



Static Camera Expansion Programme

Update: Auckland's first digital
cameras go live



3 December 2014

Auckland's first two digital speed cameras go live

A new generation of fixed speed cameras arrives in Auckland tomorrow (Thursday 4 December), with two new cameras going live in Totara Park.

The cameras, which use dual radars and digital technology, are in Mill Road and Murphy's Road.

A third camera is scheduled to go live on 12 December at an existing site on Great South Road, Otahuhu. Infrastructure at two other sites, Candia Road in Henderson's Valley and Great North Road in Kelston, is to be upgraded before the cameras go live.

A sixth site in Tamaki Drive is still under discussion and will be announced once consultation with local road controlling authorities is complete.

The Totara Park cameras' go-live date coincides with Police's summer road safety campaign, so will be set to photograph vehicles travelling 4km/h over the speed limit.

"These cameras are being installed to protect the people who live and work in the vicinity, or simply travel through," says Superintendent Carey Griffiths, National Manager of Road Policing. "Every site has been selected because it has a history of speed-related crashes, and analysis shows a static speed camera will help to save lives and reduce serious injuries. International research clearly supports this."

In an extensive site selection process, robust independent analysis based on 10 years of crash data was followed with extensive consultation with local experts, including those from Auckland Transport.

"We've worked closely with Police in the site selection process," says Karen Hay, Auckland Transport's Community & Road Safety Manager. "We know these roads back to front, including how they're used and what the local safety issues are. We've been able to feed all of that expertise into the decision-making process, so I'm sure the vast majority of people in these communities will find their roads feel safer and calmer once the cameras are operational."

Road policing staff also visited residents and businesses near each location to discuss any concerns. "No issues were raised – in fact, we're consistently finding that people who live and work near these locations are delighted that something is being done about speeding traffic," says Mr Griffiths.

Other stakeholders who took part in the site selection process include local representatives from the Auckland Motorway Alliance, the New Zealand Transport Agency, Road Transport Forum and the AA.

Police announced in June that Auckland was to receive six of the first 12 next-generation digital fixed speed cameras being rolled out nationally. The \$10m road safety project will see 56 new digital cameras placed across the country in sites assessed as having a high risk of speed-related crashes. The network will be fully operational by April 2016.

The new cameras use a dual radar system to monitor up to six lanes of traffic flowing in both directions. The first camera became operational in Ngauranga Gorge, Wellington, in July 2014. Twelve cameras are being installed in the first phase of the rollout, which sees six digital cameras in Wellington and six in Auckland.

Locations of the 44 second phase cameras will be announced when Police has finished consultation with stakeholders.

Assistant Commissioner Road Policing, Dave Cliff, says the cameras are being introduced as part of the government's Safer Journey's strategy, which aims to make New Zealand roads increasingly free of death and serious injury.

"International research is clear: speed cameras reduce traffic speed and road crashes, and help to reduce injury severity. Small reductions in speed greatly reduce the likelihood of a crash and increase the chances of surviving crashes that do occur."

ENDS

For more information about the new cameras, go to:

<http://www.police.govt.nz/about-us/publication/media-kit-new-static-cameras>

Police media contacts:

National - Ross Henderson, ph 021 192 2919 or 04 470 7316.

Auckland – Kimberley Mathews, 021 192 0717

Media Note: These cameras are being placed in high risk crash areas, often on busy roads and highways. Extreme care should therefore be taken when visiting, photographing or filming in these areas. It remains the responsibility of media organisations to ensure the safety of their staff.

HOW THESE SITES WERE SELECTED

» STAGE 1: MATHS AND SCIENCE (JULY-OCTOBER 2013)

- Police commissioned independent experts, Abley Transportation Consultants, to develop a scientific methodology to identify and rank sections of road where the presence of static speed cameras could prevent the most speed-related crashes.
- The methodology had to fit three requirements:
 - Simple and robust
 - Easy for non-experts to understand
 - Could be applied to the entire road network.
- To meet the requirements, Abley developed a methodology based on historical risk – speed-related crashes that had occurred over 10 years (2003-2012).
- Data was sourced from the NZ Transport Agency's Crash Analysis System (CAS), and national road network data supplied by Terralink.
- Only data from speed-related crashes was used in the analysis, because evidence shows speed cameras reduce the risk of this type of crash.
- Every road in New Zealand – including urban streets and highways – was considered during the analysis. A digital map of the road network was split into more than a million 100m segments. Speed-related crashes that had occurred over the 10 year period were attributed to the appropriate segment and counted.
- The 10% of segments with the highest number of speed-related crashes were analysed further to rank them for risk. Three variables were considered:
 - How many high-risk segments joined together on a stretch of road to form a 'corridor of risk'. The longer the corridor, the longer road users are exposed to risk.
 - The average number of crashes per kilometre of the corridor of risk
 - The highest number of crashes on one segment within the corridor of risk (i.e. if there was a particular black spot).
- The three variables were equally weighted to give a final ranking for each corridor of risk. In total, 1250 corridors of risk were identified across the full network.

