

Enforcement



Fact sheet #13 of 13

Safety standard

On all motorway upgrades, provision shall be made for speed enforcement. In particular, the works shall be designed to accommodate:

- point-to-point camera infrastructure, including provision of footings with associated structures and electrical supply, suitably placed for enforcement during operation
- provide for the construction of enforcement pads/bays for use by enforcement cameras encompassing electrical power supply with concrete base at appropriate locations during and at the completion of construction.

Safety countermeasure

The combination of high speeds and turbulent vehicle flows on motorways can result in more severe crashes and lead to conflict through vehicles travelling at significantly different speeds.

Speed camera sites are currently selected based on crash history. Incorporating speed enforcement in projects from the beginning is a priority for proactive speed enforcement in Queensland.

It sets a standard for prevention of speed-related crashes before a history of crashes exists.

Point-to-point camera infrastructure

Having fixed infrastructure available to accommodate the camera units provides greater opportunities for flexibility and delivery of point-to-point camera enforcement on high-speed roads.

This in turn helps keep road workers and road users safe during construction and operation.

Enforcement pads/bays

The availability of suitable and safe deployment locations on motorways currently impacts the opportunities for mobile speed camera enforcement.

Unattended mobile speed camera trailers reduce the safety risks associated with staffed mobile speed cameras, allowing greater opportunities for enforcement in high-speed locations.

Powered enforcement bays and pads installed along motorways increases opportunities for flexibility and volume of speed enforcement with both mobile and trailer-mounted speed cameras.

Safety outcome

Approximately 94% of the 1560 crashes avoided due to the Camera Detected Offence Program (CDOP) in 2019 were attributed to the mobile speed camera program.

The CDOP operates both fixed and mobile speed cameras.

47% of fatalities between 2011 to 2020 occurred on roads with a speed limit of 100 km/h or 110 km/h.

This fact sheet is designed to assist the implementation of 13 safety standards for new and upgraded infrastructure on Queensland's state-controlled roads, as per the department's *Road Safety Policy* (2018, Appendix A). While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.



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