

# Waikato Region

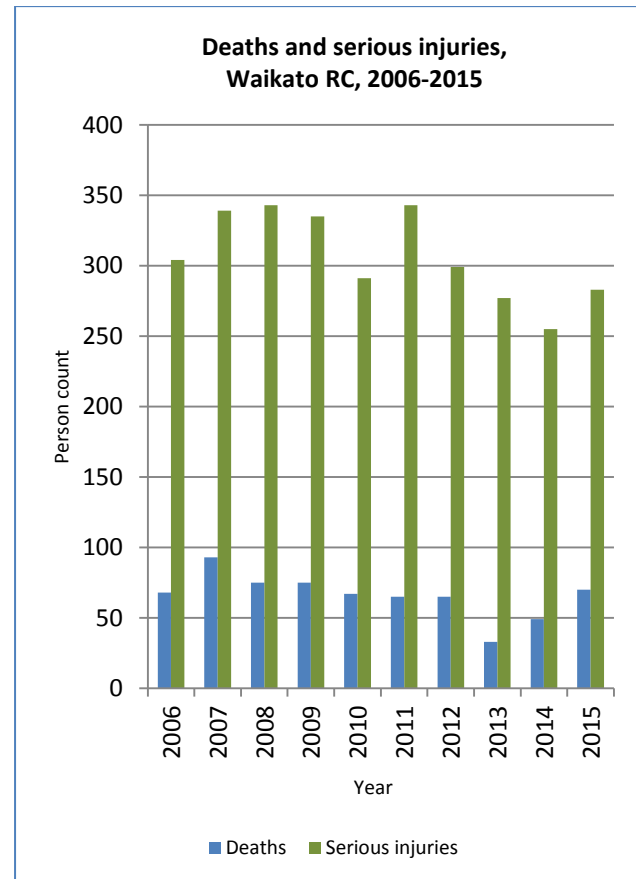
## Overview of fatal and serious injury traffic crashes and casualties in the Waikato Region, 2006-2015

In 2015 there were 320 deaths on NZ roads; 70 were in Waikato Regional Council (Waikato RC) area (22 percent).

Follow this [link](#) for further information and maps regarding Waikato RC.

Nationally in 2015 there were 7 deaths per 100K population and in Waikato RC area there were 16 deaths per 100K population.

The last ten years death and serious injury counts for Waikato RC area are shown below.



Note: Data from the Crash Analysis System (CAS) was extracted on 03/05/2016.

During the last ten years, from 2006-2015, the highest number of deaths resulting from road crashes in the Waikato RC area was 93 in 2007. The lowest was 33 deaths in 2013.

Since 2013 there has been an increasing trend in deaths resulting from traffic crashes in the Waikato RC area. In 2015 there were 70 deaths. This is the highest number of deaths in this area since 2009 when there were 75 deaths.

Since 2011 there has been a downward trend in the number of people seriously injured in the Waikato RC area.

The table below shows the annual average death and serious injuries (DSI) for the five years 2011-2015 for the Territorial Authorities that make up the Waikato road safety region, for Waikato RC and National figures.

Annual average 2011-2015

Area	Deaths	Serious injuries	DSI total
Territorial Authorities of Waikato road safety region			
Thames-Coromandel	3	25	28
Hauraki	4	18	22
Waikato District	16	63	79
Matamata-Piako	6	31	37
Hamilton	5	45	50
Waipa	5	28	34
South Waikato	7	18	25
Otorohanga	1	9	10
Waitomo	2	17	19
Taupo	6	33	39

Waikato RC	56	291	348
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NATIONALLY	292	2,086	2,377
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Note: rounding for whole numbers has been applied.

Death and serious injury counts for the years 2006-2015 for the Waikato RC are compared with the national counts below. They are shown as person counts (casualties) and also the regional DSI count as a proportion of the national figure. Waikato counts are in bold font, e.g. **Waikato count**/National count.

