

Economic Development Committee

Inquiry into the road safety benefits of fixed
speed cameras

Submission 10

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Subject: ONLINE SUBMISSION - Road safety benefits
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Speed enforcement:

1. Where there are known black spots. Not at the beginning and end of overtaking lanes which is purely a revenue raising exercise. 2. Speed camera signage is good for actively funneling people to do the posted limit. Secret cameras do nothing but raise revenue. Secret cameras do not stop people excessively speeding. Highway patrol numbers not cameras encourage better behaviour and are able to monitor more things than speed alone (if they the police were allowed to that is).

Fixed speed cameras:

3. Utterly ineffective except for raising revenue. They do change driver behaviour for the worse. People focus purely on their speedometer to the point of being complacent & ignorant of other road users. Instead of being taught by professional instructors and learning advanced techniques the adverts repeatedly talk about a break every 2 hours and don't speed = you'll be safe. 4. Black spot and no other possible way to monitor it. ie HWP cars can't set up there from a safety point of view. Oh, if that dangerous, how about a redesign... 5. School zones. That is it.

New technology:

6. Most likely. More HWP and getting them focused on things like stopping at stop signs (they aren't give way people), sitting in the RH lane, tailgating, deliberate blocking. 7. More HWP cars. Do a proper / valid unbiased assesment of the roads and what speeds they can take. Set the speed limit at the 85% percentile (which it's meant to be), don't fudge the figures and then enforce the rules. NRMA did a survey in Sydney 2 years ago. It found that 90% of the roads had the wrong speed setting, most often too low. Some too high. 8. Speed cameras can't check a car for bald tyres, uninflated tyres, fatigue, unlicensed drivers. HWP officers who are encouraged not just to sit in a bush waiting for a speeding car but actually enforce other aspects. As the former Federal Opposition leader Anderson said, "the total focus on speed at the expense of all else needs to be re-examined".

Comments:

Why is it that when the road toll goes down the government takes credit for that, but when it goes up it is the general populace fault and newer more draconian measures are brought in? Much of the improvement has come from better handling and better built more safety equipped cars. Stop mixing and matching your facts about deaths due to speed to facilitate the wider spread of speed cameras. 30% of all deaths are allegedly speed. Well, using the RTA figures a combined total of those deaths involved drugs, alcohol, unbelted & unlicensed drivers. Some all at the same time. The revenue raised should be plowed into establishing driver training centres and improving the quality of roads. Germany has a higher density of traffic but builds their roads to the same international standards. They take more interest in roadside furniture. They separate oncoming traffic and encourage properly designed (not ad-hoc) roundabouts. They have unlimited speeds on the autobarns but enforce the backstreets. Their death and injury rate is much better. Maybe crush repeat drink drivers cars? Guess politicians, judges and bureaucrats are likely to do that, so probably won't happen. But it is fashionable to do the same to 'hoons' cars. What about a carrot & stick approach? Don't offend for 3years, get the next licence free of charge! I've had 2 friends die on the roads. One was aquaplaning on the highway (less than the posted limits) and hit the beginning of the guard rail. The other was t-boned on his motorcycle at an intersection in a backstreet. The woman ran a stop sign. Stop the total focus on speed. DRIVER EDUCATION, BETTER ROADS & ENFORCEMENT OF ROAD RULES (NOT JUST SPEED)