

road safety issues

Waikato Region

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 the Waikato Region 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 programs 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

Waikato Region

Poor observation

Speed

Failure to give way

Restraints and helmets

Nationally

Speed

Alcohol

Failure to give way

Restraints



2005 road trauma for Waikato Region



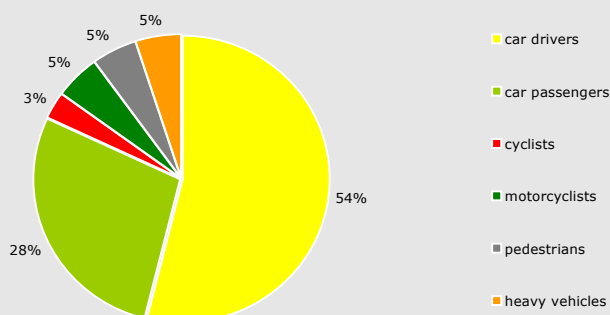
Deaths	98
Serious casualties	297
Minor casualties	1,364



Fatal crashes	77
Serious injury crashes	232
Minor injury crashes	926
Non-injury crashes	2,900

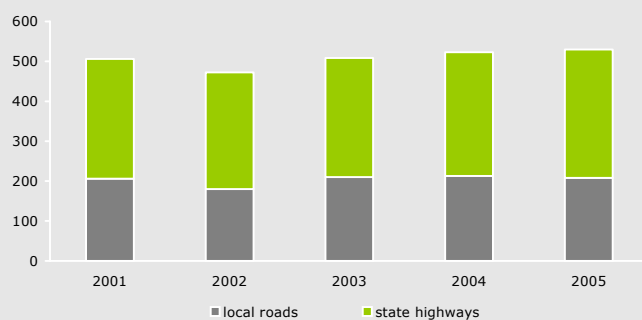
Road casualties 2001-2005

User type 2001-2005



Estimated social cost of crashes*

Social cost (\$ million)

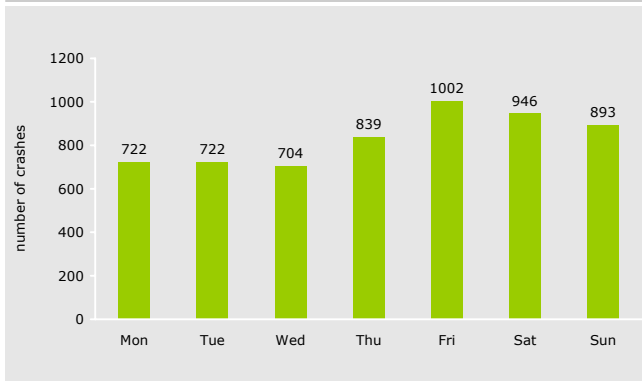


* The estimated social cost includes loss of life or life quality (estimated by the amount New Zealanders are prepared to pay to reduce their risk of fatal or non-fatal injury), loss of output due to injuries, medical and rehabilitation costs, legal and court costs, and property damage. These costs are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

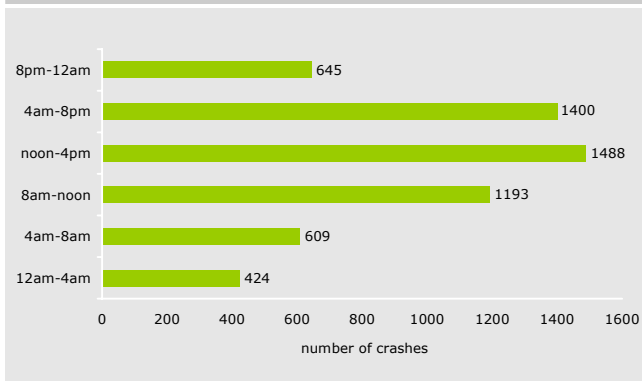
When crashes occurred

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

Day of week for crashes 2001–2005



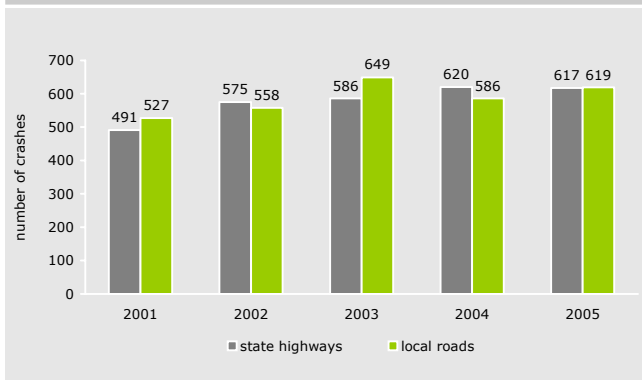
Time of day for crashes 2001–2005



Where crashes occurred

During the 2001-2005 period, approximately 83 percent of fatal crashes (where one or more people were killed) and 60 percent of injury crashes occurred on rural roads. In rural areas there is a greater chance of a fatal crash occurring than in an urban area, due to the higher speed limits.

