

Transport
for NSW

NSW Speed Camera Programs

August
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2021 Review



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Executive summary

The purpose of the *NSW Speed Camera Programs: 2021 Review* is to monitor speed cameras in NSW to ensure they are having a positive road safety effect. This report was prepared in 2022, using data up until the end of the 2020 calendar year.

The NSW Centre for Road Safety reviewed all NSW speed camera programs in line with both the [NSW Auditor General's recommendations](#) and the [NSW Automated Enforcement Strategy for road safety](#).

This report identified that NSW speed camera programs continued to provide substantial road safety benefits to the NSW community. Overall, road trauma rates were considerably lower at fixed, red-light, and average speed camera locations, compared to pre-installation, as shown in Table 1. The reduction in road trauma observed at camera locations across these three NSW speed camera programs represented a saving of \$1.1 billion to the NSW community over the five-year period 2016 to 2020.

Table 1: Road trauma reductions at locations five-years pre-installation compared to 2016–2020

Measure	Camera program		
	Fixed speed	Red-light	Average speed (heavy vehicles only)
Reduction in fatalities	62%	79%	53%
Reduction in serious injuries	N/A*	39%	14%
Reduction in injuries	48%	50%	26%
Reduction in fatal and serious injury crashes	N/A*	38%	17%
Reduction in casualty crashes	43%	45%	33%
Road trauma cost savings over five years 2016–2020 (\$ Million)	\$579M	\$339M	\$175M

* Most fixed speed cameras were installed prior to serious injury crash data being available in NSW

The review indicated that the mobile speed camera program also continued to deliver road safety benefits. Since reintroduction of the mobile speed camera program in 2010, the data showed that road trauma rates have reduced, and speeding was reduced in most speed limits. This report does not include a road trauma cost saving for the mobile speed camera program as individual cameras only enforce sites for several hours each month according to a randomised schedule. A thorough evaluation of the NSW mobile speed camera program, including road trauma cost savings, will be undertaken in the future as set out in the Automated Enforcement Strategy.

Table 2 compares road trauma rates across the whole NSW road network in 2009, the year prior to the mobile speed camera program being reintroduced, with recent years.

Table 2: NSW road trauma rates in 2009, 2019 and 2020

Measure	2009	2019	2020
Fatalities	453	353	284
Fatality rate (per 100,000 population)	6.4	4.4	3.5
Speeding-related fatalities	207	136	130
Speeding fatality rate (per 100,000 population)	2.9	1.7	1.6
Proportion of speeding-related fatalities	46%	39%	46%

While speeding-related road fatalities reduced from 136 in 2019 to 130 in 2020, the proportion of road fatalities where speeding was a factor in 2020 (46 per cent) was the equal highest proportion for NSW, the same as the proportion in 2009 before the mobile speed camera program was reintroduced.

Table 3 shows the percentage of light vehicles exceeding the speed limit at survey sites in 2020 compared with both 2009 and 2019.

Table 3: Percentage of light vehicles exceeding the speed limit in 2009, 2019 and 2020

Posted Speed Limit	2009	2019	2020	2020 vs. 2019	2020 vs. 2009
40 km/h school zone	35%	26%	32%	6%	-3%
40 km/h	69%	63%	68%	5%	-1%
50 km/h	66%	50%	55%	5%	-11%
60km/h	40%	29%	27%	-2%	-13%
70 km/h	46%	28%	33%	5%	-13%
80 km/h	39%	21%	23%	2%	-16%
90 km/h	39%	38%	39%	1%	0%
100 km/h	43%	38%	40%	2%	-3%
110 km/h	50%	44%	57%	13%	7%

The speed survey data shows the prevalence of speeding on the NSW road network has reduced since mobile speed cameras were reintroduced in 2010. When comparing the 2020 NSW speed survey data with 2009, there was a reduction in the number of light vehicles exceeding the speed limit for seven out of nine speed limits, with the exceptions being 90 km/h and 110 km/h.

However, when comparing the 2020 NSW speed survey data with 2019, there was an increase in the number of light vehicles exceeding the speed limit in all speed zones except 60 km/h. Reduced traffic movements across NSW during 2020 because of the COVID-19 pandemic likely contributed to the increased prevalence of speeding on the NSW road network in 2020. With fewer vehicles on the road and less traffic congestion, there was greater opportunity for motorists to exceed the speed limit in 2020.

The NSW Centre for Road Safety is committed to using evidenced based programs to deliver reductions in road trauma. This review found that the NSW speed camera programs continued to be effective at reducing road trauma in NSW.

Introduction

The purpose of the *NSW Speed Camera Programs: 2021 Review* is to monitor individual speed camera programs in NSW to ensure they are having a positive road safety effect. This report monitored all automated speed camera enforcement in NSW including fixed; red-light; average and mobile speed cameras. Speed enforcement conducted by the NSW Police Force was not included.

This report was prepared in 2022 using data up until the end of the 2020 calendar year. The time lag between the data period and reporting is because fatality and road trauma outcomes are not finalised until late in the following year, due to data matching processes between NSW Police, NSW Health, and Transport for NSW.

The review of speed camera programs was conducted in line with both the Auditor General's recommendation and the [NSW Automated Enforcement Strategy for road safety](#). It includes monitoring of individual cameras, such that if an individual camera is found to not have a positive road safety effect, the NSW Centre for Road Safety will consider alternative road safety measures at the location. The findings from this review also guide future speed enforcement priorities.

The speeding problem

Speeding, which encompasses excessive speed (driving above the speed limit) or inappropriate speed (driving too fast for the prevailing conditions), is recognised as a major contributing factor in both the number and severity of crashes in NSW. In 2020, 130 people (46 per cent) were killed and 1,142 were seriously injured (26 per cent) in speed related crashes in NSW.

Speeding increases the risk of having a crash and increases the risk of death or serious injury in the event of a crash. Studies of survival and impact show that small increases in travel speed can result in large increases in braking distances and impact speed, resulting in both an increased risk of a crash and a more severe outcome.

Speed enforcement is one of the key elements of an integrated speed management approach. It changes road user behaviour and helps ensure drivers do not exceed the posted speed limit, resulting in fewer crashes and reduced road trauma.

Transport also invests in innovative products such as the Speed Adviser mobile application as shown in Figure 1 which assists drivers in managing their speed.



Figure 1: Speed Adviser app, an innovative road safety tool developed by Transport. Copyright State of New South Wales (Transport for NSW)

NSW Automated Enforcement Strategy for road safety

In April 2022, the [2026 Road Safety Action Plan \(RSAP\)](#) was published. The 2026 RSAP focuses on enhancing education and local engagement, transforming the safety of the road network and accelerating safety features in vehicles. The 2026 RSAP aims to achieve Transport's long-term goal of zero road deaths and serious injuries by 2050.

The [NSW Automated Enforcement Strategy for road safety \(AES\)](#) was published in September 2022; a replacement for the [NSW Speed Camera Strategy \(2012\)](#). The AES provides an overarching framework to manage the automated enforcement programs used in NSW. The strategy has three overarching aims:

1. Deliver reductions in road trauma on NSW roads aligned to our trauma reduction targets, by reducing illegal and unsafe road behaviour
2. Reduce the risk of trauma related crashes
3. Complement on-road policing.

The AES also commits to monitoring the effectiveness of individual camera programs and making this information publicly available. It states that "In line with the Auditor General's recommendation, Transport for NSW will continue to monitor the effectiveness of individual camera programs and make this information publicly available – in replacement of its annual review of speed camera programs". This Speed Camera Review reports on 2020 outcomes. As accessibility to data increases, it is hoped that data will be presented in a more user-friendly and interactive manner, further increasing transparency.

Community Road Safety Fund

Under legislation, all fine revenue collected from automated camera enforcement, including speed cameras, goes into the [Community Road Safety Fund](#). The fund is used to deliver targeted road safety initiatives include School Zone Flashing Lights and School Crossing Supervisors, Safer Roads infrastructure projects, community and school road safety education programs, Police enhanced enforcement and Safer Vehicles testing and research.

The initiatives form part of the NSW 2026 Road Safety Action Plan and plays an important role in our goal of reducing fatalities by 50 per cent and serious injuries by 30 per cent on NSW roads by 2030. Speeding fines issued by police are not paid into the Community Road Safety Fund.

Types of speed camera programs in NSW

Four speed camera programs were in operation in NSW during 2020. These were the fixed, red-light, average, and mobile speed camera programs. Table 4 shows the details of speed camera programs in NSW and explains how they work to decrease road trauma.

Table 4: Types of speed camera enforcement in NSW

Camera program	Main purpose	Introduced	Program size (as at 31 Dec 2020)
Fixed speed	<ul style="list-style-type: none"> ▶ Site-based enforcement, to address a localised risk (e.g., black spot/high-risk locations). ▶ Provides location specific speeding deterrence. 	1997	140 cameras at 109 locations
Red-light speed	<ul style="list-style-type: none"> ▶ Site-based enforcement to address a localised risk at high-risk intersections. ▶ Provides location-specific speeding and red-light running deterrence. ▶ Important for pedestrian safety. 	2009	222 cameras at 201 intersections
Average speed	<ul style="list-style-type: none"> ▶ Route-based enforcement to address a more localised risk on specific routes. ▶ Provides more localised speeding deterrence on specific routes. ▶ Used in NSW for heavy vehicles only. 	2010	29 lengths
Mobile speed	<ul style="list-style-type: none"> ▶ Network-based enforcement to address a state-wide risk/problem. ▶ Provides network-wide speeding deterrence through unpredictability. 	2010 (Previously ran 1991 to 2008)	1,024 locations delivering 7,000 enforcement hours per month

Key findings

The *NSW Speed Camera Programs: 2021 Review* report identified that NSW speed camera programs continued to provide substantial road safety benefits to the NSW community. Overall, trauma rates were considerably lower at fixed, red-light, and average speed camera locations compared to pre installation. The mobile speed camera program also continued to deliver road safety benefits, compared to results prior to the reintroduction of the mobile speed camera program in 2010. Since reintroduction, the data showed that road trauma rates have reduced, and speeding was reduced in most speed limits.

Time periods analysed

The key findings for the analysis of individual speed camera locations were based on a before and after comparison. The 'before' period was the five-years prior to the installation of each speed camera. The 'after' period was the most recent five calendar years (2016 to 2020). Detailed information regarding the speed camera review methodology is provided in Appendix B.

Fixed speed camera program

The program size as of 31 December 2020 was 140 cameras at 109 locations. The median camera installation year was 2003. An example of a fixed speed camera is shown in Figure 2.

Overall, there was a substantial reduction in road trauma at fixed speed camera locations since the cameras were installed, compared with the five-year period prior to installation. Table 5 shows the trauma reductions at camera locations compared to trauma reductions observed across NSW over the same period.

The reduction in road trauma at fixed speed camera locations represented a saving of \$579 million to the community over the five-year period 2016 to 2020.



Figure 2: Example of a fixed speed camera used in NSW

Table 5: Comparison of trauma rates at fixed speed camera locations compared with across NSW for the same period

Measure	At fixed speed camera locations	Across NSW
Reduction in fatalities	62%	35%
Reduction in injuries	48%	29%
Reduction in casualty crashes	43%	30%

Traffic volume increase

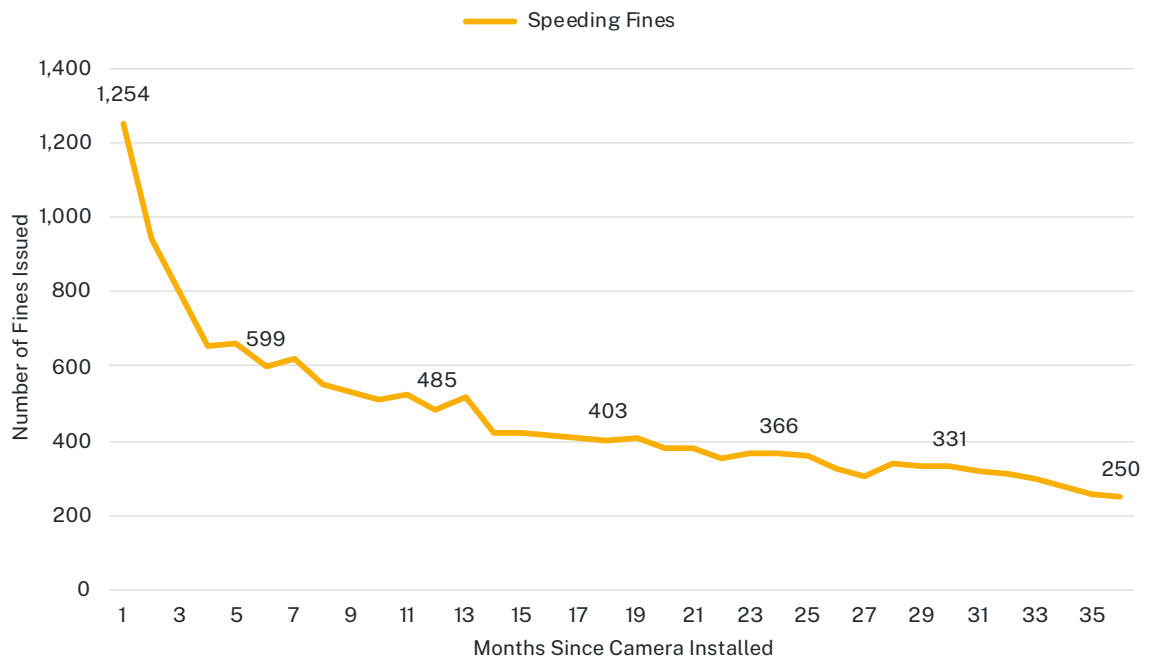
Over the period that fixed speed cameras have been reviewed within this report, there was a 24 per cent increase in traffic volume across NSW.

Speeding compliance

During 2020, over 99 per cent of vehicles passing fixed speed cameras were complying with the posted speed limit. This high rate of compliance has remained consistent since the program was introduced to NSW in 1997. In 2020, there were a total of 418,025 speeding fines issued from fixed speed camera enforcement.

Figure 3 shows a graph of the fixed speed camera program speeding fine data and includes data up to the end of the 2020 calendar year. The graph shows that there is a marked decline in the number of fines issued over the first few months after installation, as motorists change their behaviour at the locations where fixed speed cameras enforce. At 36 months, the average fixed speed camera was issuing 80 per cent fewer speeding fines than during the first month after installation.

Figure 3: Average monthly speeding fines issued per fixed speed camera since installation



Review of individual camera locations

Table 6 shows the outcome of the review process for individual fixed speed camera locations. Of the 109 fixed speed camera locations, 94 are analysed here. Fifteen locations are subject to separate analysis in Appendix C, as they are either operating in long term warning mode or are in high-risk tunnel locations.

Of the 94 locations, 92 locations were operational for five or more years while two locations were operational for less than five years. Eight locations were under comprehensive review and one location was decommissioned during 2020. All data used in the review process for individual fixed speed camera locations is presented in Appendix C.

Table 6: 2020 review status for individual fixed speed camera locations

2020 review status	Number of fixed speed camera locations
Retain	79
Retain and monitor	4
Insufficient data	2
Comprehensive review	0
Under review	8
Decommissioned	1
Total	94

Red-light speed camera program

The program size as of 31 December 2020 was 222 cameras at 201 locations. The median camera installation year was 2013. An example of a red-light speed camera warning sign is shown in Figure 4.

Overall, there was a substantial reduction in road trauma at red-light speed camera locations since the cameras were installed, compared with the five-year period prior to installation.

Table 7 shows the trauma reductions at camera locations compared to trauma reductions observed across NSW over the same period.

The reduction in road trauma at red-light speed camera locations represented a saving of \$339 million to the community over the five-year period 2016 to 2020.



Figure 4: Example of a red-light speed camera warning sign. Copyright State of New South Wales (Transport for NSW)

Table 7: Comparison of trauma rates at red-light speed camera locations compared with across NSW for the same period

Measure	At red-light speed camera locations	Across NSW
Reduction in fatalities	79%	12%
Reduction in serious injuries	39%	0%
Reduction in injuries	50%	31%
Reduction in pedestrian casualties	66%	35%
Reduction in fatal and serious injury crashes	38%	0%
Reduction in casualty crashes	45%	29%

Traffic volume increase

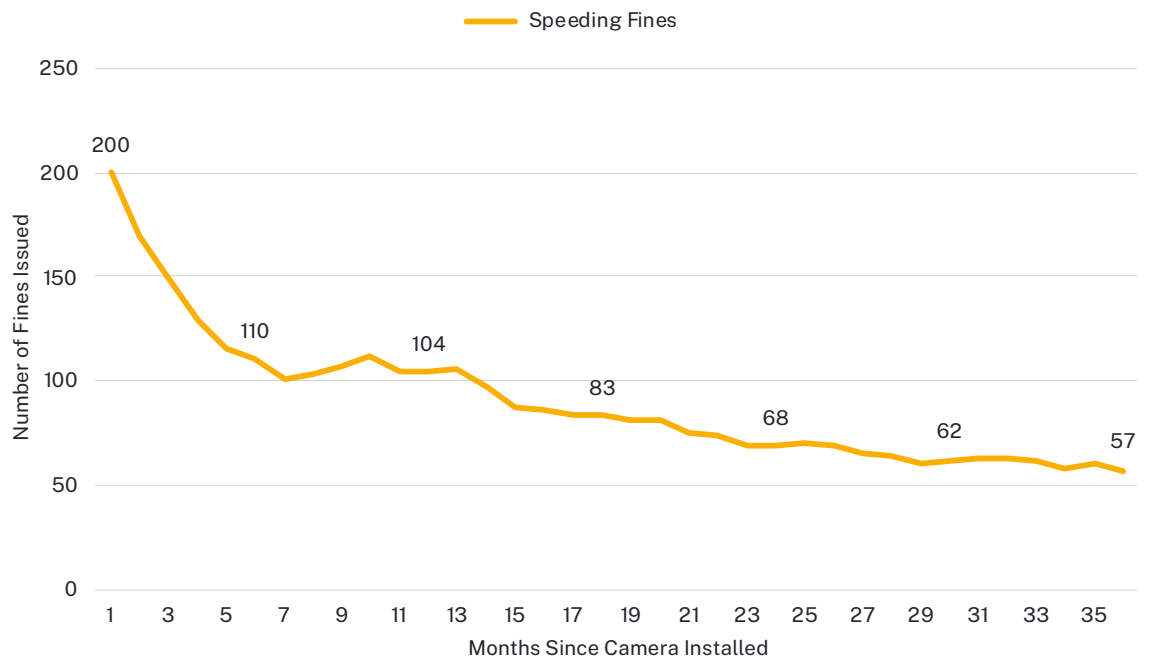
Over the period that red-light speed cameras have been reviewed within this report, there has been a 12 per cent increase in traffic volume across NSW.

