

RAA Member Panel

Enforcement

South Australia has nearly 150¹ fixed safety cameras in operation, as well as mobile detection equipment. Only 2 per cent of RAA Member Panel responders¹ referred to safety cameras as just that, nearly 95 per cent calling them speed cameras, while verbatim comments highlighted revenue raisers as a common reference.

Safety Cameras and Driver Behaviour

Members were asked their thoughts on safety cameras acting as a deterrent for poor driving choices. Nearly 65 per cent of members agree safety cameras deter drivers from speeding through those intersections, with only 46 per cent believing they deter drivers from entering intersections on a yellow light. Less than one third of members believe safety cameras have contributed to a reduction in the number of collisions.

When detected speeding, the speed you are served an infringement for may vary depending on the type of camera. Nine in ten members believe the same tolerance level should be set for all devices.

Point to Point (P2P) or Average Speed Cameras

Currently six P2P sites operate in South Australia along with a number of Safe T cameras originally installed for heavy vehicle movements. The aim of P2P cameras is to reduce speeding and improve road safety, particularly in rural areas.

Nearly nine in ten members had driven through P2P cameras in the past 12 months, the main being on the South Eastern Freeway (33%).

Members are divided as to whether they believe P2P cameras assist crash reduction on rural roads; 38 per cent agree and 38 per cent disagree. Some members shared their strong views on the impact of fixed cameras on a person's driving, suggesting they create another distraction on the road as the driver checks their speed or as other drivers break heavily when they spot the cameras.

Speed Camera Commissioner

RAA believes an independent Safety Camera Commissioner should be appointed to oversee all elements of safety camera locations and operations with a focus on improved road safety. When asked, two thirds (66%) of members agree, with 72 percent supporting a primary focus of improving road safety and driver behaviour.

Victims of Crime Levy (VCL)

South Australian's issued with any court or SA Police infringement, along with all expiation notices, are legislated to pay a \$60 Victims of Crime Levy. In many instances traffic infringements do not involve any victims, RAA has previously advocated this is not a fair levy imposed on motorists.

RAA members were asked their thoughts, with 38 per cent supporting the VCL if a motorist is speeding or going through a red light that does not impact on any other road user, while 51 per cent did not support the levy imposition. There was even less support (15%) for a motorist who is parked

¹ DPTI website data

illegally to pay the VCL, with nearly 80 per cent not supporting this additional cost to motorists, where there is clearly no victim.

Cost of Infringements in South Australia

Infringement penalties are set by each jurisdiction, with South Australia being higher in most categories.

More than 35 per cent of members correctly identified South Australia as being the dearest jurisdiction for a 10km/h infringement (i.e. driving 10km/h above the limit) at \$423 (\$363 fine + \$60 VCL). At the time of surveying, the following table highlights jurisdictional differences for this type of infringement.

South Australia	\$423
Queensland	\$162
New South Wales	\$114
Victoria	\$311
Northern Territory	\$150
Western Australia	\$200
Tasmania	\$110
Australian Capital Territory	\$257

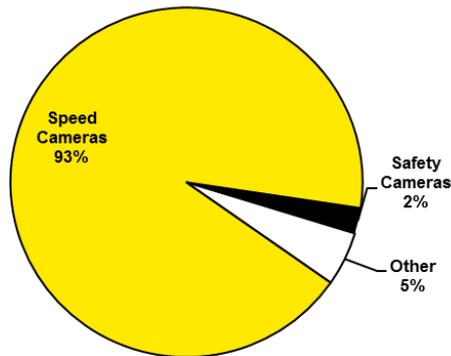
The final questions asked members for their perception around what would be the higher penalty, when comparing to a 10 km/h speeding infringement:

- 60 per cent correctly identified speeding as being more expensive than driving an unregistered car (\$418)
- 48 per cent correctly identified speeding as being less expensive than failing to give way when traffic lights are not operating (\$470)
- 31 per cent correctly identified speeding as being more expensive than failing to wear a seat belt properly (\$407)
- 58 per cent correctly identified speeding as being less expensive than failing to stop before a stop line at a yellow traffic light (\$504)

