

**Submission
No 41**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

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My first concern with unmarked and un-flagged cameras is that they have zero effect on the driver or the rider's immediate behaviour. Receiving a fine for an offence three weeks after it's been committed does not change the driver or the rider's behaviour at the time. If the intention is to get people to slow down, seeing a marked and obvious Police Car on the side of the road achieves this end; people see the vehicle, glance automatically at their speedo and modify their speed if necessary. Receiving a TIN three weeks after going past a vehicle parked on the side of the road, of which the driver or rider may not have even been aware at the time, only produces anger, and resentment. Protestations that the existence and siting of the camera is 'all about safety' and the pie-in-the-sky "Towards Zero" campaign doesn't wash when you've been effectively entrapped, often while doing the same speed as everyone else at the time. "Revenue-raising", especially given the obvious pride with which the obscenely advertised increase in revenue since the signs were removed, and the cars denuded, is an entirely justifiable cry.

The Hume Freeway is the highest-speed rated road in the state; it is always inhabited by Police cars, either moving, or, more often, stationary and very visible. Speeders are caught, and deserve to be if they ignore this obvious "we're watching, check your speed" signal.

My other concern with the two repeating sitings of unmarked and now unidentified cameras in my general area is the obvious lack of reference to whether or not there has been or is likely to be a fatality accident, or whether there is an obvious danger in the area, requiring the siting of a camera. In both cases, on the old Princes Highway, Dapto, near the Darkes Road intersection, and on the Illawarra Highway, Tongarra, opposite the Green Valleys Mountain Bike Park, there is no record of a fatality accident in the living memory of people living there.

The Princes Highway at Dapto is a quad-lane road, straight, level and with perfect visibility for over a kilometre, and is sign-posted at 80kph limit. All vehicles travelling north (the camera is always in the northbound lane, hiding under the shadow of the trees and at the end of the straight) have to slow down for the roundabout at the end of the straight, even if they are going straight ahead and not onto Darkes Road and then the Wollongong Freeway.

The Tongarra camera is always in on the eastbound lane, halfway along a long straight, dipping then rising at the end, and again with at least a kilometre of visibility. The posted limit is now 90kph, despite this being rural highway and there having been no changes to this road in decades to warrant the dropping of the limit from rural highway 100kph limit. Further, Macquarie Pass, which precedes this section of road, is double-unbroken line eastbound for its entire length, and the Tongarra Straight represents the first opportunity for cars or bikes or overtake trucks, slow-moving caravans, etc, in over 11 kilometres of road. The next opportunity is a further 6 kilometres east, near Albion Park. It's hard not to take the cynical view that the siting of the camera is directly connected to the desire of people to get out of low gear and up to a highway speed, and perhaps nudge over the 90kph limit while doing so. There is only one house on this whole straight, so the argument that cars and bikes, etc, need to be slowed down near his gateway is a specious one.