

Economic Development Committee

Inquiry into the road safety benefits of fixed
speed cameras

Submission 34



30th April 2010

Ms Lyndel Bates
The Research Director
Economic Development Committee
Parliament House
George Street
BRISBANE QLD 4000



Dear Ms Bates,

Local Government Association of Queensland Submission to the *Inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland*

Thank you for inviting the Local Government Association of Queensland (LGAQ) to provide a submission to the *Inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland* currently being undertaken by the Economic Development Committee.

Local governments are the major road owner in Queensland, managing over 156,000 km of the approx. 180,000 km network. While data indicates that the road toll on state controlled roads is generally holding or declining, the road toll on locally controlled roads is trending upwards. During 2000 to 2009, the road toll on local government roads had a relative increase of 29.9 per cent, whereas the road toll on state controlled roads decreased by 9.0 per cent¹.

During the period 2000-2009, fatal crashes on local government-controlled roads accounted for more than 41 per cent of all fatal crashes occurring in Queensland. In addition, more than 54 per cent of all crashes resulting in hospitalisation or medical treatment occurred on local government-controlled roads².

Crashes on local government-controlled roads where speed was considered to be a contributing circumstance resulted in more than 48 per cent of all fatalities during the same period, and does not include the relevance of under reporting of speeding in the crash data. Almost 63 per cent of these fatalities occurred on roads with a speed limit of 60 km/h or less and more than 78 per cent of crashes resulting in hospitalization or medical treatment occurred in 60 km/h speed zones or less³.

In response to this worrying trend, the LGAQ has commenced a number of road safety initiatives aimed at reducing the number of people killed or hospitalised in

¹ Webcrash data, Department of Transport and Main Roads, 2010.

² Webcrash data, Department of Transport and Main Roads, 2010.

³ Webcrash data, Department of Transport and Main Roads, 2010.

road crashes on local government-controlled roads. Through the Roads Alliance (a joint initiative with the Department of Transport and Main Roads (TMR) for improved management of the road network), the LGAQ participated in the establishment of multi-agency road safety partnership projects in the Moreton Bay, Sunshine Coast and Toowoomba Regional Council areas.

Most recently, the LGAQ established a Queensland Road Safety Partnership Steering Committee with TMR with the purpose of improving collaborative arrangements between state and local road owners, as well as other key road safety partners, to reduce road trauma on the state's overall road system.

As part of its ongoing commitment to improving local road safety, the LGAQ would like to make the following comments in relation to the road safety benefits of fixed speed cameras.

The effectiveness of fixed speed cameras is well documented and, as such, the LGAQ is supportive of their use in Queensland on both state and local government-controlled roads as part of a broader speed enforcement regime. However, as a deterrence measure, the LGAQ would encourage the use of clear signage to indicate where fixed speed cameras are operational.

The Association has been advised by the Department of Transport and Main Roads that fixed speed cameras can be installed on locally controlled roads, subject to satisfying road safety risk criteria. However, councils are not formally included in the process for identifying and recommending sites for the installation of fixed speed cameras in Queensland. Currently, TMR crash data and recommendations made by the Queensland Police Service (QPS) are submitted to the Local Road Safety Advisory Committee (LRSAC) for endorsement.

The LGAQ recommends that councils, as major road owners, be provided with the criteria for identifying fixed camera sites, and are invited to identify and recommend sites, as well as being included as full members of LRSACs within their region.

The *Transport Operations (Road Use Management) Act 1995* states that all funds collected from penalties imposed for camera detected offences, in excess of administrative costs, must be used for road safety education and awareness programs, road accident rehabilitation programs, and road funding to improve the safety of sections of state controlled roads where accidents most frequently occur. The LGAQ would like to make the following point in relation to this legislation. If a fixed camera device is installed on a local government-controlled road, this would imply (by virtue of the criteria for locating devices) a significant road safety issue exists at that location. Therefore, the LGAQ argues that it is reasonable that a proportion of speed camera revenue should be made available for addressing road safety issues on local government-controlled roads.

The LGAQ recommends that the section of the *Transport Operations (Road Use Management) Act 1995* that provides for the distribution of monies collected from camera detected offences, be amended to provide that the funds must be used for road safety education and awareness programs, road crash rehabilitation programs, and road funding to improve the safety of sections of state and/or local government-controlled roads where crashes most frequently happen.

For further information, please contact Rebecca Michael , Policy Advisor Roads
Transport and Infrastructure on email rebecca_michael@lgaq.asn.au or phone (07)
3000 2295.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Talbot', with a long horizontal line extending to the right across the signature.

Simone Talbot
Manager
Roads Transport and Infrastructure