GENERAL ORDER

TRAFFIC SPEED ANALYSERS

General Order title	**Traffic speed analysers**
Date of issue	8 May 2019
Date of operation	1 May 2019
Review date	March 2022
Review responsibility	Traffic Support Branch
Replaces	Previous General Order, **Traffic speed analysers**
PCO reference	2001/2518-03
Gazette reference	SAPG 97/19
Enquiries to	Traffic Support Branch Telephone 820 76566
Corporate Policy Sponsor	Assistant Commissioner State Operations Service

General Orders provide an employee with instructions to ensure organisational standards are maintained consistent with SAPOL's vision. To this end, General Orders are issued to assist an employee to effectively and efficiently perform their duties. It is important that an employee constantly bears in mind that the extent of their compliance with General Orders may have legal consequences.

Most orders, as is indicated by the form in which they are expressed, are mandatory and must be followed. However, not all situations encountered by an employee can be managed without some form of guidance and so some of these orders are prepared as guidelines, which should be applied using reason. An appendix to a General Order will be regarded as part of the General Order to which it relates. At all times an employee is expected to act ethically and with integrity and to be in a position to explain their actions. Deviation from these orders without justification may attract disciplinary action.

To ensure best practice an employee should be conversant with the contents of General Orders.

The contents of General Orders must not be divulged to any person not officially connected with SAPOL. Requests for General Orders will be managed as follows:

- Civil subpoena and disclosure requests—contact the Information Release Unit.
- Criminal subpoena and disclosure requests—refer to General Order, **Disclosure compliance and subpoena management**.
- Freedom of information requests—contact the Freedom of Information Unit.
- Any other requests (including requests by employees)—refer to instructions provided within General Order, **Corporate policy framework**, **5. GENERAL ORDER REQUESTS/RELEASE**.

CONTENTS

1. GENERAL ORDER STATEMENT

South Australia Police (SAPOL) deploys traffic speed analysers as part of the strategy to reduce excessive speed and establish a firm base for long-term change in driver attitude to speeding. Achieving these aims will lead to a reduction in the general level of speed with a corresponding reduction in the number and severity of road traffic crashes.

Scope

This General Order applies to all employees of SAPOL and the traffic speed analysers used by SAPOL.

2. DEFINITIONS

Authorised instructor—is an employee who is:

- attached to the Traffic Training Team (TTT) and:
  - has been trained by the manufacturer of the traffic speed analyser; or
  - has been trained by an authorised instructor in the traffic speed analyser and has completed the relevant components of the TTT induction
- attached to an Local Service Area (LSA) within the State Operations Service and:
  - has been approved by the Officer in Charge, Frontline Technology and Traffic Training Team (FTTTT) to train a trainee in the traffic speed analyser; and
  - is an authorised operator of the traffic speed analyser and regularly uses the traffic speed analyser operationally; and
  - has been trained by the manufacturer of the traffic speed analyser.
- attached to the Traffic Camera Section and has been trained by the manufacturer of the traffic speed analyser.

Authorised operator—an employee who has successfully completed a traffic speed analyser operator's course and has used the traffic speed analyser operationally in the previous 12 months.

Event—can include anything that necessitates the temporary lowering of a speed limit on a length of road for the safety of other road users (including pedestrians).

Traffic speed analyser—an apparatus approved in regulation 27 or regulation 29 of the Road Traffic (Miscellaneous) Regulations 2014. For the purpose of this General Order a traffic speed analyser can be a: lidar, hand-held radar, mobile radar, fixed traffic safety camera, mobile traffic safety camera and a point-to-point camera system (average speed cameras).

Trainee—an employee who is participating in a traffic speed analyser operator's course and is using the traffic speed analyser under the instruction of an authorised instructor.

3. RESPONSIBILITIES

The following responsibilities apply.

