

briefing notes road safety issues

New Plymouth District

This report details aspects of New Plymouth District’s traffic crash data. We begin by looking at how the district measures up regarding those areas of high concern prioritised in Safer Journeys (NZ’s Road Safety Strategy 2020) as compared to similar authorities and against the national picture. This is followed by an overview of crashes in New Plymouth District for 2009. Then we present more detailed analysis of local road safety issues based upon reported crash data and trends for the 2005–2009 period.

Included are graphs, charts and tabulations addressing crash movement, crash factors, road users, location and the social cost of crashes. Trends are determined by looking at the annual data for injury crashes and those injured over the last five year period. The information in this report covers both local roads and state highways.

The issues chosen for this report are drawn from the most common crash types, those that appear over-represented when New Plymouth District is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

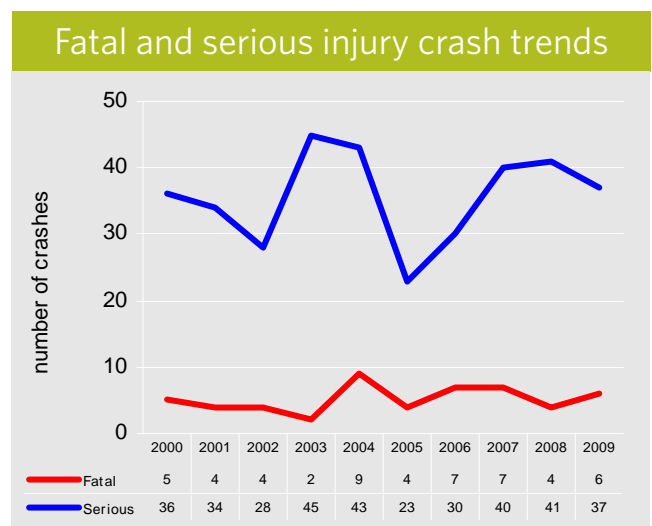
2009 road trauma	
Casualties	New Plymouth District
Death	6
Serious injury	47
Minor injury	203
Total casualties	256

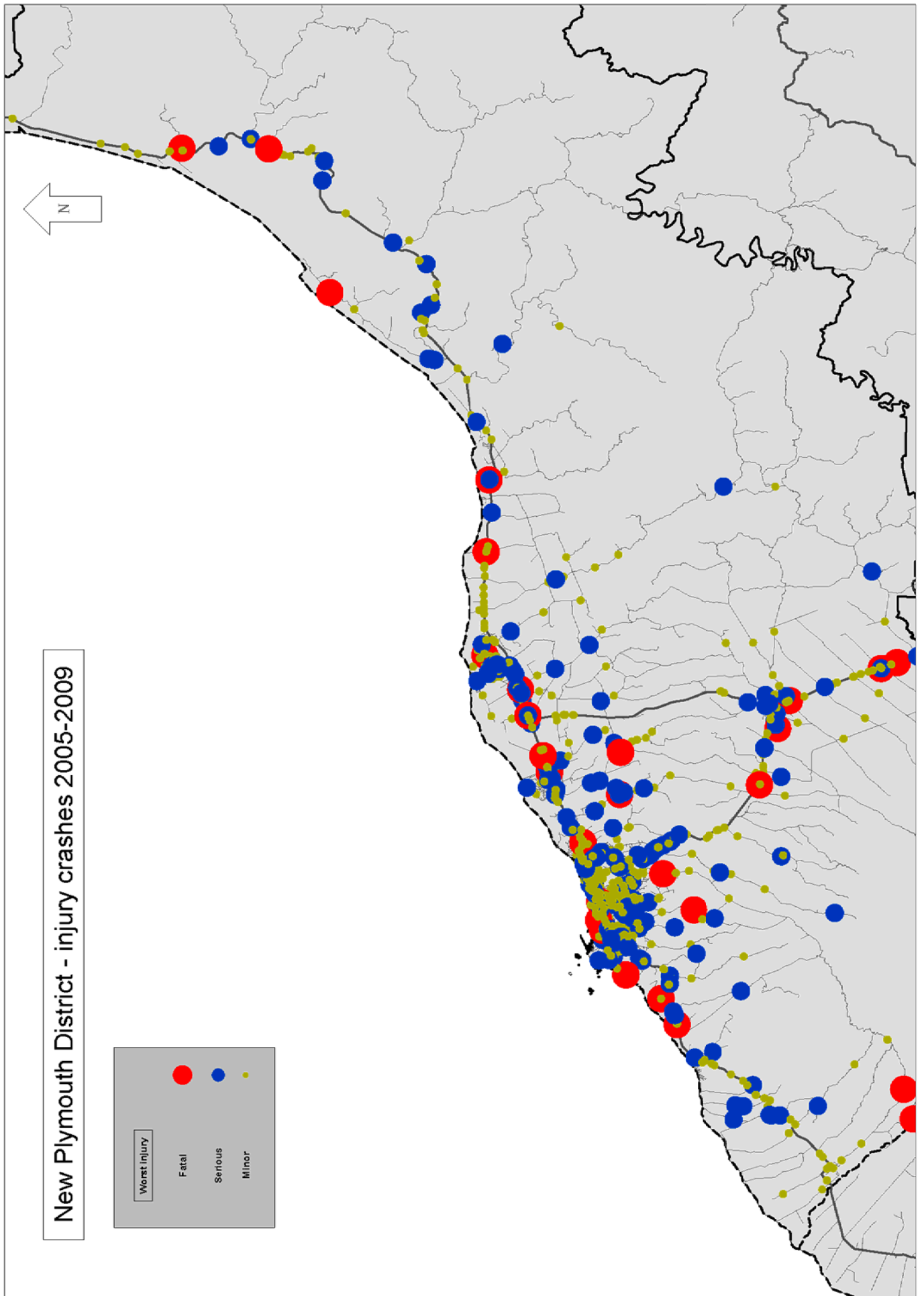
Crashes	New Plymouth District
Fatal crashes	6
Serious injury crashes	37
Minor injury crashes	150
Total injury crashes	193
Non-injury crashes	473 reported

