

Department of Transport and Main Roads
Noting Brief
MBN19773

To: Minister for Main Roads, Road Safety and Ports
 Minister for Energy, Biofuels and Water Supply

<p>SUBJECT: Candidate sites for point to point and combined red light/speed camera installations in 2016–17</p>	<p>Non-Urgent</p>
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Summary

- That you note the attached list of candidate sites for installation of point to point and combined speed/red light cameras.
- That you note the anticipated location of point to point installations will be along the Pacific Motorway (M1), between Brisbane and the Gold Coast.

Background

- The Cabinet Budget Review Committee (CBRC) approved funding for the installation of two point to point camera systems, and five combined red light/speed cameras in 2016–17. This is part of a larger approval of eight point to point camera systems between 2015–16 and 2018–19 and ten red light speed cameras between 2015–16 and 2016–17.
- The candidate sites for 2016–17 installations are outlined in **Attachments 1 and 2**. Nominated road sections are ranked based on the crash data and grouped together with adjoining road sections in order to determine an appropriate deterrence area. The list of candidate sites has been approved by the joint Department of Transport and Main Roads (TMR) and Queensland Police Service (QPS) Executive Management Committee (EMC).
- Candidate sites are jointly identified by TMR and QPS through an assessment of crash history, crash risk and road design limitations, which may hinder deployment of other types of speed enforcement.

Issues and suggested approach

- Further assessment of each candidate site is conducted by QPS and the camera vendor to determine site feasibility. This incorporates assessment of site safety as well as roadside infrastructure access. It is not possible to finalise sites until after this assessment has occurred.
- Based on crash history, risk, traffic volume and road design, the Pacific Motorway (M1) between Brisbane and the Gold Coast is the next priority location for point to point installations. However, due to the length of the M1 and complexity of installing cameras on an eight lane highway, the 2016–17 funding would only allow limited point to point sites in one direction.

OFFICE OF THE
 DIRECTOR-GENERAL

3 - APR 2017

RECEIVED

<p>Action Officer: Tanya Kazuberns Acting Principal Advisor Tel: 3066 2818 Date: 15 March 2017</p>	<p>Endorsed by: Ann-Maree Knox Executive Director (Safer Roads Infrastructure) Tel: 3066 2301 Date: 23 March 2017</p>	<p>Endorsed by: Dennis Walsh General Manager (Land Transport Safety) Tel: 3066 3017 Date: 23 March 2017</p>	<p>Endorsed by: DDG Geoff Magoffin Acting Deputy Director- General (CSSR) Tel: 3066 7222 Date: 27 March 2017</p>	<p>Endorsed by: DG Neil Scales Director-General <i>NScales</i> Tel: 3066 7117 Date: <i>3/4/2017</i></p>
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- As the M1 is a priority for EMC and due to the number of crashes along the length of the M1, TMR is working with QPS to deliver the 2016–17 (\$1.2 million) and 2017–18 (\$1.3 million) Camera Detected Offence Program as one package of work within the 2017–18 financial year. This will ensure delivery efficiencies and provide greater coverage, including the ability to install the cameras in both directions.
- Given the complexity of installing the cameras on the M1, it is unclear at this point in time whether delivery will occur prior to the Gold Coast 2018 Commonwealth Games. Once installed it is expected that the cameras will deliver significant road safety benefits on the M1.
- Site selection guidelines for combined red light/speed cameras require appropriate enforcement distribution across the state. For this reason, sites selected for combined red light/speed installation may not have the highest Queensland ranking but still have a high regional ranking. Once candidate sites have been assessed you will be advised on the actual installation locations.

Financial Implications

- The camera installations have an indicative cost of \$2.4 million for the point to point systems and \$2.8 million for the combined red light/speed cameras which was approved as part of a CBRC submission.

Consultation with Stakeholders

- TMR and QPS have liaised closely on the assessment of candidate sites for camera installations.

Employment

- N/A.

Election Commitments

- This does not relate to an election commitment.

Minister's comments

why the delay installing 16/17 lights -
 & why is it being installed as
 1 package in 2017-18?
 Face-to-face
 benefits please.
 That M
 Inclusion
 for
 the Games
 Games or
 not ...

Noted / Not Noted

Minister's signature.....