Officer in charge, District/LSA/branch

The officer in charge of a District/LSA/branch, to which a traffic speed analyser is issued, must ensure the following:

- it is properly maintained
- it is included in the local audit regime, including an audit of calibration certificates
- it is only operated by an authorised instructor, authorised operator or trainee
- when it is relocated to another area, Radio and Technology Support Unit (RTSU) is to be advised
- it is withdrawn from service when:
  - it is not accompanied by a current calibration certificate
  - a recall or default notice is received from RTSU.

Officer in Charge, Radio and Technology Support Unit

The Officer in Charge, RTSU must ensure the following:

- calibration and maintenance details of all traffic speed analysers are recorded and maintained on a database
- traffic speed analysers are recalled for calibration within one month of expiry
- a default notice is issued if a traffic speed analyser is not recalibrated within 12 months.

Operator

A traffic speed analyser may only be operated by an authorised instructor, authorised operator or a trainee.

An operator of a traffic speed analyser must ensure the following:

- that the field tests are conducted in accordance with this General Order
- where it fails any of the field tests, it is removed from service and defected
- use is recorded on Traffic online (TOL) through the Offender record management system (ORMS)
- where a **PD319 Expiation Notice (expiation notice)** is to be issued:
  - it must be issued in accordance with General Order, **Expiation notices** and General Order, **Cautions—traffic offences**
  - the subject's copy must contain the serial number and calibration date of the traffic speed analyser used.

4. AUSTRALIAN STANDARDS

Radar based speed detection devices shall be operated in accordance with instructions contained in Australian Standard AS 2898.2—2003 Radar speed detection, Part 2: Operational procedures.

Laser-based speed detection devices shall be operated in accordance with instructions contained in Australian Standard AS 4691.2—2003 Laser-based speed detection devices, Part 2: Operational procedures.

For information in relation to Australian Standards an employee should contact TTT. The Australian Standards are available through the intranet at <police connect/training gateway/library/databases online>.

5. CALIBRATION

All traffic speed analysers shall be tested and calibrated by RTSU every 12 months in compliance with the manufacturer's specifications and the relevant Australian Standard. When a traffic speed analyser has been calibrated, a calibration certificate shall be issued with it. A sticker shall also be attached to the traffic speed analyser which indicates the date of calibration. Further stickers in the form of 'CALIBRATION VOID IF LABEL REMOVED' shall be attached to reseal the traffic speed analyser.

The calibration and maintenance details of all traffic speed analysers will be recorded on a database maintained by RTSU.

RTSU will recall traffic speed analysers within one month of expiry for recalibration. A recall notice will be issued to the officer in charge of the District/LSA/branch where the traffic speed analyser has been recorded as issued to.

RTSU are responsible for issuing a default notice to the officer in charge of the District/LSA/branch where records indicate the traffic speed analyser has not been recalibrated within 12 months.

A **PD204 Radio and technology support unit service request (PD204)** must be completed and forwarded with the traffic speed analyser to the following location for recalibration:

6. TUNING FORKS

Radar units are issued with two tuning forks, each engraved with a unique serial number. The tuning forks are used for field testing the radar as per the Australian Standard and manufacturer's instructions. The tuning forks are tested by RTSU every 12 months and the serial number of the forks is recorded on the calibration certificate of the radar they are issued with to indicate the forks have been tested. For ease of audit purposes and to simplify the evidentiary certification process it is preferable to use the tuning forks issued with the particular radar.

7. FIELD TESTING—RADAR AND LIDAR (NOT TRAFFIC SAFETY CAMERAS)

Field testing of a traffic speed analyser is required to test its accuracy and functionality. Testing shall be conducted in accordance with Australian Standards and manufacturer's instructions and shall occur at the commencement and end of operation. Where the traffic speed analyser has not been used for any evidentiary purpose during the shift there is no requirement to complete the end of operation field tests.

