## Taranaki, Manawatu-Wanganui and Wellington Region Results Table

| Link | Length (km) | Serious Injury Crashes 2002 to 2006 | Fatal Crashes 2002 to 2006 | Collective Risk Annual average fatal and serious injury crashes per km | Collective Risk Band | Personal Risk Annual average fatal and serious injury crashes per 100 million vehicle-km | Personal Risk Band |
|---|---|---|---|---|---|---|---|
| SH 1 from MacKays Crossing to Paraparaumu | 10 | 8 | 3 | 0.25 | High | 3.8 | Low |
| SH 1 from Paraparaumu to Levin | 42 | 44 | 15 | 0.33 | High | 5.2 | Medium |
| SH 1 from Pukerua Bay to MacKays Crossing | 21.4 | 14 | 8 | 0.23 | High | 3.4 | Low |
| SH 1 from Sanson to Levin | 49.7 | 22 | 3 | 0.11 | Medium-high | 4.5 | Low-medium |
| SH 1 from Turangi to Waiouru* | 61.6 | 12 | 5 | 0.06 | Low-medium | 4.3 | Low-medium |
| SH 1 from Waiouru to Bulls | 110.1 | 36 | 10 | 0.09 | Medium | 4.8 | Low-medium |
| SH 1 from Wellington to Paramata Roundabout | 48.7 | 31 | 7 | 0.16 | Medium-high | 1.7 | Low |
| SH 2 from Featherston to Masterton | 35 | 15 | 4 | 0.15 | Medium-high | 5.3 | Medium |
| SH 2 from Featherston to Upper Hutt | 27.9 | 18 | 2 | 0.15 | Medium-high | 7.1 | Medium-high |
| SH 2 from Takapau to Woodville* | 58.9 | 31 | 4 | 0.13 | Medium-high | 7 | Medium-high |
| SH 2 from Wellington to Upper Hutt | 48.4 | 40 | 11 | 0.22 | High | 2.8 | Low |
| SH 2 from Woodville to Masterton | 81.6 | 16 | 8 | 0.07 | Medium | 5.4 | Medium |
| SH 3 and 3A from New Plymouth and Waitara to Hawera | 83 | 29 | 9 | 0.11 | Medium-high | 4.4 | Low-medium |
| SH 3 and SH 1 from Wanganui to Palmerston North | 68.4 | 36 | 10 | 0.14 | Medium-high | 5 | Medium |
| SH 3 from Hawera to Wanganui | 91.8 | 29 | 8 | 0.09 | Medium | 6.8 | Medium |
| SH 3 from Palmerston North to Woodville | 23.6 | 11 | 3 | 0.13 | Medium-high | 4.9 | Low-medium |
| SH 3 from Te Kuiti to New Plymouth* | 145.8 | 48 | 13 | 0.09 | Medium | 7.1 | Medium-high |
| SH 4 from 8 Mile Junction (Sth of Te Kuiti) to Taumarunui* | 69.6 | 14 | 5 | 0.05 | Low-medium | 7.7 | Medium-high |
| SH 4 from Raetihi to Wanganui | 97.4 | 22 | 7 | 0.06 | Low-medium | 16 | High |
| SH 4 from Taumarunui to Raetihi | 68.9 | 22 | 2 | 0.07 | Medium | 10 | High |
| SH 41 from Taumarunui to Turangi* | 58.4 | 8 | 0 | 0.03 | Low | 7.4 | Medium-high |
| SH 43 from Stratford to Taumarunui | 148 | 5 | 2 | 0.01 | Low | 6.7 | Medium |
| SH 45 from New Plymouth to Hawera | 97.3 | 11 | 5 | 0.04 | Low-medium | 4.3 | Low-medium |
| SH 46 SH 47 SH 48 from National Park to Turangi* | 72.4 | 5 | 0 | 0.01 | Low | 2.5 | Low |
| SH 49 from SH 4 to Waiouru | 36.1 | 5 | 1 | 0.03 | Low | 5.7 | Medium |
| SH 53 from Featherston to Martinborough | 17.7 | 3 | 1 | 0.05 | Low-medium | 8.6 | Medium-high |
| SH 54 from Feilding to SH 3 Palmerston North | 13.5 | 9 | 4 | 0.21 | High | 7.7 | Medium-high |
| SH 54 from Vinegar Hill (SH 1) to Feilding | 42.9 | 7 | 2 | 0.04 | Low-medium | 9.2 | High |
| SH 56 from Makerua (SH 57) to Palmerston North | 20.9 | 5 | 6 | 0.11 | Medium-high | 6 | Medium |
| SH 57 from Levin to Ashhurst | 63.5 | 33 | 8 | 0.13 | Medium-high | 7.8 | Medium-high |
| SH 58 from Porirua to SH 2 Upper Hutt | 13.2 | 15 | 5 | 0.3 | High | 6.8 | Medium |

