



Road Safety Prioritisation using the Sliding Strip Analysis Tool

Presented to Low Volume Roads Workshop

Presented by Rhys Palmer

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Problems / Issues

- **Not meeting Tasman's share of the 2010 Road Safety Target**
- **All Black Spots have been treated**
- **Need a data led method to prioritise safety works**
- **Tasman has dispersed crashes**

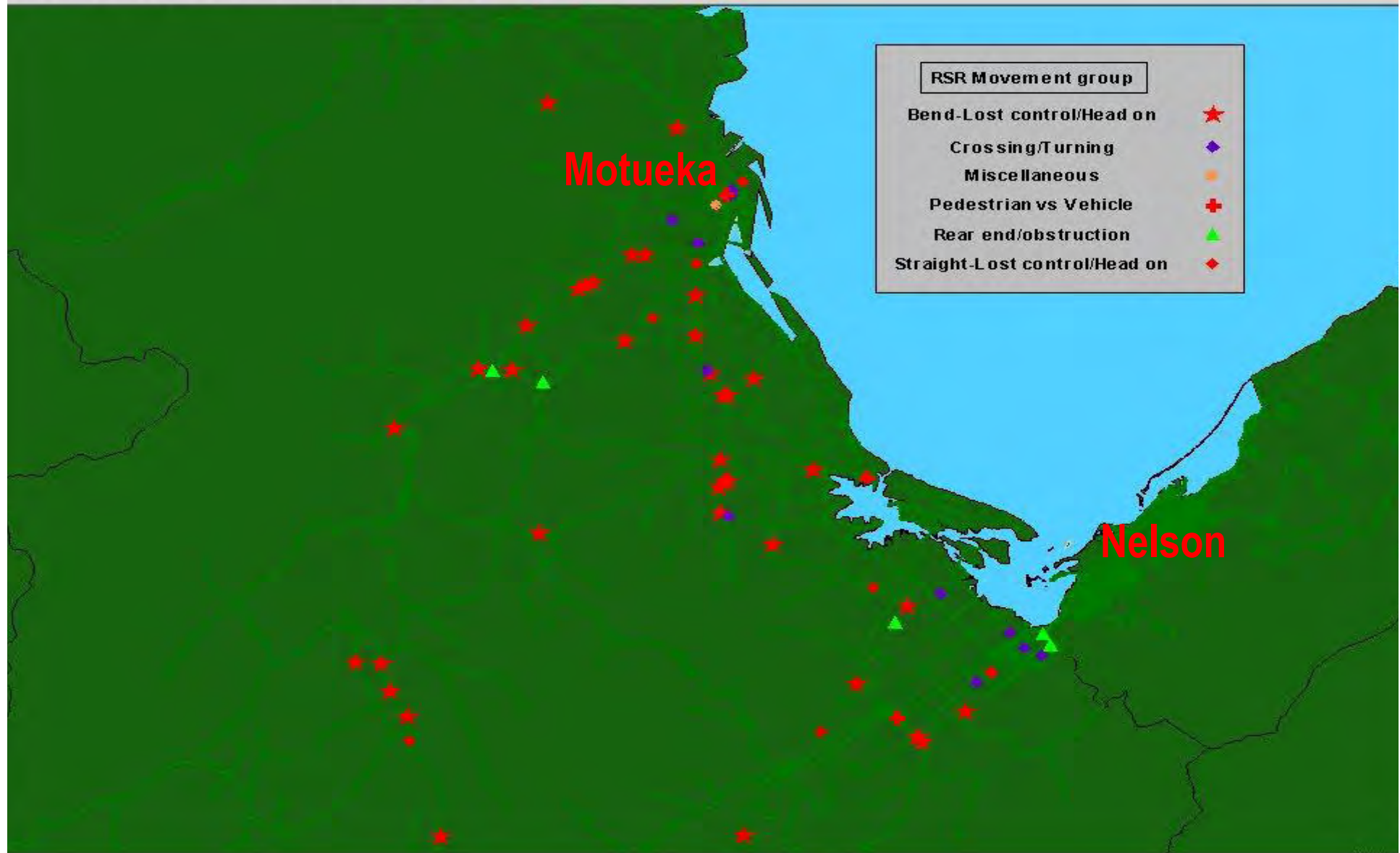


Fatal & Serious By Movement Group

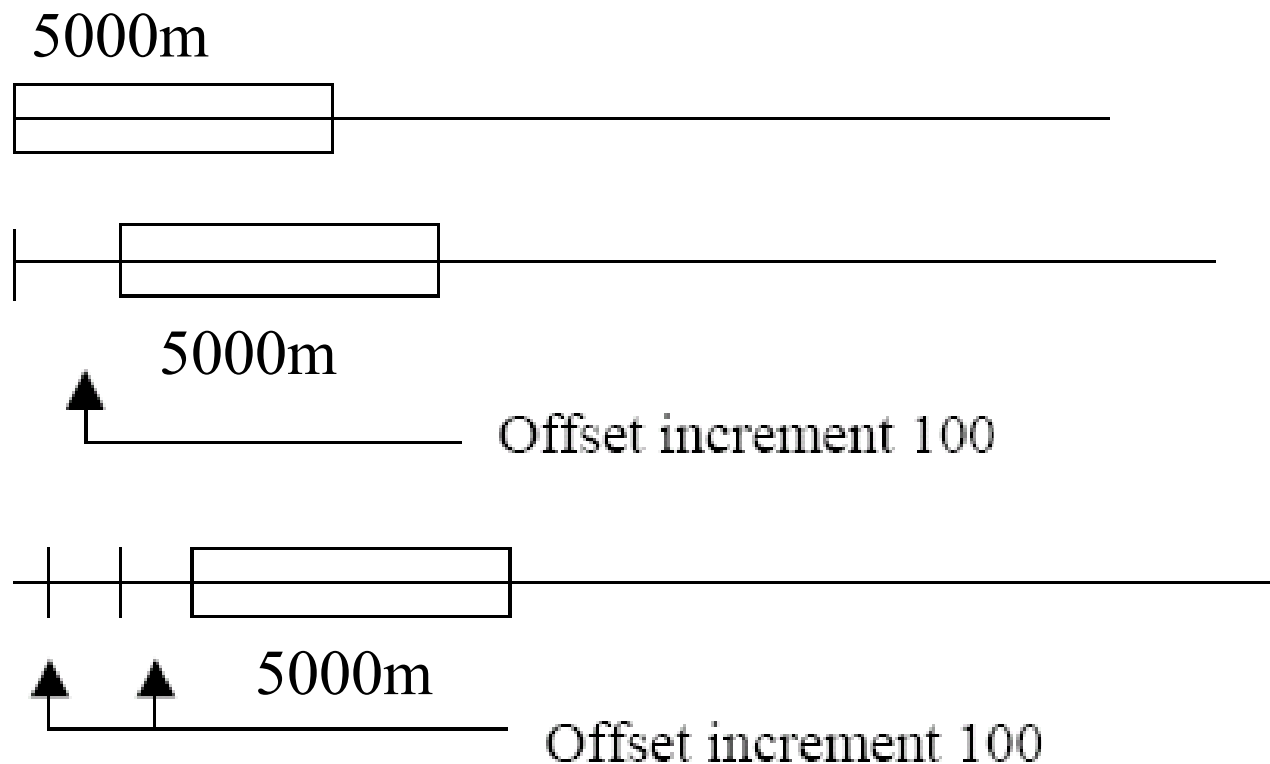


LTSA Crash Analysis System

File Group Map Monitoring Reports CrashEntry Other Help Exit MapTools



Sliding Strip Crash Analysis Tool



frmSearch : Form

Strip Lengths | Crash History | Conditions | Movements | Objects Struck | Speeds

Get Results

Strip Length (m)

Offset Length (m)



frmSearch : Form

Strip Lengths | Crash History | **Conditions** | Movements | Objects Struck | Speeds

Get Results

Period:

Start Year (4 digit)

End Year (4 digit)

Location:

Location I

Location A

Location not I nor A

Crash Type:

