



**Transport
for NSW**

PR13/05926

Mr Jonathan O'Dea MP
Chair
Legislative Assembly Public Accounts Committee
Parliament of New South Wales
Macquarie Street
SYDNEY NSW 2000

Dear Mr O'Dea

Thank you for your letter requesting further information to be provided to the Public Accounts Committee relating to Transport for NSW's response to the Auditor-General's report *Improving Road Safety: Speed Cameras* tabled on 27 July 2011.

I am pleased to attach for the Committee's consideration responses to the questions that have been raised.

For more information, please contact Ms Margaret Prendergast, General Manager, Centre for Road Safety on (02) 8265 7511.

Yours sincerely



16/4/13

Tim Reardon
Deputy Director General
Policy & Regulation

PERFORMANCE AUDIT – Improving Road Safety: Speed Cameras

Transport for NSW response to Public Accounts Committee Questions

Question

1. How does the Centre for Road Safety decide on locations for new cameras and which type of camera is most appropriate?

Response

The Centre for Road Safety (CRS) assess locations based on criteria for each type of camera that are described in the *NSW Speed Camera Strategy*. As each speed camera addresses a particular crash problem on the road network, criteria have been developed for each camera type to ensure they are placed on roads according to their intended purpose.

Mobile speed cameras are used to reduce speeding across the road network through the use of general deterrence as well as at identified enforcement locations. There are three broad ways of selecting these locations. The first is assessing road safety risk through the review of crashes or identifying the road as high risk based on crash types. The Centre for Road Safety has undertaken an extensive review of the NSW road network to identify suitable locations. Secondly, enforcement locations can be selected through nomination by the NSW Police Force. Thirdly, the community can nominate locations that are then assessed by the Centre for Road Safety for their suitability for mobile speed enforcement.

Red-light speed cameras are used at intersections which are high risk locations due to the potential for right angle (t-bone) crashes and pedestrian crashes where serious injuries are more likely to occur as a result of a crash. Intersections are prioritised for the installation of red-light speed cameras based on the frequency and severity of crashes and proximity to other fixed enforcement on the network. The Centre for Road Safety has undertaken an analysis of crashes at all signalised intersections in NSW and intersections with a high rate of crashes are then provided to the Roads and Maritime Services to identify if any alternate treatments would address the crash problem before a camera is considered.

Fixed speed cameras are used in high risk locations or locations with a known history of severe crashes and have the most prescriptive site selection criteria. Locations are selected based on having a high frequency and severity of crashes over a length of road no longer than 1000m, high risk locations that are difficult to enforce such as tunnels, or school zones with a high frequency and severity of crashes or high risk of a pedestrian crash. At present only one of the decommissioned speed cameras has been approved for relocation, however the Centre for Road Safety may recommend further fixed speed cameras be relocated in the future based on the criteria.

Point-to-point speed enforcement is used to enforce heavy vehicle speeding over long distances. Enforcement lengths are based on an assessment of the heavy vehicle crash history or speeding behaviour along the entire enforcement length.

Question

2. Have there been any recent decisions that have been inconsistent with site selection criteria? (e.g. roll out of mobile cameras)

Response

No. Since the Auditor-General's performance audit of speed cameras no speed cameras have been installed or used at locations that do not meet the site selection criteria.

Question

3. Have the speed camera safety reviews on the six locations identified in the annual review report been completed?

Response

The safety reviews of six fixed speed cameras have been completed and results of these reviews will be announced in the coming months.

Question

4. What alternative road safety treatments have been considered for these six locations?

Response

The alternative road safety treatments will be announced at the same time as the reviews are announced.

Question

5. How does Transport for NSW know where the mobile speed cameras are being/have been deployed?

Response

The deployment of mobile speed cameras is guided by Transport for NSW, Centre for Road Safety's deployment strategy. This strategy is based on evaluations of the effectiveness of mobile speed cameras in other jurisdictions. Locations are prioritised based on crash history and risk, including times of previous crashes and through increasing deterrence also through increasing anywhere, anytime enforcement.

Roads and Maritime Services (RMS) manage the deployment of mobile speed cameras based on Centre for Road Safety's deployment strategy and develop a roster of locations to be enforced that is provided to the mobile speed camera operator. The NSW Police Force are consulted about mobile speed camera deployment through the joint "Strategic Road Safety Coordination Group" with mobile speed camera enforcement also deployed to support state wide highway patrol operations.

RMS designate the specific sites and times that mobile speed cameras will operate, and conduct random surveillance activities, GPS monitoring and desktop review to ensure that the operator conducts enforcement as specified.

Designated officers within Transport for NSW's Centre for Road Safety have access to the rostering and deployment information to ensure that enforcement is conducted in line with the deployment strategy.

