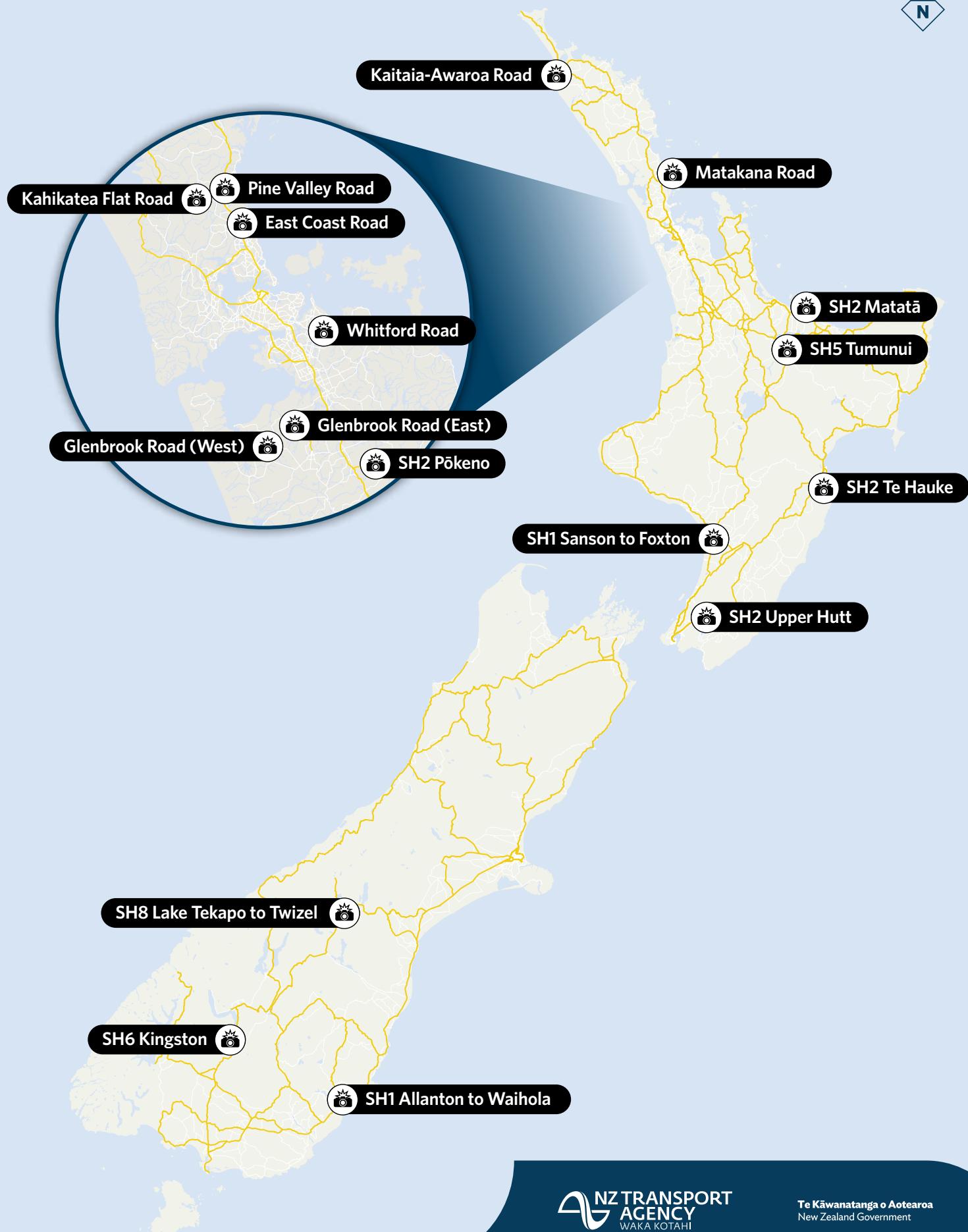


Average speed camera information



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Background

How we choose camera sites

Average speed cameras have been used successfully in other countries for many years. We looked at locations where these cameras have worked best to reduce deaths and serious injuries (DSIs) and used that research to help decide where to place cameras.

Criteria for average speed safety cameras

- **Collective Risk** rating of Medium or Higher. This means there's a higher risk to many people.

- **The stretch of road** is longer than 1km.

- **Indicative mean speed** is more than 95% of the speed limit.

If the mean speed is more than 95% of the speed limit, it shows many drivers are going too fast. We start with indicative data and then do speed surveys to confirm the number of drivers speeding. Even if the mean speed is lower, we might still select it if the speed survey shows there is serious risk.

- The road is not a local street or civic space.

Note that crashes alone don't tell us everything about risk, or that average speed cameras will reduce that risk. We need to look at all options to ensure that a safety camera is the right one.

Other considerations

After some of the initial sites were selected, we prioritised those locations with higher predicted reductions in deaths and serious injuries.

We use something called the DSI severity index. This index shows how many people are killed or seriously hurt, on average, in each reported crash. It helps us figure out which roads could benefit most from a safety camera.

To estimate the impact we multiply the DSI number by 48% — that's the average reduction in serious crashes we expect from average speed safety cameras on suitable New Zealand roads.

NZTA reserve the right to use judgement in the placement of any safety camera. We make decisions based on all the evidence. A road doesn't need to meet every single criteria to be considered — we look at the full picture.

Read more on the DSI severity index at nzta.govt.nz/dsi-equivalents

Speed surveys

Once we identified a site that looks promising, we carried out speed surveys to check whether speeding was actually a problem there. This helped us confirm whether average speed cameras would be effective at the location.

Signs



NZTA will install 'average speed camera area' signs before each camera area.

On longer stretches of road (corridors), you'll see extra 'average speed camera area' signs along the way. These signs are there to remind you to check your speed and slow down if you need to.

Why we're putting in average speed cameras

Too many crashes are happening on these roads. There's a lot of traffic and many drivers are choosing to speed. This means there's a real risk of people being seriously injured or killed on these stretches of road.

Read more on how we choose new safety camera locations at nzta.govt.nz/choosing-sc-locations

Keeping people safe

If more people drive to the speed limit, the risk drops a lot. By installing safety cameras, we help encourage drivers to slow down.

We expect fewer people will be killed or seriously hurt in crashes on these stretches of road.

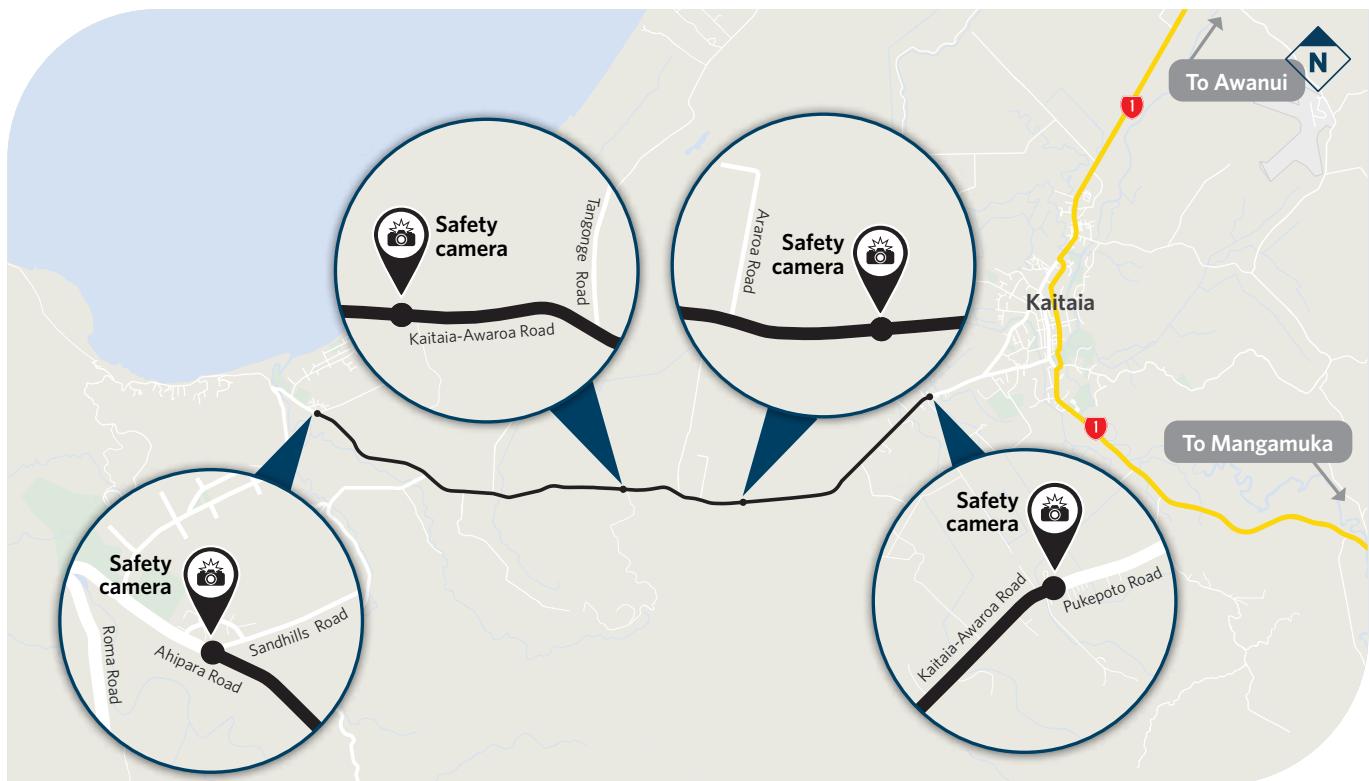


International experience shows that average speed cameras could reduce deaths and serious injuries by around 48% on suitable New Zealand roads.

The following pages provide key details about the sites we've selected for average speed safety cameras and explain how they met the criteria we used.

Northland — Kaitaia-Awaroa Road, Kaitaia

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B	Camera C	Camera D
Location	-35.129501, 173.250187	-35.154689, 173.230596	-35.160909, 173.211435	-35.17171 173.158983
Detection point	TBC	TBC	TBC	TBC
Distance between detection points	TBC	TBC	TBC	TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins.

We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Speed limit



Certificates

Will be published before enforcement begins.

Average weighted speed limit

On roads with more than one speed limit, the cameras calculate what's called the 'Average Weighted Speed Limit'. They work out the maximum speed a vehicle could be travelling if it followed the speed limit the whole way.

