

Fixed Safety Cameras – Selection criteria for placement

The Safety Camera Program is designed to reduce crashes caused by those ignoring speed limits or signals at intersections or rail, pedestrian or schools crossings.

Decisions on where to locate these cameras are mainly based on **road safety risk** - with other selection criteria including:

a) Crash History

Any site with a high number of crashes and injuries over a five year period is recommended for further investigation. Crash history includes crash type and Severity of injury - and may include fatalities, serious injury, pedestrian injury, pedestrian fatalities and in some cases property damage.

b) Traffic Volume

Higher volumes of traffic increase the risk and also greatly affect driver behaviour. Heavy traffic at intersections can make navigating and maneuvering more difficult, especially if required to make a right hand turn.

c) Dominant Vehicle Type

The dominant vehicle type and mix of vehicles on a road may have an effect on the risk of crashes occurring and the severity of injuries resulting from a crash.

Higher numbers of heavy vehicles increase the risk of serious and fatal injuries as the result of a crash and is of greater consideration when positioning safety cameras – and especially for providing increased levels of safety for school children in the vicinity.

d) Turning Type Crashes

Vehicles turning right at a junction not controlled by turning arrows are at higher risk of a serious crash with oncoming traffic. Right angle crashes also tend to result in a greater severity of injury or a fatality.

e) The Presence of Pedestrians

Pedestrians have no crash protection buffer and any collision, even at the posted speed limit, may result in a serious injury or fatality. Where speed limits or stop signals are not observed, the risk for pedestrians is raised, especially in close proximity to schools, aged care facilities and shopping precincts.

f) Site suitability

This is assessed against technical and geographical barriers to deployment. The proximity to other cameras is also considered, along with suitable access to allow for operation and maintenance of the camera. Road design, alignment and geometry are other factors taken into account.