» STAGE 2: CONSULTATION (NOVEMBER 2013-JULY 2014)

- A team led by Inspector Mark Stables, Manager of Crash Investigation and Calibration Services, discounted sites that didn't meet the practical criteria for installation of speed cameras.
- More than 600 remaining sites were reviewed by people with in-depth knowledge of each road. This included local representatives from Police, New Zealand Transport Agency, city and district councils, Auckland Transport, Auckland Motorway Alliance, the Automobile Association and others.
- Engineers then visited the agreed sites to conduct physical on-site assessments, including preparation of engineering and site plans, to confirm sites were suitable.

» LOCATIONS AND KEY DATES

Road Name	Locality (*existing site)	Police District	Operational (scheduled)
Murphy's Road	Totara Park	Counties Manukau	4 December
Mill Road	Totara Park	Counties Manukau	4 December
Great South Road	Otahuhu*	Counties Manukau	12 December
Candia Road	Henderson Valley	Waitematā	December (TBC)
Great North Road	Kelston*	Waitematā	December (TBC)
Tamaki Drive	Parnell	Auckland City	Under consultation

» SPEED-RELATED CRASH DATA

Number of speed-related crashes which occurred in the vicinity of each speed camera site in the last 10 years:

Road Name	Total	Fatal	Serious	Minor	Non-injury
Murphy's Road	24	1	4	14	5
Mill Road	35	1	2	11	21
Great South Road	15	0	3	5	7
Candia Road	64	2	9	17	36
Great North Road	40	2	0	22	16
Tamaki Drive	22	1	2	13	6

ABOUT THE SIX SITES

Street	Locality	Existing or new site	Police district
Mill Road	Totara Park	New	Counties Manukau
Murphy's Road	Totara Park	New	Counties Manukau
Great South Road	Otahuhu	Existing	Counties Manukau

“At the three sites in Counties Manukau we have had 74 crashes in the past ten years,” says Senior Sergeant Mark Chivers, Acting Road Policing Manager for Counties Manukau Police. “Our community has communicated to us that they do not want unsafe drivers on the road and the camera upgrade in Otahuhu, as well as two new cameras in Totara Park, will allow us to manage speed on these roads and reduce serious speed-related crashes.”

Media contact: Kimberley Mathews, 021 192 0717

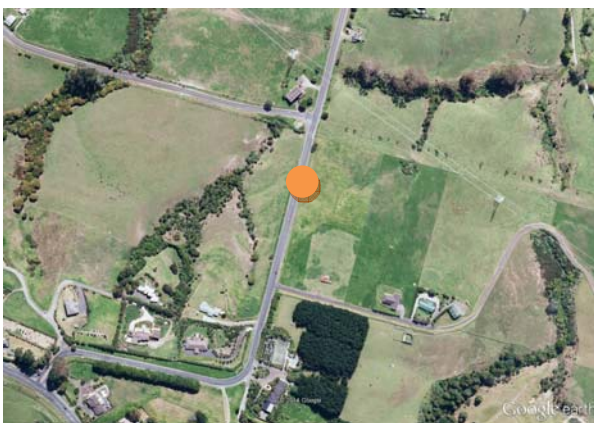
(See images on next page)



Great South Road



Mill Road



Murphy's Road

Street	Locality	Existing or new site	Police district
Candia Road	Henderson Valley	New	Waitematā
Great North Road	Kelston	Existing	Waitematā

There have been 64 crashes on Candia Road and 40 on Great North Road in the last ten years, including two fatal crashes on each.

“Candia Road is a new site, and one that the community has been seeking for some time. As a semi-rural road, with a high number of speed-related crashes, this new technology will add to the safety of pedestrians and cyclists who use the road, as well as all other road users,” says Waitematā Road Policing Manager, Inspector Mark Fergus.

“I have no doubt the existing camera on Great North Road has already prevented a number of crashes, and made those that have occurred more survivable.”

Media contact: Beth Bates, 021 192 1243



Candia Road



Great North Road



>> FURTHER INFORMATION

- Speed camera media kits: <http://www.police.govt.nz/about-us/publication/media-kit-first-12-new-static-camera-sites>
- Speed: www.police.govt.nz/speed
- Speed cameras: www.police.govt.nz/speedcameras
- Road policing driver offence data: <http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-2014>
- Public attitudes to road safety survey 2013 (Ministry of Transport): <http://www.transport.govt.nz/research/roadsafety-surveys/publicattitudetoroadsafety-survey/2013publicattitudetoroadsafety/>
- 100 highest-risk intersections (NZ Transport Agency media release): <http://www.nzta.govt.nz/about/media/releases/3284/news.html>