

# Too high, too low, or too many changes?

## Undertaking the Queensland state-wide speed limit review

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### Abstract

Speed limits in Queensland are set by the responsible road authority (either the Department of Transport and Main Roads or local government) according to strict speed limit guidelines. Speed limits aim to provide an efficient road network without compromising safety. A number of factors are considered when determining suitable speed limits for roads, including the number and configuration of traffic lanes; housing density and type of development; the amount of on-road parking; access to property arrangements; traffic signals and crash patterns. The Department of Transport and Main Roads conducted a public consultation process to inform a state-wide review of speed limits in 2013/14. A total of 3,365 submissions were received during the six week consultation period. These submissions, together with road crash data and road safety engineering information, were used to prioritise 100 roads for a complete speed limit review. This was a priority project for the Queensland Government that aimed to provide a credible speed limit system which is clear, consistent and easy for road users to understand and comply with. For the benefit of other jurisdictions considering undertaking a similar process, this paper describes the speed limit review process undertaken in Queensland. Particular focus is given to revising the speed limit setting guidelines; undertaking a large scale community consultation process; managing community and stakeholder expectations, including education about safe speed limit setting; and consulting and engaging with a myriad of stakeholders across the state such as local governments, the Queensland Police service and members of parliament.

### Background

#### *The speeding problem*

Speeding is consistently one of the top contributing factors to fatal crashes in Queensland. Speeding was listed as a contributing factor in 20.29% of all fatal crashes in the five years from 2009 to 2013 (TMR, 2014 unpublished).

The link between speed and crash risk is well established. Road safety literature shows vehicle speed has a large and causal effect on both the likelihood and outcome of a road crash (Elvik, Christensen & Amundsen, 2004). Put simply, higher speeds result in increased road trauma with more severe consequences. This relationship is often represented by Nilsson's (1981) power model which demonstrates a 5% increase in mean speed leads to a 10% increase in all injury crashes, a 16% increase in serious crashes and a 22% increase in fatal crashes. Speeding at any level has a substantial impact on road safety outcomes. Research has shown that exceeding the speed limit by just 5km/h doubles the risk of being involved in a casualty crash (Nilsson, 2004).

#### *Speed management in Queensland*

To address the problem of speeding in Queensland, the Department of Transport and Main Roads (TMR) in conjunction with the Queensland Police Service (QPS) developed the *Speed Management Strategy 2010-2013*. The strategy aimed to increase compliance with speed limits and encourage drivers and riders to travel at appropriate speeds for the conditions. The strategy identified a number of actions focusing on education, enforcement, and engineering.

Interventions that have been or are being implemented under the strategy include: a targeted approach to road safety marketing including use of new and innovative social marketing; the introduction of covert and hand-held speed camera enforcement to reduce site learning and strengthen the ‘anywhere, anytime’ approach; a reduction in the enforcement tolerance threshold for automated speed cameras; and the adoption of low-cost, high-benefit engineering solutions to reduce vehicle speeds and the chances of collision and run off road incidents.

An essential factor in speed management is the setting of appropriate speed limits. Speed limits must be set to ensure the safety of all road users whilst at the same time closely matching the road environment. Speed limits that are set unreasonably low are likely to encourage poor compliance and therefore undermine the whole speed management approach.

### ***Speed limit setting***

In Queensland, speed limits for each road are set by the responsible road authority. TMR is responsible for setting the speed limits on the state-controlled road network and each local government is responsible for setting the speed limits on their local road network. To ensure consistency in speed limit setting between road authorities, all speed limits in Queensland are set in accordance the *Manual of Uniform Traffic Control Devices Part 4: Speed Controls* (MUTCD Part 4), which is based on Australian Standard 1742 (Standards Australia, 2010).

The MUTCD Part 4 sets out factors to be considered in determining an appropriate speed limit for a particular length of road and provides a uniform method of evaluating and signposting such a limit. This is to ensure that speed limits are compatible with the road environment, are safe for the traffic composition and are consistently applied throughout the state.

A number of factors and criteria are considered when determining the appropriate speed limit for a particular road. These include:

- pavement, shoulder and lane width;
- horizontal and vertical road alignment;
- traffic volume and activity;
- roadside activities including the presence of pedestrians and cyclists;
- frequency of intersections and property access;
- on-road parking activity;
- magnitude of property setback;
- presence of line marking, channelisation, and medians; and
- proximity of roadside hazards and standard of protection.