Waikato RC (bold font) and national annual counts

Year	Deaths	Serious injuries	Waikato DSI % of national
2006	<b>68</b> /393	<b>304</b> /2,691	12.1%
2007	<b>93</b> /421	<b>339</b> /2,715	13.8%
2008	<b>75</b> /366	<b>343</b> /2,588	13.9%
2009	<b>75</b> /384	<b>335</b> /2,466	14.4%
2010	<b>67</b> /375	<b>291</b> /2,318	13.3%
2011	<b>65</b> /284	<b>343</b> /2,088	17.2%
2012	<b>65</b> /308	<b>299</b> /2,103	15.1%
2013	<b>33</b> /253	<b>277</b> /2,020	13.6%
2014	<b>49</b> /294	<b>255</b> /2,075	12.8%
2015	<b>70</b> /320	<b>283</b> /2,142	14.3%

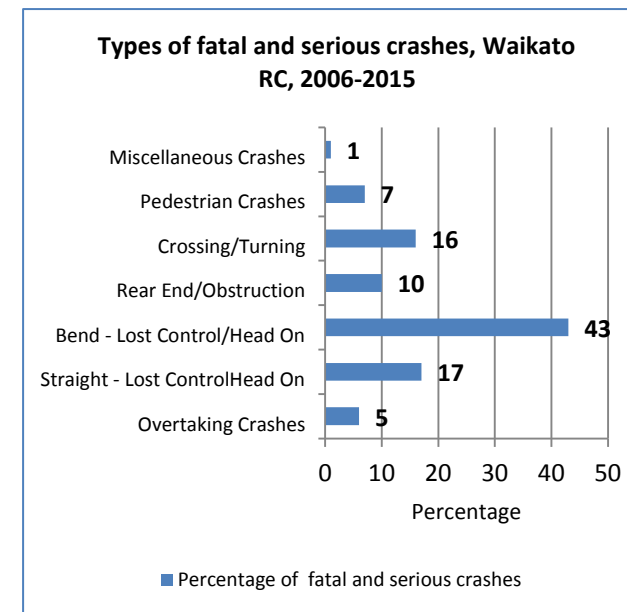
The Waikato RC area has accounted for between 12.1 percent, in 2006, and 17.2 percent, in 2011, of the national DSI resulting from traffic crashes. In 2015 Waikato RC's contribution was 14.3 percent.

The contributing crash factors for fatal and serious injury crashes in Waikato RC during the ten years, 2006-2015, are listed below. Note that a single crash can have more than one contributing factor.

- Poor handling 35 percent
- Poor observation 29 percent
- Speed too fast 24 percent
- Alcohol/drugs 24 percent
- Road factors 17 percent
- Failed to give way/stop 16 percent
- Poor judgement 14 percent
- Incorrect lane/position 11 percent
- Fatigue 10 percent
- Other 10 percent
- Failed to keep left 8 percent
- Pedestrian factors 6 percent
- Weather 6 percent
- Vehicle factors 6 percent
- Overtaking 4 percent
- Disabled/old/ill 4 percent

The most often reported contributing crash factor in fatal and serious crashes in the Waikato RC area from 2006-2015 was poor handling, contributing to 35 percent of these crashes. Over the same period speed too fast for conditions was reported as contributing to 24 percent of fatal and serious crashes the same number as alcohol and/or drugs.

The crash type for fatal and serious crashes in the Waikato RC area for the ten years, 2006-2015, are shown below.



The most often occurring crash type was loss of control at a bend; this includes crashes where there has been a head-on collision with another vehicle at a bend.

Seventeen percent of fatal and serious crashes in the Waikato RC area during 2006-2015 were loss of control on a straight section of road and 16 percent involved a crossing or turning vehicular movement.

## Safer Journeys

Safer Journeys areas of strategic concern as they relate to the individual local bodies that make up the Waikato RC area are listed below as annual average DSI (2011-2015).