2009 - social cost of crashes	
Local roads	\$ 37.62M
State highways	\$ 37.58M
Total	\$ 75.20M

NOTE: The estimated social cost includes loss of life or quality of life, loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage.

Local road safety issues	
New Plymouth District	
Loss of control at bends	
Intersections	
Vulnerable road users; cyclists	
motorcyclists	
Alcohol - incl. alcohol & speed	
Young drivers	





2020 Safer Journeys

“A safe road system increasingly free of death and serious injury”

Safer Journeys is New Zealand’s Road Safety Strategy for 2010-2020. It identifies actions and interventions to reduce trauma on our roads.

Please take time to visit the Safer Journeys website and study the documents found there:

<http://www.transport.govt.nz/saferjourneys/>

Areas of high concern have been identified. These are the areas where we need to make the most improvement in road safety or maximise efforts towards a safe system approach. Focusing on these areas could make the largest contribution toward reducing costs imposed on the economy by road deaths and injuries.

Areas of high concern are:

- Reducing alcohol/drug impaired driving
- Increasing the safety of young drivers
- Safe roads and roadsides
- Safe driving speeds
- Increasing the safety of motorcyclists

Areas of medium concern are:

- Improving the safety of the light vehicle fleet
- Safe walking and cycling
- Improving the safety of heavy vehicles
- Reducing the impact of driver fatigue
- Addressing driver distraction
- Reducing the impact of high risk drivers

Areas of continued and emerging focus:

- Increasing the level of restraint use
- Increasing the safety of older New Zealanders

New Plymouth District

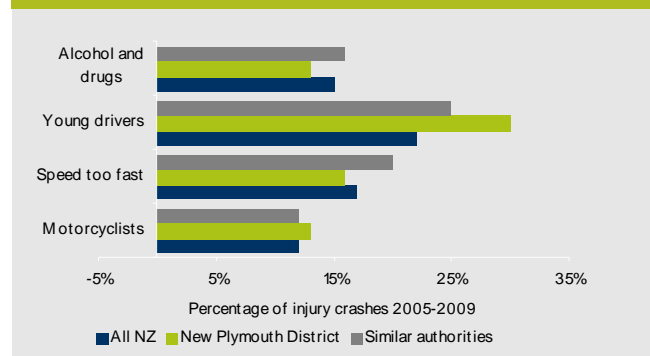
Presented below is a brief look at New Plymouth District’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in New Plymouth District are 95 and 92 percent for front seat and rear seat respectively; while corresponding national rates are 95 and 87 percent.

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

Safer Journeys’ areas of high concern



Alcohol and drugs

In New Plymouth District, alcohol was recorded in 13 percent of injury crashes in the last five years, resulting in 4 deaths, 42 serious injuries and 144 minor injuries. Alcohol-related crashes were lower proportionally when compared to similar authorities.

Young drivers

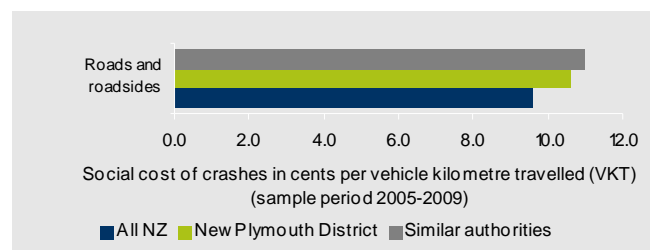
In New Plymouth District, young drivers aged 15-19 years were involved in 30 percent of all injury crashes during the last five year period, resulting in 6 deaths, 58 serious injuries and 381 minor injuries. This was proportionally significantly higher compared to similar authorities.

Speed too fast

Speed too fast was recorded in 16 percent of injury crashes in New Plymouth District in the last five years, resulting in 11 deaths, 34 serious injuries and 169 minor injuries. Speed as a factor in crashes was proportionally lower than in similar authorities.

Motorcyclists

In New Plymouth District, motorcyclists were involved in 13 percent of all injury crashes during the last five year period, resulting in 7 deaths, 39 serious injuries and 104 minor injuries. Injury crashes involving motorcyclists were proportionally higher than similar authorities, and the trend is upwards in the district.



Roads and roadsides

In New Plymouth District, there were on average 35 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes is 4 percent lower than the similar authority average (see the graph above).

