

**Submission
No 379**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Organisation: City of Sydney

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STAYSAFE (JOINT STANDING COMMITTEE ON ROAD SAFETY)
Parliament of New South Wales
Macquarie Street
Sydney NSW 2000

Dear Chair,

Inquiry into mobile speed camera enforcement programs in NSW

The City of Sydney (the “City”) would like to make the following points and recommendations for consideration of the Committee for the Inquiry into mobile speed camera enforcement programs in NSW.

Road safety is a serious issue and everyone’s responsibility. The City supports the Vision Zero commitment.

Across Metropolitan Sydney and the City of Sydney Local Government Area, the primary issues are fatalities and serious injuries involving vulnerable road users such as people walking and cycling.

Mobile speed camera enforcement programs are an important component of road safety enforcement. However, the City sees this inquiry as an opportunity to build on the successes and lessons from the past.

Improving road safety requires implementation of a full Safe Systems approach. Enforcement approaches such as mobile speed cameras are an important part of the Safer People element of the Safe Systems, but other elements such as education and behaviour change programs can do more to support this.

1. The role of camera detection in a safe system

Speeding is a major contributing factor to road trauma across NSW and speed focused enforcement programs including fixed safety cameras and mobile speed cameras, have a significant reach across the community. Speeding consistently contributes to around 41% of road fatalities and 24% of serious injuries each year.

The NSW Government has created a framework for using cameras for enforcement in the following situations:

- Speeding
- Mobile phone use
- Red light running
- Occupying special purpose lane (generally not a safety issue)

It is unlikely that roadside cameras will be developed and used for other risk factors (for example fatigue).

While these cameras contribute to a safe system, they can only ever do so on a limited number of roads, predominantly state roads. It should be noted that in the City of Sydney, 50% of crashes occur on local or regional roads. There are currently nine locations for

mobile speed cameras in the City, with none on the local road network. A network-wide holistic approach is needed.

We acknowledge that cameras are likely to have a flow-on impact across the network. We support the use of mobile camera technology to reduce this risk across the network. However, there needs to be a balance of mobile cameras and general police enforcement. We welcome further discussion about this balance including a discussion about whether safety cameras should only be employed at places with existing crash risk.

NSW Government should review the current process of targeted enforcement programs for all road users, such as the Enhanced Enforcement Program, to ensure they are maximising trauma reduction on local roads with a focus on protecting vulnerable road users.

2. Safer People Programs: Education and Behaviour Change

To build on any improvements in enforcement, the City believes there needs to be more attention on the other aspects of safer people, i.e. education and behaviour change. This is especially important because the nature of risk that leads to serious injuries is that it is spread across the network. This means it can never be fully addressed through enforcement and deterrents.

The City strongly supports a focus on education and behaviour change around driver interactions with vulnerable road users.

The Centre for Road Safety has committed to creating a new 'Speed' Campaign in 2021/22. This will mainly cover speeding on main roads and regional roads. This is important and we support this. However, this will not address the problem of driver behaviour in our liveable urban communities.

Prior campaigns such as *Go Together* acknowledged there was a need for a change in the way different road user groups behave towards each other. The City supports programs focused on education and behaviour. These are able to contribute to a safer network overall through focusing on issues not addressed by cameras and complementing and reinforcing existing alcohol, speed, drug, fatigue and other campaigns. For example, safety education and behaviour campaigns for drivers focused on key issues for vulnerable road users, such as drivers:

- Queuing across intersections
- Not giving way when turning
- Not giving way to cyclists when turning in front of them
- Not observing minimum passing distance
- Dooring
- Speeding on local streets

The City delivers a Local Government Road Safety Program (LGRSP) in partnership with Transport for NSW and is well placed to deliver local education and behaviour change programs focused on increasing safety where much of the risk is – on local streets. As a local government, we have knowledge of local issues and established relationships with local groups. There is an opportunity to build on these and for the existing local government road safety program to develop targeted education and behaviour change programs at the local government level to support Safer People. The City already champions this approach in other areas and would be well placed to pilot approaches that create and evaluate behaviour change.

This would require funding. Local governments struggle to fund safe speeds campaigns. We annually receive grants from Transport for NSW for road safety education. However, funding needs to address several issues. While the mobile speed camera and fixed

camera programs generate significant revenue, the level of funding return to local governments to enhanced local education and behavioral change is insufficient to achieve long term change. The LGRSP needs to be maintained and funding opportunities increased to reflect the risks of speeding and the need for targeted education and behaviour change programs reflecting the risky behaviours drivers exhibit in the City.

The City would like to work collaboratively with Transport for NSW to eliminate the safety risk and deliver an improved environment for the road users. We look forward to further collaboration with the NSW Government to continue to work towards vision zero.

In the interim, should you wish to speak with a council officer about the City's proposal, please contact [REDACTED]

Yours sincerely

[REDACTED]

Kim Woodbury
Chief Operating Officer