

Service: Traffic policing



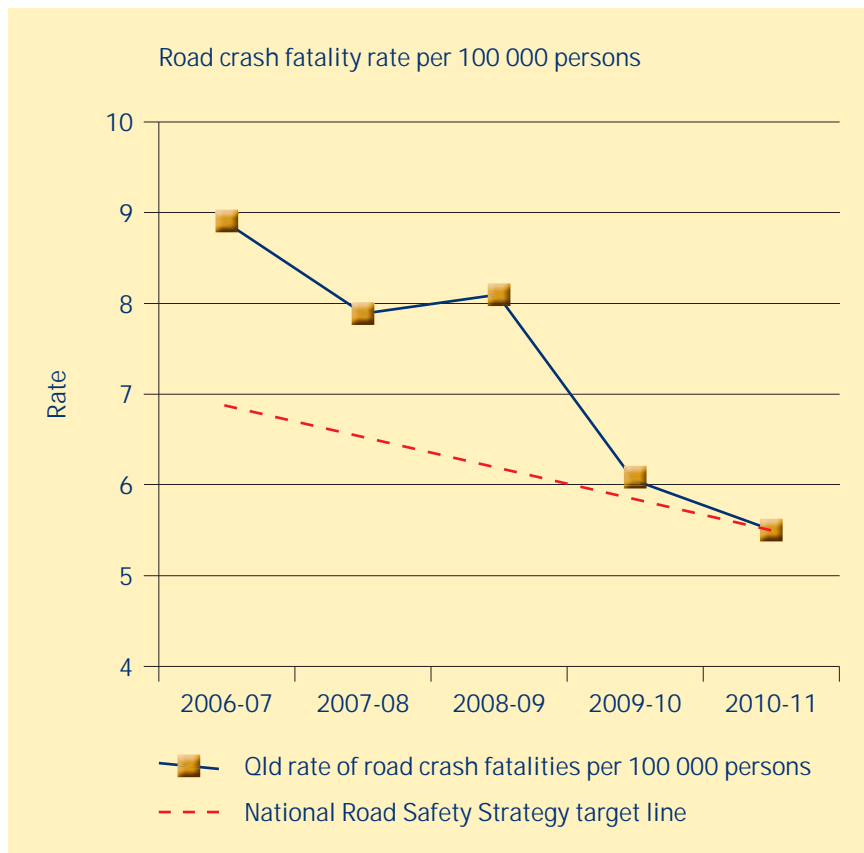
Strategic objective

Reduce the incidence and impact of crime and road trauma in Queensland.

This section outlines activities undertaken to enforce traffic law and reduce road trauma. This is underpinned by proactive and reactive policing strategies including the prevention and detection of speeding, red light offences, driving under the influence of alcohol or drugs, driving while fatigued, and not wearing seatbelts.

2010-11 priorities

Reduce road crashes and trauma through innovative, evidence and intelligence based traffic policing.



The rate of 5.52 fatalities per 100 000 population in 2010-11 was the lowest road fatality rate recorded for a financial year for the State since records began in 1952.

Key strategic priority—Reduce road crashes and trauma through innovative, evidence and intelligence based traffic policing

The increasing road usage across the State brings the risk of more road crashes. This is a key challenge for the QPS and one that will be combated through innovative, evidence and intelligence based traffic policing.

High visibility police vehicles along with Q-Cars, random drug testing, random breath testing, speed cameras, static and mobile speed detection and an increased presence from marked and unmarked vehicles monitor our roads anytime, anywhere throughout the State.

The 2010 Queensland road toll of 249 fatalities was the lowest annual road toll since accurate records began in 1952. The road fatality rate for 2010 was 5.52 fatalities per 100 000 population. Queensland met the target set by the National Road Safety Strategy 2001-2010 of less than 5.6 fatalities per 100 000 population by 2010. As at 30 June 2011, Queensland is also meeting the Queensland Road Safety Strategy (2004-2011) target which has the same target of 5.6 fatalities per 100 000 population. The Queensland Road Safety Strategy (2004-2011) commenced in 2004 and concludes later than the National Strategy (end of 2011).