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	11km
Indicative mean speed to posted speed limit ratio is >0.95	89km/h
Road is not a local street or civic space	Rural Connector

Predicted DSI reduction

1.13

Speed survey results

Survey date: 10-24 June 2024

GPS coordinates for survey cameras -35.129501, 173.250189 and -35.171639, 173.158883

Category	Results
Traffic count	5000 vehicles per day
Mean speed	89km/h
Vehicles speeding	75%

Crash and serious injury information

Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	1	0	1	1	0	1
2017	1	3	4	1	3	4
2018	0	3	3	0	3	3
2019	0	2	2	0	2	2
2020	2	2	4	2	2	4
2021	0	1	1	0	1	1
2022	0	2	2	0	2	2
2023	1	1	2	2	4	6
2024	0	2	2	0	4	4
2025	0	0	0	0	0	0
Total	5	16	21	6	21	27

Crashes between GPS coordinates -35.129501, 173.250187, -35.154689, 173.230596, -35.160909, 173.211435 and -35.171710, 173.159531.

Auckland — Kahikatea Flat Road, Dairy Flat

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-36.640388, 174.563899	-36.643479, 174.631107
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



80km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	6.6km
Indicative mean speed to posted speed limit ratio is >0.95	80km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

0.25

Speed survey results

Survey date: 5-15 April 2023

GPS coordinates for survey cameras
-36.64349 174.63110 and
-36.640405, 174.563963

Category	Results
Traffic count	6175 per day
Mean speed	81km/h
Vehicles speeding	27%

Crash and serious injury information

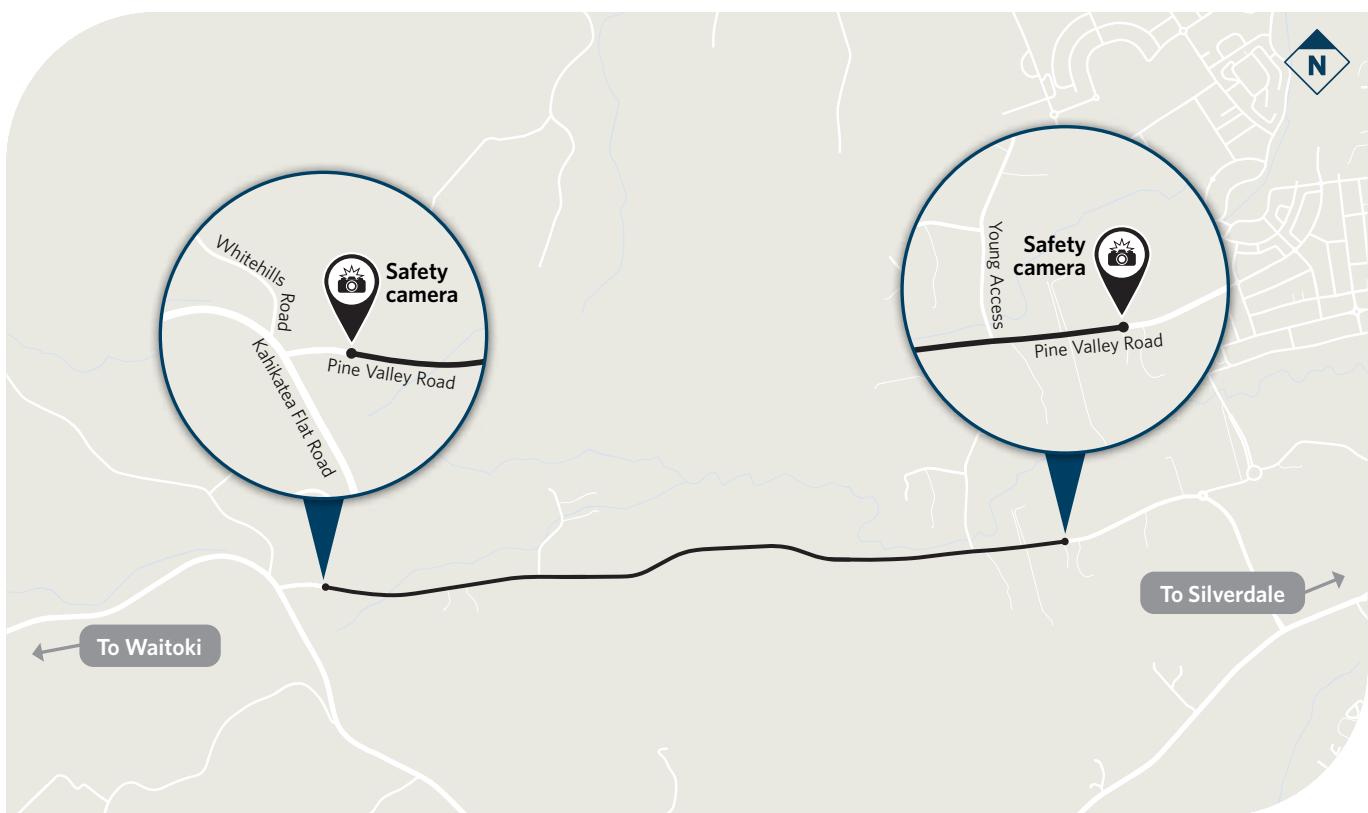
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	2	0	2	2	0	2
2017	0	0	0	0	0	0
2018	0	1	1	0	1	1
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	1	1	0	1	1
Total	2	2	4	2	2	4

Crashes between GPS coordinates -36.640388, 174.563899 and -36.643479, 174.631107.

Auckland — Pine Valley Road, Dairy Flat

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-36.632912, 174.617412	-36.625879, 174.648335
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



80km/h

Initial identification criteria

Criteria for average speed safety cameras

This location

Collective Risk rating of Medium or Higher	Medium
Stretch of road being measured is longer than 1km	2.5km
Indicative mean speed to posted speed limit ratio is >0.95	86km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

0.29

Speed survey results

Survey date: 10-23 June 2024

GPS coordinates for survey cameras
-36.632939, 174.61721 and
-36.625894, 174.648253

Category	Results
Traffic count	8000 vehicles per day
Mean speed	86km/h
Vehicles speeding	74%

Crash and serious injury information

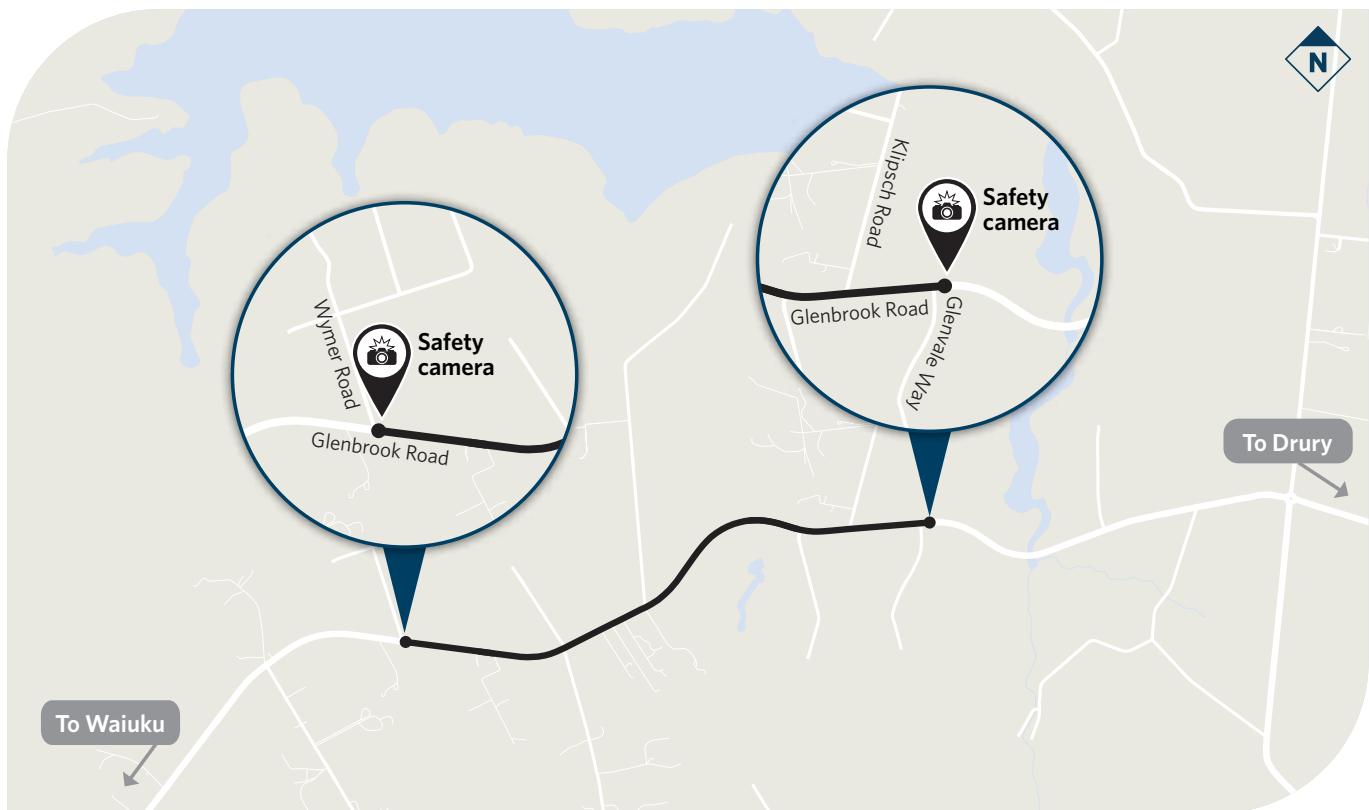
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	1	1	0	1	1
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
Total	0	1	1	0	1	1

Crashes between GPS coordinates -36.632912, 174.617412 and -36.625879, 174.648335.

Auckland — Glenbrook Road (West), Glenbrook

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-37.1748873, 174.7890976	-37.188864, 174.766417
Detection point	TBC	TBC
Distance between detection points		TBC

One of these cameras is an existing spot speed camera that will be swapped out for an average speed camera before we begin enforcing average speed offences

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speed here.

Certificates

Will be published before enforcement begins.

Speed limit

A red circular speed limit sign with the number '80' in the center, indicating a speed limit of 80 km/h.

