

Department of Transport and Main Roads
Decision Brief
MBN25156

To: Minister for Transport and Main Roads

SUBJECT: Approval of Speed Cameras at Kuranda Range Road.	Urgent Approval required by 31 May 2022 to commence the procurement process
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Summary

- A request was received from your office to investigate the placement of fixed speed cameras on the Kuranda Range Road (KRR).
- An analysis of road crash and enforcement data shows speeding is a contributing factor in a significant number of crashes on the KRR.
- This brief outlines potential solutions to reduce the rate of crashes on the Kuranda Range resulting from speeding vehicles.
- Department of Transport and Main Roads (TMR) officers undertook a fixed camera site assessment of the KRR in conjunction with the Queensland Police Service (QPS) on 29 April 2022.
- Six sections of road that meet the selection criteria for a fixed speed camera were assessed. Two suitable locations for the fixed speed cameras were identified during the site inspection (**Attachment 1**) in the zones that have the highest speed related crashes.

Recommendations

- That you approve:
 - the use of up to \$1 million of funding from the Targeted Road Safety Program (TRSP) to install two fixed speed cameras on the KRR
 - speed camera trailers be considered as an interim solution until fixed speed cameras can be installed.
- That you note TMR will work with QPS to scope the work to install enforcement cameras to complement the current project to install Intelligent Transport Systems (ITS) on the KRR.

Financial Implications

- TMR currently does not have approval from the Cabinet Budget Review Committee for any funding for new fixed speed cameras.
- Funding of up to \$1 million may be required to install two fixed speed cameras subject to a detailed site inspection on availability of services for the camera. This funding can be sourced from TRSP.

Action Officer: Peter Kolesnik A/Executive Director (Safer Roads Infrastructure) Tel: (07) 3066 3741 Date: 5 May 2022	Endorsed by: Dennis Walsh Chief Engineer Tel: (07) 3066 3017 Date: 6 May 2022	Endorsed by: DDG Amanda Yeates Deputy Director General (Infrastructure Management and Delivery) Tel: (07) 3066 7118 Date: 9 May 2022	Endorsed by: DG Neil Scales Director-General (TMR) Tel: (07) 3066 7316 Date: 9 May 2022
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Background

- Installation of additional ITS treatments on the KRR is currently underway. The ITS treatments will make it quicker and easier to manage incidents and reduce the risk of crashes.
- The KRR has had 33 injury crashes from 1 July 2016 to 30 June 2021 that meet the criteria for a fixed speed camera.
- The KRR is currently ranked 244 in Queensland for point-to-point (P2P) cameras. It was shortlisted for consideration for the 2022–23 program, however, it has not been progressed as there were higher ranked roads, and the environmental landscape of the road with its many low speed sharp corners makes P2P enforcement extremely complex, especially given the KRR will have variable speed limits.
- In 2021, QPS conducted 34 deployments for mobile speed camera enforcement on the KRR. These deployments occurred at six different speed camera locations and were for 104 hours of enforcement.

Key Issues

- Speeding on the KRR is higher than the Queensland average. In 2021, at the two worst speeding locations on this road, QPS issued 28.34 (from two deployments) and 16.08 (from nine deployments) speeding notices per hour compared to a state average of 4.03 per hour for the same speeding device.
- As there is already considerable mobile speed enforcement on this road and motorists are still speeding and crashing, the KRR would benefit from additional speed enforcement.
- The KRR is 13 kilometres long. There are six sections of road that meet the selection criteria for a fixed speed camera (**Attachment 1**).
- Fixed speed cameras are extremely effective at the locations they are installed, so site selection is extremely important to maximise crash reductions. However, fixed speed cameras create a 'halo' effect, meaning speeds are reduced for 100 metres before and after the camera, after which normal speeding behaviour often returns.
- A physical site assessment was undertaken on 29 April 2022 with QPS and a local TMR engineer, to select locations for the fixed speed cameras where site selection guidelines have been met. This will also ensure that civil works complement the current ITS project in terms of access to power and communications.
- Two locations (**Attachment 1**) were identified on the KRR. They are located within the two highest crash sectors for speed related crashes on the KRR and will be able to enforce in both directions of the road.
- The first possible site is located past the top of the range at a site—currently used for automated number plate recognition detection. The second possible site is located towards the bottom of the range and was chosen to slow vehicles down before they enter a hairpin bend section of the road where a number of crashes have previously occurred. Final confirmation of the locations cannot occur until a camera vendor completes a site assessment to ensure the cameras can operate effectively at these sites.
- No existing contracts exist for fixed speed camera installations and a procurement process, testing of cameras and potentially changes to regulations will need to occur before any fixed speed cameras can be installed.

