

TRAFFIC VIOLATION CAMERA POLICY

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INTRODUCTION

The City of Cape Town has a program of speed limit and red light enforcement using traffic violation cameras. The program has as its primary aim the reduction of collisions, especially those involving physical casualties.

This document provides rules for the identification of locations for traffic violation cameras. Different rules are provided for fixed and mobile camera sites. The strategy for mobile speed enforcement determines where camera speed enforcement of sites that do not warrant fixed cameras will be undertaken in order to maintain a broad visible enforcement presence.

Traffic violation cameras should only be approved for use on roads on which the speed limit has been determined to be reasonable. Speed limits on all road sections on which camera enforcement is being considered should at least be intuitively verified by an experienced Traffic Officer or Engineer and, if necessary, a formal speed limit review should be undertaken to verify the current limit.

DEFINITIONS

Traffic Violation Camera

The collective term of speed cameras, red light cameras or combined red light and speed cameras.

Traffic Violation Camera Site

A stretch of road where safety camera enforcement takes place.

Site length

The length between two points within which collisions, casualties and speeds are measured and camera enforcement takes place.

Fixed Speed Camera Site

Sites where fixed speed camera housings are installed with cameras operating continuously or from time to time. The cameras are unattended and installed in camera housings. These cameras typically enforce road lengths where there has been a cluster of collisions.

Mobile Speed Cameras Sites

Sites where mobile speed camera enforcement may take place from time to time. These are set up by the roadside and are attended by a Police Officer or where there is a high offence note. This type of enforcement is often used when collisions have been spread along longer lengths of road, rather than at specific sites, or where collisions tend to occur at particular times of day or times of year.

Road Works Sites

Sites where road works are in progress and at which temporary speed limits have been imposed to mitigate the additional risk of collisions and to protect the workforce. Mobile cameras at these sites are temporary.

FSI Collisions

Fatal or serious injury collisions. The sum of collisions in which a person or persons were killed or seriously injured.

PIC Collisions

Personal injury collisions. The sum of collisions from which fatal, serious or slight injury resulted.

DPP

Director of Public Prosecution.

BACKGROUND, PURPOSE AND OBJECTIVE OF POLICY

CHAPTER 1

This chapter aims to illustrate the historical use of cameras and the possible shortcomings in the current process.

1.1 Background

In the previous Local Government dispensation the City consisted of about fourteen local municipalities. In 1997 these were then scaled down to six. Ultimately in the year 2000 the Unicity of Cape Town was established.

Notwithstanding the myriad of issues which need addressing, the main area of concern is the standardisation of certain operational matters such as the identification and management of new and existing fixed camera sites.

1.2 Purpose of the Policy

Since the establishment of the new Unicity it has become clear that there has been no policy or agreed criteria for the approval of fixed camera sites.

The main area of concern by the authorities has been to ensure that the use of fixed cameras met with the DPP guidelines for prosecution purposes.

In a few instances the end result was uninformed decisions being made regarding the erecting of fixed camera sites and the traffic authorities being swayed by politicians and community organisations.

1.2 Objective

It is envisaged that with the adoption of an official policy in this regard based on internationally accepted norms, sound engineering principles and the analysis of traffic trends, any future identification of fixed sites would be seen by all to be in the interest of road safety and that road safety is the overriding justification for camera use. Furthermore the allocation of cameras will be done in such a manner so that there is a more equitable distribution of sites throughout the metro.

SELECTION OF SITES

CHAPTER 2

2.1 Purpose

The purpose of this section is to ensure that internationally accepted norms and sound engineering principles are applied when considering a particular site for camera use.

2.2 Objective

The objective is to provide clear criteria and guidelines which will be formalised by the authorities which will be applied in all future site selection exercises.

Selection of Sites

When considering a site for camera enforcement, the applicable criteria must be met. Each proposed site in either the fixed or mobile camera categories shall comply with the following rules:

DESCRIPTION OF SITE SELECTION RULES

Number of Fatal and Serious Injury Collisions

Fixed Sites – is a location where at least four FSI collisions have occurred per km in the preceding thirty six months.