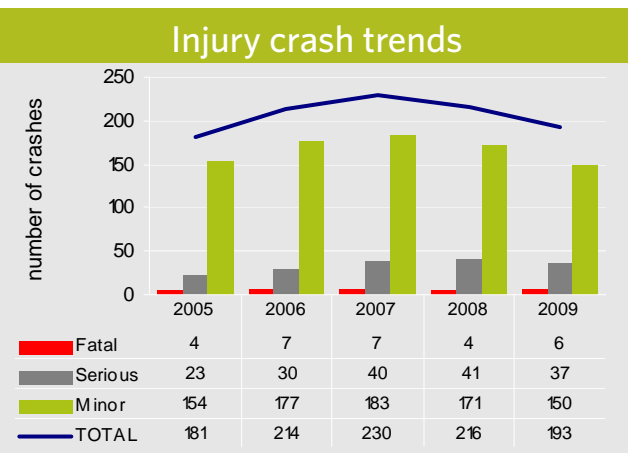
Overview 2009

In 2009 in New Plymouth District, 193 injury crashes resulting in 256 casualties and 473 non-injury crashes were reported by the New Zealand Police. Forty-four percent of all injury crashes in the district were on state highways. The table below shows the number of injuries resulting from these crashes in the district.

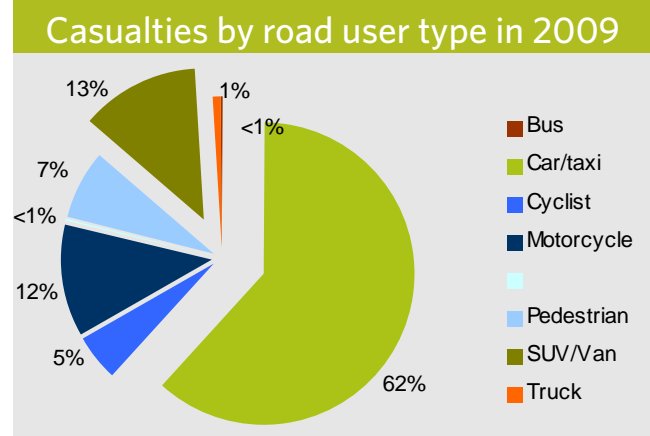
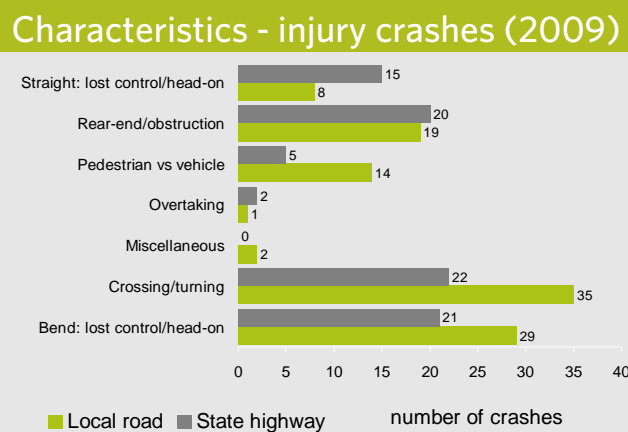
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	6	47	203	256
Local roads vs state highways				
Local roads	2	31	103	136
State highways	4	16	100	120
Rural vs urban roads				
Rural ¹	6	25	71	102
Urban	0	22	132	154

¹ Rural- an area with a speed limit of 80km/h or more

The latest five year data shows a slight upwards trend the total number of injury crashes, however in the last three years the data shows a downward trend.



In 2009 two-fifths of injury crashes involved a driver losing control of their vehicle and three-tenths involved a crossing or turning movement.



Three-fifths of casualties were drivers or passengers of cars, an eighth of sports utility vehicles or vans and a quarter were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in New Plymouth District, young drivers aged 15 to 19 years inclusive were at fault drivers in 24 percent of injury crashes and older drivers, 70 years of age and over, in 11 percent.

Further information about injury crashes in the district during 2009 on:

Local roads

- Total number of injury crashes: 108
- Worst month: May (14 percent)
- Worst day of week: Friday (19 percent)
- Wet road crashes: 24 percent
- Night time crashes: 29 percent
- Alcohol over limit: 17 percent
- Too fast for conditions: 14 percent
- Failed to give way/stop: 36 percent
- Pedestrian factors : 10 percent
- Crashes at intersection: 56 percent
- Road factors: 9 percent
- At fault male driver: 69 percent
- At fault driver held full NZ licence: 50 percent

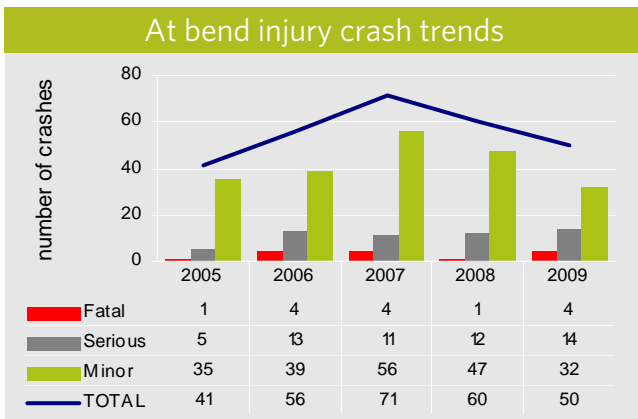
State highways

- Total number of injury crashes: 85
- Worst month: May (12 percent)
- Worst day of week: Tuesday (22 percent)
- Wet road crashes: 24 percent
- Night time crashes: 18 percent
- Alcohol over limit: 9 percent
- Too fast for conditions: 9 percent
- Failed to give way/stop: 21 percent
- Fatigue: 6 percent
- Crashes at intersection: 45 percent
- Road factors: 8 percent
- At fault male driver: 62 percent
- At fault driver held full NZ licence: 59 percent

Loss of control at bends

During the most recent five year period (2005-2009) 27 percent of all injury crashes in New Plymouth District occurred due to loss of control at bends. These crashes resulted in 14 deaths, 72 serious injuries and 301 minor injuries. There were a further 442 non-injury crashes reported involving loss of control at bends.