* These links cross map boundaries, so will appear in more than one regional list

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TARANAKI, MANAWATU-WANGANUI AND WELLINGTON REGION

KiwiRAP
NEW ZEALAND ROAD ASSESSMENT PROGRAMME

## WHAT IS KIWIRAP?

The New Zealand Road Assessment Programme, KiwiRAP, falls under the umbrella of the International Road Assessment Programme, iRAP. Similar programmes have been implemented in Europe (EuroRAP), Australia (AusRAP) and the United States of America (usRAP) and developments are underway for a programme in Africa.

KiwiRAP has been initiated in New Zealand as a partnership between the government transport agencies (Ministry of Transport, Transit New Zealand, Land Transport New Zealand, Accident Compensation Corporation, New Zealand Police) and The New Zealand Automobile Association.

The objectives of KiwiRAP are:

- To reduce deaths and injuries on New Zealand roads by systematically assessing risk and identifying safety shortcomings that can be addressed with practical road improvement measures.
- To have risk assessment as a key factor in strategic decisions on road improvements, crash protection and standards of road management.
- To provide meaningful information on where the greatest levels of risk are faced and in turn to influence behaviour.

## HOW DOES A ROAD ASSESSMENT PROGRAMME WORK?

Road Assessment Programmes internationally consist of three 'protocols'.

- **RISK MAPPING**
  Uses historical traffic and crash data to produce colour-coded maps which illustrate the relative level of risk on sections of the road network.
- **PERFORMANCE TRACKING**
  Involves a comparison of crash rates over time to establish whether fewer – or more - people are being killed or injured and determine if countermeasures have been effective.
- **STAR RATING**
  Road inspections assess the engineering features of a road (such as lane and shoulder width or presence of safety barriers). Between 1 and 5 stars are awarded to road links depending on the level of safety which is 'built-in' to the road.

## RISK MAPS

Risk Mapping currently focuses on the state highway network. In the future this may extend to tourist routes or key regional non state highway routes.

The state highway network is broken up into road sections (known as 'links'), for the purpose of comparing the level of risk of crashes between different parts of the network. The Risk Maps focus on state highway links that are typically outside the urban area – that is, state highway links that have speed limits of 80km/h or more.

For the purposes of displaying the safety risk of the state highway network, KiwiRAP looks at two different measures of risk - Collective Risk (or Crash Density) and Personal Risk. The focus of both is on crashes where people have been killed or seriously injured. The crash statistics used for the calculations are for the five-year period 2002–2006.

**Collective Risk (or Crash Density)**
Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective Risk can also be described as the Crash Density. Because Collective Risk is measured in terms of the number of crashes per kilometre of state highway, links with higher traffic volumes tend to have a higher Collective Risk.

**Personal Risk**
Personal Risk is a measure of the danger to each individual using the state highway being assessed. Unlike Collective Risk, Personal Risk takes into account the traffic volumes on each section of state highway.

