

# road safety issues

## Hamilton City

**Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2001-2005 period. The intent of the report is to highlight the key road safety issues within Hamilton City and provide partners with an indication of their road safety performance.**

'A comparison of the data provided in this report with the road safety objectives outlined in your road safety strategy will provide an indication of the road safety performance you are achieving in your area. It will also help you in your planning to ensure you apply the most appropriate intervention or mix of interventions from enforcement, education and engineering efforts to the high-risk stretches of road in your area.'

Land Transport NZ will actively participate in road safety action planning to identify and prioritise work programmes that will assist in achieving road safety targets. The challenge for us all is to achieve a year-on-year reduction in road crashes.

I hope this copy of *Road safety issues 2006* assists you in identifying ways of achieving improved safety outcomes in your area.'

Rosalie Orr  
 Partnership Manager – Midlands

### Major road safety issues

#### Hamilton City

Poor observation

Failure to give way

Speed

Restraints and helmets

#### Nationally

Speed

Alcohol

Failure to give way

Restraints



### 2005 road trauma for Hamilton City



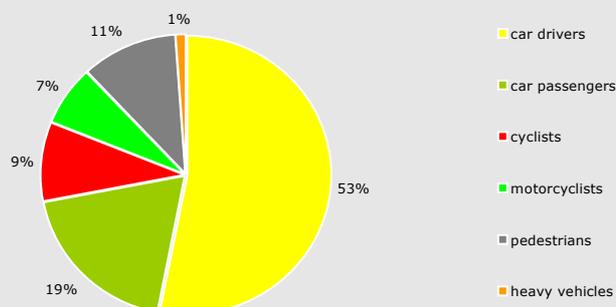
Deaths	12
Serious casualties	39
Minor casualties	280



Fatal crashes	10
Serious injury crashes	36
Minor injury crashes	229
Non-injury crashes	1,199

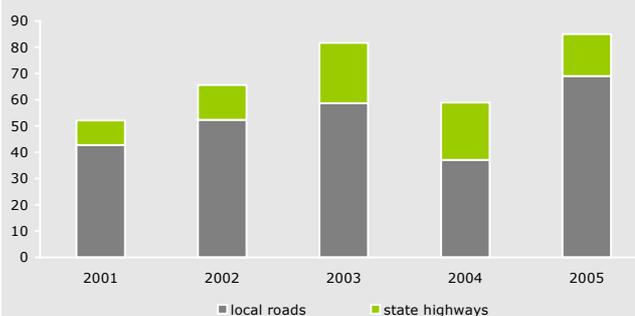
### Road casualties 2001-2005

#### User type 2001-2005



### Estimated social cost of crashes\*

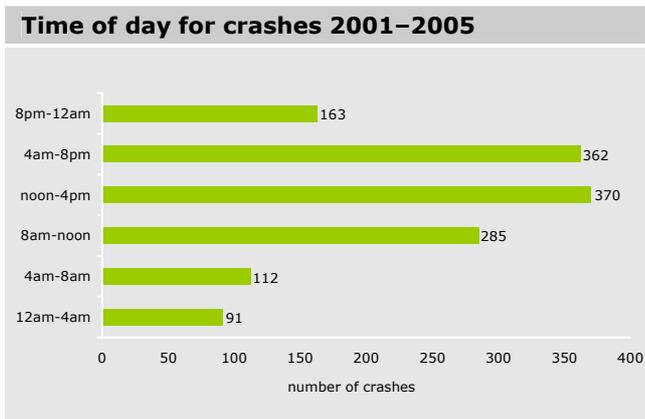
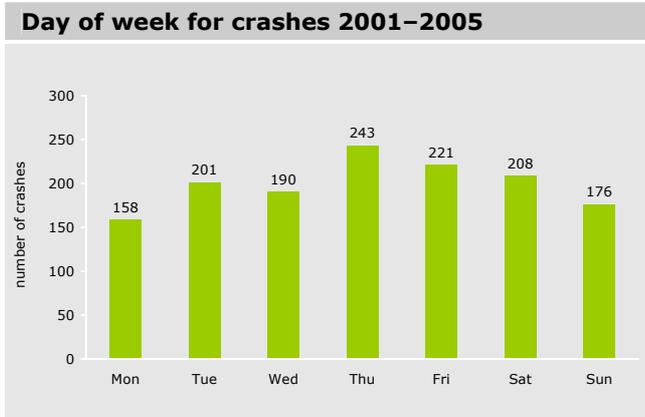
#### Social cost (\$ million)



\* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are expressed at June 2005 prices.