Appropriate speed limits are important to achieve a balance between safety and effective traffic management. Realistic and credible speed limits encourage compliance, maximise safety and can aid in the effective management of traffic flows, thereby reducing vehicle emissions and noise pollution.

Speed limits should be reviewed regularly to ensure they are still relevant for the road environment and traffic composition. Ideally, speed limits should be reviewed on a proactive rolling basis, although, each road authority has a different approach to reviewing speed limits. Often, due to budget and competing priorities, speed limits are reviewed less frequently or on a reactive basis in response to community or stakeholder complaints.

Despite the uniform guidelines in the MUTCD Part 4, the decentralisation of responsibility for setting and reviewing speed limits between TMR and local governments can lead to inconsistencies across

the road network. These inconsistencies may be compounded by the large distances between major towns, which makes it challenging for speed limit practitioners to regularly collaborate on speed limit review processes. Members of the community regularly raise concerns about inconsistent speed limits in their area. Concerns often centre on frequent speed limit changes, short speed zones, small changes in speed limits (10km/h increments), as well as speed limits that are no longer perceived as appropriate for sections of road limit due to road degradation or engineering improvements.

### ***Speed Limit Review Project***

Following the success of the New South Wales (Safer Roads NSW, 2012) and Victorian (VicRoads, 2012) speed limit reviews and in response to public feedback, the Queensland Government announced plans to conduct a state-wide review of speed limits in early 2013.

This announcement coincided with the release of the *Queensland Road Safety Action Plan 2013-2015* (TMR, 2013) which included a priority action to undertake a state-wide speed limit review, to assess current speed limit setting processes and review up to 100 nominated roads. The action plan acknowledges that speed management is essential to reduce road deaths and serious injuries on our roads.

The objective of the Speed Limit Review Project was to improve the credibility of the Queensland speed limit system by providing clear, consistent and easy to understand speed limits that encourage compliance. The Speed Limit Review Project assessed the current speed limit setting processes, reviewed roads where the public have concerns about the current speed limit, and provides recommendations on amendments that could be made to improve speed limits. Both local and state-controlled roads were included in the scope for review.

Speed limits were reviewed with consideration of:

- Potential for lower speed limits where the current limit is inappropriately set for the road environment;
- Potential for higher speed limits than are currently applied on roads with high infrastructure safety standards, including roads that have been the subject of major upgrades or have had safety infrastructure retrofits to reduce the potential for crashes;
- Potential for more homogeneous speed limits along particular routes where possible, to avoid multiple changes of speed limits where the road function and environment are the same; and
- Conspicuity of speed limit signage where speed limits change, including the frequency of speed limit repeater signage.

The Speed Limit Review Project incorporated research, targeted stakeholder consultation and wide scale community consultation. It also provided an important opportunity to communicate the rationale behind current speed limit policies and the risks associated with exceeding the speed limit with all road users.

### ***Revision of the Manual of Uniform Traffic Control Devices Part 4: Speed Controls***

The MUTCD Part 4 is revised regularly to ensure the guidelines for speed limits setting are still relevant given current best practice principles. As part of the Speed Limit Review Project, TMR took the opportunity to revise the MUTCD Part 4 with the aim of providing a simpler and more consistent approach to speed limit setting across Queensland. The revision was informed by common issues identified in community complaints, as well as thorough stakeholder consultation.

As part of the revision, TMR consulted with local governments and the QPS to ensure changes were relevant, practical and easy to understand. Both local and state government speed limit setting practitioners from across Queensland were given the opportunity to provide input into the revision. This consultation also provided an opportunity to educate practitioners on the speed limit setting process and informed the development of a training program that was delivered across the state.

While the basic approach to setting speed limits remained much the same as before, the revised MUTCD Part 4 simplified some of the specific processes involved in conducting speed limit reviews to achieve a higher level of consistency in speed limit setting.

A number of key areas were identified as having potential for improvements, including:

- extending the existing criteria for 110km/h speed limits on undivided roads to apply to divided roads;
- introducing flexibility in implementing 50km/h speed limits on local government traffic carrying roads;
- emphasising that a Registered Professional Engineer of Queensland (RPEQ) should sign off speed limit recommendations;
- forming a Speed Limit Review Panel within TMR to consider referral cases from local governments and TMR regions where majority agreement cannot be reached and additional advice is required;
- implementing a simpler more uniform process to analyse crash rates;
- additional consideration of potential crash risk factors, considered the first step in moving towards Safe System speeds; and
- alignment with national standards/guidelines (e.g. reporting crashes and pavement roughness).

