

Greenland, Karen

From: Greenland, Karen
Sent: Sunday, 17 November 2013 9:28 AM
To: Crowhurst, Moira; Alderson, Karl; Wijemanne, Naveen; McIntosh, Andrew; Gill, Tony; Snowden, David
Cc: Peters, Paul; Leigh, Kathy
Subject: Camera Evaluation - scope
Attachments: Scope of Evaluation - ACT Road Safety Camera Program.doc

All – as you know the draft RS Camera Strategy includes an action to evaluate the RS Camera Program. A couple of weeks ago the Minister requested that JACS get the evaluation underway. Attached is an overview of the proposed scope for your information and any comment.

Tony/Paul – as noted in the document quite a bit of the data and information that will be required will be needed from TAMS. We will need to ascertain as early as possible what data you have that will be of assistance.

We are also likely to need assistance in extracting the crash data, including understanding any changes to the profile what has been collected and whether that has changed over time.

If you have any concerns can you let me know ASAP but by noon on Monday, as we'll be finalising a MR related to this on Monday.

Thanks

Karen

Karen Greenland
Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

ACT Road Safety Camera Program

Statement of Requirements for Evaluation

Scope of evaluation

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (a) reducing crashes;
- (b) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras; and
- (c) any other relevant data, studies, evaluations or information,

to assess the impact of the ACT's Road Safety Camera Program.

The evaluation is to, as far as possible, having regard to the available data and information:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program;
- (c) assess the impact of individual cameras used in the ACT Road Safety Camera Program.

The evaluation is to identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

JACS will seek proposals from a number (at least three) organisations or individuals to undertake the evaluation in accordance with the scope. These proposals will be sought before the end of 2013.

The evaluation report will be required to be provided no later than the end of June 2014.

Expertise required

Organisations and individuals with expertise in road safety, including the evaluation of road safety camera systems, will be requested to submit proposals to undertake this evaluation.

ACT data

To support the evaluation data will be required from JACS and TAMS, including:

JACS – camera infringement data; crash data (from the database which has been developed and is managed by TAMS); data from road safety surveys relating to self-reported levels of speeding and attitudes to speed and cameras;

TAMS – speed survey data (including before and after data for specific camera sites); traffic volume data; information about changes to road environment that may be relevant to camera performance

It may also be useful to obtain data and other information from ACT Policing on speeding trends.

Greenland, Karen

From: Greenland, Karen
Sent: Sunday, 17 November 2013 11:02 AM
To: Wijemanne, Naveen
Cc: McIntosh, Andrew; Crowhurst, Moira
Subject: Evaluation

Naveen – can you confirm who we are proposing to approach – I am assuming MUARC, CARRSQ, ARRB(?) – anyone else?

Also – we need to identify all the data (including that held by TAMS) that we would want to be available for the evaluation and go out to those who should/may have it to confirm what they have or can get, as soon as possible. We need to know what we have/don't have before we finalise the RFQ.

Can you put together a table of what we need for me to clear and then we can start getting people to pull the data together. Happy to discuss further.

Thanks

Karen

Karen Greenland
Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Greenland, Karen

From: Greenland, Karen
Sent: Monday, 18 November 2013 9:37 AM
To: Peters, Paul; Crowhurst, Moira; Alderson, Karl; Wijemanne, Naveen; McIntosh, Andrew; Gill, Tony; Snowden, David
Cc: Leigh, Kathy
Subject: RE: Camera Evaluation - scope

Thanks Paul – we'll need to get an idea of the data available before we engage the consultant because what's available will influence the nature of the evaluation the consultant can undertake. We're putting together an overview of the data we think would be necessary/helpful and will come back to you ASAP to get TAMS advice about its availability.

Karen

Karen Greenland

Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

From: Peters, Paul
Sent: Monday, 18 November 2013 9:33 AM
To: Greenland, Karen; Crowhurst, Moira; Alderson, Karl; Wijemanne, Naveen; McIntosh, Andrew; Gill, Tony; Snowden, David
Cc: Leigh, Kathy
Subject: RE: Camera Evaluation - scope


Thanks Karen

Once you have a consultant on board suggest we sit down and work through timeframes and process.

Otherwise looks ok to me.

Regards

Paul Peters
 Executive Director
 Roads and Public Transport Division
 Territory and Municipal Services
 ACT Government

(02) 6207 0738


From: Greenland, Karen
Sent: Sunday, 17 November 2013 9:28 AM
To: Crowhurst, Moira; Alderson, Karl; Wijemanne, Naveen; McIntosh, Andrew; Gill, Tony; Snowden, David
Cc: Peters, Paul; Leigh, Kathy
Subject: Camera Evaluation - scope

All – as you know the draft RS Camera Strategy includes an action to evaluate the RS Camera Program. A couple of weeks ago the Minister requested that JACS get the evaluation underway. Attached is an overview of the proposed scope for your information and any comment.

Tony/Paul – as noted in the document quite a bit of the data and information that will be required will be needed from TAMS. We will need to ascertain as early as possible what data you have that will be of assistance.

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ACT Justice and Community Safety Directorate

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Greenland, Karen

From: Greenland, Karen
Sent: Monday, 18 November 2013 5:52 PM
To: Wijemanne, Naveen
Cc: McIntosh, Andrew; Crowhurst, Moira
Subject: RE: Evaluation

Thanks – they look like they'd be worth approaching.

Karen

Karen Greenland
 Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

From: Wijemanne, Naveen
Sent: Monday, 18 November 2013 8:26 AM
To: Greenland, Karen
Cc: McIntosh, Andrew; Crowhurst, Moira
Subject: RE: Evaluation

Hi Karen,


I also had the Transport and Road Safety in UNSW (<http://www.tars.unsw.edu.au/>) as a possible agency to approach for the evaluation.

I will put together a list of anticipated data requirements for the evaluation and the availability of that data.

Many thanks
 Naveen

Naveen Wijemanne | A/g Manager, Road Safety

Legislation, Policy and Programs | Justice and Community Safety Directorate | ACT Government
 P: (02) 6207 7195 | F: (02) 6205 0937 | E: naveen.wijemanne@act.gov.au

 JACS acknowledges the traditional custodians of the ACT, the Ngunnawal people. JACS acknowledges and respects their continuing culture, and the contribution they make to the life of this city and this region

From: Greenland, Karen
Sent: Sunday, 17 November 2013 11:02 AM
To: Wijemanne, Naveen
Cc: McIntosh, Andrew; Crowhurst, Moira
Subject: Evaluation

Naveen – can you confirm who we are proposing to approach – I am assuming MUARC, CARRSQ, ARRB(?) – anyone else?

Also – we need to identify all the data (including that held by TAMS) that we would want to be available for the evaluation and go out to those who should/may have it to confirm what they have or can get, as soon as possible. We need to know what we have/don't have before we finalise the RFQ.

Can you put together a table of what we need for me to clear and then we can start getting people to pull the data together. Happy to discuss further.

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Karen

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ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Greenland, Karen

From: Greenland, Karen
Sent: Monday, 18 November 2013 3:02 PM
To: Gill, Tony
Cc: Peters, Paul; Shoukrallah, Rifaat; Quinlan, David; Wijemanne, Naveen; Crowhurst, Moira
Subject: FW: Camera Review
Attachments: FW: Camera Evaluation - scope; FW: Camera Evaluation - scope

Thanks Tony – we would certainly intend to have the proposals suggest an appropriate methodology, but as you say there is a chicken and egg element, in that if proposals assume the availability of data that doesn't exist or can't be obtained, they would have to be modified to reflect what is available.

We'd prefer to get an understanding of what exists or could be supplemented so that the proposals can factor that into their methodology. The list in the email from David is a start in relation to that. We'll get back to you to clarify/firm up this information further.

When if, in the past when various cameras were introduced, there was no specific target identified as the contribution expected to be made by particular treatments, the road safety objective of reducing crashes and improving compliance with speed limits/reducing the extent of speeding (and associated crash risk) is understood and is potentially measurable subject to the available baseline and subsequent data collection.

Thanks

Karen

Karen Greenland
 Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

From: Gill, Tony
Sent: Monday, 18 November 2013 1:13 PM
To: Greenland, Karen
Cc: Peters, Paul; Shoukrallah, Rifaat; Quinlan, David
Subject: Camera Review

Karen

Some comments that have been provided which I generally agree with- however it is a bit chicken and egg – to scope the evaluation you really need to have some base line information or performance measures and or targets for comparison and other than the broader crash targets included in the road safety strategy these do not exist nor the expectation what contribution a particular treatment will make to the end game.

I suggest that the proposal includes the development of a methodology but that we also provide an outline of the type of information we have available – I do not see us having to collect or collate a lot of new information , if it is required then this needs to be picked up by the review project.

Regards

Tony Gill
 Roads ACT
 18/11/13

Greenland, Karen

From: Quinlan, David
Sent: Monday, 18 November 2013 9:49 AM
To: Shoukrallah, Rifaat; Gill, Tony
Cc: Day, Michael
Subject: FW: Camera Evaluation - scope
Attachments: Scope of Evaluation - ACT Road Safety Camera Program.doc

Rifaat and Tony

I agree with Rifaat's comments.

Some additional points would be:

- TMS has an existing speed survey program with a focus on suburban streets – but this will be of limited use to look at specific mobile sites.
- TMS can provide a broad indication of overall level of speed compliance across the network, based on aggregated results from all sites surveyed that year.
- To my knowledge, more detailed data on speed compliance on a network basis is not available.
- TMS has “before” data for the fixed speed (midblock) cameras. There is some “after” data for these cameras, but this is not complete.
- Presumably the red light/speed cameras will be evaluated on the basis of red light crashes, not speeding.
- To my knowledge, there is no “before” and “after” speed data available for the red light/speed cameras.
- JACS is aware of the “before” and “after” speed survey information for the point to point camera sites, including the “before” data used for the AECOM ranking reports.
- Bluetooth survey information is (will be) also available for the point to point sites.
- TMS could assist with volume data that is available (survey data and SCATS data), and the consultant may also wish to source information from Transport Planning in relation to their modelling work.
- Roads ACT would also be able to provide responses, on request, to any questions about changes to the road environment in the vicinity of camera sites.

There will be some comments about evaluation in the forthcoming audit report.

The evaluation report may also wish to make reference to the 3 ACT evaluation reports undertaken in the early 2000s.

David Q

From: Shoukrallah, Rifaat
Sent: Monday, 18 November 2013 9:01 AM
To: Gill, Tony
Cc: Quinlan, David
Subject: FW: Camera Evaluation - scope

Tony

My view is that the request for proposals should ask for a ‘methodology’ to undertake the evaluation.

As part of this methodology, the data needs should be clearly specified.

TAMS can then ascertain which data exists

The consultant should be expected to collect the rest

David may have additional comments

R

From: Gill, Tony
Sent: Monday, 18 November 2013 8:19 AM
To: Shoukrallah, Rifaat
Cc: Quinlan, David
Subject: FW: Camera Evaluation - scope

Fyi- any comments would be appreciated.

TG

From: Greenland, Karen
Sent: Sunday, 17 November 2013 9:28 AM
To: Crowhurst, Moira; Alderson, Karl; Wijemanne, Naveen; McIntosh, Andrew; Gill, Tony; Snowden, David
Cc: Peters, Paul; Leigh, Kathy
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All – as you know the draft RS Camera Strategy includes an action to evaluate the RS Camera Program. A couple of weeks ago the Minister requested that JACS get the evaluation underway. Attached is an overview of the proposed scope for your information and any comment.

Tony/Paul – as noted in the document quite a bit of the data and information that will be required will be needed from TAMS. We will need to ascertain as early as possible what data you have that will be of assistance.

We are also likely to need assistance in extracting the crash data, including understanding any changes to the profile of what has been collected and whether that has changed over time.

If you have any concerns can you let me know ASAP but by noon on Monday, as we'll be finalising a MR related to this on Monday.

Thanks

Karen

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CT Justice and Community Safety Directorate

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ACT Road Safety Camera Program

Statement of Requirements for Evaluation

Scope of evaluation

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (a) reducing crashes;
- (b) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program;
- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

JACS will seek proposals from a number (at least three) organisations or individuals to undertake the evaluation in accordance with the scope. These proposals will be sought before the end of 2013.

The evaluation report will be required to be provided no later than the end of June 2014.

Expertise required

Organisations and individuals with expertise in road safety, including the evaluation of road safety camera systems or programs, will be requested to submit proposals to undertake this evaluation. In

addition, organisations and individual will need to demonstrate their expertise, or how they will obtain the expertise, to undertake the review of governance arrangements.

ACT data

To support the evaluation data will be required from JACS and TAMS, including:

JACS – camera infringement data; crash data (from the database which has been developed and is managed by TAMS); data from road safety surveys relating to self-reported levels of speeding and attitudes to speed and cameras;

TAMS – speed survey data (including before and after data for specific camera sites); traffic volume data; information about changes to road environment that may be relevant to camera performance

It may also be useful to obtain data and other information from ACT Policing on speeding trends.

¹ Note – the impact of reporting rates from changes to crash reporting systems will need to be considered.



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EVALUATION OF THE ACT ROAD SAFETY CAMERA PROGRAM

Released 20/11/2013

The ACT Government's road safety camera program will be evaluated to assess its impact on crashes and speeding in the territory, Attorney-General, Simon Corbell, announced today.

"The ACT's Road Safety Camera Program is one component of managing speed crash risks on ACT roads, along with police enforcement and community education and awareness. It is important that we understand how effectively the cameras are contributing to road safety outcomes," said Mr Corbell.

"The camera program has evolved over more than a decade and now includes mobile, red light and speed, fixed speed only and point to point cameras. With a decade of operation now established, it is appropriate to evaluate the performance of the program as a whole

"An evaluation of the program will assist the Government to identify any opportunities to gain improved road safety effectiveness from the existing program and help ensure that any future changes are as well informed as possible.

"The evaluation will look at the impact of the road safety camera program as well as the governance of the program."

Mr Corbell said evaluation of the ACT's road safety camera program would be undertaken by an independent specialist in road safety programs, and that proposals would be sought by the end of 2013 for an evaluation to be undertaken in the first half of 2014.

Mr Corbell expected that the outcomes of the evaluation would complement the Auditor-General's current review of the ACT's camera program which was looking at the strategic and operational management of the program.

"Accident policing reports show that speeding was identified as a contributing factor in 16 of the 59 (27.1 per cent) fatal crashes which occurred between 2008 and 2012. This is similar to experience interstate, with national road crash data showing that speed is the main causal factor in around 30 per cent of fatal crashes," he said.

"A large body of Australian and international research has consistently shown that road safety cameras improve compliance with speed limits and reduce red light running. This review of ACT's camera program will contribute towards identifying the most effective use of these cameras in the future in the ACT."

- Statement ends -

Section: [Simon Corbell, MLA | Media Releases](#)

Media Contacts

Name	Phone	Mobile	Email
Carly Gange	(02) 6205 0434		carly.gange@act.gov.au

Greenland, Karen

From: Greenland, Karen
Sent: Friday, 22 November 2013 8:24 AM
To: Snowden, David; Anderson, Rod; Quinlan, David
Cc: Peters, Paul; Quiggin, Jon; Wijemanne, Naveen; McIntosh, Andrew; Crowhurst, Moira; Gill, Tony
Subject: FW: Camera Review
Attachments: Data for Camera Program Evaluation.xlsx

All- as discussed at yesterday's Road Safety Taskforce meeting, we need to get a sound understanding of what data is available or will be able to be obtained to assist in the evaluation of the camera program. The attached document sets out:

First tab – potential data that could inform evaluation

Second tab – asks for TaMS, ORS and ACTP advice about what data is available or could potentially be obtained

Third tab – details of fixed camera site locations and approved locations for mobile cameras

We will be asking the consultants requested to submit a proposal to indicate a proposed methodology for the evaluation. This will need to factor in the availability of, or capacity to generate, relevant data (including baseline data showing crash and speeding rates/levels prior to treatment of sites/network with cameras).

As we want to have the RFTs issued no later than mid-December, we need advice ASAP, but by the end of next week (ie COB 29 November) about the data available. We are not asking for the provision of the data by that time, but your confirmation as to its existence and accessibility or not.

If there is any data not listed in the attachment that you consider would be relevant please let us know.

Your assistance with this is appreciated. Please call Naveen or myself if you have any queries.

Karen

Karen Greenland

Deputy Executive Director, Legislation, Policy and Programs

ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Questions for TMS

1. For which sites are there "Before" and "After" speed survey data available?
2. Is there periodic speed survey data available for each of the sites since commencement? Please provide dates and locations for the surveys conducted.
3. What data can be provided from each survey? (i.e. total vehicles, over the speed limit, highest speed etc.)
4. Is there "Before" and "After" crash data available in the vicinity of the camera sites? (site locations are available under the "locations" tab)
5. What data can be provided about crashes? (i.e. total crashes, fatal ones, ones causing injury, cause of crash was speed related)
6. What data can be provided to understand the overall level of speed compliance across the network?
7. How far does this data go back?

Questions for ORS

1. What testing data is available for all fixed camera sites (P2P, Speed, Red-light/Speed)?
2. What testing data is available for mobile cameras?
3. What specific testing information is available for all cameras? (i.e. number of vehicles, vehicles travelling over the speed limit, vehicles travelling over the threshold)
4. What historical infringement counts are available for each of the sites, including mobile?
5. What vehicle count data is available for all fixed and mobile cameras?
6. Is there historic vehicle speed data available for all vehicles detected from a fixed and mobile cameras regardless of an infringement being issued?
7. If so, could this data be presented by speed category (i.e. 40-49Km/h, 50-59Km/h etc)?

Questions for ACTP

8. What historical data is available on police issued infringements/cautions for speeding and dangerous driving that could inform the evaluation?

ACT Road Safety Camera Program - Introduced in 1999 - 207 Camera Sites

Quantitative

Description	Period	Responsible Agency	Required Data
Speed survey data (including traffic volume data)	From 1996 onwards	TAMS	Total/average vehicles travelled Number travelling above speed limit Breakup of vehicle speeds (i.e. 40-49Km/h, 50-59Km/h etc) Average speed Highest speed Mean and 85th percentile speed
Crash data	From 1996 onwards	TAMS, ACT Policing	Number of crashes Number of fatal crashes Number of crashes causing injury Number of crashes where excessive speed is identified to be the cause
Camera/Infringement data	From 1996 onwards	JACS, ACT Policing	Number of vehicles checked Number travelling above speed limit Number of speeding infringements issued Number of red light/arrow running infringements issued Number speeding by speed category (i.e. 1-10km/h over the limit, 11-20km/h over the limit) Average speed Highest speed
Driver behaviour data	Pre operation Post operation	JACS, ACT Policing	Data on other infringements issued re driving behaviour/attitude (i.e. dangerous driving)
Qualitative			
Changes to road environment	Post operation	TAMS	Changes to infrastructure, speed limits etc that could impact driving behaviour
Driver behaviour	Pre operation Post operation	JACS, ACT Policing	Complaints recorded re driving behaviour Data from Annual ACT road safety survey Data from the National Survey of Community Satisfaction with Policing
Other resources			National and international evaluations Increases in penalty amounts and severity of penalty (demerit points, suspensions etc)

Point to Point - Introduced in 2012 - 4 Sites (2 locations)

Quantitative

Description	Period	Responsible Agency	Required Data
Speed survey data (including traffic volume data)	Pre operation Periodic survey's post operation (i.e. 3, 6, 12 monthly)	TAMS	Total/average vehicles travelled Number travelling above speed Limit Breakup of vehicle speeds (i.e. 40-49km/h, 50-59km/h etc). Average speed Highest speed Mean and 85th percentile speed
Crash data	Pre operation Post operation	TAMS, ACT Policing	Number of crashes Number of fatal crashes Number of crashes causing injury Number of crashes where excessive speed is identified to be the cause
Camera/infringement data	Pre operation Post operation	JACS, ACT Policing	Number of vehicles checked (testing, mobile and police data pre-op & camera data post-op) Number travelling above speed limit (testing, mobile and police data pre-op & camera data post-op) Number of speeding infringements issued Number speeding by speed category (i.e. 1-10km/h over the limit, 11-20km/h over the limit) Highest speed
Driver behaviour data	Pre operation Post operation	JACS, ACT Policing	Other infringements issued re driving behaviour/attitude in the vicinity (i.e. dangerous driving)
Qualitative			
Changes in camera vicinity	Post operation	TAMS	Changes to infrastructure, speed limits etc that could impact driving behaviour
Driver behaviour	Pre operation Post operation	JACS, ACT Policing	Complaints recorded

Fixed mid-block - Introduced in 2007 - 13 sites (9 locations)

Quantitative

Description	Period	Responsible Agency	Required Data
Speed survey data (including traffic volume data)	Pre operation Periodic survey's post operation (i.e. 3, 6, 12 monthly)	TAMS	Total/average vehicles travelled Number travelling above speed Limit Breakup of vehicle speeds (i.e. 40-49km/h, 50-59km/h etc) Average speed Highest speed Mean and 85th percentile speed
Crash data	Pre operation Post operation	TAMS, ACT Policing	Number of crashes Number of fatal crashes Number of crashes causing injury Number of crashes where excessive speed is identified to be the cause
Camera/Infringement data	Pre operation Post operation	JACS, ACT Policing	Number of vehicles checked (testing, mobile, police data pre-op & camera data post-op) Number travelling above speed limit (testing, mobile, police data pre-op & camera data post-op) Number of speeding infringements issued Number speeding by speed category (i.e. 1-10km/h over the limit, 11-20km/h over the limit) Highest speed
Driver behaviour data	Pre operation Post operation	JACS, ACT Policing	Other infringements issued re driving behaviour/attitude in the vicinity (i.e. dangerous driving)
Qualitative			
Changes in camera vicinity	Post operation	TAMS	Changes to infrastructure, speed limits etc that could impact driving behaviour in the vicinity
Driver behaviour	Pre operation Post operation	JACS, ACT Policing	Complaints recorded re driving behaviour/attitude in the vicinity

Red light/Speed - Introduced in 2000 - 13 sites (13 locations)

Quantitative

Description	Period	Responsible Agency	Required Data
Speed survey data (including traffic volume data)	Pre operation Periodic survey's post operation (i.e. 3, 6, 12 monthly)	TAMS	Total/average vehicles travelled Number travelling above speed Limit Breakup of vehicle speeds (i.e. 40-49Km/h, 50-59Km/h etc) Average speed Highest speed Mean and 85th percentile speed
Crash data	Pre operation. Post operation	TAMS, ACT Policing	Number of crashes Number of fatal crashes Number of crashes causing injury Number of crashes where excessive speed is identified to be the cause Number of right angle crashes (type 1 & 2)/ running red light/arrow identified to be the cause of crash
Camera/Infringement data	Pre operation Post operation	JACS, ACT Policing	Number of vehicles checked (testing, mobile, police data pre-op & camera data post-op) Number travelling above speed limit (testing, mobile, police data pre-op & camera data post-op) Number of speeding infringements issued Number speeding by speed category (i.e. 1-10Km/h over the limit, 11-20Km/h over the limit) Highest speed Number of red light/arrow running infringements issued
Driver behaviour data	Pre operation Post operation	JACS, ACT Policing	Other infringements issued re driving behaviour/attitude in the vicinity (i.e. dangerous driving)
Qualitative			
Changes in camera vicinity	Post operation	TAMS	Changes to infrastructure, speed limits etc that could impact driving behaviour in the vicinity
Driver behaviour	Pre operation Post operation	JACS, ACT Policing	Complaints recorded re driving behaviour/attitude in the vicinity

Mobile - Introduced in 1999 - 177 sites

Quantitative

Description	Period	Responsible Agency	Required Data
Speed survey data (including traffic volume data)	Pre operation Periodic survey's post operation (i.e. 3, 6, 12 monthly)	TAMS	Total/average vehicles travelled Number travelling above speed Limit Breakup of vehicle speeds (i.e. 40-49Km/h, 50-59Km/h etc) Average speed Highest speed Mean and 85th percentile speed
Crash data	Pre operation Post operation	TAMS, ACT Policing	Number of crashes Number of fatal crashes Number of crashes causing injury Number of crashes where excessive speed/dangerous driving is identified to be the cause
Camera/Infringement data	Pre operation Post operation	JACS, ACT Policing	Number of vehicles checked (testing, police data pre-op & mobile camera data post-op) Number travelling above speed limit (testing, police data pre-op & mobile camera data post-op) Number of speeding infringements issued Number speeding by speed category (i.e. 1-10Km/h over the limit, 11-20Km/h over the limit) Highest speed
Driver behaviour data	Pre operation Post operation	JACS, ACT Policing	Other infringements issued re driving behaviour/attitude in the vicinity (i.e. dangerous driving)
Qualitative			
Changes in camera vicinity	Post operation	TAMS	Changes to infrastructure, speed limits etc that could impact driving behaviour in the vicinity
Driver behaviour	Pre operation Post operation	JACS, ACT Policing	Complaints recorded re driving behaviour/attitude in the vicinity

Greenland, Karen

From: Quinlan, David
Sent: Monday, 2 December 2013 10:19 AM
To: Greenland, Karen
Cc: Shoukrallah, Rifaat; Gill, Tony; Davidson, Geoffrey
Subject: FW: Camera Review
Attachments: Data for Camera Program Evaluation.xlsx; Comments on data for camera evaluation (29.11.13) REV.doc

Karen

Please see attached for some Roads ACT comments.

Apologies for the delay in responding.

Regards

David Q

From: Greenland, Karen
Sent: Friday, 22 November 2013 8:24 AM
To: Snowden, David; Anderson, Rod; Quinlan, David
Cc: Peters, Paul; Quiggin, Jon; Wijemanne, Naveen; McIntosh, Andrew; Crowhurst, Moira; Gill, Tony
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Second tab – asks for TaMS, ORS and ACTP advice about what data is available or could potentially be obtained

Third tab – details of fixed camera site locations and approved locations for mobile cameras

will be asking the consultants requested to submit a proposal to indicate a proposed methodology for the evaluation. This will need to factor in the availability of, or capacity to generate, relevant data (including baseline data showing crash and speeding rates/levels prior to treatment of sites/network with cameras).

As we want to have the RFTs issued no later than mid-December, we need advice ASAP, but by the end of next week (ie COB 29 November) about the data available. We are not asking for the provision of the data by that time, but your confirmation as to its existence and accessibility or not.

If there is any data not listed in the attachment that you consider would be relevant please let us know.

Your assistance with this is appreciated. Please call Naveen or myself if you have any queries.

Karen

Karen Greenland
 Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Roads ACT comments on Data Request for Camera Evaluation

General comments

The consultant, in developing their proposals and methodologies, should make contact with relevant organisations to ascertain what data will be made available and what other data they will need to collect. This will also enable the consultant to estimate their fees.

Whatever data that may be available will be raw data. Any analysis should be expected to be part of the consultant's work.

Crash data

Standard site history reports can be generated for specific intersections, midblock sections or road sections. Using the IAMS system, these standard crash reports can be generated for any period or periods going back to about 1988. This facility is now available to JACS staff.

Please note that older data may have lower confidence factors than more recent information due to recent improvements in data collection, such as SmartForm.

The TAMS crash database does not include causality information, such as speed related crashes. This is a matter for ACT Policing.

Speed survey data

The Roads ACT speed survey program has a focus on suburban streets. While it may be of some use for certain camera sites, it is by no means a comprehensive coverage for the purposes of camera evaluation.

Roads ACT would be able to discuss further with the consultant on what specific data is available once they have established a methodology and framework. Access to specific data files, as available, would allow the consultant to analyse factors such as total vehicles, mean speeds, 85th percentile speeds, vehicles over the speed limit, highest speed etc.

Computer data files for specific locations are available dating back to around 2000. However, due to technical factors there are difficulties and limitations with accessing information for counts using older legacy devices and software. There are hard copy registers and summary reports available for locations surveyed dating back to the mid-1990s.

In relation to specific camera locations, Roads ACT did collect "before" data for the fixed speed (midblock) cameras. A spreadsheet of relevant "before" information was prepared by the Road Safety Unit at that time (copy can be provided on request). There is some "after" data for these cameras, but this is not complete

JACS would already be aware of the "before" and "after" speed survey (including Bluetooth survey) information for the P2P sites. JACS may wish to consider collecting additional "after" survey data in due course.

To our knowledge, there was no "before" and "after" speed survey data collected for the fixed red light/speed cameras. We have identified that some "before" speed survey data was collected for the original mobile camera van locations, dating back to 1999 and 2000.

The data held by Roads ACT can provide a broad indication of overall level of speed compliance across the network, based on aggregated results from all sites surveyed that year. This is reported on in annual speed survey reports. More detailed data on speed compliance on a network basis is not currently available from Roads ACT systems.

Traffic volume data

Roads ACT have an ongoing program of collecting traffic volume data from selected major roads. Again, this data can be viewed by, or provided to, the consultant on request. In addition, SCATS data from the traffic signals can be interrogated for historic and current traffic volume data. The consultant may also wish to source traffic volume data from Transport Planning in relation to their modelling work.

Other information

Roads ACT would be able to provide responses, on request, to any questions about changes to the road environment in the vicinity of specific camera sites. It may not be easy to provide accurate information for all historical works undertaken, but general indications could be provided based on the corporate memory of Roads ACT staff.



SUBJECT: REQUEST FOR QUOTE FOR EVALUATION OF ACT ROAD SAFETY CAMERA PROGRAM

To: Deputy Executive Director, Legislation, Policy and Programs

From: Manager, Road Safety Policy

Date: 9 December 2013

Purpose

To seek your approval to issue the Request for Quote which is included in the procurement package at **Attachment A**.

Background

The ACT Road Safety Camera Program has largely evolved from successive road safety strategies, which identify speed compliance as a significant road safety concern, and the progressive adoption of a variety road safety camera technologies to support speed enforcement.

Mobile road safety cameras were the first road safety cameras introduced in the ACT in 1999. The types and number of cameras have been expanded since that time and the Government's road safety camera program currently involves the use of point to point, fixed speed, fixed red light/speed and mobile cameras.

The ACT Road Safety Action Plan 2011–2013 includes an action item to develop an overarching strategy for the management of road safety cameras in the ACT. A draft of the ACT Road Safety Camera Strategy was provided to the Attorney-General on 26 September 2013 for approval, including a recommendation that an evaluation of the cameras be undertaken in 2014.

Issues

The Attorney-General agreed to an evaluation of the ACT Road Safety Camera Program being undertaken in 2014 and issued the media release at **Attachment B**. The terms of reference require that the evaluation investigate the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify opportunities for improvement.

A procurement package has been developed (copy at **Attachment A**) which proposes that a Request for Quote (RFQ) be issued to the University of New South Wales,

Queensland University of Technology and Monash University. These service providers were identified after conducting market research. The three providers are available to complete the work and were identified as being the most appropriately skilled and experienced providers in the market.

The RFQ requires that quotes be provided by 31 January 2014 and that the final report on the evaluation be provided by 30 June 2014.

A risk assessment is included in the procurement package. The risk assessment includes adequate risk controls for the risks that were identified.

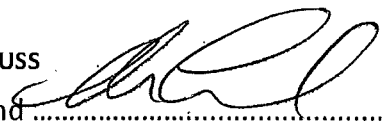
Financial implications

Funding exists within the Legislation, Policy and Programs branch budget to fund the evaluation of the cameras. It is estimated that the evaluation will cost in the order of \$100,000.

Recommendations

That you agree to issue the RFQ to the three service providers identified in this brief.

Geoff Davidson
Manager, Road Safety
Justice Planning and Safety Programs
Legislation, Policy and Programs

AGREED / NOT AGREED / NOTED / DISCUSS
Karen Greenland  10/12/2013

Buying Goods and Services PURCHASE PLAN

Purchase for:	<input type="checkbox"/> Goods	<input checked="" type="checkbox"/> Services	<input type="checkbox"/> Both
RFQ Title:	ACT Road Safety Camera Program Evaluation	RFQ Number (if applicable)	Insert RFQ number
Directorate:	Justice and Community Safety Directorate	Section/Business Unit:	Legislation, Policy and Programs
Contact Officer:	Naveen Wijemanne	Delegate:	Karen Greenland

PLAN YOUR PURCHASE


1. Describe what you need to purchase on behalf of the ACT Government:

A road safety specialist is required to undertake an evaluation of the ACT Road Safety Camera Program. The evaluation will investigate the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify opportunities for improvement.

2. In this section fill in the time frame for your purchase. Consider when you need it and for how long.

For services: The final report outlining the findings of the evaluation would need to be finalised by 30 June 2014.

3. ACT Government Arrangements

 The ACT Government has contract arrangements in place for directorates to use for many different goods and services. These include:

- Accommodation
- Advertising and Media
- Auditing Services
- Car Hire
- Health and Vaccination Services
- ICT (Information and Communication Technology)
- Removals
- Stationery
- Training
- Travel
- Valuation Services

Please note that ACT Government Policy requires directorates to utilise Whole of Government arrangements where they are in place.

To check if an arrangement for your purchase is already in place visit the [Buying Goods and Services Intranet site](#) Whole of Government Existing Arrangements.

4. Have you assessed the risk of this purchase? Is the risk acceptable? Yes and risk controls are adequate.

i You will need to be satisfied about the risks associated with this purchase. Assessing risk is an important part of planning your purchase. In doing this you are trying to identify those things that can go wrong, for example, you fail to adequately define your requirements or you have inadequate resources to manage a contract.

A risk plan allows you to take action to minimise both the likelihood of the event occurring and the consequences if it does.

Use the Risk Assessment Matrix or the Simple Risk Assessment Questionnaire to help you perform a risk assessment. If the risk is more than you are prepared to manage or you need assistance you can contact Shared Services Procurement to discuss the risks and how to proceed.

