



VICTORIA POLICE
TRAFFIC CAMERA OFFICE

Mobile Road Safety Camera Policy and Operations Manual Gatso T-Series

1. The mobile road safety camera program

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. This is achieved 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.

1.1 Operating principles of the mobile road safety camera program

Mobile road safety cameras are deployed on the basis that speeding drivers can be detected anywhere, anytime across Victoria.

The mobile road safety camera program underpins voluntary compliance as a general and specific deterrent. 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.

General and specific deterrence is aimed at influencing driver behavioural change resulting in higher compliance with the posted speed limit and lowering the number of crashes and associated road trauma.

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

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

To achieve Victoria's road safety objectives in the most effective manner, enforcement activity must be consistent, meaningful and applied at high-risk times. Community support and acceptance of the program is essential in understanding that the enforcement is fair, impartial and objectively administered in the interest of the community.

2. Mobile road safety camera operators

Only Mobile Road Safety Camera Operators (MRSCO's) authorised by the TCO in the use of the Gatso T-Series system are permitted to set up and operate the Gatso T-Series MRSC.

Every MRSCO must possess a good working knowledge and understanding of both this manual and the Gatso T-Series User Manual to ensure proper and efficient use of the Gatso T-Series MRSC system.

3. Mobile road safety camera site selection

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

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.

3.1 Site selection criteria

Subject to special occasion MRSC sites (see section 8.6), every road considered for evaluation as a MRSC site **must** fall within one of the following categories:

- a) documented history of speed related collisions or on road trauma within the previous three years; or
- b) subject of a validated complaint of excessive speeds, for example feedback from the general public, local councils; or
- c) identified by police to be a speed-related problem site; or
- d) alternate speed enforcement by non-MRSC systems within a specified site is deemed not suitable.

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.

In reference to (c) above, there must be intelligence gathered by police 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 MRSC site is being considered as part of a trial undertaken by the TCO.

3.2 Site length

A MRSC site may be a single point on a road, or a stretch of road. The 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 the site selection criteria, but only meets the physical field evaluation considerations in one or two locations within the site, then the approved site must be confined to those specific areas.

3.3 Site boundaries

Where possible, MRSC sites in both metropolitan and regional locations should be defined by the closest intersecting streets on either side of the site, with the entire length of a site kept to a minimum.

In rural areas the site length should be no greater than five kilometres. This will make it easier for motorists to determine (when referring to the infringement notice) where the alleged offence occurred.

Speed limit signs should not be used to define a MRSC site boundary.

4. Mobile road safety camera sites

4.1 Items not affecting the mobile road safety camera

The Testing Officer has advised that certain objects and structures will not affect the accuracy of the mobile road safety camera including:

- small signs such as street name signs, bus stop signs, and parking restriction signs (too small and usually wrong angle and height);

- metal roofing on houses and buildings (too high and at the wrong angle);
- communication, power, tram and train lines;
- amco road barrier or chevron signing;
- open wire or cyclone fencing (reflection is too diffuse);
- wooden and metallic fences;
- brick masonry structures;
- fencing structure which comprise of closely spaced vertical metal bars;
- 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.

4.2 Operation of a mobile road safety camera location

A mobile road safety camera should not be set-up within 300 metres of a change to a speed zone, applicable to the same length of road.

Exceptions to the 300 metre rule, includes where a posted speed limit is defined by signs that:

- indicate a school zone,
- indicant a business zone and/or;
- contain additional information (e.g. times of operation).

In these instances, a Regional Road Policing Inspector or the OIC, TCO must provide written authorisation for mobile road safety camera enforcement.

4.3 Single speed zone

MRSC sites should have a continuous single speed zone within its perimeters of operations, where practicable, to assist in defining the designated posted speed limit being enforced at the mobile RSC sessions being performed.

This may not be practicable at some sites due to the location of the posted speed limit signs or default speed limit in respect of the intersecting street perimeters. Multiple or inconsistent posted speed limit signs within a speed zones within a site will not invalidate the site. The OIC, TCO must provide written authorisation for mobile road safety camera enforcement at these sites.

4.4 Peak traffic periods

Mobile road safety cameras should avoid being rostered during peak traffic periods in locations where traffic congestion reduces traffic flow to vehicle speeds lower than the posted/default speed limit relevant to the rostered MRSC site.

4.5 School zones

Where a speed zone is defined by signs that indicate either 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 must provide written authorisation for mobile road safety camera enforcement.

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

- whether media coverage should be sought to assist with community awareness, to encourage voluntary speed limit compliance.
- whether the information on the speed limit sign or 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.

Declared school day means any day determined by the Minister administering the *Education and Training Reform Act 2006* under regulation 13 of the Education and Training Reform Regulations 2017 to be a day on which a Government school is open for student attendance, and is not a:

(a) Saturday or a Sunday; or

(b) day appointed under the *Public Holidays Act 1993* as a public holiday.

NOTE: Different schools have different terms. For this reason, a declared school days period may include days or weeks when many schools are open although some are closed.

