

FINANCIAL YEAR	REPORT	NUMBER	RECOMMENDATION	MADE TO	STATUS
2011-12	Annual report	1	The guidelines contained in criteria 5 and 6 of the Victoria Police <i>Mobile Digital Speed Camera Policy and Operations Manual</i> should be redrafted to provide clearer guidance in respect to avoiding factors which could affect the accuracy of a speed camera reading.	Victoria Police	CLOSED
2011-12	Annual report	2	Although one cannot exclude human error, I make the following recommendations to ensure the chance of human error is reduced significantly: <ul style="list-style-type: none"> <li>· Any communication between the Department of Justice and the Contractor in relation to the activation and/or deactivation of any road safety camera should refer to the road safety camera in question by the Location Code as well as the Lane Description. In effect, both parties should speak the same language.</li> <li>· The Department of Justice and the Contractor should review their activation and deactivation processes to reduce the possibility of this type of human error being repeated. The outcome of this review could result in the implementation of either a manual or automated solution that reduces the likelihood of an incorrect deactivation of a lane. I recommend that the Department of Justice engage an independent third-party consultant to: <ul style="list-style-type: none"> <li>o review the complete end-to-end road safety camera activation and deactivation process</li> <li>o recommend further improvements to the process to eliminate the risk of human error in the future.</li> </ul> </li> <li>· The responses of the Department of Justice and the Contractor to these recommendations, and any report produced as a result of these recommendations, should be communicated to the Road Safety Camera Commissioner.</li> </ul>	Department of Justice and Community Safety	CLOSED
2011-12	Annual report	3	A copy of the full advice of PG Nash QC should be provided to any Government department where the method of measurement by a scientific instrument is being challenged on the basis that it does not comply with the Commonwealth Act.	N/A	CLOSED
2011-12	Annual report	4	Motorcycles and motor scooters should be required to be equipped with the means to enable road safety cameras to identify the registered number of a motorcycle from a front perspective, thus bringing motorcycles and motor scooters into line with all other registered motor vehicles.	Department of Transport	CLOSED
2011-12	Annual report	5	To rebut continued assertions of 'revenue raising', the reason for the selection of particular mobile road safety camera sites should be promulgated on an appropriate website. This recommendation could be implemented over the next 12-month period.	Victoria Police/Department of Justice and Community Safety	CLOSED
2011-12	Annual report	6	As the speed advisory signs are a useful deterrent against speeding, subject to funding constraints, all reasonable steps should be taken by VicRoads to ensure that all six speed advisory signs are both functional and accurate at any given time.	Department of Transport	CLOSED
2011-12	Annual report	7	There are six gantries erected on main highways in Victoria which are designed to provide motorists with speed measurements to check the accuracy of their speedometers. As the speed advisory signs are a useful deterrent against speeding, subject to funding constraints, all reasonable steps should be taken by VicRoads to ensure that all six speed advisory signs are both functional and accurate at any given time	General	CLOSED
2011-12	Annual report	8	Ill-informed criticism of the road safety camera system should not be allowed to pass unchallenged and an appropriate spokesperson should be given the responsibility to respond to such criticism.	General	CLOSED
2011-12	Annual report	9	To rebut continued assertions of 'revenue raising', the reason for the selection of particular mobile road safety camera sites should be promulgated on an appropriate website. This recommendation could be implemented over the next 12-month period.	Department of Justice and Community Safety	CLOSED
2012-13	Yellow light investigation	1	Withdrawal of red-light fines that were detected with shorter than standard yellow lights. Did not apply to fines issued to people for turning left or right	Victoria Police	CLOSED
2012-13	Yellow light investigation	2	VicRoads undertake a comprehensive audit immediately with a view to identifying any traffic light discrepancies in the past 12 months. This audit should apply to all intersections controlled by traffic lights irrespective of whether or not a road safety camera is installed and should be repeated on a six monthly basis.	Department of Transport	CLOSED
2012-13	Yellow light investigation	3	The present guidelines be translated into state legislation and/or regulations, rather than relying on a set of guidelines agreed upon by state road authorities, while encompassing the formula contained in Appendix E of the <i>Austroads Guide to Traffic Management Part 9: Traffic Operations</i> and allowing for VicRoads to alter traffic light sequences at any time to cope with changed conditions.	Department of Transport	CLOSED
