

**Submission
No 44**

INQUIRY INTO HEAVY VEHICLE SAFETY AND USE OF TECHNOLOGY TO IMPROVE ROAD SAFETY

Organisation: Pedestrian Council of Australia Limited
Name: Mr Harold Scruby
Position: Chairman
Date Received: 12 March 2018

From: [Pedestrian Council of Australia](#)
To: [StaySafe](#)
Cc: [ElectorateOffice Albury](#)
Subject: STAYSAFE - Inquiry into Heavy Vehicles
Date: Tuesday, 13 March 2018 12:17:28 AM
Attachments: [image004.png](#)
[ATC - National Road Safety Strategy - 2011 to 2020 - Excerpts - Speed Gay & P2P Cameras - Hilite.pdf](#)
[STAYSAFE - Government Response - Speed Zoning and its Impact - P2P Recommendation and Response.pdf](#)
[Telegraph - Opinion - These P2P speed cameras work - 180210.pdf](#)
[SMH - P2P Cameras - 180210.pdf](#)
[SMH - Opinion - Comment - P2P Speed Cameras - 161114-V2.pdf](#)
[SMH - Point to Point - Deaths Speeding - 161112.pdf](#)
[Telegraph - Opinion - These P2P speed cameras work - 180210.pdf](#)
[Daily Telegraph - Opinion - Speed Cameras - 140925.pdf](#)
[Turnbull Letter from Byrne - Toll - 180117 - Hilite.pdf](#)

NSW Parliamentary STAYSAFE COMMITTEE

Attention: Mr Greg Aplin MP – Chairman

Dear Sir

STAYSAFE INQUIRY INTO HEAVY VEHICLES – SUBMISSION 2

In a recent letter to the Prime Minister (and reproduced in the SMH) entitled: “An open letter to Malcolm Turnbull calling for action on road safety”, the CEO of Toll, Mr Michael Byrne stated:

Through NTI data, we know that in 93% of fatalities involving a truck, the other party was at fault. Yet national and state road safety strategies are silent on how light vehicle drivers can “share the road” safely with trucks.

In November 2014, STAYSAFE released its “Inquiry into speed zoning and its impact on the demerit points scheme”, and its Recommendations and former Roads Minister Duncan Gay released its POSITION (quote):

“(STAYSAFE) Recommendation 10

The Committee recommends that Transport for NSW considers extending the use of point-to-point cameras to cover all light and heavy vehicles, in order to ensure improved compliance with speed limits on NSW roads.

POSITION

Supported in part

COMMENT

The Government will continue to investigate this recommendation as part of its review of the best use of high visibility police and speed camera enforcement to reduce the prevalence of speeding and the resulting road trauma.

While point-to-point enforcement has only been in place in NSW for a short time, early crash analysis indicates that the cameras are reducing heavy vehicle crashes and casualties. Infringement data for point-to-point enforcement lengths show a high level of compliance within the enforcement lengths and a low number of infringements issued.

The Government has been focused on the continued delivery of the NSW Speed Camera Strategy and will continue to review and report its effectiveness. In relation to point-to-point cameras, this has included a focus on enforcing heavy vehicle speeding only.

As committed to in the Speed Camera Strategy, Transport for NSW has been monitoring developments in the implementation of point-to-point enforcement across other Australian jurisdictions. Best practice measures to reduce speed on the NSW network will be considered in the speed management framework.

Have a close read of these excerpts (attached) from the NRSS 2011 to 2020 entitled National Road Safety Strategy 2011 to 2020 Excerpts.

Please note the following:

1 Duncan Gay signed this document in May 2011. He formally committed the NSW Government to implement this Strategy to the Commonwealth Government and all the other jurisdictions in Australia.

2 The NRSS states that speeding is the main behavioural factor as the cause of deaths and serious injuries on our roads – 34%.

3 The NRSS provides evidence that P2P cameras not only have a high level of public support, but in the UK they have been responsible for reducing deaths and serious injuries ranging from 50% to 85% in the first four years of operation

4 Under FIRST STEPS – actions for the first three years it states: **“Install where appropriate point-to-point cameras to improve speed compliance among all vehicles.”**

FIRST STEPS — actions for the first three years

8. Improve compliance with speed limits across the road network:

a. Adopt best practice enforcement, including a combination of on-road policing and speed camera technologies, with a mix of covert and overt strategies.

b. Install where appropriate point-to-point cameras to improve speed compliance among all vehicles.

Signed, sealed and delivered.

In February 2011, the Pedestrian Council of Australia lodged a freedom-of-information request, which revealed that during six months in two point-to-point speed camera zones, 117 heavy vehicle drivers had been warned for speeding but more than 94,000 other motorists had also been detected speeding and weren't even warned.

It proved, irrefutably, unequivocally and unambiguously, that non-enforcement of the law encourages its disobedience – and vice-versa.

In January 2013, the PCA commissioned a second FOI request when there were 25 zones in operation. Again, a handful of trucks had been warned. But not one other motorist was detected. Gay had switched off the data capture. A convenient case of wilful blindness.

In November 2016, the SMH reported: “Fourteen people have died in speed-related car crashes in NSW in areas where point-to-point cameras are installed but are only used to catch trucks breaking the limit.”

To date, the only excuse proffered by Duncan Gay and his successor, Melinda Pavey, for not keeping this promise (by May 2014) is that it was an election commitment.

No-one seems capable of providing any details of why it was made, on what basis, to whom and on whose authority.

It's vitally important to analyse the chronology.

The NSW State Election, prior to which Duncan Gay claims he made this alleged verbal election commitment, was held on 26 March 2011 – when he wasn't even in government, let alone Roads Minister.

Yet the NRSS 2011 to 2020 was signed on behalf of the NSW Government on 20 May 2011, by Duncan Gay in his capacity as NSW Roads Minister, over-riding any pre-election verbal commitment.

Since their inception, STAYSAFE, the Australasian College of Surgeons, the Australasian College of Road Safety, the PCA, the Australian Trucking Association and the Auditor-General, have all asked the NSW Government to turn the cameras on for ALL vehicles.

STAYSAFE consulted all major stakeholders before coming to its Recommendation to turn on these life-saving devices for all vehicles – and it's a Coalition dominated Committee.

In my 25 years in Road Safety, this is the most disgraceful behaviour I have witnessed.

This is all about a misguided belief that turning the P2P Speed Cameras on for all vehicles will lose votes.

Yet the NRSS 2011 to 2020 states the opposite (QUOTE)::

“Point-to-point enforcement has a high level of public support. It has been described as fairer than spot speed enforcement because speeding is detected over a greater distance, demonstrating the behaviour was intentional and not due to a momentary lapse of concentration.”

