

# Static Camera Expansion Programme Update: Wellington cameras





### MEDIA RELEASE

#### 1 October 2014

#### Second fixed speed camera for Wellington – Petone motorway

Motorists driving between Wellington and Petone will now see a new fixture – the housing for a second fixed speed camera on this stretch of motorway.

The new site is on State Highway 2, between Horokiwi Road and the Petone offramp.

An existing camera site on State Highway 1 at Thorndon, near the Molesworth Street overbridge, was recently upgraded.

Both sites will house digital speed cameras featuring the latest generation technology. They are scheduled to go live on Monday, 20 October.

They are two of 56 new fixed speed cameras being 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.

In an extensive site selection process, robust independent analysis based on 10 years of crash data was followed with extensive consultation with local experts. "Our staff met with a wide range of stakeholders, including local representatives from the New Zealand Transport Agency, city and district councils, Road Transport Forum, the AA and others," says Superintendent Carey Griffiths, National Manager of Road Policing. "They know the roads like the backs of their hands, so their knowledge of local road and safety issues was invaluable to the decision-making process."

Twelve cameras are being installed in the first phase of the rollout, which sees six digital cameras in Wellington and six in Auckland. The first camera became operational in Ngauranga Gorge in July 2014. The infrastructure for three other cameras is now in place in Wainuiomata, Waiwhetu and Aotea. Wainuiomata and Waiwhetu will both go operational on 13 October. The Aotea camera will go operational once issues with a tree are resolved.

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

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**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:
  - o 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.
  - o 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.

## **WELLINGTON LOCATIONS AND KEY DATES**

Road Name	Locality (*existing site)	Road controlling authority	Site works completion	Operational (scheduled)
State Highway 1	Ngauranga Gorge*	NZTA	Completed	14 June
Whitford Brown Ave	Aotea	Porirua City Council	Completed	твс
Wainuiomata Road	Wainuiomata	Hutt City Council	Completed	13 October
Wainui Road	Waiwhetu	Hutt City Council	Completed	13 October
Wellington Urban Motorway	Thorndon*	NZTA	Completed	20 October
Hutt Road	Horokiwi	NZTA	2 October	20 October

# 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
State Highway 1	238	0	11	60	167
Whitford Brown Ave	28	2	6	4	16
Wainuiomata Road	111	1	4	29	77
Wainui Road	57	0	3	17	37
Wellington Urban Motorway	47	0	1	17	29
Hutt Road	92	0	6	16	70

## ABOUT THE SITES

#### Thorndon & Hutt Road

The stretches of motorway out of Wellington and into Petone are key arterial routes that see large numbers of drivers during regular weekly traffic and peaks around holiday periods.

"These cameras will add to our ongoing work to create greater awareness from drivers and a safer stretch of road across the whole of State Highway 2," says Acting Wellington District Road Policing Manager Senior Sergeant Ian Martin.

"Our focus is on changing driver behaviour so we can prevent trauma on our roads and build a safer road system by targeting high-risk areas. The new cameras will dovetail in with our efforts to have high-visibility patrols, driver education and enforcement."

The new camera at Horokiwi will encourage motorists to drive at or below the speed limit before they reach the Petone exit and the tight curve under the overbridge. "There are also a high number of cycle commuters sharing the road at this point," says Senior Sergeant Martin.

He has no doubt the existing camera at Thorndon will continue to prevent crashes, and make those that do occur more survivable.

#### Thorndon



Hutt Road



## Whitford Brown Avenue, Aotea

Twenty-eight crashes, including two fatal crashes, have occurred in the vicinity of the new camera in the last ten years. Although a median barrier has been installed, traffic safety experts from the city and regional council agreed a camera would further improve safety on the wide, straight stretch by encouraging motorists to drive at or below the 50km/h speed limit.

The camera was originally intended to be placed on the opposite side of the road, but was moved to its current location because of technical issues. It will only be switched on once issues involving a tree that obscures the camera from downhill traffic have been resolved.



## Wainuiomata Road

This camera is principally to slow speeding traffic heading downhill towards Wainuiomata. There have been 111 speed-related crashes in the vicinity in the last 10 years, including one fatal. A camera at the existing site on Wainuiomata Road, between Rata Street and Rimu Street, which uses outdated wet film technology will no longer be used when the new cameras are in operation.



## Wainui Road

This site is north of the old Griffin's site. The camera will encourage motorists coming down the hill to allow ample time to slow to the 50km/h limit set by Hutt City Council. People from local businesses near the Griffin's site strongly supported moves to slow drivers, with some commenting they were terrified of attempting to exit from their premises given the high speed of many of the vehicles coming off the hill.



## RED LIGHT CAMERAS

In addition to the fixed speed cameras, Police is working in partnership with road controlling authorities to install dual speed and red-light cameras at three high risk intersections.

One will be in the Wellington CBD (Karo Drive and Victoria Streets) and two in Auckland (east-bound off-ramp of Lambie Drive Interchange, and Te Irirangi and Te Rakau Drives, Botany).

The Wellington camera is scheduled to be installed in November; the two Auckland ones in December.

Cameras will initially operate in trial mode to test camera function and image quality. Police will give drivers fair warning before the cameras are switched to enforcement mode through the media and Police website.

The cameras will operate only in red light mode for the time being. The speed camera capability offers an option for the future, once processing systems have been upgraded.

## **FURTHER INFORMATION**

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