### Areas of high strategic concern:

Young drivers aged 16-24 years, light vehicles	114 DSI/annum
Alcohol and/or drugs	72 DSI/annum
Speed too fast for conditions	82 DSI/annum
Intersections	82 DSI/annum
Rural road loss of control and/or head-on	185 DSI/annum
Motorcyclist involved crashes	66 DSI/annum

### Areas of medium strategic concern:

Cyclist involved motor vehicle crashes	97 DSI/annum
Pedestrian involved motor vehicle crashes	144 DSI/annum

Please follow this [link](#) for information about the Safer Journeys strategy.

Note that these topic areas are not discrete, they overlap due to the nature of traffic crashes, factors, road type and mix of users.

Safer Journeys areas of strategic concern as they relate to the individual local bodies that make up the Waikato road safety region are listed below as annual average DSI (2011-2015).

Please follow this [link](#) for individual local body maps and this [link](#) shows the collective local body coverage.

### Areas of high strategic concern:

Young drivers aged 16-24 years, light vehicles	
• Thames-Coromandel	8 DSI/annum
• Hauraki	7 DSI/annum
• Waikato District	22 DSI/annum
• Matamata-Piako	13 DSI/annum
• Hamilton	18 DSI/annum
• Waipa	12 DSI/annum
• South Waikato	10 DSI/annum
• Otorohanga	4 DSI/annum
• Waitomo	4 DSI/annum
• Taupo	11 DSI/annum

### Alcohol and/or drugs

• Thames-Coromandel	5 DSI/annum
• Hauraki	7 DSI/annum
• Waikato District	19 DSI/annum
• Matamata-Piako	9 DSI/annum
• Hamilton	9 DSI/annum
• Waipa	7 DSI/annum
• South Waikato	4 DSI/annum
• Otorohanga	3 DSI/annum
• Waitomo	2 DSI/annum
• Taupo	6 DSI/annum

**Speed too fast for conditions**

- Thames-Coromandel 8 DSI/annum
- Hauraki 6 DSI/annum
- Waikato District 17 DSI/annum
- Matamata-Piako 10 DSI/annum
- Hamilton 11 DSI/annum
- Waipa 7 DSI/annum
- South Waikato 7 DSI/annum
- Otorohanga 2 DSI/annum
- Waitomo 5 DSI/annum
- Taupo 8 DSI/annum

**Intersections**

- Thames-Coromandel 2 DSI/annum
- Hauraki 5 DSI/annum
- Waikato District 11 DSI/annum
- Matamata-Piako 10 DSI/annum
- Hamilton 25 DSI/annum
- Waipa 11 DSI/annum
- South Waikato 4 DSI/annum
- Otorohanga 2 DSI/annum
- Waitomo 4 DSI/annum
- Taupo 6 DSI/annum

**Rural road loss of control and/or head-on**

- Thames-Coromandel 20 DSI/annum
- Hauraki 13 DSI/annum
- Waikato District 51 DSI/annum
- Matamata-Piako 21 DSI/annum
- Hamilton 4 DSI/annum
- Waipa 14 DSI/annum
- South Waikato 16 DSI/annum
- Otorohanga 5 DSI/annum
- Waitomo 13 DSI/annum
- Taupo 24 DSI/annum

**Motorcyclist involved crashes**

- Thames-Coromandel 8 DSI/annum
- Hauraki 5 DSI/annum
- Waikato District 19 DSI/annum
- Matamata-Piako 7 DSI/annum
- Hamilton 10 DSI/annum
- Waipa 5 DSI/annum
- South Waikato 3 DSI/annum
- Otorohanga 3 DSI/annum
- Waitomo 2 DSI/annum
- Taupo 7 DSI/annum

**Areas of medium strategic concern:**

**Cyclist involved motor vehicle crashes**

- Thames-Coromandel 2 DSI/annum
- Hauraki 1 DSI/annum
- Waikato District 3 DSI/annum
- Matamata-Piako 0 DSI/annum
- Hamilton 8 DSI/annum
- Waipa 1 DSI/annum
- South Waikato 0 DSI/annum
- Otorohanga 0 DSI/annum
- Waitomo 0 DSI/annum
- Taupo 4 DSI/annum

**Pedestrian involved motor vehicle crashes**

- Thames-Coromandel 2 DSI/annum
- Hauraki 2 DSI/annum
- Waikato District 3 DSI/annum
- Matamata-Piako 2 DSI/annum
- Hamilton 11 DSI/annum
- Waipa 4 DSI/annum
- South Waikato 3 DSI/annum
- Otorohanga 0 DSI/annum
- Waitomo 1 DSI/annum
- Taupo 2 DSI/annum

Note i – rounding for whole numbers has been applied to all the average annual DSI counts above.

