

Traffic

Management

Traffic Management describes both proactive and reactive traffic policing operations or activities intended to prevent or detect motorists committing traffic offences. The Police Service plays a significant role in the regulation and control of traffic in the State with the overall aim of reducing the incidence of road trauma.

The strategic framework for road safety strategies and initiatives in Queensland is derived from three main sources: the *National Road Safety Strategy (2001-2010)*, the *Queensland Road Safety Strategy 2004-2011*, and State and Federal Road Safety Action Plans. The Police Service is a key contributor to these strategies and has primary responsibility for the delivery of a range of traffic law enforcement activities including random breath testing, speed management and traffic camera operations.

Links to Whole-of-Government Priority – ‘Protecting our children and enhancing community safety’.

Key Priority Areas:

- Road Safety Initiatives
- Traffic Policing

2006-07 Policing Hours Expenditure \$265M

Percentage of time directed toward Traffic Management



Strategies

- Work in partnership with the community and other government agencies to develop and implement road safety education and accident prevention programs.
- Work with all stakeholders to identify and address traffic problems.
- Promote road safety and compliance through a highly visible police presence on Queensland roads.
- Provide a timely and effective response to traffic incidents.
- Provide random and targeted traffic enforcement supported by research, intelligence, marketing and technology.



Key Priority Area – Road Safety Initiatives

In 2007, The Australian Transport Safety Bureau (ATSB) released the *National Road Safety Action Plan (2007-2008)*. The plan identifies the main issues expected to influence road trauma levels in the foreseeable future, and sets out priority areas for action during the calendar years of 2007 and 2008. The key national action areas for 2007-08 are:

- safer speeds
- safer roads and roadsides
- safer vehicles
- safer road users and safer behaviour.

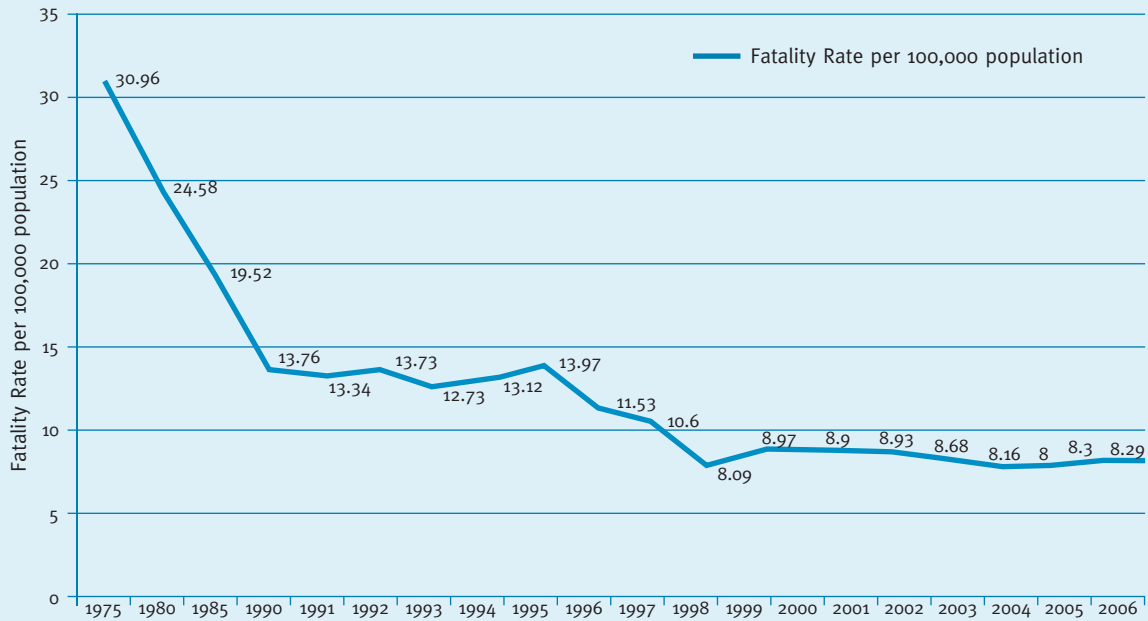
The National Road Safety Strategy 2001-2010 has set a target of reducing the annual number of Australian road deaths per 100,000 people by 40 per cent to no more than 5.6 deaths per 100,000 people by December 2010. The graph on page 42 depicts the rate of Queensland road deaths per 100,000 people from 1975 to 2006.