Financial Implications

- Two fixed speed cameras may require up to \$1 million in funding for installation. While installation of a fixed speed camera is typically around \$120,000, there are likely to be civil, electrical and communication complexities on the KRR.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- No consultation was undertaken.

Employment

- There are no employment impacts associated with this matter.

Media

- Crashes on the KRR are regularly reported, and there has been recent media coverage concerning the number of times the road is closed due to crashes.

Election Commitments

- This matter does not relate to an election commitment.

Government Priorities

- This initiative relates to the Safer Communities priority.

Summary of Actions

- That you approve:
 - the use of up to \$1 million of funding from the TRSP to install two fixed speed cameras on the KRR
 - speed camera trailers be considered as an interim solution until fixed speed cameras can be installed.
- That you note TMR will work with QPS to scope the work to install enforcement cameras to complement the current project to install ITS on the KRR.

Minister's comments:

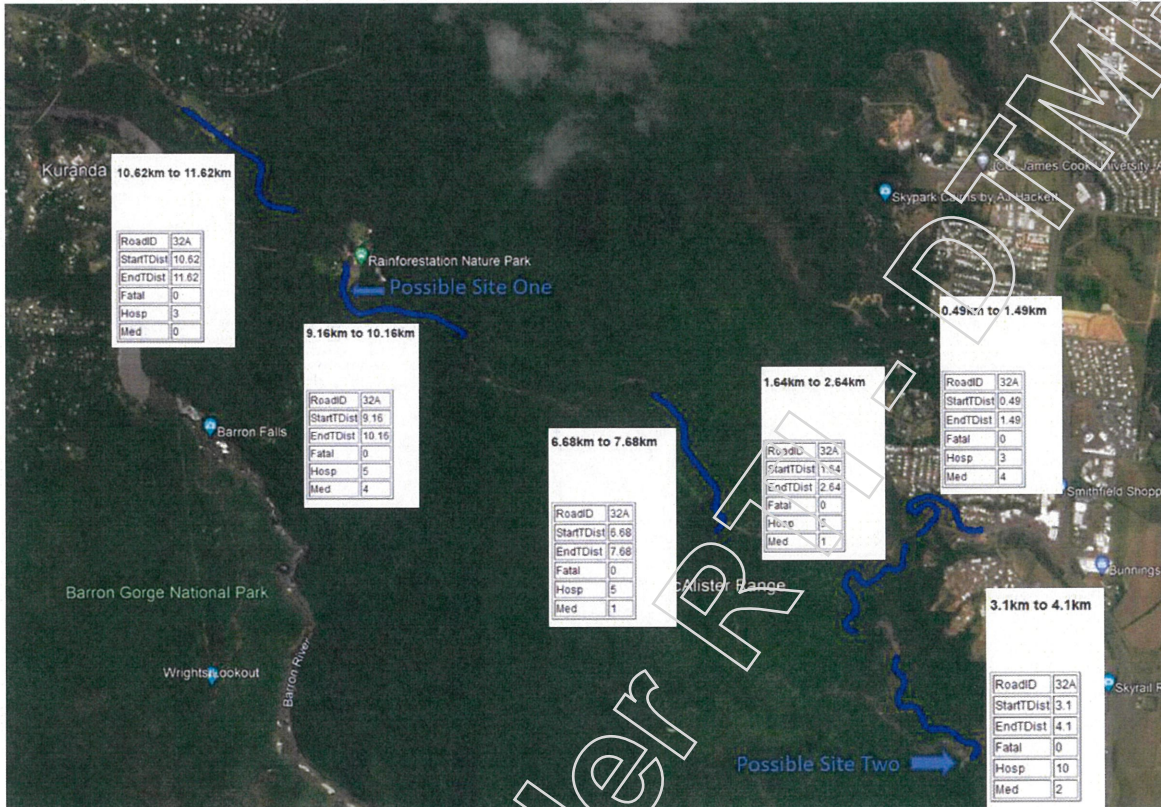
Approved / Not Approved

Minister's signature.....

Date 11 / 5 / 22

Attachment 1 – Eligible Fixed Camera Sites

Eligible road sections for fixed speed cameras are marked in blue:



Possible Site One



Possible Site Two



Released under PIA/DMP

Department of Transport and Main Roads
Noting Brief
MBN25534

To: Minister for Transport and Main Roads

<p>SUBJECT: Camera Detected Offence Program – site selections for 2022–23</p>	<p>Non-Urgent</p>
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Summary

- That you note:
 - the attached list of sites for installation of point-to-point speed camera systems, combined red light and speed cameras, and red light camera upgrades (**Attachment 1**)
 - camera site details will be published on the Department of Transport and Main Roads' (TMR) website once sites have been commissioned.

Background

- The Cabinet Budget Review Committee (CRBC) has approved continued funding for the installation of two point-to-point camera systems, five combined red light speed cameras, and the upgrade of five red light camera sites each financial year until 2024.
- Sites funded for 2022–23 have been selected and approved by the Camera Detected Offence Program (CDOP) Governance Board.
- A full list of sites for installation is provided at **Attachment 1**.
