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MINISTERIAL STATEMENT
Hon Steve Bredhauer
Minister for Transport and Minister for Main Roads

Tuesday, 14 October 2003



Queensland's speed camera program evaluation

Mr Speaker

In November last year, I informed the house of an independent evaluation of the Queensland's speed camera program that was being undertaken.

The review was done by Monash University Accident Research Centre – or MUARC – and is now complete.

The results are very encouraging, and a strong endorsement of the program's effectiveness.

The broad aim of MUARC's research was to establish the impact of the speed camera program on Queensland's road toll.

The speed camera program was first introduced in Queensland in 1997 by the Borbidge Government – and remains a critical part of the State Government's agenda to reduce speeding on our roads, and so reduce the number of people who are needlessly injured or killed.

The evaluation study just completed, looked at the effects of speed cameras on the number of crashes in Queensland from the program's introduction to the end of June 2001.

MUARC considered that as 73 percent of all accidents occurred within a two kilometre radius of Queensland's speed camera sites, a study of these accidents would provide a good indication of the program's worth.

The overwhelming finding of the study was that there is a clear association between the introduction of the speed camera program and reductions in reported crashes in areas surrounding speed camera sites.

Specifically, the results indicate that when operating at maximum coverage, the speed camera program produced estimated reductions in fatal crashes of around 45 percent in areas within 2km of speed camera sites.

There were also corresponding reductions of 31 percent for hospitalisation crashes, 39 percent for medically treated crashes, 19 percent for other injury crashes and 21 percent for non-injury crashes.

These results are unambiguous.

They mean fewer Queenslanders being involved in a smaller number of accidents each year.

That is 110 fatal crashes, 1100 hospitalisation crashes, 2200 medically treated crashes, 500 other injury crashes and 1600 non-injury crashes that did not occur

.... but would be expected if the speed camera program was not in operation.

In terms of total annual road trauma in Queensland, these savings represent a 32% reduction in fatal crashes, a 26% reduction in fatal to medically treated crashes combined and a 21% reduction in all reported casualty crashes.

I'm sure members would agree that these are excellent outcomes.

As part of the evaluation, MUARC also developed a social benefit to cost ratio for the speed camera program.

For the period of the evaluation the benefit to cost ratio was estimated to be 47.

This means that for every dollar spent on the program, there is a saving to the community of \$47 – due to crashes prevented by the operation of the program.

This clearly indicates that the program is also a highly cost-effective means of reducing road trauma.

Furthermore, the evaluation revealed that the total benefit to the Queensland community in dollar terms since the speed camera program was introduced until June 2001 was – \$2.866 billion.

I am sure all members will agree that these results prove that the Queensland speed camera program is an effective road safety tool and continues to be a major contributor to saving lives on Queensland roads.