Speeding compliance

During 2020, over 99 per cent of vehicles passing red-light speed cameras were complying with the posted speed limit. This high rate of compliance has remained consistent since the program was introduced to NSW in 2009. In 2020, there were a total of 236,523 speeding fines issued from red-light speed camera enforcement.

Figure 5 shows the red-light speed camera program speeding fine data and includes data up to the end of the 2020 calendar year. The graph shows that there is a marked decline in the number of speeding fines issued over the first few months after installation as motorists change their behaviour at the locations where red-light speed cameras enforce. At 36 months, the average red-light speed camera was issuing 72 per cent fewer speeding fines than during the first month after installation.

Figure 5: Average monthly speeding fines issued per red-light speed camera since installation



Review of individual camera locations

Table 8 shows the outcome of the review process for individual red-light speed camera locations. Of the 201 red-light speed camera locations, 157 locations were operational for five or more years while 44 locations were operational for less than five years.

Table 8: 2020 review status for individual red-light speed camera locations

2020 review status	Number of red-light speed camera locations
Retain	121
Retain and monitor	36
Insufficient data	44
Comprehensive review	0
Under review	0
Decommissioned	0
Total	201

Average speed camera program

The Program size as of 31 December 2020 was 29 lengths. The median installation year of these lengths was 2011. An example of an average speed camera enforcing heavy vehicles in NSW can be found in Figure 6.

Overall, there has been a substantial reduction in heavy vehicle road trauma at average speed camera locations since the cameras were installed, compared with the five-year period prior to installation.

Table 9 shows heavy vehicle trauma reductions at camera locations compared to heavy vehicle trauma reductions observed across NSW over the same period.

The reduction in road trauma at average speed camera locations represented a saving of \$175 million to the community over the five-year period 2016 to 2020.



Figure 6: An example of an average speed camera in NSW. Copyright State of New South Wales (Transport for NSW)

Table 9: Comparison of heavy vehicle trauma rates at average speed camera locations compared with across NSW for the same period

Measure	At average speed camera locations	Across NSW
Reduction in fatalities from crashes involving a heavy vehicle	53%	15%
Reduction in serious injuries from crashes involving a heavy vehicle	14%	-7% (increase)
Reduction in injuries from crashes involving a heavy vehicle	26%	24%
Reduction in fatal and serious injury crashes involving a heavy vehicle	17%	-4% (increase)
Reduction in casualty crashes involving a heavy vehicle	33%	24%

Traffic volume increase

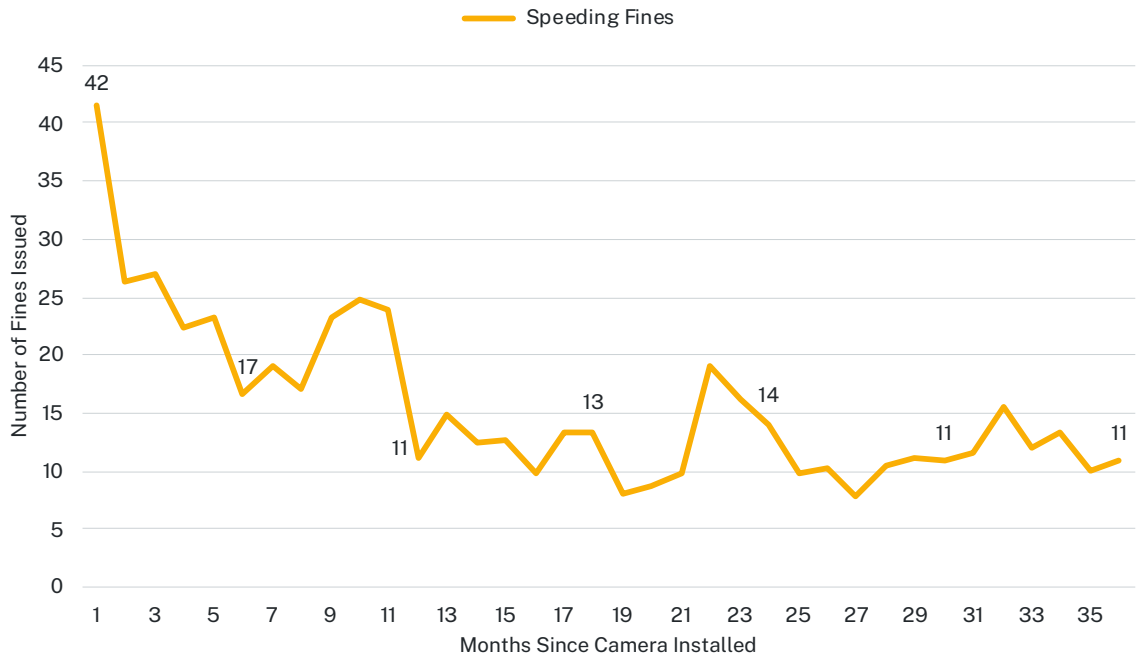
Over the period that average speed enforcement lengths have been reviewed within this report, there has been a 16 per cent increase in heavy vehicle volumes across NSW.

Speeding compliance

During 2020, over 99 per cent of heavy vehicles passing average speed cameras were complying with the posted speed limit. This high rate of compliance has remained consistent since the program was introduced to NSW in 2010. In 2020, there were a total of 2,115 speeding fines issued from average speed camera enforcement.

Figure 7 shows a graph of the average speed camera program speeding fine data and includes data up to the end of the 2020 calendar year. The graph shows that there is a marked decline in the number of fines issued over the first few months after installation, as heavy vehicle drivers change their behaviour when driving on average speed camera lengths. At 36 months, the typical average speed camera was issuing 74 per cent fewer speeding fines than during the first month after installation.

Figure 7: Average monthly speeding fines issued per average speed camera length since installation



Review of individual camera locations

Table 10 shows the outcome of the review process for individual average speed camera locations. Of the 29 average speed camera lengths, 25 are analysed here, all were operational for five or more years. Four locations are subject to separate analysis in Appendix E, as they are in high-risk tunnel locations.

Table 10: 2020 review status for individual average speed camera locations

2020 review status	Number of average speed camera locations
Retain	21
Retain and monitor	4
Insufficient data	0
Comprehensive review	0
Under review	0
For decommission	0
Total	25

Mobile speed camera program

As at 31 December 2020, the mobile speed camera program was delivering approximately 7,000 enforcement hours per month at enforcement sites across 1,024 mobile speed camera locations.

This report is based on data up until the end of the 2020 calendar year. As such, this report is not representative of changes to the Mobile Speed Camera program that were announced in December 2021 (introducing rooftops signs), nor those announced in October 2022 (re-introducing portable warning signs).

The report is representative of the changes announced in 2020 including the removal of advance warning signs on the 19th of November 2020 and changes to vehicle livery in December 2020.

In 2020, the mobile speed camera program delivered very close to the contracted 7,000 enforcement hours per month. Table 11 presents some key statistics for the mobile speed camera program during 2020.



Figure 8: An example of a mobile speed camera in November 2020. Copyright State of New South Wales (Transport for NSW)

Table 11: Mobile speed camera program statistics in 2020

Measure	Count
Hours of enforcement	82,848
Vehicles checked	27,107,406
Speeding fines issued	50,790
Offence rate (per hour of enforcement)	0.61
Offence rate (per vehicle checked)	0.19% (1 in 534 vehicles)

During 2020, over 99.8 per cent of vehicles passing mobile speed cameras were complying with the posted speed limit. In 2020, there were a total of 50,790 speeding fines issued from mobile speed camera enforcement.

The mobile speed camera program continued to deliver road safety benefits when compared to the most recent period without the program in operation, and there was a 15 per cent increase in traffic volume across NSW since the mobile speed camera program was reintroduced in 2010.

Annual speed survey results show that there has generally been a decrease in the proportion of vehicles exceeding the speed limit for all speed zones, since the mobile speed camera program was reintroduced to NSW in 2010.

Table 12 and Table 13 show the percentage of vehicles exceeding the speed limit in 2009, 2019 and 2020 for light vehicles and heavy vehicles respectively. Detailed annual speed survey results for 2009 to 2020 can be found in Appendix F.

Table 12: Percentage of light vehicles exceeding the speed limit in 2009, 2019 and 2020

Posted Speed Limit	2009	2019	2020	2020 vs. 2019	2020 vs. 2009
40 km/h school zone	35%	26%	32%	6%	-3%
40 km/h	69%	63%	68%	5%	-1%
50 km/h	66%	50%	55%	5%	-11%
60km/h	40%	29%	27%	-2%	-13%
70 km/h	46%	28%	33%	5%	-13%
80 km/h	39%	21%	23%	2%	-16%
90 km/h	39%	38%	39%	1%	0%
100 km/h	43%	38%	40%	2%	-3%
110 km/h	50%	44%	57%	13%	7%

Table 13: Percentage of heavy vehicles exceeding the speed limit in 2009, 2019 and 2020

Posted Speed Limit	2009	2019	2020	2020 vs. 2019	2020 vs. 2009
40 km/h school zone	32%	22%	28%	6%	-4%
40 km/h	52%	54%	61%	7%	9%
50 km/h	62%	49%	65%	16%	3%
60km/h	32%	25%	25%	0%	-7%
70 km/h	34%	48%	26%	-22%	-8%
80 km/h	33%	15%	21%	6%	-12%
90 km/h	34%	43%	31%	-12%	-3%
100 km/h	38%	28%	30%	2%	-8%
110 km/h*	56%	54%	70%	16%	14%

* The speed limit for heavy vehicles in NSW is 100 km/h

The 2020 NSW speed survey results show that there was an increase in the proportion of light vehicles exceeding the speed limit compared with 2019 for all speed zones except 60 km/h zones. The proportion of light vehicles exceeding the speeding limit was the highest in the past five years for all speed zones except 60 km/h and 70 km/h zones.

The proportion of heavy vehicles exceeding the speed limit in 2020 was more comparable to 2019, with 40 km/h, 50 km/h, 80 km/h, 100 km/h and 110 km/h zones experiencing an increase in 2020.

Reduced traffic movements across NSW during 2020 because of the COVID-19 pandemic likely contributed to the increased prevalence of speeding on the NSW road network in 2020. With fewer vehicles on the road and less traffic congestion, there was greater opportunity for motorists to exceed the speed limit in 2020.

The 2020 NSW speed survey results suggest that the network-wide speeding deterrence achieved by the NSW mobile speed camera program was offset by other factors that may have contributed to an increase in speeding, such as reduced traffic movements because of the COVID-19 pandemic.

Description of report appendices

The following appendices to this report include supporting information (**Appendix A**), the speed camera review methodology (**Appendix B**), and detailed information on individual fixed speed camera locations (**Appendix C**), individual red-light speed camera locations (**Appendix D**), individual average speed camera locations (**Appendix E**) and the mobile speed camera program review, including results of the annual speed survey (**Appendix F**).

Appendix A: Supporting information

Safety benefits of camera enforcement

Speed camera enforcement is an important road safety initiative with proven road safety benefits. It is a commonly employed method of speed enforcement in best practice road safety jurisdictions worldwide. Speed enforcement helps to reduce the incidences of speeding on our roads, which in turn reduces the risk of crashes and reduces the likelihood of death or serious injuries in the event of a crash.

Speed enforcement activities aim to reduce speeding by increasing the perceived likelihood of being caught and punished. Speed cameras generally tend to detect an initial high number of drivers speeding followed by a rapid and sustained speeding compliance as drivers modify their behaviour. This is also reflected by a reduction in crashes over that time.

Transparent operation of NSW speed camera programs

The NSW government lists all speed camera locations, allowing members of the public to find the locations of all fixed and red-light speed cameras, the locations of mobile speed camera enforcement, and the positions of all average speed camera lengths. Members of the public can nominate locations for speed cameras via the [safer roads website](#).

Transport also offers the Speed Adviser mobile application (that uses the GPS capability in mobile phones), which monitors location and speed, and alerts when vehicles are exceeding speed limits. Since 2022, Speed Adviser informs users where mobile speed cameras may be in operation and advises users when they are entering a mobile speed camera zone.

Data sources

The following data sources were utilised for this report and a brief description of each data source is provided.

NSW crash data

The crash data recorded by Transport in the database, Safe System Analytics (SSA), are confined to those crashes which conform to the national guidelines for reporting and classifying road vehicle crashes. This is based on the following criteria:

- ▶ The crash was reported to the Police
- ▶ The crash occurred on a road open to the public
- ▶ The crash involved at least one moving road vehicle
- ▶ The crash involved at least one person being killed or injured.

Injury severity

Crash data is presented by severity of injury, and defined as follows:

- ▶ **Fatality:** a person who dies within thirty days from injuries received in a road traffic crash.
- ▶ **Serious injury:** a person identified in SSA (casualty or driver or rider) who is matched to a hospital admission record on the same day or on the day after a crash and did not die within 30 days of the crash and is admitted with at least one injury diagnosis; or linked to an iCare (Lifetime Care) participant record.
- ▶ **Moderate injury:** a person identified in SSA (casualty or driver or rider) who is matched to an emergency department attendance record on the same day or on the day after a crash but was not killed or not subsequently admitted to hospital; or a previously defined Minor/Other or No Injury SSA record matched to a State Insurance Regulatory Authority (SIRA) Compulsory Third Party (CTP) record with an Abbreviated Injury Scale (an AIS) score of 2 (Moderate) or higher.
- ▶ **Minor/Other injury:** a person identified as an injury in SSA who is not matched to a hospital admission record or emergency department attendance record; or a previously defined No Injury SSA record matched to a SIRA CTP record with a MAIS score of 1 (Minor).
- ▶ **Injury – Severity uncategorised:** a person identified as an injury in SSA prior to 2005 for which data linkage with health records is not available.
- ▶ **Casualty:** any person killed or injured because of a crash.
- ▶ **Casualty crash:** a crash that results in at least one person being killed or injured.

Crash data reported from 2005 onwards included additional detail regarding injury severity, as categorised as above. Prior to 2005, crash data was not matched to hospital admissions or emergency department presentations, so all non-fatal injuries prior to 2005 were uncategorised with respect to the severity of injury.

Crash costs

The estimated casualty cost for the “before” period and the most recent five calendar year “after” period was calculated using the willingness to pay methodology, which reflects the accumulated value the NSW community is willing to pay or forgo in exchange for a reduction in the probability of crash related injuries and road crash deaths on NSW roads. The casualty costs used were based on the costs for the weighted average of urban and non-urban fatal and injury reductions, as follows:

- ▶ \$8,135,590 per fatality
- ▶ \$521,877 per serious injury
- ▶ \$81,612 per moderate or minor/other injury
- ▶ \$227,446 per uncategorised injury.

Crash costs are based on figures from the [Transport Economic Parameter Values 2022](#).

Speeding fine data

Speeding fine data for fixed, red-light, average and mobile speed cameras are publicly available at the [Revenue NSW website](#). All fines from speed cameras are directed to the Community Road Safety Fund to pay for road safety programs across NSW.

State-wide comparison traffic volume data

The Australian Bureau of Infrastructure, Transport and Regional Economics publishes the yearbook of Australian Infrastructure Statistics each year. NSW state-wide measures of vehicle kilometres travelled (VKT) as calculated for the yearbook are the basis of the state-wide vehicle volumes cited within this report.

State-wide speed survey data

Vehicle speeds were assessed state-wide via the NSW Centre for Road Safety annual speed survey program. In 2020, speed surveys for the program were conducted at 163 NSW locations, including a range of road types with a range of speed limits, to gather current information about the speeding behaviour of both light vehicle drivers and heavy vehicle drivers.

The surveys measure free travel speeds, with a headway of four seconds. That is, only the speeds of vehicles that are unimpeded by other traffic are measured. Therefore, the survey provides a measure of the speed that drivers choose to travel rather than a measure of traffic congestion.

Appendix B: Speed camera review methodology

There are several criteria for measuring the performance of speed cameras in NSW. Two criteria common across all camera programs are the analysis of compliance rates (number of fines issued), and analysis of crash rates. Compliance and crash data analysis is site specific for fixed speed cameras, red-light speed cameras; route specific for average speed cameras; and network-wide for mobile speed cameras.

Network-wide speed surveys are also used to measure the performance of mobile speed cameras. Table 14 outlines how each performance criteria is evaluated for each type of camera.

