

Submission  
No 65

## MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

**Name:** Name suppressed  
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Partially  
Confidential

Tonight I was caught by a speed camera for the first time in 16 years of driving. I approached the fixed speed camera and was unaware it was there; as I approached the light turned yellow, I noticed the camera and panicked. I feared that I was going to get caught by the red light camera. So instead of driving through the yellow as normal, I increased speed and then got caught speeding. My reaction was panic because I saw the camera as I approached the intersection. I believe I would have been more cautious if the signs were in place warning me of the speed camera.

On a side issue. I oppose the government's approach to traffic safety. Road speed limits are being reduced, despite safety and technological advancements making cars safer than ever. For example, on Windsor Rd Castle Hill, the speed limit was recently reduced from 70kph to 60kph. An unmarked mobile speed camera now sits there regularly. This is frustrating because the roadway was capable of being a 70kph zone for decades, now the speed is reduced which causes further frustrations and then the use of the unmarked car appears to be an attempt to target drivers that may still be driving that section at 70kph.

The reduction of speed zones throughout NSW is frustrating because as technology advances we should be progressing towards efficient roadways, not slower roadways. The old sections of the Pacific Highway between the QLD border and Sydney are examples of roads that were once capable of being 100kph zones which are now reduced.

Finally, the use of speed cameras in 40kph zones provides for little leeway for drivers. Speed zones across Surry Hills and the Sydney CBD have been reduced from 50kph to 40kph. Streets like Crown and Oxford have speed cameras. It is difficult to maintain a 40kph limit on such long stretches of road, fluctuations are bound to occur. Even if a 10% margin was provided for these cameras, it would mean drivers would have to navigate between 40-44kph. That is a difficult task at 40kph because these roads are kilometres long.

To summarise, the use of the unmarked speed camera is yet another frustration imposed on drivers who are already experiencing long commutes and slower speed zones. More efficient roads that don't compromise speed for safety would ensure drivers are getting to their destination as quickly as possible without frustration and therefore driving in a safer manner.