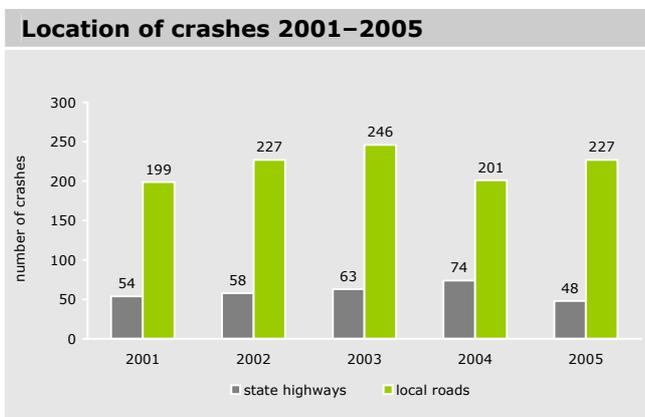
## When crashes occurred

Crashes resulting in injury can occur at any time but in Hamilton City from 2001 to 2005, Thursdays and noon to 4 pm were the worst periods.



## Where crashes occurred

During the 2001-2005 period, approximately 79 percent of fatal crashes (where one or more people were killed) and 89 percent of injury crashes occurred on urban roads.



## Who was involved

From 2001 to 2005, 1,746 people were injured on Hamilton City roads.

**Road user groups involved in crashes**

Road user group	Urban casualties	Rural casualties
Drivers	51%	70%
Passengers	18%	19%
Heavy vehicle occupants	1%	1%
Motorcyclists	7%	6%
Cyclists	10%	2%
Pedestrians	12%	2%

**Age groups of those involved in crashes**

Age group	Males	Females	Population in Hamilton City
<5	2%	2%	7%
5-9	3%	3%	6%
10-14	5%	5%	8%
15-19	23%	20%	9%
20-24	15%	14%	10%
25-29	11%	11%	8%
30-34	7%	7%	8%
35-39	6%	6%	7%
40-44	6%	7%	7%
45-49	6%	6%	6%
50-54	4%	5%	6%
55-59	2%	3%	4%
60-64	3%	2%	3%
65-69	2%	2%	3%
70-74	2%	2%	3%
75-79	1%	2%	2%
80+	2%	3%	3%

**Gender of those involved in crashes**

Gender	Urban crashes	Rural crashes
Female	781	106
Male	756	91

## Poor observation

Poor observation includes:

- inattention or failing to notice, eg failing to notice traffic lights while driving home on 'autopilot' and thinking about what to cook for tea
- attention being diverted, eg being distracted by children in the back seat
- not seeing or looking for another road user until too late, eg not checking behind when changing lanes or experiencing near misses at intersections.

Nationally, not seeing or looking for other parties until too late was the second highest contributing factor in injury crashes in 2005.

Failure to see or look for another road user until too late was a factor in 2,279 injury crashes in 2005 – a greater number of crashes than either drink-driving or speed, but with a lower social cost and a lower rate of severity.

In Hamilton City, poor observation was a factor in 45 percent of injury crashes in 2005, an increase from 2004, and increasing along with the national trend.

