

Annual report



2023–2024



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Camera Commissioner
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Acknowledgement of Country

The Office of the Road Safety Camera Commissioner pays respect to the Traditional Owners of the land on which we live and work. We pay our respects to Elders and all Aboriginal and Torres Strait Islander peoples, who continue to care for their Country, culture, and people.

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LETTER OF TRANSMITTAL



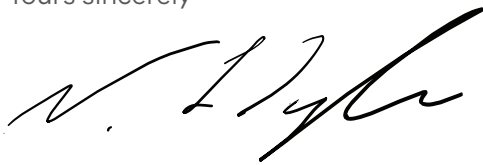
To:

**The Honourable President
of the Legislative Council**

**The Honourable Speaker
of the Legislative Assembly**

I am pleased to present to you the annual report of the Road Safety Camera Commissioner for the financial year 2023–24 for presentation to the Victorian Parliament, in accordance with section 21 of the *Road Safety Camera Commissioner Act 2011*.

Yours sincerely

A handwritten signature in black ink, appearing to read "N. Taylor". The signature is fluid and cursive, with a large initial "N" and a long, sweeping tail.

Neville Taylor APM
Road Safety Camera Commissioner

Commissioner's message

This is my third annual report to the Victorian Parliament since being appointed as Victoria's independent Road Safety Camera Commissioner (the Commissioner) in June 2022.

At the start of this year's reporting period,¹ I provided the Minister for Police (the Minister) with a draft 2023–24 work program for the Office of the Road Safety Camera Commissioner (the Office) This was prepared in consultation with the Department of Justice and Community Safety (DJCS). Amongst other things, it included my intention to focus on:

- ongoing reconciliation and acquittal of the Commissioner's recommendations
- monitoring and oversight of issues affecting the road safety camera system
- the first 12 months hyper care period of enforcement with new distracted driving and seatbelt enforcement technology
- research and analysis of trends in community perceptions of road safety cameras.

Changes to vacancy management and recruitment in the Office, and upgrades to some systems and processes, meant I could better apply myself to these areas. I was also able to more confidently, systematically and independently review and assess the accuracy and reliability of camera system operations.

DJCS embedded two new processes into business as usual over this reporting period – the Notification Matrix framework and the Commissioner's Recommendations Governance Plan and Tracking Register. This gives me confidence in meeting my obligation under section 10 (g) of the *Road Safety Camera Commissioner Act 2011* (the Act) for providing the Minister with timely and independent advice on any camera system matter. Chapter 6, Year in Review has more information.



This year, we did a complete review and upgrade of our process for managing public questions, complaints and feedback about the road safety camera system. The willing engagement and guidance of the Victorian Ombudsman's Education and Prevention team was a tremendous help throughout. After a period of disruption, the Office is more certain about providing Victorian road users with an alternative avenue for enquiries. Anyone interacting with us now receives a more timely, meaningful response, while playing a role in our important work of ensuring the camera system's integrity and transparency.

“

Speeding continues to be the primary trauma factor on Victorian roads.

”

1. *Road Safety Camera Commissioner Act 2011* s22A

Speeding continues to be the primary trauma factor on Victorian roads. According to crash data from 2017–21 it's associated with 26 per cent of fatal crashes and 37 per cent of serious injuries.² Results from the 2022 Transport Accident Commission (TAC) Road Safety Monitor – an annual survey of Victorian licence holders to track road user behaviour and attitudes – suggest it is the most common risky road behaviour.³ Motorists' feedback to this Office also highlights speed as a leading high-risk behaviour since the COVID-19 lockdowns.⁴

There has been significant media commentary and social media debate about reducing Victorian speed limits. Lower speeds improve safety outcomes and this is supported by compelling research. Importantly, it is consistent with current Victorian and national road safety strategies to halve road deaths and reduce serious injuries by 2030. As a result, Victorians can expect to see lower speed limits across our road network over the next few years.

As the Commissioner, I am focused on giving road users every opportunity to reduce their speed to safer limits before being subjected to enforcement. With this in mind, I hope to see less high-risk behaviour where road safety cameras operate.

I have enjoyed very constructive and collaborative engagement with the Road Safety Partnership, members of the road safety research community and industry leaders. We've driven broader community acceptance of the safer speeds strategy and an understanding of how road safety cameras can reduce collisions and serious road trauma.

Professor Newstead from Monash University Accident Research Centre (MUARC) acknowledges the difficulty of convincing people about why lower speed limits are needed and has called for an honest public conversation.⁵ I have ensured the public's view is heard and considered. At the Minister's request I completed a third wave survey of public perceptions on road safety cameras – the first two were done by my predecessors in 2017 and 2020. See Chapter 6 Year in Review, for more detail.

Through my work as Commissioner, I represent the community and I have shared public perceptions in a range of forums. These include the Australasian College of Road Safety (Victorian Chapter), the Road Safety Executive Committee, MUARC's study on the effective placement of fixed road safety cameras, the Austroads project on mobile point-to-point enforcement and the Victorian Legislative Assembly Economy and Infrastructure Committee's enquiry into the impact of road safety behaviours on vulnerable road users.

This annual report outlines how I have fulfilled my three essential functions under the Act – reporting and quality assurance; investigation and review; and public complaint and enquiry. While carrying out my functions, I identified many opportunities for improvement. Chapter 3 contains my recommendations to DJCS and the Road Safety Partnership, aimed at bolstering integrity, transparency and community confidence in the road safety camera system.

Thank you for taking the time to read about the Office's important work

2. Victorian Legislative Assembly Economy and Infrastructure Committee, *Report on the enquiry into the impact of road safety behaviours on vulnerable road users*, p. 24. 2024

3. *Ibid*, p. 24

4. Road Safety Camera Commissioner, *Public Perception Survey Wave 3*, p. 64. 2023

5. Victorian Legislative Assembly Economy and Infrastructure Committee, *Report on the enquiry into the impact of road safety behaviours on vulnerable road users*, p. 80. 2024

Commissioner's recommendations, governance and tracking

NEW RECOMMENDATIONS MADE THIS PERIOD

There were no formal investigations conducted or requested by the Minister during this reporting period.

There are some recommendations in this annual report that arose from review and analysis of the Public Perceptions Survey 2023, issues notified by DJCS and public complaints and enquiries. These will be added to the Commissioner's Recommendations Tracking Register. DJCS and the Road Safety Partnership will decide how to respond. The new recommendations are as follows.

Legislative Assembly Economy and Infrastructure Committee 2023 Parliamentary Inquiry into the impact of road safety behaviours on vulnerable road users

■ Recommendation 1

Recommendation 14: Endorsement of this recommendation, directed to the Department of Transport and Planning (DTP), to develop an education campaign to raise awareness of the effectiveness of road safety cameras in reducing road trauma and the ways in which Victorians can get more information about the camera system.

■ Recommendation 2

Recommendation 15: Endorsement of this recommendation that the Victorian Government continue implementation of mobile phone and seatbelt detection camera technology and implement an education campaign about the dangers of distracted driving and not wearing seatbelts correctly.

Public Perceptions Survey Wave 3 2023

■ Recommendation 3

Recommendation that DJCS action the Minister's request to further assess key findings of the survey and continue working with the road safety partners to identify opportunities to improve community perceptions of road safety cameras through the future planning of road safety-automated enforcement operations and associated communications and awareness campaigns.

Commissioner's review of the speed limit reduction to 40 km/h by the City of Melbourne in the proximity of an approved mobile road safety camera site in Arden Street, North Melbourne.

■ Recommendation 4

Recommendation that where a lower and safer speed limit becomes a permanent fixture along a length of road, in the proximity of a road safety camera site, DTP and where relevant, Local Government Areas (LGAs) give consideration to what alterations could be made in the surrounding environment to complement the new speed limit. Alterations would be made within the parameters of the Victorian Speed Zoning Technical Guidelines and Local Area Traffic Management treatments.

■ Recommendation 5

Recommendation that Victoria Police, with support from DJCS, coordinate a review of the process and guidelines for rostering mobile road safety camera operations as well as the deactivation and subsequent reactivation of approved road safety camera sites to ensure the process includes consideration to:

- a. conducting a physical inspection of the road network that has had the speed limit lowered in the proximity of any road safety camera site to assess the level of self-explaining features for motorists to be aware of a lower speed roadway being in place; and
- b. the rates of non-compliance with the new lower speed limit.

Commissioner's review of a thread of public complaints and enquiries between October 2023 and April 2024 regarding the positioning of mobile road safety camera cars at 22 locations throughout Victoria

■ Recommendation 6

Recommendation that DJCS, with support from Victoria Police, coordinate a review of the 22 approved mobile road safety camera sites identified by members of the public, to ensure those sites are operated in a safe and secure manner for operators and road users.

RECOMMENDATIONS CLOSED OVER THE REPORTING PERIOD

DJCS coordinated the efforts of the road safety partners to deliver on outstanding Commissioner's recommendations. This was done in line with the agreed closure protocol defined in DJCS and the Road Safety Camera Commissioner Recommendations Governance Plan and Tracking Register. Recommendations closed during this period include the following.

Recommendations arising from annual reports to Parliament

■ Recommendation 10 (Annual Report 2011–12) and Recommendation 2 (Annual Report 2014–15)

Upgrade of fixed analogue road safety cameras to more modern digital red-light technology.

