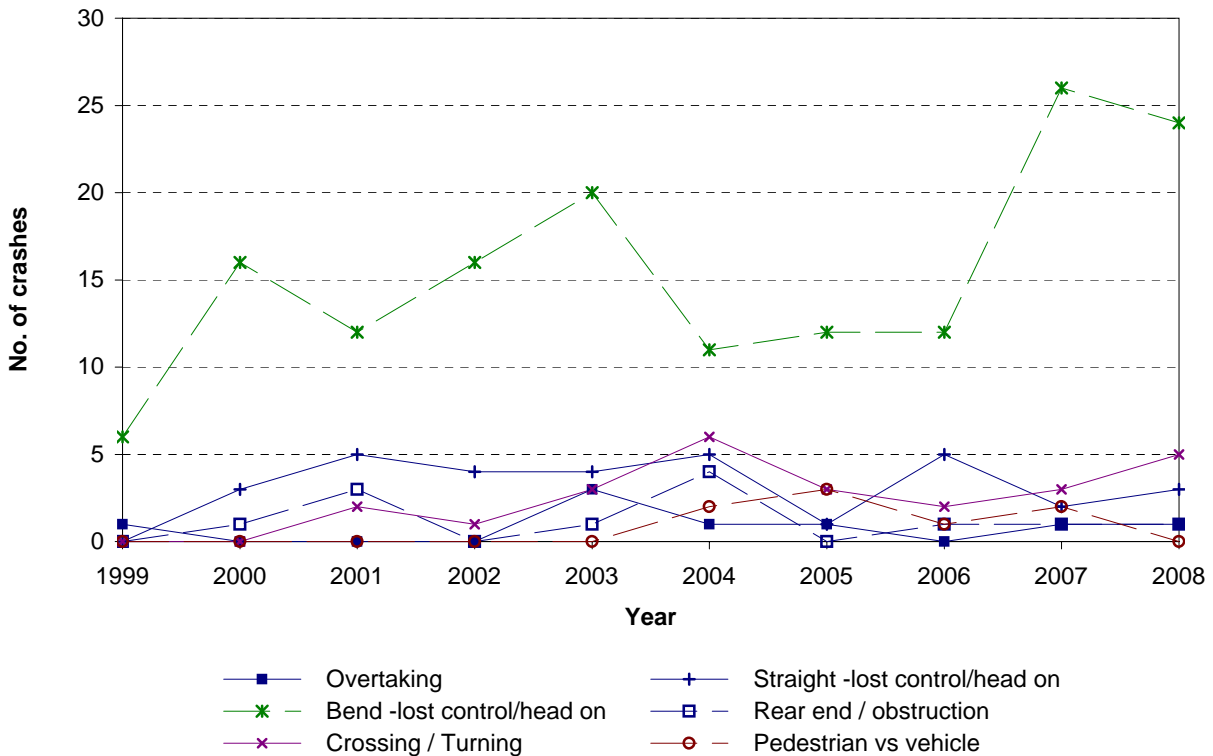


Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

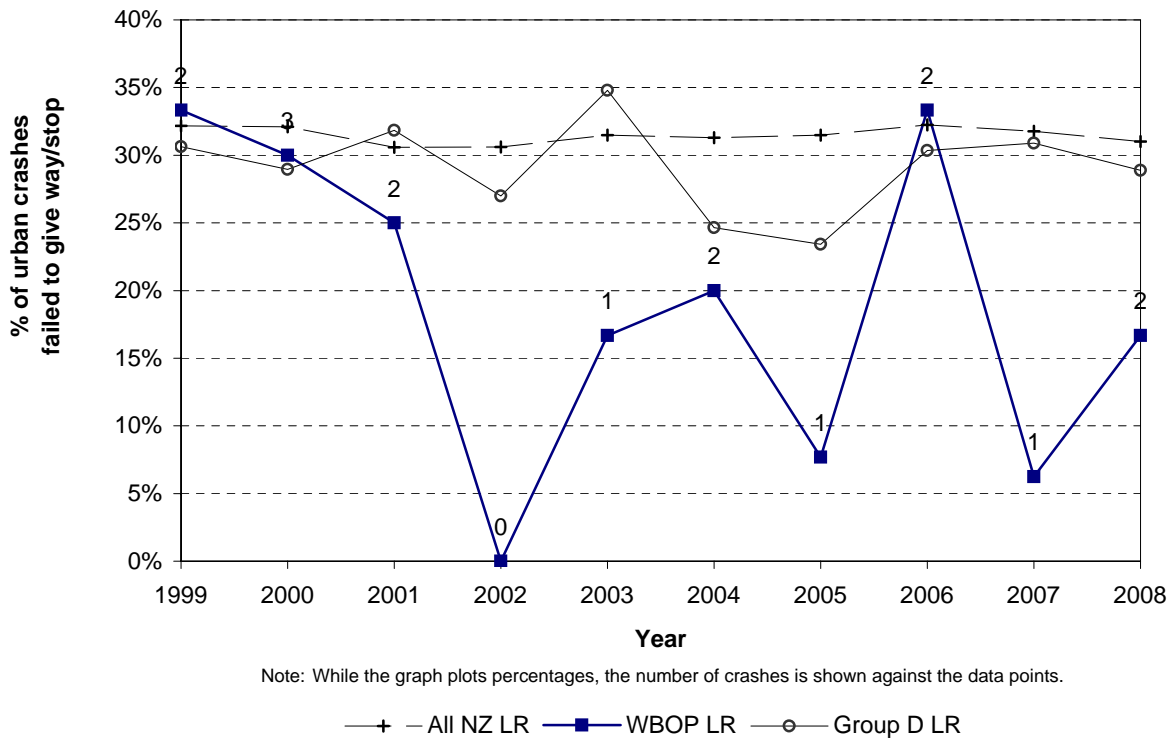
**Figure 8.9 Crash movement type - Trends**  
Western Bay of Plenty District - urban council roads



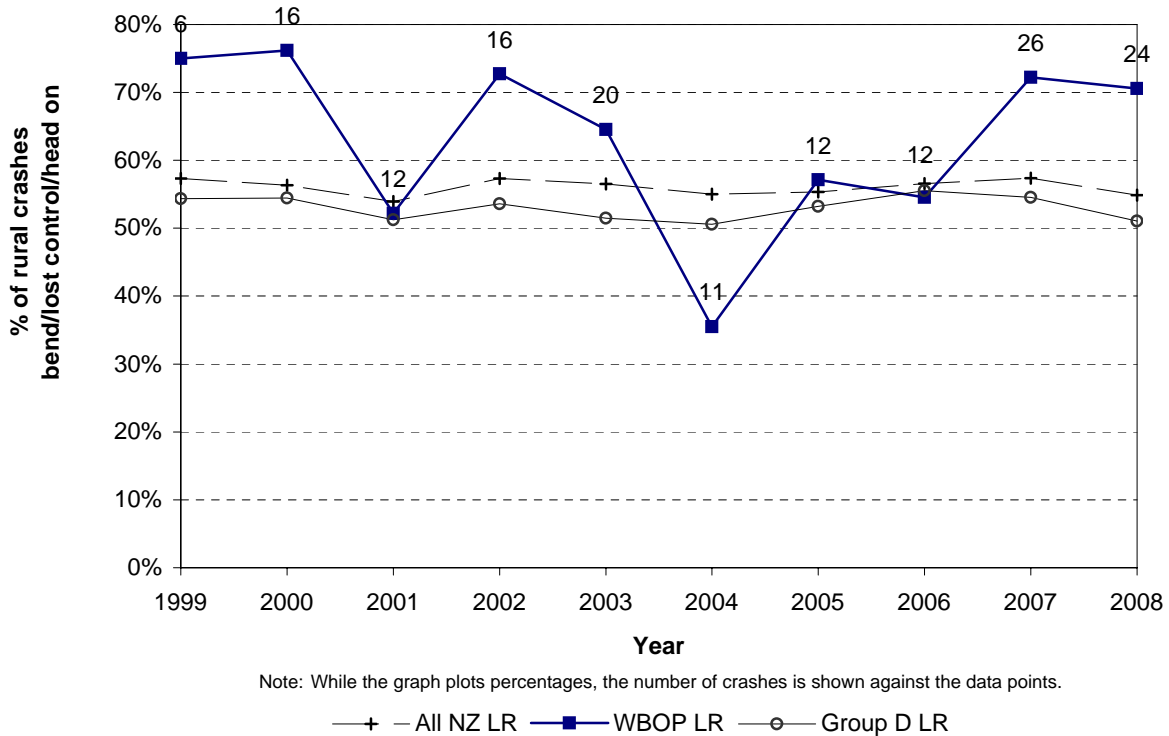
**Figure 8.10 Crash movement type - Trends**  
Western Bay of Plenty District - rural council roads



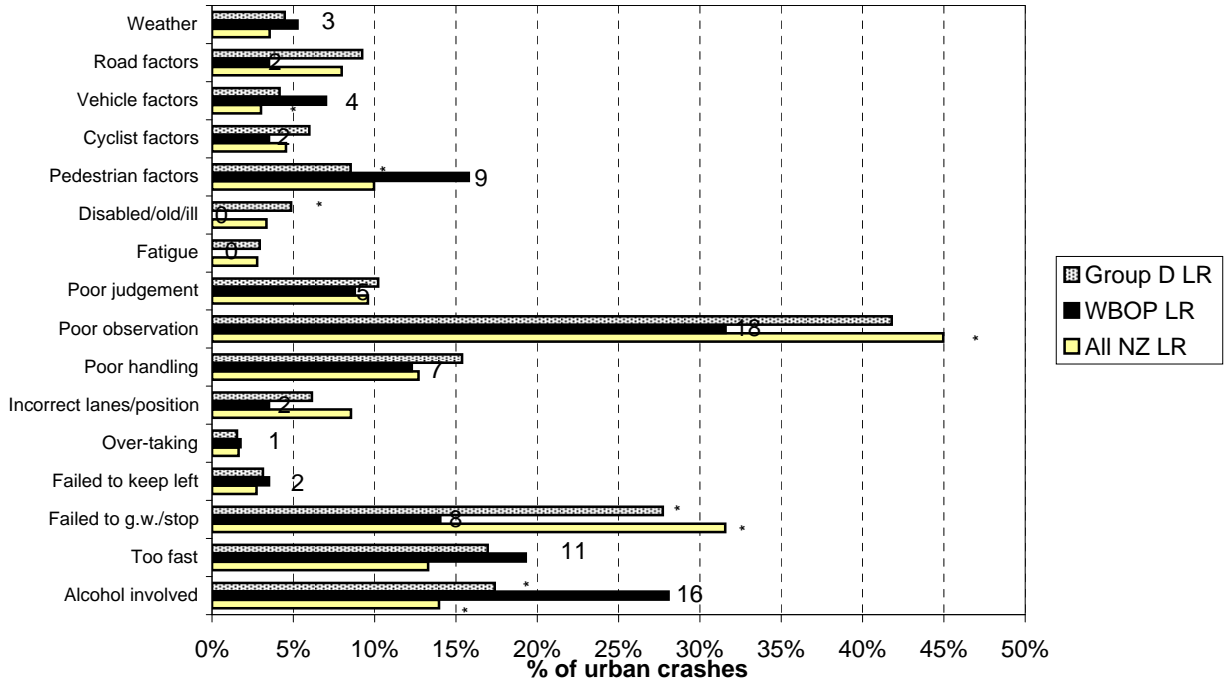
**Figure 8.11 Failed to give way/stop  
Western Bay of Plenty District - urban council roads**