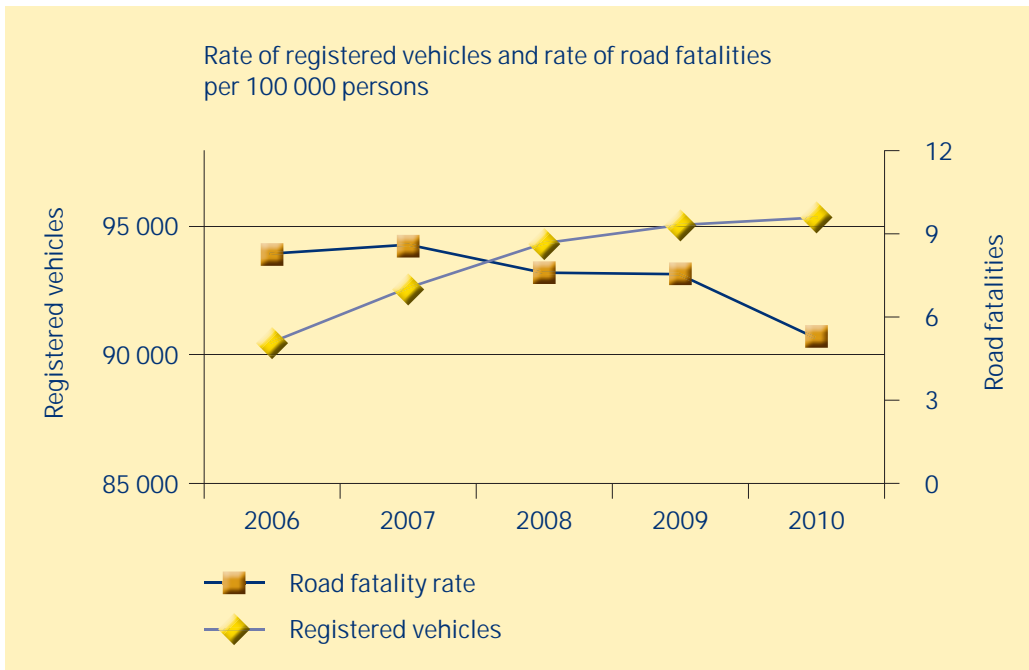
On 20 May 2011, the Australian Transport Council released the new National Road Safety Strategy for 2011-2020. The National Road Safety Strategy 2011-2020 is based on Safe System principles and framed by the guiding vision that no person should be killed or seriously injured on Australia's roads.

The strategy presents a 10-year plan to reduce the annual numbers of both deaths and serious injuries on Australian roads by at least 30%.

The QPS campaign to reduce the number of deaths on Queensland roads is underpinned by a continuing focus on road safety initiatives as well as enforcement of both traffic and criminal offences committed by road users.

It is generally recognised that factors such as strong economic activity, population growth and the increasing number of vehicles on our roads have an influence on road trauma trends.

Between 2003 and 2010 for example, Queensland's population increased by 18%, or over 704 000 people, and the number of registered vehicles increased by 35% over that time. This equates to more than 1 million extra vehicles on the road. The graph below charts this increase for the past five years in vehicle numbers along with the road fatality rate (by calendar year).



While it is good to see the rate of road fatalities has decreased even though there are more vehicles on our roads than ever before, the QPS remains committed to reducing it further, in line with the national target.

Road safety

The QPS is committed to reducing road trauma and increasing safety for all road users and is working with other government agencies and road safety professionals to achieve this goal.

Over recent years the QPS along with its road safety partners have introduced a broad range of initiatives as part of the Queensland Government's strategy to improve road safety. These include introducing additional specialist traffic officer positions, new vehicle impoundment laws, roadside drug driving detection, fixed speed cameras, covert speed enforcement, alcohol ignition interlocks, new technologies and a relentless media campaign.

