

**Submission
No 550**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Mr Jan Phillip Trevillian

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I am putting in this submission as a motorist of 57 years standing who has never had a traffic fine nor an accident where I was at fault.

My submission is

In all the time I have been driving the same scenario has played out. Many drivers speed along, come to a signposted mobile camera, or see a marked police car, slow down for the minute or so it takes to get past them, then speed off again. The proof of this is that, now the location of mobile cameras is not known, there has been a huge increase in the number of motorists caught, which just proves the extent of the speeding that was going on.

We hear people say they would be more likely not to speed if they saw a marked police car or a signposted mobile camera than if they receive a fine in the mail 2 weeks later. They will just react as they always have, slowing down for a minute or two and then merrily speed off. With unmarked mobile cameras, I wonder how many hefty fines and loss of points it will take before they start thinking I can get caught anywhere, and so keep to the speed limits all the time. The great majority I would say.

In the area I live, Toronto, a heavily populated area, sometimes I can go a few weeks without seeing a police car on the road. So how many thousands of police cars, and drivers, would you have to put on the road to get a more frequent sighting of police cars, considering the vast network of roads in the state. What would be the point? All that would happen would be that they would have to slow down for a minute a few more times each trip and go on speeding for the rest of it.

I remember when random breath testing was introduced. Before then it was a common sight to see cars weaving all over the road. Most people who drank also drove. Then random breath testing came in and before too long most people who drank did not drive out of the fear of being caught and the road toll dropped from around 1,300 a year to around 350 a year these days, despite there being millions of more cars on the road.

All this came to pass because of the dogged determination of the, then, roads minister George Paciullo, who stood fast in the face of a storm of opposition to the change, pubs and clubs were going to go broke. People's rights and social lives were being trodden on and on it went. George saw it through and his legacy is that in the intervening years tens of thousands of lives have been saved. Not many politicians can claim that.

Of course just about every life saving measure brought in has been bitterly opposed, remember seat belts?

My attitudes to speed were formed when I was a young boy. My oldest brother, and his mates went on a road trip and the driver, who was speeding managed to crash into a post on a one lane bridge. My brother suffered horrific injuries and was in hospital for around 9 months, the first three in a live or die scenario. Though he pulled through the massive brain injuries he suffered meant his life was never the same again. Then I went to work on the railways at 15 years of age. A group of around 20 of us from surrounding stations used to hang around together. 5 of the group, I can name them if necessary, died in their late teens or early twenties from speed related car accidents. A quarter of these guys have been dead for over 50 years, I'm still here and the years they missed out on still haunts me, all top blokes with bright futures.

Unfortunately we haven't got any George Paciullo's around these days. The one I see most supporting this change is Andrew Constance. Though I disagree with his stance on a lot of things I am right with him on this. Turn back this change and you will be coming thousands of people to death at their own hands of other speeding drivers. You won't slow all of them down, but you will slow enough down to save many lives into the future.

Jan Phillip Trevillian.