When a traffic speed analyser does not pass the field tests, it must be taken out of service and defected immediately. A **PD204** must be completed and forwarded with the traffic speed analyser to RTSU. In the event it does not pass all field tests at the end of operation any speeding matters generated as a result of its use since the last successful field test must be withdrawn and any speedo tests repeated with another device.

When conducting field testing for traffic speed analysers, the member conducting the tests must keep a written record of the following details:

- serial number and calibration date for the traffic speed analyser used
- time, date, location and results of field testing.

A **PD566 Speed detection equipment field test results notebook (PD566)** is available for members to maintain individual records of all radar and lidar field tests conducted by that member. Where a **PD566** is not available the required details must be recorded in a notebook or other written record.

Where a traffic speed analyser is utilised by more than one member during a shift it is not necessary for each member to conduct the field tests but any subsequent reports must cross reference the details of the testing member.

Radar

The following field tests will be conducted at the commencement and end of operation:

- **visual test**—check for damage and to ensure calibration is current and seals are not damaged or missing
- **power on test**—checks internal circuitry
- **display test**—checks to ensure all display lights and display segments are working
- **tuning fork test(s)**
  - mobile radar—there are two tuning fork tests (stationary mode and mobile mode, both of these tests must be done with the fan filter off, and upon completion turned back on
    - stationary mode—the purpose of the stationary mode tuning fork test is to ensure the antenna can detect a known speed and transfer the correct data to the rear panel
    - mobile mode—the purpose of the mobile mode tuning fork test is to ensure the unit can accurately calculate target speeds by subtracting a known ground speed from a known closing speed

- hand-held radar—there is one tuning fork test:
  - stationary mode—the purpose of the stationary mode tuning fork test is to ensure the antenna can detect a known speed and transfer the correct data to the rear panel.

Lidar

The following field tests will be conducted at the commencement and end of operation:

- **visual test**—check for damage and to ensure calibration is current and seals are not damaged or missing
- **self-test**—checks internal circuitry
- **display test**—checks the in-scope and rear panel display segments to ensure they are working
- **scope alignment test**—ensures the scope is aligned with the transmitted light beam, an audible tone will change pitch when the aiming point of the scope is panned across a specific narrow target in both horizontal and vertical planes—the operator will also perform a scope alignment test when the lidar is dropped
- **Fixed distance zero velocity test**—confirms the lidar's ability to accurately measure time and calculate distance and speed—a stationary object (zero speed) is targeted at a known fixed distance (20 m) and shall be within the required accuracy (+/-20 cm and +/-2 km/h), the operator of a lidar will perform a fixed distance zero velocity test using a SAPOL approved lidar range.

Lidar ranges

All SAPOL approved lidar ranges have a lidar range certificate affixed permanently at the lidar range site. This certificate has been signed by a RTSU member certifying that the site has been measured with a calibrated tape.

SAPOL approved lidar ranges (including initial certification, recertification, copies of certificates and maintaining a lidar range database) are the responsibility of RTSU.

Additional tests

The operator may carry out a manual test of a radar/lidar at any time. Pressing the TEST button will initiate the same test that is carried out in the display test.

Correlation

When operating the mobile radar in mobile mode, the patrol speed as displayed on the radar, must be correlated (checked) against the vehicle speedometer. Correlation must be within Australian Standards requirements of +2/-3 km/h. The correlation results should be recorded on any expiation notice issued.

8. EVIDENTIARY CERTIFICATES

The operator of a radar or lidar may be required to supply to a court, an evidentiary certificate which certifies the traffic speed analyser was operating correctly on the day it was used.

An evidentiary certificate must be issued by an officer of police of or above the rank of inspector.

Mobile radar

For not guilty pleas the following documents are required to be completed and produced for court for the mobile radar used:

- the calibration certificate
- a **PD476 Certificate of accuracy of traffic speed analyser—radar device (PD476)**
- for the police vehicle fitted with the mobile radar, a **PD235 Certificate of accuracy of speedometer** together with one of the following that was used to test the speedometer of the vehicle:
  - lidar—**PD477 Certificate of accuracy of traffic speed analyser—lidar device (PD477)**
  - hand-held radar—**PD476**
  - certified dynamometer (dyno)—certificate from the dyno test.

