

**From:** [official information](#)  
**To:** [7\(2\)\(a\)@stuff.co.nz](#)  
**Cc:** [official information](#)  
**Subject:** Final Response - LGOIMA 271515 - 7(2)(a) - information about reports of cycling incidents in the city dated 2020-2022  
**Date:** Wednesday, 3 August 2022 1:30:28 pm  
**Attachments:** [image001.gif](#)  
[image002.gif](#)  
[image003.gif](#)  
[image004.png](#)  
[image005.jpg](#)  
[Appendix 1- LGOIMA 271515- Incident Form Register.XLSX](#)

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Kia Ora,

I refer to your **information request below**, Hamilton City Council is able to provide the following response.

Cycling incidents which occur on our network are received directly to Council via an incident form available on the Hamilton City Council website. Updates to this form, and Council's internal reporting system, were made in December 2021. Prior to December 2021, information relating to cycling incidents were shared with direct teams only and there was no centralised system to retain the initial reporting form. Therefore, the information prior to 2021 for parts 1 through 4 of your request below does not exist and we are declining this part of your request per [s17\(e\) of LGOIMA](#). However we have provided the information from December 2021 to 27 June 2022 for requests 1 through 4.

**Request one:**

How many incidents (of any type) were reported to council through the "report a near miss or minor incident" system in 2020, 2021, and so far in 2022?

**Response one:**

	Incidents reported directly to Hamilton City Council
1 December 2021 to 31 December 2021	13
1 January 2022 to 27 June 2022	28

**Request two:**

A breakdown for each year of how many were for walking, biking, or other modes of transport.

**Response two:**

	People on bikes	People on scooters (manual and e-scooters)	People walking
1 December 2021 to 31 December 2021	11	1	1
1 January 2022 to 27 June 2022	25	0	3

**Request three:**

A breakdown of the cycling incidents across the three years by near miss, crash with minimal/no injury, crash with injury.

**Response three:**

	Near miss	Crash with minimal/ no injury	Crash with moderate/ serious injury
1 December 2021 to 31 December	9	2	0

2021			
1 January 2022 to 27 June 2022	18	4	3

**Request four:**

Copies of cycling incident reports for 2021 and so far in 2022.

**Response four:**

Please see attached **Appendix one**.

**Request five:**

Is the council notified of cycling incidents any other way (e.g., through police)? If so, please provide those figures for 2020, 2021 and so far in 2022, and copies of the reports for 2021 and so far in 2022.

**Response five:**

Council receives further information relating to cycling incidents via the National Crash Analysis System (CAS), which is managed by Waka Kotahi NZ Transport Agency.

Below are the results of cycling incidents as reported in the CAS for Hamilton City from 2020 to 2022. If more detailed reporting is required, please contact Waka Kotahi NZ Transport Agency.

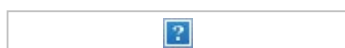
	Non injury	Minor injury	Serious injury	Fatal
1 January 2020 to 31 December 2020	4	31	6	1
1 January 2021 to 31 December 2021	12	26	6	0
1 January 2022 to 27 June 2022	0	12	3	1

**Note-** It must be noted from Waka Kotahi that *the **information** is sourced from a number of **agencies**. While **Waka Kotahi** endeavours as far as is practicable to ensure the accuracy of the **information**, it provides no warranty as to the accuracy of the **information**, and is not liable to the **customer** or any third party in relation to reliance on, or the accuracy of, the **information**.* (<https://cas.nzta.govt.nz/>)

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Kind Regards,

**Laura** | Official Information Coordinator  
Legal Services & Risk | People and Organisational Performance  
Email: [officialinformation@hcc.govt.nz](mailto:officialinformation@hcc.govt.nz)



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Email-footer-Hamilton-Invest



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**From:** 7(2)(a) @stuff.co.nz>  
**Sent:** Tuesday, 5 July 2022 12:08 pm  
**To:** Lauradanna Radesic <[Lauradanna.Radesic@hcc.govt.nz](mailto:Lauradanna.Radesic@hcc.govt.nz)>  
**Subject:** OIA request: biking incident reports

Tēnā koe Lauradanna

I have a request for the council, for information about reports of cycling incidents in the city. I'm not sure if there's a general OIA address so I am sending this to you because it looks like you take care of the transport portfolio.