80km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	2.8km
Indicative mean speed to posted speed limit ratio is >0.95	78km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

1.35

Speed survey results

Survey date: 19-31 March 2023

GPS coordinates for survey cameras
-37.143135, 174.815421 and
-37.188881, 174.766308

Category	Results
Traffic count	7885 vehicles per day
Mean speed	78km/h
Vehicles speeding	24%

Crash and serious injury information

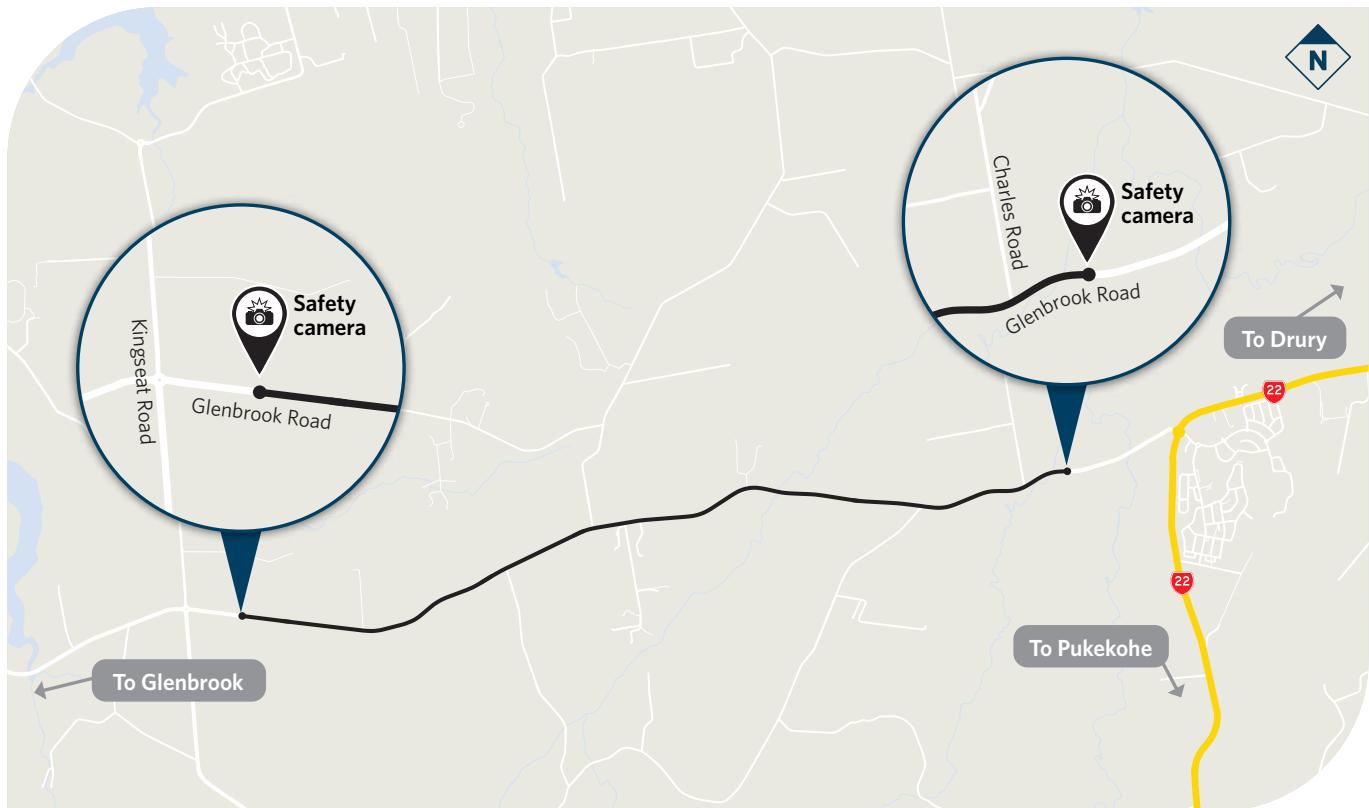
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	1	1	0	1	1
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
Total	0	1	1	0	1	1

Crashes between GPS coordinates -37.1748873, 174.7890976 and -37.188864, 174.766417.

Auckland — Glenbrook Road (East), Karaka/Kingseat

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-37.166933, 174.810206	-37.143163, 174.875309
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



80km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	6.5km
Indicative mean speed to posted speed limit ratio is >0.95	77km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

1.35

Speed survey results

Survey date: 3 March – 2 April 2023

GPS coordinates for survey cameras
-37.143135, 174.875426 and
-37.166823, 174.811143

Category

Traffic count	7885 vehicles per day
Mean speed	78km/h
Vehicles speeding	13%

Crash and serious injury information

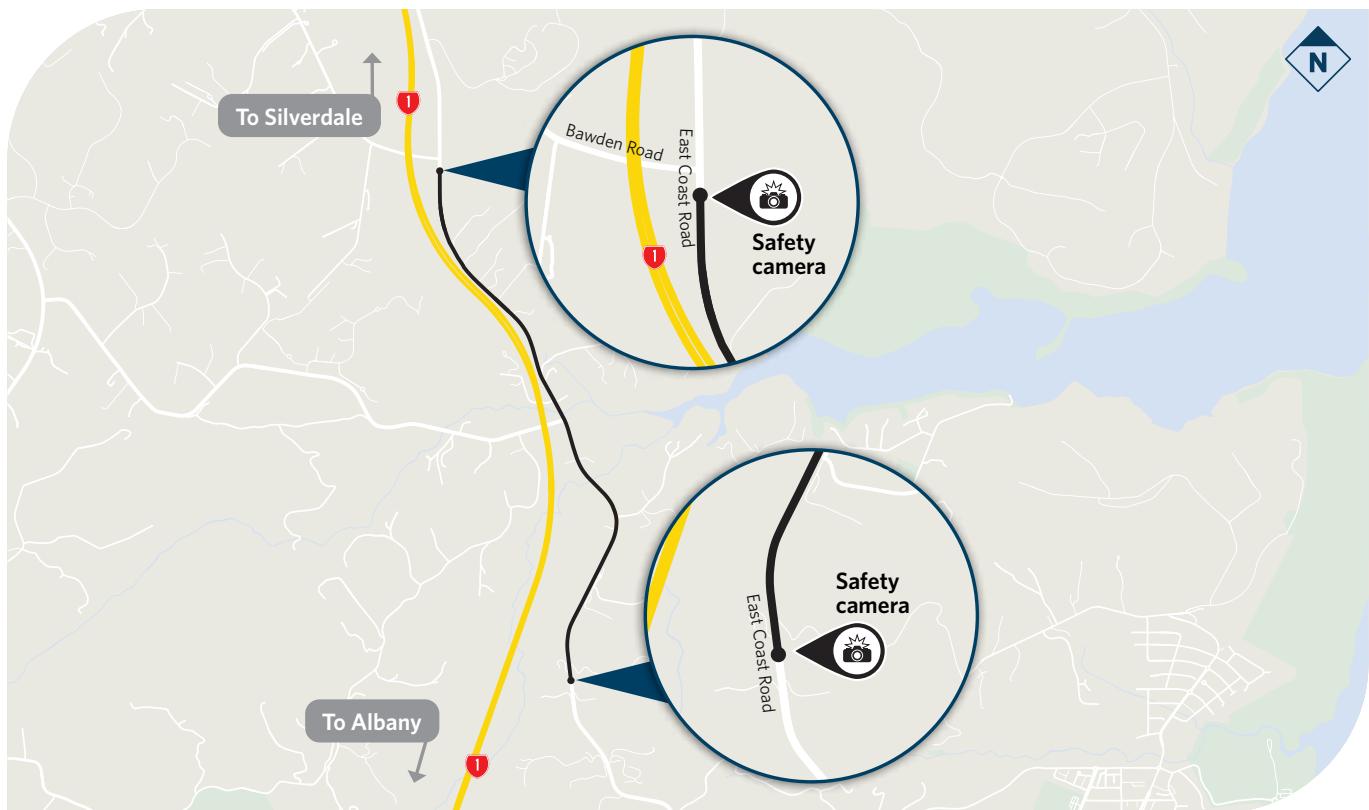
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	2	2	0	2	2
2016	0	1	1	0	1	1
2017	0	2	2	0	3	3
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	1	1	0	1	1
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
Total	0	6	6	0	7	7

Crashes between GPS coordinates -37.143163, 174.875309 and -37.166933, 174.810206.

Auckland — East Coast Road, Redvale

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-36.675162, 174.686483	-36.69386, 174.707431
Detection point	TBC	TBC
Distance between detection points		TBC

One of these cameras is an existing spot speed camera that will be swapped out for an average speed camera before we begin enforcing average speed offences.

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speed here.

Certificates

Will be published before enforcement begins.

Speed limit

80

80km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	3.1km
Indicative mean speed to posted speed limit ratio is >0.95	79km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

0.44

Speed survey results

Survey date: 6-23 March 2023

GPS coordinates for survey cameras
-36.675161, 174.686470 and
-36.693844, 174.707402