Hand-held radar

For not guilty pleas the following documents are required to be completed and produced for court for the hand-held radar used:

- the calibration certificate
- a **PD476**.

Lidar

For not guilty pleas the following documents are required to be completed and produced for court for the lidar used:

- the calibration certificate
- a **PD477**.

9. INSTRUCTIONS APPLICABLE TO ALL TRAFFIC SPEED ANALYSERS

The following instructions apply.

General safety

An employee involved in traffic speed analyser operations shall employ the highest possible degree of safety precautions in relation to themselves, drivers and the public. A employee must not place themselves, the public, police equipment or vehicles in a position of undue risk. Refer to General Order 8540, **Work health, safety, welfare and injury management** and the *Work Health and Safety Act 2012*.

A member shall wear appropriate safety equipment when working on the road or road related area.

In all circumstances a member must comply with General Order 8540, **Work health, safety, welfare and injury management, Working on roads and road related areas**.

Positioning

A police vehicle should not be placed in a position likely to cause interruptions to the flow of traffic or danger to other road users.

Change of speed sign

Drivers travelling into a lower speed limit should not be reported for the first 200 metres after the change in speed sign, unless:

- the detected speed is greater than the previous speed limit; or
- the lower speed limit applies to school zones, road works, events or other places where only a relatively short speed zone is in place, in which case detection should be focussed towards the area of most risk in the zone and policed at the lower speed limit.

Other traffic speed analysers

A traffic speed analyser should not be established to detect vehicles travelling within one kilometre of and in the same direction of another traffic speed analyser. Exceptions to this rule are that a lidar, hand-held radar, mobile radar or 'follow and time' speed detection method may be used:

- where there is an event occurring in the vicinity of a fixed traffic safety camera; or
- between, but not within one kilometre of, the start location or end location of an active point-to-point camera system.

Where a vehicle is detected speeding in these circumstances, the member should make notes in their notebook, or where an expiation notice is issued in the 'Particulars of offence(s)' on the police copy, of the location of the traffic speed analyser relative to the fixed traffic safety camera, or the start or end location of the point-to-point camera system.

Any duplication of offending detected through the use of another traffic speed analyser or a 'follow and time' speed detection method in these circumstances, will be managed by the Expiation Notice Branch in accordance with legislative requirements.

Road work operations

Road work sites with speed limit restrictions may be policed when road workers are present.

When conducting traffic speed analyser operations within a road work site where road workers are present, the operator **must**, prior to commencing operations, liaise with the work site project supervisor and gain the following information to ensure that the temporary speed zone has been lawfully established:

- name of the person who installed the traffic control devices (speed limit signs)
- authority of the person to install traffic control devices (speed limit signs).

All of the abovementioned information must be included in the narrative of an **expiation notice** or arrest/report occurrence (occurrence) not withstanding that proof of these matters in the course of a prosecution for a speed limit offence is assisted by section 22 of the *Road Traffic Act 1961*.

When no road workers are present at road work sites with speed limit restrictions, they must only be monitored for speed offences when there is a risk of serious injury, to any person.

When policing road work sites where no road workers are present, operators must also include details as to how the speed created risk of serious injury in the narrative of an **expiation notice** or occurrence.

Site selection

The following applies to site selection.

Mobile or hand-held radar

A mobile or hand-held radar must:

- not be used in towns, townships or built-up areas
- be used on a one-to-one basis such that no other vehicles are in the near vicinity and travelling in the same direction as the target vehicle
- not be used in circumstances where a target vehicle is overtaking another vehicle
- only be used on relatively straight sections of roadway.