5. What is your budget (inclusive of GST)? \$100,000.

i Knowing the budget or cost expectation of your purchase over the whole 'life' of the requirement will help you quickly proceed to the next step.

This form is only for purchases between \$25,000 and \$200,000 including GST. If your purchase is under \$25,000 go to Basic Purchasing on the Buying Goods and Services site. If your purchase is over \$200,000 you will need to contact Shared Services Procurement to start a procurement process.

SAVE THIS FORM ON YOUR NETWORK DRIVE.

PROCEED TO AND COMPLETE THE GENERAL INFORMATION, SELECTION CRITERIA AND EVALUATION PERSONNEL SECTIONS ON THE EVALUATION FORM BEFORE YOU SEND BOTH FORMS TO YOUR DELEGATE FOR APPROVAL.

YOU MUST HAVE DELEGATE APPROVAL OF YOUR PURCHASE PLAN AND EVALUATION FORM BEFORE YOU PROCEED TO STEP TWO – SEEK OFFERS.





Buying Goods and Services RISK QUESTIONNAIRE

RISK – A SIMPLE APPROACH

I To help you consider and embrace to nation of risk in relation to your purchase Shared Service procurement together with ACTIA (Insurance advisors) have created this simple questionnaire.

Please read each question and answer Yes or No.

Depending on how you answer the questions you will either be provided with guidance on how you might wish to proceed and / or some comfort that your decisions are unlikely to trigger unanticipated consequences from proceeding with your purchase.

Questions

1.	Is your purchase significantly different from past purchases made by the organisation? <i>Consider: is the purchase something your organisation uses all the time? Has it been purchased before? Is it common?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.	Does the purchase require any specific design or are you creating something new? <i>Consider: is it deemed innovative or non-standard?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3.	Is the purchase for both goods and services? <i>Consider: does the purchase require installation, set-up or on-going maintenance or support?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4.	Will you need to go outside the Canberra Region to source your purchase? <i>Consider: Will a local supplier be suitable?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5.	Does the purchase require any changes or additions to the ACT Government standard terms and conditions for contracts or requests for quote? <i>Consider: Do you need to pay any money in advance to secure the purchase?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6.	Will you need to make stage or periodic payments for your purchase? <i>Consider: does the purchase require any payment upon delivery of specific agreed tasks or outputs?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7.	Is there the potential for negative impact on other people? i.e. Minister, Director General, general public, community groups. <i>Consider: the environmental or social impact of your purchase as well as any potential reputational risks.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Summary

If you have answered "no" to all of the questions above you should have some comfort that your purchase appears to be low risk*.

If you have said "yes" to one or more answers it is recommended that you visit the [ACTIA website](#) and view the sections on Risk where you may wish to undertake some further assessments.

Please note that a "yes" answer to one or more questions does not necessarily preclude you from continuing your task; It merely alerts you to the need for further consideration of the risk(s) potentially associated with your purchases and the action that might be appropriate to help you manage these.



**This simple assessment is not a substitute for a risk assessment process. If in doubt you should seek guidance and assistance on assessing and treating Risk from ACTIA or seek further information from www.treasury.act.gov.au/actia/*

A handwritten signature in black ink, consisting of several loops and a long tail.



Procurement Risk Management Plan

Risk Management Plan: ACT Road Safety Camera Program Evaluation

Project Objectives: To engage a suitably qualified Consultant to evaluate the ACT Road Safety Camera Program.

Created by: Geoff Davidson

Reviewed by: Karen Greenland

Date: 28/11/2013

ACTPS Stakeholders: Legislation, Policy and Programs has sought advice from the Office of Regulatory Services (JACS), Territory and Municipal Services Directorate and ACT Policing concerning data that would be available to support an evaluation of the program.

Officer Responsible: Geoff Davidson

Risk Number —from Part 1 Risk Identification	Risk Owners – Who is responsible for managing the risk?	Risk Number —from Part 2 Risk Treatments	Who is responsible for managing risk treatments?
R 1.	A successful Tenderer is not identified or not identified in a timely manner.	R 1.	Legislation, Policy and Programs JACS
R 2.	Terms of Contract not acceptable.	R 2.	Legislation, Policy and Programs, JACS
R 3.	Intellectual property (IP) issues.	R 3.	Legislation, Policy and Programs, JACS
R 4.	The Consultant supplies inexperienced staff.	R 4.	Legislation, Policy and Programs, JACS
R 5.	Delivery delays.	R 5.	Legislation, Policy and Programs, JACS
R 6.	Data not available to support consultant's evaluation methodology.	R 6.	Legislation, Policy and Programs, JACS
R 7.	Quotes exceed the allocated budget	R 7.	Legislation, Policy and Programs, JACS



ACT Government Risk Matrix

Likelihood	Frequency	Consequence								
		People	Reputation & Image	Environmental	Cultural & Heritage	Business Process & Systems	Financial			
Almost Certain	Is expected to occur in most	Once a quarter or more	>1 in 10	1	1	1	1	1	1	1
Likely	Will probably occur	Once a year or more	1 in 10 - 100	2	2	2	2	2	2	2
Possible	Might occur at some time in the future	Once every 1-5 years	1 in 100 - 1,000	3	3	3	3	3	3	3
Unlikely	Could occur but doubtful	Once every 5-20 years	1 in 1,000 - 10,000	4	4	4	4	4	4	4
Rare	May occur but only in exceptional circumstances	Once every 20-100 years	1 in 10,000 - 100,000	5	5	5	5	5	5	5

Risk Control Effectiveness	Guidance
Control Effectiveness	Nothing more to be done except review and monitor the existing controls. Controls are well designed for the risk, are largely preventative and address the root causes and Management believes that they are effective.
Adequate	Most Controls are designed correctly and are in place and effective however there are some controls that are either not correctly designed or are not very effective. There may be an over-reliance on reactive controls. Some more work to be done to improve operating.
Room for improvement	Significant control gaps or no credible control. Either controls do not treat root causes or they do not operate effectively.
Inadequate	Controls if they exist are just reactive. Management has no confidence that any degree of control is being achieved due to poor control design and/or very limited operational effectiveness.

Priority For Attention	Suggested Timing of Treatment	Authority for controlled tolerance of risk
High	Short term - normally within one month Detailed action plan required	Director-General
Medium	Medium Term - normally within three months Needs senior management attention Normally within 1 year	Senior Executive Managers
Medium	Specify management responsibility Ongoing control as part of a management system. Manage by routine procedures	All Staff

Priority for Attention - Action

Every care should be taken to act as soon as possible to implement risk control measures where ever possible or to take action to fix the problem. Extreme Risks and High Risks especially where the risk relates to people & personal injury require us to act immediately to take steps to fix the problem.

**** The suggested timing of treatment does not mean that immediate action ought not be taken or that the timing cannot be completed sooner than suggested.**

Note:

When identifying, analysing and rating risk consideration should be given, but not necessarily limited to, the attached categories of risk and the suggested examples of frequency and consequences.

Risk Register Part 1 – Risk Identification

33 of 187 Risk Reference	<u>The Risk:</u> What can happen? Description of the risk	<u>Source</u> How can this happen? Drivers to the risk Contributor or source of the risk	<u>Impact / Outcome</u> What will be the outcome or effect	Risk Owner – the person responsible for managing the risk
R 1.	A successful Tenderer is not identified or not identified in a timely manner.	No-one has the knowledge and/or capability to respond. No one responds to the tender. Poor response to tender received.	No suitable Tenderers. Additional time and cost associated with delays and the need to re-approach the market. Need for evaluation team to request clarification or further information from Tenderer.	JACS LPP
R 2.	Terms of Contract not acceptable.	Tenderer may require specific clauses to be added. Failure of the parties to agree to contractual terms	Delays in the commencement date of the contract Possible need to negotiate with another Tenderer.	JACS LPP
R 3.	Intellectual property (IP) issues.	Tenderer will not transfer IP to the Government.	Contract negotiations may be required to place IP in escrow.	JACS LPP
R 4.	The Consultant supplies inexperienced staff.	The Consultant may have conflicting priorities demanding their time.	Unacceptable levels of skills applied/ Impact of program not properly evaluated and recommendations for improvement not identified or well established.	JACS LPP
R 5.	Delivery delays.	The Consultant is unable to commence when required and/or complete the evaluation within the Contracted timeframe.	Cost over-runs, ministerial timeframes not met	JACS LPP

R.6.	Data not available to support consultant's evaluation methodology.	The consult . is unable to complete the evaluation in accordance with their defined methodology	Effectiveness and usefulness of the evaluation could be compromised	JACS LPP TAMS Roads ACT	
34 of 187 R.7.	Quotations exceed the allocated / available budget or value for money is not achievable within the budget	The evaluation is unable to be undertaken in accordance with the full statement of requirements	Effectiveness and usefulness of the evaluation could be compromised	JACS LPP	

<p>requested and the evaluation plan will include weighting for experience and skills of the project team.</p>										
<p>R 5. A project timeline will be included as an attachment to the contract. A dedicated contract manager will also be assigned to monitor the consultant's progress in accordance with the project timeline.</p>	Moderate	Possible	Medium	A						
<p>R 6. The responsible agency will confirm what data is available prior to issuing the request for quotation. This information will be made available to all tenderers.</p>	Moderate	Possible	Medium	A						
<p>R 7. Statement of requirements will be reviewed and prioritized or additional funding sources investigated</p>	Moderate	Possible	Medium	A						

Buying Goods and Services EVALUATION FORM

Evaluation

i Before you send your purchase to your delegate for approval you will need to complete the general information section of the evaluation as well as complete the evaluation criteria.

General Information

Purchase for:	An appropriately skilled consultant to undertake an evaluation of the ACT Road Safety Camera Program	RFQ Number:	N/A
Directorate:	Justice and Community Safety	Section/Business Unit:	Legislation, Policy and Programs
RFQ Type:	Multiple Quotes	Referees Requested:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of RFQ Issue:	10/12/2013	RFQ Closing Date:	31/01/2014

Suppliers

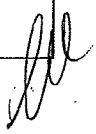
i Once you have received your responses complete the supplier information followed by the evaluation criteria assessment and scoring. If you are using a single select only fill in the information for your selected suppliers.

All fields are mandatory.

Company Name:	Monash University Accident Research Centre (MUARC)	Supplier Responded:	<input type="checkbox"/> Yes <input type="checkbox"/> No
ABN / ACN :	ABN: 12 377 614 012	Response saved to G Drive:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Business Address:	Monash University, Clayton, Victoria 3800	Contact Phone:	[REDACTED]
Contact Person:	Professor Max Cameron	Contact Email:	[REDACTED]

Company Name:	University of NSW, Transport and Road Safety	Supplier Responded:	<input type="checkbox"/> Yes <input type="checkbox"/> No
ABN / ACN :	ABN: 57 195 873 179	Response saved to G Drive:	<input type="checkbox"/> Yes <input type="checkbox"/> No
Business Address:	UNSW Sydney NSW 2052	Contact Phone:	[REDACTED]
Contact Person:	Professor Ann Williamson	Contact Email:	[REDACTED]

Company Name:	Queensland University of Technology, Centre for Accident Research and Road Safety (CARS-Q)	Supplier Responded:	<input type="checkbox"/> Yes <input type="checkbox"/> No
ABN / ACN :	ABN: 83 791 724 622	Response saved to G Drive:	<input type="checkbox"/> Yes <input type="checkbox"/> No



Business Address:	Queensland University of Technology K Block, 130 Victoria Park Road, Kelvin Grove, 4059	Contact Phone:	
Contact Person:	Andrea McCrindle	Contact Email:	

Evaluation Criteria

i Before you send out your RFQ you need to have determined your evaluation approach, this will help you achieve best value for money. You will need to assess each quote against the same predetermined criteria. There are three recommended criteria which cover:

1. Capability; can the supplier meet the requirements
2. Capacity; can it be delivered/produced within the timeframe
3. Affordability; is it within your budget or cost expectations

While the three recommended criteria are sufficient to evaluate your quotes, you may wish to add extra criteria to assist in determining a recommended supplier. Considerations may include:

- Social Procurement; social, ethical and community considerations
- Supplier's experience and personnel
- Innovation
- Warranties and guarantees
- Communication, reporting and quality assurance

Please remember that in evaluating supplier's responses risk should be considered as part of the score; for example, is there valuable information missing from the quote? Are there possible probity issues?

Value for money is generally assessed as the provision of goods and services at the optimum price and quality over an acceptable timeframe with due regard to whole of life costs and an acceptable level of risk. **For example**, a quote may come in considerably higher than another however the supplier has an excellent reputation for running community engagement projects. Just because the price is lower does not mean that a quote represents good value for money.

IMPORTANT -The ACT Government is committed to providing regional Small to Medium Enterprises (SMEs) with opportunities to win business. Giving the status of SMEs additional consideration is mandatory and you must consider this information as part of your evaluation.

Evaluation Rating Scale

i Use the rating scale to help you rate each of the supplier responses against each of your criteria.

Scale	Definition
0	No response/ does not meet requirement at all
1	Does not meet requirement to a satisfactory level
2	Partially meets requirement
3	Meets requirement to a satisfactory level
4	Meets requirement to a good level
5	Meets requirement to an exceptional level

WEIGHTED CRITERIA

CRITERION ONE: Understanding and appreciation of the task

Supplier	Score	Notes
Monash University Accident Research Centre (MUARC)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
University of NSW, Transport and Road Safety	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
Queensland University of Technology, Centre for Accident Research and Road Safety (CARS-Q)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)

CRITERION TWO: Methodology

Supplier	Score	Notes
Monash University Accident Research Centre (MUARC)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
University of NSW, Transport and Road Safety	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
Queensland University of Technology, Centre for Accident Research and Road Safety (CARS-Q)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)

CRITERION THREE: Experience and past performance

Supplier	Score	Notes
Monash University Accident Research Centre (MUARC)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
University of NSW, Transport and Road Safety	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)
Queensland University of Technology, Centre for Accident Research and Road Safety (CARS-Q)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	Insert notes to support score (no word limit)

NON-WEIGHTED CRITERIA

1. Price

Tenderers to provide a fully itemised and detailed costing schedule.

2. Referees

Tenderers to provide contact details of at least two (2) recent referees, including name, address, telephone number and email that are able to validate the Tenderers claims against the assessment criteria.

Summary

i Once you have evaluated all the responses, tally the score for each supplier.

Supplier	Score
Monash University Accident Research Centre	Insert score
University of NSW, Transport and Road Safety	Insert score
Queensland University of Technology, Centre of Accident Research and Road Safety	Insert score

Regional Small to Medium Enterprise (SME) Consideration

i Once you have totaled each supplier's score you now need to consider if the supplier is a local SME or if they have indicated in their response that they are subcontracting to a local SME.

Calculate the percentage based on the supplier's response to obtain their total score. A scale of 0% indicates that the supplier is not a SME and 5% indicates that the supplier is an SME. Percentages 1 – 4 are for suppliers that are not SMEs but will engage a local SME for part of their delivery method.

Supplier	Percentage
Monash University Accident Research Centre	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (%)
University of NSW, Transport and Road Safety	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (%)
Queensland University of Technology, Centre of Accident Research and Road Safety	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 (%)

Final Score

i Total each supplier's score: include the SME consideration - for example Score is 15 + 5% = 15.75

Supplier	Final Score	Notes
Monash University Accident Research Centre	Insert final score	Insert notes to support score (no word limit)
University of NSW, Transport and Road Safety	Insert final score	Insert notes to support score (no word limit)
Queensland University of Technology, Centre of Accident Research and Road Safety	Insert final score	Insert notes to support score (no word limit)

Valuation Recommendation

i Complete the information for your recommended supplier. Include notes to support your recommendation.

Recommended Supplier	Total Score	Notes
Insert supplier's full name	Insert total score.	Insert notes to support score (no word limit)

Evaluation Personnel

i Complete the information for the evaluation personnel.

Evaluation Approach:	<input type="checkbox"/> Team <input type="checkbox"/> Individual	
Team Member One (Chair):	Karen Greenland	Ph: 02 6207 6244 Email: Karen.greenland@act.gov.au
Team Member Two:	Geoff Davidson	Ph: 02 6207 7195 Email: Geoffrey.davidson@act.gov.au
Team Member Three:	David Snowden	Ph: 02 6207 9828 Email: david.snowden@act.gov.au



Goods and Services
REQUEST FOR QUOTE (Services) under \$200,000

REQUEST FOR QUOTE INFORMATION

The Territory as represented by the Justice and Community Safety Directorate would like to invite <<insert supplier's name>> to respond to this request for quotation (RFQ).

This RFQ comprises:

- Schedule 1 – Statement of Requirement
- Schedule 2 – Supplier Quotation
- Attachment A – RFQ Definitions
- Attachment B – Detailed statement of requirements
- Attachment C – Data available to support evaluation methodology
- Attachment D – Types of road safety camera enforcement used in the ACT
- The Territory's General Conditions of RFQ located on the Shared Services Procurement website.

SCHEDULE 1 – STATEMENT OF REQUIREMENT

General Information

RFQ Title:	Insert RFQ Title	RFQ Number (if applicable)	N/A
Directorate:	Justice and Community Safety	Section/Business Unit:	Legislation, Policy and Programs
Date Issued:	11/12/2013	Closing Date:	31/01/2014
Referees Requested:	Yes	Closing Time:	5:00pm AEST (daylight saving)
Territory Contact Officer:	For all matters relating to this RFQ contact: Naveen Wijemanne, (02) 6205 3390, Naveen.wijemanne@act.gov.au	Supplies Required by:	30/06/2014
Lodgement method:	Quotations should be lodged in Microsoft Word or PDF format with Geoff Davidson, Manager Road Safety by email to geoffrey.davidson@act.gov.au by the closing time and closing date specified above. Please note: due to system restrictions responses cannot exceed one file and 3MB.		
Questions	Any questions relating to this RFQ should be addressed to Naveen Wijemanne and emailed to naveen.wijemanne@act.gov.au		

The Requirement

Item	Details
Description of Requirement:	The Directorate is seeking quotations to undertake an evaluation of the ACT Road Safety Camera Program. The evaluation will be required to investigate the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify opportunities for improvement.
Background Information:	The ACT Road Safety Camera Program has largely evolved from successive road safety strategies, which identify speed compliance as a significant road safety concern, and the progressive adoption of a variety road safety camera technologies to support speed enforcement. Mobile road safety cameras were the first road safety cameras introduced in the ACT

	in 1999. The types and number of cameras have been expanded since that time and the Government's road safety camera program currently involves the use of point to point, fixed speed, fixed red light/speed and mobile cameras. These cameras have a range of applications as shown in Attachment D.
Delivery Information:	Quotations should be delivered by email to Geoffrey.davidson@act.gov.au by 5pm (AEST daylight saving) 31 January 2014.
Standards and Best Practice:	Nil.

SCHEDULE 2 – QUOTATION

Respondent's Details

Full legal name:	Insert your full legal or company name.
Registered office or postal address:	Insert your registered office address or postal address.
ACN/ARBN (if applicable):	Insert your ACN or ARBN if applicable.
ABN (if applicable):	Insert your ABN if applicable.

Contact Officer

For all matters relating to this RFQ, including any notices, the Respondent's contact officer will be:

Name or position title:	Insert the name or position title of the contact officer.
Work:	Insert the work contact number for the contact officer.
Mobile:	Insert a contact mobile number if applicable.
Email:	Insert an email address for the contact officer.

This Request for Quotation will be assessed against the following Assessment Criteria.

WEIGHTED CRITERIA

1. Understanding and appreciation of the task

Tenderers to demonstrate their level of understanding and appreciation of the task as described in the detailed statement of requirements (Attachment B).

2. Methodology

Tenderers to outline methodology for undertaking the evaluation in accordance with the detailed statement of requirements (Attachment B) and taking into account the data available to support the evaluation (Attachment C).

Note: Project timelines should be provided.

3. Experience and past performance

Tenderers to demonstrate their experience in undertaking evaluations of road safety programs, and road safety camera programs in particular, with reference to the following:

- a) Development of methodologies aimed at maximising the road safety effectiveness of road safety camera programs in relation to network resources;
- b) Development of ongoing evaluation frameworks for road safety camera programs;
- c) Understanding of speed management programs and previous experience in undertaking evaluations of road safety camera networks in Australia and / or overseas;
- d) Experience in collating and analysing statistical information relating to road safety programs; and
- e) Experience in reviewing and recommending enhanced governance arrangements to support road safety programs.

NON-WEIGHTED CRITERIA

1. Price

Tenderers to provide a fully itemised and detailed costing schedule.

2. Referees

Tenderers to provide contact details of at least two (2) recent referees, including name, address, telephone number and email that are able to validate the Tenderers claims against the assessment criteria.

IMPORTANT: The ACT Government is committed to providing regional Small to Medium Enterprises (SMEs) with opportunities to win business. Consideration will be made in the evaluation process to SME's and to suppliers who demonstrate that they will sub-contract to SMEs.

valuation of your quote will be based on value for money (e.g. capacity, capability and price) and will include consideration of your business status (i.e. SME). When completing this RFQ ensure your response covers these areas.

Insert your description of how you will meet the Territory's requirements as set out in Schedule 1. Include details of products/services and your capacity to deliver against the requirements.

Prices for Services

Make sure you include the following for each service requirement:

- Task
- Milestone deliverable (if applicable)
- Milestone delivery date (if applicable)
- Payment schedule excluding GST
- Payment schedule GST component
- Payment schedule including GST

Also include the total costs broken down into:

- Total GST Exclusive
- Total GST
- Total GST inclusive

Insurance Details

The Supplier must effect and maintain, for the Term, all insurances required to be effected by it by law and the following insurances:

- Public liability insurance in the amount of \$20 million in the aggregate
- Professional indemnity insurance in the amount of \$20 million in the aggregate

If required by the Territory, the Supplier must provide evidence of the above insurance.

Specified Personnel (delete if not applicable)

Note: Rate's must be in Australian dollars, and include any duty payable.

Make sure you include the following information for each specified personnel:

- Name
- Position or Role
- Rate excluding GST
- Rate including GST
- Anticipated time
- Total of person
- Current level of security clearance

Also include the total costs for all personnel broken down into:

- Total GST Exclusive
- Total GST
- Total GST inclusive

Subcontractors (delete if not applicable)

Make sure you include the following information for each subcontractor:

- Legal name and ABN/ACN
- Scope of work to be subcontracted and technical specifications
- Fees and associated expenses excluding GST
- Fees and associated expenses including GST

Referees (delete if not applicable)

If referees have been requested in Schedule 1 make sure you provide the following information for each referee:

- Name
- Position/Company
- Phone Number
- Email Address

RESPONDENT DECLARATION

i I/We quote to provide the Supplies described in the RFQ at the GST inclusive prices specified in the Quotation.

I/We undertake to provide evidence of insurance policies if selected as the preferred Respondent prior to entering into a contract with the Territory.

I/We declare I/We have sighted and agree to the General Conditions of RFQ (located on the Shared Services Procurement website), and any Special Conditions of RFQ at Schedule 3.

I/We declare that all information required by the General Conditions of RFQ has been included in our Quotation.

Prior to signing ensure you have the legal authority to be a signatory for this quote.

NB: physical signatures are not required for this document. Complete the information and return electronically to the email address provided in Schedule 1.

Signatory's Full Printed Name:	Insert your full name.	Signatory's Title/Position:	Insert your position or title.
Signatory's Phone Number:	Insert your phone number, including area code.	Signatory's email address:	Insert your email address.
Date:	Click here to enter a date.		

ATTACHMENT A - DEFINITIONS

The following definitions apply to this RFQ:

Assessment Criteria	the criteria by which a quotation will be evaluated, set out in Schedule 2 – Quotation.
Quotation	means a quotation lodged by a respondent in response to an RFQ.
Respondent	means the legal entity that submits a quotation.
Supplies	means the goods, services or goods and services specified in Schedule 1 of this RFQ, and includes all incidental goods and services that are reasonably necessary to allow the Territory to use and understand the supplies to their full benefit.
Territory	when used in a geographical sense, means the Australia Capital Territory, when used in any other sense, the body politic established under the <i>Australian Capital Territory (Self-Government) Act 1988</i> (Cth).

ATTACHMENT B – DETAILED STATEMENT OF REQUIREMENTS

Evaluation scope

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (a) reducing crashes;
- (b) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and
- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

The final evaluation report will be required no later than the end of June 2014.

Expertise required

The project team should comprise individuals with expertise in road safety, including the evaluation of road safety camera systems or programs. In addition, the project team must comprise expertise to undertake the review and recommend improvements in relation to the governance of the program.

ATTACHMENT C – DATA AVAILABLE TO SUPPORT EVALUATION METHODOLOGY

The following table outlines the data that is available to support the development of an evaluation methodology by tenderers. The table includes enforcement, speed and crash data.

Data type	Data available	Holding agency
Speed	Speed surveys for suburban streets	Territory and Municipal Services Directorate
Enforcement	Camera infringement data	Justice and Community Safety Directorate
	Police infringement data	ACT Policing / Justice and Community Safety Directorate
Crashes	Reported casualty crashes	Territory and Municipal Services Directorate / ACT Policing
	Reported property crashes	Territory and Municipal Services Directorate

Additional information concerning available data to support the evaluation*Speed survey data*

The Territory and Municipal Services (TAMS) Directorate manages a speed survey program which has a focus on suburban streets. This data has not been collected specifically for evaluating the road safety cameras, but could be used by tenderers to analyse factors such as total vehicles, mean speeds, 85th percentile speeds, vehicles over the speed limit, highest speed etc.

Computer data files for specific locations are available dating back to around 2000. However, due to technical factors there are difficulties and limitations with accessing information for counts using older devices and software. There are hard copy registers and summary reports available for locations surveyed dating back to the mid-1990s.

Camera infringement data

Infringement data can be extracted for all camera types. Testing data (pre-commissioning data) may also be available for some cameras. The enforcement data can be reported for specific periods and reports can include infringement counts, vehicle counts (i.e. number of vehicles checked by cameras), offence category, offence speed, licence type of offending person, licence jurisdiction of offending person and body type of vehicles.

Crash data

Standard site history reports can be generated for specific intersections, midblock sections or road sections. Using the IAMS system, these standard crash reports can be generated for any period or periods going back to about 1988.

Please note: Older data may have lower confidence factors than more recent information due to recent improvements in data collection, such as electronic SmartForm reporting. The TAMS crash database does not include causality information, such as speed related crashes. This information is kept by ACT Policing.

Further enquiries: Further enquiries about available data to support evaluation methodology should be made to the contact officer, Mr Naveen Wijemanne at Naveen.wijemanne@act.gov.au. Additional information provided to a tenderer will be made available to all tenderers in writing.

ATTACHMENT D – TYPES OF ROAD SAFETY CAMERA ENFORCEMENT USED IN THE ACT

Camera type	Main purpose	Number of cameras	Year first introduced
Mobile	General network deterrence (anywhere, anytime)	5 mobile camera vans and 177 sections of road	1999
Fixed red light / speed	Location specific (to address high risk intersections)	13	2000
Fixed speed only	General network deterrence (to address higher speed, high volume arterial roads)	13 at 9 locations (some locations monitor both sides of the road)	2007
Point to point	Route enforcement (to address crash and speed)	2	2012

DRAFT



- Notes:**
- a) If there is adequate control mechanism in place, indicate 'Adequate' (A) in Control Effectiveness Rating column.
 - b) If there is 'Room for Improvement' (RFI), indicate RFI in Control Effectiveness Rating column.
 - c) If there is 'Inadequate' (I) control mechanism, indicate I in Control Effectiveness Rating column.
 - d) If the 'Inherent Risk Rating' is High* and the 'Control Effectiveness Rating' is Adequate (A), no further action is required.
 - e) If Control Effective Rating is either RFI or I, the next page, 'Risk Register Part 3 - Risk Treatment Action Plan' must be completed.



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EVALUATION OF THE ACT ROAD SAFETY CAMERA PROGRAM

Released 20/11/2013

The ACT Government's road safety camera program will be evaluated to assess its impact on crashes and speeding in the territory, Attorney-General, Simon Corbell, announced today.

"The ACT's Road Safety Camera Program is one component of managing speed crash risks on ACT roads, along with police enforcement and community education and awareness. It is important that we understand how effectively the cameras are contributing to road safety outcomes," said Mr Corbell.

"The camera program has evolved over more than a decade and now includes mobile, red light and speed, fixed speed only and point to point cameras. With a decade of operation now established, it is appropriate to evaluate the performance of the program as a whole

"An evaluation of the program will assist the Government to identify any opportunities to gain improved road safety effectiveness from the existing program and help ensure that any future changes are as well informed as possible.

"The evaluation will look at the impact of the road safety camera program as well as the governance of the program."

Mr Corbell said evaluation of the ACT's road safety camera program would be undertaken by an independent specialist in road safety programs, and that proposals would be sought by the end of 2013 for an evaluation to be undertaken in the first half of 2014.

Mr Corbell expected that the outcomes of the evaluation would complement the Auditor-General's current review of the ACT's camera program which was looking at the strategic and operational management of the program.

"ACT Policing reports show that speeding was identified as a contributing factor in 16 of the 59 (27.1 per cent) fatal crashes which occurred between 2008 and 2012. This is similar to experience interstate, with national road crash data showing that speed is the main causal factor in around 30 per cent of fatal crashes," he said.

"A large body of Australian and international research has consistently shown that road safety cameras improve compliance with speed limits and reduce red light running. This review of ACT's camera program will contribute towards identifying the most effective use of these cameras in the future in the ACT."

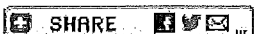
- Statement ends -

Section: [Simon Corbell, MLA](#) | Media Releases

Media Contacts

Name	Phone	Mobile	Email
Carly Gange	(02) 6205 0434		carly.gange@act.gov.au

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Page last updated on 20 November 2013

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Davidson, Geoffrey

From: Max Cameron [REDACTED]
Sent: Monday, 3 February 2014 5:17 PM
To: Davidson, Geoffrey
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Re: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Mr Davidson

I regret to advise you that MUARC is not in a position to submit a proposal for the above project. I have considered this project in conjunction with Assoc/Prof Stuart Newstead, head of the Injury Analysis and Data team, and we have concluded that it is not possible within a reasonable time frame. In addition, we are in doubt whether crash-based evaluations of components of the ACT safety camera program are likely to be conclusive because of the relatively small number of crashes in the ACT.

Thank you for considering MUARC for this task and I hope that you will consider us again.

(nd regards

Max

--

Prof Max Cameron | Monash University Accident Research Centre
Building 70, Monash University, Clayton, Victoria 3800, Australia
T: [REDACTED] (Monash) or + [REDACTED] (all hours)
M: [REDACTED] (International: [REDACTED])
E: [REDACTED] Web: www.monash.edu.au/muarc

On 10 December 2013 14:12, Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au> wrote:

(ear Prof Cameron

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608

Telephone (02) 620 77195 | Facsimile (02) 620 50937

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Davidson, Geoffrey

From: Andrea McCrindle [REDACTED]
Sent: Wednesday, 11 December 2013 2:56 PM
To: Davidson, Geoffrey
Subject: RE: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Geoff,

Many thanks for sending us this RFQ. We are very interested and will be providing a quote.

Kind regards,
 Andrea

Andrea McCrindle | Research Manager
 Centre for Accident Research & Road Safety – Queensland
 Queensland University of Technology
 30 Victoria Park Road Kelvin Grove Q 4059 Australia
 [REDACTED] | f: 07 3138 0111 | e: [REDACTED]
www.carrsq.qut.edu.au | CRICOS 00213J



Save the date! Occupational Safety in Transport Conference
 18 – 19 September 2014 www.ositconference.com

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Tuesday, 10 December 2013 1:17 PM
To: Andrea McCrindle
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Ms McCrindle

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Tuesday, 10 December 2013 2:13 PM
To: 'Max Cameron'
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program
Attachments: Request-for-Quote-Services.docx

Dear Prof Cameron

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

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3

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Tuesday, 10 December 2013 2:15 PM
To: [REDACTED]
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program
Attachments: Request-for-Quote-Services.docx

Dear Prof Williamson

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Tuesday, 10 December 2013 2:17 PM
To: Andrea McCrindle
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program
Attachments: Request-for-Quote-Services.docx

Dear Ms McCrindle

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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Greenland, Karen

From: Greenland, Karen
Sent: Friday, 3 January 2014 1:50 PM
To: Wijemanne, Naveen
Subject: FW: Camera Review
Attachments: Data for Camera Program Evaluation.xlsx; Comments on data for camera evaluation (29.11.13) REV.doc

Naveen – this advice from TAMS was factored into the RFQ background, FYI

Karen

Karen Greenland
 Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

From: Quinlan, David
Sent: Monday, 2 December 2013 10:19 AM
To: Greenland, Karen
Cc: Shoukrallah, Rifaat; Gill, Tony; Davidson, Geoffrey
Subject: FW: Camera Review

Karen

Please see attached for some Roads ACT comments.

Apologies for the delay in responding.

Regards

David Q

From: Greenland, Karen
Sent: Friday, 22 November 2013 8:24 AM
To: Snowden, David; Anderson, Rod; Quinlan, David
Cc: Peters, Paul; Quiggin, Jon; Wijemanne, Naveen; McIntosh, Andrew; Crowhurst, Moira; Gill, Tony
Subject: FW: Camera Review

All- as discussed at yesterday's Road Safety Taskforce meeting, we need to get a sound understanding of what data is available or will be able to be obtained to assist in the evaluation of the camera program. The attached document sets out:

First tab – potential data that could inform evaluation

Second tab – asks for TaMS, ORS and ACTP advice about what data is available or could potentially be obtained

Third tab – details of fixed camera site locations and approved locations for mobile cameras

We will be asking the consultants requested to submit a proposal to indicate a proposed methodology for the evaluation. This will need to factor in the availability of, or capacity to generate, relevant data (including baseline data showing crash and speeding rates/levels prior to treatment of sites/network with cameras).

