MINISTERIAL BRIEFING NOTE

Subject	Safety Camera System Programme: update and accelerating camera installation
Date	22 July 2022
Briefing number	BRI-2389

Contact(s) for telephone discussion (if required)				
Name	**Position**	**Direct line**	**Cell phone**	**1st contact**
Neil Cook	Acting Director of Land Transport	s 9(2)(a)	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- ¨ **Withdrawn**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**

22 July 2022

Minister of Transport

Safety Camera System Programme: update and accelerating camera installation

Purpose

1. This briefing provides you with an update on progress in the Safety Camera System (SCS) programme, including an accelerated installation programme underway in Tāmaki Makaurau.

2. Following the briefing note *Strengthening Deterrence to Encourage Safe Speeds* (BRI-2256) of 21 December 2021, you requested information about accelerating the implementation of the Safety Camera System programme.

3. Waka Kotahi has also provided you with information separately about the Safety Camera Trial - mobile phone use and seatbelt detection (BRI-2465) on 11 May 2022.

Background and context

4. The SCS programme has been established by Waka Kotahi NZ Transport Agency to manage the safety camera aspects of the wider Tackling Unsafe Speeds (TUS) package, a key action in the first Road to Zero Action Plan (2020-2022).

5. The Government has committed a significant investment in additional safety cameras to help realise the target of a 40 percent reduction in deaths and serious injuries (DSI) by 2030.

6. It is critical that the SCS programme is delivered in a way that achieves those outcomes and justifies the level of investment compared to other road safety priorities.

7. In November 2019, Cabinet agreed to the following:

   - there should be a significant increased investment in additional safety cameras on the network, prioritised in the Government Policy Statement on Land Transport 2021/22 – 2030/31
   - safety cameras should be located on the highest risk parts of the network, and
   - ownership and operation of the camera network should be transferred from NZ Police to Waka Kotahi at the appropriate time.

8. Although Cabinet agreed that cameras would be clearly signed to road users, you agreed to introduce a mixed approach to the visibility of safety cameras informed by international research and expert advice (BRI-2256 refers). This includes a ‘highly visible’ approach for certain camera types, as appropriate, and maintains a general deterrence ‘anytime anywhere’ component through the use of covert mobile cameras. This revised approach has been endorsed by Cabinet (DEV-22-MIN-0087-paragraph 13 refers).

Accelerated installation project

9. Waka Kotahi, Auckland Transport and NZ Police have been investigating an accelerated safety camera installation project. The project is part of the SCS programme and aims to start to have additional safety cameras installed and operational at high-risk locations on local roads across Tāmaki Makaurau by the end of 2022.

10. To date, the acceleration project has identified 28 corridors from a long list of 71 high risk corridors determined by the Road to Zero intervention model.

11. Auckland Transport is currently confirming cellular signal strength and approval from the power supplier to install at the chosen locations and working through a detailed site design phase.

12. Waka Kotahi has placed orders for Redflex HALO systems for use in this project. However, Redflex has advised that delivery is unlikely before June 2023 due to the war in Ukraine and compounding COVID-19 impacts.

13. Consequently, the project is repurposing ten existing cameras – which are the same model as the current fixed cameras operated by NZ Police – and plans to operate them at ten spot speed sites. Depending on site construction requirements, this repurposing should allow the initial installation of those cameras to start in the 2022 calendar year, followed by further installations as part of the wider SCS programme.

14. This interim solution would mean that enforcement capability could be enabled immediately on the ten identified high-risk locations across Tāmaki Makaurau under the current NZ Police operating model.

15. NZ Police have given their in-principle support to the interim solution subject to the availability of resources to calibrate the cameras and capacity to process infringements. Waka Kotahi will continue to work with NZ Police to understand and mitigate capacity and resourcing issues required for NZ Police to be able to support the project.

16. This project will assist with refining processes and timeframes for communication and engagement, site selection, site readiness and installation, which can help shape the expectations for other RCAs. Communications and engagement planning with NZ Police and Auckland Transport will be completed to support this acceleration. This plan will need to align with and complement other SCS and wider Road to Zero communications and engagement activities to ensure a seamless narrative.

Programme status

17. The SCS programme has recently achieved a number of key milestones, including sign off on the high-level process design, selection of suppliers for safety camera hardware and a back-office processing system, and high-level organisation design. The indicative business case (IBC) for the SCS programme was endorsed by the Waka Kotahi Board in April.

18. An independent quality assurance review conducted by IQANZ and the Treasury Gateway Review have broadly endorsed the SCS programme, and the reports' recommendations are being rapidly progressed.

19. Activities for the coming three months include:

    - planning and initiating the detailed design phase which has now commenced
    - recruiting key senior roles to start the establishment of safety camera functions within Waka Kotahi, and

- ongoing work with Te Manatū Waka Ministry of Transport to enable legislative changes to support the new nation-wide safety camera system, s 9(2)(f)(iv) [redacted]

Expansion of the safety camera system

20. The first phase of the safety camera expansion is planned to be completed by mid-2024. This timeframe will be challenging to achieve, and Waka Kotahi continues to actively manage a range of risk factors including global supply chain issues relating to COVID-19 and the war in Ukraine.

21. Given the timeframe risks and the potential impact to the transfer of functions from NZ Police, we propose to report back to you again before the end of 2022 once we have reviewed the feasibility of meeting current timeframes.

22. The SCS programme has completed a national risk identification process that identifies the high-risk corridors of New Zealand's roading network where safety cameras (speed and red-light) can offer DSI reductions.

23. Over 400 potential installation sites have been identified across a mix of traffic light (107 intersections) and high-risk road corridors (296 corridors) for the first phase of safety camera expansion. While we anticipate that up to half of the locations may not be able to accommodate safety camera hardware, we are highly confident that approximately 100 viable sites will be confirmed for installation.

24. A comprehensive view of risk and intervention methodologies has been developed between SCS and three other key Road to Zero programmes - State Highway Speed Management Plan (SHSMP); Speed and Infrastructure Programme (SIP) and Speed Management Programme (SMP).

25. This integrated approach will be used to plan safety camera expansions beyond 2024. The approach enables exploration of a range of treatment options at each identified high risk corridor to determine the most appropriate intervention (or mix of interventions) and a single engagement approach with the appropriate Road Controlling Authorities (RCAs).

New cameras

26. The expansion of the camera network enables the consideration of newer camera technology s 9(2)(f)(iv) [redacted] The proposed Regulatory Systems (Transport) Amendment Bill (referred to as RSTA2) would enable the use of point-to-point / average speed cameras.

27. Under the Land Transport Act 1998, all new camera types must be validated as 'Approved Vehicle Surveillance Equipment' (AVSE) via a robust and thorough testing regime to ensure the equipment generates accurate, reliable and repeatable offence detection. At that point, a request is made to the Minister of Transport or Minister of Police to designate them as AVSE. The device and its AVSE status are then published in the New Zealand Gazette.

28. Each individual camera must also be calibrated and certificated for accuracy before it can be used for enforcement, and all cameras and deployment sites require annual calibration.

29. NZ Police and Waka Kotahi aim to undertake the required testing of the latest generation Redflex safety cameras (HALO system) from July to November 2022. These devices combine red-light and speed enforcement and point-to-point /average speed enforcement from both roadside and over lane gantry deployments.

