

**Submission
No 567**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Organisation: Kempsey Shire Council

Date Received: 9 July 2021



8th July 2021

Response to the inquiry into mobile speed camera enforcement programs in NSW

This submission to the NSW Joint Standing Committee on Road Safety is provided on behalf of Kempsey Shire Council.

The submission provides our response to the inquiry into mobile speed camera enforcement programs in NSW.

We support the use of enforcement strategies to improve road safety outcomes and to ultimately save lives on our roads.

Please contact Council's [REDACTED] in relation to this submission.

Terms of Reference

Council understands the inquiry is considering the balance between using mobile speed cameras and direct enforcement by police. The inquiry will also look at the nature of enforcement contracts between the government and the private sector.

It is understood the Committee will inquire into, and report on recent changes to the mobile speed camera program in NSW, with reference to:

- a) the nature and timing of those changes*
- b) research, modelling, and the evidence base of fatality and serious injury reduction*
- c) the views of key road user groups, including the community views towards these changes*
- d) the nature and oversight of compliance or enforcement contracts with government and private companies*
- e) the projected impact on revenue generated by these changes*
- f) the ongoing funding of road safety and the Community Road Safety Fund, both through fines and enforcement activities, and future government contributions*
- g) enforcement activities, including the balance between direct police enforcement and camera enforcement*
- h) the impact to people living in regional and rural areas*
- i) those of low socio-economic backgrounds and Indigenous people*
- j) the impact on P plate drivers*
- k) any other related matters.*

IPWEA NSW Submission 5th July 2021

As a member Council of IPWEA NSW Kempsey Council supports the comments and recommendations of this submission (copy attached).

Council Specific Concerns

Council notes the Centre for Road Safety web site responds to the question why speed cameras are used in NSW as follows:

Mobile speed cameras work like fixed speed cameras but are moved in vehicles from location to location. Research shows that best practice mobile speed camera programs with sufficient hours, a high number of enforcement sites, unmarked and unsigned operations and highly randomised deployment can deliver consistent, network wide 20-30 per cent reductions in casualty crashes. This is because they generate an anywhere-anytime expectation of detection, and maximise deterrence of speeding behaviour across the road network, not just at camera locations.

Council acknowledges it is hard to argue against the benefits claimed by increasing hours and removing signage as it is all very theoretical but the claimed benefits from increasing the number of sites may be flawed.

Speed limits are often arbitrary and have no basis for safe driving at all points on the road. They are obviously a generalisation for conditions over a section of road. In Council's view placing cameras at specific locations where conditions do not warrant that speed limit is not contributing to road safety. Knowing many of the sites used around Kempsey Shire (KSC) and knowing the casualty figures over last five years, it is not accepted that some off these sites are contributing to a reduction in casualties at all.

It appears cameras are often located within KSC at the same sites and not spread throughout the rural and urban areas, leading to questions over the real purpose of the cameras?

It has been observed in KSC area that mobile speed cameras are often placed on downhill sections where you need to ride the brakes to avoid going a few km over the speed limit. This requires constant attention to the speedometer to ensure no breach which is potentially more dangerous than exceeding the speed limit. Unless there is a particular safety issue at these sites, they should not be placed at sites that clearly have no accident or excessive speeding history. This creates a public perception of revenue raising unfortunately at the expense of the principal aim of reducing road trauma.

Council does not necessarily agree that the sites used should be listed, in doing so the list provided does not show all the sites that I know are used. If it does not, what is the point of publishing a list?

Recommendations:

1. Placement of mobile speed cameras within a region should be supported with appropriate media releases reminding the community of the reasons and benefits with the objective of increasing wider community acceptance of the program as part of reducing road trauma.
2. Sites selected for locating cameras should have as a minimum a recorded accident history and/or a known speeding environment supported by NSW Police.
3. Placement of speed cameras within regional council areas should ensure an appropriate balance of site locations within both urban and rural localities, including school zones.
4. General statistics on speeding offences within an LGA should be produced on the NSW Centre for Road Safety web similar to recorded road accidents as another important piece of information to assist the making of safer roads and speeds.

IPWEA's submission is published separately in Submission 501.