Note ii - that these topic areas are not discrete; they overlap due to the nature of traffic crashes, multiple factors, road type and mix of users.

**Please note regarding the data**

The Crash Analysis System (CAS) data was extracted 03/05/2016

Due to police reporting and subsequent data processing the serious injury 2015 data is provisional

Five year annual averages are for the years 2011-2015

Ten year annual averages are for the years 2006-2015

Person counts and percentages have been rounded to whole numbers

Fatal crash counts for 2015 have been taken from the MoT fatalities dataset at 08/02/2016

The ONRC has been developed by the Transport Agency Geospatial team, ONRC version 2013

Population data is from the Transport Agency Regional Quarterly Outcomes, SCP

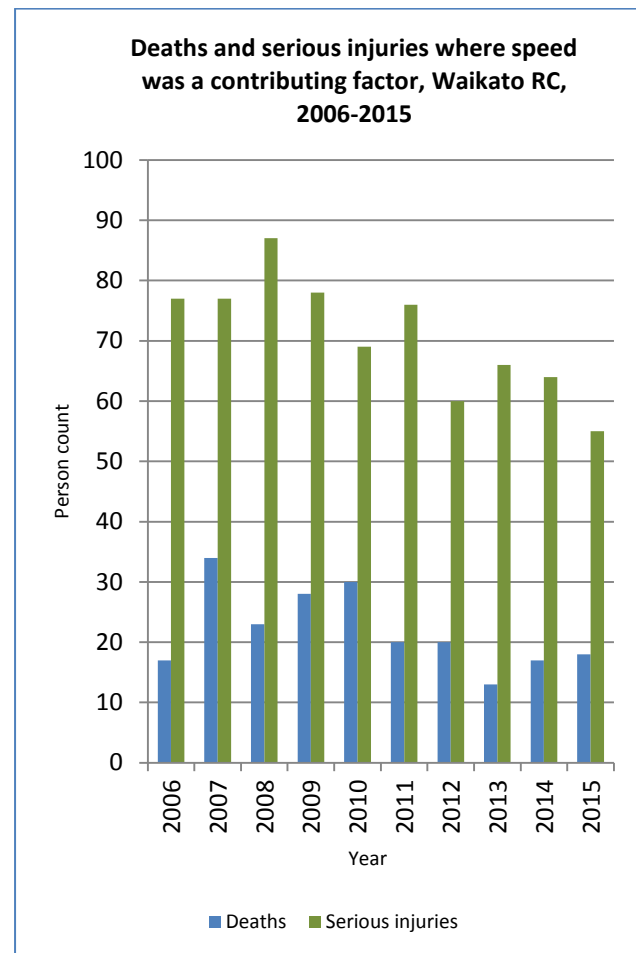
# Speed: Waikato Region

## Overview of fatal and serious injury crashes where speed too fast for conditions was a contributing factor in the Waikato Region, 2006-2015

Of all the fatal and serious crashes in the Waikato RC area during the last 10 years 2006-2015, twenty four percent recorded a contributing crash factor of speed too fast for conditions.

This is the same proportion as those with alcohol as a contributing crash factor (24 percent) in the region over the same period.

Death and serious injury counts for crashes in Waikato RC area where speed was a contributing factor over the last ten years are shown below.



Note: Data from the Crash Analysis System (CAS) was extracted on 03/05/2016.

Since the 111 DSI's resulting from traffic crashes where speed was a contributing factor in 2007 there has been a gradual decrease to the 73 DSI's in 2015.

The overall trend for those serious injured in crashes where speed was a contributing factor in the Waikato RC is decreasing.