Date 13 6 17

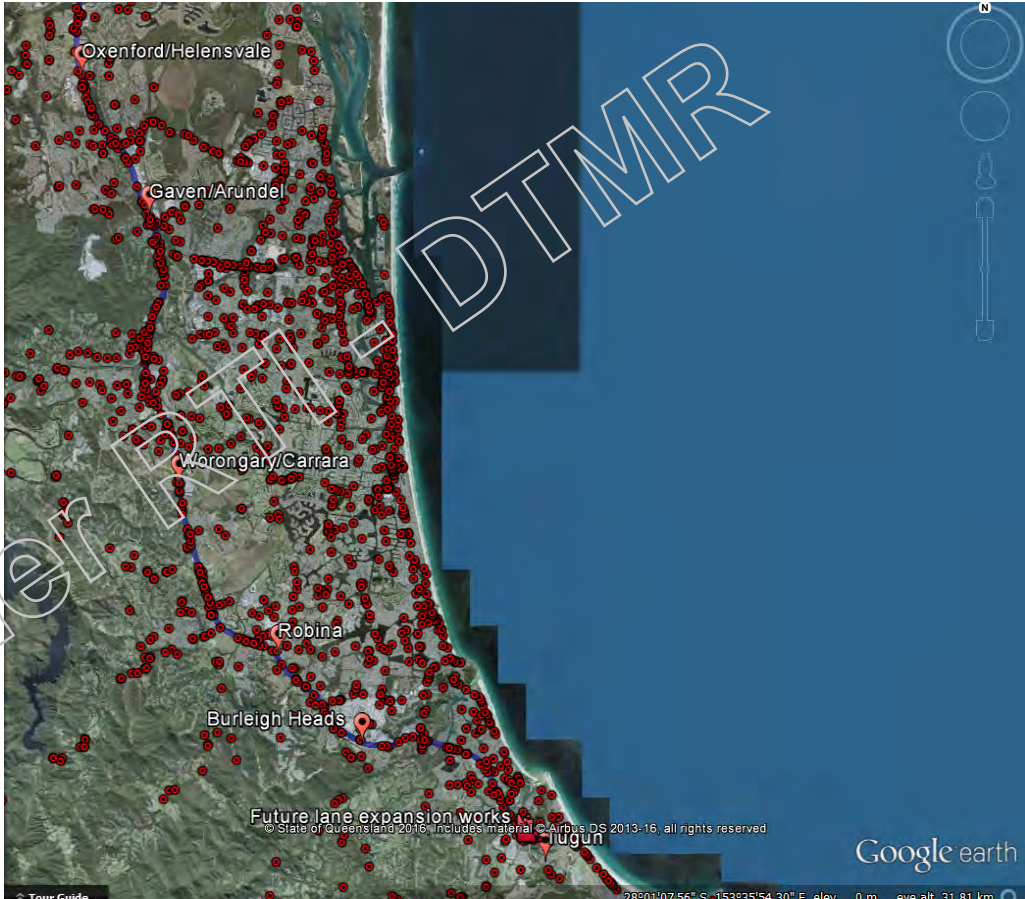
Attachment 1 – Candidate sites for point to point camera systems¹

Group 2 – Pacific Highway

Group 2		Road section 12A							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway	2	32	2	0	36
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35

¹ *Speed camera criteria crash data period: July 2007 - June 2012

Group 2 – Pacific Motorway



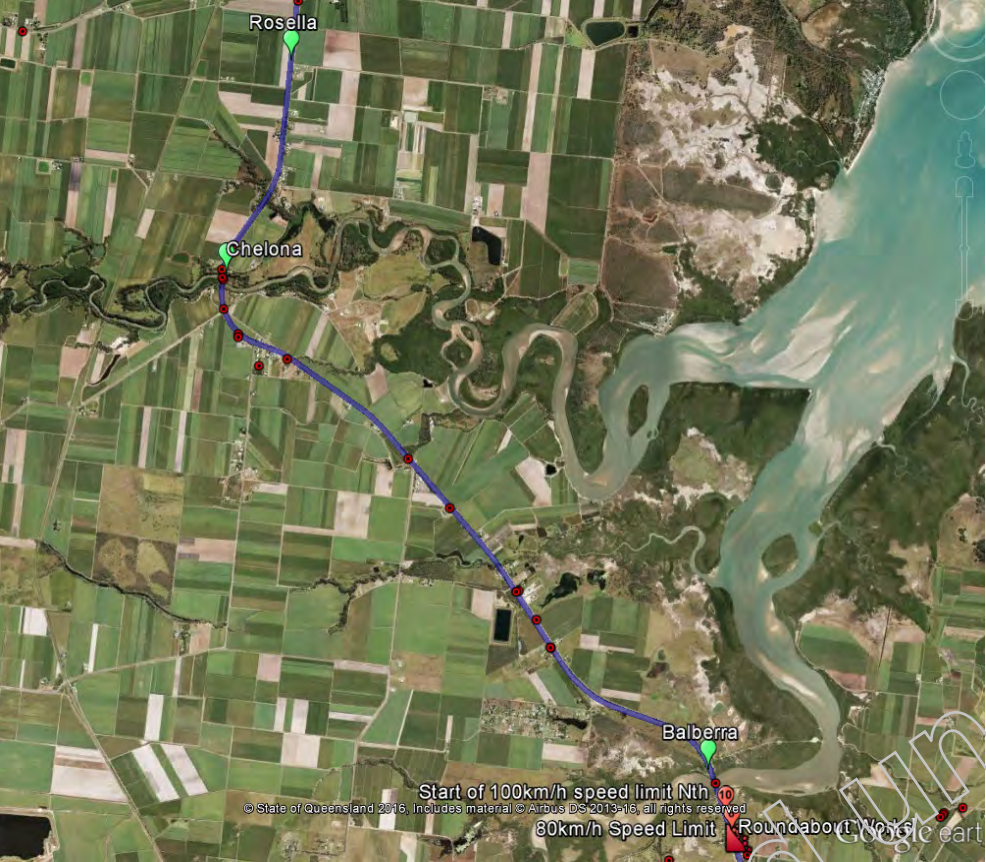
Released Under DTMR

Group 3 – Bruce Highway

Group 3			Road section 10G						
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23
Rank 238	Bruce Highway	St. Lawrence - Mackay	Hay Point Road and Bruce Highway	Sarina Homebush Road and Bruce Highway	1	4	2	0	7