■ Recommendation 5 (Annual Report 2014–15)

Maintenance of electronic speed advisory signs.

■ Recommendation 4 (Annual Report 2016–17) and Recommendation 10 (Annual Report 2017–18)

Educating the public about how point-to-point road safety camera systems accurately assess the average speed between two points.

■ Recommendation 9 (Annual Report 2016–17) and Recommendation 9 (Annual Report 2018–19)

Supporting greater public understanding of the role road safety cameras play in revenue saving through enforcing safer driving behaviour.

■ Recommendation 3 (Annual Report 2017–18)

Providing video evidence disclosure to the accused offender.

■ Recommendation 13 (Annual Report 2019–20)

Reflect on the current operating model and look for opportunities to streamline and make it more efficient.

Recommendations arising from investigations and reviews

WannaCry Investigation 2017–18

■ Recommendation 5

Move to greater automating and streamlining; Improve capital and procurement processes.

■ Recommendation 13

Network practices to be enhanced, including improvements to physical security.

Uninhibited Drivers report 2018–19

■ Recommendation 4

Bring the Cameras Save Lives (CSL) website data up to date rather than posting results from eight months previous.

Rosanna Road Investigation 2020

■ Recommendation 3

Increasing engagement with DJCS partners across the sector to develop a project management approach to introducing new camera technology.

Inquiry into rejections at Lane Use Management System (LUMS) sites 2020–21

■ Recommendation 1

DTP to improve on the quality of information it collects from its traffic management contractors and ensure that traffic management set ups comply with approved traffic management plans.

■ Recommendation 2

DJCS to develop broader LUMS enforcement rejection reasons to enhance business intelligence and reporting.

■ Recommendation 4

DTP to review the design of fixed LUMS infrastructure, with the view to improving effective enforcement on managed motorways.

■ Recommendation 5

DTP to review its managed motorways policies and standards and continue to do so periodically.

Nepean Highway Investigation 2022

■ Recommendations 1 and 2

Victoria Police excusing the offending conduct of those motorists detected by the fixed digital road safety cameras (FDRSCs) whilst travelling southbound on the Nepean Highway through the Davey Street, Frankston, intersection in excess of the 40 km/h speed limit and yet below the former 60 km/h speed limit.

■ Recommendations 3 and 4

Enhancing the traffic management plan for the reduction of the speed limit along the Nepean Highway supported by an effective communication strategy.

■ Recommendation 5

Resuming speed enforcement at the fixed road safety camera site located at the intersection of Nepean Highway and Davey Street in Frankston.

ONGOING MONITORING OF OUTSTANDING RECOMMENDATIONS

At the end of this reporting period, DJCS is tracking 119⁶ recommendations of which:

- 82 have been acquitted
- 37⁷ are in progress.

The Office monitors progress on outstanding recommendations through DJCS quarterly reports, and monthly meetings with DJCS.

Network security

As part of the response to recommendations made in the WannaCry Investigation 2017–18, DJCS has engaged suppliers for the implementation of improvements to FDRSC network security to protect, prevent and limit network security breaches. The work carried out in the 2023–24 period included the installation of new data centres and communications technology.

Mobile Digital Road Safety Camera routine testing

A Victorian Auditor-General's Office Report published in 2011, recommended that DJCS strengthen the assurance and reliability of mobile digital road safety cameras (MDRSCs) by establishing a program of regular, independent testing. DJCS has developed an overall format for the framework of MDRSC testing which relies on assessment modules for MDRSC system performance and sensor properties validation.

6. Including the six new recommendations made in this Annual Report 2023–24

7. Including the six new recommendations made in this Annual Report 2023–24



About us : Office of the Road Safety Camera Commissioner



Our vision and values

VISION

Provide a safe environment for Victorian road users by increasing community confidence in the integrity, transparency, accuracy, reliability, and efficiency of the Victorian road safety camera system.

MISSION

To provide Victorian road users with ongoing support in regard to the State's road safety camera system and provide an alternative avenue for enquiry, complaints, quality assurance and investigations.

VALUES

The office's values reflect those of the Victorian Public Sector – responsiveness, integrity, impartiality, accountability, respect, leadership and human rights. These guide and inform the work of the Commissioner.

As an independent statutory entity, the Office also commits to the highest level of transparency and independence, acting impartially and objectively in the fulfilment of all functions under the Act.



Foundational pillars

INTEGRITY

Road safety camera technology must operate accurately, consistently, reliably, efficiently and effectively.

TRANSPARENCY

The operation of road safety cameras is evidence based and relevant documents are publicly available.

COMMUNITY CONFIDENCE

Increasing community confidence in the accuracy and reliability of enforcement technology, as well as building an understanding that road safety cameras deliver safety benefits in reducing road trauma and making lasting changes to high-risk driving behaviours.

INTEGRITY

TRANSPARENCY

COMMUNITY
CONFIDENCE

MAIN ROLES OF THE OFFICE

Review

The Office independently reviews and assesses the accuracy and reliability of road safety camera system operation to ensure it complies with the *Road Safety Act 1986* and the Road Safety (General) Regulations 2019. The Office also regularly reviews relevant information made publicly available by DJCS.

Managing feedback

Members of the public may lodge enquiries and complaints with the Office about any aspect of the road safety camera system. When systemic issues are identified, the Office will provide advice to the Minister and may recommend remedial actions. The Office may also refer enquiries and complaints to other departments or agencies, where appropriate.

Investigations

The Commissioner is empowered to conduct investigations, requested or agreed to by the Minister, into any aspect of the road safety camera system including its integrity, accuracy or efficiency.

Provision of advice and information

The Act authorises the Commissioner to respond to requests with information about the road safety camera system, and to advise the Minister on any related matter.

LEGISLATION

Functions

Under section 10 of the Act, the Commissioner has the following functions:

- a. To undertake, at least annually, reviews and assessments of the accuracy of the road safety camera system in order to monitor compliance of the system with the requirements of the *Road Safety Act 1986* and regulations made under that Act.
- b. To undertake, at least annually, reviews and assessments of the information about the road safety camera system that is made available to the public by DJCS.
- c. To undertake investigations requested or agreed to by the Minister into the integrity, accuracy, or efficiency of the road safety camera system.
- d. To receive complaints concerning any aspect of the road safety camera system and:
 - i. if appropriate, to refer a complaint to an appropriate person or body for further action, or
 - ii. to provide information on the available avenues for resolution of a complaint.
- e. To investigate complaints referred to in paragraph d) that appear to indicate a problem with the road safety camera system and to make recommendations to the Minister to address any systemic issues identified.
- f. To investigate any matter in relation to the road safety camera system that the Minister refers to the Commissioner.
- fa. To provide information about the road safety camera system in response to a request for information from a person or body.
- g. To provide advice to the Minister on any matter in relation to the road safety camera system.
- h. To refer appropriate matters to the Road Safety Camera Commissioner Reference Group for research and advice.
- i. To keep records of investigations undertaken and complaints received by the Commissioner and the action taken in response, if any.
- j. To make available to the Minister, on request, the records kept under paragraph i).
- k. Any other function conferred on the Commissioner by or under this Act or any other Act.

Powers

Under section 11 of the Act:

1. The Commissioner has all the powers necessary or convenient to perform their functions.
2. Without limiting subsection 1), the Commissioner may:
 - a. request information from DJCS concerning the operation of the road safety camera system.
 - b. make copies of, or take extracts from, any document relating to the operation of the road safety camera system.
3. In exercising their powers, the Commissioner must comply with any relevant requirements specified by or under any other Act.

GOVERNANCE AND ORGANISATIONAL STRUCTURE

The Commissioner is a statutory office holder appointed by the Governor-in-Council and reports to the Parliament of Victoria.

The Office had three full-time permanent positions over this reporting period to help the Commissioner in their role and functions under the Act. Though legally employed by DJCS under the *Public Administration Act 2004*, they all work independently of the department. The Commissioner assessed and appointed these people fairly, equitably and without discrimination, based on merit and other key criteria.

As part of improving service delivery, the Office found that the way it handled public questions, complaints and feedback via its website, needed improvement. The specialist technical advice, office management and business support skills of Office staff brought a capability uplift to the Office and their review efforts mean enquirers now get prompt, thorough, meaningful responses. The Office also better achieves its function of providing an alternative avenue of enquiry and complaint.

Thanks to the Training Unit of the Victorian Ombudsman, for helping the Office achieve the best possible outcomes for the community.

FINANCIAL REPORTING

Obligations

The Office's annual financial statement for 2023–24 is contained within the annual report and financial statements of DJCS through a determination by the former Minister for Finance under section 53(1)(b) of the *Financial Management Act 1994* (FMA). The FMA determination and Standing Directions exemption (see below) are designed to reduce the reporting compliance burden, which allows the Office to operate under an alternate governance process that is reported through DJCS' Portfolio Entity Financial Management Compliance Framework.

Attestation

This annual report contains information required under Part 3 of the *Road Safety Camera Commissioner Act 2011*. The financial reporting obligations are attested as follows.

Portfolio Financial Management Compliance Attestation Statement

I, Neville Taylor APM, Road Safety Camera Commissioner, certify that the Office of the Road Safety Camera Commissioner has been granted an exemption from the Standing Directions 2018 under the *Financial Management Act 1994* and Instructions. This exemption has been granted by the Assistant Treasurer on the basis that the Office of the Road Safety Camera Commissioner complies with DJCS Portfolio Entity Financial Management Compliance Framework.



