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| Report No: | RESC12-03-04 |
| File No: | |
| Date: | 1 March 2012 |
| Information Only – no decision required | |

REPORT SUMMARY

Report to: Engineering Services Committee
Meeting Date: 15 March 2012
Report Author: Gary Clark - Transportation Manager
Subject: **CHANGES TO THE RIGHT HAND GIVE WAY RULE**

EXECUTIVE SUMMARY

This report provides information on the changes to the give way to the right rule and its implications on the Tasman District road network.

RECOMMENDATION

That the report be received.

DRAFT RESOLUTION

THAT the Engineering Services Committee receives the Changes to the Right Hand Give Way Rule report RESC12-03-04.

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Report to: Engineering Services Committee
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Report Author: Gary Clark - Transportation Manager
Subject: **CHANGES TO THE RIGHT HAND GIVE WAY RULE**

1. Purpose

- 1.1 This report provides information on the changes to the give way to the right rule and its implications on the Tasman District road network.

2. Background

- 2.1 New Zealand's current give-way rules place complex demands on road users, and changes were identified last year as a road safety priority in the Government's 10-year Safer Journeys road safety strategy.
- 2.2 Intersection crashes currently account for 17 percent of fatal crashes on New Zealand roads. Over 80 percent of intersection crashes causing injuries occur in urban areas. In the ten years to 2009, the number of crashes involving pedestrians and turning vehicles at intersections doubled.
- 2.3 It is expected that the proposed changes to the give-way rules will reduce intersection crashes and improve safety, especially for pedestrians and cyclists, as the proposed changes will result in less complex decision-making at intersections.
- 2.4 New Zealand's current give way rules were introduced in 1977, at a time when the country had many more uncontrolled intersections and rapidly increasing traffic volumes, leading to increasing conflicts between turning traffic.
- 2.5 The proposed changes to the give-way rules come into force on 25 March 2012 and are preceded by an awareness campaign so the public know what to do. Appendix 1 provides the current New Zealand Transport Agency (NZTA) information on the change.

3. Implications for Tasman District Roads

- 3.1 The reason for bringing this to the Engineering Services Committee is to highlight that no provision has been made in the Regional Land Transport

Programme for construction works that may be needed to address safety issues arising from this change.

- 3.2 Our initial thoughts with regard to this significant change are that there will be no changes required.
- 3.3 This is due to the nature of our road network with most of the roads in the District not carrying large volumes of traffic and the low level of interaction at intersections on our road network.
- 3.4 Salisbury Road which carries around 15,000 vehicles per day is the most likely route that may experience safety and congestion issues relating to the change in the give way rules. There are a number of intersections where there are a high number of right turning and left turning vehicles that interact. Fortunately most of the busiest intersections have treatments such as traffic signals with controlled turns, roundabouts and left turn lanes.
- 3.5 The intersections in the District that have high traffic volumes and no treatments to address the potential change will be monitored to ensure safety and congestion issues are managed.
- 3.6 At this stage we have not heard anything from Highways Network Operations (HNO which is part of NZTA) with regard to impacts at state highway intersections.
- 3.7 It should also be noted that no funding was granted to Tasman District for informing the public about this significant change. NZTA are running a national campaign to educate drivers of the changes.
- 3.8 There may be a need to request funding from NZTA by either Tasman District Council or HNO for additional funding as a result of unforeseen complications arising from the rule change. A separate report would be prepared if any issues did arise that require the committee to consider this matter further.

4. Recommendation

- 4.1 That the report be received.

5. Draft Resolution

- 5.1 THAT the Engineering Services Committee receives the Changes to the Right Hand Give Way Rule report RESC12-03-04.**

Appendices

Appendix 1 – NZTA information on the Right Hand Give Way Rule Change