

briefing notes road safety issues

Wellington City

This report details aspects of Wellington City's traffic crash data. We begin by looking at how the city 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 Wellington City 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 Wellington City is compared to similar authorities and those crashes with a high social cost (relating mainly to high numbers of fatal and serious crashes).

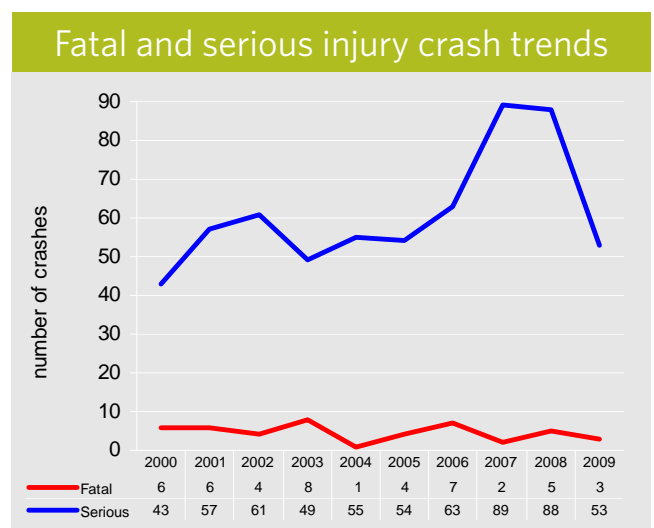
2009 road trauma	
Casualties	Wellington City
Death	3
Serious injury	59
Minor injury	458
Total casualties	520

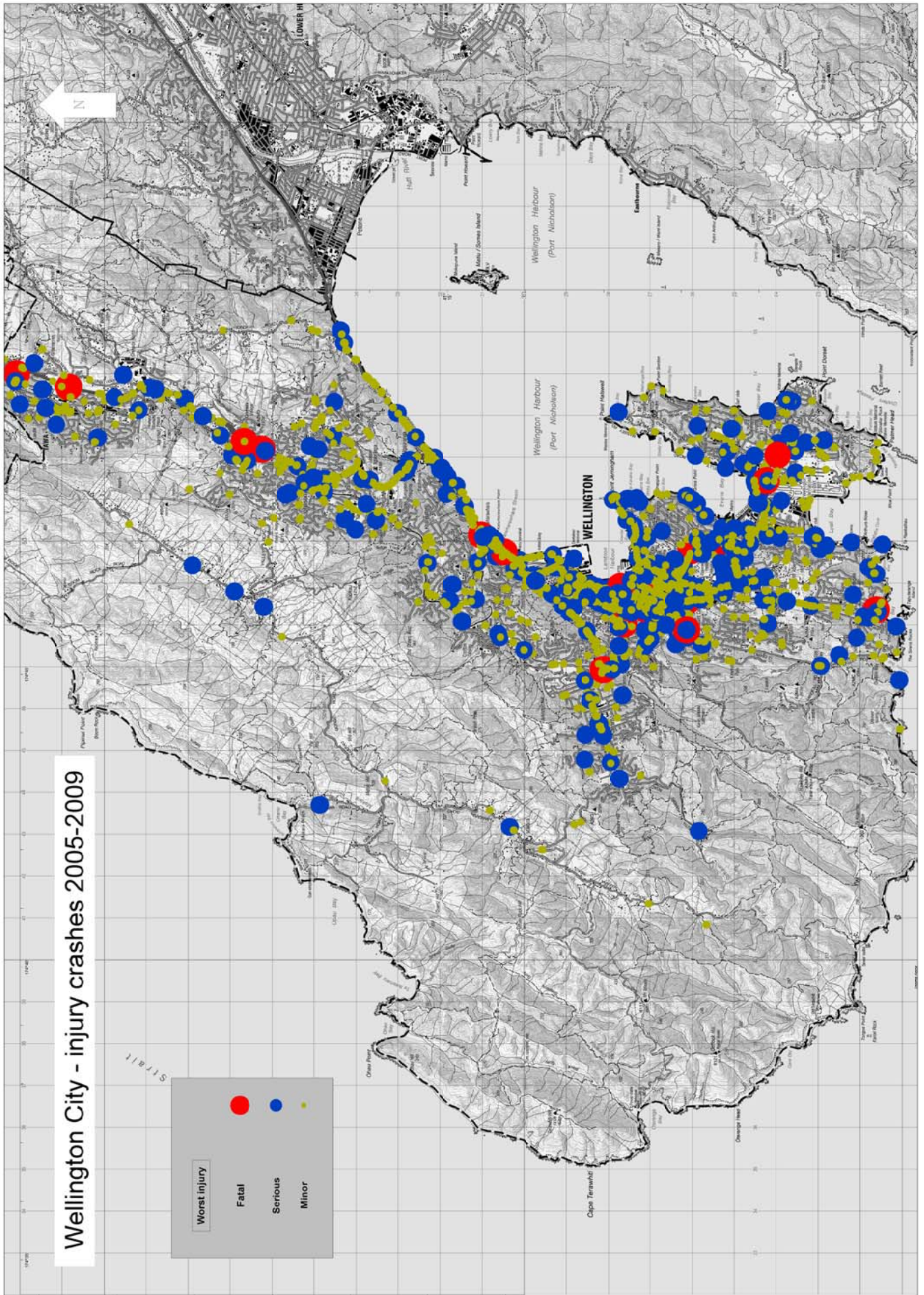
Crashes	Wellington City
Fatal crashes	3
Serious injury crashes	53
Minor injury crashes	376
Total injury crashes	432
Non-injury crashes	1209 reported