As we want to have the RFTs issued no later than mid-December, we need advice ASAP, but by the end of next week (ie COB 29 November) about the data available. We are not asking for the provision of the data by that time, but your confirmation as to its existence and accessibility or not.

If there is any data not listed in the attachment that you consider would be relevant please let us know.

Your assistance with this is appreciated. Please call Naveen or myself if you have any queries.

Karen

Karen Greenland

Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Greenland, Karen

From: Wijemanne, Naveen
Sent: Wednesday, 15 January 2014 2:38 PM
To: Greenland, Karen
Subject: FW: Request for Quote: Evaluation of ACT Road Safety Camera Program

Hi Karen and Andrew,

FYI below email from CARRS-Q informing that they are unable to respond to the RFQ.

Naveen

From: Andrea McCrindle [mailto:]
Sent: Wednesday, 15 January 2014 12:34 PM
To: Wijemanne, Naveen
Subject: FW: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Naveen,

I see Geoff is still on leave so I'm forwarding my email below to you.

Thanks,
Andrea

From: Andrea McCrindle
Sent: Wednesday, 15 January 2014 11:24 AM
To: 'Davidson, Geoffrey'
Subject: RE: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Geoff,

Happy new year! Thanks again for sending us this invitation to tender. I just wanted to let you know that it looks like we won't be able to put in a submission to this one. Much as we would like to, we just don't have the capacity at the moment. I wish you well in the project and please keep us on your list for future work.

Kind regards,
Andrea

Andrea McCrindle | Research Manager
Centre for Accident Research & Road Safety – Queensland
Queensland University of Technology
130 Victoria Park Road Kelvin Grove Q 4059 Australia
t: | f: 07 3138 0111 | e: |
w: www.carrsq.qut.edu.au | CRICOS 00213J



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18 – 19 September 2014 www.ositconference.com

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Tuesday, 10 December 2013 1:17 PM
To: Andrea McCrindle
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Ms McCrindle

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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File note – discussion with Andrea McCrindle re RFQ for camera program evaluation

Rang Ms McCrindle concerning her email advising that CARS Q does not have capacity to respond to the RFQ at the moment. The RFQ was issued on 10 December 2013.

Asked whether the capacity related to the timing for submitting a proposal, or undertaking the project, if successful, or both.

Ms McCrindle said a bit of both, with people away at present, but even if extra time was allowed for the proposal to be submitted, the main issue was capacity to undertake the project in the next six months, having regard to the work involved and competing commitments. She mentioned that they thought there would be quite a bit of work involved in the data analysis.

Karen Greenland

15 Jan 2014

Greenland, Karen

From: Greenland, Karen
Sent: Wednesday, 15 January 2014 3:12 PM
To: Hosking, Kim
Cc: Boogs, Monika; Playford, Alison; Field, Julie; Wijemanne, Naveen; McIntosh, Andrew; Anderson, Erin
Subject: Road Safety Camera Evaluation

For info, one of the three organisations which we have asked to submit an RFQ to conduct the camera program evaluation has advised today that it will not have capacity to undertake the work. They have advised that this is primarily due to not having capacity to do the work if successful, having regard to what would be involved and competing commitments, rather than the timeframe for submitting the proposal.

The RFQ documents were issued on 10 December with a closing date of 31 Jan and sent to three road safety research organisations attached to academic institutions.

One organisation has confirmed it will be submitting a proposal and the other has acknowledged receipt of the RFQ documents but not indicated whether it will submit a proposal.

None have requested an extension of time for lodging the proposal, but this may need to be considered if raised.

Karen

Karen Greenland
Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au

Davidson, Geoffrey

From: Andrea McCrindle [REDACTED]
Sent: Wednesday, 15 January 2014 12:24 PM
To: Davidson, Geoffrey
Subject: RE: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Geoff,

Happy new year! Thanks again for sending us this invitation to tender. I just wanted to let you know that it looks like we won't be able to put in a submission to this one. Much as we would like to, we just don't have the capacity at the moment. I wish you well in the project and please keep us on your list for future work.

Kind regards,
 Andrea

Andrea McCrindle | Research Manager
 Centre for Accident Research & Road Safety – Queensland
 Queensland University of Technology
 1 Victoria Park Road Kelvin Grove Q. 4059 Australia
 t: [REDACTED] f: 07 3138 0111 | e: [REDACTED]
 w: www.carrsq.qut.edu.au | CRICOS 00213J



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From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Tuesday, 10 December 2013 1:17 PM
To: Andrea McCrindle
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Request for Quote: Evaluation of ACT Road Safety Camera Program

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Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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Telephone (02) 620 77195 | Facsimile (02) 620 50937

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This email, and any attachments, may be confidential and also privileged. If you are not the intended recipient, please notify the sender and delete all copies of this transmission along with any attachments immediately. You should not copy or use it for any purpose, nor disclose its contents to any other person.

Davidson, Geoffrey

From: Ann Williamson [REDACTED]
Sent: Friday, 31 January 2014 4:44 PM
To: Davidson, Geoffrey
Subject: RFQ for ACT Road Safety Camera Program evaluation from UNSW
Attachments: ACTSafetyCamera_QuotationforServices_TARSResearch_Submitted.pdf

Dear Geoff

Attached please find a Quotation for the ACT Road Safety Camera Program evaluation from TARS Research and the School of Mathematics and Statistics at the UNSW.

Thank you for the invitation to respond to your RQF on this project. It is in an area that we have considerable expertise and interest.

Please do not hesitate to contact me if you have any questions or need any further information.

Regards

Ann

Professor Ann Williamson
Director and Senior NHMRC Research Fellow
Transport and Road Safety Research
School of Aviation
The University of New South Wales
UNSW SYDNEY NSW 2052 AUSTRALIA
Tel: [REDACTED] | Fax: +61 2 9385 6040 | Email: [REDACTED]
Web: tars.unsw.edu.au
ABN 57 195 873 179 | CRICOS Provider no. 00098G



Goods and Services

REQUEST FOR QUOTE (Services) under \$200,000

REQUEST FOR QUOTE INFORMATION

The Territory as represented by the Justice and Community Safety Directorate would like to invite University of NSW, Transport and Road Safety to respond to this request for quotation (RFQ).

This RFQ comprises:

- Schedule 1 – Statement of Requirement
- Schedule 2 – Supplier Quotation
- Attachment A – RFQ Definitions
- Attachment B – Detailed statement of requirements
- Attachment C – Data available to support evaluation methodology
- Attachment D – Types of road safety camera enforcement used in the ACT
- The Territory's General Conditions of RFQ located on the Shared Services Procurement website.

SCHEDULE 1 – STATEMENT OF REQUIREMENT

General Information

RFQ Title:	Insert RFQ Title	RFQ Number (if applicable)	N/A
Directorate:	Justice and Community Safety	Section/Business Unit:	Legislation, Policy and Programs
Date Issued:	11/12/2013	Closing Date:	31/01/2014
Referees Requested:	Yes	Closing Time:	5:00pm AEST (daylight saving)
Territory Contact Officer:	For all matters relating to this RFQ contact: Naveen Wijemanne, (02) 6205 3390, Naveen.wijemanne@act.gov.au	Supplies Required by:	30/06/2014
Lodgement method:	Quotations should be lodged in Microsoft Word or PDF format with Geoff Davidson, Manager Road Safety by email to geoffrey.davidson@act.gov.au by the closing time and closing date specified above. Please note: due to system restrictions responses cannot exceed one file and 3MB.		
Questions	Any questions relating to this RFQ should be addressed to Naveen Wijemanne and emailed to naveen.wijemanne@act.gov.au		

The Requirement

Item	Details
Description of Requirement:	The Directorate is seeking quotations to undertake an evaluation of the ACT Road Safety Camera Program. The evaluation will be required to investigate the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify opportunities for improvement.
Background Information:	The ACT Road Safety Camera Program has largely evolved from successive road safety strategies, which identify speed compliance as a significant road safety concern, and the progressive adoption of a variety road safety camera technologies to support speed enforcement. Mobile road safety cameras were the first road safety cameras introduced in the ACT

	in 1999. The types and number of cameras have been expanded since that time and the Government's road safety camera program currently involves the use of point to point, fixed speed, fixed red light/speed and mobile cameras. These cameras have a range of applications as shown in Attachment D.
Delivery Information:	Quotations should be delivered by email to Geoffrey.davidson@act.gov.au by 5pm (AEST daylight saving) 31 January 2014.
Standards and Best Practice:	Nil.

SCHEDULE 2 – QUOTATION

Respondent's Details

Full legal name:	The University of New South Wales (represented by Transport and Road Safety Research), a body corporate established pursuant to the <i>University of New South Wales Act 1989 (NSW)</i>
Registered office or postal address:	UNSW Sydney 2052.
ACN/ARBN (if applicable):	Insert your ACN or ARBN if applicable.
ABN (if applicable):	57 195 873 179

Contact Officer

For all matters relating to this RFQ, including any notices, the Respondent's contact officer will be:

Name or position title:	Warwick Dawson (Director Research Partnerships)
Work:	
Mobile:	
Email:	

This Request for Quotation will be assessed against the following Assessment Criteria.

WEIGHTED CRITERIA

1. Understanding and appreciation of the task

From the Request for Tender document it is clear that the objective of this work is to undertake an evaluation of the ACT Road Safety Camera Program as a whole, including its impact on crashes and speeding, as well as the governance of the program. The overall reason for conducting this research is to identify opportunities for improvement.

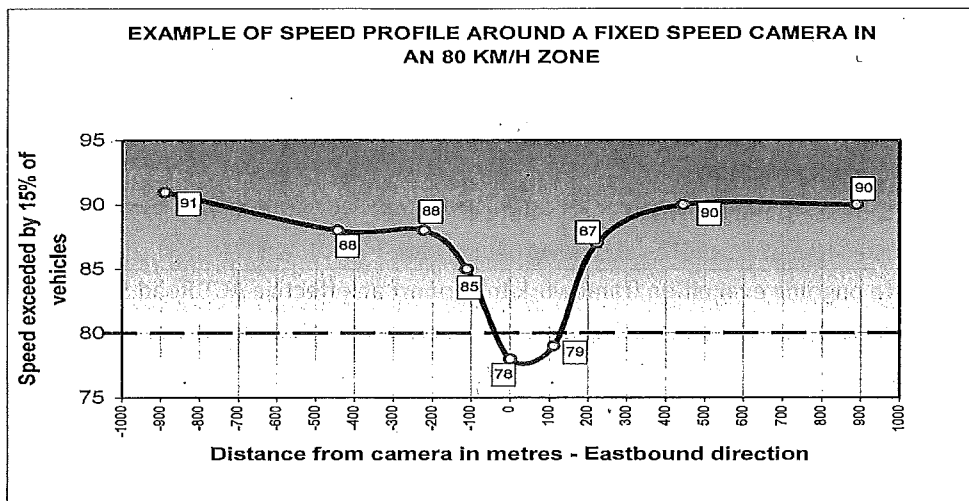
We understand that the Safety Camera program in the ACT evolved in successive stages in response to the identified need to control speeds and speeding in the ACT, the development of sound reliable technology, as well as an evolving community view on speeding and its enforcement. The ACT Road Safety Strategy 2011-2020 makes the point that inappropriate speeding or speeding at levels too high for the road conditions is a contributor to a significant number of serious crashes in the ACT. The Strategy document also reported the results of speed surveys conducted in 2009 by Roads ACT which found that compliance with posted speed limits occurred at only 27 percent of surveyed sites. Similarly, in 2010, ACT Police issued 8,500 traffic infringement notices for speeding offences and over 62,000 infringement notices were issued through speed cameras (ACT Justice and Community Safety Directorate website). This suggests that tackling speed management is a justified concern for road safety in the ACT. Evaluation of the safety camera program is therefore an important part of ensuring that this strategy is an effective approach to speed management.

The ACT has introduced a variety of road safety camera technologies to support speed enforcement. These include fixed, mobile and point-to-point speed cameras, with the location for each being chosen for different purposes as

shown in Attachment D of the Tender document. The purpose of each type of safety camera will need to be taken into account in the evaluation of their performance and effects on vehicle speeds. For example, fixed red light and fixed location cameras might be expected to have different effects to mobile speed cameras due to the influence of advance warnings for fixed cameras and the fact that many motorists will be aware of their presence. Although motorists are provided information about the presence of mobile cameras as the mobile camera vans display the posted speed limit for the road and the message that 'Your speed has been checked', drivers may not be aware of their presence at all, or at least until they are very close to the mobile camera. This means their speed is unlikely to be influenced by an expectation of having their speed assessed so speeds may well be higher around mobile camera locations.

Evaluations of road safety cameras are relatively common, but mainly take the form of pre-post evaluations. There are some clear pitfalls in designing evaluations of any road safety countermeasures, but especially those involving repeatedly measured outcomes such as speed. First, evaluation designs need to avoid the statistical phenomena of regression to the mean (Barnett, van der Pols and Dobson, 2005) where natural random variation may be interpreted as a real change due to the introduction of the countermeasure. This problem can be overcome by multiple pre and post measurements and appropriate choice of control or non-treatment comparison sites in addition to pre and post treatment comparisons. Second, judgements about the effectiveness of different types of cameras will depend how far along the road we can expect drivers to slow down in the vicinity of cameras. For example research on the effect of fixed sign-posted speed cameras showed the greatest benefits for around 100 metres after the camera (see Figure 1 below) but no or very small benefit 200metres on either side of the camera. This will provide the evidence needed to determine how to place cameras in areas of greatest risk.

Figure 1: 85th percentile speeds recorded on approach and departure around a sign-posted speed camera in an 80km/h speed limit in New South Wales (Australia), showing the limited extent of effect of this approach to speed enforcement



Source: Job, RFS. (2013a), *Pillar 1 Road Safety Management – Speed management*. Paper to the TRB Annual Meeting- TRB Sunday Workshop: *Pivotal Role of Speed Management across the Five Road Safety Pillars*; Washington DC, January 2013.

Lastly, the effectiveness of road safety cameras depends to a large extent on the response of the driving public to road safety cameras. Evaluations should really include some estimates of changes in community attitudes in order to make judgements about where and how they might be most effective in the future. The TARS researchers involved in this bid are aware of in particular Australian community attitudes that have been voiced over the past decade. The paper discusses these issues and was presented at the Australasian College of Road Safety Conference in Adelaide http://acrs.org.au/wp-content/uploads/6_Mooren_PR.pdf, winning the prestigious best-paper 2013 award.

A number of data sources are available for the task of evaluating the performance of the ACT Road Safety Camera Program, including data on the speed of vehicles around suburban streets in the ACT, although not necessarily at speed camera sites, camera infringement data for different camera types and locations and crash data for specific sections of roads including around speed cameras. These data sources reflect different aspects of the performance

of road safety cameras. For example, speed survey data will tell us a considerable amount about speed on ACT roads including the extent to which speeds vary on ACT roads over time (possibly since 2000, if the data is good enough), between road locations containing cameras or not, and the degree to which motorists speed. The infringement data will provide information to reinforce the speed data on vehicles exceeding the limits and will tell us the degree to which drivers are penalised when they exceed the speed limit. The differences between camera types and camera locations on the degree to which drivers travel at or just within the accuracy of the camera's speed limit (and not be captured as an infringement) will also provide some insights into the overall effectiveness of the camera types and how they are located. Crash data may be the least informative for making judgements about the performance of different camera's and locations due to comparatively small number of crashes at specific sites and especially over time. This data is likely to be more informative in making judgements about larger classes of comparisons such as across all intersections or all fixed red light cameras and over longer time periods. Overall, the quality of the data available will determine the extent to which reliable conclusions can be drawn especially on more specific questions of the impact of various types of cameras.

The requested scope of this evaluation project is to ultimately influence road safety strategy in the ACT, as follows:

- to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras as the available data will allow, on the road safety objectives of:
 - (a) reducing crashes;
 - (b) reducing speeding (and thereby reducing crash risk).

The requested direct outcomes of the evaluation are, as far as possible and having regard to the available data and information, to produce the following:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and
- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

In addition to the direct outcomes of the evaluation, the analysis will also identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

2. Methodology

Tenderers to outline methodology for undertaking the evaluation in accordance with the detailed statement of requirements (Attachment B) and taking into account the data available to support the evaluation (Attachment C).

The methods to be used for each of the evaluation outcomes are summarised in Table 1 below.

Table 1: Summary of the methods to be used to assess the requested outcomes from the ACT Road Safety Camera program evaluation

Outcome	Methods to be used
a) Assess impact of Safety Camera program as a whole	Analysis of crash, infringement and speed data
b) Assess contribution and impact of types of cameras	Analysis of crash, infringement and speed data
c) Assess governance arrangements for Safety Camera program	Review of: current literature on evaluation of road safety cameras evaluations of current practices relating to safety camera in other jurisdictions in Australia and internationally

The methodology for the project falls into two main parts: analysis of existing datasets in order to assess the actual impact of different aspects of the Road Safety Camera program and the program as a whole, and analysis of existing reports from the peer-reviewed scientific literature and the 'grey' literature (usually government reports) to assess whether there are other opportunities to increase the effectiveness of the program. The methods for the two parts of the evaluation will be described separately below.

Assessment of the impact of the program as a whole and the contribution and impact of each part

The major objective of this evaluation will require analysis of relevant and available ACT data to assess the effectiveness of different types of cameras, different types of locations and the whole Road Safety Camera Program.

The evaluation will utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

Ideally the evaluation will involve comparisons using the following design shown in Table 2 below. This Table shows the overall conceptual basis for the evaluation analysis. As discussed above, this design has strengths of including both pre and post implementation assessments and comparisons between treated and no treatment (control) sites in order to ensure that the analysis detects real changes due to safety cameras. The extent to which this 'pure' design can be achieved will depend on the quality of the data available in each cell of the comparisons. The foreseeable ways in which this will vary include: when and the duration of use of cameras at particular times and at particular locations. As far as possible comparisons between times will attempt to standardise duration of measurement and types of location between pre and post measurements and treated and no treatment sites. In the same way, any comparisons between camera types will need to ensure that they are being compared on similar bases including similar durations and locations. If the data available will support it, the analysis may be able to examine the effect of different types of cameras located at different types of locations. This may be possible, for example with mobile cameras and point-to-point comparisons.

As far as possible, these comparisons will be conducted for different measures using the three different types of data. Again, the measures used will depend on the availability and quality of the data for each measure. All of these comparisons will be strategic in that they will reflect different aspects of the evaluation. As described in the background section, above, speed data will give insights into the extent to which different cameras have influence on the absolute speed of vehicles at different locations as well as whether they are above or below the limits. The infringement data and crash data will provide more depth of information about the effects of different speeds at different locations with and without cameras.

Table 2: Overview of proposed design of evaluation of ACT road safety camera evaluation.

		Treated (camera in place)	No treatment (no camera in place)
Camera type 1	Time 1 (Pre camera)	<i>measures*</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera Type 2	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera type 3	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera type 4	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>

*Measures = Speed, infringement, crash data

It is proposed that the analysis of pre and post camera interventions will be by interrupted time series analysis in which the available data is modelled to determine whether there has been a change in outcomes (speed levels, infringements, crashes) that coincides with the introduction of each type of camera. Other factors such as location of cameras will be introduced into the modelling where the data is available to justify their inclusion. Other factors including known or systemic changes effecting vehicle speeds in the ACT such as any changes to urban speed limits, changes to road infrastructure, etc., will be included in the analysis when available.

For this analysis to be conducted in an effective and timely manner, the data available should be provided in a common electronic format (preferably .csv files) with accompanying explanations of variables. As little information is available in the tender documents about the range of variables that could be included in these analyses, we have developed a list of the minimum dataset that we would need to conduct an accurate and reliable analysis of the impact of road safety cameras in the ACT.

Minimum dataset for evaluation of road safety cameras

The following list of variables would be required to undertake a basic analysis of the effectiveness of particular types of cameras operating in the ACT. In each case we assume that there is at least 3 months of good quality data available pre and post introduction of the type of camera and for comparing similar times and locations that have been treated (camera installed) and nontreated (no camera installed). Ideally, we would like to be able to match the speed data to the infringement and crash times and locations in order to provide exposure data such as number of vehicles passing at the time and location of the infringement or crash, plus details of speeds of vehicles passing at that time and location.

Effects of cameras on speed:

- Date;
- time of day;
- location of speed measurement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit;
- Number of vehicles passing at that time and location;
- Distribution of speeds of vehicles passing at that time and location: Average speed, Number of vehicles exceeding the posted speed limit by 5, 10, 15, 30+ km/h and/or by 85th, 90th, 95th percentiles

Effects of cameras on enforcement through camera or police infringement data

- Date;
- time of day;
- location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

Effects of cameras on crashes

- Date;
- time of day;
- location of crash: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Severity of crash (e.g., fatal, injury, property-damage,)
- Nature of crash (e.g., Road User Movement codes or similar)

In order to make pre-post comparisons, data must be available at both times. We would also require any relevant historical data relevant to speed limits and road infrastructure during the pre-post evaluation period. We note that the pre-post evaluation of mobile speed cameras and fixed red light/speed cameras may not be possible as speed survey data is not readily available prior to 2000. This is a problem as the speed survey data is important for interpreting infringement and crash data as well. Where this is the case, the analysis will be limited to comparisons of similar roads (times and locations) with treatment (camera operating) vs no treatment (no camera operating).

Assessment of the governance arrangements for the ACT Road Safety Camera Program.

The third outcome of the evaluation project will involve reviewing existing literature on the impact and effectiveness of road safety cameras in the ACT and in other settings. To attempt to understand changes in community attitudes to speeding in the ACT following the introduction of the different types of speed cameras, the series of community attitude surveys conducted for the Department of Infrastructure and Development and related entities collected over nearly 25 years will be thoroughly reviewed. Change in respondent's views of speeding will be linked to the introduction of the different types of cameras in the ACT (i.e., mobile cameras in 1999, fixed red light/speed cameras in 2000, fixed speed cameras in 2007). As community attitudes are an important component of compliance with speed limits, this analysis may provide some other insights into the effectiveness of the road safety camera program.

In addition, reviews of existing scientific literature will be conducted through searching relevant databases of scientific literature using strategically chosen key words (e.g., speed, camera, speed camera, red light camera, evaluation, etc.). It will also involve searching websites of the major road safety authorities in English-speaking countries including Canada, UK, NZ and USA and of the top performing countries in the OECD where their websites are translated into English (e.g., Sweden, Netherlands, France). The objective of these literature searches will be to identify evidence of best practice in implementation of road safety cameras that might be introduced into the ACT in order to improve the effectiveness of the current program.

Analysis and reporting of results of evaluation

The final report will draw together the two main threads of the evaluation, analysis of existing data on the effectiveness of cameras in the ACT and the review of evaluations of cameras in other jurisdictions and countries. The report will discuss the impact of road safety cameras in the ACT as currently implemented. The report will also identify the potential for improvement of the use of road safety cameras in the future. This will address the following:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeline for project

The overall duration of this project is 4 months. The activities required to generate a final evaluation report by the end of June, 2014 are shown in Table 3 together with a set of deliverables that will be available at different stages of the project.

Table 3: Timeline for proposed evaluation of ACT road safety camera evaluation.

Time	Activity	Deliverables
1 March	Commence project	
1 March to 31 March	Set up project, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	Draft analysis plan produced
1 April to 30 April	Refine and finalise the research questions and analysis plan. Conduct data analysis. Continue review of literature.	
1 May to 31 May	Finalise data analysis for reporting. Finalise literature review for reporting. Commence writing report	
1 June to 16 June	Writing report. Production of draft report for review	Draft report on findings
28 June	Final report submitted	Final report on project

3. Experience and past performance

Tenderers to demonstrate their experience in undertaking evaluations of road safety programs, and road safety camera programs in particular, with reference to the following:

- a) Development of methodologies aimed at maximising the road safety effectiveness of road safety camera programs in relation to network resources;

The UNSW TARS team have expertise and extensive experience in this arena. Experience includes application of methodologies such as concerted communications campaigns, mass media advertising, public presentation of evaluations, refined signage policy, refined selection of camera locations for fixed cameras, red-light/speed cameras, mobile camera enforcement locations, and point-to-point, and policy on rotation of mobile cameras for unpredictability but with targeting of identified times of day and days of the week to match crash history.

The project team will consist of Professor Ann Williamson (Project Leader), Professor Raphael Grzebieta, Adjunct Professor Soames Job, Associate Professor Jake Olivier, Dr. Mike Bambach. Professors Williamson, Grzebieta and Job and Dr. Bambach are from Transport and Road Safety (TARS) Research and A/Prof Olivier is from the School of Mathematics and Statistics. Detailed CV's can be supplied if requested. These include our journal publications on the topic of road safety which number in the many hundreds.

The TARS Research staff have very strong nationally and internationally recognised expertise across all the Safe System Pillars of Safer Roads, Safer Vehicles, Safer People and Safer Speeds. Moreover, the TARS team has extensive international and Australian experience in both evaluation and the practical management and leadership of refinement of camera enforcement programs.

Prof. Ann Williamson will be the Project Leader. Her experience is extensive in road safety. She has a PhD in behavioural science and has worked in government and academia in research and policy development in injury prevention for over 30 years. This has included in-depth statistical analysis of various very large injury databases. She has a national and international reputation for research in road and occupational safety. This is due in part to contributions to the fields of fatigue and human factors and safety, using innovative methods. She has extensive experience in leading research and evaluation projects in road safety. Most relevant to this project, she was a member of the technical group who evaluated the initial introduction of the SafeTCam technology in NSW and conducted a review for of heavy vehicle crashes for the RTA which included an evaluation of the influence of speed cameras for trucking.

Adjunct Prof. Soames Job's experience includes:

- Advocacy and advice to develop the speed camera program in the UAE (Dubai Emirate);
- Extensive advocacy, defence and strategic advice on the revision of the speed camera program in Poland, which was under threat of being scrapped at the time, and is now working well with a drop of over 600 deaths in the road toll after its revision;
- Strategic policy advice on improving speed enforcement for Brazil, Ukraine, Russia, and India (state of Punjab);

- Management and revision of the ARRB evaluation of the initial NSW fixed speed camera program;
- Management of the larger evaluation of the entire speed camera program in NSW for the NSW Audit Office Report on speed cameras;
- Management of the evaluation of the reintroduction of mobile speed cameras into NSW, including strategies and polices on location of enforcement and (highly successful) communications with the community for the re-introduction. The NSW road toll dropped by 84 from year before to after with the introduction of this program;
- Management and leadership of the introduction 21 of point to point camera systems in NSW (currently only enforcing heavy vehicles);
- Management and leadership of the introduction 200 safety (red light and speed) camera systems in NSW;
- Management and leadership of the expansion of fixed speed cameras to school zones in NSW with 50 new cameras;
- Management (and direct input to) international award winning road safety advertisements related to speeding, including winning several Caples International Awards, New York for 2007, AdNews National Award in 2007, Advertising Federation of Australia EFFIE (Advertising Effectiveness Awards) 2009 and NSW Premier's Public Sector Awards, Gold Award 2008 for: "Delivering Better Services" awarded to RTA/Centre for Road Safety for "The Speed Management Project" (which included expanded enforcement, communications, and advertising)
- Consulting work on speed enforcement policy and practice for Victoria (further details confidential).

Prof. Raphael Grzebieta is an engineer. His experience compliments that of Professors Job and Williamson in regards to contributions to Road Safety Programs and in particular effects of speed on crashes. He has expressed opinions as an advocate and supporter of the use of speed cameras in various Media outlets (see: <http://www.science.unsw.edu.au/opinion/opinion-drivers-have-no-right-speed>,

<http://www.science.unsw.edu.au/opinion/opinion-nsw-speed-cameras-safety-or-revenue-raising>,

and <http://www.science.unsw.edu.au/opinion/opinion-skaifes-killer-proposal>).

Both Prof Grzebieta and Job made significant contributions to the current Safe System Approach now adopted in the national road safety strategy policy (see: <http://acrs.org.au/wp-content/uploads/Mooren-et-al-Safe-System-%E2%80%93-Comparisons-of-this-Approach-in-Australia.pdf>). The Safe System Approach identifies speed as a key contributor to crashes and consequential road trauma and that it is one of the major pillars in road safety that must be managed appropriately through enforcement.

Prof Grzebieta has also provided evidence in over 100 in-depth crash investigations and accident reconstruction analyses where speed and perception reaction time were key determining factors resulting in a crash. His latest cases have been for the NSW DPP, Victorian Coroner, Victoria Police and Victorian WorkCover Authority as well as a number of cases for the S.A. CTP Insurer. Prof. Grzebieta has also worked integrally with Prof. Job and the then Victoria's Deputy Commissioner Ken Lay (now Commissioner and a strong supporter of Victoria's speed camera program) reviewing road safety in Kuwait as part of a United Nations (UN) project to assist Kuwait Police, Engineers and Ministry responsible for road safety reduce their road trauma. A major part of their recommendations to the Kuwait where the introduction of fixed, mobile speed and point-to-point cameras, an accelerated enforcement and media campaign.

Both Prof Grzebieta and Job have also worked with Mr Eric Howard promoting the Safe System Approach throughout NSW in 2011 via a series of one day workshops to RTA and Local Council engineers, police and staff. Speed enforcement and crash speed consequences were an integral component of this seminar series. The Seminar Series was organised by Ms Lori Mooren. Ms Mooren is a TARS staff member, was an ex-RTA head of road safety, and was a Principle Author of the World Health Organisation's UN guides to Speed Management: A Road Safety Manual For Decision-Makers And Practitioners (see: http://www.who.int/roadsafety/projects/manuals/speed_manual/en/).

While Ms Mooren will not be engaged directly in the project because of other commitments, she will be

available for review and consultation by the UNSW team.

Associate Professor Jake Olivier is in the School of Mathematics and Statistics which is the number one ranked mathematics and statistics school in Australia. A/Prof. Olivier's main expertise is on statistical methods applied to epidemiological, psychological and population health data. His main application area has been in road safety research with a focus on the assessment of bicycle helmet legislation and other safety interventions. A/Prof Olivier's statistical interests involve improving methods for assessing population-based interventions (such as assessing the introduction of speed cameras), the development of operationally defined effect sizes in epidemiology, sample size calculations for testing the difference in two proportions and binary parameter estimation. He also has expertise in the analysis of large, administrative data sets such as those involved in this project.

Dr Mike Bambach is Senior Research Fellow at TARS Research. He has substantial experience with regard to the engineering aspects of road safety including vehicle rollover crashes, motorcyclist impacts into roadside infrastructure, injury biomechanics and deformation of vehicle structures in collisions. He has very strong skills in the analysis of road safety and injury-related databases most recently undertaking the very large scale linkage study of over a decade of road crash and hospitalisation data for Transport for NSW.

b) Development of ongoing evaluation frameworks for road safety camera programs;

As Deputy Director and Director of NSW Centre for Road Safety, Prof. Job required such a framework to deliver longer term evaluations such as the evaluation supplied to the NSW Audit Office covering years of post-installation data. Ideally, any ongoing evaluations for the ACT will include process evaluation with tracking of:

- o Crashes (details records with severity, type, people involved- for targeting of communications)
- o Camera activities (infringements and level of speeding)
- o Level of speeding not at camera locations
- o Attitudes and beliefs, by segmented population
- o Content analysis of media coverage

For these analyses sound records of exact data on the dates of installation and initial operation are required. Collection of appropriate control data are often overlooked and can also be of great value in dismissing alternative accounts which commonly arise in the media and from the community (such as explaining all improvements via safer vehicles).

Similarly, Prof Williamson and Grzebieta have considerable experience in carrying out numerous reviews and audits of safety programs and in developing evaluation framework programs. Although not directly related to road safety camera programs, their evaluation experience has been in other areas of road safety such as fatigue, heavy truck safety, vehicle crashworthiness, roadside crashworthiness, and vulnerable road users.

c) Understanding of speed management programs and previous experience in undertaking evaluations of road safety camera networks in Australia and / or overseas;

As listed above, we have extensive experience in Australia and internationally, in all aspects: evaluations of outcomes, refinement of programs based on process evaluations of outputs, intermediate outcomes (speed data, attitudes, beliefs), and final outcomes.

d) Experience in collating and analysing statistical information relating to road safety programs; and

We have extensive experience in the management of large databases, including crash databases, as well as in community attitude and belief survey design and analysis. The UNSW team directly conducted extensive analyses, interpreted these, written reports, and recommendations, and have managed road safety (including speed camera) program refinements and expansions.

In particular, TARS Research has excellent research facilities and a wide range of highly sophisticated world class tools for road safety research including extensive statistical software tools to analyse very large injury

databases. We have access to detailed, population-based information on Australian road-related mortality from the National Coronial Information System and injury morbidity and mortality from data extracts of police-reported crashes and third party compensation claims following road trauma in NSW provided by Transport for NSW and the Motor Accidents Authority. TARS Research can also access information on hospital separations and emergency department (ED) presentations in NSW and ACT involving road trauma, as well as road trauma data from the New Zealand Crash Analysis System and the US National Automotive Sampling System Crashworthiness Data System and the National Electronic Injury Surveillance System.

TARS has also developed a unique resource of linked data containing police-reported road crashes linked to ED presentations, hospital admissions and mortality data that makes possible in-depth examination of all levels of injury severity, not just of road trauma-related mortality. For example, TARS researchers developed a unique resource that contains a data extract of police-reported road crashes linked to ED presentations, hospital admissions and mortality data for the years 2001 to 2009 for the whole of NSW, that provides the ability to conduct in-depth examinations of road trauma-related mortality and at all injury severity levels.