Released under RTI - DTMR

Group 3 – Bruce Highway



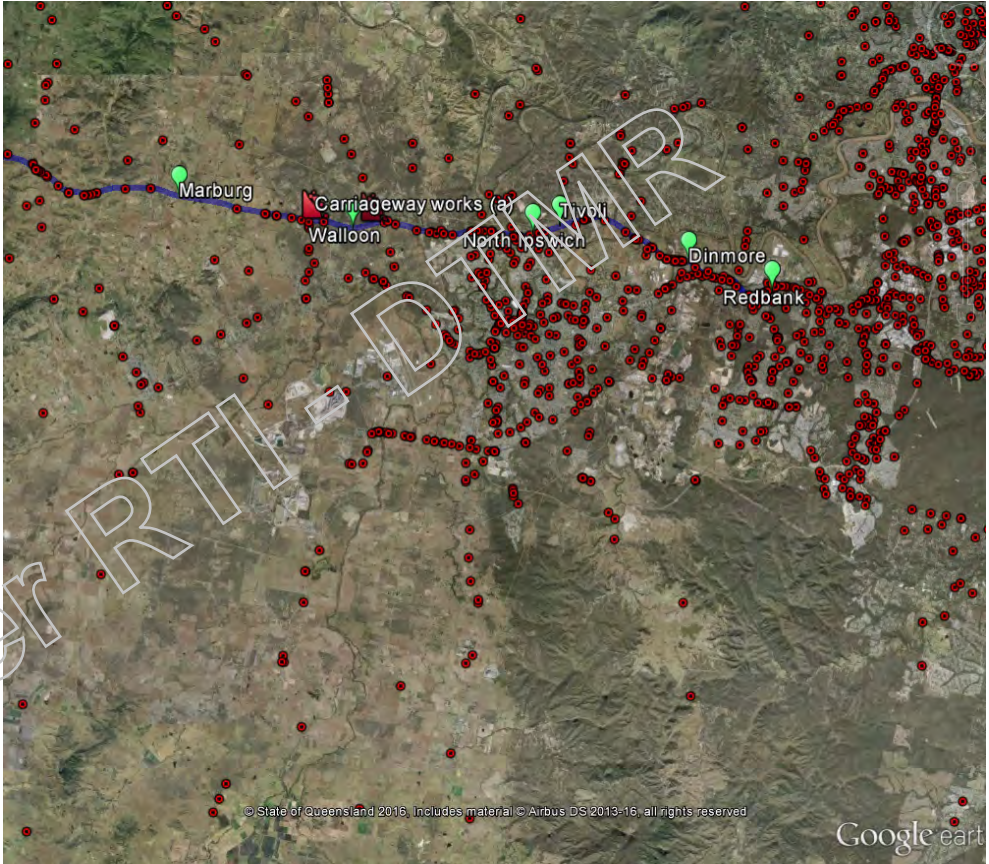
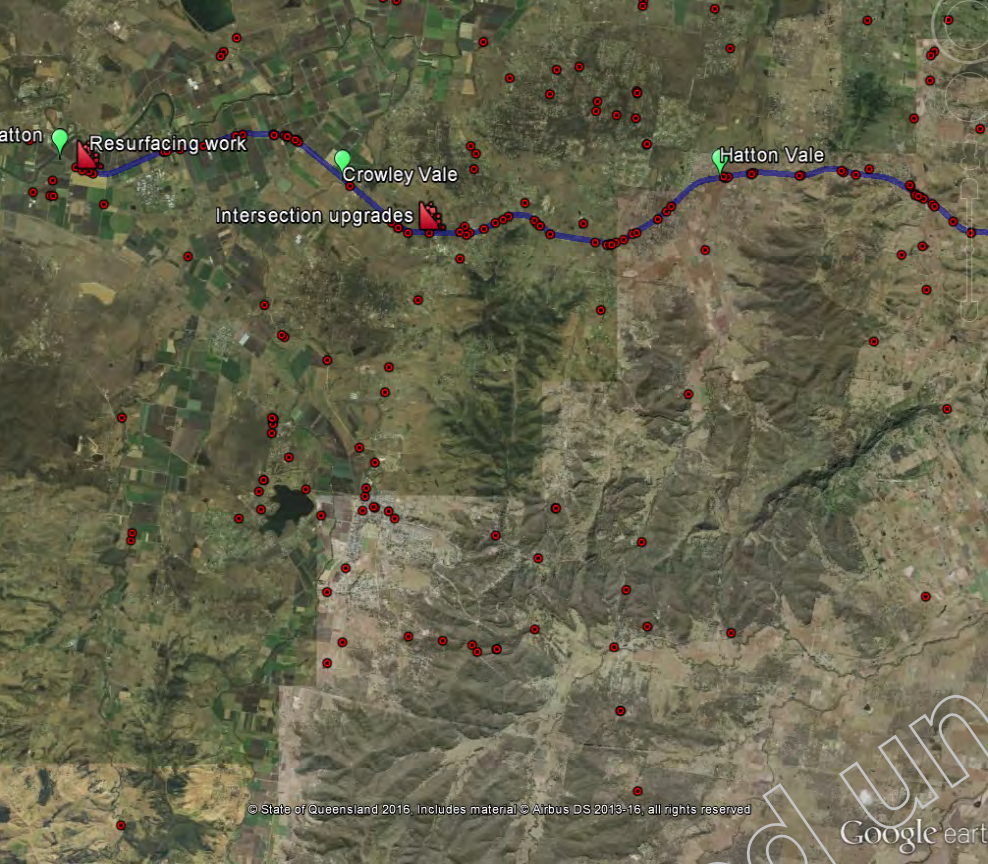
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Group 5 – Warrego Highway

Group 5									
Road section 18A									
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 14	Warrego Highway	Ipswich - Toowoomba	Gatton Esk Road and Warrego Highway	Tallegalla Two Tree Hill Road and Warrego Highway	9	42	10	8	69
Rank 35	Warrego Highway	Ipswich - Toowoomba	Tallegalla Two Tree Hill Road and Warrego Highway	Haigslea Amberley Road and Warrego Highway	2	10	0	1	13
Rank 304	Warrego Highway	Ipswich - Toowoomba	Haigslea Amberley Road and Warrego Highway	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	0	3	1	0	4
Rank 10	Warrego Highway	Ipswich - Toowoomba	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	Just after Warrego Highway on ramp from Mount Crosby Rd	1	13	4	3	21
Rank 11	Warrego Highway	Ipswich - Toowoomba	Just after Warrego Highway on ramp from Mount Crosby Rd	Adjacent to Brisbane Road and Webb Street intersection on the Warrego Highway	0	20	2	2	24

