

# Static Camera Expansion Programme

First 12 sites announcement - Media kit





## MEDIA RELEASE

## Friday, 6 June 2014

#### First new fixed speed camera sites confirmed

Communities in Auckland and Wellington will be the first to enjoy safety benefits from a new generation of fixed speed cameras, as part of a national rollout of cameras in sites with the highest risk of speed-related crashes. The \$10m project will see 56 new digital cameras in place across the country by the end of next year.

Police has today published the first 12 sites that will receive the new cameras, which use the latest radar-based digital technology to detect speeding vehicles. The cameras are being supplied by Redflex Traffic Systems, following a contestable tender process, and will be rolled out gradually across the country over the next 18 months.

Assistant Commissioner Road Policing, Dave Cliff, says confirmation of the first six sites in Wellington and six in Auckland represents a significant milestone, after Police announced plans last July to modernise and expand its fixed (or static) speed camera network. The current fixed camera network is almost 20 years old and uses outdated wet film technology. The 12 sites are a mix of existing and new locations.

"Announcing the first sites that will receive the new advanced cameras represents an exciting step forward, as we work with our road safety partners to save lives and prevent serious injuries on our roads, particularly in those places where the evidence tells us there is a high risk of speed-related crashes," Mr Cliff says. "We have consulted with people in those communities directly affected by placement of the cameras, who were all resoundingly supportive of having them in their neighbourhoods to improve road safety."

NZ Transport Agency Road Safety Director Ernst Zollner says the rollout of the new speed cameras will be welcomed by most New Zealanders. "We know that a clear majority of Kiwis support the efforts of Police to save lives and prevent serious injuries by enforcing speed limits. We are aiming to bring the road toll down by making every part of our transport system safer – vehicles, roads and roadsides, speeds and road users.

"Effective speed management is an essential part of creating a safer transport system, because the speed a vehicle is travelling at directly affects both crash probability and crash severity. In other words, the higher a vehicle's speed the more likely it is to crash and the more likely people are to be killed or injured when it does crash. In some high-risk situations where other road safety measures can't be applied to address the risk, speed cameras will be the most effective crash deterrent."

Mr Cliff says the first new camera will be installed for testing at Ngauranga Gorge, in Wellington, next week, eventually replacing an earlier model camera in use at the site since September 2013. The new camera will undergo a rigorous testing and

calibration process before 'going live' in July. Police will use mobile cameras and other enforcement while the camera is being tested.

"While the camera already in use at Ngauranga Gorge is of a newer generation, there have been yet further advances in technology since it was installed last year that we wish to take advantage of," Mr Cliff says. "It also makes sense that we start the camera upgrade process with the same 'second generation' technology that will ultimately be rolled out across the rest of the country. This provides us with a consistent baseline from which to test the equipment across a range of conditions and gather useful information that will help inform the rest of the rollout process."

Mr Cliff says Police will publish the locations for the remaining cameras as soon as they are confirmed and the appropriate community consultation and engineering assessments have been carried out.

"Placement of the cameras will be an open process. The site selections are based on robust scientific evidence, and no other reason," Mr Cliff says. "Police does not receive any money collected from speeding fines, which goes to Government funds. However, any fine issued is nothing when compared with the devastating social, human and economic cost of a crash to our communities.

"What we do know from the research both here and overseas is that speed cameras encourage motorists to slow down, thereby reducing the risk of people being injured or killed in a crash."

Mr Cliff says the cameras will all be placed in locations assessed as having a high risk for speed related crashes, including those where people have died or been injured in crashes involving speed. "The assessment process uses expert independent analysis based on a decade of crash data, and in-depth knowledge from police and other local traffic experts. We have also taken on board the views of people in communities who are directly affected."

Mr Cliff says about 140 sites in total around the country have been identified as having a high risk of speed related crashes, providing a framework for road safety agencies, councils and local communities to target their enforcement and education efforts in known problem areas.

