

Saferoads 2008

Level Crossing Safety Camera Trial

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Background



- After Kerang, the Victorian Government introduced many initiatives to improve railway level crossing safety including:
 - rumble strips
 - advance warning signs
 - reduced speed over many rural crossings and tougher penalties.
- Road safety cameras are proven to assist in making roads safer
- Government therefore requested they be tested for technical operation and enforcement capability in the railway environment.

The Trial

- Safety cameras were placed at Springvale Rd Nunawading and Bagshot, north of Bendigo.
- The cameras were tested in relation to a range of offences: speeding, red light offences and queuing/stopping on the intersection.



Results



- **Nunawading: Almost no speeding detected**
 - 200 red light offences per day
 - 75 queuing offences per day.
- **Bagshot: the opposite result:**
 - almost no red light or queuing offences
 - 23% of drivers caught over the speed limit
 - 10% more than 10kph over.

Results

- The trial proved that safety cameras can be effectively used at railway level crossings to detect, record and enforce speed and red light offences
- Queuing offences are more complex and require the use of video evidence to enable successful prosecution in Court.



Video Based Enforcement



- Video based enforcement is a complex, long term project which requires:
 - significant legislation changes including a certification system analogous to Road Safety Act s. 83A
 - acceptance by the Courts
 - training for verification and Court officers
 - significant “back end” system changes, including contractual changes, business rules, software and hardware

Where to now?

- The Government has:
 - approved implementation of red light/speed enforcement at the trial sites; and
 - Supported a three year project to implement the video based enforcement of queuing offences.