People in the bush are five times more likely to die in a motor vehicle crash than people in the city, meaning that it's the very constituents of Gay and Pavey, whose lives are most at risk, especially in P2P camera zones, which are ALL in black spots.

It requires nothing more than the flick of a switch to embrace this sophisticated and expensive technology and bring NSW into line with all the other jurisdictions where they are in use: Victoria, Queensland, South Australia, Western Australia and the ACT – all of whom have honoured their NRSS commitment.

Those motorists who choose to deliberately speed over long distances will pay a voluntary tax, receive Demerit Points to act as a constant reminder to cease speeding (behavioural change) and go towards the costs of constructing and maintaining this

highly sophisticated hardware and technology.

As shown by our original Fol, only a handful of truck drivers are speeding in these zones, while a significant and almost unbelievable percentage of other motorists are literally out of control.

As claimed by Michael Byrne of Toll, in 93% of fatalities, it is “other drivers” who are now causing truck drivers to crash. And it can be reliably estimated that at least 34% of the 93%, being 32% of these crashes are speed related.

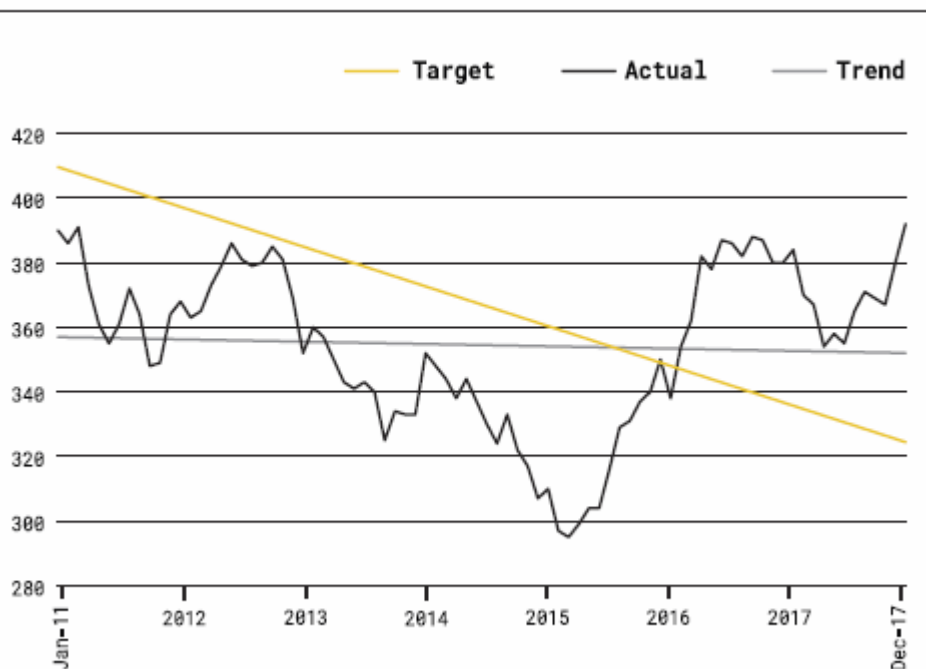
The NSW Road Toll is going through the roof. This graph below shows the NSW Road Toll when Duncan Gay took over as Roads Minister and when he left.

An abject failure by any measure.

The yellow line is where the NRSS 2011 to 2020 projected NSW should be by December 2017.

This is the target Duncan Gay signed his name to, while also committing to turn on the P2Ps for all vehicles.

New South Wales fatalities per annum



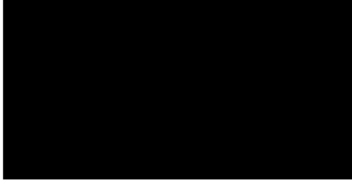
It's time to stop blaming the truck driver – especially in P2P zones – and focus on the main culprits – the other drivers.

It's time for STAYSAFE to flex its muscles and tell the Government and the Minister for Roads to cease procrastinating and obfuscating – keep their written, signed promise and turn all the Point-to-Point Speed Cameras on for ALL vehicles – immediately. And to stop ignoring the expert advice and recommendations from STAYSAFE.

The evidence shows that there will be a significant decrease in deaths and serious injuries in these zones – once the P2P cameras are activated for ALL vehicles..

It's literally guaranteed.

Regards



Harold Scruby
Chairman/CEO



Pedestrian Council of Australia Limited

The Walking Class

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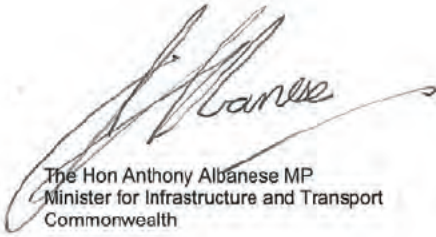


AUSTRALIAN
TRANSPORT COUNCIL



National Road Safety Strategy **2011–2020**

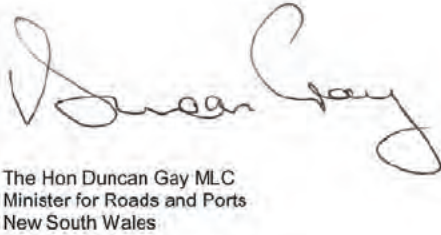




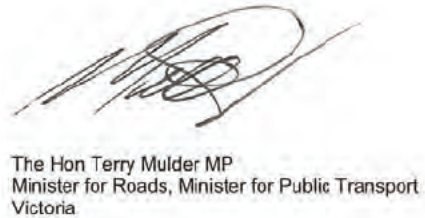
The Hon Anthony Albanese MP
Minister for Infrastructure and Transport
Commonwealth



The Hon Catherine King MP
Parliamentary Secretary for Infrastructure and Transport
Commonwealth



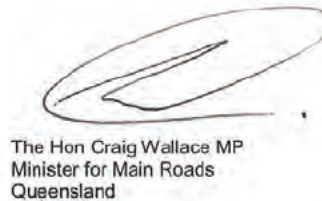
The Hon Duncan Gay MLC
Minister for Roads and Ports
New South Wales



The Hon Terry Mulder MP
Minister for Roads, Minister for Public Transport
Victoria



The Hon Annastacia Palaszczuk MP
Minister for Transport, Minister for Multicultural Affairs
Queensland



The Hon Craig Wallace MP
Minister for Main Roads
Queensland



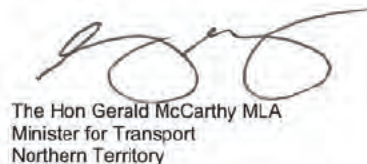
The Hon Tom Kenyon MP
Minister for Road Safety
South Australia



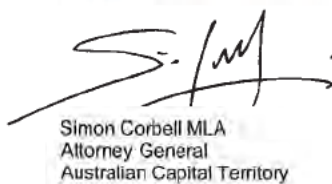
The Hon Troy Buswell MLC
Minister for Transport, Minister for Housing
Western Australia



The Hon David O'Byrne MP
Minister for Infrastructure, Minister for Economic
Development, Minister for Workplace Relations
Tasmania



The Hon Gerald McCarthy MLA
Minister for Transport
Northern Territory



Simon Corbell MLA
Attorney General
Australian Capital Territory

Australian Transport Council
20 May 2011

Behavioural factors

Certain behavioural factors continue to be implicated in many serious casualty crashes. The most significant are identified below.