Lidar

Lidar operators must at all times have a clear line of sight to the target vehicle.

Speedometer testing

All operational vehicles are to be tested on a needs basis as soon as practicable but within three months of a speeding offence being detected with the vehicle. All testing must be done with a lidar or hand-held radar. Refer to General Order, **Vehicle management**. Alternatively, a vehicle may be tested by a certified dynamometer (dyno).

10. SAFETY INSTRUCTIONS FOR USING LIDAR AND HAND-HELD RADAR

The following safety instructions apply.

Stopping officer

A stopping officer is a member who is required to step onto the road in order to stop detected drivers. The stopping officer shall:

- wear appropriate safety equipment such as a reflective safety vest and sleeves
- move onto the road to stop the driver from the front of the police vehicle

- be present on the road for sufficient time and in an appropriate position to be clearly visible from all approaching traffic and to allow the driver a reasonable distance to react to instructions and/or signals
- allow a corridor of safety (a safe path from the road which may be used quickly should an emergency arise) at all times
- indicate clearly (using a hand signal or hand-held sign) to drivers that they are required to stop and direct them to park in front of the police vehicle
- approach a stopped vehicle from the rear ensuring there is no danger from approaching traffic
- request the driver to alight from the vehicle and move onto the footpath or verge to a position of safety
- ensure drivers alight in circumstances that do not endanger themselves or other road users
- converse through the left side passenger window when the driver declines or is unable to alight from the vehicle
- use a torch fitted with a fluorescent wand during the hours of darkness to assist in signalling drivers to stop
- exercise extreme caution when stopping vehicles on wet or loose surface roads
- move to a position of safety when they believe a driver may not stop after a precise and reasonable direction has been given and obtain sufficient details of the vehicle to enable enquiries to be undertaken.

In all circumstances, members are to comply with General Order 8540, **Work health, safety, welfare and injury management, Working on roads and road related areas**.

11. GENERAL INSTRUCTIONS FOR MOBILE RADAR OPERATORS

The following general instructions apply to an operator of a mobile radar:

- the antenna is to be mounted outside the police vehicle, on the right side of the roof rack or light bar or on a window bracket located on the right rear passenger window
- the antenna must be protected by an external waterproof cover
- maintain a constant speed as far as is practicable when patrolling
- maintain hold mode until a target vehicle is observed
- detection time should be as long as necessary to obtain a steady reading and not less than three seconds
- when operating the mobile radar in mobile mode, the patrol speed as displayed on the radar, must be correlated (checked) against the vehicle speedometer (correlation must be within Australian Standards requirements of +2/-3 km/h)
- use caution when taking a reading of an oncoming target vehicle when travelling close to the rear of a heavy vehicle, caravan or any other large vehicle
- an operator must ensure they hear a clear audible Doppler tone throughout the period of checking

- the stopping of vehicles on the open road can be hazardous, use caution by:
  - activating red and blue flashing lights to give ample warning to subjects and others
  - checking traffic flow before conducting a U-turn
  - ensuring that the traffic flow is not obstructed
  - being aware of the need to protect themselves from the traffic flow with their vehicle by creating a corridor of safety
- use the radar unit in the stationary mode when mobile conditions do not prevail.

12. VIEWING SPEED DISPLAY (OTHER THAN TRAFFIC SAFETY CAMERA)

When a driver is detected, the operator of the traffic speed analyser should preserve the speed displayed and offer the driver the opportunity to view the speed. A notation should be made when the reading is accidentally reset prior to the motorist viewing it.

13. SPECIFIC INSTRUCTIONS FOR TRAFFIC SAFETY CAMERAS

The following instructions apply for traffic safety cameras.

Deployment schedules

The Officer in Charge, Traffic Support Branch, upon advice from Traffic Intelligence and Planning Section (TIPS), will provide deployment schedules for traffic safety cameras to the Traffic Camera Unit manager. Traffic Camera Unit supervisors will coordinate deployments to suitable roads, distributed across a selection of suburbs in the deployment schedule.

