

Traffic policing

The table below provides an overview of the QPS's performance against service standards from the *2011-2015 Strategic Plan* and *2011-12 Service Delivery Statement*.

| Traffic policing | Notes | 2010-11 Actual | 2011-12 Target/Est. | 2011-12 Actual |
|---|-------|----------------|---------------------|----------------|
| Rate (per 100 000 population) of road crash fatalities | | 5.64 | ≤ 6.25 | 6.16 |
| Rate (per 100 000 population) of persons hospitalised following a crash | 1,2 | 142.10 | 150 | NA |
| Other measures | | | | |
| Number of vehicles monitored per offence by: | | | | |
| - Speed cameras | 3 | 101:1 | 80-120:1 | 269:1 |
| - Red light cameras | 4 | 3 198:1 | 1 900-3000:1 | 5 133:1 |

Notes:

- 2010-11 Actual figures may differ from those reported in the QPS Annual Report 2010-11 due to settlement of data. In addition, the ABS has reviewed all population figures for Australia back to September 2006 based on the 2011 census. The revised Queensland population figures are less than previously estimated, and have resulted in amendments to road fatality rates dating back to 2006.
- The target for hospitalised casualties is subject to a 3 month data lag and should be viewed as preliminary and subject to change.
- This category has previously reported only overt (marked) and covert mobile speed camera data and the 2011-12 Target/estimate was calculated on only those camera types. During the current reporting period, a number of other speed camera types have commenced operations. The 2011-12 actual and 2012-13 Target/estimate figures include data for overt and covert mobile speed cameras, analogue and digital fixed speed cameras, digital combined speed/red light cameras and the digital average speed camera system.
- As road users become more familiar with the location of speed and red-light detection cameras through road safety advertising, results of enforcement, the popularity of in-car navigation aids with built in camera alerts and general community awareness, rates of detection have decreased.

QPS road safety initiatives and traffic enforcement activities aim to reduce the number of deaths on Queensland roads. Initiatives include tougher vehicle impoundment laws, roadside drug driving detection, new technologies, congestion and speed management, and media campaigns.

Achievement highlights

The road toll for 2011 was 269, with 6.01 fatalities per 100 000 population. This is the second lowest fatality rate recorded in Queensland for a calendar year since accurate records began in July 1952.

At 30 June 2012, there were 591 dedicated specialist traffic officer positions across the state.

The QPS's hoon hotline – 13HOON (13 4666) – was established on 13 December 2010 to provide Queenslanders with an easy to remember central contact point to report drivers behaving in dangerous, reckless or anti-social ways on Queensland roads. Calls to 13HOON are answered at the Policelink Contact Centre. During the reporting period, 7 771 calls from the public were answered on this service.

In addition, 8 397 vehicles were impounded and 184 vehicles were forfeited, because their owners engaged in hooning behaviours.

During 2011-12, 22 662 roadside blood or saliva tests were conducted, resulting in 846 drivers testing positive for a relevant drug. This is a detection rate of one offender per 27 tests. Fifty-four repeat offenders were detected. The most commonly detected drug was Methylamphetamine. Drivers who test positive have their licence suspended for 24 hours to allow drugs to dissipate from their system. They face similar penalties in court to drink drivers.

Over 3.3 million random breath tests were conducted by the QPS during the 2011-12 financial year, resulting in the detection of approximately 26 000 drink driving offences.

The QPS Automatic Number Plate Recognition (ANPR) project has delivered significant improvement and efficiencies in frontline traffic operations via the introduction and implementation of this technology.

The ANPR project deployed 12 mobile ANPR systems for operational use state-wide to address road safety on 21 March 2012.

A range of road safety offences have been detected as a direct result of ANPR use, resulting in the interception of vehicles identified for offences such as unlawful use of a motor vehicle, driving an unregistered or uninsured vehicle, driving whilst disqualified or unlicensed and evading police. Additionally, a number of vehicles were impounded under Type 1 and Type 2 Vehicle Impoundment legislation.

In 2011-12, 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. Dedicated congestion management motorcycle patrols performed 4 599 hours, travelling 188 000 kilometres on major arterial roads in South East Queensland during peak travel periods.

Outside Brisbane, police continue to work in conjunction with regional Traffic Management Centres to help manage and divert traffic as required. In October 2011, Inter-Agency Traffic Incident Management Plans were signed for the Sunshine Coast and Gold Coast areas with the Department of Transport and Main Roads and the Queensland Fire and Rescue Service. These plans provide a co-ordinated approach to incident management, optimising the use of resources, and improving safety and clearance times.

The Red Light Camera Program was completed during 2011-12, with up to sixty operational red light cameras deployed at 144 sites throughout Queensland. The number of detections per 1 000 vehicles has reduced more than 50% from 0.46 in 2004-05 to 0.17 in 2011-12, which reflects the deterrence value of road safety cameras at intersections.

The Mobile Speed Camera Program now includes marked vehicles, covert vehicles and portable devices. This combination helps reduce speeding and improve community safety. The QPS deployed speed cameras on 21 923 occasions for 75 681 hours in 2011-12.

Seven new digital fixed speed camera sites began operating in 2011-12. Fixed speed cameras operated for approximately 134 130 hours in 2011-12, with an average of 1.97 detections per 1 000 vehicles. With the installation of a fixed camera, average vehicle speeds at camera sites reduce and compliance with posted speed limits increases, improving the safety of road users.

During the year, a number of major road safety media campaigns focused on speeding, seat belt infringements, drug and alcohol affected drivers, heavy vehicles and general traffic patrols. These included Fatality Free Friday, Christmas and Easter Road Safety, Operation Austrans, Operation Cold Snap, and the joint Courier-Mail and QPS 'Traffic Hot Spots: You drive the change' campaign.

Future initiatives

As part of the Government's *Safer Streets Crime Action Plan*, first time hooning offenders will have to hand over their keys and have their cars clamped for three months. Their car will be forfeited to be sold or crushed, for any subsequent offence within the next five years.

The QPS is progressing installation of a camera enforcement system in the Airport Link Tunnel to promote compliance with all electronic speed signs and reduce the risk of traffic crashes. Speed camera enforcement will commence on 25 July 2012, with up to six fixed speed cameras that can be rotated through several camera sites within the tunnel to monitor vehicle speeds for southbound and northbound traffic.

During 2012-13, fixed speed cameras will begin operating on the Nambour Connection Road at Woombye, and the M1 at Gaven, to improve driver behaviour and promote improved traffic management.

In 2012-13, the QPS will continue key programs like roadside drug testing, random breath testing, speed management and traffic camera operations, to reduce trauma on Queensland roads.