

Honourable Colin Barnett MEd MLA

Premier; Treasurer; Minister for State Development

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Dear Minister,

Safety Warning Systems and Safety Radar Receivers

I write to you in your capacity as a WA Minister, as you may be asked to endorse a proposal by Hon Rob Johnson, to ban the use of safety radar receivers in WA. In that capacity, I ask you to consider the following facts:-

1. WA's 50,000 safety radar receivers remain an integral part of the state's **only Intelligent Transport Safety System (ITS). The Community Funded Safety Warning System (SWS)** and Tractor Drone Radar System has been endorsed and supported by **St Johns Ambulance, Ambulance Australia**, most Traffic Management companies, road crews, unions, farmers and the motoring public of WA. There are thousands of drone radar and traffic hazard beacons in current operation in WA and it has been **fully funded by the community**.
2. The WA Government and the Office of Road Safety and have been committed to have an ITS in operation in WA since 2002. The current proposal endorsed by the Minister is to have a 5.9 Ghz **ITS which would cost in excess of \$3 billion (1)**. It would not be in operation before 2020 and **would require all state Governments to agree** and commit to this particular system. It would take a further 5 years at least to gain 50,000 users in WA (2025).
3. Minister Johnson confirms that overseas studies have shown the SWS to be effective in improving road safety but also confirms there has been no investigation into the road safety benefits of the SWS in WA. SWS is recognised as Best Practice at Work Zones by many Road Safety Authorities in USA.
4. Minister Johnson **has failed to provide any sound evidence**, report or recent study to support a ban on safety radar receivers. In his most recent letter his proposition relies solely on the marketing by retailers of safety receivers. Minister Johnson has also failed to provide any projection or measurable benefit in road safety or the road toll, to be gained from this proposal. The Independent WA Speed Management Task Force (6) and the most recent Speed Enforcement Study for WA (2008) by Monash Accident Research Centre **did not endorse any ban on safety radar receivers.**(5)
5. Minister Johnson's proposal could be interpreted to include or encompass GPS systems including navigation systems with a speed camera database, as these perform the same function as a safety radar, alerting drivers to the possible location of a speed camera. WA would be the first jurisdiction in the world to ban such devices.
6. Road Safety strategy and policy should rely on sound evidence based methodology to be effective in reducing the road toll. **All previous governments** in WA have put aside calls to ban radar receivers as there is no sound evidence that they are a road safety hazard or that they assist drivers in evading speed detection.

"Austroads estimate that total costs of ITS (5.9Ghz) between 2010–2020 in net present value terms is \$3.1494 billion, which includes pilot test, capital costs, operating and administration costs."(1)

"Intelligent transport systems (ITS) have the potential to bring significant economic, social and environmental benefits to the Australian community. The transmission of real-time information between vehicles, or between vehicles and road network operators, has the potential to improve road safety, reduce the number of crashes and save lives."(1)

The community funded SWS is WA's only current ITS system and it has been effectively implemented without any Government funding. It already utilises *real-time short range information between vehicles and road network operators*. Independent overseas studies and tests have determined that SWS slows the mean traffic by up to 8 km per hour at road works and road hazards.

The Government's power to change laws and implement legislation should never be taken lightly as its impact on businesses, jobs and people's livelihoods are far reaching. Like any law, changes to road rules and legislation **should be based on sound evidence**. We are calling upon the Government to ask the relevant Department or the ORS to **properly investigate the safety benefits and safety potential of the Community funded ITS "SWS" and tractor drone radar safety system in extensive use in WA**. This should be done before consideration is given to implement ARR Rule 225 or to implement a ban on the use of safety radar receivers which would render the SWS useless without any measurable or projected improvement in road safety or the road toll.

Yours sincerely,



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ADRA is a Western Australia based not-for-profit association concerned with Road Safety and providing a voice for the motoring public of Australia. Currently we have over 11,000 members across Australia.

References

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