**Figure 8.12 Bend - lost control / head - on  
Western Bay of Plenty District - rural council roads**

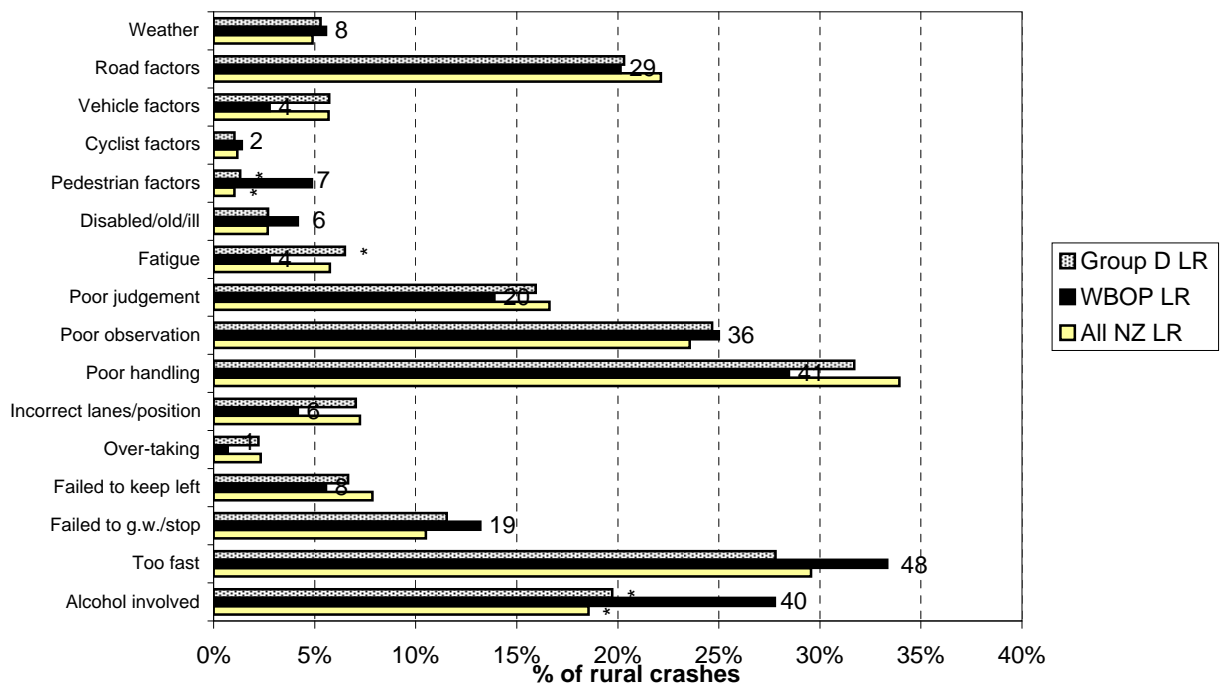


**Figure 8.13 Contributing factors - urban  
Western Bay of Plenty District council roads (2004-2008)**



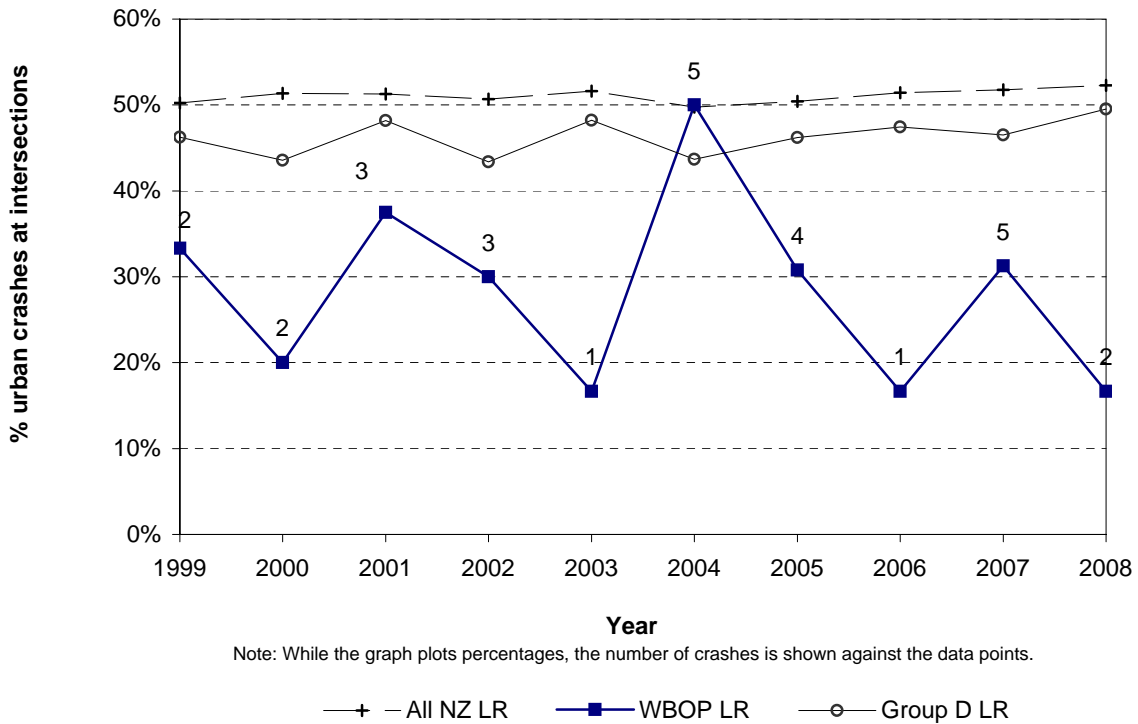
Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 8.14 Contributing factors - rural  
Western Bay of Plenty District council roads (2004-2008)**

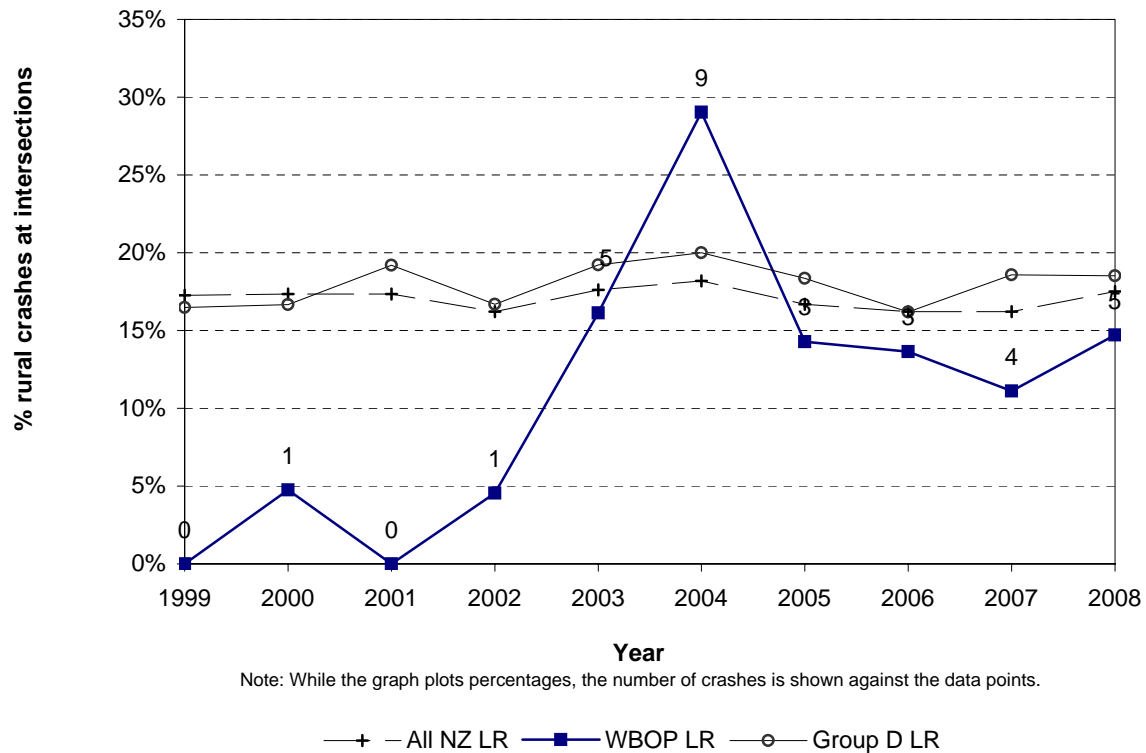


Note: While the graph plots percentages, the number of casualties is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

