

## HOUSE OF ASSEMBLY

WEDNESDAY 13<sup>TH</sup> MAY 2015

### Speed Detection

**Mr PEDERICK ( Hammond ) ( 11:29 ):** I rise to speak to this motion by the member for Mitchell:

That this house establish a select committee to inquire into and report upon—

(a) the operation of speed cameras and speed detection devices in South Australia;

(b) the relationship between the location of speed cameras and the incidence of road accidents;

(c) the impact of constantly changing speed limits and the effectiveness of speed limit signage;

(d) the effectiveness and appropriateness of current penalties for speeding offences, including a review of fines imposed;

(e) the operation of the Community Road Safety Fund; and

(f) any related matters.

I must say there is nothing that causes more debate in the community than speed cameras. We note in recent times that the media make quite a show of telling us where some of these devices will be the next day. Perhaps that was because of public backlash over the number of speed cameras and where they are placed. Certainly, there is no sympathy for people who are constantly caught speeding and, probably, there is no-one in this place who can put up their hand (unless they are a complete saint) who has not been caught for driving a little fast at times.

As a country member (but not a remote country member, who would travel probably about 100,000 kilometres a year, apart from any air travel they need to do), I average somewhere around the 60,000 kilometres a year mark, so I see a lot of what is going on out on the road and certainly notice the changes as they happen. This is something that many members have brought to this place, and the former member for Fisher (Hon. Bob Such) had his own private war on speed cameras, but he also made it a public war.

As I was saying, in my many travels around the state, I can certainly see the changes that have been made over time. I am well aware of mobile speed cameras and where they are set up, and now infra-red cameras are

fitted on those vehicles so they can detect you at night. Now we have more cameras that are fixed speed cameras, and coming from home at Coomandook or Murray Bridge there are the cameras at Crafers and Mount Osmond. This relates to the changing speed limits. The speed limits on the down track into the city now are down to 90 km/h and, quite frankly, I do not agree with that, but the limit is what the limit is.

There is supposedly a relationship between the speed that cars can do compared to slowing down trucks to 60 km/h, which I agree with. In fact, I do not think it has gone far enough. I think it probably should be restricted to 40 km/h, but there are probably a lot of people who would argue against that. But, in the interests of safety, I know the best way to manage a truck down a hill is by using a very low gear and, sometimes, these days with trucks that have engines of 650 horsepower, you have to be well below even the gear you would use to climb up a hill.

Be that as it may, there are more fixed cameras in place, and we know there are some in Adelaide. I know there is one not far from this place towards North Adelaide that is quite a revenue earner. South Terrace has been a hot spot for mobile speed cameras and has raised many hundreds of thousands of dollars. Something that has sprung up over recent times is the point-to-point speed cameras; one of the first in my electorate was between Ki Ki and Coonalpyn. It certainly brings to mind the places where speed cameras should be.

I think that is probably a reasonable spot to have a point-to-point camera. However, as I have said in this place before, some of the overtaking lanes there, especially the one just south of Ki Ki is built in the wrong place strictly because they did not want to knock down any native vegetation on a straight. That is another argument but it should have been done because it has, sadly, accounted for at least seven lives, on that overtaking lane. I believe a lot of that is because it is in the wrong place and there is a lot of confusion as to where you should pull in.

There is a whole range of issues that we should be attending to in road safety because, allegedly, speed cameras are about road safety. The interesting thing with point-to-point cameras is that they are like porcupines; they are almost breeding on roads. I know Port Wakefield Road has several sets heading up towards Port Wakefield, and there are some being built on the freeway now. I am not sure if they are activated or not but if someone goes over the limit I am sure that they will let me know.

I get disappointed when I am heading home on the freeway and I go past four, sometimes five mobile speed cameras. This road could quite realistically be a 130 km/h road—no problem at all—and, in fact, you could probably go faster than that. However, for so-called road safety, they will have four or five speed cameras there on a dual-lane road.

I have seen traffic on the freeway on the wrong side of the freeway, going the wrong way. Luckily, I have a CB radio in my car so I can warn the trucks that are coming down towards them and say, 'You'd better watch out; you've got one coming at you.' I noticed there was some dashcam footage the other day on a single lane on the Dukes Highway down towards Bordertown where someone had veered in front of a truck at night. The truck driver managed to get out of the way, but that is another issue more linked to fatigue.

We certainly need an investigation as to where speed cameras are put. We really have to get out to the public the perception of whether these are really for road safety or just about revenue raising. I am afraid that the many thousands of people, in fact millions of people over time, who traverse the South Eastern Freeway certainly believe it to be revenue raising. I am not saying that they should not be in other places but put them where there is likely to be an accident. Do not have them at the bottom of the big dipper on the freeway, or the little dipper for that matter.

It is so obvious that someone who does not have cruise control—which a lot of us rely on now for the many kilometres we do—can just run over one or two kilometres an hour and get picked up. The fines for getting caught certainly are not cheap. If you go less than 10 kilometres over the speed limit you will be fined \$159; then it goes up in brackets and between 20 and 20 km/h you will be fined \$349; between 20 and 30 km/h it is \$709; and between 40 and 50 km/h an hour it is \$846. Then there are other fees that go on top of that. It is very expensive if someone makes a very simple error in exceeding the limit by just a small amount. It does not fit with some of our police very well—our hardworking police—when they are perceived as just revenue raisers in this line of work.

Yes, I think speed needs to be managed but it needs to be managed in a way that the people of South Australia do not believe they are just there to fund a bankrupt government's coffers. It must be seen as a proper road safety measure. The police like to tell us that they do not have quotas—they have benchmarks. Well, I reckon a quota and a benchmark is the same thing and certainly that pressure should not be put on the good-serving officers of the South Australian police force, and the government needs to be more transparent about where it places these speed cameras.