2012-13	Yellow light investigation	4	VicRoads, TAC and Victoria Police undertake a campaign to promulgate traffic light sequences and to educate motorists that entering an intersection during a yellow light phase is an offence under road rule 57 of the Road Safety Road Rules 2009 unless they cannot stop safely, similar to the "Amber Gambler" campaign in Victoria and the United Kingdom in the 1970's.	Department of Transport, TAC, Victoria Police	CLOSED
2012-13	Mobile camera investigation	1	As a part of that review, I recommended that Victoria Police revisit the prohibition on concealment of a mobile road safety camera vehicle or equipment contained in the Manual and state in clear terms the circumstances in which it will be permitted.	Victoria Police	CLOSED
2012-13	Annual report	1	Images of variable speed limit signs, such as those installed on the Western Ring Road, be made available to motorists in addition to the images of their infringement offence.	Department of Justice and Community Safety	CLOSED
2012-13	Annual report	2	Images of infringement offences detected by road safety cameras be made available to the public, free of charge, by way of a secure website.	Department of Justice and Community Safety	CLOSED
2012-13	Annual report	3	Immediate steps be taken to enable frontal identification on motorcycles and motor scooters.	Department of Transport	CLOSED
2012-13	Annual report	4	An appraisal be conducted to determine: <ul style="list-style-type: none"> <li>o Whether all six existing electronic speed advisory signs can be made both operational and accurate, and if so, those speed advisory signs that are not currently operational and/or accurate should be upgraded and recommissioned, and</li> <li>o Whether, if funding is a problem, the gantries can be made available for commercial advertising.</li> </ul> In the event that accuracy cannot be guaranteed to the standard required of road safety cameras, those advisory signs should be dismantled.	Department of Transport	CLOSED
2013-14	Keilor Park Dr Bridge investigation	1	Victoria Police withdraw those 987 traffic infringement notices and issue Official Warnings in their place. Any infringement penalty already paid in relation to those notices should be refunded and any demerit points reversed,	Victoria Police	CLOSED

2013-14	Keilor Park Dr Bridge investigation	2	VicRoads review the traffic management plans of future roadworks located at or near installations of road safety cameras to ensure that there is clarity regarding the applicable speed limit along that length of road,  VicRoads ensure that future roadworks conducted at or near installations of fixed road safety camera systems should have conspicuous signage to remind motorists of their obligations to stay within the temporary speed limit applicable to that length of road until advised otherwise,  VicRoads ensure that surveillance of roadworks and associated signage always be undertaken, irrespective of the duration of those roadworks,	Department of Transport	<b>CLOSED</b>
2013-14	Keilor Park Dr Bridge investigation	3	VicRoads undertake a public campaign to promulgate the obligation of motorists to remain within any temporary speed limits applicable to roadworks zones, until they pass signage that defines the end of the roadworks site and the beginning of the next posted speed limit.	Department of Transport	<b>CLOSED</b>
2013-14	Norlane investigation	1	The adequacy of the signage recently erected by VicRoads along The Boulevard, approaching the intersection with Princes Highway depicting changed traffic conditions, be monitored, especially in respect of the apparent awareness of motorists of the availability of the left lane to effect a right hand turn.	Department of Transport	<b>CLOSED</b>
2013-14	Speed advisory sign investigation	2	The electronic speed advisory signs should be well maintained and calibrated to the same level of accuracy and reliability as Victoria's fixed road safety camera systems. These systems are clearly of assistance to motorists in driving within the relevant speed limit and assessing the accuracy of their speedometers.	Department of Transport	<b>CLOSED</b>
2013-14	Speed advisory sign investigation	3	Speed on all major Victorian highways should be measured by point-to-point road safety camera systems, similar to those currently installed on the Hume Highway and Peninsula Link. I am satisfied that camera surfing is prevalent on our roads and that point-to-point road safety camera systems are the only practical method of ensuring compliance with the speed limit over a considerable stretch of road, and the fairest method of speed measurement for motorists.	Government	<b>CLOSED</b>
2013-14	Annual report	1	Consideration also be given to redesigning the form of infringement notices to streamline the manner in which information relating to the alleged offence can be obtained.	Department of Justice and Community Safety	<b>CLOSED</b>
2013-14	Annual report	2	Legislation be enacted to amend Road Safety (Vehicles) Regulations 2009, Regulation No. 48(1)(g) to require frontal identification of some kind on motorcycles and motor scooters, together with any consequential amendments.	Department of Transport	<b>CLOSED</b>
2014-15	40km/h intersection investigation	1	Clear and concise explanations, including relevant accident statistics, of why fixed road safety cameras are installed at a location, should be easily accessible to the public	Department of Justice and Community Safety	<b>CLOSED</b>
