

6 January 2014

Mathew Grocott  
Deputy Chief of Staff  
Manawatu Standard  
[mathew.grocott@msl.co.nz](mailto:mathew.grocott@msl.co.nz)

Dear Mathew

Thank you for your email of 28 November 2013 requesting, under the Official Information Act 1982, information on crash rates at intersections in the Manawatu before and after the introduction of the new give way rules in March 2012.

I have responded to each of your questions below.

- 1. In each of the following territorial authorities (Palmerston North, Manawatu, Tararua, Horowhenua and Rangitikei) how many crashes occurred at intersections between 1 January 2009 and 24 March 2012? I would like this broken down on a year-by-year basis as well as by crash type for each territorial authority.**

This information is shown in Attachment A.

- 2. In each of the following territorial authorities (Palmerston North, Manawatu, Tararua, Horowhenua and Rangitikei) how many crashes occurred at intersections between 25 March 2012 and 25 November 2013? I would like this broken down on a year-by-year basis as well as by crash type for each territorial authority.**

This information is shown in Attachment B.

- 3. Since 25 March 2012, how many of the crashes at intersections within each of the five territorial authorities listed above have been linked to motorists not obeying the new give way rules? Anything else you could add on this topic would be appreciated.**

Our crash analysis system does not hold data that would allow us to say with certainty which crashes were caused by drivers not obeying the new give way rules. However, we have collated data from crashes at intersections that involved the turning manoeuvres affected by the new rules. This data is shown in the tables below. Please note these are nationwide figures.

It is important to note that we do not know if the rule changes played a part in these crashes. The crashes may have been due to the rule changes or to other factors such as the driver being distracted or failing to leave a sufficient gap.

The second table, 'Number of crashes involving right turn against' refers to crashes in which a driver making a right turn and an oncoming vehicle have collided. As expected, there has been an overall reduction in the number of these crashes.

Under the previous rules, a right turning driver may have been unsure if the oncoming vehicle was going to continue straight ahead or turn left. If the right turning driver mistakenly thought the oncoming vehicle was turning left, the two would have collided. The figures suggest that the new rules have reduced this confusion. This is because the right turning driver now has to give way regardless of what the other vehicle does.

The third table, 'Crashes with right of way affected by rule changes' refers to crashes in which drivers were undertaking turning manoeuvres affected by the rule changes. That is, the new rule has changed the driver who is required to give way.

These are the crashes most likely to be caused by any confusion over the rule changes, but again, we cannot tell if the rule changes or some other factor caused the crash.

The fourth table refers to 'vulnerable users'. These include cyclists, pedestrians and motorcycle/moped riders.

The data shows there has been a reduction in the overall number of crashes at intersections. However, this is in line with the reduction in crashes at non-intersections and therefore cannot be attributed to the rule changes.

There has been no clear effect on vulnerable users.

<b>Intersection crashes</b>				
	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>Non Inj</b>
<b>Apr 09 - Mar 10</b>	54	605	3496	11477
<b>Apr 10 - Mar 11</b>	64	622	3474	10922
<b>Apr 11 - Mar 12</b>	65	565	3183	9305
<b>Apr 12 - Mar 13</b>	55	588	3067	8371

<b>Number of crashes involving right turn against</b>				
	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>Non Inj</b>
<b>Apr 09 - Mar 10</b>	6	125	554	1188
<b>Apr 10 - Mar 11</b>	9	117	595	1143
<b>Apr 11 - Mar 12</b>	6	105	502	1049
<b>Apr 12 - Mar 13</b>	7	69	433	755

## Crashes with right of way affected by rule changes

	Fatal	Serious	Minor	Non Inj
Apr 09 - Mar 10	0	1	8	59
Apr 10 - Mar 11	0	2	9	54
Apr 11 - Mar 12	0	2	8	50
Apr 12 - Mar 13	0	1	5	30

## Vulnerable user casualties at intersections

	Fatal	Serious	Minor
Apr 09 - Mar 10	14	312	1063
Apr 10 - Mar 11	20	320	1040
Apr 11 - Mar 12	28	291	998
Apr 12 - Mar 13	19	310	1020

If you would like to discuss this reply with the Transport Agency, please contact Andy Knackstedt, National Media Manager, by email to [andrew.knackstedt@nzta.govt.nz](mailto:andrew.knackstedt@nzta.govt.nz) or by phone on (04) 894 6285.

Yours sincerely



**Ernst Zöllner**  
Director of Road Safety