



# **Transport for NSW**

## **Responses to post-hearing questions**

Joint Standing Committee on Road Safety

Inquiry into Mobile speed camera enforcement  
programs in NSW

Hearing Date – Tuesday 30 November 2021

## QUESTIONS ON NOTICE

### QUESTION 1:

Ms PARKER: I understand that the actual official calibration and testing which is done in accordance with quality assurance procedures and requirements is an annual test, so those cameras are certified on an annual basis. But as far as the operations are concerned, the vendors need to verify that the equipment is operating correctly as they set up to commence their enforcement hours and so there are operational checks which are undertaken to confirm that the camera is still operating within its calibrated requirements.

The CHAIR: Every 12 months and they will have to supply also the Department with a compliance certificate?

Ms PARKER: Yes. We actually have records of all of the camera equipment and its compliance status.

The CHAIR: And the calibration is performed by a private company, I presume? Ms PARKER: I would need to ask my team for further detail on that as to precisely—

The CHAIR: You can take that on notice, yes.

Ms PARKER: I can take that one on notice, yes.

The CHAIR: Thank you. I will pass over to one of our other members.

### ANSWER:

Under section 137 of the *Road Transport Act 2013* (the Act), each speed measurement device is tested and certified as operating properly at least once a year. Speed verification is a key aspect of the testing.

An Appropriate Inspection Officer, authorised as such by Transport for NSW, is employed by the mobile speed camera vendors to undertake this activity. Transport for NSW has an observer role during the relevant testing process to ensure compliance with the relevant testing procedures.

Additionally, under section 138 of the Act, mobile speed camera operators undertake testing of the camera, including the review of photographs taken by the camera, before commencing every enforcement session.

Camera Operators are authorised by Transport for NSW as Appropriate Inspection Officers for the purpose of this testing and production of certificates pertaining to section 138 of the Act.

**QUESTION 2:**

Mr BROMHEAD: So out of those 40 per cent where speed is a factor, are we able to break down how many of those fatalities where alcohol was a factor, where drugs was a factor, where other issues were a factor?

Mr CARLON: Yes, absolutely and that information is published in our annual statistical report in great detail around the other contributing factors and as you are alluding to, very rarely is there only one factor that actually results in somebody losing control of their vehicle and having a crash. So yes, that information is published on a regular basis.

Mr BROMHEAD: Out of the 40 per cent where speed is a factor, do you know what percentage of those, alcohol is a factor?

Mr CARLON: Of the specific, both combined, not off the top of my head, but yes, that data is available and we can make it available to the Committee.

Mr BROMHEAD: And it is similarly, of the 40 per cent where speed is a factor, what percentage is alcohol a factor, what percentage is drugs a factor, what percentage are other issues a factor? I think it would be valuable for us to see those conditions.

The Hon. SHAOQUETT MOSELMANE: Shaoquett Moselmane. When you publish those figures for the broader information of the public, do they know that if 40 per cent is speeding, do they know what is related to alcohol, what is related to drugs, what is related to other family matters or other things? So that way, we would all of us understand what is in fact related to speeding.

Mr CARLON: Yes, look that information is provided in our reports, in the detailed statistical analysis and of course we provide that information to all of our stakeholder groups, in particular I sit on the Road Safety Advisory Council, so we are continuously providing very detailed information, or heavy vehicle crashes, for example, we update that information daily and I provide a report regularly on the contributing factors to crashes involving heavy vehicles across the network to district council meetings on a regular basis as well.

The Hon. SHAOQUETT MOSELMANE: Just following up on what you have just said, Mr Carlon, how many of those—for example, I have got the road toll update for New South Wales, Thursday 25 November and it says 2021, the driver fatalities were preliminary 121. How many of that 121 driver fatalities are, for example, related to speed? Because on this document, it does not say how many are related to speed, how many are related to alcohol.

Ms PRESTON: Could the Committee have a breakdown of those figures?

The Hon. SHAOQUETT MOSELMANE: Yes, my colleague assisting me here, could the Committee have a breakdown of those figures? And how would the public know, given that, my immediate impression when I read that, 121 drivers killed as a result of—as a toll on the road, I do not know whether 20 per cent of that is to do with alcohol, or 10 per cent to do with drugs, or 15 per cent to do with family matters and other matters. Can we have that breakdown please?

Mr CARLON: Yes of course and look, that information is actually published on our website on a regular basis as well.

Ms PRESTON: I would rather that we have that directly sent to us, if that would be fine, rather than us searching websites.

Mr CARLON: We can provide that.

Ms PRESTON: Thank you very much.

**ANSWER:**

In-depth crash studies show that road crashes are multi-factorial in nature. For this reason, NSW crash data identifies speeding and other behavioural factors as contributors rather than causes of crashes.

As one or more factors may be involved in a crash, the data outlined below cannot be summed, and does not total 100 per cent.

