

**Submission
No 560**

MOBILE SPEED CAMERA ENFORCEMENT PROGRAMS IN NSW

Organisation: Motorcycle Council of NSW

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Staysafe Inquiry into mobile speed camera enforcement programs in NSW

July 2021



Established 1981

Submission to:-
Staysafe Committee
Parliament of New South Wales
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About the MCC of NSW

The Motorcycle Council of NSW Inc. (MCC) is an internationally recognised umbrella group for motorcycle clubs, associations, and ride groups in the state of New South Wales.

Established in 1981, the MCC is recognised as the peak motorcycle representative body in NSW and Subject Matter Experts on many complex issues dealing with motorcycling, including crash data and statistics, traffic data and congestion information.

The MCC has published documentation that has been referenced worldwide by overseas motorcycling and traffic bodies and has produced video training films that have been utilised and referred to by many overseas trainers, researchers and ride associations.

MCC is the peak representative body for motorcycling in the state of NSW representing over 60 motorcycle clubs, which have a total membership of over 41,000 motorcyclists.

We wish to thank Staysafe for the opportunity to present this submission and the views of our member clubs on the inquiry into the recent changes to the mobile speed camera program.

Should you require further information on the information contained within this submission, please contact the MCC.

Brian Wood

Secretary

[REDACTED]

The Motorcycle Council of NSW wishes to make the following comments in relation to the Terms of Reference for the inquiry into the recent changes to the mobile speed camera program:-

a/ the nature and timing of those changes

It is the Motorcycle Council of NSW's understanding that when speed cameras were introduced, they were to be placed at locations with a known crash history. Signage was provided so motorists would slow down and reduce the likelihood of a crash. The objective was to reduce the number of crashes being achieved in the majority of cases by education rather than enforcement.

Removing signage has removed the opportunity to educate motorists of locations of high crash rates.

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

The MCC is unable to provide any research or modelling.

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

Many motorists are sceptical of the reasons for the removal of signage and the increase in the number of operations. These changes have resulted in a significant increase in revenue from speeding fines.

There is a view that it is better to provide an 'on the spot' warning than receive an infringement notice in the post weeks after the event.

Signage provides that 'on the spot' warning to check your speed.

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

Many hold the view that the removal of signage and the increase in the number of mobile speed camera cars are to increase the profits of the private companies operating the mobile speed cameras, and that speed cameras are located and operated in a manner to maximise profit.

e/ the projected impact on revenue generated by these changes

While has been reported there has been a 1600 per cent increase in low-range speeding fines, the MCC is unable to provide a view on whether this increase will be maintained.

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

The MCC has made 3 applications for Community Road Safety Grants in the past 2 rounds. None have been successful. One reason given was that applications received were twice that of the funding available.

With a 1600 per cent increase in fines, insufficient funding shouldn't be an issue in future rounds or grants.

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

It is the MCC's view that direct police enforcement is far more than effective than receiving an infringement notice in the post weeks after the event when it is difficult to recall the circumstances.

h/ the impact to people living in regional and rural areas

The MCC is unable to provide comment on this.

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

The MCC is unable to provide comment on this.

j/ the impact on P plate drivers

The MCC is unable to provide comment on this.

k/ any other related matters

The MCC is unable to provide comment on other related matters.

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