



How does Point-to-Point enforcement work?

Point-to-Point enforcement works by measuring the amount of time it takes a heavy vehicle to drive between two points and then calculates the average speed of the vehicle. If the vehicle's average speed is higher than the speed limit for the length of road, the driver will be booked for speeding.

All Point-to-Point enforcement lengths are certified by a registered land surveyor to ensure the accuracy of average speed calculations. The distance used when calculating a vehicle's average speed across a Point-to-Point enforcement length will be the shortest practicable distance which ensures that there is no possibility that a driver's speed can be overestimated.

Point-to-Point enforcement promotes area-wide suppression of speeding because speed enforcement is sustained over a length of road rather than just a single spot. Overseas research has shown that a 50 per cent reduction in fatal and serious crashes after Point-to-Point enforcement was installed.

Can this technology be used for detecting speeding cars?

Point-to-Point enforcement is only used to enforce heavy vehicle speeding.

Why are heavy vehicles targeted?

Point-to-Point enforcement targets heavy vehicles because they are often involved in serious road crashes. Heavy vehicles make up only three per cent of vehicle registrations, and seven per cent of kilometres travelled by NSW vehicles however are involved in almost 20 per cent of road fatalities. Point-to-Point enforcement is also more suited to the long distances heavy vehicles travel.

Research from the National Transport Council has suggested that if all heavy vehicles complied with speed limits there would be a 29 per cent reduction in heavy vehicle crashes.

What vehicles are enforced using Point-to-Point enforcement?

Heavy vehicles and trailers with a Gross Vehicle Mass greater than 4.5 tonnes.

How have sites for Point-to-Point enforcement been selected?

Point-to-Point enforcement lengths have been selected using criteria developed by the NSW Centre for Road Safety. Site selection is based upon several factors including the frequency of heavy vehicle crashes, heavy vehicle speeds and road conditions.

Where are Point-to-Point enforcement lengths being installed?

Point-to-Point enforcement lengths are on routes that have an over representation of heavy vehicle crashes. Point-to-Point enforcement lengths are being installed on known heavy vehicle routes, including the Pacific Highway, the New England Highway, the Hume Highway, the Newell Highway, Mount Ousley Road and Picton Road.

Point-to-Point camera locations are available on the [website](#).

Are there new offences?

Point-to-Point enforcement is used to enforce existing speeding laws, however an additional demerit point will be incurred by heavy vehicle drivers detected speeding using Point-to-Point enforcement. This is because offences detected by Point-to-Point enforcement demonstrate a continued intention to speed.

Is there any warning approaching these enforcement lengths?

Yes, Point-to-Point enforcement lengths are signposted with one advance warning sign on each approach which display a camera image and the text "AVERAGE SPEED SAFETY CAMERA AHEAD".

Can police enforce speeding or other offences in Point-to-Point enforcement lengths?

It is not intended that Point-to-Point enforcement replaces police enforcement on heavy vehicle routes. Police enforce a wide range of offences including speeding and for the safety of road users it is necessary that this enforcement continues in Point-to-Point enforcement lengths.

Speeding infringements and suspensions issued by police will continue to apply regardless of whether the driver also receives a speeding infringement from the Point-to-Point camera.

How do we know Point-to-Point enforcement technology is accurate?

Point-to-Point cameras are subject to rigorous testing, certification and calibration in accordance with legislated requirements.

Roads and Maritime Services (RMS) has developed strict operational guidelines for Point-to-Point cameras to ensure that they are robust and accurate.

The distance used when calculating a vehicle's average speed across a Point-to-Point enforcement length is the shortest practicable distance, which ensures that there is no possibility that a driver's speed can be overestimated.

Can Point-to-Point technology enforce speeding where there are multiple speed limits on a Point-to-Point enforcement length?

Point-to-Point enforcement lengths enforce the sign posted speed limit along that length. Where there are multiple posted speed limits, the 'average speed limit' will be calculated.

The 'average speed limit' is calculated by measuring the part of a Point-to-Point enforcement length that each of the different speed limits applies to. The distance of each part and their respective speed limits are used in a legislated formula that will calculate the 'average speed limit' allowed for by the Point-to-Point enforcement length.

What does the camera record?

Point-to-Point cameras record photographs of vehicles as they pass the start and end points of an enforcement length. The cameras also record the licence plate of the vehicle and the exact time the camera took the photograph.

Can Point-to-Point enforcement be used to detect speed limiter non compliance?

Yes, Point-to-Point enforcement can be used to prove speed limiter non compliance.

What if I wasn't the driver at the time of the offence?

If you were not driving the vehicle at the time of the offence, you should provide the name and details of the driver by completing the statutory declaration form provided with the penalty notice and forward it to the State Debt Recovery Office for processing.

If you wish to view the photographs of your offence you can view these online at www.sdro.nsw.gov.au free of charge.

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