Table 14: Criteria for measuring the performance of individual speed camera programs

Camera program	Performance data	Measure of performance
Fixed speed	Compliance data	Increase in compliance at camera location and/or reduction in speeding fines issued.
	Crash data	For fixed speed cameras located within a school zone, crash data were examined from patch-to-patch (the length of road designated as a school zone, as identified by the start and end 40 km/h patches marked on the road). For fixed speed cameras located within tunnels, crash data were examined for the entire length of the tunnel. For all other cameras, reduction in casualties and crashes within 500 metres of the camera (individual camera locations assessed). For locations with more than one camera in operation (where cameras were less than 100 metres apart), the crash data analysis length was for 500 metres either side of the mid-point of the two cameras.
Red-light speed	Compliance data	Increase in speed compliance at the intersection and/or reduction in speeding fines issued.
	Crash data	Reduction in casualties and crashes within 10 metres of an intersection. Pedestrian casualties were specifically examined.
Average speed	Compliance data	Increase in heavy vehicle compliance within the enforcement length and/or reduction in heavy vehicle speeding fines issued.
	Crash data	Reduction in heavy vehicle crashes within enforcement lengths.
Mobile speed	Annual speed surveys	Reduction in vehicles exceeding speed limit across the road network, by testing a random sample of locations.
	Compliance data	Increase in compliance rates across the road network, and/or reduction in speeding fines issued.
	Crash data	Reduction in crashes and casualties across the whole NSW road network.

Data parameters

Five years of data

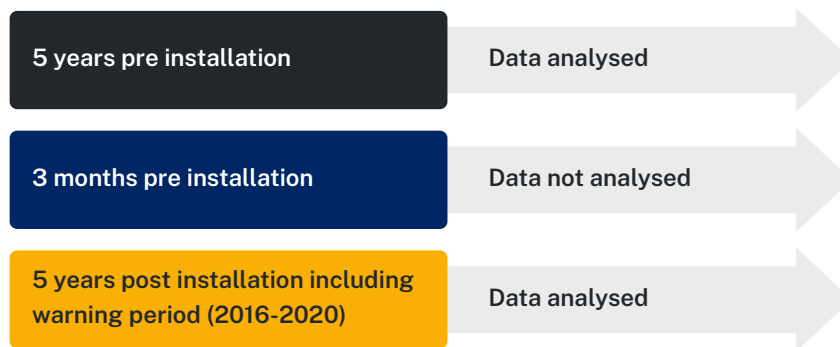
Typically, at least five years of data are required to assess a camera's performance.

As some camera locations or lengths have been operational for less than five years, the data for these locations are insufficient to reliably assess performance. Preliminary observations have instead been provided for these locations.

Time periods analysed

Data for the period before the installation of the camera (the "before" period) have been compared against data after the camera's commencement date (the "after" period, when warning letters and then speeding fines are issued). To assess the current performance of the speed camera, the most recent five calendar year period (i.e., 2016–2020) is selected as the "after" period. Figure 9 shows the timeline employed for before and after installation crash data analysis.

Figure 9: Before and after installation for crash data analysis



Pre-installation periods

For fixed, red-light, and average speed camera programs, the five year "before" period ends three months prior to the "commencement date." This is to ensure that the "before" period does not capture the "pre-installation period" when behavioural changes may result from the presence of not-yet operational camera housing.

Warning mode periods

Fixed and red-light speed cameras generally operate in warning mode for a one-month period after the "commencement date". A one-month warning mode period also applied for mobile speed cameras when the program was introduced but has not been applied since then. NSW average speed camera lengths generally operate in warning mode for a two-month period after the "commencement date". The warning mode period is included in the post installation camera crash data analysis.

Speed camera review recommendations

Once the review process is complete, recommendations can be made for each speed camera location as per Table 15. Triggers for each outcome are predominantly based on crash data analysis at each camera location. Mobile speed cameras are not included in the individual camera review as they are deployed based on a random schedule and the goal of this program is to achieve network-wide speeding deterrence.

Table 15: Speed camera review recommendations for individual speed camera locations

Recommendation	Trigger	Outcome
Retain	There has been no increase in casualty crashes, or	The camera will continue to be used at the location.
	There has been an increase in the number of casualty crashes, but it is not a statistically significant result, and does not require an additional road safety intervention at this time, and the location has been reviewed within the last 5 years, or	
	There has been a statistically significant increase in the number of casualty crashes, but the location has been reviewed within the last 5 years.	
Retain and monitor	There has been an increase in the number of casualty crashes, but it is not a statistically significant result and does not presently require an additional road safety intervention.	The camera will continue to be used at the location. The location will also be flagged for ongoing monitoring in future reviews.
Insufficient data	There is less than 5 years of 'after' data available.	The camera will be assessed once 5 years of "after" data is available.
Commence comprehensive review	Major roadworks were undertaken at the location, or	Transport will undertake a comprehensive review of the camera location.
	The camera has not been comprehensively reviewed in the last 5 years and there has been a statistically significant increase in: <ul style="list-style-type: none"> ▶ Casualty crashes (fixed speed program) ▶ Fatal and serious injury crashes (red-light speed camera program) ▶ Casualty crashes involving a heavy vehicle (average speed camera program). 	
Under review	The camera location is currently under the comprehensive review process and ineligible for the 2021 review.	Transport will complete the comprehensive review of the camera location.
Decommissioned	At time of publication the camera was decommissioned. The camera was included in this report since the camera was operational for part of 2020.	No action required.

Appendix C: Fixed speed camera locations

At the end of 2020 there were 109 fixed speed camera locations in operation across NSW. In this report, road safety benefits were only assessed in detail for 94 fixed speed camera locations. Fifteen fixed speed camera locations were excluded, as follows:

- ▶ Seven locations as shown in Table 18 were operating in long term warning mode.¹
- ▶ Eight locations as shown in Table 20 were installed at high-risk tunnel locations. These cameras were generally installed when the tunnel was constructed, therefore no pre-installation data are available.

Fixed speed cameras are located at specified road lengths where there is a demonstrated crash history or a high crash risk, to detect and deter speeding at specific locations. In managing the program, Transport may increase the warning letter period and/or use Variable Message Signs to increase driver awareness of camera locations, where the trend in warning letters or number of speeding fines issued, suggests that this action was required. Transport also conducts ongoing site maintenance to ensure that signage is effectively placed and not obscured by roadside objects, such as trees.

Summarised data for each individual fixed camera location can be found in Table 16 and Table 17. Table 16 contains location details and the review outcome status for 2020. Table 17 contains summarised before and after road trauma data, on which this speed camera review was based.

Table 16: Location details and review status for individual fixed speed camera locations

#	Camera #	Suburb	Location	School zone	Installed	Review status
1	9816, 9817	Alexandria, Rosebery	Botany Road, between Gardeners Road and Gillespie Avenue	Yes	14/03/2007	Retain
2	9820	Ashfield	Hume Highway, between Murrell Street and Queen Street	Yes	8/05/2007	Retain
3	9534	Auburn	Parramatta Road, between Harbord Street and Duck Street	No	13/02/2002	Retain
4	9818, 9819	Bankstown	Hume Highway, between Rookwood Road and Stacey Street	Yes	4/04/2007	Retain
5	9616	Bar Point	Pacific Motorway, between Jolls Bridge and Mt White Exit Ramp	No	9/01/2006	Retain

¹ Following the results of the 2011 audit of speed cameras, the then Minister for Roads and Freight directed the deactivation of fixed speed cameras that were found to not be delivering the expected road safety benefit at 38 locations. However, cameras at seven of locations remain in warning mode following reviews by the Centre for Road Safety and safety concerns expressed by the community.

#	Camera #	Suburb	Location	School zone	Installed	Review status
6	9643	Berkshire Park	Richmond Road, between Sanctuary Drive and Llandilo Road	No	31/03/2000	Retain
7	9822, 9823	Beverly Hills	King Georges Road, between Frederick Avenue and Norfolk Avenue	Yes	9/04/2007	Retain
8	9617	Bexley North	Bexley Road, between Miller Avenue and Kingsland Road North	No	27/02/2006	Retain
9	9579	Blandford	New England Highway, between Moore Street and Timor Road	No	9/01/2002	Retain
10	9594	Bomaderry	Bolong Road, between Beinda Street and Coomea Street	No	30/12/2002	Under review
11	9832	Bonnyrigg	Cabramatta Road West, between Tarlington Parade and Katinka Street	Yes	18/07/2007	Retain
12	9612	Brogo	Princes Highway, between Pioneer Close and Bellemount Lane	No	31/01/2003	Under review
13	9509	Bulli	Princes Highway, between Grevillea Park Road and Black Diamond Place	No	4/09/2001	Retain
14	9522	Burwood Heights	Hume Highway, between Appian Way and Kelso Street	No	5/09/2001	Retain
15	9540	Camellia	James Ruse Drive, between Thomas Street and River Road West	No	6/09/2001	Retain
16	9651	Canterbury	Canterbury Road, between Dibbs Street and Fore Street	No	18/01/2001	Retain
17	9626	Caringbah	Captain Cook Drive, between Endeavour Road and Gannons Road	No	11/01/2001	Retain
18	9553	Carlingford	Pennant Hills Road, between Evans Road and Coleman Avenue	No	17/05/2002	Retain
19	9804	Castle Hill	Old Northern Road, between Telfer Road and McMullen Avenue	Yes	16/02/2007	Retain
20	9622	Charmhaven	Pacific Highway, between Costa Avenue and Lowana Avenue	No	9/01/2007	Retain

#	Camera #	Suburb	Location	School zone	Installed	Review status
21	9625	Concord West	Concord Road, between Nirranda Street and Mepunga Street	No	24/04/2000	Retain
22	9851	Condell Park	Edgar Street, between Augusta Street and Birdsall Avenue	Yes	25/07/2007	Retain
23	9556, 9557	Corrimal	Memorial Drive, between Towradgi Road and Railway Street	No	11/04/2002	Decommissioned
24	9811, 9812	Eastgardens, Maroubra	Bunnerong Road, between Fitzgerald Avenue and Smith Street	Yes	21/03/2007	Retain
25	9549	Edgecliff	New South Head Road, between Waratah Street and New Beach Road	No	7/09/2001	Retain
26	9669	Engadine	Heathcote Road, between New Illawarra Road and Forum Drive	No	5/03/2017	Insufficient data
27	9623	Ewingsdale	Hinterland Way, between Myocum Road and St Helena Road	No	23/06/2006	Retain
28	9561	Fairfield East	Fairfield Street, between Donald Street and Mandarin Street	No	4/04/2002	Retain
29	9637	Gateshead	Pacific Highway, between Hughes Street and The Crescent	Yes	29/02/2000	Retain
30	9563	Glencoe	New England Highway, between Old Ben Lomond Road and Ross Road	No	5/06/2003	Retain
31	9543	Greystanes	Greystanes Road, between Mavis Street and Doris Street	No	31/08/2001	Retain
32	9806, 9807	Guildford	Woodville Road, between Kimberley Street and Oxford Street	Yes	14/02/2007	Retain
33	9597	Gwynneville	Princes Motorway, between Gipps Road Overpass and Memorial Drive Overpass	No	8/05/2003	Retain
34	9830	Hurstville	Forest Road, between Cronulla Street and Lily Street	Yes	18/07/2007	Retain
35	9596	Jerrabomberra	Lanyon Drive, between Tomsitt Drive and Hoover Road	No	31/01/2003	Under review

#	Camera #	Suburb	Location	School zone	Installed	Review status
36	9845, 9846	Kingswood	Parker Street, between Copeland Street and Gascoigne Street	Yes	29/10/2008	Retain
37	9600, 9601	Kogarah	Princes Highway, between Rocky Point Road and South Street	Yes	15/04/2003	Retain
38	9574	Korora	Pacific Highway, between Bruxner Park Road and Old Coast Road	No	21/11/2002	Retain
39	9638	Kurrajong Heights	Bells Line of Road, between Queen Street and Old Bells Line of Road	No	21/02/2000	Retain
40	9550	Lane Cove	Centennial Avenue, between Gentle Street and Lawn Avenue	No	10/09/2001	Retain
41	9546	Lansvale	Hume Highway, between Quest Avenue and Knight Street	No	5/09/2001	Retain
42	9824, 9825	Lindfield	Pacific Highway, between Eton Road and Llewellyn Street	Yes	9/04/2007	Retain
43	9821	Liverpool	Bigge Street, between Campbell Street and Elizabeth Drive	Yes	15/08/2007	Retain
44	9636	Lochinvar	New England Highway, between Robert Road and Station Lane	Yes	8/02/2000	Retain and monitor
45	9813, 9814	Maroubra	Malabar Road, between Fitzgerald Avenue and Mons Avenue	Yes	21/03/2007	Retain
46	9582	Mayfield West	Pacific Highway, between Gordon Street and Frith Street	No	23/09/2002	Retain
47	9810	Merrylands	Merrylands Road, between Chetwynd Road and Clarence Street	Yes	14/02/2007	Retain
48	9833, 9834	Miranda	Kingsway, between Sylva Avenue and University Road	Yes	8/08/2007	Retain
49	9837, 9838	Moore Park	Cleveland Street, between Anzac Parade and South Dowling Street	Yes	15/08/2007	Retain
50	9602	Mosman	Macpherson Street, between Davidson Parade and Montague Road	Yes	15/04/2003	Retain

#	Camera #	Suburb	Location	School zone	Installed	Review status
51	9645	Mount Pritchard	Elizabeth Drive, between Brown Road and Humphries Road	No	7/04/2000	Retain
52	9666	Mount Victoria	Great Western Highway, between Victoria Street and Ambermere Drive	No	25/04/2015	Retain
53	9826, 9827	Narrabeen	Pittwater Road, between Devitt Street and Godwin Street	Yes	1/08/2007	Retain
54	9667	Narraweena	Warringah Road, between May Road and Victor Road	No	14/09/2015	Retain
55	9583	Nords Wharf	Pacific Highway, between Nords Wharf Road and Cams Wharf Road	No	28/11/2002	Retain and monitor
56	9831	North Curl Curl	Harbord Road, between Abbott Road and Miles Street	Yes	1/08/2007	Retain
57	9606	North Gosford	Henry Parry Drive, between Glennie Street and Compton Street	Yes	15/04/2003	Retain
58	9578	North Macksville	Giinagay Way, between Lumsden Lane and Champions Lane	No	2/12/2002	Retain
59	9665	North Macksville	Giinagay Way, between Bellview Drive and Ferry Street	No	11/10/2014	Retain
60	9847, 9848	North Narrabeen	Pittwater Road, between Garden Street and Namona Street	Yes	29/10/2008	Under review
61	9541	North Parramatta	Pennant Hills Road, between Gladstone Street and Sorrell Street	No	31/08/2001	Retain
62	9657, 9658	North Parramatta, Oatlands	Pennant Hills Road, between Gollan Avenue and Masons Drive	Yes	9/01/2007	Retain
63	9639	North Wollongong	Princes Highway, between Ajax Avenue and Exeter Avenue	No	14/03/2000	Retain
64	9662	North Wollongong	Princes Motorway, between Mount Ousley Road and University Avenue Overpass	No	8/05/2003	Retain
65	9841, 9842	Old Guildford, Chester Hill	Woodville Road, between Middleton Road and Orchardleigh Street	Yes	31/10/2008	Retain

#	Camera #	Suburb	Location	School zone	Installed	Review status
66	9535	Ourimbah	Pacific Motorway, between Dogtrap Road Overpass and Ourimbah Creek Road Underpass	No	6/09/2001	Retain
67	9660, 9661	Ourimbah	Pacific Highway, between Dog Trap Road and Ourimbah Creek Road	Yes	15/04/2003	Retain
68	9646	Padstow	Gibson Avenue, between Bryant Street and Turvey Street	No	3/04/2000	Retain
69	9573	Peakhurst	Henry Lawson Drive, between Belmont Road and Ogilvy Street	No	30/10/2002	Retain
70	9829	Penshurst	Forest Road, between St Georges Road and Penshurst Street	Yes	18/07/2007	Retain
71	9644	Picnic Point	Henry Lawson Drive, between Carinya Road and The River Road	No	14/02/2001	Retain
72	9815	Randwick	Avoca Street, between Howard Street and Barker Road	Yes	30/03/2007	Retain
73	9586	Rankin Park	McCaffrey Drive, between Orara Street and Duval Street	No	28/01/2003	Retain and monitor
74	9839, 9840	Rydalmere	Victoria Road, between John Street and Park Road	Yes	29/10/2008	Under review
75	9554	Ryde	Blaxland Road, between Reservoir Lane and Melville Street	No	25/03/2002	Retain
76	9835, 9836	Ryde	Victoria Road, between Cressy Road and Margaret Street	Yes	15/08/2007	Retain
77	9580, 9581	Sandgate	Pacific Highway, between Old Maitland Road and Sparke Street	No	15/10/2002	Retain
78	9547	South Windsor	George Street, between Rickaby Street and Woods Road	No	31/08/2001	Retain
79	9652	Stokers Siding	Tweed Valley Way, between Blakeney's Road and Cooradilla Road	No	23/06/2000	Under review
80	9849	Strathfield	The Boulevard, between Strathfield Avenue and Torrington Road	Yes	5/11/2008	Retain

#	Camera #	Suburb	Location	School zone	Installed	Review status
81	9548	Sun Valley	Great Western Highway, between Green Parade and Sun Valley Road	No	28/01/2002	Retain
82	9568	Tenterfield	New England Highway, between Duncan Street and George Street	No	4/07/2002	Retain
83	9802, 9803	Toongabbie	Fitzwilliam Road, between Binalong Road and Reynolds Street	Yes	14/02/2007	Retain
84	9670	Ulmarra	Big River Way, between River Street and George Street	No	17/08/2018	Insufficient data
85	9538	Valla	Giinagay Way, between Oyster Drive and E W Road	No	6/11/2001	Under review
86	9567	Valla	Giinagay Way, between Oyster Creek Road and Wenona Close	No	26/08/2002	Under review
87	9843, 9844	Wahroonga	Pacific Highway, between Gilda Avenue and Woodville Avenue	Yes	29/10/2008	Retain
88	9570	Wardell	Blackwall Drive, between Kays Road and Fitzroy Street	No	25/11/2002	Retain and monitor
89	9592	Warrawong	Northcliffe Drive, between Griffin Street and Kully Way	No	30/01/2003	Retain
90	9560	West Pennant Hills	Castle Hill Road, between Victoria Road and Cumberland Forest Way	No	18/04/2002	Retain
91	9571	Wollongbar	Bruxner Highway, between Cowlong Road and McLeans Ridges Road	No	25/11/2002	Retain
92	9610	Wollongong	Princes Highway, between Mount Keira Road and Highway Avenue	Yes	15/04/2003	Retain
93	9648	Woodburn	River Street, between Richmond Street and Sussex Street	No	19/12/2000	Retain
94	9542	Yagoona	Hume Highway, between Smith Road and Brennan Road	No	7/09/2001	Retain

