

Speed Camera Audit Frequently Asked Questions



When did the audit start?

The audit was an election commitment and commenced on 18 June 2018 which was within the first 100 days of Government.

What was included in the audit?

The audit addressed two priority questions:

- Are speed cameras located in areas identified as having the greatest road safety risk.
- Have speed cameras reduced speeding and the number and severity of road crashes in the locations in which they have been placed.

In order to address these questions, the audit considered:

- Fatal and serious injury crash trends associated with fixed safety cameras in South Australia, where cameras had been in place for at least five years.
- Protocols and processes used by the South Australia Police to identify and prioritise the selection of mobile camera sites.
- Guidelines and selection criteria used by the Department of Planning, Transport and Infrastructure (DPTI) to identify fixed safety cameras sites.
- Offences detected by different camera methods in different locations over a sixteen year period.
- Results of the YourSAy community survey and other sources of community feedback
- Research reports on best practice for speed camera programs

Who undertook the audit?

The audit was undertaken by an independent road safety consultant, Martin Small Consulting, with the assistance of the Adelaide University's Centre for Automotive Safety Research.

How much did the audit cost taxpayers?

The audit cost \$40,000 and was covered within DPTI's existing operating budget.

How did the audit determine that speed cameras are operating for safety purposes and not to raise revenue?

The audit considered the guidelines and processes used in locating speed cameras. It was found that efforts have been made to maximise the safety effect of fixed and mobile cameras through placing cameras at locations of greatest risk.

The audit found that fixed speed cameras in South Australia have improved driver behaviour in their vicinity and hence improved safety.

The audit analysed offence data for 155 camera sites installed between 2004 and 2016. This information showed there is generally a rapid reduction in offences in the period immediately after installation of the camera, followed by a more gradual but continued reduction over subsequent years.

Why do cameras remain at locations if there has been a significant reduction in offences?

The presence of speed cameras helps remind motorists of their responsibility to ensure they do not travel faster than the posted speed limit at all times thereby providing a general deterrence to reduce speeding and crashes on our roads.

Why were point to point cameras not found to reduce offences to the same extent as fixed cameras?

In contrast to the urban safety cameras, the point to point camera networks did not show the same level of consistency in the reduction in speeding offence rates over time. Adelaide University's Centre for Automotive Safety Research considers that

the greater visibility of these cameras on rural roads during their installation would have influenced driver behaviour prior to the cameras being operational.

Will you be removing cameras as a result of the audit or community feedback?

The cameras on Frederick Road, Royal Park and Glover Avenue, Adelaide which have the lowest number of crashes, will be moved to sites where there is a higher number of crashes for a trial period. Once these cameras are removed, the sites will be monitored for 12 to 24 months to ensure crash risk is not increased due to an increase in risky driver behaviour.

What is being done where cameras have not reduced crashes or offences?

Where a camera is found not to have reduced the number of crashes and/or offences, DPTI will continue to investigate each site on a case-by-case basis, to determine what else can be done.

What is done to improve safety at sites with a significant crash history that are not suitable for a fixed safety camera?

Locations (intersection or mid blocks) with a significant crash history are nominated for the State and Federal Black Spot Programs and are assessed and prioritised based on their relative crash risk.

Are fixed safety cameras located in areas identified as having the greatest road safety risk?

Yes, the audit found that fixed safety cameras are generally located in areas with the greatest road safety risk. There was no evidence that any fixed safety cameras did not meet the selection criteria at the time selection was made.

While fixed safety cameras are not located at every site with a significant history of crashes, this is because some high-risk sites are not feasible for cameras due to individual site characteristics or alternative treatments being more effective.

How are the locations of mobile cameras determined?

Mobile cameras are deployed at locations which pose a road safety risk. The assessment of that risk is based on whether:

- The location has a crash history;
- The location contributes to crashes in other locations;
- There is prevailing intelligence of speed related dangerous driving or road safety risk; and
- The physical conditions of a location create a road safety risk.

A road safety risk rating is established for each location based on a series of weighted factors, with the number of casualty crashes given the greatest weighting and the number of expiations the lowest.

How many people responded to the public YourSAy survey?

In total 342 people logged on to the survey and 240 completed the survey. The remaining 102 people went no further than inputting their demographic information, either opting out of the survey or choosing not to enter any comment.

What were the main concerns raised as part of the public consultation survey?

- 60 respondents provided comments which expressed concerns or issues, including:
- 17 respondents mentioned that there could be improved signage to better alert drivers of the presence of speed cameras;
- 12 respondents did not consider speed cameras were situated in the areas of greatest road safety risk; and
- Other comments suggested that speed cameras were a distraction while driving, the need for improvements to road design, greater on-road policing and concerns about cameras being placed where inconsistent speed limits exist.

Were there any positive comments raised in the YourSAy survey?

- 80 respondents provided comments in support of speed cameras, including:

- If drivers did not speed, then no revenue can be raised from the cameras;
- Speed has a direct link with crash severity and slowing the traffic down was an important safety measure; and
- 21 respondents suggested that there should be more speed cameras.

Most of these people supported more speed cameras in general whilst several people mentioned a specific location where they believed a camera would help to improve road safety.

Individual suggestions for camera locations include:

- Military Road, West Lakes Shore;
- Intersection of Port Rd and Park Tce/Adam St near Bowden;
- St Joseph's Primary School on Grange Road, West Hindmarsh;
- Main North Road - near the Elizabeth Shopping Centre and where Main North Road merges into two lanes just before Munno Para heading north;
- Intersection of Old South Road, Panalatinga Road and Main South Road at the entrance to the Southern Expressway; and
- Along the southern expressway where it turns 80km/hr - lots of people continue to do 100km/hr.

