

**Submission
No 702**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Organisation: Pedestrian Council of Australia Limited

Date Received: 30 July 2021

Partially
Confidential

From: [PCA](#)
To: [StaySafe](#)
Subject: FW: Mobile Speed Cameras - A Submission from the Pedestrian Council of Australia(HIGH RISK)
Date: Sunday, 1 August 2021 5 02:52 PM
Attachments: [GIPA - Mobile Speed Cameras Report 21T-0094 200824.pdf](#)
[TfNSW Media Release - Mobile Speed Camera Program \(004\).pdf](#)
[SMH - Opinion - Comment - Gay - P2P Speed Cameras - 161114 - Ed_Hill.litepdf.pdf](#)
[Telegraph Minns - Mobile Speed Cameras - 210825.png](#)
[Telegraph - Opinion - These P2P speed cameras work - 180210.pdf](#)



PEDESTRIAN COUNCIL OF AUSTRALIA
Safety - Amenity - Access - Health
The Walking Class
Patron: Dame Quentin Bryce AD CVO

The Chairman
Attention: The Hon Lou Amato
STAYSAFE NSW

Dear Sir

With over 30 years experience in Road Safety, we believe the behaviour of certain members of the NSW Parliament and others in precipitating this inquiry and wasting the money of the taxpayers' of NSW, is utterly immoral and beyond belief.

They should hang their heads in shame.

We have been campaigning to have the MSCs operate covertly and bi-directionally, and with significantly increased hours, since their inception in least 2006

<https://www.walk.com.au/pedestriancouncil/page.asp?PageID=3764&SiteID=1>

We have produced unequivocal evidence supporting our claims. Until recently, they have been ignored.

In the words of TfNSW Minister the Hon Andrew Constance, "we must get politics out of road safety".

He has taken the brave and commendable step to reduce Road Trauma by removing the absurd "Luna Park" warnings from Mobile Speed Cameras and come into line with the rest of Australia.

He has done this because he prefers to save lives rather than warm his seat in Parliament.

We congratulate and thank him and hope that those who are potentially sacrificing the lives and limbs of Australian road users to advance their careers, are required to account for their immoral behaviour.

Following a recommendation from the Auditor-General (probably the most respected government office in NSW) on 18 October 2018:

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Mobile speed cameras

18 October 2018

🚗 [Transport](#)

Key aspects of the state's mobile speed camera program need to be improved to maximise road safety benefits, according to a report released today by the Auditor-General for New South Wales, Margaret Crawford.

Mobile speed cameras are deployed in a limited number of locations with a small number of these being used frequently. This, along with decisions to limit the hours that mobile speed cameras operate, and to use multiple warning signs, have reduced the broad deterrence of speeding across the general network - the main policy objective of the mobile speed camera program.

There is evidence of a reduction in fatal and serious crashes at the 30 best-performing mobile speed camera locations. However, there is limited evidence that the program in New South Wales has led to a behavioural change in drivers by creating a general network deterrence. While the overall reduction in serious injuries on roads has continued, fatalities have started to climb again. Compliance with speed limits has improved at the sites and locations that mobile speed cameras operate.

The Auditor-General recommends a review of the Speed Camera Strategy and enhanced management of the program, including broadening the criteria for choosing mobile speed camera locations to better support a general network deterrence for the mobile speed camera program.

Further information

Barry Underwood, Director, Office of the Auditor-General, on 0403 073 664 and email barry.underwood@audit.nsw.gov.au.

... TfNSW commissioned an independent report as recommended by the A-G.

We requested a GIPA of that report and received a copy (see attached)

It is independent, written by experts, comprehensive, sophisticated and based on science (and the experience in other jurisdictions)

And it states clearly and unequivocally:

Based on the experience in other jurisdictions:

- There are clear indications that NSW would benefit from mobile speed camera operations that use unmarked vehicles without warning signs.
- NSW could consider increasing the number of sites and the location of sites to ensure an appropriate coverage of the State.
- The hours of mobile speed camera operation in NSW are less than optimal.

The appalling behaviour of Opposition Leader Chris Minns is sickening.

It's the same old song: "revenue-raising" – "scare mongering" – "demonising evidence, technology and science" – all for a few votes.

I have written about Speed Cameras on numerous occasions in the SMH and the Telegraph (see examples attached)

Mr Minns and his supporters perfectly parallel the anti-vaxxers in the COVID-19 pandemic debate.

They care nought about the consequences of their actions – or the lives and limbs which will be lost due to their behaviour.

We have the world's best doctors and scientists keeping us safe – all based on science, technology and evidence.

And we have this tiny percentage of people who still believe the earth is flat, demanding we risk the lives and safety of all the people of NSW, based on hysteria, misleading information and witchcraft.

We need say no more than echo the expert recommendations provided in the MSC report (attached) and the media release (attached) from Centre for Road Safety Executive Director, Bernard Carlon (quote)

Even more importantly, these changes to the mobile speed camera program are estimated to save up to 43 lives a year and 661 serious injuries when fully implemented reducing the cost to the community by up to \$644 million a year.

