

Rebecca Watson

From: official information
Sent: Monday, 25 March 2019 10:46
To: [REDACTED]
Cc: official information
Subject: Re: LGOIMA 19046 - Red Light Running
Attachments: LGOIMA 19046 - Red Light Running Data.csv

Kia ora,

Further to your information request 3 March 2019 in respect of Red Light Running, I am now able to provide Hamilton City Council's response.

You requested:

1. *In the past 12 years has HCC directly or through an appointed 3rd party, collected any statistics on the incidence of RLR (Red Light Running) for any intersection under its control/authority?*
2. *If HCC has collected any statistics, for any of the intersections which 1. covers - can I please have those statistics, in a non-proprietary data format?*
3. *The aforementioned article cites fatalities on Hamilton Roads, but does not attribute a specific accident to RLR or say which have involved RLR.*
 - a) *Of the "26 deaths" mentioned in this article, how many have involved Red Light Running?*
 - b) *For the deaths involving red light running, is there any indication of how long the red condition was in place before the accident - even something less specific like eye witness testimony?*
 - c) *Were there any other contributing factors in the deaths associated with Red Light Running?*
4. *How does HCC decide the amber/yellow duration setting for intersections under its control?*
5. *How does HCC decide the clearance red (all directions red) duration setting for intersections under its control?*
6. *Which intersections under HCC's control have been determined to suffer from statistically significant RLR?*
7. *How does HCC define statistically significant RLR?*
8. *In the past 12 years has HCC attempted to reduce RLR on any intersection under its control and if so, what measures were undertaken?*
9. *If HCC has attempted to reduce RLR on any intersection under its control, what was the statistical impact of the measures undertaken?*
10. *What is the clearance red duration on all intersections under HCC's control?*
11. *What is the amber/yellow duration on all intersections under HCC's control?*
12. *In the past 12 years has HCC ever used a different methodology than what it presently uses to set Clearance Red and Amber/Yellow duration?*
13. *In the past 12 years has HCC routinely measured the 85th percentile speed at or adjacent to, its light-controlled intersections and if yes may I please have those statistics, in a non-proprietary data format?*
14. *What is the shortest possible green duration based on the current configuration of traffic lights under HCC's control and at which intersections can this occur?*

Our response:

In the past 12 years has HCC directly or through an appointed 3rd party, collected any statistics on the incidence of RLR (Red Light Running) for any intersection under its control/authority?

Yes. Since 2018, Hamilton City has used a traffic signal reporting tool to provide an indication of potential red light running at a number of traffic signal sites that have previously been configured to record this type of data.

Previously, there have been occasional ad-hoc instances where Council has carried out manual observations of traffic signal sites where there was concern about potential red light running issues.

If HCC has collected any statistics, for any of the intersections which 1. covers - can I please have those statistics, in a non-proprietary data format?

The traffic signal data is **attached** in a csv format. It uses traffic volumes recorded over a month from 11 June 2018 to 7 July 2018, which is the only period Hamilton City Council has analysed and reported on RLR data since using the

traffic signal reporting tool. Most of Hamilton's traffic signals do not have the functionality to record indicative red light running statistics, so these are the only sites where valid data exists.

Please note these numbers are not actual red light running, they are inferred as likely events. They are obtained by recording the number of instances where a vehicle moved off the sensor at the traffic signals while the lights were red – noting the vehicle may not necessarily have moved forward through the red light but may have changed lane, reversed or eased past the sensor, or the sensor may be faulty. As a result they should be seen as a maximum potential red light running percentage, and actual red light running is expected to be lower than this.

The aforementioned article cites fatalities on Hamilton Roads, but does not attribute a specific accident to RLR or say which have involved RLR.

a) *Of the "26 deaths" mentioned in this article, how many have involved Red Light Running?*

Reported crashes in New Zealand are recorded in the NZ Transport Agency Crash Analysis System. Data extracted over this same time period (which was the five year period 2014-2018 inclusive) indicate that one of the fatal crashes involved red light running.

b) *For the deaths involving red light running, is there any indication of how long the red condition was in place before the accident - even something less specific like eye witness testimony?*

The crash records available do not include this information

c) *Were there any other contributing factors in the deaths associated with Red Light Running?*

There was one other contributing factor in the crash recorded as involving red light running which indicated a distracted driver – the factor stated 'Trying to find intersection, house number, destination, failed to notice control, etc'.

How does HCC decide the amber/yellow duration setting for intersections under it's control?