Category

Traffic count 8110 vehicles per day

Mean speed 79km/h

Vehicles speeding 18%

Crash and serious injury information

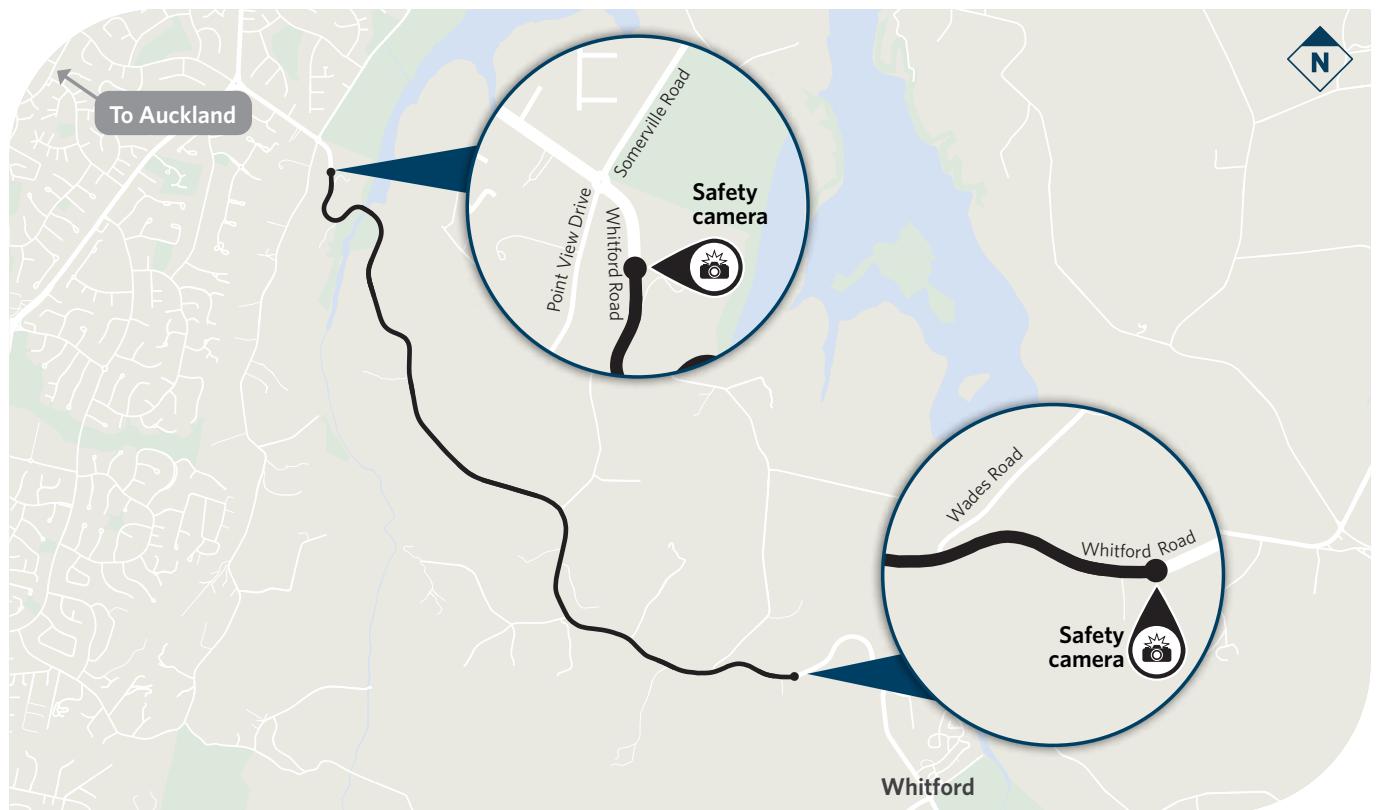
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	0	1	1	0	1	1
2020	1	0	1	1	0	1
2021	1	0	1	1	0	1
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
Total	2	1	3	2	1	3

Crashes between GPS coordinates -36.675162, 174.686483 and -36.693860, 174.707431.

Auckland — Whitford Road, Shamrock Park/Whitford

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-36.922501, 174.933412	-36.94507, 174.959009
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



60km/h

Initial identification criteria

Criteria for average speed safety cameras

Collective Risk rating of Medium or Higher

This location

High

Stretch of road being measured is longer than 1km

3.2km

Indicative mean speed to posted speed limit ratio is >0.95

60km/h*

Road is not a local street or civic space

Rural connector

**Predicted
DSI
reduction**

1.02

Speed survey results

Survey date: 6-13 April 2023

GPS coordinates for survey cameras
-36.922509, 174.933444 and
-36.944063, 174.956009

Category	Results
Traffic count	9650 vehicles per day
Mean speed	67km/h*
Vehicles speeding	55%

*At the time this site was identified and the speed survey run, the speed limit was 60km/h. The speed limit has since increased to 80km/h.

Crash and serious injury information

Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	2	2	0	2	2
2016	0	1	1	0	1	1
2017	0	3	3	0	5	5
2018	1	0	1	1	3	4
2019	0	1	1	0	1	1
2020	0	0	0	0	0	0
2021	1	2	3	1	2	3
2022	0	1	1	0	2	2
2023	0	0	0	0	0	0
2024	0	1	1	0	1	1
2025	0	0	0	0	0	0
Total	2	11	13	2	17	19

Crashes between GPS coordinates -36.922500, 174.933416 and -36.945069, 174.959006.

Auckland — Matakana Road, Warkworth

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-36.381443, 174.662872	-36.367498, 174.707304
Detection point	-36.367671, 174.707154	-36.381615, 174.662691
Distance between detection points	4889 metres	

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances are independently surveyed before enforcement begins. See appendix for caveat on detection points.

**Speed
limit**



80km/h

Certificates

Published here: nzta.govt.nz/assets/Safety/docs/safety-cameras/Matakana-Road-Warkworth-safety-camera-certificates.pdf

Initial identification criteria

Criteria for average speed safety cameras

This location

Collective Risk rating of Medium or Higher	Medium
Stretch of road being measured is longer than 1km	4.7km
Indicative mean speed to posted speed limit ratio is >0.95	79 km/h
Road is not a local street or civic space	Rural connector

Predicted DSI reduction

0.66

Speed survey results

Survey date: 4-10 April 2023

GPS coordinates for survey cameras
-36.381466, 174.662860 and
-36.367648, 174.707326

Category	Results
Traffic count	9750 vehicles per day
Mean speed	79km/h
Vehicles speeding	12%

Crash and serious injury information

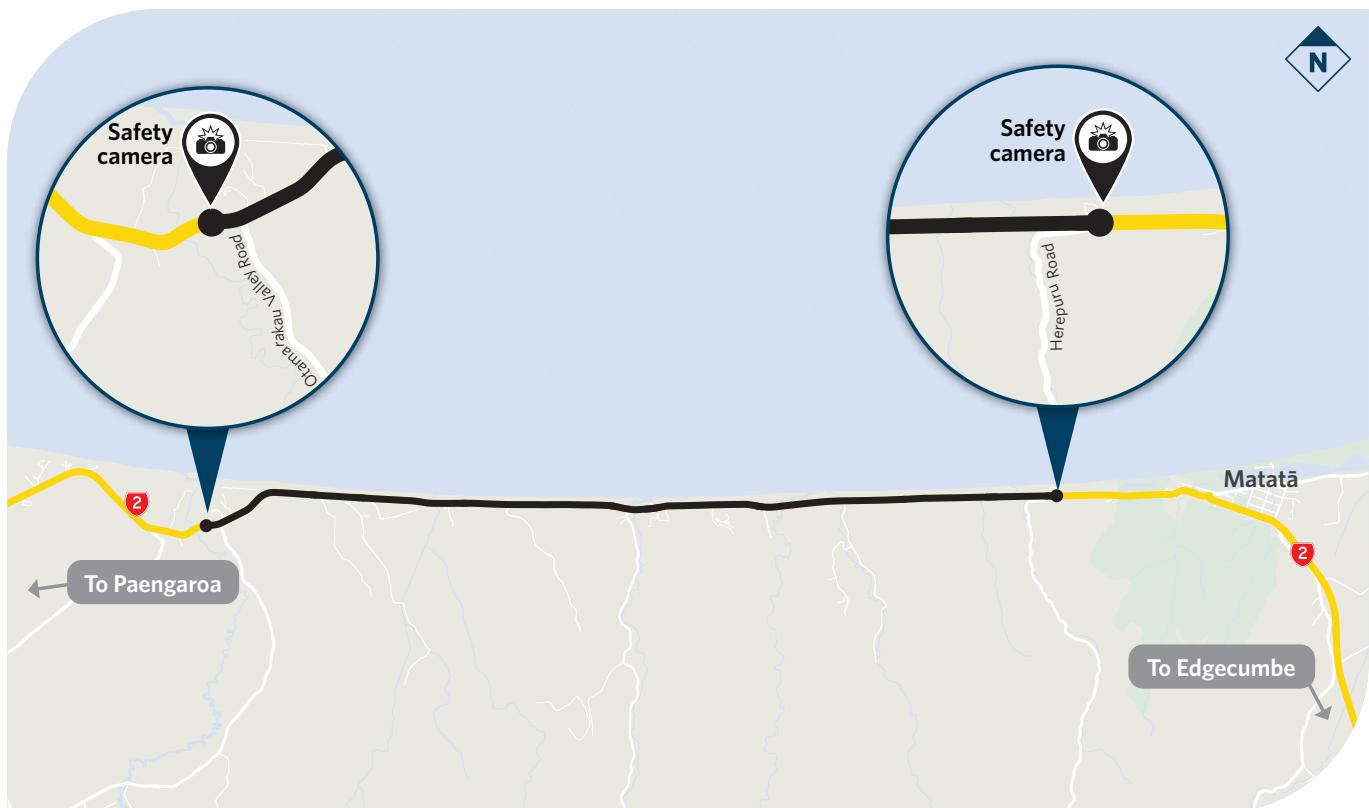
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	1	1	0	1	1
2016	0	0	0	0	0	0
2017	1	0	1	1	0	1
2018	0	2	2	0	2	2
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	1	1	0	1	1
2022	0	2	2	0	2	2
2023	0	1	1	0	2	2
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
Total	1	7	8	1	8	9

Crashes between GPS coordinates -36.367498, 174.707304 and -36.381443, 174.662872.

Bay of Plenty — State Highway 2, Matatā

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-37.8349, 176.59801	-37.878729, 176.728236
Detection point	TBC	TBC
Distance between detection points	TBC	

One of these cameras is an existing spot speed camera that will be swapped out for an average speed camera before we begin enforcing average speed offences.

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speed here.

Certificates

Will be published before enforcement begins.

Speed limit



100km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium
Stretch of road being measured is longer than 1km	12.1km
Indicative mean speed to posted speed limit ratio is >0.95	99km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

0.82

Speed survey results

Survey date: 5-16 December 2024

GPS coordinates for survey cameras
-37.87876, 176.72832 and
-37.834935, 176.597999

