

**Submission
No 185**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

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Date Received: 2 July 2021

What if we had the tech to make all roads safer (not just at marked speed camera zones)?

We have for half a year in nsw.

The old warning signs meant most cars slowed down for the cameras, then sped up.

It takes many years for motorists to get into a new habit of knowing they can be caught speeding anywhere, anytime. Or it will take less time with proper enforcement.

"Roads are too dangerous to cycle to school" and "I'm just keeping up with the traffic that is just over the speed limit"

Fact is speeding is the main cause for road deaths:

<https://roadsafety.transport.nsw.gov.au/speeding/index.html>

Some countries have the size of the fine as a percentage of your income

The cameras should also detect tailgating and close passing of pushbikes

Motorists break NSW Road rule 126 (Keeping a safe distance behind vehicles):

From the rms gov webpage: "To reduce the risk of driving into the rear of a vehicle, the three-second crash avoidance space is essential, as the vehicle in front has the potential to stop very quickly if it collides with another vehicle or stationary object."

So you drive assuming the car in front will possibly do an emergency stop. This is the governments interpretation of the rule and their recommendation for low risk driving. Just because almost all car trips end up with no crashes does not mean people have driven low risk. It just means the car in front did not do an emergency stop, etc.

You sometimes need a 4 second safety gap (from <https://www.qld.gov.au/transport/safety/road-safety/driving-safely/stopping-distances>). The NSW guideline (<http://www.rms.nsw.gov.au/roads/safety-rules/safe-driving/low-risk-driving.html>.) is for a 3 second safety gap. It is sad that 99% of motorists only leave a 1 or 2 second safety gap. Now you have been empowered with extra knowledge to share with your friends.

Recent research of 99% of motorists breaking this road rule:

<https://www.hindawi.com/journals/jat/2019/7659496/>

Steady-State Car-Following Time Gaps: An Empirical Study Using Naturalistic Driving Data Figure 2: 72-90km/hr gap 1.5 to 2s

OR: Do the super easy research yourself. Use a stop watch app to time when the car following a car passes the same point. Really easy research that everyone should do, 8yr olds, 16yr olds, 21yr olds etc.

It is observed the most about 80m after a traffic light. The traffic is free flowing and doing the speed limit. Most cars following the first car that was stopped at traffic lights will only have 1 or 2 second safety gaps.

Most crashes are rear-ends : Eg. the car in front stops suddenly (maybe to dodge a person) and you cannot stop in time. It is called the 3 second safety gap for a reason, and if you are less than 3 seconds behind the car in front you are tailgating. This is 50metres at 60km/hr and 84metres at 100km/hr. So by definition over 95 % of Newy drivers pretty much continually tailgate.

This is why many safety conscious people give up on the car because they cannot control the car dangerously following them. You can gain much more safety and control on a pushbike by learning better skills and back streets. Pushbike advocates love to help people find better backstreets, and to make submissions many government things because pushbikes are a critical part of a happy and non-discriminating society.

But some motorists believe they are still safe:

"In the five years from 2013 to 2017, 66 people were killed in NSW from rear-end crashes and 3840 were seriously injured in the nearly 21,900 incidents of this kind that occurred in the state."(from <https://www.news.com.au/technology/innovation/motoring/on-the-road/new-road-markings-to-put-an-end-to-tailgating-in-nsw/news-story/2906da9375d91c1f88ab6444e73c000d>)

They say they leave maybe a 5 second safety gap in front of them to compensate for the driver that is tailgating them by being only 1 second behind them. Yep you guessed it a car will cut into that 5 second safety gap. So then you need to slow down from 60km/hr to 50km/hr to get that 5 second safety gap again. But then another car cuts in. So you need to slow to 40km/hr. Then 30, 20 you end up stopped or driving very slow. The same result is when cars cut into the 3 second safety gap.

Society agrees with killing kangaroos/dogs rather than swerving and killing a person. Some animals that dart onto the road 60m in front of you are savable. You can stop your car "suddenly" and not crash into them. But the problem is the car tailgating you will crash into you. So currently to avoid a car following you crashing into you, some people will kill the dog. But it does not have to be that way: If more drivers followed the 3 second safety gap you could stop for more dogs.

