



LONDON

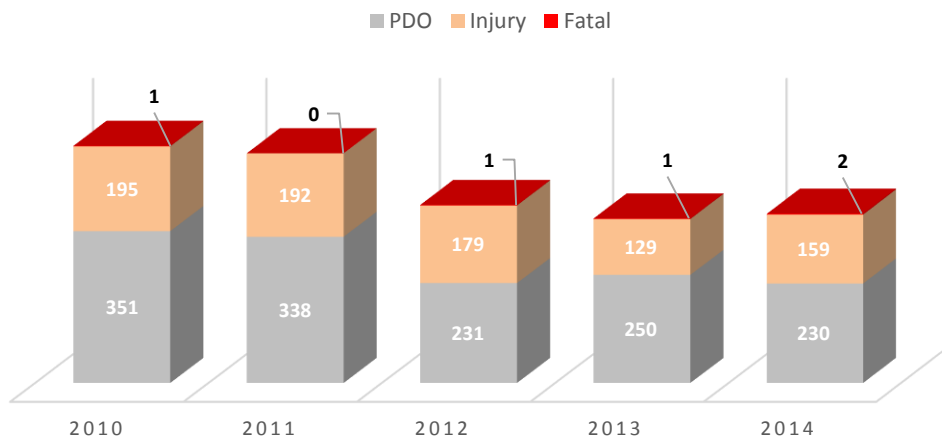
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London Road Safety Strategy

Intersection traffic safety is achieved through a combination of engineering, education, and enforcement (3Es). The Red Light Camera (RLC) Program is one of the countermeasures identified in the LRSS to improve intersection safety by decreasing the incidence of red light running at intersections.

"Red-light running" refers to driving through an intersection after the light has turned red. It is an aggressive driving behaviour that can seriously injure or kill other drivers and pedestrians. Red-light running is a Highway Traffic Act offence which is enforced by the Police and municipalities that have RLCs.

RIGHT ANGLE COLLISIONS AT TRAFFIC SIGNALS





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Red-light Running Countermeasures

Engineering measures to mitigate red-light running:

- ✓ Undertake In-service Road Safety studies
 - ✓ Traffic signal timing improvements
 - ✓ Review/update amber and all-red clearances
 - ✓ Review traffic signal visibility, install additional signal heads when appropriate
 - ✓ Review/update traffic signal coordination (3 year cycle)
 - ✓ Upgrade to LED signal heads
 - ✓ Upgrade to 300 mm diameter red signal heads
 - ✓ Install backboards
 - ✓ Add an all-red phase (early 80's)
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- While countdown pedestrian signals were not installed to assist motorists it is recognized that many drivers use them to know when the signal may change.





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Red Light Camera Program

History

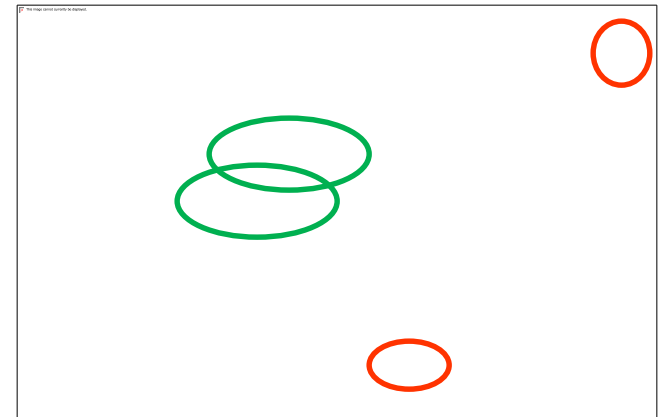
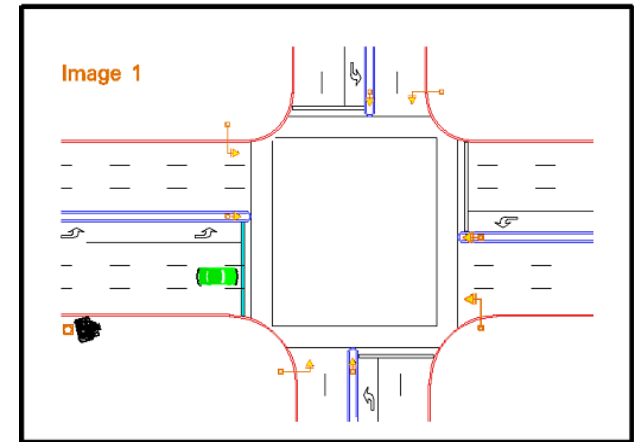
- December 1998 Province approved *Red Light Camera Pilot Projects Act*
- August 2004 Province amended Bill 149 to permit permanent use of red light cameras by designated municipalities
- Current program – 7 municipalities in partnership (Toronto, Hamilton, Halton, Peel, Ottawa, Waterloo, York) – each enabled by legislation to participate.
- City of Toronto operates Fines Processing Centre for entire group on a cost recovery basis.
- The current contract for RLCs expires at the end of 2016; therefore, a Request for Proposals was issued in 2015 with an implementation date of January 1st, 2017.
- London and Kingston joined the RLC Working Group in 2014 so that they could participate in the 2015 RFP.
- Ontario's RLC program is strongly regulated by the Ministry of Attorney General ensuring a fair and transparent system.
- Unlike other jurisdictions, Ontario's RLC program is operated by the municipalities. Payment to the equipment supplier is based on performance of the equipment. The vendor's payment is NOT dependent on the number of RLC infractions issued.
- The fine for red-light running is \$325 which includes a \$60 victim surcharge that is retained by the Province. The remaining \$265 is retained by the City.
- There are no demerit points associated with RLC infractions