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 Information Privacy Act 2009

Group 5 – Warrego Highway



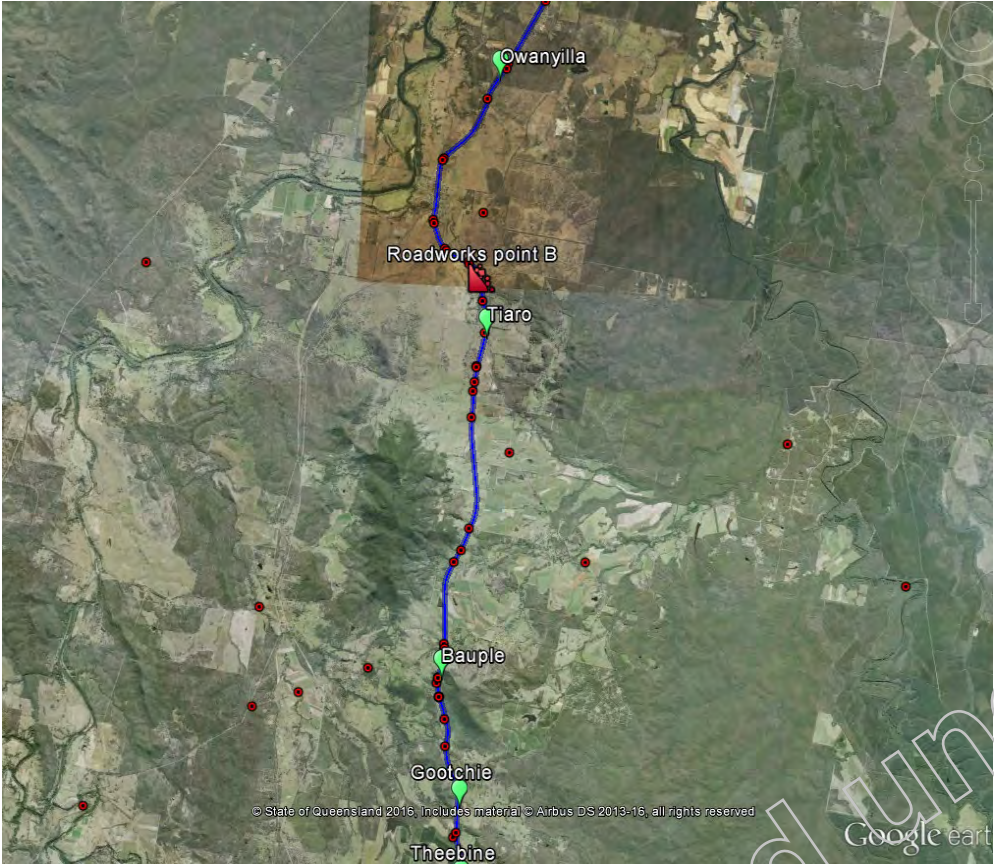
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Group 7 – Bruce Highway

Group 7 Road section 10B									
Rank	Road name	Road section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 234	Bruce Highway	Gympie - Maryborough	Canterwood Rd and Bruce Highway	Mayne St (Bruce Highway) and John St	1	3	1	0	5
Rank 45	Bruce Highway	Gympie - Maryborough	Mayne St (Bruce Highway) and John St	Bauple Drive and Bruce Highway	4	10	0	0	14
Rank 15	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	Queen St and Bruce Highway	3	16	4	0	23
Rank 50	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	(Prior) Greenhalgh Road and Bruce Highway	2	9	2	0	13

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Group 7 – Bruce Highway



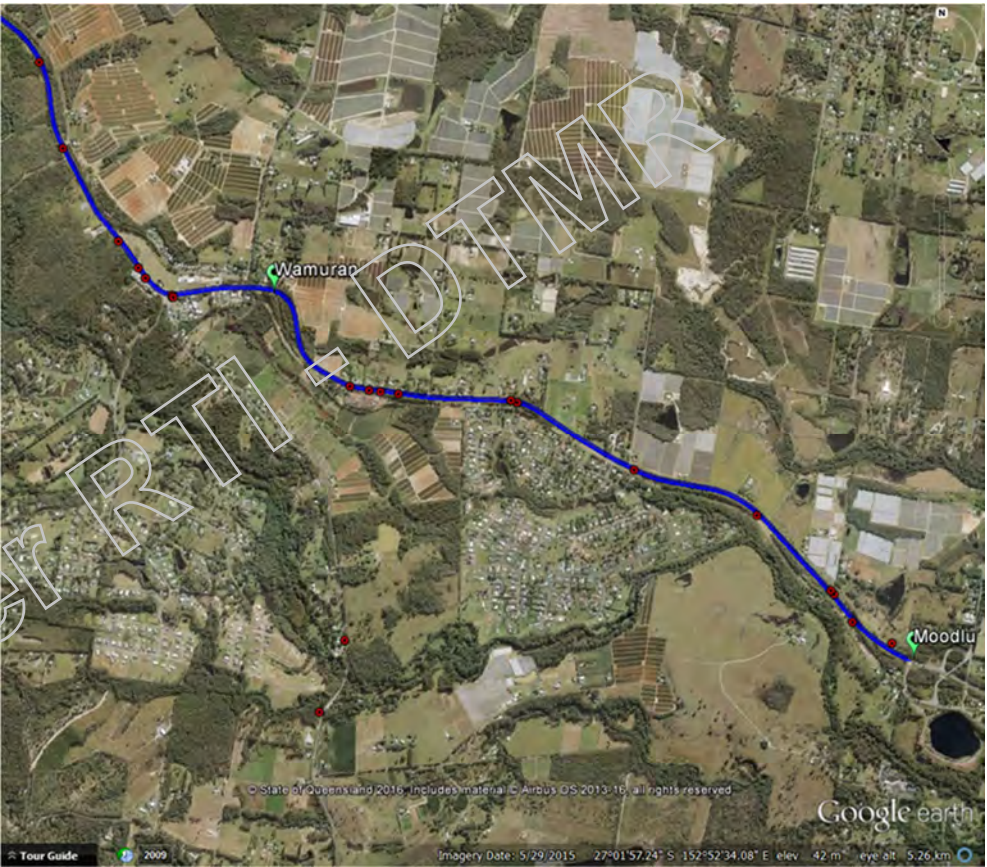
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Group 8 – D’Aguilar Highway