The last five year data shows an upward trend in the total number of injury crashes due to loss of control at bends, even with the downward trend in minor injury crashes over the last three years.



The following table shows the general environ of loss of control crashes at bends (720 crashes) on local roads and state highways split to show urban and rural speed limits.

Loss of control	Local urban	Local rural	SH urban	SH rural
At bends	274	160	58	228

Note: Rural roads are roads with a speed limit of 80km/hr or more.

Most crashes at bends involved a driver losing control of their vehicle and often running off the road then hitting a roadside object (80 percent) or perhaps colliding with another vehicle (27percent).

The three most common roadside hazards struck in loss of control at bend crashes were fences (28 percent) followed by cliff banks (14 percent) and posts or poles (13 percent) for a total of 778 reported objects struck. Hitting these objects can result in more serious injuries than would otherwise be sustained.

Half of the at fault drivers in these crashes were aged under 24 years of age (49 percent), three-quarters were male (74 percent) and a third held either a learner or a restricted licence (36 percent).

The following table shows the main characteristics of loss of control at bend crashes. Half of all crashes occurred during hours of darkness and two-fifths in wet conditions. Road factors contributed to a fifth of all crashes. Alcohol was a contributory factor in a quarter of all injury crashes, while speed was a factor in two-fifths. Poor handling contributed to a third of all injury crashes.

Loss of control crashes at bends	
Crash characteristics	Percentage of crashes
Single vehicle	72%
Alcohol (injury crashes)	25%
Too fast for the conditions (injury crashes)	38%
Road factors	18%
Poor handling (injury crashes)	35%
Rural road	54%
Wet road	40%
Night time	48%

Further information about all loss of control crashes at bends in the district 2005-2009 on:

Local roads

- 7 deaths, 45 serious injuries and 165 minor injuries
- Worst month: December (49 crashes)
- Worst day of week: Saturday (82 crashes)
- Wet road crashes: 36 percent
- Night time crashes: 51 percent
- Crashes at intersection: 40 percent
- Alcohol over limit (injury crashes): 34 percent
- Most common injury crash factors: too fast (50 percent) and poor handling (36 percent)
- Road factor: 16 percent
- At fault male driver (injury crashes): 76 percent
- At fault driver held restricted licence (injury crashes): 30 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (60 percent)

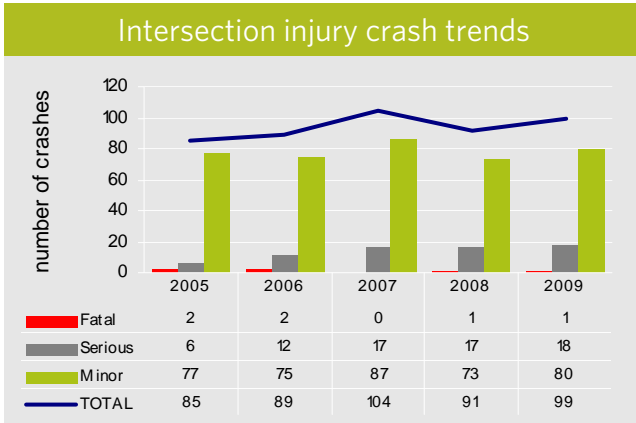
State highways

- 7 deaths, 27 serious injuries and 136 minor injuries
- Worst month: July (38 crashes)
- Worst day of week: Saturday (56 crashes)
- Wet road crashes: 45 percent
- Night time crashes: 42 percent
- Crashes at intersection: 26 percent
- Alcohol over limit (injury crashes): 13 percent
- Most common injury crash factors: poor handling (35 percent) followed by too fast (24 percent)
- Road factor: 22 percent
- At fault male driver (injury crashes): 71 percent
- At fault driver held restricted licence (injury crashes): 21 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (38 percent)

Intersections

During the most recent five year period (2005-2009) 45 percent of all injury crashes in New Plymouth District occurred at intersections. These crashes resulted in 6 deaths, 84 serious injuries and 554 minor injuries. There were a further 1032 non-injury crashes reported.

The latest five year data show an upward trend in the total number of injury crashes at intersections.



Most of these crashes occurred at urban intersections (83 percent). Fifty-four percent occurred on state highways, accounting for 66 percent of fatalities and 44 percent of the serious injuries at intersections in the last five years.

Number of Intersection crashes	Local urban	Local rural	SH urban	SH rural
1500	44%	2%	39%	15%

Note: Rural roads are roads with a speed limit of 80km/hr or more.

The table below shows the locations of intersections with a high number of crashes in New Plymouth District (2005-2009).

Intersection name	Total crashes 2005-2009	Injury crashes 2005-2009	Total crashes in 2009
SH 3 / Princess St	27	13	1
SH 3 Devon / Mangati Road	22	11	4
SH 3 / SH 3A	10	8	2
SH 3 / Raleigh St	20	7	1
Tukapa St / David St	10	7	1
SH 3 / Mangorei Road	28	6	3
SH 45 Vivian / Morley St	29	6	8
SH 45 / Gover St	20	5	5
SH 3 / Nugent St	15	5	3
Standish St / Carrington St	6	5	0

Junction Type	Rural	Urban
Crossroad	80	680
T-junction	167	486
Y-junction	7	24
Roundabout	1	16
Driveway	2	36

Crashes at crossroads and T-junctions in urban areas were the most common types of intersection crashes during 2005-2009.