Question

6. Do speed cameras in NSW have approval from the International Organization of the Legal Metrology as a Legal Measuring Instrument? If not, why not?

Response

No, speed cameras in NSW do not require approval from the International Organisation of Legal Metrology (OIML) because OIML do not approve speed measuring devices in NSW.

The International Organization of Legal Metrology (OIML) is an intergovernmental treaty organization that promotes the global harmonization of legal metrology procedures. Australia's National Measurement Institute (NMI) is a member of the OIML and oversees the implementation of metrology standards in Australia.

Speed cameras in Australia are regulated through state legislation, and do not require pattern approval from the NMI. In NSW the legal requirements for speed measuring devices are set out in the Road Transport (Safety and Traffic Management) Act 1999 and associated regulations. In NSW all speed measuring devices are tested at a minimum of 12 month intervals for accuracy by both the manufacturer and representatives of the Roads and Maritime Services. This is done in accordance with the manufacturer's recommended calibration method as approved by Roads and Maritime Services.

Enforcement cameras are required to be tested at least every 30 days in NSW. This testing is carried out by "authorised officers" trained to conduct this work and currently employed by the Roads and Maritime services.

Question

7. Are there any inconsistencies between Commonwealth and NSW State legislation requirements relating to metrology?

Response

No there is no inconsistency. Metrology requirements are outlined in Commonwealth legislation.

All speed measurement devices approved in NSW under the Road Transport (Safety and Traffic Management) Act 1999 comply with the National Measurements Act as it relates to traceability of measurement. All instruments are tested to the base measurements of time (seconds), frequency (Hz), length (Metre). Speed measurement is simply distance travelled divided by time. All instruments used to test and verify measurements in NSW are maintained with "certificates of traceability" under Regulation 13 of the National Measurements Regulations.

There is one OIML standard that relates to speed measurement, however this standard applies only to the measurement of speed using radar. Speed measurement devices in NSW do not require pattern approval to this standard. The standard is related to devices using technology developed before 1999. Speed cameras that use radar speed measurement in NSW use more advanced and newer radar technology than was considered in these older standards and these more advanced systems were introduced to ensure accurate and verifiable enforcement.

Question

8. The United Kingdom uses a wide range of contributory factors when recording fatal crash data. UK figures show that 13.9% of fatal crashes have speed in excess of the speed limit as a contributory factor, whereas NSW figures indicate 42% of fatal crashes are caused by speed. As these figures are used as the rationale for the positioning of speed cameras, what consideration has been given to extend the categories of causes or contributory causes in the collection and reporting of data on road traffic collisions in NSW.

Response

The Centre for Road Safety collect data on a range of contributing behavioural and other factors involved in crashes such as drink driving, fatigue and seatbelt use, much the same as in the United Kingdom and other countries. These factors are reported on in the annual statistical statement which is published on the Centre for Road Safety website at http://www.rta.nsw.gov.au/roadsafety/downloads/accident_statistics_d14.html In NSW speed-related crashes include crashes where a vehicle was travelling in excess of the speed limit or travelling at a speed which was excessive for the prevailing conditions. For this reason the proportion of fatal crashes involving speeding in NSW is higher than the figure for the United Kingdom, which only includes vehicles exceeding the speed limit.

When the figures from the United Kingdom include fatal crashes where travelling too fast for the conditions as a factor, the proportion of fatal crashes where speeding was involved is much closer to the figure in NSW. It should also be noted that the United Kingdom has a substantial speed camera program to address speeding. There are more than 4,000 fixed, red-light speed, point-to-point and mobile speed cameras used in the United Kingdom.

Question

9. Is there a separation of the supply and enforcement functions regarding speed cameras in NSW to extent not, why not?

Response

In NSW there is a clear separation of supply and enforcement functions for speed cameras. Transport for NSW's Centre for Road Safety set the policies regarding the use of speed cameras which are outlined in the NSW Speed Camera Strategy.

Roads and Maritime Services manage the installation and operation of speed cameras. They outsource the supply of fixed enforcement cameras (including fixed speed, red light speed and point to point cameras) and the operation of mobile speed cameras. Speed cameras are subject to rigorous regular testing, certification and calibration in-line with legislated requirements. This testing managed by the Roads and Maritime Services and is conducted routinely to ensure that the accuracy of cameras is maintained.

The current, interim mobile speed camera program is operated by Redflex who are paid per hour of enforcement conducted, not the number of infringements issued or revenue. Mobile speed camera enforcement is coordinated with NSW Police enforcement activities

Information about potential infringements is supplied by the Roads and Maritime Services

to the State Debt Recovery Office in secure files that meet legislative and regulatory requirements. The actual enforcement action for speed cameras including the issuing of infringement notices is conducted by officers at the State Debt Recovery Office who have no role in the supply of speed cameras.