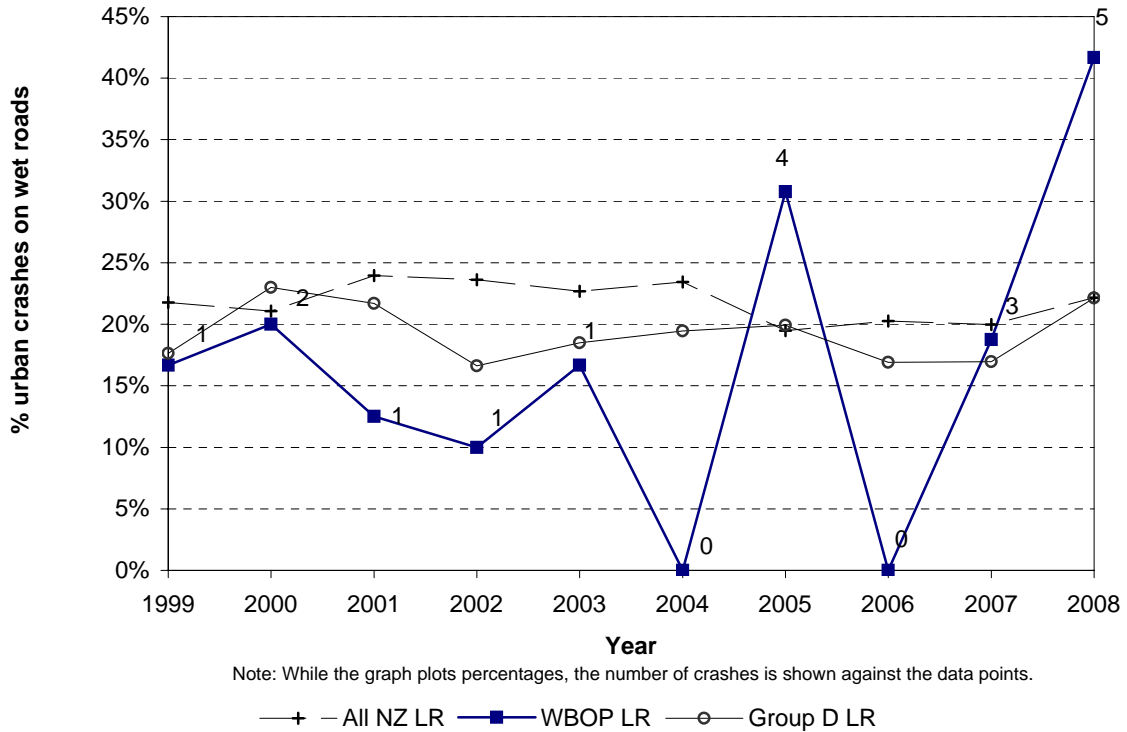
**Figure 8.15 Intersection crashes**  
Western Bay of Plenty District - urban council roads



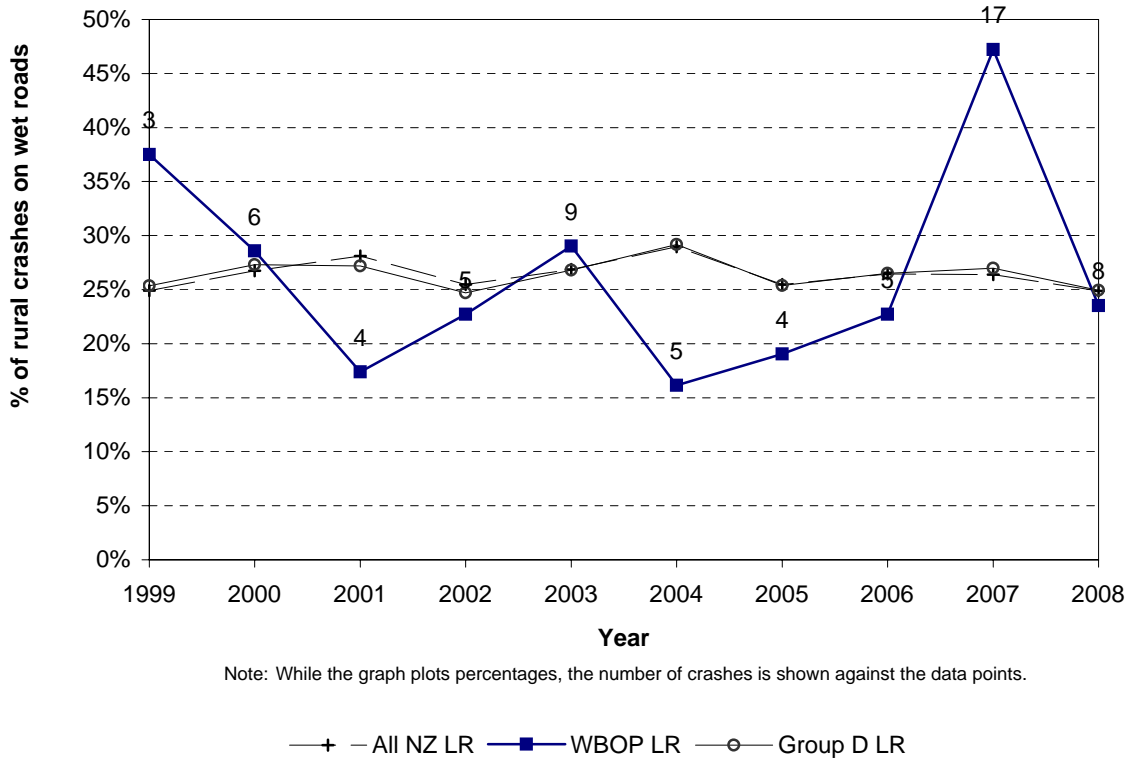
**Figure 8.16 Intersection crashes**  
Western Bay of Plenty District - rural council roads