Straight Road

Traffic safety cameras (slant radar) must only be set up on a straight section of road.

Locating traffic safety cameras

Mobile traffic safety cameras are only to be deployed at locations which pose a road safety risk or locations which contribute to a road safety risk at another location.

In assessing the road safety risk for a location the following factors should be considered:

- whether the location has a crash history
- whether the location contributes to crashes in other locations
- whether there is a prevailing intelligence of speed related dangerous driving or road safety risk
- whether the physical conditions of a location create a ‘road safety risk’ (a hill is not regarded as a physical condition).

A mobile traffic safety camera is not to be located to operate on the down slope or foot of a hill unless there is an identified road safety risk associated with that section of the road.

Traffic safety camera monitoring

The operator of a traffic safety camera must be able to monitor vehicles approaching, passing through and departing from the capture/detection zone.

Target identification

A valid speed measurement shall only be taken when the target vehicle is clearly identified by direct observation or photographic means.

Field testing of mobile safety cameras

A traffic safety camera operator must test the accuracy of the radar by either conducting a run-through or by using test equipment approved by the manufacturer.

When circumstances prevent testing with approved test equipment at the completion of operations, the reasons for noncompliance must be noted on the operator's work sheet.

Speed zones

An operator of a traffic safety camera in speed zones of less than 60 km/h will conduct the run-through at the speed of the zone.

Safety factors—setting up or closing down traffic safety camera equipment

Where a traffic safety camera operator is required to work on a road, the operator shall comply with General Order 8540, **Work health, safety, welfare and injury management, Working on roads or road related areas** and shall activate vehicle hazard lights when setting up or closing down traffic safety camera equipment.

14. WEATHER RESTRICTIONS

Traffic speed analysers, other than mobile radar units, must be protected from direct exposure to extreme weather conditions, including heat and rain. Traffic speed analysers will not be operated when safety is compromised because of rain or wet/dangerous road conditions.

A member operating a traffic speed analyser (other than a mobile radar or a mobile traffic safety camera) is to be mindful of the preventive and protective measures that should be taken when working in the heat. Refer to General Order 8540, **Work health, safety, welfare and injury management, Hazard management** relative to specific hazards/climatic conditions when working in heat or cold.

15. TRANSPORTING EQUIPMENT

A traffic speed analyser (other than a mobile radar or a mobile traffic safety camera fixed to the vehicle) must be transported in the carry case provided. The lid must be securely fastened or for motor cycles, in an approved holder.

16. DAMAGED EQUIPMENT

All damaged equipment must be recorded on a **PD98 SAPOL property—damage, loss or stolen report** and **PD204**. The completed forms and equipment must be forwarded for repair to the RTSU.

17. POLICING CHANGES TO SPEED ZONES AND SPEED LIMITS

When a speed zone or speed limit is permanently changed, the appropriate authority responsible for the change will notify and advise TIPS of the change. Upon receipt of such notification, TIPS will notify the Traffic Camera Section, Expiation Notice Branch and the District/LSA where the zone/limit is located of the following:

- location of the zone/limit to be changed
- the type of change that will be made
- the date when the change will be made.

In order for SAPOL to enforce changes to speed zones/limits in a fair and equitable manner, traffic speed analysers will not be deployed within the first 28 days of the change unless prior approval has been obtained by the employees' assistant commissioner.

Where a driver is detected disobeying a changed speed zone/limit within 28 days of the change by a traffic speed analyser (with prior approval) or by a 'follow and time' speed detection method, the driver should only be arrested or reported:

- where the previously gazetted speed zone/limit has been exceeded; or
- where exceptional circumstances exist such as driving at a speed that is considered dangerous or where the likelihood of a crash is greatly increased.

A member will use their judgement in deciding whether to arrest, report or caution a person in accordance with General Order, **Cautions—traffic offences**.

