

**Submission
No 392**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Mr Robert Madell

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Committee Members. My submission is that the recent changes to effectively HIDE Mobile Speed Cameras (MSC) is CLEARLY a cash grab by Government, not a Road Safety Reality, & the PROOF of this is the published fact that FINES have increased enormously while there has been NO CLEAR (nor any Gov't. claimed) reduction in deaths/crashes/accidents that can be RELATED, DIRECTLY to said change.

If there was such evidence the Gov't. would be sprouting it loud & long.

Fines are issued long after "the fact"-----ergo, NO USEFUL CONNECTION with the speeding event.

Visible Police are clearly a better "Slow Down" driver,---& the visibility of the MSC has the exact same effect. People slow down, or there would have been MORE Fines.

Speed limits are also a related matter.

Many roads have limits that are UNREALISTIC, rarely too high, but frequently too low.

L & P platers also cause issues when LEGISLATED to proceed at limits BELOW the SAFE speed limit of the Road they are using.

Users doing 90kph on a 110kph road results in overtaking users being forced to sudden / unexpected passing manouvers, when catching up, often causing frustration/annoyance to other users on the same road.

Licence testing is also an issue with many Licencees (L, P or Black) having poor road skills & rules knowledge, which can be seen in any car parking area, trying to park, & Round-a-Bouts where only a very small percentage INDICATE correctly, including those that are classed as skilled or professional, including Taxis, Police, Bus, etc. Rarely are there more than a TINY FEW indicating correctly.

Speed limits are also an issue with many roads having regularly changing speed limits, regardless of the quality of the road. Most are too low, proved by the fact that many exceed the set speed limit.

This include work sites, when NO WORK is being undertaken.

One classic wrong speed limit is the M1, near the Jolls Bridge where the uphill & the downhill were BOTH reduced to 90kph at the same time. The down hill (probably correct at 90kph) always has drivers in difficulty & most riding their brakes, whilst the uphill had no need for such a change.

I thank you for reading this Submission & trust you'll accept/consider my arguments.

Robert Madell.