**Figure 8.17 Wet road crashes**  
Western Bay of Plenty District - urban council roads

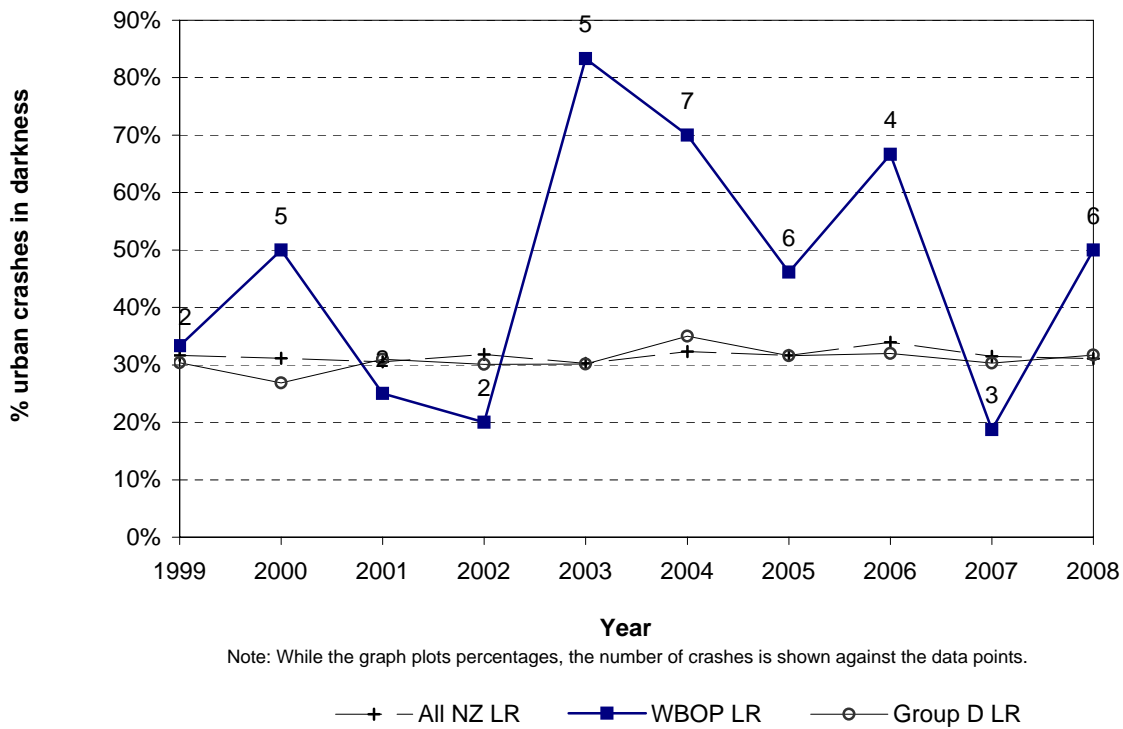


**Figure 8.18 Wet road crashes**  
Western Bay of Plenty District - rural council roads

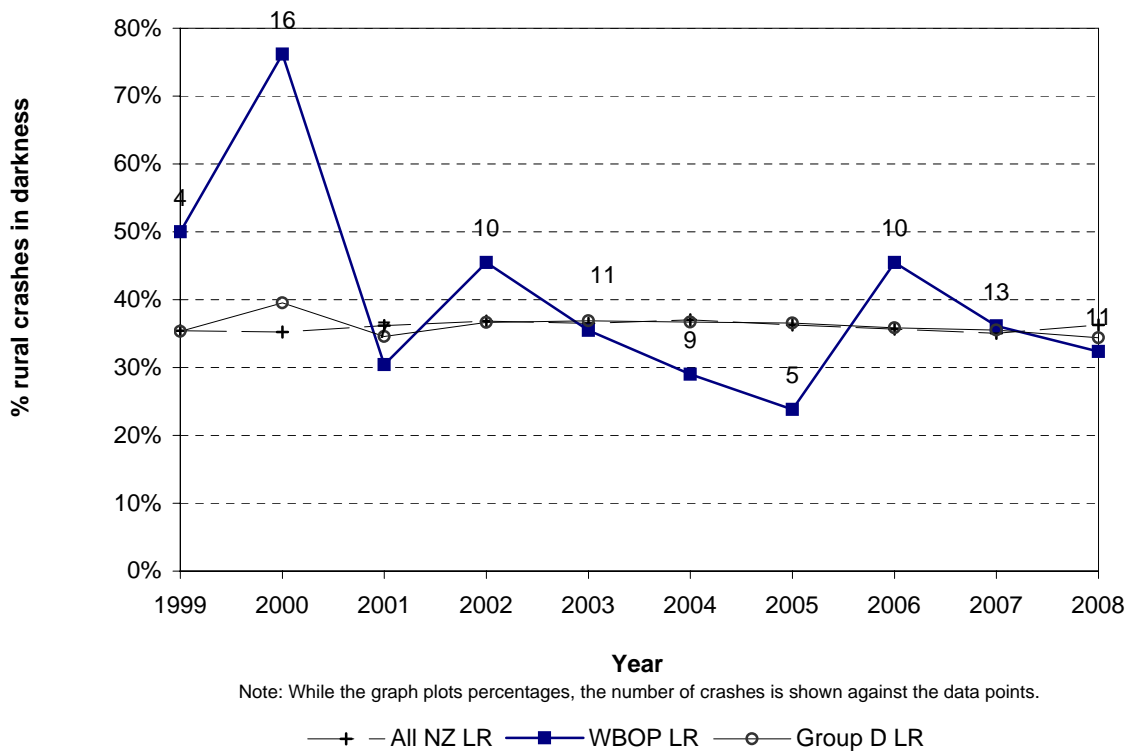




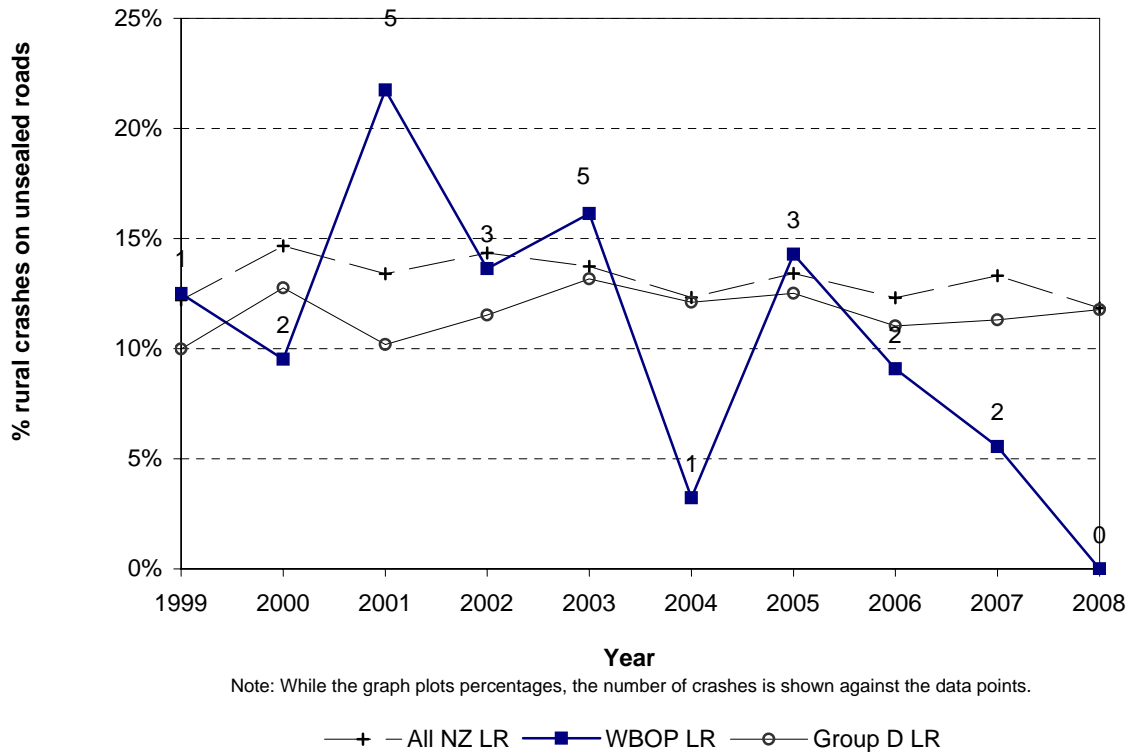
**Figure 8.19 Crashes in darkness**  
Western Bay of Plenty District - urban council roads



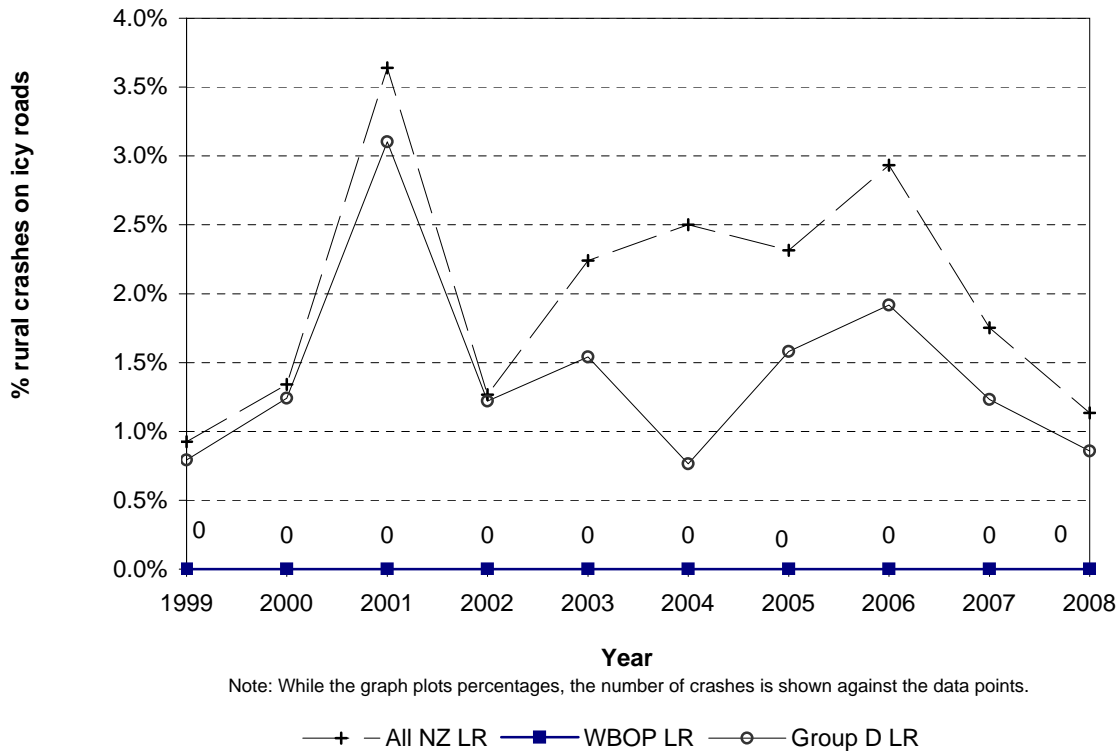
**Figure 8.20 Crashes in darkness**  
Western Bay of Plenty District - rural council roads

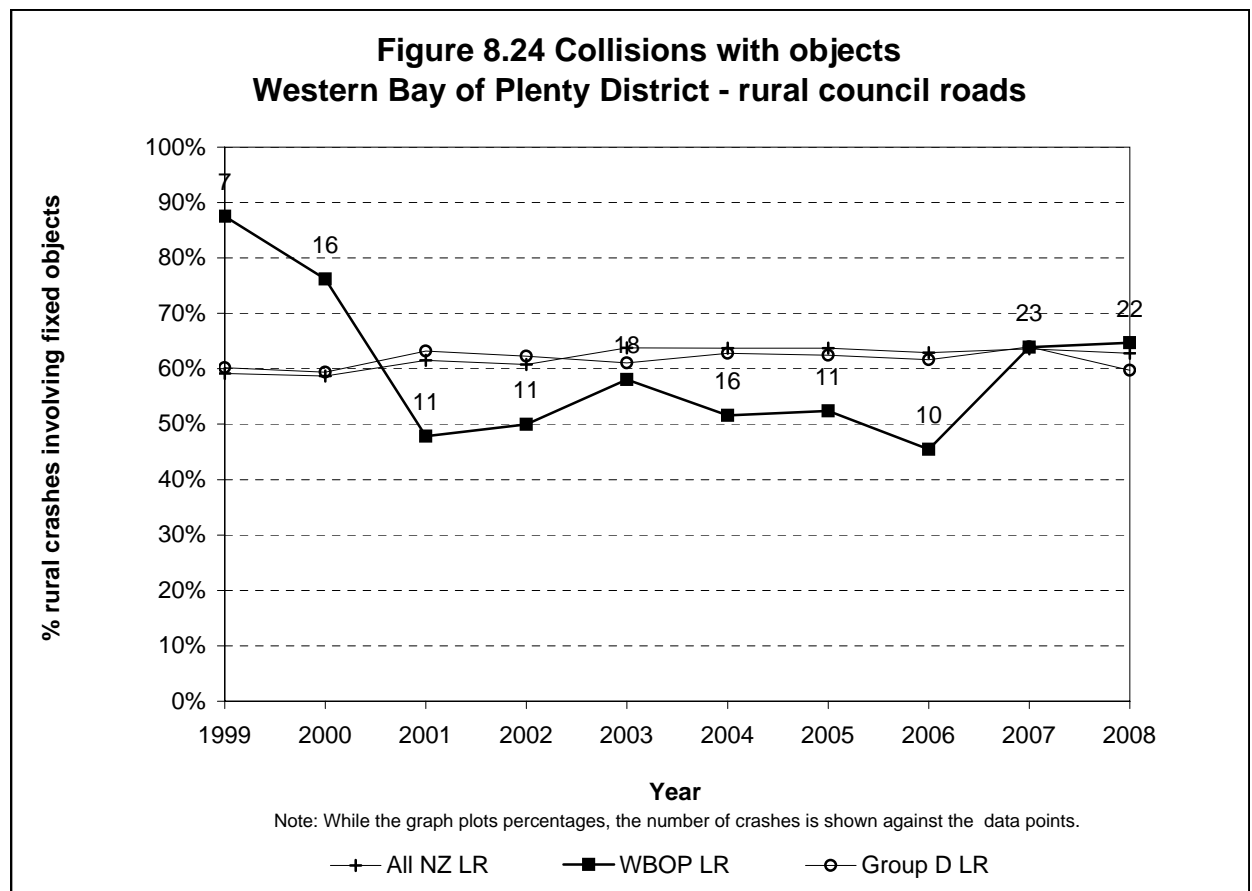
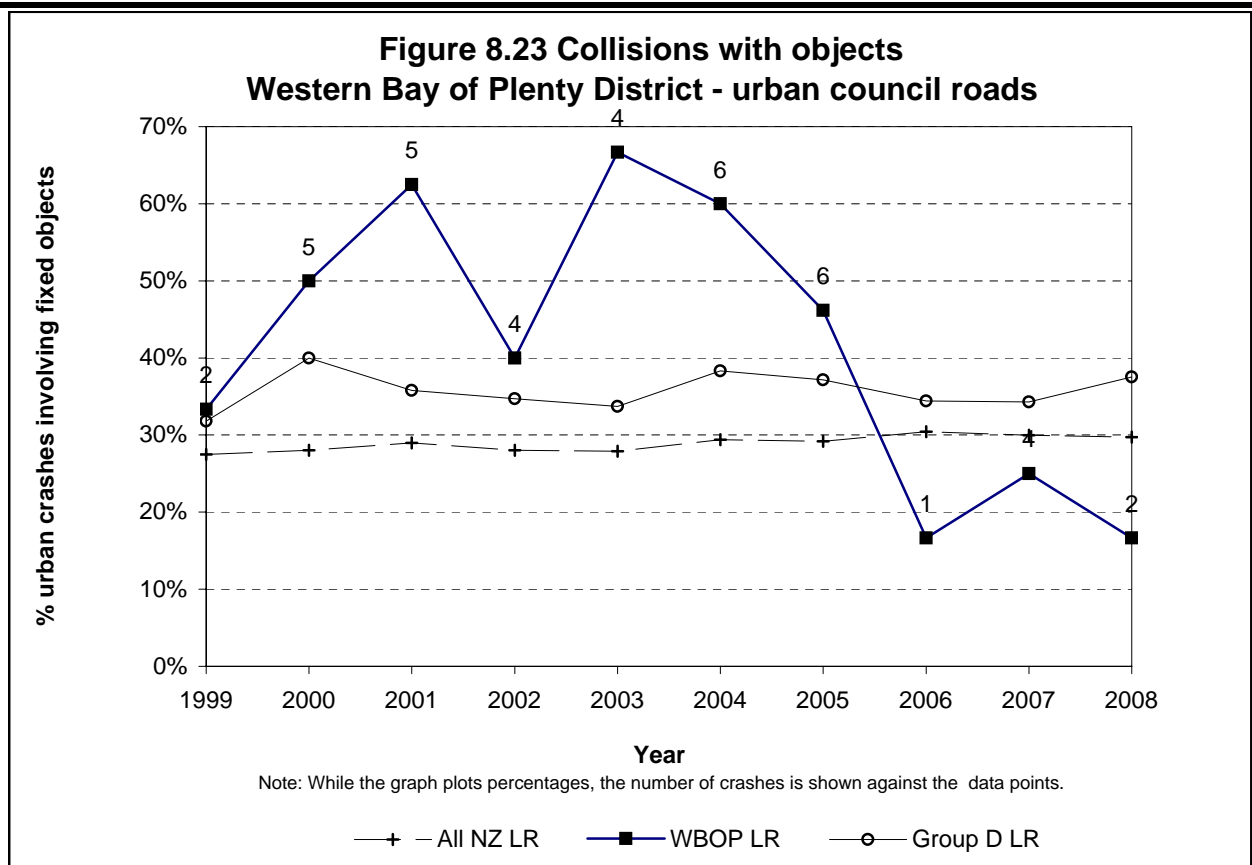