2014-15	40km/h intersection investigation	2	Clear and concise explanations detailing the reasons a length of road or area has a speed limit of 40km/h should be easily accessible to the public,	Department of Transport /relevant councils	<b>CLOSED</b>
2014-15	40km/h intersection investigation	3	Some type of engineering solution, such as barriers that prevent people from travelling along the median, be erected along Warrigal Road, near its intersection with Batesford Road in Chadstone, to stop pedestrians from jaywalking across the carriageways of Warrigal Road. Such a construction would force pedestrians to use the existing traffic light controlled pedestrian crossings and the pedestrian overpass looping around the railway bridge,	Department of Transport	<b>CLOSED</b>
2014-15	40km/h intersection investigation	4	For the other three fixed road safety camera sites, where the speed limit is permanently 40km/h, that VicRoads and the City of Melbourne (where relevant), implement engineering solutions to align the road environment with the posted speed limit of 40km/h	Department of Transport and City of Melbourne	<b>Closed</b>
2014-15	40km/h intersection investigation	5	Concerning the length of road along Fitzroy Street, on approach to the intersection with Lakeside Drive, VicRoads consider changing the signs reading "School Zone" near St Kilda Park Primary School to read "School Ahead", or some similar phrase, in order to avoid confusion, as many motorists have advised me they believed these signs alluded to a variation in speed limits due to an approaching school zone.	Department of Transport	<b>Closed</b>
2014-15	40km/h intersection investigation	6	Concerning the length of road along Flinders Street, on approach to the intersection with William Street, I recommend that the static speed limit sign immediately preceding the road safety camera, be replaced with a flashing, LED illuminated sign,	City of Melbourne	<b>Closed</b>
2014-15	40km/h intersection investigation	7	Concerning the length of road along Exhibition Street, on approach to the intersection with Victoria Street, I recommend the static speed limit signs immediately preceding the road safety camera be replaced with flashing, LED illuminated signs	City of Melbourne	<b>Closed</b>
2014-15	40km/h intersection investigation	8	All current speed limit signage leading into the City of Melbourne's 40km/h speed limit area should be replaced with flashing, LED illuminated versions of those signs for additional visibility. In short, it should not be possible to enter the CBD by motor vehicle without being confronted by at least one flashing, LED illuminated 40km/h speed limit sign. I believe these steps would make hollow any complaint by a motorist that they were unaware of the relevant speed limit.	City of Melbourne	<b>Closed</b>
2014-15	Annual report	1	A full evaluation be conducted of the Smart Enforcement Vehicle program in Manchester, United Kingdom with the view to these enforcement vehicles being introduced into Victoria. The vehicles are used for the mobile detection of a range of offences and target driver inattention (such as texting and using mobile phones), driver and passenger safety, and associated road safety issues.	Department of Justice and Community Safety	<b>OPEN</b>
2014-15	Annual report	2	I recommend that current fixed analogue road safety camera systems, where a new road safety camera system can be shown to enhance road safety at that location, should be replaced with modern fixed road safety cameras as soon as practicable.	Department of Justice and Community Safety	<b>OPEN</b>
2014-15	Annual report	3	The redesign of the form of infringement notices by Victoria Police, in conjunction with the Department of Justice & Regulation, with a view to streamlining the manner in which information relating to the alleged offence can be obtained.	Department of Justice and Community Safety	<b>Closed</b>
2014-15	Annual report	4	Legislation be enacted to amend <i>Road Safety (Vehicles) Regulations 2009</i> , Regulation No 48(1)(g) to require frontal identification of some kind on motorcycles and motor scooters, together with any consequential amendments.	Department of Transport	<b>CLOSED</b>
2014-15	Annual report	5	The electronic speed advisory signs should be well maintained and calibrated to the same level of accuracy and reliability as Victoria's fixed road safety camera systems. These systems are clearly of assistance to motorists in driving within the relevant speed limit and assessing the accuracy of their speedometers.	Department of Transport	<b>CLOSED</b>
2014-15	Annual report	6	Speed on all major Victorian highways should be measured by point-to-point road safety camera systems, similar to those currently installed on the Hume Highway and Peninsula Link. I am satisfied that camera surfing is prevalent on our roads and that point-to-point road safety camera systems are the only practical method of ensuring compliance with the speed limit over a considerable stretch of road, and the fairest method of speed measurement for motorists.	Department of Justice and Community Safety	<b>OPEN</b>