- Sites are jointly identified by TMR and the Queensland Police Service (QPS) using a risk-based analysis of crash history, crash risk and road design limitations which may hinder deployment of other types of speed enforcement.
- As part of an internal TMR review of road safety governance arrangements, consideration is being given to exclude Queensland Treasury from the decision-making process regarding camera site approvals to negate any perception that camera sites may be prioritised for revenue.

Issues and Suggested Approach

- Following the development of a priority-ranked list of sites, assessment of each individual site is conducted by QPS and TMR districts to determine site feasibility, including a review of site safety and roadside infrastructure access points.
- Based on crash history, risk and road design, locations for two new point-to-point camera system installations have been selected, along with a number of reserve sites in the event that a site is found unsuitable during the design phase.

<p>Action Officer: Tanya Kazuberns Principal Advisor (Road Safety Programs) Tel: 3066 2818 Date: 7 October 2022</p>	<p>Endorsed by: Peter Kolesnik A/Executive Director (Safer Roads Infrastructure) Tel: 3066 3741 Date: 20 October 2022</p>	<p>Endorsed by: Allan Uhlmann A/Chief Engineer (Engineering and Technology) Tel: 3066 4334 Date: 24 October 2022</p>	<p>Endorsed by: DDG Dennis Walsh A/Deputy Director-General Infrastructure Management and Delivery Tel: 3066 3017 Date: 25 October 2022</p>	<p>Endorsed by: DG Neil Scales Director-General Tel: 3066 7316 Date: 26 October 2022</p>
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- Site selection guidelines for combined red light and speed cameras require appropriate enforcement distribution across the state. For this reason, sites selected for combined red light and speed camera installations may not have the highest Queensland ranking, however, still have a high regional ranking.

Financial Implications

- The funding for the camera installations has been approved by the Cabinet Budget Review Committee from CDOP funding.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- TMR and QPS continue to work collaboratively on site-selections for new camera sites and upgrades, as well as developing innovative camera enforcement strategies.

Employment

- There are no employment impacts associated with this matter.

Media

- There are no media impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Minister's comments

Noted / Not Noted

Minister's signature.....

Date 2, 11, 22.....