**Figure 8.21 Crashes on unsealed roads**  
Western Bay of Plenty District - rural council roads

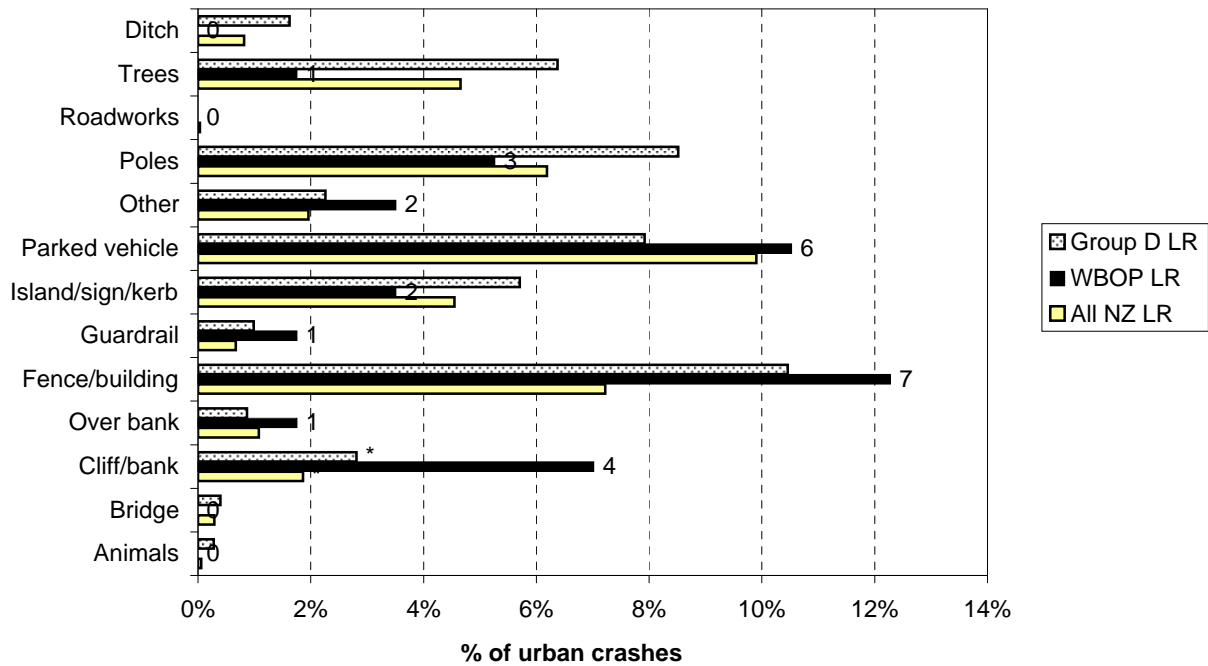


**Figure 8.22 Icy road crashes**  
Western Bay of Plenty District - rural council roads



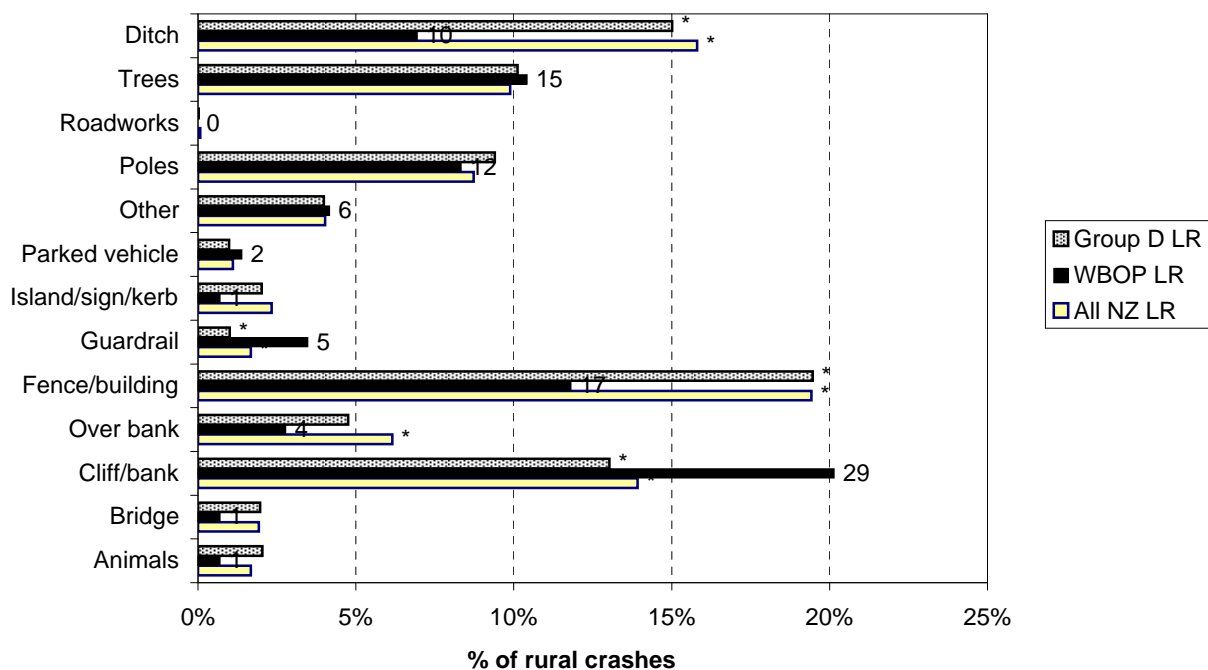


**Figure 8.25 Objects struck - urban**  
Western Bay of Plenty District council roads (2004-2008)



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions

**Figure 8.26 Objects struck - rural**  
Western Bay of Plenty District council roads (2004-2008)



Note: While the graph plots percentages, the number of crashes is shown against the data points.  
\*Denotes statistically significant difference between Local Authority and National or Peer Group Proportions



# *Crash Location Statistics*



**Table 9.1: Council Roads Black Spot List Urban  
(Injury and Non-Injury Crashes)**

**Site Radius = 30 metres**

**Sites with 3 or more injury crashes or more than \$500000 in social costs**

CRASH ROAD	SIDE ROAD	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %	Crash Costs
OMOKOROA ROAD	50 E HARBOUR VIEW ROAD	1	1	1			3	2		67	\$814,111



**Table 9.2: Council Roads Black Spot List Rural  
(Injury and Non-Injury Crashes)**

Site Radius = 250 metres

**Sites with 3 or more injury crashes or more than \$500000 in social costs**

CRASH ROAD		SIDE ROAD	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %	Crash Costs
TE PUNA ROAD	I	ARMSTRONG ROAD		2	2	3	2	9	4	22	11	\$4,899,262
BELL ROAD	I	PARTON ROAD	2	2	1	1		6	2	50	83	\$2,507,901
ATHENREE ROAD		890 E WAIAU ROAD		2			1	3			33	\$2,177,560
TE MATAI ROAD	I	TE KAHIKA ROAD WEST	1		2		1	4	2		50	\$1,410,381
STEELE ROAD	A	EMERTON ROAD		1	3	1	2	7	3	43	29	\$1,391,762
OROPI ROAD		1000 S WOOD ROAD	1	1		1	1	4	2		25	\$1,166,319
WAIHI BEACH ROAD		560 W FERGUS ROAD	1		1	1		3	1	33	33	\$1,128,098
MAKETU ROAD		1500 E SH 2			2	1		3	1	33	33	\$1,128,060
OHAIITI ROAD		300 N NEEWOOD ROAD	1		1	1		3	2	33		\$1,071,338