30. We expect to request your approval to publish the AVSE validation for the HALO camera systems in the New Zealand Gazette before the end of 2022, or in early 2023.

Road Worker Safety project

31. Between 2015 to 2020, 32 fatal crashes, 235 serious injury and 1,120 minor injury crashes occurred in temporary speed limit zones.

32. While current crash data collection does not specifically capture road construction work zones, the prevalence of crash events in temporary speed limit zones and anecdotal evidence signals this as an issue for both Waka Kotahi and our road construction contractors.

33. We are currently developing equipment to enable Waka Kotahi to deploy safety cameras in active road work sites (cameras will only be operating while staff are working) to monitor the speed of traffic travelling through them.

34. As with the distracted driving trial, the primary aim is to establish the size of the problem. No enforcement action is being taken. The trial also offers the opportunity to explore the operational aspects of alternate deployment options, such as trailer mounted and semi-permanent camera enclosures.

35. We plan to launch this project in the next few months, subject to equipment availability and appropriate communications and engagement planning.

It is recommended that you:

1. **Note** the contents of this briefing.

Neil Cook
Acting Director of Land Transport

Richard May
Chief of Staff

.....

Hon Michael Wood, Minister of Transport

Date: 2022

Agenda Item 3.1

Te Ara Ki Te Ora Road to Zero Update on safety cameras

For Road to Zero Ministerial Oversight Group – 1 June 2023

Background

Tackling Unsafe Speeds programme:

- New regulatory framework for speed management
- Lower speed limits around schools
- New approach to safety cameras

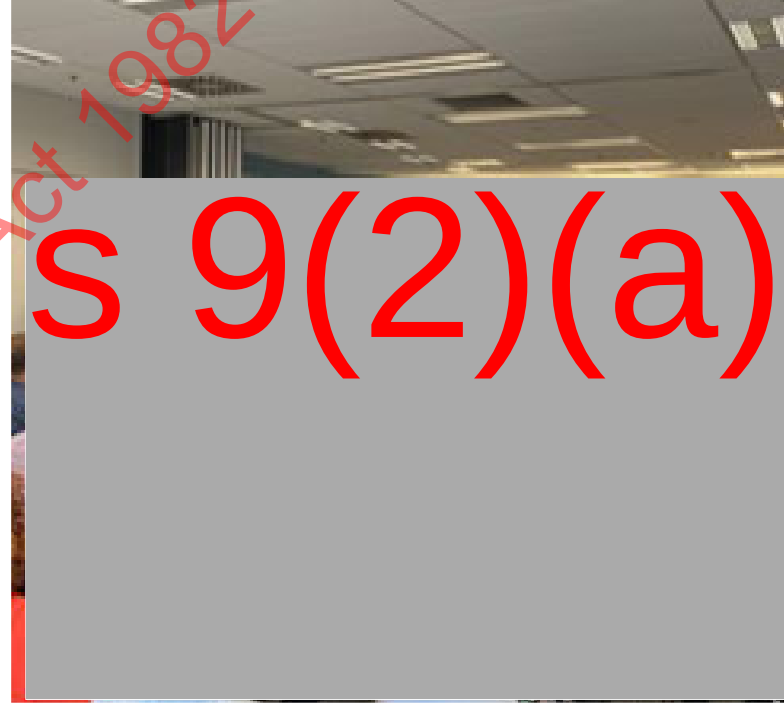
Government policy on safety cameras:

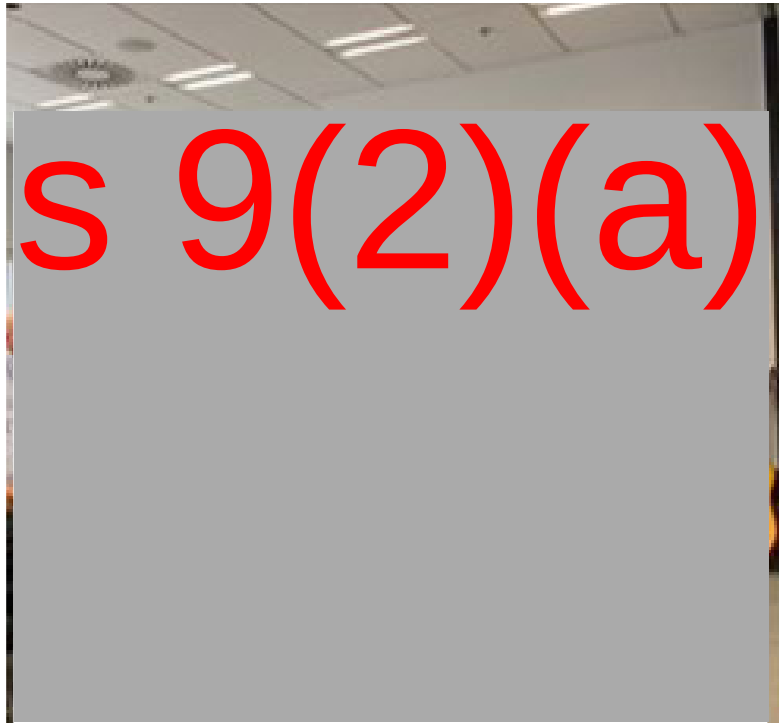
- Significant investment in additional cameras
- Located on the highest risk parts of the network
- Mixed approach to signage including covert mobile cameras
- Transfer from NZ Police to Waka Kotahi

Context

The safety camera programme is a large, complex programme of work concurrently progressing:

- Operationalising the enabling legislation
- Public education and behaviour change
- Operating model and organisation design
- Transfer of functions between organisations
- Implementing several large-scale information technology (IT) projects
- New camera technology with significant privacy implications
- Nation-wide infrastructure roll-out on both state highways and local roads





Progress update

Focus for 2022 was on ‘design’.

Focus for 2023/2024 is ‘delivery’:

- Progress expansion ahead of transfer commencement
- Stage 1: camera technology prototyping (March 2023)
- Stage 2: camera operating roadside, no enforcement (June 2023)
- Stage 3: camera operating roadside, enforcing (November 2023)
- Stage 4: commence transfer of NZ Police cameras to Waka Kotahi (June 2024)

Key progress

- Selection of strategic technology suppliers
- Detailed Business Case approved
- Public Information Strategy developed
- Collaboration with Te Manatū Waka - Ministry of Transport on Land Transport (Road Safety) Bill
- Successful delivery of Stage 1
- First site selected State Highway 1 near Kawakawa
- First 51 sites agreed for physical assessment

Partner update

Iwi / hapū

- Involvement in site selection
- Māori Advisory Group, data sovereignty

NZ Police

- Tāmaki Makaurau Expansion with Auckland Transport
- Transition planning underway for June 2024 start
- Focus on maintaining mobile camera hours

Ministry of Justice – planning for Collections and Courts

Road controlling authorities (RCAs) - site selection

What's next and key risks

- Risk mitigation decisions for back-office offence processing technology
- Safety Camera Public Information Strategy commencing with regional communications and media
- Road Works Safety Camera Trial
- Stage 2 on track for end of June 2023
- Tāmaki Makaurau Expansion – 9 additional cameras with NZ Police enforcing from July 2023
- Average speed / point-to-point camera trial (subject to Road Safety Bill)
- Ministerial designation of Redflex Halo cameras and approved vehicle surveillance equipment (AVSE)

Other opportunities

- Road Safety Penalties Review

s 9(2)(f)(iv)

- Mobile camera operating model
  - Health and safety requirements
  - Collaborative deployment with NZ Police.

