

**Supplementary
Submission
No 152b**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

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NSW Parliament - Speed Camera Inquiry

Individual Submission

Attention - The Committee:

Context:

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.

The number of motorists incurring speeding fines from mobile speed cameras has increased by 1595% since the state government introduced these type of cameras along with removal of warning signs.

On average where warning signs were given at mobile speed cameras, those travelling less than 10 m/hr over the limit was under 2000 fines a month. Since removal of the speed warning signs, this has jumped to over 27,000 a month.

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.

The state government mandates that all money raised from fines from mobile and fixed speed cameras is spent on road safety. But nowhere do they publish (or can find by searching online) the exact amount and locations where it is spent (eg. Should it not be spent at the locations of these cameras where road conditions are generally deplorable with safety issues?)

Current Roads Analysis – In Terms of Road Safety and Speed Limits:

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. 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



Faded 110 km/hr road markings (been like this for many years). Ironically it is located just 500 metres past a fixed speed camera. Location: M1 northbound Bar Point NSW



Faded 50 km/hr sign. Gregory St South West Rocks. NSW



70 or 80 or 90 km/hr speed limit? Location. Central Coast Hwy Erina NSW

Faded on both lanes – eastbound.



Let's put a sign in front of another sign in front of the emergency phone and close off the road shoulder? Seriously?

Location. M1 Mooney Mooney southbound. NSW

NB. If these signs CANNOT be seen during the day, what possibility is there that they can be seen at night time or under wet/foggy driving conditions?

As an Indigenous motorist driving across Country and like other family members, where education levels of literacy and numeracy are low, visual signage is imperative - <https://theconversation.com/closing-the-gap-in-indigenous-literacy-and-numeracy-not-remotely-or-in-cities-88704>

Recent travels from the Central Coast to my Country on the North Coast has not seen one police highway patrol. There is a need to implement and maintain road infrastructure on state and local roads leading to Aboriginal communities to enhance road safety. This includes proper maintenance of speed limit signs that are visible at day and night (see included pictures). This is also supported on a report from Transport for NSW (P. 20) - https://roadsafety.transport.nsw.gov.au/downloads/road_safety_strategy.pdf

A clear police presence on our roads is more of a deterrent to motorists exceeding the speed limit. Research indicates this:

New research conducted by the NRMA in the lead-up to Christmas has found overwhelming support for the role of marked Police Highway Patrol cars in driving down the state's road toll.

The survey of 1,141 NRMA Members found over 80 per cent (82%) of people believed an on-the-spot penalty notice or warning from a Police Officer was the most effective way to change bad driver behaviour.

Only 10 per cent identified cameras.

The NRMA survey found 68 per cent believe there should be more marked highway patrols on the state's roads while only one-in-five (21%) believe they have seen more marked Police Highway Patrols over the last 12 months. Sixty per cent of people have not been pulled over in the last year.

Seeing marked highway patrols on the road has a significant impact on a drivers' behaviour with:

- 59% more conscious of driving within the speed limit
- 53% are generally more careful about their driving behaviour
- 46% are more alert to obeying the road rules

Source - https://www.mynrma.com.au/community/news-and-media-centre/more-police-to-reduce-road-toll?utm_source=nrma-social&utm_medium=facebook&utm_campaign=bau

Similar findings in the United Kingdom also support the increased police presence on roads is a deterrent to motorists exceeding the posted speed limits (P. 21) -

<https://www.rospa.com/rospaweb/docs/advice-services/road-safety/roads/roads-policing-position-paper.pdf>

Recommendations:

1. A complete state wide audit of the condition and maintenance of all road speed and road safety signs over 2 years.
2. A complete maintenance on all **SPEED** limits signs across the state within 12 months.
3. That all signs have a clear line of sight of at least 200 metres on roads that have a speed limit of 90 km/hr or more.
4. That all signs on other roads have a clear line of sight of at least 100 metres.
5. That all signs have a 3 metre radius of clearance, free from any other obstructions like trees, bushes, poles, other signs etc.
6. That an increased physical police presence on roads be implemented.
7. That a reintroduction of all mobile speed camera warning signs be **immediately** reinstated for at least a period of **5** years until recommendations 1, 2, 3, 4 and 7 are fully implemented and audited.
8. All double yellow lines to be marked in Yellow (as they used to be) rather than white which fades and is not clear at night.
9. Publish exact amounts of revenue raised from fixed and mobile speed cameras and the corresponding spending on road safety including the exact locations.