Increasing specialist traffic police positions

The Government announced in November 2008 that 106 traffic police officer positions would be delivered over two years.

As at 30 June 2011, all but four of the 106 additional traffic positions were occupied. The unoccupied positions are subject to ongoing recruitment processes.

At 30 June 2011, there were 583 dedicated specialist traffic officer positions across the State.

Vehicle impoundment

Queensland vehicle impoundment legislation applies to 'hoon' offences such as burn outs, street races and speed trials as well as repeat offences in any one of the following categories:

- driving a vehicle that is unregistered and uninsured
- driving while unlicensed or disqualified
- drink driving over the high alcohol limit
- failing to provide a specimen of breath or blood or driving while under a 24 hour licence suspension
- driving an illegally modified vehicle.

During 2010-11, 7 586 vehicles were impounded and 2 794 of these were also eligible for application to a court for further sanction of either a three month impoundment or forfeiture. Unlicensed or disqualified driving constitutes 80% of repeat offences under these laws. During 2010-11, 9.2% of road fatalities involved unlicensed drivers or riders.

Hoon hotline

The QPS' new hoon hotline – 13HOON (13 4666) – was launched on 13 December 2010 to provide Queenslanders with an easy to remember central contact point to report drivers performing dangerous,

reckless or anti-social behaviour on our roads. Calls to 13HOON are answered at the new Policelink Contact Centre.

As at 30 June 2011, a total of 2 976 calls had been received via this service since it was activated.

Roadside drug testing

Drugs, as well as alcohol, can significantly affect drivers' skills and reaction times, reducing their ability to drive safely. The specialist Roadside Drug Testing Unit travels the State testing drivers for the presence of cannabis, MDMA (the active ingredient in ecstasy) and methylamphetamine (also known as speed or ice). The detection of drug affected drivers is an important step in lowering the road toll in Queensland and preventing injuries caused by crashes.

During 2010-11, 23 961 roadside blood or saliva tests were conducted, resulting in 598 drivers testing positive for a relevant drug. This is a 'detection rate' of one offender per 40 tests. The most commonly detected drug was methylamphetamine. The graph below details the number of drug driving offenders and the drugs detected.

Drivers who test positive have their licences suspended for 24 hours to allow their bodies to flush out the drugs. They face similar penalties in court to drink drivers. Twenty-one repeat offenders were detected in the year under review.

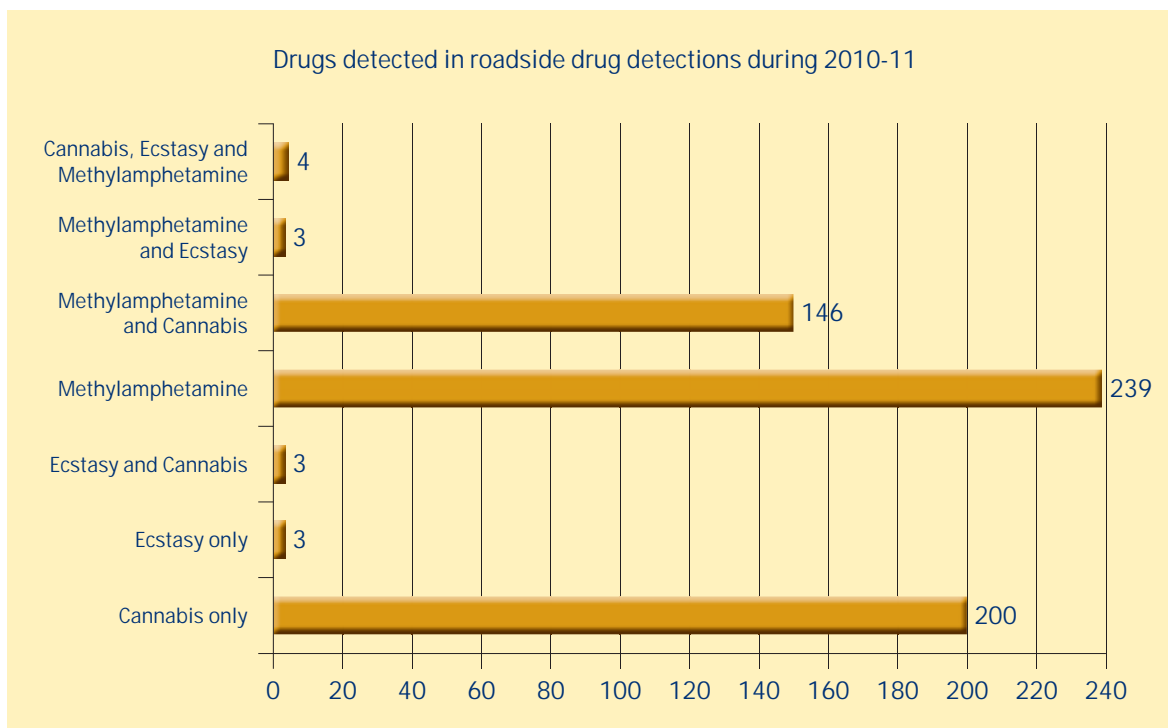
Roadside Drug Testing Unit officers in conjunction with police from State Crime Operations Command and regions, have conducted intelligence driven operations throughout the State. This has also led to the identification of stolen property, drug and other offences.

