

MIN-4394 – Update on installation of average speed safety cameras

20 February 2024

Provide information on the location and installation of average speed (point-to-point) safety cameras.

NZ Transport Agency Waka Kotahi's response:

Under NZTA's Safety Camera System Programme, the status of average speed (point-to-point) safety camera corridors can be divided into two distinct groups:

1. **Seven corridors (with two camera sites on each) that have already been approved and are currently being installed.** These sites are published on www.nzta.govt.nz
2. **A further seven corridors (again, with two camera sites on each) that are currently being assessed and yet to be approved for construction.**

You were advised of these 14 corridors across the two groups in *BRI-2945 – Average speed (point-to-point) Safety Cameras*. Please note that one of the corridors of which you were advised in BRI-2945 has since been withdrawn from assessment as an average speed corridor, during the pre-approval stage (refer below).

The 'installation process' for the average speed camera corridors can be described using the following milestones:

1. **Pre-approval assessments complete**¹
2. **Pads and power installed**
3. **Poles and cameras installed**
4. **Cameras into test mode**, with 'Camera Not in Use' signage
5. **Cameras into enforcement mode**, with required 'Safety Camera Area' signage.

Table 1 shows the milestones for each of the seven average speed camera corridors that have been approved and are in the process of being installed.

Whilst one of these corridors is in test mode and another will be in test mode shortly, others are still under construction. Due to the long lead times to construction, many of the dates for their milestones are To Be Confirmed (TBC). An updated map of the seven approved corridors is also provided in *Figure 1*.

Table 2 shows the milestones for each of the average speed corridors under assessment and yet to be approved. Several of these corridors are in the early stages of assessment and have long lead times to construction. Where this is the case, milestones are recorded as TBC and will be updated once confirmed. These corridor locations are shown on a map at *Figure 2*.

Outside of average speed cameras, NZTA is also installing static speed and red-light cameras, several of which have been approved and are currently moving through the installation process. For visibility, four such camera sites are shown in *Table 3*.

NZTA will update you monthly on progress in line with the milestones, by way of a proactive Minister's Office Query (MINO), refreshing the tables and maps as progress is made. We will also inform you of any further substantive changes.

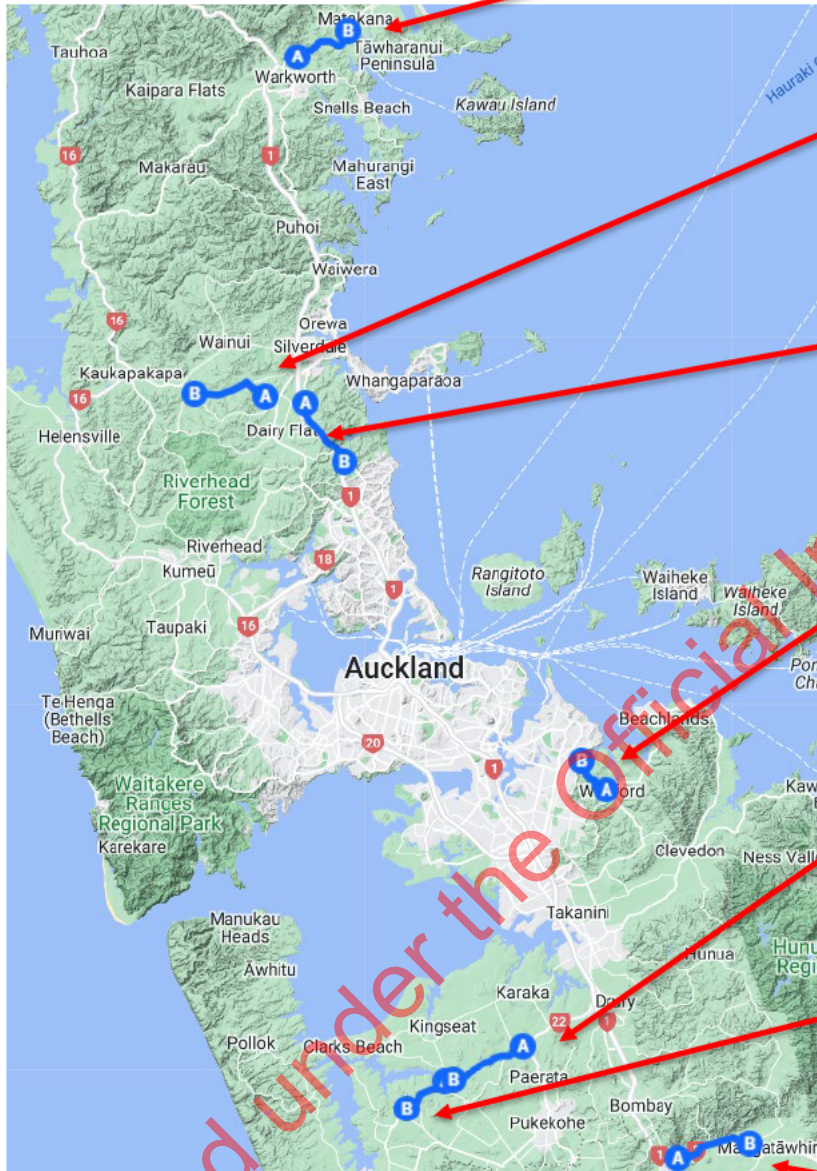
¹ Pre-approval assessments include physical site viability assessments, baseline speed-surveys, consultation/collaboration with key stakeholders (camera suppliers, power and telco providers, safety engineers (NZTA and/or local Road Controlling Authorities), local iwi/hapu, and/or designers), and development of detailed designs.

Table 1 – Corridors already approved and currently being installed (completed milestones are shown in GREEN)

#	Location of corridor	Speed limit (kph)	Pre-approval assessments complete	Pads and power installed	Poles and cameras installed	Cameras into test mode	Cameras into enforcement	Status/ update on each corridor
1	Matakana Rd (Warkworth), Auckland	80	Oct 2023	Nov/ Dec 2023	Dec 2023	Dec 2023	TBC	The two sites have Type 2 poles installed, intend to replace with Safe Operator Access Poles (SOAP)
2	East Coast Rd (Stillwater), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Further minor work to be completed by mid-March 2024 One of the two sites is an existing Police site, which has been upgraded to meet NZTA Health & Safety standards
3	Glenbrook Rd East (Glenbrook), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Construction is complete at both camera sites
4	Glenbrook Rd West (Glenbrook), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Construction is complete at both camera sites One site is an existing Police site, which has been upgraded to meet NZTA Health & Safety standards
5	Kahikatea Flat Rd (Dairy Flat), Auckland	80	Oct 2023	Nov/ Dec 2023	TBC	TBC	TBC	Further minor work to be completed at one of the two sites by mid-March 2024
6	Whitford Rd (Whitford), Auckland	60	Oct 2023	Dec 2023	TBC	TBC	TBC	Construction is complete at both camera sites
7	SH2 Pōkeno to Mangātawhiri, Waikato	90	Feb 2024	Feb/ Mar 2024	Apr 2024	Apr 2024	TBC	Two sites planned for construction: Pokeno to start on 19 February 2024 and Mangatāwhiri on 3 March 2024 Power being coordinated, expected to be in place for SOAP and camera install in early April 2024

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Figure 1 – Corridors already approved and currently being installed (at 18 February 2024)



Matakana Road, Warkworth
 The corridor is a 4. kilometre zone between 297 and 867 Matakana Road. GPS coordinates for the extents are -36.381466, 174.662860° and -36.367648, 174.707326°

Kahikatea Flat Road, Dairy Flat, Auckland
 The corridor is a 3.1 kilometre zone between 1232 East Coast Road and the intersection with Bawden Road. GPS coordinates for the extents are -36.693844, 174.707402° and -36.675161, 174.686470°

East Coast Road, Stillwater, Auckland
 The corridor is a 3.1 kilometre zone between 1232 and 1627 East Coast Road. GPS coordinates for the extents are -36.664349, 174.63110° and -36.675161, 174.686470°

Whitford Road, Whitford, Auckland
 The corridor is a 4.3 kilometre zone between 222 and 659 Whitford Road. GPS coordinates for the extents are -36.922509, 174.9334444° and -36.944063, 174.956009°

Glenbrook Road East, Rodney, Auckland
 The corridor is a 6.5 kilometre zone between 83 and 721 Glenbrook Road. GPS coordinates for the extents are -37.143135, 174.875426° and -37.166823, 174.811143°.