2009 - social cost of crashes	
Local roads	\$ 83.09M
State highways	\$ 28.60M
Total	\$ 111.69M

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	
Wellington City	
Intersections	
Vulnerable road users;	
-	pedestrians
-	cyclists
-	motorcyclists
Loss of control	
Alcohol	- incl. alcohol & speed





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

Wellington City

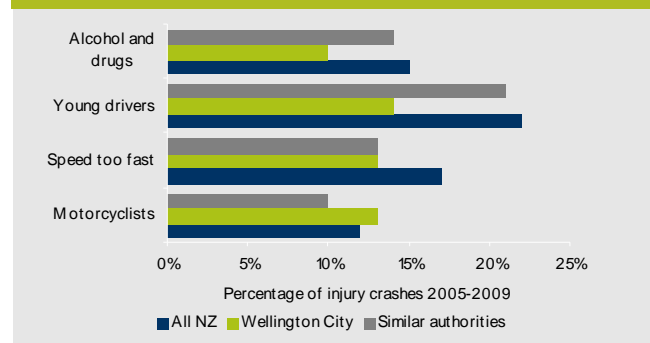
Presented below is a brief look at Wellington City’s position on Safer Journeys’ areas of high concern compared to similar authorities’ averages and the all-NZ averages (sample period 2005-2009).

Restraints

According to 2009 survey results, restraint use rate in Wellington City are 99 and 87 percent for front seat and rear seat respectively; 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 Wellington City, alcohol was recorded in 10 percent of injury crashes in the last five years, resulting in 5 deaths, 48 serious injuries and 198 minor injuries. Alcohol-related crashes were proportionally significantly lower in Wellington City than in similar authorities.

Young drivers

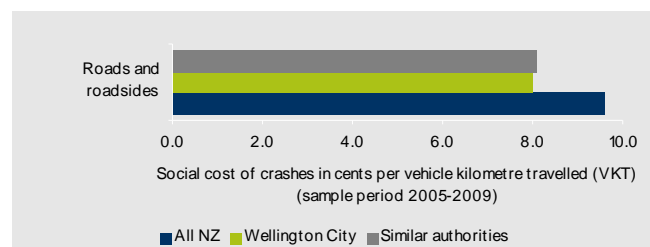
In Wellington City, young drivers aged 15-19 years were involved in 14 percent of all injury crashes during the last five year period, resulting in 5 deaths, 48 serious injuries and 398 minor injuries. This was significantly lower proportionally compared to similar authorities.

Speed too fast

Speed too fast was recorded in 13 percent of injury crashes in Wellington City in the last five years, resulting in 7 deaths, 64 serious injuries and 318 minor injuries. Speed as a factor in crashes was similar proportionally when compared to similar authorities.

Motorcyclists

In Wellington City, motorcyclists were involved in 13 percent of all injury crashes during the last five year period, resulting in 3 deaths, 61 serious injuries and 264 minor injuries. Injury crashes involving motorcyclists were higher proportionally compared to similar authorities.



Roads and roadsides

In Wellington City, there were on average 36 injury crashes per 100 million VKT over the last five years. The social cost per VKT of these crashes was 1 percent lower than the similar authority average (see the graph above).

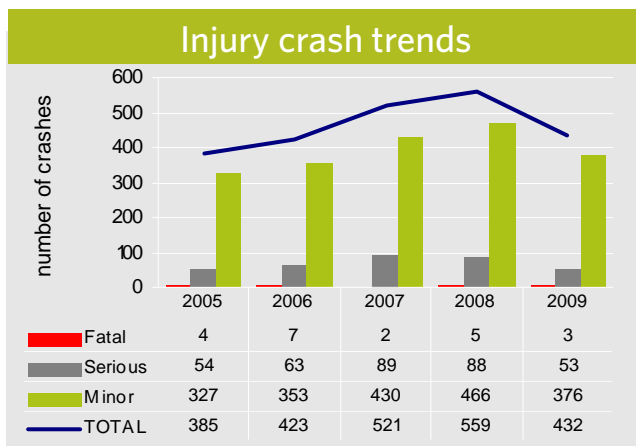
Overview 2009

In 2009 in Wellington City, 433 injury crashes resulting in 520 casualties and 1210 non-injury crashes were reported by the New Zealand Police. Twenty-five 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.