2015-16	Annual report	1	I am pleasantly surprised by the number of people who contact this office to find out how to request a new road safety camera installation. I see this as confirmation that the majority of the public have high regard for the way road safety cameras can reduce red light running, and calm the speed, and consequent danger, of traffic. I recommend that consideration be given in Victoria to provide an online facility for members of the public to easily nominate for consideration a location for a new road safety camera similar to the New South Wales model. The New South Wales model can be found at <a href="http://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx">www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx</a>	Department of Justice and Community Safety	CLOSED
2015-16	Annual report	2	Traffic infringement fines attributable to the road safety cameras have resulted in some members of the public being cynical about the way the technology is used in Victoria. Road safety cameras are installed based on many considerations which include road crash history, road type, and site suitability. Everyone involved in a collision that causes injury or death had thought "This happens to other people. This is not going to happen to me." It does happen, and the risk factors need to be understood. The disconnection between some public cynicism and actual road trauma needs to be addressed. I recommend that there be <b>increased public engagement</b> in road safety discussions.	General	CLOSED
2015-16	Annual report	3	Further to recommendation 2, early results of investigations suggest that motorists who have received one or more speeding infringements are much more likely to be involved in collisions. I intend to conduct further research to <b>analyse</b> the recognition by infringing drivers of the <b>consequences of speeding</b> . Such research could explore the balance between monetary penalty and incurring of demerit points.	Internal	CLOSED
2015-16	Annual report	4	Our investigations and day-to-day work, consistent with recommendations of the <i>Parliamentary Road Safety Committee Inquiry into Serious Injury</i> (May 2014), demonstrate a discrepancy in the use of terminology and definitions used by Victorian agencies and bodies involved in road safety in relation to road trauma. This includes injury definitions and data linkage and exchange. I recommend that all parties involved in road safety to agree to <b>uniform terminology and definitions</b> in relation to injury severity, for data collection and integrity. This ideally should be agreed nationally. The inquiry's report can be found at <a href="http://www.parliament.vic.gov.au/57th-parliament/rsc/inquiries/article/2018">www.parliament.vic.gov.au/57th-parliament/rsc/inquiries/article/2018</a>	General	CLOSED
2015-16	Annual report	5	The data of road trauma is one of the statistics for measuring the need for, and success of, the road safety camera system. We need to cease calling the number of lives lost on the road the 'road toll' (which assumes a 'toll' to be an anticipated cost, and also ignores the financial, social and psychological consequences of injuries and death). It is more accurate to describe them as <b>road tragedies</b> , also to keep in mind the people whose lives are permanently affected by death and injury. I recommend that we cease using the terminology road toll and road accident, and in their place use <b>lives lost</b> and <b>road tragedies</b> , and <b>road traffic crashes</b> .	General	CLOSED
2016-17	Annual report	1	There be efforts, including a public campaign, to stamp out <b>poor driver attitude</b> , exemplified by the investigations into Peninsula Link, and also Western Ring Road. Speeding between point-to-point camera sites, driving in closed lanes, administering their own idea of appropriate speed limit, all need to be addressed. Drivers need to more readily recognise the situation as "dangerous" rather than "inconvenient".	General	CLOSED
2016-17	Annual report	2	Given the importance of providing a safe place of work for road workers and emergency workers, and the importance of safety for motorists involved in an incident, the 40 km/h speed limit is sensible and appropriate. However, there have been examples on Western Ring Road where people with hitherto good driving records are travelling at speeds that result in immediate licence suspension. This seems to be beyond public expectation.  I recommend that there be review of the impact of traffic infringements where spikes in numbers occur.  This could commence by Victoria Police and/or the Department of Justice and Regulation, providing my office with a notice of any such event. There be a mandatory reporting by Victoria Police to the Road Safety Camera Commissioner of any occasion where disproportionate numbers of drivers are considered to have infringed. The circumstances of the two large investigations this year shared a public disquiet of too many infringements being issued. These circumstances potentially give rise to popular media complaining about the integrity of the road safety camera systems. The integrity requires that there be prompt attention drawn to this office to determine whether the fault lies solely with the infringing drivers. One caution is that any predetermined percentage figure could potentially lead to adverse behaviour.	Victoria Police, Department of Justice and Community Safety	CLOSED
