

Safety Review of Decommissioned NSW Speed Cameras for the Development of Alternative Road Safety Treatment

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Speeding & Speed Cameras

- Speed a leading factor in crashes worldwide
- Speed cameras commonly used to enforce speed throughout the world, supplementing Police enforcement
- Fixed speed cameras address a specific location with high crash history/risk, and meet specific site selection criteria in NSW
- In NSW first introduced in 1997 in the Sydney Harbour Tunnel

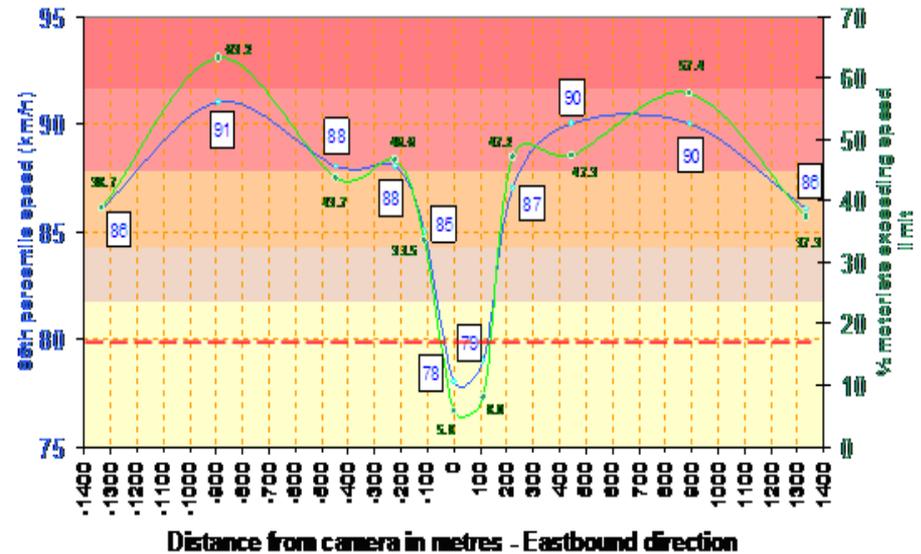
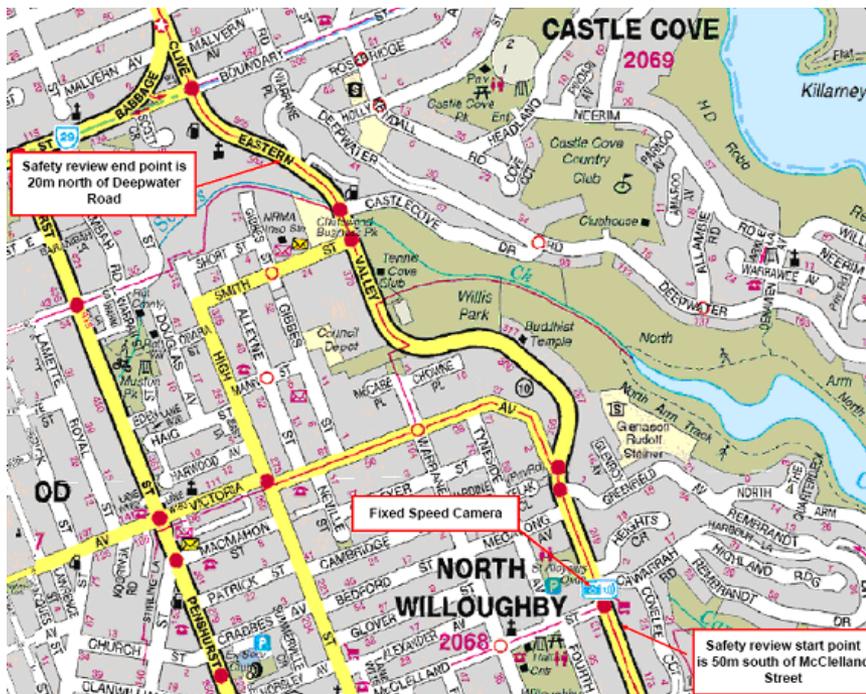