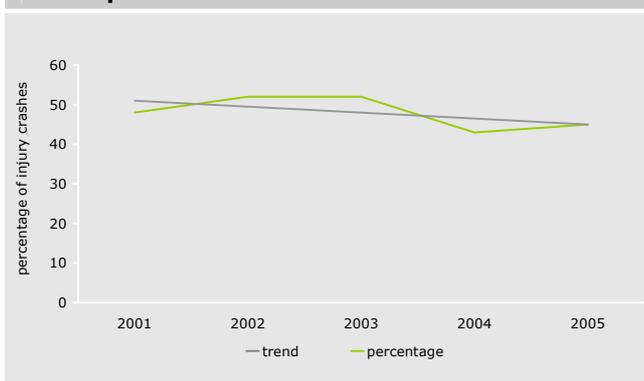
There were 668 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in Hamilton City in 2005 and was a factor in 45 percent of the injury crashes occurring on roads with a speed limit of lower than 80 km/h.

Poor observation has fluctuated over the last five years, with the number of injury crashes rising from 104 in 2004 to 114 in 2005.

The majority (61 percent) of poor observation crashes occurred at intersections.

### Urban poor observation crashes 2001–2005



Poor observation is a challenging issue for all road safety groups to address. In particular, thought needs to be given on how to address:

- complacency of drivers
- looking but not seeing
- roading networks that contain surprises to the inattentive driver.

## Key locations

The following provides a breakdown of the key locations at which poor observation crashes occurred during the 2001–2005 period in Hamilton City:

Hamilton City
Victoria Street and Boundary Road intersection
SH1 and Grey Street intersection
SH1 and Te Kowhai Road intersection
SH3 and SH1 intersection
Bridge and Victoria Streets intersection
Angelsea and Caro Streets intersection
Willoughby and Abbotsford Streets intersection
SH1 and Galloway Street intersection
Maeroa Road and Rimu Street intersection
Peachgrove Road and Clyde Street intersection

## Territorial local authority performance

The following table provides the percentage of poor observation related crashes that occurred in Hamilton City and the peer group during the period 2001–2005.

	TLA	Peer group*
Hamilton City	48%	41%

\*Peer groups consist of TLAs which have similar geographical, population and traffic volume profiles.

## Failure to give way

Failure to give way can occur at a number of locations including:

- at intersections with Give Way or Stop signs
- at pedestrian crossings
- when entering the roadway from a driveway.

Drivers who fail to give way generally fall into the following categories:

- those who don't understand the road rules and assume they have right of way
- those who assume the other car is going to let them through or stop (and may be travelling too fast to stop themselves)
- those who lack courtesy in relation to lane changing and merging
- those who are complacent about (or deliberately ignore) the road rules.

Nationally, failure to give way was the third highest contributing factor in injury crashes during 2005.

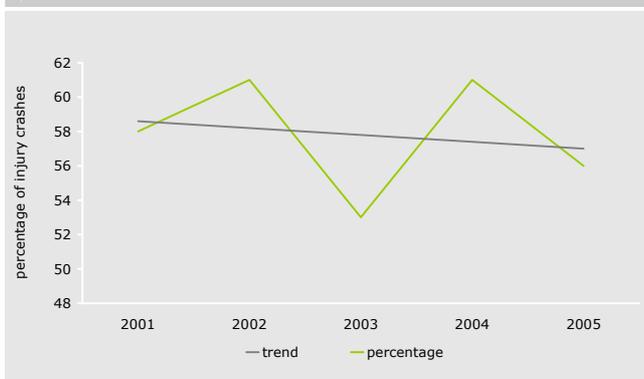
In Hamilton City, intersection crashes have fluctuated over the last five years, making up 55 percent of all crashes in the area in 2005.

Fifty-six percent of urban crashes were at intersections in 2005 – down from 61 percent in 2004. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in Hamilton City were failure to give way and not seeing or looking for another party until too late.

Rural intersections accounted for a smaller proportion of crashes in Hamilton City than urban intersections, with 38 percent of rural crashes occurring at intersections in 2005.

