

SNUG WORKSHOP 2018



in Beca

- Prior to the 2011 Christchurch earthquakes, NZ Police supported and enforced 3 safety cameras within the city.
- The trial seeks to re-establish this capability with the objective of:
- Reducing death and serious injury (DSI) crashes
- Meeting Christchurch City Council DSI reduction targets

Underpinned by the Safe System Philosophy

## Introduction





in Beca

Site Selection

Crash History

Prevalence of Red Light Running

# Gatso Camera Selection Criteria

- Features
- No intrusive works or tie-in to signal control system
- Adaptability

- Safety in design, simplicity of construction
- Readily available in New Zealand





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1	All crashes 2006-2015		
	Red light running direction		
	Madras St	Northbound	7
	Bealey Ave	Eastbound	14
	Madras St	Southbound	0
	Bealey Ave	Westbound	6
F	AADT		
L	Madras St	Northbound	6500
1	Bealey Ave	Eastbound	18500
3	Madras St	Southbound	4000
1	Bealey Ave	Westbound	15000
and a second			1

Bealey Ave (westbound)

(Cm.)

#### Camera Location

1/1 warming

E. .

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#### Key Contractors & Involvement

- Christchurch Transport Operations Centre (CTOC) – Network camera support
- SensysGatso 3 day camera installation including calibration and maintenance reports
- **Telpower** Power supply connection and underground ducting to cabinet
- Traffic Control Systems (TCS) Installed cabinet and cable inputs/outputs

















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16

#### **Driver Behaviour**

4pm, Thursday afternoon Speed is 39km/h 1.8s after red light





#### **Driver Behaviour**

9am, Saturday morning Speed is 23km/h at stop line 8s after red light





#### **Driver Behaviour**

9pm, Tuesday night Speed is 95km/h 1.8s after red light





### Cyclist Behaviour?

8pm, Saturday night Speed is 20kph 11s after red light





#### Identifying Minor Works

- Advanced vehicle detection on approach to the intersection
- Traffic signal operation
- Smart traffic signal systems (MOVA Traffic & Control)
- Intergreen signal timing (amber to red signal length)
- Reviewing of crash data and crash severity risk