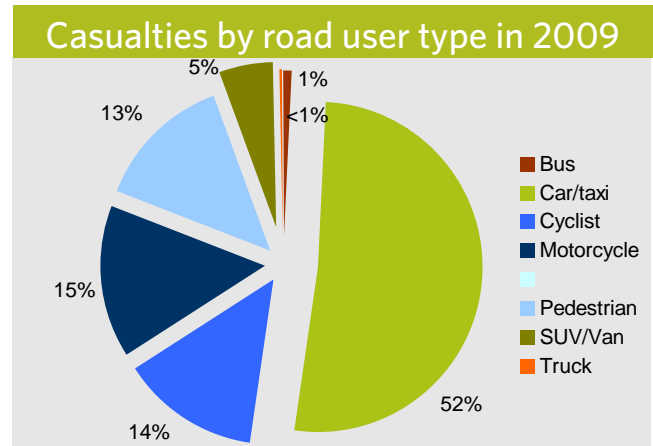
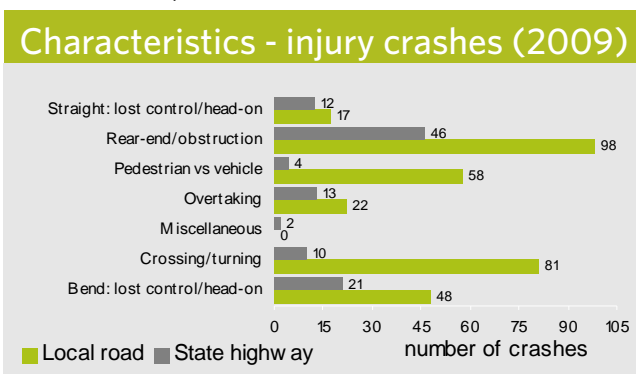
Casualties by injury type in 2009				
	Fatalities	Serious injuries	Minor injuries	Total
Total	3	59	458	520
Local roads vs state highways				
Local roads	3	45	339	387
State highways	0	14	119	133
Rural vs urban roads				
Rural ¹	0	9	77	86
Urban	3	50	381	434

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

The latest five year data shows an upwards trend in the total number of injury crashes, even though numbers were down in 2009 and the serious injury crash trend in recent years is downwards.



In 2009 a third of injury crashes were rear-end collisions, a quarter involved a driver losing control, a fifth involved a crossing or turning movement and a sixth involved pedestrians.



Half of the casualties were drivers or passengers of cars and two-fifths were vulnerable road users (pedestrians, cyclists and motorcyclists).

In 2009 in Wellington City, young drivers aged 15 to 19 years inclusive were at fault drivers in 13 percent of injury crashes and older drivers, 70 years of age and over, in 6 percent.

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

Local roads

- Total number of injury crashes: 324
- Worst month: March (14 percent)
- Worst days of week: Thursday and Friday (17 percent each)
- Wet road crashes: 16 percent
- Night time crashes: 29 percent
- Alcohol over limit: 8 percent
- Too fast for conditions: 9 percent
- Failed to give way/stop: 28 percent
- Pedestrian factors : 16 percent
- Crashes at intersection: 42 percent
- Road factors: 8 percent
- At fault male driver: 54 percent
- At fault driver held full NZ licence: 55 percent

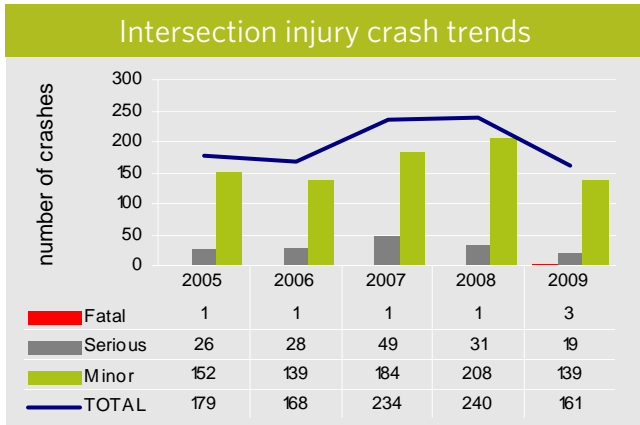
State highways

- Total number of injury crashes: 108
- Worst months: March and December (11 percent)
- Worst day of week: Friday (19 percent)
- Wet road crashes: 28 percent
- Night time crashes: 27 percent
- Alcohol over limit: 8 percent
- Too fast for conditions: 11 percent
- Failed to give way/stop: 8 percent
- Fatigue: 6 percent
- Crashes at intersection: 24 percent
- Road factors: 16 percent
- At fault male driver: 62 percent
- At fault driver held full NZ licence: 63 percent

Intersections

During the last five year period (2005-2009) 43 percent of all injury crashes in Wellington City occurred at intersections. These crashes resulted in 7 deaths, 163 serious injuries and 991 minor injuries. There were a further 2572 non-injury crashes reported.

