



NSW Government Response

Joint Standing Committee on Road Safety

*Inquiry into Mobile speed camera enforcement programs
in NSW*

November 2022

Contents

- NSW Government response to recommendations 3
 - Recommendation 1 3
 - Recommendation 2 3
 - Recommendation 3 3
 - Recommendation 4 4
 - Recommendation 5 4
 - Recommendation 6 5
 - Recommendation 7 5
 - Recommendation 8 5
 - Recommendation 9 6
 - Recommendation 10 6
 - Recommendation 11 6
 - Recommendation 12 7
 - Recommendation 13 7
 - Recommendation 14 7
 - Recommendation 15 7
 - Recommendation 16 8
 - Recommendation 17 8
 - Recommendation 18 8

NSW Government response to recommendations

Recommendation 1

That Transport for NSW promote the mobile speed camera program in a public education campaign including how it supports keeping drivers safe on New South Wales roads.

Supported

Transport for NSW (TfNSW) is developing a Mobile Speed Camera Community Education Plan that aims to provide the community with transparent information around the operational components of the Mobile Speed Camera (MSC) program and promote its role in reducing speeding and reducing road trauma on the road network.

Immediate measures to educate the community about the MSC program will include additional information about the Program and its benefits on the Centre for Road Safety website, and communication resources shared with road safety partners.

The NSW Government will also develop a longer-term advertising campaign strategy for the MSC program. New messaging will complement existing behavioural campaigns including 'Casual Speeding. Every K Counts' and 'Stop it or Cop it'. These campaigns will be integrated into stakeholder and education programs undertaken by the Centre for Road Safety.

Recommendation 2

That Transport for NSW commission and publish on the Centre for Road Safety's website an independent review of the recent changes to the mobile speed camera program.

Supported

The NSW Government supports an evidence-based approach to guide the implementation of its trauma reduction measures. The NSW Government will commission and publish an independent review of the changes to the program when sufficient data is available.

The NSW Government has committed to the ongoing review of speed camera programs to ensure they are delivering optimal road safety outcomes as recommended by the NSW Auditor General in the 2011 report on improving road safety and speed cameras.

In line with the Auditor General's recommendation, TfNSW will continue to monitor the individual camera programs and make this information publicly available as part of the delivery of the 2026 Road Safety Action Plan.

Recommendation 3

That Transport for NSW make mobile speed camera operations sufficiently overt to address key community concerns.

Supported

To enhance driver awareness, the NSW Government is introducing additional portable warning signs from 1 January 2023, on the approach to, and after, MSC vehicles when operating at enforcement sites. This complements the existing rooftop signs and livery, which have been installed on all MSC vehicles. This will further ensure drivers are aware of MSC operations and can monitor and adjust their driving behaviour.

TfNSW has put in place operating procedures to ensure that if the retractable sign is not displayed, the MSC vehicle is not undertaking enforcement activity. Similarly, mobile speed camera vehicles will only be able to operate with portable warning signs on the approach to, and after, MSC vehicles. Operating procedures also require MSC operators to assess sight lines to the enforcement vehicle at the commencement of each deployment to assess driver visibility of MSC operations.

TfNSW is working with MSC contractors to embed new standards to ensure vehicle and signage visibility for passing motorists. TfNSW monitors the performance of the contractors and has surveillance arrangements in place. Contractors are only paid for enforcement sessions which meet TfNSW's technical and operational requirements.

Additionally, TfNSW is also rolling out 1,000 permanent static signs across NSW to remind drivers of MSC operations and that they can be caught speeding anywhere, anytime.

This approach to signage strikes a balance between making drivers aware of mobile speed enforcement on the road network, while minimising the predictability of specific enforcement locations. The NSW Government will improve community awareness of the MSC program through additional communication and education measures.

Recommendation 4

That Transport for NSW consider whether additional signage in the vicinity of mobile speed camera operations should be implemented in rural and regional areas to promote road safety.

Supported

Speed related trauma is a network wide issue that requires a network wide solution. The NSW MSC program is about deterring people from speeding across the entire network, not just at specific locations.

The NSW Government is introducing additional portable warning signs from 1 January 2023, on the approach to, and after, MSC vehicles when operating at enforcement sites in both regional and metropolitan NSW.

