



Transport  
for NSW

# Results of the 2012 NSW Annual Speed Camera Performance Review

Evan Walker  
Principal Manager, Safer Systems  
Centre for Road Safety, TfNSW

# NSW Speed Problem

## Attitudinal research 2009

- ***Speeding is common and is not yet seen as socially unacceptable***
- Police and school zone speed cameras strong levels of acceptance
- Low support for covert enforcement
- Camera's seen as mostly about revenue raising
- Effectiveness a key driver of support

# NSW Speed Camera Audit

- March 2011 – Govt. commitment to review speed cameras
- Findings:
  - Speed cameras save lives
  - Some fixed speed cameras not effective
  - Revenue is not a factor in the selection of speed camera locations
  - Greater transparency required to improve public confidence

# NSW Speed Camera Audit

## Key Recommendations

- Develop an overarching speed camera strategy
- Annually review speed camera performance and publish results

# NSW Speed Camera Audit

## Government Response

- Switched off fixed cameras in 38 locations
- Conduct safety reviews at decommissioned camera locations
- Developed NSW Speed Camera Strategy

# 2011 Speed Camera Programs

| Type            | Main purpose  | Program at 31 December 2011                                     |
|-----------------|---|---|
| Mobile          | General network deterrence                              | 142 locations, approximately 930 hours of enforcement per month |
| Red-light Speed | Location specific<br>To address high risk intersections | 91 intersections  |
| Fixed           | Location specific<br>To address black spot/high risk    | 103 locations, additional 7 locations operating in warning mode |
| Point-to-Point  | Route enforcement<br>For heavy vehicles only            | 8 lengths   |

*First annual speed camera review released in July 2012, received extensive mainstream media and was published in full.*

# Method

## Evaluation Criteria: Program Effectiveness

| Program         | Outcome   |
|-----------------|---|
| Mobile          | Reduction in road trauma, speed-related crashes and speeding across the whole road network  |
| Red-light Speed | Reduction in frequency and severity of crashes at enforced intersections (and at all signalised intersections due to deterrent effect across the network) |
| Fixed           | Reduction in vehicles speeding and the frequency or severity of crashes at fixed speed camera locations   |
| Point-to-Point  | Reduction in speeding and the frequency or severity of crashes on point-to-point enforcement lengths  |



# Method

## Speed camera data

- Fixed speed cameras:
  - 500 metres either side of speed camera
  - Patch to patch for school zones
  - Five year 'before' period compared with most recent five year period 2007 to 2011

# Method

## Speed camera data (continued)

- Red-light speed cameras:
  - Five year ‘before’ period ending 91 days before the commencement date
  - ‘After’ period of commencement date to 31 December 2011
  - All crashes occurring within 10 metres of the red-light speed camera intersection

# Method

## Speed camera data (continued)

- Mobile speed cameras:
  - State-wide data, ie not location specific
  - Network-wide speed survey results
- Point-to-point enforcement:
  - Five year 'before' period compared with period after length was activated in warning mode

# Findings

## Fixed Speed Camera Program

- At camera locations:
  - 38% reduction in crashes
  - 87% reduction in fatalities
  - 37% reduction in injuries
- 88 of 97 locations delivering reductions in crashes and/or casualties
- Safety reviews undertaken at six locations

# Findings

## Mobile Speed Camera Program

- Contributed to a 19 percent statistically significant reduction in fatalities on NSW roads in the first 12 months
- General decrease in the proportion of vehicles exceeding the speed limit across most speed zones

# Findings

## Red-light Speed Camera Program

- Overall early results are encouraging
- 21% reduction in crashes
- 26% reduction in casualties

# Findings

## Point-to-point enforcement

- Small program, not enough data
- Reduction in crashes in first year of operation compared with before period
- High rates of compliance

# Result

- Sound evidence for the effectiveness of NSW speed camera programs
- 2 more camera locations decommissioned
- Positive media and community response
- Better understanding of speed camera performance



# Post Review

## Attitudinal research 2013

- The perception that speed cameras are for road safety has *increased*
- The perception that speed cameras are for revenue-raising has *decreased*