

ROAD USER BEHAVIOUR SURVEYS



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Table 1 – Safety Belt Wearing Rates for Front Seat Adults

In the survey carried out in March and April 2007 about 90,000 adult front seat drivers and passengers were surveyed at 274 sites around the country. Note that this survey was expanded from 114 sites in 2002 to 274 in 2003, so from 2003 results are not strictly comparable with those from earlier surveys.

Region	2001	2002	2003	2004	2005	2006	2007
Northland	88	93	90	93	93	98	100
Auckland	94	91	95	96	97	97	96
Waikato	93	94	93	94	96	94	95
Bay of Plenty	94	95	93	95	93	95	94
Gisborne	94	95	96	92	92	96	88
Hawkes Bay	82	90	90	91	91	97	94
Taranaki	93	96	93	92	96	95	95
Manawatu-Wanganui	88	88	88	92	92	96	96
Wellington	94	93	91	94	96	96	95
Nelson-Marlborough	94	95	96	96	97	97	97
West Coast	94	90	90	93	94	95	95
Canterbury	92	93	92	94	95	94	97
Otago	95	95	92	94	94	95	95
Southland	93	87	93	96	97	95	95
New Zealand	92	92	92	94	95	95	95

Table 2 – Safety Belt Wearing Rates for Rear Seat Adults

In the survey carried out in November/December 2007 more than 9000 adults seated in the rear seats of cars were observed at 139 sites around the country.

Region	2001	2002	2003	2004	2005	2006	2007
Northland	72	84	87	89	94	99	71
Auckland	84	84	82	90	82	93	92
Waikato	80	78	82	85	83	83	88
Bay of Plenty	53	79	70	78	85	90	76
Gisborne	55	54	69	59	97	86	92
Hawkes Bay	52	81	76	87	96	90	84
Taranaki	65	81	83	81	92	91	93
Manawatu-Wanganui	73	79	85	85	87	94	92
Wellington	71	77	82	87	84	89	87
Nelson-Marlborough	82	77	90	93	89	88	87
West Coast	82	79	78	85	89	95	91
Canterbury	58	76	82	88	85	87	91
Otago	85	88	79	78	88	92	84
Southland	76	67	88	74	70	64	71
New Zealand	70	80	81	86	86	89	87

Table 3 - Child Restraints in Cars

In the survey carried out in October/November 2007, children aged under 5 years in more than 5200 cars were observed at 112 sites around the country. The table shows the percentage restrained in appropriate child restraints. In the 2007 survey 51% were restrained in child seats, 21% in booster seats, 19% in infant seats and less than 1% in child harnesses. A further 7% were restrained by adult safety belts. The remaining 2% were not restrained at all.

Region	2001	2002	2003	2004	2005	2006	2007
Northland	69	85	84	95	98	100	95
Auckland	77	83	82	81	86	92	90
Waikato	81	88	90	87	89	87	89
Bay of Plenty	78	87	78	81	91	89	86
Gisborne	79	69	76	88	92	83	100
Hawkes Bay	90	94	83	92	98	89	92
Taranaki	78	95	91	94	87	95	96
Manawatu-Wanganui	81	84	89	94	91	94	97
Wellington	84	82	90	89	91	92	90
Nelson-Marlborough	79	94	92	93	91	93	91
West Coast	83	92	92	92	92	93	96
Canterbury	94	91	93	93	83	85	90
Otago	97	97	90	95	91	91	98
Southland	76	81	88	83	94	92	90
New Zealand	82	86	86	87	89	91	91

Table 4 - Cycle Helmet Wearing Rates

In the survey carried out in March and April 2007 more than 5700 cyclists of primary and intermediate school age, secondary school age and adults were surveyed at 58 sites around the country.

Region	2001	2002	2003	2004	2005	2006	2007
Northland	85	81	69	85	91	91	77
Auckland	86	79	76	85	76	89	89
Waikato	96	92	93	91	91	88	89
Bay of Plenty	93	87	87	84	87	93	93
Gisborne	96	92	96	92	93	93	79
Hawkes Bay	91	84	85	95	94	98	90
Taranaki	95	90	86	92	92	95	98
Manawatu-Wanganui	95	87	92	93	95	96	93
Wellington	96	92	91	94	93	95	88
Nelson-Marlborough	97	96	95	95	92	94	93
West Coast	90	62	87	95	82	88	94
Canterbury	97	92	89	94	90	98	96
Otago	91	85	91	98	94	91	93
Southland	97	93	92	95	94	95	95
New Zealand	94	89	89	92	91	94	92

Open Road Car Speeds

In the survey of open road speeds of cars carried out in July/August 2007 over 12,100 cars were surveyed at about 65 sites around the country.

The speed surveys are designed to monitor changes in free speeds of vehicles. That is, speeds attained when the vehicle is unimpeded by the presence of other vehicles (ie there is some distance between a vehicle travelling at a free speed and the vehicle in front of it) or by environmental features such as traffic lights, intersections, hills, corners or road works. By monitoring the speeds of unimpeded vehicles these surveys measure driver choice of speed.

The regional surveys are designed to track changes over time in driver speed choice within regions, they are not designed to provide valid comparisons between regions.