The revision of the MUTCD Part 4 provided a valuable opportunity to engage early with key stakeholders from both TMR and local governments and build a network of speed limit setting and engineering contacts across Queensland. Building a relationship with these contacts early proved important for the success of the Speed Limit Review Project.

The consultation conducted as part of the revision also helped identify emerging speed management engineering practices and interventions that required further research, and has subsequently informed a program of work for TMR Safer Speed engineers. The results of the consultation also assisted in the development of a speed limit review training package. Many speed limit review practitioners raised similar issues or misunderstandings and it was clear that some key aspects of the speed limit review process, while unchanged in the revised version of the MUTCD Part 4, needed clarification.

The revision of the MUTCD Part 4 needed to be completed before work could commence on reviewing the priority 100 roads as part of the Speed Limit Review Project. As such, the short timeframes didn't allow for proposed changes to be tested. Since issuing the revised MUTCD Part 4, a few minor adjustments have been made and in some cases further clarification provided. Had time permitted, proposed revisions would have been trialled before inclusion in the MUTCD Part 4.

### **Community engagement and consultation**

One of the key aims of the Speed Limit Review Project was to seek community input regarding the speed limit system in Queensland. We were interested in where members of the public and community organisations thought speed limits were too high, too low or had too many changes. To collect this information, the community consultation utilised an online survey with mapping functionality.

### ***Survey design***

The survey website design can be seen in Appendix 1. Following an introductory paragraph explaining the purpose of the speed limit review and how the consultation results would be used, respondents were asked to complete three sections. Step one asked ‘*What is the issue?*’ Available responses included *too many changes, too high, too low* or *other*. A free response text box was also provided to allow respondents to include comments with their submission. Step two asked ‘*Where is the issue?*’ and included a Google Map interface that enabled respondents to select a start and end point for their submission, as well as pin point the problem section along the route. Respondents could also manually type in the locations which would then be displayed on the map. Step three collected some basic personal information and contact details and included check boxes to ensure respondents had read and agreed to the terms of conditions and privacy policy associated with the survey.

The survey was available online for members of the community to lodge a submission for 6 weeks from July to September, 2013. Written submissions were also accepted via post.

### ***Media and communications***

The Speed Limit Review Project generated significant media attention without any paid communication activities. The Minister for Transport and Main Roads, the Honourable Scott Emerson MP, released several media statements pre, during and post the community consultation. The ministerial statements encouraged Queenslanders to have their say about speed limits by completing the online survey and also proved a valuable means of educating the community about how speed limits are set, with an emphasis on setting safe speed limits.

Queensland’s major newspaper, The Courier Mail, ran several stories on the Speed Limit Review Project that generated many comments to their online forums. Many other local newspapers also ran stories focussing on local speed limit issues. The Speed Limit Review Project received both radio and television airtime on both the ABC and commercial stations with talk back slots devoted to discussing the issue.

Much of the media attention focussed on increasing speed limits, which in turn generated a significant amount of public correspondence to TMR and the Government. Much of the correspondence called for increased speed limits across the network, however a significant portion of the correspondence appealed for caution to be exercised if increasing speed limits for fear this could result in more road trauma. It was clear that speed limits were a contentious issue in Queensland and that managing community and stakeholder expectations throughout the Speed Limit Review Project would be important.

### ***Community consultation results***

Based on the results of the New South Wales (Safer Roads NSW, 2012) and Victorian (VicRoads, 2012) speed limit reviews, approximately 400 responses were expected to the Speed Limit Review Project. However, over the 6 week community consultation period, a total of 3,365 submissions were received, nominating 1,120 unique roads across Queensland.

Of the total submissions, 52.1% (n=1,760) thought speed limits should be increased, while 32.3% (n=1,091) thought speed limits should be lowered. A further 20.0% (n=660) thought speed limits

changed too frequently (note: these figures do not sum to 100% as respondents could select more than one issue).

### ***Moderation***

The Speed Limit Review Project budget allowed for the speed limits to be reviewed and potentially changed on up to 100 priority roads across the state. It was therefore necessary to moderate the many submissions received to arrive at a priority list of 100 roads for review. Roads were prioritised primarily using the frequency of nomination; however, to include safety as a factor, crash history was also included in the process. Local knowledge was considered by consulting with local governments, TMR regional staff and local members of parliament.