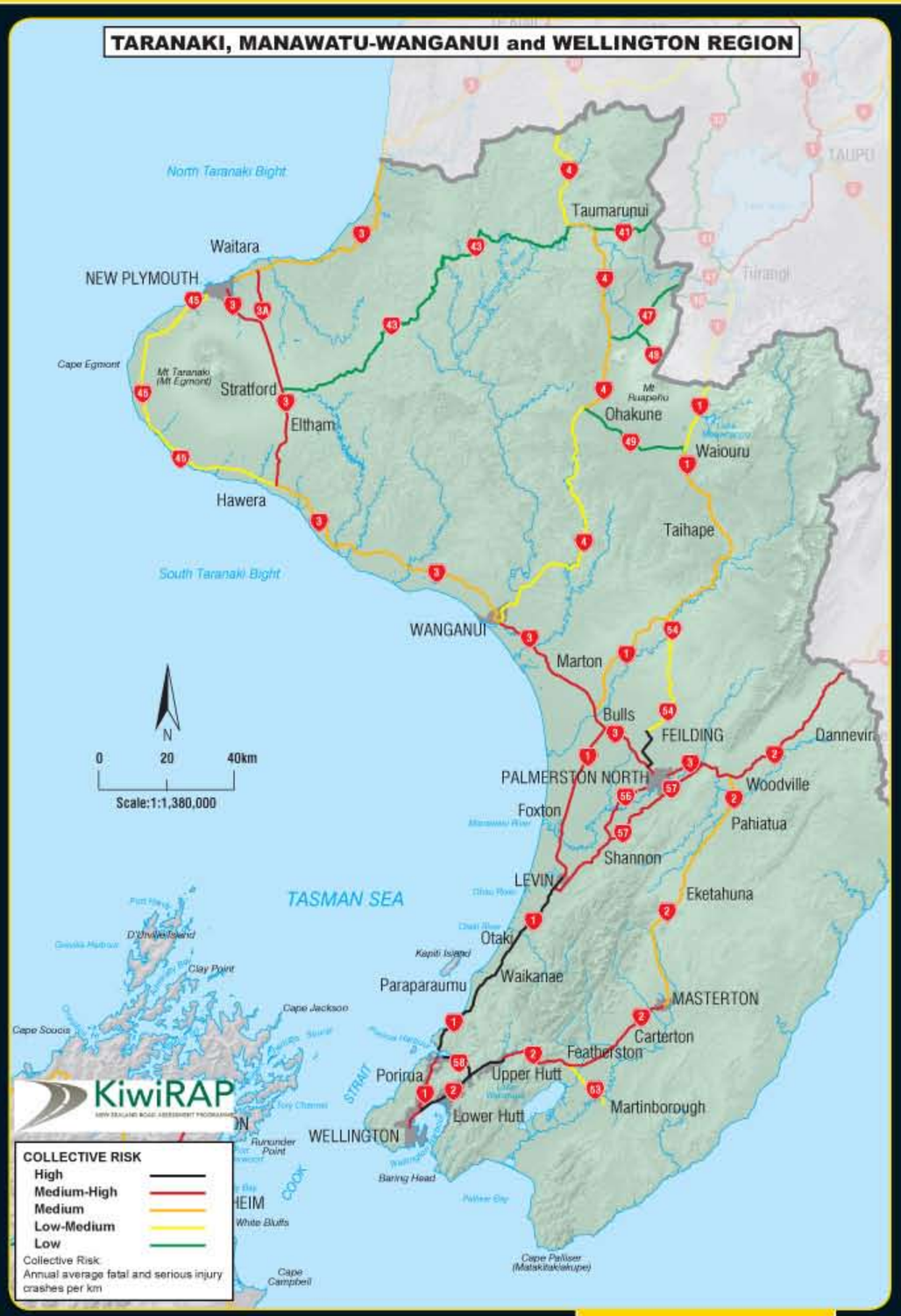
This brochure contains the Taranaki, Manawatu-Wanganui and Wellington regional Risk Map data.

| RISK RATING | COLLECTIVE RISK Average annual fatal and serious injury crashes per km | PERSONAL RISK Average annual fatal and serious injury crashes per 100 million vehicle-km | COLOUR |
|---|---|---|---|
| Low | ≤0.039 | <4 | |
| Low-medium | 0.04 ≤ 0.069 | 4 ≤ 4.9 | |
| Medium | 0.07 ≤ 0.10 | 5 ≤6.9 | |
| Medium-high | 0.11 ≤ 0.189 | 7 ≤ 8.9 | |
| High | 0.19+ | 9+ | |

KiwiRAP is a road safety partnership between the Automobile Association and New Zealand's main transport agencies: Transit New Zealand, Ministry of Transport, ACC, Land Transport New Zealand, and New Zealand Police.