Deterring drink driving

Of the 3 217 290 breath tests conducted during the year, 0.9% were positive. In the previous year (2009-10) 1% were positive.

The QPS' Drink Rite program promotes a responsible attitude towards alcohol consumption and drink driving. The program demonstrates to the public how few drinks it may take to exceed the legal limits set for driving and reinforces the message that attempting to estimate breath alcohol concentration levels is difficult and not recommended. The program also demonstrates the benefits of drinking low versus high alcohol beverages.

There were 18 Drink Rite events facilitated by Police during 2010-11.



Alcohol ignition interlocks

Legislation was proclaimed on 6 August 2010 for the introduction of the Department of Transport and Main Roads Alcohol Ignition Interlock Program for high risk drink driving offenders. The QPS is responsible for the enforcement and prosecution of a number of alcohol ignition interlock related offences committed in Queensland.

An alcohol ignition interlock is a breath testing device connected to the ignition system of the person's nominated vehicle and requires the driver to provide a breath sample every time an attempt is made to start the vehicle. If alcohol is detected over a specified level, the vehicle will not start.

Automatic Number Plate Recognition (ANPR)

ANPR, the latest strategy in road safety, was introduced during this year's Easter Road Safety Campaign. ANPR enhances the capability for police to detect a range of traffic offences. The technology targets safety critical road rules, including unregistered and uninsured vehicles, unlicensed and disqualified driving and stolen vehicles and number plates.

Since its commencement, up to 30 June 2011, the ANPR system has checked a total of 36 120 vehicle plates, resulting in 426 'alerts' (approximately 1 alert for every 85 plates, or 1.18 %). Of those 426 alerts a total of 396 vehicles were intercepted resulting in 164 enforcement actions.

ANPR will be progressively rolled out to the regions during 2011-12.

In-Car Camera Project

This project is a traffic related component of the Mobile Services strategy the QPS is developing to deliver services in the future.

The QPS has undertaken an initial trial of In-Car Camera (ICC) technology to determine its operational effectiveness in gathering evidence for 'evade police' offences and, therefore, reducing the necessity to pursue vehicles when drivers disobey a direction to stop.

The trial identified that the introduction of ICC technology would:

- reduce the need for pursuits
- improve officer accountability and compliance with policy
- enhance community and officer safety
- provide independent real time evidence of any captured incident
- reduce complaints against police
- streamline investigation and prosecution processes
- reduce court time with offenders because direct evidence would negate any attempt to challenge the charge.

The ICC trial has identified that it is possible to provide the QPS with a single In-Vehicle Computing Platform in the rear of a police vehicle that will not only deliver ICC but will integrate other peripheral 'mobile' technologies such as computer aided dispatch digital tasking, global positioning, automatic vehicle location, mobile data and automatic number plate recognition.