Neville Taylor APM
Accountable Officer

30/06/2024

Road Safety Camera Commissioner Reference Group

As per the Act, the Commissioner chaired an advisory group with six external members. The Road Safety Camera Commissioner Reference Group (Reference Group) formally meets quarterly to advise the Commissioner in performing their functions.

Its Terms of Reference ensure the Reference Group does not exceed the Commissioner's functions and powers. Group members may not act as expert witnesses or comment publicly on any matter under consideration.

The Reference Group successfully fulfilled its quarterly meeting schedule. Except for Mr. Boorman's late and unavoidable apology for meeting #56 in December 2023, attendance and participation was 100 per cent.

The Reference Group's discussions and advice to the Commissioner included:

- the Commissioner's Draft Work Program for 2023–24 (under section 22A of the Act, including collaboration with DJCS and Ministerial feedback)
- interpreting the results of the Commissioner's Public Perceptions Survey Wave 3 2023 by EY Sweeney
- the Commissioner's submission to the Legislative Assembly Economy and Infrastructure Committee Inquiry into the impact of road safety behaviours on vulnerable road users
- implications of lowering road speeds near safety cameras.

Presentations to the Reference Group by DJCS and Victoria Police covered:

- overall management of Victoria's camera system and enforcement model
- innovation and future visions for automated technology
- governance and tracking of the Commissioner's outstanding recommendations
- the Notification Matrix framework for notifying the Commissioner of incidents in a timely way.

Outside meetings, the Commissioner also spoke with several Reference Group members on specific areas of interest and expertise. This included additional advice from Professor Fildes and Mr Boorman on the Public Perceptions Survey and assistance from Professor Unsworth in presenting key survey indicators to the Road Safety Executive Group.

Martin Boorman APM

Principal

Martin C. Boorman Consulting

- Expertise and experience in applied research and enhanced enforcement through technology development.
- Leader in applying enforcement programs founded in deterrence theory and social psychology to reduce road trauma by influencing driver behaviour at an individual and societal level.
- Advisor relating to regulatory policy, legislative frameworks, enforcement practice and technology use in the fields of crime and road safety.

Professor Brian Fildes

Emeritus Professor MUARC

- 37 years' experience in road safety research.
- Comprehensive knowledge in a key area of focus – influencing behavioural change of motorists and their awareness of the relationship between road trauma risk and speed.

Tia Gaffney

Senior forensic engineer with the Allied Forensics Group

- Graduated from University of California (Santa Barbara) with a Bachelor of Science in Mechanical Engineering.
- Over 20 years' experience evaluating the behaviour of vehicles and occupants in crashes.
- Specialises in applying physical and engineering sciences to safety across many areas, ranging from transport to workplace occupational health and safety.

**Pauline Kostiuik
Hearing Officer
Firearms Appeals Committee**

- Professional senior manager with a strong policy making background in multi-departmental committees across a diverse range of settings; including regulation, resource management, risk management, business process re-engineering, emergency management and response, stakeholder engagement, and education and training.
- Personal experience, losing a family member to road trauma.

**Duke Trench-Thiedeman
Vehicle Electronics Design Engineer
(retired)**

- Paraplegic since a motorcycle accident in 2009.
- Lived experience with the transition from able-bodied driving to driving in a modified vehicle.
- Regular mentor to spinal inpatients at the Austin Hospital and the Royal Talbot Rehabilitation Centre.
- Former computer engineer (40 years) with strong analytical and technical solution skills.

**Professor Carolyn Unsworth
Professor and Discipline Lead,
Occupational Therapy
Federation University Australia**

- Academic background in occupational therapy education and research.
- Tireless promoter for change in community transport mobility to enable people with disabilities and older people to participate in their communities.
- Expertise around older road users aligns with the Victorian Road Safety Strategy 2021–30.

“

**The Reference Group
formally meets
quarterly to advise
the Commissioner
in performing
their functions.**

”



Year in review

Version 7 of the Act came into effect on 1 July 2020.

Section 10 (a) sets out the Commissioner's functions which include, at least annually, undertaking:

reviews and assessments of the accuracy of the road safety camera system in order to monitor compliance of the system with the requirements of the Road Safety Act 1986 and regulations made under that Act;

Sec 10 (b) requires the Commissioner to do annual:

reviews and assessments of the information about the road safety camera system that is made available to the public by DJCS.

DJCS gives the Office monthly and quarterly performance data on all elements of the road safety camera system. It includes:

- performance indicators
- what is happening with the Commissioner's recommendations
- updates on the status of current projects
- an overview of future operational and strategic projects.

The Office scrutinises this data to provide the Commissioner with an independent appraisal. The Commissioner uses this analysis to fulfil the legal requirement of assessing the integrity, reliability and accuracy of the camera system. The Office's assessments are regularly shared with DJCS to promote thinking around any potential impact to camera system operations and to seek clarification. Observations are used to provide fully independent advice to the Minister as needed.

GOVERNANCE AND TRANSPARENCY

Current and previous Commissioners were concerned that it took too long for themselves or the Office to become aware of once-off or recurring/cumulative issues within the camera system. Prompt notification is key so the Commissioner can perform their role and functions under section 10 of the Act.

DJCS is now using the Notification Matrix framework detailed in our 2022–23 Annual Report.

Pleasingly, the framework has improved the escalation of issues to the Commissioner.



YEARLY REVIEW OF THE ROAD SAFETY CAMERA SYSTEM

Fixed Digital Road Safety Cameras

Certification and testing

The Road Safety (General) Regulations 2019 state that all FDRSCs must be annually tested and certified by an independent testing laboratory. In 2023–24, DJCS certified 670 cameras. See Figure 1 for monthly fit-for-purpose camera certifications.

Over the year, DJCS also engages testing service providers to do routine tests at each FDRSC site. Test results are analysed by the providers’ engineers and fed back to DJCS technical officers to identify possible trends impacting the camera system’s functionality and to proactively schedule maintenance.

If an issue is identified as affecting a camera’s functionality, DJCS deactivates the affected system and schedules remediation. FDRSCs must be independently tested and verified as fit-for-purpose, before going back into service.

Figure 2 shows the results of on-site testing this year. Under four per cent of all monthly tests returned non-compliant results.

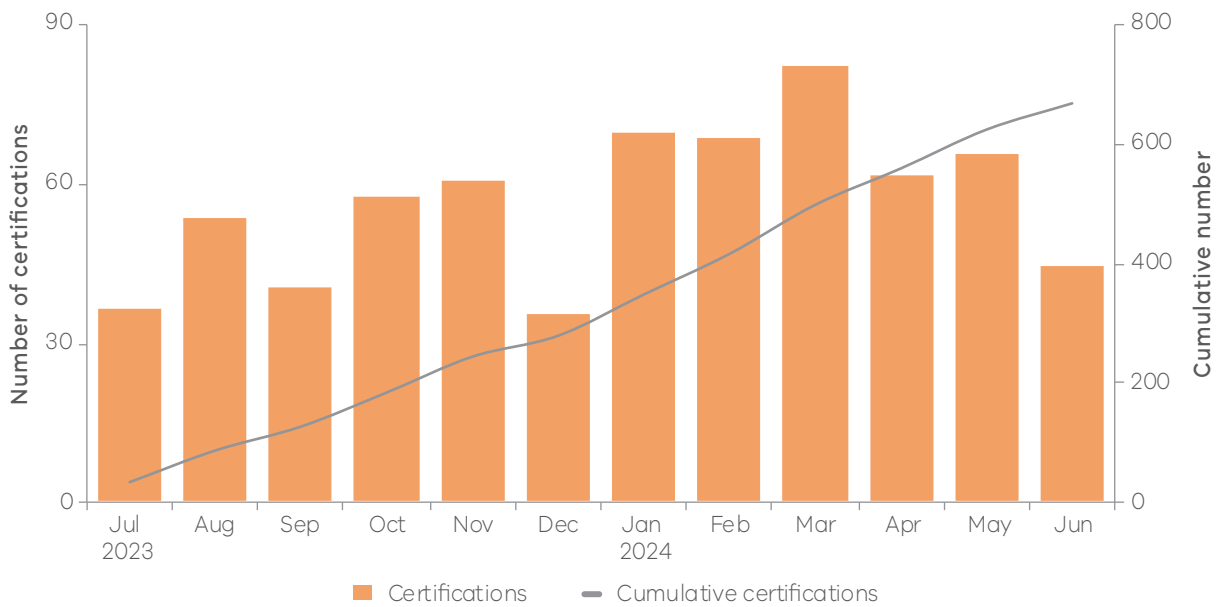


Figure 1: Number of fixed road safety camera certifications in 2023–24.