Glenbrook Road West, Rodney, Auckland
 The corridor is a 2.8 kilometre zone between 946 and 1233 Glenbrook Road. GPS coordinates for the extents are -37.174819, 174.789122° and -37.188881, 174.766308°

State Highway 2 Pōkeno to Mangatāwhiri
 The corridor is a 6.8 kilometre zone between O'Leary Road and Mangatāwhiri Road. GPS coordinates for the extents are -37.226921, 175.025793° and -37.216766, 175.094958°

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Table 2 – Corridors currently under investigation and yet to be approved for construction

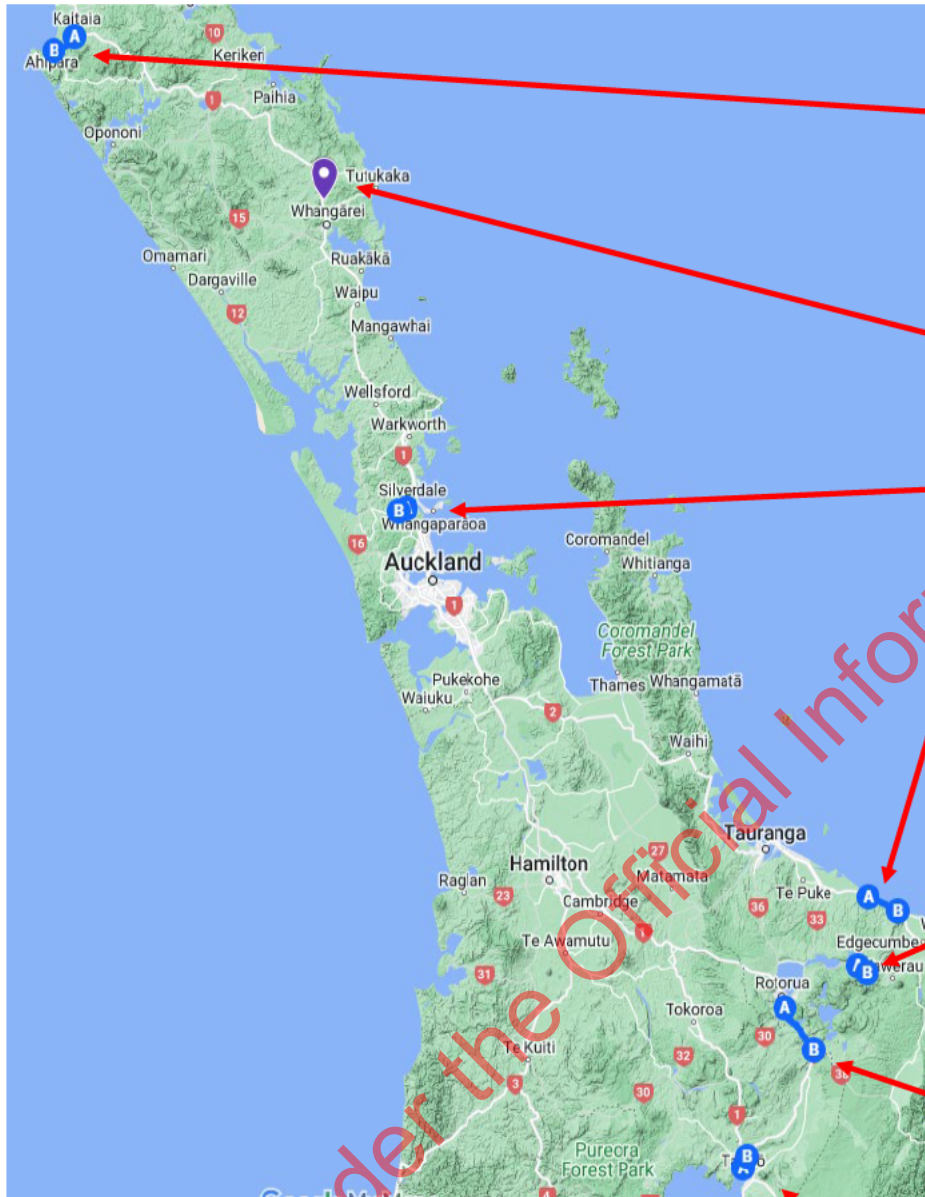
#	Location of corridor	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera into enforcement	Status/ update on each site
8	SH30 Lake Rotoma, Waikato	60	April 2024	TBC	TBC	TBC	TBC	<p>This corridor is included for completeness, as it was in the list you were provided in January 2024. It will be reviewed following the initial site investigation and consideration of alternate locations, recognising the importance of applying road safety treatments across a broad range of communities.</p> <p>It was initially considered due to risk. Despite being treated with a speed limit drop to 60kmh, the mean speed remains high. Alternate treatments to a safety camera could include a stronger NZ Police presence on this corridor.</p>
9	SH2 Matatā, Bay of Plenty	100	April 2024	TBC	TBC	TBC	TBC	<p>Site assessment report to be completed for the two camera sites</p> <p>One site is an existing Police site, which has been upgraded to meet NZTA Health & Safety standards</p>
10	SH5 Tumunui, Bay of Plenty	100	April 2024	TBC	TBC	TBC	TBC	<p>Site assessment report to be completed for the two camera sites</p>
11	Wairakei Drive (Taupō), Waikato	80	TBC	TBC	TBC	TBC	TBC	<p>Two camera sites are on a Local Road, which was previously State Highway 1</p> <p>Site assessment report completed, awaiting Road Controlling Authority/ Area Programme Manager approval to proceed</p>
12	Kaitaia Awaroa Rd, Northland	100	TBC	TBC	TBC	TBC	TBC	<p>All Northland camera sites on hold awaiting approval to proceed</p>
13	Pine Valley Rd, Auckland	80	TBC	TBC	TBC	TBC	TBC	<p>Two camera sites on a Local Road, both on hold awaiting approval to proceed</p>

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##	Location of corridor	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera into enforcement	Status/ update on each site
14	SH1 Salesyards Rd, Northland	100-80 ²	N/A	N/A	N/A	N/A	N/A	<p>Given the change of speed limit on this corridor, this location is no longer under consideration as an average speed corridor</p> <p>The existing Police camera will be transferred to NZTA as a spot speed camera in mid-to-late 2024</p>

² The speed limit changes from 80 to 100 kph (or vice versa) part way through this corridor.

Figure 2 – Corridors currently under investigation and yet to be approved for construction (at 18 February 2024)



Kaitaia Awaroa Road, Kaitaia, Northland
 The corridor is a 10.7 kilometre zone between 382 Kaitaia Awaroa Road and Sandhills Road. GPS coordinates for the extents are -35.171638, 173.15839° and -35.136593, 173.247375°

SH 1 Saleyards Road, Whangarei, Northland
 The spot camera is outside 376 SH1. GPS coordinates are -35.650538, 174.295603°

Pine Valley Road, Dairy Flat, Auckland
 The corridor is a 4.3 kilometre zone between numbers 189 and 505 Pine Valley Road. GPS coordinates for the extents are -36.625818, 174.648516° and -36.632902, 174.617290°

SH2 Matata, Bay of Plenty
 The corridor is a 12.2 kilometre zone between Otamarakau Valley Road and Herepuru Road. GPS coordinates for the extents are -37.834970, 176.598083° and -37.878429, 176.727294°

SH30 Lake Rotoma, Bay of Plenty
 The corridor is a 4.7 kilometre zone between Oxford Road and 525 SH30 Rotoma. GPS coordinates for the extents are -38.047927, 176.557946° and -38.067881, 176.592224°

SH5 Tumunui, Rotorua Lakes, Bay of Plenty
 The corridor is a 17.3 kilometre zone between 40 SH5, Whakarewarewa and 2067 SH5, Waimangu. GPS coordinates for the extents are -38.177608, 176.248561° and -38.305295, 176.370472°

Wairakei Drive, Taupo, Waikato
 The corridor is a 4.1 kilometre zone between Noumea Drive and Karetoto Road. GPS coordinates for the extents are -38.666346, 176.07468° and -38.634653, 176.089384°

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Table 3 – Four additional (non-average speed) safety camera sites (completed milestones are shown in GREEN)

##	Location of corridor	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera into enforcement	Status/ update on each site
15	SH1 Kawakawa, Northland	80	June 2023	June 2023	June 2023	June 2023	TBC	First NZTA 'new generation' static speed camera In test mode while NZTA is developing the end-to-end enforcement process
16	Great South Road (Manukau Station)	N/A	TBC	TBC	TBC	TBC	TBC	Red light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority
17	East Tamaki Rd (Preston Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority
18	Great South Rd (Browns Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority

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MINO-989 – Update on speed camera installations

22 March 2024

Provide an update on the installation of static and average speed (point-to-point) cameras by NZ Transport Agency Waka Kotahi (NZTA).

In addition to average speed cameras, NZTA is installing spot speed and red-light cameras, several of which have been approved and are being installed. For visibility, five such camera sites are shown in *Table 3*.

Updates

The last update was provided on 20 February 2024 (MIN-4394 refers). The following information summarises progress on the installation of static and average speed (point-to-point) camera since that time:

- The two average speed camera sites on the Matakana Road, Warkworth corridor were vandalised in early March 2024, with repairs to be completed in early April 2024 (refer *Line 1, Table 1*).
- Construction (pad and power installed) has recently been completed on the State Highway 2 (SH2) corridor from Pōkeno to Mangātawhiri in the Waikato region (refer *Line 7, Table 1*).
- The corridor on SH1 Saleyards Road, Northland (refer *Line 14, Table 2*) has been withdrawn from consideration during the pre-approval assessment stage.
- The Safety Camera System (SCS) Programme has confirmed that in June, the spot speed camera on SH1 at Kawakawa, Northland will move to enforcement mode (refer *Line 15, Table 3*).
- An additional spot speed camera has been added at Waitakere Road, Taupaki in Auckland (refer *Line 16, Table 3*). Originally, a part of the Tamaki Makaurau Auckland expansion, NZTA will now be using this site as a camera test location.

All updates since the MIN-4394 are UNDERLINED in the appended tables, for your convenience.

Pre-approval assessments

For your information and context, the 'Pre-approval assessments' in the following tables include:

- Physical site viability assessments
- Baseline speed-surveys
- Consultation/ collaboration with key stakeholders, including:
 - camera suppliers
 - power and telco providers
 - safety engineers, including NZTA and/or local Road Controlling Authorities
 - local iwi/ hapu
 - designers
- Development of detailed designs.