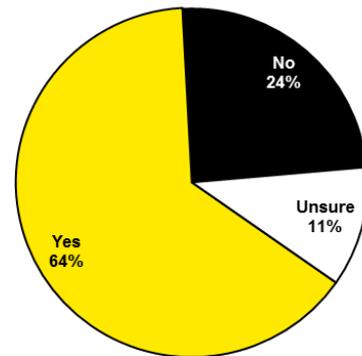
Appendix: Key Results

Enforcement

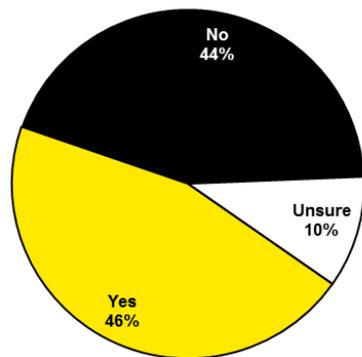
When referring to speed / safety cameras do you call them:



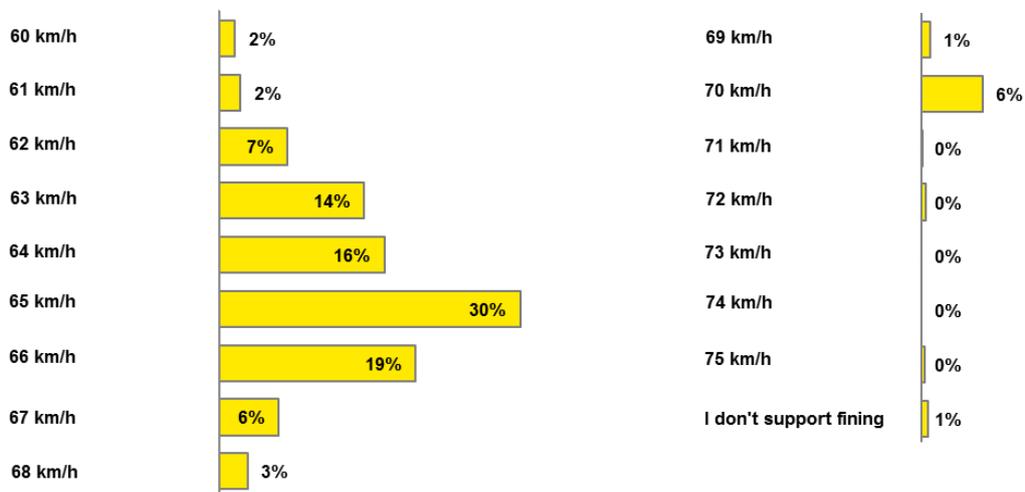
Do you believe safety cameras that detect speeding motorists at intersections, deter drivers from speeding through those intersections?



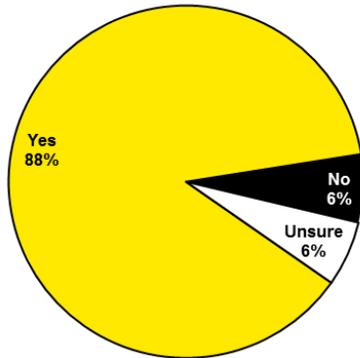
Do you believe safety cameras that detect motorists running a red light, deter drivers from entering that intersection on a yellow light?



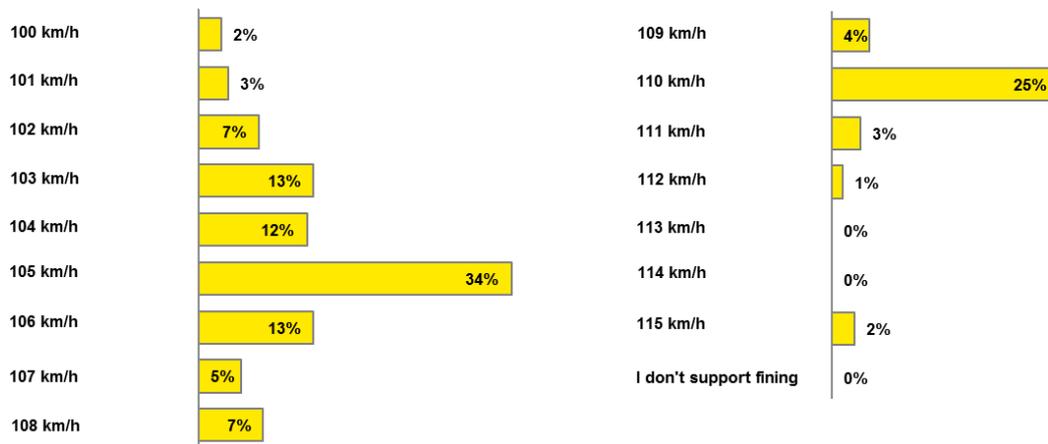
If you are in a clearly posted 60 km/h speed limit zone, at what speed should police start fining motorists for speeding?