It should be noted that it is generally recognised that factors such as economic prosperity and population growth have influenced road trauma trends. With increased affluence, a greater number of vehicles use the roads which can lead to an increase in the overall number of vehicle-related crashes.

Road Safety Summit Initiatives

As a result of the 2006 Road Safety Summit convened by the Queensland Premier, the Police Service has been tasked to progress a number of innovative road safety initiatives. Many of these initiatives are being delivered in collaboration with our road safety partners.

Queensland Road Fatality Rate per 1000,000 Population (1975-2006)



Source: Australian Transport Safety Bureau 2007

Immediate Licence Suspension

In December 2006, the Queensland Government introduced tough new drink driving legislation which provides for the immediate suspension of the licence of any person who tests positive for excessive alcohol until the matter is heard and determined by a Court. From the instigation of this legislation until the end of March 2007, an average of 100 people per week had their licence immediately suspended.

Integrated Traffic Management System

Government funding was allocated to the Police Service to commence developing an Integrated Traffic Management System. This system will automate intelligence data and provide information to assist police in determining the mode, timing and location of enforcement resources to target high-risk road user behaviours. Upon completion in 2008, the modified scheduling system will aid police throughout the State to more effectively target road safety black-spot areas.

Drug Driving

At the 2006 Road Safety Summit, the Premier announced that Queensland would introduce a roadside drug testing regime. As a precursor to this, the Queensland Police Service in 2005-06 (through the National Drug Strategy Law Enforcement Funding Committee), and in conjunction with Queensland Transport provided \$200,000 in funding to the Centre for Accident Research and Road Safety – Queensland (CARRS-Q) to undertake 2,000 saliva-based roadside drug tests.

Testing associated with the research initiative has been finalised and the final report is due for completion by late 2007. The tests analysed as part of this research suggest that approximately four per cent of those tested during the trial had taken illicit drugs prior to driving. This compares to just one per cent of drivers breath tested for alcohol who tested positive.

Road Safety Initiatives Package

The Queensland Government granted an extension of the Road Safety Initiatives Package (RSIP) for the 2006-07 financial year. The Queensland Police Service received an additional \$12.727 million in funding to be used for road safety initiatives. The RSIP has been specifically funded by the government in order to increase the level of road safety enforcement activity by police during school holidays, long weekends and on public holidays.

RSIP funding provided an additional 500 officer hours per day of non camera enforcement activity over peak holiday periods (120 days in total). Remaining funds were used to support the administration of the Traffic Camera Office and camera operations.

Centre for Accident Research and Road Safety Queensland – Rural and Remote Study

During the 2006-07, the Police Service continued to provide support for the CARRS-Q Rural and Remote Road Safety project. This project commenced in mid 2003 and is expected to be concluded in 2007. As part of this study, researchers visited North Queensland crash sites and interviewed hospitalised road crash patients in order to ascertain the circumstances immediately prior to the crash occurring.

The research findings provided significant insight into the circumstances leading up to a road crash. This innovative study involved researchers from CARRS-Q and James Cook University and was funded by the Motor Accident Insurance Commission and government agencies.

Key Priority Area – Traffic Policing

The Fatal Four

The Queensland Police Service regularly conducts enforcement campaigns targeting the Fatal Four driving behaviours in an effort to reduce the incidence of road trauma.

The Fatal Four road safety campaign is focused on the following driving behaviours:

- driving while tired (fatigue)
- driving while affected by drugs or alcohol (drink driving)
- driving too fast (speeding)
- unrestrained vehicle occupants (fail to wear seatbelt).

