

## Question on Notice

No. 1304

Asked on 24 October 2023

**MR S KNUTH** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON M BAILEY)—

### QUESTION:

With reference to the trailer speed camera deployed on the Malanda/Atherton Road, Far North Queensland (outside the OZcare centre)—

Will the Minister advise (a) how many times and for what period the trailer speed camera was deployed at this location since September 2023, (b) what specific speed related crashes have occurred in this 60 km/h zone in the past five years, (c) if the camera was tested for accuracy of any detections of speed, before, during and at the end of its deployment (and provide evidence of testing) and (d) who deployed the camera and what qualifications they had for deployment and certification of speed?

### ANSWER:

I thank the Member for Hill for the question.

- (a) A Transportable Road Safety Camera (TRSC) was deployed on Malanda–Atherton Road, near the western entrance to Malanda once from 7–21 September 2023. Detection reports from this camera deployment show that over 94 per cent of vehicles monitored by this speed camera were complying with the speed limit for the entire two-week period. There were 342 vehicles detected travelling more than 20 km/h above the 60 km/h speed limit. The highest speed detected in this 60 km/h zone was 124 km/h.
- (b) Department of Transport and Main Roads (TMR) road crash data—which is sourced from Queensland Police Service (QPS)—shows that, since 1 January 2018, there have been four police-reported casualty crashes involving speeding motorists in and around the Malanda township. These crashes resulted in two people being transported to hospital and two people receiving minor injuries. On Queensland roads, speeding remains overrepresented as the leading contributing factor in road fatalities. In 2022, almost 30 per cent of road fatalities were contributed to speeding drivers or riders.
- (c) Several validations and checks are undertaken, prior to infringements being issued from TRSCs. These include independent testing and calibration of the speed camera annually as required by legislation, secondary validation of the speed camera’s accuracy at each deployment, calculated verification of the offences and manual adjudication of the offences prior to an infringement being issued. Each TRSC is set up on site, following approved site layouts and instructions that meet legislative requirements and manufacturer specifications to ensure consistency and reliability. A copy of the calibration certificate can be supplied upon request from TMR. Independent evaluations of the Camera Detected Offence Program (CDOP) consistently demonstrate that it saves lives, injuries and costs to the community. Monash University Accident Research Centre’s most recent evaluation found that, in 2021, CDOP saved 1191 casualty crashes and \$678 million in costs to the community. Over 90 per cent of these savings were due to the general deterrence of mobile speed camera operations.

- (d) The TRSC was deployed by an Enforcement Trailer Operator (ETO) employed by the camera supplier. ETOs are specially trained in the deployment and operation of these enforcement devices in line with manufacturer's operating instructions and specifications.