Another notable recent project funded by the ACT/NRMA Trust involved analysis of Police-reported crash data and hospital separations data from Canberra Hospital, and Coroners files to determine Serious injury and fatality rates per vehicle number for motorcyclists in the ACT. The project title and focus was on Reducing Motorcycle Trauma In The ACT (2012).

- e) Experience in reviewing and recommending enhanced governance arrangements to support road safety programs.

TARS Research has a strong history of transferring knowledge from our research to end-users especially professionals in order to promote the use of evidence in policy and practice. In fact, the ultimate objective of all of our research is to contribute to improved road safety, the timing of translation of research into policy and/or practice being dependent on the current state of knowledge about the specific road safety issue.

TARS researchers also have an established track record of work with government including state regulators and CTP insurers on almost all road safety issues. TARS researchers are already on many of the most strategic committees and advisory groups on road safety in NSW, nationally and internationally. TARS researchers have a strong history of transferring knowledge from their research to end-users, especially professionals, in order to promote the use of evidence in policy and practice via committee membership, journal papers, conference papers and presentations, presenting invited and keynote conference and workshop lectures, and via other media outlets.

The research team also has broad and deep experience in the international arena as well, i.e. road safety reviews for the World Bank, work in road safety for the United Nations, the Global Road Safety Partnership, and the World Health Organisation, national governments, and road safety reviews (including full road safety capacity reviews in several instances) and provided strategic advice in Poland, Russia, Saudi Arabia, New Zealand, Qatar, Kuwait, Tunisia, Ukraine, Laos and Brazil.

NON-WEIGHTED CRITERIA**1. Price**

Tenderers to provide a fully itemised and detailed costing schedule.

The tables below summarise all budget items including tasks required to complete the project, who will do them, and the time we estimate will be required to complete them. GST is shown for each item in Table 4. Details of the budget items including allocation of staff to tasks required for this evaluation project are as follows:

1. Prof Williamson: will lead and assume responsibility for management of the project overall. Her main time commitment will be in ensuring that the project is established, analytic plan is feasible and established, checking on progress through the data cleaning and analysis phase (late March to early May), overseeing the development of the review of community attitude studies and literature review of previous evaluations road safety cameras (March to mid-May) and participating in data interpretation and report writing (May and June)
2. Prof Grzebieta: will take an active role in establishing the analysis plan (March), maintain a watching brief on the progress of the analysis (April), participate in synthesis of the results of the attitude studies and literature review and play an active role in interpretation of results and report writing (early May to June).
3. A/Prof Olivier: will review the nature of the data available, design the analysis plan, select statistical methodology with input from Prof's Williamson and Grzebieta and oversee the analysis (March to mid-May). He will also assist in the writing of the statistical aspects of the report and review it before completion.
4. Dr Bambach: will work with A/Prof Olivier to review the nature of the data available, and design the analysis plan, (March) conduct the data cleaning and analysis with assistance from a Research Assistant (March to mid-May). He will assist the other members of the team in putting together the results of the analysis for the final report (mid-May to June).
5. Prof Job: will review the analysis plan (mid-March) and assist with the final interpretation of the results of the project (both data analysis and literature reviews) especially relating to the opportunities to improve the road safety outcomes from the Road Safety Camera Program, the most effective use of network resources and the development of the ongoing evaluation framework (mid-May to June).
6. Casual Research Assistants: will assist with the data cleaning and analysis and with the literature review and community attitude analysis sections of the project (March to mid-May)
7. Research Manager: will facilitate all processes relating to administration of the project in order to ensure that they are conducted in a timely manner. This includes contract management, staff recruitment and selection.
8. Finance Manager: will carry out all activities relating to the financial management of the project.
9. Travel: This has been estimated on the basis of nine return flights between Sydney and Canberra (based on \$350 per flight) and 14 person-nights of accommodation (based on \$150 per person per night) plus taxi and other incidentals (\$1,350 total). This is estimated on the predicted need for four trips to Canberra. The first will be to review the data available and options for analysis. We predict that it will involve 3 people over three days and require two nights accommodation each. The second trip will involve two people for the purpose of working with the data custodians to ensure that the data is supplied in a form needed for the analysis. We predict this will take five days so require two flights and four nights accommodation. The third trip will be to present the analysis plan and require two people for one day. The fourth trip will be to present the findings and the draft report and will require two people and one day.

Table 4: Details of time required, tasks to be completed and costs for each budget item

Category	Work days (FTE)	Name and Task	Daily rate (incl. all costs)	Total price	GST	TOTAL
UNSW Personnel	10	A/Prof Jake Olivier – statistical methodology and analysis overview				
UNSW Personnel	25	Casual Research Assistant - Data Cleaning				
UNSW Personnel	25	Casual Research Assistant - Literature Review				
UNSW Personnel	50	Dr Mike Bambach – Statistical Analysis				
UNSW Personnel	18	Prof Ann Williamson – Project Management, Results Analysis, Evaluation development, Report Writing,				
UNSW Personnel	15	Prof Raphael Grzebieta – Task Preparation & overview, Results Analysis, Evaluation development, Report Writing.				
UNSW Personnel	5	TARS Finance Manager				
UNSW Personnel	5	TARS Research Business Manager				
Non-UNSW Personnel	5	Prof Soames Job – Task Preparation and overview, Evaluation development, Report Review				
Travel Domestic		UNSW Travel to Canberra (return airfare, accommodation, per diem etc.)				

Table 5: Budget summary

Category	Name	Total
Non-UNSW Personnel	Prof Soames Job - Task Preparation and overview, Evaluation development, Report Review	\$
Travel Domestic	UNSW Travel to Canberra (return airfare, accommodation, per diem etc.)	\$ 7,260.00
UNSW Personnel	A/Prof Jake Olivier – statistical methodology and analysis overview Casual Research Assistant - Data Cleaning Casual Research Assistant - Literature Review Dr Mike Bambach – Statistical analysis Prof Ann Williamson – Project Management, Analysis, Report Writing, etc. Prof Raphael Grzebieta – Task preparation, Analysis, Report Writing, etc. TARS Finance Manager TARS Research Business Manager	
Grand Total		\$ 163,924.63

Please note: **Grand Total** price includes GST and UNSW University Administration Fee (which includes Insurance costs) of approximately \$39,500. For details: <http://www.gs.unsw.edu.au/policy/documents/cnpolicy.pdf>
http://research.unsw.edu.au/sites/all/files/related_files/regular_page_content/infrastructure_support_doc.pdf

2. Referees

Tenderers to provide contact details of at least two (2) recent referees, including name, address, telephone number and email that are able to validate the Tenderers claims against the assessment criteria.

a) Professor Barry Watson, PhD
 Director, Centre for Accident Research and Road Safety - Queensland (CARRS-Q)
 School of Psychology & Counselling
 and
 Domain Leader - Injury Prevention & Rehabilitation
 Institute of Health & Biomedical Innovation (IHBI)
 Queensland University of Technology (QUT)
 Level 4, K Block, Kelvin Grove Campus
 130 Victoria Park Road
 Kelvin Grove QLD 4059
 AUSTRALIA

Tel. [REDACTED] International (+61 7)
 Fax. [REDACTED]

b) Mr Iain Cameron
 Executive Director
 Office of Road Safety
 Level 10
 40 St Georges Terrace
 Perth
 Western Australia 6000
 Email: iain.cameron@mainroads.wa.gov.au
 08 9323 4688

IMPORTANT: The ACT Government is committed to providing regional Small to Medium Enterprises (SMEs) with opportunities to win business. Consideration will be made in the evaluation process to SME's and to suppliers who demonstrate that they will sub-contract to SMEs.

Evaluation of your quote will be based on value for money (e.g. capacity, capability and price) and will include consideration of your business status (i.e. SME). When completing this RFQ ensure your response covers these areas.

Insert your description of how you will meet the Territory's requirements as set out in Schedule 1. Include details of products/services and your capacity to deliver against the requirements.

See above

Prices for Services

Make sure you include the following for each service requirement:

- Task
- Milestone deliverable (if applicable)
- Milestone delivery date (if applicable)
- Payment schedule excluding GST
- Payment schedule GST component
- Payment schedule including GST

Also include the total costs broken down into:

- Total GST Exclusive
- Total GST
- Total GST inclusive
See above |

Insurance Details

The Supplier must effect and maintain, for the Term, all insurances required to be effected by it by law and the following insurances:

- **Public liability insurance in the amount of \$20 million in the aggregate**
- **Professional indemnity insurance in the amount of \$20 million in the aggregate**

If required by the Territory, the Supplier must provide evidence of the above insurance.

The UNSW has Public liability Professional indemnity insurance each of \$20 million. Certificates of Currency can be supplied if requested.

RESPONDENT DECLARATION

f *I/We quote to provide the Supplies described in the RFQ at the GST inclusive prices specified in the Quotation.*

I/We undertake to provide evidence of insurance policies if selected as the preferred Respondent prior to entering into a contract with the Territory.

I/We declare I/We have sighted and agree to the General Conditions of RFQ (located on the Shared Services Procurement website), and any Special Conditions of RFQ at Schedule 3.

I/We declare that all information required by the General Conditions of RFQ has been included in our Quotation.

Prior to signing ensure you have the legal authority to be a signatory for this quote.

NB: physical signatures are not required for this document. Complete the information and return electronically to the email address provided in Schedule 1.

Signatory's Full Printed Name:	Warwick Dawson	Signatory's Title/Position:	Director, Research Partnerships
Signatory's Phone Number:		Signatory's email address:	
Date:	Click here to enter a date.		

ATTACHMENT A - DEFINITIONS

The following definitions apply to this RFQ:

Assessment Criteria	the criteria by which a quotation will be evaluated, set out in Schedule 2 – Quotation.
Quotation	means a quotation lodged by a respondent in response to an RFQ.
Respondent	means the legal entity that submits a quotation.
Supplies	means the goods, services or goods and services specified in Schedule 1 of this RFQ, and includes all incidental goods and services that are reasonably necessary to allow the Territory to use and understand the supplies to their full benefit.
Territory	when used in a geographical sense, means the Australia Capital Territory, when used in any other sense, the body politic established under the <i>Australian Capital Territory (Self-Government) Act 1988</i> (Cth).

ATTACHMENT B – DETAILED STATEMENT OF REQUIREMENTS**Evaluation scope**

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (c) reducing crashes;
- (d) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (d) available ACT data, including crash data, speed surveys, and infringement data;
- (e) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (f) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (d) assess the impact of the ACT Road Safety Camera Program as a whole;
- (e) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and
- (f) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (d) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (e) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (f) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

The final evaluation report will be required no later than the end of June 2014.

Expertise required

The project team should comprise individuals with expertise in road safety, including the evaluation of road safety camera systems or programs. In addition, the project team must comprise expertise to undertake the review and recommend improvements in relation to the governance of the program.

ATTACHMENT C – DATA AVAILABLE TO SUPPORT EVALUATION METHODOLOGY

The following table outlines the data that is available to support the development of an evaluation methodology by tenderers. The table includes enforcement, speed and crash data.

Data type	Data available	Holding agency
Speed	Speed surveys for suburban streets	Territory and Municipal Services Directorate
Enforcement	Camera infringement data	Justice and Community Safety Directorate
	Police infringement data	ACT Policing / Justice and Community Safety Directorate
Crashes	Reported casualty crashes	Territory and Municipal Services Directorate / ACT Policing
	Reported property crashes	Territory and Municipal Services Directorate

Additional information concerning available data to support the evaluation*Speed survey data*

The Territory and Municipal Services (TAMS) Directorate manages a speed survey program which has a focus on suburban streets. This data has not been collected specifically for evaluating the road safety cameras, but could be used by tenderers to analyse factors such as total vehicles, mean speeds, 85th percentile speeds, vehicles over the speed limit, highest speed etc.

Computer data files for specific locations are available dating back to around 2000. However, due to technical factors there are difficulties and limitations with accessing information for counts using older devices and software. There are hard copy registers and summary reports available for locations surveyed dating back to the mid-1990s.

Camera infringement data

Infringement data can be extracted for all camera types. Testing data (pre-commissioning data) may also be available for some cameras. The enforcement data can be reported for specific periods and reports can include infringement counts, vehicle counts (i.e. number of vehicles checked by cameras), offence category, offence speed, licence type of offending person, licence jurisdiction of offending person and body type of vehicles.

Crash data

Standard site history reports can be generated for specific intersections, midblock sections or road sections. Using the IAMS system, these standard crash reports can be generated for any period or periods going back to about 1988.

Please note: Older data may have lower confidence factors than more recent information due to recent improvements in data collection, such as electronic SmartForm reporting. The TAMS crash database does not include causality information, such as speed related crashes. This information is kept by ACT Policing.

Further enquiries: Further enquiries about available data to support evaluation methodology should be made to the contact officer, Mr Naveen Wijemanne at Naveen.wijemanne@act.gov.au. Additional information provided to a tenderer will be made available to all tenderers in writing.

ATTACHMENT D – TYPES OF ROAD SAFETY CAMERA ENFORCEMENT USED IN THE ACT

Camera type	Main purpose	Number of cameras	Year first introduced
Mobile	General network deterrence (anywhere, anytime)	5 mobile camera vans and 177 sections of road	1999
Fixed red light / speed	Location specific (to address high risk intersections)	13	2000
Fixed speed only	General network deterrence (to address higher speed, high volume arterial roads)	13 at 9 locations (some locations monitor both sides of the road)	2007
Point to point	Route enforcement (to address crash and speed)	2	2012

Davidson, Geoffrey

From: Max Cameron [redacted]
Sent: Monday, 3 February 2014 5:17 PM
To: Davidson, Geoffrey
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Re: Request for Quote: Evaluation of ACT Road Safety Camera Program

Dear Mr Davidson

I regret to advise you that MUARC is not in a position to submit a proposal for the above project. I have considered this project in conjunction with Assoc/Prof Stuart Newstead, head of the Injury Analysis and Data team, and we have concluded that it is not possible within a reasonable time frame. In addition, we are in doubt whether crash-based evaluations of components of the ACT safety camera program are likely to be conclusive because of the relatively small number of crashes in the ACT.

Thank you for considering MUARC for this task and I hope that you will consider us again.

Kind regards

Max

--
Prof Max Cameron | Monash University Accident Research Centre
Building 70, Monash University, Clayton, Victoria 3800, Australia
T: [redacted] (Monash) or [redacted] (all hours)
M: [redacted] (International: [redacted])
E: [redacted] Web: www.monash.edu.au/muarc

On 10 December 2013 14:12, Davidson, Geoffrey <Geoffrey.Davidson@act.gov.au> wrote:

Dear Prof Cameron

Please find attached a Request for Quote (RFQ) to undertake an evaluation of the ACT Road Safety Camera Program.

Contact information for enquiries about the RFQ are included in the attached document.

Yours sincerely

Geoff Davidson

From: geoffrey.davidson@act.gov.au
Sent: Wednesday, 5 February 2014 3:41 PM
To: Shared Services, ACT Record Services
Cc: Davidson, Geoffrey
Subject: Request for new file

Mail from: <http://intact/apps/RecordServices/request/>

fileType: **new**

closePart:

AmendTitle:

origDept: **JUSTICE AND COMMUNITY SAFETY DIRECTORATE- JACS**

origBranch: **LEGISLATION, POLICY AND PROGRAMS**

origSection: **JUSTICE PLANNING AND SAFETY PROGRAMS**

origGroup:

mdb: **TVKAAA**

tvkFunction: **TRAFFIC & TRANSPORT**

tvkActivity: **Evaluation**

sentence: **T & T 1.46.2 (NI2004-180 - Traffic & Transport Records) Destroy 15 yrs after evaluation**

tvkSubject: **none**

freeText: **ACT Road Safety Camera Evaluation**

crossRef:

class: **Unclassified**

inConfidenceType: **Select Caveat**

National:

authName:

authTitle:

authDesignation:

limitedAccessOfficer:

createdBy: **Geoff Davidson**

createdByPhone: **77195**

createDate: **5/02/2014**

physicalLocation: **Level 2, 12 Moore St, Canberra City**

actionOfficer:

notes: **mediclip pls**

submitted on: **5/02/2014** by: **ACTGOV\Geoffrey Davidson**

[Open in MSWord] to <http://intact:80/apps/RecordServices/request/Default.asp>

Len(request.Form) = 721

Greenland, Karen

From: Greenland, Karen
Sent: Friday, 7 February 2014 3:06 PM
To: Boogs, Monika
Cc: Ng, Daniel; Playford, Alison; Alderson, Karl
Subject: Camera Program - update on audit and evaluation

Camera Evaluation

The closing date for proposals to undertake the camera program evaluation was 31 January. We sought proposals from three providers, all of whom, last year, indicated interest in, and availability, for the task. Only one has submitted a proposal. The other two have indicated that they do not have capacity to undertake the work in the first half of this year. We will review the proposal received and provide a brief on this ASAP.

Karen

Karen Greenland

Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au



Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Monday, 17 February 2014 9:59 AM
To: Gill, Tony
Cc: Quinlan, David; Shoukrallah, Rifaat; Greenland, Karen; McIntosh, Andrew
Subject: Data to support camera evaluation
Attachments: ACTSafetyCamera_QuotationforServices_TARSResearch_Submitted.pdf; camera evaluation data request.docx

Hi Tony

We received a tender for the evaluation of the camera program from UNSW. The tender meets our requirements but raises a number of issues in relation to data availability and data quality to support the proposed methodology. We would like to resolve these issues before awarding the contract and require further information about Roads ACT speed and crash data. This information will be used by UNSW to finalise their methodology and quote.

I have attached the UNSW proposal as well as a survey and questionnaire. I would appreciate it if you could please arrange for the survey and questionnaire to be completed. It would also be good if you could ask one of your officers to review the tender and advise on any other possible issues re crash and speed data. We are aiming to provide this information to UNSW by Wednesday, so would appreciate a response by COB tomorrow. I know this is a short turnaround, but we really need to get this moving.

Thank you for your assistance with this project.

Geoff

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608

Telephone (02) 620 77195 | Facsimile (02) 620 50937

JACS acknowledges the traditional custodians of the ACT, the Ngunnawal people. JACS acknowledges and respects their continuing culture and the contribution they make to the life of this city and this region.



Table 1 – Summary of data required for camera evaluation

		Treated (camera in place)	No treatment (no camera in place)
Mobile	Time 1 (pre 1999)	Measures*	Measures
	Time 2 (post 1999)	Measures	Measures
P2P	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures
Fixed speed	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures
Fixed speed / RLC	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures

* Measures = speed, infringement crash

Mobile cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non approved sites pre 1999	Roads ACT		
Crash data (casualty and property) for approved sites pre 1999	Roads ACT		
Crash data (casualty and property) for non approved sites post 1999	Roads ACT		
Crash data (casualty and property) for approved sites post 1999	Roads ACT		
Speed survey data for non approved sites pre 1999	Roads ACT		
Speed survey data for approved sites pre 1999	Roads ACT		
Speed survey data for non approved sites post 1999	Roads ACT		
Speed survey data for approved sites post 1999	Roads ACT		

Fixed speed cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2002	Roads ACT		
Crash data (casualty and property) for treated sites pre camera	Roads ACT		
Crash data (casualty and property) for non treated sites post 2002	Roads ACT		
Crash data (casualty and property) for treated sites post camera	Roads ACT		
Speed survey data for non treated sites pre 2002	Roads ACT		
Speed survey data for treated sites pre 2002	Roads ACT		
Speed survey data for non treated sites post 2002	Roads ACT		
Speed survey data for treated sites post camera	Roads ACT		

Fixed speed/RL cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2000	Roads ACT		
Crash data (casualty and property) for treated sites pre camera	Roads ACT		
Crash data (casualty and property) for non treated sites post 2000	Roads ACT		
Crash data (casualty and property) for treated sites post camera	Roads ACT		
Speed survey data for non treated sites pre 2000	Roads ACT		
Speed survey data for treated sites pre 2000	Roads ACT		
Speed survey data for non treated sites post 2000	Roads ACT		
Speed survey data for treated sites post camera	Roads ACT		

P2P cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2012	Roads ACT		
Crash data (casualty and property) for treated sites pre camera	Roads ACT		
Crash data (casualty and property) for non treated sites post 2012	Roads ACT		
Crash data (casualty and property) for treated sites post camera	Roads ACT		
Speed survey data for non treated sites pre 2012	Roads ACT		
Speed survey data* for treated sites pre 2012	Roads ACT		
Speed survey data for non treated sites post 2012	Roads ACT		
Speed survey data for treated sites post camera	Roads ACT		

Questionnaire about data quality

1. In what proximity to fixed speed cameras have speed surveys been placed pre and post cameras? (e.g. within 500m of the camera location?)
2. Can speed survey data be provided for all midblocks at P2P sites?
3. Can the data be provided in common electronic format (preferably .csv)?
4. Would you be able to advise the consultant on systemic changes effecting vehicle speeds in the ACT such as changes to urban speed limits, changes to road infrastructure etc?
5. The consultant has provided the below minimum dataset requirement for their methodology. Can this be met both pre and post cameras?

Minimum dataset for evaluation of road safety cameras

The following list of variables would be required to undertake a basic analysis of the effectiveness of particular types of cameras operating in the ACT. In each case we assume that there is at least 3 months of good quality data available pre and post introduction of the type of camera and for comparing similar times and locations that have been treated (camera installed) and nontreated (no camera installed). Ideally, we would like to be able to match the speed data to the infringement and crash times and locations in order to provide exposure data such as number of vehicles passing at the time and location of the infringement or crash, plus details of speeds of vehicles passing at that time and location.

Effects of cameras on speed:

- Date;
- time of day;
- location of speed measurement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit;
- Number of vehicles passing at that time and location;
- Distribution of speeds of vehicles passing at that time and location: Average speed, Number of vehicles exceeding the posted speed limit by 5, 10, 15, 30+ km/h and/or by 85th, 90th, 95th percentiles

Effects of cameras on crashes

- Date;
- time of day;
- location of crash: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Severity of crash (e.g., fatal, injury, property-damage,)
- Nature of crash (e.g., Road User Movement codes or similar)

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Monday, 17 February 2014 10:22 AM
To: Swale, Brett
Cc: Snowden, David; Greenland, Karen; McIntosh, Andrew
Subject: Information required for camera evaluation procurement
Attachments: ACTSafetyCamera_QuotationforServices_TARSResearch_Submitted.pdf

Hi Brett

Please see attached tender from UNSW for the evaluation of the camera program. The tender meets our requirements but raises a number of issues in relation to data availability and data quality (see section on methodology). We would like to resolve these issues before awarding the contract. Do InTACT have data dictionaries pre and post rego.act (e.g. is the same data available for pre 1999 before the intro of the mobiles)? I was thinking that we could just supply those. The minimum data requirements outlined in the tender are below. Can you please confirm that this could be provided for both pre and post cameras (for each of the four technologies).

Effects of cameras on enforcement through camera or police infringement data

- Date;
- Time of day;
- Location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

We would obviously like to provide information to UNSW as soon as possible and are seeking the information about by Wednesday.

Thanks for your help with this.

Geoff

Geoffrey Davidson | Manager, Road Safety
Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**
Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608
Telephone (02) 620 77195 | Facsimile (02) 620 50937

JACS acknowledges the traditional custodians of the ACT, the Ngunnawal people. JACS acknowledges and respects their continuing culture and the contribution they make to the life of this city and this region.



Davidson, Geoffrey

From: Swale, Brett
Sent: Monday, 17 February 2014 3:57 PM
To: Davidson, Geoffrey
Subject: FW: Information required for camera evaluation procurement
Attachments: 01-09-1999 TO 01-01-2001.xlsx

Hi Geoff

See below advice from Daniel and Gordon.

Regards

Brett

Brett Swale
Manager, Road User Services
Office of Regulatory Services
Justice and Community Safety
Ph: (02) 620 77077
Fax: (02) 620 76941
PO Box 582
Dickson ACT 2602

Think before you print: 1 ream of paper=6% of a tree and 5.4kg of CO₂ in the atmosphere; 3 sheets of A4 paper=1 litre of water

From: Laundess, Daniel
Sent: Monday, 17 February 2014 11:58 AM
To: Swale, Brett
Subject: RE: Information required for camera evaluation procurement

Brett,

All of the infringement data from the TRIPS database was loaded into rego.act. I can access TIN data from 1994 and I data from 1999.

The details below can all be accessed although the location data is not as detailed as they have requested.

Pre Rego Gordon has information on how many vehicles speeding and no of infringements issued/ relates to actioned and no actioned images (see attached). I do not know what was paid or withdrawn, the information is manually entered, there is no GPS information prior to June 2011

Daniel Laundess | Business Information Manager

Road User Services

Transport Regulation | Justice and Community Safety Directorate | ACT Government

13 – 15 Challis St, DICKSON ACT 2602 | PO Box 582, DICKSON ACT 2602.

Telephone (02) 6207 8307 | Facsimile (02) 620 77837



ACT Office of Regulatory Services



@ORS_ACT

From: Swale, Brett
Sent: Monday, 17 February 2014 11:19 AM
To: Stone, Gordon; Laundess, Daniel
Subject: FW: Information required for camera evaluation procurement

Daniel, Gordon

Please see below. It is my understanding that the pre and post rego.act information will only be available from what was transferred to rego.act? Is this correct? If so do we know how far back the pre rego.act infringement data is available and how reliable the data is?

Thanks

Brett

Brett Swale
Manager, Road User Services
Office of Regulatory Services
Justice and Community Safety
Ph: (02) 620 77077
Fax: (02) 620 76941
PO Box 582
Dickson ACT 2602

Think before you print: 1 ream of paper=6% of a tree and 5.4kg of CO₂ in the atmosphere; 3 sheets of A4 paper=1 litre of water

From: Davidson, Geoffrey
Sent: Monday, 17 February 2014 10:22 AM
To: Swale, Brett
Cc: Snowden, David; Greenland, Karen; McIntosh, Andrew
Subject: Information required for camera evaluation procurement

Hi Brett

Please see attached tender from UNSW for the evaluation of the camera program. The tender meets our requirements but raises a number of issues in relation to data availability and data quality (see section on methodology). We would like to resolve these issues before awarding the contract. Do InTACT have data dictionary pre and post rego.act (e.g. is the same data available for pre 1999 before the intro of the mobiles)? I was thinking that we could just supply those. The minimum data requirements outlined in the tender are below. Can you please confirm that this could be provided for both pre and post cameras (for each of the four technologies).

Effects of cameras on enforcement through camera or police infringement data

- Date;
- Time of day;
- Location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

We would obviously like to provide information to UNSW as soon as possible and are seeking the information about by Wednesday.

Thanks for your help with this.

Geoff

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608

Telephone (02) 620 77195 | Facsimile (02) 620 50937

JACS acknowledges the traditional custodians of the ACT, the Ngunnawal people. JACS acknowledges and respects their continuing culture and the contribution they make to the life of this city and this region.



Davidson, Geoffrey

From: Gill, Tony
Sent: Wednesday, 19 February 2014 8:09 AM
To: Davidson, Geoffrey
Cc: Greenland, Karen
Subject: FW: Data to support camera evaluation
Attachments: CameraRoadsData_Summary_2008_RSVerFed.xls

Geoff

Information as requested

TG

From: Quinlan, David
Sent: Tuesday, 18 February 2014 4:39 PM
To: Gill, Tony
Cc: Shoukrallah, Rifaat
Subject: RE: Data to support camera evaluation

Tony

From the paperwork, some "before" speed surveys were taken at (ie close to) the camera sites.

This information was put into a spreadsheet produced by the Road Safety Unit – copy attached.

We have some "after" speed survey data, but this is a bit patchy and not complete.

Presumably "after" speed data at the camera sites can be taken from the cameras themselves.

Roads ACT started using the Metrocount devices from around October 2012.

David Q

From: Gill, Tony
Sent: Tuesday, 18 February 2014 4:15 PM
To: Quinlan, David
Cc: Shoukrallah, Rifaat
Subject: FW: Data to support camera evaluation

David

Can you please advise on this

Regards

TG

From: Davidson, Geoffrey
Sent: Tuesday, 18 February 2014 3:49 PM
To: Gill, Tony
Cc: Quinlan, David; Greenland, Karen
Subject: RE: Data to support camera evaluation

Thanks Tony.

I just have two additional questions, at this stage –

- 1) In relation to the midblocks, was the before and after speed data collected within 500m of all cameras?
- 2) From what date did Roads ACT begin using the Metrocount devices?

Thanks for your assistance with this.

Geoff

Geoffrey Davidson | Manager, Road Safety

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From: Gill, Tony
Sent: Tuesday, 18 February 2014 2:45 PM
To: Davidson, Geoffrey
Subject: FW: Data to support camera evaluation

Geoff

Please find attached the information answering the survey questions – the consultant will still need to meet with relevant staff in Roads ACT to progress or access some of this .

Regards

Tony Gill
Roads ACT
18/2/14

From: Shoukrallah, Rifaat
Sent: Tuesday, 18 February 2014 11:22 AM
To: Gill, Tony
Subject: FW: Data to support camera evaluation

Tony
David's response attached
R

From: Quinlan, David
Sent: Monday, 17 February 2014 4:03 PM
To: Shoukrallah, Rifaat
Cc: Meredith, Edward; Potapowicz, Pawel; Mazur, Gosia
Subject: FW: Data to support camera evaluation

Rifaat

Davidson, Geoffrey

From: Gill, Tony
Sent: Tuesday, 18 February 2014 2:45 PM
To: Davidson, Geoffrey
Subject: FW: Data to support camera evaluation -
Attachments: ACTSafetyCamera_QuotationforServices_TARSResearch_Submitted.pdf; Camera evaluation data request - TMS response (Feb 14).docx

Geoff

Please find attached the information answering the survey questions – the consultant will still need to meet with relevant staff in Roads ACT to progress or access some of this .

Regards

Tony Gill
Roads ACT
18/2/14

From: Shoukrallah, Rifaat
Sent: Tuesday, 18 February 2014 11:22 AM
To: Gill, Tony
Subject: FW: Data to support camera evaluation

Tony
David's response attached
R

From: Quinlan, David
Sent: Monday, 17 February 2014 4:03 PM
To: Shoukrallah, Rifaat
Cc: Meredith, Edward; Potapowicz, Pawel; Mazur, Gosia
Subject: FW: Data to support camera evaluation

.faat

See attached for some comments on the questionnaire – marked in red text.

In terms of the actual tender, I note that there is a comment on page 3 (end of para 2) that cameras needed to be placed in the “areas of greatest risk”. This does not really apply if the cameras are designed to be a general deterrence measure, rather than being placed at “blackspots”.

David Q

From: Shoukrallah, Rifaat
Sent: Monday, 17 February 2014 3:14 PM
To: Quinlan, David
Subject: FW: Data to support camera evaluation

Had a quick glance at the questionnaire
In my view, it would have been better if they were able to be a little more specific

R

From: Davidson, Geoffrey
Sent: Monday, 17 February 2014 9:59 AM
To: Gill, Tony
Cc: Quinlan, David; Shoukrallah, Rifaat; Greenland, Karen; McIntosh, Andrew
Subject: Data to support camera evaluation

Hi Tony

We received a tender for the evaluation of the camera program from UNSW. The tender meets our requirements but raises a number of issues in relation to data availability and data quality to support the proposed methodology. We would like to resolve these issues before awarding the contract and require further information about Roads ACT speed and crash data. This information will be used by UNSW to finalise their methodology and quote.

I have attached the UNSW proposal as well as a survey and questionnaire. I would appreciate it if you could please arrange for the survey and questionnaire to be completed. It would also be good if you could ask one of your officers to review the tender and advise on any other possible issues re crash and speed data. We are aiming to provide this information to UNSW by Wednesday, so would appreciate a response by COB tomorrow. I know this is a short turnaround, but we really need to get this moving.

Thank you for your assistance with this project.

Geoff

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

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Table 1 – Summary of data required for camera evaluation

		Treated (camera in place)	No treatment (no camera in place)
Mobile	Time 1 (pre 1999)	Measures*	Measures
	Time 2 (post 1999)	Measures	Measures
P2P	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures
Fixed speed	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures
Fixed speed / RLC	Time 1 (pre camera)	Measures	Measures
	Time 2 (post camera)	Measures	Measures

* Measures = speed, infringement crash

Mobile cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non approved sites pre 1999	Roads ACT	Yes	Refer Note 1.
Crash data (casualty and property) for approved sites pre 1999	Roads ACT	Yes	Refer Note 1
Crash data (casualty and property) for non approved sites post 1999	Roads ACT	Yes	Refer Note 1
Crash data (casualty and property) for approved sites post 1999	Roads ACT	Yes	Refer Note 1
Speed survey data for non approved sites pre 1999	Roads ACT	Possibly	Refer Note 2
Speed survey data for approved sites pre 1999	Roads ACT	Possibly	Refer Note 2
Speed survey data for non approved sites post 1999	Roads ACT	Possibly	Refer Note 2
Speed survey data for approved sites post 1999	Roads ACT	Possibly	Refer Note 2

Note 1

Standard site history reports can be generated for specific intersections, midblock sections or road sections on request. Information on total number of crashes is included at the end of these reports. Using the IAMS system, crash reports can be generated for any period or periods going back to about 1988.

Please note that older data may have lower confidence factors than more recent information due to recent improvements in data collection, such as SmartForm. The consultant may wish to consider evaluating mobile camera sites introduced more recently, to take advantage of more recent data.

Note 2

TMS has an existing speed survey program, but this has a focus on suburban streets and is likely to be of limited use to look at specific mobile sites. Speed survey information for arterial roads is more limited, as it is more difficult to collect using tube counters.