Yellow times are calculated using the standard NZ/Australia approach identified in "[Austroads](#)" guidelines, where the yellow time is based on the posted speed limit to allow vehicles to complete a safe stop on a yellow light prior to the intersection. Yellow times are between 4.0s to 5.5s depending on the speed limit.

How does HCC decide the clearance red (all directions red) duration setting for intersections under it's control?

All-red times are calculated as per standard NZ/Australia approach identified in "[Austroads](#)" guidelines based on the time it would take for a vehicle to clear potential conflicts if a vehicle entered the intersection at the end of the yellow. The red time is set at the longest of the times it would take to clear potential conflicts with other vehicle or pedestrian movement entering the intersection at the start of their subsequent green. Red times typically range from 1.0s (minimum) to 2.5s but can be higher in some circumstances.

Which intersections under HCC's control have been determined to suffer from statistically significant RLR?

To date no analysis to determine statistically significant red light running has been completed as it was determined that the percentages calculated from the traffic signal data is only a small portion of the city and are not representative of true red light running. They may however indicate where further investigation should be focussed.

How does HCC define statistically significant RLR?

Where the traffic signal data indicates an intersection has a significantly higher volume of potential red light instances, they would be worth further investigation. It should be noted that these may not be true red light running occurrences, but we would use this data, along with other information such as crash records, as methods to identify sites that may have red light running issues.

Any analysis would be undertaken with reference to the Ministry of Transport Red Light Position Paper and associated works which can be found via the following link:

<https://www.saferjourneys.govt.nz/about-safer-journeys/news/red-light-camera-position-paper/>

In the past 12 years has HCC attempted to reduce RLR on any intersection under it's control and if so, what measures were undertaken?

The Council has used a number of means to reduce red light running, including:

- Community education campaigns with key partners such as NZ Police & NZ Transport Agency which had targeted messaging in regard to red light running:

Year	Campaign title
2018	Stop on yellow
2017	Stop on yellow
2016	Stop on red
2015	Stop on red
2014	Stop on red

- School education initiatives teaching students and teachers on the correct use of traffic signals
- Working with Police to provide presence at sites with red light running concerns
- Optimisation and coordination of traffic signals
- Adjusting time settings
- Installing “Prepare to stop” active signs

If HCC has attempted to reduce RLR on any intersection under it's control, what was the statistical impact of the measures undertaken?

It is difficult to identify the direct statistical impact of the above measures, and the Council does not have these statistics available. Some measures – such as installing “Prepare to stop” signs and adjusting time settings have resulted in positive feedback from public and reduced observed red light violations.

What is the clearance red duration on all intersections under HCC's control?

Refer to Question 5 for red light calculations. The red light duration is specific to the site, movement, and proceeding phase. A table of every possible red light time at every movement would be very time consuming to collate, however it can be noted that most movements would have a 1.0s to 1.5s red light and almost all movements would have a time between 1.0s and 2.5s.

What is the amber/yellow duration on all intersections under HCC's control?

Refer to question 4 for how yellow times are calculated. They are all between 3.8s to 5.5s depending on the speed of the road. 50km/h roads will use 4.0s, 60km/h roads use 4.5s, and 80km/h roads will use 5.5s.

In the past 12 years has HCC ever used a different methodology than what it presently uses to set Clearance Red and Amber/Yellow duration?

Yellow times are not adjusted. Occasionally the red time may be increased following investigation or complaints of vehicles still moving through the intersection when pedestrians are ready to step out.

In the past 12 years has HCC routinely measured the 85th percentile speed at or adjacent to, it's light-controlled intersections and if yes may I please have those statistics, in a non-proprietary data format?

No, HCC has not carried out such surveys.

What is the shortest possible green duration based on the current configuration of traffic lights under HCC's control and at which intersections can this occur?

The shortest vehicle green duration is 5.0s, which is a standard minimum green time used across NZ. Almost every intersection uses this as number as an absolute minimum, however a small number of movements have been given a higher minimum green following investigation and consideration of factors such as heavy vehicles or site layout.

Kind regards,

Amy Viggers

On behalf of the Privacy Officer

DDI: 07 8386727 | Email: amy.viggers@hcc.govt.nz

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From: [REDACTED]
Sent: Wednesday, 6 March 2019 4:39 PM
To: official information <officialinformation@hcc.govt.nz>
Subject: Re: LGOIMA 19046 - Red Light Running

Good Afternoon Amy,

The 12 years figure is as per the herald article:

"Growth and infrastructure committee chair Councillor Dave Macpherson told staff the council has been asking for at least 12 years for installation of red light cameras."

