

4. RED LIGHT ENFORCEMENT CAMERAS EVALUATION TRIAL

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Corporate Plan Output: Unspecified Safety Works	

The purpose of this report is to background the trial installation of further red light enforcement cameras within the city. Installing the cameras was agreed at the February meeting of the Committee. Promotion will occur in conjunction with the trial. The report notes that up to three service providers will trial their cameras at six locations during June. The results of the trial will be fully evaluated.

BACKGROUND

SAFE STREETS the Christchurch Road Safety Strategy identifies intersection crashes as a major concern within the city. 58% of urban injury crashes in Christchurch are at intersections compared with 48% in the other main centres. Of our intersection crashes 35% occur at traffic signals and most involve red light running.

Given the high crash rate at signalised intersections the Council in recent years has embarked on a red light running advertising campaign with a focus on “**the light is red for a reason so stop or be stopped**”. During the March education campaign the police also undertook more than 800 man hours of red light running enforcement. During a one and a half hour period, 10 traffic offence notices were issued at the Moorhouse Avenue/Durham Street intersection. One of the offences was for exceeding 100 km/h through a red light.

Evaluation of the combined education and enforcement campaigns has shown that the public perceives enforcement at intersections is very limited. Only 4% of people in the latest survey had seen an officer issuing a ticket for red light running. More than 80% of people support more enforcement of red light violations.

THE PROPOSALS

Three suitable proposals to provide trial relocateable red light enforcement cameras have been received. The suppliers and camera details are:

Open Door

The Open Door proposal consists of a video camera that films every occurrence of the red light phase for the chosen direction. This facility is easily relocated as it has its own power supply and does not require a detector to be placed in the roadway. After approximately a seven hour period the film is removed for analysis in a computer using a programme (EVIDOC) that identifies when a red light offence has occurred. This programme takes 15 minutes to analyse a day’s filming plus about 5 minutes to document each offence. It is proposed to trial this camera at the Moorhouse Avenue/Montreal Street and Manchester Street/St Asaph Street intersections. Both these intersections have had 12 crashes recorded in the last five years due to red light running.

Serco

Serco are the New Zealand agents for Gatsometer BV wet film red light enforcement cameras. A Gatsometer camera has been operated by the Council since 1989. Serco propose to provide the latest version of their camera. To assess this version of the camera at minimal cost it is proposed to install it in relocated existing mountings. This camera will operate at the Madras Street/Salisbury Street and Montreal Street/Gloucester Street intersections. Both these intersections have had 10 and 8 injury crashes respectively recorded in the last 5 years due to red light running.

Precision Technology

Precision Technology are the suppliers of the police speed enforcement cameras manufactured by American Traffic Systems. They are keen for the Council to trial their latest equipment but may not be able to provide equipment in time for the start of the trial. If satisfactory arrangements can be made they will provide a mixture of American Traffic System and their own technology currently under development. If available in time their equipment will operate at the Hagley Avenue/Tuam Street and Montreal Street/Oxford Terrace intersections. Both these intersections have had 9 and 8 crashes respectively recorded in the last 5 years due to red light running.

DISCUSSION

Relocatable red light enforcement cameras have been operated with success at locations overseas. Not all evaluations of red light camera operations have shown significant crash reduction benefits.

Successful red light enforcement camera programmes operate in conjunction with an education programme. The Coordinating Committee for Traffic Safety has identified funding for an education programme. This publicity is expected to improve the safety outcome. The camera locations will also be signposted.

The trial of these cameras during the month of June will identify any problems with their operation and will help identify the best products to be utilised within the city. If the trial is successful it may be appropriate to install a number of these cameras in the city. To ensure the cameras are perceived by the people of Christchurch as an effective road safety tool we will need to continue to undertake the associated education programme.

The costs of the trial will be \$30,000 and funds are available within the Unspecified Safety Works budget.

CONCLUSIONS

During June three additional red light enforcement cameras will be trialed at six intersections with significant red light running problems within the city. Surveys will be undertaken to ascertain their success as a tool in changing driver behaviour associated with red light running. Funds for this trial are available within the Unspecified Safety Works budget.

Recommendation: That the information be received.

Chairman's

Recommendation: That the trial proceed using the "Open Door", Serco and Precision Technology systems.