The moderation process was initially envisaged to be a largely manual process; however, due to the large numbers of submissions received, more automated methods were needed. Using mapping software, submissions that contained complex routes were broken down into individual roads. Small segments of the same road that were nominated in different submissions were identified and combined so that these roads could be considered as a whole during analysis. Multiple submissions of the same road section from the same respondent were identified by the computer's IP address and removed. However, respondents could nominate different roads across multiple submissions. Submissions that did not make reference to a specific route or road and rather referenced network wide speed limits were also removed. In total, 312 of 3,365 (9.3%) submissions were removed from the sample.

The location data from each road section nominated was then analysed against existing crash data to calculate the percentage of crashes that were speed related; the percentage of crashes that resulted in a serious casualty (hospitalisation or fatality); the number of crashes per kilometre; and an estimate of total crash costs.

Frequency of nomination and all crash data variables were then standardised using the mean and standard deviation to arrive at a *Z*-score. *Z*-scores for all variables were then inputted into the following formula to prioritise road sections for review:

$$W = \frac{12F + 2(Sp + Sr + k + C)}{5}$$

Where:

$W$ = Weighted Score	$Sr$ = % Serious casualties
$F$ = Frequency of nomination	$k$ = Crashes per km
$Sp$ = % Speed related	$C$ = Crash Cost

Road sections were ranked by their weighted scores and over 170 road sections of the 1,120 roads nominated (15.2%) were shortlisted.

All relevant road authorities were then asked to provide input for shortlisted road sections in their jurisdiction. To ensure consistency in the feedback received, each jurisdiction was provided with a feedback template. Factors addressed by the feedback template included: the appropriateness and viability of a review on the road section shortlisted; whether the road had undergone a speed limit review in the past two years; if there were any major road works / road upgrades / developments planned for the road section shortlisted; other factors that may impact on speed limits in this area; if

there were any other reasons why a speed limit review of the shortlisted road section was not viable; and alternative road sections for review.

Finally, consideration was given to achieving a geographic spread of reviews across Queensland and managing the workload of any one jurisdiction. With the exception of south-east Queensland, most jurisdictions did not receive more than five priority roads for review.

As a result of the moderation process, 100 roads were prioritised for review (see Appendix 2 for the full list). Two thirds of the roads prioritised were state-controlled roads, while the remainder were local government controlled roads. This approximately reflects the split in nominations as well as traffic usage patterns.

### **Stakeholder consultation and engagement**

Due to the decentralisation of responsibility for speed limit setting between TMR and the local governments of Queensland, the Speed Limit Review Project involved collaboration between all responsible jurisdictions. The project was managed centrally by TMR. The speed limit reviews were conducted by TMR regional and local government engineers.

Effective consultation and engagement with stakeholders was crucial for the Speed Limit Review Project's success. The project team adopted a 'consult early and often' approach to build and maintain effective working relationships with stakeholders. Key stakeholders of the Speed Limit Review Project included: practitioners and senior management, both from local government and TMR; the Local Government Association of Queensland (LGAQ); the QPS; and the Minister for Transport and Main Roads and his advisors.

The project team used a variety of methods to communicate with key stakeholders. These included, but were not limited to: hosting online 'webinars' to seek feedback at key stages in the MUTCD Part 4 revision, a process that enabled active discussion across the state; attending meetings of regional road safety managers; presentations at conferences and seminars that were attended by speed limit review practitioners; preparation of fact sheets and explanatory notes about the Speed Limit Review Project and the revised MUTCD Part 4; providing contacts with templates for collecting feedback to ensure consistency and completeness of responses; teleconferences to follow up and clarify feedback; as well as working group meetings with experienced speed limit review professionals.

A number of local government de/amalgamations and staff changes during the project meant a new network of speed limit review contacts needed to be established. Some jurisdictions did not have an appropriate contact initially as they had no capacity to review speed limits following staff departures. Thus, a key priority for the project team was finding the appropriate contact in each jurisdiction. The LGAQ and existing networks were used, where possible, to identify the appropriate contacts.

Speed Management Committees (SMC) from across the state were identified and provided with educational material about the revised MUTCD Part 4, the Speed Limit Review Project and a refresher of their roles and responsibilities. SMCs are an important consultative component of the speed limit review process and are responsible for endorsing, or not, speed limit review recommendations from each jurisdiction. SMCs typically represent a small geographical area bounded by one or more local government areas and have representation from the QPS, TMR and local governments. Where it was identified that a region did not have a current SMC, the project team ensured one was established. To be eligible to receive funding to complete speed limit reviews of the 100 priority roads all reviews were required to be endorsed by an SMC. Flexible meeting

options were emphasised for regional areas of Queensland, including providing feedback via correspondence.