**Table 9.3: State Highway  
Urban and Rural Black Spot List  
(Injury and Non-Injury Crashes)**

Urban Site Radius = 30 metres  
Rural Site Radius = 250 metres

Sites with 4 or more injury crashes or more than \$1500000 in social costs

CRASH ROAD		SIDE ROAD	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %	Crash Costs
SH 29	I	BELK ROAD	2	0	2	2	6	12	7	58	58	\$10,119,100
SH 2		1800 S MATHERS ROAD	1	0	0	0	2	3	1	33	67	\$8,710,320
SH 2	I	MANOEKA ROAD	2	1	0	1	0	4	2	0	100	\$8,524,275
SH 2	I	MAKETU ROAD	5	3	6	6	1	21	11	14	14	\$8,340,558
SH 2		650 W ATHENREE ROAD	1	0	3	1	4	9	3	56	11	\$6,756,398
SH 29	A	OMANAWA STM BR	1	2	2	1	2	8	4	13	50	\$6,542,643
SH 33		10000 S ALLPORT ROAD	0	1	0	1	1	3	0	100	33	\$6,074,040
SH 2	I	WELCOME BAY ROAD	5	3	0	2	2	12	9	8	0	\$5,778,411
SH 2		280 W LOOP ROAD W	1	0	2	0	1	4	1	25	50	\$5,741,900
SH 36		450 N TE MATAI ROAD	0	0	1	1	1	3	1	33	0	\$5,402,820
SH 29		2200 S OLD KAIMAI ROAD N	2	3	1	0	3	9	6	33	33	\$4,783,699
SH 2	I	GULLIVER ROAD	1	4	1	1	0	7	3	14	57	\$4,708,002
SH 29		50 E REDWOOD LANE	2	0	3	0	0	5	1	20	40	\$4,690,398
SH 2		200 N WELCOME BAY ROAD	1	1	2	2	1	7	6	29	14	\$4,593,700
SH 33		9000 S ALLPORT ROAD	1	1	2	1	2	7	5	71	57	\$4,585,742
SH 29	I	NGAMUWAHINE ROAD	1	0	1	2	0	4	3	75	50	\$4,480,838
SH 2	I	TURNER ROAD	0	0	1	1	2	4	3	50	50	\$4,480,801
SH 2		300 E TE MATAI ROAD	1	2	0	1	0	4	3	0	25	\$4,193,619
SH 2	I	TAINUI ROAD	1	1	1	0	0	3	2	0	33	\$4,155,398
SH 36		500 S TE MATAI ROAD	3	1	2	1	3	10	5	70	20	\$3,367,677
SH 2		20 E OROUA ST	0	2	0	0	1	3	2	0	33	\$3,031,806
SH 2		100 N ATHENREE ROAD	3	3	4	4	4	18	11	33	33	\$2,923,160
SH 2	I	CLARKE ROAD	1	4	4	3	4	16	10	31	13	\$2,749,503
SH 2		100 E THOMPSONS TRACK	1	1	1	1	5	9	5	56	11	\$2,613,982
SH 2	I	WHARAWHARA ROAD	3	1	2	2	0	8	5	0	0	\$2,519,977
SH 2	A	TE PUNA STM BR	1	3	3	1	1	9	7	33	22	\$2,502,264
SH 2	I	MORTON ROAD	2	4	1	2	1	10	7	40	30	\$2,399,518
SH 2	I	REA ROAD	2	1	1	2	2	8	4	38	13	\$2,333,659
SH 2		500 E SHOWGROUND ROAD	3	0	1	0	0	4	2	0	75	\$2,313,035
SH 2	I	PONGAKAWA STATION RO.	0	1	1	2	2	6	3	0	33	\$2,244,441
SH 29		510 E NGAMUWAHINE ROAD	0	0	1	3	0	4	1	50	50	\$2,124,720
SH 2	I	ATHENREE ROAD	1	1	0	1	1	4	2	25	0	\$1,963,138
SH 2	I	BARRETT ROAD	2	3	2	2	5	14	7	14	29	\$1,871,261
SH 2	I	TE PUNA STATION ROAD	4	2	3	5	3	17	12	12	6	\$1,868,877
SH 2	I	TE PUNA ROAD	3	7	1	5	3	19	17	5	11	\$1,715,629
SH 2	I	BELL ROAD	0	3	7	2	3	15	11	20	40	\$1,695,145
SH 29		500 S RUAHIHU ROAD	3	1	2	3	1	10	7	10	40	\$1,692,038
SH 36	I	TAUMATA ROAD	1	2	4	0	3	10	4	20	40	\$1,626,141
SH 2		60 N BOUCHER AVENUE	1	0	1	1	1	4	1	25	75	\$1,611,384
SH 2	I	BEACH ROAD	1	1	3	0	2	7	5	0	43	\$1,605,361
SH 33		5000 S ALLPORT ROAD	1	1	1	2	1	6	2	83	50	\$1,602,461
SH 2		50 N TANNERS POINT ROAD	0	2	1	1	2	6	2	0	33	\$1,402,541
SH 2		300 E MINDEN ROAD	5	1	5	6	2	19	11	16	26	\$1,131,087
SH 2	I	NO 1 ROAD	3	5	0	4	3	15	11	13	40	\$758,565
SH 29		1000 N HANGA ROAD	2	4	1	1	0	8	4	50	50	\$535,317
SH 2	I	OMOKOROA ROAD	4	0	2	0	2	8	4	38	38	\$529,596
SH 2	I	APATA STATION ROAD E	2	0	1	4	1	8	4	50	25	\$525,676

**Table 9.4 : Urban Council Road Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

**Site Radius =  
30 metres**

CRASH ROAD	SIDE ROAD	2003	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %
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**There are no sites with a significant increase in crashes in 2008**

**Table 9.4a : Rural Council Road Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

**Site Radius =  
250 metres**

CRASH ROAD	SIDE ROAD	2003	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %
MAKETU ROAD	KAITUNA ROAD	1	1	1			3	6	5	17	50
WAIHI BEACH ROAD	800 W WILSON ROAD		1				2	3	1	33	67
WAIROA ROAD	650 E WAIROA RIVER ROAD					1	2	3	2	33	67
RANGIURU ROAD	30 N MALCOLM AVENUE	1					2	3	2	33	33
WELCOME BAY ROAD	250 S WATER LANE				1		2	3	3	67	67

**Table 9.5 : State Highway Crash Sites  
with a Significant Increase in Crashes in 2008  
(Injury and Non-Injury Crashes)**

Urban Site Radius = 30 metres  
Rural Site Radius = 250 metres

CRASH ROAD		SIDE ROAD	2003	2004	2005	2006	2007	2008	TOTAL	Non-Injury	Wet Crash %	Dark Crash %
SH 29	I	BELK ROAD	4	2	0	2	2	6	16	9	44	63
SH 2	I	BARRETT ROAD	2	2	3	2	2	5	16	9	13	25
SH 2	I	THOMPSONS TRACK	2	1	1	1	1	5	11	5	55	9
SH 2		300 W TE MATAI ROAD	0	1	0	2	1	3	7	6	29	14
SH 2	I	HENRY ROAD	0	1	1	2	0	3	7	7	29	14
SH 29		2000 S SOLDIERS ROAD	1	0	0	2	0	3	6	3	33	67
SH 2	I	DUNLOP ROAD	1	2	0	0	0	3	6	5	0	0
SH 2		100 E OROUA ST	1	1	0	0	1	3	6	6	17	0
SH 2		500 E MATHERS ROAD	1	0	0	1	0	3	5	2	60	40
SH 2		1800 S MATHERS ROAD	0	1	0	0	0	2	3	1	33	67
SH 36	I	MERRICK ROAD	1	0	0	0	0	2	3	2	0	33
SH 2	I	BENNER ROAD	0	0	1	0	0	2	3	2	67	33
SH 2		50 E BOUCHER AVENUE	0	1	0	0	0	2	3	3	0	33

# appendix

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- Groupings of crash types
- Grouping of contributing factors


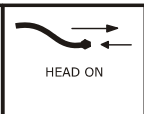


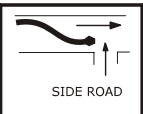


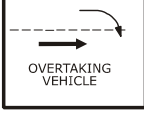
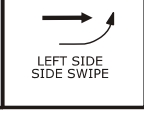







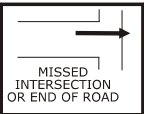
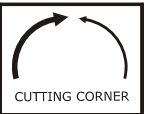
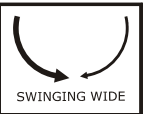
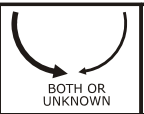
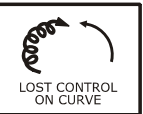





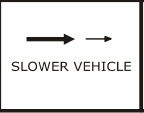

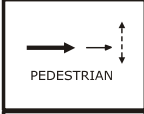
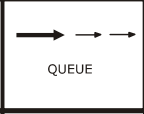
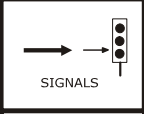
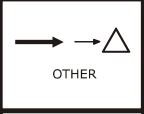

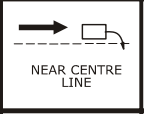

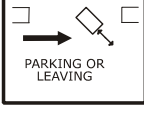
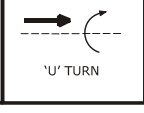
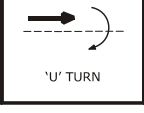

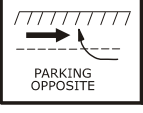


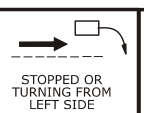
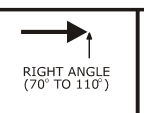
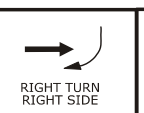
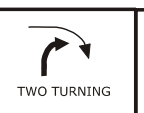
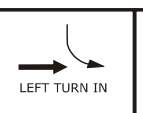
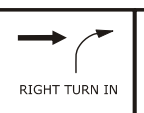
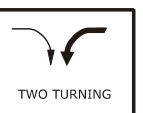

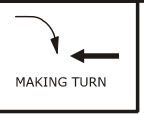
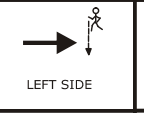
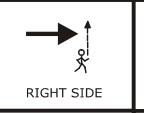
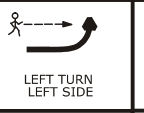
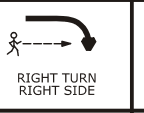





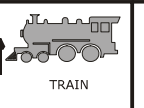
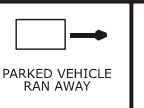

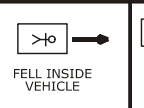
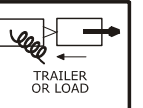


## Explanatory notes for the appendix

1. Each traffic crash report has a diagram and a description of what happened. These are used to classify the movements the vehicles were making when they crashed eg 'collided with parked vehicle', or 'lost control while overtaking'. In this report, crash types are grouped into seven categories. The following page shows the types of crashes which are included in each group.
2. Traffic crash reports also include information on why the crash occurred, or on factors contributing to the crash. In this report the hundreds of contributing factor codes used by New Zealand Transport Agency have been condensed into 16 groups for practical reasons. Lists of the factor groups used in this report, and of all the contributing factors used by New Zealand Transport Agency, are shown on the following pages.
3. Note that in the year 2000 there were some minor changes to the contributing factor groups. The most significant change was that 'inattention' was grouped with 'inadequate check' to form 'poor observation'. This allowed a more accurate assessment of 'fatigue' as a contributing factor, as it now has its own grouping.
4. The factor group 'poor handling' includes factor codes that were only introduced in 1998. This could explain why there may have been a sudden change at this time.
5. The coding of the factors contributing to a crash is subjective. Therefore analysis using contributing factor groups needs to be interpreted with caution. Also, to effectively target safety or enforcement campaigns more analysis of the specific contributing factors involved may be needed.
6. It should be noted that a traffic crash generally has more than one contributing factor. Therefore, adding the number of crashes on graphs showing the number of crashes with a given factor or factor group will be greater than the total number of crashes in the city or district.