Table 4: Deaths and serious injuries by main behavioural factor

	Proportion of total deaths (%)	Proportion of total serious injuries (%)
Speeding	34	13
Drink driving	30	9
Drug driving	7 ^a	2
Restraint non-use	20	4
Fatigue	20–30 ^b	8

Note: categories are not mutually exclusive.

- Estimate excludes fatalities involving both alcohol and other drugs, which are included in the drink driving estimate.
- Estimates of fatigue involvement in serious casualty crashes vary considerably. However, it is widely recognised as a significant contributing factor.

Geographic distribution of crashes

As indicated in Table 5, crashes are widely dispersed across Australia's metropolitan, regional and remote areas. Furthermore, Figure 11 shows that the incidence of fatal crashes on a population basis is substantially higher in the outer regional and remote parts of the country. The issues in different areas can vary considerably, even though there are substantial underlying similarities. What is materially important in one area may not be as important in another.

Table 5: Distribution of fatal road crashes by remoteness area, 2002–06

	NSW (%)	Vic (%)	Qld (%)	SA (%)	WA (%)	Tas (%)	NT (%)	ACT (%)	Aust (%)
Major cities	35	40	29	38	36	0	0	88	34
Inner regional	28	40	33	27	21	37	0	7	30
Outer regional	15	13	23	23	17	50	29	0	18
Remote	1	1	7	5	9	10	23	0	4
Very remote	1	0	4	5	14	1	44	0	4
Unknown	20	6	4	1	3	2	4	5	9
Total	100	100	100	100	100	100	100	100	100

Point-to-point speed enforcement

Point to point speed camera technology allows continuous automated speed enforcement to be applied over an extended length of road. While fixed speed cameras are an effective mechanism for dealing with a specific location with known crash history¹⁴, point-to-point cameras extend this over a much longer length of road and hence have a greater influence on drivers. Instead of checking the spot speed of vehicles at a fixed point on the road, the cameras measure the average speed of vehicles over a substantial distance. In this way, point-to-point enforcement targets sustained speeding behaviour and can be more acceptable to the public than single-camera enforcement [20, 21].

Point-to-point systems are used widely in Europe including in the UK (20 fixed systems and 20 temporary systems at road works), Italy (44 systems), Austria (2 fixed and 2 mobile systems) and the Netherlands (16 systems). Other European countries are trialling point-to-point systems.

Evaluations have demonstrated that point-to-point enforcement reduces speeding, resulting in a low infringement rate and significant reductions in deaths and serious injuries. In the UK, reductions in the number of people killed or seriously injured typically exceed 50 per cent. In Northamptonshire, fatal and serious injuries reduced by 78 per cent in the first five years of operation on the A43 and by 85 per cent in the first four years of operation on the A428.

Point-to-point enforcement has a high level of public support. It has been described as fairer than spot speed enforcement because speeding is detected over a greater distance, demonstrating the behaviour was intentional and not due to a momentary lapse of concentration. [20, 21, 22]

Intelligent Speed Adaptation (ISA) systems are vehicle-based devices incorporating digital speed limit maps and satellite navigation technology. They have proven effectiveness in improving driver compliance with posted speed limits by warning drivers when they are speeding or (in more interventionist approaches) by physically limiting the speed of the vehicle. Evaluation studies have found substantial crash reduction benefits for the speed limiting systems. Implementation approaches could include voluntary driver assist systems for the general community, speed limiting systems for fleet operations, and/or mandatory ISA systems for high-risk groups (such as repeat speeding offenders).

¹⁴ An independent evaluation of 28 fixed speed cameras in New South Wales revealed a 71 per cent reduction in speeding, resulting in a 90 per cent reduction in fatalities and a 20 per cent reduction in casualty crashes at the treated locations.[2].

FIRST STEPS — actions for the first three years

8. Improve compliance with speed limits across the road network:
 - a. Adopt best practice enforcement, including a combination of on-road policing and speed camera technologies, with a mix of covert and overt strategies.
 - b. Install where appropriate point-to-point cameras to improve speed compliance among all vehicles.
 - c. Examine options for improved enforcement of motorcycle speeding.
9. Improve the use of sanctions to more effectively deter people from speeding.
10. Develop a national public information campaign about the community safety benefits of complying with speed limits. This will provide education resources suitable for use by government agencies, local governments and community forums.
11. Review speed limits where risk levels are high and engineering solutions are not feasible or cost-effective:
 - a. Set safe speed limits on road lengths that are narrow, have substantial levels of roadside hazards, have many intersections or property entrances, are winding or undulating, or have higher than average serious casualty crash rates.
 - b. Reduce speed limits at high-risk intersections, especially on high-volume outer urban arterials.
 - c. Work with local governments to expand the number and scope of projects that implement safe speed limits in areas of high pedestrian and cycling activity.
12. Develop new risk-based national speed limit guidelines for different road categories/functions. Guidelines should encourage consistent limits based on measured risk/crash rates, while minimising multiple speed zones over short distances.
13. Facilitate the implementation of Intelligent Speed Adaptation (ISA) systems:
 - a. Encourage the development of digital speed limit maps.
 - b. Examine the scope to require advisory ISA in all government fleets; and mandatory speed limiting ISA and/or other technologies for recidivist speeders and P-plate drivers.
 - c. Initiate discussion with insurers to encourage voluntary fitting of ISA and recorders through lower insurance premiums, especially for young drivers.
14. Increase the effective application of chain of responsibility legislation to prosecute heavy vehicle speeding (including speed limiter) offences, and harmonise legislation to assist cross-border enforcement.



The Hon. Duncan Gay MLC
Minister for Roads, Maritime and Freight
Leader of the Government
Legislative Council



Your ref: LAC14/341
P114/00017

Ms Ronda Miller
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Ms Miller

Thank you for your correspondence about Report Number 4/55 of the Joint Standing Committee on Road Safety (Staysafe) – *Report on Speed Zoning and its Impact on the Demerit Points Scheme*.

The Premier has approved the whole of government response and I attach a copy for the Committee's information.