And on that basis the actions of the council during this time period must be examined. It is entirely reasonable that you would ask for more time on this, and I'm happy to split the request for that reason or agree upon a longer time period.

If you are able to address the past 24 months within the standard timeframe that is acceptable, and provide advice on what sort of scope per subsequent request you would consider to be reasonable for older years or indicate a time period that you would consider to be reasonable to complete the request as per the original scope.

With respect to reducing the number of intersections this request would cover, I am prepared to narrow the scope for data older than 24 months to address only intersections that HCC has identified as problematic for RLR (Red Light Running) during the relevant period. The omission of intersections in that case would be expected to reliably indicate they have not been the subject of any attention with regards to RLR.

Kind Regards
[REDACTED]

On 6/03/2019 1452, official information wrote:

Kia ora,

I refer to your official information request dated 3 March 2019 Red Light Running.

Your information request as currently framed is very broad as the period requested by you spans 12 years. As such we invite you to refine and clarify your request to help us to process this as efficiently and quickly as possible. Unless your request is amended we may have to refuse it under section 18(f) of LGOIMA, which applies where the information cannot be made available without substantial collation or research.

The following questions may be helpful in terms of clarifying your request:

- Is there a period of time that that you are researching? For example we are able to provide the last 2 years of data without substantial collation.

- Is there an specific area or intersection within Hamilton City that you are researching?

Your clarification will enable us to process your request efficiently and in a timely manner.

We would appreciate your response by 13 March 2019.

Kind regards,

Amy Viggers

Kaiaawhina koomiti | Committee Advisor | Governance

DDI: 07 838 6727 | Email: amy.viggers@hcc.govt.nz



Hamilton City Council | Private Bag 3010 | Hamilton 3240 | www.hamilton.govt.nz



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From: official information

Sent: Monday, 4 March 2019 9:11 AM

To: [REDACTED]

Cc: official information <officialinformation@hcc.govt.nz>

Subject: Re: LGOIMA 19046 - Red Light Running

Good Morning,

I write to acknowledge your information request of 3 March 2019 in respect of Red Light Running.

Please be advised that your request has been passed on to the relevant team within Council and you will be informed of the outcome.

The Local Government Official Information and Meetings Act 1987 requires that we advise you of our decision on whether the Council will provide the requested information or not “as soon as reasonably practicable”, no later than 20 working days after the day we received your request. We will respond to you no later than 29 March 2019.

Kind regards

Amy Viggers

On behalf of the Privacy Officer

DDI: 07 8386727 | Email: amy.viggers@hcc.govt.nz



Hamilton City Council | Private Bag 3010 | Hamilton 3240 | www.hamilton.govt.nz



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-----Original Message-----

From: [REDACTED] >
Sent: Sunday, 3 March 2019 7:49 AM
To: "info@hcc.govt.nz" <info@hcc.govt.nz>
Subject: OIA Request (Red Light Running)

To whom it may concern,

The following is an OIA (Official Information Act) request, written in response to a recent NZHerald article (https://www.nzherald.co.nz/hamilton-news/motoring/news/article.cfm?c_id=1503356&objectid=12206357)

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light-controlled intersections and if yes may I please have those statistics, in a non-proprietary data format?

14. What is the shortest possible green duration based on the current configuration of traffic lights under HCC's control and at which intersections can this occur?

Yours Faithfully

A large black rectangular redaction box covering the signature area.

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This email has been sent unencrypted and therefore is not secure.
For private communications please request security keys.

Road Name 1	Road Name 2	Max Possible RLR %
Hall St	Lake Rd	1.178807
Anglesea St	Thackeray St	0.505175
Anglesea St	Ward St	1.371832
Avalon Dr	Ellicott Rd	0.782223
Mill St	Willoughby St	0.742576
Grey St	Anzac Parade	1.561324
Clyde St	Grey St	1.537706
Peachgrove Rd	Te Aroha St	1.61632
Naylor St	Galloway St	0.759628
Peachgrove Rd	Clyde St	0.759355
Lorne St	Normandy Ave	1.028834
Te Rapa Rd	Garnett Ave	0.742201
Anglesea St	Car park	0.741231
Normandy Ave	Bader St	0.885132
Wairere Dr	Pukete Rd	1.132163
Grey St	Ped xing (south)	0.280305
Wairere Dr	Powells Rd	0.384019
Wairere Dr	East St	0.704984
SH1	Horotiu Br	0.691193
Wairere Dr	Cambridge	1.396325
Victoria Rd	Norfolk Dr	0.414341
Kahikatea Dr	Quentin	0.852134