Category

Traffic count 7180 vehicles per day

Mean speed 99km/h

Vehicles speeding 45%

Crash and serious injury information

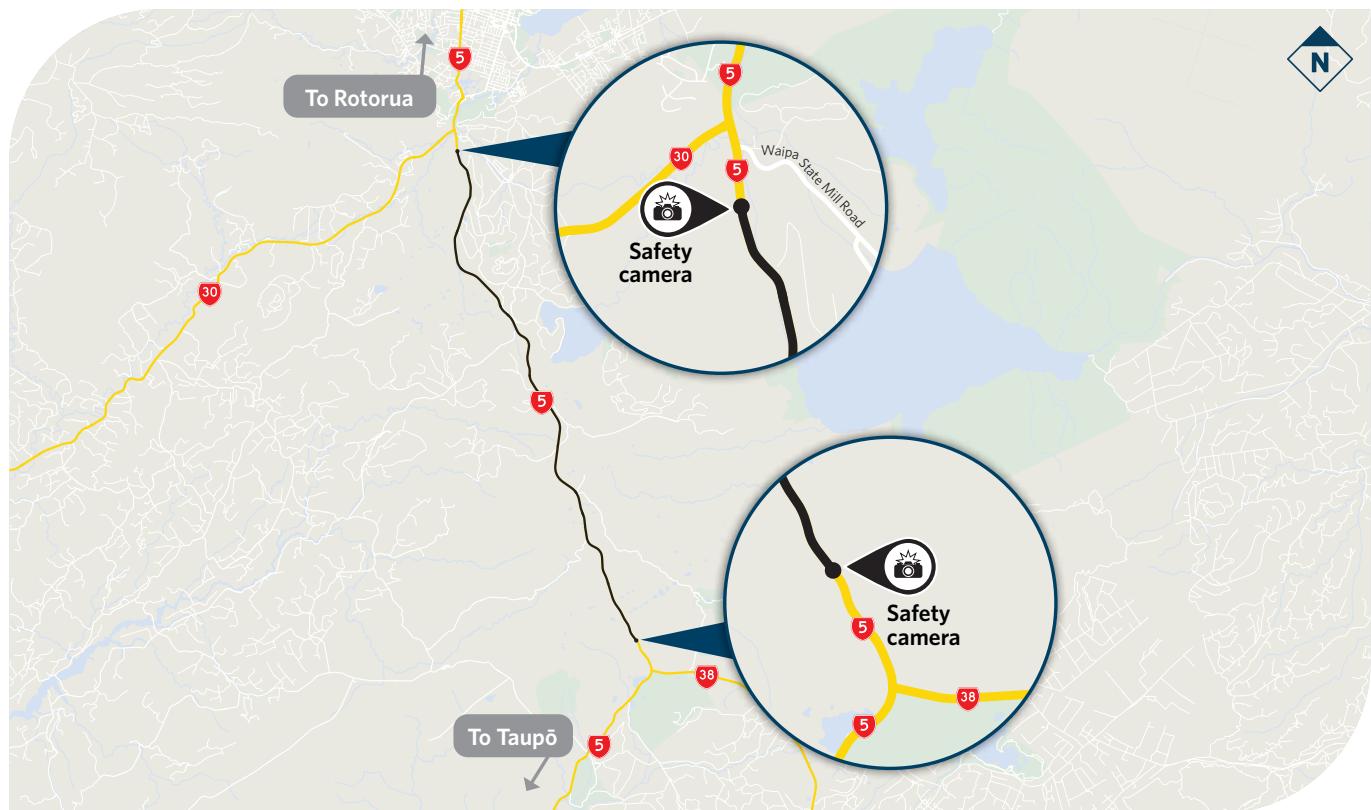
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	0	0	0	0	0
2017	0	0	0	0	0	0
2018	0	0	0	0	0	0
2019	1	0	1	3	0	3
2020	1	0	1	1	0	1
2021	1	0	1	1	0	1
2022	1	1	2	1	1	2
2023	0	1	1	0	2	2
2024	0	2	2	0	2	2
2025	0	0	0	0	0	0
Total	4	4	8	6	5	11

Crashes between GPS coordinates -37.834940, 176.598010 and -37.878729, 176.728236.

Bay of Plenty — State Highway 5, Tumunui

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

Camera A

Camera B

Location	-38.180551, 176.250324	-38.303871, 176.368983
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



100km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium
Stretch of road being measured is longer than 1km	17.3km
Indicative mean speed to posted speed limit ratio is >0.95	95km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

0.84

Speed survey results

Survey date: 7-16 December 2024

GPS coordinates for survey cameras
-38.180434, 176.250131 and
-38.303827, 176.368956

Category

Category	Results
Traffic count	9063 vehicles per day
Mean speed	100km/h
Vehicles speeding	47%

Crash and serious injury information

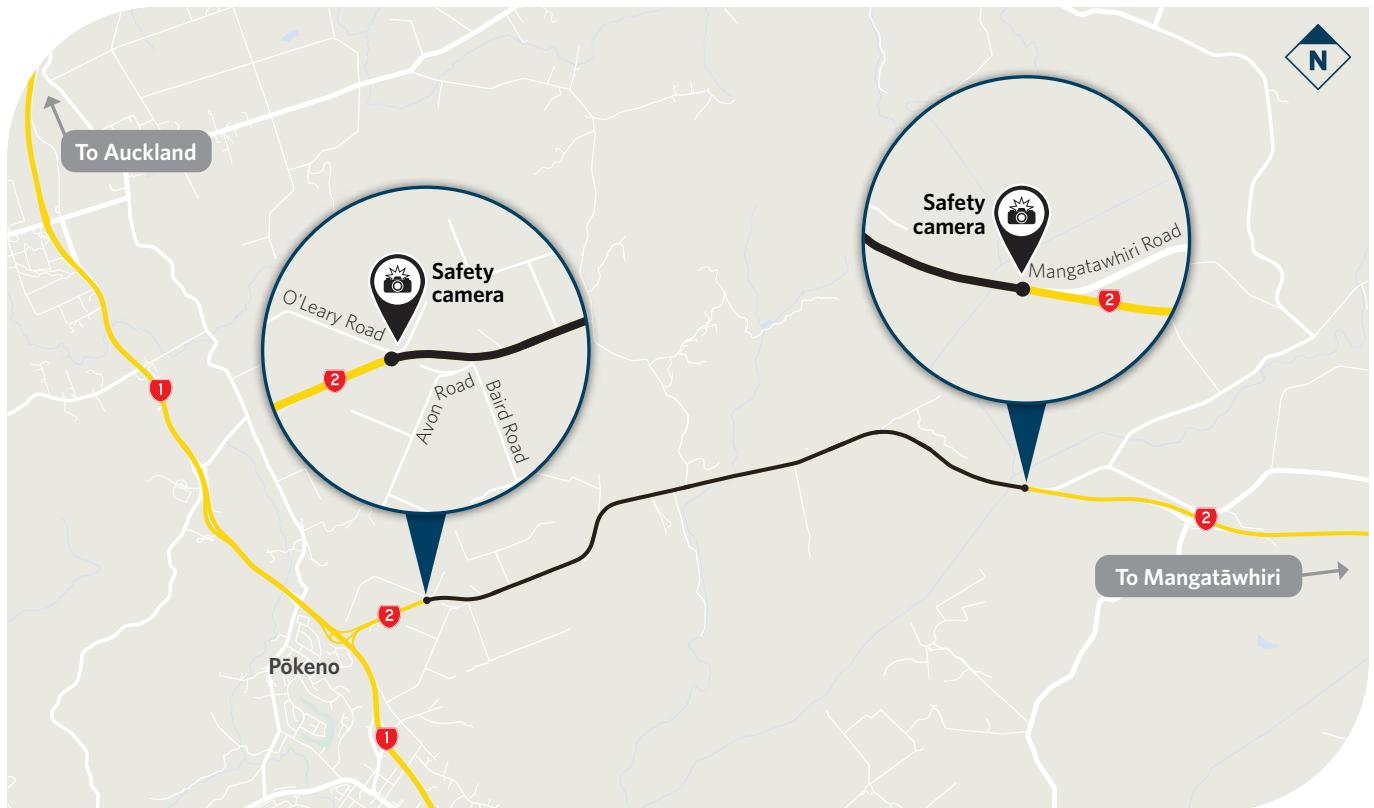
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	1	1	2	1	1	2
2017	1	3	4	1	3	4
2018	0	0	0	0	0	0
2019	0	3	3	0	3	3
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	1	1	2	1	5	6
2023	0	1	1	0	1	1
2024	2	0	2	4	1	5
2025	0	0	0	0	0	0
Total	5	9	14	7	14	21

Crashes between GPS coordinates -38.180551, 176.250324 and -38.303871, 176.368983.

Waikato — State Highway 2, Pōkeno to Mangatāwhiri

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

Camera A

Camera B

Location	-37.21677, 175.095081	-37.226918, 175.025847
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



90km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	7.7km
Indicative mean speed to posted speed limit ratio is >0.95	85 km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

0.68

Speed survey results

Survey date: 1-8 November 2023

GPS coordinates for survey cameras
-37.21661, 175.09492 and
-37.21658, 175.09465

Category

Traffic count	13,572 vehicles per day
Mean speed	87km/h
Vehicles speeding	28%

Crash and serious injury information

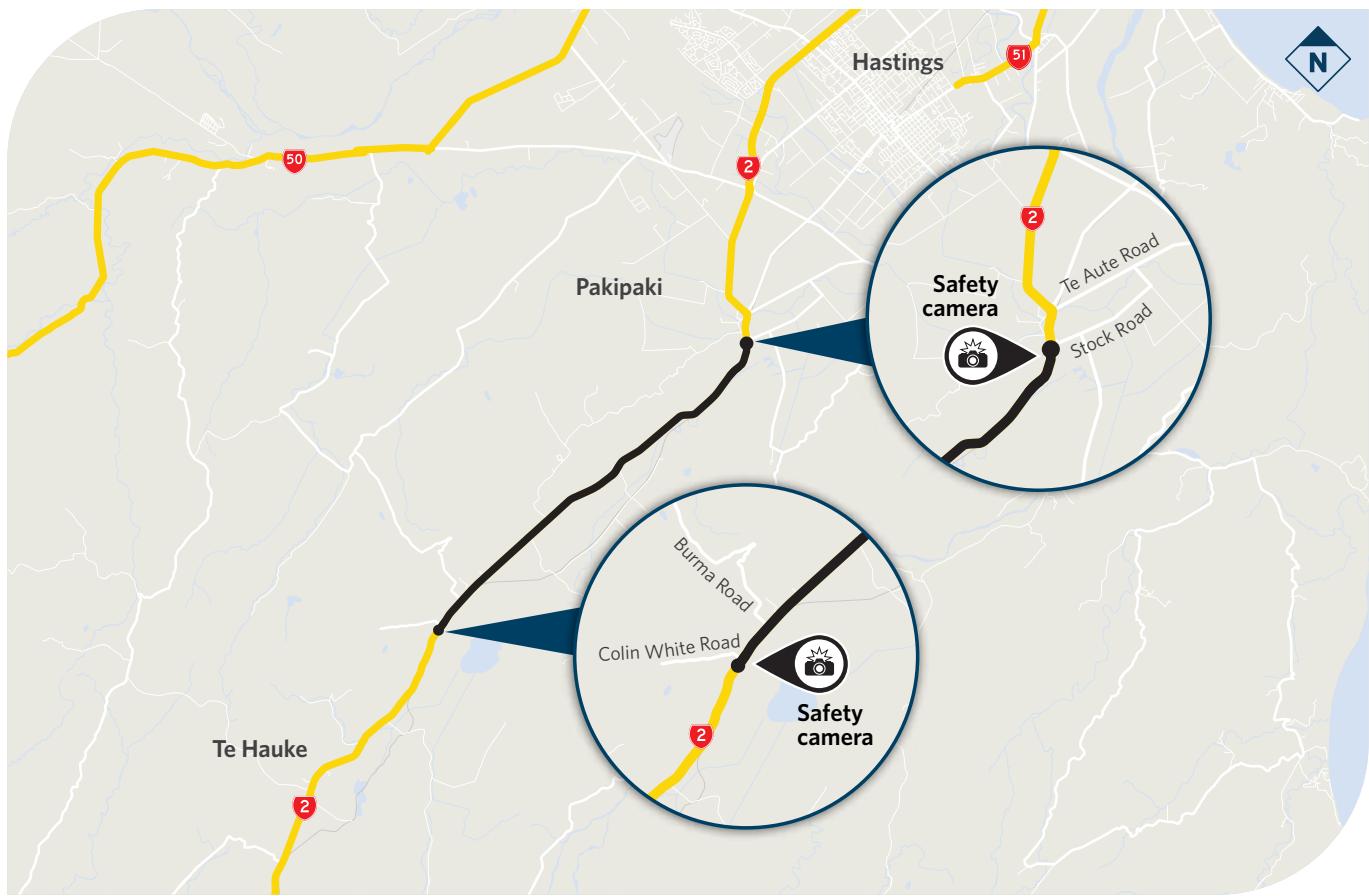
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	1	1	0	1	1
2017	1	1	2	1	1	2
2018	0	0	0	0	0	0
2019	0	3	3	0	3	3
2020	0	1	1	0	1	1
2021	1	0	1	1	0	1
2022	0	2	2	0	2	2
2023	0	0	0	0	0	0
2024	0	1	1	0	1	1
2025	0	1	1	0	2	2
Total	2	10	12	2	11	13