The latest five year data shows a level trend in the total number of these injury crashes, even with a drop in 2009.



Most of these crashes occurred at urban intersections (97 percent). Eighty percent of intersection crashes occurred on local roads, accounting for 71 percent of fatalities and 82 percent of all serious injuries at intersections in the last five years.

	Local urban	Local rural	SH urban	SH rural
Intersection crashes	79%	>1%	16%	3%

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 Wellington City (2005-2009).

Intersection name	Total crashes 2005 - 2009	Injury crashes 2005-2009	Total crashes in 2009
Adelaide Road / John Street	35	10	3
Ghuznee Street / Victoria Street	31	10	4
Courtenay Place / Tory Street	27	9	3
Bowen Street / Lambton Quay	21	8	3
Adelaide Road / SH1N Rugby	46	7	8
Crawford Road / Wellington Road	20	7	6
Constable Street / Daniell Street	17	6	6
Johnsonville Road / Moorefield Road	22	6	4

Junction Type	Rural	Urban
T-junction	21	1624
Crossroad	18	1180
Y-junction	74	210
Roundabout	0	269
Driveway	0	110

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

Forty-three percent of intersection injury crashes occurred due to a driver failing to give way or stop. Thirty-five percent of crashes occurred at traffic signals, 30 percent at a give way sign and 6 percent at a stop sign. Twenty-nine percent of crashes occurred at intersections without any traffic control.

Further information about crashes at intersections in Wellington City 2005-2009 on:

Local roads

- 5 deaths, 134 serious injuries and 778 minor injuries
- Worst month: March (280 crashes)
- Worst day of week: Friday (459 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 31 percent
- Alcohol over limit (injury crashes): 10 percent
- Most common injury crash factors: poor observation (47 percent) and failed to give way/stop (45 percent)
- At fault male driver (injury crashes): 66 percent
- At fault driver held full NZ licence (injury crashes): 69 percent
- Most common at fault driver's age group (injury crashes): 20-24 years (17 percent)

State highways

- 2 deaths, 29 serious injuries and 213 minor injuries
- Worst month: October (79 crashes)
- Worst day of week: Friday (128 crashes)
- Wet road crashes: 29 percent
- Night time crashes: 38 percent
- Alcohol over limit (injury crashes): 10 percent
- Most common injury crash factors: poor observation (38 percent) and failed to give way/stop (33 percent)
- At fault male driver (injury crashes): 58 percent
- At fault driver held full NZ licence (injury crashes): 68 percent
- Most common at fault driver's age group (injury crashes): 15-29 years (45 percent)

Vulnerable road users

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

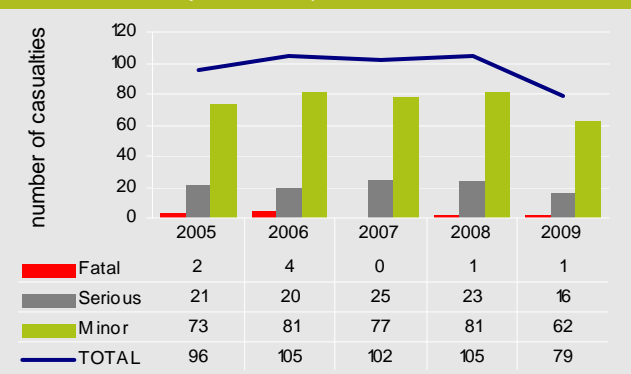
In Wellington City, vulnerable road users were involved in 48 percent of all injury crashes during the last five year period, accounting for 42 percent of all casualties, 50 percent of all deaths and 61 percent of all serious injuries over the five year period.

Pedestrians

Injury crashes involving pedestrians in Wellington City accounted for 20 percent of all injury crashes during the last five year period. These pedestrian crashes resulted in 8 deaths, 105 serious injuries and 374 minor injuries. In terms of casualties, pedestrians made up 37 percent of all deaths and 28 percent of all serious injuries during 2005-2009.

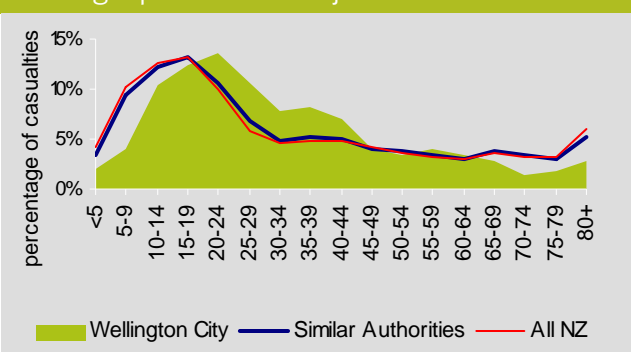
The latest five year data shows a slight downward trend in the total number of casualties in crashes involving pedestrians.

