



**MWH**

# Road Safety Prioritisation using the Sliding Strip Analysis Tool

Presented to Low Volume Roads Workshop

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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**

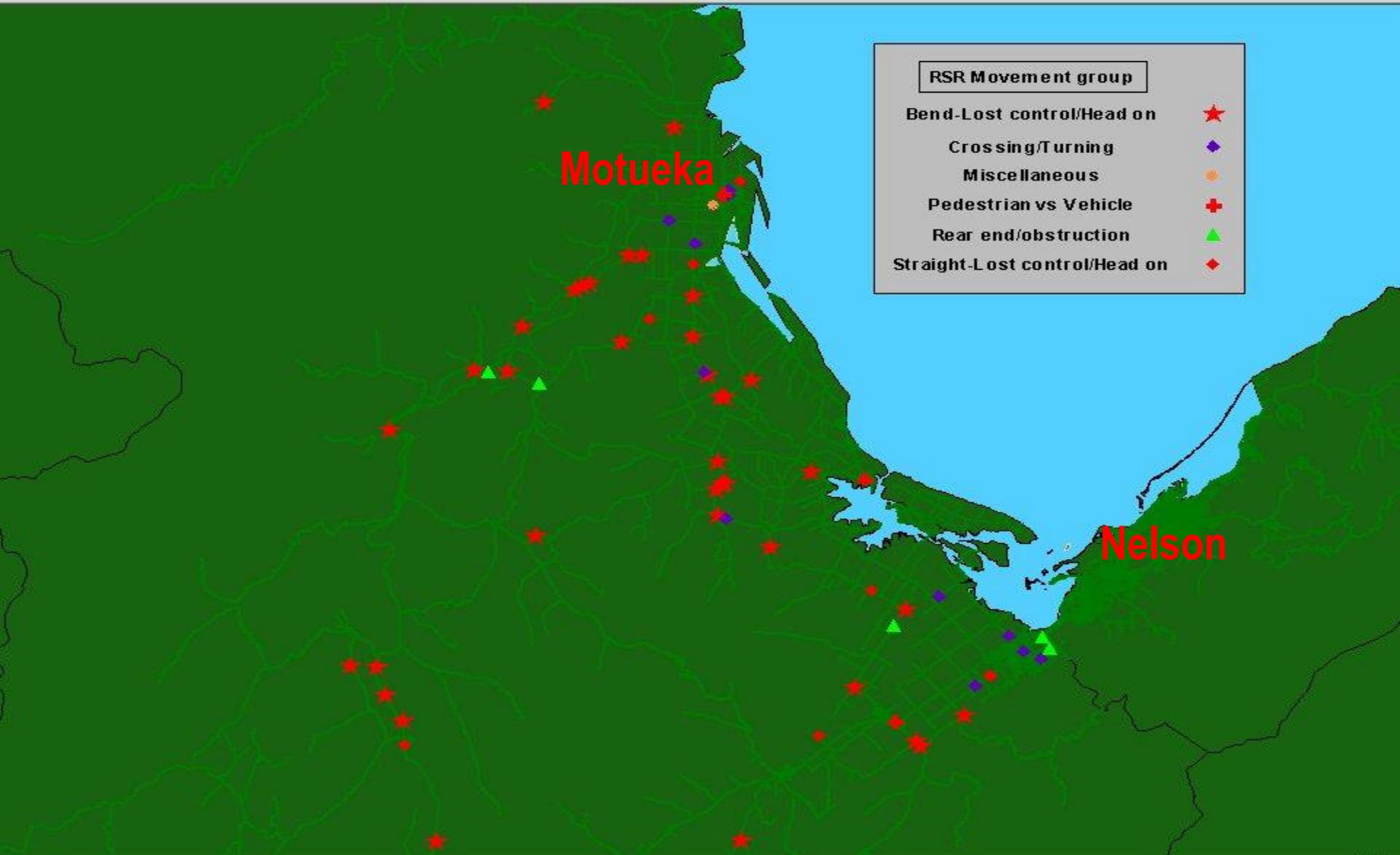


# Fatal & Serious By Movement Group

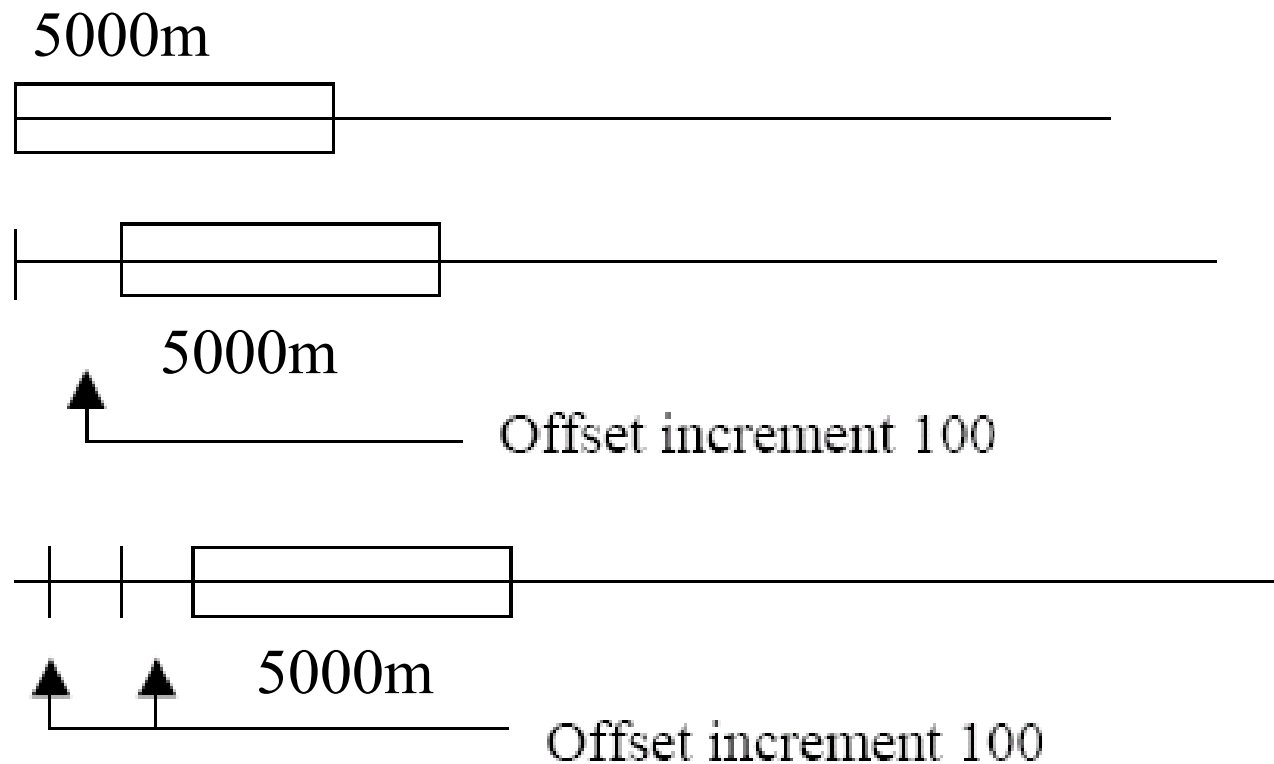


TSA Crash Analysis System