The Fatal Four road safety campaign links on-road police enforcement to community education through the media to target these four driving behaviours.

While the 'Fatal Four' remains a strategic enforcement focus, the Police Service also targets local issues, based on intelligence driven enforcement campaigns.

For the 2006-07 financial year, the Queensland road toll stood at 365 fatalities which represented a 13 per cent increase compared with the previous five-year average.

Speed Management Strategy

The Speed Management program is an integral part of the Queensland Road Safety Program as speed is a major contributing factor to both injury and fatal road crashes.

The Queensland Police Service commenced the Speed Camera program in 1997 as part of Queensland's Speed Management Strategy. At the commencement of the program, five per cent of vehicles monitored by speed cameras were detected committing an offence. The success of the program is indicated by the reduction in this level to 0.58 per cent during 2006.

The Police Service operated 30 speed cameras during the reporting period. These speed cameras were deployed randomly by a scheduling system, with each site determined on the basis of its crash history. In 2006, an additional 442 speed camera sites were approved. In addition to speed camera operations during the 2006 calendar year, the Police Service allocated 219,770 officer hours towards non-camera on-road speed enforcement.

The Police Service uses 34 red light cameras, rotated among 136 sites in Queensland. During 2006, over 37,000 red light camera detected infringement notices were issued, which equated to less than 0.045% of the total number of vehicles monitored. The Police Service is currently examining the feasibility of deploying combined speed and red light camera technology.

Deterring Drink Driving

The Random Breath Testing program is based on the principles of 'general deterrence' which aims to achieve widespread changes in driver behaviour by maximising the exposure of drivers to police enforcement.

In accordance with a 1997 Parliamentary Travelsafe Committee recommendation, the Queensland Police Service has intensified the Random Breath Testing program. The Service reported a breath testing target ratio for 2006 of 1:1 test per licensed driver, conducting tests at a ratio of 1:1.11 tests per licensed driver.

During 2006, 1.1 per cent of all breath tests were in excess of the prescribed legal limit which was equal to the comparative period for 2005.

Anti-social Driving Behaviour – 'Hoons'

Queensland's anti-hoon legislation commenced on 4 November 2002. Between this date and 30 June 2007, 3,677 vehicles were confiscated by the Queensland Police Service for a period of 48 hours.

Eighty offenders were detected on a second occasion committing a prescribed offence that is generally referred to as a hoon offence. Under Queensland's anti-hoon laws, the commission of a second offence carries with it the penalty of vehicle confiscation for a period of up to three months.

To date, four offenders have been detected committing a third prescribed offence. Commission of a third offence under this legislation carries with it the penalty of vehicle forfeiture.

In an effort to reduce the incidence of anti-social driver (hoon) behaviour, the Queensland Police Service expanded the role of the State Traffic Task Force to include the Traffic Response Group. The primary responsibility of this group is to support regional police in targeting hoon behaviour.

Regional Activities

Heavy Vehicle Program – Far Northern Region

The Far Northern Region in partnership with Queensland Transport conducted traffic operations to target fatigue and compliance issues with heavy vehicles using main highways. Police officers from the Cairns, Mareeba and Innisfail Districts took part in the operations which resulted in the detection of numerous traffic and main roads offences.

Driver Safety Program – Central Region

In the Rockhampton District, the 3E Committee provides close liaison with the Department of Main Roads and Queensland Transport with respect to engineering, education and enforcement activities. In 2006-07, the committee identified fatigue-related issues on the Capricorn Highway between Rockhampton and Emerald and secured funding to install high visibility road signs at suitable locations warning of the dangers of fatigue.

Road Safety and Driver Education – North Coast Region

During the financial year, the Bundaberg, Maryborough and Redcliffe Districts promoted road safety and driver education to year 11 and 12 students. Senior police officers and school-based police officers provided class room presentations, case studies and information booklets to students who had recently acquired or were about to acquire a driver's licence.

Designated Driver Program – Metropolitan North Region

In Metropolitan North Region, the Brisbane Central District introduced a designated driver program into licensed premises to help reduce the incidence of alcohol-related road trauma. The program engaged hotel licensees and government agencies to provide free soft drinks to designated drivers who abstained from drinking alcohol.