Casualty trends: pedestrian crashes



Half of pedestrians injured were in the age group 10-29 years (48 percent). The average age of injured pedestrians is slightly higher in Wellington City than in similar authorities and all NZ. Nearly a quarter of pedestrians injured during the last five years were in the group 30-44 years (23 percent).

Age: pedestrians injured 2005-2009



Location / route	Number of pedestrians injured
Courtenay Place	30
Willis Street	27
Taranaki Street	23
Ghuznee Street	19
Adelaide Road	17
Constable Street	13
Lambton Quay	13

Pedestrian crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations or routes 2005-2009 are shown above.

Nearly all pedestrian crashes occurred on urban roads (99 percent). Slightly less than half were at intersections (47 percent). Sixty-eight percent took place during the hours of daylight.

The following were the most commonly reported pedestrian factors contributing to these pedestrian crashes:

- 44 percent involved pedestrians crossing roads heedless of traffic
- 14 percent involved pedestrians crossing roads not complying with a traffic signal or school patrol
- 11 percent involved pedestrians stepping out from behind parked cars
- 11 percent involved pedestrians who were visibly intoxicated

Seventeen percent of pedestrian injury crashes record that the driver failed to give way to a pedestrian using a crossing point on the roadway, either at a zebra crossing or when turning at traffic lights.

Further information regarding pedestrian injury crashes in Wellington City 2005-2009 on:

Local roads

- 5 deaths, 97 serious injuries and 350 minor injuries
- Worst month: August (54 crashes)
- Worst day of week: Friday (94 crashes)
- Wet road crashes: 19 percent
- Night time crashes: 31 percent
- Alcohol over limit (injury crashes): 12 percent
- Crashes at intersection: 46 percent
- Pedestrian factors contributed to crashes: 75 percent

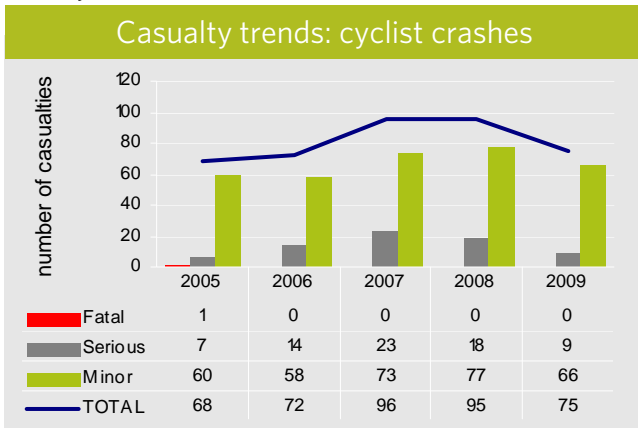
State highways

- 3 deaths, 8 serious injuries and 24 minor injuries
- Worst months: February, July, October and November (4 crashes each)
- Worst days of week: Tuesday and Saturday (7 crashes each)
- Wet road crashes: 12 percent
- Night time crashes: 36 percent
- Alcohol over limit (injury crashes): 17 percent
- Crashes at intersection: 53 percent
- Pedestrian factors contributed to crashes: 80 percent

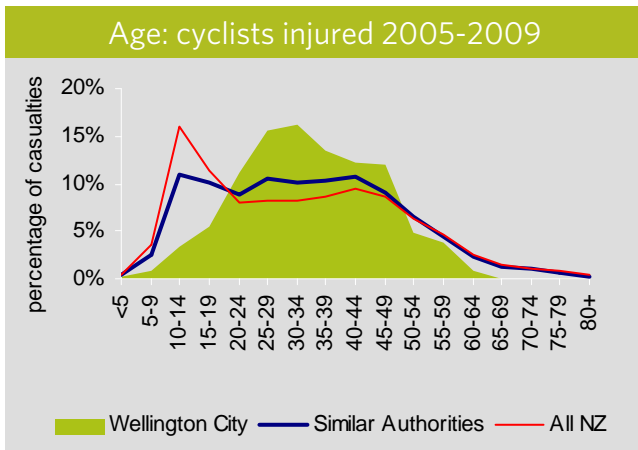
Cyclists

Injury crashes involving cyclists in Wellington City accounted for 17 percent of all injury crashes during the last 5 year period, resulting in 1 death, 71 serious injuries and 334 minor injuries.

The latest five year data shows an upwards trend in the total number of casualties involved in cyclist crashes, with a drop in the total casualties in 2009. Serious injury numbers have been trending downwards for the last three years.