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**

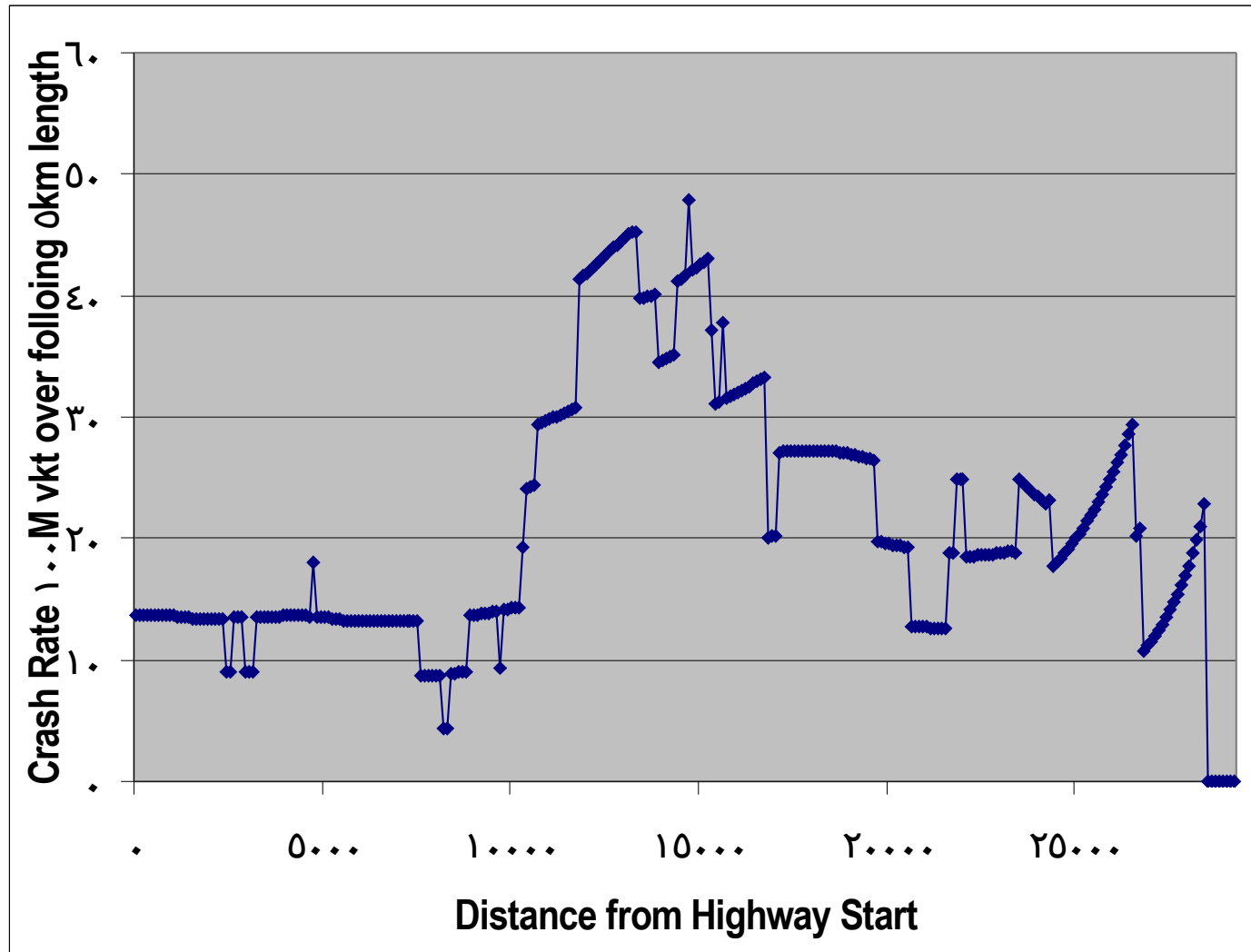
Strip Lengths | Crash History | Conditions | Movements | Objects Struck | Speeds