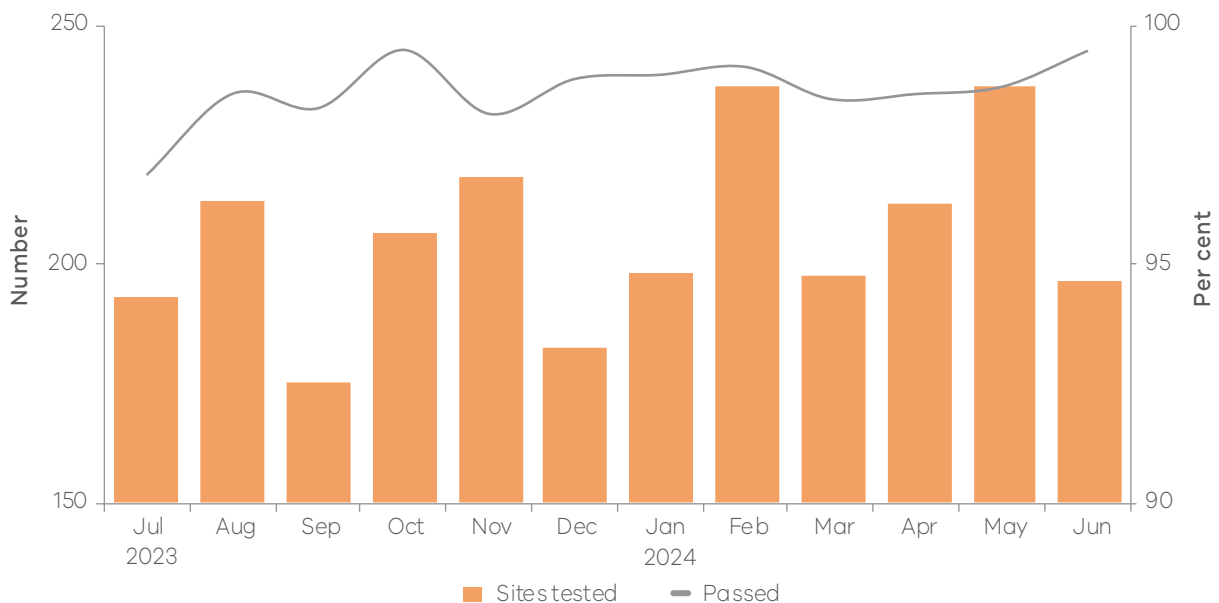


Figure 2: Number of fixed road safety camera site tests returning compliant results in 2023–24.

Long-term deactivated sites

Occasionally external factors prevent road safety camera sites from operating and they need to be deactivated. Those out of use for over 90 days are defined as 'long-term deactivated sites'. There are three main reasons this happens:

1. Roadworks

A fixed site is impacted due to planned or emergency works by DTP, LGAs, utilities, energy providers or construction companies.

2. Technical issues

If routine or unscheduled testing reveals that a camera is non-compliant, components may need to be replaced and communications re-established. Independent testing must then ensure the site is fit-for-purpose before it is operational again.

3. Upgrades

As per the Victorian Government's Asset Management Accountability Framework 2016, this is when an asset associated with a camera site needs refurbishment or is coming to the end of its lifecycle. This may be due to planned obsolescence or because the technology is no longer supported by the manufacturer.

As Figure 3 shows, over the last 12 months, the number of sites deactivated for over 90 days reduced by three per cent. This equates to six FDRSC sites. DJCS has actively engaged with stakeholders to coordinate fixed camera reinstatement to minimise disruption. This helps deliver against Recommendation 7 of the Commissioner's 2020 Downtime Review. This report can be found [here](#).

Uptime and downtime

Figure 4 shows uptime trends for FDRSCs in the last three years. Although relatively stable over the past 24 months, there was a slight downturn of one per cent for 2023–24.

Uptime varied by four per cent for intersection FDRSCs across the 2023–24 reporting period, with an average of 87 per cent of intersection cameras operating on a monthly basis (Figure 5).

Uptime for FDRSCs on freeways/tollways was slightly reduced in 2023–24 (Figure 6). Three factors affected this:

- some sites were deactivated for roadworks
- camera remediation
- cable theft vandalism at four sites.

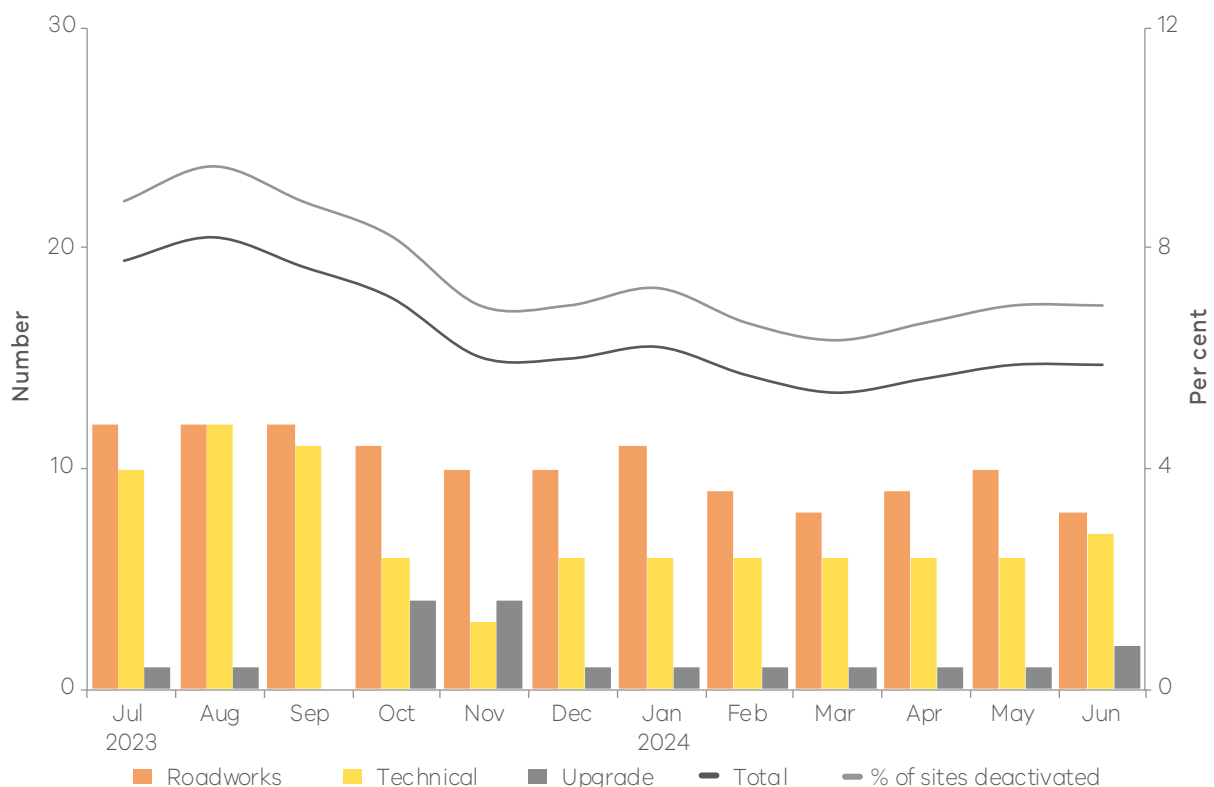
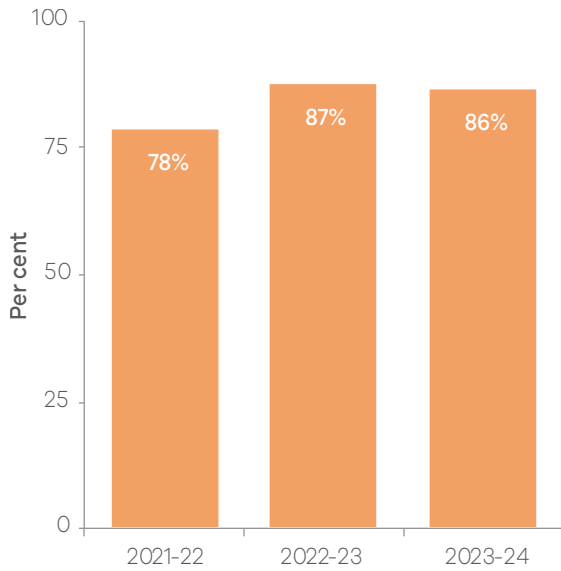


Figure 3: Trend of long-term deactivated fixed sites in 2023–24.



The four vandalised sites were:

- Western Ring Road, Deer Park, northbound – 232 days down
- Princes Freeway, Williams Landing, eastbound – 111 days down
- Princes Freeway, Point Cook, westbound – 111 days down
- Western Ring Road, Keilor East, northbound – 251 days down (at 30 June).

Total downtime, due to cable theft, for the 2023–24 reporting period was 705 days.

Upgrade works also affected camera uptime with the Hume Freeway network being deactivated at various points in the year for upgrade works, as can be seen in Figure 6.

Figure 4: Uptime of fixed cameras in 2021–22, 2022–23 and 2023–24.