In Wellington City in 2005-2009 we find that nearly a third of cyclists injured were in the age group 25-34 years (32 percent), this was significantly higher than similar authorities. The age profile of those cyclists injured in Wellington City was skewed to the group, 20-49 years (80 percent). Meanwhile young cyclists aged under 20 years account for only 9 percent of those injured. This pattern is quite different from the national and similar authorities' age distributions.



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

- a vehicle or cyclist turning right across an oncoming vehicle: 15 percent
- a parked car opening its door: 11 percent
- a vehicle or cyclist turning right from a side road or driveway across a vehicle travelling straight through: 10 percent

Location / route	Number of Cyclist injury crashes
Hutt Road	27
Thorndon Quay	24
Adelaide Road	23
Oriental Parade	20
SH 1N	20
Evans Bay Parade	13
Featherston Street	12
Customhouse Quay	11
The Terrace	11
Victoria Street	10

Cyclist crashes were concentrated on the arterial and collector roads in Wellington City. The worst locations or routes in 2005-2009 are shown in the table above.

Over ninety percent of cyclist crashes occurred on local roads in urban areas. Almost half of cyclist crashes occurred at intersections (46 percent) and most during the daylight hours (82 percent).

At fault drivers in these crashes were mostly male (73 percent), with a skew in the age distribution to the 30-49 group for both sexes of at fault drivers (47 percent). While most at fault drivers held a full drivers licence (73 percent), 14 percent held a learner or restricted licence or were never licensed.

Further information regarding crashes involving cyclists in Wellington City 2005-2009 on:

Local roads

- 1 death, 63 serious injuries and 307 minor injuries
- Worst month: March (60 crashes)
- Worst day of week: Wednesday (79 crashes)
- Most common injury crash factors: poor observation (60 percent) and failure to give way/stop (41 percent)
- Wet road crashes: 11 percent
- Night time crashes: 18 percent
- Alcohol over limit (injury crashes): 1 percent
- Crashes at intersection: 45 percent
- Male cyclist injured: 74 percent

State highways

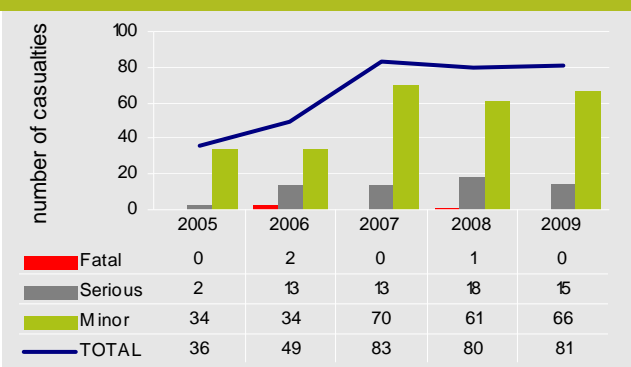
- 8 serious injuries and 27 minor injuries
- Worst month: January (7 crashes)
- Worst days of week: Tuesday, Wednesday and Thursday (9 crashes each)
- Most common injury crash factors: poor observation (48 percent) and failure to give way/stop (33 percent)
- Wet road crashes: 10 percent
- Night time crashes: 15 percent
- Alcohol over limit (injury crashes): nil
- Crashes at intersection: 54 percent
- Male cyclist injured: 66 percent

Motorcyclists

Injury crashes involving motorcyclists represented 13 percent of all injury crashes in Wellington City during the last five year period, resulting in 3 deaths, 61 serious injuries and 265 minor injuries.

The latest five year data shows an upward trend in the total number of casualties involved in motorcyclist crashes in 2005-2009. However the total casualties trend has been level for the last three years.

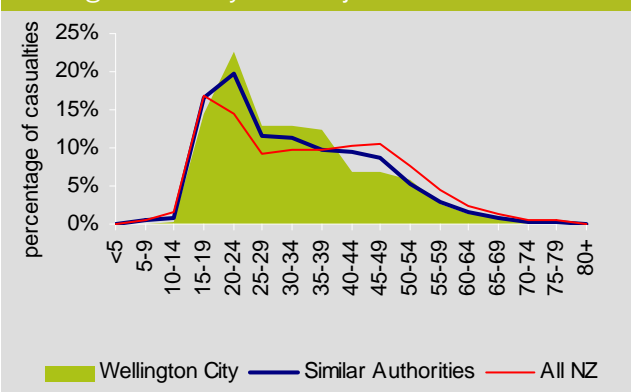
Casualty trends: motorcyclist crashes



Most motorcycling crashes happened on local urban roads (78 percent). Forty-three percent of crashes involving motorcyclists happened at intersections. Only fifteen percent are reported as single party motorcycle crashes.

The age distribution of injured motorcyclists is shown below. Young motorcyclists in the group 15-24 years were those most commonly injured (38 percent).