**Urban intersection crashes 2001–2005**



## Key crash locations

The following provides a breakdown of the key urban black spot locations at which crashes occurred during the 2001-2005 period in Hamilton City:

Hamilton City
Victoria and Mill Streets intersection
SH1 and Grey Street intersection
SH3 and SH1 intersection
SH1 and Kahikatea Drive intersection
Peachgrove Road and Clyde Street intersection
Abbotsford and Willoughby Streets intersection
Tristram and Bryce Streets intersection
Bryce and Anglesea Streets intersection
SH1 and Cambridge Road intersection
Queens Avenue and Killarney Road intersection

Even though failure to give way was predominantly an urban issue the following provides an indication of the key locations on both urban and rural roads at which there was an increased number of crashes recorded in 2005.

## Increasing incidence locations

Urban
Tristram and Clarence Streets intersection
Peachgrove and Mardon Roads intersection
SH3 and Tomin Road intersection
Grey Street 150m north of Beale Street

## Speed

Speed includes not only exceeding the speed limit, but also driving too fast for the conditions of the road. No matter how good drivers think they are, speeding significantly increases the chance of crashing, resulting in serious injury or death.

- A child struck in a suburban street by a car travelling at 10 km/h over the speed limit will be killed.
- Driving at 100 km/h in light rain requires the same stopping distance as driving at 120 km/h on a dry road.
- Driving at 50 km/h in dry conditions requires 37 metres stopping distance. Driving at 100 km/h in dry conditions requires 111 metres stopping distance.

Nationally, speed is one of the major contributing factors to road crashes. For the 12 months to the end of December 2005, excessive speed contributed to around 20 percent of fatal crashes and 12 percent of injury crashes.

During 2005, there were 1,835 injury crashes where the driver was travelling too fast for conditions.

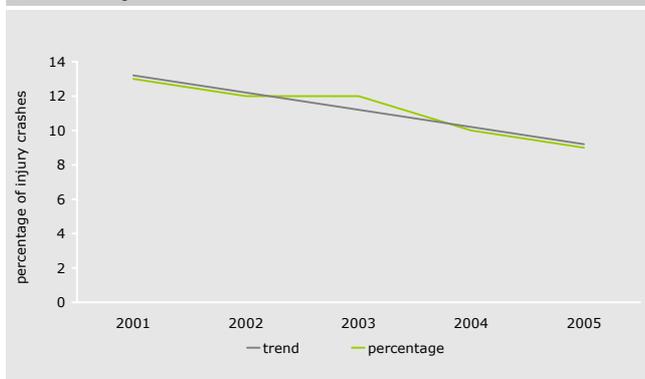
In Hamilton City, excessive speed was a factor in nine percent of injury crashes in 2005. This was a decrease from 2004 and decreasing against the national trend.

There were 163 speed-related injury crashes reported in the last five years.

Speeding was predominantly an urban issue in Hamilton City in 2005 and was a factor in nine percent of the injury crashes occurring on roads with a speed limit less than 80 km/h.

Speed has decreased as a factor on urban roads over the last five years, with the number of injury crashes falling from 25 in 2004 to 22 in 2005.

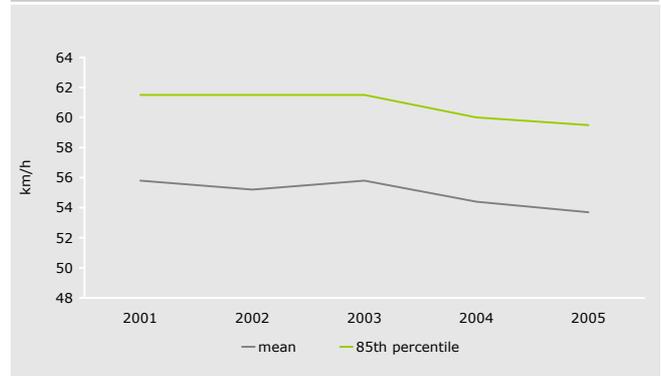
**Urban speed-related crashes 2001–2005**



## Speed surveys

Speed surveys are undertaken annually throughout the country and it is pleasing to see that nationally both urban and rural speeds are continuing to decrease. The following graph illustrates the results of surveys undertaken in the Waikato Region over the last five years.