Crashes between GPS coordinates -37.226918, 175.025847 and -37.216770, 175.095081.

Hawke's Bay — State Highway 2, Te Hauke to Pakipaki

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-39.6997634488164, 176.793375839221	-39.7759623036708, 176.686765170573
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



100km/h

Initial identification criteria

Criteria for average speed safety cameras

This location

Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	12.5km
Indicative mean speed to posted speed limit ratio is >0.95	95km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

1.22

Speed survey results

Survey date: 1-14 July 2025

GPS coordinates for survey cameras
-39.776014, 176.686734° and
-39.699763, 176.793376°

Category	Results
Traffic count	8220 vehicles per day
Mean speed	95km/h
Vehicles speeding	16%

Crash and serious injury information

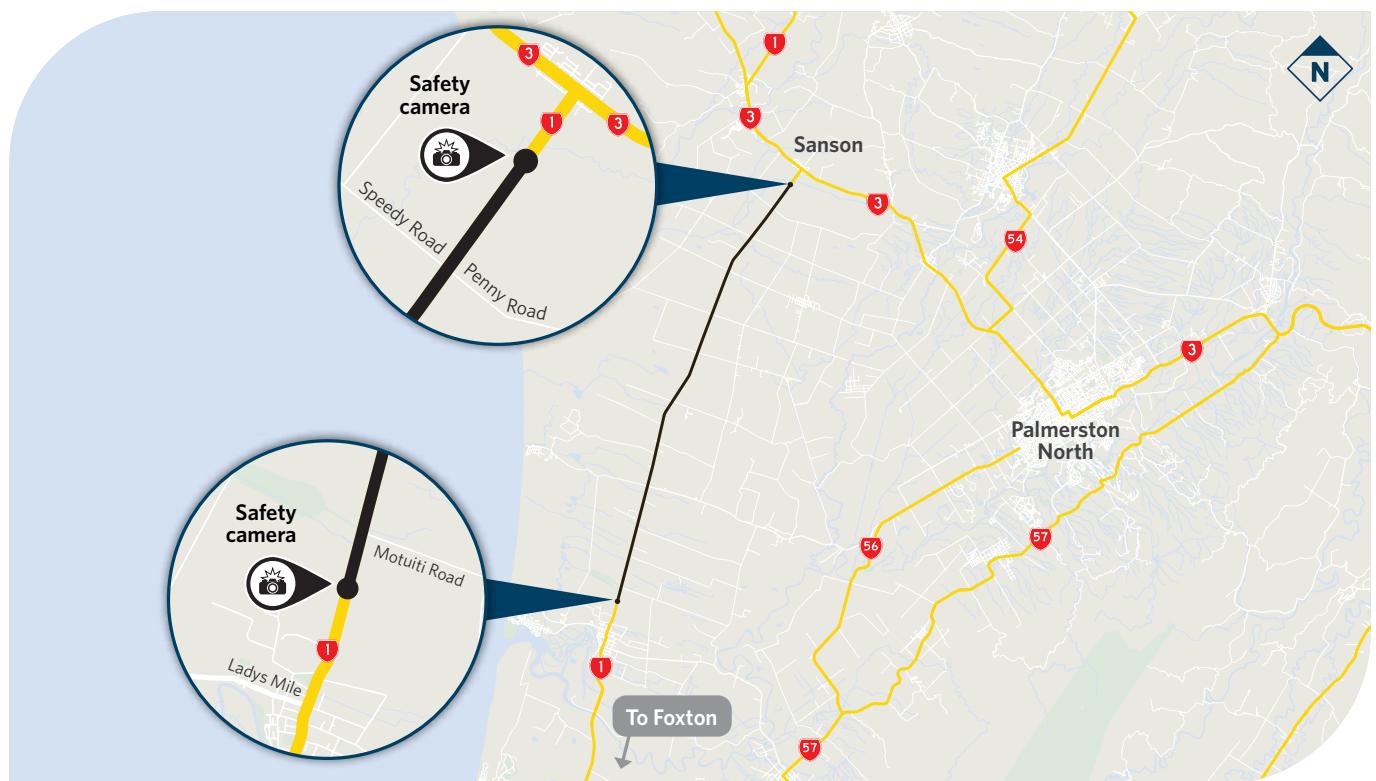
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	3	3	0	3	3
2016	1	0	1	1	0	1
2017	0	1	1	0	1	1
2018	0	0	0	0	0	0
2019	0	3	3	0	3	3
2020	0	0	0	0	0	0
2021	0	1	1	0	3	3
2022	0	1	1	0	1	1
2023	0	0	0	0	0	0
2024	2	3	5	3	7	10
2025	0	0	0	0	0	0
Total	3	12	15	4	18	22

Crashes between GPS coordinates -39.77596230367082, 176.68676517057347 and -39.699763448816476, 176.79337583922145.

Manawatū-Whanganui — State Highway 1, Sanson to Foxton

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-40.4511619223875, 175.294677082793	-40.2265142156218, 175.418087067976
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Speed limit



Certificates

Will be published before enforcement begins.

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Medium
Stretch of road being measured is longer than 1km	29.4km
Indicative mean speed to posted speed limit ratio is >0.95	89km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

1.46

Speed survey results

Survey date: 1 and 14 July 2025

GPS coordinates for survey cameras
-40.451162, 175.294677° and
-40.226514, 175.418087°

Category	Results
Traffic count	9237 vehicles per day
Mean speed	89km/h
Vehicles speeding	15%

Crash and serious injury information

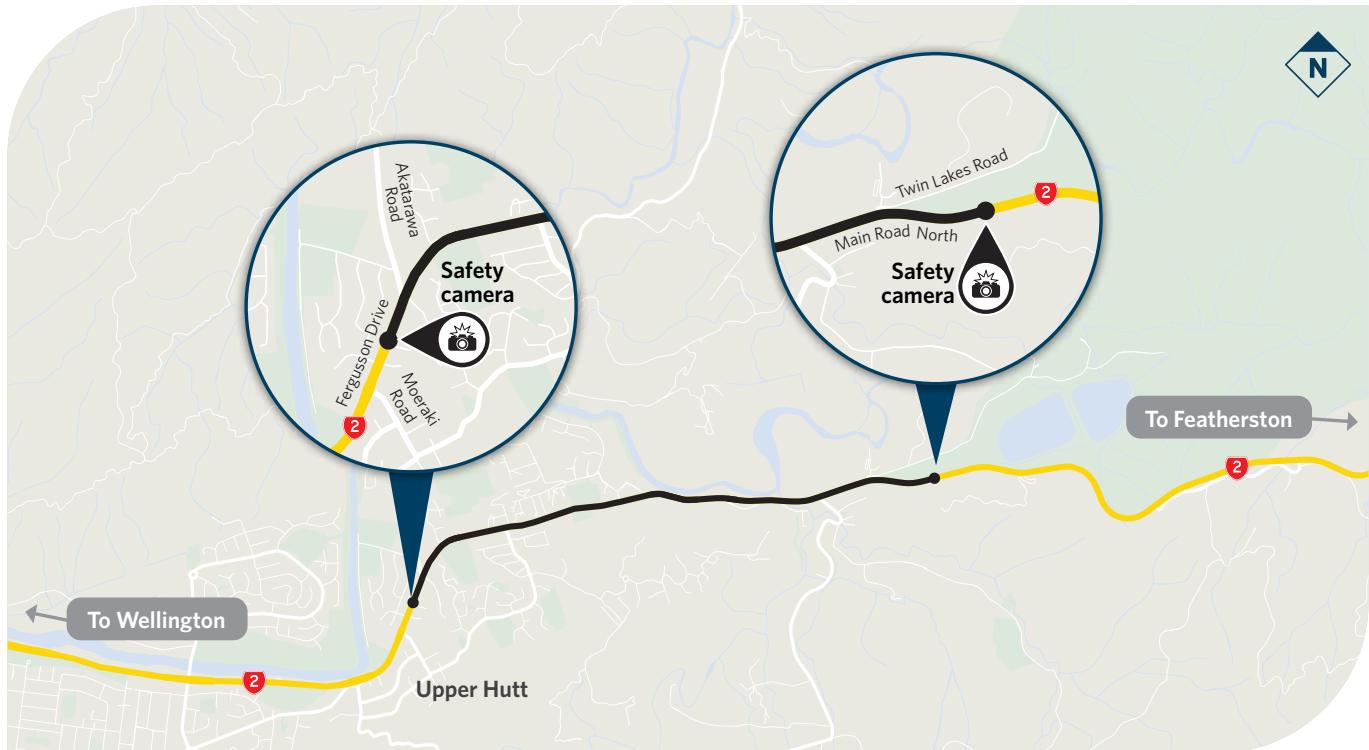
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	5	5	0	5	5
2016	0	2	2	0	3	3
2017	0	0	0	0	0	0
2018	2	1	3	2	2	4
2019	0	0	0	0	0	0
2020	0	1	1	0	1	1
2021	0	1	1	0	1	1
2022	0	1	1	0	1	1
2023	1	3	4	1	4	5
2024	1	2	3	1	2	3
2025	0	2	2	0	2	2
Total	4	18	22	4	21	25

Crashes between GPS coordinates -40.226514215621826, 175.41808706797633 and -40.45116192238754, 175.29467708279338.