Stakeholder engagement was an ongoing task throughout the Speed Limit Review Project. The project team worked closely with both TMR and local government engineers to ensure the project maintained on track. Regular project updates were sought via phone calls, teleconferences and meetings. This process was aided by having high level executive support for the project within TMR. In several cases TMR senior management were required to progress issues in a timely manner.

### **Speed limit review results**

To ensure consistency in the reporting of the speed limit reviews, the project team developed uniform reporting guidelines. These guidelines built on the requirements on the MUTCD Part 4 by providing a more prescriptive approach to minimum reporting standards. As well as aid the reporting process for the Speed Limit Review Project, these guidelines were intended to educate jurisdictions in appropriate reporting formats for future speed limit reviews.

Once a speed limit review was completed, approved by the authorised officer of the responsible jurisdiction and endorsed by the relevant SMC, a copy of the report and recommendations was provided to the project team. The project team then used the speed limit review reports to draft brief 'plain English' summaries of the key information in a standardised format for public release.

Results were released in waves, when available. Each wave of results was accompanied by media announcements made by either the Minister for Transport and Main Roads and/or local members of parliament. Results were made available at the TMR website [www.tmr.qld.gov.au/SpeedLimitReview](http://www.tmr.qld.gov.au/SpeedLimitReview).

Initial high-level results of the speed limit reviews indicated that the majority recommended that the existing speed limits be retained. Approximately one third of all reviews recommended a speed limit change. There was a relatively even split between speed limit increases, decreases and rationalisations of speed limit zones.

### **Conclusions**

The Speed Limit Review Project provided an opportunity for Queenslanders to have a say about speed limits in their local area. It was hoped that encouraging community feedback would improve the perceived credibility and acceptance of the Queensland speed limit system, which aims to provide clear, consistent and easy to understand speed limits that encourage compliance.

The Speed Limit Review Project faced several challenges. Due to the contentious nature of speed limits, managing expectations was vital. It was clear from the beginning of the project that regardless of the outcome of the speed limit reviews, not all stakeholders would be pleased. It was also important that road safety outcomes were not compromised. As such, much of the focus of the project team was devoted to providing education to both stakeholders and the general public about the speed limit setting process and the reasons why speed limits are the way they are. For example, in many cases, speed limit reviews noted that speed limit increases were considered based on road function and alignment, however, an above average crash rate prevented an increase. It is likely many road users who use these sections of road everyday were unaware of these issues and it is hoped that by improving transparency about the basis for these speed limits, road users will be more likely to comply with them.



The decentralisation of speed limit setting in Queensland also represented a challenge to the success of the Speed Limit Review Project. Whilst the MUTCD Part 4 provides for a uniform method of reviewing speed limits, considerable variation is still allowed. As such, there can be considerable differences in the approach taken to reviewing speed limits between jurisdictions. Achieving consistency in reviews for this project meant strict reporting guidelines needed to be established and these reports needed to be reviewed thoroughly to ensure uniformity of results. The decentralisation of speed limit setting also meant that the Queensland Government was required to set some of the work plan for local governments. Speed limits are a key issue for local governments, yet the regularity of reviews is often delayed due to limited resources. However, most local governments were happy to assist with the project with the assurance of state funding. The project still placed an impost on some local governments and the project team was required to negotiate time frames to achieve project goals while still allowing flexibility to local governments.

These challenges were overcome through effective consultation and engagement at all stages of the project. Engaging early and often assisted in building and maintaining relationships with a wide network of project stakeholders and contacts. The project team devoted substantial amounts of time meeting with speed limit review practitioners, monitoring the progress of each jurisdiction, providing assistance where necessary, connecting practitioners to appropriate experts when required and reporting regularly to TMR senior management.

A key success of the Speed Limit Review Project was the reinvigoration of the SMC endorsement process across Queensland. For a variety of reasons, SMCs were not currently active in all regions and not all jurisdictions were seeking SMC endorsement of their speed limit reviews. The project team worked with local contacts to establish SMCs where needed and encouraged compliance with the speed limit review approvals and endorsement process. Another procedural success of the Project was the more uniform approach to reporting across the state. For the first time, speed limit review practices from across the state were able to be compared and a minimum standard of reporting implemented. It is hoped these standards are continued into the future after the conclusion of the Speed Limit Review Project.