Martin Matthews, Secretary for Transport and Chair of the National Road Safety Committee, says: "I welcome the Police announcement and support their efforts to reduce speeding and improve safety for all road users. Safer speeds are a key component of implementing the safe system approach to road safety which is the corner stone of the *Safer Journeys Strategy*.

"Latest crash figures show driver speed was a factor in 29 per cent of fatal and 19 per cent of serious injury crashes. Due to the robust risk analysis behind site selection, the new speed cameras will be best located to reduce speeding and make our roads safer," he says.

ACC Chief Executive, Scott Pickering, says: "The faster you go, the more likely you are to have a serious injury if you crash. Around 30,000 people get injured on our

roads every year, many of them seriously. Sticking to the speed limit is just common sense if you want to reduce the risk of harm to yourself and other road users."

Funding for the speed camera upgrade project is being provided by the New Zealand Transport Agency through its Road Policing Programme, with Police and the agency to share ongoing operating costs.

As part of a separate project, Police will also pilot a small number of newer generation red light cameras before the end of the year, employing similar site selection methodology to the speed camera expansion project.

For more information, go to: www.police.govt.nz/speed

#### ENDS

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( indicates existing sites)				
Street	Locality	Police District	Operational date	
State Highway 1	Ngauranga*	Wellington	July 2014	
Wainuiomata Rd	Wainuiomata	Wellington	September 2014	
Whitford Brown Ave	Aotea	Wellington	October 2014	
State Highway 1	Thorndon*	Wellington	October 2014	
Wainui Rd	Waiwhetu	Wellington	October 2014	
Hutt Rd	Korokoro	Wellington	October 2014	
Great South Rd	Otahuhu*	Counties Manukau	October 2014	
Mill Rd	Totara Park	Counties Manukau	November 2014	
Murphys Rd	Totara Park	Counties Manukau	November 2014	
Tamaki Drive	Parnell	Auckland City	November 2014	
Candia Rd	Henderson Valley	Waitematā	November 2014	
Great North Rd	Kelston*	Waitematā	November 2014	

#### FIRST 12 SITES FOR ROLLOUT OF NEW FIXED SPEED CAMERAS\* (\*indicates existing sites)

## **OVERVIEW**

#### WHY IS POLICE EXPANDING THE STATIC CAMERA NETWORK?

- Police is modernising and expanding its network of speed cameras to encourage safer speeds. Over the next 18 months, 56 new digital cameras will be installed where they will make most difference, at those sites with a proven high risk of speed-related crashes, and which meet the practical requirements for camera installation, operation and servicing.
- International research is clear: speed cameras reduce traffic speeds and road crashes, and help to reduce injury severity.
- They increase drivers' perceived risk of being caught and encourage them to travel at safer speeds. Small reductions in speed greatly reduce the likelihood of a crash and increase the chances of surviving crashes that do occur.

#### SPEEDING TICKETS DO NOT GENERATE REVENUE FOR POLICE

- All money collected by Police from speeding infringements goes to the Government's consolidated fund. It does not go to Police. In fact, it costs Police money to issue tickets and collect infringement fees.
- A 2002 review of the speed camera programme by the Office of the Auditor General<sup>1</sup> noted there was no incentive for Police to maximise speed camera revenue, and there was no evidence to suggest this was happening.
- The number of tickets Police would ideally like to issue is zero, because if everybody drove below the speed limit the risk of crashes would be much lower. No matter what the cause the outcome depends on speed.

## WHY DO WE FOCUS ON SPEED?

- In any crash no matter what the cause the outcome depends on speed. It's the single biggest determinant in whether anyone is killed, injured or walks away unharmed.
- Police enforce speed to make roads safer for all New Zealanders. Road crashes inflict a huge amount of pain and suffering on victims, their families and communities. The social cost of motor vehicle injury crashes is more than \$3b a year.<sup>2</sup>
- Police decisions about speed enforcement are based on evidence. Drivers may feel safe a few kilometres over the limit but extensive research from New Zealand and overseas shows small increase in speed raises the crash risk for all road users.