Background to Safety Review

- Auditor General of NSW undertook performance audit into speed cameras – report released July 2011
- Report found that generally NSW speed cameras are in high risk locations and produce road safety benefits
- Crash-based review of NSW fixed speed cameras found 38 camera locations to be ineffective
- Cameras at all 38 locations switched off immediately after release of audit report
- While cameras were ineffective based on crash analysis, review was needed to understand and address existing risk

Aim & Scope of Review

- Aim = develop and evaluate program of alternative road safety treatments at 38 decommissioned NSW fixed speed camera locations to address existing risk
- Scope = at least 500m either side of current camera location



Review Methodology

1. Prioritise locations
2. Community engagement
3. Data collection
4. Location inspections
5. Development of alternative road safety treatment
6. Implementation of treatment
7. Evaluation

Prioritise Locations

- **Priority 1** – high level of community concerns, reactivated into warning mode, community meeting + location inspection
- **Priority 2** – known community concerns, mostly in school zones, community meeting + location inspection
- **Priority 3** – no known community concerns, location inspection only
- **Priority 4** – decommissioned prior to AG review, desktop review only

Community Engagement

- Differed by location based on priority
- All locations – letterbox drop inviting feedback, local media release, local ads
- Priority 1 & 2 locations – community meetings with key stakeholders to identify safety concerns for inspection
- External consultant engaged
- Individual location reports, and overarching report summarising feedback

Data Collection

- **Crash data** – crash trends, rates and clusters identified for original blacklength, map with recent 5-year crashes
- **Traffic data** – volumes obtained from original speed surveys, recent speed surveys, RMS, local councils
- **Infringement history** – trend analysis of fines, including by speed band, to demonstrate extent of compliance
- **Community feedback** – letterbox drop, community engagement meetings, other correspondence
- **Other** – land use changes, road works

Location Inspections

- Led by an external accredited road safety auditor
- Multi-disciplinary inspection team – CRS, RMS, NRMA, NSW Police, local council, school principal
- Involved drive-throughs & inspection on foot
- Assessment sheet used for noting observations
 - Existing environment features (curve delineation, shoulders)
 - Key road safety issues and hazards (CRS, community)
 - Line markings and sign postings (type, location)
 - Crash/crash cluster locations
 - Speed zones
 - Consideration of different user groups (e.g. heavy vehicles)

Development of Alternative Treatment

- Review report for each location:
 - Inspection/community engagement findings & discussion
 - Recommendations for alternative road safety treatment
- Program of alternative treatments developed based on all available findings
 - Reactivation of some cameras into warning mode
 - Speed enforcement strategy and review of speed zones
 - Review/upgrade road markings and signage
 - Audio-tactile line markings and shoulder widening

Implementation of Alternative Treatment

- Prioritised implementation of works, working with RMS and local councils
- Works commenced at all 38 locations, completed at around half of them
- Process for removal of camera infrastructure and signage upon completion of works
- To date, cameras removed from 12 locations

Monitoring & Evaluation

- Tailored for locations, but will broadly involve:
 - Stakeholder interviews
 - Crash data analysis
 - Monitoring of speed data
 - Analysis of infringement/compliance data, including warning mode data

Summary

- Enabled effective and timely development of alternative works to address existing road safety risks
- Customer-focused approach
- Appropriate risk-based prioritisation of locations
 - Community feedback
 - Effective teamwork
 - Interagency collaboration
 - Rigorous and comprehensive data collection
 - Community engagement to learn about local issues
 - Detailed inspections by a multi-disciplinary road safety team
- Findings have led to key future actions
 - NSW Speed Camera Strategy
 - Annual NSW Speed Camera Performance Review
 - Established methodology for assessment of fixed speed cameras



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Thank You

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