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VICTORIA POLICE

TRAFFIC CAMERA OFFICE

MOBILE DIGITAL ROAD SAFETY CAMERA POLICY & OPERATIONS MANUAL

Gatsometer Radar24-GS11

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Mobile Road Safety Camera Program Philosophy

The philosophy behind the Mobile Road Safety Camera Program is based on well documented evidence of the relationship between speeding and road trauma. The program aims to reduce road trauma through changing driver behaviour by creating a broad community perception through general and specific deterrents that the chance of detection is so high that speeding is not worth the risk. The Mobile Road Safety Camera Program has been based on a range of carefully designed principles of operation.

Operating Principles of the Mobile Road Safety Camera Program

Mobile road safety cameras deployed strategically across the State will provide the basis for the perception that if you speed you will be detected.

General deterrence about the risks of speeding will be enhanced through advertising campaigns highlighting the dynamic relationship between speed and impact forces, this general deterrent will be supported by the visibility of mobile road safety cameras in operation.

Specific deterrence against speeding will be provided by the issuing of speed infringements to drivers who have been detected speeding.

General and specific deterrence will be aimed at influencing driver behavioural change, higher compliance with the posted speed limit, lower mean travel speeds and the reduced incidence and severity of collisions.

When combined with the influence of educating the community of the risks of speeding, changed behaviour is aimed at being sustained over time to result in increased levels of voluntary compliance.

The program will underpin voluntary compliance as a general and specific deterrent.

To achieve road safety objectives in the most effective manner, the enforcement activity must be consistent, meaningful and applied at high-risk times.

Community support and acceptance of the program are essential ingredients in the understanding that the enforcement is fair, impartial and objectively administered in the community interest and is based on the achievement of road safety objectives.

Mobile Road Safety Camera Site Selection

Mobile road safety camera site selection is a critical element of the program, and the guidelines in this Manual have been carefully developed to meet technical and legal requirements.

Mobile road safety camera use at properly selected sites should be able to withstand public scrutiny, clearly demonstrating fair and reasonable speed enforcement in the interests of improving road safety through the enforcement of the designated speed limits.

Subject to Special Occasion Sites, every road considered for evaluation as a road safety camera site MUST fall within one of the following categories:

a) Documented history of serious and major injury collision within the previous 3 years;
b) Subject of a validated complaint of excessive speeds, for example feedback from general public, local councils etc;
c) Identified by police to be a speed-related problem site;
d) Alternate speed enforcement by non-camera devices within a specified site deemed not practicable/unsuitable.

In relation to (b) and (d) above, a written assessment must be conducted by a HWP Sergeant or delegate indicating that driver behaviour demonstrates a significant risk of speed-related collisions and in reference to (c) above, there must be substantiated intelligence gathered detailing non-compliance of the speed limit within a site which demonstrates that enforcement is required to change driver behaviour.

The criteria within this section does not apply if a site is being considered as part of a trial in line with the recommendations contained within the 2011 report by the Victorian Auditor-General's Office in relation to the Road Safety Camera Program.

Gradients; There is no restriction from a technical, legislative or enforcement perspective on a mobile road safety camera being operated on a slope, hill or gradient. All motorists have to comply with the relevant speed limit. When considering the establishment of a site which includes a slope, hill or gradient, consideration should be given to identifying a nearby (level) location that achieves the same road safety objective. If the road safety objective cannot be achieved at an alternative location within the site it can be established and used regardless of whether a slope, hill or gradient is contained within it.

Where possible, mobile road safety camera enforcement activity should be conducted at times during which collisions have occurred or at the particular times when complaints of speed have been identified.

Correspondence received at the TCO claiming that specific sites are inconsistent with Victoria Police policy, or otherwise inappropriate for mobile road safety camera enforcement, will be referred directly to the relevant HWP for enquiries and reply to the TCO. The TCO will provide the final response to the correspondence.

Mobile Road Safety Camera Sites – Definition and Deployment

A mobile road safety camera site may be a single point on a road, or a stretch of road. The camera site however, must meet each of the guidelines provided in this Manual. For example, if a section of road a kilometre in length meets all of the collision evaluation criteria, but only meets the technical considerations (eg. no reflective objects in or near beam etc) in one or two locations within the site, then the approved site must be confined to those specific areas.

Where possible, sites in both metropolitan areas and regional locations should be defined by the closest intersecting streets on either side of the site with the entire length of a site being kept to a minimum. In rural areas the site length should be no greater than 5 kilometres. Speed zone signs should not be used to define a site boundary. This will make it easier for motorists to determine (when referring to the infringement notice) where the alleged offence occurred.