Thirty-seven percent of intersection crashes occurred due to a driver failing to give way at a give way sign, 27 percent at a stop sign and 16 percent at traffic signals. Twenty-one percent of crashes occurred at an intersection without any traffic control.

Further information about all crashes at intersections in the district for the period 2005-2009 on:

Local roads

- 2 deaths, 47 serious injuries and 247 minor injuries
- Worst months: April and May (63 crashes each)
- Worst day of week: Wednesday (121 crashes)
- Wet road crashes: 24 percent
- Night time crashes: 32 percent
- Alcohol over limit (injury crashes): 18 percent
- Most common injury crash factors: poor observation (55 percent) followed by failed to give way/stop (51 percent)
- At fault male driver (injury crashes): 60 percent
- At fault driver held learner or restricted licence (injury crashes): 43 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (44 percent)

State highways

- 4 deaths, 37 serious injuries and 307 minor injuries
- Worst month: July (85 crashes)
- Worst day of week: Friday (143 crashes)
- Wet road crashes: 26 percent
- Night time crashes: 23 percent
- Alcohol over limit (injury crashes): 7 percent
- Most common injury crash factors: failed to give way/stop and poor observation (56 percent each)
- At fault male driver (injury crashes): 59 percent
- At fault driver held learner or restricted licence (injury crashes): 28 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (32 percent)

Vulnerable road users

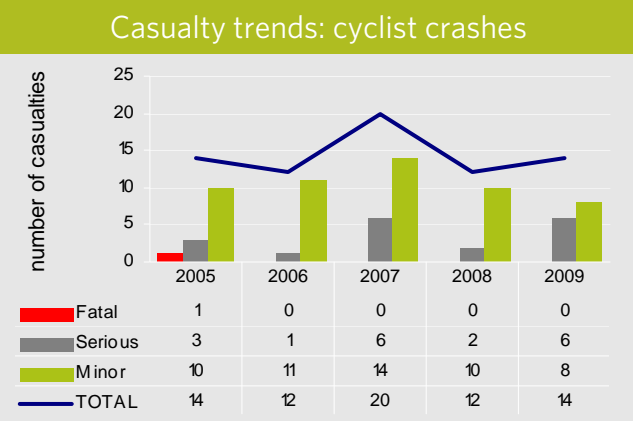
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore more susceptible to severe injuries. These are described as pedestrians, cyclists and motorcyclists.

In New Plymouth District, vulnerable road users were involved in twenty percent of all injury crashes in 2005-2009, accounting for 23 percent of all casualties, 42 percent of all deaths and 46 percent of all serious injuries over the five year period.

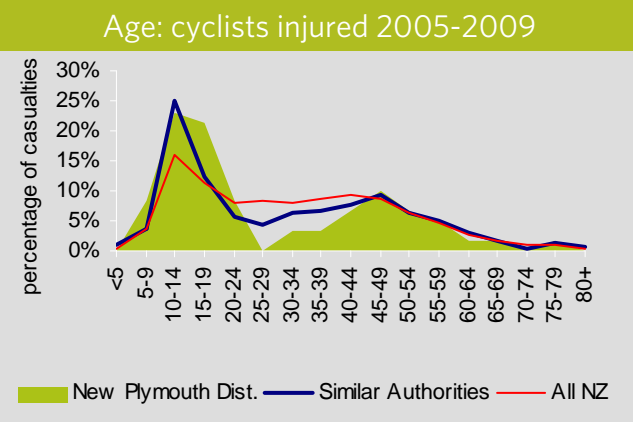
Cyclists

Injury crashes involving cyclists in New Plymouth District accounted for 6 percent of all injury crashes during the last 5 year period, resulting in 1 death, 18 serious injuries and 53 minor injuries.

The latest five year data shows a level trend in the total number of casualties in cyclist-involved crashes. However, the trend in the number of serious injuries is upwards.



In New Plymouth District 2005-2009 we find that over a third of cyclists injured were young riders, aged under 15 years (31 percent) and a fifth were aged 20-24 years (21 percent).



The majority of at fault drivers in these crashes were female (55 percent), with a skew in the age distribution to group 30-59 years for both sexes of at fault drivers (41 percent). Half of at fault drivers held a full drivers licence (52 percent), with 30 percent held a learner or restricted licence.

Location / route	Number of Cyclist injury crashes
Generally along SH 45 route and SH 3 route	
SH 3/ Lemon St	4
SH 45/ Seaview Road	3
Cumberland St/ Heta Road	2
Belair Avenue/ Blagdon Road	2
Tukapa St/ Wallath Road	2
Carrington St route	4
Devon St East route	3
Mangorei Road route	3

The worst locations/routes where cyclist injury crashes occurred are shown in the table above (2005-2009) .