Wellington — State Highway 2, Te Mārua to Brown Owl, Upper Hutt

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

Camera A

Location -41.107011, 175.098145

Camera B

-41.090372, 175.138538

Detection point TBC

TBC

Distance between detection points TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins.

We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Speed limit

80

80km/h

70

70km/h

Certificates

Will be published before enforcement begins.

Average weighted speed limit

On roads with more than one speed limit, the cameras calculate what's called the 'Average Weighted Speed Limit'. They work out the maximum speed a vehicle could be travelling if it followed the speed limit the whole way.

Initial identification criteria

Criteria for average speed safety cameras

This location

Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	4km
Indicative mean speed to posted speed limit ratio is >0.95	93km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

1.95

Speed survey results

Survey date: 1-13 June 2025

GPS coordinates for survey cameras
-41.097504, 175.111542° and
-41.090457, 175.138292°

Category

Traffic count	28,803 vehicles per day
Mean speed	93km/h
Vehicles speeding	81%

Crash and serious injury information

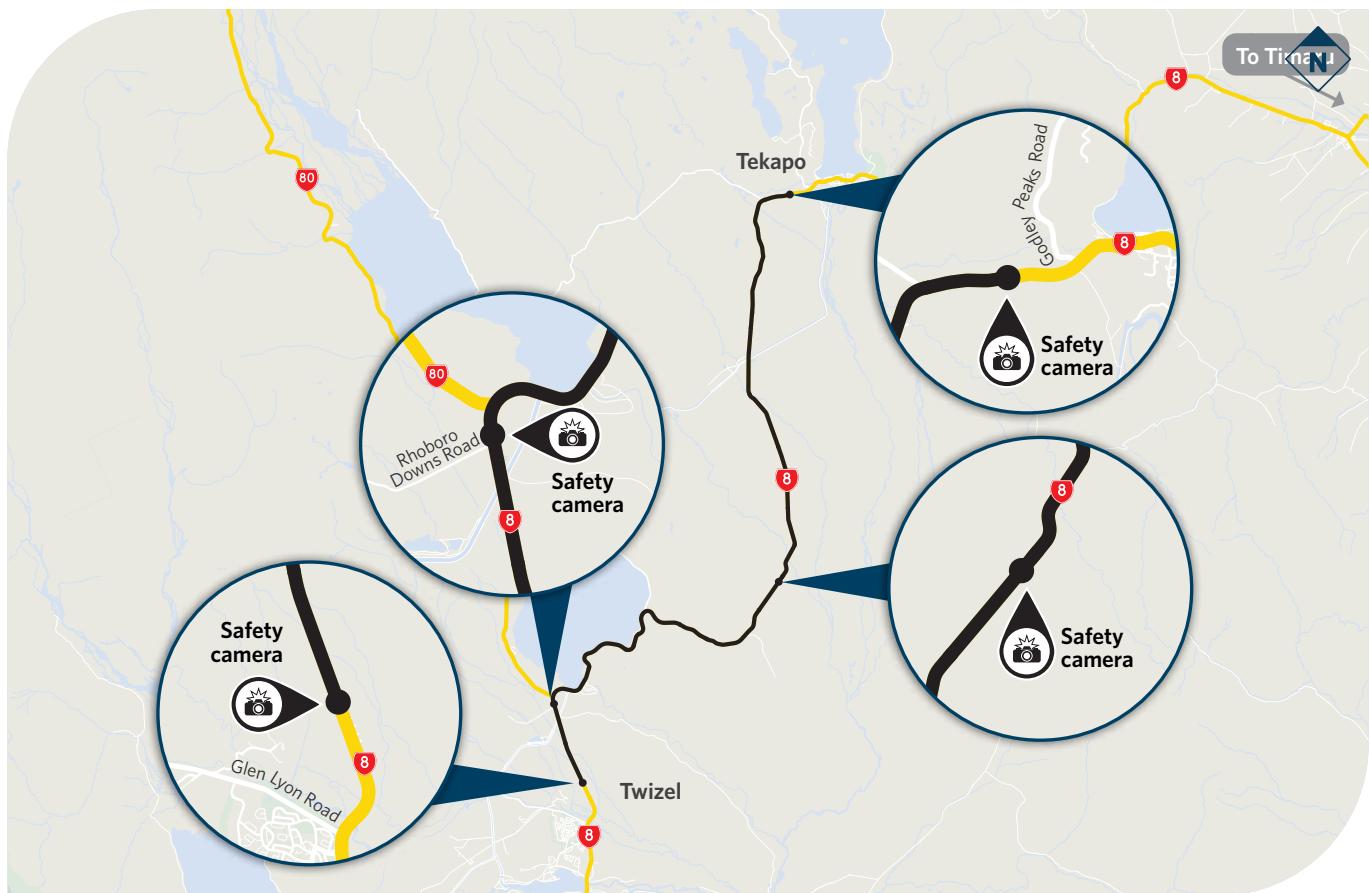
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	1	1	0	1	1
2016	0	0	0	0	0	0
2017	0	2	2	0	2	2
2018	0	0	0	0	0	0
2019	0	1	1	0	3	3
2020	1	1	2	1	1	2
2021	1	0	1	1	0	1
2022	0	1	1	0	1	1
2023	1	1	2	1	1	2
2024	0	1	1	0	1	1
2025	0	1	1	0	1	1
Total	3	9	12	3	11	14

Crashes between GPS coordinates -41.090372, 175.138538 and -41.107011, 175.098145.

Canterbury — State Highway 8, Lake Tekapo to Twizel

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B	Camera C	Camera D
Location	-44.00090428, 170.4409152	-44.1838212, 170.3101349	-44.1932109, 170.1214449	-44.23803198538 170.116480150413
Detection point	TBC	TBC	TBC	TBC
Distance between detection points	TBC	TBC	TBC	

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins. We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Certificates

Will be published before enforcement begins.

Speed limit



100km/h

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Low Medium*
Stretch of road being measured is longer than 1km	59.8km
Indicative mean speed to posted speed limit ratio is >0.95	95km/h
Road is not a local street or civic space	State Highway

**Predicted
DSI
reduction**
1.55

* While the overall corridor has a collective risk rating below 'medium'. There are sections within the criteria with higher ratings. The longer stretch was selected to ensure that it is a) logical for road users, b) ensures that people aren't encouraged to speed up outside of a shorter stretch and potentially moving risk to the longer stretch of road.

Speed survey results

Survey date: 26 April - 3 May 2025

**GPS
coordinates
for survey
cameras**
-44.235053, 170.116189°,
-44.187585, 170.124147° and
-44.001029, 170.440963°

Category	Results
Traffic count	3235 vehicles per day
Mean speed	95km/h
Vehicles speeding	19%

Crash and serious injury information

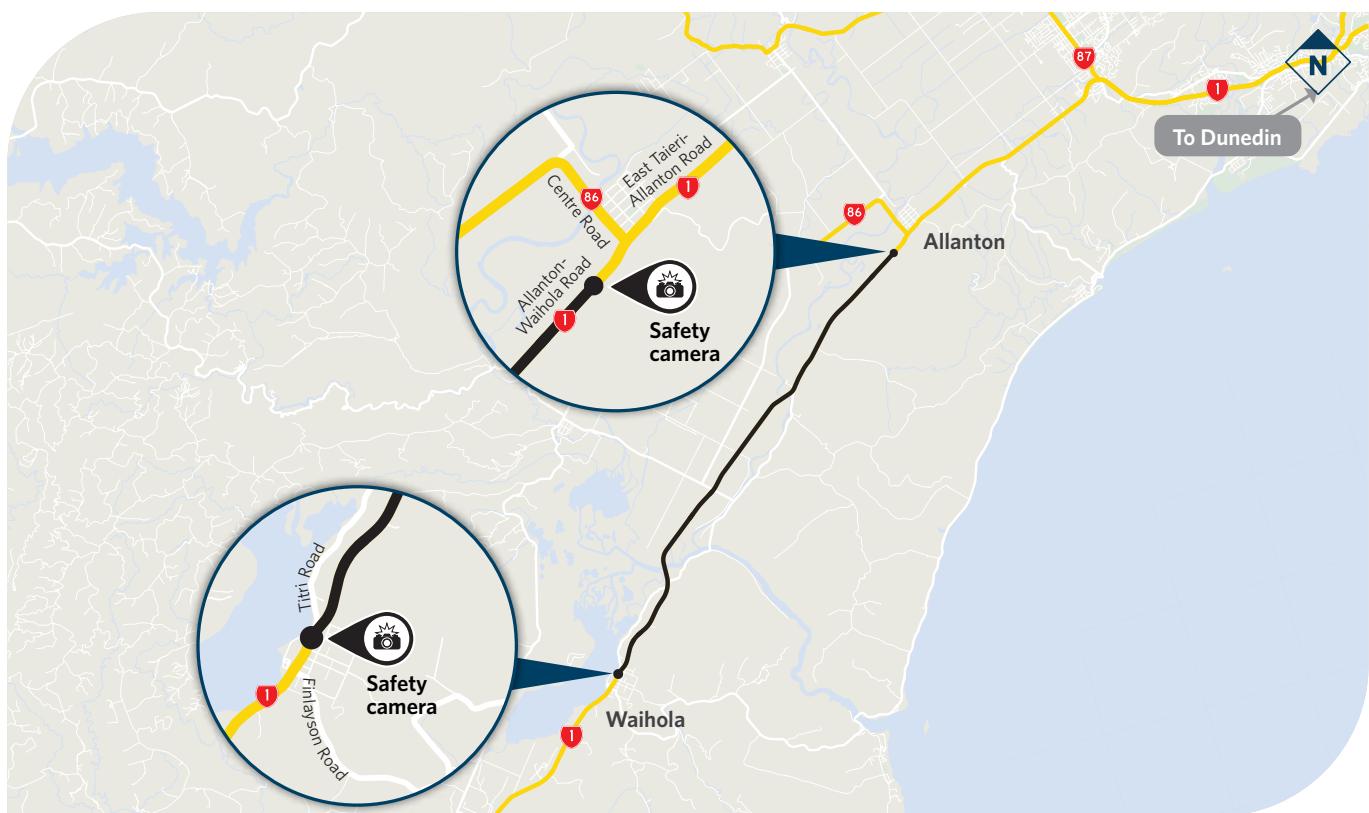
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	2	0	2	2	0	2
2016	0	1	1	0	1	1
2017	2	0	2	3	0	3
2018	1	1	2	1	1	2
2019	1	1	2	1	4	5
2020	0	3	3	0	3	3
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
2023	0	3	3	0	3	3
2024	1	2	3	4	3	7
2025	0	3	3	0	3	3
Total	7	14	21	11	18	29

Crashes between GPS coordinates -44.00090428441, 170.4409151686, -44.18382120293286, 170.31013491873915, -44.193210899009244, 170.12144488010432 and -44.2380319848538, 170.1164801504133.