MINISTERIAL BRIEFING NOTE

Subject	Average speed (point-to-point) safety cameras
Date	19 January 2024
Briefing number	BRI-2945

Contact(s) for telephone discussion (if required)				
Name	**Position**	**Direct line**	**Cell phone**	**1st contact**
Brent Alderton	Group General Manager Regulatory	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**

19 January 2024

Hon Simeon Brown – Minister of Transport

Average speed (point-to-point) safety cameras

Purpose

1. This briefing provides detailed information on average speed safety cameras (also known as point-to-point safety cameras), including site selection and specifications, operation and benefits of this technology.

Background and context section

2. On 18 December 2023, we provided you with an overview of the Safety Camera System (SCS) Programme [BRI-2926 refers]. This included an overview of the approach NZ Transport Agency Waka Kotahi (NZTA) is taking, more generally, to build the safety camera technology and foundations for processes that can then be scaled as and when required in the future. The briefing noted the safety camera system will contribute to the broader digitisation of transport services and solutions; where cameras and sensors will improve compliance, data automation, safety and congestion.

3. Average speed safety cameras are part of this modern, integrated, highly automated and efficient safety camera network. They are an effective means of supporting speed management through the enforcement of speed limits along corridors where a reduction in mean speed will result in fewer deaths and serious injuries (DSIs). Average speed safety cameras are more effective at improving road safety on longer road lengths for corridor level treatments (e.g., on rural roads) compared to spot speed cameras which are effective at location specific risk management, such as intersections. Through reduced crash numbers and more predictable mean speeds, they also contribute to more reliable journey times for both commercial and private road users.

Current average speed safety camera locations and corridors proposed to be installed by 30 June 2024

4. There are currently 12 average speed safety camera sites being installed across 6 locations (corridors). These cameras are in locations where speed limits have been lowered since May 2022 to reduce DSIs. The addition of speed cameras enables the use of deterrence and enforcement to cost-effectively improve road safety for these high-risk locations. Each location is shown in the map in Figure 1.

Figure 1: Average speed safety camera sites by location (as at 18 January 2024)

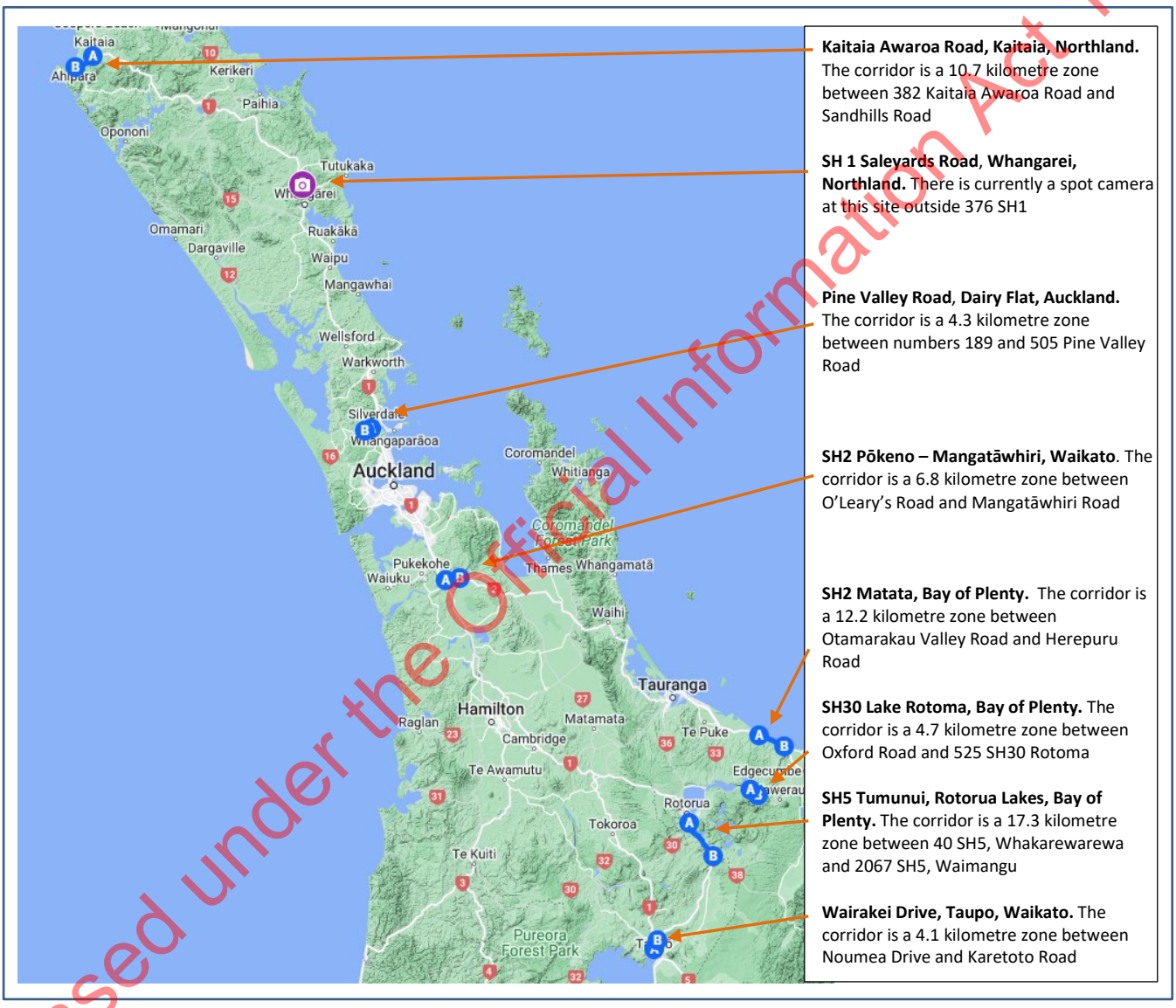
5. There are a further 8 average speed safety camera corridors proposed for installation by 30 June 2024. These locations are subject to validation through physical site assessment, baseline speed surveys and engagement with local stakeholders and include:

- Wairakei Drive (Taupo), Waikato
- Kaitaia Awaroa Road, Northland
- SH30 Lake Rotoma, Waikato
- SH2 Matata, Bay of Plenty
- Pine Valley Road, Auckland

- SH5 Tumunui, Bay of Plenty
- SH2 Pokeno/Mangatawhiri, Waikato
- SH1 Salesyards Road, Northland.

6. These locations are shown in the maps in Figure 2.

Figure 2 Proposed average speed safety camera sites by location



7. By the end of 2024, there will be just over 200 safety cameras sites active or under construction. This includes approximately 150 existing safety cameras (commencing transfer from Police from 1 July 2024), the 28 additional average speed cameras listed above, and a further 25 safety cameras where site selection is still in progress.

