



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

TRAFFIC AND SPEED CAMERA POLICY (POLICY NUMBER 53821)

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Traffic and Speed Camera Policy

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DEFINITIONS AND ABBREVIATIONS

“City”	means the City of Cape Town, a municipality established by the City of Cape Town Establishment Notice No. 479 of 22 September 2000, issued in terms of the Local Government: Municipal Structures Act 1998 (Act No.117 of 1998), or any structure or employee of the City acting in terms of delegated authority.
“Camera Review Committee”	means a committee of no fewer than three people, one of which should be a Road Safety Engineer and the remainder being City Traffic Service officers
“Fixed Speed Camera violation Site”	means sites where fixed speed camera housings are installed with cameras operating continuously or from time to time. These cameras are unattended and installed in camera housings. These cameras typically enforce a section identified where there has been a reoccurrence of crashes; or where there are high offence rates; or where there are sites that pose a threat to road safety and safety of road users / property. This includes radar camera operated sites.
“Mobile Speed violation Cameras Sites”	means sites identified where manual mobile speed camera enforcement may take place from time to time. The speed measuring equipment is set up according to this guideline and is monitored by a Traffic Officer appointed under Section 3, Road Traffic Act 93 of 1996 or Traffic Warden who has been declared a peace officer in terms of Section 334 of the Criminal Procedure Act, Act 51 of 1977.
“Road Works Sites”	means sites where road works are in progress and where temporary speed limits have been imposed to mitigate the additional risk of crashes and to protect the safety of the workforce.
“Site length”	means the length between two points within which crashes, casualties, traffic violations and speed is measured and enforcement takes place.
“Speeding”	means driving and exceeding the posted speed limit or at a speed that is inappropriate, not considering the driving conditions (e.g. rain, fog, traffic volume, traffic flow).
“Traffic Enforcement cameras”	means the collective term used for traffic enforcement cameras, red light cameras, combined with red light violation and speed cameras, including Average Speed over Distance Cameras and Bus Lane Enforcement Cameras.
“Traffic Violation Cameras Sites”	means a stretch of road or specific location where traffic violations are identified and enforcement takes place by means of a camera.

ACRONYMS AND ABBREVIATIONS

CRC	Camera Review Committee
DPP	Director of Public Prosecution
FSI	fatal and/or serious injury crashes
PIC	personal injury crashes
TSCP	Technical Committee for Standards and Procedures

1 BACKGROUND

- 1.1 The City of Cape Town was established in 2000. With the establishment of the new unicity, there was a need to standardise speed camera traffic operations, to ensure operational efficiency across different locations in the metro, to align with national and international best practice, and to operate in a transparent manner.
- 1.2 The City prescribes speed limits in line with national legislation, and enforces red light and traffic violations using traffic and speed violation cameras. Traffic policing is comprised primarily of two components, namely, speed and traffic violation detection, and enforcement. These two aspects of traffic policing are intended to:
 - a. reduce traffic crashes, traffic related injuries, deaths, road trauma and damage to property;
 - b. encourage compliance with speed limits;
 - c. achieve safe and effective regulation and control of traffic;
 - d. reduce the number of road users exceeding speed limits, and committing traffic violations; and
 - e. promote safe speeds among road users through effective policy implementation which clearly sets out appropriate speed limits and traffic violation enforcement.
- 1.3 This document provides guidelines for the identification of locations of traffic cameras and placement of speed violation cameras.
- 1.4 Different rules are provided for fixed, mobile cameras and Average Speed over Distance Camera Sites (which includes the bus lane enforcement cameras).
- 1.5 The strategy for mobile speed enforcement is determined by the speed enforcement at sites. At these sites fixed cameras are not required. Mobile speed cameras will be used to maintain a broad enforcement presence

2 DESIRED OUTCOMES

- 2.1 To bring traffic camera policies in line with national and international trends, accepted norms, sound engineering principles and up-to-date principles of traffic enforcement.
 - 2.2 To ensure that road safety is the primary basis for the identification of fixed traffic violation and/or speed camera sites.
 - 2.3 At any future point, the sole criterion for the use of equipment is road safety.
 - 2.4 Furthermore, the allocation of cameras will be done in such a manner as to ensure that, there is a more equitable distribution of sites throughout the City.
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- 2.1 The CRC must apply norms and standards in line with the traffic department, and sound engineering principles.
 - 2.2 The CRC will use a matrix scoring model for considering all new applications or requests for traffic violation and or speed cameras.

3 REGULATORY CONTEXT

- 3.1 All enforcement personnel of both fixed and mobile cameras shall comply with the operating guidelines of the following:
 - 3.1.1 The DPP (where the DPP has provided more stringent guidelines than the Technical Committee for Standards and Procedures (TCSP), the guidelines of the DPP shall be applicable);
 - 3.1.2 The guidelines of the TCSP; and
 - 3.1.3 Official traffic violation and speed operational departmental policy.