18. COMPLAINTS

Complaints that indicate the need for traffic speed analyser treatment at a specific location will be processed in accordance with General Order, **Traffic watch complaints**.

19. RECORDING OF OPERATIONS

Speed detection results must be completed for all lidar and radar operations and entered onto Traffic online through ORMS.

20. REFERENCES

Australian Road Rules

Australian Standard AS 4691.2—2003 Laser-based speed detection devices, Part 2: Operational procedures available through the intranet at <police connect home page/training gateway/library/databases online>

Australian Standard AS 2898.2—2003 Radar speed detection, Part 2: Operational procedures available through the intranet at <police connect home page/training gateway/library/databases online>

General Order, **Cautions—traffic offences**

General Order, **Expiation notices**

General Order, **Traffic watch complaints**

General Order, **Vehicle management**

General Order 8540, **Work health, safety, welfare and injury management**

General Order 8540, **Work health, safety, welfare and injury management, Hazard management**

General Order 8540, **Work health, safety, welfare and injury management, Working on roads and road related areas**

Road Traffic Act 1961

Road Traffic (Miscellaneous) Regulations 2014

Work Health and Safety Act 2012

21. FURTHER ENQUIRIES

Officer in Charge, Frontline Technology and Traffic Training Team, telephone 8207 6795.

22. DOCUMENT HISTORY SINCE 15/06/94

Gazette reference (SAPG)	Date	Action (amendment/deletion/new/review/temporary variation)
104/97	15/06/94	New General Order—General Order 8290, **Digitector Operators Manual** and General Order 8750, **Radar Operators Manual** renumbered and renamed to General Order 8910, **Traffic speed analysers**.
57/96	24/04/96	Amendment—a new system for recording traffic related information implemented requiring new forms (**PD93 Speed detection** and **PD93A Speed Camera Detection**) to be submitted.
113/97	20/08/97	Amendment—the General Order was completely rewritten and **Appendix E Digitector** deleted and replaced with **Appendix E Traffic speed laser**.
202/00	20/09/00	Amendment—at **4.2.3 Portable signs**.
69/01	21/03/01	Amendment.
157/02	20/06/02	Review 2002.
287/05	23/11/05	Amendment—at **Instructions applicable to all traffic speed analysers** and **Positioning—general prohibitions**.
303/06	06/12/06	Review 2006.
42/09	28/01/09	Review 2009.
249/12	03/10/12	Review 2012—Special Purpose Manual 8910, **Traffic speed analysers** renamed to General Order, **Traffic speed analysers**.
333/12	26/12/12	Amendment—at **9. EVIDENTIARY CERTIFICATES, Mobile radar**. **PD476** and **PD477** change of name of forms.

Gazette reference (SAPG)	Date	Action (amendment/deletion/new/review/temporary variation)
63/14	05/03/14	Amendment—includes change in corporate policy sponsor, review responsibility and review date.
122/14	28/05/14	Amendment—insertion of new sub-heading **Positioning—point-to-point camera system prohibitions** and text at **10. INSTRUCTIONS APPLICABLE TO ALL TRAFFIC SPEED ANALYSERS**.
120/15	24/06/15	Amendment—text at **8. FIELD TESTING—RADAR AND LIDAR (NOT TRAFFIC SAFETY CAMERAS)**.
27/16	03/02/16	Review 2016.
150/18	04/07/18	Amendment—district policing model implementation.
97/19	08/05/19	Review 2019.

APPROVED BY COMMISSIONER/DEPUTY

…… ……
Print Full Name *ID Number*

…… 1/5/19
Signature *Date*

Documentation certification and verification

General Order review and update—Sergeant Matthew Carr, Frontline Technology and Traffic Training Team, Human Resource Development Branch

General Order—verified by: Superintendent John Bruhn, Officer in Charge Human Resource Development Branch