

2 Crash location form (CL form)

Use the CL form to record basic details about the study and location, such as its name, years of crash data studied, speed environment, etc. The CL form can be completed at the time of the on-site investigation. If there are any questions about the details in this form, contact the engineering section of the local Land Transport NZ office.

The following paragraphs give descriptions of the data required for the CL form. Paragraph numbers correspond to the numbers on the form. See Appendix B (B1 and B3) for samples of a blank CL form and a completed CL form.

2.1 ID no (identification number)

For official Land Transport NZ use only. The ID no is generated automatically by the crash analysis system and is added at the time of data entry.

2.2 Study name

Where monitoring is carried out as part of a crash reduction study, use a name which will clearly identify the study, eg Marlborough District 2004, or State Highway 3 Study 3 2004 (up to 30 characters are allowed).

Note: Where a formal study has not been carried out or the study covers a number of locations on different state highways or in different local authorities, allocate the appropriate locations a clear identifying study name. For example, a study could be set up in the monitoring database for each road controlling authority, e.g. HAMILTON CITY LOCAL ROADS or SH 1 WAIKATO.

2.3 Study period (years)

Injury data

Enter the years of the injury crash records used to select/study the location. This will normally be the last five complete years before the year in which the study was done. Format is YYYY – YYYY.

Non-injury data

Enter the years of non-injury crash data used.

2.4 Location name

Use a name that will uniquely identify the crash location (35 characters are allowed). If the report uses reference numbers comprising letters or decimals (ie S1, R1, 6.1, etc) these can be included as part of the location name to help avoid confusion in the future. It can also be helpful to include the study year in the location name, eg a name could be: '99/S1: Smith Street/West Street Inter'.

2.5 Location number

Give each crash location a unique identifying number. Two digits only are allowed. This will be the number used in the study.

2.6 Report date

Enter the year/month in which the report (study) was completed. The entry format is year, then month, ie YYYYMM, eg 200106. The study report date is actually recorded for each crash location so it is possible for a study to have different report dates. This can occur when different crash locations are added to a generic study name.

2.7 Road type

Show whether the road controlling authority *for the location* is:

1. a local authority (local road), or
2. Transit New Zealand (state highway).

2.8 TNZ region

Use the appropriate Transit New Zealand region number.

01	Northland	02	Auckland
03	Waikato	04	Bay of Plenty
05	Taranaki	06	Gisborne
07	Hawkes Bay	08	Manawatu – Wanganui
09	Wellington	10	Nelson – Marlborough
11	Canterbury	12	West Coast
13	Otago	14	Southland

2.9 Local authority

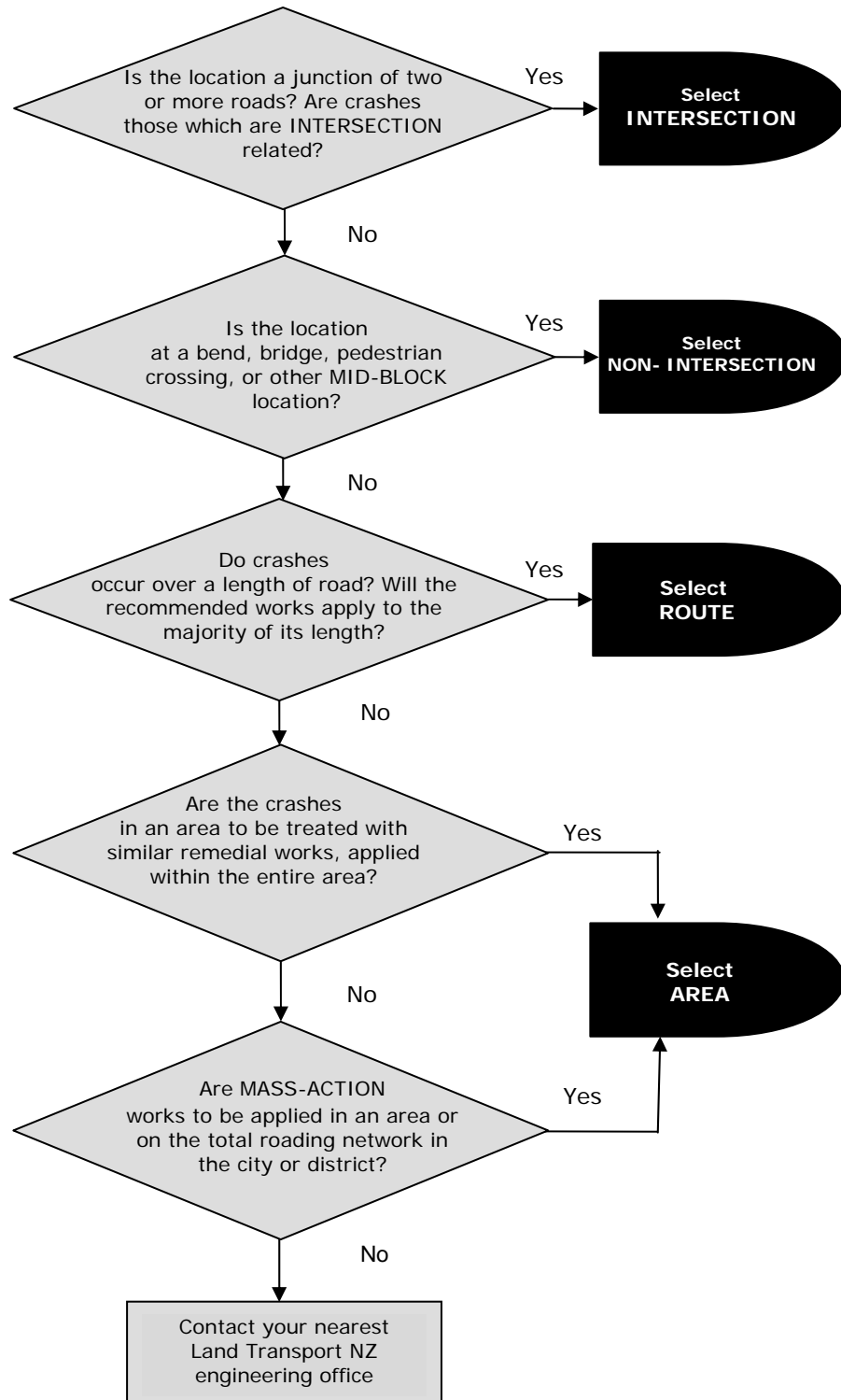
Use the name of the local authority in which the crash location is sited. Up to three local authorities may be used. This is useful for locations that are sited on the boundary of two or more local authorities. Refer to Appendix C.