8. Any additional average speed safety camera locations will reflect the new Government Policy Statement on land transport and subsequent National Land Transport Programme (NLTP) funding.

Safety camera site selection

9. As with all safety camera locations, average speed safety cameras are selected based on:

    - ***evidence of where crash risk is greatest*** including where crashes occur most often as a result of speeding where the camera will have the greatest impact to support road safety and evidence that speeding is an issue on that road. This is a key driver for the assessment ranking for potential average speed safety camera corridors

    - ***integration with other interventions*** in the area (e.g., road policing, safety infrastructure, speed limit changes)

    - ***feasibility of installing the cameras*** in the location.*.*

10. While safety infrastructure measures, such as median barriers, can increase the safety of a road, there is a need for safety cameras to support the infrastructure improvements where speed profiles suggest that excessive speeds are likely to occur. Average speed safety cameras have been shown to be effective at enforcing corridor speed limits and improving road safety irrespective of the level and age of the other interventions on the road.

11. To operate effectively, average speed safety camera corridors need to meet a number of physical site requirements, as well as requirements for the cameras themselves to be installed and operate.

12. Installation of average speed (and other) safety cameras involves consistency with, or meeting, the Austroad's Guide to Traffic Management, complying with any local regulation or conditions for the site (e.g., under the Resource Management Act 1991), and supporting speed management measures for the specific section of state highway or local road (approved by the relevant Road Controlling Authority).

13. At a specific site, a safety camera's installation can vary within these standards and, if necessary, other solutions may be needed to ensure the camera operates effectively and safely. These considerations include:

    - ***Size of structure***: The structure is 1048mm tall, 596mm deep and 546mm wide. Typically, the camera is mounted 3.5 metres above ground (measured from ground to the underside of the camera).

    - ***Placement from edge of carriageway or centre line of road***: The camera is to be placed between 1 to 3 metres from the left-hand edge of the first lane.

    - ***Line of sight distance visibility:*** The ideal line of sight distance of visibility is between 40 to 50 metres. The radar tracking range is up to 150 metres.

    - ***Degree of angle to carriageway tolerance vs accuracy:*** The radar used is a multi-array system that captures speed and x, y, z position coordinates. This allows the system to track target paths and establish the angle of the roadway relative to the camera. On advice from the camera provider, NZTA will be installing the system at an 18 degree angle to the carriageway. However, this angle can vary between 15 and 25 degrees while maintaining camera accuracy.

- ***Ability to detect speeds of consecutive vehicles passing***; Especially relating to distinction between tailgating vehicles and varying size of vehicles - small cars, motorbikes and trucks / bus, and what cameras are capable of distinguishing**.**
- ***Road geometry***: A straight road for 100 metres, constant slope for 100 metres.
- ***Power source***: Within the range of 230-240 Volts Alternating Current.
- ***Mobile data network coverage.*** Connection enabling reliable transmission of camera data.

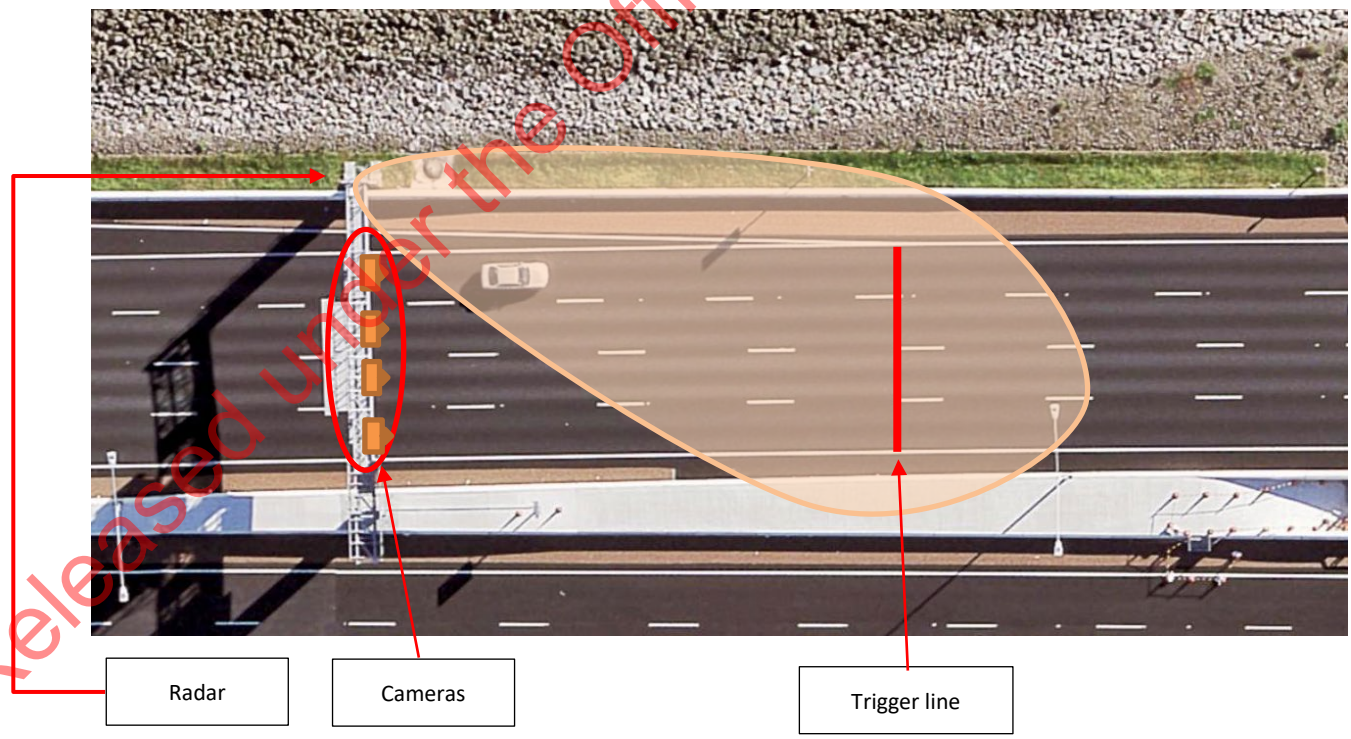
14. To understand how these standards are applied in practice, we have recently published site assessments for the average speed safety cameras being installed across Tāmaki Makaurau Auckland (Draft average speed safety camera assessments).

How average speed cameras work

15. Halo average speed safety camera systems include a GPS based independent timekeeper and Automatic Number Plate Recognition (ANPR) software. The trigger line is set at the start of the previously measured average speed corridor, with a second system at the other end of the corridor (see Figure 3).