This is an official information request for reports of cycling incidents made to Hamilton City Council in recent years.

I would like to know:

- How many incidents (of any type) were reported to council through the "report a near miss or minor incident" system in 2020, 2021, and so far in 2022?
- A breakdown for each year of how many were for walking, biking, or other modes of transport.
- A breakdown of the cycling incidents across the three years by near miss, crash with minimal/no injury, crash with injury.
- Copies of cycling incident reports for 2021 and so far in 2022.
- Is the council notified of cycling incidents any other way (eg through police)?
- If so, please provide those figures for 2020, 2021 and so far in 2022, and copies of the reports for 2021 and so far in 2022.
- Anything else you wish to add.

I calculate the deadline for a response to be Tuesday 2 August.

If any of the information cannot be provided, please provide a written reason.

Ngā mihi,

7(2)(a)

500 Anglesea Street,  
Hamilton 3204  
Private Bag 3086,  
Waikato Mail Centre,  
Hamilton





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Incident Form Fields					
Which option best describes the incident?	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)
What date/time did the incident occur?	2021	2021	2021	2021	2021
What was the location of the incident?	Corner of Beerescourt St and Te Rapa Rd.	Ruakura Road	Roundabout junction between Odette street and Pibe street Melville	On Seddon Rd, near the T intersection with Somerset St, going south	At driveway exit from KMart on Bryce St
Which option best describes where the incident occurred at the selected location?	On-road bike lane (primarily used by people on bikes)	Shared path (used by a mix of people on foot, bikes and scooters/skateboards)	Road without a bike lane (primarily used by people in motor vehicles)	On-road bike lane (primarily used by people on bikes)	On-road bike lane (primarily used by people on bikes)
What was your involvement in the incident?	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc
Which option best describes the mode of transport you were using (or witnessed someone else using)?	Bike	Bike	Electric Bike	Electric Bike	Bike
Which option(s) best describes who/what else was involved in the incident?	Car	Stationary/fixed object (e.g. signage, bollard, kerb, debris, vegetation, etc)	Car	Car	Car
Please describe what happened before, during and after the incident.	I was biking in the bike lane on te Rapa Rd, crossing across Beerescourt Rd. The car approached the corner of Beerescourt Rd, turning left onto Te Rapa. The driver paused as I biked through and then revved towards me, just missing my back wheel. I cannot say if the driver misjudged my speed, was maliciously trying to intimidate or lost control of their car pedals or something else.	I was riding home from work and the stop-go guy asked me to use the footpath instead of road to get around to Ruakura. While riding along the foot path hit a lamp post that has been laid so that the end extends across the footpath. because the footpath and the post are similar colour it is very difficult to see. I suffered quite a few abrasions and cuts there was more than one of these poles laid down extending across the path. This has causes significant damage to my bike, my cycling shoes, my glasses, and my helmet. There is also a legal requirement to ensure that work sites and the management of such are done in a safe manner. There were no cones, tape, or any other indicator that this hazard was here. Now I'm significantly out of pocket because I was either told to go down an unsafe pathway by a traffic management worker or the person conducting business has not shown due diligence in ensuring hazards are identified	I was cycling through the roundabout and exiting it,when a motorists road road from Pine street and knocked the back end of my bike. I fell on the road and the back wheel of my bike, with an electric , needs to be completely replaced motor. I'm very seriously bruised. Motorist stopped in Dermont street and apologized but then drove off when I called the police. I've taken a photo of the driver in her car and reported the accident to he police m	A car abruptly backed out of one of the diagonal parks as I rode past, and came very close to hitting me. It would have been difficult for them to see me coming as there were other cars parked in the diagonal parks, obscuring their view of the cycle lane and road. They should still have backed out more slowly.	Car waiting to get out of driveway blocked the bike lane. Driver sat in this position when I was back crossing Anglesea St (see pics), when there was no traffic on either side of the road. I challenged him, which started an argument with other shoppers. I left when someone ran from the Bus Hub, really angry, ripped his shirt off, yelling at me to leave. Driver came up behind me turning right into Tristram so I took the lane up to London St. He wasn't happy.
Anything else you wish to add before submitting the form?			Please have more protection at this junction. A motorist ,who frequently drives this route says she finds that motorists from Pine st entering this junction, frequently take risks.	No need to contact me unless you need clarification on anything	