Despite the successes, some opportunities for improvements were identified for future projects. For example, we had not predicted the overwhelming response the community consultation period would attract. As such we had originally anticipated that the majority of the moderation process could be conducted manually. When this process needed to be automated, enabling respondents to submit nominations for complex routes containing multiple roads presented considerable issues. Mapping software was required to identify unique roads and break down routes. The process would have been much simpler if the mapping survey restricted submissions to unique roads only; although this approach may not have met the needs of the individual making the submission.

The tight timeframes of the Speed Limit Review Project was another challenge. The revision of the MUTCD Part 4 was required to be completed before the speed limit reviews of the priority 100 roads commenced. This did not allow for some of the proposed changes to be trialled. In some cases amendments and/or clarifications were required as issues were uncovered. With more time future revisions of the MUTCD Part 4 are expected to be more streamlined.

One of the key lessons learned from the Speed Limit Review Project is the work still required in educating stakeholders and the general public about the dangers of speed on our roads. An overwhelming majority of respondents called for increased speed limits in their submissions and as such most of the media attention at all stages of the project was focussed on increased speed limits. Because of this, many of the 'good news' stories were not widely publicised. Approximately two thirds of the roads reviewed as part of the Speed Limit Review Project were found to have


appropriate speed limits. This indicates that speed limit setting and reviewing processes are working effectively, despite the challenges of a decentralised speed limit setting process, council de/amalgamations, and staff shortages. The Speed Limit Review Project has also been responsible for upskilling many jurisdictions that previously did not have the capability to conduct speed limit reviews. This will improve the process and quality of reviews into the future.

Speed limit reviews will continue to be conducted on a rolling and proactive program across Queensland, as well as in response to community requests. The outcomes and challenges of Speed Limit Review Project have shown that more work needs to be done on educating all road users and stakeholders about the dangers of speed, the merits of safe speed limits and the benefits of speed limit compliance. TMR, in conjunction with the local governments of Queensland, will continue to work towards this end noting that *it always seems impossible until it's done* but that the rewards and road safety benefits are worth the effort.

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## Appendix 1 - Survey website design


Queensland Government

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### Speed limit review - have your say

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We are conducting a state-wide review of speed limits in 2013. All roads in Queensland are eligible to be reviewed. As part of the review, we would like to hear what you think about speed limits in your area.

Have you come across a road where the speed limit is too high or too low? Are the speed limits confusing or are there too many speed zone changes on a particular section of a road? You can let us know about these areas by completing our [speed limits survey](#).

The results of the survey, along with road crash data and other road safety engineering information, will be used to prioritise 100 roads to be reviewed.

We aim to provide credible speed limits and ensure they are applied consistently across the state. This will assist road users to better recognise and comply with speed limits no matter where they are in Queensland.

You can complete the survey online, or send a written submission by mail to:

Speed Limit Review  
 PO Box 673  
 Fortitude Valley  
 Qld 4006

The online survey will close at midnight on Friday 13 September. All written submissions must be also be received by this date.

#### Speed limit review - online survey

\* indicates required fields

#### Step 1 What is the issue?

a) Select the appropriate topic(s) \*

**Speed Limit**

Speed limit - too many changes

Speed limit - too high

Speed limit - too low

Speed limit - other (please specify)

b) Please provide a brief description of the topic (including distinguishing features and nearby landmarks) \*

Number of characters left: 500

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#### Step 2 Where is the issue?

a) To identify the road or route, search for the start and end points by street, suburb, postcode or city below.

The more specific you can be, the better. It will help us to locate the issue if required.

Write start point here... \* [?](#)

Write end point here \* [?](#)

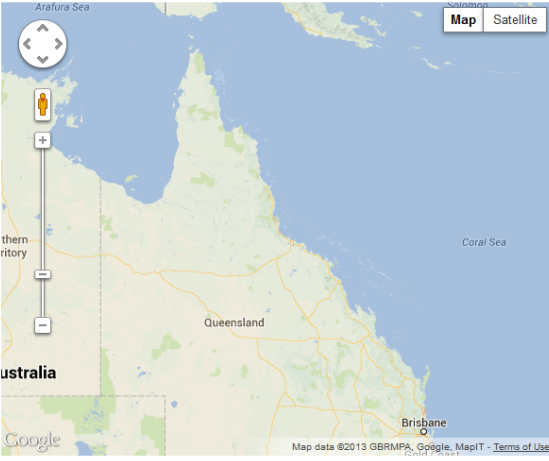
[Show Route >](#)

If the route on the map is not the exact route you want, click on the green markers or blue line and drag it to your desired route.

b) If you can, please pinpoint the exact location of the problem.

