

**Submission
No 384**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

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Partially
Confidential

2021 Speed Camera Inquiry Submission

Introduction:

I am currently retired.

My previous occupation was as the Academic Director within the School of Policing Studies with Charles Sturt University (CSU), located at the NSW Police Academy. In addition to that role, I also co-developed the road safety subject within the Bachelor of Policing Course that was known as “Road Trauma – Accurately Identifying Causal Factors”.

Prior to my employment with CSU, I was a NSW Police Officer, having experience across a range of duty types including Highway Patrol as well as a driving instructor in Police Driver Training.

Outside of my employment I served on the Executive Committee of the NSW Motorcycle Council from 2011 until 2018 and I am currently the NSW delegate on the Road Safety Committee for the Ulysses Club Inc.

“Speed” is the single most over-stated factor in crash cause for some time and remains so today. This is the result of statistical construct by particular road safety research institutions and road authorities in Australia and most certainly is the case by NSW State road authorities (note confirmation of this highlighted and contained in supporting document 1, being a letter I received from the NSW Police). It is a well guarded FACT that crash causation is NOT established by routine police attendance at road crashes and that crash causal factors are the result of agenda-driven criteria that have been ‘constructed’ by The Centre For Road Safety (CFRS) in NSW (this is also confirmed in document 1 by NSW Police).

Drug affected driving and Inattention are far greater causal factors for road crashes in NSW than is the case with respect to speeding. In fact, very few crashes are actually caused by speeding. This has been well established in overseas research by the British Government’s Transport research Laboratory (TRL323) as well as research from the USA’s National Highway and Safety Administration’s collaborative effort with the Virginia Technical Universty’s study, known as the Naturalstic Driving Study. Both these overseas studies proved that from a causal perspective, excessive speed was a factor in less than 10% of crashes and that Inattention was a causal factor responsible for over 50% of both crashes and ‘near-miss’ incidents!

Notwithstanding the fundamental flaws in claims about the role 'speed' has to play generally, I would make a few points about speed cameras specifically:

- 1) CFRS Director, Mr Bernard Carlon, has stated that speed cameras have resulted in significant reductions in both fatal and injury crashes at locations where speed cameras have been placed. Whilst this is certainly true in some locations, it is not in others. The salient point here with regard to specific locations where crash reductions have resulted is that when speed camera locations have been signposted, a 'halo' effect in terms of motorist behaviour occurs (in that drivers respond and slow down during transition in the targeted area and then resume 85 percentile travel speed once clear of the camera area). This is actually a good thing as it achieves exactly the desired result where simple pleas for drivers to slow down were not able to gain compliance. Now whilst this might seem at face value to support the 'speed kills' mantra, it actually has more to do with affecting driver cognition about the need to alter their behaviour in response to an area of road where they should be perceiving an increased risk. This driver behaviour 'failure' is the proximate causal factor for past crashes and the travel speed is the 'sympton' that required treatment.

The issue here is that the placement of covert cameras will NOT induce this behavioural halo effect, since drivers will likely not notice the speed camera. Monash University Accident research Centre (MUARC) claims of increased effectiveness from covert camera use as opposed to overt use should be considered in the light of significantly higher enforcement levels and the inevitable recognition of the covert cameras when compared to NSW past levels of overt camera use. However again, these claims of benefit from covert use only apply to some specific locations.

- 2) The use of any speed cameras have a significantly greater result for revenue generation than they have ever managed with respect to road crash reductions. Queensland's increased use of speed cameras a few years ago corresponded to an INCREASE in their road toll over a number of years but produced significant increase in revenue.

3) I note the recent quote from the NSW MP from Wallsend, who on her Facebook page provided the following:

Sonia Hornery MP

The NSW Government has increased revenue 1200%, from \$478,580 in March 2020 to a peak of \$6.3 million in March 2021 – **without saving a single extra life on NSW roads.**

I would be more than happy to attend any subsequent questioning of my submission if this inquiry felt a need or desired to do so.



Peter Ivanoff

4 July 2021