Red Light Cameras & How They Work

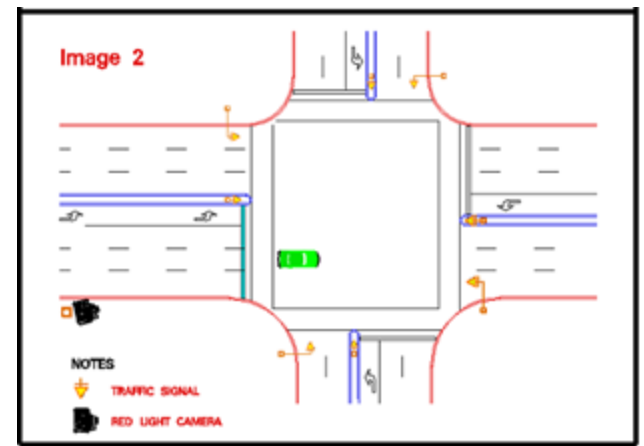
- A photo of the rear of the vehicle is taken showing the red traffic signal and that the vehicle has not entered the intersection.
- Image must show the red light, the stop bar and the vehicle license plate details.
- Vehicles that are in the intersection when the red light comes on are not subject to a RLC violation





Red Light Cameras & How They Work

- Second photo is taken showing the red traffic signal and the vehicle is clearly in the intersection.
- Image must show the red light, the stop bar and the vehicle license plate details.





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Red Light Camera Program

How do red light cameras increase safety?

- Red light cameras are installed as safety initiative at intersections to prevent motorists from running red lights.
- The effectiveness of red light cameras can be viewed in terms of reductions in crash frequency, crash severity, and frequency of red light running violations.
- Red light cameras cause people to slow down: drivers know that the camera is there and if they try to go through red light they'll most likely get photographed. This awareness helps to lessen the accidents and injuries at intersections.
- Red light cameras have demonstrated a reduction of right angle collisions at intersections.
 - The Toronto before/after study showed that fatalities reduced by 40%, injuries reduced by 37% and PDO reduced by 19%.





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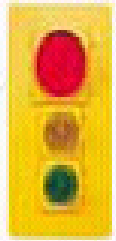
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Red Light Camera Program

Do they work???

- Initially:
 - Decrease in more severe right angle collisions (25%)
 - Societal benefit of \$880,000 over the first 5 years
 - Increase in rear-end collisions (15%)
 - Societal impact of -\$750,000 over the first 5 years
- Trend:
 - Reduction in injuries
 - Reduction in total number of right angle collisions
 - Reduction in the number of rear end collisions as driver behaviour is changed
- Benefits extend to beyond the Red Light Camera locations.
 - 10% reduction in all collisions due to “Halo” effect
- Education campaign mandatory component for installations.

DON'T RUN A RED.





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Red Light Camera Program

- Support for a RLC Program from the London Middlesex Road Safety Committee and the London Police Service.
- Improving road safety requires Education, Engineering & Enforcement
- Changing driver's behavior will take time but the benefit will be seen elsewhere on our roads.



Toronto
Transportation Services

DON'T RUN A RED LIGHT.
toronto.ca/transportation