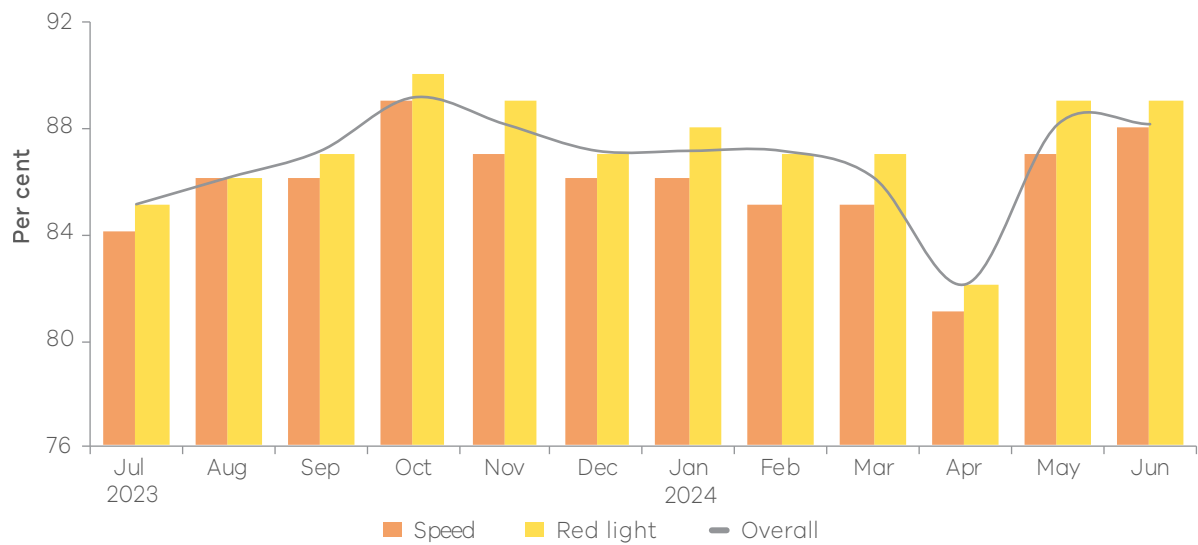


Figure 5: Uptime of fixed intersection road safety cameras in 2023–24.

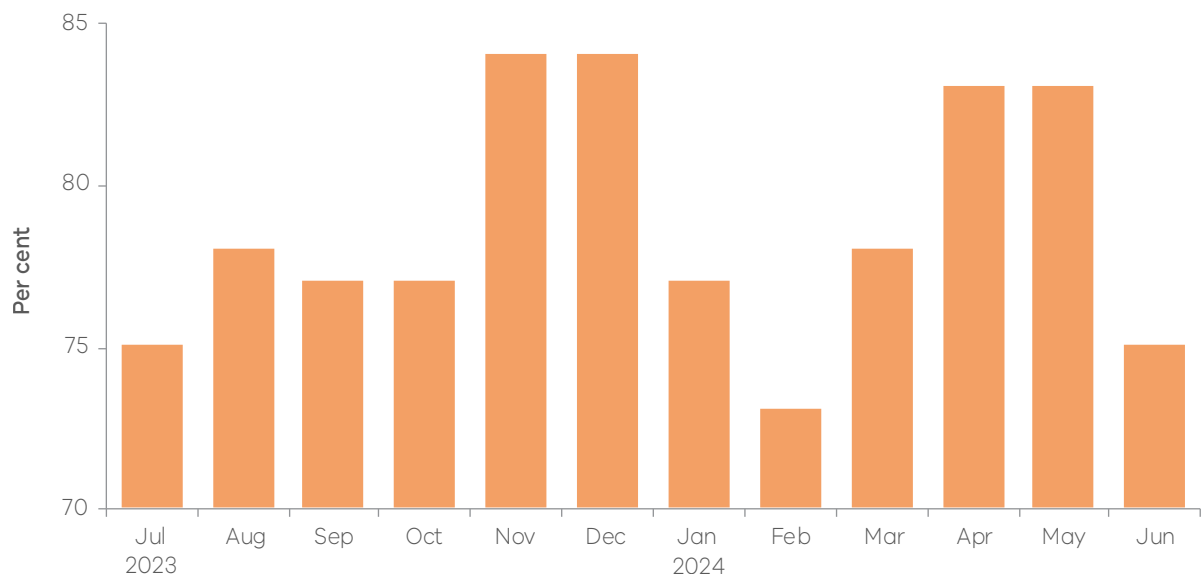


Figure 6: Uptime of fixed freeway/tollway road safety cameras in 2023–24.

Mobile Digital Road Safety Cameras

To help save lives and avoid serious injuries, in 2021 the Victorian government committed to increasing MDRSC enforcement hours by 75 per cent. In 2023–24, Victoria Police continued to roster 16,300 mobile camera hours each month. However, industrial action by MDRSC operators from December 2023 to April 2024 reduced enforcement by an average of more than two per cent below the benchmark of 97 per cent, for the period of the industrial action (Figure 7).

Mobile Digital Road Safety Camera certification

Victoria Police deploys MDRSCs at 2116⁸ sites statewide, to realise the ‘anywhere, anytime’ approach to deterring speeding across the entire road network.

As per the Road Safety (General) Regulations 2019, all MDRSCs must be annually tested and certified by an independent testing laboratory. This reassures the public that each camera has been independently verified as working correctly. See Figure 8 for monthly certifications.

8. Approved mobile road safety camera locations, *Cameras Save Lives* website, June 2024.

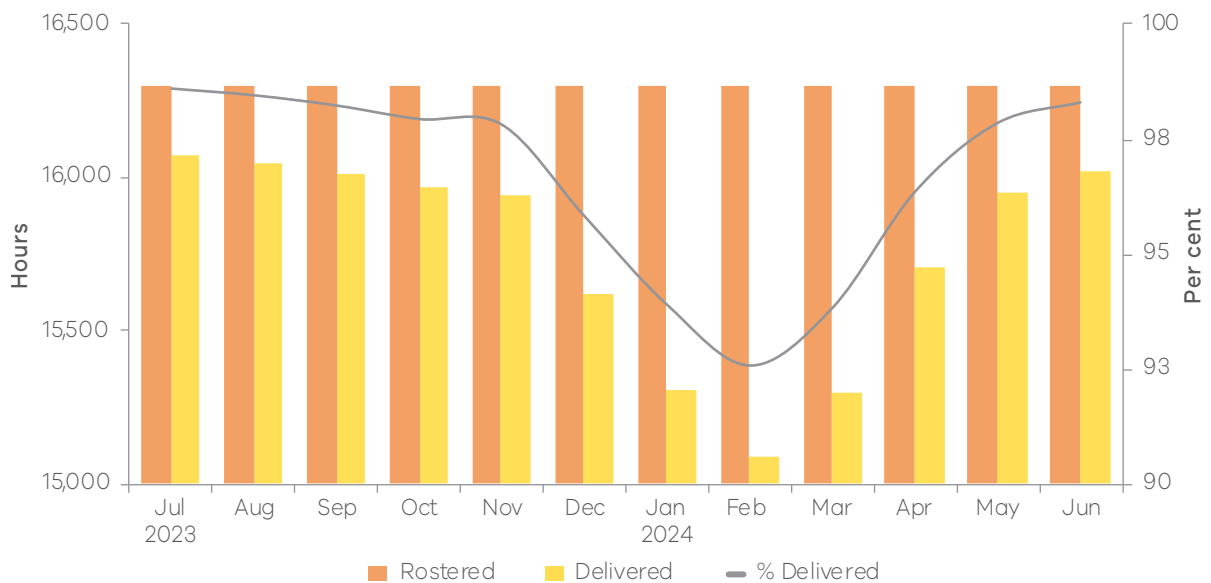


Figure 7: Mobile road safety camera hours in 2023–24.

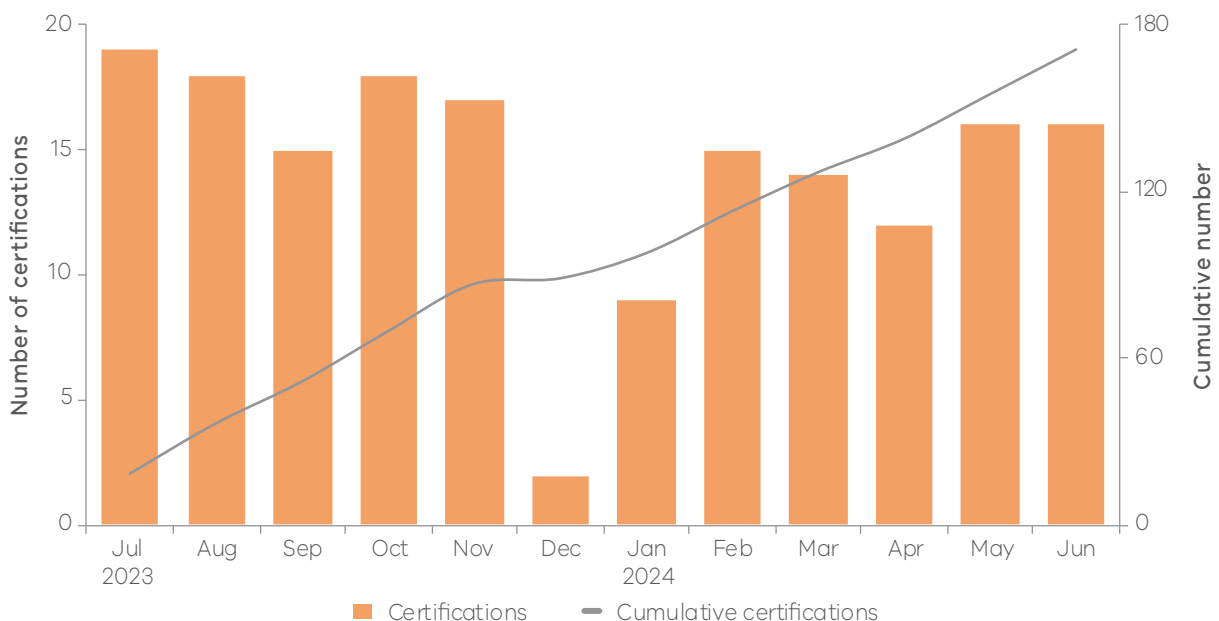


Figure 8: Number of mobile road safety camera certifications in 2023–24.