The following table shows the annual average death and serious injuries (DSI) where speed was a contributing factor for the five years 2011-2015 for the Territorial Authorities that make up the Waikato road safety region, for Waikato RC and National figures.

Annual average 2011-2015			
Area	Deaths	Serious injuries	DSI total
Territorial Authorities of Waikato road safety region			
Thames-Coromandel	1	7	8
Hauraki	1	5	6
Waikato District	4	12	16
Matamata-Piako	2	8	10
Hamilton	2	9	10
Waipa	1	6	7
South Waikato	2	5	7
Otorohanga	1	2	2
Waitomo	1	4	5
Taupo	3	6	8

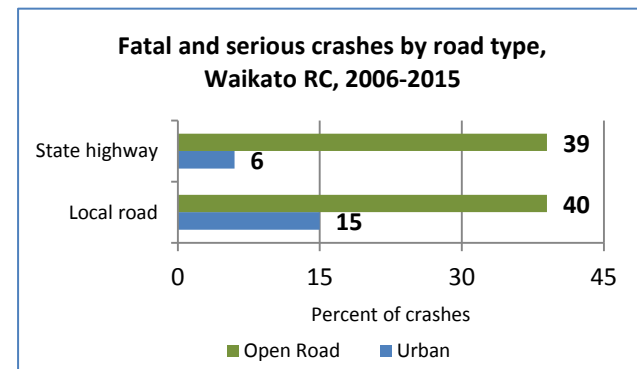
<b>Waikato RC</b>	<b>18</b>	<b>64</b>	<b>82</b>
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<b>NATIONALLY</b>	<b>88</b>	<b>453</b>	<b>541</b>
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Note: rounding for whole numbers has been applied.

Most speed related crashes occurred on open roads, 79 percent; these are roads with a posted speed of 80km/hr or greater.

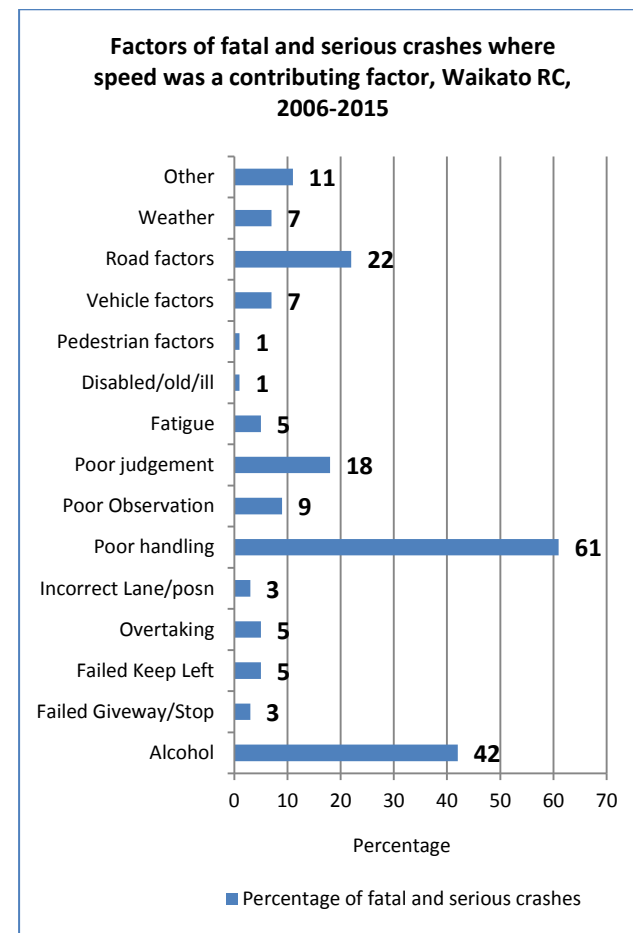
These open road crashes where speed was a contributing factor have occurred equally on local roads as on state highways, 50 percent on each, in the Waikato RC area 2006-2015.