The scenarios for crashes involving cyclists were many and varied. The most common scenarios for cyclist injury crashes in New Plymouth District 2005-2009 were:

- collision between vehicle and a cyclist not intending to make any turns at an intersection: 17 percent
- a vehicle or cyclist turning right across an oncoming vehicle: 16 percent
- a vehicle or cyclist merging from a side road collides with the other vehicle : 11 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 7 percent

Further information regarding crashes involving cyclists in New Plymouth District 2005-2009 on:

Local roads

- 1 death, 10 serious injuries and 33 minor injuries
- Worst month: June (8 crashes)
- Worst day of week: Tuesday (11 crashes)
- Most common injury crash factors: poor observation (67 percent) and failure to give way/stop (59 percent)
- Wet road crashes: 18 percent
- Night time crashes: 20 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 65 percent
- Male cyclist injured: 77 percent

State highways

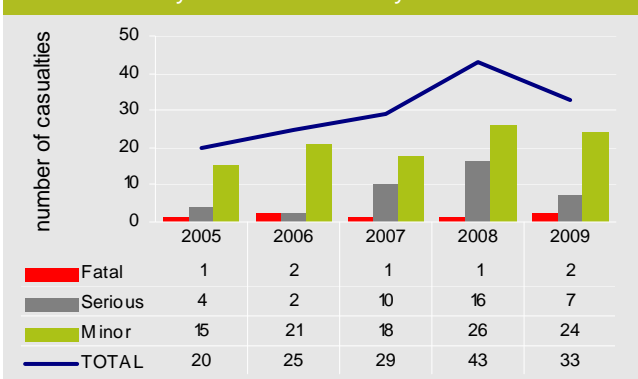
- 8 serious injuries and 20 minor injuries
- Worst months: March and May (5 crashes each)
- Worst day of week: Tuesday (11 crashes)
- Most common injury crash factors: poor observation (76 percent) and failure to give way/stop (60 percent)
- Wet road crashes: 20 percent
- Night time crashes: 13 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 65 percent
- Male cyclist injured: 78 percent

Motorcyclists

Injury crashes involving motorcyclists represented 13 percent of all injury crashes in New Plymouth District the last five year period, resulting in 7 deaths, 39 serious injuries and 104 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcyclist crashes.

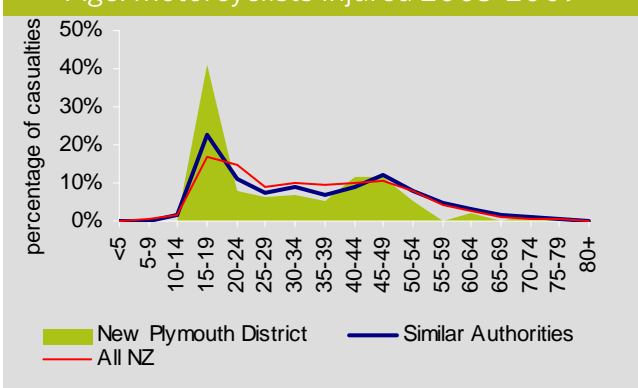
Casualty trends: motorcyclist crashes



Two-fifths of motorcyclist crashes happened on state highways (39 percent), accounting for nearly three-quarters of all fatalities (71 percent). Half of all crashes involving motorcyclists happened at intersections (49 percent) and a fifth were single party motorcycle crashes (20 percent).

The age distribution of injured motorcyclists is shown below. Young motorcyclists aged 15-19 years were the most commonly injured group (41 percent), which is significantly higher when compared to similar authorities. Motorcyclists aged 40-49 years accounted for 22 percent of all injured motorcyclists in the district.

Age: motorcyclists injured 2005-2009



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in New Plymouth District 2005-2009 were:

- loss of control: 24 percent
- a vehicle collides with another vehicle ahead that is turning from the main road: 14 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 12 percent
- a vehicle turning right across an oncoming vehicle: 9 percent

Location / route	Number of motorcyclist crashes
Mainly along SH 3 and SH 45 routes	
Tukapa St / David St	4
SH 3 / Mangati Road	3
SH 45 / Plymouth Road	2
SH 3 / Egmont Road	2
SH 45 Courtenay/ Gover St	2
Wallath Road/ Wallath St	2
SH 45 / Blagdon Road	2
Tukapa St route	11
Mangorei Road route	8
Devon St East route	4

The high crash locations/routes for motorcycle crashes in the district 2005-2009 are shown in the following table.

Further information about crashes involving motorcyclists in New Plymouth District 2005-2009 on:

Local roads

- 2 deaths, 22 serious injuries and 66 minor injuries
- Worst month: March (14 crashes)
- Worst day of week: Wednesday (21 crashes)
- Alcohol over limit (injury crashes): 8 percent
- Most common injury crash factors: failed to give way/stop (35 percent) and too fast for conditions (14 percent)
- Wet road crashes: 16 percent
- Night time crashes: 28 percent
- Crashes at intersection: 47 percent
- Male motorcyclist injured: 80 percent

State highways

- 5 deaths, 17 serious injuries and 38 minor injuries
- Worst months: April and June (10 crashes each)
- Worst day of week: Saturday (14 crashes)
- Alcohol over limit (injury crashes): 6 percent
- Most common injury crash factors: failure to give way/stop (31 percent) and too fast for conditions (14 percent)
- Wet road crashes: 17 percent
- Night time crashes: 20 percent
- Crashes at intersection: 51 percent
- Male motorcyclist injured: 84 percent

Alcohol

Alcohol affects the way people drive. Studies show that the risk of being involved in a crash increases rapidly as a driver's blood alcohol level rises. A driver over the NZ legal limit (80mg of alcohol per 100ml of blood) is three times more likely to be involved in a crash than a sober driver.

