

## **MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW**

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## Speed Camera Inquiry – NSW

### Individual Submission

#### The Committee:

##### Background:

Since the *removal* of warning signs indicating mobile speed cameras, there has been an overwhelming increase in revenue to the State of NSW from NSW motorists. Data from Revenue NSW for the month of March 2021, shows an additional 10,000 fines issued raising an additional \$6.33 million in revenue.

By contrast, fixed speed cameras which still have speed warning signs, the fines issued were relatively the same. For March 2021, there were 36, 737 fines issued to a value of around \$11 million in revenue for the NSW State Government.

Clearly, these figures suggest that mobile speed cameras without warning signs, are merely a cash cow of revenue for the State Government rather than a safety measure.

##### Current Situation:

Motorists are constantly reminded by various state transport ministers in NSW that speed cameras either fixed or mobile, provide revenue for road safety measures and enhancements. My attached evidence proves otherwise.

Many road safety signs, including speed limits, locality signs, emergency signs (eg. Hospitals), road condition signs (eg. Visual signs like rail crossings pedestrian crossings) are:

- Poorly maintained
- Faded
- Obscured by other signs and poles
- Obscured by overgrown vegetation
- Obstructed by Graffiti
- Covered in mould, dust, dirt, bush fire damaged, flood damaged
- Knocked over by fallen trees or accidents and not reinstalled
- REFER **Appendix A**

The fact that existing speed cameras need to be *hidden* in *unmarked* vehicles speaks volumes of the sole purpose of their existence – a money raising cash grabbing purpose of deceit with no relationship to safety measures or driver education awareness of local road rules adherence.

If the mobile cameras are to exist, then the reintroduction of warning signs is imperative. By seeing the warning signs, motorists are almost in entirety to check their current speed, slow down and be reminded of the current speed limits for that area. For Indigenous drivers like myself, who travel between communities over long distances for meetings and celebrations, Sorry Business and site visits, the variations of different speed limitations can vary and change

many times. Having warning signs for mobile speed cameras can actually be a safety measure and safety reminder.

The current State Transport Minister Andrew Constance makes reference to secret modelling from Monash University to justify the removal of warning signs from mobile speed cameras may save lives, but *nowhere* can the secret modelling be found.

The Inquiry needs to have this secret modelling released to NSW motorists.

### **Conclusion:**

The Inquiry needs to prove any revenue raised from speed cameras is actually accountable in that it is spent on road safety, rather than new road building, which is done through annual state road budgets and private/public toll arrangements. The attached selection of photos – REFER **Appendix A** - showing an extremely small snapshot, proves this is not occurring. Nothing has changed since my concerns were published as a story in the Daily Telegraph (5 July 2019). I would urge members of the Inquiry Committee to widen the scope of the investigation, to actually travel the state roads and make their own observations to the poor maintenance of all types of road warning and condition signs in situ for NSW motorists that are not being addressed from mobile speed camera revenue. Attached evidence demonstrates a failure of road maintenance from all levels of Governments (local, state, and federal). I have *never* seen any road improvements or maintenance in the exact areas where these mobile speed cameras are located. What does that prove then? (eg. Manns Rd West Gosford mobile speed camera has been in the same location for many many years and yet the current section of road is still pot holed, deteriorated road edges/road shoulder, faded parking sign adjacent, near invisible road speed marking and poor line marking in existence – REFER **Appendix B**).

Thus, these mobile speed cameras are but merely a mechanism of revenue raising only. At least have warning signs added to them to actually act as safety reminder and measure for motorists passing them.

### **Key Question/Point of View for the Inquiry to Consider:**

If motorists cannot see what the actual road speed limits are as well as the corresponding safety signs, how then can they be expected to know what they are and adhere to such limits and conditions?

All the more case to have mobile speed warning sign reintroduced. At least they indicate what the speed restrictions are.

Appendix A:



Sign indicating hospital cannot be seen by motorists. Location. Pacific Hwy, Berowra.





Poorly maintained cycleway indication sign for motorists to observe. Location. Manns Rd  
Narara.

Cannot be seen due to overgrown vegetation.



Invisible road safety markings. Location. Manns Rd West Gosford. Ironically this poor safety marking is located only 50 metres from a former fixed speed camera and only 900 from an ever present mobile speed camera further up on Manns Rd. And all revenue from mobile speed cameras is meant to be directed at road safety like this!!!





Poorly maintained road safety barriers in 110km/hr zone.

Location. M1 near Morisset

# Drink drivers go coastal

## Region racks up highest number of boozers behind the wheel

**EXCLUSIVE**  
**JANET FIFE-YEOMANS**

THE state's most irresponsible drivers are on the central coast where they rack up hundreds more drink-driving offences — than anywhere else in NSW.

There were 203 central coast motorists caught for driving while more than three times over the legal limit last year, as well as 846 who committed low, medium and special PCA offences.

Last month, Daniel Mc-

Garry, 31, pleaded guilty at Gosford Local Court to his second high range drink driving offence after he was so drunk behind the wheel on the M1 motorway that other motorists' trucks used his semi-trailer as a rolling roadblock to get him to pull over at Mt White.

McGarry, of Gosford, had the M1. He blew 208 after being stopped at 12.27pm on May 7 following four hours of drinking at the Wyong Rugby League Club. Sent to drink

driver Neil Hutchinson, 51, was on an eight-month suspended jail sentence for two previous drink-driving matters when he put his unregistered and uninsured car into reverse instead of drive and struck three women at Westfield Tuggerah.