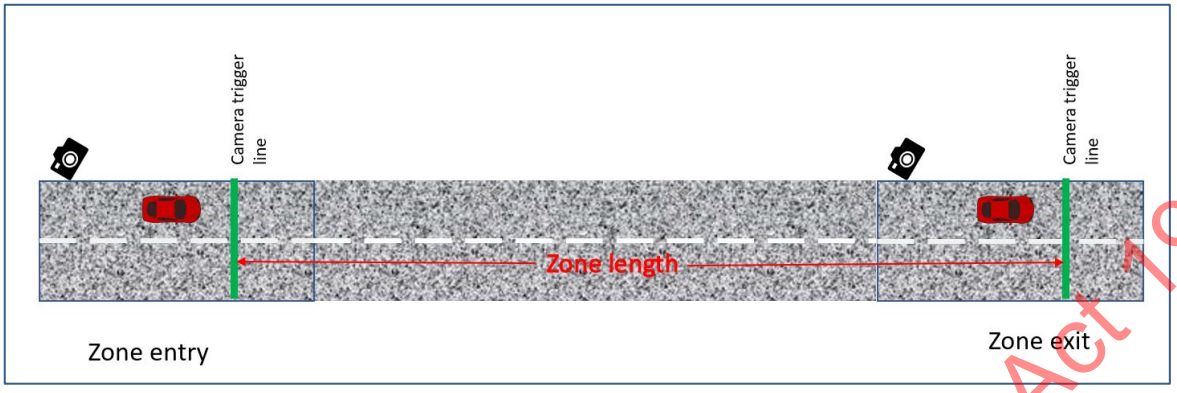
16. These systems report images and data back to a matching server (Redflex's Alcyon Express software) which performs vehicle matching by number plate and performs speed calculations based on the time (in seconds) it took that vehicle to traverse the measured corridor.

Figure 3: Average speed cameras - Halo distributed



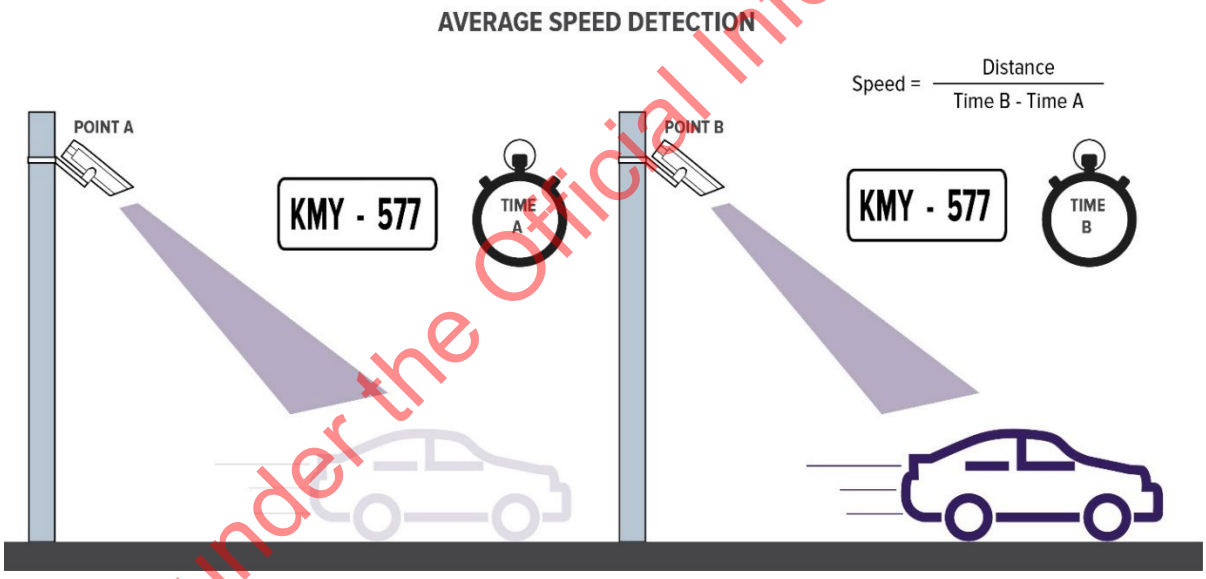
17. Figure 4 shows how an average speed safety camera corridor operates over the full corridor.

Figure 4: Average speed camera corridor layout



18. Average speed enforcement is based on the core speed calculation of distance divided by time. For average speed enforcement, individual vehicles are 'checked in and out' of a predetermined measurement zone. Registration plates are used as the unique vehicle identifier, so ANPR is a key component of the system.

Figure 5: Average speed safety camera enforcement



19. As a vehicle passes a defined trigger point, an image is taken of the vehicle and includes capturing the time the vehicle crossed the trigger. The same process occurs at the other end of the measurement zone. There are various trigger options for road sensors and video analytics including, radar or Laser Imaging, Detection and Ranging (Lidar). New Zealand will use radar-based triggering.

20. The key evidential components to calculate speed are accurate and synchronised time between cameras/triggers at each end of the measurement zone, and a certified known distance between the trigger points. Average speed is calculated using the formula specified in section 146A(2) of the Land Transport Act 1998[1].

[1] The average speed of a vehicle between 2 detection points on a road is to be calculated using the following formula (and expressed in kilometres per hour rounded down to the next whole number):

Signage

21. Section 146E of the Land Transport (Road Safety) Amendment Act 2023 makes it compulsory for NZTA to install signage to inform road users that an average speed safety camera is in use.

22. Safety camera signage was Gazetted in October 2023 (Land Transport Rule: Traffic control devices 2004 - Safety Camera Area Signs). The signs are highly visible at 1350mm x 750mm. An image of the signage is shown in Figure 6.

Figure 6: Safety camera area sign

Privacy considerations

23. Average speed safety cameras capture images and ANPR data from vehicles entering and exiting a zone, capturing the number plate details of all vehicles – creating a moving vehicle offence or otherwise. This differs from spot speed cameras which only capture an image if a vehicle is over the speed limit. Collecting the number plate details and other meta data (i.e., of large commercial vehicle licence plates to assist with targeting commercial transport operator compliance activities) of both offending and non-offending vehicles by average speed cameras raises potential privacy concerns.

24. Privacy is an important consideration for all safety cameras that will be operated by NZTA.

25. The Privacy Impact Assessment on NZTA's website has been recently updated to include annexes on automation of verification business rules (which relates to the operation of safety cameras), and the testing and rollout of safety cameras. These annexes are discussed with the Office of the Privacy Commissioner and operate in conjunction with NZTA's general privacy provisions, all of which are subject to the Privacy Act 2020.

26. While NZTA's Privacy Impact Assessment has been updated for the safety camera roll-out, an Impact Assessment is being developed to ensure that all relevant privacy issues are addressed, and appropriate privacy controls are in place before average speed cameras are used to issue infringement notices after March 2024. Current plans are for the details of a person who has not committed a speeding offence to only be retained for 48 hours to minimise the potential for privacy concerns. Future proposals may include, for example, capturing and retaining number plate details of trucks and buses for the purposes of regulating commercial transport operators.

$$(d \times 3.6) \div t$$

where —

d is the surveyed distance (expressed in metres and rounded down to the next whole number)

t is the period (expressed in seconds) between the time when the vehicle passes the first detection point and the time when it passes the second detection point.

Benefits of average speed safety cameras

27. Crashes cost about 2.5 percent of New Zealand's GDP. International evidence shows that average speed safety cameras can be more than three times as effective at reducing DSIs than static speed safety cameras. Average speed safety cameras can reduce crashes by up to 56 percent, compared to static cameras where crashes are reduced by 20 percent.

28. A key benefit of average speed safety cameras arise from their influence on speed over long sections of a road, compared to a spot speed approach. The influence of average speed safety cameras extends further than the actual measurement corridor itself. This occurs as speeding drivers reduce speed ahead of the camera locations, travel at the speed limit through the corridor, and do not increase speed for a period after the corridor ends.