<sup>2</sup> The Social Cost of Road Crashes and Injuries, Ministry of Transport 2013, http://www.transport.govt.nz/research/roadcrashstatistics/thesocialcostofroadcrashesandinjuries/

<sup>&</sup>lt;sup>1</sup> Bringing down the road toll: the speed camera programme – Report of the Controller and Auditor-General, 2002. <u>http://www.oag.govt.nz/2002/speed-camera/docs/speed-camera.pdf</u>

## HOW DOES THIS FIT WITH OTHER ROAD SAFETY WORK?

- The Speed Camera Expansion Programme is part of the Government's Safer Journeys road safety strategy.
- Safer Journeys establishes a vision for New Zealand of "a safe road system increasingly free of death and serious injury" and adopted the Safe System approach. This creates a platform for road safety improvements in four key areas: safe roads and roadsides, safe speeds, safe vehicles and safe road use.
- Actions to enhance use of speed cameras and other types of road safety cameras are included in both Safer Journeys Action Plans:
  - o Focus area: Increase the use of safety cameras
    - Enhance routine speed control, ensuring a risk-targeting approach.
    - Progress current bids and prepare a plan for the safety camera network.<sup>3</sup>
  - Safe speeds actions: Enhance automated enforcement. "Enforcement is a crucial part of improving compliance with speed limits and reducing death and serious injury through general and specific deterrence."<sup>4</sup>

## **PARTNERSHIP APPROACH**

- While Police will own the cameras and process infringements, reducing death and serious injuries on our roads is a priority for all agencies across the road safety sector.
- 93% of New Zealanders would like police efforts to enforce road safety laws either increased (40%) or maintained at the current level (53%).
- 76% of New Zealanders agree speed enforcement helps to reduce fatalities on the roads.<sup>5</sup>

## PUBLIC AWARENESS

- Police want people to know about the network and adjust their behaviour so they don't get speeding infringements, because driving below the speed limit and to the conditions is safer for everyone.
- The locations of new static cameras will be posted on the Police website, <u>www.police.govt.nz/speed</u> as they go live.
- The public will be updated through Police social media channels and the media.
- There is currently no intention to signpost the cameras, in line with recommendations from the Office of the Auditor General.

<sup>&</sup>lt;sup>3</sup> Safer Journeys Action Plan 2011–2012, pp. 10-11, <u>http://www.saferjourneys.govt.nz/assets/Uploads/Safer-Journeys-Action-plan-2011.pdf</u>

<sup>&</sup>lt;sup>4</sup> Safer Journeys Action Plan 2013–2015, pp. 12-13, <u>http://www.saferjourneys.govt.nz/assets/Uploads/Safer-Journeys-</u> <u>Action-plan-2013-2015.pdf</u>

<sup>&</sup>lt;sup>5</sup> Ministry of Transport Public Attitudes to Road Safety Survey 2013, <u>http://www.transport.govt.nz/research/roadsafetysurveys/publicattitudestoroadsafety-</u> survey/2013publicattitudestoroadsafety/

## SITE SELECTION

#### A TWO-STAGED PROCESS

• The site selection and installation process is split into two stages. The first stage focuses on replacing the 12 existing static cameras; the second will focus on confirming sites and installing the remaining cameras.

#### HOW WERE THE FIRST 12 STATIC CAMERA SITES SELECTED?

- Cameras will be placed in locations assessed as having a high crash risk, including those where people have died or been injured in speed-related crashes.
- The assessment process used expert independent analysis based on a decade of crash data, and in-depth knowledge from police and other local traffic experts.
- An extensive process to select new camera sites started in July 2013. It entailed a combination of robust, independent analysis and expert opinion at every step. The end result will be a list of suitable speed camera sites, ranked according to their risk for speed-related crashes.
  - Site Selection stage July October 2013: An independent firm, Abley Transportation Consultants, developed a scientific method to identify 1250 sections of New Zealand road with proven risk for speed-related crashes, based on a decade of crash data.
  - Sites Review stage November 2013 February 2014: First, a team led by Inspector Mark Stables, Manager of Crash Investigation and Calibration Services, conducted an initial review of the identified sites and discounted those 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, Road Transport Forum, Auckland Transport, Auckland Motorway Alliance, the AA and others.
  - Sites Assessment stage March July 2014: Engineers are visiting agreed sites to conduct physical on-site assessments, including preparation of engineering and site plans, to confirm sites are suitable for installation and operation of speed cameras. This process has been completed for the first 12 sites.