Yours sincerely

A handwritten signature in black ink, appearing to read "Duncan Gay".

Duncan Gay MLC
4-5-15

NSW Government Response to
The Parliamentary Joint Standing Committee on Road
Safety (Staysafe) Report 4/55 - November 2014

Inquiry into speed zoning and its impact on
the demerit points scheme.



May 2015

Recommendation 10

The Committee recommends that Transport for NSW considers extending the use of point-to-point cameras to cover all light and heavy vehicles, in order to ensure improved compliance with speed limits on NSW roads.

POSITION

Supported in part

COMMENT

The Government will continue to investigate this recommendation as part of its review of the best use of high visibility police and speed camera enforcement to reduce the prevalence of speeding and the resulting road trauma.

While point-to-point enforcement has only been in place in NSW for a short time, early crash analysis indicates that the cameras are reducing heavy vehicle crashes and casualties. Infringement data for point-to-point enforcement lengths show a high level of compliance within the enforcement lengths and a low number of infringements issued.

The Government has been focused on the continued delivery of the NSW Speed Camera Strategy and will continue to review and report its effectiveness. In relation to point-to-point cameras, this has included a focus on enforcing heavy vehicle speeding only.

As committed to in the Speed Camera Strategy, Transport for NSW has been monitoring developments in the implementation of point-to-point enforcement across other Australian jurisdictions. Best practice measures to reduce speed on the NSW network will be considered in the speed management framework.

These speed cameras work, so why not use them?



Opinion - Harold Scruby - Daily Telegraph - Saturday 10 February 2018

POLITICIANS love making laws, but when it comes to enforcing them, particularly when they relate to road safety, they'll do everything possible to do nought.

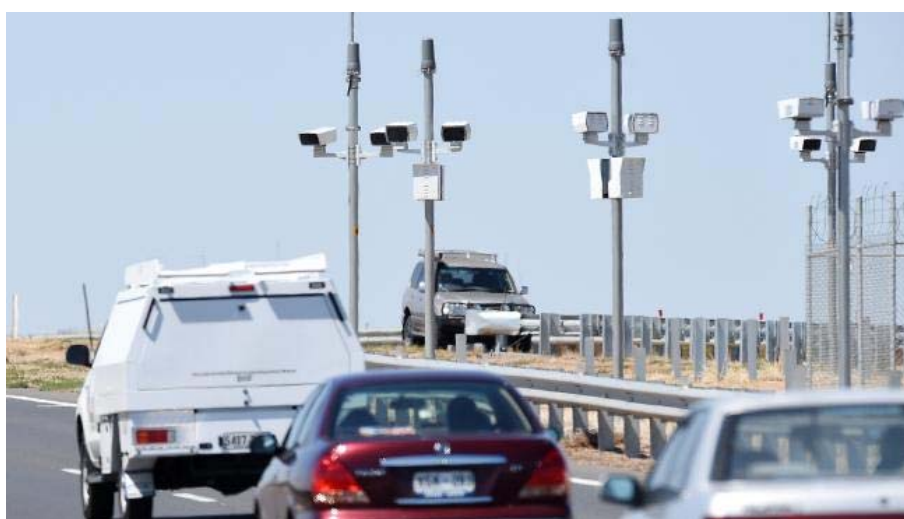
They think they'll lose votes.

The NSW road toll is going through the roof. Apart from the pain, grief and suffering, road trauma costs NSW about \$9 billion per annum. It's time to embrace all the systems and legislation we have, particularly technology, to reduce this horrific carnage.

[Point-to-point speed camera \(P2P\) enforcement is relatively new.](#) It targets sustained, intentional speeding behaviour over long distances and is more acceptable to the public than single-camera enforcement.

In May 2011, every Australian roads minister, including NSW's Duncan Gay, formally committed to the 2011 to 2020 National Road Safety Strategy.

The NRSS presented a 10-year plan to reduce the annual numbers of deaths and serious injuries on Australian roads by at least 30 per cent. It stated speeding was the main behavioural factor, causing 34 per cent of total deaths. It noted evaluations demonstrated that P2P enforcement reduced speeding, resulting in a low infringement rate and significant reductions in deaths and serious injuries.



Point-to-point speed cameras on Northern Expressway. Despite evidence they reduce the road toll, they're only being used to detect speeding trucks in NSW. (Pic: Roger Wyman)

The NRSS concluded: "First Steps — Actions for First Three Years — Install where appropriate point-to-point cameras to improve speed compliance among ALL vehicles."

When they were first introduced in NSW about 2010, the then Labor government ruled they could only be used for heavy vehicles. In February 2011, the Pedestrian Council of Australia (PCA) lodged a freedom-of-information request, which revealed that during six months in two point-to-point speed camera zones, 117 heavy vehicle drivers had been warned for speeding, but more than 94,000 other motorists had also been detected deliberately speeding — but not one driver was even sent a warning: irrefutable proof that non-enforcement of the law encourages its disobedience.

Despite this damning data, Gay refused to turn them on for all vehicles, claiming he had made “an election commitment”. Instead, he embarked upon a vociferous campaign to neuter the entire speed camera system, labelling them cash cows and boasting he had sent a dozen to the naughty corner. Two years later and Gay had rolled out a total of 25 P2P cameras — all in black spots. The PCA conducted another FOI. Again, a handful of truck drivers had been caught speeding — but not one other motorist had been detected. Gay had ensured there was no data capture. It was far better not to know.



People who live in rural areas are five times more likely to die in a car crash than city dwellers.

Gay was finally put out to grass and Melinda Pavey became Roads Minister in early 2017. She continues to prevaricate and obfuscate, while more people die, claiming only this week: “Extending the use of point-to-point cameras to cars in country areas could undermine road safety campaigns.” Go figure that. There were 34 fatal car crashes in P2P camera zones between 2010 and September 2016. Of those, 14 people were killed in crashes where speed was a factor. All P2Ps are in rural areas — and people who live in the bush are five times more likely to be killed in a crash than people in the city. These are Pavey’s constituents.

Since their inception, STAYSAFE, the Australasian College of Surgeons, the Australasian College of Road Safety, the PCA, the Australian Trucking Association and the Auditor-General, have asked the NSW Government to turn the cameras on for ALL vehicles.

Pavey’s luck is that the Opposition is struck dumb: Luke Foley has two DUIs under his belt and Michael Daley lost his licence for high-range speeding. Shadow roads minister Jodi McKay’s function is to remain invisible.

The people of NSW and Australia have the right to know why this government signed a contract to have P2Ps operating for all vehicles by May 2014, but have still failed to act on it, particularly as all other jurisdictions have now done so.

Fortunately, this week, Premier Berejiklian indicated that she’s “not ruling it out”.

Failure to do so is simply immoral.