For fatal and serious crashes where speed was a contributing factor in the Waikato RC area 2006-2015:

- Eighty two percent occurred mid-block
- Two thirds, 66 percent, occurred in dry conditions
- Sixty-two percent were during the week
- Just over a third, 35 percent, occurred late afternoon to early evening, 3pm-9pm
- Forty three percent of all those drivers that were at fault or part fault were young drivers (16-24yrs)

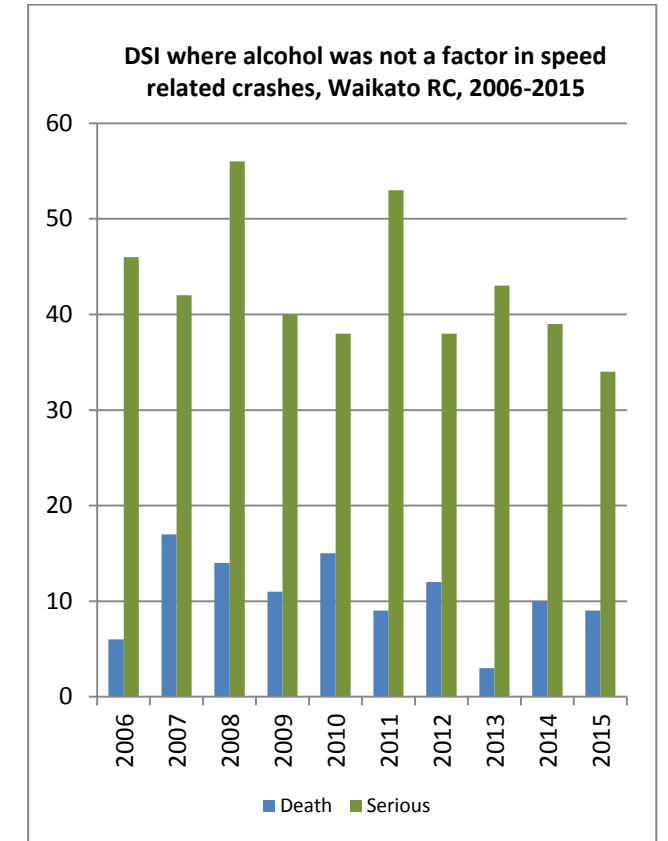
The contributing crash factors and crash types for crashes where speed was a factor during the ten years 2006-2015 are shown below. Note that a single crash can have more than one contributing factor.



Sixty one percent of speed too fast for conditions crashes in the Waikato RC area during 2006-2015 record poor handling of the vehicle by the driver as a factor contributing to the crash.

Forty two percent of speed too fast for conditions crashes in the Waikato RC area during 2006-2015 involved alcohol.

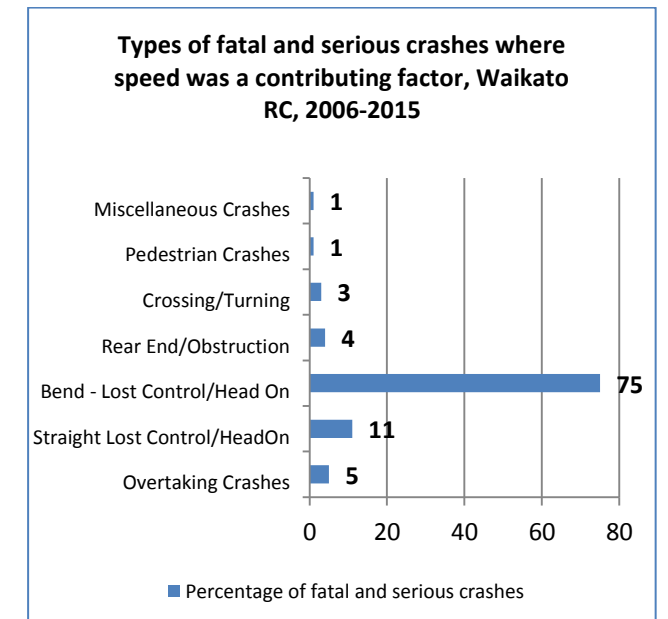
Death and serious injury counts where alcohol was not a factor in speed too fast for conditions crashes are shown below.