Table 17: Summarised before and after road trauma and speeding fines (2020) for individual fixed speed camera locations

#	Camera #	Suburb	Analysis length (m)	Days		Fatalities			Injuries			Casualty crashes			Speeding fines (2020)
				Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
1	9816, 9817	Alexandria, Rosebery	450	1,826	1,827	0	0	-	22	5	↓77%	20	5	↓75%	8,898
2	9820	Ashfield	440	1,826	1,827	0	0	-	19	14	↓27%	18	13	↓28%	1,632
3	9534	Auburn	1,000	1,826	1,827	0	1	↑	79	43	↓46%	57	34	↓40%	6,007
4	9818, 9819	Bankstown	670	1,826	1,827	0	0	-	73	40	↓45%	58	36	↓38%	8,857
5	9616	Bar Point	1,000	1,826	1,827	1	0	↓100%	18	6	↓67%	16	6	↓63%	732
6	9643	Berkshire Park	1,000	1,552	1,827	1	1	↓15%	19	24	↑7%	14	12	↓27%	229
7	9822, 9823	Beverly Hills	1,050	1,826	1,827	1	0	↓100%	125	53	↓58%	86	48	↓44%	5,882
8	9617	Bexley North	1,000	1,826	1,827	1	0	↓100%	47	19	↓60%	32	17	↓47%	847
9	9579	Blandford	1,000	1,826	1,827	0	0	-	3	4	↑33%	3	2	↓33%	1,046
10	9594	Bomaderry	1,000	1,826	1,827	1	0	↓100%	13	3	↓77%	10	3	↓70%	0
11	9832	Bonnyrigg	1,000	1,826	1,827	0	0	-	51	22	↓57%	25	17	↓32%	6,322
12	9612	Brogo	1,000	1,826	1,827	0	0	-	3	1	↓67%	2	1	↓50%	56
13	9509	Bulli	1,000	1,826	1,827	1	0	↓100%	29	8	↓72%	26	8	↓69%	1,310
14	9522	Burwood Heights	1,000	1,826	1,827	0	0	-	51	20	↓61%	38	14	↓63%	447
15	9540	Camellia	1,000	1,826	1,827	1	2	↑100%	55	33	↓40%	35	29	↓17%	2,500
16	9651	Canterbury	1,000	1,827	1,827	1	0	↓100%	93	40	↓57%	76	35	↓54%	1,174
17	9626	Caringbah	1,000	1,827	1,827	1	0	↓100%	21	13	↓38%	14	10	↓29%	356
18	9553	Carlingford	1,000	1,826	1,827	0	1	↑	55	34	↓38%	42	29	↓31%	1,529
19	9804	Castle Hill	430	1,826	1,827	0	0	-	8	0	↓100%	7	0	↓100%	3,919
20	9622	Charmhaven	1,000	1,826	1,827	0	0	-	24	9	↓63%	18	5	↓72%	937
21	9625	Concord West	1,000	1,576	1,827	0	0	-	23	21	↓21%	18	14	↓33%	3,589
22	9851	Condell Park	240	1,826	1,827	1	0	↓100%	19	4	↓79%	17	4	↓76%	2,154
23	9556, 9557	Corrimal	1,000	1,826	1,827	1	1	-	29	14	↓52%	19	12	↓37%	184
24	9811, 9812	Eastgardens, Maroubra	370	1,826	1,827	0	1	↑	17	12	↓29%	13	11	↓15%	8,429
25	9549	Edgecliff	1,000	1,826	1,827	1	0	↓100%	88	53	↓40%	61	48	↓21%	1,067
26	9669	Engadine	1,000	1,826	1,307	0	0	-	24	6	↓65%	18	2	↓84%	1,090
27	9623	Ewingsdale	1,000	1,826	1,827	1	0	↓100%	22	0	↓100%	13	0	↓100%	8,405
28	9561	Fairfield East	1,000	1,826	1,827	1	0	↓100%	21	14	↓33%	16	13	↓19%	756
29	9637	Gateshead	820	1,521	1,827	0	0	-	4	5	↑4%	4	3	↓38%	5,297
30	9563	Glencoe	1,000	1,826	1,827	2	0	↓100%	8	0	↓100%	5	0	↓100%	116
31	9543	Greystanes	1,000	1,826	1,827	0	0	-	15	1	↓93%	13	1	↓92%	644
32	9806, 9807	Guildford	500	1,826	1,827	1	0	↓100%	43	38	↓12%	29	28	↓3%	4,740
33	9597	Gwynneville	1,000	1,826	1,827	1	0	↓100%	38	9	↓76%	20	9	↓55%	7,046
34	9830	Hurstville	810	1,826	1,827	0	2	↑	31	15	↓52%	21	14	↓33%	3,617

#	Camera #	Suburb	Analysis length (m)	Days		Fatalities			Injuries			Casualty crashes			Speeding fines (2020)
				Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
35	9596	Jerrabomberra	1,000	1,826	1,827	1	0	↓100%	1	1	-	2	1	↓50%	0
36	9845, 9846	Kingswood	340	1,827	1,827	0	0	-	30	13	↓57%	16	9	↓44%	5,287
37	9600, 9601	Kogarah	990	1,826	1,827	1	0	↓100%	69	42	↓39%	54	36	↓33%	11,553
38	9574	Korora	1,000	1,826	1,827	1	0	↓100%	4	0	↓100%	5	0	↓100%	2,730
39	9638	Kurrajong Heights	1,000	1,513	1,827	0	0	-	6	3	↓59%	4	3	↓38%	3,538
40	9550	Lane Cove	1,000	1,826	1,827	1	2	↑100%	21	21	-	21	16	↓24%	2,401
41	9546	Lansvale	1,000	1,826	1,827	2	0	↓100%	65	40	↓38%	51	34	↓33%	1,911
42	9824, 9825	Lindfield	550	1,826	1,827	0	0	-	10	6	↓40%	9	5	↓44%	6,948
43	9821	Liverpool	360	1,826	1,827	0	0	-	33	13	↓61%	25	10	↓60%	2,752
44	9636	Lochinvar	1,080	1,500	1,827	1	0	↓100%	2	9	↑269%	3	6	↑64%	3,350
45	9813, 9814	Maroubra	660	1,826	1,827	0	0	-	14	6	↓57%	11	6	↓45%	946
46	9582	Mayfield West	1,000	1,826	1,827	0	2	↑	52	20	↓62%	38	18	↓53%	1,116
47	9810	Merrylands	220	1,826	1,827	2	0	↓100%	16	10	↓38%	16	10	↓38%	3,144
48	9833, 9834	Miranda	400	1,826	1,827	0	0	-	19	9	↓53%	14	6	↓57%	4,565
49	9837, 9838	Moore Park	380	1,826	1,827	0	0	-	14	4	↓71%	10	3	↓70%	11,466
50	9602	Mosman	290	1,826	1,827	0	0	-	6	2	↓67%	4	2	↓50%	5,037
51	9645	Mount Pritchard	1,000	1,559	1,827	2	0	↓100%	20	20	↓15%	14	14	↓15%	4,007
52	9666	Mount Victoria	1,000	1,826	1,827	2	0	↓100%	24	7	↓71%	16	7	↓56%	21,903
53	9826, 9827	Narrabeen	300	1,826	1,827	2	0	↓100%	13	4	↓69%	11	4	↓64%	3,939
54	9667	Narraweena	1,000	1,826	1,827	1	0	↓100%	36	13	↓64%	23	11	↓52%	4,019
55	9583	Nords Wharf	1,000	1,826	1,827	0	0	-	2	10	↑400%	2	7	↑250%	245
56	9831	North Curl Curl	1,060	1,826	1,827	0	0	-	27	12	↓56%	22	10	↓55%	900
57	9606	North Gosford	380	1,826	1,827	0	0	-	21	14	↓33%	13	11	↓15%	1,456
58	9578	North Macksville	1,000	1,826	1,827	3	0	↓100%	12	9	↓25%	6	3	↓50%	60
59	9665	North Macksville	1,000	1,826	1,827	0	0	-	12	2	↓83%	10	1	↓90%	1,034
60	9847, 9848	North Narrabeen	590	1,827	1,827	0	0	-	12	10	↓17%	9	8	↓11%	5,773
61	9541	North Parramatta	880	1,826	1,827	0	0	-	16	7	↓56%	13	6	↓54%	617
62	9657, 9658	North Parramatta, Oatlands	2,770	1,826	1,827	1	3	↑200%	66	48	↓27%	47	36	↓23%	3,593
63	9639	North Wollongong	1,000	1,535	1,827	0	0	-	53	26	↓59%	34	22	↓46%	1,039
64	9662	North Wollongong	1,000	1,826	1,827	2	0	↓100%	13	11	↓15%	6	3	↓50%	1,076
65	9841, 9842	Old Guildford, Chester Hill	370	1,827	1,827	0	1	↑	24	21	↓13%	19	15	↓21%	9,112
66	9535	Ourimbah	1,000	1,826	1,827	1	0	↓100%	8	1	↓88%	8	1	↓88%	1,890
67	9660, 9661	Ourimbah	360	1,826	1,827	0	0	-	2	0	↓100%	2	0	↓100%	5,703
68	9646	Padstow	1,000	1,555	1,827	1	0	↓100%	15	7	↓60%	13	6	↓61%	330
69	9573	Peakhurst	1,000	1,826	1,827	0	3	↑	24	12	↓50%	17	8	↓53%	2,064

#	Camera #	Suburb	Analysis length (m)	Days			Fatalities			Injuries			Casualty crashes			Speeding fines (2020)
				Bef.	Aft.		Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
70	9829	Penshurst	620	1,826	1,827		0	1	↑	21	18	↓14%	17	11	↓35%	1,761
71	9644	Picnic Point	1,000	1,827	1,827		0	0	-	6	2	↓67%	5	2	↓60%	1,451
72	9815	Randwick	560	1,826	1,827		0	0	-	31	18	↓42%	25	17	↓32%	13,105
73	9586	Rankin Park	1,000	1,826	1,827		0	0	-	8	8	-	3	5	↑67%	664
74	9839, 9840	Rydalmere	440	1,827	1,827		0	0	-	3	4	↑33%	3	4	↑33%	1,957
75	9554	Ryde	1,000	1,826	1,827		1	0	↓100%	35	19	↓46%	26	17	↓35%	1,580
76	9835, 9836	Ryde	700	1,826	1,827		0	0	-	27	17	↓37%	23	15	↓35%	9,255
77	9580, 9581	Sandgate	1,000	1,826	1,827		1	0	↓100%	24	11	↓54%	23	11	↓52%	1,319
78	9547	South Windsor	1,000	1,826	1,827		0	0	-	23	16	↓30%	15	13	↓13%	1,640
79	9652	Stokers Siding	1,000	1,636	1,827		3	0	↓100%	6	3	↓55%	5	3	↓46%	40
80	9849	Strathfield	1070	1,827	1,827		0	1	↑	45	24	↓47%	36	22	↓39%	5,964
81	9548	Sun Valley	1,000	1,826	1,827		2	0	↓100%	18	4	↓78%	13	3	↓77%	292
82	9568	Tenterfield	1,000	1,826	1,827		2	0	↓100%	9	0	↓100%	6	0	↓100%	1,012
83	9802, 9803	Toongabbie	590	1,826	1,827		0	0	-	9	2	↓78%	8	2	↓75%	1,134
84	9670	Ulmarra	1,000	1,826	776		0	0	-	10	6	↑41%	6	2	↓22%	6,903
85	9538	Valla	1,000	1,826	1,827		1	0	↓100%	8	2	↓75%	6	2	↓67%	102
86	9567	Valla	1,000	1,826	1,827		1	0	↓100%	2	0	↓100%	2	0	↓100%	79
87	9843, 9844	Wahroonga	1,960	1,827	1,827		0	1	↑	73	44	↓40%	53	39	↓26%	13,008
88	9570	Wardell	1,000	1,826	1,827		0	0	-	2	4	↑100%	1	2	↑100%	666
89	9592	Warrawong	1,000	1,826	1,827		0	0	-	15	6	↓60%	11	3	↓73%	877
90	9560	West Pennant Hills	1,000	1,826	1,827		2	0	↓100%	19	6	↓68%	16	6	↓63%	3,657
91	9571	Wollongbar	1,000	1,826	1,827		1	0	↓100%	7	1	↓86%	7	1	↓86%	525
92	9610	Wollongong	620	1,826	1,827		0	0	-	19	9	↓53%	15	8	↓47%	4,243
93	9648	Woodburn	1,000	1,815	1,827		2	0	↓100%	8	1	↓88%	5	1	↓80%	1,733
94	9542	Yagoona	1,000	1,826	1,827		2	0	↓100%	74	49	↓34%	42	33	↓21%	887

Fixed speed camera locations operating in warning mode

For speed camera locations operating in warning mode, warning letters are issued to most motorists detected speeding. If drivers exceed the speed limit by more than 30 km/h, a court attendance notice is issued, and drivers face significant speeding fines. A three-strikes system also applies, where, if a registered operator of a vehicle is issued two warning letters from the one warning mode camera, a speeding fine will be issued for a third offence and any further offences at that location.

Table 18 outlines the location details of all fixed speed camera locations operating in warning mode, while Table 19 provides road trauma and warning letter, speeding fine and court attendance notice statistics for the same camera locations.

Table 18: Location of cameras in warning mode

#	Camera #	Suburb	Location	School zone
1	9530	Clunes	Bangalow Road, between Johnson Road and Flatley Drive	No
2	9604	Epping	Carlingford Road, between Ryde Street and Ward Street	Yes
3	9640	Gordon	Eastern Arterial Road, between Montah Avenue and Nicholson Avenue	No
4	9603	Gymea	President Avenue, between Koorabel Avenue and Gymea Bay Road	Yes
5	9615, 9650	Mosman	Spit Road, between Central Avenue and Parriwi Road	No
6	9642	North Willoughby	Eastern Valley Way, between McClelland Street and Megalong Avenue	No
7	9632	Urunga	Giinagay Way, between Ranger Street and Hillside Drive	No

Table 19: Warning letters and speeding fines for cameras operating in permanent warning mode during 2020

#	Location details		Road trauma			Warning letter issued		Speeding fine issued	Court attendance notice issued		Total speeding fines
	Camera #	Suburb	Fatalities	Serious injuries	Casualty crashes	1st strike	2nd strike	3rd strike	>30 km/h over	>45 km/h over	
1	9530	Clunes	0	1	1	3,958	514	372	186	43	601
2	9604	Epping	0	0	0	3,226	525	275	27	7	309
3	9640	Gordon	0	3	2	471	59	27	3	0	30
4	9603	Gymea	0	0	1	2,566	343	128	41	11	180
5	9615, 9650	Mosman	0	3	6	2,910	394	218	36	18	272
6	9642	North Willoughby	0	3	3	1,295	136	52	9	5	66
7	9632	Urunga	0	0	0	1,498	221	147	62	33	242
			0	10	13	15,924	2,192	1,219	364	117	170

Fixed speed cameras in high-risk tunnels

These cameras were generally installed when the tunnel was constructed, therefore no pre-installation data are available for these high-risk locations. Recommendations are not provided for these high-risk locations. Crash and speeding fine data for 2020 are presented in Table 20.

Table 20: Road trauma and speeding fines for fixed speed cameras in high-risk tunnels during 2020

#	Camera #	Suburb	Road	Fatalities	Serious injuries	Casualty crashes	Speeding fines
1	6216, 6217	Homebush, Ashfield	WestConnex M4 Tunnel	0	0	2	24,313
2	9551, 9552	Kingsgrove, Arncliffe	M5 East Tunnel	0	1	1	18,568
3	9854, 9855	Kingsgrove, St Peters	WestConnex M8 Tunnel*	0	0	0	7,161
4	9655, 9656	Lane Cove North, Artarmon	Lane Cove Tunnel	0	0	1	18,060
5	9635, 9641	Surry Hills, Woolloomooloo	Eastern Distributor Tunnel	0	2	3	24,580
6	9800, 9801	Sydney, Darlinghurst	Cross City Tunnel	0	0	0	6,483
7	9613, 9614	Sydney, North Sydney	Sydney Harbour Tunnel	0	0	2	4,789
8	9852, 9853	West Pennant Hills, Wahroonga	NorthConnex Tunnel**	0	0	1	3,545
				0	3	10	107,499

* Camera location commenced issuing warning letters in August 2020

** Camera location commenced issuing warning letters in November 2020

Comprehensive reviews of fixed speed camera locations

Transport, in conjunction with an independent road safety expert and a community consultation provider are currently completing a program of comprehensive camera reviews of eight locations identified in previous reports. The camera locations were as follows:

- ▶ 9594 – Bomaderry
- ▶ 9612 – Brogo
- ▶ 9596 – Jerrabomberra (listed in previous reviews as Queanbeyan)
- ▶ 9847, 9848 – North Narrabeen (school zone)
- ▶ 9839, 9840 – Rydalmere (school zone)
- ▶ 9652 – Stokers Siding (listed in previous reviews as Burringbar)
- ▶ 9538 – Valla (listed in previous reviews as Hungry Head)
- ▶ 9567 – Valla (listed in previous reviews as Valla Beach)

Depending on the findings of each comprehensive review, the fixed speed camera may be removed, and road safety treatments implemented to address any identified road safety risks. These treatments may involve improved signage, road works, traffic facilities, speed zoning reviews and targeted communications. In 2020, no new camera locations met the criteria for a comprehensive review. Additionally, another camera location 9556, 9557 – Corrimal, was decommissioned in June 2020 when two nearby intersections had red-light speed cameras installed.

