



QUEENSLAND POLICE SERVICE

ABN: 29 409 225 509

OFFICE OF THE ASSISTANT COMMISSIONER ROAD POLICING AND REGIONAL SUPPORT COMMAND



Our Ref.: DOC 20/
Your Ref.:

13 August 2020

Gerry McInally
Committee Secretary
Senate Standing Committee on Rural and Regional Affairs and Transport
Joint Select Committee on Road Safety
Committee Office, Department of the Senate

Dear Mr McInally

SUBJECT Questions on notice regarding data, targets, speed management and road standards

I refer to your email correspondence dated 30 July 2020 seeking response to further questions.

The QPS has had the benefit of viewing the draft response prepared by Queensland Department of Transport and Main Roads.

The QPS supports their response. In addition, the QPS targets resources to meet critical objectives towards a safer Queensland, which includes road safety. While all of the areas referred to have the potential to be used in a manner that benefit road safety, the QPS is particularly supportive of the use of point to point speed cameras to modify driver behaviour and allow police resources to be used elsewhere. The QPS favours the application of technology to provide or support road safety and enforcement.

Thank you for the opportunity to provide further comment.

Yours sincerely

Ben MARCUS APM
ASSISTANT COMMISSIONER
ROAD POLICING AND REGIONAL SUPPORT COMMAND

17.8.20

Department of Transport and Main Roads

Q1 Data: *What nationally consistent data relating to vehicle accidents would you like to see collected, and which body should collect the data? Should the data be made public?*

Currently, the Queensland Department of Transport and Main Roads (TMR) already contributes fatal crash data to BITRE for national reporting and the collation of fatal crash data.

Nationally consistent non-fatal crash data is important to more accurately count serious injury crashes and associated trends over time. In response to this need, there is an Austroads funded project underway, "A National Approach to Measuring Non-Fatal Crash Outcomes" which aims to improve the measurement and reporting of serious injury road crashes by matching police crash data and hospital data. TMR and Queensland Health have provided data for this project to support this aim.

In addition, TMR, along with all other jurisdictions has provided crash data to Monash University Accident Research Centre (MUARC) for over a decade to enable the assessment of used car safety ratings. We would support the national office of road safety discussing with MUARC how this national crash database could contribute more broadly to a nationally consistent set of data relating to vehicle crashes.

TMR considers that there is already a significant amount of crash and individual related data collected from across multiple agencies. The challenge is to bring this data together to show a holistic view of crashes and injury impacts as the data is coded differently across agencies and jurisdictions, and there are various privacy requirements associated with each of the multiple data sets.

As road safety is everybody's responsibility, it is crucial that we share with the public data that paints the picture of lives lost and changed on our roads. In Queensland we already share via our website our fatalities and hospitalised casualties and their characteristics.

Q2 Targets: *The 2018 Inquiry into the National Road Safety Strategy 2011-20 Report recommends the Commonwealth and states commit to an interim target of vision zero for all major capital city CBD areas, and high-volume highways by 2030. Does your organisation support the Commonwealth and state governments adopting this target?*

TMR is working closely with the National Office for Road Safety in the development of the next National Road Safety Strategy. Targets of 30, 40, 50% are being discussed at the National working group.

Queensland is leaning towards a target of a 30% reduction in the next 10 years, given the amount of disruption we know is coming, with a view of increasing the target to 40% between 2030-40.

There is a National Prediction Modelling project underway and we would like the outputs of that to inform a final decision on target setting. TMR supports in-principle the setting of such targets informed through the Austroads Study. Final endorsement is subject to review of the associated target considerations for Queensland.

Subset targets for particular settings, such as CBD areas are potentially a good approach, however this approach, with public targets, could be inferred as some road users or locations are more important than others.

Q3 Speed Management: *Does your organisation support the installation of point to point speed cameras on all Commonwealth funded roads in the future? Should the Commonwealth Government make the allocation of funding to the states conditional on this commitment being met?*

TMR is a strong supporter of Point to Point camera systems and has a documented formal Road Safety Policy requiring major road construction projects, in the planning and design phase to provision for Point to Point Cameras or speed camera trailer pads (concrete Pad & 240v power).

TMR also has a rolling program of installing two new Point to Point camera systems each year at locations prioritised based on crash data. TMRs preference is to deploy the most suitable form of speed enforcement for the respective road environment. For example, there are many locations that are not suited for Point to Point enforcement as there are too many entry and exit (leakage) points, multiple changes of speed limits or have intersections with traffic lights.

The provision of Commonwealth funding for Point to Point cameras associated with infrastructure projects is supported in-principle, noting that Point to Point Cameras may not necessarily be the most appropriate solution for some road environments.

Q4 Road Standards: *To what safety standard should all Commonwealth funded road projects be built? Should funding for projects be conditional on a particular safety standard being met?*

Commonwealth funded roads should be upgraded to align with the Network Safety Plan safety vision set for the function of the road (based on its road stereotype). This aligns with the Austroads Road Stereotype work design to achieve this. iRAP or AusRAP star ratings are not recommended, as these are individual risk measures that do not align with the National strategic objectives of reducing FSI crashes to zero.

Yes, funding should be conditional on projects delivering what is aligned with the roads safety vision.