Comparing the above chart (with the influence of alcohol removed) to the previous column chart showing deaths and serious injuries from all crashes where speed was a contributing factor we find:

- The counts are much lower, almost half
- This reflects that gains in reducing alcohol as a factor in serious traffic crashes generally is not being seen in its contribution to speed related crashes

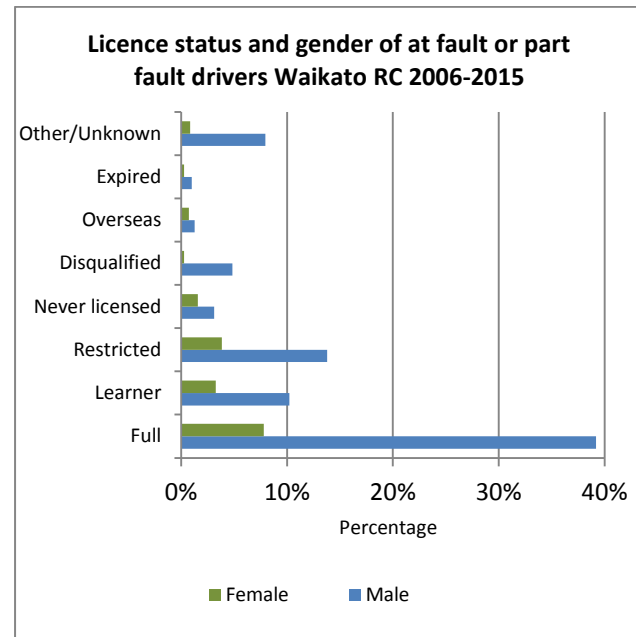
The crash type for fatal and serious crashes in the Waikato RC area where speed was a contributing factor for the ten years, 2006-2015, are shown below.



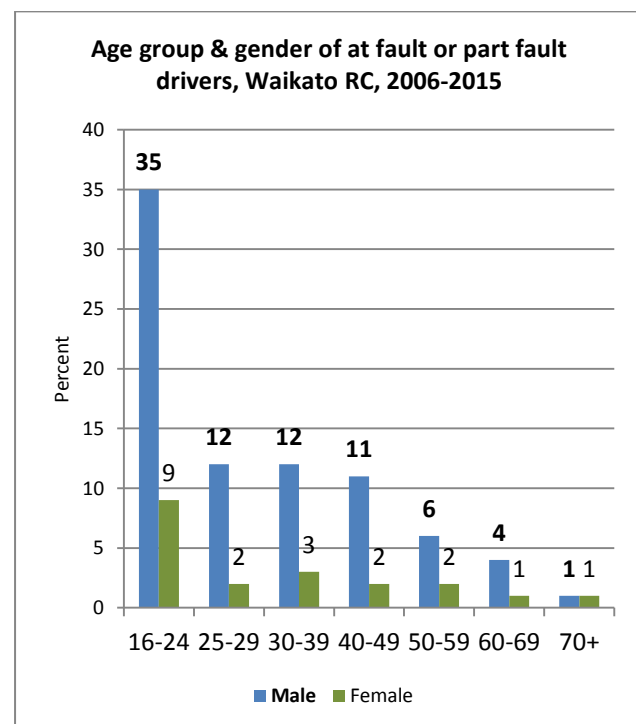
## Drivers at fault or part fault

The largest group of drivers by licence type in speed related crashes in the Waikato RC area 2006-2015 were those holding a full drivers licence, 47 percent. Thirty one percent of at fault or part fault drivers were driving on a restricted or learner licence in these crashes and 10 percent of at fault drivers were disqualified from holding a licence or never licensed.

Over two thirds, 69 percent, of the speed related crashes were single vehicle crashes in Waikato RC area during 2006-2015; the remaining 31 percent involved another party or multiple parties.



The chart below shows the age groups by gender of at fault or part fault drivers in speed related crashes in Waikato RC area for the period 2006-2015.