Appendix D: Red-light speed camera locations

At the end of 2020, there were 222 red-light speed cameras, operating at 201 intersections around Sydney and across the rest of NSW. Of the 201 intersections, 19 featured two or more cameras operating in different directions.

Summarised data for each individual red-light speed camera location can be found in Table 21 and Table 22. Table 21 contain location details and the review outcome status for 2020. Table 22 contains summarised before and after road trauma data, on which this speed camera review was based.

Table 21: Location details and review status for individual red-light speed camera locations

#	Camera #	Suburb	Intersection	Installed	Review status
1	7211	Adamstown	Park Avenue at Northcott Drive	23/05/2011	Retain
2	7225	Albury	Guinea Street at Young Street	29/05/2020	Insufficient data
3	7287	Alexandria	Collins Street at O’Riordan Street	22/10/2013	Retain
4	7180	Ashfield	Frederick Street at Hume Highway	16/03/2011	Retain
5	7250	Auburn	Chisholm Road at Mona Street	26/02/2013	Retain
6	7300	Auburn	Rawson Street at Station Road	25/07/2014	Retain
7	7336	Auburn	Rawson Street at Northumberland Road	30/09/2016	Insufficient data
8	7112, 7223	Auburn, Lidcombe	Silverwater Road at M4 westbound on/off-ramps	16/07/2010	Retain and monitor
9	7323	Banksmeadow	Foreshore Road at Botany Road	6/07/2016	Insufficient data
10	7155	Bankstown	Meredith Street at Hume Highway	15/12/2010	Retain
11	7248	Bankstown	Stacey Street at Hume Highway	20/04/2013	Retain
12	7272	Bankstown	Edgar Street at Marion Street	27/08/2013	Retain and monitor
13	7149	Bankstown Aerodrome	Newbridge Road at Henry Lawson Drive	9/09/2010	Retain and monitor
14	7348	Bass Hill	Hume Highway at Bass Hill	13/08/2018	Insufficient data
15	7226	Bathurst	Stewart Street at Keppel Street	29/04/2020	Insufficient data
16	7227	Bathurst	Durham Street at Bentinck Street	29/04/2020	Insufficient data

#	Camera #	Suburb	Intersection	Installed	Review status
17	7145, 7146	Baulkham Hills	Windsor Road at Old Northern Road, Seven Hills Road	2/09/2010	Retain
18	7277	Belfield	Burwood Road at Punchbowl Road	22/10/2013	Retain
19	7183	Bexley	Forest Road at Harrow Road	29/06/2011	Retain and monitor
20	7304	Bexley	Harrow Road at Watkin Street	25/07/2014	Retain
21	7136	Blacktown	Prospect Highway at Blacktown Road	28/01/2020	Insufficient data
22	7160	Blacktown	Bungarribee Road at Balmoral Street	13/09/2010	Retain and monitor
23	7168	Blacktown	Great Western Highway at Reservoir Road	15/12/2010	Retain
24	7170	Blacktown	Newton Road at Flushcombe Road	7/10/2010	Retain and monitor
25	7193	Blacktown	Sunnyholt Road at Main Street	11/11/2010	Retain
26	7196	Blacktown	Lancaster Street at Kildare Street	11/11/2010	Retain
27	7310	Blacktown	Third Avenue at Prince Street	25/07/2014	Retain
28	7327	Blacktown	Third Avenue at Richmond Road	28/07/2015	Retain
29	7313	Blakehurst	King Georges Road at Terry Street	27/08/2015	Retain
30	7192	Bondi Junction	Old South Head Road at Bondi Road	27/06/2011	Retain
31	7276	Bradbury	Oxley Street at The Parkway	18/10/2013	Retain
32	7293	Burwood	Railway Parade at Burwood Road	27/08/2015	Retain and monitor
33	7108, 7109	Cabramatta	Cumberland Highway at Cabramatta Road West	24/06/2010	Retain
34	7103, 7104	Campbelltown	Moore Street at Broughton Street	24/06/2010	Retain
35	7110, 7111	Campbelltown	Kellicar Road at Narellan Road	9/05/2011	Retain
36	7167	Campsie	Canterbury Road at Bexley Road	15/10/2010	Retain
37	7246	Campsie	Canterbury Road at Thorncraft Parade	6/04/2013	Retain
38	7159	Canley Heights	Cumberland Highway at St Johns Road	18/12/2009	Retain
39	7324	Canley Heights	Cumberland Highway at Canley Vale Road	8/10/2015	Retain
40	7209	Canley Vale	Sackville Street at Canley Vale Road	8/04/2011	Retain and monitor
41	7150	Castle Hill	Showground Road at Victoria Avenue	29/08/2011	Retain and monitor
42	7309	Castle Hill	Pennant Street at Castle Street	12/08/2014	Retain and monitor

#	Camera #	Suburb	Intersection	Installed	Review status
43	7340	Charlestown	Charlestown Road at Hillsborough Road	20/08/2018	Insufficient data
44	7124, 7125	Chester Hill, Sefton	Waldron Road at Hector Street	23/07/2010	Retain
45	7316	Chippendale	Abercrombie Street at Broadway	24/12/2015	Retain
46	7137	Claremont Meadows	Great Western Highway at Reserve Road	22/05/2020	Insufficient data
47	7344	Coffs Harbour	Pacific Highway at Combine Street	27/08/2018	Insufficient data
48	7343	Coffs Harbour	Pacific Highway at Bray Street	30/07/2018	Insufficient data
49	7252	Concord	Broughton Street at Crane Street	29/03/2013	Retain
50	7129, 7130	Concord, Burwood	Parramatta Road at Burwood Road	6/09/2010	Retain
51	7172	Corrimal	Memorial Drive at Railway Street	24/06/2020	Insufficient data
52	7174	Crows Nest	Pacific Highway at Hume Street	18/04/2011	Retain
53	7275	Croydon Park	Georges River Road at Croydon Avenue	27/08/2013	Retain and monitor
54	7139	Darlinghurst	New South Head Road at McLachlan Avenue	27/08/2010	Retain
55	7296	Darlinghurst	William Street at Crown Street	16/10/2014	Retain
56	7302, 7318	Darlinghurst	Oxford Street at Crown Street	30/09/2014	Retain
57	7312	Dean Park	Richmond Road at M7 southbound on-ramp	27/08/2014	Retain
58	7194	Dee Why	Pittwater Road at Harbord Road	27/06/2011	Retain
59	7330	Drummoyne	Victoria Road at Lyons Road	7/10/2016	Insufficient data
60	7319	Eastern Creek	Great Western Highway at Rooty Hill Road South	8/10/2015	Retain
61	7200	Eastwood	Blaxland Road at May Street	8/04/2011	Retain
62	7301	Eastwood	Rutledge Street at Shaftsbury Road	14/07/2014	Retain
63	7303	Epping	Carlingford Road at Rawson Street	27/08/2014	Retain
64	7298	Ermington	Victoria Road at Spurway Street	27/08/2014	Retain
65	7166	Fairfield	Hamilton Road at The Boulevarde	11/10/2010	Retain
66	7279	Fairfield	The Horsley Drive at Polding Street	26/09/2013	Retain
67	7314	Fairfield	Sackville Street at Hamilton Road	15/01/2016	Insufficient data
68	7219	Figtree	Princes Highway at O'Briens Road	18/04/2011	Retain and monitor

#	Camera #	Suburb	Intersection	Installed	Review status
69	7186	Five Dock	Fairlight Street at Ramsay Road	11/11/2010	Retain and monitor
70	7241	Five Dock	Parramatta Road at Arlington Street	12/04/2013	Retain
71	7311	Glenwood	Old Windsor Road at Sunnyholt Road	16/08/2014	Retain
72	7242	Granville	Parramatta Road at Good Street	26/02/2013	Retain and monitor
73	7138	Greenacre	Waterloo Road at Rawson Road	14/02/2020	Insufficient data
74	7322	Greenacre	Juno Parade at Roberts Road	30/06/2015	Retain
75	7147	Greenfield Park	Smithfield Road at Myrtle Road	15/05/2020	Insufficient data
76	7335	Greystanes	Cumberland Highway at Merrylands Road	15/09/2016	Insufficient data
77	7173	Guildford	Woodville Road at Guildford Road	11/11/2010	Retain and monitor
78	7171	Haberfield	City-West Link Road at Mortley Avenue	15/06/2011	Retain and monitor
79	7210	Haberfield	Parramatta Road at Sloane Street	27/06/2011	Retain
80	7240	Haberfield	Ramsay Street at Wattle Street	26/02/2013	Retain
81	7215	Hamilton	Tudor Street at Beaumont Street	27/06/2011	Retain
82	7212	Hamilton East	Pacific Highway at Parry Street	29/06/2011	Retain
83	7243, 7244	Haymarket	George Street at Pitt Street, Quay Street	22/06/2013	Retain
84	7144	Holroyd	Woodville Road at M4 westbound on-ramp	9/09/2010	Retain and monitor
85	7135	Hoxton Park	Hoxton Park Road at Cowpasture Road	6/09/2019	Insufficient data
86	7204	Hunters Hill	Ryde Road at Pittwater Road	18/03/2011	Retain
87	7208	Kensington	Anzac Parade at Todman Avenue	29/06/2011	Retain
88	7206	Kingsgrove	Bexley Road at William Street	11/04/2011	Retain
89	7278	Kingsgrove	Kingsgrove Road at Forsyth Street	15/11/2013	Retain
90	7320	Kingsgrove	Stoney Creek Road at Patrick Street	19/12/2015	Retain
91	7198	Kirrawee	Acacia Road at President Avenue	27/06/2011	Retain
92	7195	Kogarah Bay	Park Road at Princes Highway	15/06/2011	Retain and monitor
93	7187	Kotara	Charlestown Road at Carnley Avenue	29/11/2019	Insufficient data
94	7271	Lakemba	Punchbowl Road at Wangee Road	18/10/2013	Retain
95	7213	Lambton	Griffiths Road at Turton Road	2/06/2011	Retain

#	Camera #	Suburb	Intersection	Installed	Review status
96	7133	Lane Cove	Fig Tree Street at Centennial Avenue	27/09/2019	Insufficient data
97	7297	Lane Cove	Epping Road at Centennial Avenue	12/08/2014	Retain
98	7127, 7128	Lansdowne, Villawood	Henry Lawson Drive, Woodville Road at Hume Highway	13/08/2010	Retain
99	7251	Leichhardt	City West Link Road at James Street	12/04/2013	Retain
100	7153	Lidcombe	Olympic Drive at Vaughan Street	13/09/2010	Retain
101	7148	Liverpool	Hume Highway at Elizabeth Drive	14/10/2010	Retain
102	7253	Liverpool	Memorial Avenue at Bathurst Street	30/04/2013	Retain
103	7315	Liverpool	Hume Highway at Macquarie Street	30/07/2016	Insufficient data
104	7338	Liverpool	Moore Street at Bathurst Street	6/09/2016	Insufficient data
105	7308	Maroubra	Anzac Parade at Boyce Road	29/08/2014	Retain
106	7202	Marrickville	Sydenham Road at Victoria Road	15/06/2011	Retain
107	7116	Mascot	Wentworth Avenue at Sutherland Street	28/02/2020	Insufficient data
108	7158	Mascot	O’Riordan Street at Gardeners Road	28/10/2010	Retain
109	7190	Mascot	O’Riordan Street at Coward Street	11/04/2011	Retain
110	7214	Mayfield West	Pacific Highway at Maud Street	13/05/2011	Retain
111	7341	Merrylands	Woodville Road at Louis Street	23/07/2018	Insufficient data
112	7299	Merrylands West	Merrylands Road at Sherwood Road	17/10/2014	Retain
113	7126	Miranda	Kingsway at Port Hacking Road	7/07/2010	Retain
114	7178	Moore Park	Anzac Parade at Lang Road	16/03/2011	Retain and monitor
115	7140, 7141	Moore Park, Paddington	Anzac Parade, Flinders Street at Fitzroy Street, Moore Park Road	18/08/2010	Retain
116	7181	Moorebank	Newbridge Road at Stockton Avenue	15/11/2010	Retain
117	7205	Mosman	Military Road at Cowles Road	15/12/2010	Retain
118	7143	Mount Druitt	George Street at Great Western Highway	2/09/2019	Insufficient data
119	7274	Mount Druitt	Great Western Highway at Carlisle Avenue	15/11/2013	Retain
120	7247	Naremburn	Willoughby Road at Chandos Street	26/02/2013	Retain
121	7305	Neutral Bay	Falcon Street at Merlin Street	21/07/2014	Retain
122	7185	North Ryde	Wicks Road at Epping Road	11/11/2010	Retain and monitor

#	Camera #	Suburb	Intersection	Installed	Review status
123	7254, 7269, 7270	North Ryde	Cox's Road at Lane Cove Road	24/04/2013	Retain
124	7182	Northmead	Old Windsor Road at Cumberland Highway	15/12/2010	Retain
125	7283	Northmead	Briens Road at Redbank Road	26/09/2013	Retain and monitor
126	7347	Nowra	Princes Highway at Moss Street	17/09/2018	Insufficient data
127	7151	Paddington	Moore Park Road at Lang Road	20/10/2010	Retain
128	7107	Parramatta	Victoria Road at Church Street	24/06/2010	Retain
129	7249	Parramatta	O'Connell Street at Argyle Street	22/05/2013	Retain and monitor
130	7282	Parramatta	Macquarie Street at Marsden Street	13/02/2014	Retain
131	7333	Parramatta	Great Western Highway at Marsden Street	11/10/2016	Insufficient data
132	7161	Pennant Hills	Pennant Hills Road at Beecroft Road	1/09/2010	Retain
133	7156	Petersham	Parramatta Road at West Street	23/09/2010	Retain
134	7157	Petersham	Gordon Street at New Canterbury Road	15/10/2010	Retain and monitor
135	7142	Plumpton	Jersey Road at Hyatts Road	31/10/2019	Insufficient data
136	7224	Port Macquarie	Gordon Street at Grant Street	27/03/2020	Insufficient data
137	7334	Prospect	Great Western Highway at Clunies Ross Street	30/11/2016	Insufficient data
138	7286	Ramsgate	Rocky Point Road at Ramsgate Road	27/09/2013	Retain
139	7199	Randwick	Avoca Street at Darley Road	21/06/2011	Retain
140	7285	Randwick	Alison Street at Avoca Street	29/11/2013	Retain
141	7207	Redfern	Chalmers Street at Cleveland Street	10/06/2011	Retain
142	7306	Richmond	March Street at East Market Street	27/08/2014	Retain
143	7175	Rockdale	Bestic Street at West Botany Street	11/11/2010	Retain
144	7131, 7132	Rockdale	Princes Highway at Bay Street, The Seven Ways	30/07/2010	Retain
145	7328	Rooty Hill	Woodstock Avenue at M7 northbound off-ramp	28/07/2015	Retain
146	7349	Rooty Hill	Sherbrooke Street at Railway Street	16/07/2018	Insufficient data
147	7169	Roselands	King Georges Road at Moorefields Road	1/10/2010	Retain
148	7152	Rozelle	Wellington Street at Victoria Road	28/09/2010	Retain

#	Camera #	Suburb	Intersection	Installed	Review status
149	7163	Rozelle	Victoria Road at Evans Street	15/10/2010	Retain
150	7203	Ryde	Victoria Road at Devlin Street	27/06/2011	Retain
151	7273	Seven Hills	Abbott Road at Station Road	18/01/2014	Retain and monitor
152	7113	Silverwater	Silverwater Road at M4 eastbound on-ramp	29/06/2010	Retain and monitor
153	7345	Silverwater	Silverwater Road at Holker Street	3/07/2018	Insufficient data
154	7201	Smithfield	Victoria Street at Hassall Street	11/11/2010	Retain
155	7280	Smithfield	Cumberland Highway at The Horsley Drive	29/11/2013	Retain
156	7281	Smithfield	The Horsley Drive at Gipps Street	27/08/2013	Retain
157	7337	Smithfield	Polding Street at The Boulevard	18/11/2016	Insufficient data
158	7191	South Penrith	Parker Street at Jamison Road	11/11/2010	Retain
159	7179	South Wentworthville	Cumberland Highway at Old Prospect Road	7/04/2011	Retain
160	7291, 7292	Spring Hill	Springhill Road at Masters Road	14/12/2013	Retain
161	7284	St Marys	Mamre Road at Saddington Street	26/09/2013	Retain
162	7122, 7123	St Marys	Great Western Highway at Charles Hackett Drive, Pages Road	8/07/2010	Retain
163	7317	St Peters	Princes Highway at Sydney Park Road	8/10/2015	Retain
164	7154	Strathfield	Arthur Street at Centenary Drive	27/10/2010	Retain
165	7105	Surry Hills	Cleveland Street at South Dowling Street	30/06/2010	Retain
166	7329	Surry Hills	Foveaux Street at Crown Street	28/10/2016	Insufficient data
167	7332	Surry Hills	Crown Street at Albion Street	28/10/2016	Insufficient data
168	7120, 7121	Surry Hills	South Dowling Street at Fitzroy Street	30/06/2010	Retain
169	7295	Sydney	Elizabeth Street at Park Street	30/09/2014	Retain
170	7326	Sydney Olympic Park	Homebush Bay Drive at M4 eastbound on-ramp	13/04/2016	Insufficient data
171	7177	Thornleigh	Pennant Hills Road at Parkes Street	15/12/2010	Retain and monitor
172	7346	Towradgi	Memorial Drive at Towradgi Road	24/06/2020	Insufficient data
173	7197	Tweed Heads South	Minjungbal Drive at Rivendell Drive	29/11/2019	Insufficient data