Any future application would seek to incorporate the establishment of a single in-vehicle computing platform capable of integrating the full suite of mobile technologies.

Intelligent Traffic Analysis System (I-TAS)

I-TAS is an integrated state-wide traffic returns system that enables operational police to plan and record all traffic related activities. It also facilitates the capture and allocation of resourcing to manage traffic related enforcement activities (including hours worked and identified measurable key performance indicators) and enables managers to plan and target traffic operations/initiatives more effectively.

I-TAS will equip managers with a tool to plan, schedule and task resources for traffic related duties and enable managers to develop effective traffic enforcement strategies, based on the analysis of 'real time' data.

By using data intelligently, the capacity to plan, resource and deploy targeted special traffic operations will be improved. The QPS will be able to more effectively identify and improve the safety of at-risk road user groups and road use behaviours.

The I-TAS implementation commenced in June 2011 and is being progressively rolled out state-wide and will be fully implemented by the end of 2011.

Congestion management

The QPS is working with the Department of Transport and Main Roads, the Brisbane City Council and other stakeholders to provide a coordinated approach to congestion management issues.

In 2010-11, congestion on South East Queensland roads continued to be managed through the deployment of police officers to the Brisbane Metropolitan Transport Management Centre during peak travel times and through dedicated congestion management motorcycle patrols. Police officers performed more than 5 780 hours of dedicated congestion management motorcycle patrols, travelling 265 800 kilometres on major arterial roads in SEQ during peak travel periods.

Road safety awareness media campaigns

QPS has again joined forces with *The Courier-Mail* for its annual road safety campaign; this year titled 'What's The Rush'.

What's The Rush asks motorists to show more courtesy as they travel the State's roads as well as sticking to the speed limit.

The aim of this campaign was to increase awareness of common causes of road crashes, promote safe driving behaviours and attitudes and, ultimately, result in a reduction in road trauma on Queensland roads.

QPS and The Courier-Mail also combined for the Brake the Habit campaign, which aimed to remind drivers of the dangers of speed.

During the year, a number of major road safety campaigns such as the Christmas and Easter Road Safety Campaigns, Operation Austrans, Operation Cold Snap and Safeway operations were conducted.

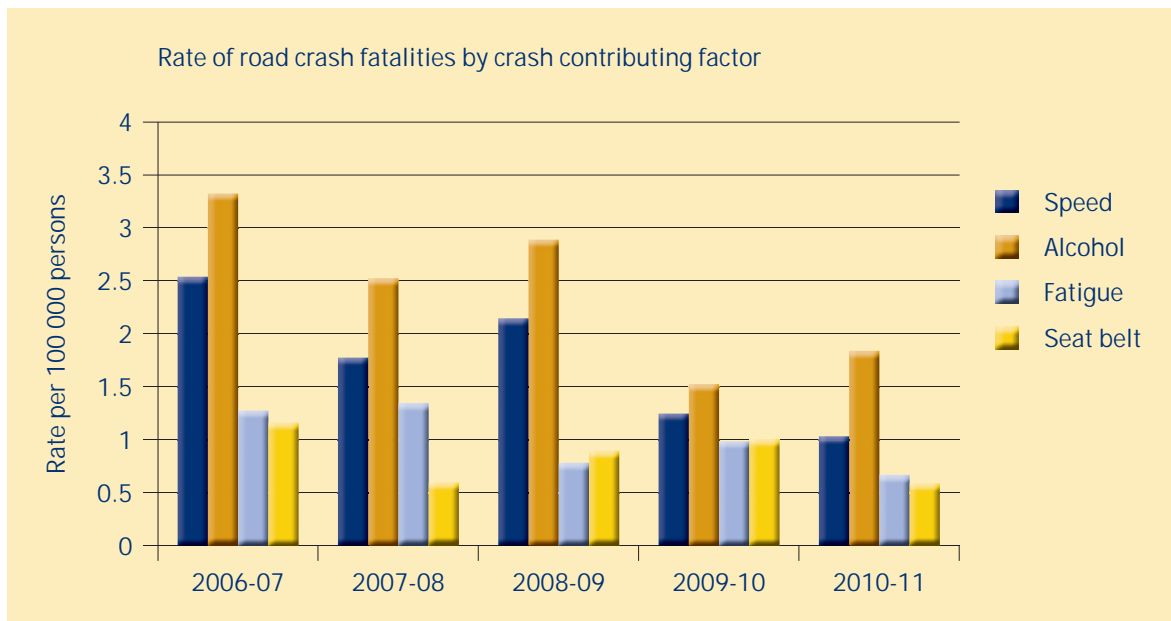
These campaigns focused on speeding, seat belt infringements, drug and alcohol drivers, heavy vehicles and general traffic patrols.