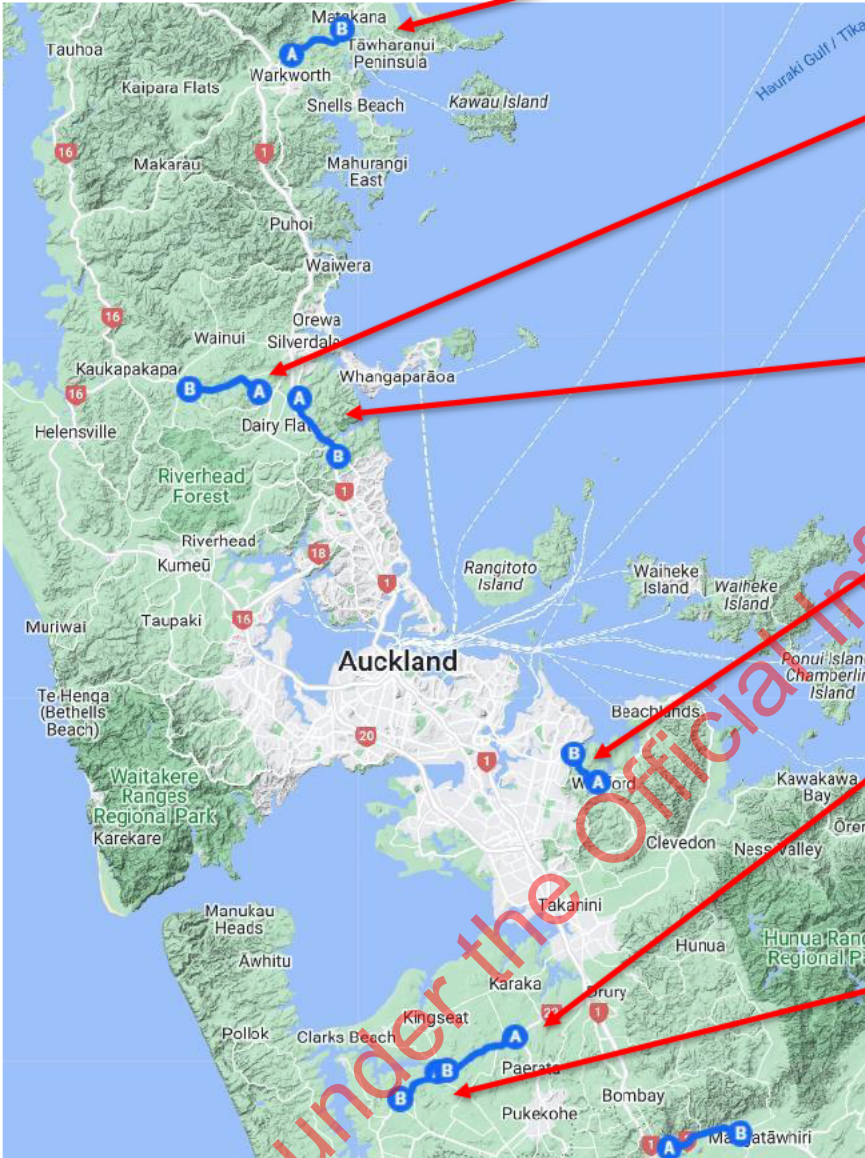
Only after these have been successfully completed is the camera or corridor considered approved for construction.

Noted by Minister

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1	Matakana Rd (Warkworth), Auckland	80	Oct 2023	Nov-Dec 2023	Dec 2023	Dec 2023	TBC	<p><u>Both camera sites vandalised in early March 2024; repairs to be completed in early April 2024. Referred to Police for investigation</u></p> <p>The two sites have Type 2 poles installed, intend to replace with Safe Operator Access Poles (SOAP)</p>
2	Kahikatea Flat Rd (Dairy Flat), Auckland	80	Oct 2023	Nov-Dec 2023	TBC	TBC	TBC	Further minor work to be completed at one of the two sites by mid-late March 2024
3	East Coast Rd (Stillwater), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	<p>Further minor work to be completed by mid—late March 2024</p> <p>One of the two sites is an existing Police site, which has been upgraded to meet NZTA Health & Safety standards</p>
4	Whitford Rd (Whitford), Auckland	60	Oct 2023	Dec 2023	TBC	TBC	TBC	Construction is complete at both camera sites
5	Glenbrook Rd East (Glenbrook), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Construction is complete at both camera sites
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7	SH2 Pōkeno to Mangātawhiri, Waikato	90	Feb 2024	Mar 2024	Apr-May 2024	Apr-May 2024	TBC	<u>Construction is complete at both camera sites</u>

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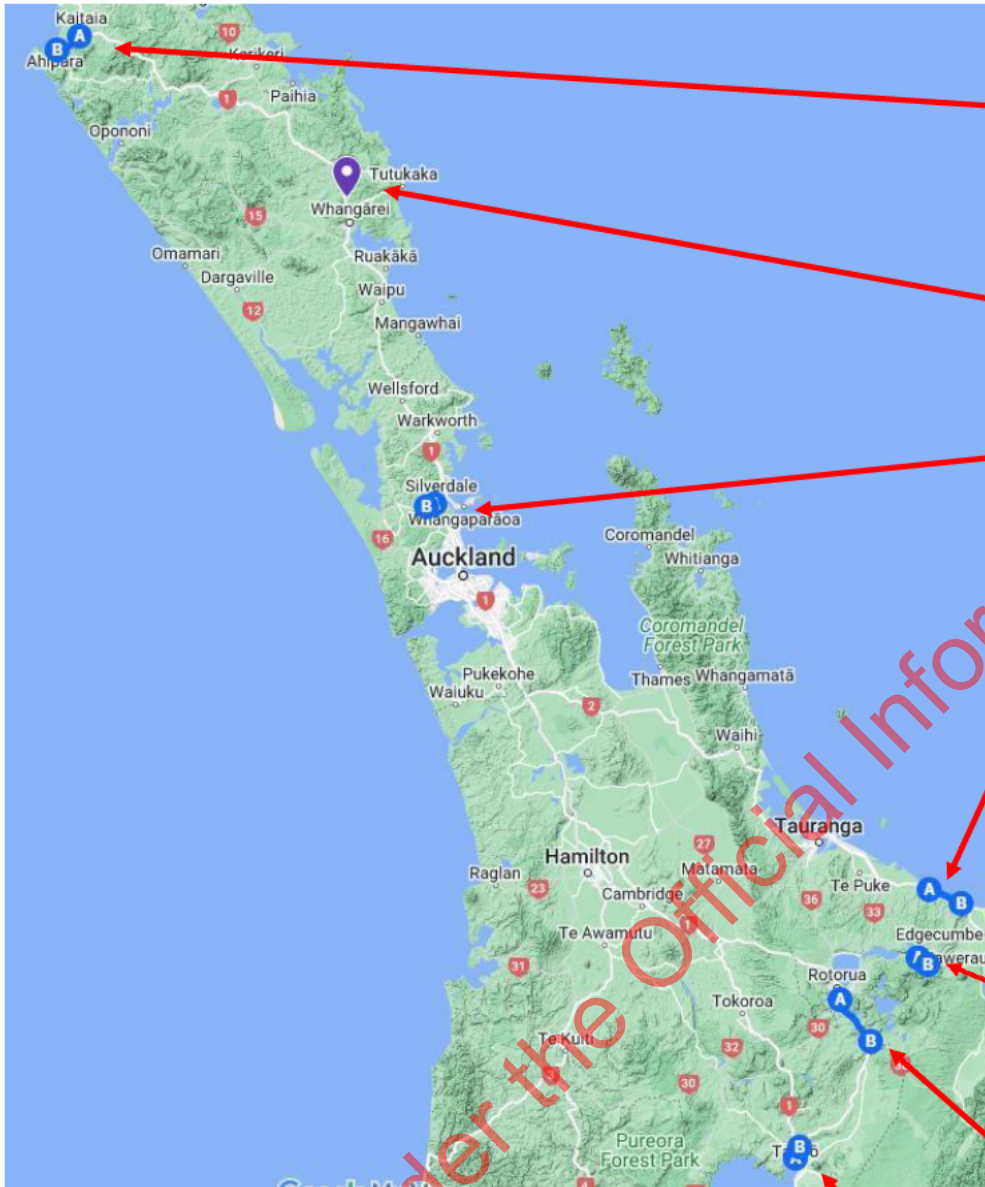
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8	Kaitaia Awaroa Rd, Northland	100	TBC	TBC	TBC	TBC	TBC	All Northland camera sites on hold awaiting approval to proceed
9	SH1 Salesyards Rd, Northland	100-80 ¹	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>WITHDRAWN – this corridor is included for completeness, as it was on the list provided in January. Given the change of speed limit, the location is no longer being considered as an average speed corridor</u> <u>The existing Police camera will be transferred to NZTA as a spot speed camera in mid-to-late 2024.</u>
10	Pine Valley Rd, Auckland	80	TBC	TBC	TBC	TBC	TBC	Two camera sites on a Local Road, both on hold awaiting approval to proceed
11	SH2 Matatā, Bay of Plenty	100	Apr 2024	TBC	TBC	TBC	TBC	Site assessment report to be completed for the two camera sites One site is an existing Police site, which has been upgraded to meet NZTA Health & Safety standards

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13	SH5 Tumunui, Bay of Plenty	100	Apr 2024	TBC	TBC	TBC	TBC	Site assessment report to be completed for the two camera sites
14	Wairakei Drive (Taupō), Waikato	80	TBC	TBC	TBC	TBC	TBC	<p>Two camera sites are on a Local Road, which was previously SH 1</p> <p>Site assessment report completed, awaiting Road Controlling Authority/ Area Programme Manager approval to proceed</p>

