

**Submission  
No 564**

## **MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW**

**Organisation:** Roads Australia

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Joint Standing Committee on Road Safety  
Macquarie Street  
Sydney NSW 2000

Via online portal

**Submission to: Joint Standing Committee on Road Safety – inquiry into mobile speed camera enforcement programs in NSW**

Roads Australia (RA) welcomes the opportunity to make a submission to the NSW Joint Standing Committee on Road Safety's inquiry into mobile speed camera enforcement programs in NSW.

By way of background, RA is the peak body for roads within an integrated transport system, representing an industry that contributes \$207 billion annually to the economy and supports 1.3 million jobs. RA has over 150 members and brings industry, government, and communities together to lead the evolution of Australia's roads, integrated transport and mobility.

Speed management is crucial for the prevention of death and serious injury on our roads. In NSW, speed is the single biggest contributor to death and injury on NSW roads, contributing to around 41 per cent of road fatalities and 24 per cent of serious injuries each year. This means almost 150 lives lost and 1,270 people seriously injured each year<sup>1</sup>.

Despite the changes to the NSW mobile speed camera program and its intention to bring NSW in line with current practice in other jurisdictions, the detection of speeding vehicles and hence the increasing number of fines is concerning. According to Revenue NSW, the value of fines was up 28 per cent in December 2020 compared to the same month in 2019<sup>2</sup>. Any increase in speeding across the network increases the risk of death and serious injuries amongst all road users, not just the ones who choose to speed.

Beyond applying enforcement and deterrence strategies there is a need for a change in the culture of road user behaviour, including speeding. Implementing warning signs in front of speed cameras may immediately change driver behaviour around that speed camera but by removing warning signs driver caution and awareness can be raised everywhere on the network. This approach will encourage speed compliance and create an expectation that speed enforcement is anywhere, anytime.

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<sup>1</sup> NSW Centre for Road Safety, Driving too fast,  
<https://roadsafety.transport.nsw.gov.au/speeding/index.html>

<sup>2</sup> Monthly fines up by \$17 million in NSW as camera revenues boom,  
<https://www.smh.com.au/national/monthly-fines-up-by-17-million-in-nsw-as-camera-revenues-boom-20210414-p57j3a.html>

RA recognises that speed cameras are an effective tool in both managing speed and improving road safety and supports the NSW program's significant increase in the hours of operation. More sites and a wider area of coverage means less predictability of enforcement and therefore a wider reduction in speeding across the network<sup>3</sup>. However, all measures should be utilised to discourage speeding, including education through advertising and campaigns, increased enforcement hours, enforcement by marked and unmarked police vehicles, as well as fixed and mobile speed cameras. This also extends to education around the consequences associated with risky behaviour as a means of making speeding socially unacceptable, much like drink driving.

For those who work on roads, like the employees of many of RA's members, speed compliance and management is critical for a safe workplace. Downer's Ben Hur Project is designed to reduce the risk of working in and around live traffic. Out of over 700 survey responses from Downer employees, over 500 stated that the speed of passing motorists is the number one risk factor. The project collected 40,000 data points on speed through worksites using radars. Results showed speed was on average 10kph above the posted reduced work site speed limit in urban areas, and 15kph on average above the posted reduced work site speed limit in regional areas.

This level of non-compliance around work sites risks the lives of the people who work on these sites - along with those of the driver and passengers travelling in the offending vehicles.

The project implemented a series of improvements to observe the effect on traffic, including speed advisory signs, bigger cones, and virtual lane reduction. Speed advisory signs produced a 24% improvement in compliance to the posted speed limit on approach; bigger cones a 12% improvement in compliance to posted speed limit through works; and closed lane reduction a 13% improvement in compliance to posted speed limit through works, thus demonstrating an increase in speed compliance with the use of visible hardware on worksites.

RA supports NSW's mobile speed camera program and acknowledges enforcement and deterrence strategies are important tools in targeting and reducing speeding. However, community education of the risks and consequences associated with speeding is equally as important in driving cultural change, along with utilising all modes of speeding enforcement.

RA encourages the continued monitoring of the mobile speed camera program and to adopt strategies where needed to ensure the best safety outcome for not only motorists, but for those who work on our roads.

For more information about this submission please contact Michael Kilgariff at

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Yours sincerely

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**MICHAEL KILGARIFF**  
**Chief Executive Officer**

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<sup>3</sup> Transport for NSW | Centre for Road Safety Mobile speed camera operations in other Australian jurisdictions Research Report October 2020, pg. 4