Road policing activities

Enforcing the road rules is a core part of QPS business. This is reflected in our organisational structure, which includes permanent traffic branches in most of our police districts and in our regular Operational Performance Reviews, which consider the performance of regions and districts in traffic enforcement and other priority areas. On any given day, police officers are conducting breath tests, operating speed detection devices, patrolling our highways and responding to traffic complaints reported by members of the public.

In addition to these duties, the QPS directs extra attention to particular problems and risk areas as they arise. At the state-wide level, this may mean putting extra police on the roads during school holidays and long weekends when we know more people are travelling longer distances. At a local level, police may conduct targeted operations to reduce a particular behaviour such as drink driving or driving when fatigued.

Traffic infringement notices or 'tickets' are an on-the-spot fine that can be issued for a variety of traffic offences such as failing to wear a seatbelt, failing to stop at a stop sign, driving a vehicle that is unroadworthy, speeding and driving unaccompanied as a learner driver.



The rate of road crash fatalities in 2010-11 caused by the crash contributing factors of speed, fatigue and not wearing seat belts decreased compared to 2009-10. However, 33% of the road fatalities in 2010-11 were alcohol related (see explanation in Glossary), equating to one in every three road deaths.

Between July 2010 and June 2011, QPS issued 598 549 tickets for traffic offences in Queensland (excluding camera detected offences and double demerit point offences). Over the same period, 421 654 camera detected infringements were issued.

Speed management

Speed management is an important area of road policing because evidence clearly shows reducing the travel speed reduces both the number and the severity of road crashes.

The Department of Transport and Main Roads in partnership with the Queensland Police Service and the Department of Justice and Attorney-General manages the Camera Detected Offence Program. Speed and red light camera operations are aimed at improving driver behaviour and reducing the frequency and severity of crashes.

In 2010, it is estimated that road fatalities cost the Queensland community over \$675 million. Fewer and less severe road crashes will result in savings for the community in terms of hospital occupancy, medical care and associated rehabilitation treatments, lost productivity, lower insurance premiums, less property damage, and most importantly of all, fewer people killed on our roads.

Intelligent Traffic Camera System (ITCS)

The Queensland Camera Detected Offence Program is an important road safety initiative aimed at reducing road trauma through improved enforcement capability.

The Integrated Traffic Camera System (I-TCS) Project is an initiative of the program and includes the installation of digital camera systems and an enhanced back office infringement processing system.

The new digital camera systems have undergone comprehensive evaluation and testing processes as part of the I-TCS Project to ensure their accuracy, operability and reliability for enforcement purposes.

Different types of cameras have been installed at various sites across South East Queensland. They include combined red light and speed, point to point, fixed speed and mobile speed cameras.

In conjunction with this phase, a back office infringement processing system that supports the integration of wet-film and digital technologies has been installed.

The new back office infringement processing system was released into production on 27 June 2011. The digital cameras will be activated for operational enforcement on 2 August 2011 and the new back office system is now issuing infringement notices from a range of sites. The new back office infringement processing system underwent successful testing and acceptance by the QPS.

Point-to-point cameras (P2P)

The I-TCS Project is currently trialling an Average Speed (Point-to-Point) camera system on the Bruce Highway. Infringement notices are currently issued from these digital cameras operating as individual fixed speed cameras.