The former dentist returned a blood alcohol reading of 0.278 — his third high-range offence in 12 months.

He has pleaded guilty at Gosford District Court and will be sentenced on July 26.

While the number of motorists appearing before the

state's courts for drink driving has dropped from 39,995 in 2014 to 18,041 last year, many on the central coast are still out of control on the roads.

In 2017, out of a total of 915 local drink drivers who appeared in court, 174 were high range. In 2016, 164 out of 858 were high range offenders, according to the latest figures from the NSW Bureau of Crime Statistics and Research.

The next worst drivers are those from interstate and overseas with 112 blowing high range last year followed by the

Blacktown local government area with 98 out of 751 in total. Penrith LGA had 85 out of 458, and Sydney's northern beaches LGA had 78 out of 587 drink drivers in the high range.

Lake Macquarie was next with 76 out of 427 in total.

The state's top traffic cop, Assistant Commissioner Michael Corboy, said while a lack of public transport in some areas may be a reason behind the concerning statistics, there was never an excuse for drink driving and drivers should make other plans.

"Anyone who drinks and drives is irresponsible no matter where they live," Assistant Commissioner Corboy said.

"If people planned ahead they would be able to arrange their trips around public transport or make other arrangements. There is no excuse for drink driving."

He said police were targeting high risk areas like the Central Coast, Penrith and Lake Macquarie where there had been significant increases in population and, therefore, more RBT stops.



Pictures: Adam Yip

**MITCHELL VAN HOMBURG**

**FREEWAY** signs are becoming lost in a tangle of trees and bushes on one of our busiest roadways — and the situation could prove deadly, experts say. That is the fear of officials from the Transport Workers' Union and the NRMA who have slammed shoddy maintenance on the side

of the M1 between Sydney and Newcastle where some speed and exit signs are unreadable due to overgrown foliage surrounding them.

TWU NSW State Secretary Richard Olsen told The Daily Telegraph lives are at risk if they are not properly maintained.

"The poor visibility of the signs has the potential to put drivers in

an unsafe position which can lead to more deaths on our roads," Mr Olsen said.

Transport NSW is responsible for the maintenance of the signs on state-owned roads such as the M1. A spokesman said it scheduled inspections of the signs based on environmental factors and has a regular maintenance program.



## WHEELS FALL OFF MAZDA

MAZDA has issued a recall for thousands of vehicles amid fears the wheels could fall off one of its most popular models.

The recall was one of several made by car companies after a range of safety warnings were issued on models of Mazda, Dodge and Jeep.

"The Australian Competition and Consumer Commission said the reasons for the

recalls included loose bolts, defective brakes and incorrectly-installed windshields.

One of the models recalled, the Mazda 3, has an issue from the manufacturing process, meaning the wheels could fall off the vehicles. There are 323 cars affected. Mazda issued a statement that a "rattling noise occurs prior to a wheel detachment from the vehicle".



One of the deer.

## Emergency in the deer blue sea

**MADELINE CRITTENDEN**

**BEACHGOERS** at Wollongong witnessed a rare sight yesterday, with several deer making their way to the water for a morning dip.

But the presence of the deer also sparked an emergency response when two of them bolted into the breakers.

A Fire and Rescue crew was called after receiving reports three of the animals had made their way down to the water.

While three deer were initially spotted near some rock pools, NSW Fire and Rescue senior Firefighter George Mis-

ios said one took off, leaving the two others to go for a dip. "They swam out, they kept

going and going and going," Mr Misios said.

"We got the lifesavers on their jet skis looking for them to hopefully turn them back to shore."

One deer later had to be euthanised after climbing an embankment and posing a community safety, according to authorities.



Safety pedestrian sign obscured southbound (L) outside Niagara Park PS! Sign opposite cannot be seen when heading north (R) in other direction due to positioning behind pole. Letters to Council have resulted in no action.



School speed variation sign near same location – Narara Valley Drive, Narara.  
Vegetation and placement on a bend means it cannot be viewed by a motorist.





School speed variation sign opposite Narara Valley HS – Fountain Rd, Narara.

Vegetation and graffiti means it cannot be viewed by a motorist.



Location. Central Coast Hwy West Gosford

60 km/hr speed sign not visible. Citing poor/non-existent maintenance.



Location. Old Pacific Hwy Kangy Angy.

Hidden locality sign and guard/safety reflectors rail obscured by vegetation.





Same location and issue as above.



Location. Wards Hill Rd, Empire Bay NSW



Vandalised/graffiti road safety sign. Location. Showground Rd, Narara NSW



## Appendix B:



Near invisible speed road marking Manns Rd, West Gosford NSW (been like this or many years). Ironically this poor safety marking is located only 50 metres from a former fixed speed camera and only 900 from an ever present mobile speed camera further up on Manns Rd. And all revenue from mobile speed cameras is meant to be directed at road safety like this!!! (Question: Is this meant to say 80 or 60 km/hr speed marking?). Note also the faded/near invisible double yellow lines and shoulder line markings.



Faded road safety/rule sign opposite ever present mobile speed camera location at Manns Rd West Gosford (near intersection with Dell Rd).

60 km/hr sign can be obscured by this 'red' sign for oncoming motorists.



Faded road safety/rule sign 500 m from ever present mobile speed camera location at Manns Rd West Gosford





Obscured safety Fire Hydrant (HP – Hydrant on Path) with loss of safety yellow marking and covering in lichen. Opposite ever present mobile speed camera on Manns Rd West Gosford. Been in this condition like above for many years.