### What happens once I've completed the incident form?

Reports are regularly reviewed by our City Transportation Unit as part of our commitment as a Council to a Vision Zero goal for road safety. The information provided contributes to an ongoing process of assessing safety risks and prioritising network improvements as part of our **Low Cost Low Risk Programme** and **Biking and Micro-Mobility Programme**. The prioritisation of improvements is important as we can't deliver everything we want to at once.

When a network improvement is selected to be prioritised, the incident report information will be used alongside data already collected by our City Transportation Unit, such as traffic counts and vehicle speeds, to determine the types of improvements that are required. This could be anything from a cycleway or reduced speed limit through to cycle wands or a raised safety platform.

Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)
2021	2021	2021	2021	2021	2021	2022
Cnr Bryce/Anglesea Sts	Gallagher Drive - South end	Approximately 497 Te Rapa Road	Approximately 553 Te Rapa Road	Cnr Bryce & Anglesea Sts	Claudlands Bridge	Junction of Geoffery Place and Howell Ave
On-road bike lane (primarily used by people on bikes)	Shared zone (used by a mix of people in cars and on bikes/scooters)	On-road bike lane (primarily used by people on bikes)	On-road bike lane (primarily used by people on bikes)	On-road bike lane (primarily used by people on bikes)	Shared zone (used by a mix of people in cars and on bikes/scooters)	Shared zone (used by a mix of people in cars and on bikes/scooters)
It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	I was a witness
Bike	Bike	Bike	Bike	Bike	Bike	Bike
Car	Truck (or any heavy goods vehicle)	Car	Car	Car	Car	Stationary/fixed object (e.g. signage, bollard, kerb, debris, vegetation, etc)
Gold car stopped at lights on the Advanced Stop Box. This happens often at this location. Drivers can't handle stopping back a few meters from the corner.	riding along shared path between Coventry Road and Gallagher Drive and exiting on to road near entrance to Higgins Contractors site when a reticulated truck turned right in front of me - I braked and stopped with 1m of the truck. This is a result of poor sightlines in both directions, absence of markings on the shared path and poor transition to road location - adjacent a frequent heavy vehicle crossing.	(Incident One) Three incidents, which all occurred in start-stop traffic as I was travelling to a friend's place. I have submitted each on a separate form. Car makes a left turn on Te Rapa Road without checking the bike lane. I yell to get their attention, and they seem surprised to see me. I need to swerve into the car lane in order to avoid striking the car.	(Incident Two) Car makes a left turn out of Te Rapa Road without checking the bike lane. I come very close to striking the car because they turned very suddenly in front of me. The car turned very slowly across the bike lane, so I assumed they have seen me and I try to go around them, but the car continues to come closing to me. I yell to get the driver's attention, but they make no changes to their movement so I assume they never realised that I was there.	