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Figure 2 – Corridors currently under investigation and yet to be approved for construction (as at 18 March 2024)



Kaitaia Awaroa Road, Kaitaia, Northland

The corridor is a 10.7-kilometre zone between 382 Kaitaia Awaroa Road and Sandhills Road. GPS coordinates for the extents are - 35.171638, 173.15839° and - 35.136593, 173.247375°

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The spot camera is outside 376 SH1. GPS coordinates are -35.650538, 174.295603°

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SH2 Matata, Bay of Plenty

The corridor is a 12.2-kilometre zone between Otamarakau Valley Road and Herepuru Road. GPS coordinates for the extents are - 37.834970, 176.598083° and - 37.878429, 176.727294°

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Wairakei Drive, Taupo, Waikato

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Table 3 – Five additional spot speed and red-light camera sites (completed milestones are shown in GREEN)

##	Location of camera	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera into enforcement	Status/ update on each site
15	SH1 Kawakawa, Northland	80	June 2023	June 2023	June 2023	June 2023	June 2024	Spot speed camera First NZTA 'new generation' spot speed camera In test mode while NZTA is developing the end-to-end enforcement process
16	<u>Waitakere Rd, Taupaki, Auckland</u>	<u>80km</u>	<u>Late 2022</u>	<u>June 2023</u>	<u>June 2023</u>	<u>TBC</u>	<u>TBC</u>	<u>Spot speed camera</u> <u>Originally a part of the Tamaki Makaurau expansion, NZTA will now be using this site as a camera test location</u>
17	Great South Road (Manukau Station)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority
18	East Tamaki Rd (Preston Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority
19	Great South Rd (Browns Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local Road Controlling Authority

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MIN-4471 GPS feedback – Safety camera investment

2 May 2024

NZ Transport Agency Waka Kotahi (NZTA) to provide additional information on the safety camera investment.

In Annex 3 of ref OC240403 briefing provided by the Ministry of Transport (MOT) two safety camera investment options were provided. A base case of \$247 million based on the current scope, and a 'Do Minimum' option of \$208 million based on reduced scope. This briefing provides additional cost detail related to these options.

Cost to complete the current scope¹

The NZTA base case of \$247 million comprises two separate elements; one-off programme implementation costs to complete the current scope and BAU operational costs for the full network of cameras.

From years two to three, costs are largely annual operating and will stabilise as efficiencies are developed into the BAU model. Annual operating costs will initially be higher than NZ Police due to increased camera numbers and processing of more infringements and prosecutions, un-depreciated assets, and bedding in a new system.

Beyond year three and into the FY2027-2030 NLTP period, should the planned infringement automation efficiencies be realised, annual operating costs are expected to decrease.

Costs include:

- final year of programme costs to complete the build and implementation of the new front and back-end system
- completion of the transfer of safety camera responsibilities from NZ Police and decommissioning of NZ Police operations, noting that NZ Police systems and personnel will not transfer to NZTA
- establishment of the outsourced mobile safety camera operation, noting the figures provided are indicative operating costs only, as NZTA is currently in a procurement process for outsourced provision. The figure will be updated once the procurement process is complete and the contract is awarded
- funding of partial NZ Police salary and redundancy costs (largely year one), as these costs taper off during transfer
- implementation of 51 new safety cameras, with no further expansion in outyears

¹ Current scope includes establishment of NZTA fines processing system and options, implementation of up to 51 new technology cameras, upgrade and transfer to NZ Police fixed and spot speed cameras, establishment of outsourced mobile camera operations

- funding the annual business-as-usual (BAU) operating costs, with cameras operating at 60% enforcement level to optimise road safety outcomes while managing back-office administrative costs.

This option has an indicative BCR of 1.8. The table below provides detail on the cost elements to complete the implementation and run the BAU operation, and continue to fund partial NZ Police operations as they taper off during the camera transfer year.

\$ million	Delivery	One-off	Ongoing operations		
		FY25	FY25	FY26	FY27
NZ Police (partial costs) ²		32.4			
Transfer project		15.0			
Spot speed static cameras	58 cameras	9.2	7.3	11.6	8.4
Red-light cameras	50 cameras	5.4	4.0	6.9	4.4
Average speed cameras	38 cameras	21.9	5.0	9.9	7.2
s 9(2)(j)					
Automation		0	4.0	4.0	4.0
System management		0	3.0	3.0	3.0
Agency overhead		5.3	2.1	4.0	3.5
s 9(2)(j)					

NZTA has established benchmarks for costs for static cameras, through comparison with equivalent NZ Police operations and from our own experience installing new safety cameras over the past 12 months.

Mobile safety camera costs have been benchmarked against the experience of New South Wales and Victoria, who have been operating an outsourced model for a number of years.

The following table provides an overview of what the costs include:

	One-off	Ongoing operations
NZ Police (partial costs)	<ul style="list-style-type: none"> • Salary costs as NZ Police operations taper off • Allowance for human resources and redundancy costs (if required) • Project costs for decommissioning of NZ Police assets, processes and systems 	N/a
Transfer project	<ul style="list-style-type: none"> • Managing the nationwide transfer of on average 3 cameras per week over a 12 month period • Upgrade all cameras to meet NTZA information security requirements • Remediation of static sites to meet NZTA health and safety standards • Installation of signage 	N/a

² Includes residual costs of \$2.7m in FY26 and \$2.2m in FY27.

³ Indicative only, with ongoing operational costs dependent on completion of procurement to inform future operating model

	One-off	Ongoing operations
Spot speed static cameras	<ul style="list-style-type: none"> Automation of interfaces with NZTA systems e.g. payments, motor vehicles, driver license register Automation of Ministry of Justice interface for unpaid infringements Automation of NZ Post interface for face-to-face payments 	<ul style="list-style-type: none"> Camera leases, data, power and certification Back-office Enforcement Officers to verify offences and issue infringements Back-office software-as-a-service, per transaction costs Prosecution of traffic offence notices
Red-light cameras	<ul style="list-style-type: none"> Implementation of statutory notices for red-light offences Implementation of policies, processes and systems specific to red-light offences Implementation of automated interfaces to upload incidents from Auckland Transport and Christchurch City Council cameras 	<ul style="list-style-type: none"> Auckland Transport (42 cameras) and Christchurch City Council (2 cameras) pay their camera costs⁴ Lease costs for NZTA cameras Back-office Enforcement Officers to verify offences and issue infringements Back-office software-as-a-service, per transaction costs
Average speed cameras	<ul style="list-style-type: none"> Construction of P2P sites Installation of signage Implementation of statutory notices for P2P offences Implementation of policies, processes and systems specific to P2P offences Public education campaign to raise awareness and understanding of P2P cameras and how they work 	<ul style="list-style-type: none"> Camera leases, data, power and certification Back-office Enforcement Officers to verify offences and issue infringements Back-office software-as-a-service, per transaction costs
Mobile cameras	<ul style="list-style-type: none"> Procurement of mobile safety camera operations services Implementation of automated interfaces to upload incidents from mobile safety cameras Remediation of mobile deployment sites to meet NZTA health and safety standards 	<ul style="list-style-type: none"> Mobile safety camera operations services covering safety cameras, vehicles, trailers, secure storage and personnel Back-office Enforcement Officers to verify offences and issue infringements Back-office software-as-a-service, per transaction costs
Automation	N/a	<ul style="list-style-type: none"> Technology development to gain efficiencies through automation of processes, enforcement decision-making and electronic service of notices e.g. via email
System management	N/a	<ul style="list-style-type: none"> NZTA staff to maintain the integrity of the safety camera system including providing policy advice, regulatory, research, evaluation, assurance, stakeholder engagement, communications, technology support

⁴ NZTA and NZ Police are the only agencies that have the statutory authority to enforce safety camera offences. So when other Road Controlling Authorities (RCAs) invest in their own safety cameras, NZTA must process the offences on their behalf.

	One-off	Ongoing operations
Agency overhead	N/a	<ul style="list-style-type: none"> NZTA overhead applied to NLTF activities Covers corporate costs including commercial, finance, procurement, human resources, legal, property and business services

Reduced scope option

A “Do Minimum” option of \$208m has been developed. This will complete the transfer of functions to NZTA and establish the foundations of the new capability in NZTA. It has an indicative BCR of 1.5. It differs from the current scope in that:

- new safety camera installations approved by the NZTA Board would be reduced from 51 to the 24 currently under construction or already installed. It would exclude 27 proposed sites of 12 point-to-point corridors (24 cameras) and 3 new-generation Halo red-light cameras
- there would be reduced enforcement hours per camera to circa 35%, to maintain road safety outcomes and further reduce back-office administration costs.

\$ million	Delivery	One-off	Ongoing operations		
		FY25	FY25	FY26	FY27
NZ Police (partial costs)		32.4			
Transfer project		15.0			
Spot speed static cameras	58 cameras	9.2	7.2	9.5	8.0
Red-light cameras	47 cameras	5.4	3.9	5.2	4.0
Average speed cameras	14 cameras	10.5	1.0	1.3	1.1
s 9(2)(j)					
Automation			4.0	4.0	4.0
System management			3.0	3.0	3.0
Agency overhead		5.0	1.6	3.2	3.0
s 9(2)(j)					

There are also options available to further reduce the level of investment. However, this will likely result in increased DSIs, decommissioning of the new cameras sites currently being tested, and introduces additional risk in terms of effective and efficient operation of the safety camera system.

