## Red Light Camera Trial

 Christchurch City CouncilSNUG WORKSHOP 2018



- 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



## Site Selection

Crash History

## Prevalence of Red Light Running

## Gatso Camera Selection Criteria

- Features
- No intrusive works or tie-in to signal control system
- Safety in design, simplicity of construction
- Readily available in New Zealand
- Adaptability



## Camera <br> Location

## 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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## Driver Behaviour

4pm, Thursday afternoon
Speed is $39 \mathrm{~km} / \mathrm{h}$
1.8 s after red light


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## Driver Behaviour

9am, Saturday morning
Speed is $23 \mathrm{~km} / \mathrm{h}$ at stop line 8 s after red light


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## Driver Behaviour

9pm, Tuesday night
Speed is $95 \mathrm{~km} / \mathrm{h}$
1.8 s after red light


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## Cyclist Behaviour?

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


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## 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