#### FIRST 12 SITES A MIX OF NEW AND OLD

• The first 12 sites comprise of four existing camera sites and eight new locations. They have been chosen in line with the methodology and ranking of proven speed risk.

## WHAT PRACTICAL REQUIREMENTS MUST A SITE MEET?

- Each camera site has to meet specific requirements for installation, operation and servicing. Engineers check nominated sites for:
  - Clear line of sight for camera, flash and speed sensor
  - Suitable road geometry straight road and constant slope for 100m
  - Cellular phone signal strength
  - o Easy and safe access with no interference to traffic flows
  - o Distance from speed limit signs and speed advisory signs
  - Suitable power source
  - Risk of sun strike
  - Acceptable security for equipment
  - Protection from errant vehicles
  - Anything that may interfere with the radar, such as metal objects, or cause temporary blocking, such as bus stops.
- High-risk sites that aren't suitable for a static camera will be considered for other suitable treatments, such as mobile speed cameras, road engineering improvements etc.

#### WHO ELSE WAS INVOLVED IN SITE SELECTION?

 During the site review stage, Police staff consulted extensively across the road safety sector with agencies including the New Zealand Transport Agency, the Automobile Association of New Zealand, Auckland Transport, the Wellington and Auckland City Councils, and other road controlling authorities and territorial local authorities.

#### FEEDBACK FROM THE PUBLIC

• Road policing staff visited residents and businesses near the first 12 sites to discuss any concerns, and received 100% positive feedback.

#### WHY WILL THE NGAURANGA GORGE CAMERA GO LIVE FIRST?

- The first new static camera will be installed in Ngauranga Gorge. Work to install the infrastructure will take place from 9-13 June. It will then operate in trial mode until mid-July, when it will become fully operational.
- Police will use mobile cameras and other enforcement while this camera is being tested.
- The new camera will replace the existing older technology digital camera, which has been operational since September 2013.
- This site was selected from the 12 sites to become operational first because:
  - It is one of the most complex sites across the road network, so provides the most rigorous testing opportunity.
  - Its proximity to the Police Calibrations Unit makes it easily accessible by the technical team for set-up, assurance, and test activities.

#### WHEN WILL THE OTHER SITES BE ANNOUNCED?

- The same process used to select the first 12 camera sites will be used to select sites for the 44 remaining cameras.
- Engineers are visiting agreed sites to conduct physical on-site assessments, including preparation of engineering and site plans, to confirm sites are suitable for installation and operation of speed cameras.
- The site assessments are expected to be complete in July/August, and an announcement made soon after.

#### WHAT WILL HAPPEN TO THE OLD CAMERAS?

• Existing cameras and infrastructure will remain in place for the time being. They will be decommissioned in accordance with international best practice.

# TECHNOLOGY

#### **ABOUT THE NEW NETWORK**

- The new camera network will be centrally managed, digital and use wireless technology.
- The cameras use dual radar system. Signals from the radars bounce off vehicles, back to the camera. The first radar identifies speeding cars by measuring vehicle speed three times in quick succession, and taking the middle speed. The second radar identifies the lane the car is in and double-checks the speed reading. If the vehicle is speeding, the camera takes a picture.
- The cameras can monitor traffic flowing in both directions across six lanes. They are able to distinguish vehicles such as trucks and vehicles towing trailers.

## WHAT ARE THE MAIN DIFFERENCES?

This table shows the differences between the static speed cameras used from 1993-2014, and new static cameras being introduced in 2014.