Age: motorcyclists injured 2005-2009



The scenarios for crashes involving motorcyclists were many and varied. The most common scenarios in Wellington City 2005-2009 were:

- loss of control: 19 percent
- a vehicle turning right across an oncoming vehicle: 13 percent
- a vehicle turning right from a side road or driveway across a vehicle travelling straight through: 8 percent

Location / route	Number of motorcyclist crashes
SH 1N urban road	28
SH 1N open road	27
Adelaide Road	23
Riddiford Street	14
Ghuznee Street	11
Hutt Road	11
The Terrace	9
Evans Bay Parade	8
SH 2 open road	8
Taranaki Street	7
Thorndon Quay	7

The high crash locations or routes for motorcycle crashes in the city 2005-2009 are shown in the table above.

Further information regarding crashes involving motorcyclists in Wellington City 2005-2009 on:

Local roads

- 50 serious injuries and 209 minor injuries
- Worst month: May (34 crashes)
- Worst day of week: Thursday (67 crashes)
- Most common injury crash factors: poor observation (50 percent) and failed to give way/stop (33 percent)
- Wet road crashes: 15 percent
- Night time crashes: 29 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 45 percent
- Male motorcyclist injured: 76 percent

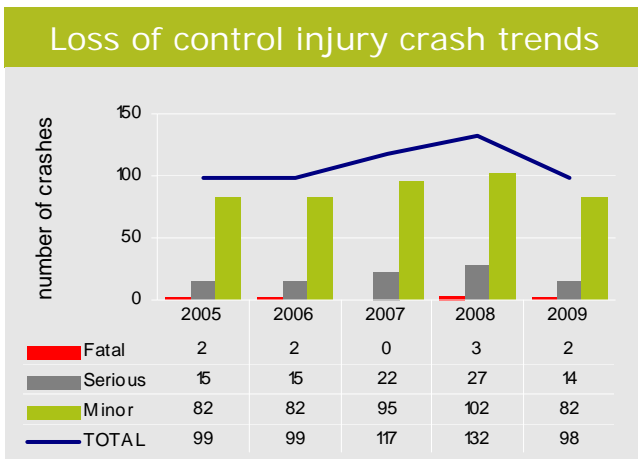
State highways

- 3 deaths, 11 serious injuries and 56 minor injuries
- Worst months: May, August and November (11 crashes each)
- Worst day of week: Tuesday (21 crashes)
- Most common injury crash factors: poor observation (36 percent) and incorrect lane/position (29 percent)
- Wet road crashes: 31 percent
- Night time crashes: 24 percent
- Alcohol over limit (injury crashes): 6 percent
- Crashes at intersection: 36 percent
- Male motorcyclist injured: 79 percent

Loss of control

During the most recent five year period (2005-2009) 24 percent of all injury crashes in Wellington City occurred due to loss of control. These crashes resulted in 10 deaths, 106 serious injuries and 598 minor injuries. A further 1349 non-injury crashes reported involved loss of control.

The latest five year data shows a level trend in the total number of injury crashes, even with the significant drop in serious and minor crash numbers in 2009.



Three-quarters of loss of control crashes occurred at bends (76 percent) . These involved a driver losing control of their vehicle, commonly running off the road. In nearly half the loss of control crashes they collided with another vehicle(46 percent).

The following table shows a breakdown of the general environ of all loss of control crashes (1894 crashes) in Wellington City 2005-2009.

Number of crashes	Local urban	Local rural	SH urban	SH rural
At bends	1036	25	124	256
Straight road	293	4	29	127

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

In loss of control crashes the three most common roadside hazards struck were parked vehicle (19 percent) followed by guard rail (14 percent) and fence and banks (12 percent each). In total 1821 reported objects were struck. Hitting objects can result in more serious injuries than would otherwise be sustained.

The following table shows the main characteristics of loss of control crashes. Alcohol was a contributing factor in a quarter and driving too fast for conditions in a third of injury crashes. Similarly a third of all loss of control crashes occurred in wet conditions and half of the crashes were during hours of darkness . Over three-quarters of all loss of control crashes occurred on urban roads, roads with speed limits less than 80km/hr.

Main characteristics of loss of control

Crash characteristic	Percentage of crashes
Single vehicle	54%
Alcohol (injury crashes)	25%
Too fast for the conditions (injury crashes)	33%
Road factors	14%
Poor handling (injury crashes)	38%
Urban road	78%
Wet road	33%
Night time	49%

Further information about all loss of control crashes in Wellington City 2005-2009 on:

Local roads

- 7 deaths, 76 serious injuries and 374 minor injuries
- Worst month: May (125 crashes)
- Worst day of week: Saturday (259 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 49 percent
- Crashes at intersection: 32 percent
- Alcohol over limit (injury crashes): 27 percent
- Most common injury crash factors: too fast (37 percent) and poor handling (36 percent)
- Road factors: 11 percent
- At fault male driver (injury crashes): 72 percent
- At fault driver held full NZ licence (injury crashes): 49 percent
- Most common at fault driver's age group (injury crashes): 15-19 years (30 percent)