29. Average speed safety cameras are generally perceived to be fairer, with clear sign posting reminding drivers to check their speed at the first camera. Drivers have the opportunity to adjust their speed to achieve an average speed over the length of the corridor, at or below the speed limit, in order to avoid an infringement.

30. As well as improving DSIs, average speed safety cameras also support more reliable journey times which provides benefits for road users, including those users hauling freight.

Next steps

31. As advised in BRI-2926, there are choices about the scale and pace of the roll out of additional new cameras on New Zealand roads, including average speed safety cameras. The SCS Programme will work through options that will deliver on the new Government Policy Statement on land transport and subsequent NLTP funding.

32. NZTA will be updating its Privacy Impact Assessment to include the operation of average speed safety cameras.

It is recommended that you:

1. **Note** the contents of this briefing.

s 9(2)(a)

Brent Alderton

Group General Manager Regulatory

.....

Hon Simeon Brown, Minister of Transport

Date: 2024

MIN-4441 Rollout of speed camera signage

5 April 2024

Provide information on the rollout of speed camera signage, and when signs are expected to be installed.

Background to the camera sign approach

- In November 2019, as part of Tackling Unsafe Speeds the previous government decided that, alongside increased investment in additional cameras on the network, there would also be a highly visible approach to cameras. In December 2021, this approach was clarified as being both 'highly visible' for certain camera types (that is, static, red light, and average speed safety cameras) as appropriate, while maintaining an 'anytime anywhere' general deterrence approach through the use of covert mobile cameras.

- It was agreed that existing cameras, mostly operated by NZ Police, would not have signs installed until NZ Transport Agency Waka Kotahi (NZTA) started expanding the camera network. NZTA will put the first of the new cameras into enforcement mode in mid-2024. As cameras are transferred to NZTA, all fixed speed cameras will be signposted, giving drivers a reminder to check their speed and slow down if needed.

- On 25 July 2023, the Land Transport Rule: Traffic Control Devices 2004 – Safety Camera Area Signs (the Camera Sign Rule) authorising the installation and maintenance of safety camera area signs came into effect. The Camera Sign Rule contains specifications that need to be met when signs are installed at fixed camera locations. See https://gazette.govt.nz/notice/id/2023-au3521.

Implementing the camera sign approach

- To date, there has been no formal announcement of the camera signposting approach. The approach has been outlined as questions and opportunities have arisen in the media, with stakeholders, including the Automobile Association (AA), which has been calling for signposting of fixed cameras for some time, and in correspondence with NZTA.

- Signs are being installed as part of NZTA's testing of new camera types and at the earliest opportunity as NZTA takes over cameras from NZ Police.

Signs are being installed as part of testing new camera types

- The camera sign approach is being implemented by NZTA as part of testing new camera types that haven't been used in New Zealand before.

- To date, camera signs (*Camera not in use*) have been installed for the cameras operating in test mode (as opposed to enforcement mode). The first camera was on SH1, Kawakawa with testing starting in September 2023.

- *Camera not in use* signs have also been installed at the average speed / point-to-point (P2P) camera test corridor on Matakana Road, Warkworth.

- The signs will be changed to *Safety camera area* signs as the new camera locations are moved from test mode to enforcement mode.

- All future fixed cameras will have *Safety camera area* signs installed from when they start operating in enforcement mode.

Signs will be installed at existing static camera sites at the earliest opportunity

- From August 2024 to 30 June 2025, NZTA will transition just over 100 static cameras from NZ Police and other road controlling authorities (RCAs). This equates to transitioning about two cameras on average per week.

- NZTA is working closely with NZ Police regarding signage and will, at the earliest opportunity presented, install signs at existing static camera sites, including those owned by RCAs.

- On 5 April 20024 NZ Police indicated that they would have no objection to NZTA commencing work towards signposting static speed sites currently operated by NZ Police as and when NZTA is in a position to do so.

- The most efficient and cost-effective approach is to install signage at the same time as camera sites are being transitioned. This avoids duplication of activities and logistics including:
    - entering into a memorandum of understanding (MOU) with local RCAs to obtain consent to install the signs where the camera is on a local road
    - notification of local residents to advise them of the works
    - physical site remediation
    - every camera will need to be physically swapped out and upgraded to meet NZTA's security requirements.

- A draft plan has been developed to achieve this that balances:
    - commercial efficiencies of sequencing works and managing capacity with regional suppliers
    - minimising disruptions to road users and local communities
    - ensuring that NZTA back-office functions have capacity to deal with infringement volumes as cameras are transferred
    - being feasible for NZTA, NZ Police, Auckland Transport, and Christchurch City Council, and other RCAs.

- NZTA provides the Minister with a monthly update on the installation of new cameras. We will add to this update a section to provide visibility of the rollout of signage.

Announcement of the start of the new camera sign approach

- The current plan is that the NZTA owned Kawakawa camera will be the first site to have a *Safety camera area* sign installed in June/July 2024, subject to successful completion of testing. This site would be suitable from a health and safety perspective for a public announcement of the launch of the new approach to signage.

- There are a number of existing sites on Auckland Transport (AT) local roads where signs could be installed sooner than is currently planned, potentially before the end of May. These sites are currently operated by NZ Police and are identified in Annex A. Some of these would also be suitable for a public announcement, subject to agreement with AT and NZ Police.

Noted by Minister ☐

Annex A: Candidate camera sites for early signage installation)

All sites are static spot speed cameras on AT local roads and operated by NZ Police:

Road name	Suburb
Ostrich Road	Franklin
Mill Road	Pukekohe East
Waiuku Road	Waiuku
Glenbrook-Waiuku Road	Waiuku
Dairy Flat Highway	Dairy Flat
Papakura-Clevedon Road	Ardmore
Linwood Road	Karaka
McKenzie Road	Kingseat
East Coast Road	Waitematā

MINO-990 – Update on the installation of cameras

26 April 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 Safety Camera System programme within NZ Transport Agency Waka Kotahi (NZTA).

In addition to average speed cameras, NZTA is also installing spot speed and red-light cameras, several of which have been agreed and are being constructed. These cameras are also included here for your visibility.

A summary of progress on new camera sites being installed, including spot-speed, red-light and average-speed cameras, is provided at Table 1. Maps showing the camera locations are provided at Figures 2-4.

Updates

Since the last update was provided (MINO-989 – 22 March 2024); the following summarises progress:

1. NZTA remains on track to start enforcing speed on our roads from mid-year
2. The first cameras will be a Halo spot-speed camera at Kawakawa, Northland, and an NK7 spot-speed camera on Waitakere Road at Taupaki, Auckland
3. NZTA is also on track to then commence transferring NK7 static spot-speed cameras from NZ Police shortly after
4. Three of the four camera poles vandalised in February-March in the Franklin and Warkworth areas have been reinstated, with new security bolts and grout fitted to make them harder to damage or disable
5. The fourth vandalised site has been ‘made safe’ and is expected to be reinstated in late April.

Figure 1: New pole being installed on the Matakana Road average-speed camera corridor near Warkworth

All updates on Table 1 since MINO-989 are **BOLD-UNDERLINED** for your convenience.