What are the recommendations from the audit report?

- The audit report has recommended that government:
 - Develop a comprehensive strategy to explain the overall speed management program and define the role of different enforcement methods within this strategy.
 - Review and simplify the fixed camera prioritisation criteria, with greater focus on both crash history and measured speed.
 - Review mobile camera deployment processes to work towards greater rotation around more sites and extending the use of casualty crash analysis from two years to five years.
 - Decisions on new fixed speed camera installations should be accompanied by a release and explanation of data illustrating the rationale for why sites are selected.

- An ongoing program of work to increase transparency in the overall speed camera enforcement program including releasing data that illustrates the rationale behind the selection of new fixed camera sites and the development of an ongoing information and audit program.

Will the ten new safety camera installations go ahead?

Yes, ten new safety camera installations will go ahead. The audit found the proposed sites for ten further cameras are appropriate. DPTI is checking the sites to ensure there have been no changes to the surrounding environment that will impact installation.

The audit suggested that while the ten sites are appropriate, it was not clear what the balance of camera types should be e.g. intersections vs pedestrian crossings vs mid-block and has recommended that a speed management strategy would set out the optimal mix of camera types.

When will the recommendations of the audit report be implemented?

The government will be adopting all the recommendations of the report. Work is underway to improve transparency and communications about speed, speed management and speed cameras.

How much money is raised from speeding offences every year?

Based on the number of speeding fines issued during the 2017-18 financial year, the table below provides an estimate of the amount collected by speed cameras in South Australia.

Table 1: Expiation notices issued by speed offence bracket, 2017/18 financial year, South Australia

Speed bracket	Number of expiations issued	Expiation fee ¹	Total
<10 km/h	86,001	\$170	\$14,620,170
10-19 km/h	127,948	\$371	\$47,468,708
20-29 km/h	12,562	\$754	\$9,471,748
30-44 km/h	2,760	\$900	\$2,484,000
45+ km/h	829	\$1,014	\$840,606
Total	230,100	-	\$74,885,232

¹ A Victims of Crime levy (\$60) applies in addition to the expiation fee. The Victims of Crime levy has been excluded from the calculations above.

What is done with the revenue from speeding fines?

All revenue from speed cameras is returned to road safety through the Community Road Safety Fund.

The Community Road Safety Fund provides dedicated funds to road safety policing; infrastructure projects and network improvements (such as black spots); information, education and training programs; road safety community grants and bike education in schools; policy advice and research; strategy development and co-ordination; driver training standards; audits and services across the road safety portfolio, such as safety camera maintenance.

The Community Road Safety Fund will receive approximately \$81 million in 2018-19. How much does it cost to install a safety camera?

The cost to install a safety camera varies depending on the type of camera required:

- The cost to install a single speed/red-light fixed safety camera at an intersection, a mid-block location, a pedestrian crossing or a rail crossing is approximately \$150,000.
- The cost to install a custom designed fixed safety camera comprising of new technology and systems (for example, the fixed safety camera on the South Eastern Freeway at Leawood Gardens) is approximately \$1 million.
- The cost to install a point-to-point average speed fixed safety camera zone is approximately \$1.5 million.

What is the speed point at which most people are caught at?

SAPOL expiation notice data for 2017-18 indicates that the majority of drivers caught speeding are travelling between 10-19 km/h over the speed limit; followed by those motorists travelling less than 10 km/h over the speed limit. In most cases, the roads they are travelling on at the time of the offence have a posted speed limit of either 50km/h or 60km/h.

Crash data for 2013-17 indicates that 50% of minor injury crashes, 29% of serious injury crashes and 22% of fatal crashes in South Australia occurred on roads with a posted speed limit of 60 km/h; so crashes are not just limited to roads with higher speed limits, they can occur anywhere on the road network, even close to home.

Why does it matter if you are driving 'just above' the speed limit?

Vehicle travel speeds affect both the risk of crash involvement and the severity of crashes, and subsequent injuries, so travelling even a small amount over the speed limit can have deadly consequences.

Research shows that the risk of a casualty crash approximately doubles with each 5 km/h increase in speed on a 60 km/h road or with each 10 km/h increase in speed on a 110 km/h road.

Driving over the speed limit means:

- You have less time to react to avoid a crash;
- It takes you longer to stop the vehicle to avoid a crash;
- Your chances of being involved in a crash increases; and
- The severity of injury in a crash increases.

Why use safety cameras:

Speeding was a contributing factor in 24 per cent of fatal crashes in 2017. One highly effective way to reduce the incidence of speeding is through enforcement.

Fixed and mobile safety cameras operate in South Australia to discourage speeding and red light running behaviour. The belief you will get caught and fined is usually sufficient to deter people from speeding. Recent evidence supports that this is the case for a majority of South Australians with most of the driving population never receiving a fine or speeding infringement notice.

Recently the Centre for Automotive Safety Research (CASR) analysed the effect safety cameras have on casualty crashes in South Australia. This analysis indicated that safety cameras located at signalised intersections are reducing injury crashes by up to 21 per cent.

Are speed cameras used elsewhere in Australia and overseas?

Yes, speed cameras are used throughout all Australian jurisdictions and countries across the globe as a way to manage vehicle speeds across the road network.

Is there international evidence of the effectiveness of a speed camera?

Yes, the benefits of speed enforcement, and speed cameras in particular, have been demonstrated through a number of studies by researchers and through audits of camera programs.

The Cochrane Collaboration (an authoritative global network of researchers promoting evidence-informed health decision making) examined the results of 35 separate studies and concluded that speed cameras resulted in a consistent reduction in speeds and crashes (Wilson et al, 2010).