Noted by Minister

MIN-4507: Safety camera sign site design

22 May 2024

Provide information about contracts for safety camera sign site design.

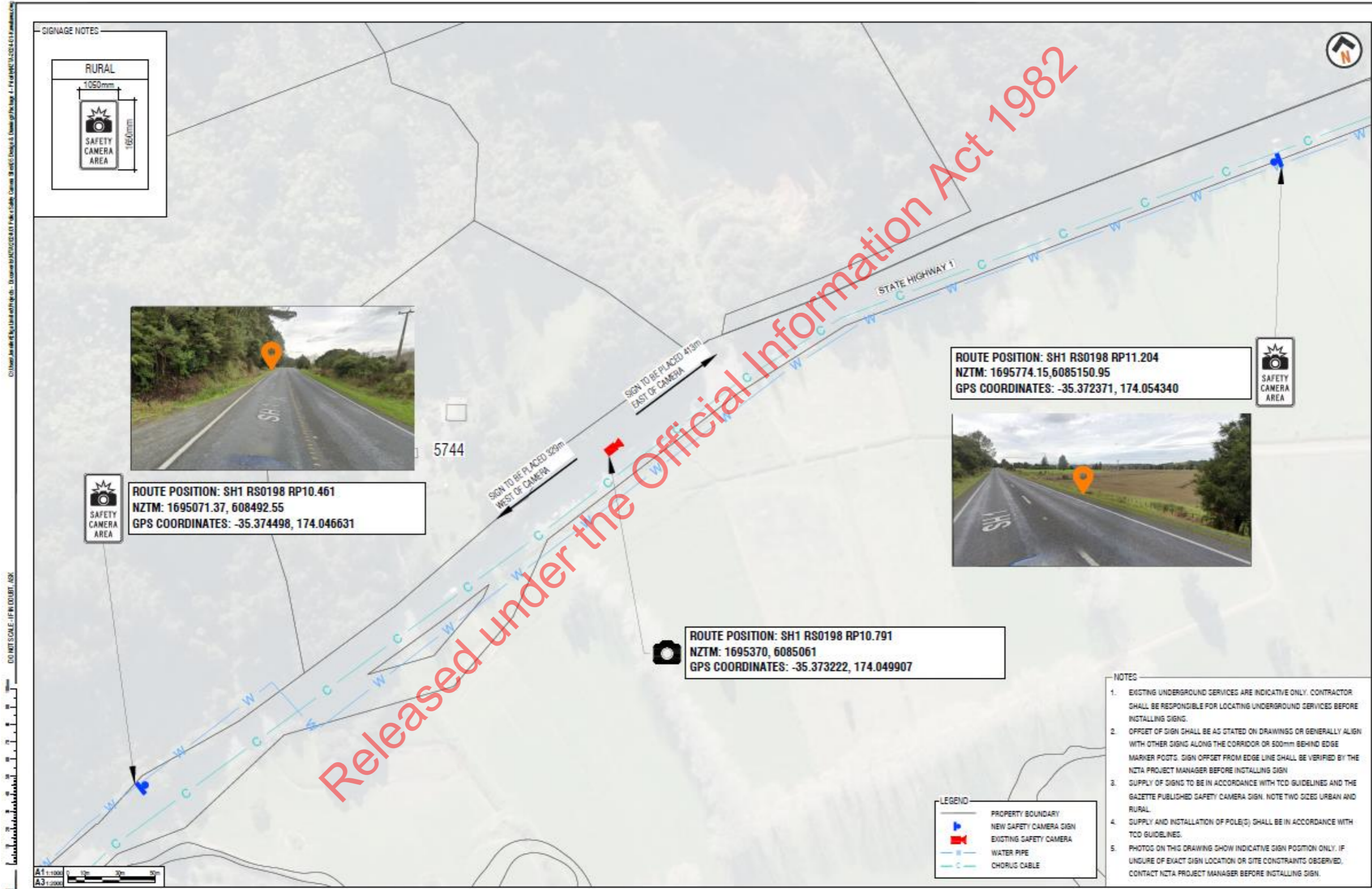
NZ Transport Agency Waka Kotahi (NZTA) response:

- The design of safety camera signs is prescribed under the Land Transport Rule: Traffic Control Devices 2004—Safety Camera Area Signs.
- The placement of safety camera signs at a location is determined by an NZ Transport Agency Waka Kotahi (NZTA) engineer who attends the site and produces a sketch plan. The sketch plan is then drafted as an engineering drawing. An example of a draft drawing for the design of the Kawakawa safety camera site is attached as Appendix A.
- Following a standard NZTA procurement process, the design work for safety camera sites is being undertaken by traffic safety consultant firm, Eliga Engineering, under contract to NZTA.
- The contract awarded to Eliga s 9(2)(b)(i) and is for drafting layout drawings, and for NZ Police camera site remediation and sign placement. This is to cover about 107 sites. Drafting and minor engineering advice is being charged at an agreed industry rate up to this capped amount. s 9(2)(j). All remediation and sign placement layout plans are planned for completion by 30 June 2024.

Noted by Minister

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Appendix A: Draft site design: Kawakawa safety camera



MINO-991 – Update on the installation of cameras

23 May 2024

Monthly advice on cameras being installed by the Safety Camera System Programme

Purpose

You have requested regular updates on the installation of average speed / point-to-point (P2P) cameras by the NZ Transport Agency Waka Kotahi (NZTA).

Future updates on the installation of cameras will be provided in a regular monthly report.

Updates

Since the last update of 26 April 2024 (MINO-990 refers):

- The first camera where NZTA will be enforcing speed limits is on track to be activated from mid-June and is a Halo spot-speed camera at Kawakawa, Northland. The second camera will be activated in mid-July and will be a NK7 spot-speed camera on Waitakere Road at Taupaki, Auckland.
- A draft site design with camera sign dimensions for the Kawakawa site is located in Appendix B.
- NZTA is on track to commence transferring NK7 static spot-speed cameras from NZ Police from mid-August once the above cameras are enforcing speed limits.
- Of the four sites vandalised in February and March 2024, the fourth vandalised site has been 'made safe' and is expected to be reinstated in the week beginning 20 May 2024. NZ Police have reported that two of their sites have been vandalised.
- The Ministry of Transport Ministerial has briefed you on the event opportunity to unveil a Safety Camera Area sign.

Progress made at specific camera sites since April 2024 includes:

- All site works have been completed for the average speed corridor at Kahikatea Flat Rd (Dairy Flat), Auckland.
- Camera installation on the average speed corridor on SH2 Pōkeno to Mangātawhiri, Waikato is on hold pending advice on the funding allocation for safety cameras for NLTP 2024-27.
- On 23 April 2024, Northland Te Koukou Transport Committee endorsed proceeding with a site assessment for the average speed corridor on Kaitaia Awaroa Road, Northland. A site assessment was conducted in late April. Speed and traffic data to be gathered using automatic number plate recognition (ANPR) cameras is planned to start in the week beginning 20 May 2024.
- In May 2024, NZTA staff completed initial site assessment on the average speed corridor on Pine Valley Road, Auckland. Speed and traffic data is to be gathered using ANPR cameras and is planned to start in the week beginning 20 May 2024. Data will be captured for two weeks.
- As a new roundabout being installed by the local Road Controlling Authority, a safety camera is no longer required on Wairakei Drive, Taupō. This location will be removed from future updates.
- Site assessments have been completed at three red light camera locations - Great South Road (Manakau Station), East Tamaki Road (Preston Road), Great South Road (Browns Road).

A summary of progress on new average speed, spot speed and red light cameras being installed is provided at Appendix A.

Maps showing the camera locations are provided at Figures 2-4.

Noted by Minister

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Appendix A: Camera installation milestones since 17 April 2024 (by location)

Table 1 – New camera sites being installed, including spot-speed, red-light and average-speed cameras (completed milestones shown in **GREEN**; milestones updated since last report are **BOLD-UNDERLINED**)

#	Location	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera enforcing	Status/ update on each site
1	SH1 Kawakawa, Northland	80	June 2023	June 2023	June 2023	June 2023	June 2024	Spot speed camera First 'new generation' Halo spot speed camera, in test mode while NZTA developing end-to-end enforcement process.
2	Waitakere Rd, Taupaki, Auckland	80	Late 2022	June 2023	June 2023	<u>June 2024</u>	<u>July 2024</u>	Spot speed camera Originally part of Tamaki Makaurau Expansion, this will be first NK7 spot speed camera enforcing on NZTA network.
3	Great South Road (Manukau Station)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local RCA. <u>Site assessment complete.</u>
4	East Tamaki Rd (Preston Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local RCA <u>Site assessment complete.</u>
5	Great South Rd (Browns Rd)	N/A	TBC	TBC	TBC	TBC	TBC	Red-light camera Initial conversations underway with Auckland Transport, as the local RCA. <u>Site assessment complete.</u>
6	Matakana Rd (Warkworth), Auckland	80	Oct 2023	Nov-Dec 2023	Dec 2023	Dec 2023	TBC	Average speed corridor (2 camera sites) Both cameras vandalised in March, referred to Police, and repairs completed in April with new pole installed.
7	Kahikatea Flat Rd (Dairy Flat), Auckland	80	Oct 2023	Nov-Dec 2023	TBC	TBC	TBC	Average speed corridor (2 camera sites) <u>All site works complete.</u>