Mobile Sites – is a location where at least two FSI collisions have occurred per km in the preceding thirty six months.

High Accident Locations

This is a location which has a high number of PIC's but fails to satisfy the FSI criteria and a case may be presented on the basis of a well founded concern that failure to reduce speeds will or could result in future increases in the FSI collisions.

Road Works

The use of mobile cameras at road works sites need not be motivated but may be undertaken at the request and discretion of the City. The road works must be on a Class 1 or 2 road way and the road works must be of such a nature that the safety of the motorist and the construction workers needs to be enhanced.

85th Percentile Speed at Site

At a location where survey results show the free flow 85th percentile to be at or above the enforcement threshold.

Percentage Above the Speed Limit

At locations where at least 20 percent of motorists exceed the speed limit, excluding congestion periods and which can be viewed as high offence locations.

Site Conditions Suitable for Type of Enforcement

The selected site must be compatible for the type of system to be deployed there.

Classification of Roadway

All roadways are classified by the S A Road Engineer's Manual according to their design, construction and usage.

Fixed sites for speed enforcement shall be restricted to Class 1 and Class 2 roadways only. Mobile camera enforcement may take place on all approved classes of roadway.

Summary of Rules

RULE	FIXED SPEED CAMERA SITES	MOBILE SPEED CAMERA SITES
Number of fatal and serious injury collisions (FSI) OR	At least four FSI collisions per km in the preceding 36 months	At least two FSI collisions per km in the preceding 36 months
High accident locations with high PCI but not high FSI	Class 1 and 2 roadways	
85 th Percentile speed at site	Speed survey shows free flow 85 th percentile speed is at or above enforcement threshold	
Percentage over the speed limit	At least 20% of drivers exceed the speed limit, excluding congestion periods	
Site conditions suitable for type of enforcement	Loading and unloading of camera can take place safely	Location for mobile enforcement is easily accessible and there is space for enforcement to take place in a visible, legal and safe manner.
Classification of roadway	Class 1 and 2 roadways	Class 1, 2, 3, 4 and 5 roadways
Road works	Fixed cameras will not be erected at road works	Any road work site along a Class 1 or 2 roadway

MANAGEMENT AND CONTROL OF FIXED AND MOBILE CAMERA SYSTEMS

CHAPTER 3

3.1 Purpose

The purpose of this section is to provide for the uniform and consistent application of procedures and policy when conducting enforcement and performing administrative support functions relating to camera enforcement.

3.2 Role Players

Role Players in Management and Control:

- CAPE TOWN METROPOLITAN POLICE: Joint Ventures Manager – acts as liaison between the private partners and the enforcement and administrative sections of the City and ensures that all contractual obligations and service level agreements are complied with.
- LABAT TRAFFIC SOLUTIONS – private partnership with CoCT and are contractually bound to perform certain functions pertaining to camera enforcement.
- SYNTELL – private partnership with CoCT and are contractually bound to perform certain functions pertaining to camera enforcement.
- SPEED CAMERA ENFORCEMENT UNIT – conducts speed enforcement in terms of departmental deployment strategy, departmental policy, DPP guidelines and ensure that service level agreements are complied with.
- COURT ADMINISTRATION – ensure that service level agreements are complied with and all legal and administrative procedures are complied with.

3.3 Rules on Signage, Visibility, Conspicuity and Concealment

When considering signage and conspicuity the DPP guidelines in this regard have to be complied with and additional requirements may be included by way of policy.

3.3.1 Signage

For fixed speed camera sites, the first camera warning sign should be placed not more than 1 km from the camera housing in the direction being enforced.

3.3.2 Conspicuity

Where a fixed camera has been installed as a result of the FSI or PCI rate and it is in the interest of road safety to reduce the occurrence of speed at a particular location, the fixed speed camera housings must be coloured yellow by fully painting both front and back of the housing or fully covering both the front and back of the housing with retro reflective sheeting.

Mobile vehicles from which enforcement takes place must be liveried.

3.3.3 Visibility

Speed camera housings, or the camera operator or mobile vehicle, must be visible by approaching motorists at least thirty (30) metres from the point where the enforcement occurs.