Note: Transit New Zealand is not a local authority name; state highway crashes are recorded in the relevant local authority file.

2.10 Location type

Select the appropriate crash location type from the following flow chart.

Location type selection flow chart



2.11 Site specific location type

If the crash location is either an intersection or non-intersection type as defined in 2.10 above, record the most appropriate specific location type from the following list (otherwise leave blank).

Code	Description	Examples
01	Signal controlled junction	
02	Controlled junction	Those controlled by Stop or Give Way signs
03	Uncontrolled junction	
04	Roundabout	
05	Grade separated junction	
06	Driveway/entrance	
07	Curve	
08	Bridge	Can also include the approaches to a bridge
09	Pedestrian crossing location	A location where pedestrians cross the road, can include formal marked crossing points as well as informal crossing points such as platforms, refuge islands and kerb extensions
10	Signal controlled pedestrian crossing facility	An isolated crossing for pedestrians (usually located midblock). Not those that are part of a signalised intersection
11	Cycle crossing location	A location where cyclists cross the road (ie an off-road cycle path crossing a road)
12	Signal controlled cycle crossing facility	
13	Other (state)	Add a short text description

2.12 Speed limit

Record the posted speed limit for the location. If more than one limit is involved, select the limit that applies to the majority of crashes.

2.13 Road classification

Note that these are general descriptions only. Use your best judgement in classifying the roads using the vehicle per day (vpd) guidance.

Urban, less than 80 km/h

Open, greater than or equal to 80 km/h

Code	Urban	Code	Open
1	Major arterial 20,000+ vpd	6	Motorway – a designated motorway
2	Minor arterial 8,001–20,000 vpd	7	> 5,000 vpd
3	Collector 2,001–8,000 vpd	8	<= 5,000 vpd
4	Local <= 2000 vpd	9	<= 1,000 vpd
5	Accessway	10	<= 200 vpd
		11	<= 50 vpd

2.14 Roadside development

Note any development around the crash location. If more than one type of development is present, choose the **one** which will affect the traffic the most.

Code	Description
1	Rural
2	Residential
3	Industrial
4	Commercial
5	Recreational
6	School
7	Other

2.15 Environmental changes/unusual conditions (if necessary)

Describe any changes that have occurred in the area of the crash location which might have changed traffic or crash patterns.

2.16 Crash selection method

This refers to the crash selection criteria used to select the crashes at the location, using a simple text description to define the location. The description must be sufficiently detailed so a spatial object can be created in the crash analysis system to select exactly the same crashes as used in the study.

For example:

- € the intersection of First Street and Second Street including crashes within 50 metres
- € the section of First Road between Second Street and Third Avenue excluding crashes within 30 metres of the end intersections
- € the central business area bounded by and including North Street, South Road, West Avenue and East Terrace, but excluding State Highway xx.

Notes: A sketch or plan of the crash location can be attached. State highway route positions should not be supplied (distances from side roads are required).