	Cameras from 1993-2014	Cameras from 2014
Technology	<ul> <li>Wet film</li> <li>Film manually changed and developed</li> </ul>	<ul> <li>Digital</li> <li>Images sent wirelessly over a secure network</li> </ul>
Triggered by	Sensors under the road	Dual radar system
Monitoring range	<ul> <li>Traffic flowing in one direction</li> <li>One lane</li> <li>Cannot distinguish vehicles with a 90km/h limit, such as trucks or vehicles towing</li> </ul>	<ul> <li>Traffic flowing in both directions</li> <li>Up to six lanes</li> <li>Able to detect heavy motor vehicles and vehicles towing</li> </ul>

Adjustable, eg for changes to the speed threshold	<ul> <li>Each camera must be adjusted manually</li> </ul>	<ul> <li>All cameras can be switched on and off, checked and adjusted, centrally from a control centre</li> </ul>
Flash	Creates visible flash	<ul><li>No visible flash</li><li>Uses infrared light</li></ul>

## HOW ACCURATE ARE THEY?

 Each camera is rigorously tested to make sure it meets Police's strict operating criteria. Police operates a laboratory that is accredited under international standards to calibrate and certify all police enforcement equipment including speed cameras. Every new camera will be subject to a rigorous testing and approval process before being switched on. Transport law requires speed cameras to be checked (calibrated) and certified every year.

## WHAT DO THE CAMERAS RECORD?

- Only speeding vehicles are photographed. Digital images clearly show:
  - o the vehicle's colour, type, make and number plate
  - $\circ$  the vehicle's position on the road, or which lane it was in
  - $\circ$   $\;$  the date and time of the offence
  - $\circ$  the speed of the vehicle.

## HOW SECURE IS INFORMATION COLLECTED BY STATIC CAMERAS?

Images are stored digitally and cannot be overwritten or altered. A security indicator
prevents the image from being tampered with at any stage. All images and information
such as time, date and location are encrypted. They are transferred wirelessly over a
secure Police-only network.

## **NED LIGHT CAMERAS**

- As agreed with the Associate Minister of Transport in late 2013, in addition to the static speed cameras, Police will undertake a pilot of three new generation red light cameras.
- Work on implementing the pilot is in progress, with the next step to confirm an appropriate site selection methodology, similar to that used to support the implementation of Police's new fleet of fixed speed cameras.
- As with the speed camera site selection process, the methodology applied to selecting red light camera sites will also be evidence-based, considering factors such as level of crash risk, physical road layout and other engineering considerations.

# PROCUREMENT

## **))** THE TENDER PROCESS

- Police started a fully contestable procurement process to acquire speed camera technology and services in 2013.
- The procurement process followed government guidelines. The tender evaluation process was consistent, robust and transparent for all tenderers. An independent probity advisor was involved throughout the process. They are satisfied the tender evaluation was in line with good procurement practice.
- The benefits of this process have been to:
  - take advantage of current enforcement technology that is also future-proofed and more efficient to operate
  - o achieve value for money through a competitive tender process
  - o engage the market through a fair and transparent process
  - assess the technology, project management, company strength and company integrity of all large providers in the enforcement camera market.
- Details of the contract, including operating costs, are commercially sensitive and will not be made public.

## THE SUPPLIER

- The contract to supply speed camera services has been awarded to Redflex Traffic Systems Pty Ltd.
- While Redflex is the incumbent provider of Police mobile cameras, it had no commercial or other advantage over other tenderers.
- The contract procures speed camera services for a period of six years with a renewal clause of a further two periods of three years each (the maximum possible term being 12 years).

# **FUNDING**

• The static speed camera expansion programme is funded through one-off funding of \$10m approved by New Zealand Transport Agency (NZTA).

# FURTHER INFORMATION

- Speed: <u>www.police.govt.nz/speed</u>
- Speed cameras: <u>www.police.govt.nz/speedcameras</u>
- Road policing driver offence data: <u>http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-2014</u>
- Public attitudes to road safety survey 2013 (Ministry of Transport): <u>http://www.transport.govt.nz/research/roadsafetysurveys/publicattitudestoroadsafety-survey/2013publicattitudestoroadsafety/</u>