Drag the yellow marker on the map to pinpoint the specific location of your submission

Google maps help



**Your pinpointed location is:**

### Step 3 Your details

Thank you for making a submission to the Queensland speed limit review.

Once finalised the results of the speed limit review will be published online. For further updates refer to this website after the consultation period has closed. Transport and Main Roads will only contact you if more information is required. If more information is required you will be contacted using the details below.

**Please provide your contact details below.**

First Name

Last Name

Email Address

Daytime Phone Number

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Queensland Government

**Great state. Great opportunity.**

**Appendix 2 – Priority 100 roads for review**

#	Road Name/s	Section
1	ABBOTT STREET	Cairns
2	AEROGLEN DRIVE KAMERUNGA ROAD	Captain Cook Hwy to Cairns Western Arterial Rd
3	ANZAC AVENUE	Deception Bay Rd to Elizabeth Ave
4	AVALON ROAD FORD ROAD	Rochedale Rd to Mt Cotton Rd
5	BEENLEIGH-REDLAND BAY ROAD	Pacific Mwy to Mount Cotton Rd
6	BRUCE HIGHWAY	Bloomsbury to Proserpine
7	BRUCE HIGHWAY	Caloundra to Sunshine Mwy
8	BRUCE HIGHWAY	Curra
9	BRUCE HIGHWAY	Gateway Mwy merge to Caboolture
10	BRUCE HIGHWAY	Glenlee to The Caves
11	BRUCE HIGHWAY	Kolan River to Miriam Vale
12	BRUCE HIGHWAY	Tiaro
13	BURNETT HEADS ROAD BUNDABERG PORT ROAD	Bargara Rd to Mittelheusers Rd
14	CAPRICORN HIGHWAY	Alpha to Emerald
15	CAPRICORN HIGHWAY	Dingo to Emerald
16	CAPTAIN COOK HIGHWAY	Machan's Beach Rd to Poolwood Rd
17	CAPTAIN COOK HIGHWAY	Wangetti
18	CARNARVON HIGHWAY	Surat to St George
19	COMPTON ROAD	Beaudesert Rd to Logan Rd
20	COOROY NOOSA ROAD	Sunrise Rd to McPauls Rd
21	CREEK ROAD	Old Cleveland Rd to Logan Rd
22	CUNNINGHAM HIGHWAY	Ipswich to Mutdapilly
23	D'AGUILAR HIGHWAY	Moore to Benarkin
24	EL ARISH MISSION BEACH ROAD	Bruce Hwy to Mission Beach
25	ELLIOTT HEADS ROAD	Innes Park Rd to Elliott Heads
26	FOREST LAKE BOULEVARD	Government Rd to Lochwood Ave
27	FRANCIS ROAD	Bray Park
28	GATEWAY MOTORWAY	Nudgee Rd Exit to Old Cleveland Rd
29	GATEWAY MOTORWAY	Old Cleveland Rd to Pacific Mwy merge
30	GATEWAY MOTORWAY	Pacific Mwy to Logan Mwy
31	GOLD COAST HIGHWAY	Smith St to Hooker Bld
32	GOODING DRIVE	Pacific Mwy to Nerang-Broadbeach Rd
33	GOODNA ROAD SPRINGFIELD-BEAUDESERT CONNECTION ROAD	Old Greenbank Rd to Logan City Boundary
34	GREENSWARD ROAD WILLIAMSON ROAD DRYSDALE AVENUE	Tamborine
35	GYMPIE ROAD	Beams Rd to Bruce Hwy
36	GYMPIE ROAD	Murphy Rd to Beams Rd
37	GYMPIE ROAD	Stafford Rd to Murphy Rd
38	HAWTHORNE ROAD	Wynnum Rd to Lytton Rd
39	HERSTON ROAD	Kelvin Grove Rd to Bowen Bridge Rd
40	HIGHLEIGH ROAD NORMAN STREET	Moller St to Crossland Rd
41	IPSWICH MOTORWAY	Grenard Rd to Warrego Hwy
42	IPSWICH ROAD MAIN STREET	Story Bridge to Ipswich Mwy
43	JUNCTION ROAD	Mt Crosby Rd to Arthur Sommerville Rd
44	KENNEDY HIGHWAY	Kuranda to Speewah
45	KESSELS ROAD RIAWENA ROAD GRANARD ROAD	Logan Rd to Ipswich Rd
46	KINGSTON ROAD ALBERT STREET LOGAN RIVER ROAD	Bega Road to Boundary St
47	LEICHHARDT HIGHWAY	Gore Hwy to Moonie
48	LEICHHARDT HIGHWAY	Taroom to Miles
49	LOGAN MOTORWAY	Ipswich Mwy to Pacific Mwy