Three-year average (2018-2020) NSW road fatalities:

- Between 2018 and 2020, 401 people were killed on NSW roads in crashes where speeding was a factor. This represents 41 per cent of all people killed on NSW roads during this time.
- Between 2018 and 2020, 163 people were killed on NSW roads in crashes where fatigue was a factor. This represents 17 per cent of all people killed on NSW roads during this time.
- Between 2018 and 2020, 179 people were killed on NSW roads in crashes where illegal alcohol was a factor. This represents 18 per cent of all people killed on NSW roads during this time.
- Between 2018 and 2020, 237 people were killed on NSW roads in crashes involving a controller with the presence of an illicit drug in their system. This represents 24 per cent of all people killed on NSW roads during this time.
- Between 2018 and 2020, fatigue was also a factor in 13 per cent of the fatalities where speeding was a factor.
- Between 2018 and 2020, illegal alcohol was also a factor in 29 per cent of the fatalities where speeding was a factor.
- Between 2018 and 2020, 35 per cent of the fatalities where speeding was a factor were from a crash that also involved a controller with an illicit drug in their system.

Year to date (2021) NSW driver fatalities:

- As of 12 December 2021, 124 drivers have been killed on NSW roads during the 2021 calendar year.
- As of 12 December 2021, 54 drivers have been killed on NSW roads in crashes where speeding was a factor during the calendar year 2021. This represents 45 per cent of all drivers killed on NSW roads during this time.
- As of 12 December 2021, 35 drivers have been killed on NSW roads in crashes where fatigue was a factor during the calendar year 2021. This represents 28 per cent of all drivers killed on NSW roads during this time.

- Between 1 January and 30 September 2021, 24 drivers have been killed on NSW roads in crashes where illegal alcohol was a factor during the 2021 calendar year. This represents 25 per cent of all drivers killed on NSW roads during this time.
- Between 1 January and 30 September 2021, 20 drivers have been killed on NSW roads in crashes that involved a controller with an illicit drug in their system during the 2021 calendar year. This represents 22 per cent of all drivers killed on NSW roads during this time.

**QUESTION 3:**

Ms PRESTON: Because what I am hearing and Committee members have heard over the last two days from particularly local government input, is that mobile speed cameras are set up on local roads, in local government jurisdiction, without any consultation with the local council who has knowledge of traffic issues in that area, fatalities, the conditions of the area, traffic build up as well. They have all that knowledge, local council knowledge of those local roads and yet they do not have any buy-in at all with Transport for New South Wales. Is that true and do you think that is something that may change or could change please?

Mr CARLON: So the majority of the sites, as we have previously said, because of constraints previously with the signage on state roads, in terms of consultation specifically when a camera location is being considered on a local road and established, certainly I would have thought that they either make themselves available locally from our own offices at the regional location and their awareness and interaction with the local council [could] play a role there, but certainly I am happy to take that on notice and to clarify. But certainly in the establishment of locations where there are opportunities for local government input, of course we have an opportunity where anybody can nominate local sites via our web portal.

**ANSWER:**

Transport for NSW endeavours to work closely with local councils across a range of road safety initiatives, including the mobile speed camera program. Local councils are encouraged to consult with Transport for NSW and nominate suitable locations for the placement of cameras. All nominations will be assessed together with crash data and other road safety information, in order to prioritise future locations for speed cameras in NSW.

Members of the public are also able to nominate locations for speed cameras on the Safer Roads NSW website, [www.saferoadsnsw.com.au](http://www.saferoadsnsw.com.au).

**QUESTION 4:**

Reverend the Hon. FRED NILE: There was a question raised when Mr Duncan was giving evidence, he did not know the answer. Where does the revenue go to now from the mobile speed cameras revenue?

Mr CARLON: Yes, the revenue from mobile speed cameras goes directly via an instrument of legislation into the Community Road Safety Fund and the fund actually funds a whole range of programs and since it has been established, the fund has contributed more than \$36 million to the local government program, more than \$28 million to the Safer Driver course. We have had year-on-year increases in the allocation of the funds directly to safer roads and saving lives on country roads, right up from, well, from \$31 million back in 2013/2014, to \$217 million last year, which was invested in lifesaving treatments on our road network in order to reduce trauma. So the funds directly go into the school zone safety or education within schools, education campaigns, local government programs, as well as investing in things like ANCAP and creating opportunities for safer vehicles as well. So those programs are all funded from the Community Road Safety Fund.

Reverend the Hon. FRED NILE: Thank you.

The Hon. SHAOQUETT MOSELMANE: Just following up on that, just a quick question.

The CHAIR: We're over time.

The Hon. SHAOQUETT MOSELMANE: I just want to know how much money goes into the contracts from that money.

Ms PRESTON: Question on notice perhaps?

The Hon. SHAOQUETT MOSELMANE: Just a quick one, just following up from Reverend Nile's questions. Of the revenue raised from fines, you said basically it goes into road safety, does any of that money go back into contract with those private companies?

Mr CARLON: Yes, it also pays for the operation of those programs. I think it is important just to indicate there, not only are there lives saved, the 34 to 43 lives and 600 serious injuries that will be reduced as a result of that program, but it has a BCR of eight to one. So it is a very cost-effective program as well in reducing trauma on our roads.

**ANSWER:**

The calculated contract values for the operation for the mobile speed camera program is publicly available on the NSW Government Tenders website.

This value includes all likely charges associated with operating the program by the vendors and covers travel to site and enforcement hours delivered.