2016-17	Annual report	3	Further to (2), I note that the current scenario of people with good driving record being treated as hoons because of a single mistake of judgment in a variable speed zone may be beyond the community's expectation. I recommend that the reduced speed limits continue to be enforced but that there be consideration given to amending legislation to provide Victoria Police or the courts with an opportunity for some <b>discretion</b> to be available for some limited circumstances to refrain from suspending licences when imposing the law.	Department of Transport, Victoria Police	CLOSED
2016-17	Annual report	4	There be education of the way in which point-to-point road safety camera systems accurately assess the average speed between two points. The public have shown they do not adequately understand that the one inevitable outcome of speeding between point-to-point cameras is a traffic infringement notice.	Department of Justice and Community Safety	OPEN
2016-17	Annual report	5	There be prompt consideration to locating new point to point road safety camera systems on Victorian regional and country roads, and in particular those with a history of road trauma. There have been repeated calls for more country roads to have road safety cameras to augment the existing road safety message.	Department of Justice and Community Safety	OPEN
2016-17	Annual report	6	There be greater transparency in the reasons for setting particular road speed limits, including in the role for variable signs on highways with hazards, collisions, breakdowns or roadworks.	Department of Transport, Transurban, ConnectEast	CLOSED
2016-17	Annual report	7	The road safety camera systems on Peninsula Link northbound at Loaders Road bridge be monitored, and if appropriate investigated, if there are found to be repetitions of the curious infringement numbers which were observed in 2016, prior to the vandalism at that site.	Internal and Department of Justice and Community Safety	CLOSED

2016-17	Annual report	8	VicRoads review its traffic management plan guidelines and approval process for roadworks located at or near road safety camera installations to ensure that motorists are provided with conspicuous speed limit signage before, within, and at the end of the roadworks site reduced speed limit zone. This has previously been recommended, by my predecessor, Hon Gordon Lewis AM, in the investigation into Western Ring Road dated 8 August 2013, and the annual report of this office 2013-14. In addition, there be consideration of installing signage at roadworks with the purpose of advising drivers of the anticipated distance of the reduced speed limit (especially including drivers unfamiliar with the road); and clearly stating what speed limit applies at the end of the reduced speed limit zone.	Department of Transport	CLOSED
2016-17	Annual report	9	There be efforts towards greater public understanding of the role road safety cameras play in revenue <b>saving</b> through enforcing safer driving behaviour.	DJCS	OPEN
2016-17	Annual report	10	In light of the findings of the survey of the public which suggest that there is a public appetite for rewarding good drivers through reduced registration or licence fees, I recommend that this be investigated.	Department of Transport	CLOSED
2016-17	Annual report	11	There be ongoing <b>public engagement</b> in road safety discussions. There should be increased discussion of the fact that everyone involved in a collision that causes injury or death had thought "This happens to other people. This is not going to happen to me." It does happen, and the risk factors need to be understood.	General	CLOSED
2016-17	Annual report	12	There is a need for <b>uniform terminology</b> , for data collection and integrity. This ideally should be agreed nationally.	General	CLOSED
2017-18	Annual report	1	There be prompt changes to ensure that contractors to the system have a clear process to contribute their ideas for the continuous improvement of the road safety camera system.	Department of Justice and Community Safety	CLOSED
2017-18	Annual report	2	That, further to Recommendation 1, an avenue should also be found for members of the public also to have an opportunity to contribute their road safety experiences and to contribute ideas.	Department of Justice and Community Safety	CLOSED
2017-18	Annual report	3	There be recognition of the efforts towards cultural change, including but not limited to the Department of Justice and Regulation, but also to Telstra and VicRoads, with a view to improving the transparency and integrity of the system.	Department of Justice and Community Safety, VicRoads, Telstra	CLOSED
2017-18	Annual report	4	There be renewed efforts to make collaboration a cornerstone of driving and roadcraft values, to improve courtesy on the roads and help all road users to have better awareness of all other road users.	General public	CLOSED
2017-18	Annual report	5	That VicRoads consider requiring contractors to drive through a roadworks site, and video record the experience in order to confirm the adherence to the Traffic Management Plan and to show the view that a driver would have, from before entering a roadworks zone until after leaving.	Department of Transport	OPEN