Location of crashes 2001–2005



Who was involved

From 2001 to 2005, 8,490 people were injured on Waikato Region roads.

Road user groups involved in crashes

Road user group	Urban casualties	Rural casualties
Drivers	51%	55%
Passengers	22%	31%
Heavy vehicle occupants	2%	7%
Motorcyclists	6%	5%
Cyclists	8%	1%
Pedestrians	11%	1%

Age groups of those involved in crashes

Age group	Males	Females	Population in Waikato Region
<5	2%	2%	8%
5-9	3%	3%	8%
10-14	4%	5%	8%
15-19	19%	19%	7%
20-24	14%	13%	6%
25-29	11%	9%	6%
30-34	9%	9%	7%
35-39	8%	7%	8%
40-44	7%	7%	8%
45-49	6%	6%	7%
50-54	5%	5%	6%
55-59	4%	3%	5%
60-64	3%	3%	4%
65-69	2%	3%	4%
70-74	2%	2%	3%
75-79	1%	2%	2%
80+	1%	2%	3%

Gender of those involved in crashes

Gender	Urban crashes	Rural crashes
Male	1555	3275
Female	1426	2170

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.

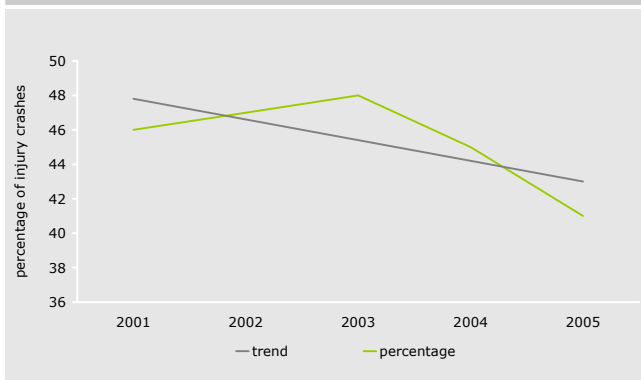
Failure to see or look for another road user until too late was a factor in 2,279 injury crashes in 2005 – a greater number of crashes than either drink-driving or speed, but with a lower social cost and a lower rate of severity.

In the Waikato Region, poor observation was a factor in 30 percent of injury crashes in 2005, a decrease from 2004, and decreasing against the national trend. There were 1,948 injury crashes relating to poor observation reported in the last five years.

Poor observation was predominantly an urban issue in the Waikato Region in 2005 and was a factor in 41 percent of the injury crashes occurring on roads with a speed limit of or lower than 80 km/h.

Poor observation has decreased over the last three years, with the number of injury crashes falling from 211 in 2004 to 195 in 2005. The majority (49 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 the Waikato Region.

Waikato Region: intersections
Victoria Street and Boundary Road, Hamilton
SH1 and Grey Street, Hamilton
SH1 and Te Kowhai Road, Hamilton
SH3 and SH1, Hamilton
SH27 and Paeroa-Tahuna Road, Matamata-Piako
Bridge and Victoria Streets, Hamilton
SH1 and SH29, South Waikato
SH1 and SH5, South Waikato
Willoughby and Abbotsford Streets, Hamilton
Tuhikaramea and Collins Roads, Hamilton

Territorial local authority performance

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

	TLA	Peer group*
Waikato	30%	31%
Waipa	38%	31%
Otorohanga	22%	26%
Waitomo	21%	26%
Hamilton City	48%	41%
Thames-Coromandel	24%	31%
Hauraki	25%	26%
Matamata-Piako	36%	31%

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

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.

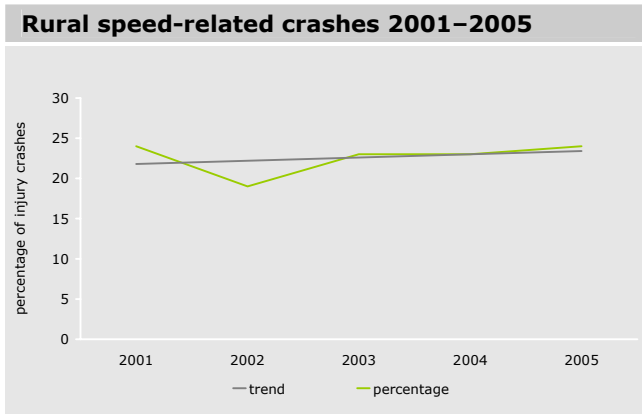
During 2005, there were 1,835 injury crashes where the driver was travelling too fast for conditions.