Hard copy registers of all locations surveyed since the mid-1990s are available to be viewed on request. There is no cross referencing in the hard copy indexes to mobile camera van sites. Street names may need to be searched manually.

The following limitations would apply for speed survey and traffic volume information:

- Readily available computer files (Metrocount devices) – current data
- Available computer files (RTA devices) but accessing old DOS computer – back to 2000
- Hard copy summary information – back to about 1997 for speeds, and about 1993 for volumes.

We have identified that some “before” speed survey data was collected for the original mobile camera van locations, dating back to 1999 and 2000.

The consultant may wish to consider evaluating mobile camera sites introduced more recently, to take advantage of more recent data.

Fixed speed cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2002 (do you mean 2007?)	Roads ACT	Yes	Refer Note 3
Crash data (casualty and property) for treated sites pre camera	Roads ACT	Yes	Refer Note 3
Crash data (casualty and property) for non treated sites post 2002	Roads ACT	Yes	Refer Note 3
Crash data (casualty and property) for treated sites post camera	Roads ACT	Yes	Refer Note 3
Speed survey data for non treated sites pre 2002	Roads ACT	Possibly	Refer Note 4
Speed survey data for treated sites pre 2002	Roads ACT	Yes	Refer Note 4
Speed survey data for non treated sites post 2002	Roads ACT	Possibly	Refer Note 4

Speed survey data for treated sites post camera	Roads ACT	Some	Refer Note 4
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Note 3

Standard site history reports can be generated for specific intersections, midblock sections or road sections on request. Refer Note 1. Using the IAMS system, crash reports can be generated for any period or periods going back to about 1988. Please note that older data may have lower confidence factors than more recent information due to recent improvements in data collection.

Note 4

TMS has an existing speed survey program, but this has a focus on suburban streets and is likely to be of limited use. Speed survey information for arterial roads is more limited, as it is more difficult to collect using tube counters. Refer Note 1.

Notwithstanding this, Roads ACT has some "before" speed data for the fixed speed (midblock) cameras. A spreadsheet of relevant "before" information was prepared by the Road Safety Unit at that time (a copy can be provided on request if not available from JACS records). There is some "after" speed data for these camera sites, but this is not complete.

Fixed speed/RL cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2000	Roads ACT	Yes	Refer Note 5
Crash data (casualty and property) for treated sites pre camera	Roads ACT	Yes	Refer Note 5
Crash data (casualty and property) for non treated sites post 2000	Roads ACT	Yes	Refer Note 5
Crash data (casualty and property) for treated sites post camera	Roads ACT	Yes	Refer Note 5
Speed survey data for non treated sites pre 2000	Roads ACT	Possibly	Refer Note 6
Speed survey data for treated sites pre 2000	Roads ACT	Possibly	Refer Note 6
Speed survey data for non treated sites post 2000	Roads ACT	Possibly	Refer Note 6
Speed survey data for treated sites post camera	Roads ACT	Possibly	Refer Note 6

Note 5

Standard site history reports can be generated for specific intersections, midblock sections or road sections on request. Refer Note 1. Using the IAMS system, crash reports can be generated for any period or periods going back to about 1988.

Please note that older data may have lower confidence factors than more recent information due to recent improvements in data collection. The consultant may wish to consider evaluating red light/speed camera sites introduced more recently, to take advantage of more recent data.

Note 6

TMS has an existing speed survey program, but this has a focus on suburban streets and is likely to be of limited use to look at specific red light/speed camera sites. Speed survey information for arterial roads is more limited, as it is more difficult to collect using tube counters. Refer Note 1.

To our knowledge, specific "before" and "after" speed survey data was never collected for the red light/speed camera sites. While these cameras issue speed infringements, the site selection for these cameras focused on the potential reduction of right angle crashes.

The consultant may wish to consider evaluating red light/speed camera sites introduced more recently, to take advantage of more recent data.

P2P cameras	Agency	Data available? Yes / No	Comments re data quality
Crash data (casualty and property) for non treated sites pre 2012	Roads ACT	Yes	Refer Note 7
Crash data (casualty and property) for treated sites pre camera	Roads ACT	Yes	Refer Note 7
Crash data (casualty and property) for non treated sites post 2012	Roads ACT	Yes	Refer Note 7
Crash data (casualty and property) for treated sites post camera	Roads ACT	Yes	Refer Note 7
Speed survey data for non treated sites pre 2012	Roads ACT	Possibly	Refer Note 8
Speed survey data* for treated sites pre 2012	Roads ACT	Yes	Refer Note 8
Speed survey data for non treated sites post 2012	Roads ACT	Possibly	Refer Note 8
Speed survey data for treated sites post camera	Roads ACT	Yes	Refer Note 8

Note 7

Standard site history reports can be generated for specific intersections, midblock sections or road sections on request. Refer Note 1. As these are recently introduced cameras, there should not be any issues with lower confidence factors from older crash data.

Note 8

JACS would be aware of the "before" and "after" speed survey, including Bluetooth survey, information for the P2P sites. The consultant or JACS may wish to consider collecting additional "after" survey data as part of the evaluation.

In terms of control sites, TMS has an existing speed survey program, but this has a focus on suburban streets and is likely to be of limited use to look at specific P2P control sites. Speed survey information for arterial roads is more limited, as it is more difficult to collect using tube counters. Refer Note 1.

Questionnaire about data quality

1. In what proximity to fixed speed cameras have speed surveys been placed pre and post cameras? (e.g. within 500m of the camera location?)
Some data was collected for the fixed speed only (midblock) camera locations – refer Note 4. To our knowledge there was no speed survey information specifically collected for the fixed red light/speed cameras – refer Note 6.
2. Can speed survey data be provided for all midblocks at P2P sites?
Refer Note 8.
3. Can the data be provided in common electronic format (preferably .csv)?
Standard crash data reports can be provided electronically in MS Excel format. Computer speed data files for specific locations are available dating back to around 2000. However, due to technical factors there are difficulties and limitations with accessing information for traffic counts using older legacy devices and software. Speed survey data files can be provided, but the consultant would need the applicable software to read it.
4. Would you be able to advise the consultant on systemic changes effecting vehicle speeds in the ACT such as changes to urban speed limits, changes to road infrastructure etc?
Roads ACT would be able to provide advice on systemic changes (eg introduction of 50 km/h urban default limit) and respond to any questions about changes to the road environment in the vicinity of specific camera sites. It may not be easy to provide accurate information for all historical works undertaken, but general indications could be provided based on the corporate memory of Roads ACT staff.
5. The consultant has provided the below minimum dataset requirement for their methodology. Can this be met both pre and post cameras?
In part, yes.

Minimum dataset for evaluation of road safety cameras

The following list of variables would be required to undertake a basic analysis of the effectiveness of particular types of cameras operating in the ACT. In each case we assume that there is at least 3 months of good quality data available pre and post introduction of the type of camera and for comparing similar times and locations that have been treated (camera installed) and nontreated (no camera installed). Ideally, we would like to be able to match the speed data to the infringement and crash times and locations in order to provide exposure data such as number of vehicles passing at the time and location of the infringement or crash, plus details of speeds of vehicles passing at that time and location.

In general, crash data should be available for appropriate periods (well in excess of 3 months) before and after installation. This can be applied to treated and non-treated sites as desired.

Speed data is generally obtained from 7-day sample periods, so 3 month speed data would not be available.

Effects of cameras on speed:

- Date;
- time of day;
- location of speed measurement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit;
- Number of vehicles passing at that time and location;
- Distribution of speeds of vehicles passing at that time and location: Average speed, Number of vehicles exceeding the posted speed limit by 5, 10, 15, 30+ km/h and/or by 85th, 90th, 95th percentiles

Reports from traffic surveys would provide speed and volume information by date and time of day. The location of the traffic survey, road type, type of location, level of urbanisation and posted speed limit may need to be derived manually.

Information on speed distributions may be limited by the type of counter used. Reports from the RTA counters can provide average and 85th percentile speeds, and the speed profile would depend on the speed bins available. Reports from the newer Metrocount devices can provide more detailed information, including 90th and 95th percentile speeds and vehicles exceeding the posted speed limit by set amounts.

Effects of cameras on crashes

- Date;
- time of day;
- location of crash: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Severity of crash (e.g., fatal, injury, property-damage,)
- Nature of crash (e.g., Road User Movement codes or similar)

Standard site history reports can be generated for specific intersections, midblock sections or road sections, and cover the following data fields:

- Location
- Police reference
- Date/time
- Severity
- Injury type
- Crash type
- Number of casualties
- Number of vehicles
- Road surface
- Weather
- RUM code (crash type description)
- Vehicle direction
- Lane
- Vehicle position
- Vehicle movement
- Visibility

GPS information is not available on standard site history reports, but may be available for more recent crashes by generating additional reports. Road type, type of location, degree of urbanisation, and posted speed limit can be provided for each report separately if required.

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Wednesday, 19 February 2014 2:09 PM
To: 'Ann Williamson'
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Data to support the camera evaluation
Attachments: CameraRoadsData_Summary_2008_RSVerFed.xls; Camera evaluation data request - TMS response (Feb 14) (4).docx; 01-09-1999 TO 01-01-2001.xlsx

Hi Ann

Please see further information below and attached about the data that would be available to support the evaluation of the ACT road safety camera program.

Attachments

1. Spreadsheet of "before" data collected for fixed cameras
2. Information from Roads ACT about data quality and data availability
3. Spreadsheet referred to in email from Traffic Camera Office (below)

Advice from Traffic Camera Office in relation to minimum data requirements specified and highlighted below

All of the infringement data from the TRIPS database was loaded into rego.act. I can access TIN data from 1994 and CIN data from 1999.

The details below can all be accessed although the location data is not as detailed as they have requested.

Pre Rego Gordon has information on how many vehicles speeding and no of infringements issued/ relates to actioned and no actioned images (see attached). I do not know what was paid or withdrawn, the information is manually entered , there is no GPS information prior to June 2011

Effects of cameras on enforcement through camera or police infringement data

- Date;
- Time of day;
- Location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

Also, for your information, the ACT Auditor General's Office has recently completed a performance audit into the ACT road safety camera program (see below and <http://www.audit.act.gov.au/docs2/ACT%20Auditor-Generals%20Office%20-%20Performance%20Audit%20Program%202013-14.pdf>). The report is due to be tabled in mid-March 2014.

4	<p>Speed cameras <i>(Justice and Community Safety Directorate)</i></p>	<p>Areas of focus: greatest benefit for the whole community / improving services and programs The Justice and Community Safety Directorate is responsible for the placement, maintenance and operation of speed cameras including point to point</p>
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cameras and red light cameras in the ACT. Speed cameras were first introduced into the ACT in 1999.

The Audit Office will examine the effectiveness of the ACT Government's use of speed cameras. In doing this the Audit Office will provide assurance as to the proper purpose of the speed camera network, and integrity in the administration of infringements arising from the operation of the camera network.

This will include examination of whether:

- there is the right number of speed cameras in the right places;
- cameras are effective in reducing speeding; and
- cameras are reliable.

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

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Davidson, Geoffrey

From: Ann Williamson [redacted]
Sent: Monday, 24 February 2014 5:52 PM
To: Davidson, Geoffrey
Cc: Greenland, Karen; McIntosh, Andrew; Nick Pappas
Subject: RE: Data to support the camera evaluation

Hi Geoff

Thanks for sending all of this information about the data available for the evaluation. We have been through it and all looks fine. We cannot see any specific or major problems with starting the project as planned. If you can get the contract to us, we will be happy to usher it through at our end so we can start as soon as possible.

To get things moving, we would like to organise for Dr Mike Bambach to come down to Canberra for a few days to meet with the data custodians and to sort out the data questions and access to data. Would that be possible next week some time? He is happy to contact the data custodians directly if that would help. Just let me know how you want this to be organised and I will sort it out at our end.

the best

Ann

Professor Ann Williamson
Director and Senior NHMRC Research Fellow
Transport and Road Safety Research
School of Aviation
The University of New South Wales
UNSW SYDNEY NSW 2052 AUSTRALIA
Tel: [redacted] | Fax: +61 2 9385 6040 | Email: [redacted]
Web: tars.unsw.edu.au
ABN 57 195 873 179 | CRICOS Provider no. 00098G

From: Davidson, Geoffrey [mailto:Geoffrey.Davidson@act.gov.au]
Sent: Wednesday, 19 February 2014 2:09 PM
To: Ann Williamson
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Data to support the camera evaluation

Hi Ann

Please see further information below and attached about the data that would be available to support the evaluation of the ACT road safety camera program.

Attachments

1. Spreadsheet of "before" data collected for fixed cameras
2. Information from Roads ACT about data quality and data availability
3. Spreadsheet referred to in email from Traffic Camera Office (below)

Advice from Traffic Camera Office in relation to minimum data requirements specified and highlighted below

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The details below can all be accessed although the location data is not as detailed as they have requested.

Pre Rego Gordon has information on how many vehicles speeding and no of infringements issued/ relates to actioned and no actioned images (see attached). I do not know what was paid or withdrawn, the information is manually entered , there is no GPS information prior to June 2011

Effects of cameras on enforcement through camera or police infringement data

- Date;
- Time of day;
- Location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

Also, for your information, the ACT Auditor General's Office has recently completed a performance audit into the ACT road safety camera program (see below and <http://www.audit.act.gov.au/docs2/ACT%20Auditor-Generals%20Office%20-%20Performance%20Audit%20Program%202013-14.pdf>). The report is due to be tabled in mid-March 2014.

4	<p>Speed cameras <i>(Justice and Community Safety Directorate)</i></p>	<p>Areas of focus: greatest benefit for the whole community / improving services and programs The Justice and Community Safety Directorate is responsible for the placement, maintenance and operation of speed cameras including point to point cameras and red light cameras in the ACT. Speed cameras were first introduced into the ACT in 1999. The Audit Office will examine the effectiveness of the ACT Government's use of speed cameras. In doing this the Audit Office will provide assurance as to the proper purpose of the speed camera network, and integrity in the administration of infringements arising from the operation of the camera network. This will include examination of whether: ☑ there is the right number of speed cameras in the right places;</p>
---	---	--

☑ cameras are effective in reducing speeding; and
☑ cameras are reliable.

Geoffrey Davidson | Manager, Road Safety

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TRIM No.: 2014/00093
Date Rec'd Minister's Office .../.../...

To: A/g Director-General

From: Deputy Executive Director, Legislation, Policy and Programs

Subject: Procurement for evaluation of ACT Road Safety Camera Program

Critical Date: **27 February 2014** This would allow the project to commence in accordance with the project timeline that was provided to the Attorney-General in November 2013.

- DDG *[Signature]* 27/2/14
- CFO .../.../...

Recommendation

- That you:
 - agree to the draft contract at **Attachment C** for the University of NSW to undertake the evaluation of the ACT Road Safety Camera Program; and
 - sign the letter of acceptance at **Attachment D** advising the University of NSW that their quotation has been successful.

Background

- On 19 November 2013, the Attorney-General announced that the Government would be seeking proposals from road safety specialists to undertake an evaluation of the ACT road safety camera program. A copy of the media release is at **Attachment A**.
- The Attorney-General said that the evaluation would look at the performance of the camera program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify any opportunities for improvement.
- A tender evaluation panel was formed in December 2013 comprising Karen Greenland (Deputy Executive Director, Legislation Policy and Programs), David Snowden (Senior Director, Office of Regulatory Services) and Geoff Davidson (Manager, Road Safety, Legislation, Policy and Programs).
- On 10 December 2013, the Legislation, Policy and Programs (LPP) Branch issued a Request for Quote (RFQ) to the University of New South Wales (UNSW), Queensland University of Technology and Monash University. These service providers were identified as being the most appropriately skilled and experienced providers in the market. A risk assessment was completed as part of the procurement process and adequate risk controls were identified.

Issues

- Despite all three service providers confirming that they would be available to complete the work and would respond to the RFQ, LPP received a single quotation from UNSW. Queensland University of Technology and Monash University advised that they would not have capacity to complete the work in the timeframe requested. Monash University also expressed doubt about whether crash-based evaluations of components of the ACT road

UNCLASSIFIED

safety camera program would be conclusive due to the relatively small number of crashes in the ACT.

7. The tender evaluation team met on 12 February 2014 to evaluate the quotation from the UNSW. The evaluation team agreed that the quotation met all requirements to a 'good' or 'exceptional' level, and that, on balance, there was no value in re-testing the market, given the calibre of the proposal and that the other potential suppliers with the experience and capability to undertake the work had already been approached but had declined to submit proposals. The team agreed that additional information should be provided to the supplier about the data availability and quality in order to confirm that the viability of the methodology would not be compromised by a lack of substantive data.
8. LPP subsequently requested advice from the Territory and Municipal Services Directorate (speed survey data and crash data) and the Office of Regulatory Services (infringement data) and forwarded this information to UNSW. The university reviewed the information and confirmed that they "cannot see any specific or major problems with starting the project as planned".
9. The evaluation report (copy at **Attachment B**) was finalised on 25 February 2014 recommending that UNSW be awarded the contract to undertake the evaluation of the ACT road safety camera program. A copy of the draft contract is provided for your agreement at **Attachment C**. A letter of acceptance has been prepared for your signature at **Attachment D**, should you agree to award the contract to UNSW.

Financial Implications

10. The quoted price of \$163,924.63 is included in the draft contract. This amount is above the \$100,000 project budget, but is considered to be reasonable for the scale of the project and taking into account the skills and experience of the project team, and can be met from the LPP and road safety budgets. The draft contract includes a payment schedule for each major milestone. The payment schedule is not complete, but will be finalised with UNSW prior to contract being signed.

Internal Consultation

11. As discussed above, the Office of Regulatory Services (the section responsible for the Traffic Camera Office) participated as a member of the RFQ evaluation team.

External Consultation


12. ACT Policing and TAMS will be advised of the outcome of this procurement. The Attorney-General has also requested that a public announcement be made about the commencement of the evaluation project.

Benefits/Sensitivities

13. The evaluation will identify opportunities for improvement of the road safety camera program and will inform the finalisation of the ACT road safety camera strategy which is being developed by LPP. The evaluation will also complement the Auditor-General's current review of the ACT road safety camera program.

Media Implications

14. As discussed above, that Attorney-General has requested that a public announcement be made about the commencement of the evaluation project. A media package will be prepared by LPP and provided to the Attorney-General's office separately.



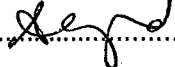
Karen Greenland
Deputy Executive Director, Legislation & Policy Branch
x76244

26 February 2014

Action Officer: Geoff Davidson

Phone 77195

AGREED/NOT AGREED/NOTED/DISCUSS

Alison Playford /...../.....

Performance Assessment

- Satisfactory
 - Unsatisfactory
-

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Thursday, 27 February 2014 3:00 PM
To: [REDACTED]
Cc: 'Ann Williamson'; Nick Pappas; Greenland, Karen; McIntosh, Andrew
Subject: Letter of acceptance for evaluation of ACT road safety camera program
Attachments: 20140227125936801.pdf

Dear Mr Dawson

Please find attached a letter from Ms Alison Playford, A/g Director-General, advising that the quote from UNSW to undertake the evaluation of the ACT road safety camera program has been successful.

The original letter will be sent by post.

I will provide a copy of the draft contract to you shortly.

Geoff

Geoffrey Davidson | Manager, Road Safety Legislation, Policy & Programs | Justice and Community Safety Directorate | ACT Government Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608 Telephone (02) 620 77195 | Facsimile (02) 620 50937

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Friday, 28 February 2014 7:19 AM
To: 'Ann Williamson'; Nick Pappas
Cc: Greenland, Karen; McIntosh, Andrew
Subject: Camera_Evaluation_Contract_UNSW
Attachments: Att C - Camera_Evaluation_Contract_UNSW.docx

Dear Warwick

Please find attached, for your consideration, the draft contract for the project to evaluate the ACT road safety camera program.

Please give me a call on 02 6207 7195 should you have any questions.

Yours sincerely

Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608

Telephone (02) 620 77195 | Facsimile (02) 620 50937



We acknowledge the traditional custodians of the ACT, the Ngunnawal people. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.



SHORT FORM CONTRACT for Goods and Services under \$200,000

DATE: <<DATE>>

PARTIES AND ADDRESSES FOR SERVICE OF NOTICES

Quote No. ACT Road Safety Camera Program Evaluation

Territory

Name:	AUSTRALIAN CAPITAL TERRITORY established under the <i>Australian Capital Territory (Self-Government) Act 1988</i> (Cth) represented by Justice and Community Services (Territory).		
Address:	12 Moore Street, Canberra City, ACT 2601		
Territory Contract Manager:	Geoff Davidson, Manager Road Safety Policy	Ph: (02) 6207 7195	Email: Geoffrey.davidson@act.gov.au

Supplier

Name:	The University of New South Wales (represented by Transport and Road Safety Research), a body corporate established pursuant to the <i>University of New South Wales Act 1989 (NSW)</i> (Supplier).		
ABN/ACN/ARBN:	57 195 873 179		
Address:	UNSW Sydney 2052		
Supplier Contract Manager:	Warwick Dawson, Director, Research Partnerships	Ph: [REDACTED]	Email: [REDACTED]

This Contract includes items 1 – 8, the Supplier's Quotation (if used), the General Conditions of Contract and the Special Conditions (if any).

1 – TERM

The Commencement Date is 04/03/2014 or when this Contract is signed by the second party, whichever is the later. The Term of this Contract is four months from the Commencement Date.

2 – THE SUPPLIES

The Supplies are as set out in Attachment A – *Supplier's Quotation*.

3 – TIMING AND DELIVERY DATES

The Supplies are to be delivered in accordance with the Delivery Instructions, as specified in the following table:

Activity	Deliverable	Date
Commence project.	Nil	1/3/2014
Project set up, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	Draft analysis plan	31/03/2014

SHORT FORM CONTRACT for Goods and Services under \$200,000

Refine and finalise the research questions and analysis plan. Conduct data analysis. Commence review of literature, including the ACT Auditor-General's Performance Audit Report, <i>Speed Cameras in the ACT (2014)</i> .	Nil	30/04/2014
Finalise data analysis for reporting. Finalise literature review for reporting and commence writing report.		31/05/2014
Production of draft report for review.	Draft report of findings.	16/06/2014
Production of final report.	Final report on project	28/06/2014

4 – DELIVERY LOCATION AND INSTRUCTIONS

The Supplies must be provided in accordance with the following Delivery Instructions: all deliverables are to be provided via email to Geoffrey.davidson@act.gov.au and karen.greenland@act.gov.au.

5 – CONTRACT PRICE AND PAYMENT

For the purpose of this item 5, Invoice means a correctly rendered invoice that:

- (a) is a valid tax invoice under the *A New Tax System (Goods and Services Tax) Act 1999* (Cth); and
- (b) clearly sets out details of the Supplies provided, and the amount due for payment correctly calculated in respect of the Supplies provided under the terms of this Contract.

The Contract Price is \$163,924.63 (including GST). It is payable in instalments following receipt of Invoices in accordance with this Contract. An Invoice may only be rendered upon satisfactory completion by the Supplier of the milestones as set out in the following table and otherwise according to the terms of this Contract.

Instalment	Amount of Instalment (incl. GST)	Milestone	Date for Completion of Milestone
1	\$50,000	Commence project	01/03/2014
2	\$40,000	Set up project, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	31/03/2014
3	\$40,000	Production of draft report for review	16/06/2014
4	\$33,924.63	Final report submitted	28/06/2014

6 – WARRANTY PERIOD

Not applicable.

7 – CONFIDENTIAL TEXT under the Government Procurement Act 2001 (ACT)

This Contract is a notifiable contract for the purposes of the Procurement Act. Clause 7 of Attachment B – *General Conditions of Contract* applies.

8 – INSURANCE

The Supplier must effect and maintain for the Term, the following insurances, and must provide evidence of the insurance if required by the Territory:

Public Liability insurance with coverage in the amount of no less than \$20 million in respect of each occurrence

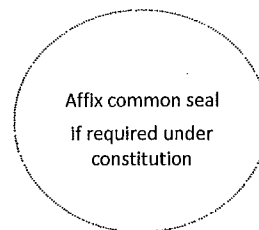
Professional Indemnity insurance with coverage in the amount of no less than \$20 million in the annual aggregate

Product Liability insurance to a value of \$20 million in the annual aggregate

SHORT FORM CONTRACT for Goods and Services under \$200,000

SIGNED AS A CONTRACT ON.....	
SIGNED for on behalf of the AUSTRALIAN CAPITAL TERRITORY in the presence of:	Signature of Territory delegate
	Print name
Signature of witness	
Print name	

SIGNED by of for and on the behalf of Insert name and ACN of supplier in the presence of:	Signature of director/authorised officer/individual
	Print name
Signature of director/secretary/witness	Signature of second authorised officer*
Print name	Print name and position



Note

Date: Must be dated on the date the last party signs the contract or, if signed counterparts of the contract are exchanged, the date of exchange. Also date the cover page.

Company: Must be signed in accordance with section 127 of the *Corporations Act 2001* (Cth), for example, by 2 directors or a director and a secretary. Common seal must be affixed if required under the Supplier's constitution.

Individual: Must be signed by the individual supplier and witnessed.

Incorporated Association: As a minimum, two authorised officers must sign. Otherwise, the contract must be signed in accordance with the Supplier's constitution. Common seal must be affixed if required under the constitution.

ATTACHMENT A – SUPPLIER’S QUOTATION

The supplier’s quotation is attached to this quote and is marked ‘Attachment A’.

ATTACHMENT B – GENERAL CONDITIONS OF CONTRACT

1. Provision of Supplies

The Supplier must provide the Supplies according to the provisions of this Contract and to a standard of care, skill and diligence expected of a person who regularly acts in the capacity in which the Supplier is engaged.
2. Acceptance
 - 2.1 If the Territory notifies the Supplier that the Supplies are defective, damaged or unfit for the purpose specified in or implied by this Contract, the Territory may, in the case of:
 - (a) goods, require replacement Supplies; or
 - (b) services, require the Supplier to provide the Supplies again.
 - 2.2 If the Territory does not notify the Supplier of any issues in accordance with clause 2.1 within 14 days of receiving the Supplies, the Territory is taken to have accepted the Supplies.
3. Warranty

If the Supplies are or include goods, the Supplier must:

 - (a) during the Warranty Period, without delay and at no cost to the Territory, correct all defects in the Supplies by way of repair, replacement or such other means acceptable to the Territory; and
 - (b) ensure, to the extent practicable and permitted by law, that the Territory receives the benefit of any warranty given by a third party with respect to any goods,

however:

 - (c) this does not in any way relieve the Supplier of any obligation or warranty by it under this Contract; and
 - (d) the Supplier is liable for all costs incidental to the discharge of any warranty under this Contract.
4. Ownership and use of material
 - 4.1 Ownership of:
 - (a) all Contract Material, including any intellectual property rights, vests on its creation with the Territory;
 - (b) all Territory Material, including any intellectual property rights, remains with the Territory; and
 - (c) all Support Material, including any intellectual property rights, remains the property of the Supplier.
 - 4.2 ~~The Territory grants to the Supplier a royalty-free, limited licence to use the Contract Material and Territory Material for the Term.~~
 - 4.3 The Supplier:
 - (a) grants to the Territory, a perpetual, royalty-free licence to use the Support Material to the extent necessary for the Territory to obtain the full benefit of the Supplies; and
 - (b) warrants that the Territory's use of any Contract Material and Support Material under this Contract will not infringe the intellectual property rights of, or create any obligations in connection with, any third party.
- 4.4 The Supplier must safeguard and preserve Contract Material and Territory Material in its possession or control and deliver to the Territory all Contract Material and Territory Material on expiration or termination of this Contract (other than copies that the Territory authorised the Supplier to retain).
5. Supplier's Personnel

The Supplier must, in providing the Supplies:

 - (a) engage only persons who have the skills, training and expertise appropriate for the Supplies; and
 - (b) comply with all reasonable requirements notified by the Territory regarding suitability and fitness of persons engaged for the provision of the Supplies.
6. Non-disclosure of Territory Information

The Supplier must:

 - (a) use Territory Information held in connection with this Contract only for the purposes of fulfilling its obligations under this Contract;
 - (b) comply with the "Information Privacy Principles" set out in the *Privacy Act 1988* (Cth), as if they were provisions of this Contract and the Supplier was a collector and/or record-keeper of the Personal Information under the Act;
 - (c) not transfer Territory Information held in connection with this Contract outside the Territory, or allow any person (other than its authorised personnel) outside the Territory to have access to it, without prior written approval of the Territory;
 - (d) notify the Territory immediately if the Supplier becomes aware that a disclosure of Territory Information may be required by law or any unauthorised disclosure of Territory Information has occurred.
7. Confidential Text under the Procurement Act
 - 7.1 In giving effect to the principles of open and accountable government, the Territory may disclose documents and information unless it has otherwise

agreed, or is otherwise required under law, to keep the information confidential.

7.2. Except as provided in this Contract, the Territory must not disclose Confidential Text to any person without the prior written consent of the Contractor (which consent will not be unreasonably withheld) except to the extent that Confidential Text:

- (a) is required or authorised to be disclosed under law;
- (b) is reasonably necessary for the enforcement of the criminal law;
- (c) is disclosed to the Territory's solicitors, auditors, insurers or advisers;
- (d) is generally available to the public;
- (e) is in the possession of the Territory without restriction in relation to disclosure before the date of receipt from the Contractor;
- (f) is disclosed by the responsible Minister in reporting to the Legislative Assembly or its committees; or
- (g) is disclosed to the ombudsman or for a purpose in relation to the protection of public revenue.

8. Indemnity and Liability

8.1 The Supplier indemnifies the Territory against claims, costs and expenses for all loss or damage caused by a wilful or unlawful act or omission by the Contractor in its provision of the Supplies.

8.2 The Supplier's liability under this Contract is limited to all costs necessary to, as applicable:

- (a) replace the Supplies;
- (b) provide the Supplies again; or
- (c) refund the Territory the whole of the Contract Price,

except with respect to:

- (d) personal injury or death;
- (e) loss of, or damage to, tangible property; or
- (f) third party claims against the Territory, including infringement of intellectual property rights.

9. Termination

The Territory may terminate this Contract, at any time by notice to the Supplier, if the Supplier:

- (a) is or becomes bankrupt or insolvent, enters into voluntary administration or makes any arrangement with its creditors or takes advantage of any statute for the relief of insolvent debtors;

- (b) fails to provide the Supplies within, or to meet any other, timeframes specified in this Contract; or

- (c) is in breach of a provision of this Contract, where that breach:

- (i) if capable of being remedied, is not remedied within the period specified in a notice by the Territory, or

- (ii) is not capable of being remedied.

10. Conduct in Territory Premises

The Supplier must, when using Territory premises or facilities, comply with all reasonable directions of the Territory.

11. Notices

Any notice or communication under this Contract will be effective if it is in writing, from one Contract Manager and delivered to the other Contract Manager. A notice will be deemed to have been delivered:

- (a) if delivered by hand, on delivery;
- (b) if sent by prepaid mail, on the expiration of two business days;
- (c) if sent by facsimile, on the sender's facsimile machine recording that the facsimile has been successfully and properly transmitted to the recipient's address; or
- (d) if sent by electronic mail, on the other party's acknowledgement of receipt by any means.

12. Assignment and Subcontracting

The Supplier must not assign or subcontract any of its rights or obligations under this Contract without the prior written consent of the Territory. If the Territory gives its consent, the Territory may impose any conditions.

13. Survival

Clauses 4, 6 and 8 of this Contract survive the termination or expiration of this Contract.

14. Applicable Law

The laws of the Australian Capital Territory apply to this Contract.

15. Definitions and Interpretation

"Contract Material" means all material created, written or otherwise brought into existence as part of, or for the purpose of providing the Supplies including all reports (whether in draft or final form), documents, information and data stored by any means.

"Personal Information" means information or an opinion (including information or an opinion forming part of a

database), whether true or not, and whether recorded in a material form or not, about a natural person whose identity is apparent, or can reasonably be ascertained, from the information or opinion.

"Territory Information" means the kind of information that:

- (a) is or relates to documents, submissions, consultations, policies, strategies, practices and

procedures of the Territory which are by their nature confidential;

- (b) is notified (whether in writing or not) by the Territory to the Supplier as being confidential; or
- (c) is Personal Information,

but does not include information that:

- (d) is or becomes public knowledge other than by breach of this Contract;
- (e) has been independently developed or acquired by the Supplier; or
- (f) has been notified by the Territory to the Supplier as not being confidential.

"Territory Material" means any material provided by the Territory to the Supplier for the purposes of this Contract including documents, equipment, information and data stored by any means.

SPECIAL CONDITIONS

Not used.



SHORT FORM CONTRACT for Goods and Services under \$200,000

DATE: <<DATE>>

PARTIES AND ADDRESSES FOR SERVICE OF NOTICES

Quote No. ACT Road Safety Camera Program Evaluation

Territory

Name:	AUSTRALIAN CAPITAL TERRITORY established under the <i>Australian Capital Territory (Self-Government) Act 1988</i> (Cth) represented by Justice and Community Services (Territory).		
Address:	12 Moore Street, Canberra City, ACT 2601		
Territory Contract Manager:	Geoff Davidson, Manager Road Safety Policy	Ph: (02) 6207 7195	Email: Geoffrey.davidson@act.gov.au

Supplier

Name:	The University of New South Wales (represented by Transport and Road Safety Research), a body corporate established pursuant to the <i>University of New South Wales Act 1989 (NSW)</i> (Supplier).		
ABN/ACN/ARBN:	57 195 873 179		
Address:	UNSW Sydney 2052		
Supplier Contract Manager:	Warwick Dawson, Director, Research Partnerships	Ph: [REDACTED]	Email: [REDACTED]

Contract includes items 1 – 8, the Supplier's Quotation (if used), the General Conditions of Contract and the Special Conditions (if any).