Driver stopped in the Advanced Stop Box at the head of the Left turn lane into Anglesea St. This happens often. No enforcement, no education, they just don't care.	Passed by driver on Claudlands Bridge. Shared Zone with Sharrows, double yellow lines, blind drop at end of bridge, can't see on coming vehicles. I caught up with her at the Claudlands lights, and her only comment was "It's only a bike lane."	A young boy about 12 years old had an accident on his push bike today he crashed into the brand new centre barrier at the entrance to Geoffery Place off Howell Ave. He was badly bruised and hurt but not enough to need hospital, he said he just didn't see it. I am not surprised this has happened as the concrete has no markings or paint and I fully expect at nighttime that a car is going to crash into it very soon. Maybe some cones urgently needed and then paint and bright markings.. surely the plan was not to leave it as it is?
	In addition the two bollards at the north end represent a hazard to cycles at this location - they are too close to the exit/entrance where you need to be aware of vehicles/decision making point. The bollards need to be moved further south and/or the road transition made at the head of the cul-de-sac via a short ramp. The bollards at the Coventry Road end are also a hazard as they are also too close to a decision making point - at the entrance to a carpark and transition from road to footpath where there is a concrete lip. The bollards at the other end of Coventry Road entering the path toward Collins are also a hazard - they are placed on a blind corner and there is a risk of collision between people cycling and walking. Bollards are too close to the point of transition from road to shared path. Shared path needs to terminate at the end of the cul de sac.	I have summarised everything I would like to add regarding all three incidents here. Some changes that could be implemented to reduce the likelihood of these incidents occurring: * Installing cycle wands along the bike lane so that cars cannot drive through the bike lane (such as in the second incident), they can only drive across it * Installing cycle wands would additionally make drivers more aware that they are crossing a cycle lane so they are more likely to check for cyclists * Including cyclist-signals or lights at the intersection so that drivers are more aware that they need to give way to cyclists I have been told that HCC are interested in hearing about all near misses that occur while people are cycling/walking, however I have to warn you that if I submit information on every single near miss that I experience on Hamilton roads then you are going to be reading through a lot of submissions from me. Our roads are stupidly dangerous for cyclists and it really is unacceptable. I have lots of ideas on how to make our roads safer so please don't hesitate to get in contact with me. You should also remove the character limit!				Please address this very soon with the highest priority, someone is going to get badly hurt.

Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)
2022	2022	2022	2022	2022	2022
Intersection Mill Street and Willoughby Street, on Mill Street turning left onto Milloughby Street	Intersection between Richmond St and Ulster St	Mill St x Tristram westbound	BP roundabout on corner tristram and collingwood street. Coming from the direction of the hospital and down tristram street towards central Hamilton.	On the shared bike/ vehicle section of Victoria street, designated 30km zone	Peacockes Reserve Esplanade River Path
On-road bike lane (primarily used by people on bikes)	Road without a bike lane (primarily used by people in motor vehicles)	On-road bike lane (primarily used by people on bikes)	Road without a bike lane (primarily used by people in motor vehicles)	Road without a bike lane (primarily used by people in motor vehicles)	Shared path (used by a mix of people on foot, bikes and scooters/skateboards)
It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc
Bike	Bike	Bike	Bike	Electric Bike	Bike
Car	Car	Car	Car	Car	Car
I entered the left-turn slip lane from Mill Street to turn left onto Willoughby Street. I entered the slip lane where it is indicated to enter at the dotted lines. I took the lane (riding in the centre of the road) as recommended by NZTA when there is no cycle lane. A car drive between me and the traffic queuing at the lights along the cycle lane in order to pass me. In doing so, they came within 1 m of my handlebars and my front wheel. I yelled at them to stop but they continued the passing manoeuvre. Once they pulled all the way in front of me, they came to a near complete stop, forcing me to hard brake to avoid hitting their trunk.	I was travelling down Richmond St with the intention to turn left onto Ulster St. I had taken the lane because there is no cycle lane on this road. The car behind me attempted to pass me but aborted when they nearly hit a car in the opposite lane waiting to turn right. The driver attempted to pass again approximately 100 m later but again aborted because they nearly hit a traffic island. Finally, they passed me 10 m from a blind corner. I wanted to move more towards the centre of the road to discourage any more passes, except I couldn't because two more cars passed me around the blind corner while we were actually turning. Both cars came within 1 m of my front wheel. The driver of the first car yelled something out his window at me but I didn't hear it. I yelled in frustration at the second driver. I pulled up beside the second driver when we reached the intersection to explain why I had yelled at them (I was frustrated after the first driver had yelled at me, and they were undertaking an extremely dangerous pass) but they told me that I should "get out of the road", and later corrected themselves saying that I should "ride on the side of the road"... which is what I was doing.	Was going straight, car from Mill St turning left onto Tristram nearly hit me.	Two lane section of highway. Car came past and cut me up to turn left onto collingwood street. I had to slam my brakes on and came off my bike because of how sudden they had come across me. They didn't stop and just drove on as if nothing had happened. I cycle to work at the hospital on this route every day. I have lost count the amount of times this has happened. Tristram street is frequently used by bikes and yet it is probably the worst road in central Hamilton for bike provision. I get close calls with cars on nearly a daily occurrence riding just a short 15 minutes. The most common incident is cars cutting across and turning left in front of you. I think this is called a "left hook". I am really fed up with this. There seems to be bike lanes popping up all around Hamilton which is great but I don't understand why probably the busiest commuter route doesn't have a segregated bike lane?	Today a Hiace drove aggressively behind me from a point where they joined the road, about Collingwood street junction) They tried to force me off the road and hooted aggressively This is a 30KM zone and I was in no way slowing them down. I cycles at 34km/hr HCC needs to do way more educating of the public.  Having on going issues with driver behavior on this shared bike/ vehicle section of Victoria street.	I was biking home from town to Bader and came across two cars driving on the river path towards me, down to the river by Cobham Drive bridge.  The first car had younger people in it and they yelled at me as they passed, wouldn't stop or move over.  The second car was further back, had an older man in the car with two toddlers. He slowed, moved over and let me pass easily.  When I got to the top of the path where it joins Bader St/Norrie Ave, I noted that chains were cut/removed from the park fencing in two places. I presume this is where the cars entered.
This is not the first time that this has happened to me and it could be easily fixed by adding some cycle wands so please do this, it is so incredibly dangerous when people do this.	The incident was the five dangerous passes or attempted passes and the subsequent harassment from the drivers. I know I was asking for trouble by talking to the second driver but I genuinely thought there was an opportunity for dialogue by explaining why what they did was so dangerous. Also, the second driver was texting on her phone while waiting at the intersection. We can definitely do so much better than this, please tell me what I can do to get actual, safe cycling infrastructure in this city.				You can contact me if you need to. This is just to let you know about damage/things that need repair.  Also please note that cars are entering the walking cycling path from the sharp corner on the north end of the Cobham Drive bridge. The corner signage/barrier has been damaged perhaps by an accident, but is wide enough to drive through. My husband and I witnessed someone drive across traffic and through the gap over the long weekend.  The attached files are to show you where the chains need replacing and where the corner reflective signage/barrier needs replacing

Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - Moderate/Serious Injury (i.e. went to a medical centre, emergency care or hospital)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)	Crash - Moderate/Serious Injury (i.e. went to a medical centre, emergency care or hospital)
2022	2022	2022	2022	2022	2022	2022
Sharrows on Victoria Street (heading north) outside 213 Victoria Street	Corner Anzac Pde and Memorial Drive	Te Awa River Ride about 200m north of Claudelands Bridge.	2 Sandwich Road (t-intersection between Sandwich Road and Braid Road) in St Andrews	Corner of Ulster St and Victoria street	Bryce st Kmart entrance	Anzac parade, car turning left into the Deloitte carpark without looking
Shared zone (used by a mix of people in cars and on bikes/scooters)	On-road bike lane (primarily used by people on bikes)	Shared path (used by a mix of people on foot, bikes and scooters/skateboards)	Road without a bike lane (primarily used by people in motor vehicles)	Shared zone (used by a mix of people in cars and on bikes/scooters)	On-road bike lane (primarily used by people on bikes)	On-road bike lane (primarily used by people on bikes)
I was a witness	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc
Bike	Bike	Electric Bike	Electric Bike	Bike	Bike	Bike
Car	Car	Pedestrian (including people who use a wheelchair or mobility scooter)	Car	Car	Car	Car
I was walking along Victoria Street. A cyclist was heading north along the sharrowed section of Victoria Street and was overtaken by a car - clearly a close pass. Cyclist contributed to the situation by not taking the lane and creating the space for car to drive around them	Car driver suddenly turned left in front of me without indicating. I braked hard and when over the handlebars. Ambulance ride to medical center. Badly sprained wrists, dislocated shoulder and minor scrapes.	Owner was walking their dog off leash. I slowed down as I approached the dog and it decided to veer towards my front wheel as I was about to pass it. This forced me to quickly move myself further to the right to avoid hitting the dog.	Heading south on Sandwich Road, I had taken the lane to turn right onto Braid Road and stopped to give way at the t-intersection. Car pulled up on my left and then proceeded to turn right across me as I was about to pull out.	The traffic Island with the Farming Family is too big for a Bike and car to share the space. When travelling North on Victoria st, the Island and traffic light restricts space. Please reduce the Island/ garden size.  When Travelling South on Ulster St and onto Victoria, again the island is too big for a shared space. a bike lane can easily be created, either side of the Traffic light if required.	I was riding westbound alongside traffic following a green light at the Anglesea intersection when a driver failed to give way when turning left across the bike lane and into kmart. the car cut me off as I was traveling straight and didn't notice till it was too late. I braked heavily but still ran into the side of the car and had to jump off my bike to safety. The driver did not take any responsibility for the crash saying she didn't see me. I told her she needs to check her wing mirror before merging over bike lanes but she couldn't understand. Driver education probably required here, alongside similar traffic calming as in ward st.	I was coming of the cycle lane part onto Anzac parade. Going about 23km/ HR Passing the cars as always a hold up with merging lanes. I was beside a car from XS services he had a trailer. He didn't indicate so I cycled alongside him as was going faster then the cars. He started to turn left into the Deloitte carpark. Should have seen me if looked in mirror or over his shoulder. Could not avoid crashing into him. My handle bar, front wheel crash into his L side breaking side mirror of. I crashed to the ground. Sprained and bruised Left wrist/ hand. Sprained and bruised fingers and Right hand. Large bruise in abdomen from handle bars. Several bruises on legs. I have had 3 near misses along the same corner either before the light or just after. A lady from NZTA said it happens every week!
	N/A				We need protected bike lanes everywhere. This will attract more people to ride bikes, which will lead to more awareness from drivers	Helped by several people from NZTA and the driver and another cyclist.



Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - Moderate/Serious Injury (i.e. went to a medical centre, emergency care or hospital)	Near Miss (i.e. a close call that could have been a crash or collision on another day)
2022	2022	2022	2022	2022	2022	2022
Forest lake road, opposite Mitcham Ave on southbound cycle lane	Ohaupo Rd roundabout by Saxbys rd and Tomin rd	Narrow bridge on River Rd just south of the River Rd / Pukete Bridge lights	Narrow bridge on River Rd just south of the River Rd / Pukete Bridge lights	Loren street with Normandy avenue	Claudelands Road, outside 6 Claudelands Road	147 Beerescourt Road (opposite Minchin Crescent)
On-road bike lane (primarily used by people on bikes)	Road without a bike lane (primarily used by people in motor vehicles)	Road without a bike lane (primarily used by people in motor vehicles)	Road without a bike lane (primarily used by people in motor vehicles)	On-road bike lane (primarily used by people on bikes)	Road without a bike lane (primarily used by people in motor vehicles)	On-road bike lane (primarily used by people on bikes)
It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc
Bike	Bike	Bike	Bike	Bike	Bike	Electric Bike
Car	Car; Truck (or any heavy goods vehicle)	Car	Car	Car	Car	Car
Close pass by a driver cutting the corner and intruding into the bike lane. Passed me within probably 30cm	I was riding my road bike on Tomin rd headed towards the roundabout. When I saw it was clear on my right side as I approached the roundabout I proceeded to go straight through onto Saxbys rd. I was looking left to make sure the car and truck (taking up both lanes) coming from my left were going to stop. Both vehicles failed to stop. The truck was just ahead of the car, I understand the truck probably didn't have time to stop at the speed it was going, however the car had more than enough time to stop, I thought it was going to but made no effort to do so. I was very lucky to squeeze through the gap between the truck and car. As I looked back the car had stopped in the middle of the roundabout probably just as shocked as I was.	This is a very narrow piece of road with no room for a cycle and car at the same time without a car moving across the centre line to pass. At 5pm in the traffic this gets very dangerous. I had a car knock my shoulder while driving too close and almost resulted in an accident.	This is a very narrow piece of road with no room for a cycle and car at the same time without a car moving across the centre line to pass. At 5pm in the traffic this gets very dangerous. I had a car knock my shoulder while driving too close and almost resulted in an accident.	I was cycling at Lorne st towards Normandy ave. Before arriving to crossing, cars can cross the cycle lane to use the side road to go on the left. Several cars crossed the cycle lane whilst I was cycling at dangerous distance and high speed. I work at the hospital and I cycle to work on daily basis. This incident happens on regular basis. One one colleague who is a cyclist told me he was run over by a car at this intersection recently	Biking west along Claudelands Road at approximately 7.50am Thursday 19 May. Wearing helmet, long sleeve hi-vis and with working front and rear bike lights. Passing parked car, driver opened driver-side door into path of my bike. No time to brake or take evasive action. Collided with car door and me and bike ended up in a heap 2-3m in front of car. (Don't know quite what happened or how I got there). Driver offered support, was also in shock and very apologetic. Took myself and my bike to footpath. Rested 10min, then carried on biking into city to work. Received care at Anglesea Emergency Clinic later in the day - ACC claim, pretty banged up.	Four wheel drive cut across the painted on-road bike lane while I was rounding the corner and heading north on Beerescourt Road. Vehicle came within 20cm of hitting me. This is my regular commute home from work and people in cars consistently cut the corner here.
	This roundabout is dangerous regardless of whether you are on a bike or in a car. I go through this roundabout every day on my bike as I am an Olympic cyclist for NZ but I really worry for others on bikes who may not have the same bike handling skills and experience as I do. The speed of some cars/ drivers going through here and their awareness is just really unsafe. I do not know what actions can be taken if any but I would really like to suggest something to improve the safety of this roundabout whether it be something as simple as a 'watch for cyclists' sign or reducing the speed limit.	I've been cycling this road to work for over 20 years and this one section is the most dangerous bit of road on the journey. Over the 20 years I've had crashes with cars on this bridge that have resulted in 2 broken wrists and broken ribs. Its a hazard every single day I ride it.	I've been cycling this road to work for over 20 years and this one section is the most dangerous bit of road on the journey. Over the 20 years I've had crashes with cars on this bridge that have resulted in 2 broken wrists and broken ribs. Its a hazard every single day I ride it.	I am grateful to hamilton council increasing cycle lanes and making cycling safer	My five daughter is learning to ride a bike. She was extremely shaken when finding out what happened and seeing me hobble around the house.  I take the route along Claudelands Road into town to avoid the parallel section of Brooklyn Road that is always very busy with traffic and uncomfortable to navigate at the Brooklyn Road/Grey St intersection.	Problem could be fixed by adding a couple of cycle wands and/or removing the concrete island in the middle of the road on the corner.