# Groupings of crash types

Overtaking	AA	AB	AC	AD	AE	AF	AG						
	 PULLING OUT OR CHANGING LANE TO RIGHT	 HEAD ON	 CUTTING IN OR CHANGING LANE TO LEFT	 LOST CONTROL (OVERTAKING VEHICLE)	 SIDE ROAD	 LOST CONTROL (OVERTAKEN VEHICLE)	 WEAVING IN HEAVY TRAFFIC						
Straight - Lost control / Head on	GE	GB	BA	CA	CB	CC	BE						
	 OVERTAKING VEHICLE	 LEFT SIDE SIDE SWIPE	 ON STRAIGHT	 OUT OF CONTROL ON ROADWAY	 OFF ROADWAY TO LEFT	 OFF ROADWAY TO RIGHT	 LOST CONTROL ON STRAIGHT						
Bend - Lost control / Head on	DA	DB	DC	BB	BC	BD	BF						
	 LOST CONTROL TURNING RIGHT	 LOST CONTROL TURNING LEFT	 MISSED INTERSECTION OR END OF ROAD	 CUTTING CORNER	 SWINGING WIDE	 BOTH OR UNKNOWN	 LOST CONTROL ON CURVE						
Rear end / Obstruction	EA	EB	EC	ED	EE	FA	FB						
	 PARKED VEHICLE	 ACCIDENT OR BROKEN DOWN	 NON VEHICULAR OBSTRUCTIONS (INCLUDING ANIMALS)	 WORKMANS VEHICLE	 OPENING DOOR	 SLOWER VEHICLE	 CROSS TRAFFIC						
Crossing / Turning	FC	FD	FE	FF	GA	GD	GF						
	 PEDESTRIAN	 QUEUE	 SIGNALS	 OTHER	 REAR OF LEFT TURNING VEHICLE	 NEAR CENTRE LINE	 TWO TURNING						
Pedestrian vs Vehicle	MA	MB	MC	MD	ME	MF	MG						
	 PARKING OR LEAVING	 'U' TURN	 'U' TURN	 DRIVEWAY MANOEUVRE	 PARKING OPPOSITE	 ENTERING OR LEAVING	 REVERSING ALONG ROAD						
Miscellaneous	GC	HA	JA	JC	KA	KB	KC						
	 STOPPED OR TURNING FROM LEFT SIDE	 RIGHT ANGLE (70° TO 110°)	 RIGHT TURN RIGHT SIDE	 TWO TURNING	 LEFT TURN IN	 RIGHT TURN IN	 TWO TURNING						
Miscellaneous	LA	LB	NA	NB	NC	ND	NE	NF	NG				
	 STOPPED WAITING TO TURN	 MAKING TURN	 LEFT SIDE	 RIGHT SIDE	 LEFT TURN LEFT SIDE	 RIGHT TURN RIGHT SIDE	 LEFT TURN RIGHT SIDE	 RIGHT TURN LEFT SIDE	 MANOEUVRING VEHICLE				
Miscellaneous	PA	PB	PC	PD	PE	PF	QA	QB	QC	QD	QE	QF	QG
	 FELL WHILE BOARDING OR ALIGHTING	 FELL FROM MOVING VEHICLE	 TRAIN	 PARKED VEHICLE RAN AWAY	 EQUESTRIAN	 FELL INSIDE VEHICLE	 TRAILER OR LOAD						

## Groupings of contributing factors

Factor group	Factor codes included
<b>Alcohol involved</b>	100 – 101 103 – 109
<b>Too fast</b>	110 – 119 430 – 432
<b>Failed to give way or stop</b>	300 – 314 320 – 328
<b>Failed to keep left</b>	120 – 128 205
<b>Overtaking</b>	150 – 161
<b>Incorrect lanes or position</b>	129 170 – 183 200 – 204 206 – 209 440 – 448
<b>Poor handling</b>	130 – 134 137 – 149 420 – 429
<b>Poor observation</b>	330 – 360 370 – 379
<b>Poor judgement</b>	380 – 387 400 – 407
<b>Fatigue</b>	410 – 415
<b>Disabled, old age or illness</b>	500 – 507
<b>Pedestrian factors</b>	700 – 731
<b>Cyclist factors</b>	Any factor coded against a cyclist
<b>Vehicle factors</b>	136, 600 – 699
<b>Road factors</b>	135, 800 – 899
<b>Weather</b>	900 – 909

Note:

The following factor codes are not included as they do not fit adequately into any of the above groupings: 102, 106, 190–198, 433, 434, 510–534 and 910–999.

## FACTORS PROBABLY CONTRIBUTING TO CRASHES

### DRIVER CONTROL

- 100 **Alcohol or drugs**
  - 101 Alcohol suspected
  - 102 Alcohol test below limit
  - 103 Alcohol test above limit or test refused
  - 104 Alcohol test result unknown
  - 105 Visibly intoxicated non-driver (pedestrian / cyclist / passenger)
  - 106 Dead driver not suspected, tested negative (MOT only)
  - 107
  - 108 Drugs suspected
  - 109 Drugs proven
- 110 **Too fast for conditions**
  - 111 Cornering
  - 112 On straight
  - 113 To give way at intersection
  - 114 Approaching railway crossing
  - 115 When passing stationary school bus
  - 116 At temporary speed limit
  - 117 At crash or emergency
- 120 **Failed to keep left**
  - 121 Swung wide on bend
  - 122 Swung wide at intersection
  - 123 Cutting corner on bend
  - 124 Cutting corner at intersection
  - 125 On straight section
  - 126 Vehicle crossed raised median
  - 127 Driving or riding abreast (cyclists more than 2 abreast)
  - 128 Wandering or wobbling
  - 129 Too far left / right
- 130 **Lost control**
  - 131 When turning
  - 132 Under heavy braking
  - 133 Under heavy acceleration
  - 134 While returning to seal from unsealed shoulder
  - 135 Due to road conditions (requires road series code)
  - 136 Due to vehicle fault (requires vehicle series code)
  - 137 Avoiding another vehicle, pedestrian, party or obstacle on roadway
  - 138 On unsealed road
  - 139 End of seal
- 140 **Failed to signal in time**
  - 141 When moving to left, pulling over to left
  - 142 When turning left
  - 143 When pulling out or moving to the right
  - 144 When turning right
  - 145 Incorrect Signal
- 150 **Overtaking**
  - 151 Overtaking line of traffic or queue
  - 152 Deliberately in the face of oncoming traffic
  - 153 Failed to notice oncoming traffic
  - 154 Misjudged speed or distance of oncoming traffic
  - 155 At no passing line
  - 156 With insufficient visibility
  - 157 At an intersection without due care
  - 158 On left without due care
  - 159 Cut in after overtaking
  - 160 Vehicle signalling right turn
  - 161 Without care at a pedestrian crossing
- 170 **Wrong lane or turned from wrong position**
  - 171 Turned right from incorrect lane
  - 172 Turned left from incorrect lane
  - 173 Travelled straight ahead from turning lane or flush median
  - 174 Turned right from left side of road
  - 175 Turned left from near centre line
  - 176 Turned into incorrect lane
  - 177 Weaving or cut in on multi-lane roads
  - 178 Moved left to avoid slow vehicle

- 180 **In line of traffic**
  - 181 Following too closely
  - 182 Travelling unreasonably slowly
  - 183 Motorist crowded cyclist

- 190 **Sudden action**
  - 191 Braked
  - 192 Turned left
  - 193 Turned right
  - 194 Swerved to avoid pedestrian
  - 195 Swerved to avoid animal
  - 196 Swerved to avoid crash or broken down vehicle
  - 197 Swerved to avoid vehicle
  - 198 Swerved to avoid object or for unknown reason
- 200 **Forbidden movements**
  - 201 Wrong way in one way street, motorway or roundabout
  - 202 When turning or U turning contrary to a sign
  - 203 Contrary to "in" or "out" only driveway sign
  - 204 Driving or riding on footpath
  - 205 On incorrect side of island or median
  - 206 Contrary to "no entry" sign
  - 207 In Car Park
  - 208 Motor vehicle in cycle lane
  - 209 Bus / Transit lane

### VEHICLE CONFLICTS

- 300 **Failed to give way**
  - 301 At Stop sign
  - 302 At Give Way sign
  - 303 When turning to non-turning traffic
  - 304 When deemed turning by markings, not geometry
  - 305 When turning left, to opposing right turning traffic
  - 306 To pedestrian on a crossing
  - 307 When turning at signals to pedestrians
  - 308 When entering roadway from driveway
  - 309 To traffic approaching or crossing from the right
  - 310 Failed to give way at one lane bridge / road
  - 311 Failed to give way to pedestrian on footpath or verge
  - 312 Entering roadway not from driveway or intersection
  - 313 To emergency vehicle
  - 314 Driver waved through
- 320 **Did not stop**
  - 321 At stop sign
  - 322 At steady red light
  - 323 At steady red arrow
  - 324 At steady amber light
  - 325 At steady amber arrow
  - 326 At flashing red lights (Rail Xing, Fire Stn etc)
  - 327 For police or flag-person
  - 328 For school patrol / kea crossing
- 330 **Inattentive: failed to notice**
  - 331 Car slowing, stopping or stopped in front
  - 332 Bend in road
  - 333 Indication of vehicle in front
  - 334 Traffic lights
  - 335 Intersection or its Stop / Give Way control
  - 336 Other regulatory sign / markings
  - 337 Warning sign
  - 338 Direction, information signs / markings
  - 339 Road-works signs
  - 340 Lane use arrows / markings?
  - 341 Obstructions on Roadway
- 350 **Attention diverted by:**
  - 351 Passengers
  - 352 Scenery or persons outside vehicle
  - 353 Other traffic
  - 354 Animal or insect in vehicle
  - 355 Trying to find intersection, house number, destination
  - 356 Advertising or signs
  - 357 Emotionally upset
  - 358 Cigarette, radio, glove box etc, obj under drivers feet/pedals etc
  - 359 Cell phone / navigation device or any communications device
  - 360 Driver dazzled

