



LOCAL GOVERNMENT SPEED ENFORCEMENT PROGRAM

GUIDELINES FOR LOCAL GOVERNMENTS



**A PARTNERSHIP BETWEEN
WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION
AND
WA POLICE FORCE**

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1.2	Feb 2019	WALGA and WA Police	Amendment record table included. Introduction updated. Alternative email address for State Traffic Intelligence Planning Co-ordination Unit included in Part 9; and email requirements amended in Part 9. Amendment of WA Police Force nomenclature.
1.3	July 2021	WALGA	Update references: Report on Local Government Road Assets & Expenditure in Part 1; and <i>Driving Change</i> Road Safety Strategy for Western Australia 2020-2030 in Part 4.

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1. INTRODUCTION

Local Governments own and manage 87.2%¹ of the road network in Western Australia. The local road network accounts for a significant proportion of fatal and serious injury crashes in Western Australia. Fatal and serious injury crashes, contributed to by speeding, continues to be a problem on local roads.

In 2010 the Western Australian Local Government Association contracted the Curtin-Monash Accident Research Centre (C-MARC) to undertake a feasibility study to determine the future role of the Local Government sector in speed enforcement on local roads. After extensive consultation with the Local Government sector and road safety stakeholders, C-MARC proposed a voluntary partnership program whereby Local Governments formally provide vehicle travel speed data to the WA Police Force to inform road policing strategies.

The model is known as the Local Government Speed Enforcement Program (the Program).

Local Governments regularly undertake vehicle traffic counts on local roads to obtain a variety of traffic related information. Included in this information is vehicle travel speed, which can be used to identify roads where speeding is a problem. The Program enables this information to be provided to the WA Police Force so as to contribute to the wider enforcement of speed limits.

2. PURPOSE

These guidelines are to inform the Local Government sector of Program protocols to present vehicle travel speed data to the State Traffic Intelligence Planning Co-ordination Unit of the WA Police Force.

The State Traffic Intelligence Planning Co-ordination Unit is part of State Traffic Operations and is responsible for gathering, processing and providing information and intelligence packages to traffic police to assist in targeting recidivist traffic offenders, anti-social motorists and problem locations.

3. PROGRAM AIM AND OBJECTIVES

The aim of the Program is to provide Local Governments with a meaningful option to combat speeding and make local roads safer. Local Governments that identify local roads where speeding is a significant problem through vehicle travel speed data can pass this intelligence to the WA Police Force to inform their road policing strategies.

The Program objectives are to:

- Provide a partnership between the Local Government sector and the WA Police Force to enforce speed limits on local roads.
- Provide a formal process for Local Governments to combat speeding on local roads.
- Provide a consistent and timely model of providing vehicle travel speed data to the WA Police Force.
- Enhance the value of vehicle traffic speed data collected by Local Governments.

¹ Report on Local Government Road Assets & Expenditure 2019/2020, p. 10

4. LINKS TO OTHER STRATEGIES

Driving Change Road Safety Strategy for Western Australia 2020-2030

The *Driving Change* Road Safety Strategy for Western Australia 2020-2030 aims to reduce the numbers of people killed, severely or seriously injured by 50-70% by 2030. This Program aligns with the strategy's priority area of Safe Speeds, in that, achievement of the target reduction in death and serious injury on our roads requires universal compliance with speed limits².

5. PROGRAM PARTICIPATION

Participation in this Program by Local Governments is voluntary.

6. FREQUENCY OF GATHERING VEHICLE TRAVEL SPEED DATA

A Local Government will determine the frequency it gathers vehicle travel speed data in accordance with traffic management plans or other relevant plans or policies.

A Local Government may also gather vehicle travel speed data immediately in response to resident complaints or other information.

7. REFERRAL BENCHMARK OF VEHICLES EXCEEDING SPEED LIMIT

Unless special circumstances exist, and based on the 85th percentile speed, a minimum of 15% of recorded vehicles are required to exceed the posted speed limit by at least 10 kilometres per hour as an initial referral benchmark.

This referral benchmark will be reviewed quarterly by the WALGA and State Traffic Intelligence Planning Co-ordination Unit to determine if it meets the Program aim.

Local Governments are expected to prioritize and send only those roads with the most significant speeding problem to State Traffic Intelligence Planning Co-ordination Unit. Roads can be prioritized based on relevant data and knowledge e.g. vehicle volumes, 85th percentile travel speed, road environment, complaint history, etc.

8. FREQUENCY OF PROVIDING DATA TO STATE TRAFFIC INTELLIGENCE PLANNING CO-ORDINATION UNIT (WA POLICE)

Local Governments can provide vehicle travel speed data to State Traffic Intelligence Planning Co-ordination Unit at the time a road is identified with a speeding problem.

² *Driving Change* Road Safety Strategy for Western Australia 2020-2030, p. 32.

9. DATA PRESENTATION TO STATE TRAFFIC INTELLIGENCE PLANNING CO-ORDINATION UNIT

Local Governments can provide the vehicle travel speed data to State Traffic Intelligence Planning Co-ordination Unit using a MetroCount output file (.ECO).

The MetroCount output file (.ECO) can be emailed to State Traffic Intelligence Planning Co-ordination Unit at: state.traffic.intel.planning.co-ord.unit@police.wa.gov.au or stipcu@police.wa.gov.au

To assist in the allocation and distribution of the vehicle travel speed data, Local Governments are requested to send one road location per email. The email should include:

- Details of the location(s) where the vehicle travel speed data was obtained;
- Posted speed limits for the location(s) where the vehicle travel speed data was obtained; and
- Direction of travel if both directions of travel were not monitored.

This information can be included in the text of the email with the output file attached.

10. LOCAL GOVERNMENT CONTACT DETAILS

It is important the email to State Traffic Intelligence Planning Co-ordination Unit contains the relevant contact details of the Local Government officer or position so feedback can be provided.

11. RESPONSE BY THE STATE TRAFFIC INTELLIGENCE PLANNING CO-ORDINATION UNIT

On receipt of vehicle travel speed data from Local Governments, the State Traffic Intelligence Planning Co-ordination Unit will analyse the data to determine if police action is required. If so, State Traffic Intelligence Planning Co-ordination Unit will present the data in a report format and direct it to one or more of the following areas:

- Traffic Enforcement Group;
- Relevant District Traffic Office (in the metropolitan or regional areas); or
- Infringement Management Operations

12. FEEDBACK FROM WA POLICE FORCE

The WA Police Force will endeavour in all circumstances to provide feedback to Local Governments.

13. HOON DRIVING BEHAVIOUR

The Local Government Speed Enforcement Program is not to be used to report hoon driving behaviour. Hoon driving behaviour can be reported at the dedicated WA Police Force website at:

<https://www.police.wa.gov.au/Your-Safety/Antisocial-behaviour/Reporting-hoon-behaviour>

The WA Police Force has provided approval to WALGA for Local Governments to include this web-link on their websites.