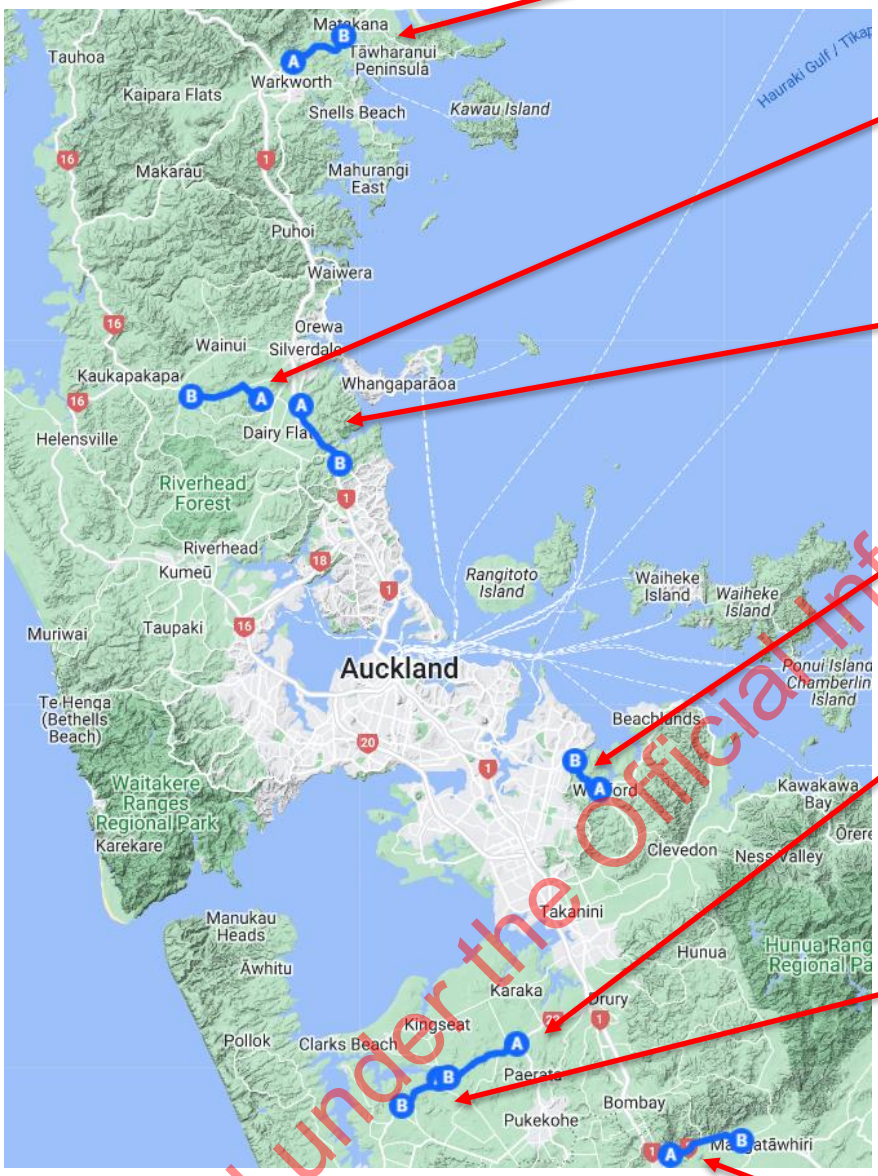
*Table 1 – New camera sites being installed, including spot-speed, red-light and average-speed cameras (completed milestones shown in GREEN; milestones updated since last report are **BOLD-UNDERLINED**)*

##	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	**May-2024**	**June 2024**	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 **Site assessment scheduled for late April**
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 **Site assessment scheduled for late April**
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 **Site assessment scheduled for late April**
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 **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) **Minor works in progress, subject to Temporary Traffic Management approval**

##	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** **Pending power connection, camera to be installed in May**
13	**Kaitaia Awaroa Rd, Northland**	100	TBC	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) All Northland camera sites on hold awaiting approval to proceed. **NZTA presenting to Northland Te Koukou Transport Committee in late April** **NZTA and Northland District Council staff to conduct site assessment in late April**
14	**Pine Valley Rd, Auckland**	80	TBC	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) Both sites on a Local Road and on hold awaiting approval to proceed **NZTA staff completing initial site assessment in May**

##	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
15	**SH2 Matatā, Bay of Plenty**	100	Apr 2024	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) **Supported by Matata area iwi, awaiting response from two further iwi from northern end of the corridor** One site existing Police site, upgraded to meet NZTA Health & Safety standards
16	**SH30 Lake Rotoma, Waikato**	60	Apr 2024	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) Despite being treated by lowering of speed limit to 60kmh, mean speed on this corridor remains high. 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. **NZTA liaison staff working to establish affected iwi groups within the area**
17	**SH5 Tumunui, Bay of Plenty**	100	Apr 2024	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) Site assessment report to be completed for the two camera sites. **NZTA liaison staff working to establish affected iwi groups within the area**
18	**Wairakei Drive (Taupō), Waikato**	80	TBC	TBC	TBC	TBC	TBC	Average speed corridor (2 camera sites) Both sites on a Local Road, which was previously SH 1 Site assessment report complete, awaiting RCA/ Area Programme Manager approval to proceed

Figure 2 – Average speed corridors already approved and currently being installed (at 17 April 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.

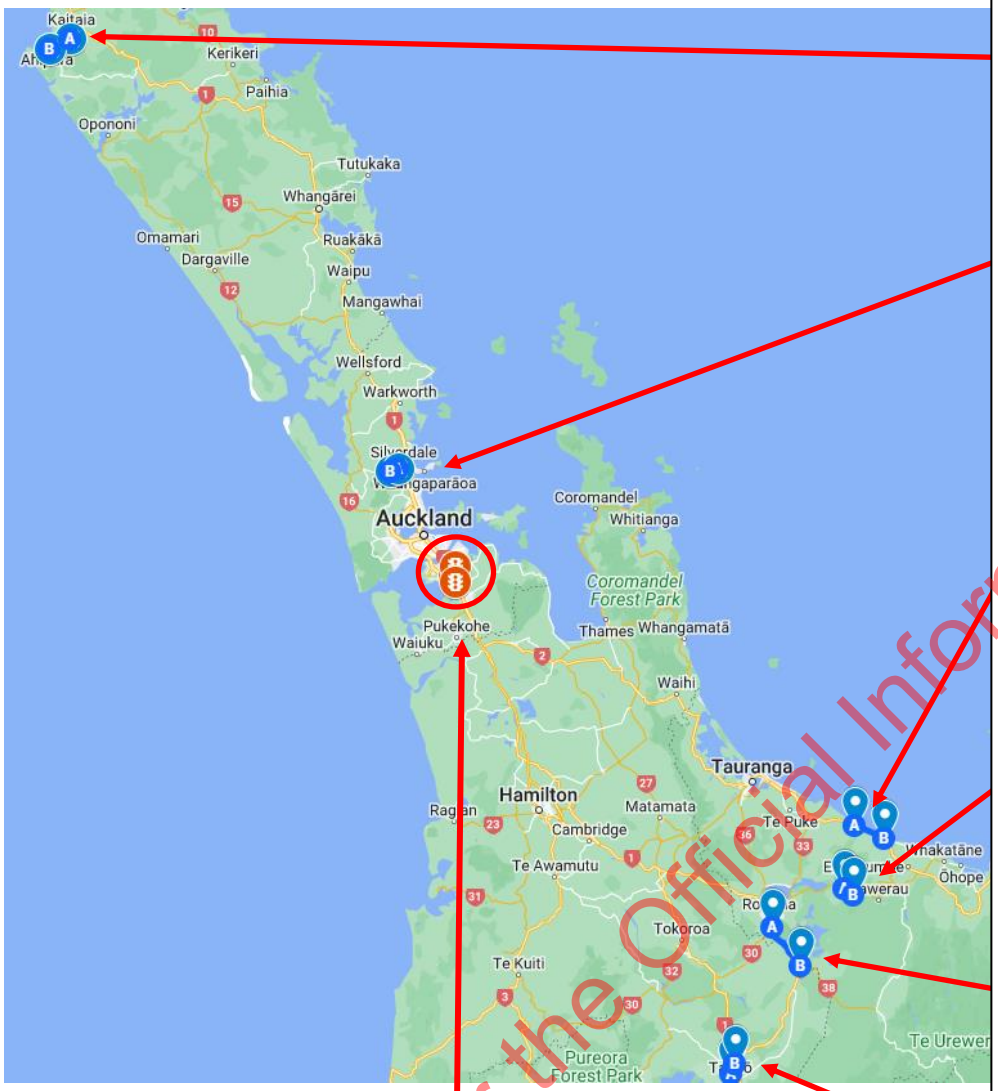
Whitford Road, Whitford, Auckland
Corridor is a 4.3-kilometre zone between 222 and 659 Whitford Road. GPS coordinates for the extents are -36.922509, 174.9334444° and -36.944063., 174.956009°.