Mobile road safety camera sites should have a single speed zone within its perimeters where possible, to assist in defining the designated speed limit being enforced at the time of detection. This may not be practicable at some camera sites due to the location of the speed signs or default speed limit in respect of the intersecting street perimeters.

Peak Traffic Periods

As a general rule mobile road safety cameras should not be used during peak traffic periods in locations where traffic volumes reduce the traffic flow to speeds lower than the speed limit (posted or default).

Target Road Classifications

Mobile road safety camera enforcement can occur on any type of road classification from freeways, to primary arterial networks through to local access streets depending on the results of site evaluations.

Special Occasion Sites

Mobile road safety cameras may be used for speed enforcement relating to special occasions or programmed events in areas where intelligence indicates the risk of speeding on a special occasion/event (eg. snow traffic, holiday traffic, Phillip Island Grand Prix etc.) provided the sites comply with road safety camera policy and operational guidelines. Enforcement should only be relevant to the times of the specific occasion or event.

Mobile Road Safety Camera Sites: Physical Field Evaluation Criteria

Each mobile road safety camera site being evaluated for selection and rostering MUST satisfy the following physical field criteria: -

Criteria 1

Sites must be safe for the MRSCO, road users and the mobile road safety camera equipment (vehicle/ tripod). Particular regard should be given to the degree of visibility and road surface approaching the direction of the camera operations. Safe access for pedestrians and driveways should also be considered when setting up the vehicle, tripod and associated cables.

Criteria 2

A site shall not be:

a) On a bend in the road;

b) Within 200 metres of a change to a speed zone, applicable to the same length of road, Exception to (b) where a speed zone is defined by signs that;

- Indicate a school zone or a school zone with declared school days; or
- Contain additional information (e.g. times of operation),

A Regional Road Policing Inspector or the OIC TCO may provide written authorization for mobile road safety camera enforcement.

Before giving authority, the Regional Road Policing Inspector or the OIC TCO, must consider the following:-

- Media coverage to assist with community awareness, to encourage voluntary compliance and lessen complaints;
- Whether the information on the speed limit signs applies to declared 'school days' or a 'school zone' only (no additional information regarding school days) which does not restrict the sign to certain times or days and applies whenever it is displayed;
- The speed limit on the length of road prior to the speed limit sign indicating a school zone only or school zone with declared school days;
- The proposed site meets the Physical Field Evaluation Criteria in accordance with the criteria within this Manual; and

NOTE: **Declared school day** means any day that falls within a period declared by the Roads Corporation, by notice in the Government Gazette, to be a school days period for the purpose of *Rule 317A of the Road Safety Road Rules 2009 but does not include a Saturday or Sunday or public holiday*

Criteria 3

Sites must not require a camera vehicle to be positioned:-

- In a way that is likely to cause interruption to the traffic flow; or
- In contravention of the *Road Safety Road Rules 2009*, except where legislative relief can be obtained by exercising the exemption contained in Rule 197 (1) (c) of the *Road Safety Road Rules 2009* in relation to stopping on pathways, dividing strips and nature strips in a built-up area

Criteria 4

A site shall not be on or near an overpass, or facing any elevated adjacent road (entry or exit ramp) that may carry traffic through or near the radar beam area.

Criteria 5

Careful **background** evaluation of each site shall be conducted for sources of reflection located in or near the radar beam.

The Testing Officer advises that for all practical purposes, background objects deemed to be of a reflective nature located on the edge or touching the edge of the radar beam area are to be considered as being near the radar beam. Just outside of this defined area there is no effective energy that could cause actual interference by reflection, unless the reflective object is extremely large, such as a metal or masonry factory wall or other extensive structure.

Sources of reflection include the following:

a) The possibility of vehicles entering or leaving intersections, or travelling along service roads;
b) Pole mounted electricity supply transformers;
c) Mobile road safety camera set-ups should not include sites where there are train lines which are obscured by dense foliage – such that the MRSCO is unable to determine whether a train is present at the time a target vehicle is detected;
d) Tram and train lines: Other than (c) above, the MRSCO must indicate on the Incident Log of the Camera Operator's Set-Up Notes the times that any images are taken where a tram or train is within the area of the beam;

Note: Where this occurrence is frequent, the site may be deemed as permanently unsuitable or in the case of trains, restricted to operate on the opposite side of the roadway (where the train lines would be behind the speed camera)

e) Metal signs – house sale/ auction signs or similar;
f) Centre strip traffic signs such as No U Turn, No Right/ Left Turn, Keep Left, posted speed limit signs and large advisory cross street signs;
g) Armco road barrier or chevron signing;

h) Metal bus stop shelters, public telephone booths, Australia Post letterboxes;

i) Sheet metal garage doors, fence factory walls and fencing structures which comprise of closely spaced (10cm or less) vertical metal bars;

j) Brick/ masonry structures.