Here is the evidence



Changes to road safety in NSW Stakeholder toolkit

November 2020

Visit www.towardszero.nsw.gov.au/news/major-changes-road-safety-laws to view the media release



Speed – safety risk

- In NSW, speeding contributes to around 41 per cent of road fatalities and 24 per cent of serious injuries each year. This means almost 150 lives lost and around 1,270 people seriously injured each year. The trauma is dispersed across the NSW road network
- No matter what causes a crash, vehicle speed directly affects the force of the impact and the resulting trauma
- Despite the volume of traffic falling during COVID-19 from the seven months of March to September 2020, 50 per cent of road fatalities involved excessive or inappropriate speed, up from 39 per cent for the same period in 2019
- After increasing this year in March (20 of 25 killed, 80 per cent) and April (13 of 24 killed, 54 per cent), the incidence of speed related fatalities increased again in July (18 of 26 killed, 69 per cent), August (15 of 29 killed, 52 per cent) and October (12 of 22 killed, 55 per cent)
- The latest research conducted by the Centre for Road Safety in 2019 on speeding attitudes and behaviours showed that:
 - most drivers see speeding as widespread and acceptable
 - many believe the only way to stop speeding is via enforcement
 - for the most part, it seems that drivers are highly attuned to slow down when they see there is a camera coming up ahead, but also to then universally speed back up once past the camera.



Speed – evidence for change

- Automated speed camera enforcement is one of the most effective, evidence-based and low-cost measures to reduce speeding and save lives and injuries
- 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
- The mobile speed camera program in Victoria operates mobile speed cameras completely covertly with no signage advising of camera locations. Evaluation of the Victorian mobile speed camera program has confirmed the geographic impact of the program reaches well beyond the enforced sites – and there has been a 25% reduction in casualty crashes in Victoria as a result of the program
- In Queensland, the mobile speed camera program includes a mix of overt and covert operations. Evaluation of the Queensland mobile speed camera program has showed that the number of hours of deployment, use of randomised operations working in a mix of marked/unmarked vehicles (with no advance signage) have strong associations with road trauma reductions
- The mobile phone detection camera program has already changed behaviours when it comes to mobile phone use – no warnings mean you can be caught anywhere, anytime and we want to see that same result with mobile speed cameras.



Speed – enhanced camera enforcement

- The purpose of the NSW Mobile Speed Camera (MSC) Program is to deter drivers from speeding on every trip by having enforcement anywhere, anytime by providing broad network wide deterrence
- That is why we are moving the NSW MSC Program towards best practice and national consistency – proven to reduce road trauma – through:
 - Increased enforcement hours
 - Removal of portable warning signage for mobile speed cameras (NSW was the only jurisdiction in Australia to deploy portable signs before and after the vehicle).
 - Updated and reduced high visibility livery on mobile speed camera vehicles and removal of livery across 30% of the camera vehicles, aligned to the Queensland program. (noting Victorian vehicles have no livery).
- The changes also address recommendations previously made by the Auditor General.

Marked NSW Mobile Speed Camera vehicle



Mr Minns and his supporters should hang their heads in shame.

It's difficult to understand how he shaves in the morning, knowing that his behaviour could cost the lives of 42 human beings a year and serious injuries of between 10 and twenty times this number.

Immorality and political expediency on steroids.

Apart from the pain, grief and suffering, Road Trauma costs Australians about \$30 billion per annum.

That's about \$9 billion per annum for NSW.

Mr Minns and his minions robotically chant that Speed Cameras are simply revenue-raisers.

Nonsense.

They are life savers

And you can't raise revenue until you cover your costs.

No-one is forced to speed.

The penalties are therefore a voluntary tax.

And revenue from speed cameras in NSW is about \$90 million per annum, meaning we need to raise at least another \$8.9 billion from speed cameras before we raise any revenue.

So here are the questions for Mr Minns and his minions (and STAYSAFE) – to ensure utter fairness and consistency:

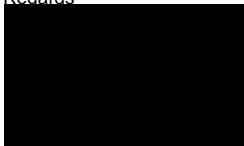
1 Is he basing his call to return to covert MSC enforcement based on "science and evidence" and a desire to save lives and limbs or is it based on "politics" and a desire to win votes?

2 If he still wishes to take this position, will he, to be absolutely fair and consistent with his calls for high visibility policing and remove all covert operations and demand:

- (a) That police have warning signs prior to all drink and drug roadside enforcement operations with signage located at positions allowing drunk and drugged drivers time to turn around and/or take alternate routes
- (b) That police have warning signs before all roadside speed enforcement operations and demand they get out of their vehicles and place warning signs before all operations, the first sign being well outside the beam – and that as their technology can often be bi-directional, that the same signage requirement be on the other side of the road – and they be required to do this EVERY time they move their vehicles
- (c) That police immediately cease all "in-vehicle" mobile speed operations as speeding motorists can rarely see police before they are captured on the radar/lidar systems and the Police issue a revenue-raising Traffic Infringement Notice.
- (d) That there be at least THREE warning signs preceding all the new Mobile Phone detecting cameras to ensure ALL motorists have a fair chance of putting their phones down before they are detected
- (e) That police no longer be permitted to conduct covert operations in relation to drug dealers or terrorists, especially during COVID because this is a time when drug dealers and terrorists can least afford to be caught.

We are happy to appear before your Committee if required.

Regards



Harold Scruby
Chairman/CEO



Pedestrian Council of Australia Limited
The Walking Class