Distracted Driver and Seatbelt Road Safety Cameras

Distracted Driver and Seatbelt (DDS) detection cameras detect and capture images of drivers using mobile phones and other portable devices, and people in the front seats of vehicles who are not wearing seatbelts. These cameras went live on 31 March 2023. To provide all drivers with an opportunity to change their behaviour before they were subjected to enforcement, 11,038 advisory letters, outlining that an offence had been detected, were issued during the first three months before enforcement commenced on 1 July 2023.

DDS cameras operated for more than 99 per cent of their rostered hours (Figure 9).



Figure 9: Distracted driver and seatbelt road safety camera hours in 2023-24.

ENGAGEMENT WITH THE PUBLIC

The Commissioner is committed to providing an alternative avenue for public complaints and enquiries, so everyone can play a role in the integrity of Victoria’s road safety camera system. Enquiries can be made at cameracommissioner.vic.gov.au/have-your-say.

During the 2023-24 reporting period, the website (www.cameracommissioner.vic.gov.au) received 9,234 visitors, an average of 25.3 visitors per day. Most visitors (87 per cent) were referred to the website via Bing or Google searches. Much smaller percentages arrived via shared links on Facebook or Victorian Government websites (Figure 10). With the exception of the website home page, Table 1 shows that the ‘Contact Us’ and ‘How We Can Help’ web pages received the highest number of visits (31.4 per cent). This highlights that the public are visiting the website to engage directly with the Office and to better understand the role that the Commissioner plays in ensuring the integrity, transparency and accountability of the Road Safety Camera system.

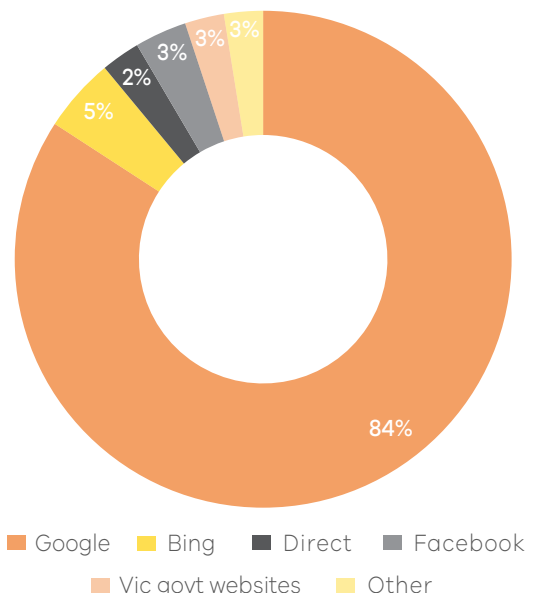


Figure 10: Website referral pathways for public enquiries in 2023-24.

Table 1: Top 10 pages visited on the Camera Commissioner website in 2023–24.

Rank/Page	Visits	%
Home page	3969	30.1
Contact us	2785	21.1
How we can help	1354	10.3
Enquiries lodged	1084	8.2
Publications: Rosanna Road Fixed Cameras Review	1023	7.7
News	830	6.3
Have your say	745	5.6
Our people	661	5.0
Publications: Sensys Gatso T-Series mobile camera review	397	3.0
Publications: Nepean Highway Investigation	354	2.7

The Commissioner and the Office assess themes of enquiries received to determine whether further investigation is needed. To this end, the threads of correspondence listed below were identified as requiring engagement with road safety partners.

Enquiries relating to MDRSC vehicle parking locations

Correspondence received by the Office regarding parking locations of MDRSCs, came from both metropolitan Melbourne and regional Victoria. They fitted into four categories:

- MDRSC vehicles obstructing the view of approaching vehicles for people entering or leaving their property
- MDRSC vehicles parked close to passing traffic
- validity of the deployment location of MDRSC vehicles
- visibility of MDRSC vehicles.

The Office is committed to providing an alternative avenue for enquiry. On behalf of community members, the Office has shared the MDRSC locations in this thread of enquiry with DJCS and made a formal recommendation as detailed in Chapter 3 of this report.



PARLIAMENTARY INQUIRY INTO THE IMPACT OF ROAD SAFETY BEHAVIOURS ON VULNERABLE ROAD USERS

On 13 December 2023, the Commissioner appeared before the Parliament of Victoria's Legislative Assembly Economy and Infrastructure Committee (the Committee) Inquiry into the impact of road safety behaviours on vulnerable road users.

The Commissioner outlined the history of the Office and its role. It must ensure ongoing integrity, transparency and community confidence in Victoria's road safety camera system. Cameras must operate at the highest level of accuracy and reliability.

The Office has conducted three surveys (2017, 2020, 2023) identifying community attitudes to road safety cameras. The Commissioner described some of these and drew the Inquiry's attention to the survey they commissioned in September 2023. See the summary below, or read about the survey in full at [Road Safety Camera Commissioner Survey Wave 3](#).

The Commissioner highlighted the strong correlation between traffic infringements and collisions, the impact of road safety cameras on speeding and the integrity of the road safety camera system. The Commissioner cited the results of their 2022 evidence-based formal investigation into speed-related behaviour on Nepean Highway, Frankston. Read the Nepean Highway Investigation report [here](#).

The Committee invited the Commissioner to offer their expertise on the effective management of road safety cameras and their vision for their future use. The Commissioner advised that:

- the process for monitoring and implementing the Commissioner's recommendations has been greatly improved by taking a more systematic and reliable approach – the new formal governance plan and tracking register are making a big difference
- MUARC research supports the development of new technology to enforce behaviours involving distracted driving and failure to wear seatbelts correctly.

The Committee observed that, while technology to detect distraction or non-seatbelt wearing is promising, the evidence is at an early stage and warrants additional robust evaluation. Current work being undertaken by MUARC suggests that cameras are having an effect on reducing mobile phone use and increasing seatbelt wearing behaviour, however, it is noted that the coverage of these cameras is not extensive and the research is ongoing. In addition, we note that in some instances, fines are relatively high for mobile phone use relative to speeding fines, which may impact on the observed reduction in mobile phone use.

After overseeing its trial in early 2023, the Commissioner concluded that DDS cameras provide the same level of community transparency as existing parts of the camera system.

The Commissioner notes the Committee's findings and recommendations to improve public awareness of the benefits of road safety cameras; in particular the finding that about two-thirds of Victorians consider road safety cameras to be revenue raisers and are not convinced of their fairness or accuracy.⁹

9. Parliamentary Inquiry – Legislative Assembly Economy and Infrastructure Committee – finding # 24, p. 101.



PUBLIC PERCEPTIONS SURVEY – WAVE 3 2023

In September 2023, the Office resurveyed community perceptions about the road safety camera program (RSCP). EY Sweeney, who did the 2017 and 2020 surveys, was engaged again. See full Wave 3 survey report [here](#).

The 2023 survey's main objective was to measure perceived impacts and general attitudes towards the RSCP and how this related to road users' behaviour and confidence in the system. The research measured road users' awareness and views on the various road safety camera technologies and general road safety initiatives. The 2023 survey revisited 75 per cent of the content from Wave 2, but had new questions covering:

- awareness of the links between speed and road trauma
- distracted driving and seatbelt camera technology
- post COVID-19 impacts on road user behaviour.

“

88% of people who received a speeding infringement did not think they had been driving dangerously.

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Impact of speeding infringements and road safety cameras on road users' behaviour

This survey found:

- 88 per cent of people who had received a speeding infringement did not think they had been driving dangerously
- 55 per cent who had received a speeding infringement said they now slowed down all or most of the time and 54 per cent said they were a more careful driver now
 - those who had received an infringement were more than twice as likely to have had a collision (42 per cent) than those who had not (16 per cent)
 - 80 per cent of respondents who had been in a collision had previously received an infringement notice
- two thirds slowed down when approaching a road safety camera.

Most respondents were highly aware of Victorian speed limits (79 per cent). Understanding of speed limits around school zones (83 per cent), residential streets (71 per cent) and regional freeways (70 per cent) is excellent.





Awareness of new camera technology

At 50 per cent, awareness of DDS cameras has significantly increased since the 16 per cent recorded in the 2020 survey. This reflects the community education campaign, and infringements issued since this enforcement technology was introduced.

Attitudes to road safety cameras

Consistent with 2020's Wave 2 survey results, 49 per cent of respondents regard road safety cameras enforcing speed as a revenue raising exercise. Forty six per cent of respondents also regard road safety cameras enforcing red-light offences as revenue raising. More professional drivers and those who 'sometimes speed' saw cameras as revenue raising exercises.

Surveys historically reveal that most Victorians believe road safety cameras are not very effective and are just a money-making exercise:

- 69 per cent in 2017
- 53 per cent in 2020
- 65 per cent in 2023.

Thirty-three per cent thought the enforcement of speed by road safety cameras was fair and only 37 per cent perceived road safety cameras to be accurate.

These figures indicate research is not persuading the entire community about the benefits of road safety cameras.

Driving behaviour post COVID-19 lockdowns

Half the respondents (51 per cent) believed that since the COVID-19 lockdowns there's more dangerous driving.