These structures are divided into two parts:

- Masonry structures that are over one metre in height; and
- Very tall masonry structures such as factory walls.

Where the masonry structure in the beam is over one metre in height, comprises of a solid continuous structure with no gaps, occupies the entire beam width (regardless of angle to the road) and is close to the road edge (i.e. near the fence line but not where a house would be positioned) the location should not be worked.

An example of a continuous masonry structure is one which is not interrupted by windows, doors, front yards, driveways or a significant change to the angle of the masonry structure with the beam area (i.e. a large 90 degree corner).

Any continuous masonry structure such as a factory wall or double storey dwelling near the fence line should not be located alongside of, or in or near the beam area.

Brick/ masonry structures include structures clad with fibro cement sheeting.

Individual sites that are approved may become temporarily unsuitable due to parked cars or trucks. MRSCO's must monitor the site continuously during operation and shut down the radar control unit if vehicles or other reflective surfaces become stationary in or near the radar beam.

Where a MRSCO is unsure whether the object of concern is outside of the active radar beam area, he/ she must relocate within the site to avoid the possibility of an invalid set-up due to reflection issues.

Criteria 6

Careful **foreground** evaluation shall also be conducted of each site, to ensure that there are no sources of reflection (e.g. traffic signs which are larger than a street name, bus stop or parking restriction sign);

- Within 20 metres of the front of the camera vehicle when positioned against the kerb; or
- Within 40 metres of the front of the camera vehicle/tripod when positioned off the road;
- Within 50 metres of the front of the camera vehicle/tripod where very tall/large vehicles (or similar sized reflective objects) are positioned in the foreground (this applies whether positioned on or off road).

In addition to above, under no circumstances is a parked vehicle to be positioned:

- Along the left hand side of a camera vehicle;
- Within a distance of 2.5 metres; and
- If any part of the parked vehicle protrudes past the front of the camera vehicle.

This restriction also applies to tripod mount operations.

Criteria 7

As part of their site evaluation process, MRSCO's shall conduct a full inspection of the camera site, in both directions, prior to commencement of the camera session. The inspection shall include checking the speed limit applicable to the length of road allocated for camera enforcement. This may require the MRSCO to drive beyond the designated site boundaries to confirm the speed limit of the enforcement area. The inspection must also verify that camera set-up and target vehicle detection is within the designated site boundaries.

Where the proposed set up location is at a point less than 200 metres (in either direction) from the nearest applicable speed sign(s), additional driving must be undertaken, (regardless of distance), to quantify that these signs do not represent a change to the speed zone within the mandated 200 metre minimum distance.

At the completion of a camera session, and as part of their site re-evaluation process, MRSCO's shall again conduct a **full inspection** of the camera site, **in both directions**, prior to departing the site to confirm the speed zone enforced as well as the correct boundary locations. This may require the MRSCO to drive beyond the designated site boundaries to confirm the speed limit of the enforcement area. The pack up time and commencement of the site re-evaluation process must also be detailed on the Incident Log.

The re-drive will confirm that all speed zone information remains unchanged from the observed environment prior to session commencement.

In default zones, the site is to be fully driven in both directions, with an additional assessment of a further 200 metres beyond each site boundary to establish any change of speed zone.

Criteria 8

In addition to proper site assessment, MRSCO's shall monitor the camera session to ensure that the speed of vehicles detected by the mobile road safety camera appear consistent with the speed of the detected vehicles, as observed by the MRSCO at the time of detection.

Items Not Affecting the Mobile Road Safety Camera

It should be noted that the Testing Officer has advised that the following items will not affect operational use of the mobile road safety camera;

a) Small signs such as street name signs, bus stop signs, and parking restriction signs (too small and usually wrong angle and height);
b) Metal roofing on houses and buildings (too high and at the wrong angle);
c) Open wire or cyclone fencing (reflection is too diffuse);
d) Wooden fences (not reflective surfaces);
e) Brick masonry structures of a height of 1 metre or less; and
f) Fencing structure which comprise of closely spaced (gaps of more than 10cm) vertical metal bars.

Authorised Mobile Road Safety Camera Operators

Only those MRSCO's authorised by the TCO in the use of the Gatsometer Radar24- GS11 system are permitted to set up and use the Gatsometer Radar24-GS11 mobile road safety camera.

Camera Concealment / Disguise

To maintain community confidence in the mobile road safety camera program, it is important for the operational use of the camera device to be seen as fair and reasonable. Under no circumstances are MRSCO's to deliberately disguise a mobile road safety camera car or associated equipment whilst an operational session is being conducted. This does not preclude a MRSCO from utilising roadside vegetation or fixtures such as posts or signs in order to mitigate the risk of Occupational Health and Safety incidents being initiated by other road users.