#	Road Name/s	Section
50	LUTWYCHE ROAD	Windsor to Lutwyche
51	MALENY-KENILWORTH ROAD	Aherns Rd to Jager Dr
52	MANLY ROAD	Wynnum Rd to Greencamp Rd
53	MARINE PARADE	Bayview St to Gold Coast Hwy
54	MAROOCHYDORE ROAD	Bruce Hwy to Maroochydore
55	MARYBOROUGH HERVEY BAY ROAD	Booral Rd to Pialba-Burrum Heads Rd
56	MOONIE HIGHWAY	Moonie to Dalby
57	MOSSMAN DAINTREE ROAD	Rocky Point to Wonga
58	MOUNT COTTON ROAD	Old Cleveland Rd to Broadwater Rd
59	MOUNT GRAVATT CAPALABA ROAD	Logan Rd to Broadwater Rd
60	MOUNT LINDESAY HIGHWAY	Browns Plains to Beaudesert
61	MOUNT LINDESAY HIGHWAY	Browns Plains to Beaudesert
62	MOUNT NEBO ROAD	The Gap to Mount Glorious
63	MOUNT SAMSON ROAD	Samford Village to Dayboro
64	MUDGEERABA ROAD	Mudgeeraba
65	NARANGBA ROAD	Anzac Ave to Narangba
66	NATHAN STREET DUCKWORTH STREET	Angus Smith Dr to Woolcock St
67	NEY ROAD	Redland Bay Rd to Sheldon
68	NICKLIN WAY	Caloundra to Currimundi
69	OLD CLEVELAND ROAD	Jones Rd, Carina to Gateway Mwy
70	OLSEN AVENUE	Smith St to Cotlew St
71	OXLEY DRIVE	Broadwater Ave to Brisbane Rd
72	PACIFIC MOTORWAY	Gateway Mwy to Logan Mwy
73	PACIFIC MOTORWAY	Riverside Expwy to Tarragindi
74	PACIFIC MOTORWAY	Tarragindi to Gateway Mwy
75	PADSTOW ROAD MCCULLOCH STREET	Logan Rd to Mains Rd
76	PAYNE ROAD	Waterworks Rd to Illohra St
77	PEAK DOWNS HIGHWAY	Bruce Hwy to Walkerston
78	PELICAN WATERS BOULEVARD	Pelican Waters
79	PIALBA BURRUM HEADS ROAD	Craignish to Hervey Bay Rd
80	POMONA KIN KIN ROAD	Williams Rd to Upper Pinbarrin Rd
81	REEDY CREEK ROAD WEST BURLEIGH ROAD	Gold Coast Hwy to Pacific Mwy
82	RIVER TERRACE LEOPARD STREET	Main St to Vulture St
83	ROCKHAMPTON-YEPPON ROAD	Neils Rd to Appleton Dr
84	ROSS RIVER ROAD	Nathan St to Thuringowa Dr
85	SAMFORD ROAD	England Rd to Main St
86	SCENIC HIGHWAY	Emu Park to Yeppoon
87	SHERIDAN STREET	Cairns
88	SMITH STREET	Kumbara Ave to Gold Coast Hwy
89	STEVE IRWIN WAY	Railway St to Bruce Hwy (Northern section)
90	STEWART ROAD	Currumbin Waters
91	TULLY MISSION BEACH ROAD	Bruce Hwy to South Mission Beach Rd
92	WARREGO HIGHWAY	Gatton to Helidon
93	WARREGO HIGHWAY	Jackson to Roma
94	WARREGO HIGHWAY	Kingsthorpe-Haden Rd to Jondaryan
95	WARREGO HIGHWAY	Macalister to Chinchilla
96	WARREGO HIGHWAY	Roma to Morven
97	WATERWORKS ROAD	Hale St to Settlement Rd
98	WELLINGTON STREET PANORAMA DRIVE	Boundary Rd to Finucane Rd
99	WYNNUM ROAD	Junction Rd to Manly Rd
100	YORKEYS KNOB ROAD VARLEY STREET	Captain Cook Hwy to Yorkeys Knob