This included camera-monitored behaviours like distracted driving (73 per cent), speeding on residential streets and highways (62–69 per cent) and traffic light offences (54 per cent).

Next steps

The Minister received the survey's key findings in December 2023 and acknowledged the invaluable insights into community perceptions that will help direct the RSCP. The Minister asked DJCS to further assess the key findings and continue working with the road safety partners to identify opportunities to improve community perceptions, through the future planning of road safety automated enforcement operations and associated communications and awareness campaigns.

The Office acknowledged the Minister's response and formal request to DJCS, which has been added to the Commissioner's Recommendations Governance Plan and Tracking Register.

In June, the Commissioner and Professor Carolyn Unsworth from the Commissioner's Reference Group presented the survey findings to the Victorian Road Safety Executive Committee. With full access to the survey data from all three waves, road safety partners can now inform further research.

ISSUES MONITORED BY THE COMMISSIONER

Using the Notification Matrix framework, DJCS notified the Commissioner of 14 issues relating to the road safety camera system. The Commissioner also identified and made their own assessments of various matters.

With timely information on hand, the Commissioner was better able to work proactively with the road safety partners on creating solutions. Issues were swiftly identified so as few drivers as possible received an infringement they shouldn't and, those who did, had the matter addressed in a timely and open way.

Below are some examples of how road safety camera issues were handled over the year. They show how the Commissioner fulfils their quality assurance requirement on behalf of the community and demonstrates commitment to working with the Victorian public to ensure integrity, transparency and community confidence across the road safety camera system.



Arden Street

The City of Melbourne reduced speeds in the vicinity of a MRSC site on Arden Street, North Melbourne. Many drivers, who received speeding infringements claimed they were not adequately informed and therefore didn't have the opportunity to change their behaviour when travelling on Arden St. In January 2024, Victoria Police ceased rostering MDRSCs at this site whilst a review was conducted relating to the high number of infringements captured. The Commissioner discussed this issue with Victoria Police and DJCS and following this, Victoria Police withdrew 902 infringements that had been issued to motorists since the speed limit was reduced.

The Commissioner's discussions with Victoria Police and DJCS on this issue were in line with Recommendations #3 and #4 from the Nepean Highway Investigation. It found that infringements generated from road safety cameras at the intersection of Nepean Highway and Davey Street, Frankston could have been avoided if the lowered speed limit was "more self-explaining to motorists." It also found there should have been updates of "publicly available material advising the community of the safer and reduced speed limit".¹⁰

The Commissioner noted that, in the case of Arden Street, there were several different communications methods employed by the City of Melbourne to inform residents and motorists of the change in speed, including active member based speed enforcement.

In response to the review of this issue by the Commissioner, DJCS has commenced a review of the processing guidelines relating to reactivation of camera enforcement following speed reductions in the vicinity of road safety cameras. The City of Melbourne and DTP also implemented additional environmental alterations including pavement markings and other low-cost traffic management treatments and variable message signs to enhance driver compliance with the lower and safer speed limit.

10. Road Safety Camera Commissioner, *Nepean Highway Investigation*, p. 21, 2022.



Beaufort

Deployment of mobile road safety cameras during 'Watch and Act' period

On 13 February 2024 a MDRSC session was scheduled for Beaufort. On the same day, there was an out of control grassfire in the area, accompanied by a 'Watch and Act' warning. This resulted in a review of RSCP processes during emergency periods.

Victoria Police advised the Commissioner that any request for a review of an infringement issued from that session would be assessed on a case-by-case basis. Emergency Management Victoria is exploring how they can better disseminate information, so Victoria Police's Road Policing Enforcement Division (RPED) is always aware when emergency management warnings apply or change.



Princes Freeway site

Delayed deactivation

Processing errors by DJCS saw 33 infringements captured by the Princes Freeway FDRSC in Lara, withdrawn.

Manual tests are used to decide when road safety cameras need to be deactivated for maintenance, and also to reactivate them. DJCS advised the Commissioner that an oversight in the process led to the Lara camera not being deactivated when it should have been. RSCP are investigating whether they can improve the functionality of their computerised maintenance management system, Maximo, to automatically trigger deactivations.



Hume Freeway point-to-point server outage

Point-to-Point (P2P) cameras measure the speed of vehicles passing them at a given location, as well as calculating a driver's average speed between two or more points by reading a vehicle's number plate and tracking the vehicle at each camera. If a vehicle travels between two points in a shorter time than specified, the camera system calculates that the average speed was over the limit and generates an incident for review and verification.

P2P enforcement has been found to reduce the likelihood of speeding between road safety camera locations (camera surfing), resulting in smoother traffic flow and increased traffic capacity due to vehicles travelling at a uniform speed.

From 2 March to 8 April 2024, there was a server outage on the Hume Freeway P2P server. The Commissioner was informed of this issue and an analysis was conducted by DJCS. Based on the analysis, it was found that approximately 2384 P2P drivers exceeding the average speed limit between two or more camera locations were not detected, and hence escaped enforcement. This resulted in a missed opportunity to correct their behaviour.

Very soon after this notification, the camera vendor implemented robust process improvements to identify any future server outages. DJCS is currently engaged with the vendor to implement long term countermeasures and prevent a reoccurrence of this issue.



Keilor East intersection

Red light incident captured at site during maintenance activity

During maintenance activities, camera sites are suspended from enforcement and any incidents detected during this period are removed from the system. An administrative error in applying this exclusion, led to an FDRSC at the intersection of Keilor Park Drive and Old Calder Highway, Keilor East issuing a single red light infringement during maintenance. It was withdrawn by Victoria Police.

The result of this work by the Commissioner boosts public confidence that cameras are accurate and only catch those doing the wrong thing.

As the community's representative, the Commissioner engages with road safety partners and DJCS to ensure that the accuracy and reliability of the camera system is maintained.

In this reporting period 1,440,389 infringements were recorded across the road safety camera system. Victoria Police, as a result of various operational issues, can decide to either not issue these, or withdraw infringements that have been issued.



Peninsula Link site

Unlocked housing door on camera system

Following maintenance work conducted at an FDRSC site on Peninsula Link Freeway and Eramosa Road, Moorooduc, a testing services provider attended the site to conduct routine testing and found a door to the camera system was unlocked. As the integrity of the FDRSC system could not be confirmed for a period of time, Victoria Police withdrew 277 infringements which were captured in those moments.

After consultations between the Commissioner and DJCS and Victoria Police, 4222 infringements were either not issued or withdrawn. These decisions met the Commissioner's expectations of maintaining the highest integrity, accuracy, reliability and transparency of the road safety camera system.

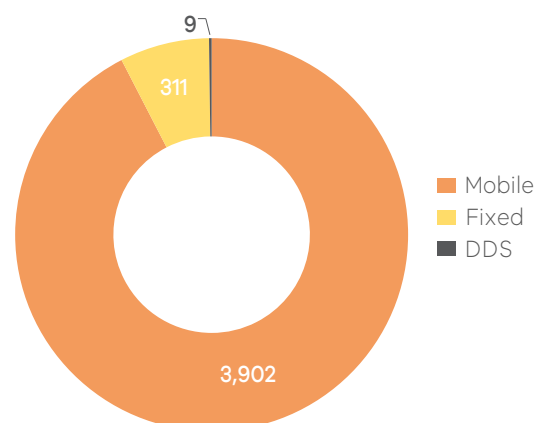


Figure 11: Infringements not issued or withdrawn in 2023-24, by camera type.

Project updates

DISTRACTED DRIVER AND SEATBELT DETECTION CAMERAS

Driver behaviour contributes to lost lives on Victorian Roads, particularly driving while distracted. Not wearing seatbelts is also concerning. The Victorian Government's Road Safety Strategy 2021–2030 aims to halve deaths and significantly reduce injuries by 2030.

MUARC data from 2019 shows that full implementation of this camera technology has the potential to prevent 95 casualties due to illegal mobile phone use while driving, every year – saving the Victorian community \$21 million annually. TAC reports that vehicle occupants not wearing a seatbelt made up nearly 30 per cent of all fatalities in 2019.¹¹

The new DDS cameras commenced enforcement on 1 July 2023. As at June 2024, nine DDS trailers are being rotated across 195 active sites. At the time of completing this report, the cameras are enforcing over 5000 hours and scanning an average of nearly one million vehicles per month across both metro and regional Victoria.

11. Parliament of Victoria, *Inquiry into the increase in Victoria's road toll, 2021*

FIXED DIGITAL ROAD SAFETY CAMERA INSTALLATIONS

As recommended by DJCS' Site Selection Committee

As part of the Road Safety Action Plan 2021–2023, DJCS has a project to install and commission fixed road safety cameras, enforcing speed and red light infringements at 35 new intersection sites. This year 29 sites have been completed. The Commissioner will continue to monitor the progress of the remaining six sites over the next financial year. The breakdown of new sites constructed and commissioned for the 2023–24 reporting period can be seen in Figure 12.

HUME FREEWAY UPGRADES

Road safety cameras on the Hume Freeway network had been in service since 2007 and the infrastructure was reaching end of life. In 2023, DJCS commenced an upgrade project to keep this camera network working and enhance the functionality of P2P speed enforcement.

As part of this project, ten FDRSC sites were upgraded and four new FDRSC sites were constructed in Seymour (x2), Creightons Creek and Euroa (Figure 12). Adding these sites and associated P2P zones has extended camera coverage by 66 km. There is now 120 km of Hume Freeway monitored for enforcement, from Epping to Euroa.

