



ACT
Government

MOBILE CAMERA PROGRAM DEPLOYMENT STRATEGY



**ROAD SAFETY:
It's Everyone's Responsibility**

Background

The objective of the mobile camera program is to reduce speeds and crashes across the network through an “anywhere, anytime” enforcement approach. This mobile camera deployment strategy provides the framework for improved operation and strategic deployment of the mobile cameras.

Objective: To reduce speeds and crashes across the network through an “anywhere, anytime” enforcement approach.

Improved strategic deployment of the cameras will ensure the program is better able to meet the objective of “anywhere, anytime” while also addressing emerging “hotspots” and police information and community concerns about speeding at particular locations.

The strategic goals of this mobile camera deployment strategy are:

- 1) a 5% reduction in mean speeds at mobile camera sites,
- 2) a 10% reduction in casualty crashes across the network, and
- 3) an increase in the number of ACT residents who see the cameras often and consider they are effective

Strategic goals 1 and 2 are to be achieved by the 2019 evaluation of the cameras. Strategic goal three will first be evaluated when the 2017 community survey is run.

ACT community road safety surveys have consistently shown that the community considers mobile cameras to be the most effective camera technology. Evaluation studies support this and have found that mobile cameras reduce mean speeds and casualty crashes. Community support and road safety outcomes will only improve through a more strategic approach to the use and deployment of mobile cameras in the ACT.

Capacity of the program

The ACT road safety camera program includes six mobile cameras and eight mobile camera operators. The cameras are capable of monitoring six lanes of traffic.

Balance of operations and deployment of cameras

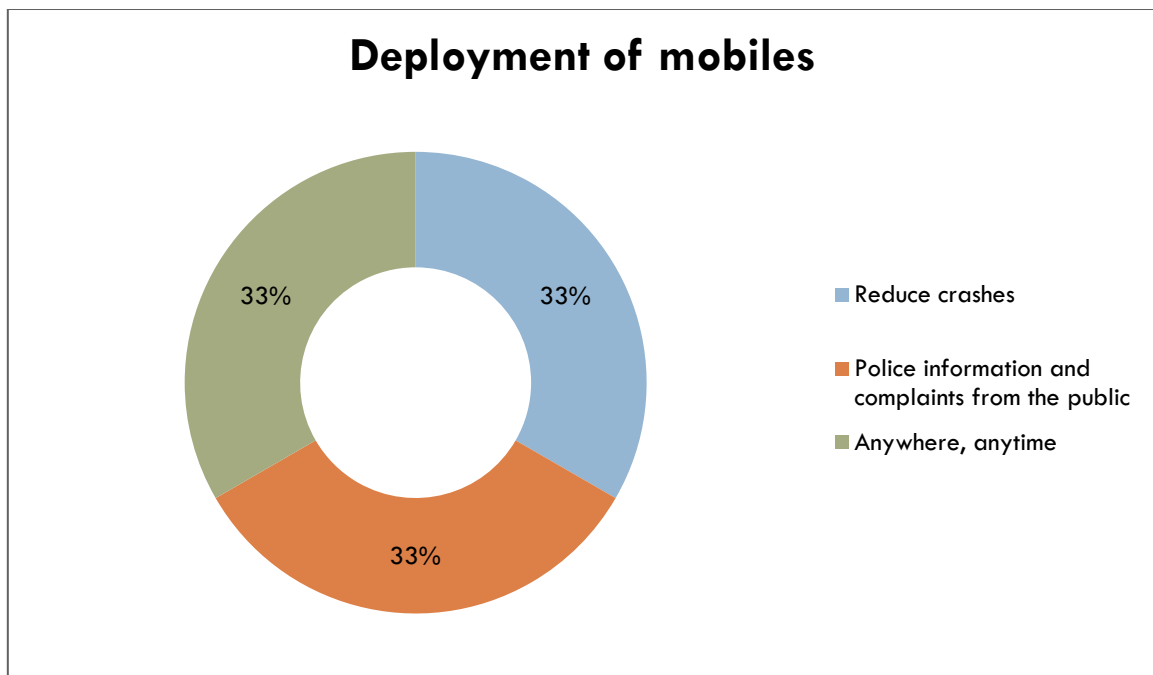
The Traffic Camera Office has operational responsibility for the Territory’s six mobile camera vans. This strategy sets out the specific deployment principles for operation of the cameras and other operational matters.