During 2009, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

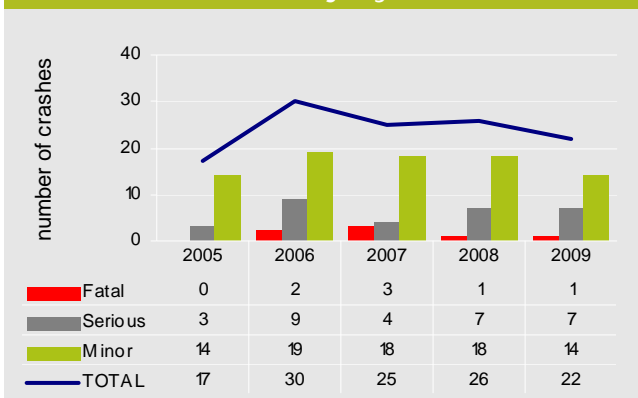
New Plymouth District

During the last five year period (2005-2009) 13 percent of all injury crashes in New Plymouth District were alcohol-related which is lower than the latest five year average for similar authorities (17 percent) and the national average (15 percent). Last year 14 percent of all injury crashes in the district recorded alcohol as a contributing factor.

There were 120 injury and 193 non-injury alcohol related crashes reported in the last five years. These crashes resulted in 7 deaths, 45 serious injuries and 145 minor injuries.

The latest five year data shows an upward trend in the total number of alcohol-related injury crashes.

Alcohol-related injury crash trends



A third of alcohol-related crashes occurred on state highways (33 percent) accounting for nearly three-quarters of the fatalities (72 percent). Just over a two-thirds of alcohol-related crashes occurred in urban areas (69 percent).

Three-quarters of these crashes occurred during the hours of darkness (77 percent). Three-fifths of alcohol related crashes occurred at the weekend (6pm Friday to 6am Monday).

Thirty-seven percent of at fault drivers involved in alcohol-related crashes held a full New Zealand drivers' licence and 38 percent held either learner or restricted licence.

Half of the at fault drivers in alcohol related crashes were in the age group 15-24 years (47 percent): split equally between the age groups 15-19 years (24 percent) and 20-24 years (23 percent).

Alcohol and speed

Speed was a factor in 38 percent of the 120 alcohol related injury crashes in the district 2005-2009 resulting in 6 deaths, 21 serious injuries and 50 minor injuries. Speed itself has been a factor in 16 percent of all injury crashes in the district in the last five years.

Three-quarters of the crashes where alcohol and speed were both contributing factors occurred within urban speed limits (75 percent), a similar number on local roads (76 percent) and mostly in dark conditions (78 percent). Three-quarters of these were loss of control at bend type crashes (76 percent). Two-thirds of the at fault drivers in these injury crashes were males under 30 years of age (66 percent).

Further information about alcohol-related crashes in New Plymouth District 2005-2009 on:

Local roads

- 2 deaths, 31 serious injuries and 95 minor injuries
- Worst month: October (30 crashes)
- Worst day of week: Sunday (55 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 76 percent
- Crashes at intersection: 40 percent
- Too fast for conditions (injury crashes): 46 percent
- Most common injury crash factors: poor handling (23 percent) and poor observation (16 percent)
- Road factors: 2 percent
- At fault male driver (injury crashes): 80 percent
- At fault drivers held learner or restricted licence or disqualified (injury crashes): 52 percent
- Most common at fault drivers' age group (injury crashes): 15-24 years (57 percent)

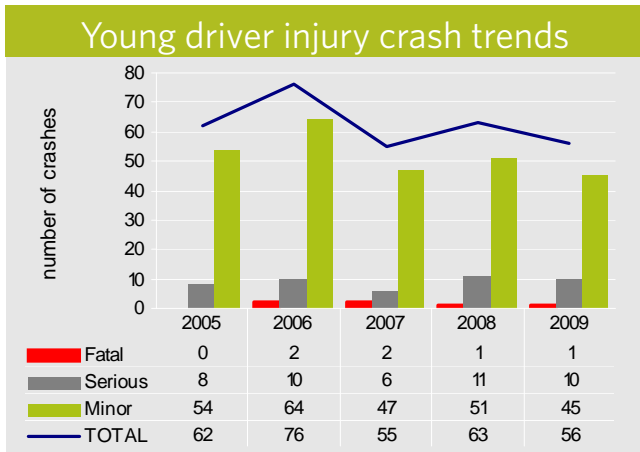
State highways

- 5 deaths, 14 serious injuries and 50 minor injuries
- Worst month: July (15 crashes)
- Worst day of week: Saturday (24 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 78 percent
- Crashes at intersection: 47 percent
- Too fast for conditions (injury crashes): 24 percent
- Most common injury crash factors: fatigue (21 percent) and failure to give way/stop (16 percent)
- Road factors: 5 percent
- At fault male driver (injury crashes): 69 percent
- At fault drivers held restricted licence (injury crashes): 31 percent
- Most common at fault drivers' age group (injury crashes): 20-29 years (38 percent), followed by 15-24 years (28 percent)

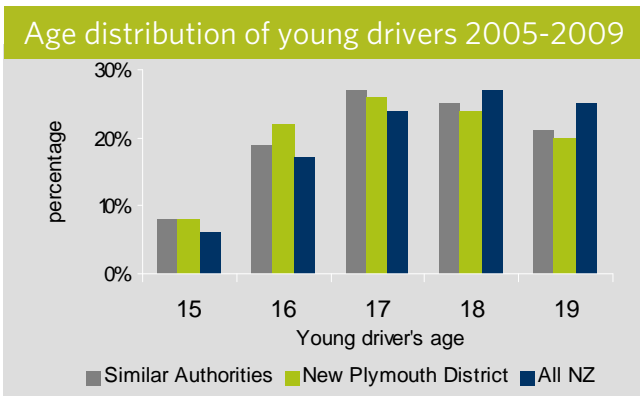
Young drivers

During the most recent five year period (2005-2009) in New Plymouth District, 30 percent of all injury crashes involved young drivers, aged 15-19 years. These crashes resulted in 6 deaths, 58 serious injuries and 381 minor injuries.

