

**Submission  
No 317**

## **MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW**

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I have been driving cars, trucks and riding motorcycles for the past 41 years. I have seen the devastation that accidents have caused and am highly supportive of road safety initiatives.

The most successful initiatives in motoring are primarily through safety by design rather than enforcement. This is shown with laminated and frangible glass, three point seatbelts, divided carriage ways, mandatory motorcycle licence training, and airbags.

The most effective enforcement that has genuinely saved lives is random breath testing. Following this is visible deterrents. Visible police cars, speed and red light cameras with signs, mobile phone cameras with signs and hazard signs such as black spot accident signs.

Sadly whenever there is an enforcement approach that does not include visibility there is no statistical reduction in deaths however there is always an increase in revenue. The respective Governments of the day that promote this always say the funds are going into road safety however the data does not support this as effective way of reducing the road toll.

The evidence does not support any type of camera being "hidden" - that is without signage - as an effective means of improving road safety.

I am opposed to cameras without signs and suggest that all the cameras in use should have signs placed prior to and after the camera. This will effectively slow people down and make them more careful at that area of the road. This also means that cameras should only be used where there are clearly identified accidents spots.

I trust the committee will find that the current approach has not been effective in reducing the road toll and that they will require the Government to revert back to signage for all cameras.