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 Mangātawhiri
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°.

Figure 3 – Average speed corridors under investigation and yet to be approved for construction (at 17 April 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, 173.15839º and -35.136593, 173.247375º

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, 174.648516º and -36.632902, 174.617290º

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, 176.598083º and -37.878429, 176.727294º

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, 176.557946º and -38.067881, 176.592224º

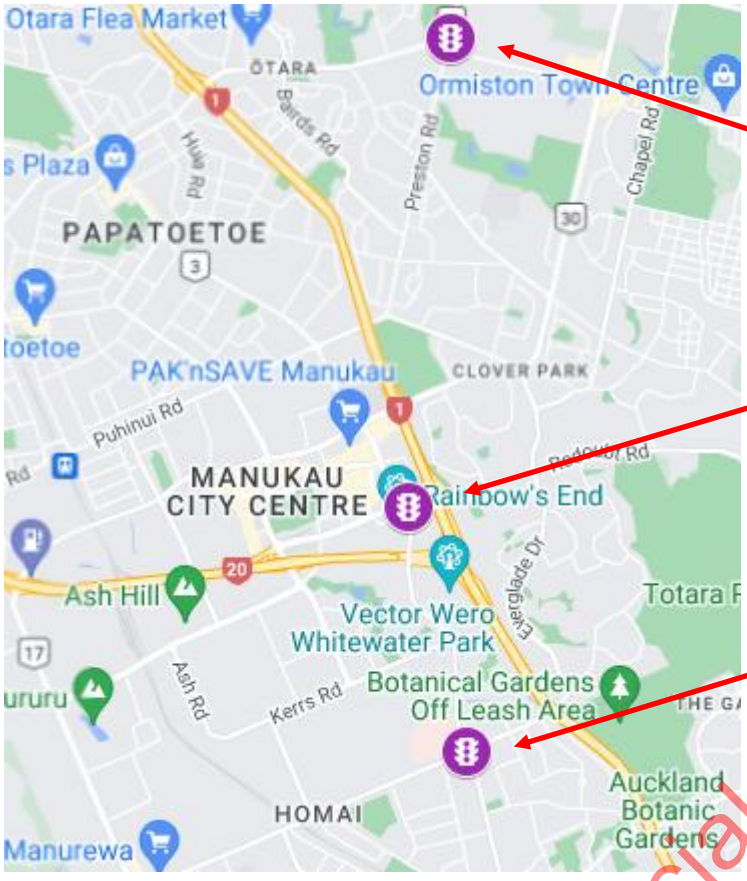
SH5 Tumunui, Rotorua Lakes, Bay of Plenty
The corridor is a 17.3-kilometre zone between 40 SH5, Whakarewarewa and 2067 SH5, Waimangu. GPS coordinates for the extents are -38.177608, 176.248561º and -38.305295, 176.370472º

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, 176.07468º and -38.634653, 176.089384

Auckland City Redlight Cameras.

For details, see map below for more detail.

Figure 4 – Redlight camera sites



East Tamaki Road and Preston Road Intersection

This intersection is at GPS coordinates -36.960464, 174.888912

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

Noted by Minister ☐

MIN-4463 – Rollout plan for speed camera signage

9 May 2024

Provide a schedule for the roll out of speed camera signage in New Zealand.

NZ Transport Agency Waka Kotahi (NZTA) Response:

You were previously provided with an overview of the NZTA safety camera programme approach to the rollout of speed camera signage (*MIN-4441 – Rollout of speed camera signage)*.

This document provides further information on the high-level plan and approach to that roll out.

Approach to installation of speed camera signage

Contracts have been awarded to undertake the design of each camera sign location for approximately 300 '*Safety Camera Area'* signs at 109 camera sites across the country. The plan for new camera sites is to install signs when they move to enforcement mode. For existing camera sites, this is at the point the camera is transferred from NZ Police to NZTA, or during any pre-transfer remediation work at the site.

This approach is efficient and cost-effective as it avoids duplication of activities and logistics, and minimises disruption to road users and local communities, as camera sites will be worked on once rather than several times. Logistic considerations include:

- determining the location for each sign, engineering the remediation and preparation work, and physically installing it,
- entering a memorandum of understanding (MOU) with local Road Controlling Authorities (RCAs) for consent to complete the work,
- notifying residents to advise them of the work,
- minimising disruption to road users and local communities.

High level milestones for installing signage

The proposed schedule is:

- May-June 2024. An existing NZ Police-operated spot speed camera in Auckland is being considered as the first site for new signage.
- June-July 2024. The first NZTA-operated camera is scheduled for go live (a Halo spot-speed camera at Kawakawa), for which the new signage will be installed.
- July-August 2024. The second NZTA-operated camera scheduled for go live (an NK7 spot-speed camera on Waitakere Road in Taupaki, Auckland), for which the new signage will be installed.
- August 2024-June 2025. Approximately 106 NZ Police-operated cameras will be progressively transferred to NZTA, each of which will have signage installed as part of the remediation process.

Unfortunately, we are unable to provide a more detailed timeline at this stage. Signage is being installed in conjunction with safety infrastructure and/or the camera transfer process. NZTA is currently working through the scheduling with suppliers in order to minimise costs and disruption to road users.

Regular updates to be provided to your office

NZTA currently provides the Minister with a monthly update on the installation of new cameras. This will be expanded to include an update on signage implementation through to 30 June 2025.

Noted by Minister ☐