State highways

- 3 deaths, 30 serious injuries and 224 minor injuries
- Worst month: October (56 crashes)
- Worst day of week: Saturday (100 crashes)
- Wet road crashes: 52 percent
- Night time crashes: 48 percent
- Crashes at intersection: 25 percent
- Alcohol over limit (injury crashes): 20 percent
- Most common injury crash factors: poor handling (41 percent) followed by too fast (26 percent)
- Road factors: 22 percent
- At fault male driver (injury crashes): 64 percent
- At fault driver held full NZ licence (injury crashes): 55 percent
- Most common at fault driver's age group (injury crashes): 15-29 years (54 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.

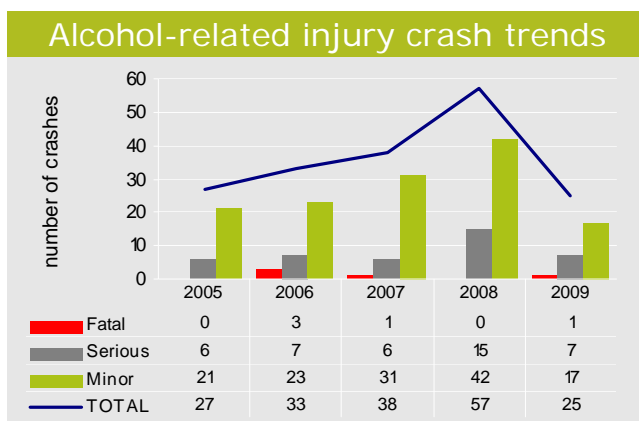
During 2009, alcohol-affected drivers contributed to 31 percent of all fatal crashes and 15 percent of all injury crashes in New Zealand.

Wellington City

During the last five year period (2005-2009) 10 percent of all injury crashes in Wellington City were alcohol related, which is lower than the average for similar authorities (14 percent) for the same period. Last year 8 percent of all injury crashes in the city recorded alcohol as a contributing factor.

There were 180 injury and 426 non-injury alcohol related crashes reported in the last five years. These crashes resulted in 5 deaths, 48 serious and 199 minor injuries.

The latest five year data shows an upward trend in the total number of alcohol-related injury crashes in the city with a significant drop in 2009.



Most alcohol-related crashes occurred in urban areas (89 percent). Forty-five percent of these crashes involved loss of control at bend types of crash movement. Thirty-four percent of the crashes occurred at intersections.

Eighty percent of the crashes occurred during the hours of darkness. Sixty-four percent of these crashes occurred at the weekend (6 pm Friday to 6 am Monday).

A third of the at fault drivers involved in these crashes (2005-2009) held either a learner or restricted licence (33 percent). A further 10 percent were disqualified or had never held a drivers' licence. A third of the at fault drivers were male drivers holding a full licence (34 percent).

Alcohol and speed

Speed was a factor in 40 percent of the 180 alcohol related injury crashes in the city 2005-2009, resulting in 2 deaths, 24 serious injuries and 84 minor injuries. Speed itself has been a factor in 13 percent of all injury crashes in the city in the last five years.

Eighty-four percent of the crashes where alcohol and speed were both contributing factors occurred within urban speed limits, mostly on local roads (74 percent) and in dark conditions (84 percent). Three quarters of these were loss of control at bend type crashes. Over three quarters of the at fault drivers in these injury crashes were males under 30 years of age (78 percent).

Further information about alcohol-related crashes in Wellington City 2005-2009 on:

Local roads

- 3 deaths, 37 serious injuries and 138 minor injuries
- Worst month: June (52 crashes)
- Worst day of week: Saturday (132 crashes)
- Wet road crashes: 20 percent
- Night time crashes: 80 percent
- Intersection crashes: 34 percent
- Most common injury crash factors: too fast (41 percent) followed by poor handling (22 percent)
- Road factors: 5 percent
- At fault male driver (injury crashes): 81 percent
- At fault driver held full NZ licence (injury crashes): 44 percent
- Most common at fault driver's age group (injury crashes): 15 to 29 years (65 percent)

State highways

- 2 deaths, 11 serious injuries and 61 minor injuries
- Worst months: December (13 crashes)
- Worst days of week: Sunday (34 crashes)
- Wet road crashes: 25 percent
- Night time crashes: 79 percent
- Intersection crashes: 34 percent
- Excessive speed: 38 percent
- Most common injury crash factors: poor handling (21 percent) followed by poor observation (19 percent each)
- Road factors: 10 percent
- At fault male driver (injury crashes): 67 percent
- At fault driver held full NZ licence (injury crashes): 44 percent
- Most common at fault driver's age group (injury crashes): 15 to 19 years (29 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 Wellington City 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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