

Key priority area—Traffic policing

Speed management strategy

The QPS 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 0.69 per cent during 2007.

The Police Service operated 30 speed cameras during the reporting period. In addition to speed camera operations during the 2007 calendar year, the Police

Service allocated 208 489 officer hours towards non-camera on-road speed enforcement.

To reduce the number of crashes at intersections controlled by traffic signals, the Police Service uses 35 red light cameras, rotated among 140 sites in Queensland. During 2007, over 35 000 red light camera detected infringement notices were issued, which equated to 0.06% of the total number of vehicles monitored.

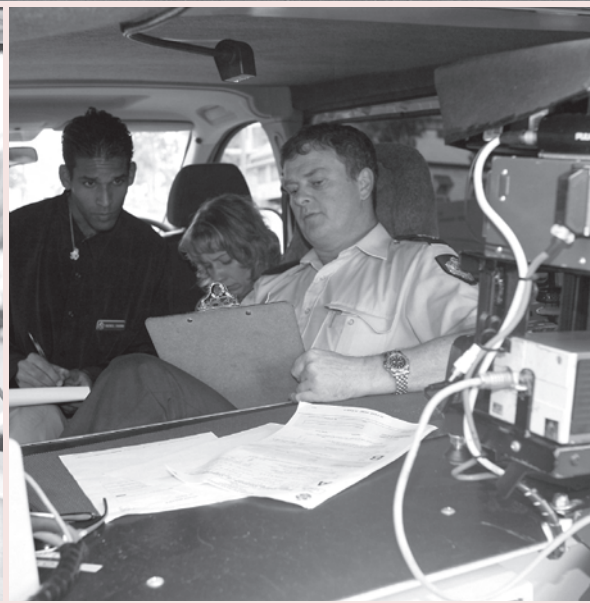
The Speed Management Program is an integral part of the Queensland Road Safety Program as speed is a major contributing factor to both injury and fatal road crashes.

New generation speed camera vehicle

After extensive trials during 2007, the QPS introduced the Mercedes Vito van to the mobile speed camera vehicle fleet. This heavily modified speed camera

module includes dramatic refinements in terms of operator comfort, safety and effectiveness.

Other vehicles evaluated and added to the mobile speed camera vehicle fleet during the 2007-08 period included Mitsubishi Pajero and Nissan Patrol 4WD vehicles. The roll out of the new vehicle fleet is expected to be completed by December 2008.



Fixed speed cameras

On 14 December 2007 Queensland's first two fixed speed cameras commenced operation at Kangaroo Point and Burpengary. The activation of a third fixed speed camera at Tarragindi marked the completion of the first stage in the implementation of fixed cameras.

These cameras have already caused a steady increase in camera detected offences since their inception.

The Intelligent Traffic Camera System Project has commenced and identified the future requirements of the QPS Camera Detected Offence Program's transition to digital technology.

Deterring drink driving

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

The Service exceeded its year 2007 breath testing target, conducting 3 076 419 breath tests at a ratio of 1.1:1

tests per licensed driver. This is the highest rate of breath-testing of any police jurisdiction in Australia and exceeded the Parliamentary Travelsafe Committee breath-testing target by 9%.

During the 2007 calendar year, 1% of all breath tests were in excess of the prescribed legal limit. The previous year (2006) saw a result of 1.1% of total tests in excess of the legal limit.

In excess of 201 500 officer hours were dedicated to breath testing duties during 2007.

In December 2007, the QPS commenced the replacement of its roadside breath testing devices with the Lion Alcolmeter SD-400 Plus device, which has Global Positioning Satellite (GPS) technology. These devices allow the position of each breath test to be precisely recorded and also allow police to accurately record the position of traffic crashes and general traffic interceptions.

The new devices have been deployed to the State Traffic Task Force and the North Coast Police Region.



Fixed speed cameras have been introduced in Queensland to help reduce the road toll.

Q-cars

Between 20 December 2007 and 31 March 2008 a trial of two Q-cars was undertaken as part of the Government's commitment to reducing the number of deaths on our roads. The aim of Q-cars is to target serial and dangerous traffic offenders where other conventional traffic enforcement strategies may not be effective.

During the trial period, Q-cars were deployed on 120 occasions and travelled 33 813 kilometres. 1 480 offences were recorded, an average of 12 offences per deployment. A large proportion of life endangering offences were detected (1 210): 718 (59%) speeding offences; 183 (15%) mobile phone offences; and 72 (6%) fail to wear seat belt offences. In comparison, two high visibility marked vehicles detected 485 life endangering offences during the same period.