The main issue is that it is currently socially acceptable in Newy to tailgate. Some other countries do a better job with road safety. So in conclusion everyone is breaking road rules (motorist, pedestrian, cyclist) because the facts do not discriminate. Maybe people will question other ways they travel and bust more road rule myths after they have busted one myth. Just because everyone else is travelling/driving unsafe does not mean you have to aswell.

People do not have the right to jog fast past someone too closely. It scares people and puts them in fear of walking on footpaths. Crashes can kill

People do not have the right to pushbike fast past someone too closely. It scares people and puts them in fear of walking on sharedpaths. Crashes can kill

People do not have the right to drive cars fast past a pushbike too closely. It scares people and puts them in fear of pushbiking on roads. Crashes can kill

Road Rule :126 Keeping a safe distance behind vehicles

"A driver must drive a sufficient distance behind a vehicle travelling in front of the driver so the driver can, if necessary, stop safely to avoid a collision with the vehicle."

Common Arguments

Someone says: "you still don't get it – we have from the beginning of this thread been talking about inconsiderate cyclists travelling 2 and 3 abreast forcing dangerous situations with motorists – this is what Robyn and I have been addressing – try turning a corner only to find bicycle riders 2 abreast blocking the only lane so suddenly you're forced to cross double lines and face a truck coming towards you – all in split seconds – this has happened to me twice in last 12 months – inconsiderate bike riders. These are not "myths" it is and has actually happened."

RESPONSE: "I totally get it. Around this "blind corner" you describe: What if it is a toddler that has chased a ball onto the street? What if it is a cow? What if it is a slow truck? For all these situations (and more) you should slow down behind the truck and overtake when safe. Are you seriously telling me that around this blind corner" if it was a truck and there was an oncoming truck (so you could not overtake), that you would crash into the truck? You are obviously going too fast for the corner, and you need to slow to a speed that you can safely take the corner at. No-one is forcing you to overtake the truck (or cyclists) dangerously. Just because you are going faster than the truck (or cyclist) does not mean you can overtake dangerously.

The myth you are describing is: "Cars should be able to squeeze past and overtake cyclists safely without having to change traffic lanes". I agree that most times in Newy cars can safely overtake cyclists without having to change lanes. But there are many cases where this is not the case. The confusing bike pictures on Newy roads have caused some of these myths. Even the Uni agrees. They look like government approved bike lanes. But they are not! Even The Uni active travel pages agree : newcastle.edu.au/activetravel

Please, I do not want you to crash into a truck around blind corners or blind hills. I want road safety for all. I recommend looking at Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/

VISION ZERO from SAM:

It's backed up by facts, including evidence from dozens of jurisdictions around the world as diverse as Vancouver, the Netherlands and Barcelona.

The key is to adopt a zero tolerance policy for road trauma (Vision Zero, not the "Towards Zero" spin of our governments). Everything else flows from that. As humans are vulnerable and fallible, you can't rely on them to achieve the objective with behaviour modification alone (speed limits and fines). You must Re-engineer the environment. Slow down traffic by narrowing streets, removing lanes, eliminating rat runs, etc.

Make the motorways and primary roads gold standard, and ban bicycles and pedestrians completely. Secondary roads should be narrowed and speed controlled to 50kph. Bikes and peds should have their own lanes on these roads, physically separated if possible.

Local streets should be severely curtailed by limiting through traffic to a small handful of routes, and narrowed or blocked to ensure speeds of no more than 30kph.

Road users should have to pay the total costs of roads in direct proportion to their demand for the resources. No more free parking in public spaces, at least where there is more demand than supply.

In that environment, guess what happens? People start finding other ways to get around, demand for public transport infrastructure skyrockets, 75% of the population cycles and the animosity disappears!

Over time, ugly roads are reclaimed by the community, and streets become reactivated for people. Business actually flourishes and productivity rises dramatically. It may take a few generations, but the reality is our current piggish insistence on one person one vehicle at any cost (financial, environmental, societal) is plainly unsustainable. For example, the NSW government is building motorways it cannot afford without charging exorbitant tolls. In order to get people to pay those tolls, it is going to rebate them from general revenue, which means slugging the rest of the state so that drivers in Western Sydney get to drive a bit faster. It's a negative sum game, and it will ultimately come crashing down.