Group 8			Road section 40A						
Rank	Road name	Road section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 16	D’Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D’Aguilar Highway	Campbells Pocket Road and D’Aguilar Highway	6	11	2	1	20
Rank 18	D’Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D’Aguilar Highway	King St and D’Aguilar Highway	1	10	0	1	12

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Group 8 – D’Aguilar Highway



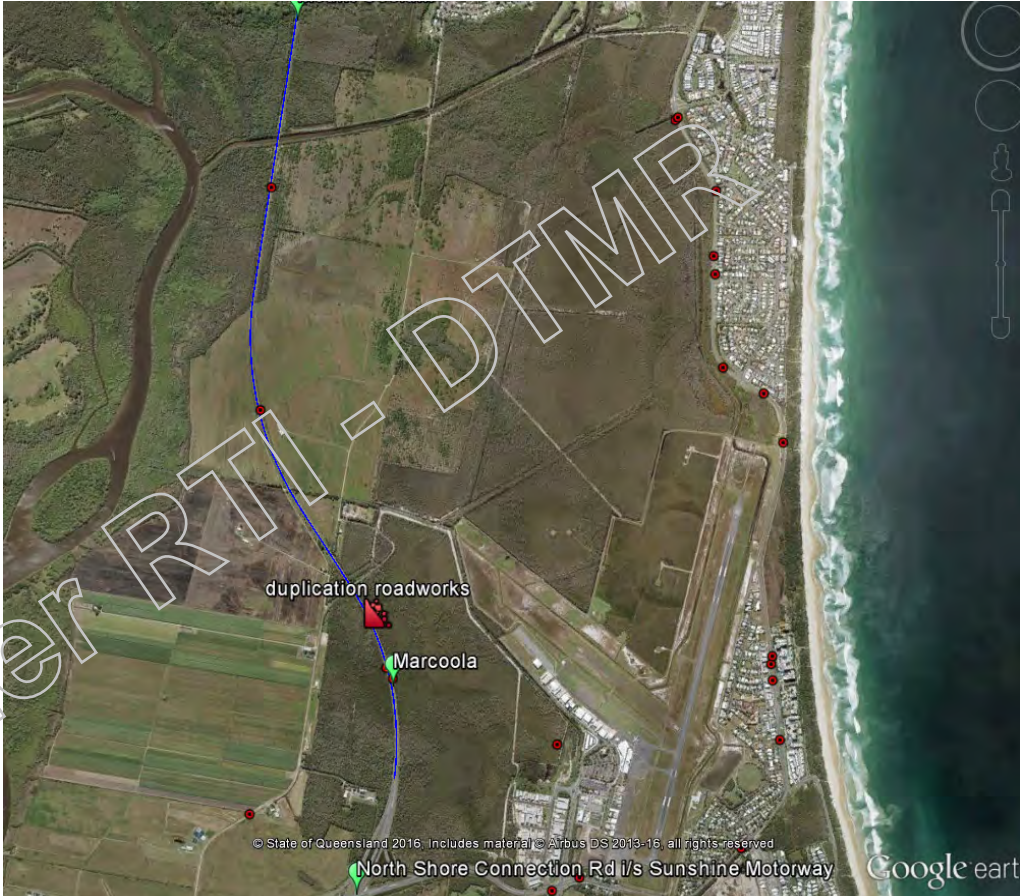
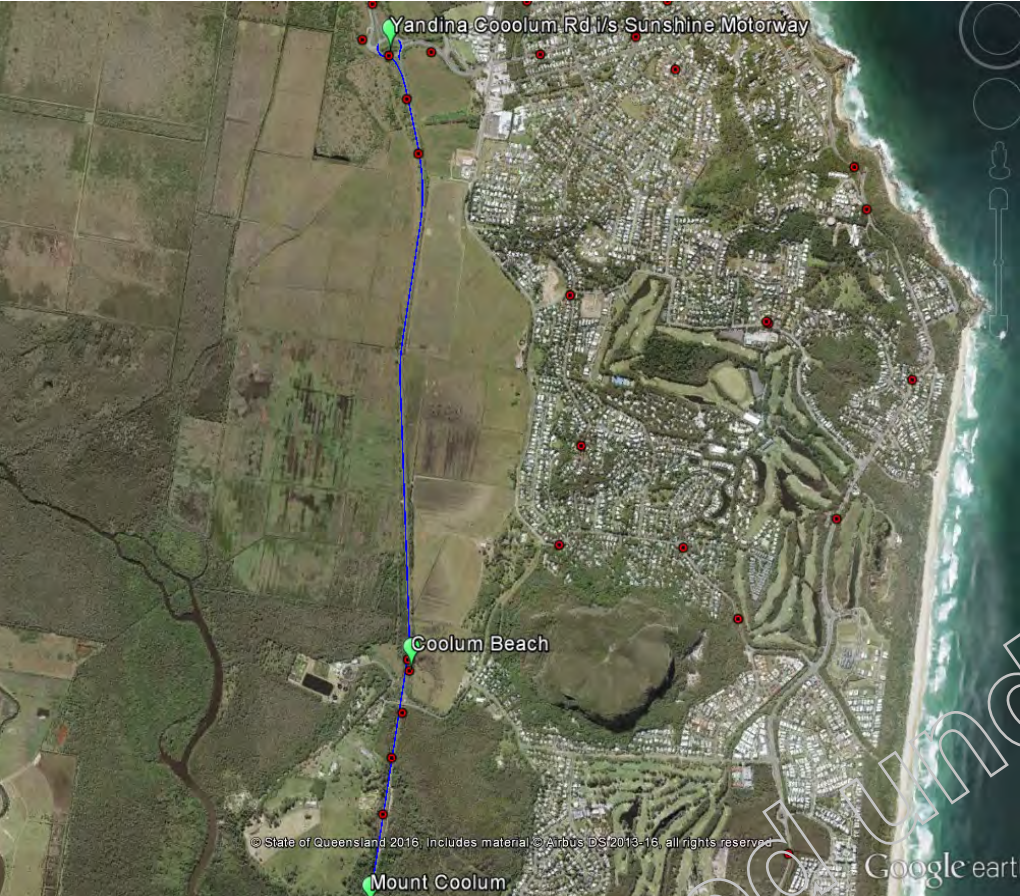
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Group 9 – Sunshine Motorway

