

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	1 st 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 **Withdrawn**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)

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)
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.



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Neil Cook
 Acting Director of Land Transport



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Richard May
 Chief of Staff

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Hon Michael Wood, Minister of Transport

Date: 2022