

**Submission  
No 164**

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

**Name:** Mr James McFarlane

**Date Received:** 21 June 2021

Dear Members of the Review of Mobile speed camera enforcement programs in NSW

I write to you, without prejudice, to address mobile enforcement programs.

Speed limits are designed to reduce risks associated with hazards and the use of roads. To completely remove the Hazard is elimination. Vehicle speed will always create a hazard and cannot be removed completely, however, reduction of speed limits reduces inherent risks. These speed limits may be often set well below 'acceptable' safe speeds influenced by the feeling of personal responsibility and priorities

It is therefore I ask that speed cameras only operate where there is a high incidence of hazards and risks, backed up by historical facts and figures and away from political influence allowing drivers warning opportunities. These speed cameras should operate with the allowance of "human factors" and consider a "risk matrix threshold". This "risk matrix threshold" should account for the condition of the road, weather, pedestrian use, as well as historical data among a few considerations.

Speed cameras should never be used as revenue raising, and not be designed to just detect drivers over the speed limit where there is no risk, but be incorporated as a tool combined with better roads, barriers and safer vehicles, resulting in safer roads.

Where pedestrian safety is at risk, we remove the pedestrians, or provide alternatives solutions. These artificial barriers should eliminate all pedestrian risks associated where vehicles operate, allowing speed limits to be efficient. Allowing Pedestrians and vehicles to be mixed together will always have inherent risks. Keep push bikes away from motorised vehicles, improve visibility of motorbike riders with the use of high visibility requirements, separation of trucks, cars, motorbikes, bikes and pedestrians should be at the forefront of this "planning matrix".

School Zones should be well signed allowing drivers the ability to identify possible hazards or risks, but with the proposal of diverting all pedestrian access where schools exist. Physical solutions, fences, bollards, pedestrian overpasses combined with road design and planning should eliminate any risks for school zones. All high usage of vehicle operation around school zone should be eliminated or diverted. Timed speed humps designed to slow vehicles down operated by time and pedestrians could be designed.

The use of unmarked speed cameras does not slow vehicles down and do not prevent accidents where a driver is unaware and conditions are variable. We need to have more visible police, signage warning drivers, prompts and reminders, not traps or ambushes. Vary speeds for varying conditions, high traffic, low traffic, night time, weather.

Let's design Better, safer, efficient roads. Let's make our system better and move forward not backwards. "We may never have placed anyone on the moon, if those making decisions did not consider the inherent risks!

Kind Regards

James McFarlane