Group 9		Road section 150B							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 17	Sunshine Motorway	Mooloolaba - Peregian	Yandina Coolum Road and Sunshine Motorway	(near) North Shore Connection Road and Sunshine Motorway	3	7	1	0	11

Released under RTI - DTMR

Group 9 – Sunshine Motorway



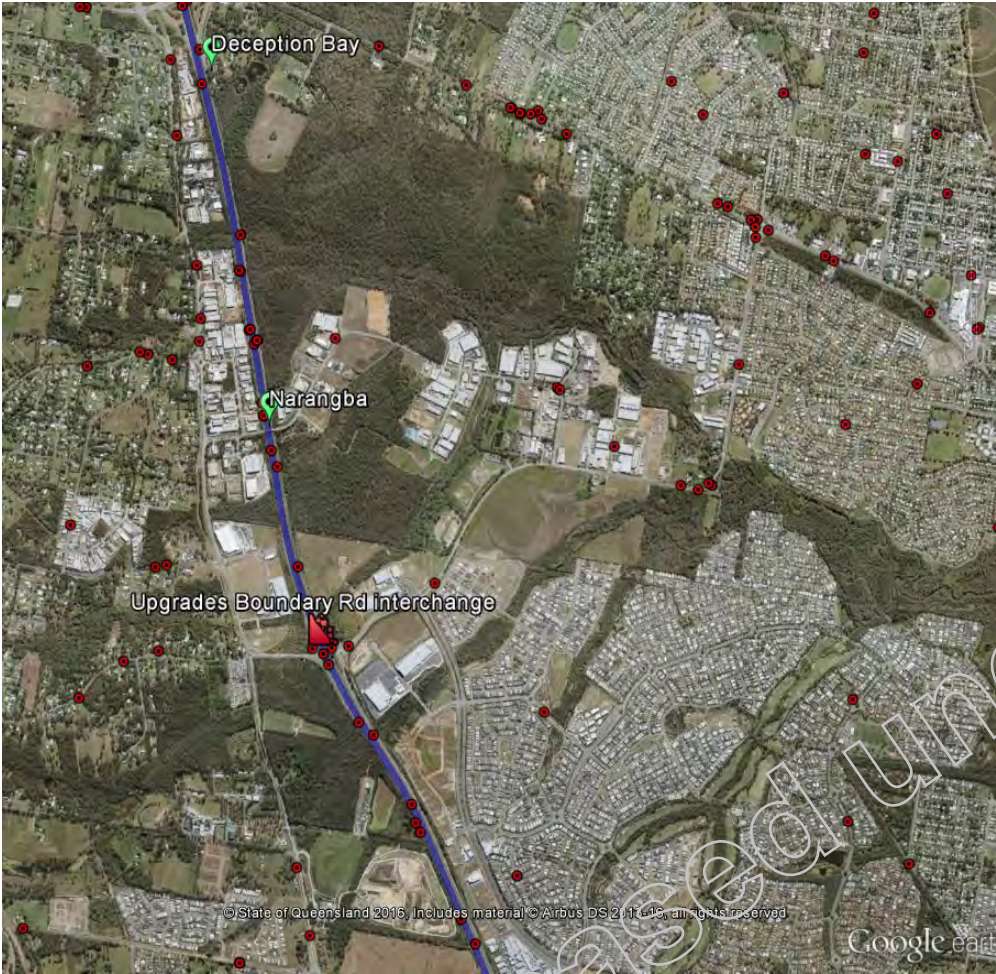
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Group 12 – Bruce Highway