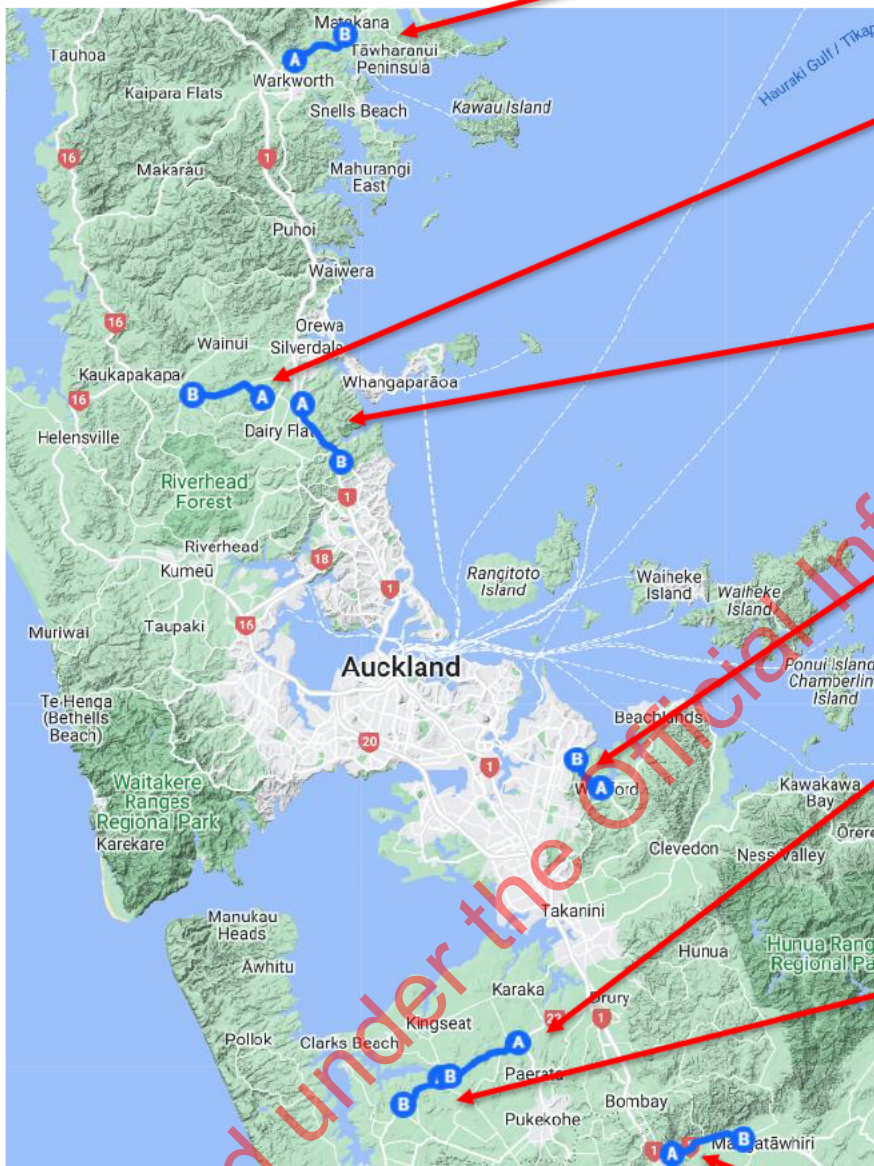
#	Location	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera enforcing	Status/ update on each site
8	East Coast Rd (Stillwater), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Average speed corridor (2 camera sites) Construction completed at both sites. One site existing Police site, upgraded to meet NZTA Health & Safety standards.
9	Whitford Rd (Whitford), Auckland	60	Oct 2023	Dec 2023	TBC	TBC	TBC	Average speed corridor (2 camera sites) Construction completed at both camera sites.
10	Glenbrook Rd East (Glenbrook), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Average speed corridor (2 camera sites) Construction completed at both camera sites.
11	Glenbrook Rd West (Glenbrook), Auckland	80	Oct 2023	Dec 2023	TBC	TBC	TBC	Average speed corridor (2 camera sites) Construction completed at both camera sites. One site existing Police site, upgraded to meet NZTA Health & Safety standards.
12	SH2 Pōkeno to Mangātawhiri, Waikato	90	Feb 2024	Mar 2024	May 2024	May 2024	TBC	Average speed corridor (2 camera sites) Construction of concrete pole mounting pads is complete at both camera sites. <u>Pending funding allocation, camera installation is on hold.</u>
13	Kaitaia Awaroa Rd, Northland	100	TBC	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) <u>NZTA presented to Northland Te Koukou Transport Committee on 23 April</u> <u>Endorsement to proceed with site investigation was granted.</u> <u>NZTA and Northland District Council staff conducted a site assessment in late April as planned.</u> <u>Speed and traffic data to be gathered using automatic number plate recognition (ANPR) cameras. Data gathering is planned to start in the week beginning 20 May 2024 and will capture data for 2 weeks. A site assessment report to follow once baseline data capture and analysis completed.</u>

##	Location	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera enforcing	Status/ update on each site
14	Pine Valley Rd, Auckland	80	TBC	TBC	TBC	TBC	TBC	<p>Average speed corridor (2 camera sites)</p> <p>Both sites on a Local Road and on hold awaiting approval to proceed.</p> <p><u>NZTA staff completed initial site assessment in May.</u></p> <p><u>Speed and traffic data to be gathered using automatic number plate recognition (ANPR) cameras. Planned to start third week of May and capture data for 2 weeks. Site assessment report to follow once baseline data capture and analysis completed.</u></p>
15	SH2 Matatā, Bay of Plenty	100	Apr 2024	TBC	TBC	TBC	TBC	<p>Average speed corridor (2 camera sites)</p> <p>Supported by Matata area iwi, awaiting response from two further iwi from northern end of the corridor.</p> <p>One site existing Police site, upgraded to meet NZTA Health & Safety standards.</p>
16	SH30 Lake Rotoma, Waikato	60	Apr 2024	TBC	TBC	TBC	TBC	<p>Average speed corridor (2 camera sites)</p> <p>Despite being treated by lowering of speed limit to 60kmh, mean speed on this corridor remains high.</p> <p>To be reviewed after initial site assessment and considering alternate locations, recognising importance of applying road safety treatments across broad range of communities. Alternate treatments to a camera could include stronger Police presence on this corridor.</p> <p>NZTA liaison staff working to establish affected iwi groups within the area</p>
17	SH5 Tumunui, Bay of Plenty	100	Apr 2024	TBC	TBC	TBC	TBC	<p>Average speed corridor (2 camera sites)</p> <p>Site assessment report to be completed for the two camera sites.</p> <p>NZTA liaison staff working to establish affected iwi groups within the area.</p>

#	Location	Speed limit (kph)	Pre-approval assessments complete	Pad/ power installed	Pole/ camera installed	Camera into test mode	Camera enforcing	Status/ update on each site
18	Wairakei Drive (Taupō), Waikato	80	TBC	TBC	TBC	TBC	TBC	<p>Average speed corridor (2 camera sites)</p> <p>Both sites are on a Local Road, which was previously SH 1.</p> <p><u>Due to a new roundabout being installed by the RCA, a safety camera is no longer required. This location will be removed from future updates.</u></p>

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Figure 2 – Average speed corridors already approved and currently being installed (As at 17 May 2024, there were no further changes to Figure 2):



Matakana Road, Warkworth

The corridor is a 4. kilometre zone between 297 and 867 Matakana Road. GPS coordinates for the extents are -36.381466, 174.662860° and -36.367648, 174.707326°.

Kahikatea Flat Road, Dairy Flat, Auckland

The corridor is a 3.1 kilometre zone between 1232 East Coast Road and the intersection with Bawden Road. GPS coordinates for the extents are -36.693844, 174.707402° and -36.675161, 174.686470°.

East Coast Road, Stillwater, Auckland

The corridor is a 3.1-kilometre zone between 1232 and 1627 East Coast Road. GPS coordinates for the extents are -36.664349, 174.63110° and -36.664349, 174.63110°.

Whitford Road, Whitford, Auckland

Corridor is a 4.3-kilometre zone between 222 and 659 Whitford Road. GPS coordinates for the extents are -36.922509, 174.9334444° and -36.944063., 174.956009°.

Glenbrook Road East, Rodney, Auckland

Corridor is a 6.5-kilometre zone between 83 and 721 Glenbrook Road. GPS coordinates for the extents are -37.143135, 174.875426° and -37.166823, 174.811143°.