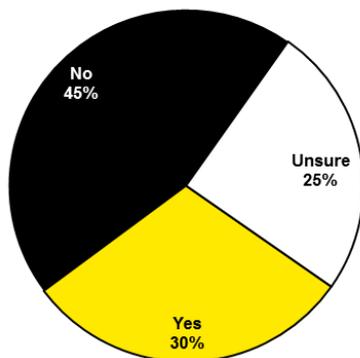
Regardless of how a motorist is detected speeding, do you believe authorities should use the same speed tolerance for all speed detection methods?



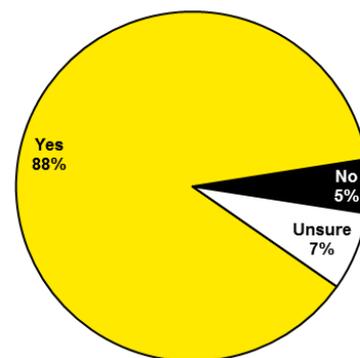
If you are in a clearly posted 100 km/h speed limit zone, at what speed should police start fining motorists for speeding?



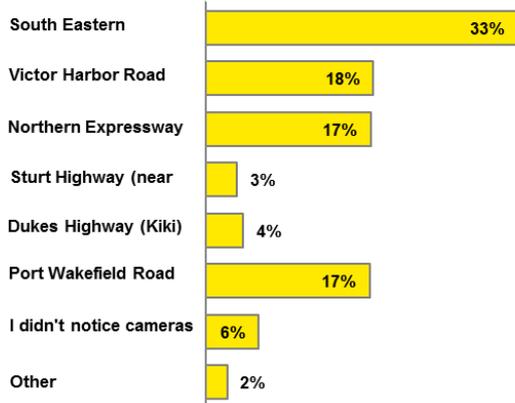
Safety cameras have been in operation for a number of years now. Do you believe they have contributed to a reduction in the number of vehicle collisions?



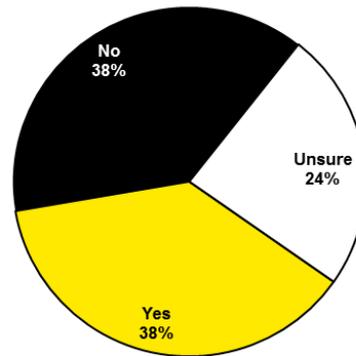
Have you driven through a set of average speed or point-to-point cameras in the past 12 months?



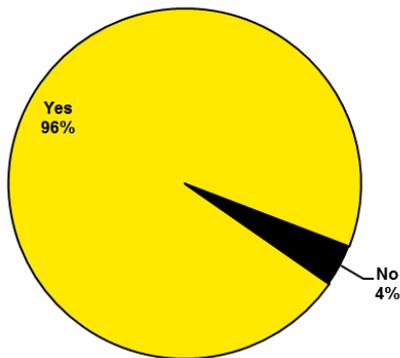
Where were the average speed cameras located you most recently drove through?



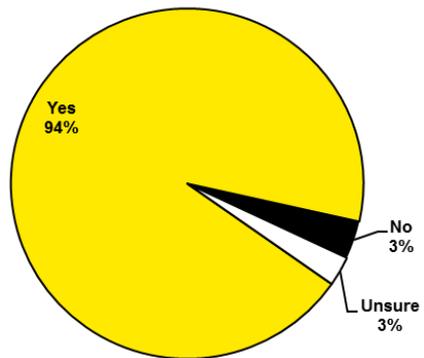
Do you believe this style of fixed speed detection assists in crash reduction on rural roads?



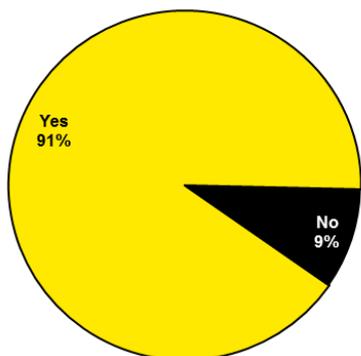
Were you aware the "electronic" signs have the ability to display "different" or "amended" speeds?