Group 12		Road section 10A							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 28	Bruce Highway	Brisbane - Gympie	Deception Bay Road and Bruce Highway	Boundary Road and Bruce Highway	2	18	0	0	20
Rank 29	Bruce Highway	Brisbane - Gympie	Boundary Road and Bruce Highway	Anzac Avenue and Bruce Highway	0	18	1	0	19
Rank 22	Bruce Highway	Brisbane - Gympie	Anzac Avenue and Bruce Highway	Dohles Rocks Road and Bruce Highway	1	13	1	1	16

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Group 12 – Bruce Highway



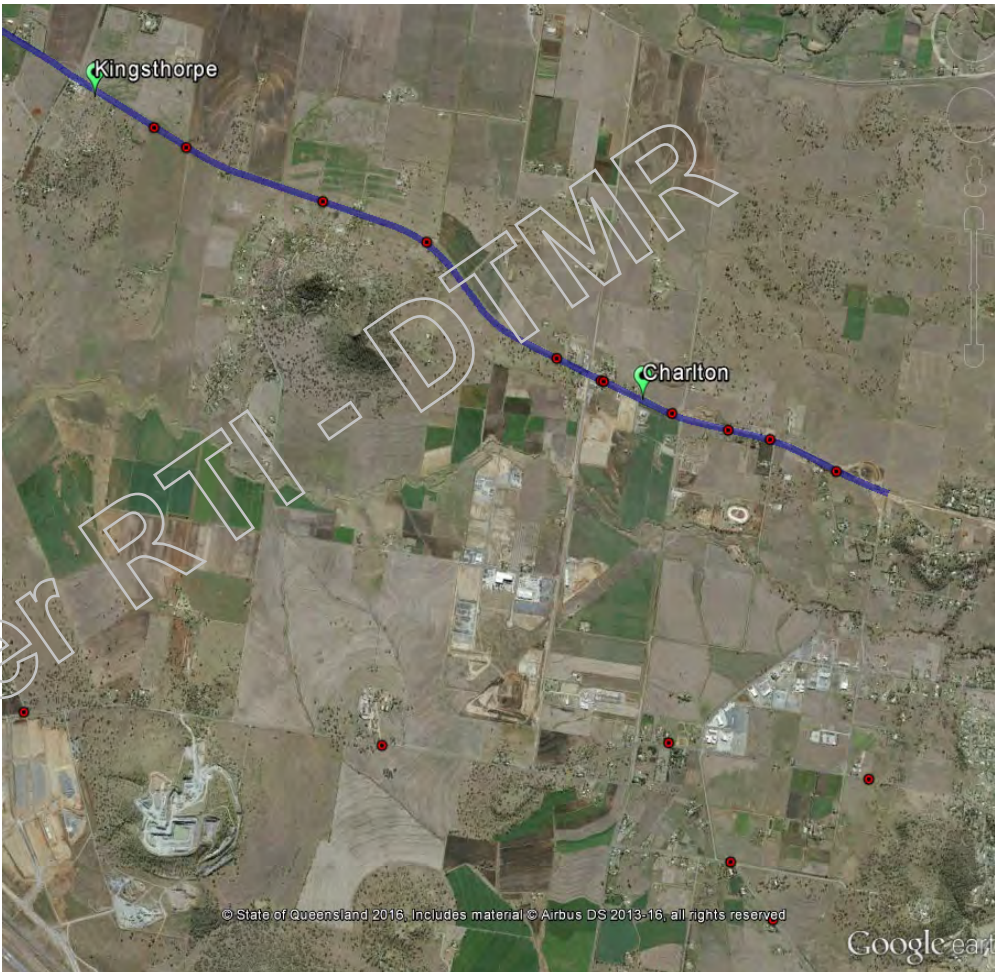
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Group 15 – Warrego Highway

Group 15		Road section 18B							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 70	Warrego Highway	Toowoomba-Dalby	Toowoomba Road and Warrego Highway	Gowrie Mountain School Road and Warrego Highway	3	7	0	0	10
Rank 27	Warrego Highway	Toowoomba-Dalby	Gowrie Mountain School Road and Warrego Highway	Troys Road and Warrego Highway	4	6	0	0	10

