

This correspondence from:
The Secretary
New Zealand Federation of Motoring Clubs Inc.
PO Box 24-225
WELLINGTON 6142
Email: secretary@fomc.co.nz
Web: www.fomc.org.nz



22 June 2011

SUBMISSION ON –

LAND TRANSPORT (ROAD USER) AMENDMENT RULE (2011) RULE 61001/6

ON BEHALF OF THE FEDERATION OF MOTORING CLUBS (FOMC)

The NZ Federation of Motoring Clubs is an incorporated society representing over 125 clubs with individual membership of around 60,000 enthusiasts who collectively own special interest heritage and hobby vehicles comprising cars, motorcycles, trucks and military vehicles, motorhomes, tractors and traction engines, and vintage machinery spanning all years of production. We welcome the opportunity of submitting on this bill.

Dear Rules Team,

The member clubs from which we have had feedback are all in favour of Proposal 1. It will ensure our left turn versus right turn priority will be the same as most other countries. Our existing rule has been out of step causing confusion for tourists, new immigrants and others on international licences.

On page 10 of the overview you quote a 2.5 percent increase in casualty crashes at intersections in the 3 years following the 1977 change. We submit this was because for about 3 years drivers could not rely on other motorists being familiar with the new rule. Unfortunately the same will apply with this proposed change. We are not suggesting the change is not a good idea but submit that extensive public awareness advertising will be necessary.

Explanations of the rule change in daily newspapers will not be sufficient. The Road Code will need changing but very few will buy an up to date copy so we suggest a glovebox booklet with simple diagrams like figures 3 and 4 on page 11 of the overview. Even if a motorist cannot read English it is self explanatory. This booklet could be sent out to all vehicle owners with their vehicle licence (registration) renewal reminder.

It may be an advantage to eliminate a few parking spaces either side of intersections allowing longer centre lanes for right turning traffic and longer left turning lanes for left turning traffic. A longer left slip lane would make it easier for cyclists going straight ahead to pass on the right of a left turning vehicle.

We know the correct use of flush medians is often publicised but the message does not get through. We still see drivers staying to the left of the flush median signalling a right turn and holding up straight ahead traffic only to move onto the right turn lane at the last minute. Driving over the flush median is explained in the Road Code and perhaps this advice should be reiterated in the aforementioned booklet, again with a simple diagram.

Proposal 2 – Simply equates to all traffic from a terminating road at a T intersection treating it as having a Give Way sign (unless it has a compulsory stop sign). This is far simpler than the existing rule and has our full support.

On page 11 of the overview last paragraph DRIVEWAYS - to no longer treat supermarket and similar entrances as an uncontrolled intersection has our support and for drivers exiting such driveways to give way to vehicles on the road is logical and also has our support. However on

page 4 of the rules section 11”(2) – A driver exiting a driveway must give way to a vehicle on a roadway including a vehicle turning or about to turn into the driveway.” This could work if the driveway is wide enough for vehicles to pass e.g. supermarkets. But on a single lane driveway if the vehicle exiting the driveway was making a right turn and a vehicle on the road was turning right into the driveway a problem could arise with the vehicle in the driveway giving way to the right turning vehicle which would have no room to pass the exiting vehicle. We are not sure what the answer is, but perhaps the following would work – “(2) A driver exiting a driveway must give way to all vehicles on the roadway and can only turn right if the roadway is clear.”

Proposal 3 – Has our support.

Proposal 4 – Has our support with reservations. Would drivers tend to ignore school bus signs unless they are flashing and would this lead to all school buses having to be fitted with flashing signs? If the driver forgot to turn the flashing light on would it be legal to pass at the gazetted speed limit?

Proposals 5 and 6 – We have no comment as they have no implications for FOMC member clubs.

Proposal 7 – Has our support. We know the motorcycle helmet rule is abused by some motorcycle gang members, there must be other examples.

Proposal 8 – No comment.

Proposal 9 – Has our approval but refer to our answer to proposal 4.

Proposal 10 – Has our approval.

Proposal 11 – No comment, has no implications for FOMC member clubs.

Proposal 12 – Has our support.

We know it has been suggested before but we urge further consideration should be given to permitting free left turns on a red light when the road is clear of other traffic. Obviously the driver making the turn would have to give way to all other traffic (if the road is clear there won't be any other traffic). We know this rule works well to ease traffic congestion in other jurisdictions without problems and our feedback indicates it would be widely supported in New Zealand.

Congratulations on making the layout of your yellow draft so easy to follow and thank you for the opportunity to have our say.

Yours sincerely,
Andrew McClintock (submission secretary)
70 Hoon Hay Road,
Christchurch 8025
Ph 03 338 4049
Fax 03 338 4052

Or write to –
Federation of Motoring Clubs,
P.O.Box 24 225,
Wellington 6142.

Representing the responsible special interest and heritage motoring enthusiast