# HOW SAFE ARE OUR ROADS?

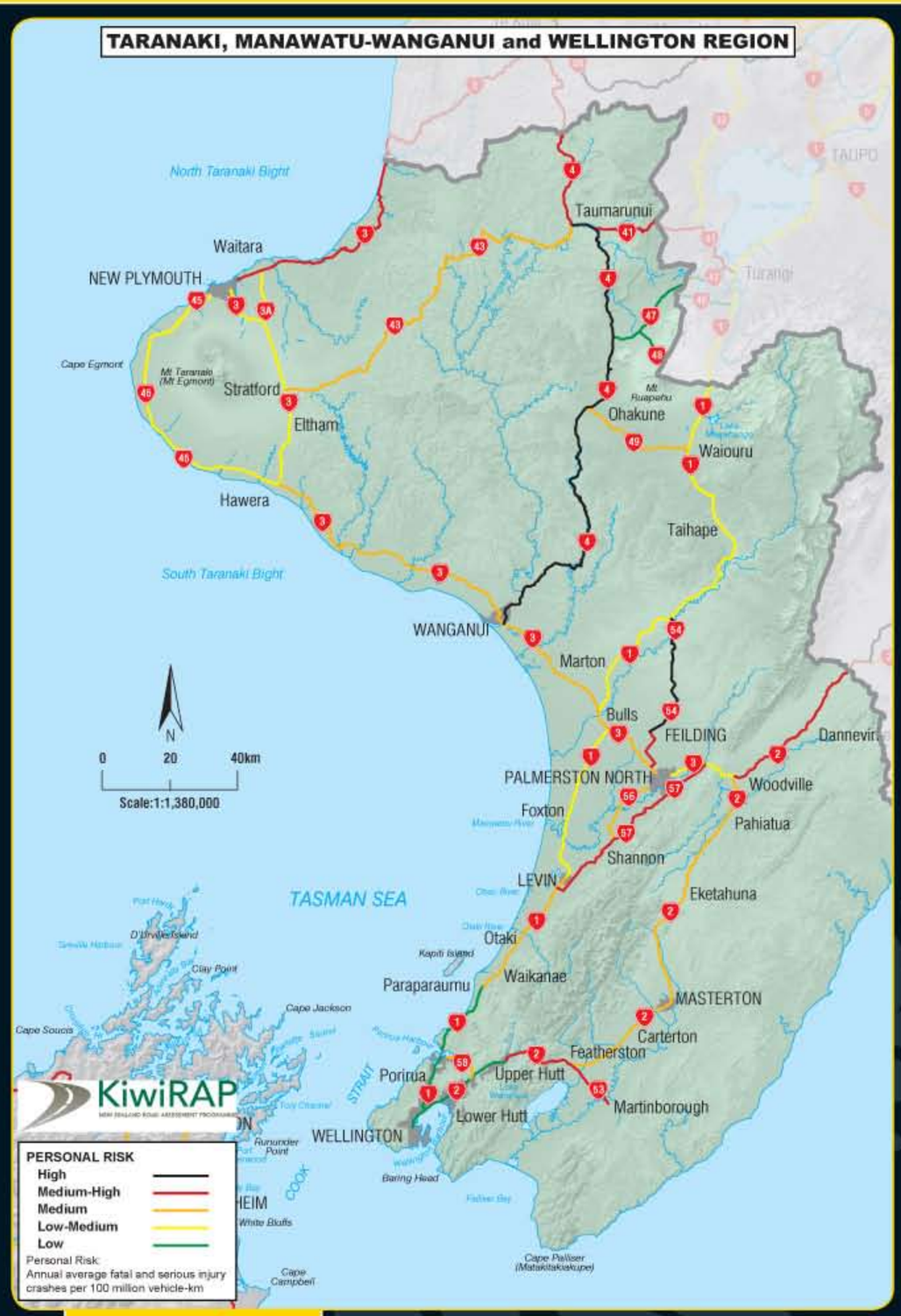
## Rating New Zealand's State Highways for Risk




COLLECTIVE RISK MAP

| Collective Risk | High | Medium-high | Medium | Low-medium | Low |
|---|---|---|---|---|---|
| Taranaki, Manawatu-Wanganui and Wellington | 9%<br>149 km | 29%<br>472 km | 26%<br>427 km | 20%<br>324 km | 15%<br>246 km |

Percentages may not add to 100% due to rounding




PERSONAL RISK MAP

| Personal Risk | High | Medium-high | Medium | Low-medium | Low |
|---|---|---|---|---|---|
| Taranaki, Manawatu-Wanganui and Wellington | 14%<br>222 km | 19%<br>306 km | 33%<br>537 km | 24%<br>385 km | 10%<br>167 km |

Percentages may not add to 100% due to rounding