Fatal

Serious Injury

Minor Injury

Non Injury



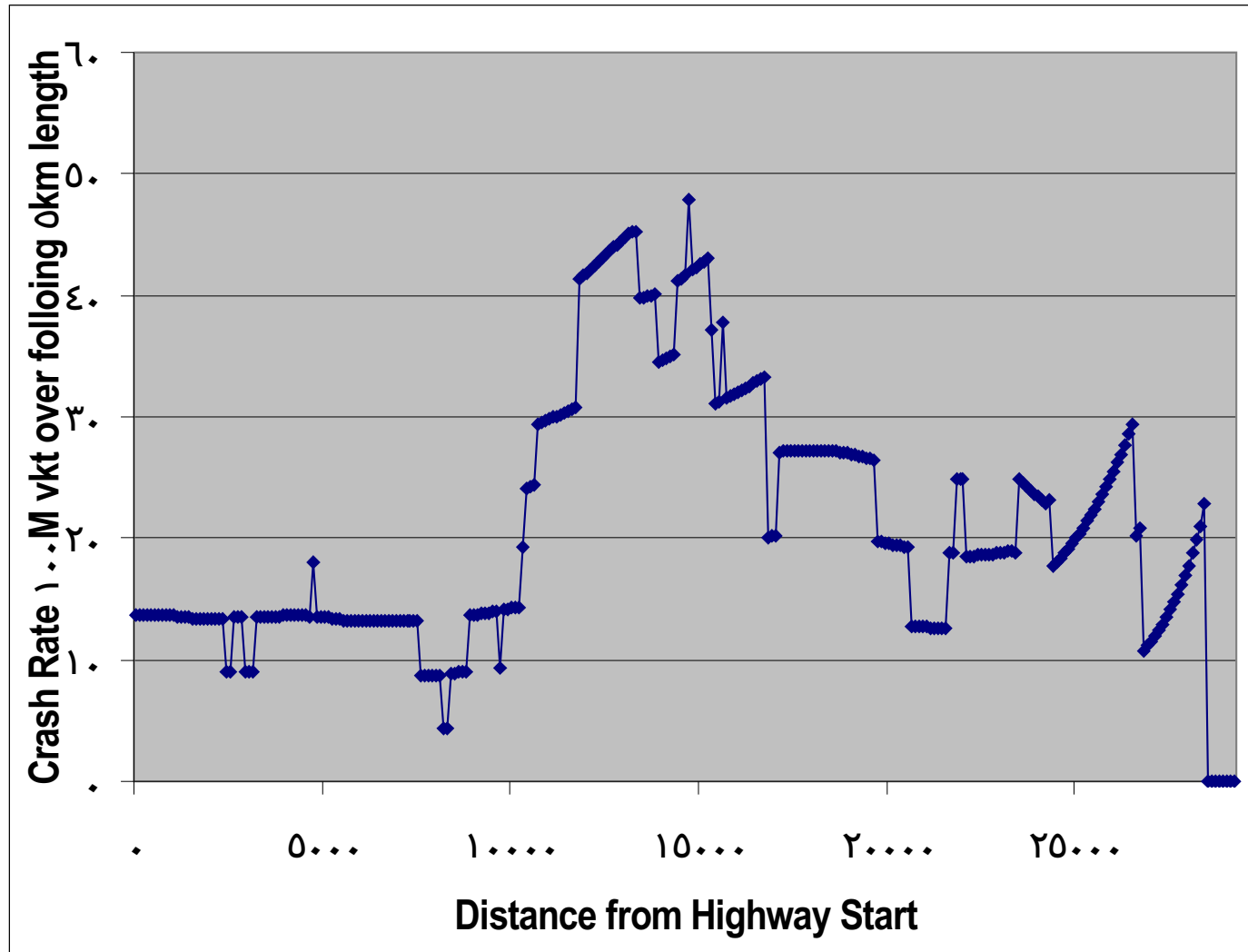
frmSearch : Form

Strip Lengths
 Crash History
 Conditions
 Movements
 Objects Struck
 Speeds

	A	B	C	D	E	F	G	O
A Overtaking and lane change								A OTHER
B Head on								B OTHER
C Lost control or off road (straight roads)								C OTHER
D Cornering								D OTHER
E Collision with obstruction								E OTHER
F Rear end								F OTHER
G Turning versus same direction								G OTHER
H Crossing (no turns)								H OTHER
J Crossing (vehicle turning)								J OTHER
K Merging								K OTHER
L Right turn against								L OTHER
M Manoeuvring								M OTHER
N Pedestrians crossing road								N OTHER
P Pedestrians other								P OTHER
Q Miscellaneous								Q OTHER