Near Miss (i.e. a close call that could have been a crash or collision on another day)	Crash - No/Minimal Injury (i.e. did not require help from a medical professional)	Near Miss (i.e. a close call that could have been a crash or collision on another day)	Near Miss (i.e. a close call that could have been a crash or collision on another day)
2022	2022	2022	2022
Down the length of Clyde street	21 Katherine Place - behind house along shared path between Collins Rd and Coventry Rd.	Corner of Liverpool Street and Victoria Street. On the south pedestrian crossing going over Victoria St (from Gateway Church to Hi Sushi & Donburi).	Outside 43 Thomas Road a small tree is hanging over the cycle lane which is unavoidable. I cycle this way nearly day and have either seen or avoided it.
On-road bike lane (primarily used by people on bikes)	Shared path (used by a mix of people on foot, bikes and scooters/skateboards)	Shared path (used by a mix of people on foot, bikes and scooters/skateboards)	On-road bike lane (primarily used by people on bikes)
It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc	It happened to me - I was walking, biking, scootering, etc
Bike	Bike	Bike	Bike
Bus	Scooter	Car	Stationary/fixed object (e.g. signage, bollard, kerb, debris, vegetation, etc)
I was biking home from university heading through the roundabout from knighton road to Clyde. I was waiting behind a bus in the roundabout because I understand a bus needs to take a wide turn and the traffic was slow but we started moving again and as we were exiting (where a marked bike line begins) he was cutting over half of it but I wasn't too bothered I just biked down the narrow gap left in the bike lane to get on my way as he was moving really slow with the traffic jam and to my surprise he honked at me as I biked off....I looked back like like whats wrong?? I didn't see why he could be mad at me there...if anything I should have been annoyed he was hogging the bike lane the entire time when he could have politely moved over at the end. but anyway I kept biking and later on down Clyde street where the road is pretty wide and there is a clear defined bike lane which I was in, all of a sudden the same bus came in and aimed directly at me and drove into the bike lane causing me to have to swerve into the parking area. I was really shaken by this and ended up detouring through the backstreets as to avoid seeing him again and I'm going to buy a helmet camera tomorrow because that was crazy aggressive behavior so it would be really handy to catch video evidence if he had actually hit me. I was really shocked that a Hamilton council bus was the one acting so aggressive and threatening towards me.. especially all over nothing!!!!	I had an accident on Friday night causing minor injuries/damages. It was with an electric scooter parked in the shared path. It was dark and the footpath was unlit, although I had a front light I did not see the scooter in the distance, which I did not see in time to avoid.  Minor injuries include grazed knees, injured wrist/shoulder. Damages to bicycle include slashed tyre, buckled wheel.  I have reported to Lime Scooters as well. I have also reported on the Atenno App.	On Friday 10/06/2022, between 6.45AM and 6.50AM, I was on my bike, waiting to cross the Victoria St pedestrian crossing. I started crossing when the light turned green for crossing, and red for cars. A small yellow (gold yellow) car went straight thought the red lights, and would I have not slammed on my brake, I would have bit hit. The driver was a man with glasses. The car registration started with "MMR", followed by 3 digits. On my bike, I wear high-vis helmet and high-vis bag cover. I have 2 flashing red lights at the back, and 1 flashing white light in front. Weather was dry and clear (no rain nor fog). 2 cars had stopped at the light and must have seen this happened, although there was not communication with them. The driver continued on his way from Victoria St onto Ulster St.	Biking in cycle lane. Tree hanging in the way
I do hope this is taken seriously, unfortunately I didn't catch the bus numberplate but it was the bus heading from uni direction into town down Clyde street just after 5pm. If the bus has cameras facing the road and you review the footage from this time you will hopefully see what I mean (just after that roundabout he honked at me and then he almost drove into me just after nelson street exit I think)...how unagivated and unnecessary his reaction was...especially from a professional driver, it's scary because if he gets mad is he going to just run someone over?	Please could you look into installing street lights along the off-road shared path between Collins Rd and Coventry Rd. I regularly bike home from town to Glenview and this is the only section that is unlit. Street lighting along this shared path would have avoided this incident. Thanks.	I was not able to report this to the police, as I had no complete registration number for the car that went through the red lights	Would like to see tree cut back or removed if possible as it spoils the ride to work