2017-18	Annual report	6	That there be clear scrutiny of the repeated issue of people who knowingly make baseless allegations that impugn the integrity of the road safety camera systems and the people who work in those systems to achieve improved safety on our roads. This has ongoing consequences for the Towards Zero imperative. I recommend that there be definition and assessment of the extent of the problem and of what options government has to manage this behaviour.	General	CLOSED
2017-18	Annual report	7	That there be road safety education focussing on speeding in 40km/h zones.  Inevitably this speed limit applies in places where the risk for vulnerable road-users is accentuated, such as school zones, shopping and high-pedestrian districts, construction zones, at the scene of hazards including collisions, or when passing a stationary or slow-moving police, emergency, enforcement or escort vehicle with flashing blue, red or magenta lights and/or sounding an alarm in Victoria. There remains an attitude of drivers self-assessing an appropriate speed limit. Many drivers need to understand that their driving is dangerous, and the speed limit is not inconvenient.	Department of Transport and local councils	CLOSED
2017-18	Annual report	8	There be efforts, including a public campaign, to stamp out poor driver attitude, exemplified in 2016/17 by the investigations into Peninsula Link and Western Ring Road, and in 2017/18 by Hume Freeway. Speeding between point-to-point camera sites, driving in closed lanes, administering their own idea of appropriate speed limit, all need to be addressed. Drivers need to more readily recognise the situation as "dangerous" rather than "inconvenient".	General	CLOSED
2017-18	Annual report	9	There be prompt consideration to locating new point to point road safety camera systems on Victorian regional and country roads, and in particular those with a history of road trauma. There have been repeated calls for more country roads to have road safety cameras to <b>augment the existing road safety message</b> .	Department of Justice and Community Safety	OPEN
2017-18	Annual report	10	I repeat my recommendation from 2016/17 that there be education of the way in which point-to-point road safety camera systems accurately assess the average speed between two points. The public have shown they do not adequately understand that the one inevitable outcome of speeding between point-to-point cameras is a traffic infringement notice.	General	OPEN
2017-18	Annual report	11	The current scenario of people with good driving record being treated as hoons because of a single mistake of judgment in a variable speed zone may be beyond the community's expectation.  I recommend that the reduced speed limits continue to be enforced but that there be consideration given to amending legislation to provide Victoria Police or the courts with an opportunity for some discretion to be available for some limited circumstances to refrain from suspending licences when imposing the law.	Victoria Police, Department of Transport	CLOSED
2018-19	Annual report	1	Improvements in data collection and integrity are urgently required for evidence based decision-making. A better, centralised data management system will assist efforts to enhance road safety. Any changes to the system should be agreed nationally and as per the recommendations of the Parliamentary Road Safety Committee report on Motorcycle Safety, Dec 2012.	Department of Justice and Community Safety	OPEN
2018-19	Annual report	2	Consider the introduction of Mobile Point-to-point cameras. Benefits would include: i. Can be deployed through GPS sited locations across the State to areas identified as high risk, and re-deployed based on Intelligence, Tasking and Coordination ii. Can be deployed as un-staffed units iii. Can be deployed 24/7, which would significantly enhance capacity of this program	Department of Justice and Community Safety	OPEN

2018-19	Annual report	3	Most red light Road Safety Cameras (excluding wet-film) have, in addition to the familiar still photographic images, video recording during the period of around 12 seconds associated with the period the light turns red or the infringement is detected. Benefits of disclosure would include: i. Drivers alleged to have committed red light offences able to be provided with accurate real time evidence of the alleged offence ii. Reduced contested hearings for red light offences iii. Transparency, enhances the integrity of the road safety camera system iv. <del>Speedier payment of appropriate fines</del>	Department of Justice and Community Safety	OPEN
2018-19	Annual report	4	Steps should immediately be taken to ensure the immunity and indemnity of the ORSCC. Further, to show independence and integrity, steps should be taken so that the administration of the Office is moved out of DJCS. Currently the people whose work is overseen by the ORSCC are also the people who administer the ORSCC, which is contrary to an independent office.	Department of Justice and Community Safety	CLOSED
2018-19	Annual report	5	There be renewed efforts to adopt a range of measures to improve driver behaviour and to reduce the road toll. This includes making collaboration second nature for all drivers.	General	CLOSED