3.3.4 Concealment

Mobile camera enforcement by its very nature involves at times a degree of concealment. This could be as a result of such practicalities as ensuring the safety of the operator, vehicle and/or the camera. Every attempt must be made not to be excessive or over imaginative in this regard and mobile camera enforcement must be visible by approaching motorists at least thirty (30) metres from the point where the enforcement occurs.

3.3.5 Operating Guidelines for Operations

All enforcement personnel of both fixed and mobile cameras shall comply with the operating guidelines of

- The DPP (where the DPP has provided more stringent guidelines than the TCSP, the guidelines of the DPP shall be applicable).
- The guidelines of the TCSP.
- Official departmental policy.

CHAPTER 4: PROSECUTION REJECTION LIST

4.1 Purpose

The purpose of this section is to provide a standardised rejection policy based on legal prescriptions and to clearly indicate official council policy.

4.2 Terms of Reference

- National Road Traffic Act
- Diplomatic Immunities and Privileges Act 37/2001
- DPP Guidelines and Prosecution Requirements
- Technical Committee for Standards and Procedures for Traffic Control and Traffic Control Equipment (TCSP)
- Official Department Policy

REJECTION LIST

OFFENCE SITUATION	NO PROSECUTION AND REASON
Diplomatic vehicles	Diplomatic immunities and privileges Act 37/2001
Traffic vehicles	Section 60 N.R.T.A.
SAPS vehicles	Section 60 N.R.T.A.
Fire vehicles	Section 60 N.R.T.A.
Rescue vehicles	Section 60 N.R.T.A.
Ambulance	Section 60 N.R.T.A.
Private emergency vehicles	Section 60 N.R.T.A.
Riv – NO RED LIGHT TIME	DPP guidelines
Night shots and vehicle cannot be seen	DPP guidelines

Funeral processions	DPP guidelines
Towed vehicles	DPP guidelines
Front vehicle triggers and trailer obscures plate – can trailer plate be used	DPP guidelines
No amber time	TCSP guidelines
Night shots and vehicle cannot be seen	DPP guidelines
Multiple vehicles and apparatus not lane specific	DPP guidelines

CHAPTER 5: RULES ON COLLECTION OF COLLISION DATA

- 5.1 Collisions must be measured within the site length specified.
- 5.2 Collisions from all directions can be included (except on dual carriageways/divided roads without intersections in the site, in which cases each direction must be analysed as a separate site).
- 5.3 A collision must be attributed to only one camera site i.e. sites may not overlap.

CHAPTER 6: TRAFFIC VIOLATION CAMERA REVIEW COMMITTEE

The Traffic Violation Camera Review Committee is a committee of no fewer than three people, at least one of which should be a Road Safety Engineer and the remainder City Law Enforcement officials.

The Committee shall review all proposals for new traffic violation cameras. Enforcement at a proposed site shall not commence until written permission to do so has been issued by the Committee and prior permission from the DPP has been obtained.

The Committee shall review all proposals to cease camera enforcement at any existing site as well as the rotation of cameras between existing sites. Enforcement at an existing site shall not cease and cameras will not be rotated until written permission to do so has been issued by the Committee.

The Committee shall convene quarterly but may convene monthly. Accurate minutes and records of such meetings shall be kept.

Submissions to the Committee shall be made only by City officials. Submissions by the City's contractor may be made via City officials provided that the submission is supported by those officials.

The continued need for enforcement must be reviewed by the City from time to time. Sites that no longer require enforcement may be discontinued at the sole discretion of the Traffic Violation Camera Review Committee.

ACKNOWLEDGEMENT

This document draws heavily on the *Handbook of Roles and Guidance for the National Safety Camera Programmer for England and Wales 2005/2006*, with certain amendments for local application.

Mr. Sean Glass City of Cape Town Engineers
Supt. R De Lucchi City of Cape Town Traffic Services (Speed Section)



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HS Thomas
Acting Chief Traffic Services

25/7/07
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DATE

This policy is effective from the date of signature.