Harold Scruby is chairman of the Pedestrian Council.

Safety experts say there is a simple way to save lives on the roads, write **Julie Power** and **James Robertson**.

The patient arrived with 10 gaping wounds and “a bruised brain, eight or nine broken ribs, blood in the chest, bruised lungs, multiple fractures of the pelvis, a broken femur, a broken ankle, a broken shoulder, a broken collar bone”, says Professor Zsolt Balogh, the director of trauma surgery at the John Hunter Hospital and Hunter New England Local Health District.

The ancient Greek physician Hippocrates said war was the only proper school of the surgeon. But NSW’s true war zone is the “road carnage” seen at John Hunter Hospital’s trauma centre, says Balogh, the surgeon in charge of the state’s busiest trauma centre. “When you see these injuries you don’t need to go to war,” he says. “We don’t see shrapnel or gunshot wounds, but the experience in a busy trauma section from car crashes can be extraordinary.”

For 12 years, Balogh has treated about 500 patients a year at John Hunter who are at high risk of dying in hospital as a result of trauma, very often as a result of speeding on regional highways including the Oxley, the New England and the Pacific. With his team, he treats nearly everyone severely injured in high speed crashes from Newcastle to Ballina and Armidale.

Patients like the one who he treated may survive the initial crash only to die when their organs start to fail a few days later under the stress of the injury.

“The human body is not supposed to survive these huge energy transfers. We may pull them through the initial injury, but in a couple of days, it is like the domino effect; their organs start to fail, one after the other,” he says.

Many of John Hunter’s trauma patients were injured on highways where some of the 25 point-to-point speed cameras covering 650 kilometres of roads could have reduced speeding.

Although they cost \$1 million each to install, they are only used in NSW for trucks despite being designed to monitor both cars and heavy vehicles. NSW is the only state not to use them to monitor vehicles.

Balogh and Dr John Crozier, chair of the national trauma committee of the Royal Australian College of Surgeons, have been lobbying for years to turn these cameras on for cars. Crozier says it only takes a “flick of a switch” to save lives and reduce injuries on NSW roads.

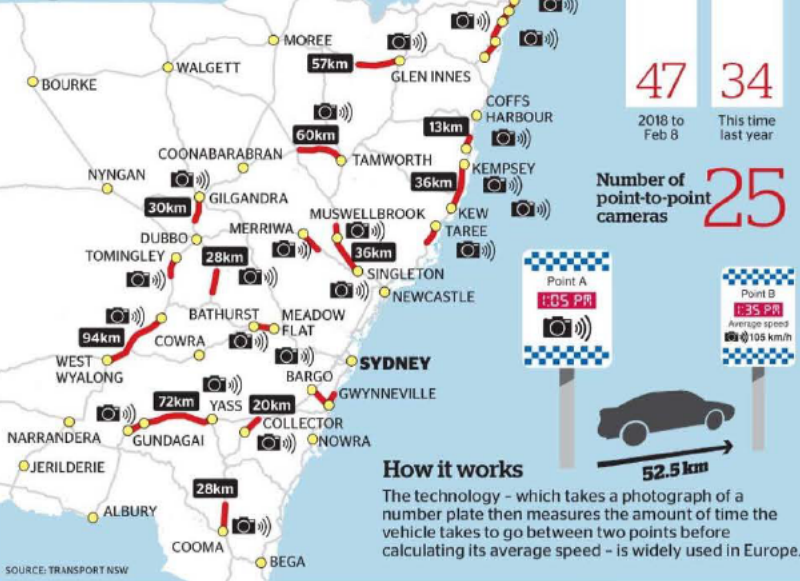
People from country NSW represent one-third of the population yet two-thirds of the road toll, says the state Minister for Roads, the National Party’s Melinda Pavey, who launched the 2021 road safety plan this week. It is designed to reverse a spike in road fatalities and a continuing rise in serious injuries.

Of 392 people killed last year in car crashes, 272 people died in crashes on rural roads. Metropolitan fatalities were down, while the rest of NSW’s fatalities rose by 21.

Speeding on country roads was implicated in about 167 deaths, eight more than the previous year, says data by Transport for NSW. Speeding on freeways and highways also rose by 16, to 114 fatal crashes in 2017. The same trend of increasing country deaths is shown in Victorian data.

Candid cameras

Average speed enforcement lengths across NSW



Missing the point on road toll

Yet at a cabinet meeting 10 days ago, the Nationals rejected extending the cameras’ use to cars. They’re sticking by a pre-election promise not to switch these cameras on for cars and light vehicles, arguing that to do so would break a pact with voters and be counter-productive.

Announcing another 11 city-based cameras that will only target heavy vehicles, Pavey explains the government’s decision as a way of not turning rural voters off road-safety campaigns they believed were only relevant to city drivers in the first place: “Having respect of our community is important,” she says, referring to government research that showed that rural drivers had not been receptive to messages about speed safety.

Pavey says that any rise in the road toll has to be understood in the context of the rising numbers of cars on the roads; the number of vehicles registered in the state is up one-quarter, or 1.2 million, over the past decade.

Premier Gladys Berejiklian says she was never going to say never. “We always have to be on our toes,” Berejiklian says. “We’ve not seen fit to

do that [in this package]. But I’m not ruling it out.”

To safety expert Professor Rebecca Ivers at the George Institute for Global Health, speed feels like the “elephant in the road safety room”.

“We already have a network of average speed cameras, and there is plenty of research showing they will substantially reduce fatal crashes. And there have been significant

reductions in fatal crashes on rural strips of roads where they have been already implemented,” says Ivers, who is also a professor of public health at the University of NSW.

“We have cost-effective evidence-based intervention ready to go, and it seems too bizarre not to go ahead when we have had an increase in crashes.”

Like other safety experts who are appalled by the government’s refusal, Ivers called on the minister and the government to put safety over politics.

“If [Pavey] is concerned about the people of NSW, this is what she should do. The role of government is to be leaders and not to enter popularity contests. If it was, we wouldn’t have drink driving or seat belts. If anything we need to extend these speed averaging cameras, and use them on highly trafficked back roads as well.”

Harold Scruby of the Pedestrian Council of Australia is furious, too.

Who is to blame for the increase in deaths on country roads?

“There is no doubt it is the National Party, which has Neanderthal views that speeding is OK,” Scruby says.

“In my 25 years in road safety, I have never seen anything that disgusts me more than this decision. Because a flick of the switch is all they have to do. I am so disheartened... It

‘In my 25 years in road safety, I have never seen anything that disgusts me more than this decision.’

Harold Scruby, Pedestrian Council of Australia



Director of trauma surgery at Newcastle’s John Hunter Hospital, Professor Zsolt Balogh, in theatre. Photo: Alyssa Faith

is all about votes, and they couldn’t care about lives.”

