

**Submission
No 545**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Name: Christopher Callicott

Date Received: 8 July 2021

Chris Callicott

Ref: Inquiry into mobile speed camera enforcement programs in NSW

Date: 08.07.2021

To whom it may concern,

In response to the Terms of Reference I submit as follows;

- a) the nature and timing of those changes

The timing appeared to coincide with the news cycle and the general public's attention firmly focussed elsewhere, and specifically the COVID pandemic.

There was very little public notification about the change and with attention focussed elsewhere I saw little evidence of a public advertising or notification campaign as to such a significant change.

- b) research, modelling, and the evidence base of fatality and serious injury reduction

with reference to the NSW Government's own statistics (link below) *'During the six months ending June 2021, there were 147 fatalities, **four more fatalities (3 per cent)** than the six months ending June 2020.'* Aside from 2016 and 2017, the statistic has remained relatively flat since 2014, so I see no benefit to fatality reduction and in fact based on the 2020 to 2021 statistic you could argue it has had a negative affect, if based on these statistics alone.

[NSW Government Monthly bulletin of preliminary traffic crash data June 2021](#)

- c) the views of key road user groups, including the community views towards these changes

I can only make comment with regard my social circle (community) and say this has been negatively received to the extreme. It is seen purely as a revenue grab with no real benefit to the safety of us, the road users.

- d) the nature and oversight of compliance or enforcement contracts with government and private companies

I am not in a position to comment.

- e) the projected impact on revenue generated by these changes

Examining the data available at <http://www.revenue.nsw.gov.au> it appears the number of offences for the incomplete financial year ending 01/06/2021 has more than doubled when compared to the complete financial year ending 30/06/2020.

It can also be seen that a similar increase has been netted in the financial windfall. It is not quite double at end of May, but the monthly trend shows it was headed toward an almost double value by end of June.

Below snapshot taken from;

[All-speeding-and-red-light-camera-detected-offences-DSF-010.xlsx](#)

OFFENCE_FINYEAR	OFFENCE_MONTH	SPEED_CAMERA	
		NUMBER	VALUE
2020-2021	May	58,595	14,713,833
	Apr	101,035	20,641,923
	Mar	108,084	20,999,201
	Feb	103,013	19,125,920
	Jan	90,089	15,472,189
	Dec	103,070	18,752,892
	Nov	100,697	18,737,294
	Oct	85,780	16,117,764
	Sep	78,019	15,159,665
	Aug	64,943	13,215,516
	Jul	50,132	10,677,817
2020-2021 Total		943,457	183,614,014
2019-2020	Jun	33,933	7,786,110
	May	42,090	10,174,980
	Apr	37,317	9,341,641
	Mar	44,300	10,674,412
	Feb	33,502	7,821,680
	Jan	31,508	7,051,943
	Dec	39,214	9,098,312
	Nov	40,461	9,326,795
	Oct	37,733	8,733,424
	Sep	36,747	8,441,970
	Aug	39,145	8,931,597
Jul	36,263	8,178,480	
2019-2020 Total		452,213	105,561,344

- f) the ongoing funding of road safety and the Community Road Safety Fund, both through fines and enforcement activities, and future government contributions

The governments road safety direction has been failing the community for decades and having more money to spend in the wrong direction, adds no value whatsoever.

- g) enforcement activities, including the balance between direct police enforcement and camera enforcement

Enforcement activities by either direct police enforcement or camera enforcement, are only as good as the 'rules' they are directed to focus on, and this is an area that's been driven by money and not safety. Given a choice, a **visible** direct police enforcement, is by far the best option because people are only concerned about things they can see.

- h) the impact to people living in regional and rural areas

I am not in a position to comment.

- i) those of low socio-economic backgrounds and Indigenous people

Any financial impost will always have the greatest effect on the people that are already disadvantaged.

- j) the impact on P plate drivers

I am not in a position to comment.

- k) any other related matters

The focus should be on driver training and delivering better skill levels for everyone. The current system puts the Learner drivers under the tuition of those who may already have bad habits. It also penalises '*those of low socio-economic backgrounds and Indigenous people*' because their parents may not have access to a car and they certainly can't pay for 100+ hrs of tuition.