No infringements will be issued from the average speed mode until the satisfactory completion of the Point-to-Point proof-of-concept phase of the I-TCS Project.

CLEM7 Tunnel digital cameras

The CLEM7 digital camera system was the first of its kind in Queensland when installed in 2010 by the I-TCS Project and operates with fixed speed cameras and variable speed limit signs.

Mobile speed cameras

The Speed Camera Program has been part of the Queensland Speed Management Strategy since 1997. In 2010-11 the QPS operated mobile speed cameras at 5 280 approved sites state-wide with 21 416 deployments made. During that period, marked speed camera vehicles recorded 4.15 detections per hour and 7.06 detections were made for every 1 000 vehicles monitored.

Speeding on high volume narrow suburban streets has raised significant community concerns. Mobile speed camera operations were expanded by deploying covert and marked speed camera vehicles in 40km/h and 50km/h speed zones. This initiative has a positive influence on speeding on high volume narrow suburban streets and has a positive influence in reducing road trauma.

The mobile speed cameras for the State were funded to deliver 74 580 hours for mobile speed camera deployments in the 2010-11 financial year. The QPS undertook and deployed mobile speed cameras for 75 621 hours across the State.

Covert speed camera operations

During 2010-11 the QPS continued to progress this initiative as part of a concerted and integrated approach aimed at improving compliance with speed limits, enhancing road safety and reducing the number of road fatalities on Queensland roads.

Between April 2010 (when covert speed camera vehicles were first trialled) and June 2011, covert speed camera vehicles were deployed on 4 126 occasions across the State for a total of 14 281 hours of operation.

Offence rates from covert speed camera deployments reduced from about 24 offences per 1 000 vehicles in April 2010 to about 18 offences per 1 000 vehicles for the 12-month period ending June 2011. This is a positive outcome as reduced vehicle speeds reduce the severity and frequency of crashes.

Fixed speed cameras

Fixed speed cameras have the benefit of operating 24 hours a day, 365 days a year. Fixed cameras are set up in areas where it may be difficult to enforce using

mobile speed cameras or hand held devices. These cameras continue to reinforce speed compliance for driver awareness.

Fixed speed cameras operated approximately 70 000 hours in 2010-11, with a 14.9% reduction of detected vehicles between the 2009-10 and 2010-11 period.

Red light cameras and combined red light/speed cameras

During 2010-11, the Red Light Camera Refresh Project delivered 40 digital red light cameras into the Red Light Camera Program. These cameras are operating at 80 upgraded sites, with infringement notices being issued from sites within Metropolitan North, Metropolitan South, Southern and South Eastern Regions.

Key future initiatives

Digital red light cameras

Red Light Camera sites located in regional and South East Queensland will be upgraded to digital technology, which will enable remote management and data transfer direct to the Traffic Camera Office.

Portable photographic detection devices

New portable photographic detection devices (LTI20-20 TruCAM) will commence operations throughout the State on 2 August 2011. Ten devices will be deployed in each of the eight police regions. Advantages of this technology include target identification, use in sites where it is difficult or dangerous to set up mobile speed cameras or areas where reduced speed limits have been applied such as school zones, or road works where there is a higher risk to vehicle or pedestrian traffic.

Incentives to reduce the road toll

A Community Grant Scheme (Road Safety and Crime Prevention), a joint initiative between QPS and Suncorp Insurance will fund projects that aim to reduce the road toll and road related trauma. Suncorp Insurance will invest over \$300 000 in road safety and crime prevention grants for the next two years starting in 2011-12.

Speed enforcement cameras in Airport Link

The Airport Link Tunnel (Airport Link) is under construction to improve travel across the inner north eastern suburbs of Brisbane to the Brisbane Airport. Deploying speed enforcement cameras in Airport Link will be an effective enforcement strategy for reducing casualty crash frequency, crash severity and associated social costs. Cameras are expected to be operational for the opening of Airport Link, which is currently scheduled for June 2012.