#	Camera #	Suburb	Intersection	Installed	Review status
174	7189	Tweed Heads West	Gold Coast Highway at Cordyline Drive	10/12/2019	Insufficient data
175	7188	Ultimo	Wattle Street at William Henry Street	10/06/2011	Retain and monitor
176	7217	Unanderra	Princes Highway at Five Islands Road	12/04/2011	Retain
177	7307	Waitara	Pacific Highway at Romsey Street	30/09/2014	Retain
178	7289	Wallsend	Thomas Street at Metcalfe Street	26/09/2013	Retain and monitor
179	7290	Warrawong	King Street at Cowper Street	22/10/2013	Retain and monitor
180	7176	Warwick Farm	Hume Highway at Bigge Street	15/11/2010	Retain
181	7342	Warwick Farm	Hume Highway at Mannix Parade	3/07/2018	Insufficient data
182	7331	Waterloo	McEvoy Street at Elizabeth Street	30/11/2016	Insufficient data
183	7101, 7102	Waterloo, Alexandria	McEvoy Street at Botany Road	30/06/2010	Retain and monitor
184	7164	Wentworthville	Great Western Highway at Station Street	27/09/2010	Retain and monitor
185	7165	West Pennant Hills	Pennant Hills Road at Eaton Road	26/08/2010	Retain
186	7184	West Pymble	Ryde Road at Lady Game Drive	15/12/2010	Retain and monitor
187	7118, 7119	Westmead, Merrylands	Great Western Highway at Coleman Street, Hawkesbury Road	1/07/2010	Retain and monitor
188	7117	Wiley Park	Lakemba Street at King Georges Road	28/01/2020	Insufficient data
189	7245	Wiley Park	The Boulevarde at King Georges Road	29/03/2013	Retain and monitor
190	7114, 7115	Wiley Park, Roselands	Canterbury Road at King Georges Road	29/06/2010	Retain
191	7220	Windang	Windang Road at Boronia Avenue	27/05/2011	Retain and monitor
192	7325	Windsor	Macquarie Street at Hawkesbury Valley Way	30/06/2015	Retain
193	7216	Wollongong	Gladstone Avenue at Princes Highway	14/06/2011	Retain
194	7218	Wollongong	Corrimal Street at Burelli Street	19/04/2011	Retain
195	7288	Woollahra	Queen Street at Ocean Street	18/10/2013	Retain
196	7134	Woolloomooloo	Bourke Street at William Street	25/10/2019	Insufficient data

#	Camera #	Suburb	Intersection	Installed	Review status
197	7162	Woolooware	The Kingsway at Gannons Road	29/09/2010	Retain
198	7228, 7229	Woolooware	Captain Cook Drive at Foreshore Boulevard	31/05/2019	Insufficient data
199	7294	Yagoona	Rookwood Road at Bruncker Road	25/07/2014	Retain
200	7321	Yagoona	Rookwood Road at Muir Road	28/07/2015	Retain
201	7106	Zetland	Bourke Street at Botany Road	30/06/2010	Retain and monitor

Table 22: Summarised before and after road trauma and speeding fines (2020) for individual red-light speed camera locations

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
1	7211	Adamstown	1,826	1,827	0	0	-	4	0	↓100%	27	0	↓100%	4	0	↓100%	1	0	↓100%	73
2	7225	Albury	1,826	217	0	0	-	0	0	-	1	0	↓100%	0	0	-	0	0	-	931
3	7287	Alexandria	1,826	1,827	0	0	-	1	0	↓100%	11	4	↓64%	1	0	↓100%	0	0	-	182
4	7180	Ashfield	1,826	1,827	0	0	-	2	1	↓50%	15	13	↓13%	2	1	↓50%	0	1	↑	158
5	7250	Auburn	1,827	1,827	0	0	-	1	0	↓100%	20	4	↓80%	1	0	↓100%	0	0	-	35
6	7300	Auburn	1,826	1,827	0	0	-	8	0	↓100%	23	6	↓74%	7	0	↓100%	9	0	↓100%	223
7	7336	Auburn	1,827	1,554	0	0	-	5	1	↓76%	10	4	↓53%	5	1	↓76%	5	1	↓76%	1,120
8	7112, 7223	Auburn, Lidcombe	1,826	1,827	0	0	-	1	3	↑200%	35	18	↓49%	1	3	↑200%	0	0	-	100
9	7323	Banksmeadow	1,827	1,640	0	0	-	1	2	↑123%	10	11	↑23%	1	2	↑123%	0	0	-	1,716
10	7155	Bankstown	1,826	1,827	0	0	-	6	4	↓33%	25	13	↓48%	6	4	↓33%	2	1	↓50%	0
11	7248	Bankstown	1,827	1,827	0	0	-	2	2	-	26	16	↓38%	2	2	-	0	0	-	196
12	7272	Bankstown	1,826	1,827	0	0	-	1	4	↑300%	25	18	↓28%	1	3	↑200%	0	0	-	1
13	7149	Bankstown Aerodrome	1,826	1,827	0	0	-	1	3	↑200%	16	36	↑125%	1	2	↑100%	1	0	↓100%	149
14	7348	Bass Hill	1,826	872	0	0	-	3	0	↓100%	16	2	↓74%	2	0	↓100%	1	0	↓100%	240
15	7226	Bathurst	1,826	247	0	0	-	1	0	↓100%	10	3	↑122%	1	0	↓100%	0	0	-	620
16	7227	Bathurst	1,826	247	0	0	-	0	0	-	5	0	↓100%	0	0	-	0	0	-	1,992
17	7145, 7146	Baulkham Hills	1,826	1,827	1	0	↓100%	3	2	↓33	28	13	↓54%	4	2	↓50%	1	1	-	496
18	7277	Belfield	1,826	1,827	0	0	-	1	0	↓100%	27	10	↓63%	1	0	↓100%	7	0	↓100%	64
19	7183	Bexley	1,826	1,827	0	0	-	1	2	↑100%	19	17	↓11%	1	2	↑100%	1	1	-	34
20	7304	Bexley	1,826	1,827	0	0	-	5	1	↓80%	27	11	↓59%	5	1	↓80%	2	0	↓100%	40
21	7136	Blacktown	1,826	339	0	0	-	2	0	↓100%	9	0	↓100%	1	0	↓100%	0	0	-	10,633
22	7160	Blacktown	1,826	1,827	0	0	-	1	3	↑200%	26	19	↓27%	1	3	↑200%	0	0	-	133
23	7168	Blacktown	1,826	1,827	0	0	-	2	1	↓50%	27	7	↓74%	2	1	↓50%	0	0	-	35
24	7170	Blacktown	1,826	1,827	0	0	-	0	1	↑	14	6	↓57%	0	1	↑	1	0	↓100%	1,121
25	7193	Blacktown	1,826	1,827	0	0	-	5	0	↓100%	17	7	↓59%	5	0	↓100%	8	0	↓100%	135
26	7196	Blacktown	1,826	1,827	0	0	-	1	0	↓100%	16	9	↓44%	1	0	↓100%	2	0	↓100%	142
27	7310	Blacktown	1,826	1,827	0	0	-	3	1	↓67%	34	7	↓79%	3	1	↓67%	9	0	↓100%	793
28	7327	Blacktown	1,826	1,827	0	0	-	3	2	↓33%	18	7	↓61%	3	2	↓33%	8	0	↓100%	289
29	7313	Blakehurst	1,826	1,827	0	0	-	4	1	↓75%	19	8	↓58%	3	1	↓67%	3	0	↓100%	456
30	7192	Bondi Junction	1,826	1,827	0	0	-	2	0	↓100%	14	6	↓57%	2	0	↓100%	2	1	↓50%	32
31	7276	Bradbury	1,826	1,827	0	0	-	2	2	-	9	8	↓11%	2	2	-	0	0	-	416
32	7293	Burwood	1,826	1,827	0	0	-	0	1	↑	12	6	↓50%	0	1	↑	6	3	↓50%	203
33	7108, 7109	Cabramatta	1,826	1,827	0	0	-	9	2	↓78%	36	23	↓36%	9	2	↓78%	2	0	↓100%	179
34	7103, 7104	Campbelltown	1,826	1,827	1	0	↓100%	4	5	↑25%	41	9	↓78%	5	5	-	0	0	-	1,433

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
35	7110, 7111	Campbelltown	1,826	1,827	0	0	-	2	2	-	50	13	↓74%	2	1	↓50%	6	0	↓100%	103
36	7167	Campsie	1,826	1,827	0	0	-	6	2	↓67%	27	16	↓41%	3	2	↓33%	1	0	↓100%	75
37	7246	Campsie	1,827	1,827	0	0	-	3	0	↓100%	24	10	↓58%	3	0	↓100%	3	0	↓100%	446
38	7159	Canley Heights	1,826	1,827	0	0	-	4	0	↓100%	35	11	↓69%	4	0	↓100%	0	0	-	174
39	7324	Canley Heights	1,826	1,827	0	0	-	1	1	-	17	17	-	1	1	-	1	0	↓100%	752
40	7209	Canley Vale	1,826	1,827	0	0	-	1	3	↑200%	10	15	↑50%	1	3	↑200%	0	0	-	113
41	7150	Castle Hill	1,826	1,827	0	0	-	0	3	↑	7	13	↑86%	0	3	↑	0	0	-	1,371
42	7309	Castle Hill	1,826	1,827	0	0	-	1	3	↑200%	14	7	↓50%	1	3	↑200%	0	4	↑	148
43	7340	Charlestown	1,826	865	0	0	-	1	0	↓100%	10	5	↑6%	1	0	↓100%	0	0	-	1,940
44	7124, 7125	Chester Hill, Sefton	1,826	1,827	0	0	-	5	6	↑20%	25	19	↓24%	5	5	-	1	0	↓100%	106
45	7316	Chippendale	1,826	1,827	0	1	↑	5	1	↓80%	21	7	↓67%	4	2	↓50%	2	0	↓100%	515
46	7137	Claremont Meadows	1,826	224	0	0	-	1	1	↑716%	12	2	↑36%	1	1	↑716%	0	0	-	131
47	7344	Coffs Harbour	1,826	858	0	0	-	1	2	↑326%	7	7	↑113%	1	2	↑326%	0	0	-	838
48	7343	Coffs Harbour	1,826	886	0	0	-	5	3	↑24%	10	7	↑44%	4	3	↑55%	1	0	↓100%	918
49	7252	Concord	1,827	1,827	0	0	-	2	1	↓50%	23	6	↓74%	2	1	↓50%	0	0	-	92
50	7129, 7130	Concord, Burwood	1,826	1,827	0	0	-	4	1	↓75%	21	17	↓19%	3	1	↓67%	3	3	-	1,322
51	7172	Corrimal	1,827	191	0	0	-	2	0	↓100%	8	1	↑20%	2	0	↓100%	0	0	-	298
52	7174	Crows Nest	1,826	1,827	1	0	↓100%	1	0	↓100%	7	4	↓43%	2	0	↓100%	3	1	↓67%	697
53	7275	Croydon Park	1,826	1,827	0	0	-	2	5	↑150%	13	11	↓15%	2	5	↑150%	3	3	-	171
54	7139	Darlinghurst	1,826	1,827	0	0	-	5	1	↓80%	70	11	↓84%	5	1	↓80%	0	1	↑	4,158
55	7296	Darlinghurst	1,826	1,827	0	0	-	3	1	↓67%	16	6	↓63%	3	1	↓67%	2	1	↓50%	3,261
56	7302, 7318	Darlinghurst	1,826	1,827	0	0	-	7	4	↓43%	30	17	↓43%	7	4	↓43%	15	4	↓73%	35,464
57	7312	Dean Park	1,826	1,827	0	0	-	1	0	↓100%	17	4	↓77%	1	0	↓100%	0	0	-	0
58	7194	Dee Why	1,826	1,827	0	0	-	2	2	-	14	9	↓36%	2	2	-	0	0	-	576
59	7330	Drummoyne	1,827	1,547	0	0	-	5	0	↓100%	17	12	↓17%	5	0	↓100%	10	4	↓53%	838
60	7319	Eastern Creek	1,826	1,827	0	0	-	4	2	↓50%	25	17	↓32%	4	2	↓50%	0	0	-	242
61	7200	Eastwood	1,826	1,827	0	0	-	2	1	↓50%	19	5	↓74%	2	1	↓50%	2	0	↓100%	1,181
62	7301	Eastwood	1,826	1,827	1	0	↓100%	5	0	↓100%	14	5	↓64%	4	0	↓100%	2	1	↓50%	2,281
63	7303	Epping	1,826	1,827	0	0	-	3	1	↓67%	15	3	↓80%	3	1	↓67%	5	1	↓80%	23
64	7298	Ermington	1,826	1,827	0	0	-	3	3	-	20	15	↓25%	3	3	-	3	2	↓33%	42
65	7166	Fairfield	1,826	1,827	0	0	-	2	2	-	29	8	↓72%	2	1	↓50%	1	0	↓100%	203
66	7279	Fairfield	1,826	1,827	0	0	-	4	3	↓25%	37	18	↓51%	4	3	↓25%	1	0	↓100%	473
67	7314	Fairfield	1,826	1,813	0	0	-	4	0	↓100%	26	5	↓81%	4	0	↓100%	2	0	↓100%	12
68	7219	Figtree	1,826	1,827	0	0	-	0	2	↑	8	6	↓25%	0	2	↑	0	0	-	350
69	7186	Five Dock	1,826	1,827	0	0	-	2	4	↑100%	21	16	↓24%	2	4	↑100%	2	2	-	0

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
70	7241	Five Dock	1,827	1,827	0	0	-	0	0	-	14	2	↓86%	0	0	-	2	0	↓100%	725
71	7311	Glenwood	1,826	1,827	0	0	-	3	3	-	24	15	↓38%	3	3	-	0	1	↑	169
72	7242	Granville	1,827	1,827	0	0	-	1	4	↑300%	16	24	↑50%	1	4	↑300%	0	0	-	753
73	7138	Greenacre	1,826	322	0	0	-	9	0	↓100%	17	0	↓100%	4	0	↓100%	1	0	↓100%	167
74	7322	Greenacre	1,826	1,827	0	0	-	3	0	↓100%	25	7	↓72%	3	0	↓100%	0	0	-	123
75	7147	Greenfield Park	1,826	231	0	0	-	2	0	↓100%	9	0	↓100%	1	0	↓100%	0	0	-	1,904
76	7335	Greystanes	1,827	1,569	0	1	↑	6	1	↓81%	44	19	↓50%	6	2	↓61%	0	0	-	234
77	7173	Guildford	1,826	1,827	0	0	-	0	4	↑	30	29	↓3%	0	4	↑	2	0	↓100%	125
78	7171	Haberfield	1,826	1,827	0	0	-	1	2	↑100%	16	7	↓56%	1	2	↑100%	1	0	↓100%	1,180
79	7210	Haberfield	1,826	1,827	0	0	-	1	1	-	7	8	↑14%	1	1	-	1	1	-	3,464
80	7240	Haberfield	1,827	1,827	0	0	-	2	2	-	22	15	↓32%	2	2	-	0	0	-	22
81	7215	Hamilton	1,826	1,827	0	0	-	0	0	-	7	0	↓100%	0	0	-	1	0	↓100%	169
82	7212	Hamilton East	1,826	1,827	0	0	-	2	1	↓50%	15	7	↓53%	2	1	↓50%	0	0	-	272
83	7243, 7244	Haymarket	1,826	1,827	0	0	-	5	1	↓80%	39	11	↓72%	5	1	↓80%	15	4	↓73%	1,266
84	7144	Holroyd	1,826	1,827	0	0	-	1	2	↑100%	36	19	↓47%	1	2	↑100%	1	0	↓100%	328
85	7135	Hoxton Park	1,826	483	0	0	-	3	1	↑26%	20	3	↓43%	2	1	↑89%	0	0	-	106
86	7204	Hunters Hill	1,826	1,827	0	0	-	2	0	↓100%	14	2	↓86%	2	0	↓100%	0	0	-	93
87	7208	Kensington	1,826	1,827	0	0	-	0	0	-	16	7	↓56%	0	0	-	4	0	↓100%	1,610
88	7206	Kingsgrove	1,826	1,827	0	0	-	4	2	↓50%	21	9	↓57%	4	2	↓50%	0	0	-	654
89	7278	Kingsgrove	1,826	1,827	0	0	-	2	0	↓100%	14	5	↓64%	2	0	↓100%	1	0	↓100%	419
90	7320	Kingsgrove	1,826	1,827	1	0	↓100%	3	0	↓100%	12	4	↓67%	3	0	↓100%	0	0	-	261
91	7198	Kirrawee	1,826	1,827	0	0	-	2	2	-	17	11	↓35%	2	2	-	2	1	↓50%	162
92	7195	Kogarah Bay	1,826	1,827	0	0	-	1	2	↑100%	17	16	↓6%	1	2	↑100%	0	0	-	8
93	7187	Kotara	1,826	399	0	0	-	4	1	↑14%	18	4	↑2%	4	1	↑14%	0	0	-	3,549
94	7271	Lakemba	1,826	1,827	0	0	-	5	1	↓80%	21	9	↓57%	3	1	↓67%	0	1	↑	433
95	7213	Lambton	1,826	1,827	0	0	-	3	1	↓67%	27	8	↓70%	3	1	↓67%	1	0	↓100%	11,001
96	7133	Lane Cove	1,826	462	2	0	↓100%	1	1	↑295%	10	3	↑19%	2	1	↑98%	0	0	-	0
97	7297	Lane Cove	1,826	1,827	0	0	-	5	4	↓20%	15	16	↑7%	4	4	-	0	0	-	972
98	7127, 7128	Lansdowne, Villawood	1,826	1,827	0	0	-	3	3	-	41	34	↓17%	3	3	-	2	1	↓50%	757
99	7251	Leichhardt	1,827	1,827	0	0	-	4	1	↓75%	39	13	↓67%	3	1	↓67%	0	0	-	988
100	7153	Lidcombe	1,826	1,827	0	0	-	4	3	↓25%	26	18	↓31%	4	3	↓25%	2	0	↓100%	120
101	7148	Liverpool	1,826	1,827	0	0	-	4	2	↓50%	28	21	↓25%	4	2	↓50%	1	0	↓100%	1,225
102	7253	Liverpool	1,827	1,827	0	0	-	5	3	↓40%	31	14	↓55%	5	3	↓40%	2	1	↓50%	289
103	7315	Liverpool	1,827	1,616	0	0	-	4	6	↑70%	33	28	↓4%	4	6	↑70%	2	0	↓100%	849
104	7338	Liverpool	1,827	1,578	0	0	-	4	1	↓71%	16	4	↓71%	4	1	↓71%	6	0	↓100%	16