In the Waikato Region, excessive speed was a factor in 20 percent of injury crashes in 2005. This was an increase from 2004 and increasing with the national trend.

There were 1,126 speed-related injury crashes reported in the last five years.

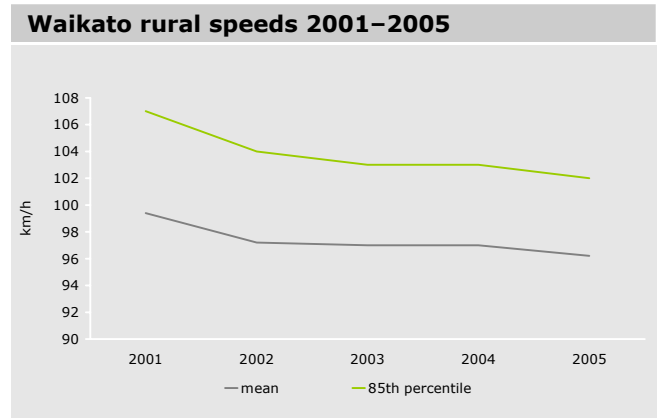
Speeding was predominantly a rural issue in the Waikato Region in 2005 and was a factor in 24 percent of the injury crashes occurring on roads with a speed limit greater than 70 km/h. Most roads in the Waikato were built for 80 km/h speeds and cannot be driven safely at the open road maximum speed of 100 km/h.

Speed has fluctuated as a factor on rural roads over the last five years, with the number of injury crashes rising from 173 in 2004 to 181 in 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.



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 the Waikato Region and the peer group during the period 2001-2005.

	TLA	Peer group*
Waikato	22%	21%
Waipa	17%	21%
Otorohanga	22%	22%
Waitomo	21%	22%
Hamilton City	12%	14%
Thames-Coromandel	30%	21%
Hauraki	20%	22%
Matamata-Piako	17%	21%

*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.

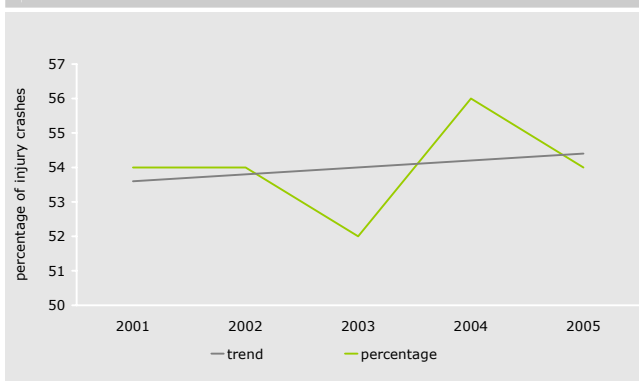
In the Waikato Region, intersection crashes have remained steady over the last five years, making up 32 percent of all crashes in the area in 2005.

Intersections were the site of 54 percent of urban crashes in 2005 – down from 56 percent in 2004. These were typically turning and crossing type conflicts.

The main factors associated with urban intersection crashes in the Waikato Region 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 the Waikato Region than urban intersections, with 18 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 the Waikato Region:

Waikato Region
Victoria and Mill Streets intersection, Hamilton
SH1 and Grey Street intersection, Hamilton
SH3 and SH1 intersection, Hamilton
SH1 and Kahikatea Drive intersection, Hamilton
SH1 and SH29, South Waikato
SH1 (route position 695/0)/SH1 intersection, Taupo
Peachgrove Road and Clyde Street, Hamilton
SH1/Tainui Bridge Road, intersection Waikato District
SH1 and SH5 intersection, South Waikato
Abbotsford and Willoughby Streets, Hamilton

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

SH26/SH25 intersection
Tristram and Clarence Streets intersection
Peachgrove and Mardon Roads intersection
SH27/Hinuera Road intersection
SH25/Tony Ave

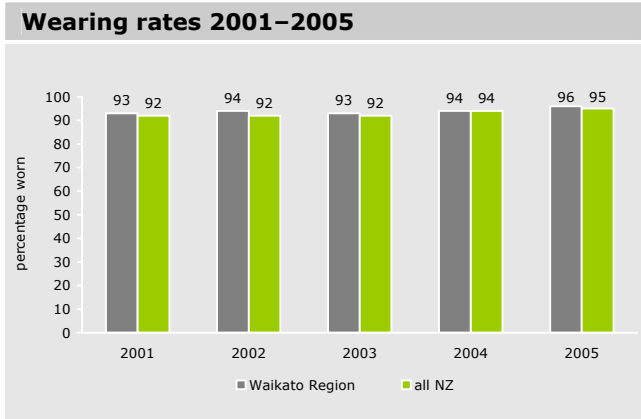
Rural

SH1/Springhill Road intersection
SH1/SH5 intersection
SH21/Raynes Road intersection
SH1B/Telephone Road intersection
SH2/Lyons Road intersection