Glenbrook Road West, Rodney, Auckland

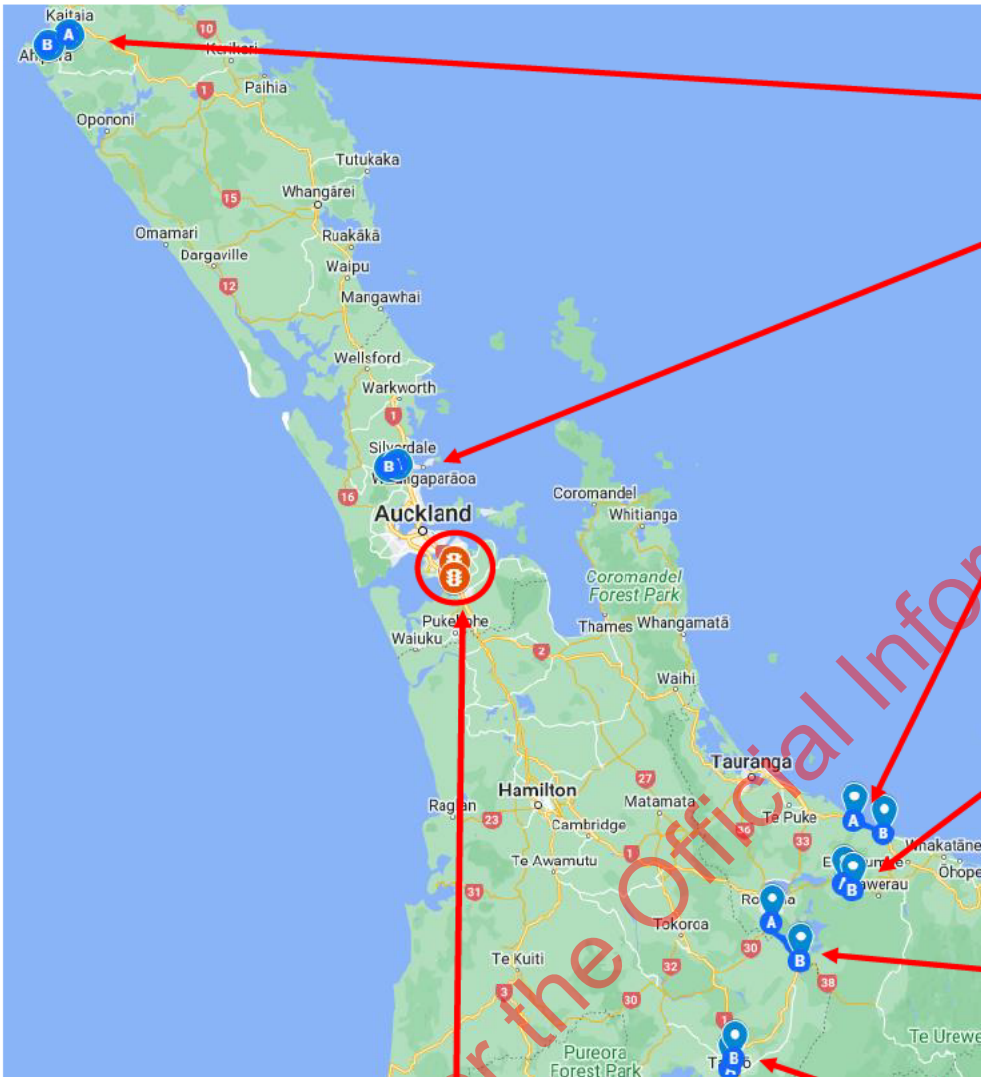
Corridor is a 2.8-kilometre zone between 946 and 1233 Glenbrook Road. GPS coordinates for the extents are -37.174819, 174.789122° and -37.188881, 174.766308°.

State Highway 2 Pōkeno to Mangātāwhiri

Corridor is a 6.8-kilometre zone between O'Leary Road and Mangatawhiri Road. GPS coordinates for the extents are -37.226921, 175.025793° and -37.216766, 175.094958°.

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Figure 3 – Average speed corridors under investigation and yet to be approved for construction (As at 17 May 2024, there were no further changes to Figure 3):



Kaitiaia Awaroa Road, Kaitiaia, Northland

The corridor is a 10.7-kilometre zone between 382 Kaitiaia Awaroa Road and Sandhills Road. GPS coordinates for the extents are -35.171638, 173.15839° and -35.136593, 173.247375°

Pine Valley Road, Dairy Flat, Auckland

The corridor is a 4.3-kilometre zone between numbers 189 and 505 Pine Valley Road. GPS coordinates for the extents are -36.625818, 174.648516° and -36.632902, 174.617290°

SH2 Matata, Bay of Plenty

The corridor is a 12.2-kilometre zone between Otamarakau Valley Road and Herepuru Road. GPS coordinates for the extents are -37.834970, 176.598083° and -37.878429, 176.727294°

SH30 Lake Rotoma, Bay of Plenty

The corridor is a 4.7-kilometre zone between Oxford Road and 525 SH30 Rotoma. GPS coordinates for the extents are -38.047927, 176.557946° and -38.067881, 176.592224°

SH5 Tumunui, Rotorua Lakes, Bay of Plenty

The corridor is a 17.3-kilometre zone between 40 SH5, Whakarewarewa and 2067 SH5, Waimangu. GPS coordinates for the extents are -38.177608, 176.248561° and -38.305295, 176.370472°

Wairakei Drive, Taupo, Waikato

The corridor is a 4.1-kilometre zone between Noumea Drive and Karetoto Road. GPS coordinates for the extents are -38.666346, 176.07468° and -38.634653, 176.089384. *Note that this camera site is no longer required and will be removed from further updates.*

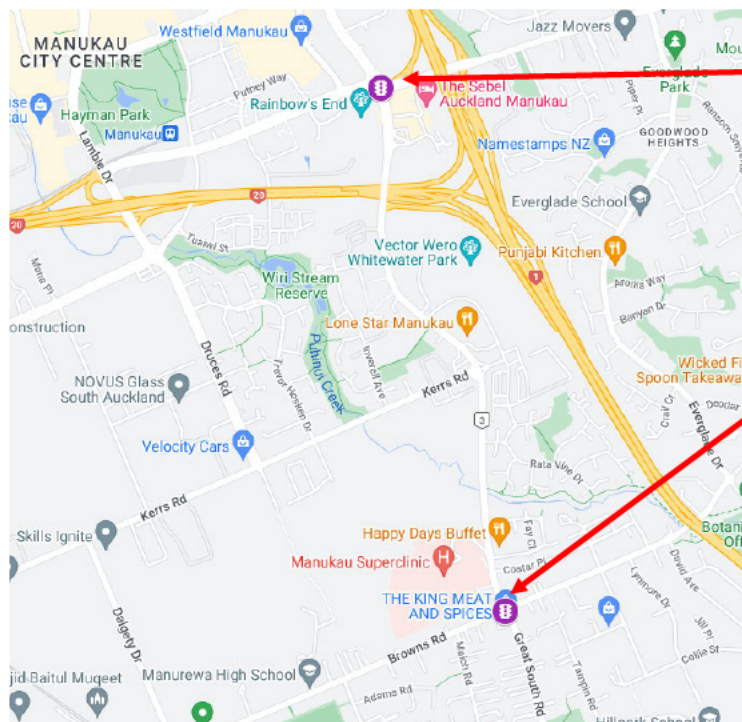
Auckland City Redlight Cameras.

For details, see map at Figure 4 below for more detail.

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Figure 4 – Redlight camera sites

As at 17 May 2024, the site at East Tamaki Road and Preston Road intersection was removed due to pending re-engineering of the intersection



Great South Road and Manukau Station Road Intersection

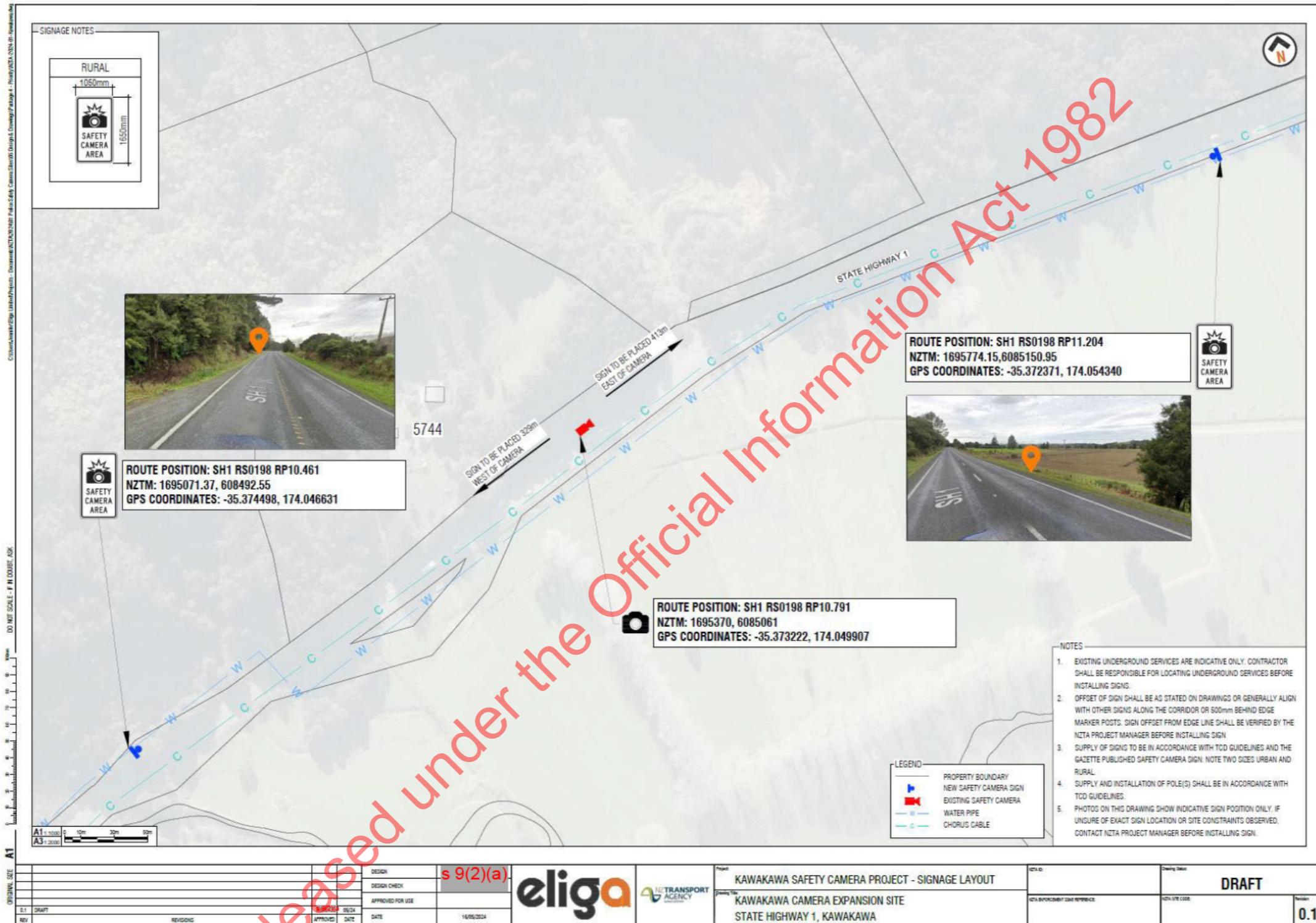
This intersection is at GPS coordinates -36.99257, 174.885395