- 370 **Did not see or look for another party until too late**
  - 371 Behind when reversing / manoeuvring
  - 372 Behind when changing lanes position or direction (includes U-turns)
  - 373 Behind when pulling out from parked position
  - 374 Behind when opening door or leaving vehicle
  - 375 When required to give way to traffic from another direction
  - 376 When required to give way to pedestrians.
  - 377 When visibility obstructed by other vehicles
  - 378 When visibility limited by roadside features
  - 379 When first in queue on receiving green light
- 380 **Misjudged speed, distance, size or position of:**
  - 381 Other vehicle coming from behind or alongside
  - 382 Other vehicle coming from another direction with right of way
  - 383 Pedestrian movement or intention
  - 384 Towed vehicle, or while towing a vehicle
  - 385 Size or position of fixed object or obstacle
  - 386 Of own vehicle
  - 387 Misjudged intentions of another party

### GENERAL DRIVER

- 400 **Inexperience**
  - 401 In driving in fast, complex or heavy traffic
  - 402 New driver showed inexperience
  - 403 Driving strange vehicle
  - 404 Overseas driver fails to adjust to local conditions
  - 405 Driver under instruction
  - 406 At towing trailer / other vehicle
  - 407 Driver over-reacted
  - 408 Unsupervised cyclist
- 410 **Fatigue (drowsy, tired, fell asleep)**
  - 411 Long trip
  - 412 Lack of sleep
  - 413 Exhaust fumes
  - 414 Worked long hours before driving
  - 415 Exceeded driving hours
- 420 **Incorrect use of vehicle controls**
  - 421 Started in gear
  - 422 Stalled engine
  - 423 Wrong pedal
  - 424 Footrest, stand
  - 425 Ignition turned off (steering locked)
  - 426 Lights not switched on
  - 427 Foot slipped
  - 428 Parking brake not fully applied
  - 429 Trailer coupling or safety chain not secured
- 430 **Showing off**
  - 431 Racing
  - 432 Playing chicken
  - 433 Wheel spins / wheelies / doughnuts etc
  - 434 Intimidating driving
- 440 **Parked or stopped**
  - 441 Inadequately lit at night: (not lit by street lights or park lights off)
  - 442 At point of limited visibility
  - 443 Not as close as practicable to side of road
  - 444 On incorrect side of road
  - 445 Double parked
  - 446 In 'No Stopping' area
  - 447 Not clear of rail crossing
  - 448 In cycle or Transit lane

## **GENERAL PERSON**

- 500 Illness and disability**  
501 Illness with no warning e.g. heart attack, unexpected epilepsy)  
502 Physically disabled  
503 Defective vision  
504 Medical illness (not sudden) flu, diabetes  
505 Mental illness (depression, psychosis)  
506 Suicidal (but not successful)  
507 Impaired ability due to old age
- 510 Intentional or criminal**  
511 Deliberate homicide (only if succeeded)  
512 Intentional collision  
513 Committed suicide (only if succeeded)  
514 Evading enforcement  
515 Object deliberately thrown at or dropped on vehicle / shot at  
516 Object thrown from vehicle  
517 Stolen vehicle
- 520 Driver or passenger, boarding, leaving, in vehicle**  
521 Boarding moving vehicle  
522 Intentionally leaving moving vehicle  
523 Riding in insecure position  
524 Interfered with driver  
525 Opened door inadvertently  
526 Overloaded vehicle (with passengers)  
527 Child playing in parked vehicle
- 530 Miscellaneous person**  
531 Casualty drowned  
532 Casualty thrown from vehicle  
533 Equestrian not keeping to verge  
534 Cyclist or M/cyclist wearing dark clothing

## **VEHICLES**

- 600 Lights and reflectors at fault or dirty**  
601 Dazzling headlights  
602 Headlights inadequate or no headlights  
603 Headlights failed suddenly  
604 Brake-lights or indicators faulty or not fitted  
605 Tail-lights inadequate or no tail-lights  
606 Reflectors inadequate or no reflectors  
607 Lights or reflectors obscured
- 610 Brakes**  
611 Parking brake failed  
612 Parking brake defective  
613 Service brake failed  
614 Service brake defective  
615 Jack-knifed
- 620 Steering**  
621 Defective  
622 Failed suddenly
- 630 Tyres**  
631 Puncture or blowout  
632 Worn tread on tyre  
633 Incorrect tyre type  
634 Mixed treads / space savers
- 640 Windscreen or mirror**  
641 Shattered windscreen  
642 Windscreen or rear window dirty  
643 Rear vision mirror not adjusted correctly  
644 No rear vision mirror  
645 Windscreen or rear window misted/frosted  
646 Inadequate or no sun-visors  
647 Inadequate or no windscreen wipers  
648 Cycle / Motorcycle visor, glasses, goggles or screen
- 650 Mechanical**  
651 Engine failure  
652 Transmission failure (including chains and gears)  
653 Accelerator or throttle jammed

- 660 Body or chassis**  
661 Body, chassis or frame (cycle, m/c) failure  
662 Suspension failure  
663 Failure of door catch or door not shut  
664 Inadequate mudguards  
665 Inadequate tow coupling  
666 Inadequate or no safety chain  
667 Bonnet catch failed  
668 Wheel off  
669 Broken axle  
670 Inconspicuous colour  
671 Blind spot  
672 Seat belt / restraint failed  
673 Air-bag failed to inflate (fully)
- 680 Load**  
681 Load interferes with driver  
682 Not well secured or load moved  
683 Over-hanging  
684 Load obscured vision  
685 Excess dimensions not adequately indicated  
686 Over dimension vehicle or load  
687 Load too heavy  
688 Towed vehicle or trailer too heavy or incompatible
- 690 Miscellaneous vehicle**  
691 Emergency Vehicle attending emergency  
692 Vehicle caught fire  
693 Being towed  
694 Air-bag contributed to crash or injury  
695 Seatbelt / restraint absent or unusable  
696 Dangerous goods

## **PEDESTRIANS**

- 700 Walking along road**  
701 Not keeping to footpath  
702 Not keeping to side of road  
703 Not facing oncoming traffic  
704 Not on outside of blind curve  
705 Wheeled ped inconsiderate or dangerous on footpath
- 710 Crossing road**  
711 Walking heedless of traffic  
712 Stepping out from behind vehicles  
713 Running heedless of traffic  
714 Failed to use pedestrian crossing when one within 20 metres  
715 Waiting on roadway for moving traffic  
716 Confused by traffic or stepped back  
717 Suddenly stepped onto pedestrian crossing  
718 Not complying with traffic signals or school patrols  
719 Misjudged speed and / or distance of vehicle
- 720 Miscellaneous**  
721 Pushing, working on or unloading vehicle  
722 Playing on road or unnecessarily on road  
723 Working on road  
724 Wearing dark clothing  
725 Vision obscured by umbrella or clothing  
726 Child escaped from supervision  
727 Unsupervised child  
728 Sitting / lying on road  
729 Pedestrian from school bus  
730 Pedestrian behind reversing / manoeuvring vehicle  
731 Overseas pedestrian

## **ROAD**

- 800 Slippery**  
801 Rain  
802 Frost or ice  
803 Snow or hail  
804 Loose material on seal  
805 Mud  
806 Oil / Diesel / Fuel  
807 Painted markings  
808 Recently graded  
809 Surface bleeding / defective

- 810 Surface**  
811 Potholed  
812 Uneven  
813 Deep loose metal  
814 High crown  
815 Curve not well banked  
816 Edge badly defined or gave way  
817 Under construction or maintenance  
818 Unusually narrow  
819 Broken glass
- 820 Obstructed**  
821 Fallen tree or branch  
822 Slip or subsidence  
823 Flood waters, large puddles, ford  
824 Road works not adequately lighted  
825 Road works not adequately signposted  
826 Roadside object fell on vehicle  
827 Object flicked up by vehicle
- 830 Visibility limited**  
831 Curve  
832 Crest  
833 Building  
834 Trees  
835 Hedge or fence  
836 Scrub or long grass  
837 Bank  
838 Temporary obstruction, dust or smoke  
839 Parked vehicle
- 840 Signs and signals**  
841 Damaged, removed or malfunction  
842 Badly located  
843 Ineffective or inadequate  
844 Necessary  
845 Signals turned off

- 850 Markings**  
851 Faded  
852 Difficult to see under weather conditions  
853 Markings necessary  
854 Not visible due to geometry or vehicles  
855 Old markings not adequately removed
- 860 Street lighting**  
861 Failed  
862 Inadequate  
863 Glare on wet road  
864 Pedestrian crossing not adequately lighted
- 870 Raised islands and roundabouts**  
871 Traffic island(s) difficult to see  
872 Traffic island(s) Ineffective, badly located or designed  
873 Cyclist squeeze point

## **MISCELLANEOUS**

- 900 Weather**  
901 Heavy rain  
902 Dazzling sun  
903 Strong wind  
904 Fog or mist  
905 Snow, sleet or hail
- 910 Animals**  
911 Household pet rushed out or playing  
912 Farm animal straying  
913 Farm animal attended, but inadequate warning or unexpected  
914 Farm animal attended, but out of control  
915 Wild animal
- 920 Entering or leaving land use**  
921 Roadside stall  
922 Service station  
923 Specialised liquor outlet  
924 Take away foods  
925 Shopping complex  
926 Car parking building / area  
927 Other commercial  
928 Industrial site  
929 Private house / farm  
930 Other non-commercial  
931 Mobile shop or vendor
- 999 Unknown**