Combined Redlight Speed Installations

Site	Total Crashes – Red Light (1 Jan 2016 to 30 Jun 2021)				Qld Rank	Region Rank	QPS Region	Street	Intersection with	Suburb	Comment
	Fatal	Hosp	Med	Min							
24	0	19	6	0	1	1	Northern	Mulgrave Road (eastbound)	Florence Street	Cairns City	New install for 2022-23
25	0	4	3	1	49	1	Central	Sams Road (westbound)	Willets Road	Mount Pleasant	New install for 2022-23
26	0	10	5	0	3	2	South Eastern	Wembley Road (westbound)	Springwood Connection Road	Logan Central	New install for 2022-23
27	0	1	0	1	190	2	Southern	Drayton Street (northwest bound)	Condamine Street	Dalby	New install for 2022-23 – assessed risk
28	0	6	8	1	11	4	Brisbane	Gateway Motorway (southbound)	Wynnum Road	Tingalpa	New install for 2022-23
29	0	5	3	0	34	4	Northern	Thuringowa Drive (southbound)	Ross River Road	Kirwan	2022-23 Reserve Site
30	0	9	2	0	13	5	Brisbane	Blunder Road (southbound)	Bowhill Road	Durack	2022-23 Reserve Site
31	0	3	2	1	83	17	Brisbane	Beckett Road (northeast bound)	Albany Creek Road	Bridgeman Downs	2022-23 Reserve Site
32	0	4	1	1	59	18	Brisbane	Progress Road (eastbound)	Archerfield Road	Inala	2022-23 Reserve Site
33	0	2	4	0	76	21	Brisbane	Logan Road (northbound)	Cornwall Street	Stones Corner	2022-23 Reserve Site

Point to Point Speed Camera Installations

Site	Total Crashes - Speed (1 Jan 2016 to 30 Jun 2021)				Qld Rank	Road Name	Road Name Section	Road ID	Tdist Start	Tdist End	Total Length (km)	Comment
	Fatal	Hosp	Med	Min								
9	12	46	6	0	66	Peak Downs Highway (between Hazeldean and Eton)	Nebo - Mackay	33B	44.79	62.03	17.23	New install for 2022-23
10	19	75	0	0	77	Bruce Highway (Between Midgee and Mt Larcom)	Benaraby – Rockhampton	10E	85.30	108.93	23.63	New install for 2022-23
11	14	124	18	0	95	Kennedy Highway (Between Gilmore Road and Warril Drive)	Cairns – Mareeba	32A	13.99	42.08	28.09	Reserve
12	10	156	5	9	94	Rockhampton Yeppoon Road (between Norman Road and Neils Road)	Rockhampton – Yeppoon	19E	4.819	30.42	25.60	Reserve
13	0	63	12	0	22	Centenary Motorway (between Logan Interchange and Sandstone Boulevard, White Rock)	Yamanto – Ellen Grove	910	17.97	23.4	5.43	Reserve

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Red Light Camera Upgrades

Site	Total Crashes – Red Light (1 Jan 2016 to 30 Jun 2021)				Qld Rank	Region Rank	QPS Region	Street	Suburb	Camera ID	Comment
	Fatal	Hosp	Med	Min							
26	0	20	4	2	29	13	Brisbane	Lutwyche Road	Windsor	045	New install for 2022-23
27	1	19	8	2	34	1	South Eastern	North Street	Southport	109	New install for 2022-23
28	1	15	1	1	48	2	Central	George Street	Rockhampton	253	New install for 2022-23
29	0	8	5	6	53	2	Northern	Woolcock Street	Hyde Park	206	New install for 2022-23
30	1	9	2	6	57	2	Southern	Warwick Road	Ipswich	091	New install for 2022-23
31	0	11	1	2	49	5	South Eastern	Southport-Nerang Road	Ashmore	103	Reserve for 2022-23
32	0	12	3	0	51	2	North Coast	Ferry Street	Maryborough	451	Reserve for 2022-23
33	0	10	4	3	55	20	Brisbane	Logan Road	Mt Gravatt	031	Reserve for 2022-23