Table 5 - Mean Open Road Speeds (km/h)

Region	2001	2002	2003	2004	2005	2006	2007
Northland	96.3	96.3	95.7	96.5	95.9	96.0	95.0
Auckland	102.2	100.5	98.5	97.0	97.0	96.5	96.2
Waikato	99.4	97.2	97.0	97.0	96.2	96.6	95.2
Bay of Plenty	96.7	96.4	95.1	96.4	95.5	91.2	91.5
Gisborne	100.1	99.6	97.7	97.3	96.2	97.3	97.8
Hawkes Bay	101.8	101.4	100.0	99.0	98.0	96.1	96.3
Taranaki	99.6	98.5	97.7	98.1	96.2	94.2	94.4
Manawatu-Wanganui	103.6	102.8	100.8	101.1	101.2	97.3	97.7
Wellington	98.7	96.2	97.4	96.2	96.6	92.1	93.2
Nelson-Marlborough	-	-	-	-	-	-	*see note
West Coast	-	-	-	-	-	-	*see note
Canterbury	102.5	101.5	100.0	99.3	99.1	100.2	99.3
Otago	99.1	99.3	97.4	97.9	98.0	97.3	99.8
Southland	101.7	99.7	99.2	98.3	-	*see note	99.4
New Zealand	100.2	99.1	98.0	97.8	97.1	96.4	96.3

Table 6 - 85th Percentile Open Road Speeds (km/h)

Region	2001	2002	2003	2004	2005	2006	2007
Northland	105	105	105	105	105	104	102
Auckland	116	113	112	110	110	109	109
Waikato	107	104	103	103	102	102	101
Bay of Plenty	109	107	105	107	105	101	101
Gisborne	111	110	108	108	106	107	107
Hawkes Bay	111	108	106	106	104	101	101
Taranaki	109	108	105	105	103	102	102
Manawatu-Wanganui	112	110	107	108	108	104	103
Wellington	108	105	106	104	105	101	102
Nelson-Marlborough	-	-	-	-	-	-	*see note
West Coast	-	-	-	-	-	-	*see note
Canterbury	110	108	106	105	104	105	104
Otago	107	107	105	105	104	104	105
Southland	109	107	107	104	-	*see note	105
New Zealand	109	107	105	105	104	103	103

85th percentile speed means 15% of the vehicles surveyed were travelling faster than this speed.

* Note: Too few sites in this area to provide regional estimates.

Urban Car Speeds

In the survey of urban speeds of cars carried out in July/August 2007 about 15,830 cars were surveyed at about 65 sites around the country.

The speed surveys are designed to monitor changes in free speeds of vehicles. That is, speeds attained when the vehicle is unimpeded by the presence of other vehicles (ie there is some distance between a vehicle travelling at a free speed and the vehicle in front of it) or by environmental features such as traffic lights, intersections, hills, corners or road works. By monitoring the speeds of unimpeded vehicles these surveys measure driver choice of speed.

The regional surveys are designed to track changes over time in driver speed choice within regions, they are not designed to provide valid comparisons between regions.

Table 7 - Mean Urban Speeds (km/h)

Region	2001	2002	2003	2004	2005	2006	2007
Northland	54.5	53.0	53.1	51.8	51.6	53.0	53.0
Auckland	57.5	56.3	55.9	54.5	54.5	55.4	55.3
Waikato	55.8	55.2	55.8	54.4	53.7	53.9	52.2
Bay of Plenty	50.8	50.5	49.5	49.6	49.6	47.4	48.2
Gisborne	57.6	57.0	56.6	56.0	55.6	55.7	55.2
Hawkes Bay	54.6	54.3	53.7	53.3	51.3	52.3	51.7
Taranaki	51.9	51.6	51.2	50.3	49.5	48.4	48.9
Manawatu-Wanganui	54.8	53.7	51.9	51.5	51.8	50.3	50.2
Wellington	53.2	52.3	51.5	50.8	49.9	49.1	49.4
Nelson-Marlborough	52.1	51.9	50.1	50.4	49.7	49.0	49.0
West Coast	-	-	-	-	-	-	*note
Canterbury	54.8	53.8	53.2	52.1	52.3	52.5	52.5
Otago	54.0	53.2	52.7	52.3	-	53.1	52.4
Southland	56.1	54.6	54.2	54.4	-	-	55.1
New Zealand	55.2	54.3	53.7	52.9	52.4	52.6	52.5

Table 8 - 85th Percentile Urban Speeds (km/h)

Region	2001	2002	2003	2004	2005	2006	2007
Northland	61.0	59.0	58.5	57.0	57.0	57.5	58.0
Auckland	63.0	62.0	61.0	59.5	59.0	60.0	60.0
Waikato	61.5	61.0	61.5	60.0	59.5	59.5	58.0
Bay of Plenty	57.0	56.5	55.5	55.0	54.5	53.0	53.5
Gisborne	64.0	63.5	63.5	62.5	62.5	61.5	61.5
Hawkes Bay	60.0	60.5	59.0	58.5	56.5	57.0	57.0
Taranaki	57.5	56.5	56.5	55.0	55.0	54.0	54.0
Manawatu-Wanganui	60.5	59.5	57.0	56.5	56.5	55.0	55.0
Wellington	58.0	57.0	56.0	55.0	54.0	53.0	53.0
Nelson-Marlborough	57.5	57.0	55.5	55.0	54.5	53.5	53.5
West Coast	-	-	-	-	-	-	*note
Canterbury	61.0	59.0	59.0	58.0	58.0	58.0	59.0
Otago	59.0	58.0	58.0	57.0	-	57.0	57.0
Southland	62.0	60.5	59.0	60.0	-	*note	60.5
New Zealand	61.5	60.5	59.5	58.0	58.0	58.0	58.0

85th percentile speed means 15% of the vehicles surveyed were travelling faster than this speed.

* Note: Too few sites in this area to provide regional estimates.

