

**Submission
No 157**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Mr Ben Campbell

Date Received: 18 June 2021

Dear Sir/Ma'am

I write to you with concern regarding the growth and structure of the NSW Mobile Speed Camera program.

I am concerned regarding the following issues and how the system has evolved:

1. The removal of all signage from the vehicles has destroyed any link between road safety and compliance to the speed limit. The cars are now hidden away. There is now no behavioural link between the breach of a speed limit and the arrival of a fine. This action has done nothing but erode the communities sentiment to enforcement. The current practice is simply revenue raising. The report from 2012 clearly states that the addition of signs increased compliance at that location.
2. I question the organisations that profit from this scheme. In 2011 Macquarie Bank and the Carlyle Group (Investment Banks) purchased Redflex just 1 year prior to the contract being awarded. Can the Committee explain how this tender process was fairly awarded?
3. The removal of signs off MSC's also endangers drivers of similar vehicles. As an owner of an identical car, I have received abuse on more than one occasion while entering or exiting my vehicle. This is an example of the poor sentiment towards the scheme.
4. The operators of the vehicle are in constant breach of the law themselves as they are operating Mobile Phones constantly while passing time. How can they monitor the safety of the situation around them whilst watching videos on their phones?
5. I question the fairness of the system to residents of rural area's who due to the lack of roads, have a far higher chance of being caught speeding by a hidden unmarked car. The same goes for indigenous people of lower socio economic rural areas who are targeted in rural areas.
6. The operators of this equipment (Adecco) are not a government law enforcement agency. Can the commission outline the method of payment for this contract and if the contractor benefits from the amount of infringements issued. The way that this system is evolving, e.g. more cars, hidden cars etc would imply that the principal parties, (Adecco, Macquarie, Carlyle) directly benefit from an increase of tickets thus further eroding the link between road safety and speeding tickets.

I would suggest that the first two actions of salvaging any community trust in this system would be to return the operation of MSC's into public ownership and to return the warning signs to the vehicles.

Regards
Ben Campbell