2018-19	Annual report	6	Victoria needs a campaign to improve poor driver behaviour and attitudes focussing on: i. The dangers of driving while fatigued ii. The dangers of driving while using mobile phones and other technology iii. The impact of speeding including speeding between point-to-point camera sites iv. Improving understanding of road rules including driving in closed lanes v. Education about why speed limits matter and how they save lives.	TAC (?)	CLOSED
2018-19	Annual report	7	That there be road safety education focussing on speeding in 40km/h zones: i. Inevitably this speed limit applies in places where the risk for vulnerable road-users is accentuated, such as school zones, shopping and high-pedestrian districts, construction zones, and at the scene of hazards including collisions. ii. There remains an attitude of drivers self-assessing an appropriate speed limit. Many drivers need to understand that their driving is dangerous, and the speed limit is not inconvenient.	General	CLOSED
2018-19	Annual report	8	VicRoads should consider requiring contractors to drive through a roadworks site, with a dash-cam to record the experience in order to confirm the adherence to the Traffic Management Plan and to show the view that a driver would have, from before entering a roadworks zone until after leaving for the purposes of ensuring high standards are maintained.	Department of Transport	OPEN
2018-19	Annual report	9	Increase awareness including a public campaign, to educate drivers about the role road safety cameras play in <b>revenue saving</b> through enforcing safer driving behaviour, compared with the high financial cost, and physical emotional and community costs, of road trauma. This should include awareness and education about how point-to-point road safety camera systems work. Drivers do not adequately understand that speeding between point-to-point cameras will lead to a traffic infringement.	Department of Justice and Community Safety	OPEN
2018-19	Annual report	10	As part of the work to educate the public about the role of cameras and road rules, the website Cameras Save Lives should be renamed to <b>Road Rules Save Lives</b> .	Department of Justice and Community Safety	CLOSED
2018-19	Annual report	11	There be prompt consideration to locating new point-to-point road safety camera systems on Victorian regional and country roads, and particularly in areas where there is a history of road trauma. There have been repeated calls for more country roads to have road safety cameras to augment existing road safety messages.	Department of Justice and Community Safety	OPEN
2018-19	Annual report	12	Victoria Police and the courts should be given the discretion to refrain from suspending licences of people with an otherwise good driving record, when they have been speeding in a variable speed zone. The current scenario of people with good driving record being treated as hoons because of a single error of judgment in a variable speed zone may be beyond the community's expectation.	DOT	CLOSED
2018-19	Annual report	13	Anyone driving a corporate vehicle should be nominated where a speeding infringement is issued. If no driver is nominated for a loss of licence event then fairness and road safety both require that the corporate vehicle should be impounded.	Department of Transport/DJCS	OPEN
2018-19	Annual report	14	Reappointments of the Road Safety Camera Commissioner Reference Group members should be executed by DJCS with expediency and efficiency.	Department of Justice and Community Safety	CLOSED
2018-19	Uninhibited drivers	1	I recommend that the existing provisions for prosecuting offenders with multiple corporate infringements be strengthened. I recommend that section 84BEA of the Road Safety Act 1986 and all like provisions be reviewed and strengthened to achieve their intended purpose.	Department of Transport	OPEN
2018-19	Uninhibited drivers	2	I recommend that in Loss of Licence Event circumstances where driving infringement is paid by a corporation without nominating the driver, there also be a new penalty attached to corporate vehicle, suspending registration for at least the period commensurate with the LoLE event. I also recommend that demerit point be attributed to the corporation forbidding them from owning any registered vehicle where demerit points have accrued.	Department of Transport	OPEN
2018-19	Uninhibited drivers	3	I recommend that DJCS improve its data retention and design to enable more ready handling and accessibility and to enable prompt analysis. In particular I recommend that DJCS ought to put into place systems to more efficiently signal when a particular number plate comes up repeatedly and especially when paid as corporate. The top 50 corporate infringing vehicles merit immediate analysis.	Department of Justice and Community Safety	OPEN
2018-19	Uninhibited drivers	4	I recommend that DJCS bring its CSL website data more up to date rather than posting the results from 8 months previous. I recommend that DJCS explain to the public with some clarification of what the posted data depicts.	Department of Justice and Community Safety	OPEN
2018-19	Uninhibited drivers	5	I recommend that the availability of the corporate infringement veil should be recognised a consequence of automation of road safety policing.	Department of Justice and Community Safety	OPEN

*\*Some repeated recommendations have been removed from this data for clarity*