

Economic Development Committee

Inquiry into the road safety benefits of fixed
speed cameras

Submission 44

Alistair MacLennan

From: [REDACTED]
Sent: Monday, 10 May 2010 4:10 PM
To: Economic Development Committee
Subject: FW: Submission to the Inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland

Dear Economic Development Committee

Please find attached a submission from one of my constituents, Mr Jason Deller regarding your inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland.

It would be appreciated if this can be taken into consideration.

Kind regards
 [REDACTED]
 [REDACTED]

From: Jason Deller [mailto:[REDACTED]]
Sent: Wednesday, 21 April 2010 1:49 PM
To: [REDACTED]
Subject: Submission to the Inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland

Dear [REDACTED]

Thank you for inviting submissions to the *Inquiry into the Road Safety Benefits of Fixed Speed Cameras in Queensland* currently being undertaken.

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 cent.

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 hospitalization or medical treatment occurred on local government-controlled roads.

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 date. 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 less.

In response to this worrying trend, a number of local councils have commenced a number of road safety initiatives aimed at reducing the number of people killed or hospitalised in 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), in the establishment of multi-agency road safety partnership projects have begun in the Moreton Bay, Sunshine Coast and Toowoomba Regional Council areas.

The effectiveness of fixed speed cameras is well documented and, as such, I support 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, I would encourage the use of clear signage to indicate where fixed speed cameras are operational. In this way, there is an awareness of infringements when they occur. Furthermore, the number of cameras needs to be significantly

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increased to pre-empt 'blackspots' from occurring. In essence, people should not have to die before action is taken.

I am of the understanding 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.

I recommend 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.

I 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, it is reasonable that a proportion of speed camera revenue should be made available for addressing road safety issues on local government-controlled roads.

I recommend 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 me on the details below. I should make it clear that this submission is a personal one based on my residency in Ocean View, Queensland. My comments may not necessarily reflect those of the Councils I have worked for.

Yours sincerely,

Jason Deller

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Sunshine Coast

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