Otago — State Highway 1, Allanton to Waihola, Dunedin

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

	Camera A	Camera B
Location	-45.92331596, 170.2551553	-46.02070049, 170.0986848
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins.

We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Speed limit



100km/h



50km/h

Certificates

Will be published before enforcement begins.

Average weighted speed limit

On roads with more than one speed limit, the cameras calculate what's called the 'Average Weighted Speed Limit'. They work out the maximum speed a vehicle could be travelling if it followed the speed limit the whole way.

Initial identification criteria

Criteria for average speed safety cameras

This location

Collective Risk rating of Medium or Higher	Medium High
Stretch of road being measured is longer than 1km	17.2km
Indicative mean speed to posted speed limit ratio is >0.95	95km/h
Road is not a local street or civic space	State Highway

Predicted DSI reduction

1.42

Speed survey results

Survey date: 17 April - 5 May 2025

GPS coordinates for survey cameras
-45.923545, 170.255025 and
-46.015679, 170.105417

Category	Results
Traffic count	7390 vehicles per day
Mean speed	94km/h
Vehicles speeding	21%

Crash and serious injury information

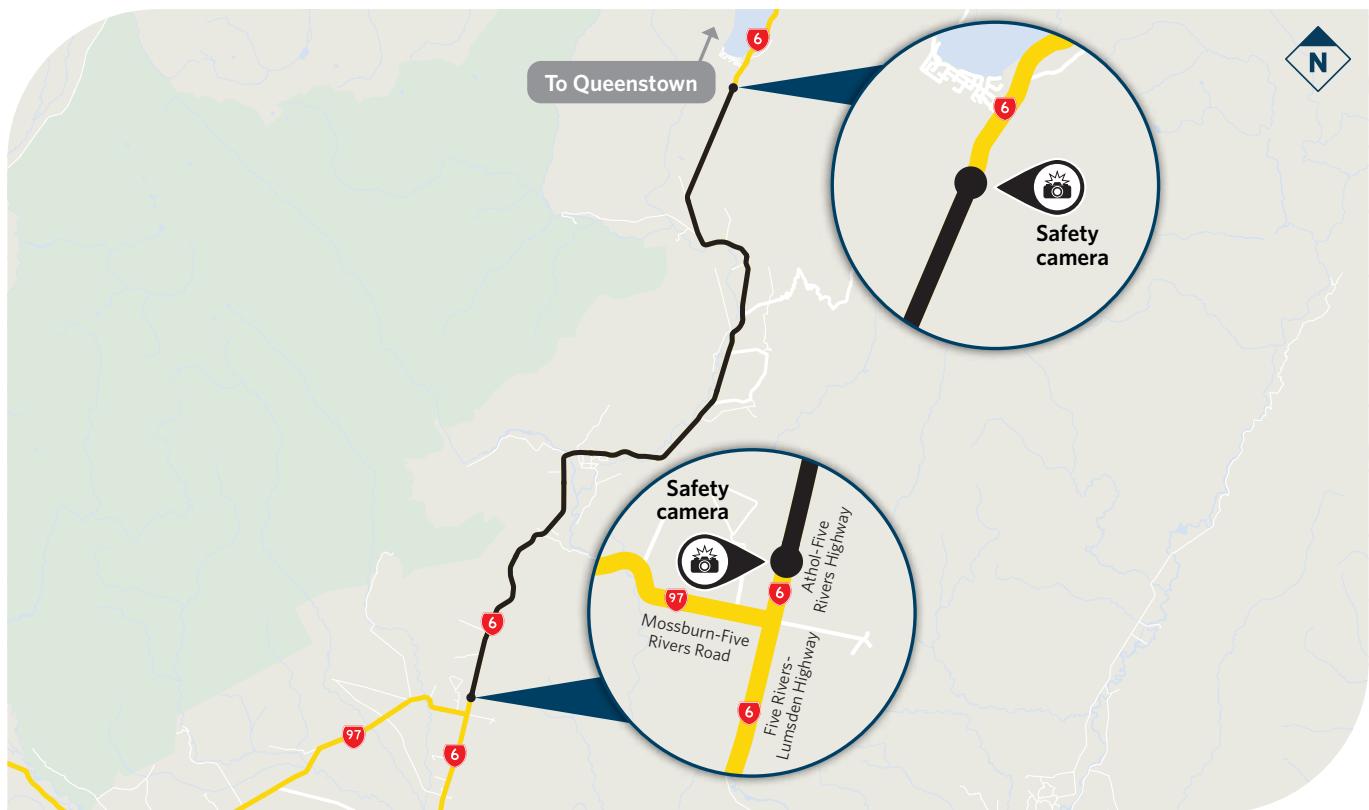
Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	2	2	0	2	2
2016	1	3	4	1	3	4
2017	0	3	3	0	3	3
2018	1	6	7	1	8	9
2019	0	1	1	0	1	1
2020	0	0	0	0	0	0
2021	1	1	2	1	1	2
2022	0	5	5	0	7	7
2023	1	1	2	2	5	7
2024	0	1	1	0	1	1
2025	0	0	0	0	0	0
Total	4	23	27	5	31	36

Crashes between GPS coordinates -45.9233159628621, 170.2551552845936 and -46.02070048501495, 170.0986847924931.

Otago — State Highway 6, Kingston to Five Rivers

Safety camera type: Average speed – Redflex Halo 2 camera



Cameras

Camera A

Camera B

Location	-45.618861, 168.461618892666	-45.33945205, 168.722622577
Detection point	TBC	TBC
Distance between detection points		TBC

Detection point

The point on the road where cameras begin detecting speeds.

Detection points and distances will be independently surveyed before enforcement begins.

We will update this section with the GPS coordinates for each of the above before we begin enforcing speeding here.

Speed limit



100km/h



80km/h

Certificates

Will be published before enforcement begins.

Average weighted speed limit

On roads with more than one speed limit, the cameras calculate what's called the 'Average Weighted Speed Limit'. They work out the maximum speed a vehicle could be travelling if it followed the speed limit the whole way.

Initial identification criteria

Criteria for average speed safety cameras

	This location
Collective Risk rating of Medium or Higher	Low Medium*
Stretch of road being measured is longer than 1km	57.7km
Indicative mean speed to posted speed limit ratio is >0.95	94.2km/h
Road is not a local street or civic space	State Highway

**Predicted
DSI
reduction**
1.02

* While the overall corridor has a collective risk rating below 'medium'. There are sections within the criteria with higher ratings. The longer stretch was selected to ensure that it is a) logical for road users, b) ensures that people aren't encouraged to speed up outside of a shorter stretch and potentially moving risk to the longer stretch of road.

Speed survey results

Survey date: 26 April - 3 May 2025

GPS coordinates for survey cameras
-45.707948, 168.429959°
-45.6243588 168.4582752°
-45.620170, 168.460638°
-45.3440086 168.7170054°

Category	Results
Traffic count	2534 vehicles per day
Mean speed	95km/h
Vehicles speeding	26%

Crash and serious injury information

Although crash data is not a direct criterion for average speed cameras, we have shared the below as this is a common ask. See the Appendix for caveats about this information.

Year	Fatal crashes	Serious injury crashes	Total DSI crashes	Deaths	Serious injuries	Total DSI
2015	0	0	0	0	0	0
2016	0	1	1	0	2	2
2017	0	1	1	0	1	1
2018	1	1	2	1	2	3
2019	1	1	2	1	4	5
2020	0	0	0	0	0	0
2021	0	1	1	0	1	1
2022	0	0	0	0	0	0
2023	1	2	3	1	2	3
2024	0	3	3	0	6	6
2025	0	0	0	0	0	0
Total	3	10	13	3	18	21

Crashes between GPS coordinates -45.3394520468, 168.722622577 and -45.6188485833614, 168.4616188926660.

Caveats and notes

Crash data

Where the data comes from

The crash data we use comes from the Crash Analysis System (CAS) version 2.13.1, which is managed by NZ Transport Agency Waka Kotahi (NZTA). CAS is updated when NZ Police send through a Traffic Crash Report after a crash.

What the data includes

- It covers fatal and serious injury crashes from 2015 to September 2025.
- It only includes crashes that happened at the GPS locations listed in each table.
- To be included, a crash must have happened on a road. CAS defines a road as any place where the public can drive a motor vehicle — this includes streets, motorways, beaches, and public car parks.
- Some historic records do not include details on individuals harmed in crashes. Where this is the case we have provided a number equivalent to the number of crashes of that type. For example 1 fatal crash = 1 death.

Reporting and data timing

- There can be a delay between when a crash happens and when it's fully recorded in CAS.
- Fatal crashes are usually added to CAS within one working day of NZTA receiving the report from NZ Police.
- Serious and minor injury crash data is usually added within four weeks.
- Non-fatal crashes are often under-reported, but the more serious the crash, the more likely it is to be reported.

Impact of COVID-19

During the COVID-19 pandemic road use dropped significantly during lockdowns and restrictions. This led to fewer crashes, so data from this period (21 March 2020 to 12 September 2022) may not follow usual trends.

Crash severity

Crash severity is based on the worst injury in the crash. If more than one person is injured, the crash and injury tables may have different numbers.

Ongoing updates

CAS is continuously updated as new information comes in, so injury data may change over time.

Detection points

Detection point coordinates are provided by the independent cadastral surveyor and Gazetted using the New Zealand Transverse Mercator 2000 (NZTM2000) system. These are the legal reference points. For the purposes of this document they have been converted to WGS84 coordinates as this is more commonly used by map services like Google Maps. There may be some differences as a result of this conversion. This document is not the legal record of detection points.