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
105	7308	Maroubra	1,826	1,827	0	0	-	0	0	-	5	0	↓100%	0	0	-	0	0	-	102
106	7202	Marrickville	1,826	1,827	0	0	-	1	1	-	15	10	↓33%	1	1	-	2	2	-	43
107	7116	Mascot	1,826	308	0	0	-	1	0	↓100%	6	0	↓100%	1	0	↓100%	0	0	-	4,604
108	7158	Mascot	1,826	1,827	0	0	-	6	3	↓50%	33	19	↓42%	6	3	↓50%	1	0	↓100%	136
109	7190	Mascot	1,826	1,827	0	0	-	2	1	↓50%	18	5	↓72%	2	1	↓50%	1	0	↓100%	3,870
110	7214	Mayfield West	1,826	1,827	0	0	-	1	0	↓100%	10	7	↓30%	1	0	↓100%	1	0	↓100%	670
111	7341	Merrylands	1,826	893	0	0	-	4	0	↓100%	29	10	↓29%	4	0	↓100%	0	0	-	84
112	7299	Merrylands West	1,826	1,827	0	0	-	5	0	↓100%	37	14	↓62%	5	0	↓100%	0	0	-	62
113	7126	Miranda	1,826	1,827	0	0	-	2	0	↓100%	37	5	↓86%	2	0	↓100%	3	0	↓100%	95
114	7178	Moore Park	1,826	1,827	0	0	-	0	4	↑	15	12	↓20%	0	4	↑	1	0	↓100%	614
115	7140, 7141	Moore Park, Paddington	1,826	1,827	0	0	-	7	1	↓86%	24	22	↓8%	6	1	↓83%	1	1	-	220
116	7181	Moorebank	1,826	1,827	0	0	-	4	2	↓50%	24	16	↓33%	4	2	↓50%	0	0	-	400
117	7205	Mosman	1,826	1,827	0	0	-	1	0	↓100%	11	2	↓82%	1	0	↓100%	1	1	-	1,043
118	7143	Mount Druitt	1,826	487	0	0	-	3	1	↑25%	11	1	↓66%	3	1	↑25%	1	0	↓100%	5
119	7274	Mount Druitt	1,826	1,827	0	0	-	4	5	↑25%	23	20	↓13%	3	3	-	0	0	-	23
120	7247	Naremburn	1,827	1,827	0	0	-	2	0	↓100%	15	2	↓87%	2	0	↓100%	1	0	↓100%	227
121	7305	Neutral Bay	1,826	1,827	0	0	-	4	2	↓50%	31	14	↓55%	4	2	↓50%	0	0	-	1,249
122	7185	North Ryde	1,826	1,827	0	0	-	1	3	↑200%	16	18	↑13%	1	3	↑200%	0	0	-	12
123	7254, 7269, 7270	North Ryde	1,827	1,827	0	0	-	3	2	↓33%	9	8	↓11%	3	2	↓33%	3	0	↓100%	7,236
124	7182	Northmead	1,826	1,827	0	0	-	4	2	↓50%	16	14	↓13%	3	2	↓33%	0	0	-	1,152
125	7283	Northmead	1,826	1,827	0	0	-	2	5	↑150%	21	18	↓14%	2	5	↑150%	0	1	↑	283
126	7347	Nowra	1,826	837	0	0	-	1	0	↓100%	19	0	↓100%	1	0	↓100%	1	0	↓100%	5,014
127	7151	Paddington	1,826	1,827	0	0	-	4	1	↓75%	7	5	↓29%	4	1	↓75%	2	0	↓100%	6,784
128	7107	Parramatta	1,826	1,827	0	0	-	3	1	↓67%	37	12	↓68%	3	1	↓67%	3	1	↓67%	12
129	7249	Parramatta	1,827	1,827	0	0	-	0	1	↑	20	3	↓85%	0	1	↑	1	0	↓100%	314
130	7282	Parramatta	1,826	1,827	0	0	-	2	0	↓100%	7	3	↓57%	2	0	↓100%	2	0	↓100%	165
131	7333	Parramatta	1,827	1,543	0	0	-	3	0	↓100%	18	4	↓74%	3	0	↓100%	1	0	↓100%	191
132	7161	Pennant Hills	1,826	1,827	0	0	-	3	0	↓100%	25	12	↓52%	3	0	↓100%	0	0	-	4,705
133	7156	Petersham	1,826	1,827	0	0	-	1	1	-	21	10	↓52%	1	1	-	1	0	↓100%	890
134	7157	Petersham	1,826	1,827	0	0	-	0	2	↑	10	12	↑20%	0	2	↑	1	1	-	0
135	7142	Plumpton	1,826	428	0	0	-	1	1	↑327%	3	3	↑327%	1	1	↑327%	1	0	↓100%	775
136	7224	Port Macquarie	1,826	280	0	0	-	0	0	-	1	0	↓100%	0	0	-	0	0	-	620
137	7334	Prospect	1,827	1,493	0	0	-	5	3	↓27%	36	12	↓59%	3	3	↑22%	0	0	-	224
138	7286	Ramsgate	1,826	1,827	0	0	-	0	0	-	11	1	↓91%	0	0	-	0	0	-	163
139	7199	Randwick	1,826	1,827	0	0	-	2	2	-	20	8	↓60%	2	2	-	1	0	↓100%	1,198

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
140	7285	Randwick	1,826	1,827	0	0	-	3	0	↓100%	17	7	↓59%	3	0	↓100%	1	1	-	36
141	7207	Redfern	1,826	1,827	0	1	↑	4	3	↓25%	15	12	↓20%	4	4	-	3	5	↑67%	473
142	7306	Richmond	1,826	1,827	0	0	-	1	0	↓100%	8	3	↓63%	1	0	↓100%	0	0	-	13
143	7175	Rockdale	1,826	1,827	0	0	-	7	2	↓71%	30	9	↓70%	5	2	↓60%	0	1	↑	3
144	7131, 7132	Rockdale	1,826	1,827	0	0	-	9	0	↓100%	34	10	↓71%	9	0	↓100%	3	1	↓67%	118
145	7328	Rooty Hill	1,826	1,827	0	0	-	4	1	↓75%	30	2	↓93%	3	1	↓67%	0	0	-	460
146	7349	Rooty Hill	1,826	900	0	0	-	2	1	↑2%	28	8	↓42%	2	1	↑2%	1	0	↓100%	9
147	7169	Roselands	1,826	1,827	0	0	-	2	0	↓100%	22	4	↓82%	2	0	↓100%	0	0	-	2,097
148	7152	Rozelle	1,826	1,827	0	0	-	5	2	↓60%	37	11	↓70%	5	2	↓60%	1	1	-	0
149	7163	Rozelle	1,826	1,827	0	0	-	4	1	↓75%	21	4	↓81%	4	1	↓75%	2	1	↓50%	2,143
150	7203	Ryde	1,826	1,827	0	0	-	1	1	-	17	15	↓12%	1	1	-	0	0	-	264
151	7273	Seven Hills	1,826	1,827	0	0	-	1	2	↑100%	13	9	↓31%	1	2	↑100%	0	1	↑	458
152	7113	Silverwater	1,826	1,827	0	0	-	3	4	↑33%	40	15	↓63%	3	4	↑33%	0	0	-	75
153	7345	Silverwater	1,826	913	0	0	-	6	3	-	17	4	↓53%	5	3	↑20%	0	0	-	749
154	7201	Smithfield	1,826	1,827	0	0	-	4	1	↓75%	16	9	↓44%	3	1	↓67%	0	0	-	268
155	7280	Smithfield	1,826	1,827	0	0	-	2	0	↓100%	30	14	↓53%	2	0	↓100%	1	0	↓100%	675
156	7281	Smithfield	1,826	1,827	0	0	-	3	2	↓33%	22	8	↓64%	3	2	↓33%	0	0	-	216
157	7337	Smithfield	1,827	1,505	0	0	-	9	2	↓73%	45	17	↓54%	9	2	↓73%	1	0	↓100%	109
158	7191	South Penrith	1,826	1,827	0	0	-	1	1	-	21	4	↓81%	1	1	-	1	0	↓100%	0
159	7179	South Wentworthville	1,826	1,827	0	0	-	4	4	-	25	14	↓44%	3	3	-	1	1	-	21
160	7291, 7292	Spring Hill	1,826	1,827	0	0	-	3	0	↓100%	20	9	↓55%	3	0	↓100%	0	0	-	307
161	7284	St Marys	1,826	1,827	0	0	-	2	1	↓50%	22	7	↓68%	1	1	-	0	0	-	2,641
162	7122, 7123	St Marys	1,826	1,827	2	0	↓100%	3	2	↓33%	36	13	↓64%	4	2	↓50%	1	0	↓100%	4,141
163	7317	St Peters	1,826	1,827	1	0	↓100%	2	0	↓100%	6	4	↓33%	3	0	↓100%	1	0	↓100%	72
164	7154	Strathfield	1,826	1,827	1	0	↓100%	11	1	↓91%	39	22	↓44%	8	1	↓88%	0	1	↑	37
165	7105	Surry Hills	1,826	1,827	1	0	↓100%	3	3	-	39	13	↓67%	4	3	↓25%	0	0	-	281
166	7329	Surry Hills	1,827	1,526	0	0	-	3	0	↓100%	13	0	↓100%	3	0	↓100%	5	0	↓100%	5,743
167	7332	Surry Hills	1,827	1,526	0	0	-	5	1	↓76%	11	1	↓89%	3	1	↓60%	1	1	↑20%	436
168	7120, 7121	Surry Hills	1,826	1,827	0	0	-	12	0	↓100%	59	6	↓90%	10	0	↓100%	2	0	↓100%	326
169	7295	Sydney	1,826	1,827	0	0	-	6	2	↓67%	30	14	↓53%	6	2	↓67%	9	9	-	6,287
170	7326	Sydney Olympic Park	1,826	1,724	0	0	-	0	0	-	13	7	↓43%	0	0	-	0	0	-	1,388
171	7177	Thornleigh	1,826	1,827	0	0	-	0	2	↑	17	15	↓12%	0	2	↑	0	1	↑	625
172	7346	Towradgi	1,827	191	0	0	-	2	0	↓100%	13	3	↑121%	2	0	↓100%	0	0	-	291
173	7197	Tweed Heads South	1,826	399	0	0	-	1	0	↓100%	7	0	↓100%	1	0	↓100%	1	0	↓100%	5,358
174	7189	Tweed Heads West	1,826	388	0	0	-	6	1	↓22%	19	3	↓26%	5	1	↓6%	0	0	-	14,643

#	Camera #	Suburb	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Ped. casualties			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
175	7188	Ultimo	1,826	1,827	0	0	-	0	1	↑	20	5	↓75%	0	1	↑	0	1	↑	1,771
176	7217	Unanderra	1,826	1,827	0	0	-	1	1	-	24	10	↓58%	1	1	-	0	0	-	483
177	7307	Waitara	1,826	1,827	0	0	-	1	1	-	7	2	↓71%	1	1	-	1	0	↓100%	2,772
178	7289	Wallsend	1,826	1,827	0	0	-	1	2	↑100%	15	12	↓20%	1	2	↑100%	0	0	-	2,216
179	7290	Warrawong	1,826	1,827	0	0	-	1	2	↑100%	16	7	↓56%	1	2	↑100%	1	2	↑100%	726
180	7176	Warwick Farm	1,826	1,827	0	0	-	7	1	↓86%	34	11	↓68%	7	1	↓86%	1	0	↓100%	550
181	7342	Warwick Farm	1,826	913	0	0	-	3	0	↓100%	11	6	↑9%	3	0	↓100%	1	0	↓100%	486
182	7331	Waterloo	1,827	1,493	0	0	-	4	4	↑22%	24	9	↓54%	4	4	↑22%	2	1	↓39%	20
183	7101, 7102	Waterloo, Alexandria	1,826	1,827	2	0	↓100%	1	6	↑500%	26	14	↓46%	2	6	↑200%	6	2	↓67%	371
184	7164	Wentworthville	1,826	1,827	0	0	-	0	2	↑	18	11	↓39%	0	2	↑	0	1	↑	69
185	7165	West Pennant Hills	1,826	1,827	1	0	↓100%	3	3	-	13	11	↓15%	4	3	↓25%	0	0	-	45
186	7184	West Pymble	1,826	1,827	0	0	-	1	2	↑100%	20	9	↓55%	1	2	↑100%	0	0	-	5,793
187	7118, 7119	Westmead, Merrylands	1,826	1,827	0	0	-	5	7	↑40%	28	27	↓4%	5	6	↑20%	0	0	-	1,789
188	7117	Wiley Park	1,826	339	1	0	↓100%	6	0	↓100%	16	2	↓33%	7	0	↓100%	5	1	↑8%	4
189	7245	Wiley Park	1,827	1,827	0	0	-	2	6	↑200%	28	17	↓39%	2	5	↑150%	2	1	↓50%	160
190	7114, 7115	Wiley Park, Roselands	1,826	1,827	0	0	-	3	6	↑100%	31	27	↓13%	3	3	-	0	0	-	417
191	7220	Windang	1,826	1,827	0	0	-	1	2	↑100%	7	9	↑29%	1	2	↑100%	3	0	↓100%	3,781
192	7325	Windsor	1,826	1,827	0	0	-	8	2	↓75%	26	13	↓50%	7	2	↓71%	0	0	-	209
193	7216	Wollongong	1,826	1,827	0	0	-	3	2	↓33%	22	9	↓59%	2	2	-	3	1	↓67%	0
194	7218	Wollongong	1,826	1,827	0	0	-	1	1	-	23	4	↓83%	1	1	-	2	0	↓100%	156
195	7288	Woollahra	1,826	1,827	0	0	-	1	1	-	11	5	↓55%	1	1	-	0	1	↑	34
196	7134	Woolloomooloo	1,826	434	2	0	↓100%	0	2	↑	10	4	↑68%	2	2	↑321%	3	1	↑40%	0
197	7162	Woolooware	1,826	1,827	0	0	-	6	0	↓100%	33	7	↓79%	5	0	↓100%	3	0	↓100%	118
198	7228, 7229	Woolooware	1,826	581	0	0	-	2	0	↓100%	4	1	↓21%	1	0	↓100%	0	0	-	628
199	7294	Yagoona	1,826	1,827	0	0	-	3	3	-	24	16	↓33%	3	3	-	0	0	-	680
200	7321	Yagoona	1,826	1,827	0	0	-	1	0	↓100%	14	7	↓50%	1	0	↓100%	0	0	-	286
201	7106	Zetland	1,826	1,827	0	0	-	3	4	↑33%	53	14	↓74%	3	4	↑33%	3	2	↓33%	914

Appendix E: Average speed camera locations

The average speed camera program only targets heavy vehicles.

The program included 29 enforcement lengths ranging from 4–94km and included most major NSW highways. Summarised data for 25 of the average speed camera locations can be found in Table 23 and Table 24. Table 23 contains location details and the review outcome status for 2020. Table 24 contains summarised before and after road trauma data on which this review was based.

Four of the average speed camera locations were installed at high-risk tunnel locations. These cameras were generally installed when the tunnel was constructed, therefore no pre-installation data are available.

