



SOUTH AUSTRALIA POLICE
KEEPING SA SAFE

South Australia Police

**MOBILE SAFETY CAMERA
OPERATING PRACTICES**



**Government
of South Australia**

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Introduction

The South Australia Police (SAPOL) mobile safety camera program is based on well-documented evidence of the relationship between speeding and road trauma. The purpose of the program is to reduce the risk of road trauma by slowing traffic through changed driver behaviour.

Evidence shows that speed is a contributing factor in over 30% of road crashes. Small reductions in speed can result in a much larger percentage reduction in road death and injury and the extent of road trauma. It is known the risk of a casualty crash in suburban streets doubles for each five km/h above the speed limit a driver allows.

This document has been developed to provide information to the public about the operating policies and practices of the SAPOL mobile safety camera program. SAPOL is committed to transparency in the operation of mobile safety cameras.



General operating practices

Mobile safety cameras are deployed strategically across the State to identified locations of known traffic hazard or speed to create a general deterrence. The influence upon driver behaviour is evidenced by higher compliance with the posted speed limits, lower mean travel speeds, and the reduced incidence and severity of vehicle crashes.

Enforcement activity is designed to be consistent, fair, impartial and objectively administered in the community interest. It is also intended to create the collective community view that mobile safety cameras may be deployed anywhere at any time.

It is a requirement when operating a SAPOL mobile safety camera that legislation, manufacturer's recommendations, SAPOL General Orders and standard operating procedures for mobile safety cameras are strictly complied with.

Site selection practices

Site selection

Mobile safety cameras are used at selected sites that meet technical and legal requirements and have passed through a site selection process.

Sites are selected after an assessment by the Traffic Intelligence Section. The assessment is based on current intelligence and trends which incorporates an analysis of:

- the results of Local Service Area Intelligence, Traffic Sections and Emergency and Major Event Section information
- known Traffic Watch complaints that identify consistent, dangerous and repetitive driving patterns
- Department of Planning, Transport and Infrastructure (DPTI) black spot data
- crash data, including fatalities, serious injuries and other crashes for the preceding four years
- DPTI traffic flow and volume data
- equitable presence of safety cameras.

Deployments take into account time of day and prevailing circumstances and conditions (e.g. bike lanes/clearways and road works).

To be used as a safety camera site a field assessment is undertaken by the Traffic Camera Unit. Field assessments confirm the site:

- is safe for the operator
- is a straight section of roadway
- does not have a pronounced super elevation (camber) that would distort an incident image in the adjudication process
- has a consistent speed limit
- allows the operator to view vehicles approaching, passing through and departing the radar beam
- is clear of any reflective objects
- is free of obstruction allowing sufficient distance in front of the radar to avoid interference with the camera and radar operation, and the capture of a clear camera image of the incident
- is free of objects that would cause the radar beam to redirect
- does not face directly into the sun.

Bends

Mobile safety cameras are only operated on a straight section of roadway.

Gradients

Mobile safety cameras may be operated on a slope, hill or gradient.

Speed limit variation

Mobile safety cameras are generally not placed within 200 metres of a speed limit change except where a speed zone is defined by a school zone or road works zone.

Fixed camera sites

Mobile safety cameras are not operated within one kilometre of a SAPOL fixed speed or red light camera site for the direction of detection.

Target road types

Mobile safety camera enforcement can occur on any type of road where the location is safe and allows correct technical operation of the camera system.

Direction of detection

Mobile safety cameras are able to enforce for traffic both approaching and departing from the camera location.

Covert operation

Mobile safety cameras are deployed in unmarked specially fitted police vehicles. These vehicles are operated in clear view.

In circumstances where Police Traffic Intelligence indicates a significant risk of speeding, such as a special occasion or event, mobile safety cameras may be concealed during detection. Covert operation of mobile safety cameras is authorised by an Officer of Police.



Parking of police vehicles

An exemption exists within legislation which allows mobile safety camera vehicles to stop on pathways, dividing strips and nature strips in a built-up areas. The legislative authority for this is found in Regulation 32 of the Road Traffic (Road Rules Ancillary and Miscellaneous Provisions) Regulations.

There is no restriction to parking a mobile safety camera vehicle off the formed road surface.

If a SAPOL camera vehicle is parked so a parking exemption is exercised it will not invalidate the alleged offence.

Publicising locations

Safety camera locations are generally available on the SAPOL website. From time to time media coverage will be given of the intended location of mobile safety cameras.

SAPOL accepts no liability for whether or not specific camera locations are publicised in any part of the media.

If a site is not published in the media, or on the SAPOL website, it does not invalidate any expiation notice.