Drink Driving Prevention Operation – Metropolitan South Region

Metropolitan South Region continued traffic operations to deter the incidence of drink driving by night club patrons leaving the Brisbane Central Business District and surrounds. During 2006-07, six operations were conducted which resulted in 686 drink driving offences and the detection of 64 unlicensed or disqualified drivers.

Road Safety Program – South Eastern Region

The South Eastern Region continued to work in partnership with the Department of Main Roads, Queensland Transport and local councils to promote road safety. Each month an offence was highlighted on electronic message signs situated on major arterial roads to educate motorists about driver safety.

Future Initiatives

The Premier's Road Safety Summit outlined a series of initiatives to address the increasing incidence of road trauma in Queensland. In particular, many of these innovative measures seek to target recidivist offenders within our motoring community. Through 2007-08, the Police Service, in partnership with other stakeholders will continue to progress the implementation of road safety initiatives outlined during the summit including:

- the introduction of a roadside drug driving testing regime, due to commence in late 2007
- continuation of the Queensland Police Service pilot within the Southern and North Coast Police Regions of vehicle impoundment for recidivist drink drivers, disqualified and unlicensed drivers and those driving unregistered or illegally modified vehicles
- the trial of fixed speed cameras in South-East Queensland
- the commencement of extensive learner and provisional licensing initiatives. These include the requirement to have 100 hours of supervised driving experience, split provisional (P1 and P2) licence provisions, including the re-introduction of 'P plates' combined with peer passenger restrictions, high powered vehicle restrictions and night driving restrictions for suspended young drivers under the age of 25 who regain their licence. These initiatives in particular are directed towards a reduction in the incidence of road trauma involving young and novice drivers.

The Queensland Government has also approved the continuation of the Road Safety Initiatives Package through the 2007-08 financial year. The provisions of this package will increase the level of on-road non camera enforcement activity through the funding of an additional 72,000 officer hours of traffic enforcement during peak risk periods.

New Roadside Breath Testing Devices

Commencing early in the 2007-08 financial year, the Police Service will initiate the total replacement of its roadside breath testing devices over a three-year period. The new device, the Lion Alcolmeter SD400 Plus has Global Positioning Satellite (GPS) technology and will collect the GPS coordinates for each location where a breath test is performed.

A total of 581 new devices have been ordered for issue to the Northern, North Coast and Southern Police Regions in the first year of operation. The GPS data captured by the new devices will enable breath testing activity to be mapped and compared to alcohol-related crash locations.

In addition, the GPS data for crash locations, particularly on rural roads and highways, can be collected and entered into QPRIME, allowing other agencies to more accurately identify road-related issues which may have contributed to the crash.



Senior Sergeant Peter Flanders, relieving as Inspector Regional Traffic Coordinator North Coast Region

Peter has worked for the Police Service for 24 years and has been the Officer in Charge, Maroochydore since 2005.

“My email signature, when I am in Maroochydore reads ‘exceptional people making paradise

perfect’. I like to think that is a fair description of how we operate and the image we portray.”

Career highlights?

“Probably representing the QPS as a core security rider for the Olympic Flame around most of Australia. Not only was this an honour but I was given some amazing opportunities to travel and even got to run with the torch and attend the opening ceremony.”

On team work....

“As OIC Maroochydore I lead a team of operational police supported by administration officers. I gauge the mood of the team by the level of laughter in the day room.”

“I am fiercely proud of the people under my command and the work they do. This was highlighted in 2006 with the break out of the Maroochydore Watchhouse on State of Origin night. Within seconds of me running into a social function and asking for assistance to track down the escapees, every officer in the room was kitted up and in cars doing their job.”

Any challenges?

“As OIC Maroochydore it is a huge challenge to provide effective policing responses to a large division with high profile trouble spots like Mooloolaba. The tactical deployment of patrols is a balancing act with ever changing priorities.”