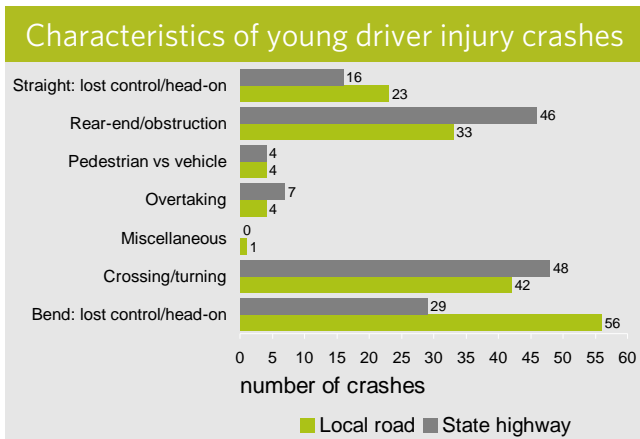
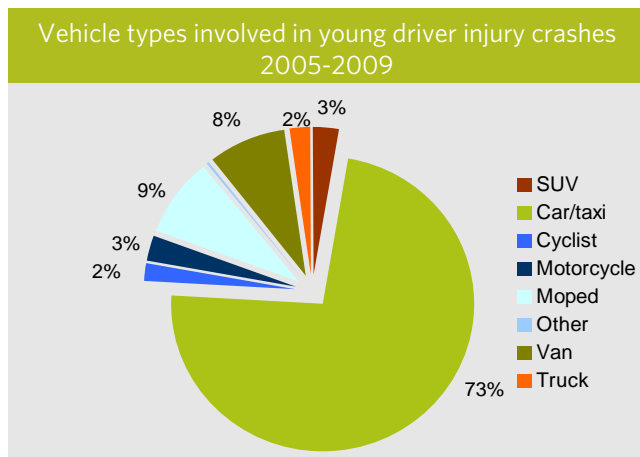
The latest five year data shows a downward trend in the total number of these crashes.



The age distribution of young drivers involved in injury crashes is shown below. Seventy-seven percent of these injury crashes show young drivers were at fault or part-fault.



The types of vehicles involved in injury crashes involving young drivers are shown below; three-quarters were cars (73 percent). A third of these crashes were single vehicle crashes (32 percent).



The chart above shows the general characteristics of injury crashes involving young drivers. The most common general crash movement involves a driver losing control of their vehicle (39 percent):

- loss of control at bends: 23 percent
- loss of control on a straight road: 9 percent
- loss of control head-on collision: 6 percent
- loss of control overtaking: 1 percent

Further information about injury crashes involving young drivers in New Plymouth District 2005-2009 on:

Local roads

- 1 death, 37 serious injuries and 194 minor injuries
- Worst month: May (25 crashes)
- Worst day of week: Tuesday (29 crashes)
- Wet road crashes: 28 percent
- Night time crashes: 42 percent
- Alcohol over limit (injury crashes): 17 percent
- Speed too fast (injury crashes): 26 percent
- Most common injury crash factors: poor observation (44 percent) followed by failure to give way/stop (28 percent)
- At fault driver held learner NZ licence (injury crashes): 24 percent
- At fault driver held restricted NZ licence (injury crashes): 42 percent

State highways

- 5 deaths, 21 serious injuries and 187 minor injuries
- Worst month: January (20 crashes)
- Worst day of week: Saturday (15 crashes)
- Wet road crashes: 32 percent
- Night time crashes: 27 percent
- Alcohol over limit (injury crashes): 8 percent
- Speed too fast (injury crashes): 11 percent
- Most common injury crash factors: poor observation (47 percent) followed by failure to give way/stop (31 percent)
- At fault driver held learner NZ licence (injury crashes): 14 percent
- At fault driver held restricted NZ licence (injury crashes): 38 percent

Further information

This report has been prepared by the Performance Information team at NZ Transport Agency. It is the eleventh such annual road safety issues report. The intent of this report is to highlight local road safety issues and assist in identifying possible ways to reduce the number of road deaths and injuries. It has been prepared using data from the Ministry of Transport's Crash Analysis System (CAS) database. This report forms a part of the Briefing Notes series of reports. The Briefing Notes present information derived from pertinent statistics to be used for decision support.

More detailed information may be obtained from either New Plymouth District Council (local roads) or NZ Transport Agency.

NZ Transport Agency encourages local bodies, regional councils and NZ Police to study the briefing notes series of reports along with the road safety data reports and the road safety black-spot report. There will be road safety issues beyond those covered in this Road Safety Issues Report and we encourage our partners to use their access to the Crash Analysis System to identify and examine these further.

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