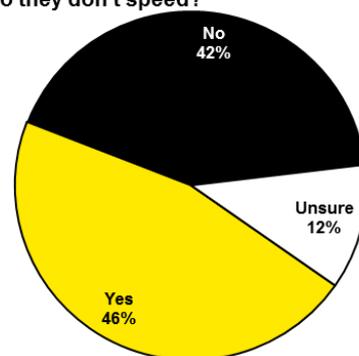
Have you driven on roads with variable speed signs in the past 12 months?



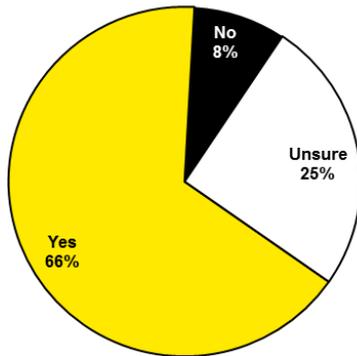
Were you aware the variable displayed speed defaults as the actual speed on that road at that point in time?



You are travelling on a road with variable speed signs that are set below the normal speed for that road. Do you believe there should be enough signage to adequately remind motorists so they don't speed?



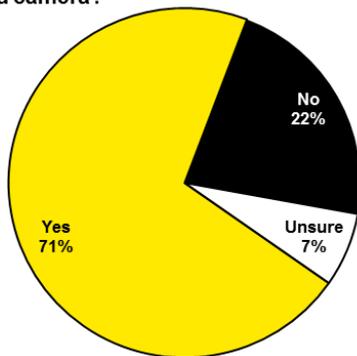
RAA believes an independent Safety Camera Commissioner should be appointed. Would you support the appointment of an independent Safety Camera Commissioner?



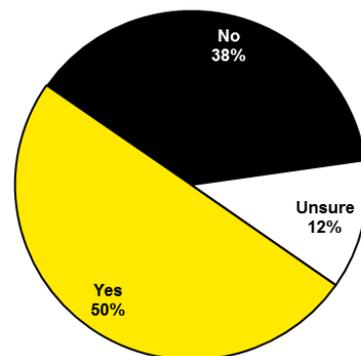
If the position of a Safety Camera Commissioner was created, do you believe they would be more likely to position safety cameras to reduce motorists speeding and running red lights?



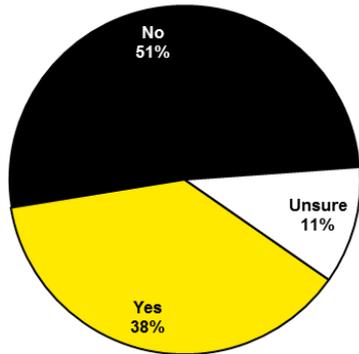
Currently there is no requirement for a speed limit sign to be positioned before a speed camera. Would you support this idea to help motorists know the speed limit before driving past a speed camera?



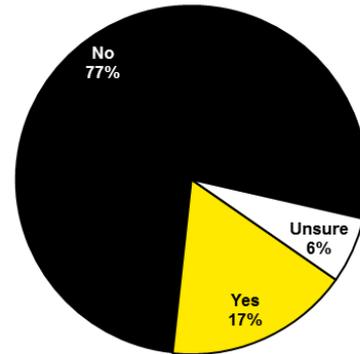
Would seeing a speed limit sign positioned just before a speed camera modify your driving behaviour?