Hours of operation

The mobile cameras will operate day and night including weekends. The deployment of vans across the day will be based on a range of factors including casualty crash rates and speeding.

Site specific deployment principles

The road transport legislation will be amended to allow the cameras to be used on any road in the ACT. The deployment of mobile cameras to roads across the Territory will be based on three deployment principles of crashes, police information, and anywhere, anytime. The split of operations across the three deployment principles will be a third each, as shown in the figure below.



1) Roads with a history of crashes and speeding

Roads will be targeted which have reported two or more casualty crashes in the last five years and 85% percentile speeds above the posted speed limit. This link is important as it points towards speed being a factor in the rate of casualty crashes at the location.

The time of day will be considered as part of this targeting to see if crashes and speeding is higher at different times of the day. For example, it would be appropriate to target some roads late at night if they have a disproportionate number of casualty crashes and higher speeds at that time of day.

During the morning and evening peak, the cameras will generally be operated against the traffic flow (eg. southbound away from the city on the Tuggeranong Parkway). This is because of the lower travel speeds associated with higher traffic volumes. As lower travel speeds represent lower casualty crash risk, mobile cameras can be more effectively utilised in the opposite direction to the main traffic flow.

On weekends the deployment of cameras will include locations which capture holiday and recreational traffic. This will be a seasonally based approach with mobile cameras to be used on the ACT section of the Kings Highway and the Federal Highways in the warmer months and the Monaro Highway and Tharwa Drive during the winter months.

Recreational roads will include the rural section of Cotter Road, Tidbinbilla Road and Paddys River Road and other similar recreation routes. This is to address the disproportionate number of casualty crashes which are known to occur on these roads. For example, previous analysis of Paddys River Road showed a high proportion of casualty crashes involving single vehicles. This suggests a range of possible factors including speed and unsafe driving / riding behaviours.

2) Police information and complaint history

The mobile cameras will be used to complement and support police enforcement. This approach will see ACT Policing being allocated a third of all mobile camera deployments in addition to their respective police targeting.

The deployment of the cameras by police will be based on police information, including complaints by the public about sections of the network where speeding is either known or reported to be an issue.

This will be undertaken by a specialist police intelligence officer who will review information provided via Crime Stoppers, and reports made directly to ACT Policing. The intelligence officer will look for data patterns and will use this to produce an intelligence report for police and mobile camera enforcement activity.

3) Anywhere, anytime

An 'anywhere, anytime' mobile camera program also requires a component of deployments which are truly random. These deployments will be randomly selected roads which do not meet the first two deployment principles.

Site suitability criteria

The use of mobile cameras at any location is subject to the site satisfying a range of technical and health and safety criteria. To meet the criteria for mobile camera enforcement, the site must:

- be at least 200 metres from a change of speed limit (this criterion does not apply if the site is a school zone);
- be clear of merging lanes, changes of road alignment and/or road width, and any other changes to traffic conditions on either side of the proposed location; and
- not cause any obstruction, line-of-sight issues or interruption to traffic flow on either side of the proposed location.

School zones, worksites and other reduced speed limit areas

Mobile cameras may be used to target variable speed limit zones, including school zones and roadwork zones, where these locations meet the site suitability criteria outlined above.