Restraints and helmets

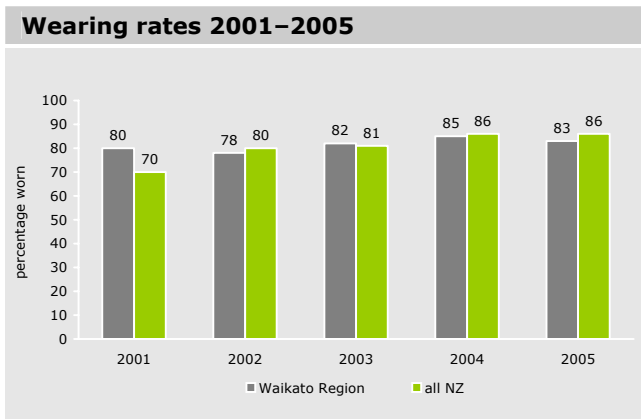
In the 12 months to December 2005, 93 people who were killed on the roads were not wearing safety belts. According to police officers, at least 24 of those lives (five were children) would have been saved had they used the restraints available to them.

Front seat safety belt use - adult



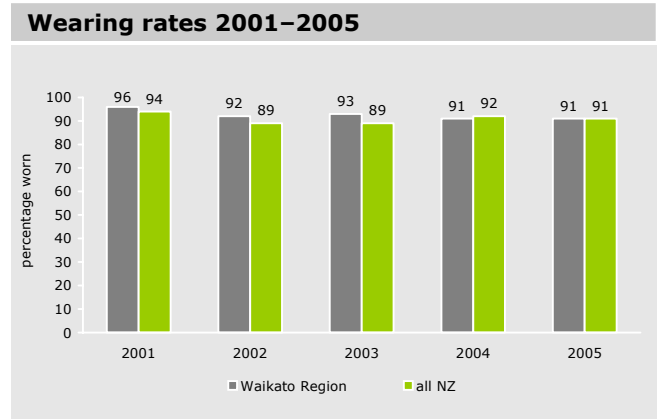
Responses from the Waikato Region to the 2005 public attitudes survey indicated that 39 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt when driving was very or fairly likely.

Rear seat safety belt use - adult



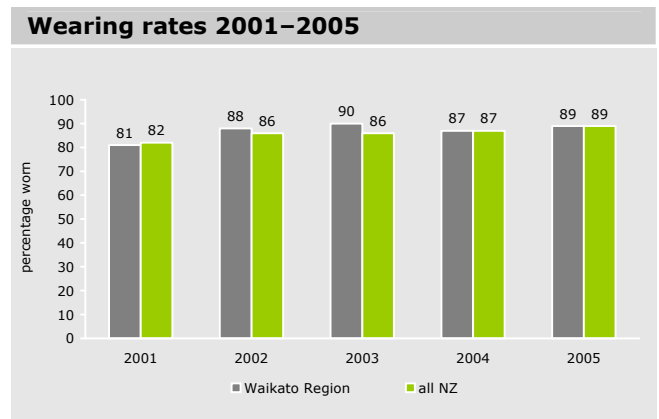
Responses from the Waikato Region to the 2005 public attitudes survey indicated that 14 percent of those surveyed thought that the chance of an adult being caught not wearing a safety belt as a rear seat passenger was very or fairly likely.

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

New Zealand Police

Waikato District Road Policing Manager
Inspector Leo Tooman

Road Safety Coordinators

Waikato Region
Barnaby Bates

Hamilton City
Roger Ward

Waikato and Waipa Districts
Megan Jolly

Otorohanga and Waitomo Districts
Christine Chaplow

Eastern Waikato Districts
Alison Ruru

South Waikato District
Robert Cathie

Taupo District
Christine Hutchison

Local Authority Engineers

Hamilton City Council
Roger Ward

Thames-Coromandel District Council
Position Vacant

Hauraki District Council
Gene Thomsen

Matamata-Piako District Council
Neville Boag

Waikato District Council
Tony Peake

Waipa District Council
Position Vacant

Otorohanga District Council
Ian Smith

Waitomo District Council
Allen Scholtz

South Waikato District Council
Alex Shaw

Taupo District Council
Bob Hopkins

Transit NZ Managers

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