

## Second Reading

**The Hon. PENNY SHARPE** (Parliamentary Secretary) [10.03 p.m.], on behalf of the Hon. John Hatzistergos: I move:

That this bill be now read a second time.

The main purpose of this bill is to amend the Road Transport (Safety and Traffic Management) Act 1999 to allow for the introduction of two crucial sets of enforcement technologies for driving offences. First, the bill provides for the installation of point-to-point speed enforcement. The technology will enforce only speeding offences committed by heavy vehicles. The technology has been targeted at heavy vehicles because they are overrepresented in serious road crashes. They make up only 2.6 per cent of vehicle registrations and 7.4 per cent of kilometres travelled by New South Wales vehicles, however, they are involved in almost 20 per cent of road fatalities. The point-to-point technology works by having two cameras at the beginning and end of a designated enforcement zone, which will calculate the total time taken by each vehicle to travel the distance of the zone. If the time taken to complete the journey is less than the minimum time that it would have taken to complete the journey within legal speed limits, then the vehicle is recorded as speeding.

Point-to-point speed cameras will calculate a driver's average speed over the duration of the zone. Overseas motorists have found this to be a fairer way of measuring speeding because they are charged only if they exceed the speed limit for a sustained period, not for a one-off momentary lapse. The second part of this bill will provide for the updating of soon-to-be-obsolete wet film red light cameras with new digital red light cameras. The current red light program involves the rotation of cameras between 183 sites. The New South Wales Police Force and the Roads and Traffic Authority advise that occupational health and safety issues are associated with constantly rotating cameras at busy intersections. The current cameras require manual collection and replacement of film. This is resource intensive and also may be dangerous for staff. This bill will allow the introduction of upgraded, new digital red light cameras. The red light camera replacement program is a significant commitment by the Government to improve the safety of signalised intersections. I seek leave to incorporate the rest of the second reading speech in *Hansard*.

### Leave granted.

The upgrade to digital technology is essential to ensure that some of our busiest intersections continue to be protected by red-light cameras.

Crashes at intersections are some of the most serious and devastating accidents. More simply T-bone accidents are caused when one car hits another on its side and the impact is direct.

There is reduced protection for passengers in the back seat and in T-bone accidents they often take the full impact.

Red light cameras are used widely in Australia and internationally and research indicates that they reduce casualty crashes at intersections by about 30 per cent.

The new cameras will also have the ability to detect speed offences.

It is important that we stop red light running. Put simply, speeding drivers and unsuspecting drivers travelling through intersections is a deadly combination.

The dual function cameras will also be used at a small number of sites. Locations with these cameras will only be used where the greatest road safety benefit can be achieved.

This technology will protect innocent road users from reckless drivers running through red lights, speeding at intersections and, most dangerously, speeding through a red light.

I commend the bill to the House.