4.6 Special occasion sites

The Regional Road Policing Inspector or the OIC, TCO may determine that a mobile road safety camera will be used for speed enforcement relating to a special occasion or programmed event in an area where intelligence indicates the risk of speeding on a special occasion/event (e.g. snow traffic, holiday traffic, Phillip Island Grand Prix) provided the MRSC site complies with the requirements of this Manual.

MRSC enforcement should only be relevant to the times of the specific occasion or event.

4.7 Multiple mobile road safety cameras

Mobile road safety cameras should not to be set up in the metropolitan (urban) area or country (rural) regions within five kilometres of each other on the same road and operating in the same direction.

In the instance that a Victoria Police Divisional/Police Service Area intends to utilise a MRSC site on the boundary of an adjacent service area, the relevant Divisional/Police Service Area is to ascertain that no other similar mobile road safety camera operations are to be performed in the same location prior to scheduling mobile road safety camera enforcement at this location.

This does not apply to mobile road safety cameras used in a non-enforcing context, such as:

- demonstrations,
- type approval assessments,
- number plate testing,
- MRSCO training,
- TCS Contractor training; or
- to where mobile road safety camera operations are being conducted as part of a trial/system assessment undertaken by the TCO.

In certain circumstances MRSC operations within five kilometres of each other on the same road may be necessary due to significant road safety issues.

4.8 Mobile road safety camera near fixed digital road safety camera sites

Mobile road safety cameras should not be operated within five kilometres of:

- the start, between or end of a Point-to-Point speed detection zone; or
- a fixed digital road safety camera on the same road and operating in the same direction.

4.9 Target road classifications

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

4.10 Gradients

There are no technical, legislative or enforcement restrictions that prevent a mobile road safety camera being operated on a slope, hill or gradient. Motorists must comply with the relevant posted/default speed limit at all times.

When considering the establishment of a MRSC site - which includes a slope, hill or gradient - consideration should be given to whether an alternative location with a less severe gradient is nearby which achieves the same road safety objective.

If the road safety objective cannot be achieved at an alternative location within the MRSC site, the site can be established and used regardless of whether a slope, hill or gradient is contained within it.

5. Mobile road safety camera site audits

5.1 Site safety

MRSC sites must be safe for the MRSCO, road users and the mobile road safety camera equipment. Consideration should be given to the degree of visibility and road surface. Safe access for pedestrians and driveways should be considered when setting up the vehicle.

Sites must not require a MRSC vehicle to be positioned:

- in a manner that is likely to impede the free movement of pedestrians and the natural flow of traffic; or
- in contravention of the *Road Safety Road Rules 2017*, except where exercising the exemption contained in Rule 197 (1) (c) of the *Road Safety Road Rules 2017* in relation to stopping on pathways, dividing strips and nature strips in a built-up area.

6. Mobile road safety camera set-up

6.1 Vehicle concealment

To maintain community confidence in the mobile road safety camera program, it is important for the operational use of mobile road safety cameras to be fair and reasonable.

Under no circumstances is a MRSCO to deliberately disguise a mobile road safety camera vehicle or associated equipment whilst an operational enforcement session is being conducted.

This does not preclude a MRSCO from utilising roadside vegetation or fixtures such as posts or signs to mitigate the risk of occupational health and safety incidents being initiated by other road users.

7. Mobile road safety camera sessions

7.1 Physical field evaluation

7.1.1 Prior to the session

As part of the MRSC site evaluation process, the MRSCO must conduct a full inspection of the site, in both directions, prior to commencement of the mobile road safety camera enforcement session.

The inspection includes checking the speed limit applicable to the length of road of the proposed set up location. 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 mobile road safety camera set-up and target vehicle detection is within the designated enforcement area boundaries.

Where the proposed set-up location is at a point less than 300 metres (in either direction) from the nearest applicable post speed limit 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 advisable 300 metre minimum distance (refer to section 8.2).

7.1.2 During the session

The MRSCO is to monitor the mobile road safety camera behaviour throughout the session to ensure that the speed of vehicles detected by the mobile road safety camera appears relatively consistent with the speed of other detected vehicles and surrounding traffic.

7.1.3 On completion of the session

At the completion of an enforcement session, and as part of the MRSC site re-evaluation process, the MRSCO must again conduct an inspection of the site, in both directions, before departing the site to confirm the speed zone enforced as well as the correct boundary locations of the site.

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 the enforcement session commencement.

Sites with a default speed limit, must be driven in both directions, with an additional assessment of a further 300 metres beyond each site boundary to confirm any change of speed zone.

7.2 Target Vehicle Marker

The Target Vehicle Marker (TVM) is a visual marker, represented by a yellow triangle, that clearly identifies the target or offending vehicle in the incident image.

The TVM is generated automatically by the Gatso T-Series MRSC system to identify the offending vehicle. Section 81(1B) of the *Road Safety Act 1986* gives evidentiary effect to the vehicle marker and the speed attributed to the marked vehicle.

8. Document information

Acronyms	Description
MRSC	Mobile Road Safety Camera
MRSCO	Mobile Road Safety Camera Operator
OIC	Officer in Charge
TCO	Traffic Camera Office
TCS	Traffic Camera Services provider/contractor