The two current Q-cars will continue to be used throughout the police regions by the State Traffic Task Force with an emphasis on targeting life endangering offences.

Vehicle impoundment legislation

Vehicle impoundment for Type 1 vehicle related offences

Type 1 vehicle related offences or 'Hoon' offences involve offences where the driver of a motor vehicle is detected committing a street race, time trial or burn out offence.

Since inception of the anti-hoon legislation under the *Police Powers and Responsibilities Act 2000* up to and including 30 June 2008, a total of 4,665 vehicles have been confiscated by the QPS for a period of 48 hours.

A total of 92 offenders have been detected on a second occasion committing a prescribed offence that is commonly referred to as a Type 1 offence. When a person is charged with the same type 1 offence for a second time within a three year period, the police officer can impound the motor vehicle for 48 hours during which time application is made to a Magistrate to impound the motor vehicle for a further period of up to three months.

As at 30 June 2008, nine offenders have been detected committing a third prescribed type 1 offence. When a person is charged with their third or subsequent type 1 vehicle related offence within a three year period, the police officer can impound the motor vehicle for a 48 hour period, during which time application is made to a Magistrate to forfeit the motor vehicle to the State.

Vehicle impoundment for Type 2 vehicle related offences

On 1 July 2007, laws were introduced in Queensland under the *Police Powers and Responsibilities Act 2000* which expanded the use of vehicle impoundment as a sanction targeting drivers who repeatedly drive unregistered and uninsured vehicles; drive while unlicensed or disqualified; drink drive over 0.15%; fail to supply a specimen of breath/blood; drive under 24 hour suspension; and drive illegally modified vehicles.

If a person is charged with more than one offence in the same category within a three year period, police may impound the vehicle for 48 hours (on all repeat offences) and must make an application for a further three month impoundment (for all second repeat offences) or forfeiture order (for all third repeat offences and higher). This legislation has been piloted in the North Coast and Southern Police Regions since 1 July 2007 and was expanded to include the South Eastern Police Region on 1 December 2007.

As at 30 June 2008, police had impounded 1,708 motor vehicles across these three police regions for a 48 hour period. The majority of these motor vehicles (1,526 or 89%) were impounded as a result of repeat unlicensed or disqualified driving. In addition, 263 motor vehicles have been impounded and are eligible for a further period of up to three months, and 5 motor vehicles have been forfeited to the State by the courts.

The expansion of this legislation to all remaining police regions in Queensland will commence on 1 July 2008.

Key future initiatives

Road safety related initiatives scheduled for implementation during 2008-09 include:

- expansion of the Roadside Drug Testing Unit
- statewide expansion of Type 2 vehicle impoundment legislation in Queensland on 1 July 2008
- the development and implementation of the Intelligent Traffic Analysis System
- Heavy Vehicle Driver Fatigue Management Regulations will commence in Queensland
- the new Lion Alcolmeter SD-400 Plus roadside breathtesting devices already deployed to the State Traffic Task Force and the North Coast Police Region will be deployed throughout the remainder of the State
- continuation of the Road Safety Initiatives Package through 2008-09, increasing the amount of on-road non camera enforcement activity.



A highly visible presence on roads contributes to road safety in Queensland.

Award for Shem

'It took five seconds to change my life forever and it took five seconds to end a life.'

For Shem Aitken, this sentence sums up a tragic single vehicle crash on the Gold Coast in 2004, which saw him become a paraplegic and his friend, who was driving, killed.

However, in his own words he has chosen 'to make the best out of a bad situation' and was recently presented the Commissioner's Certificate of Appreciation for his involvement in road safety initiatives.

The recognition came following Shem's involvement as a spokesperson for the 2007 Easter Road Safety Campaign which focused on young drivers.

Shem also regularly speaks to school students about road safety awareness and participated in the 2006 Queensland Road Safety Summit providing input to new laws about P-Plates.

Shem has a positive outlook, and has used his personal circumstances to demonstrate to his peers how trauma on the roads can change life forever. Shem said he was realistic about his goal. He could not stop all serious road crashes, but wanted to reduce them and hoped he could make young drivers aware of the outcomes of irresponsible driving.

'Before the crash I thought I was ten feet tall and bullet proof. I was naïve towards what could happen' he said. 'I spent eight months in hospital and I vowed to spend my time promoting road awareness. I don't want to see anyone else in the same position as me.'



Shem Aitken, receiving a Certificate of Appreciation from Commissioner Bob Atkinson for his involvement in road safety initiatives.