Mobile safety camera accuracy checks

Records are kept of mobile safety cameras accuracy checks. The checks are:

- observing the data block information is correctly displayed at the start of any deployment
- driving a vehicle with a known accurate speedometer through the radar beam at a known speed and observing the camera records the speed correctly once in every 24 hours
- calibrating of the camera once in every 12 months.

Camera operator practices

Each mobile safety camera is operated by an operator who has completed the appropriate SAPOL mobile safety camera training course for the type of device being operated.

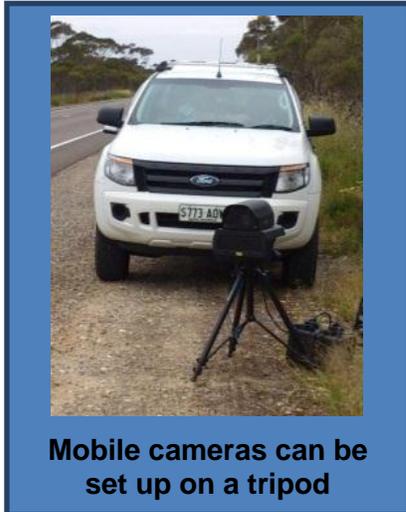
Where a mobile safety camera is operated, a trained operator will be positioned to:

- undertake the required accuracy checks
- observe the camera during the operation
- observe traffic entering, passing through and departing the radar beam
- monitor the safety camera system to ensure that the speed of vehicles shown on the system appears consistent with the speed of the vehicle as it is seen passing through the beam
- complete all required documentation for the operation of the mobile safety camera
- report any defect and remove from service any mobile safety camera that is identified during any deployment as having a fault.



Redirection

SAPOL mobile safety cameras are radar units. Radar waves can redirect from certain objects. Radar is highly susceptible to redirection where there is a flat metal object or a square vertically ridged metal surface.



In establishing mobile radar system care is taken to ensure that there are no objects in or near the radar beam that could cause redirection. Redirection can be caused by:

- Stobie poles
- guard rails, either metal or concrete
- flat metal signs
- flat sided metal industrial bins
- flat glassed areas (e.g. plate glass windows)
- bus shelters
- bridges
- vehicles with large flat surfaces (e.g. buses, semi-trailers)
- metal fences with square vertically ridged surfaces (note this does not include traditional corrugated galvanised iron fences).

When placing a mobile radar system the operator will ensure that reflective objects are not within the active beam area. During adjudication, images that show a reflective object in a position that appears likely to influence the active beam area are rejected.

SAPOL mobile radar systems have two active beam settings: a far field and a near field. The far field provides an active beam length of about 50 metres. The near beam field has an active beam area of about 24 metres. The embedded image data block records which active beam setting is being used.

SAPOL mobile radar systems can differentiate the direction of travel of a detected vehicle and, therefore, parked vehicles within the beam do not necessarily cause redirection or invalidate an image. When parked vehicles are present in an image, an assessment of the reflective properties of the parked vehicle is undertaken during adjudication.

To minimise the risk of radar redirection each incident detected is observed by the camera operator. The camera operator will note any other type of vehicles in the vicinity of the alleged offending vehicle that may cause redirections to occur and the incident will be assessed at the point of adjudication and may be rejected.

SAPOL safety camera operators will suspend operation at a location if during the deployment the environment changes so redirection becomes a risk (e.g.; a large flat sided vehicle parks within the active beam area).

Where a camera operator is unsure about a possible reflective object which is located within or proximate to the radar beam, the location is not used.

