

SPEED CAMERA SITE SELECTION CRITERIA

— April 2006 —



VICTORIA POLICE

1. Operational Deployment of Speed Camera Systems

The operational deployment of speed camera systems is the responsibility of Victoria Police in accordance with its responsibilities to uphold and enforce the laws of Victoria and its commitment to the Government's broader road safety objectives.

The principal guiding document for the operation of speed cameras is the Victoria Police Traffic Camera Office Speed Camera Policy and Operations Manual.

2. Speed Camera Program Philosophy

The philosophy behind the speed camera program accepts that there is a relationship between speeding and vehicle crash severity, and aims to create 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 speed camera program has been based on a range of carefully designed principles of operation.

3. Operating Principles & Assumptions

1. Speed cameras deployed strategically across the State on a daily basis will provide the basis for the perception: "that if you speed you will get caught and fined."
2. General deterrents against speeding will be provided by high volume advertising about the risks of speeding and the dynamic relationship between speed and impact forces, and the visibility of speed cameras operating across the State on a daily basis.
3. Specific deterrents against speeding will be provided by the issuing of speeding infringements to drivers who have not responded to general deterrents.
4. Effective general and specific deterrents across the whole community will accrue to influence quick behavioural change, higher compliance with the posted speed limit, lower mean travel speeds and reduced incidence and severity of collisions across the community.
5. When combined with the influence of educational programs in media advertising and in schools etc., changed behaviour sustained over time will lead to attitudinal change and higher levels of voluntary compliance.
6. Drivers exposed to effective road safety education programs in the school system will merge with existing driver generations gradually increasing levels of voluntary compliance across the whole community allowing enforcement levels to ultimately reduce into maintenance mode.
7. Voluntary compliance will not be universally achievable, and a reduced maintenance profile will always be necessary for both general and specific deterrents.
8. To achieve these objectives in the most effective manner, the enforcement activity must be consistent, meaningful and applied at the high-risk times of the day.

9. To achieve the essential ingredient of community support and program ownership, there must be a popular belief that the enforcement is fair, impartial and objectively administered in the community interest based totally on the achievement of road safety objectives.

4. Site Selection Criteria

4.1. General

Camera sites are selected to reduce the risk of road trauma through changing behaviour and reducing the incidence of speeding.

Camera sites in Victoria are determined by Victoria Police, in consultation with Local Community Road Safety Council executives, and the Department of Justice and VicRoads as appropriate.

Sites are selected following analysis of trauma history, risk of road trauma and consideration of local conditions relating to technical operational feasibility and the history and risk of motorists breaking the law at a particular location. Victoria Police retains a wide discretion with respect to speed camera locations based on these considerations.

4.2 Mobile Speed Cameras

Mobile cameras may be deployed for a range of reasons. Generally, a mobile camera may be deployed where a site:

- has a significant documented history of serious and major injury collisions within the previous 12 months; or
- is the subject of a validated written complaint of excessive speeds, resulting in a written assessment by a Victoria Police Traffic Management Unit officer (of the rank of Sergeant or above) indicating that driver behaviour demonstrates a significant risk of speed related collisions; or
- is otherwise assessed by a Victoria Police Traffic Management Unit officer (of the rank of Sergeant or above) as posing a significant risk of speed related collisions.

Mobile cameras are not generally placed at the bottom of hills or on corners unless the site has a significant speeding related collision record. Mobile cameras are not generally placed within 5 km of each other in the same direction, or within 200 m of a change in speed sign.

Mobile cameras may be used at road construction sites where a risk of trauma exists.

A speed camera site may be a single point on a road, or a stretch of road several kilometres long. The "site" however, must meet each of the criteria provided in this part.

The camera operator is not allowed to disguise their vehicle or the camera in any way.

4.3. Fixed Digital Speed Cameras

Fixed digital speed camera sites are installed on a proactive basis to reduce the risk of speed related collisions and dramatically increase the likelihood of detection in support of road safety objectives.

The risk of road trauma as evidenced by confirmed high incidence of speeding is also a consideration in site selection. High traffic volume and the objective of ensuring maximum compliance with posted speed limits across the entire road network are also relevant considerations for site selection.

4.4. Monitoring

Victoria Police continually monitor selected camera sites to ensure that they comply with these site selection criteria.