In 2011, Scruby obtained data using freedom of information laws showing that for 117 truck drivers who received warning letters for speeding, almost 100,000 vehicle drivers had been detected speeding by the first two cameras installed in NSW. One was on a 27 kilometre stretch of the Great Western Highway outside Bathurst and the other on a 35 kilometre strip of road on the Pacific Highway in Ballina. No action was taken then because of political opposition to using the cameras to target drivers of cars.

Scruby estimates that the 25 cameras now installed probably capture about 1.5 million people every year who are speeding over long distances, showing they are deliberately breaking the law.

These speed averaging cameras have been implemented around the world and in every Australian state - other than NSW - to spot car drivers who speed persistently over long distances, anywhere from 6km to 60kms. For instance, one is located to the west of Newcastle on a 36km stretch of the New England Highway between Muswellbrook and Singleton.

One camera has the potential to capture the number plate entering the zone, another at the end. Together they could spot drivers who are persistently speeding over the entire 36km stretch. Another operates near a deadly spot for crashes on the Pacific Highway near Urunga, a bit farther north.

Although the NSW Centre for Road Safety has promised to monitor the effectiveness of these cameras, data capture for cars was understood to have been switched off sometime after Scruby’s FOIs. “How can you be monitoring if you turned off the data capture?” he asks.

The 2011 National Road Safety Strategy, signed off by every state transport minister including NSW’s then transport minister and Nationals leader Duncan Gay, supported the speed averaging cameras. Evaluations of point-to-point enforcement had shown they reduced speeding and typically reduced fatalities and serious injuries by more than 50 per cent.

It cited a study from Northamptonshire, in Britain, showing fatal and serious injuries were reduced by 78 per cent in the first five years of operation on the A43 and by 85 per cent in the first four years of operation on the A428.

Far from alienating voters, the 2011 strategy claimed point-to-point enforcement had a high level of public support because it was “fairer than spot speed enforcement because speeding is detected over a greater distance, demonstrating the behaviour was intentional and not due to a momentary lapse of concentration”.

Professor Barry Watson, who published a paper on the effects of average speed cameras in the journal of Accident, Analysis and Prevention, strongly supports their introduction, showing they were a highly reliable approach to speed enforcement that is particularly effective in reducing excessive speeding.

Watson, who is based at the Centre for Accident Research and Road Safety at the Queensland University of Technology, argues that more needs to be done to explain to the public how they work, and demonstrate that they are fairer than other speed cameras.

Just back from working in Geneva as part of an international road safety group, Watson says research shows the public supported these measures because they are measuring speed over distance, designed to catch persistent speeders rather than those who speed at one point in time.

COMMENT

SMH - 14 NOVEMBER 2016

Duncan Gay should be stripped of responsibility for road safety

Harold Scruby

Apart from the pain, grief and suffering, road trauma costs NSW about \$8 billion per annum. According to Transport for NSW, speed-related fatalities comprise 42 per cent of the deaths on our roads.

The shocking news uncovered by the *Herald* last week that up to 16 people have been killed in underused point-to-point speed camera zones since the cameras were installed, demands road safety be stripped from Transport Minister Duncan Gay's portfolio.



The speed cameras NSW doesn't use

NSW has the biggest network of point-to-point speed cameras in the country but doesn't use them to target cars.

Road safety is the natural enemy of mobility. That the minister for mobility (roads) is one and the same minister for road safety is as absurd as the minister for mining being the minister for the environment.

The NSW government should let Gay do what he's good at: building roads. We should emulate the successful Victorian system by moving road safety to a separate ministry where there's an economic imperative to reduce road trauma.

More than 335 people have died on our roads this year and the NSW road toll is up more than 17 per cent on the three-year average. The irony of this tragedy is that people in the bush, Gay's constituency, are three times more likely to be killed in a crash than people in the city.

Gay's mismanagement of his road safety portfolio is not only costing many lives and limbs, it's costing NSW a fortune. His behaviour in selecting which speeding drivers should be booked and which should not is discriminatory.

In February 2011, the Pedestrian Council of Australia lodged a freedom-of-information request, which revealed that during six months in two point-to-point speed camera zones, 117 heavy vehicle drivers had been warned for speeding but more than 94,000 other motorists had also been detected speeding and weren't even warned.

In May 2011, Gay signed the National Road Safety Strategy along with all other roads ministers. The strategy sang the praises of point-to-point enforcement. Gay also agreed as part of the strategy to "improve compliance with speed limits across the road network ... install where appropriate point-to-point cameras to improve speed compliance among all vehicles".



The road toll is "going through the roof", says the Pedestrian Council's Harold Scruby. Photo: Kirk Gilmour

In NSW, point-to-point cameras are only placed in black spots. In the other jurisdictions they operate in – Victoria, Queensland, SA and ACT – they issue fines, not warnings, to all vehicles.

In January 2013, we commissioned a second FOI request when there were 25 zones in operation. Again, a handful of trucks had been warned. But not one other motorist was detected. Gay had switched off the data capture. A convenient case of wilful blindness.

During this time Gay was forging an alliance with the NRMA and its then president, former National Party state minister Wendy Machin. Generally, the Nats have a strong libertarian culture and they despise modern speed camera technology. When booked, the robotic excuse of these Libertarian Luddites is to chant: "Nanny state ... revenue raising".

Gay has deliberately demonised speed cameras claiming they were cash cows and he'd sent a dozen to the naughty corner.

On average, police officers can book one vehicle every half an hour. When they speed to catch lawbreaking motorists, they risk their lives and those of other road users. And it's very expensive, costing at least \$200 per ticket.

Speed cameras catch every speeding driver for threepence and don't compromise safety.

For the past four years, at least nine fixed cameras have been in so-called "warning mode" where vehicles detected speeding at up to 30km/h over the limit are sent three warnings before being issued with a penalty. The farce is that these warnings go to the owners of the motor vehicles and there's no requirement to state who was driving. It's totally ineffective and a huge waste of public money.

The NSW road toll is up 17 per cent on the three-year average.

In spite of the misleading advertising campaign of "Anywhere Anytime", mobile speed cameras are only permitted to operate in published locations with three warning signs, giving motorists a chance to slow down. Although they are bi-directional, Gay will only permit mono-directional enforcement.

Gay's godsend has been Opposition Leader Luke Foley. While spending three months campaigning for greyhounds, he was struck dumb about the 90 people who died on NSW roads during the same period.

Current NRMA president Kyle Loades continues to procrastinate and obfuscate. "When it comes to road safety, our view is that changes to the system need to be based on evidence," he said.