1 – TERM

The Commencement Date is 04/03/2014 or when this Contract is signed by the second party, whichever is the later. The Term of this Contract is four months from the Commencement Date.

2 – THE SUPPLIES

The Supplies are as set out in Attachment A – *Supplier's Quotation*.

3 – TIMING AND DELIVERY DATES

The Supplies are to be delivered in accordance with the Delivery Instructions, as specified in the following table:

Activity	Deliverable	Date
Commence project.	Nil	1/3/2014
Project set up, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	Draft analysis plan	31/03/2014

SHORT FORM CONTRACT for Goods and Services under \$200,000

Refine and finalise the research questions and analysis plan. Conduct data analysis. Commence review of literature, including the ACT Auditor-General's Performance Audit Report, <i>Speed Cameras in the ACT (2014)</i> .	Nil	30/04/2014
Finalise data analysis for reporting. Finalise literature review for reporting and commence writing report.		31/05/2014
Production of draft report for review.	Draft report of findings.	16/06/2014
Production of final report.	Final report on project	28/06/2014

4 – DELIVERY LOCATION AND INSTRUCTIONS

The Supplies must be provided in accordance with the following Delivery Instructions: all deliverables are to be provided via email to Geoffrey.davidson@act.gov.au and karen.greenland@act.gov.au.

CONTRACT PRICE AND PAYMENT

For the purpose of this item 5, Invoice means a correctly rendered invoice that:

- (a) is a valid tax invoice under the *A New Tax System (Goods and Services Tax) Act 1999* (Cth); and
- (b) clearly sets out details of the Supplies provided, and the amount due for payment correctly calculated in respect of the Supplies provided under the terms of this Contract.

The Contract Price is \$163,924.63 (including GST). It is payable in instalments following receipt of Invoices in accordance with this Contract. An Invoice may only be rendered upon satisfactory completion by the Supplier of the milestones as set out in the following table and otherwise according to the terms of this Contract.

Instalment	Amount of Instalment (incl. GST)	Milestone	Date for Completion of Milestone
1	\$50,000	Commence project	01/03/2014
2	\$40,000	Set up project, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	31/03/2014
	\$40,000	Production of draft report for review	16/06/2014
4	\$33,924.63	Final report submitted	28/06/2014

6 – WARRANTY PERIOD

Not applicable.

7 – CONFIDENTIAL TEXT under the Government Procurement Act 2001 (ACT)

This Contract is a notifiable contract for the purposes of the Procurement Act. Clause 7 of Attachment B – *General Conditions of Contract* applies.

8 – INSURANCE

The Supplier must effect and maintain for the Term, the following insurances, and must provide evidence of the insurance if required by the Territory:

Public Liability insurance with coverage in the amount of no less than \$20 million in respect of each occurrence

Professional Indemnity insurance with coverage in the amount of no less than \$20 million in the annual aggregate

Product Liability insurance to a value of \$20 million in the annual aggregate

SHORT FORM CONTRACT for Goods and Services under \$200,000

SIGNED AS A CONTRACT ON 5 March 2014

<p>SIGNED for on behalf of the AUSTRALIAN CAPITAL TERRITORY</p>	<p> Signature of Territory delegate</p>
<p>in the presence of:</p>	<p>Print name <u>Alison Playford</u> <u>Als Director - General</u></p>
<p> Signature of witness</p>	
<p><u>Geoff Davidson</u> Print name</p>	
<p>SIGNED by of for and on the behalf of Insert name and ACN of supplier</p>	<p> Signature of director/authorised officer/individual</p>
<p></p>	<p>Warwick Dawson Director, Research Partnerships Print name</p>
<p>in the presence of:</p>	
<p> Signature of director/secretary/witness</p>	<p><u>N/A</u> Signature of second authorised officer*</p>
<p><u>Julie Ward</u> Print name</p>	<p>Print name and position</p>



Note
 Date: Must be dated on the date the last party signs the contract or, if signed counterparts of the contract are exchanged, the date of exchange. Also date the cover page.
 Company: Must be signed in accordance with section 127 of the *Corporations Act 2001* (Cth), for example, by 2 directors or a director and a secretary. Common seal must be affixed if required under the Supplier's constitution.
 Individual: Must be signed by the individual supplier and witnessed.
 Incorporated Association: As a minimum, two authorised officers must sign. Otherwise, the contract must be signed in accordance with the Supplier's constitution. Common seal must be affixed if required under the constitution.

ATTACHMENT A – SUPPLIER’S QUOTATION

The supplier’s quotation is attached to this quote and is marked ‘Attachment A’.

ATTACHMENT B – GENERAL CONDITIONS OF CONTRACT**1. Provision of Supplies**

The Supplier must provide the Supplies according to the provisions of this Contract and to a standard of care, skill and diligence expected of a person who regularly acts in the capacity in which the Supplier is engaged.

2. Acceptance

2.1 If the Territory notifies the Supplier that the Supplies are defective, damaged or unfit for the purpose specified in or implied by this Contract, the Territory may, in the case of:

- (a) goods, require replacement Supplies; or
- (b) services, require the Supplier to provide the Supplies again.

2.2 If the Territory does not notify the Supplier of any issues in accordance with clause 2.1 within 14 days of receiving the Supplies, the Territory is taken to have accepted the Supplies.

3. Warranty

If the Supplies are or include goods, the Supplier must:

- (a) during the Warranty Period, without delay and at no cost to the Territory, correct all defects in the Supplies by way of repair, replacement or such other means acceptable to the Territory; and
- (b) ensure, to the extent practicable and permitted by law, that the Territory receives the benefit of any warranty given by a third party with respect to any goods,

however:

- (c) this does not in any way relieve the Supplier of any obligation or warranty by it under this Contract; and
- (d) the Supplier is liable for all costs incidental to the discharge of any warranty under this Contract.

4. Ownership and use of material**4.1 Ownership of:**

- (a) all Contract Material, including any intellectual property rights, vests on its creation with the Territory;
- (b) all Territory Material, including any intellectual property rights, remains with the Territory; and
- (c) all Support Material, including any intellectual property rights, remains the property of the Supplier.

4.2 The Territory grants to the Supplier a royalty-free, limited licence to use the Contract Material and Territory Material for the Term.

4.3 The Supplier:

(a) grants to the Territory, a perpetual, royalty-free licence to use the Support Material to the extent necessary for the Territory to obtain the full benefit of the Supplies; and

(b) warrants that the Territory's use of any Contract Material and Support Material under this Contract will not infringe the intellectual property rights of, or create any obligations in connection with, any third party.

4.4 The Supplier must safeguard and preserve Contract Material and Territory Material in its possession or control and deliver to the Territory all Contract Material and Territory Material on expiration or termination of this Contract (other than copies that the Territory authorised the Supplier to retain).

5. Supplier's Personnel

The Supplier must, in providing the Supplies:

- (a) engage only persons who have the skills, training and expertise appropriate for the Supplies; and
- (b) comply with all reasonable requirements notified by the Territory regarding suitability and fitness of persons engaged for the provision of the Supplies.

6. Non-disclosure of Territory Information

The Supplier must:

- (a) use Territory Information held in connection with this Contract only for the purposes of fulfilling its obligations under this Contract;
- (b) comply with the "Information Privacy Principles" set out in the *Privacy Act 1988* (Cth), as if they were provisions of this Contract and the Supplier was a collector and/or record-keeper of the Personal Information under the Act;
- (c) not transfer Territory Information held in connection with this Contract outside the Territory, or allow any person (other than its authorised personnel) outside the Territory to have access to it, without prior written approval of the Territory;
- (d) notify the Territory immediately if the Supplier becomes aware that a disclosure of Territory Information may be required by law or any

unauthorised disclosure of Territory Information has occurred.

7. Confidential Text under the Procurement Act

7.1 In giving effect to the principles of open and accountable government, the Territory may disclose documents and information unless it has otherwise

agreed, or is otherwise required under law, to keep the information confidential.

7.2 Except as provided in this Contract, the Territory must not disclose Confidential Text to any person without the prior written consent of the Contractor (which consent will not be unreasonably withheld) except to the extent that Confidential Text:

- (a) is required or authorised to be disclosed under law;
- (b) is reasonably necessary for the enforcement of the criminal law;
- (c) is disclosed to the Territory's solicitors, auditors, insurers or advisers;
- (d) is generally available to the public;
- (e) is in the possession of the Territory without restriction in relation to disclosure before the date of receipt from the Contractor;
- (f) is disclosed by the responsible Minister in reporting to the Legislative Assembly or its committees; or
- (g) is disclosed to the ombudsman or for a purpose in relation to the protection of public revenue.

8. Indemnity and Liability

8.1 The Supplier indemnifies the Territory against claims, costs and expenses for all loss or damage caused by a wilful or unlawful act or omission by the Contractor in its provision of the Supplies.

8.2 The Supplier's liability under this Contract is limited to all costs necessary to, as applicable:

- (a) replace the Supplies;
- (b) provide the Supplies again; or
- (c) refund the Territory the whole of the Contract Price,

except with respect to:

- (d) personal injury or death;
- (e) loss of, or damage to, tangible property; or
- (f) third party claims against the Territory, including infringement of intellectual property rights.

9. Termination

The Territory may terminate this Contract, at any time by notice to the Supplier, if the Supplier:

- (a) is or becomes bankrupt or insolvent, enters into voluntary administration or makes any arrangement with its creditors or takes advantage of any statute for the relief of insolvent debtors;
- (b) fails to provide the Supplies within, or to meet any other, timeframes specified in this Contract; or
- (c) is in breach of a provision of this Contract, where that breach:

(i) if capable of being remedied, is not remedied within the period specified in a notice by the Territory, or

(ii) is not capable of being remedied.

10. Conduct in Territory Premises

The Supplier must, when using Territory premises or facilities, comply with all reasonable directions of the Territory.

11. Notices

Any notice or communication under this Contract will be effective if it is in writing, from one Contract Manager and delivered to the other Contract Manager. A notice will be deemed to have been delivered:

- (a) if delivered by hand, on delivery;
- (b) if sent by prepaid mail, on the expiration of two business days;
- (c) if sent by facsimile, on the sender's facsimile machine recording that the facsimile has been successfully and properly transmitted to the recipient's address; or
- (d) if sent by electronic mail, on the other party's acknowledgement of receipt by any means.

12. Assignment and Subcontracting

The Supplier must not assign or subcontract any of its rights or obligations under this Contract without the prior written consent of the Territory. If the Territory gives its consent, the Territory may impose any conditions.

13. Survival

Clauses 4, 6 and 8 of this Contract survive the termination or expiration of this Contract.

14. Applicable Law

The laws of the Australian Capital Territory apply to this Contract.

15. Definitions and Interpretation

"Contract Material" means all material created, written or otherwise brought into existence as part of, or for the purpose of providing the Supplies including all reports (whether in draft or final form), documents, information and data stored by any means.

"Personal Information" means information or an opinion (including information or an opinion forming part of a

database), whether true or not, and whether recorded in a material form or not, about a natural person whose identity is apparent, or can reasonably be ascertained, from the information or opinion.

"Territory Information" means the kind of information that:

- (a) is or relates to documents, submissions, consultations, policies, strategies, practices and

procedures of the Territory which are by their nature confidential;

(b) is notified (whether in writing or not) by the Territory to the Supplier as being confidential; or

(c) is Personal Information,

but does not include information that:

(d) is or becomes public knowledge other than by breach of this Contract;

(e) has been independently developed or acquired by the Supplier; or

(f) has been notified by the Territory to the Supplier as not being confidential.

“Territory Material” means any material provided by the Territory to the Supplier for the purposes of this Contract including documents, equipment, information and data received by any means.

SPECIAL CONDITIONS

Not used.



Goods and Services

REQUEST FOR QUOTE (Services) under \$200,000

REQUEST FOR QUOTE INFORMATION

The Territory as represented by the Justice and Community Safety Directorate would like to invite University of NSW, Transport and Road Safety to respond to this request for quotation (RFQ).

This RFQ comprises:

- Schedule 1 – Statement of Requirement
- Schedule 2 – Supplier Quotation
- Attachment A – RFQ Definitions
- Attachment B – Detailed statement of requirements
- Attachment C – Data available to support evaluation methodology
- Attachment D – Types of road safety camera enforcement used in the ACT
- The Territory's General Conditions of RFQ located on the Shared Services Procurement website.

SCHEDULE 1 – STATEMENT OF REQUIREMENT

General Information

RFQ Title:	Insert RFQ Title	RFQ Number (if applicable)	N/A
Directorate:	Justice and Community Safety	Section/Business Unit:	Legislation, Policy and Programs
Date Issued:	11/12/2013	Closing Date:	31/01/2014
Referees Requested:	Yes	Closing Time:	5:00pm AEST (daylight saving)
Territory Contact Officer:	For all matters relating to this RFQ contact: Naveen Wijemanne, (02) 6205 3390, Naveen.wijemanne@act.gov.au	Supplies Required by:	30/06/2014
Lodgement method:	Quotations should be lodged in Microsoft Word or PDF format with Geoff Davidson, Manager Road Safety by email to geoffrey.davidson@act.gov.au by the closing time and closing date specified above. Please note: due to system restrictions responses cannot exceed one file and 3MB.		
Questions	Any questions relating to this RFQ should be addressed to Naveen Wijemanne and emailed to naveen.wijemanne@act.gov.au		

The Requirement

Item	Details
Description of Requirement:	The Directorate is seeking quotations to undertake an evaluation of the ACT Road Safety Camera Program. The evaluation will be required to investigate the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the program, to identify opportunities for improvement.
Background Information:	The ACT Road Safety Camera Program has largely evolved from successive road safety strategies, which identify speed compliance as a significant road safety concern, and the progressive adoption of a variety road safety camera technologies to support speed enforcement. Mobile road safety cameras were the first road safety cameras introduced in the ACT

	in 1999. The types and number of cameras have been expanded since that time and the Government's road safety camera program currently involves the use of point to point, fixed speed, fixed red light/speed and mobile cameras. These cameras have a range of applications as shown in Attachment D.
Delivery Information:	Quotations should be delivered by email to Geoffrey.davidson@act.gov.au by 5pm (AEST daylight saving) 31 January 2014.
Standards and Best Practice:	Nil.

SCHEDULE 2 – QUOTATION

Respondent's Details

Full legal name:	The University of New South Wales (represented by Transport and Road Safety Research), a body corporate established pursuant to the <i>University of New South Wales Act 1989 (NSW)</i>
Registered office or postal address:	UNSW Sydney 2052.
ACN/ARBN (if applicable):	Insert your ACN or ARBN if applicable.
ABN (if applicable):	57 195 873 179

Contact Officer

For all matters relating to this RFQ, including any notices, the Respondent's contact officer will be:

Name or position title:	Warwick Dawson (Director Research Partnerships)
Work:	
Mobile:	
Email:	

[This Request for Quotation will be assessed against the following Assessment Criteria.

WEIGHTED CRITERIA

1. Understanding and appreciation of the task

From the Request for Tender document it is clear that the objective of this work is to undertake an evaluation of the ACT Road Safety Camera Program as a whole, including its impact on crashes and speeding, as well as the governance of the program. The overall reason for conducting this research is to identify opportunities for improvement.

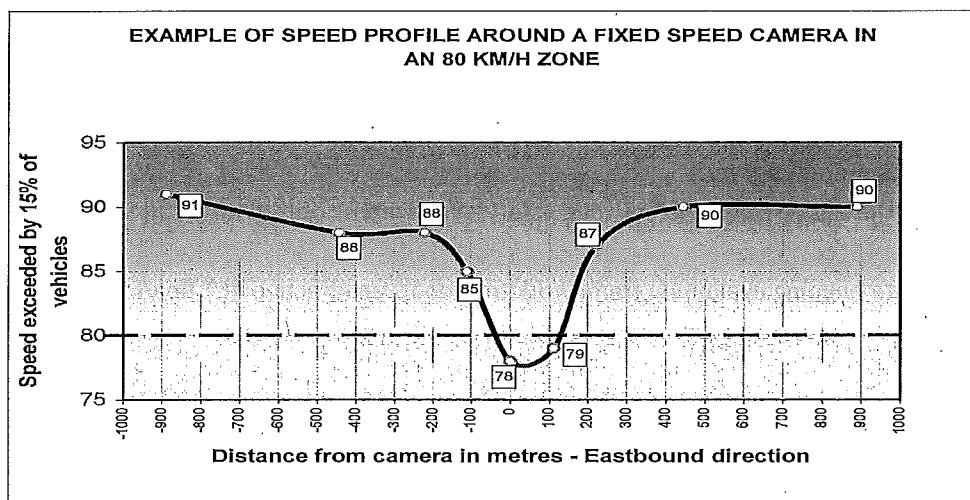
We understand that the Safety Camera program in the ACT evolved in successive stages in response to the identified need to control speeds and speeding in the ACT, the development of sound reliable technology, as well as an evolving community view on speeding and its enforcement. The ACT Road Safety Strategy 2011-2020 makes the point that inappropriate speeding or speeding at levels too high for the road conditions is a contributor to a significant number of serious crashes in the ACT. The Strategy document also reported the results of speed surveys conducted in 2009 by Roads ACT which found that compliance with posted speed limits occurred at only 27 percent of surveyed sites. Similarly, in 2010, ACT Police issued 8,500 traffic infringement notices for speeding offences and over 62,000 infringement notices were issued through speed cameras (ACT Justice and Community Safety Directorate website). This suggests that tackling speed management is a justified concern for road safety in the ACT. Evaluation of the safety camera program is therefore an important part of ensuring that this strategy is an effective approach to speed management.

The ACT has introduced a variety of road safety camera technologies to support speed enforcement. These include fixed, mobile and point-to-point speed cameras, with the location for each being chosen for different purposes as

shown in Attachment D of the Tender document. The purpose of each type of safety camera will need to be taken into account in the evaluation of their performance and effects on vehicle speeds. For example, fixed red light and fixed location cameras might be expected to have different effects to mobile speed cameras due to the influence of advance warnings for fixed cameras and the fact that many motorists will be aware of their presence. Although motorists are provided information about the presence of mobile cameras as the mobile camera vans display the posted speed limit for the road and the message that 'Your speed has been checked', drivers may not be aware of their presence at all, or at least until they are very close to the mobile camera. This means their speed is unlikely to be influenced by an expectation of having their speed assessed so speeds may well be higher around mobile camera locations.

Evaluations of road safety cameras are relatively common, but mainly take the form of pre-post evaluations. There are some clear pitfalls in designing evaluations of any road safety countermeasures, but especially those involving repeatedly measured outcomes such as speed. First, evaluation designs need to avoid the statistical phenomena of regression to the mean (Barnett, van der Pols and Dobson, 2005) where natural random variation may be interpreted as a real change due to the introduction of the countermeasure. This problem can be overcome by multiple pre and post measurements and appropriate choice of control or non-treatment comparison sites in addition to pre and post treatment comparisons. Second, judgements about the effectiveness of different types of cameras will depend how far along the road we can expect drivers to slow down in the vicinity of cameras. For example research on the effect of fixed sign-posted speed cameras showed the greatest benefits for around 100 metres after the camera (see Figure 1 below) but no or very small benefit 200metres on either side of the camera. This will provide the evidence needed to determine how to place cameras in areas of greatest risk.

Figure 1: 85th percentile speeds recorded on approach and departure around a sign-posted speed camera in an 80km/h speed limit in New South Wales (Australia), showing the limited extent of effect of this approach to speed enforcement



Source: Job, RFS. (2013a), *Pillar 1 Road Safety Management – Speed management*. Paper to the TRB Annual Meeting- TRB Sunday Workshop: *Pivotal Role of Speed Management across the Five Road Safety Pillars*; Washington DC, January 2013.

Lastly, the effectiveness of road safety cameras depends to a large extent on the response of the driving public to road safety cameras. Evaluations should really include some estimates of changes in community attitudes in order to make judgements about where and how they might be most effective in the future. The TARS researchers involved in this bid are aware of in particular Australian community attitudes that have been voiced over the past decade. The paper discusses these issues and was presented at the Australasian College of Road Safety Conference in Adelaide http://acrs.org.au/wp-content/uploads/6_Mooren_PR.pdf, winning the prestigious best-paper 2013 award.

A number of data sources are available for the task of evaluating the performance of the ACT Road Safety Camera Program, including data on the speed of vehicles around suburban streets in the ACT, although not necessarily at speed camera sites, camera infringement data for different camera types and locations and crash data for specific sections of roads including around speed cameras. These data sources reflect different aspects of the performance

of road safety cameras. For example, speed survey data will tell us a considerable amount about speed on ACT roads including the extent to which speeds vary on ACT roads over time (possibly since 2000, if the data is good enough), between road locations containing cameras or not, and the degree to which motorists speed. The infringement data will provide information to reinforce the speed data on vehicles exceeding the limits and will tell us the degree to which drivers are penalised when they exceed the speed limit. The differences between camera types and camera locations on the degree to which drivers travel at or just within the accuracy of the camera's speed limit (and not be captured as an infringement) will also provide some insights into the overall effectiveness of the camera types and how they are located. Crash data may be the least informative for making judgements about the performance of different camera's and locations due to comparatively small number of crashes at specific sites and especially over time. This data is likely to be more informative in making judgements about larger classes of comparisons such as across all intersections or all fixed red light cameras and over longer time periods. Overall, the quality of the data available will determine the extent to which reliable conclusions can be drawn especially on more specific questions of the impact of various types of cameras.

The requested scope of this evaluation project is to ultimately influence road safety strategy in the ACT, as follows:

- to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras as the available data will allow, on the road safety objectives of:
 - (a) reducing crashes;
 - (b) reducing speeding (and thereby reducing crash risk).

The requested direct outcomes of the evaluation are, as far as possible and having regard to the available data and information, to produce the following:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and
- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

In addition to the direct outcomes of the evaluation, the analysis will also identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

2. Methodology

Tenderers to outline methodology for undertaking the evaluation in accordance with the detailed statement of requirements (Attachment B) and taking into account the data available to support the evaluation (Attachment C).

The methods to be used for each of the evaluation outcomes are summarised in Table 1 below.

Table 1: Summary of the methods to be used to assess the requested outcomes from the ACT Road Safety Camera program evaluation

Outcome	Methods to be used
a) Assess impact of Safety Camera program as a whole	Analysis of crash, infringement and speed data
b) Assess contribution and impact of types of cameras	Analysis of crash, infringement and speed data
c) Assess governance arrangements for Safety Camera program	Review of: current literature on evaluation of road safety cameras evaluations of current practices relating to safety camera in other jurisdictions in Australia and internationally

The methodology for the project falls into two main parts: analysis of existing datasets in order to assess the actual impact of different aspects of the Road Safety Camera program and the program as a whole, and analysis of existing reports from the peer-reviewed scientific literature and the 'grey' literature (usually government reports) to assess whether there are other opportunities to increase the effectiveness of the program. The methods for the two parts of the evaluation will be described separately below.

Assessment of the impact of the program as a whole and the contribution and impact of each part

The major objective of this evaluation will require analysis of relevant and available ACT data to assess the effectiveness of different types of cameras, different types of locations and the whole Road Safety Camera Program.

The evaluation will utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

Ideally the evaluation will involve comparisons using the following design shown in Table 2 below. This Table shows the overall conceptual basis for the evaluation analysis. As discussed above, this design has strengths of including both pre and post implementation assessments and comparisons between treated and no treatment (control) sites in order to ensure that the analysis detects real changes due to safety cameras. The extent to which this 'pure' design can be achieved will depend on the quality of the data available in each cell of the comparisons. The foreseeable ways in which this will vary include: when and the duration of use of cameras at particular times and at particular locations. As far as possible comparisons between times will attempt to standardise duration of measurement and types of location between pre and post measurements and treated and no treatment sites. In the same way, any comparisons between camera types will need to ensure that they are being compared on similar bases including similar durations and locations. If the data available will support it, the analysis may be able to examine the effect of different types of cameras located at different types of locations. This may be possible, for example with mobile cameras and point-to-point comparisons.

As far as possible, these comparisons will be conducted for different measures using the three different types of data. Again, the measures used will depend on the availability and quality of the data for each measure. All of these comparisons will be strategic in that they will reflect different aspects of the evaluation. As described in the background section, above, speed data will give insights into the extent to which different cameras have influence on the absolute speed of vehicles at different locations as well as whether they are above or below the limits. The infringement data and crash data will provide more depth of information about the effects of different speeds at different locations with and without cameras.

Table 2: Overview of proposed design of evaluation of ACT road safety camera evaluation.

		Treated (camera in place)	No treatment (no camera in place)
Camera type 1	Time 1 (Pre camera)	<i>measures*</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera Type 2	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera type 3	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>
Camera type 4	Time 1 (Pre camera)	<i>measures</i>	<i>measures</i>
	Time 2 (Post camera)	<i>measures</i>	<i>measures</i>

*Measures = Speed, infringement, crash data

It is proposed that the analysis of pre and post camera interventions will be by interrupted time series analysis in which the available data is modelled to determine whether there has been a change in outcomes (speed levels, infringements, crashes) that coincides with the introduction of each type of camera. Other factors such as location of cameras will be introduced into the modelling where the data is available to justify their inclusion. Other factors including known or systemic changes effecting vehicle speeds in the ACT such as any changes to urban speed limits, changes to road infrastructure, etc., will be included in the analysis when available.

For this analysis to be conducted in an effective and timely manner, the data available should be provided in a common electronic format (preferably .csv files) with accompanying explanations of variables. As little information is available in the tender documents about the range of variables that could be included in these analyses, we have developed a list of the minimum dataset that we would need to conduct an accurate and reliable analysis of the impact of road safety cameras in the ACT.

Minimum dataset for evaluation of road safety cameras

The following list of variables would be required to undertake a basic analysis of the effectiveness of particular types of cameras operating in the ACT. In each case we assume that there is at least 3 months of good quality data available pre and post introduction of the type of camera and for comparing similar times and locations that have been treated (camera installed) and nontreated (no camera installed). Ideally, we would like to be able to match the speed data to the infringement and crash times and locations in order to provide exposure data such as number of vehicles passing at the time and location of the infringement or crash, plus details of speeds of vehicles passing at that time and location.

Effects of cameras on speed:

- Date;
- time of day;
- location of speed measurement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit;
- Number of vehicles passing at that time and location;
- Distribution of speeds of vehicles passing at that time and location: Average speed, Number of vehicles exceeding the posted speed limit by 5, 10, 15, 30+ km/h and/or by 85th, 90th, 95th percentiles

Effects of cameras on enforcement through camera or police infringement data

- Date;
- time of day;
- location of infringement: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Nature of infringement (e.g., km over the posted limit, etc.)

Effects of cameras on crashes

- Date;
- time of day;
- location of crash: preferably GPS, road type (e.g., freeway/motorway, state highway, other classified, unclassified, etc.), type of location (e.g., intersection and type, non-intersection characteristics, e.g., midblock, etc.), level of urbanisation;
- Posted speed limit at that location;
- Direction of travel of offending vehicle;
- Severity of crash (e.g., fatal, injury, property-damage,)
- Nature of crash (e.g., Road User Movement codes or similar

In order to make pre-post comparisons, data must be available at both times. We would also require any relevant historical data relevant to speed limits and road infrastructure during the pre-post evaluation period. We note that the pre-post evaluation of mobile speed cameras and fixed red light/speed cameras may not be possible as speed survey data is not readily available prior to 2000. This is a problem as the speed survey data is important for interpreting infringement and crash data as well. Where this is the case, the analysis will be limited to comparisons of similar roads (times and locations) with treatment (camera operating) vs no treatment (no camera operating).

Assessment of the governance arrangements for the ACT Road Safety Camera Program.

The third outcome of the evaluation project will involve reviewing existing literature on the impact and effectiveness of road safety cameras in the ACT and in other settings. To attempt to understand changes in community attitudes to speeding in the ACT following the introduction of the different types of speed cameras, the series of community attitude surveys conducted for the Department of Infrastructure and Development and related entities collected over nearly 25 years will be thoroughly reviewed. Change in respondent's views of speeding will be linked to the introduction of the different types of cameras in the ACT (i.e., mobile cameras in 1999, fixed red light/speed cameras in 2000, fixed speed cameras in 2007). As community attitudes are an important component of compliance with speed limits, this analysis may provide some other insights into the effectiveness of the road safety camera program.

In addition, reviews of existing scientific literature will be conducted through searching relevant databases of scientific literature using strategically chosen key words (e.g., speed, camera, speed camera, red light camera, evaluation, etc.). It will also involve searching websites of the major road safety authorities in English-speaking countries including Canada, UK, NZ and USA and of the top performing countries in the OECD where their websites are translated into English (e.g., Sweden, Netherlands, France). The objective of these literature searches will be to identify evidence of best practice in implementation of road safety cameras that might be introduced into the ACT in order to improve the effectiveness of the current program.

Analysis and reporting of results of evaluation

The final report will draw together the two main threads of the evaluation, analysis of existing data on the effectiveness of cameras in the ACT and the review of evaluations of cameras in other jurisdictions and countries. The report will discuss the impact of road safety cameras in the ACT as currently implemented. The report will also identify the potential for improvement of the use of road safety cameras in the future. This will address the following:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeline for project

The overall duration of this project is 4 months. The activities required to generate a final evaluation report by the end of June, 2014 are shown in Table 3 together with a set of deliverables that will be available at different stages of the project.

Table 3: Timeline for proposed evaluation of ACT road safety camera evaluation.

Time	Activity	Deliverables
1 March	Commence project	
1 March to 31 March	Set up project, data cleaning and data preparation. Generation of analysis plan. Commence review of scientific and grey literature.	Draft analysis plan produced
1 April to 30 April	Refine and finalise the research questions and analysis plan. Conduct data analysis. Continue review of literature.	
1 May to 31 May	Finalise data analysis for reporting. Finalise literature review for reporting. Commence writing report	
1 June to 16 June	Writing report. Production of draft report for review	Draft report on findings
28 June	Final report submitted	Final report on project

3. Experience and past performance

Tenderers to demonstrate their experience in undertaking evaluations of road safety programs, and road safety camera programs in particular, with reference to the following:

- a) Development of methodologies aimed at maximising the road safety effectiveness of road safety camera programs in relation to network resources;

The UNSW TARS team have expertise and extensive experience in this arena. Experience includes application of methodologies such as concerted communications campaigns, mass media advertising, public presentation of evaluations, refined signage policy, refined selection of camera locations for fixed cameras, red-light/speed cameras, mobile camera enforcement locations, and point-to-point, and policy on rotation of mobile cameras for unpredictability but with targeting of identified times of day and days of the week to match crash history.

The project team will consist of Professor Ann Williamson (Project Leader), Professor Raphael Grzebieta, Adjunct Professor Soames Job, Associate Professor Jake Olivier, Dr. Mike Bambach. Professors Williamson, Grzebieta and Job and Dr. Bambach are from Transport and Road Safety (TARS) Research and A/Prof Olivier is from the School of Mathematics and Statistics. Detailed CV's can be supplied if requested. These include our journal publications on the topic of road safety which number in the many hundreds.

The TARS Research staff have very strong nationally and internationally recognised expertise across all the Safe System Pillars of Safer Roads, Safer Vehicles, Safer People and Safer Speeds. Moreover, the TARS team has extensive international and Australian experience in both evaluation and the practical management and leadership of refinement of camera enforcement programs.

Prof. Ann Williamson will be the Project Leader. Her experience is extensive in road safety. She has a PhD in behavioural science and has worked in government and academia in research and policy development in injury prevention for over 30 years. This has included in-depth statistical analysis of various very large injury databases. She has a national and international reputation for research in road and occupational safety. This is due in part to contributions to the fields of fatigue and human factors and safety, using innovative methods. She has extensive experience in leading research and evaluation projects in road safety. Most relevant to this project, she was a member of the technical group who evaluated the initial introduction of the SafeTCam technology in NSW and conducted a review for of heavy vehicle crashes for the RTA which included an evaluation of the influence of speed cameras for trucking.

Adjunct Prof. Soames Job's experience includes:

- Advocacy and advice to develop the speed camera program in the UAE (Dubai Emirate);
- Extensive advocacy, defence and strategic advice on the revision of the speed camera program in Poland, which was under threat of being scrapped at the time, and is now working well with a drop of over 600 deaths in the road toll after its revision;
- Strategic policy advice on improving speed enforcement for Brazil, Ukraine, Russia, and India (state of Punjab);

- Management and revision of the ARRB evaluation of the initial NSW fixed speed camera program;
- Management of the larger evaluation of the entire speed camera program in NSW for the NSW Audit Office Report on speed cameras;
- Management of the evaluation of the reintroduction of mobile speed cameras into NSW, including strategies and polices on location of enforcement and (highly successful) communications with the community for the re-introduction. The NSW road toll dropped by 84 from year before to after with the introduction of this program;
- Management and leadership of the introduction 21 of point to point camera systems in NSW (currently only enforcing heavy vehicles);
- Management and leadership of the introduction 200 safety (red light and speed) camera systems in NSW;
- Management and leadership of the expansion of fixed speed cameras to school zones in NSW with 50 new cameras;
- Management (and direct input to) international award winning road safety advertisements related to speeding, including winning several Caples International Awards, New York for 2007, AdNews National Award in 2007, Advertising Federation of Australia EFFIE (Advertising Effectiveness Awards) 2009 and NSW Premier's Public Sector Awards, Gold Award 2008 for: "Delivering Better Services" awarded to RTA/Centre for Road Safety for "The Speed Management Project" (which included expanded enforcement, communications, and advertising)
- Consulting work on speed enforcement policy and practice for Victoria (further details confidential).