4 POLICY PARAMETERS

This policy excludes:

- 4.1 Diplomatic vehicles in terms of the Diplomatic Immunities and Privileges Act, (Act 37 of 2001).
- 4.2 Traffic vehicles in terms of Section 60 of the Road Traffic Act, (Act 93 of 1996)
- 4.3 SAPS vehicles in terms of Section 60 of the Road Traffic Act, (Act 93 of 1996).
- 4.4 Fire and Rescue Services vehicles in terms of Section 60 of the Road Traffic Act, (Act 93 of 1996).
- 4.5 Ambulances in terms of Section 60 of the Road Traffic Act, (Act 93 of 1996).

- 4.6 Registered Private emergency vehicles in terms of Section 60 of the Road Traffic Act, (Act 93 of 1996)
- 4.7 Red Light Violations – No Red Light Time in line with DPP guidelines.
- 4.8 Night images and vehicle cannot be identified in line with DPP guidelines.
- 4.9 Funeral processions in line with DPP guideline.
- 4.10 Towing of vehicles in line with DPP guidelines.
- 4.11 Front vehicle triggers and trailer in line with DPP guidelines.
- 4.12 Obscured number plate/s in line with DPP guidelines.
- 4.13 Traffic Signal: No amber time in terms of the in line with TCSP guidelines.

5 ROLEPLAYERS AND STAKEHOLDERS

5.1 Camera Review Committee

- 5.1.1 The CRC is a committee of no fewer than three people, at least one of which should be a Road Safety Engineer and the remainder being City Traffic Service officers.
- 5.1.2 The CRC shall review all proposals / requests for all new traffic violation and speed enforcement cameras.
- 5.1.3 Fixed camera enforcement at a proposed site shall not commence until prior written permission to do so has been issued by the DPP.

5.2 Role Players in Management and Control

- 5.2.1 CAPE TOWN TRAFFIC SERVICES: Joint Ventures Manager – acts as a 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.
- 5.2.2 APPOINTED SERVICE PROVIDER – enters into a private partnership with City of Cape Town and is contractually bound to perform certain functions pertaining to all traffic and speed camera enforcement.
- 5.2.3 SPEED CAMERA ENFORCEMENT UNIT – conducts speed enforcement in terms of the departmental deployment strategy and departmental policy, within the parameters of the DPP guidelines and ensures that service level agreements are complied with.
- 5.2.4 COURT ADMINISTRATION – ensures that service level agreements are complied with and all legal and administrative procedures are complied with.

6 POLICY DIRECTIVES

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 criteria:

6.1 Number of Fatal and Serious Injury Crashes

- 6.1.1 Fixed Site – is a permanent camera location that meets the scoring criteria where FSI collisions have occurred over a determined period.
- 6.1.2 Mobile Sites – are identified sites for camera enforcement at locations that are identified as accident locations, and where high offence rates occur/ are identified.

6.2 High Accident Location

This is a location with a high number of Personal Injury Crashes, but it is not classified as FSI collisions, as it fails to meet the 'Fatal/Serious Injuries' criteria. It may however, be an area that would benefit from reducing speed limits.

6.3 Road Works

The use of mobile traffic violation cameras at road works sites need not be motivated but may be undertaken at the request and at the discretion of the City. The road works sites where such enforcement is instituted must prioritize the safety of both the motorist and the construction worker/s. In this instance, permission from DPP is needed. The use of mobile enforcement cameras at these sites is temporary.

6.4 85th Percentile Speed at Site

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

6.5 Site Conditions Suitable for Type of Enforcement

The selected site must be compatible for the type of system to be deployed by the traffic department.

6.6 **Classification of Roadway**

- 6.6.1 All roadways are classified by the South African Road Engineer's Manual according to their design, topography, construction and usage.
- 6.6.2 Fixed sites for traffic or speed camera enforcement shall not be restricted to any class of roadway. Mobile traffic violation and/or speed camera enforcement may take place on all classes of roads.

6.7 **Rules on Signage, Visibility, Conspicuousness**

When considering signage and conspicuousness, there must be full compliance with the DPP guidelines. The purpose of this section is to provide for the uniform and consistent application of procedures and policies when conducting enforcement and performing administrative support functions relating to camera enforcement.

6.7.1 **Signage**

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

6.7.2 **Visibility**

Speed camera housings, including mobile camera units, must be visible to approaching or departing motorists from the point where the enforcement occurs.

6.7.3 **Conspicuousness**

Where a fixed camera has been installed 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 fully painted in yellow. The front and back of the housing must either be painted in yellow or fitted with retro reflective sheeting.

7 **MONITORING, EVALUATION AND REVIEW**

- 7.1 Annual reports on the effectiveness of this policy shall be presented to the relevant Section 79 Portfolio Committee. These reports will demonstrate the level of compliance with the Policy and note how effectively the desired outcomes are being achieved.

- 7.2 Bi annual reports must be submitted to the Area Based MAYCO members, area based Directors, and the relevant Section 79 Committee detailing where traffic cameras have been placed, which will allow the oversight bodies to ensure parity of service across the City
- 7.3 The relevant Section 79 Committee must receive reports and presentations of the effectiveness of this policy and make recommendations on any amendments to the policy
- 7.4 The Traffic Department shall evaluate and review this policy to ensure that the policy remains relevant to the City's changing operational requirements.