

**Submission  
No 253**

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

**Name:** Mr Mark Nielsen

**Date Received:** 6 July 2021

Dear Sir,

I am a recently retired Senior Sergeant of NSW Police, with 41 and 1/2 years of service. 40 years of that service, I was a member of the Highway Patrol.

Unmarked Camera Cars are very good to raise revenue. They do not act as a deterrent at the time of the offence as the offending driver receives the Penalty Notice weeks later.

If the Government is genuine in preventing speed offences at the time of the offence, Camera Cars should have markings.

Stay Safe should liaise with the Highway Patrol Command more regularly and work together to solve this problem.

Receiving a penalty notice weeks later after the alleged offence only angers drivers who feel that the unmarked strategy is purely for revenue raising. The Unmarked Camera Cars will cause more drivers to lose their demerit points faster. This then will cause an increase in more suspended/Cancelled drivers which will lead to more Court clog up.

The speed tolerance should be 10% + 3 for the issue of Penalty Notices. This should be strongly advertised so drivers know.

During my career, whilst stationed at Wetherill Park Highway Patrol, our Unit was issued with a Camera Car. Near the end of their era, Wetherill Park was one of the only Units still utilising this piece of equipment. The Camera Car was a great tool in addressing school zone speed offences. The car itself had markings and a sandwich board type sign which was placed on the receding side of the vehicle so at least drivers knew their speed had been checked. This would worry drivers who thought they might have been checked exceeding the speed limit, a deterrent in itself at the time of the offence.

Clearly the unmarking of the Camera Cars has not yielded its intended result so I feel that the cars should be marked up.

Keeping in mind that due to COVID, traffic volumes have not been at their maximum. If the fatal tally has not reduced during COVID, what could be the real projected road toll?

Another issue is the Highway Patrol Charter has shifted away from the primary detection of offenders committing traffic offences. This change of direction, has left the state vulnerable to an increase in fatal and person injured collisions. I am sure StaySafe can acquire statistics that will show a dramatic fall in RBT and speed infringement Notices in the last 12 months.

Yours faithfully

Mark Nielsen