**Waikato urban speeds 2001–2005**



## 2005 public attitudes survey

Responses from the Waikato Region indicated:

- 25 percent of drivers said that they enjoyed driving fast on the open road
- 13 percent of drivers agreed that there was little chance of a crash when speeding if they were careful
- 19 percent of drivers thought that the risk of being caught speeding was small
- 74 percent thought that enforcing the speed limit helped to lower the number of road deaths.

## Territorial local authority performance

The following table provides the percentage of speed related crashes that occurred in Hamilton City and the peer group during the period 2001-2005.

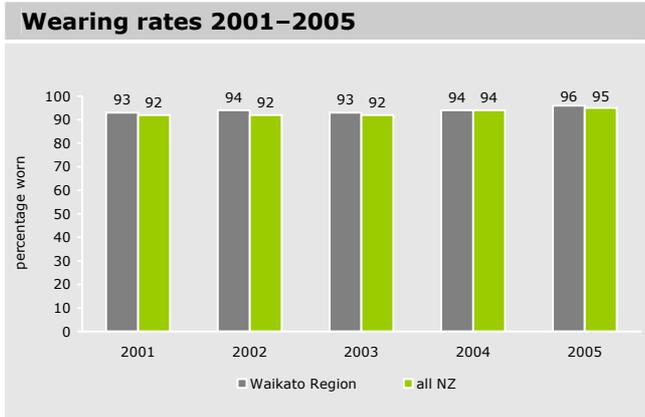
	TLA	Peer group*
Hamilton City	12%	14%

\*Peer groups consist of TLAs which have similar geographical, population and traffic volume profiles.

## Restraints and helmets

In the 12 months to December 2005, 93 people who were killed on the roads were not wearing safety belts. According to police officers, at least 24 of those lives (five were children) would have been saved had they used the restraints available to them.

### Front seat safety belt use – adult



Responses from the Waikato Region to the 2005 public attitudes survey indicated that 39 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

### Rear seat safety belt use – adult



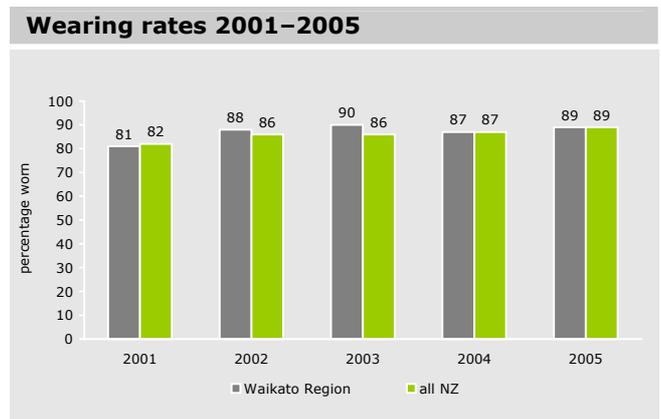
Responses from the Waikato Region to the 2005 public attitudes survey indicated that 14 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

## Cycle helmets



Since becoming compulsory in 1994, cycle helmet use has increased substantially. The wearing rate in the Waikato Region has steadily decreased since 2001, and continues to be below the national figure.

## Child restraints



Responses from the Waikato Region to the 2005 public attitudes survey indicated that 38 percent of those surveyed thought that the chance of being caught if a child under five in a back seat was not in a child restraint was very or fairly likely.

## Partnerships

Land Transport NZ works closely with many road safety partners at national, regional and local levels. These include government departments, enforcement agencies, territorial local authorities, health authorities and local service providers.

Some of the key road safety partners in Hamilton City include:

### **New Zealand Police**

Waikato District Road Policing Manager  
Inspector Leo Tooman  
PO Box 3078  
Hamilton  
Phone 07 850 7063

### **Road Safety Coordinators**

Waikato Region  
Road Safety Promotions and Marketing  
Barnaby Bates  
PO Box 4010  
Hamilton East  
Phone 07 838 6758

Hamilton City Council  
Jacqueline Monnig  
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### **Local Authority Engineers**

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## Contacts

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