

# ADDENDUM TO THE ACT ROAD SAFETY CAMERA STRATEGY

## BACKGROUND AND PURPOSE

The ACT Road Safety Camera Strategy released in May 2015, included an action item to engage an appropriately skilled independent consultant to review the siting criteria and locations for each of the ACT's fixed speed camera enforcement technologies (midblock, red-light and point to point cameras). The review was completed by Martin Small Consulting in November 2015 and this document has been prepared to highlight the policy changes arising from that review. The full report can be downloaded here [http://cdn.justice.act.gov.au/resources/uploads/JACS/Road\\_Safety/Review\\_of\\_Road\\_Safety\\_Camera\\_Siting\\_Criteria\\_and\\_Locations.pdf](http://cdn.justice.act.gov.au/resources/uploads/JACS/Road_Safety/Review_of_Road_Safety_Camera_Siting_Criteria_and_Locations.pdf)

## REVISED SITING CRITERIA FOR FIXED MIDBLOCK CAMERAS

For fixed midblock cameras a weighted crashes per km approach will be used to determine future camera locations. Under this approach, 10 years of crash data is used with the number of fatal and injury crashes being multiplied by five and added to the count of all property damage crashes. The total count is then divided by the length of the road to achieve the weighted count of crashes per km. Dividing the total count by the length of the road is necessary for identifying sections of road which have a high concentration of crashes and which could be treated successfully by a fixed midblock camera.

## REVISED SITING CRITERIA FOR RED-LIGHT CAMERAS

For red-light cameras the weighted crashes approach will be used. Under this approach, 10 years of crash data is used with the number of fatal and injury crashes being multiplied by five and added to the count of all property damage crashes. With red-light cameras, it is not necessary to divide the total count by the length of the road as these cameras are used at intersection as a treatment for crashes which arise from redlight running.

## REVISED SITING CRITERIA FOR POINT TO POINT CAMERAS

Point to point cameras will be used on roads with high traffic volumes and significant crash history. These roads will be free flowing with no intersections and have geometry which does not substantially reduce the average speed between the two detection points. Longer sections of road will be preferred as they have a lower enforcement cost per kilometre than shorter sections of road which could be treated effectively by a fixed midblock camera.

## SITE SPECIFIC SUITABILITY CRITERIA

In addition to applying the specific siting criteria, the following factors will be considered when selecting any fixed camera location:

- > the presence of any other road safety cameras nearby;
- > the engineering feasibility of installing and maintaining the camera; and
- > the proximity of the location to areas with large number of vulnerable road users where the cameras could make a further road safety contribution by reducing speed in those areas.