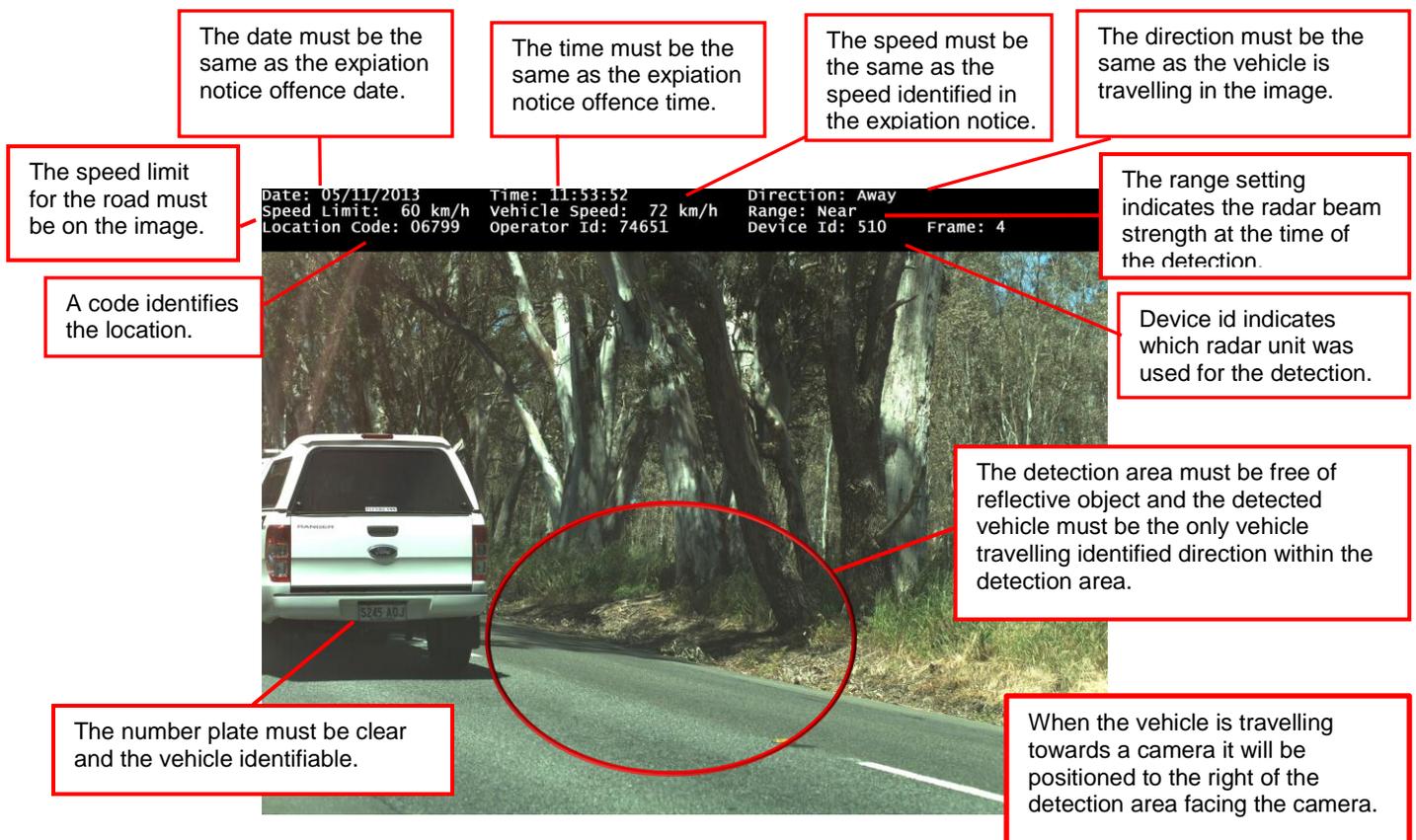
Adjudication procedures

Where an offence has been detected the images are transferred digitally to the Expiation Notice Branch for processing. For an expiation notice issued to be, there must be:

- a valid run through
- no part of any other vehicle travelling in the same direction within the image detection area; (parked vehicles do not invalidate a detection as those vehicles are not moving)
- a clearly visible embedded data block that contains date, time, location code, detection speed and direction of travel
- no evidence of redirection or reflective object
- a calibration date of the mobile safety camera unit within 12 months prior to the date of the detection.

The image

There are a number of basic requirements when viewing an image. An embedded data block and the 'offending' vehicle must feature in the image together with the requirements below.



Public access to information

Access to information

More information is available on the SAPOL website: www.police.sa.gov.au. Follow the links to cameras.

Information can also be sought from the Expiation Notice Branch Call Centre.

Access to images

Accessing images of incidents that have lead to the issue of an expiation notice is allowed. Images can be seen by:

- visiting the SAPOL website and viewing the image online at www.police.sa.gov.au
- requesting a hard copy photograph by following the instructions on the expiation notice
- requesting a viewing of the photograph with a police officer at Police Headquarters. To request a viewing follow the instructions on the photograph.

Access to operating manuals

SAPOL is committed to transparency of process. Operating manuals and manufacturer's instructions, however, contain information that is subject to copyright and is the intellectual property of suppliers and other organisations. SAPOL is not, therefore, in a position to release this information, and this document is provided as a summary of operating practices.

Conclusion

There is a relationship between speeding and road trauma. The purpose of the SAPOL mobile safety camera the program is to reduce the risk of road trauma by slowing traffic and changing driver behaviour.

SAPOL recognises that the operation of safety cameras can be contentious and are committed to transparency in the operation of mobile safety cameras.

This document provides public information about the operating practices of the SAPOL mobile safety camera program. For further information visit the SAPOL website at www.police.sa.gov.au.

