

**Submission
No 182**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Organisation: Cootamundra-Gundagai Regional Council

Date Received: 30 June 2021



Staysafe Committee
Parliament of NSW Joint Standing Committee on Road Safety
Parliament House
6 Macquarie Street
SYDNEY NSW 2000

Dear Staysafe Committee

RE: *Submission into Mobile Speed Camera Enforcement Programs in NSW*

Thank you for providing Cootamundra-Gundagai Regional Council with the opportunity to submit to the inquiry into Mobile Speed Camera Enforcement Programs in New South Wales.

- **Crash history of CGRC**

The Cootamundra-Gundagai Regional Council road network consists of Highways, including the dual carriageway Hume Highway, Regional roads and local roads, both sealed and unsealed.

The majority of all recorded road crashes from 2015 to 2019 occur on the Hume Highway (99/271), the Olympic Highway (31/271), the Burley Griffin Way (15/271) and the Muttama Road (12/271).

Speed is a factor in 95 of the reported 271 crashes. Tragically speed was a factor in 7 of the 15 fatalities (data is provided by the Centre for Road Safety from 2015 to 2019 "178TB19f").

Therefore, road safety strategies that target speeding and reduce the road toll are appreciated by the council community.

- **Appreciation of high visibility policing**

Council has been involved with several road safety strategies that target speeding, has supported NSW Police with their Highway Patrol activities and has accommodated the Transport for NSW (TfNSW) mobile speed cameras. Council has published numerous media releases commenting on speeding on roads notably around school buses and road work sites, these media stories typically contain comments from councillors, work staff, NSW Police, school students and parents encouraging motorists to drive at safe speeds. Support for the Highway Patrol includes discussions with officers at Local Traffic Meetings, the supply of traffic data, requests for enforcement and site maintenance for the patrol cars to operate speed cameras. The extent of cooperation with the TfNSW mobile speed cameras is limited to discussions with the operators when council staff are conducting routine maintenance.

- **Current locations of mobile speed cameras**

The location of mobile speed cameras in Cootamundra-Gundagai Regional Council is provided by the TfNSW website: <https://roadsafety.transport.nsw.gov.au/speeding/speedcameras/current-locations.html>

These locations include roads with low incidences of reported crashes in the years 2015-2019. In Cootamundra the location of mobile speed cameras is published along Adams Street (1 crash), Hovell Street (2 crashes), Mackay Street (3 crashes) and Thompson Street (0 crashes). In Gundagai the published sites of speed cameras are along Cross Street (0 crashes), Eagle Street (1 crash), Mount Street (1 crash) and Gocup Road (8 crashes). Wallendbeen has two highways crossing the village and has a higher number of crashes recorded on the published sites of Young Street, part of the Olympic Highway (4 crashes) and Victoria Street (4 crashes).

The locations of the mobile speed cameras are sometimes on routes that appear justified according to reported crash data though other locations appear to be routes with no crashes and recorded low traffic speeds according to council traffic data.

- **Parking contrary to expected practices**

The operation of mobile speed cameras requires that the vehicles are parked parallel to the flow of traffic. Council officers and public have reported mobile speed cameras operating on the grassed nature strips beside urban roads and also parallel parked across angle parking zones. The operation of parallel parked mobile speed cameras in sites with angle parking has been noted several times by council staff and there has been discussion between the mobile camera operators and council staff when workers have repainted line markings to facilitate the efficient angle parking.

- **Desired locations for speed cameras**

Comments have been made about sites where mobile speed cameras would have stronger impact in reducing speed in sites with high occurrences of crashes. Members of the community have made complaints to council about the speed of traffic along various routes and have requested sites for speed zone adjustments. The council responds to these complaints with a number of strategies usually resulting in the sharing of data collected from traffic counters with NSW Police, installing appropriate road signage and requesting speed zone adjustments from TfNSW. The website for requesting mobile speed cameras, <https://www.saferroadsnsw.com.au/haveyoursayspeedcameras.aspx>, does inform the public that mobile speed camera sites can be nominated but the webpage makes it clear that the outcomes of such nominations will not be acknowledged and the only contact with the applicant will be limited to requests for further information.

- **Community perceptions**

Council staff were requested to anomalously supply thoughts about the use of mobile speed cameras. Opinions regarding the use of the mobile cameras include that they are a strategy for revenue raising for a cash strapped government the and the preference for mobile speed cameras to be highly visible and

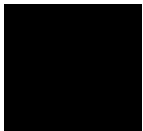
therefore promote the messaging about the enforcement of speeding. There were comments about the challenges in the process for requesting reviews about fines, the significant time delay between the time of the detection of the speeding offence and the arrival of the notification and the expense of fines compared to the household income.

The expense of an unexpected fine can be challenging for a household. The \$125 fine for under 10 km/hr and \$285 for between 10 to 20 km/hr are significant financial burdens to a household where the income is limited, for example the median household weekly income in Cootamundra is \$910, the weekly rent is \$195 leaving \$715 for the rest of living expenses. Fines of under 10 km/hr were frequently mentioned with one excuse being the fitting of new tires to a car (new tires have a larger diameter and the increase of actual speed compared to indicated speed can be as much as 4%) and have caused hardship in low socioeconomic families. This financial burden is not as much as a deterrent in urban areas where the median family income is significantly higher and therefore the fine is a lower portion of household income.

Some respondents stated appreciation of role of speed cameras in reducing speed and therefore road trauma and stated that the easiest way to avoid speeding fines is to drive slower.

Should you require further information or wish to discuss the matter please contact Mark Ellis on 1300 459 689.

Yours faithfully



Mark Ellis
Manager Civil Works

30 June 2021