

**Submission
No 471**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Mr Robert McIntyre

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Having been involved with the enforcement of the traffic laws of New South Wales and having been involved in the initiation of enforcement and education programmes relative to traffic law enforcement and the safe movement of traffic in a bid to reduce road trauma etc. I offer the following:

It was my experience over nearly thirty years that highly visible police activities supported by marked speed camera locations had a great impact on reducing road trauma and accidents generally.

I support the use of mobile speed camera cars but utilising unmarked camera cars without visual warning signs is not justified. Motorists need to know when they have infringed so that their behaviour is modified there and then. A system that sends infringements weeks after an offence is like shutting the gate after the cow has escaped.

It is good to have the warning signs with the prevailing speed limit clearly shown as in this day and age limits change constantly and people can honestly not know what the limit is, signage these days is often obscured by plant matter etc and motorists may have missed signage due to another vehicle obstructing them. The RMS and local government councils are lacking these days in the constant monitoring of signage and in fact traffic lights to ensure clear visibility to all road users .

I believe most drivers do do the right thing and for one split second they can be infringed due to the conditions surrounding them at the time.

The camera program with signs and marked cars does definitely have an impact on driver behaviour for the majority of drivers. What we have to be careful not to create further is the situation where drivers are so fixated with Speedo watching that they are not losing concentration on the major task of driving and that could be said is not causing or being involved in accidents or creating dangerous situations on the road.

To say that the general driving public see the whole operation as sinister and underhanded would be an understatement! A lot of the locations I have observed with it without the signage are in My opinion at locations designed to catch people out and raise revenue. It would be of benefit to see the real figures for the categories of speed offences but I would at a guess offer that the under ten category would be the most notices were issued for I could be wrong though as these figures are kept from the motoring public.

Traffic law enforcement and motorist compliance is most assisted by high visibility saturated and coordinated policing.

If these camera cars are to be located at black spots well then let's see them as highly visible deterrents at the time. It would appear that some locations whilst in years previous have been black spots are now no longer due to millions of dollars spent on road upgrades. Honestly the figures for Road stats are basically a year or is two behind so it could be construed that resources are deployed to the wrong areas.

I have also seen and complained about some of these cars being operated on dark back streets at 11pm at night on long weekends when let's be honest they need to be on the main thoroughfare to have maximum impact. With signage it is not so bad but without it is disgraceful .

Further more in support of my submission that signage as previously used should be re instated is this, how are the drivers of these vehicle protected? They sit on the side of dimly lit back streets and

on main arterials and highways in a car and very vulnerable to being injured whether slightly or critically or even killed!

What risk assessment is carried out by Macquarie Bank and the Government prior to these BLACK SPOT areas being worked , remember they are mostly there to work areas that have bad statistics, well that's what I am led to believe isn't it ?

I have previously lodged a complaint over the work cover issue with Work Cover but no response.

If I look to what police and Road workers and RMS heavy vehicle inspectors and in fact all emergency services personnel have to comply with to set up any form of work or react at an emergency site it's an absolute joke that these hidden mobile camera cars require NOTHING! Signage would at least give them some slight coverage in that most people slow below the speed limit when they see the signs. I feel the MacQuarie Bank and Government are leaving themselves liable to claims for injuries to these radar personnel.

So what is the camera car and it's operator classed as? Why is it not sitting with warning lights on it's roof and signage supported by witches hats as police performing stationary enforcement duties and stationary RBT do?

The whole program needs to be looked at closely and procedures put into place to promote road safety and offer safety to the operator and it's equipment yet achieve a function that actually promotes compliance with the speed zones.

Of course as it stands all motorists should be slowing to 40 or reducing speed in some circumstances but we can't as there is no signage or hazard lights or any sign of a worker working on the side of carriageways!

Bring back the signs and other equipment. Comply with the same regulations or Operationsl Procedures as all other organisations have been required to do to protect their employees.

How can it be safe for any camera car marked or unmarked to work 40 metres from a set of traffic lights in the break down lane? It's not and yet regularly this occurred at intersection GWH and Railway Parade Blaxland. Ridiculous.

I'm finishing I say in the interests of road safety and to protect all the stake holders bring back the signage plus extra requirements for the safety of the operator and select locations that are ethical, safe and actually require enforcement.

Thankyou for your time.

R. McIntyre