Evaluation

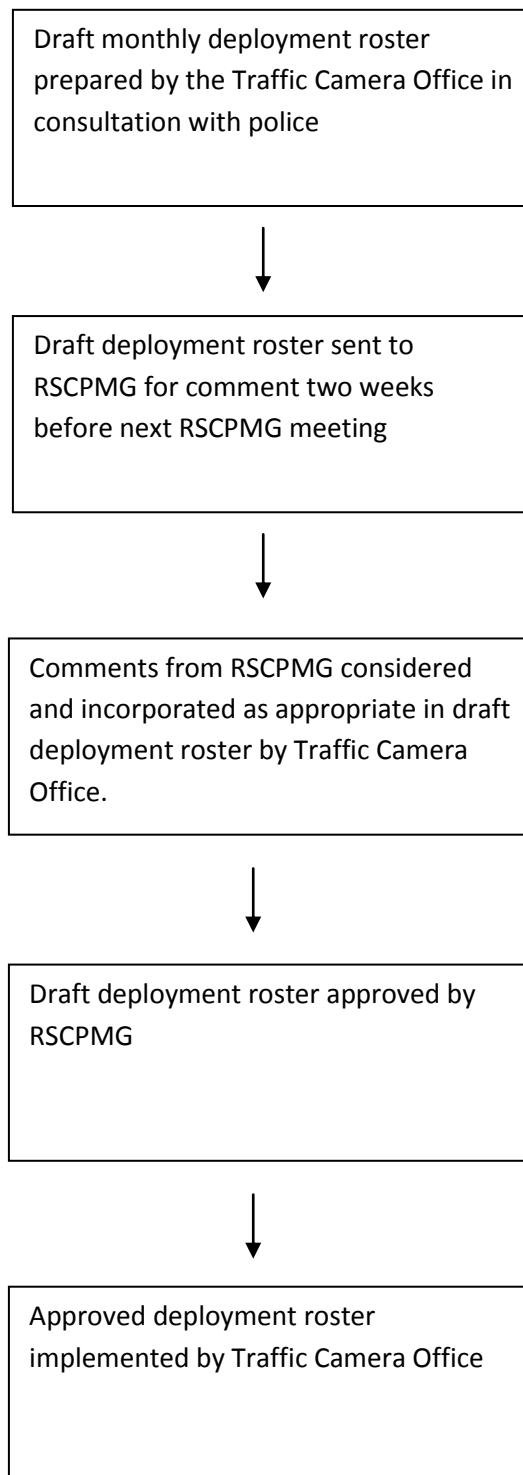
It is recognised that future evaluations of the mobile camera program will require minimum speed, crash and compliance data. The data requirements and measure of effectiveness are set out in the table below.

Evaluation data required	Measure of effectiveness
Speeds at location	Reduction in vehicles exceeding the speed limit
Compliance data	Increase in compliance rates and reduction in infringements rates
Crash data	Reduction in crashes and casualties

To support future evaluation of the cameras, speed and traffic volume surveys will be conducted at all new sites before mobile camera operations are commenced. This will be complemented by the Territory and Municipal Services Directorate’s traffic surveys which will be used for comparing camera sites with non camera sites. Surveys will continue to be undertaken at all camera sites on an ongoing basis to support speed monitoring across the network, deployment rostering and future evaluation.

Rostering procedure and governance arrangements

Based on this deployment strategy, monthly rosters will be developed and provided to the Road Safety Camera Program Management Group (RSCPMG) for approval. The RSCPMG comprises executive level officers representing the Justice and Community Safety and Territory and Municipal Services Directorates, Traffic Camera Office and ACT Policing. The rostering procedure and approval process is shown in the diagram below.



Implementation plan

The table below identifies the work that will need to be completed in order to implement this mobile camera deployment strategy.

Action item	Purpose and outline of work	Timeframe for completion
Amend Road Transport (Safety and Traffic Management) Regulation 2000	To support achievement of the stated objectives of the program (anywhere, anytime) by allowing mobile cameras to be used on any road in the ACT	June 2015
Conduct speed and volume surveys at new mobile camera sites	To support future evaluation and deployment of the cameras where speed and crashes is a factor	June 2015 and ongoing
Evaluation of new sites against the defined suitability criteria	To ensure new sites meet technical and health and safety requirements	30 new sites by September 2015 and then 100 new sites per year
Develop an automated system for rostering	<p>The automated system will be developed which will produce rosters for mobiles to be deployed based on the deployment principles relating to crashes and anywhere, anytime. An automated system will also ensure the deployment of cameras ‘anywhere, anytime’ is genuinely random.</p> <p>The remaining third of deployments will be factored into police targeting</p>	September 2015