Prof. Raphael Grzebieta is an engineer. His experience compliments that of Professors Job and Williamson in regards to contributions to Road Safety Programs and in particular effects of speed on crashes. He has expressed opinions as an advocate and supporter of the use of speed cameras in various Media outlets (see: <http://www.science.unsw.edu.au/opinion/opinion-drivers-have-no-right-speed>,

<http://www.science.unsw.edu.au/opinion/opinion-nsw-speed-cameras-safety-or-revenue-raising>,

and <http://www.science.unsw.edu.au/opinion/opinion-skaifes-killer-proposal>).

Both Prof Grzebieta and Job made significant contributions to the current Safe System Approach now adopted in the national road safety strategy policy (see: <http://acrs.org.au/wp-content/uploads/Mooren-et-al-Safe-System-%E2%80%93-Comparisons-of-this-Approach-in-Australia.pdf>). The Safe System Approach identifies speed as a key contributor to crashes and consequential road trauma and that it is one of the major pillars in road safety that must be managed appropriately through enforcement.

Prof Grzebieta has also provided evidence in over 100 in-depth crash investigations and accident reconstruction analyses where speed and perception reaction time were key determining factors resulting in a crash. His latest cases have been for the NSW DPP, Victorian Coroner, Victoria Police and Victorian WorkCover Authority as well as a number of cases for the S.A. CTP Insurer. Prof. Grzebieta has also worked integrally with Prof. Job and the then Victoria's Deputy Commissioner Ken Lay (now Commissioner and a strong supporter of Victoria's speed camera program) reviewing road safety in Kuwait as part of a United Nations (UN) project to assist Kuwait Police, Engineers and Ministry responsible for road safety reduce their road trauma. A major part of their recommendations to the Kuwait where the introduction of fixed, mobile speed and point-to-point cameras, an accelerated enforcement and media campaign.

Both Prof Grzebieta and Job have also worked with Mr Eric Howard promoting the Safe System Approach throughout NSW in 2011 via a series of one day workshops to RTA and Local Council engineers, police and staff. Speed enforcement and crash speed consequences were an integral component of this seminar series. The Seminar Series was organised by Ms Lori Mooren. Ms Mooren is a TARS staff member, was an ex-RTA head of road safety, and was a Principle Author of the World Health Organisation's UN guides to Speed Management: A Road Safety Manual For Decision-Makers And Practitioners (see: http://www.who.int/roadsafety/projects/manuals/speed_manual/en/).

While Ms Mooren will not be engaged directly in the project because of other commitments, she will be

available for review and consultation by the UNSW team.

Associate Professor Jake Olivier is in the School of Mathematics and Statistics which is the number one ranked mathematics and statistics school in Australia. A/Prof. Olivier's main expertise is on statistical methods applied to epidemiological, psychological and population health data. His main application area has been in road safety research with a focus on the assessment of bicycle helmet legislation and other safety interventions. A/Prof Olivier's statistical interests involve improving methods for assessing population-based interventions (such as assessing the introduction of speed cameras), the development of operationally defined effect sizes in epidemiology, sample size calculations for testing the difference in two proportions and binary parameter estimation. He also has expertise in the analysis of large, administrative data sets such as those involved in this project.

Dr Mike Bambach is Senior Research Fellow at TARS Research. He has substantial experience with regard to the engineering aspects of road safety including vehicle rollover crashes, motorcyclist impacts into roadside infrastructure, injury biomechanics and deformation of vehicle structures in collisions. He has very strong skills in the analysis of road safety and injury-related databases most recently undertaking the very large scale linkage study of over a decade of road crash and hospitalisation data for Transport for NSW.

b) Development of ongoing evaluation frameworks for road safety camera programs;

As Deputy Director and Director of NSW Centre for Road Safety, Prof. Job required such a framework to deliver longer term evaluations such as the evaluation supplied to the NSW Audit Office covering years of post-installation data. Ideally, any ongoing evaluations for the ACT will include process evaluation with tracking of:

- o Crashes (details records with severity, type, people involved- for targeting of communications)
- o Camera activities (infringements and level of speeding)
- o Level of speeding not at camera locations
- o Attitudes and beliefs, by segmented population
- o Content analysis of media coverage

For these analyses sound records of exact data on the dates of installation and initial operation are required. Collection of appropriate control data are often overlooked and can also be of great value in dismissing alternative accounts which commonly arise in the media and from the community (such as explaining all improvements via safer vehicles).

Similarly, Prof Williamson and Grzebieta have considerable experience in carrying out numerous reviews and audits of safety programs and in developing evaluation framework programs. Although not directly related to road safety camera programs, their evaluation experience has been in other areas of road safety such as fatigue, heavy truck safety, vehicle crashworthiness, roadside crashworthiness, and vulnerable road users.

c) Understanding of speed management programs and previous experience in undertaking evaluations of road safety camera networks in Australia and / or overseas;

As listed above, we have extensive experience in Australia and internationally, in all aspects: evaluations of outcomes, refinement of programs based on process evaluations of outputs, intermediate outcomes (speed data, attitudes, beliefs), and final outcomes.

d) Experience in collating and analysing statistical information relating to road safety programs; and

We have extensive experience in the management of large databases, including crash databases, as well as in community attitude and belief survey design and analysis. The UNSW team directly conducted extensive analyses, interpreted these, written reports, and recommendations, and have managed road safety (including speed camera) program refinements and expansions.

In particular, TARS Research has excellent research facilities and a wide range of highly sophisticated world class tools for road safety research including extensive statistical software tools to analyse very large injury

databases. We have access to detailed, population-based information on Australian road-related mortality from the National Coronial Information System and injury morbidity and mortality from data extracts of police-reported crashes and third party compensation claims following road trauma in NSW provided by Transport for NSW and the Motor Accidents Authority. TARS Research can also access information on hospital separations and emergency department (ED) presentations in NSW and ACT involving road trauma, as well as road trauma data from the New Zealand Crash Analysis System and the US National Automotive Sampling System Crashworthiness Data System and the National Electronic Injury Surveillance System.

TARS has also developed a unique resource of linked data containing police-reported road crashes linked to ED presentations, hospital admissions and mortality data that makes possible in-depth examination of all levels of injury severity, not just of road trauma-related mortality. For example, TARS researchers developed a unique resource that contains a data extract of police-reported road crashes linked to ED presentations, hospital admissions and mortality data for the years 2001 to 2009 for the whole of NSW, that provides the ability to conduct in-depth examinations of road trauma-related mortality and at all injury severity levels.

Another notable recent project funded by the ACT/NRMA Trust involved analysis of Police-reported crash data and hospital separations data from Canberra Hospital, and Coroners files to determine Serious injury and fatality rates per vehicle number for motorcyclists in the ACT. The project title and focus was on Reducing Motorcycle Trauma In The ACT (2012).

- e) Experience in reviewing and recommending enhanced governance arrangements to support road safety programs.

TARS Research has a strong history of transferring knowledge from our research to end-users especially professionals in order to promote the use of evidence in policy and practice. In fact, the ultimate objective of all of our research is to contribute to improved road safety, the timing of translation of research into policy and/or practice being dependent on the current state of knowledge about the specific road safety issue.

TARS researchers also have an established track record of work with government including state regulators and CTP insurers on almost all road safety issues. TARS researchers are already on many of the most strategic committees and advisory groups on road safety in NSW, nationally and internationally. TARS researchers have a strong history of transferring knowledge from their research to end-users, especially professionals, in order to promote the use of evidence in policy and practice via committee membership, journal papers, conference papers and presentations, presenting invited and keynote conference and workshop lectures, and via other media outlets.

The research team also has broad and deep experience in the international arena as well, i.e. road safety reviews for the World Bank, work in road safety for the United Nations, the Global Road Safety Partnership, and the World Health Organisation, national governments, and road safety reviews (including full road safety capacity reviews in several instances) and provided strategic advice in Poland, Russia, Saudi Arabia, New Zealand, Qatar, Kuwait, Tunisia, Ukraine, Laos and Brazil.

NON-WEIGHTED CRITERIA

1. Price

Tenderers to provide a fully itemised and detailed costing schedule.

The tables below summarise all budget items including tasks required to complete the project, who will do them, and the time we estimate will be required to complete them. GST is shown for each item in Table 4. Details of the budget items including allocation of staff to tasks required for this evaluation project are as follows:

1. Prof Williamson: will lead and assume responsibility for management of the project overall. Her main time commitment will be in ensuring that the project is established, analytic plan is feasible and established, checking on progress through the data cleaning and analysis phase (late March to early May), overseeing the development of the review of community attitude studies and literature review of previous evaluations road safety cameras (March to mid-May) and participating in data interpretation and report writing (May and June)
2. Prof Grzebieta: will take an active role in establishing the analysis plan (March), maintain a watching brief on the progress of the analysis (April), participate in synthesis of the results of the attitude studies and literature review and play an active role in interpretation of results and report writing (early May to June).
3. A/Prof Olivier: will review the nature of the data available, design the analysis plan, select statistical methodology with input from Prof's Williamson and Grzebieta and oversee the analysis (March to mid-May). He will also assist in the writing of the statistical aspects of the report and review it before completion.
4. Dr Bambach: will work with A/Prof Olivier to review the nature of the data available, and design the analysis plan, (March) conduct the data cleaning and analysis with assistance from a Research Assistant (March to mid-May). He will assist the other members of the team in putting together the results of the analysis for the final report (mid-May to June).
5. Prof Job: will review the analysis plan (mid-March) and assist with the final interpretation of the results of the project (both data analysis and literature reviews) especially relating to the opportunities to improve the road safety outcomes from the Road Safety Camera Program, the most effective use of network resources and the development of the ongoing evaluation framework (mid-May to June).
6. Casual Research Assistants: will assist with the data cleaning and analysis and with the literature review and community attitude analysis sections of the project (March to mid-May)
7. Research Manager: will facilitate all processes relating to administration of the project in order to ensure that they are conducted in a timely manner. This includes contract management, staff recruitment and selection.
8. Finance Manager: will carry out all activities relating to the financial management of the project.
9. Travel: This has been estimated on the basis of nine return flights between Sydney and Canberra (based on \$350 per flight) and 14 person-nights of accommodation (based on \$150 per person per night) plus taxi and other incidentals (\$1,350 total). This is estimated on the predicted need for four trips to Canberra. The first will be to review the data available and options for analysis. We predict that it will involve 3 people over three days and require two nights accommodation each. The second trip will involve two people for the purpose of working with the data custodians to ensure that the data is supplied in a form needed for the analysis. We predict this will take five days so require two flights and four nights accommodation. The third trip will be to present the analysis plan and require two people for one day. The fourth trip will be to present the findings and the draft report and will require two people and one day.

Table 4: Details of time required, tasks to be completed and costs for each budget item

Category	Work days (FTE)	Name and Task	Daily rate (incl. all costs)	Total price	GST	TOTAL
UNSW Personnel	10	A/Prof Jake Olivier – statistical methodology and analysis overview				
UNSW Personnel	25	Casual Research Assistant - Data Cleaning				
UNSW Personnel	25	Casual Research Assistant - Literature Review				
UNSW Personnel	50	Dr Mike Bambach – Statistical Analysis				
UNSW Personnel	18	Prof Ann Williamson – Project Management, Results Analysis, Evaluation development, Report Writing,				
UNSW Personnel	15	Prof Raphael Grzebieta – Task Preparation & overview, Results Analysis, Evaluation development, Report Writing.				
UNSW Personnel	5	TARS Finance Manager				
UNSW Personnel	5	TARS Research Business Manager				
Non-UNSW Personnel	5	Prof Soames Job – Task Preparation and overview, Evaluation development, Report Review				
Travel Domestic		UNSW Travel to Canberra (return airfare, accommodation, per diem etc.)				

Table 5: Budget summary

Category	Name	Total
Non-UNSW Personnel	Prof Soames Job - Task Preparation and overview, Evaluation development, Report Review	
Travel Domestic	UNSW Travel to Canberra (return airfare, accommodation, per diem etc.)	\$ 7,260.00
UNSW Personnel	A/Prof Jake Olivier – statistical methodology and analysis overview Casual Research Assistant - Data Cleaning Casual Research Assistant - Literature Review Dr Mike Bambach – Statistical analysis Prof Ann Williamson – Project Management, Analysis, Report Writing, etc. Prof Raphael Grzebieta – Task preparation, Analysis, Report Writing, etc. TARS Finance Manager TARS Research Business Manager	
Grand Total		\$ 163,924.63

Please note: **Grand Total** price includes GST and UNSW University Administration Fee (which includes Insurance costs) of approximately \$39,500. For details: <http://www.gs.unsw.edu.au/policy/documents/cnpolicy.pdf>
http://research.unsw.edu.au/sites/all/files/related_files/regular_page_content/infrastructure_support_doc.pdf

2. Referees

Tenderers to provide contact details of at least two (2) recent referees, including name, address, telephone number and email that are able to validate the Tenderers claims against the assessment criteria.

a) Professor Barry Watson, PhD
 Director, Centre for Accident Research and Road Safety - Queensland (CARRS-Q)
 School of Psychology & Counselling
 and
 Domain Leader - Injury Prevention & Rehabilitation
 Institute of Health & Biomedical Innovation (IHBI)
 Queensland University of Technology (QUT)
 Level 4, K Block, Kelvin Grove Campus
 130 Victoria Park Road
 Kelvin Grove QLD 4059
 AUSTRALIA

Tel. [REDACTED] International (+61 7)
 Fax. (07) 3138 4907

b) Mr Iain Cameron
 Executive Director
 Office of Road Safety
 Level 10
 40 St Georges Terrace
 Perth
 Western Australia 6000
 Email: [REDACTED]

IMPORTANT: The ACT Government is committed to providing regional Small to Medium Enterprises (SMEs) with opportunities to win business. Consideration will be made in the evaluation process to SME's and to suppliers who demonstrate that they will sub-contract to SMEs.

Evaluation of your quote will be based on value for money (e.g. capacity, capability and price) and will include consideration of your business status (i.e. SME). When completing this RFQ ensure your response covers these areas.

Insert your description of how you will meet the Territory's requirements as set out in Schedule 1. Include details of products/services and your capacity to deliver against the requirements.

See above

Prices for Services

Make sure you include the following for each service requirement:

- Task
- Milestone deliverable (if applicable)
- Milestone delivery date (if applicable)
- Payment schedule excluding GST
- Payment schedule GST component
- Payment schedule including GST

Also include the total costs broken down into:

- Total GST Exclusive
- Total GST
- Total GST inclusive
See above |

Insurance Details

The Supplier must effect and maintain, for the Term, all insurances required to be effected by it by law and the following insurances:

- Public liability insurance in the amount of \$20 million in the aggregate
- Professional indemnity insurance in the amount of \$20 million in the aggregate

If required by the Territory, the Supplier must provide evidence of the above insurance.

The UNSW has Public liability Professional indemnity insurance each of \$20 million. Certificates of Currency can be supplied if requested.

RESPONDENT DECLARATION



I/We quote to provide the Supplies described in the RFQ at the GST inclusive prices specified in the Quotation.

I/We undertake to provide evidence of insurance policies if selected as the preferred Respondent prior to entering into a contract with the Territory.

I/We declare I/We have sighted and agree to the General Conditions of RFQ (located on the Shared Services Procurement website), and any Special Conditions of RFQ at Schedule 3.

I/We declare that all information required by the General Conditions of RFQ has been included in our Quotation.

Prior to signing ensure you have the legal authority to be a signatory for this quote.

NB: physical signatures are not required for this document. Complete the information and return electronically to the email address provided in Schedule 1.

Signatory's Full Printed Name:	Warwick Dawson	Signatory's Title/Position:	Director, Research Partnerships
Signatory's Phone Number:	[REDACTED]	Signatory's email address:	[REDACTED]
Date:	Click here to enter a date.		

ATTACHMENT A - DEFINITIONS

The following definitions apply to this RFQ:

Assessment Criteria	the criteria by which a quotation will be evaluated, set out in Schedule 2 – Quotation.
Quotation	means a quotation lodged by a respondent in response to an RFQ.
Respondent	means the legal entity that submits a quotation.
Supplies	means the goods, services or goods and services specified in Schedule 1 of this RFQ, and includes all incidental goods and services that are reasonably necessary to allow the Territory to use and understand the supplies to their full benefit.
Territory	when used in a geographical sense, means the Australia Capital Territory, when used in any other sense, the body politic established under the <i>Australian Capital Territory (Self-Government) Act 1988</i> (Cth).

ATTACHMENT B – DETAILED STATEMENT OF REQUIREMENTS**Evaluation scope**

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (c) reducing crashes;
- (d) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (d) available ACT data, including crash data, speed surveys, and infringement data;
- (e) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (f) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (d) assess the impact of the ACT Road Safety Camera Program as a whole;
- (e) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and
- (f) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (d) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (e) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (f) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

The final evaluation report will be required no later than the end of June 2014.

Expertise required

The project team should comprise individuals with expertise in road safety, including the evaluation of road safety camera systems or programs. In addition, the project team must comprise expertise to undertake the review and recommend improvements in relation to the governance of the program.

ATTACHMENT C – DATA AVAILABLE TO SUPPORT EVALUATION METHODOLOGY

The following table outlines the data that is available to support the development of an evaluation methodology by tenderers. The table includes enforcement, speed and crash data.

Data type	Data available	Holding agency
Speed	Speed surveys for suburban streets	Territory and Municipal Services Directorate
Enforcement	Camera infringement data	Justice and Community Safety Directorate
	Police infringement data	ACT Policing / Justice and Community Safety Directorate
Crashes	Reported casualty crashes	Territory and Municipal Services Directorate / ACT Policing
	Reported property crashes	Territory and Municipal Services Directorate

Additional information concerning available data to support the evaluation*Speed survey data*

The Territory and Municipal Services (TAMS) Directorate manages a speed survey program which has a focus on suburban streets. This data has not been collected specifically for evaluating the road safety cameras, but could be used by tenderers to analyse factors such as total vehicles, mean speeds, 85th percentile speeds, vehicles over the speed limit, highest speed etc.

Computer data files for specific locations are available dating back to around 2000. However, due to technical factors there are difficulties and limitations with accessing information for counts using older devices and software. There are hard copy registers and summary reports available for locations surveyed dating back to the mid-1990s.

Camera infringement data

Infringement data can be extracted for all camera types. Testing data (pre-commissioning data) may also be available for some cameras. The enforcement data can be reported for specific periods and reports can include infringement counts, vehicle counts (i.e. number of vehicles checked by cameras), offence category, offence speed, licence type of offending person, licence jurisdiction of offending person and body type of vehicles.

Crash data

Standard site history reports can be generated for specific intersections, midblock sections or road sections. Using the IAMS system, these standard crash reports can be generated for any period or periods going back to about 1988.

Please note: Older data may have lower confidence factors than more recent information due to recent improvements in data collection, such as electronic SmartForm reporting. The TAMS crash database does not include causality information, such as speed related crashes. This information is kept by ACT Policing.

Further enquiries: Further enquiries about available data to support evaluation methodology should be made to the contact officer, Mr Naveen Wijemanne at Naveen.wijemanne@act.gov.au. Additional information provided to a tenderer will be made available to all tenderers in writing.

ATTACHMENT D – TYPES OF ROAD SAFETY CAMERA ENFORCEMENT USED IN THE ACT

Camera type	Main purpose	Number of cameras	Year first introduced
Mobile	General network deterrence (anywhere, anytime)	5 mobile camera vans and 177 sections of road	1999
Fixed red light / speed	Location specific (to address high risk intersections)	13	2000
Fixed speed only	General network deterrence (to address higher speed, high volume arterial roads)	13 at 9 locations (some locations monitor both sides of the road)	2007
Point to point	Route enforcement (to address crash and speed)	2	2012



Simon Corbell MLA

ATTORNEY-GENERAL
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT
MINISTER FOR POLICE AND EMERGENCY SERVICES
MINISTER FOR WORKPLACE SAFETY AND INDUSTRIAL RELATIONS

MEMBER FOR MOLONGLO

MEDIA RELEASE

ACT ROAD SAFETY CAMERAS EVALUATION UNDERWAY

An evaluation of the ACT's road safety camera program is underway, Attorney-General, Simon Corbell, announced today.

The evaluation is being undertaken by the University of New South Wales' Transport and Road Safety Research group.

"The ACT road safety camera program has evolved over more than a decade now, so it is appropriate for the program to be evaluated in order to understand how effectively the cameras are contributing to road safety outcomes and what opportunities there are for improvement," Mr Corbell said.

"This University of New South Wales road safety research group is highly experienced in evaluations of road safety programs. It will be undertaking a broad evaluation which will look at the performance of the program as a whole, including its impact on crashes and speeding, as well as the governance of the ACT's road safety camera program.

"As part of the evaluation, the University of New South Wales will review existing Australian and international research as well as evaluations of other road safety cameras programs to assist in identifying opportunities for improved strategic and operational management of the ACT program," said Mr Corbell.

A report, detailing the findings of the evaluation, is expected to be made available by the middle of this year. The report will complement the Auditor-General's current performance audit of the ACT's road safety camera program.

"Just as other jurisdictions have reviewed their road safety camera programs in recent years, and identified the opportunity to make changes which can improve road safety outcomes, the ACT needs to understand how its camera program is performing and what scope there is to improve its contribution to safer roads for the ACT community."

Statement ends/ Date

Media Contacts: Andrew Benson (02) 6205 0434 (w) [REDACTED] (m) andrew.benson@act.gov.au

ACT Legislative Assembly

Phone: (02) 6205 0000 Email: corbell@act.gov.au



@SimonCorbell



www.facebook.com/simon.corbell



Evaluation of road safety camera program underway

Talking points

Purpose and scope of the evaluation

- The Government wants the evaluation of the camera program to identify any potential opportunities to gain improved road safety effectiveness from the existing program, as well as inform any future changes to the current program.
- This evaluation will be undertaken by the Transport and Road Safety research group at the University of New South Wales. This group is highly experienced in evaluations of road safety programs.
- The evaluation will look at the performance of the Road Safety Camera Program as a whole, including governance of the program to identify any opportunities for improvement. It will also be used to identify an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.
- The evaluation will include an analysis of before and after data relating to crashes, speed and infringements for each of the camera technologies. This analysis will assist in assessing to what extent the cameras have contributed to improving road safety.
- A review of existing Australian and international research (including evaluations of other road safety cameras programs) will be undertaken to assist in identifying opportunities for improved strategic and operational management of the ACT program.
- The third component of the evaluation will involve a review of the existing governance arrangements to determine whether improvements can be made to the management and oversight of the program.
- The Government will consider any findings that are made in relation to this and recognises that similar evaluations of other jurisdictions' camera programs have led, in some instances, to decisions to relocate cameras or change the mix of camera types across the program.

Evaluation of road safety camera program underway

Questions and Answers

Why is the Government evaluating the cameras now – is it because of the Auditor-General’s review or criticisms of the point to point cameras?

The Government flagged its intention to evaluate the camera program as far back as June 2012 when the Chief Minister announced that a Road Safety Camera Strategy would be developed which would include a requirement to evaluate the ACT’s cameras.

At that stage the timeframe for finalising the strategy was late 2012. Work on the strategy document continued in 2013.

With the inclusion of a review of the camera program on the Auditor-General’s 2013-14 audit program, the Government considered it would be sensible to defer finalisation of the camera strategy so that it could take account of any relevant findings.

However, an evaluation of the existing camera program does not need to wait for the strategy to be finalised. I, therefore, announced, in November 2013, that the Government would proceed with an evaluation of the camera program to be completed in the first half of 2014.

The outcomes of the evaluation should complement the Auditor-General’s review which is focussed on the strategic and operational management of the camera program.

What will the evaluation consider?

The evaluation will look at the performance of the Road Safety Camera Program as a whole, including governance of the program to identify any opportunities for improvement.

Who will do the evaluation and how long will it take?

The evaluation will be undertaken by the Transport and Road Safety research group at the University of New South Wales. This group is highly experienced

in evaluations of road safety programs. A report detailing the findings of the evaluation will be provided to the Government by the middle of this year.

Were other organisations considered for this work?

Yes. The Justice and Community Safety Directorate issued a request for tender to three service providers who were identified as being the most appropriately skilled and experienced providers in the market.

What will the Government do if the evaluation finds that any cameras are not effective?

The Government wants the evaluation to identify any potential opportunities to gain improved road safety effectiveness from the existing resources and oversight of the ACT Road Safety Camera Program, as well as inform any future changes to the current program.

The Government will consider any findings that are made in relation to this and recognises that similar evaluations of other jurisdictions' camera programs have led, in some instances, to decisions to relocate cameras or change the mix of camera types across the program.

The Government is also looking to the evaluation to identify an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

How will the evaluation be funded and what will it cost?

The contract price for the evaluation is \$163,924.63. This will be funded from the existing Justice and Community Safety Directorate budget.

Will the contract be publicly available?

Yes. The contract will be published on the ACT Government's contracts register at www.procurement.act.gov.au

How will the cameras be evaluated?

The evaluation will include an analysis of before and after data relating to crashes, speed and infringements for each of the camera technologies. This analysis will assist in assessing to what extent the cameras have contributed to improving road safety.

A review of existing Australian and international research (including evaluations of other road safety cameras programs) will be undertaken to assist in identifying opportunities for improved strategic and operational management of the ACT program.

The third component of the evaluation will involve a review of the existing governance arrangements to determine whether improvements can be made to the management and oversight of the program.

What are the terms of reference for the evaluation?

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (a) reducing crashes;
- (b) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program; and

- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Sensitivities

Despite all three service providers confirming that they would be available to complete the work and would respond to the request for tender, the directorate received a single quotation from UNSW.

Queensland University of Technology and Monash University advised that they would not have capacity to complete the work in the timeframe requested. Monash University also expressed doubt about whether crash-based evaluations of components of the ACT road safety camera program would be conclusive due to the relatively small number of crashes in the ACT.

The tender evaluation team met on 12 February 2014 to evaluate the quotation from the UNSW. The evaluation team agreed that the quotation met all requirements to a 'good' or 'exceptional' level, and that, on balance, there was no value in re-testing the market, given the calibre of the proposal and that the other potential suppliers with the experience and capability to undertake the work had already been approached but had declined to submit proposals.

Background

On 19 November 2013, you announced that the Government would be seeking proposals from road safety specialists to undertake an evaluation of the ACT road safety camera program. A copy of the media release is at **Attachment A**.

A tender evaluation panel was formed in December 2013 comprising Karen Greenland (Deputy Executive Director, Legislation Policy and Programs), David Snowden (Senior Director, Office of Regulatory Services) and Geoff Davidson (Manager, Road Safety, Legislation, Policy and Programs).

On 10 December 2013, the directorate issued a request for tender to the University of New South Wales (UNSW), Queensland University of Technology and Monash University. These service providers were identified as being the most appropriately skilled and experienced providers in the market. A risk assessment was completed as part of the procurement process and adequate risk controls were identified.

The contract was signed by UNSW on Wednesday 5 March 2014. The contract requires production of the final report by 28 June 2014.



7 March 2014

Attention: Shared Services Procurement

Email: BuyGnS@act.gov.au

Notification to update the ACT Government Contracts Register

Please register or update the ACT Government Contracts Register with the details of the contract described below:

Contract Number	N/A
Contract Name	ACT Road Safety Camera Program Evaluation
Panel Contract?	No
Whole of Government Contract?	No
Tender Number	N/A
Procurement Methodology	Quotations
Social Procurement?	No
Procurement Type	Consultancy
Exemption from Quotation and Tender Threshold requirements?	No
Reason for Exemption	Not Applicable
Supplier's Name	The University of New South Wales
Supplier's ABN	57 195 873 179
Contract Amount (GST including)	\$ 163,924.63
Execution Date	5 March 2014
Expiry Date	4 July 2014
Confidential Text?	No
UNSPSC Code	81000000
Small to Medium Enterprise (SME)?	No
I have attached a PDF copy of the Contract or Letter of Acceptance	Yes.
Additional comments	Any other comments

Geoff Davidson
 Manager, Road Safety
 Justice and Community Safety Directorate
 02 6207 7195

UNSPSC Classification

Apparel & Luggage & Personal Care Products (UNSPSC: 53000000)
Building & Construction & Maintenance Services (UNSPSC: 72000000)
Building & Construction Machinery & Accessories (UNSPSC: 22000000)
Chemicals including Bio Chemicals & Gas Materials (UNSPSC: 12000000)
Cleaning Equipment & Supplies (UNSPSC: 47000000)
Commercial & Military & Private Vehicles & their Accessories & Components (UNSPSC: 25000000)
Defense & Law Enforcement & Security & Safety Equipment & Supplies (UNSPSC: 46000000)
Distribution & Conditioning Systems & Equipment & Components (UNSPSC: 40000000)
Domestic Appliances & Supplies & Consumer Electronic Products (UNSPSC: 52000000)
Drugs & Pharmaceutical Products (UNSPSC: 51000000)
Editorial & Design & Graphic & Fine Art Services (UNSPSC: 82000000)
Education & Training Services (UNSPSC: 86000000)
Electrical Systems & Lighting & Components & Accessories & Supplies (UNSPSC: 39000000)
Electronic Components & Supplies (UNSPSC: 32000000)
Engineering & Research & Technology Based Services (UNSPSC: 81000000)
Environmental Services (UNSPSC: 77000000)
Farming & Fishing & Forestry & Wildlife Contracting Services (UNSPSC: 70000000)
Farming & Fishing & Forestry & Wildlife Machinery & Accessories (UNSPSC: 21000000)
Financial & Insurance Services (UNSPSC: 84000000)
Food Beverage & Tobacco Products (UNSPSC: 50000000)
Fuels & Fuel Additives & Lubricants & Anti corrosive Materials (UNSPSC: 15000000)
Furniture & Furnishings (UNSPSC: 56000000)
Healthcare Services (UNSPSC: 85000000)
Industrial Cleaning Services (UNSPSC: 76000000)
Industrial Manufacturing & Processing Machinery & Accessories (UNSPSC: 23000000)
Industrial Production & Manufacturing Services (UNSPSC: 73000000)
Information Technology Broadcasting & Telecommunications (UNSPSC: 43000000)
Laboratory & Measuring & Observing & Testing Equipment (UNSPSC: 41000000)
Live Plant & Animal Material & Accessories & Supplies (UNSPSC: 10000000)
Management & Business Professionals & Administrative Services (UNSPSC: 80000000)
Manufacturing Components & Supplies (UNSPSC: 31000000)
Material Handling & Conditioning & Storage Machinery & their Accessories & Supplies (UNSPSC: 24000000)
Medical Equipment & Accessories & Supplies (UNSPSC: 42000000)
Mineral & Textile & Inedible Plant & Animal Materials (UNSPSC: 11000000)
Mining & oil & gas services (UNSPSC: 71000000)
Mining & Well Drilling Machinery & Accessories (UNSPSC: 20000000)
Musical Instru & Games & Toys & Arts & Craft & Edu Equip & Materials & Acc & Supps (UNSPSC: 60000000)
National Defense & Public Order & Security & Safety Services (UNSPSC: 92000000)
Office Equipment & Accessories & Supplies (UNSPSC: 44000000)
Organizations & Clubs (UNSPSC: 94000000)
Paper Materials & Products (UNSPSC: 14000000)
Personal & Domestic Services (UNSPSC: 91000000)
Politics & Civic Affairs Services (UNSPSC: 93000000)
Power Generation & Distribution Machinery & Accessories (UNSPSC: 26000000)
Printing & Photographic & Audio & Visual Equipment & Supplies (UNSPSC: 45000000)
Public Utilities & Public Sector Related Services (UNSPSC: 83000000)
Published Products (UNSPSC: 55000000)
Resin & Rosin & Rubber & Foam & Film & Elastomeric Materials (UNSPSC: 13000000)
Service Industry Machinery & Equipment & Supplies (UNSPSC: 48000000)
Sports & Recreational Equipment & Supplies & Accessories (UNSPSC: 49000000)
Structures & Building & Construction & Manufacturing Components & Supplies (UNSPSC: 30000000)
Timepieces & Jewelry & Gemstone Products (UNSPSC: 54000000)
Tools & General Machinery (UNSPSC: 27000000)
Transportation & Storage & Mail Services (UNSPSC: 78000000)
Travel & Food & Lodging & Entertainment Services (UNSPSC: 90000000)

Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Friday, 7 March 2014 11:32 AM
To: Shared Services Procurement, BuyGnS
Subject: Contract for evaluation of road safety cameras
Attachments: Att C - Camera_Evaluation_Contract_UNSW.docx; Att D - Letter-of-Acceptance_UNSW.docx; Contracts-Register-Notification.doc

Hi

Please see attached document for contract register notification. I have not included a contract number or quote number (don't have one). Please let me know if you need me to obtain this information.

Unsigned copies are provided as per instructions.

Thank you

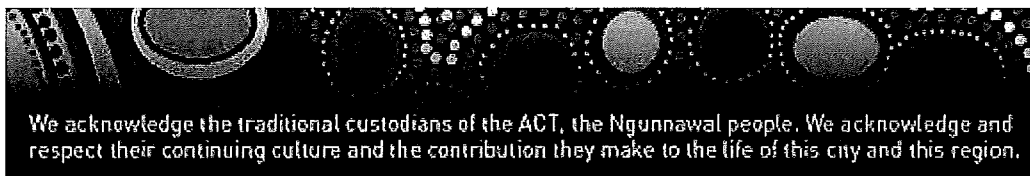
Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608

Telephone (02) 620 77195 | Facsimile (02) 620 50937



Davidson, Geoffrey

From: Gunasingam, Kanthia
Sent: Tuesday, 8 April 2014 3:19 PM
To: Davidson, Geoffrey
Subject: FW: Contract for evaluation of road safety cameras

Hi Geoff

Your request has been processed.