Great South Road and Browns Road Intersection

This intersection is at GPS coordinates -37.009291, 174.890381

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Appendix B: Draft site design – State Highway 1 Kawakawa



MINISTERIAL BRIEFING NOTE

Subject	Whitford Brown Avenue safety camera sign unveiling
Date	9 July 2024
Briefing number	BRI-3090

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Brent Alderton	Group General Manager Regulatory and Director of Land Transport	s 9(2)(a)		

Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

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9 July 2024

Hon Simeon Brown, Minister of Transport

BRI-3090 Whitford Brown Avenue safety camera sign unveiling

Purpose

1. This briefing provides you with information to support the unveiling of safety camera signs on Whitford Brown Avenue in Porirua, on 16 July 2024, at 9am.

Whitford Brown Avenue camera

2. This camera is an NK7 spot speed safety camera. It has been operated by NZ Police since October 2015 and issues approximately 12,000 infringements annually. This is slightly above the average for similar safety cameras across New Zealand.
3. This location was identified in the collaborative national risk assessment led by NZ Police as part of its Safety Camera Expansion Programme in 2012. This stretch of road saw two fatal and four serious injury speed related crashes in the 5-year period prior to installation of the camera. The camera site was jointly supported by Police, NZTA and the Porirua City Council.
4. The location has a speed limit of 50 km/h and has a speed-activated warning sign to encourage downhill traffic to slow down.
5. NZTA is planning to take over this camera site from March 2025.

Key messages

6. Key safety camera messages include:
 - NZTA is taking over operations of permanent safety cameras from NZ Police.
 - NZTA will install new “safety camera area” signs at static camera sites. This is consistent with a shift towards a ‘highly visible’ approach to static cameras, while maintaining an anywhere, anytime approach to mobile speed cameras.
 - Signs remind drivers to check their speed and slow down if required.
 - Evidence shows that where safety cameras have been used in New Zealand and internationally, they reduce speed and the impact of a crash. Because of this, they’re proven to significantly reduce deaths and serious injuries.

You have received the following briefings on this subject:

- BRI-2945, Average speed (point-to-point) safety cameras, 26 January 2024
- MIN-4394, Update on installation of average speed safety cameras, 20 February 2024
- MINO-989, Update on speed camera installations, 22 March 2024
- MIN-4441, Roll out of safety camera signage, 8 April 2024

- MINO-990, Update on the installation of cameras, 26 April 2024
- MIN-4471, GPS feedback – safety camera investment, 2 May 2024
- MIN-4463, Rollout plan for speed camera signage, 9 May 2024
- MIN-4507, Safety camera sign design, 22 May 2024
- MINO-991, Update on the installation of cameras, 23 May 2024.

Ministerial site visit

7. The purpose of this visit is to provide you with a photo opportunity.
8. Mark Owen, NZTA Acting Director Regional Relationships, Wellington and Top of the South will be on site to meet with you.
9. The event will be located at the safety camera towards the bottom of Whitford Brown Avenue in Porirua (see Appendix A).

Media

10. s 9(2)(g)(i)
11. In March 2024, the NZ Automobile Association (AA) issued a press release about the lack of progress on installing signage around permanent safety cameras. This resulted in some media attention.
12. We expect that the AA will mark the installation of signs at the Kawakawa site, potentially with a press release. The AA may also look to mark the installation of signs at Waitakere Road and this Porirua site also.

It is recommended that you:

1. Note the contents of this briefing.

s 9(2)(a)

Brent Alderton,

Group General Manager Regulatory and Director of Land Transport

.....
Hon Simeon Brown, Minister of Transport

Date: 2024

Appendix A – Whitford Brown Avenue safety camera map



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MIN-4648 Update of rollout of fixed speed camera signs

25 September 2024

Provide an update on progress and planning for installing fixed speed camera signs.

NZ Transport Agency Waka Kotahi (NZTA) response:

- Camera signs will be installed in advance of NZTA enforcing speed limits from a fixed camera site. This will be done for both NZTA cameras and cameras transferring from NZ Police and other Road Controlling Authorities (RCAs).
- The site designs (schematics) for just over 100 fixed camera sign locations have been completed.
- As at 24 September 2024, signs have been installed at 13 locations:
 - Kawakawa, State Highway 1 (SH1).
 - Waitakere Road, Auckland.
 - Candia Road, Auckland
 - Kamo, Great North Road/SH1
 - Wellsford, SH1
 - Kaiwaka, SH1
 - Dome Valley, SH1
 - Whitford Brown Avenue, Aotea
 - Cambridge Rd, Cambridge
 - Waikino, SH2
 - Waihi, SH2
 - Pukehina, SH2
 - Te Poi, SH29
- By the end of 2024 NZTA plans to have installed signs at a further 46 locations, with all signs installed by mid-2025.
- An outline of location and date for installation is attached as Appendix A.
- Mobile speed cameras will not be signposted. For mobile cameras, an 'anywhere, at any time approach will continue to be taken.

Noted by Minister

Appendix A: Planned camera sign installation end dates for NZ Police cameras transferring to NZTA

Note: NZTA's own cameras are not included. All new NZTA camera sites will have signs installed prior to any NZTA enforcement taking place.

	Location	Signage installation END date
1	Candia Road, Henderson Valley	INSTALLED 22/07/24
2	Great North Road/SH1, Kamo	INSTALLED 20/08/24
3	Dairy Flat Highway, Dairy Flat	27/09/24
4	East Coast Road, Redvale	27/09/24
5	Great North Road, Grey Lynn	27/09/24
6	Great North Road, New Lynn	27/09/24
7	Glenbrook Road, Kingseat	05/10/24
8	Mill Road, Totara Park	05/10/24
9	Papakura-Clevedon Road, Ardmore	05/10/24
10	State Highway 2, Maramarua	23/09/24
11	Mill Road, Pukekohe East	05/10/24
12	Mahia Road, Wattle Downs	05/10/24
13	State Highway 1, Kaiwaka	INSTALLED 19/08/24
14	State Highway 1, Wellsford	INSTALLED 19/08/24
15	State Highway 1, Dome Valley	INSTALLED 19/08/24
16	State Highway 17, Albany Heights, 349 Dairy Flat	05/10/24
17	Coatesville Riverhead Highway, Coatesville	05/10/24
18	Old North Road, Kumeu	05/10/24
19	McKenzie Road, Kingseat	05/10/24
20	Ostrich Road, Patumahoe	05/10/24
21	Linwood Road, Karaka	05/10/24
22	Murphys Road, Totara Park	05/10/24
23	Glenbrook-Waiuku Road, Glenbrook	05/10/24
24	Waiuku Road, Waiuku	05/10/24
25	Waiuku Road, Waiuku	05/10/24

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	Location	Signage installation END date
26	Awhitu Road, Karioitahi	05/10/24
27	Massey Road, Mangere	05/10/24
28	Great South Road, Otahuhu	05/10/24
29	Ngapipi Road, Orakei	05/10/24
30	Tamaki Drive, Parnell	05/10/24
31	Hillsborough Road, Hillsborough	05/10/24
32	Rata Street, New Lynn	05/10/24
33	West Coast Road, Glen Eden	05/10/24
34	Great North Road, Henderson	05/10/24
35	State Highway 2, Waikino	INSTALLED 24/09/24
36	State Highway 2, Waihi	INSTALLED 24/09/24
37	State Highway 29, Te Poi	INSTALLED 16/09/24
38	State Highway 2, Pukehina	INSTALLED 18/09/24
39	State Highway 1, Thorndon	08/10/24
40	State Highway 1, Ngauranga	08/10/24
41	Whitford Brown Avenue, Aotea	INSTALLED 16/07/24
42	Hutt Road, Korokoro	03/11/24
43	Wainui Road, Lower Hutt	08/10/24
44	Wainuiomata Road, Wainuiomata	08/10/24
45	State Highway 3, Mokoia	TBC
46	State Highway 56, Tiakitahuna	27/09/24
47	Main Road, Raglan	05/10/24
48	Otorohanga Road, Otorohanga	05/10/24
49	Cambridge Road, Cambridge	INSTALLED 12/09/24
50	Waterview Tunnel North Bound Left	TBC
51	Waterview Tunnel North Bound Middle	TBC
52	Waterview Tunnel North Bound Right	TBC
53	Waterview Tunnel South Bound Left	TBC

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	Location	Signage installation END date
54	Waterview Tunnel South Bound Middle	TBC
55	Waterview Tunnel South Bound Right	TBC
56	King Edward Street, South Dunedin	20/10/24
57	MacLaggan Street, Dunedin Central	20/10/24

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