

**From:** John Nightingale  
**Sent:** Monday, 14 January 2008 4:01 PM  
**To:** Travel Safe Committee  
**Subject:** Failure of link to online submission page

This technology, combined with falling real cost of hardware, deserves the most serious consideration, given that behaviour change in Australian society has been driven by a combination of carrots and sticks. The disapproval of drink driving that is now general was not generated by education alone, but by increasingly intense enforcement of the law. We are now in a world in which time is more short for people, or perceived to be so. Impatient behaviour is now a norm that has important effects on driving behaviour: amber and red light running, use of mobile phones, including text messaging, driving when fatigued, opportunistic lane changing and road rage, are all evidence of this behavioural norm.

In order to change this behaviour on the road, it is necessary, as we all know, to enforce reasonable laws against it. The driver, to be convinced to obey law, has not only to know the penalty but also the chance of being caught. The government is well aware of this in installing fixed speed cameras at a limited number of locations. The use of ANPR technology is a logical next-step in increasing the chance of being caught. I would have thought it was obvious that this is the case, and that a benefit–cost analysis of it would also be quite simple. We already know the obvious costs of road accidents, as shown by the press release utilised by the Courier Mail (14/1/08). We also know the effect of enforcement on accident rates. We therefore know, by implication, the benefit of increased enforcement, and can match that against the cost to government and the taxpayer of investing in this technology.

The relevant benefits and costs are those affecting the whole of society, not simply the government or the taxpayer of Queensland.

One cost that should not enter the equation is any potential loss of income and employment by smash repair firms, tow truck owners and drivers, highway patrol police, hospital employees and the medical profession, those whose livelihoods depend on road accidents and trauma. As the accident rate falls, these people will move to alternative and more useful activities. In the perfect world, these jobs would not exist.

Yours sincerely,

Dr. John Nightingale,