However, practically every reputable road safety organisation has begged the government to turn on the point-to-point cameras for all vehicles, including STAYSAFE, the Australasian College of Surgeons, the Australasian College of Road Safety, the Australian Trucking Association and the Auditor-General. And international studies agree: they show point-to-point cameras reduce fatalities by 50-85 per cent.

Harold Scruby is chairman of the Pedestrian Council of Australia.

Revealed: 14 car deaths in point-to-point speed camera zones in NSW

SMH - 12 November 2016



Sean Nicholls

Fourteen people have died in speed-related car crashes in NSW in areas where point-to-point cameras are installed but are only used to catch trucks breaking the limit.

The figure has been released by Transport for NSW after Fairfax Media reported NSW remained the only Australian state not using existing point-to-point cameras to catch speeding cars.



The speed cameras NSW doesn't use

NSW has the biggest network of point-to-point speed cameras in the country but doesn't use them to target cars.

NSW Roads Minister Duncan Gay signed a national commitment to do so more than five years ago but has refused to make good on the promise, despite calls by road safety advocates for him to keep his promise.

There are 25 point-to-point speed camera zones in NSW deployed over about 726 kilometres to detect speeding trucks at accident black spots. They were introduced by the former Labor government in 2010.

Unlike other speed cameras, they average a vehicle's speed over an extended distance and have been shown to reduce death and serious injury from crashes by up to 85 per cent.

According to Transport for NSW, there were 34 fatal car crashes in point-to-point speed camera zones between 2010 and September 3 this year. Of those, 14 people were killed in crashes where speed was a factor.

"This compares with 962 people killed in crashes across the rest of the state where speed was considered a factor," a Transport for NSW spokeswoman said.

She said that during the same period, 1010 people died on rural roads where the cameras do not operate.



The road toll is "going through the roof", says the Pedestrian Council's Harold Scruby. Photo: Kirk Gilmour

The spokeswoman said that in point-to-point zones "fatigue is a more significant factor than speed".

"Speed was a factor in 33 per cent of the fatalities, compared with 41 per cent statewide, while fatigue was a factor in 37 per cent of the fatalities, compared to 19 per cent statewide," she said.

Fairfax Media has confirmed that when they were first installed, the point-to-point cameras collected data on speeding cars as well as trucks.

But this was changed, meaning NSW authorities had no way of telling how many cars were speeding in the zones.

"An operational decision was made early in the program's rollout, based on legislative mandate, to cease retaining light vehicle data for analysis, as it was not needed," Mr Gay said.

The chairman of the Pedestrian Council, Harold Scruby, said 42 per cent of road deaths were speed-related and the NSW road toll was "going through the roof", reaching 337 so far this year, compared with 306 in 2015.

"Every reputable road safety expert and organisation in Australia has literally begged [Mr Gay] to keep his promise and come into line with all the other states which have this technology," Mr Scruby said.

"He has failed dismally in reducing road deaths in NSW, which are up more than 17 per cent on the three-year average. It's time to give someone else a go."

Mr Gay said not using the cameras for cars was an election commitment.

The government argues its speed camera and police enforcement strategy for light vehicles is working, with fatalities down 90 per cent at fixed-speed-camera locations.

Speed cameras are to save lives, not money

- by: *Harold Scruby*
- From: *The Daily Telegraph*
- Thursday 25 September 2014



Speed cameras are poorly used in NSW, where there are three warning signs before each camera. Source: News Limited

THERE are only two words which will clear Parliament House faster than Eddie Obeid: “Speed cameras.”

There’s a veritable competition between Duncan Gay and Walt Secord to see who can best demonise these devices, while vindicating hapless drivers who’ve has been “trapped” speeding.

Recently Channel 9 released the results of an FoI which found that in 34,614 cases speeding motorists had been let off the hook with “warnings”.

Describing them as “joke cameras”, they claimed up to three warnings were given to motorists travelling at up to 30km/h over the limit, even in a school zone, saving motorists more than \$4 million and thousands of demerit points per annum.

Minister Gay immediately branded these cameras “cash cows”. In the past, he’s been so incensed with them, he said: “I’m sending them to the naughty corner.”

But these “warnings” do not warn motorists. They warn vehicles. These warnings are about as ludicrous as Basil Fawlty warning his car and eventually thrashing it with a branch because it wouldn’t start.

This is all supported by the NRMA. Along with the politicians, they all battle to see how many times they can utter “revenue-raising” in the one sentence. They chant their robotic mantra: “What we need is high visibility policing.”

What they don’t mention is that every time police officers chase speeding motorists they risk the safety of themselves, other motorists and the offenders. And each ticket takes an average half an hour of very expensive, labour intensive police work, while each speed camera catches every speeding motorist in a millisecond at a fraction of the cost.

In early 2011 the PCA released information from an FoI regarding P2P speed cameras. At that time they were only at two locations — and only for heavy vehicles.

These “warnings” do not warn motorists — they warn vehicles



Harold Scruby / Picture: Alan Place. Source: News Limited

It revealed that, over a six-month period, only 117 heavy vehicle drivers had been booked for speeding but that over 94,000 other motorists had also been detected speeding. Despite the evidence and a request from the Australian Trucking Association, Minister Gay refused to turn them on for all vehicles.

There are now 25 P2P locations throughout NSW, each costing about \$600,000 a year to operate and maintain. They are all located in black spots. The PCA recently requested another updated Fol. Again it revealed only a handful of truck drivers had been booked, but the information pertaining to other vehicles was no longer available.

P2P cameras operate for all vehicles in Victoria and South Australia. It gets worse. In the 2012-13 year, Victoria's mobile speed cameras issued 509,325 speeding fines. In NSW it was 11,583.

In 2010, the NSW Auditor-General reported: “Ninety-nine per cent of school zones don't have speed cameras, and that's why I have asked the RTA to tell the public what has happened to the mobile speed cameras that the Minister promised in 2006 would be rotated between school zones.”

Today there is only one school zone in Sydney where the mobile speed cameras are permitted to operate.

In Victoria all speed and red light cameras are covert. In NSW there are three warning signs before each camera. Although mobile speed cameras can detect speeding vehicles bi-directionally, in NSW they only operate one way. And the first warning sign is outside the beam.

In Victoria all speed cameras are controlled by police. In NSW they are operated by the RMS, under instructions from the Minister for Roads. There is no separation of powers in this vital law enforcement function.

Imagine if a politician were to instruct police that drink-drivers caught in certain locations (perhaps marginal seats) were to be given up to three warnings, if they were under high range. Yet speeding motorists account for many more deaths on our roads than drunk drivers.

The current system is an indefensible waste of time, money and very expensive infrastructure. A simple policy change could save millions of dollars in costs and save hundreds of lives and thousands of serious injuries by 2020.