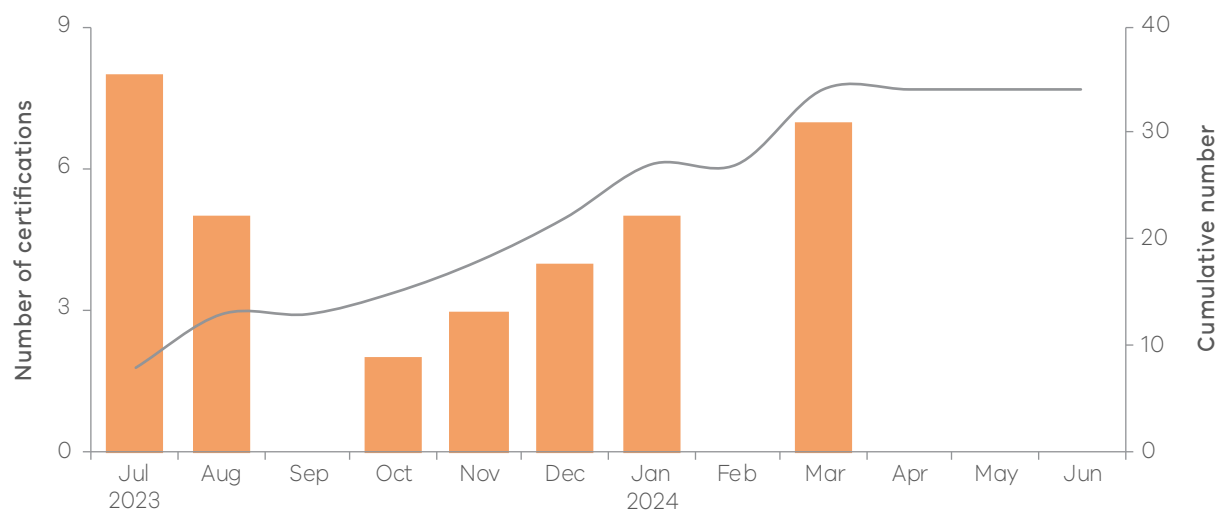


Figure 12: New sites commissioned in 2023–24.

CALDER FREEWAY TEST SITES

Recommendation #9 from the Commissioner's *Annual Report 2013–14* identified 'camera surfing' as a risk to road users on Victorian highways. It recommended that they all have P2P speed measurement systems "similar to those currently installed on the Hume Freeway and Peninsula Link".¹² Read the Commissioner's *Annual Report 2013–14* [here](#).

The Victorian Road Safety Strategy 2021–30 supports ongoing passive enforcement as an effective road safety intervention to achieve speed compliance. In 2020–21, DJCS engaged road safety camera technology providers to establish permanent test sites along the Calder Freeway. The test sites are in line with recommendations arising from the Rosanna Road investigation¹³ about procuring fit-for-purpose technology. The report on the Rosanna Road Fixed Cameras Review can be found [here](#).

Any new camera technology developed by a vendor can be tested in a live environment and assessed against the State's requirements to ensure these will be met. This will now occur prior to any formal engagement by DJCS with camera vendors in the procurement process. This streamlines the timeframe between procurement of new road safety camera technology and enforcement commencing at a new site.

12. Road Safety Camera Commissioner, *Annual Report 2013–14*, p. 7, 2014.

13. Road Safety Camera Commissioner, *Rosanna Road Fixed Cameras Review*, p. 12, 2021.

“

The Victorian Road Safety Strategy 2021–30 supports ongoing passive enforcement as an effective intervention to achieve speed compliance.

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Supplementary information

FREEDOM OF INFORMATION

The *Freedom of Information Act 1982* (FOI Act) ensures the public can access our documents.

The Office received only one freedom of information (FOI) application during this reporting period.

How to make a Freedom of Information request

To make a FOI request under section 17 of the FOI Act, applications must meet three requirements:

1. The request must be in writing.
2. Sufficient information about the required documents needs to be provided.
3. Payment of the application fee (applicants can seek a waiver for reasons of financial hardship).

Access charges (for example, photocopying or search and retrieval) may apply if we decide to meet your request.

Post your application to:

FOI Officer
Office of the Road Safety Camera
Commissioner
Locked Bag 14
Collins Street East
MELBOURNE VIC 8003

Or email: commissioner@cameracommissioner.vic.gov.au

To find out more about lodging a FOI request, telephone the Office of the Victorian Information Commissioner (OVIC) on 1300 006 842 or visit its website at www.ovic.vic.gov.au.

PUBLIC INTEREST DISCLOSURES

Public interest disclosures were previously known as protected disclosures or whistleblower complaints.

The *Public Interest Disclosures Act 2012* (PID Act) ensures anyone reporting improper conduct and corruption in the Victorian public sector can do so with confidence. Their identity will not be revealed, and they will be protected from potential reprisals such as bullying, harassment or legal action.

Under the PID Act, our Office cannot receive public interest disclosures.

No public interest disclosures about the Commissioner or employees of the Office were made during the 2023–24 reporting period.

How to make a Public Interest Disclosure

Please address disclosures of improper conduct or detrimental action by the Commissioner or employees of the Office to:

Independent Broad-based Anti-Corruption Commission (IBAC)
GPO Box 24234
MELBOURNE VIC 3001

Or email: info@ibac.vic.gov.au

For further information on making a public interest disclosure, you may telephone IBAC on 1300 735 135 or visit its website at ibac.vic.gov.au.

Acknowledgements

I would like to acknowledge the Road Safety Partnership, ministerial offices, camera vendors and testers, contractors and other agencies for their assistance throughout the year.

For their open collaboration in supporting the Commissioner to fulfil their obligations under the Act and providing business support to the Office, we acknowledge:

Parliament

- The Hon. Anthony Carbines MP, Minister for Police
 - Kieran Barns-Jenkins and Michelle Gordon, Chiefs of Staff
 - Rebecca Johnson, Ministerial Advisor
- The Hon. Melissa Horne MP, Minister for Roads and Road Safety
 - Samantha McArthur, Chief of Staff
- Brad Battin MP, Shadow Minister for Police

DJCS

- Kate Houghton PSM, Secretary and Rebecca Falkingham, Secretary
- Bill Kyriakopoulos, Deputy Secretary, Police, Racing, Victims and Coordination
- Vivienne Clare, Executive Director, Police and Community Safety
- Duncan Stewart, Executive Director, Fines and Enforcement Services
- James Talia, Executive Director, Strategic Communication
- Trent Rhodes, Director, Road Safety, RSCP and the RSCP team

Victoria Police

- Chief Commissioner Shane Patton APM
- Deputy Commissioner Wendy Steendam AM APM, Specialist Operations
- Assistant Commissioner Glenn Weir APM, Road Policing Command
- Superintendent David Griffin APM and the RPED team, for their continual communication and support regarding camera sites and infringement validation

DTP

- William Tieppo, Deputy Secretary, Network Integration
- Marcelo Vidales, Executive Director, Road Safety Victoria and team

TAC

- Tracey Slatter, CEO
- Samantha Cockfield, Head of Road Safety

We also acknowledge the contribution to the continual improvement of the Office in meeting our obligations relating to the management of data and public enquiries given by:

- **Office of the Victorian Information Commissioner**
- **Victorian Ombudsman's Training Unit**

Reference Group members, who provide thoughtful input, suggestions and advice regarding the Commissioner's approach towards their work and areas of focus.

Testing services providers, engineers and vendors who carry out thorough testing activities and analysis of camera sites throughout the year to ensure the accuracy and efficiency of the road safety camera system.

City of Melbourne CEO, Alison Leighton and General Manager Infrastructure and Amenity, Rick Kwasek, who willingly considered and implemented planned infrastructure changes in Arden St, North Melbourne, following the introduction of lower, safer speeds.

Glossary

Acronym/Abbreviation	Description
Commissioner	Road Safety Camera Commissioner
Committee	Legislative Assembly Economy and Infrastructure Committee
CSL website	Cameras Save Lives website
DDS cameras	Distracted driving and seatbelt cameras
DJCS	Department of Justice and Community Safety
DTP	Department of Transport and Planning
FMA	<i>Financial Management Act 1994</i>
FOI	Freedom of Information
FOI Act	<i>Freedom of Information Act 1982</i>
FDRSC	Fixed Digital Road Safety Camera
Governance Plan	Road Safety Camera Commissioner Recommendations Governance Plan
IBAC	Independent Broad-based Anti-Corruption Commission
LUMS	Lane Use Management System
Minister	Minister for Police
MUARC	Monash University Accident Research Centre
MDRSC	Mobile Digital Road Safety Camera
Notification Matrix	RSCP Escalation Matrix to the Road Safety Camera Commissioner
Office	Office of the Road Safety Camera Commissioner
OVIC	Office of the Victorian Information Commissioner
P2P	point-to-point
PID Act	<i>Public Interest Disclosures Act 2012</i>
RPED	Road Policing Enforcement Division – Victoria Police
Reference Group	Road Safety Camera Commissioner Reference Group
the Act	<i>Road Safety Camera Commissioner Act 2011</i>
RSCP	Road Safety Camera Program
TAC	Transport Accident Commission
Tracking Register	Road Safety Camera Commissioner Recommendations Tracking Register