Crash Rate – Moutere Highway

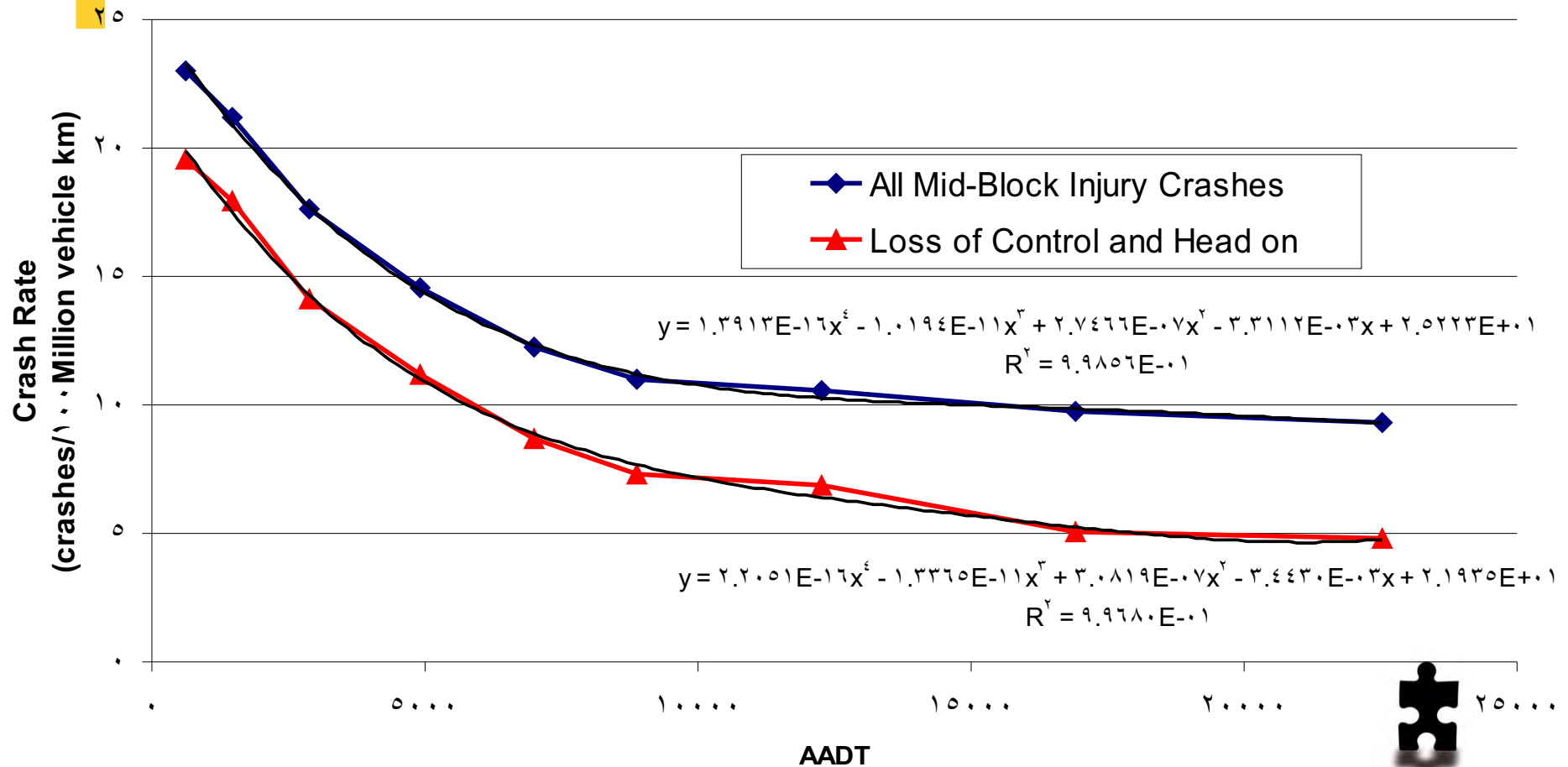


Crash Reduction Potential

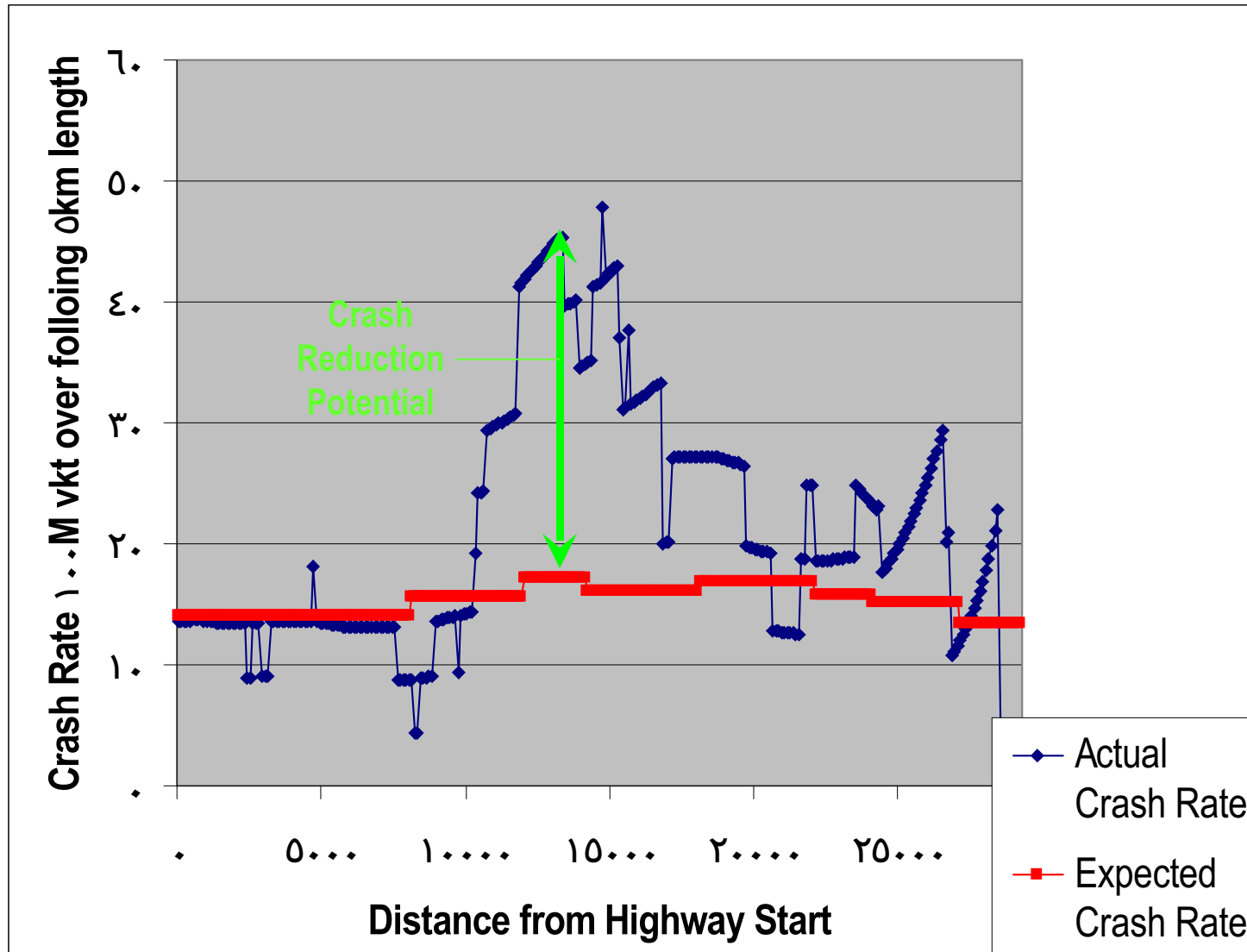
- High crash numbers do not necessarily mean high crash rates
- Comparison of strips with expected crash rate for the traffic volume
- Difference in crash rates gives “Crash Reduction Potential” i.e. the number of crashes that could be saved over a five year period if this strip was improved to an “average” standard



Expected Crash Rate



Crash Reduction Potential



Sliding Strip Analysis

- **Powerful tool**
- **Wide range of uses**
- **Use to calculate Crash Reduction Potential**
- **Developed for State Highway Networks but the technology can be transferred using GIS to the local road network**