The NSW government must therefore immediately move all responsibility for speed and red light camera enforcement to the NSW Police, to avoid even a whiff of political interference.

Harold Scruby is CEO of the Pedestrian Council of Australia



Dear Prime Minister: An open letter to Malcolm Turnbull calling for action on road safety

WED, 17 JAN 2018

In an open letter to Australian Prime Minister, Malcolm Turnbull, Michael Byrne, managing director of the Toll Group calls for the Government to urgently address six critical areas needed to improve road safety on Australian roads.

Dear Prime Minister

Recent media reports have highlighted what we in the transport industry already know all too well - Australia has a dire road safety problem. In the five years to 2016, **more than 1,000 people were killed in truck crashes**. Our approach to heavy vehicles in this country is core to tackling this issue.

We have heard from many experts across government and academia on what needs to be done to improve road safety, and we thank them for their important contributions. I write to you to as the leader of Australia's largest transport and logistics company, Toll Group, and the former leader of Linfox, the second largest transport company. I've worked in the trucking business since I was 13 years old, and am a second generation industry veteran with my mother having run a highly successful transport business.

I offer you a different perspective to this important discussion on what must be done to improve safety on our roads. I bring you an operator's perspective.

We must begin by addressing six critical areas.

Firstly, we must have one rule book across Australia. Starting with the basics - we are yet to have a consistent definition of what a "heavy vehicle" is. Sometimes it's a vehicle above 12

tonnes (for work and rest hours), sometimes above 12 tonnes and manufactured after 1997 (for speed limiters – except in NSW), and sometimes a vehicle above 4.5 tonnes (mass, dimension and load restraint). Compliance starts with clarity of the rules. A truck should be any vehicle 4.5 tonnes and above. Period.

On the life and death matter of driver fatigue, our current state-based system allows drivers to drive for up to 17 hours in a 24 hour period in Western Australia and up to 18 hours in the Northern Territory – a workday that would be illegal for a driver in any other state. This leaves time for a maximum of only 6 to 7 hours of rest in a 24 hour period – resulting in the physiological equivalent of a blood alcohol concentration of 0.05. We do not accept drunk driving. We should not accept fatigued driving.

Australia has a dire road safety problem... with more than 1000 people killed in truck crashes in five years..."

Further, the maximum speed limit for trucks between 4.5 and 12 tonne varies from 100 km/h in NSW to 130 km/h in the Northern Territory. Any truck driver making the slightest error in judgement at 130 km/h will certainly have a devastating outcome for the driver and anyone unfortunate enough to be in the vicinity.

It is time for a genuinely national approach to heavy vehicle regulation, including for heavy vehicle driver licensing. A national driver licensing system can stipulate the skills and competencies required to safely drive a heavy vehicle, including how to restrain a load and how to fill out a work diary. A genuinely national system would mean that licence cancellation in one state means cancellation in all states. A targeted strategy will attract new drivers, arrest the decline in competent drivers and provide a career path for driving professionals.

The National Heavy Vehicle Regulator was supposed to deliver one rule book. It hasn't. Western Australia and the Northern Territory have refused to sign up to the national law. And so today Australian road freight operators are subject to multiple and overlapping rules at the local council, state and national level. Let's look to aviation for inspiration on how this can be achieved. This industry is subject to one set of rules. No exceptions. We must follow.

Secondly, we must introduce an operator licensing system. Where operators in maritime, rail and aviation must all demonstrate their safety and competence before they can operate, in road transport virtually anyone with a truck, a driver and an ABN can be a road freight operator. This makes Australia unusual: most comparable countries have an operator licensing system for road transport. For example, in the UK, road transport operators must pass a "fit and proper" person test, prove they have the funds to maintain vehicles, and employ transport managers who understand what compliance looks like.

Third, the solution to the road toll cannot and will not come solely from industry. The community, government, enforcement and road safety bodies must do their part too. Through NTI data, we know that in 93% of fatalities involving a truck, the other party was at fault. Yet national and state road safety strategies are silent on how light vehicle drivers can "share the road" safely with trucks. There is an opportunity to ensure that drivers are educated on driving safely around trucks, such as safe stopping distances and over-taking, as part of licensing schemes.

In the UK, road transport operators must pass a "fit and proper" person test ... prove they have the funds to maintain vehicles..."

Fourth, by pulling the right policy levers, government can incentivise and reward safe behaviours from heavy vehicle operators. Discounted registration and stamp duty fees could be offered to operators with sound safety records. Government can also mandate investment in newer, safer more sustainable fleet. Technologies such as autonomous emergency braking systems, lane departure warning systems and electronic stability control can save up to 104 lives per year but

are taking too long to become standard in the fleet. The average age of a heavy rigid truck in Australia is 15.7 years. The average age of an articulated truck is 11.9 years. An operator licensing system could stipulate a maximum vehicle age or offer subsidies/incentives to safe operators to deploy these life-saving technologies.

Fifth, mandate telematics, which includes GPS and black box technology, for all new heavy vehicles. Enforcement of the rules is tough in Australia because of the vast distances between towns. There are not enough police to catch every driver and operator that puts other road users at risk. Mandatory telematics on every vehicle will identify operators that systematically and deliberately speed, overload vehicles and push fatigue limits. Removing operators that refuse to do the right thing protects the community and allows good operators to remain competitive.

Finally, we must ensure that operators such as Toll Group are actively engaged in any debate and policy development pertaining to road safety and heavy vehicles. Any discussion on heavy vehicle regulation must draw on private sector expertise to truly understand how we can overcome the obstacles that are holding us back from creating safer roads for our community.

To recap, I call on the government to make the following six points a priority to affect real improvements in driving the road toll down:

1. Have one rule book for heavy vehicles and heavy vehicle drivers across the country. No variations, no exceptions. This must cover a standard definition of a heavy vehicle as well as a national approach to: mandatory stationary rest times for heavy vehicle drivers, speed limits for heavy vehicles and a driver licensing system
2. Introduce a national operator licensing system
3. Enhance community understanding of how to drive safely around trucks, including through the graduated licensing system and education campaigns
4. Incentivise and reward safe, modern fleets with life-saving technologies
5. Make telematics mandatory for regulatory purposes.
6. Draw on private sector expertise from transport operators in any discussion on improving road safety outcomes pertaining to heavy vehicles

I am sending this letter to all Road and Road Safety Ministers across Australia with the view to driving collaboration across governments. As Australia's largest provider of road freight logistics, Toll stands ready to work with all governments to make these six points a reality.

In our view, we don't need any further research, studies and committees. We have immediate, critical opportunities before us today that, when implemented, will save lives. We know what needs to be done. It is time for action.

Yours sincerely,

Michael Byrne
Managing Director