# Auckland Transport’s Filtered Right Turns Protocol

|  |
| --- |
| Signalised Intersection has been identified as one of the safety problems for Auckland as approximately 27% of the intersections’ death and serious injuries (DSI) were reported at signalised intersections. Traditionally, filtered right turn (FRT) operation is permitted at signalised intersections to support an efficient and optimised performance. FRT is a turning movement that is permitted to turn through gaps in opposing through traffic on a full green signal display. A ‘non-filtered turn’ is a turning movement that is only permitted to turn on a green arrow display and restricted by a red arrow display. Auckland Transport (AT) has recently adopted the Safe System approach and has a vision of reducing DSI by 60% on AT roads by 2028. In response to embracing this vision, AT has developed a **FRT Protocol** to provide guidance on installing and operating filtering at signalised intersections in Auckland region so ‘safety’ is not compromised by ‘efficiency’. This FRT Protocol sets out the parameters and criteria focus on safety when considering the installation and operation of a FRT. AT has since been reviewing the FRT operation at signalised intersections in Auckland region as per the FRT Protocol and has managed to alter the filtering operation at 30 signalised intersections. The preliminary results indicate a drop on the crashes attributed to FRT and suggest an indicative 50% DSI reduction comparing the FRT DSI between 2017 and 2018.  |