Get Results

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



# Crash Rate – Moutere Highway

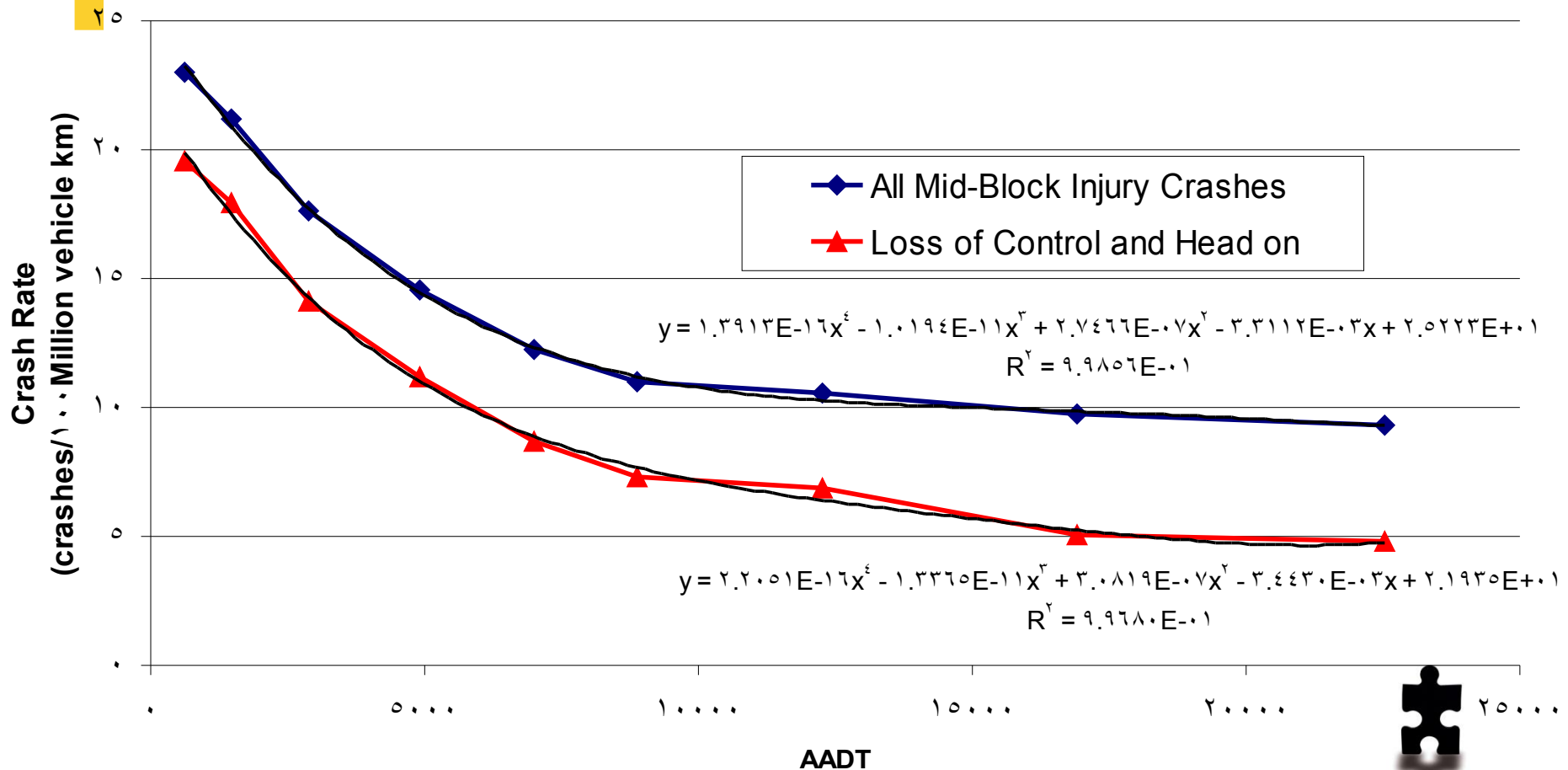


# Crash Reduction Potential

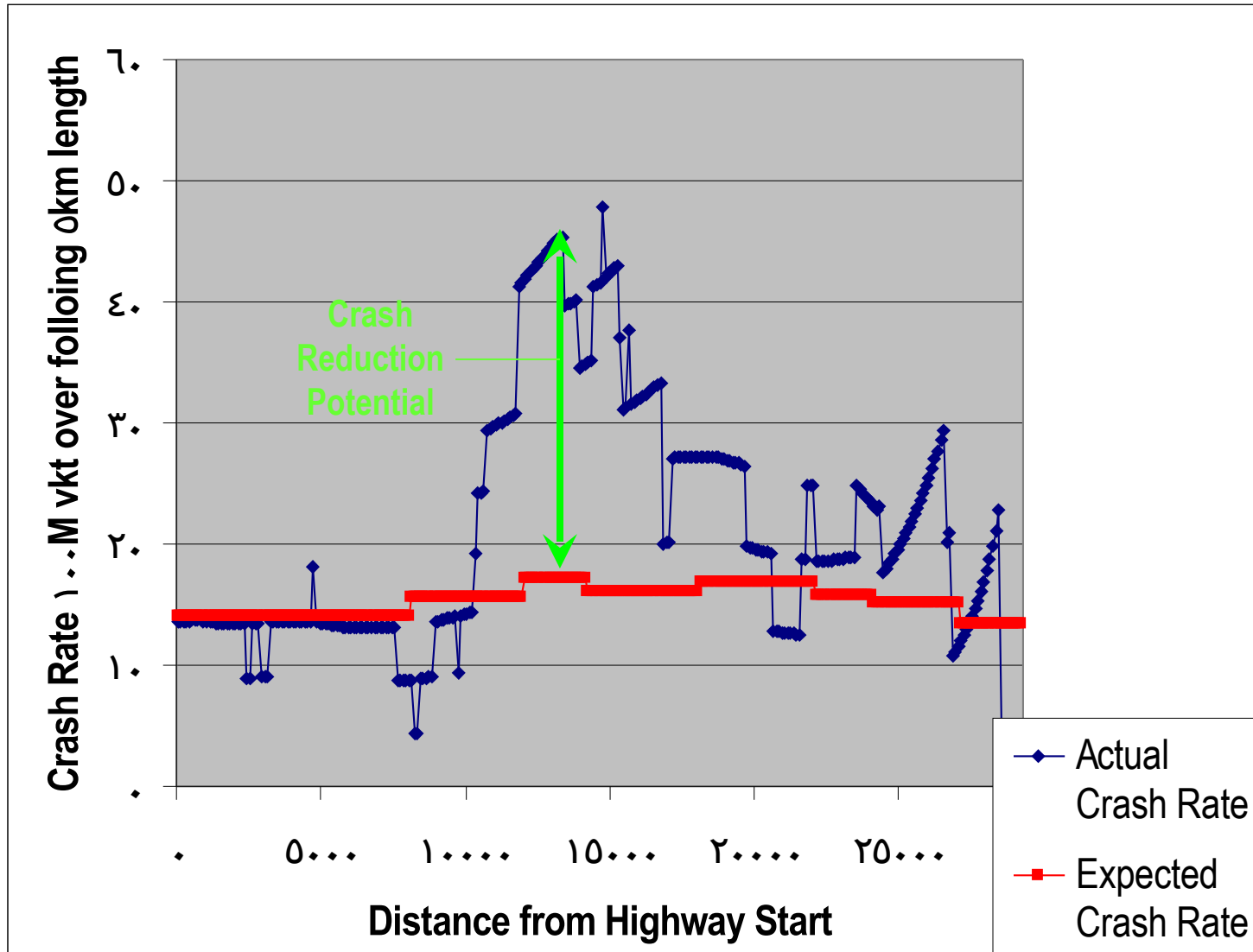
- High crash numbers do not necessarily mean high crash rates
- Comparison of strips with expected crash rate for the traffic volume
- Difference in crash rates gives “Crash Reduction Potential” i.e. the number of crashes that could be saved over a five year period if this strip was improved to an “average”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

