

**Submission
No 468**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Mr Peter Brown

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Good morning Committee members,

1. Disclosure

I have ridden and driven for 45 years. I have travelled most of Australia, much of Western Europe, some of Eastern Europe. Asia and North America.

With the exception of a kangaroo outside Dubbo early one morning approximately 30 years ago I have not contacted another object, living or inanimate, at more than parking speed.

My driving record shows no infringements other than low range speed. I was last booked 12 years ago.

I thoroughly endorse red light and phone detection cameras and RBT.

I understand your time is short and I expect submissions many. If I may, I'd like to make some short points, which I will keep as brief and as on-point as possible.

2. The Politics.

The Coalition last mentioned speed camera operation in an election context when Barry O'Farrell was campaigning. A policy undertaking was to dismantle Labors' infatuation with speed camera proliferation, which he honoured in Government.

As is often the case in such matters, the move to engage in completely unmarked camera operation has not been put to the people in a policy context.

3. The Operator.

From the taxpayers' perspective, franchising [REDACTED] to operate a government sanctioned revenue stream must surely be akin to allowing a serial rapist to manage a women's refuge.

The government has earmarked the details of it's arrangement with [REDACTED], which is generally code for "we're too embarrassed to say". Only the amount paid by [REDACTED] for the franchise can give an indication as to their revenue expectations.

It is my hope that a journalist will, via FOI, get to the bottom of the [REDACTED] speed camera franchise contract.

It is also my hope that we will find out in due course what methods [REDACTED] might have employed, including 'donations' to any of the myriad road safety experts and authorities, in their attempt to lobby change in this area.

For anyone in any doubt as to what measures [REDACTED] will go to to earn money, they should research the ASX listed company [REDACTED].

4. The promise that locations will be chosen by the RMS and Police.

This should come as no comfort at all to NSW taxpayers.

By way of example I have attached a number of photographs that utterly dispel any assumption of fair play from the RMS or Police.

One set shows a HWP car operating Lidar in a location on the Central Coast. It is parked on the wrong side of the road, deliberately obscured by trees and shade. The officer is measuring the speed of vehicles coming towards it down a long, gentle slope. Until a few years ago the speed limit was 100kph. It is now 70kph.

There are no houses, businesses, or roads intersecting, aside from at the bottom of the hill which enjoys perfect vision in both directions. The road has armco barriers on both sides. It is, in all respects, an incredibly benign section of road with a safe, smooth hotmix surface.

Unless a driver brakes all the way down this gentle hill he will likely fall foul of the speed trap.

On this occasion one car is being utilised, but routinely there are two cars present.

I put it to you that this is an utterly inappropriate use of a public asset, unless the principal goal is to entrap drivers and levy a tax in the process.

The second set of photographs show a newly unmarked [REDACTED] speed camera being operated in the centre of a long straight on a regional road. The road, for reasons best known to the RMS, is assigned a 60kph speed limit.

One residential driveway, one RFS ingress and one private road are the joins to the section.

The photos are taken from the RFS driveway, one up the long gentle hill at the [REDACTED] camera car, the other down the road in the opposite direction.

I put it to you that the placement is opportunistic and totally based on the potential to issue a [REDACTED] speeding fine rather than make any real contribution to road safety.

I therefore submit that, based on these examples and others, the public should NOT believe that the tasking of the [REDACTED] speed cameras will be predicated on any other priority than revenue potential.

5. The flawed logic.

The logic of unmarked camera operation is anathema.

In removing warning signs, the message is no longer “this a problem spot – check your speed” but rather “we’re happy for you to speed here so long as you pay for the privilege”.