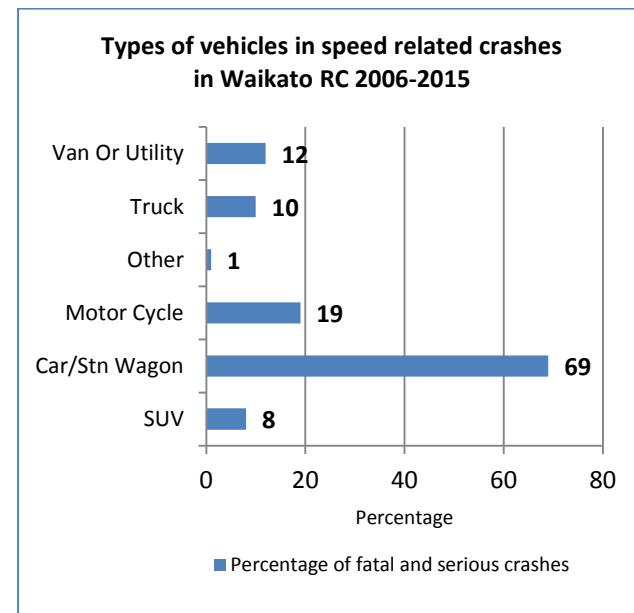


Eighty one percent of drivers at fault or part fault in speed related crashes in the Waikato RC area 2006-2015 were male.

The highest age group by gender of all at fault of part fault drivers in speed related crashes in the Waikato RC area during 2006-2015 was males aged 16-24 years, 35 percent of at fault drivers, over a third of all at fault drivers. Over all young drivers aged 16-24 years of all genders accounted for 43 percent of at fault drivers.

## Vehicles in speed related crashes

Most vehicles in fatal and serious speed related crashes in the Waikato RC area were cars (sedans and station wagons), 69 percent; the next highest vehicle type is motorcycles, 19 percent.



The average age of those cars and wagons involved in fatal and serious speed related crashes over this period is 14 years. This is the same as the national light vehicle fleet average age.

## One Network

The One Network Road Classification (ONRC) is a functional classification developed to provide a nationally consistent framework across the whole network. The distribution of DSI resulting from speed related crashes according to this classification are shown below.

ONRC	Urban	Rural	DSI total
One Network Road Classification			
National	2	26	28
- High Volume	6	19	25
Regional	13	41	54
Arterial	17	44	61
Primary Collector	4	71	75
Secondary Collector	30	68	93
Access	11	28	39
- Low Volume	7	11	18
Unclassified/off road	-	-	6
Total DSI 2010-14	90	308	404

Forty two percent of DSIs from speed related crashes in Waikato RC 2010-2014 were on Primary and Secondary Collectors. Twenty six percent of DSIs were on the busier National, Regional and Arterial routes.

### Please note regarding the data

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Person counts and percentages have been rounded to whole numbers

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The ONRC has been developed by the Transport Agency Geospatial team, ONRC version 2013

Population data is from the Transport Agency Regional Quarterly Outcomes, SCP

## Alcohol's contribution to speed

On average annually, 30 speed related crashes have recorded alcohol was a contributing factor in fatal & serious speed related crashes in the Waikato RC area, 2006-2015.

### Annual averages and proportion 2006-2015

Area	Fatal & Serious crashes where alcohol was a factor	Proportion that involved alcohol
NATIONALLY	200	43%
Waikato RC	30	42%
Thames-Coromandel	2	40%
Hauraki	2	41%
Waikato District	6	41%
Matamata-Piako	4	45%
Hamilton	5	51%
Waipa	3	39%
South Waikato	2	38%
Otorohanga	1	50%
Waitomo	1	23%
Taupo	4	44%

Note: rounding for whole numbers and for percentages has been applied.

Of all these fatal and serious crashes involving speed too fast with no alcohol involvement, a quarter, 25 percent, record road conditions as a contributing crash factor, weather conditions, 8 percent, and three quarters, 75 percent, were loss of control on bends.