Table 23: Location details and review status for individual average speed camera locations

#	Road	Location	Installed	Review status
1	Pacific Highway	Between Harwood and New Italy	31/03/2010	Retain
2	Great Western Highway	Between Meadow Flat and Raglan	31/05/2010	Retain
3	Federal Highway	Between Goulburn and Collector	30/05/2011	Retain
4	Blackwall Drive	Between Woodburn and Wardell	28/06/2011	Retain
5	Mitchell Highway	Between Molong and Cundumbul	5/08/2011	Retain
6	Pacific Highway	Between Nabic and Taree	5/08/2011	Retain
7	Hume Highway	Between Coolac and Yass	26/08/2011	Retain
8	Hume Highway	Between Gundagai and Coolac	26/08/2011	Retain
9	Monaro Highway	Between Bredbo and Cooma	17/09/2011	Retain
10	Gwydir Highway	Between Glen Innes and Inverell	25/10/2011	Retain
11	Oxley Highway	Between Gunnedah and Tamworth	30/11/2011	Retain and monitor
12	Pacific Highway	Between Port Macquarie and Kempsey	14/12/2011	Retain and monitor
13	New England Highway	Between Muswellbrook and Aberdeen	16/12/2011	Retain
14	New England Highway	Between Muswellbrook and Singleton	20/12/2011	Retain and monitor
15	Newell Highway	Between Eumungerie and Gilgandra	22/12/2011	Retain
16	Newell Highway	Between Peak Hill and Tomingley	22/12/2011	Retain
17	Golden Highway	Between Sandy Hollow to Merriwa	1/03/2012	Retain
18	Pacific Highway	Between Kew and Port Macquarie	17/08/2012	Retain
19	Pacific Highway	Between Urunga and Valla	29/09/2012	Retain

#	Road	Location	Installed	Review status
20	Picton Road	Between Wilton and Cataract	17/10/2012	Retain
21	Newell Highway	Between Forbes and West Wyalong	22/03/2013	Retain
22	Mount Ousley Road	Between Bulli and Gwynneville	28/01/2014	Retain
23	Pacific Highway	Between Ballina and Wardell	5/02/2014	Retain
24	Pacific Highway, Blackwall Drive	Between Tyndale and Harwood	5/02/2014	Retain and monitor
25	Great Western Highway	Between Mt Victoria and Lithgow	19/01/2015	Retain

Table 24: Summarised before and after road trauma and speeding fines (2020) for individual average speed camera locations

#	Road	Analysis length (km)	Days		Fatalities			Serious injuries			Injuries			FSI crashes			Casualty crashes			Speeding fines (2020)
			Bef.	Aft.	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	Bef.	Aft.	↑/↓	
1	Pacific Highway	35	1,826	1,827	4	0	↓100%	6	5	↓17%	20	19	↓5%	7	4	↓43%	18	15	↓17%	0
2	Great Western Highway	26	1,826	1,827	2	0	↓100%	1	1	-	13	4	↓69%	2	1	↓50%	11	4	↓64%	0
3	Federal Highway	20	1,826	1,827	0	1	↑	1	0	↓100%	2	0	↓100%	1	1	-	2	1	↓50%	220
4	Blackwall Drive	18	1,826	1,827	4	1	↓75%	7	3	↓57%	19	11	↓42%	9	4	↓56%	17	8	↓53%	8
5	Mitchell Highway	28	1,826	1,827	0	0	-	3	3	-	5	7	↑40%	2	3	↑50%	3	3	-	2
6	Pacific Highway	17	1,826	1,827	1	0	↓100%	3	2	↓33%	10	8	↓20%	3	2	↓33%	8	7	↓13%	193
7	Hume Highway	72	1,826	1,827	2	4	↑100%	3	1	↓67%	23	12	↓48%	5	5	-	17	12	↓29%	78
8	Hume Highway	16	1,826	1,827	1	0	↓100%	5	2	↓60%	7	3	↓57%	5	2	↓60%	7	3	↓57%	100
9	Monaro Highway	28	1,826	1,827	1	0	↓100%	0	0	-	0	1	↑	1	0	↓100%	1	1	-	7
10	Gwydir Highway	57	1,826	1,827	0	0	-	0	0	-	2	0	↓100%	0	0	-	2	0	↓100%	1
11	Oxley Highway	60	1,826	1,827	1	0	↓100%	0	2	↑	3	10	↑233%	1	2	↑100%	3	5	↑67%	24
12	Pacific Highway	36	1,826	1,827	0	4	↑	6	18	↑200%	18	34	↑89%	4	16	↑300%	12	19	↑58%	630
13	New England Highway	7	1,826	1,827	0	0	-	3	2	↓33%	6	4	↓33%	2	2	-	4	2	↓50%	1
14	New England Highway	36	1,826	1,827	1	2	↑100%	2	4	↑100%	8	12	↑50%	2	5	↑150%	8	9	↑13%	4
15	Newell Highway	30	1,826	1,827	2	1	↓50%	2	1	↓50%	10	4	↓60%	3	1	↓67%	6	2	↓67%	58
16	Newell Highway	10	1,826	1,827	2	0	↓100%	2	0	↓100%	3	0	↓100%	2	0	↓100%	2	0	↓100%	35
17	Golden Highway	28	1,826	1,827	0	0	-	2	0	↓100%	4	1	↓75%	2	0	↓100%	3	1	↓67%	1
18	Pacific Highway	15	1,827	1,827	1	1	-	9	5	↓44%	24	17	↓29%	8	5	↓38%	14	10	↓29%	241
19	Pacific Highway	13	1,827	1,827	4	0	↓100%	3	0	↓100%	17	0	↓100%	4	0	↓100%	10	0	↓100%	2
20	Picton Road	17	1,827	1,827	8	0	↓100%	1	1	-	9	2	↓78%	4	1	↓75%	7	2	↓71%	1
21	Newell Highway	94	1,827	1,827	0	1	↑	6	6	-	13	13	-	6	6	-	10	9	↓10%	2
22	Mount Ousley Road	15	1,826	1,827	0	1	↑	13	16	↑23%	28	32	↑14%	10	15	↑50%	23	22	↓4%	77
23	Pacific Highway	16	1,826	1,827	0	0	-	2	1	↓50%	14	2	↓86%	2	1	↓50%	7	2	↓71%	0
24	Pacific Highway, Blackwall Drive	21	1,826	1,827	0	2	↑	3	2	↓33%	11	13	↑18%	1	3	↑200%	7	8	↑14%	0
25	Great Western Highway	11	1,826	1,827	4	0	↓100%	7	2	↓71%	19	3	↓84%	10	1	↓90%	19	2	↓89%	425

Average speed cameras in high-risk tunnels

These cameras were generally installed when the tunnel was constructed, therefore no pre-installation data are available for these high-risk locations. Recommendations are not provided for these high-risk locations. Crash and speeding fine data for 2020 are presented in Table 25.

Table 25: Road trauma (2020) and speeding fines (2020) for average speed cameras in high-risk tunnels

#	Camera #	Suburb	Road	Fatalities	Serious injuries	Casualty crashes	Speeding fines
1	6216, 6217	Homebush, Ashfield	WestConnex M4 Tunnel	0	0	1	0
2	9551, 9552	Kingsgrove, Arncliffe	M5 East Tunnel	0	0	0	3
3	9854, 9855	Kingsgrove, St Peters	WestConnex M8 Tunnel*	0	0	0	2
4	9852, 9853	West Pennant Hills, Wahroonga	NorthConnex Tunnel**	0	0	0	2
				0	0	1	7

* Camera location commenced issuing warning letters in August 2020

** Camera location commenced issuing warning letters in November 2020

Appendix F: Mobile speed camera locations

Program structure and periods of enforcement

During 2020, the mobile speed camera program delivered approximately 7,000 enforcement hours across 1,024 mobile speed camera locations. The entire NSW road network was analysed to review the network-wide deterrence effect of the mobile speed camera program.

Data from the annual speed survey are presented with comparison data from 2009–2020. Results are presented separately for light and heavy vehicles in Table 26 to Table 33, and show:

- ▶ mean speed
- ▶ 85th percentile speed (i.e., the speed that 85 per cent of vehicles are below and 15 per cent of vehicles are exceeding)
- ▶ percentage exceeding the speed limit by up to 10 km/h
- ▶ percentage exceeding the speed limit by more than 10 km/h.

Table 26: Light vehicle mean speed by speed zone, 2009–2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	38.9	38.4	38.3	39.3	38.1	38.1	38.0	37.9	37.8	37.6	37.3	38.1
40 km/h	45.1	43.6	44.2	43.3	43.2	42.5	43.0	42.4	42.3	42.2	41.8	42.3
50 km/h	53.6	52.1	52.3	51.4	51.9	51.4	51.0	51.3	50.4	50.5	49.5	50.3
60km/h	58.7	57.7	57.4	58.1	57.1	56.5	55.9	55.9	55.5	55.8	55.3	55.3
70 km/h	69.6	67.9	67.8	67.6	67.9	67.8	67.6	67.9	66.6	66.5	64.9	66.0
80 km/h	77.8	76.1	76.4	77.2	75.4	74.3	74.0	74.2	73.8	74.0	72.9	73.0
90 km/h	88.1	91.1	90.9	86.5	86.9	86.3	87.2	85.3	84.8	86.1	85.4	86.3
100 km/h	98.8	98.6	99.1	98.4	97.2	98.1	98.3	98.3	98.0	95.7	94.7	96.2
110 km/h	109.9	108.8	109.2	109.8	107.9	108.3	108.6	107.8	107.7	107.6	108.4	110.0

Table 27: Light vehicle 85th percentile speed by speed zone, 2009–2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	44.6	44.0	43.8	44.7	43.5	43.5	43.3	43.3	43.1	42.7	42.2	43.2
40 km/h	52.7	50.9	51.4	50.2	50.2	48.9	49.7	48.8	48.7	48.8	48.0	48.4
50 km/h	61.1	59.1	59.4	58.5	58.6	58.1	57.6	57.8	56.9	56.9	55.8	56.7
60km/h	65.6	64.2	64.3	65.0	63.8	63.1	62.6	62.6	62.1	62.3	61.8	61.9
70 km/h	77.8	75.8	75.6	75.3	75.6	75.2	75.1	75.5	74.2	74.6	72.4	73.9
80 km/h	85.9	84.5	86.4	85.0	83.3	82.0	81.6	81.9	81.3	81.7	80.3	81.1
90 km/h	96.7	99.0	99.2	95.2	95.0	93.9	95.0	93.5	92.7	93.8	93.1	94.0
100 km/h	106.5	106.2	106.7	106.0	104.7	105.2	105.5	105.4	105.4	103.2	102.3	103.5
110 km/h	118.0	116.6	116.7	117.2	115.6	115.3	115.8	115.0	114.7	114.5	115.2	117.4

Table 28: Percentage of light vehicles exceeding the speed limit by 10 km/h or less, 2009–2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	30.2%	27.8%	27.2%	32.6%	26.6%	26.8%	25.7%	25.5%	24.9%	23.4%	24.4%	29.0%
40 km/h	46.4%	44.0%	45.1%	44.0%	43.4%	45.0%	45.8%	44.3%	43.5%	43.9%	52.9%	56.6%
50 km/h	48.8%	46.4%	46.6%	44.9%	43.3%	45.3%	41.7%	41.0%	39.7%	39.9%	42.7%	47.6%
60km/h	32.3%	28.8%	28.2%	30.9%	25.9%	24.9%	22.9%	22.6%	21.1%	20.2%	24.7%	24.0%
70 km/h	35.9%	31.3%	30.2%	29.3%	29.5%	29.9%	28.6%	29.2%	25.4%	25.6%	23.6%	27.9%
80 km/h	29.8%	26.3%	26.1%	26.0%	21.1%	18.6%	18.0%	18.6%	17.5%	17.7%	18.1%	19.7%
90 km/h	29.6%	38.0%	38.5%	26.4%	24.8%	24.5%	25.8%	21.9%	21.3%	22.9%	30.7%	31.7%
100 km/h	34.5%	32.2%	34.4%	32.6%	27.6%	31.1%	32.3%	32.3%	30.5%	25.3%	31.5%	32.6%
110 km/h	40.8%	37.5%	38.9%	42.5%	33.9%	34.1%	36.1%	31.8%	32.2%	30.9%	38.9%	48.1%

Table 29: Percentage of light vehicles exceeding the speed limit by greater than 10 km/h, 2009-2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	4.5%	3.4%	3.7%	5.4%	3.4%	3.0%	3.0%	2.7%	2.4%	2.7%	1.9%	3.1%
40 km/h	23.0%	17.5%	19.7%	16.4%	17.0%	12.3%	13.6%	12.3%	12.0%	11.3%	9.9%	11.3%
50 km/h	16.8%	12.6%	13.2%	11.8%	14.1%	9.7%	9.8%	12.4%	8.5%	8.4%	7.3%	7.8%
60km/h	7.3%	5.4%	5.8%	6.7%	6.3%	3.9%	3.9%	3.7%	3.5%	5.5%	4.5%	3.4%
70 km/h	10.4%	6.6%	6.3%	6.2%	8.2%	6.4%	6.1%	7.3%	5.8%	5.2%	3.9%	4.8%
80 km/h	8.8%	6.3%	6.6%	5.9%	6.2%	4.9%	3.8%	4.1%	4.0%	4.0%	2.9%	3.4%
90 km/h	9.0%	11.8%	13.4%	8.7%	10.1%	6.7%	8.8%	5.9%	6.8%	6.4%	6.8%	7.1%
100 km/h	8.2%	9.0%	8.9%	7.8%	7.9%	6.7%	7.6%	6.9%	8.1%	6.1%	6.5%	7.0%
110 km/h	9.3%	6.4%	7.0%	10.1%	6.0%	5.4%	5.9%	5.0%	5.3%	3.9%	5.4%	8.7%

Table 30: Heavy vehicle mean speed by speed zone, 2009-2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	38.6	37.7	37.3	39.1	37.3	37.5	37.4	37.4	37.3	37.2	36.8	37.3
40 km/h	41.9	41.2	42.4	40.8	41.0	40.6	41.2	40.8	40.6	40.5	40.8	41.5
50 km/h	53.2	51.8	51.2	50.3	50.2	50.5	50.2	50.7	50.2	49.3	49.1	50.1
60km/h	56.4	56.2	55.8	57.2	55.3	54.9	54.4	54.0	53.8	55.0	54.0	54.1
70 km/h	66.1	65.4	64.9	64.2	65.0	64.9	63.8	65.0	63.2	63.5	66.6	63.4
80 km/h	76.3	72.0	72.9	75.5	71.9	74.4	70.8	71.8	70.8	71.1	68.8	70.3
90 km/h	85.0	91.1	90.0	85.6	86.6	84.7	87.3	84.3	83.7	84.7	85.5	84.1
100 km/h	97.4	98.0	98.0	97.6	95.9	97.4	97.2	97.4	97.1	94.3	94.3	95.7
110 km/h	100.7	101.8	100.6	101.8	99.0	101.9	99.7	100.0	99.8	100.3	100.8	102.6

Table 31: Heavy vehicle 85th percentile speed by speed zone, 2009-2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	44.2	42.7	42.4	44.9	42.5	42.1	42.7	42.5	42.4	42.4	41.5	42.6
40 km/h	48.3	47.1	49.2	46.4	46.5	45.8	46.8	46.1	45.4	45.7	46.1	47.3
50 km/h	60.3	58.6	58.1	57.2	56.5	56.8	56.2	57.6	56.6	55.1	55.2	56.5
60km/h	63.6	63.2	63.0	65.0	62.6	62.0	61.5	61.4	61.0	62.8	61.1	61.2
70 km/h	75.5	74.4	73.4	72.9	73.6	73.8	72.8	73.0	72.1	73.1	76.5	72.1
80 km/h	89.6	81.6	81.9	83.9	80.8	84.4	79.6	80.7	79.8	80.1	77.5	79.7
90 km/h	94.5	99.4	98.9	95.5	95.0	93.1	95.8	92.8	92.0	93.1	93.7	92.6
100 km/h	103.5	104.4	104.4	104.0	102.1	102.9	103.2	103.5	102.8	100.5	100.6	101.6
110 km/h	106.4	109.0	106.8	107.4	105.1	108.9	106.2	105.4	105.7	104.9	106.4	110.3

Table 32: Percentage of heavy vehicles exceeding the speed limit by 10 km/h or less, 2009-2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	26.6%	22.8%	21.0%	30.9%	21.0%	22.3%	21.5%	20.8%	20.6%	21.7%	20.5%	42.6%
40 km/h	42.2%	36.2%	43.3%	40.3%	39.7%	39.9%	44.0%	40.7%	39.8%	37.9%	47.9%	47.3%
50 km/h	45.6%	44.7%	42.5%	42.9%	38.3%	41.8%	40.6%	38.0%	37.2%	34.8%	42.2%	56.5%
60km/h	26.7%	25.8%	25.4%	27.3%	22.7%	21.3%	19.9%	18.6%	17.8%	18.6%	21.6%	61.2%
70 km/h	28.6%	27.3%	23.7%	21.8%	24.1%	25.1%	21.0%	22.0%	19.1%	21.2%	31.9%	72.1%
80 km/h	23.6%	21.2%	23.2%	20.8%	18.2%	17.1%	15.7%	17.6%	15.6%	16.8%	12.8%	79.7%
90 km/h	27.2%	41.3%	34.8%	30.7%	30.6%	23.5%	31.2%	24.1%	23.6%	22.5%	35.5%	92.6%
100 km/h	34.5%	34.1%	34.0%	34.3%	26.2%	32.1%	29.7%	29.6%	29.2%	20.9%	24.7%	101.6%
110 km/h	48.1%	39.8%	44.9%	46.4%	44.0%	40.0%	36.5%	31.9%	31.8%	36.4%	43.2%	110.3%

Table 33: Percentage of heavy vehicles exceeding the speed limit by greater than 10 km/h, 2009-2020

Posted Speed Limit	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
40 km/h school zone	5.4%	3.6%	3.0%	5.2%	7.1%	2.8%	2.8%	3.0%	2.4%	2.2%	1.8%	2.7%
40 km/h	10.1%	10.2%	12.6%	7.3%	2.6%	3.9%	6.8%	6.4%	5.8%	5.5%	6.0%	8.4%
50 km/h	16.7%	12.5%	10.7%	9.4%	7.8%	7.5%	6.9%	10.6%	8.4%	5.6%	6.5%	7.4%
60km/h	5.0%	3.9%	4.5%	7.4%	4.1%	3.2%	3.3%	2.8%	2.9%	6.0%	3.7%	3.2%
70 km/h	5.7%	4.2%	3.5%	3.2%	3.9%	4.2%	3.2%	4.6%	3.3%	3.5%	15.8%	2.9%
80 km/h	9.8%	5.1%	5.9%	4.8%	4.0%	13.1%	3.0%	3.8%	3.8%	4.1%	1.8%	3.1%
90 km/h	6.3%	14.0%	13.6%	9.3%	8.5%	4.8%	9.3%	5.4%	5.1%	4.9%	7.4%	5.3%
100 km/h	3.2%	4.8%	4.8%	4.9%	2.2%	2.7%	3.2%	3.7%	3.8%	2.2%	3.1%	2.9%
110 km/h	8.1%	12.9%	8.8%	10.3%	6.7%	11.7%	8.7%	7.6%	8.5%	7.1%	10.5%	3.8%



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