Please note I have allocated the contract number as 2014/1820 – 01. If you happen to issue another contract under the same file will be 2014/1820 – 02 (just in case).

Attached below is for your records,

http://www.procurement.act.gov.au/contracts/contracts_register/contracts/20141820-01/ nocache

Kind regards

Guna

Guna Singam
Procurement Officer

Shared Services | Treasury Directorate | ACT Government

Level 5, 40 Allara Street
Canberra City, ACT 2601

PO Box 818, Dickson, ACT 2602

Tel: 02 6207 5414

Fax: 02 6207 6500

From: Davidson, Geoffrey
Sent: Monday, 7 April 2014 1:37 PM
To: Gunasingam, Kanthia
Subject: RE: Contract for evaluation of road safety cameras

Sorry it has taken me so long to reply.

Let's go with the file number which is 2014/1820

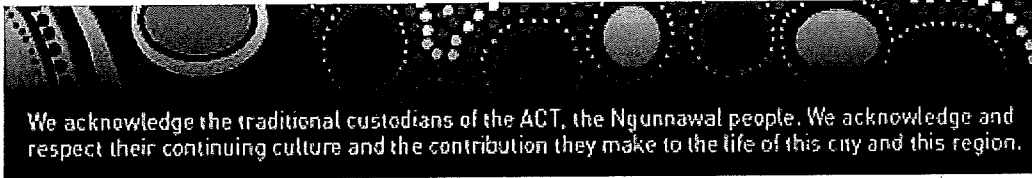
Geoff

Geoffrey Davidson | Manager, Road Safety

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Telephone (02) 620 77195 | Facsimile (02) 620 50937



From: Gunasingam, Kanthia
Sent: Monday, 17 March 2014 1:51 PM
To: Davidson, Geoffrey
Subject: FW: Contract for evaluation of road safety cameras

Guna Singam
Procurement Officer

Shared Services | Treasury Directorate | ACT Government

Hi Geoff

Contract Number is a mandatory field in the contract register. You have to nominate.

It can be some reference to this project, file number. The nominated number should not have been used in the contract register before.

Regards

Guna

Level 5, 40 Allara Street
Canberra City, ACT 2601

PO Box 818, Dickson, ACT 2602

Tel: 02 6207 5414

Fax: 02 6207 6500

From: Polson, Anna **On Behalf Of** Shared Services Procurement, BuyGnS
Sent: Friday, 14 March 2014 12:29 PM
To: Gunasingam, Kanthia
Subject: FW: Contract for evaluation of road safety cameras

Good Afternoon Guna,

Not sure if this one has been uploaded yet.

Kind Regards,

Anna

From: Davidson, Geoffrey
Sent: Friday, 7 March 2014 11:32 AM
To: Shared Services Procurement, BuyGnS
Subject: Contract for evaluation of road safety cameras

Hi

Please see attached document for contract register notification. I have not included a contract number of quote number (don't have one). Please let me know if you need me to obtain this information.

Unsigned copies are provided as per instructions.

Thank you

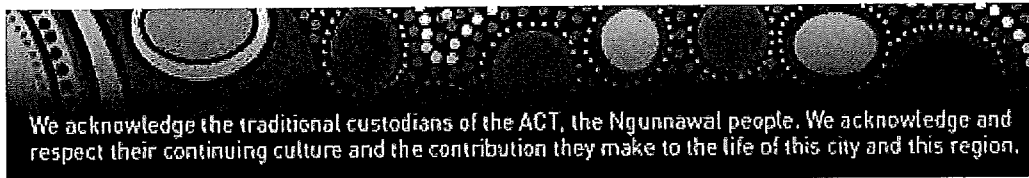
Geoff Davidson

Geoffrey Davidson | Manager, Road Safety

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Davidson, Geoffrey

From: Ann Williamson [REDACTED]
Sent: Friday, 7 March 2014 11:59 AM
To: Davidson, Geoffrey
Subject: RE: ACT community surveys

Thanks, Geoff for this material and the Camera responsibilities documents. Most helpful.

Regards

Ann

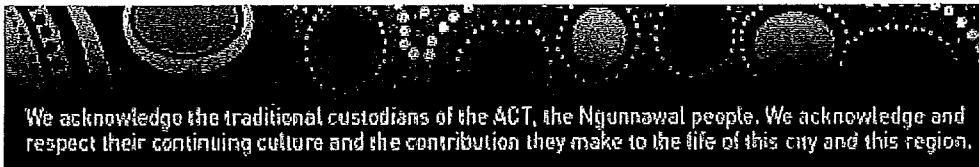
From: Davidson, Geoffrey [mailto:Geoffrey.Davidson@act.gov.au]
Sent: Thursday, 6 March 2014 4:06 PM
To: Anni Williamson
Subject: ACT community surveys

Hi Ann

Please see attached survey reports, as requested.

Geoff

Geoffrey Davidson | Manager, Road Safety
Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**
Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608
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Davidson, Geoffrey

From: Ann Williamson [redacted]
Sent: Thursday, 20 March 2014 10:56 AM
To: Greenland, Karen; Davidson, Geoffrey; Mike Bambach
Subject: RE: Audit report to be released today

Great, thanks.

Ann

From: Greenland, Karen [<mailto:Karen.Greenland@act.gov.au>]
Sent: Thursday, 20 March 2014 10:38 AM
To: Ann Williamson; Davidson, Geoffrey; Mike Bambach
Subject: RE: Audit report to be released today

Hi Ann – the audit report will go up on the Auditor-General's website. As soon as we know it is there, will get you details so you can have a look at it.

Thanks

Karen

From: Ann Williamson [<mailto:> redacted]
Sent: Thursday, 20 March 2014 10:21 AM
To: Davidson, Geoffrey; Mike Bambach
Cc: Greenland, Karen
Subject: RE: Audit report to be released today

Hi Geoff

Thanks for letting us know. I will have a look at the question time material and be prepared for any questions. Is the audit report available for we mere mortals yet? If so, it would be good to have a look at it as well.

Thanks

Ann

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Thursday, 20 March 2014 8:59 AM
To: Ann Williamson; Mike Bambach
Cc: Greenland, Karen
Subject: Audit report to be released today

Hi Ann

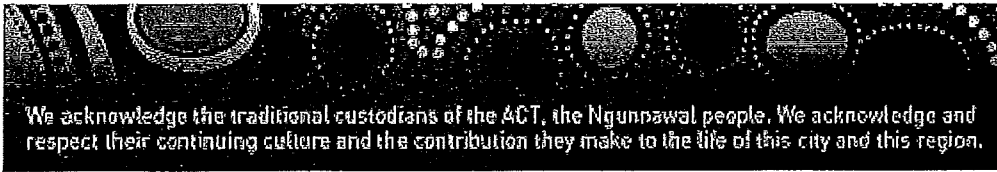
Tried to call you this morning. The audit report will be tabled today and we are expecting that there will be some media.

I have also attached a copy of Hansard for question time yesterday. There were a few questions about the evaluation – highlighted.

Geoff

Geoffrey Davidson | Manager, Road Safety
 Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**

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Davidson, Geoffrey

From: Ann Williamson [redacted]
Sent: Thursday, 20 March 2014 5:33 PM
To: Davidson, Geoffrey
Cc: Greenland, Karen
Subject: RE: Speed cameras report tabled

Hi Geoff

Thanks very much. Had a quick look. There is definitely food for thought in this. I suspect that what we are doing will complement this report quite well.

Cheers

Ann

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Thursday, 20 March 2014 5:01 PM
To: Ann Williamson
Cc: Greenland, Karen
Subject: FW: Speed cameras report tabled

Hi Ann

Link below to the report on the speed camera audit. There is a media release as well.

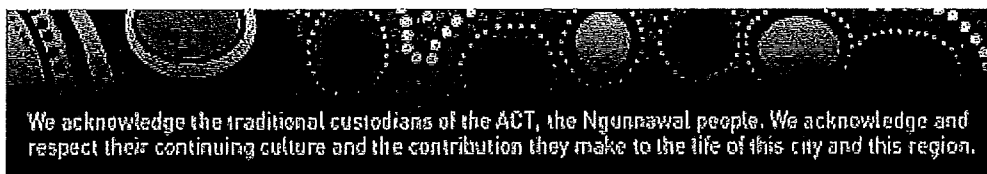
Geoff

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Telephone (02) 620 77195 | Facsimile (02) 620 50937



From: Brown, Jonathan
Sent: Thursday, 20 March 2014 4:12 PM
To: Greenland, Karen; Davidson, Geoffrey; Snowden, David; Swale, Brett
Cc: Phillips, Brett; Crowhurst, Moira; Krajina, Danielle; Peters, Paul; Polinelli, Anthony
Subject: Speed cameras report tabled

Dear Colleagues

Today our Office tabled a report on the 'Speed Cameras in the ACT.'

[The report and media release is located on our website.](#)

Jonathan

Jonathan Brown

Performance Audit

Phone: 6205 2438 | Facsimile: 6207 0826 | Office Line: 6207 0833

Performance and Financial Audit | ACT Auditor-General's Office | ACT Government

Level 4, 11 Moore Street, Canberra, ACT 2601 | PO Box 275, CIVIC SQUARE, ACT 2608



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Davidson, Geoffrey

From: Ann Williamson [REDACTED]
Sent: Tuesday, 22 April 2014 4:12 PM
To: Davidson, Geoffrey
Subject: RE: August 2013 Sample Repot

Hi Geoff

Thanks for that. I have passed it on to the group for their interest too.

Hope you had a good break.

Regards

Ann

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Tuesday, 22 April 2014 3:31 PM
To: Ann Williamson
Subject: August 2013 Sample Repot

Hi Ann

The Traffic Camera Office has produced this sample report. Thought it may be of interest to you re ongoing evaluation etc.

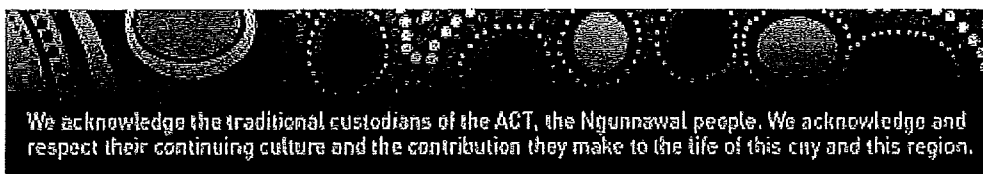
Geoff

Geoffrey Davidson | Manager, Road Safety

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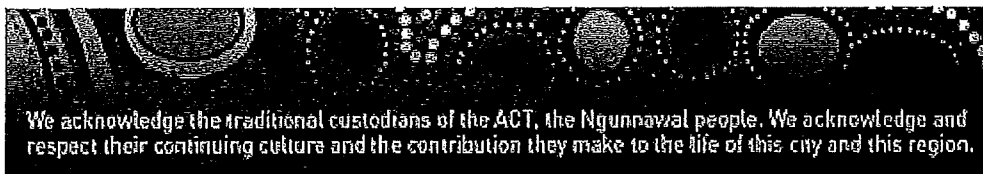
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Davidson, Geoffrey

From: Davidson, Geoffrey
Sent: Tuesday, 6 May 2014 4:38 PM
To: 'Ann Williamson'
Subject: RE: ACT ROAD SAFETY CAMERAS EVALUATION - Submission [SEC=UNCLASSIFIED]

Thanks Ann. Sounds good.

Geoffrey Davidson | Manager, Road Safety
 Legislation, Policy & Programs | Justice and Community Safety Directorate | ACT Government
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 Telephone (02) 620 77195 | Facsimile (02) 620 50937



From: Ann Williamson [mailto: [REDACTED]]
Sent: Tuesday, 6 May 2014 4:35 PM
To: Davidson, Geoffrey
Subject: RE: ACT ROAD SAFETY CAMERAS EVALUATION - Submission [SEC=UNCLASSIFIED]

Hi Geoff

Thanks for this. We will review and consider in the process of doing the evaluation study.

Regards

Ann

Professor Ann Williamson
 Director and Senior NHMRC Research Fellow
 Transport and Road Safety Research
 School of Aviation
 The University of New South Wales
 UNSW SYDNEY NSW 2052 AUSTRALIA
 Tel: + [REDACTED] | Fax: +61 2 9385 6040 | Email: [REDACTED]
 Web: tars.unsw.edu.au
 ABN 57 195 873 179 | CRICOS Provider no. 00098G

From: Davidson, Geoffrey [mailto:Geoffrey.Davidson@act.gov.au]
Sent: Tuesday, 6 May 2014 3:38 PM
To: Ann Williamson
Subject: FW: ACT ROAD SAFETY CAMERAS EVALUATION - Submission [SEC=UNCLASSIFIED]

Hi Ann

██████████ contacted me via the minister's office. I agreed to provide his email to you for consideration in undertaking the evaluation.

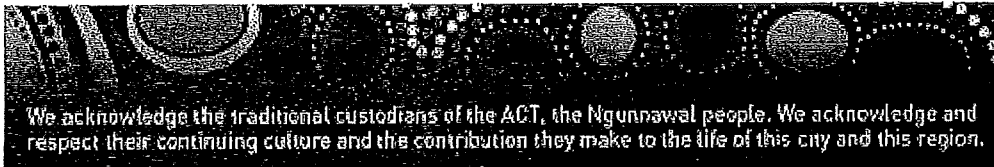
Geoff

Geoffrey Davidson | Manager, Road Safety

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From: ██████████
Sent: Wednesday, 19 March 2014 1:29 PM
To: Davidson, Geoffrey
Subject: ACT ROAD SAFETY CAMERAS EVALUATION - Submission [SEC=UNCLASSIFIED]

Hello Geoffrey,

Thankyou for allowing me to submit a document to the "ACT ROAD SAFETY CAMERAS EVALUATION". I appreciate there are no plans for so called public submissions, but I felt I have something to contribute.

(I have never been booked by any cameras (anywhere), nor had any accidents or incidents as a result of cameras, but as I explain below, I have a worthwhile submission – so thankyou again for accepting my submission)

Now, before I explain where some cameras need to be (before life and limb is lost – though on intersection #3 I list below, I saw a recent incident), please allow me to "take a swipe" at a camera I'm sure many others have already done so too.

The Average speed camera on Athllon drive. I LIKE average speed cameras, their concept is GOOD. But this one? It defies belief – There are TWO roundabouts within its zone, and even the most stupid person who likes speeding, has to slow down to significantly below 80 to negotiate these two roundabouts. Consequently, for them to get caught speeding by these cameras, they must be EXCESSIVELY speeding on the other bits. If they get caught, well, they deserve to! Idiots! May I ask (though I don't expect an answer, so I guess this is a rhetorical question for you (or the UNSW?) to consider the answer), how many get booked by these cameras?

Now, onto the meaty part of my submissions.

I ride my bicycle to work every morning, from my home in Banks (most southern suburb) to Woden. For a Section of the ride, I am riding on Drakeford drive. (primarily equating to the region Nth – Sth of lake Tuggeranong – recent developments and the continual early morning joggers with loose dogs make the Tugg lake bike path totally unfeasible, dangerous for cyclists.).

I have a very nice wide riding shoulder (marked as such) along the portion of Drakeford drive from **Athllon Dr (sth)/Isabella Dr roundabout** to the traffic lights at Taverner St / Drakeford Drive. No problems here.

I am riding along this stretch of road anywhere from 6am to 7am. There are 3 traffic lights I come across during the ride on my way to Woden.

#1 – Drakeford Dr + Erindale Dr.

#2 – Drakeford Dr + Taverner St.

#3 – Drakeford Dr + Athllon Dr (nth)

I have only ever seen a mobile speed camera anywhere near these locations twice – and both times they were on weekends (when I happened to be in my car during the day sometime). Once was **midway** between #1 & #2, for cars heading Sth. The other time it was just Nth of #1 lights for cars heading Nth, and I could have guaranteed it caught lots of people speeding through or racing the lights heading Nth. The funny thing about the latter one, there was also a mobile police car radar 300m or so further Nth, and funny!, he was catching people speeding by the handful! I smiled!

On my above mentioned morning rides to work, as I pass these three traffic lights, I am horrified by the number of motorists that race these three sets of lights – heading North (with me) – and actually GO THROUGH THE RED, and I mean GO THROUGH THE RED, ie they cross the line WELL AFTER it has gone red. Almost always, I hear the engine rev up and I can guarantee by the time they scoot across the intersection, red light!, they are flying! 90+.

I can guarantee – every week I would see at least 2 do this. And that is just in the short time slot I am there. Don't these drivers realise that the lights went orange/red on them because someone wants to cross in front of them?

I invite you (or the relevant authority reviewing the cameras in the ACT) to observe these 3 locations 6am to 7am. And be equally stunned.

Whereas for the Athllon Dr average speed cameras, one has to slow down for the roundabouts, one does NOT have to slow down for this region of road if the traffic lights remain green (and some of them seem to be on long green cycles for the Nth-Sth traffic). Perhaps an average speed camera or two (Nth & Sth) for this region (or part thereof) would be more useful (life-saving) than the Athllon drive comic! Or, perhaps a couple more red light cameras!!

Finally on the general matter of these cameras, I have heard one of the comments made by the Hon. Simon Corbell, is that at existing speed/red-light cameras, at intersections, there has been an increase in rear end smashes (or dings!). This is because people "hit the skids" catching people behind unawares when the lights go amber (orange!). Quite often, they may have comfortably got across with the amber lights, but they panicked, pulled up hard and their tail gaters hit them in the rear.

My thoughts here is that, yes, an increase in rear enders has occurred, but that is because people are driving TOO CLOSE to the car in front. Don't blame the traffic lights, the speed/red-light cameras or the driver of the front car for these rear enders – they are clearly and 99% the fault of the person following being too close. Removing a speed/red-light camera from an intersection because of (incompetent) tail-gaters is not the solution. I would rather have 100 rear end incidents than 1

T-Bone resulting in death.

Thanks for your time.

Sincerely!



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Davidson, Geoffrey

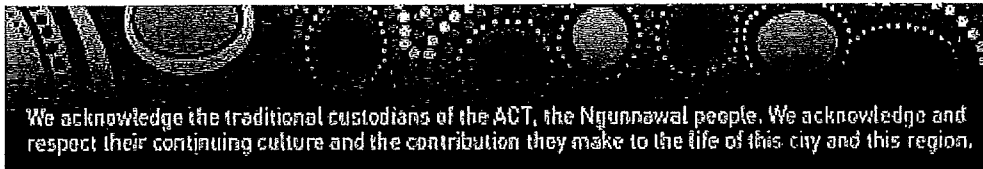
From: Davidson, Geoffrey
Sent: Tuesday, 20 May 2014 2:56 PM
To: 'Ann Williamson'
Subject: RE: Draft report

That's fine, thanks Ann.

Looking forward to seeing it all.

Geoff

Geoffrey Davidson | Manager, Road Safety
 Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**
 Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608
 Telephone (02) 620 77195 | Facsimile (02) 620 50937



From: Ann Williamson [mailto:]
Sent: Tuesday, 20 May 2014 2:54 PM
To: Davidson, Geoffrey
Subject: RE: Draft report

Hi Geoff

No, a presentation wasn't included in the project timeline. We are on track to get you the reports of the data analysis and the literature review by 16th June.

All the best

Ann

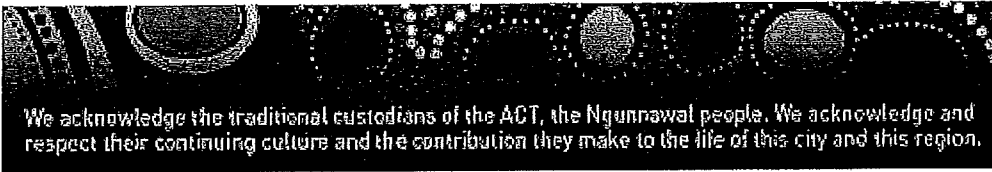
From: Davidson, Geoffrey [mailto:Geoffrey.Davidson@act.gov.au]
Sent: Tuesday, 20 May 2014 2:36 PM
To: Ann Williamson
Subject: Draft report

Hi Ann

Can't remember if you were planning to do a short presentation in Canberra before submitting the draft report?

Geoff

Geoffrey Davidson | Manager, Road Safety
 Legislation, Policy & Programs | Justice and Community Safety Directorate | **ACT Government**
 Level 2, 12 Moore Street, CANBERRA CITY ACT 2601 | GPO Box 158, CANBERRA ACT 2608
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Davidson, Geoffrey

From: Ann Williamson [redacted]
Sent: Sunday, 8 June 2014 4:10 PM
To: Davidson, Geoffrey
Cc: [redacted], Raphael Grzebieta
Subject: RE: ACT road safety

Hi Geoff

Sorry for my lack of response. I have been on leave this week and will be for a few more (returning 17 June). Yes, we found the information you provided most useful and have factored some of it into our analysis.

The report is progressing well and on track for our submission date. We are just reviewing the draft reports prior to submitting them to you by 16 June.

If you have any queries about any aspects of the report when it arrives, please would you contact Mike Bambach and/or Raph Grzebieta (email addresses are above).

Best regards

Ann

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Tuesday, 3 June 2014 12:25 PM
To: Ann Williamson
Subject: RE: ACT road safety

Hi Ann

Tried calling a few times. Trust all is good with the information I sent you. If not – please give me a call.

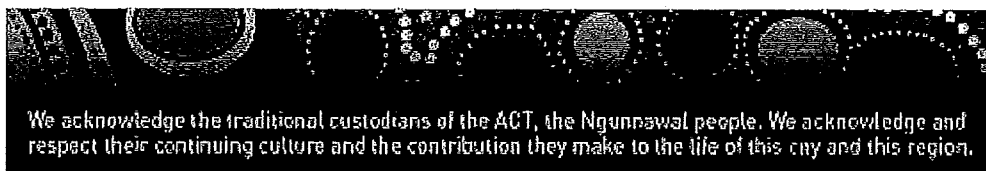
Geoff

Geoffrey Davidson | Manager, Road Safety

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From: Ann Williamson [<mailto:>]
Sent: Friday, 23 May 2014 2:30 PM
To: Davidson, Geoffrey
Subject: RE: ACT road safety

Hi Geoff

This is fantastic. Thanks.

Just to let you know, I will be out of the office from about 3 to 4.30pm this afternoon.

Regards

Ann

From: Davidson, Geoffrey [<mailto:Geoffrey.Davidson@act.gov.au>]
Sent: Friday, 23 May 2014 2:15 PM
To: Ann Williamson
Subject: ACT road safety

Hi Ann

Will give you a call to discuss.

I have attached two documents outlining key policy initiatives (1970-2014) and infrastructure projects (2000-2014). These are in addition to the camera program. Also attached the draft 2013 Crash Report which is currently being provided to the minister for his agreement to publish. Thought it may be of interest.

Other item of note -

- During the period 2004-2013, the total ACT vehicle fleet has increased 25% while from 2006 to 2011 transport modelling suggests there was an increase of 7% in the total number of car trips during the morning peak period. Previous modelling of car trips from 2001 shows a 13.5 % increase during the morning peak over a ten year period.

Please give me a bell should you require further info.

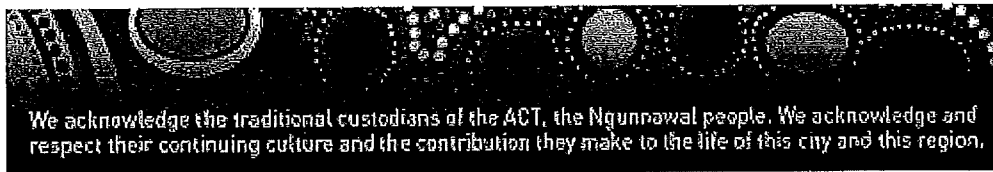
Geoff

Geoffrey Davidson | Manager, Road Safety

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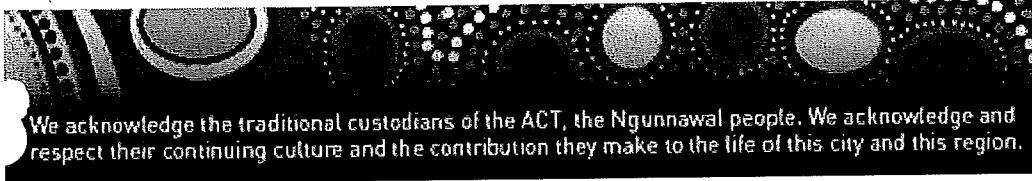
Greenland, Karen

From: Hays, Lil
Sent: Friday, 4 July 2014 4:52 PM
To: Greenland, Karen
Subject: RE: Road Safety Camera Evaluation - draft report

Thanks

Lil Hays | Executive Officer to the A/g Director-General | ACT Government | Justice & Community Safety Directorate
 Level 9, 12 Moore Street, Canberra City | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Phone: +61 2 620 70552 | Fax: +61 2 6207 0499 | Email: lil.hays@act.gov.au



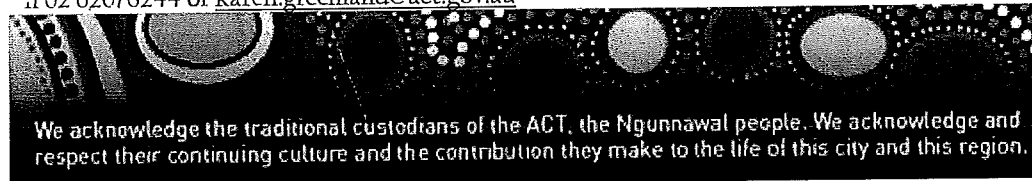
From: Greenland, Karen
Sent: Friday, 4 July 2014 4:39 PM
To: Hays, Lil; Crowhurst, Moira
Cc: Davidson, Geoffrey; Field, Julie
Subject: FW: Road Safety Camera Evaluation - draft report

Hi Lil, this is the information provided to MO to date on status of evaluation report. Once we have the final report (end of next week) a formal brief will be provided.

Karen

Karen Greenland
 Deputy Executive Director, Legislation, Policy and Programs
 ACT Justice and Community Safety Directorate

on 02 62076244 or karen.greenland@act.gov.au



From: Greenland, Karen
Sent: Wednesday, 25 June 2014 3:49 PM
To: Boogs, Monika; Hosking, Kim
Cc: Ng, Daniel; Crowhurst, Moira; Playford, Alison; Phillips, Brett; Snowden, David; Swale, Brett; Davidson, Geoffrey; McIntosh, Andrew
Subject: RE: Road Safety Camera Evaluation - draft report

Hi Monika and Kim – have just spoken to UNSW consultants who confirm they will need an extra two weeks to address some issues we have raised re the draft camera program evaluation report. They propose to get the final to us by 11 July 2014. (two weeks later than the 28 June deadline in the original contract).

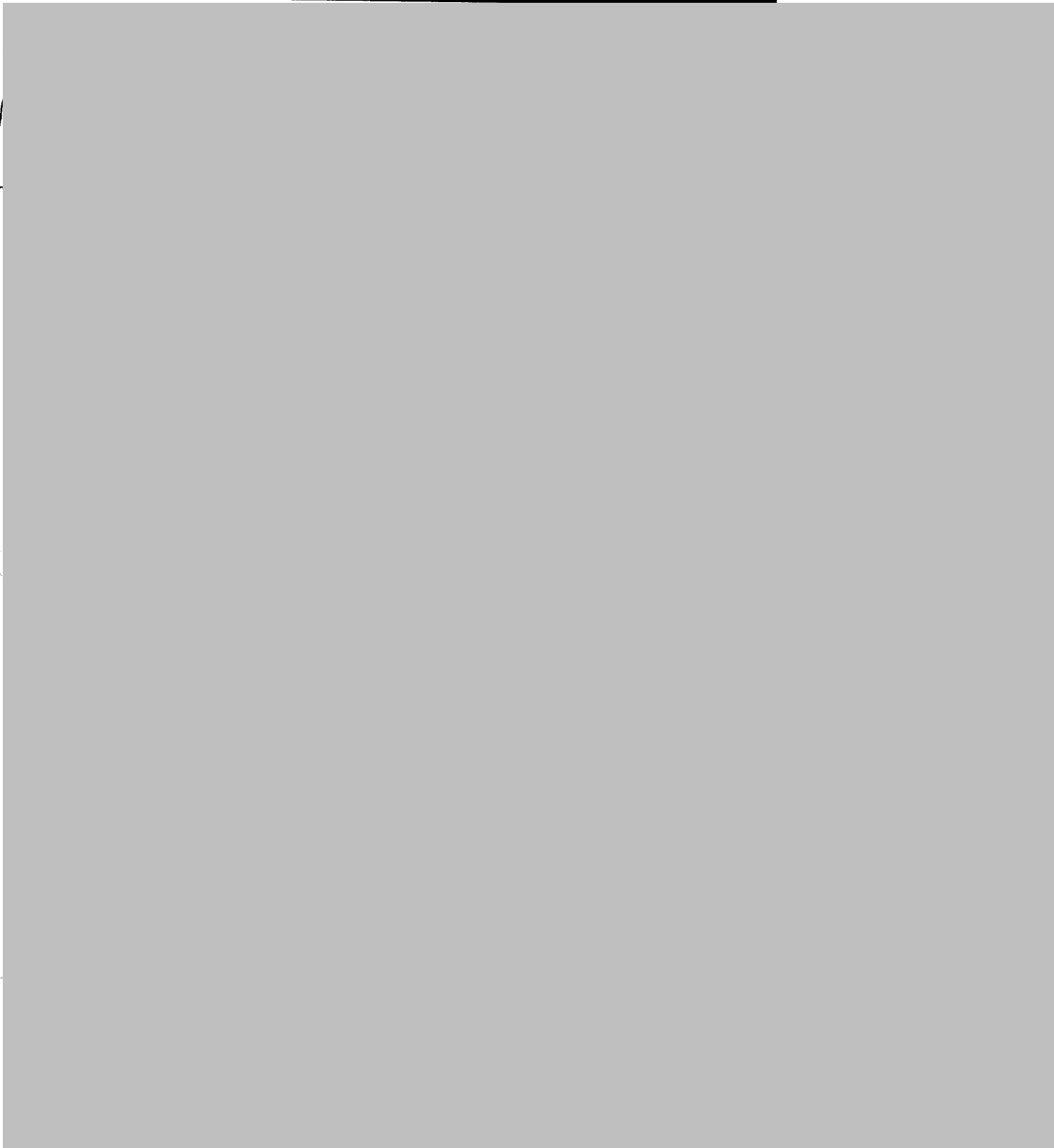
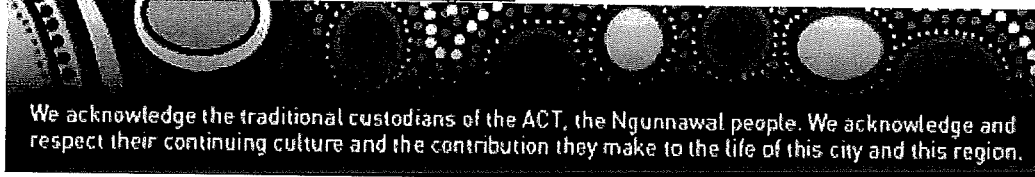
As addressing the issues identified in the draft is necessary to get the most out of the evaluation, we propose to agree to the extension. Let me know if you need more info on this.

Thanks

Karen

Karen Greenland
Deputy Executive Director, Legislation, Policy and Programs
ACT Justice and Community Safety Directorate

Ph 02 62076244 or karen.greenland@act.gov.au



ACT Road Safety Camera Program
Statement of Requirements for Evaluation

Scope of evaluation

The evaluation is to assess the impact of the ACT's Road Safety Camera Program, which includes mobile, fixed mid-block, point to point and red light/speed cameras, on the road safety objectives of:

- (a) reducing crashes;
- (b) reducing speeding (and thereby reducing crash risk).

The evaluation is to utilise:

- (a) available ACT data, including crash data, speed surveys, and infringement data;
- (b) relevant research and findings of other jurisdictions' evaluations of the effectiveness of road safety cameras and road safety camera programs; and
- (c) any other relevant data, studies, evaluations or information.

The evaluation is to, as far as possible, having regard to the available data and information:

- (a) assess the impact of the ACT Road Safety Camera Program as a whole;
- (b) assess the contribution and impact of the various types of cameras used as part of the ACT Road Safety Camera Program;
- (c) assess the governance arrangements for the ACT Road Safety Camera Program.

The evaluation is to identify:

- (a) potential opportunities to gain improved road safety effectiveness from the existing resources of the ACT Road Safety Camera Program;
- (b) future opportunities to maximise the road safety effectiveness of the ACT Road Safety Camera Program, in relation to both network resources and governance; and
- (c) an appropriate ongoing evaluation framework to support an effective ACT Road Safety Camera Program.

Timeframe for evaluation

JACS will seek proposals from a number (at least three) organisations or individuals to undertake the evaluation in accordance with the scope. These proposals will be sought before the end of 2013.

The evaluation report will be required to be provided no later than the end of June 2014.

Expertise required

Organisations and individuals with expertise in road safety, including the evaluation of road safety camera systems or programs, will be requested to submit proposals to undertake this evaluation. In

addition, organisations and individual will need to demonstrate their expertise, or how they will obtain the expertise, to undertake the review of governance arrangements.

ACT data

To support the evaluation data will be required from JACS and TAMS, including:

JACS – camera infringement data; crash data (from the database which has been developed and is managed by TAMS); data from road safety surveys relating to self-reported levels of speeding and attitudes to speed and cameras;

TAMS – speed survey data (including before and after data for specific camera sites); traffic volume data; information about changes to road environment that may be relevant to camera performance

It may also be useful to obtain data and other information from ACT Policing on speeding trends.

¹ Note – the impact of reporting rates from changes to crash reporting systems will need to be considered.