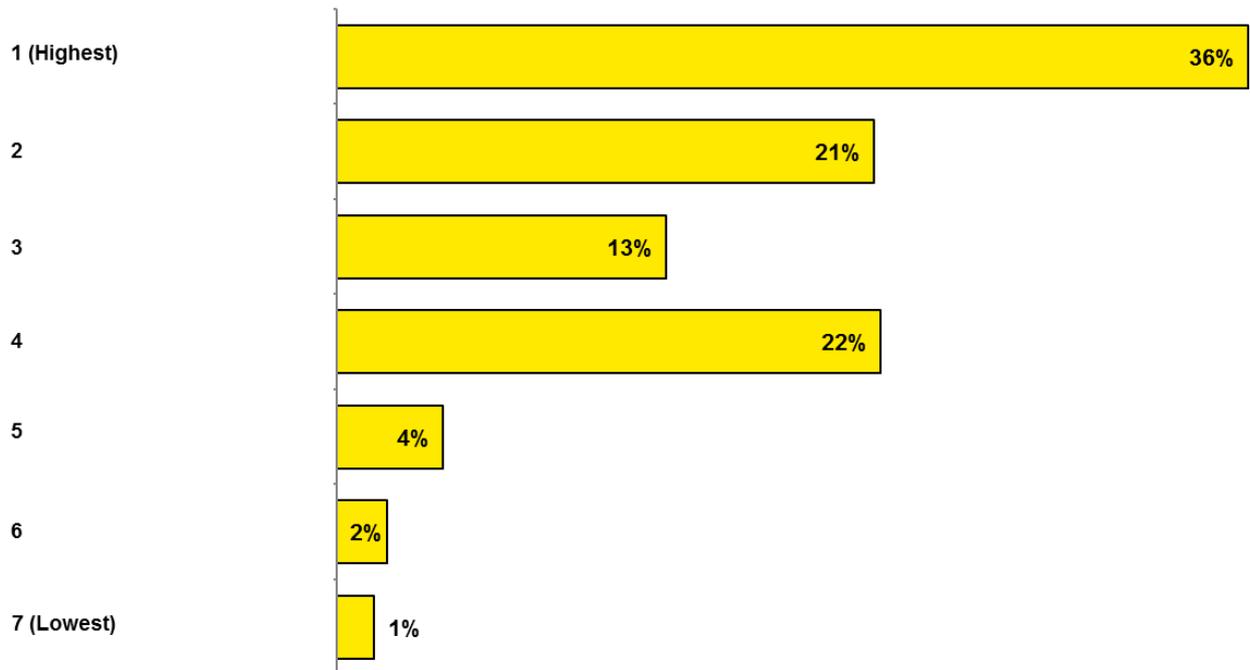
Do you believe a motorist whose speeding or going through a red light does not impact any other road user should pay the Victim of Crime Levy?



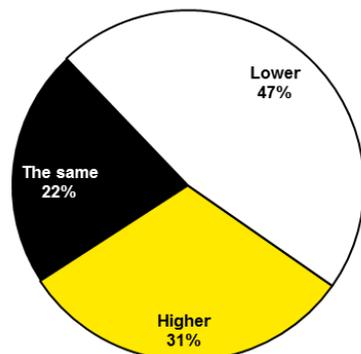
Do you believe a motorist that has parked illegally should pay the Victims of Crime Levy?



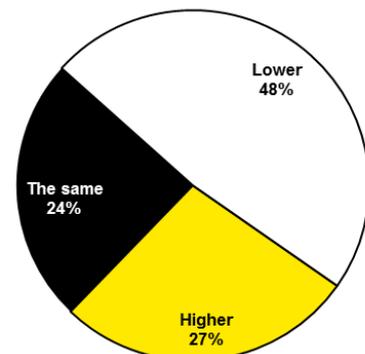
If you are caught driving 10km/h over the speed limit in South Australia, motorists receive a \$423 infringement. On a scale of 1 (Highest) to 7 (Lowest), where do you think this equivalent infringement rates compared to other states and territories?



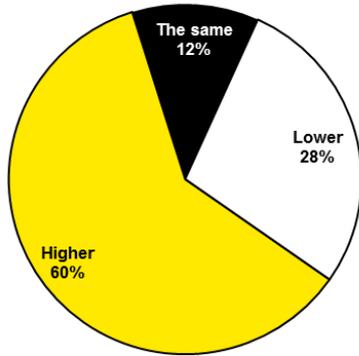
Do you believe the \$423 infringement (\$363 fine + \$60 VCL) for speeding 10km/h over the limit is higher or lower than a driver failing to wear a seat belt properly?



Do you believe the \$423 infringement (\$363 fine + \$60 VCL) for speeding 10km/h over the limit is higher or lower than failing to give way when traffic lights are not operating?



Do you believe the \$423 infringement (\$363 fine + \$60 VCL) for speeding 10km/h over the limit is higher or lower than driving an unregistered vehicle?



Do you believe the \$423 infringement (\$363 fine + \$60 VCL) for speeding 10km/h over the limit is higher or lower than failing to stop before a stop line at a yellow traffic light?