Consistency in approach to the MSC program across both metropolitan and regional areas of the State is critical for maintaining the integrity of the program and minimising driver confusion. By maintaining a consistent program across the road network, the NSW Government is working towards achieving its Towards Zero targets of zero fatalities and serious injuries by 2050 by supporting road users and their families for a safe journey on NSW Roads.

The NSW Government is already delivering additional signage in regional areas to increase driver awareness of MSC operations. TfNSW is rolling out 1,000 fixed signs across the network – of which around two thirds will be delivered across regional NSW – to remind drivers that MSCs are operating and that they can be caught speeding anywhere, anytime.

Additional portable warning signs, combined with the rooftop signage and vehicle livery, means NSW has more signage for MSC enforcement than any other Australian jurisdiction.

Recommendation 5

That Transport for NSW consider publishing on the Centre for Road Safety's website the criteria for mobile speed camera enforcement locations.

Supported

Mobile speed cameras enforcement locations that meet site selection criteria include locations with a frequency and severity of crashes and/or risk of road trauma or previous fatal crash, or locations nominated by the community. All criteria are outlined in the NSW Speed Camera Strategy, which is publicly available on the Centre for Road Safety website.

NSW Government will continue to ensure information is accessible online to the public, as part of the delivery of the 2026 Road Safety Action Plan.

Recommendation 6

That Transport for NSW promote in a public education campaign the policy criteria for locations of mobile speed camera enforcement, and the outcomes of increasing enforcement hours.

Supported

As part of the Mobile Speed Camera Community Education Plan, TfNSW will include messaging around the criteria for selecting MSC locations and road safety benefits of increasing enforcement hours.

Recommendation 7

That Transport for NSW consider reviewing the safety benefits and nature of appropriate speed enforcement in road work zones.

Supported

As a priority under the 2026 Road Safety Action Plan, TfNSW has commenced work to review speed compliance issues in road work zones and to identify and implement the most appropriate solution for speed enforcement.

The NSW Government recognises that road work zones are high risk environments where there are often changed road conditions and additional hazards as well as road workers working close to traffic. The appropriate type of enforcement may depend on the location and will be considered as part of the review of issues, however there is value in using automated enforcement in work zones. This may include mobile speed cameras which can be deployed flexibly at times of higher risk. Automated enforcement supports the ongoing role of NSW Police and enables on-road policing to focus on other high-risk behaviours, such as drink and drug driving.

Recommendation 8

That Transport for NSW consult and share information with local councils about mobile speed camera locations and program.

Supported

Supporting local government stewardship of road safety in their communities has been identified as a key focus of the 2026 Road Safety Action Plan. Under the Road Safety Action Plan, the NSW Government has committed to develop a new online Towards Zero Collaboration Hub to build capability and knowledge transfer among councils, enhance local leadership to deliver safety outcomes and facilitate local community action. TfNSW will use the Collaboration Hub to share information on

NSW camera enforcement programs, including the MSC program. MSC locations are published on the Centre for Road Safety website.

Recommendation 9

That Transport for NSW consult with local councils, relevant peak bodies and road safety advocates when implementing future changes to the mobile speed camera program, to promote understanding and awareness of the changes.

Supported

Road safety in NSW is a shared responsibility and the NSW Government acknowledges the benefits and opportunities from a connected network of road safety professionals and advocates to improve road safety outcomes. TfNSW has several existing mechanisms for consulting with key stakeholder groups. This includes through the Local Government Road Safety Program, and Road Safety Advisory Council which includes NSW Police, NRMA, Motorcycle Council of NSW, Local Government NSW, Insurance Council of Australia and the Federal Chamber of Automotive Industries.

TfNSW will ensure that future updates and changes to the MSC program are communicated to key stakeholders and continue to identify opportunities for enhanced engagement.

Recommendation 10

That Revenue NSW publish data on the number of speeding offences by heavy vehicles captured by mobile speed cameras.

Supported

MSC infringement data is available on the Revenue NSW website which currently includes breakdowns by location details, speed band, offence month and year, number of fines and fine value. The NSW Government will consider options for providing data on the Revenue NSW website about vehicle type to the public. Vehicle type data would include whether a speeding offence was committed by a light vehicle or heavy vehicle.

Recommendation 11

That Transport for NSW provide feedback to local councils on mobile speed camera enforcement in the local government areas.

Supported

TfNSW will review ways to improve consultation and information sharing with local councils about the MSC program including nomination and site selection processes, including through the online Towards Zero Collaboration Hub which will be developed as part of the 2026 Road Safety Action Plan.

TfNSW remains committed to allowing the community and road network managers (including local councils) to nominate locations for all speed and red-light cameras. TfNSW will engage with local councils regarding any future potential MSC locations.

Recommendation 12

That Transport for NSW consider a notification system to notify local councils when information specific to their local government area has been updated.

Supported

TfNSW is considering options to provide sustained support and build capability across local councils to maximise the effective use of the data that it provides. TfNSW will investigate options to provide notifications to local councils on information specific to their Local Government Area and provide further information on how to register for the services currently available.

Recommendation 13

That Transport for NSW review how information about speed-related crashes is presented on the Centre for Road Safety's website and the local council portal, to ensure it is presented in a user friendly format.

Supported

Interactive crash statistics, including speed-related crashes, are available on the Centre for Road Safety website along with more detailed reports such as the annual statistical statements. TfNSW also provides local council Road Safety Officers access to, and training in, the use of its crash database.

Enhancing the transparency and access to crash data is an ongoing priority. TfNSW is currently identifying practical ways to improve access and use of data in the short term and will investigate options for improving the presentation of data on speed-related crashes.

Recommendation 14

That Revenue NSW review how information about speeding offences are presented on its website.

Supported

The NSW Government will consider ways to improve how information about speeding offences are presented on the Revenue NSW website.

Recommendation 15

That Transport for NSW promote an education campaign to inform the public about how fine revenue from the mobile speed camera program is spent on road safety initiatives through the Community Road Safety Fund.

Supported

Fines from all camera detected speed, red-light and mobile phone offences are collectively directed into the Community Road Safety Fund, to deliver road safety commitments.

As part of the new Mobile Speed Camera Community Education Plan, TfNSW will develop a tactical campaign with educational content to raise awareness about the Community Road Safety Fund and will provide a clear overview of the road safety initiatives that the funds are spent on. This information is also included, and will continue to be included, in the annual NSW Road Safety Progress Report which is tabled in Parliament and published on the Centre for Road Safety website.

Recommendation 16

That Transport for NSW regularly publish, on the Centre for Road Safety's website, information about the Community Road Safety Fund including the outcome of all funded programs and initiatives.

Supported

Community Road Safety Fund expenditure is published in the annual NSW Road Safety Progress Report which is tabled in Parliament and published on the Centre for Road Safety website. The Progress Report outlines the Community Road Safety Fund expenditure against each of the road safety priority areas for each financial year and includes key road safety activities and achievements. TfNSW has updated the Centre for Road Safety website to include information about the Community Road Safety Fund.

Recommendation 17

That Transport for NSW consider integrating the mobile speed camera program into the NSW Road Safety Action Plan.

Supported

The NSW Government's 2026 Road Safety Action Plan commits to the continued delivery of the NSW speed camera program, including the MSC program. As outlined in the Road Safety Action Plan, the NSW Government "will continue to deliver automated enforcement programs based on best-practice evidence to complement on-road policing, supported by ongoing engagement with the community". The MSC program will be supported by the Mobile Speed Camera Education Plan, which will inform the community about the operational components of the program and promote its role in reducing speeding and reducing road trauma on the road network.

Recommendation 18

That Transport for NSW and Revenue NSW consider how to alleviate hardship caused by fines and loss of licence, including the effectiveness and uptake of current hardship mechanisms and the fines appeals process.

Supported in part

Revenue NSW has a range of policies in place to assist customers in financial hardship including payment plans, Work and Development Orders or options to defer enforcement action. In addition, anyone who receives a fine can request a review of the fine. For certain offences, a caution may be offered in place of the fine if the driver has an otherwise good record.

The NSW Government will assess the current process for requesting a review of an infringement to ensure it is straightforward and transparent. The NSW Government will also review existing hardship provisions for certain fines, including uptake and will consider improvements and/or additional measures where a need is identified.

The NSW Government is not considering additional hardship provisions for drivers facing loss of licence. Licence sanctions apply for serious offences, including those that carry a significant road safety risk or repeat offences. If a driver reaches the demerit point threshold, they may elect to hold a good behaviour licence for 12 months as an alternative to serving a licence suspension period, giving the driver an opportunity to maintain their licence and commit to safer driving behaviour.