Released under RTI - DTMR

Group 15 – Warrego Highway



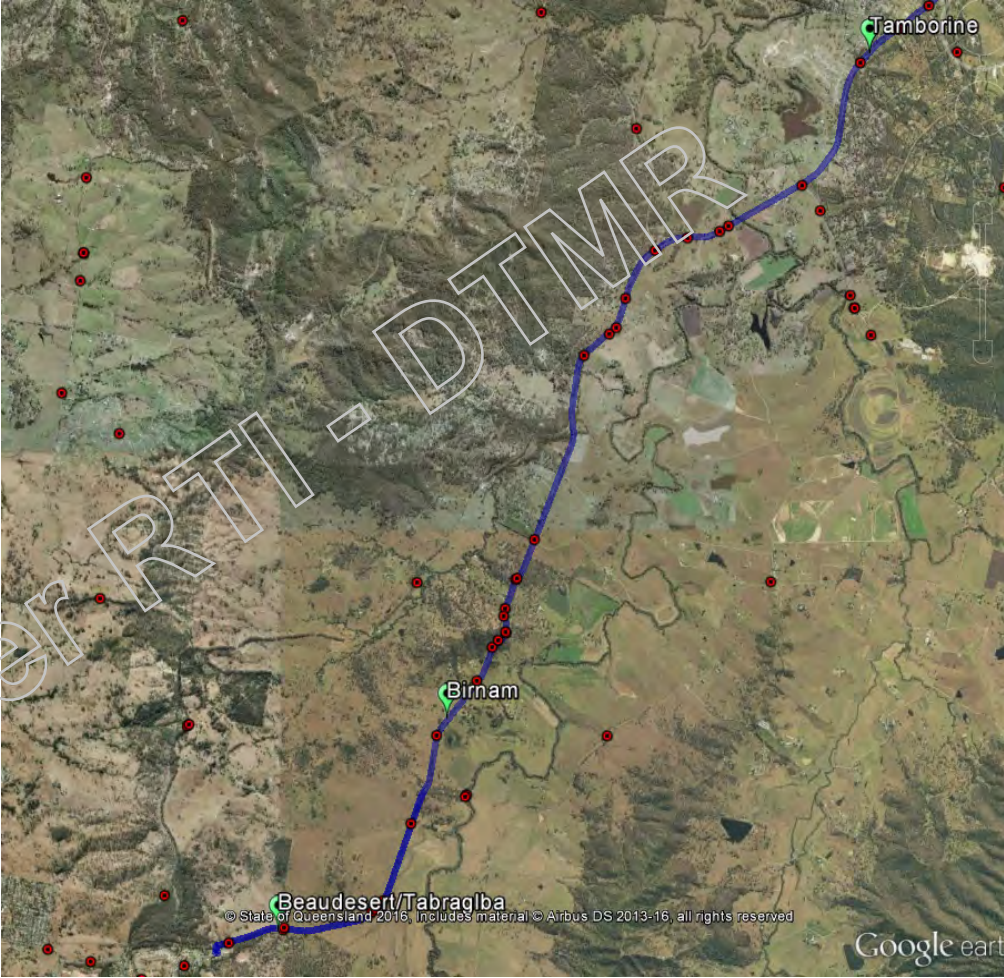
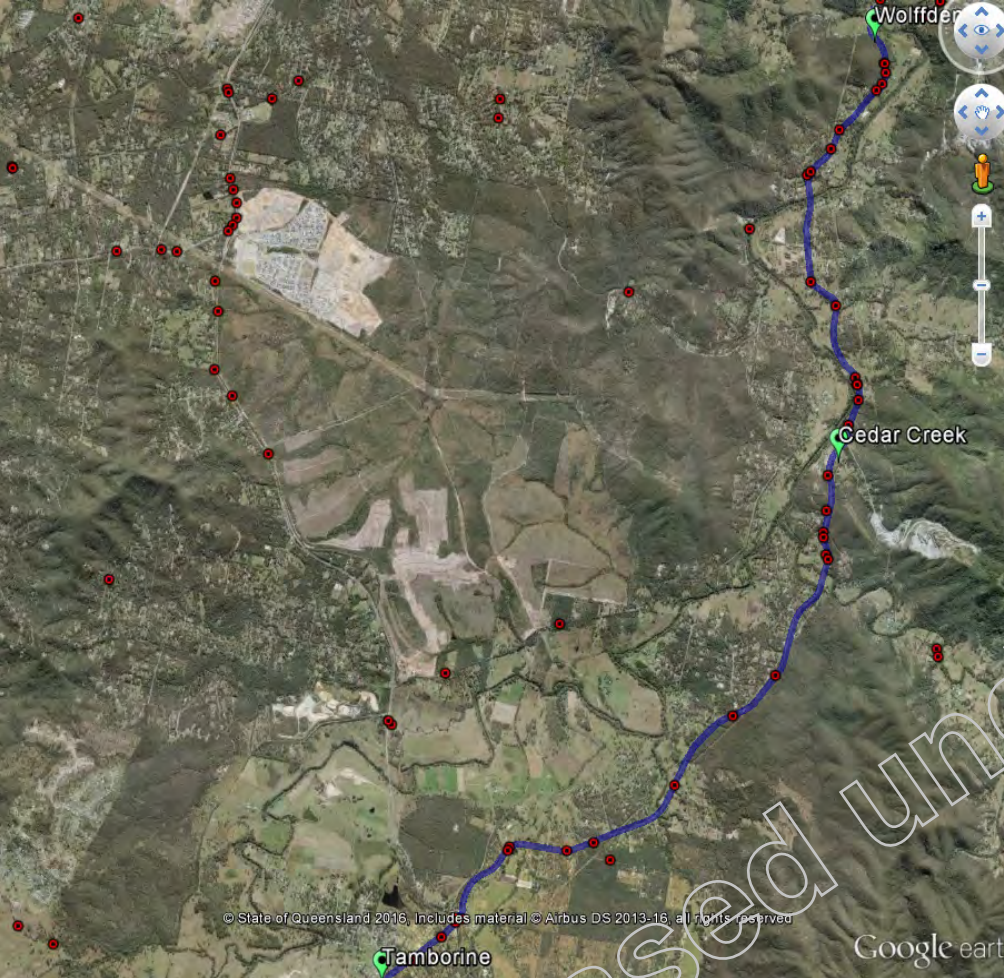
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Group 18 – Beaudesert – Beenleigh Road

Group 18		Road section 203							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 36	Beaudesert - Beenleigh Road	Beaudesert - Beenleigh Road	Stanmore Road and Beaudesert Beenleigh Road	Tamborine Mountain Road and Beaudesert Beenleigh Road	3	18	3	3	27
Rank 339	Beaudesert - Beenleigh Road	Beaudesert - Beenleigh Road	Tamborine Mountain Road and Beaudesert Beenleigh Road	Mundoolun Connection Road and Beaudesert Beenleigh Road	1	3	1	0	5
Rank 38	Beaudesert - Beenleigh Road	Beaudesert - Beenleigh Road	Mundoolun Connection Road and Beaudesert Beenleigh Road	Beaudesert Nerang Road and Beaudesert Beenleigh Road	3	13	3	1	20

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Group 18 – Beaudesert – Beenleigh Road



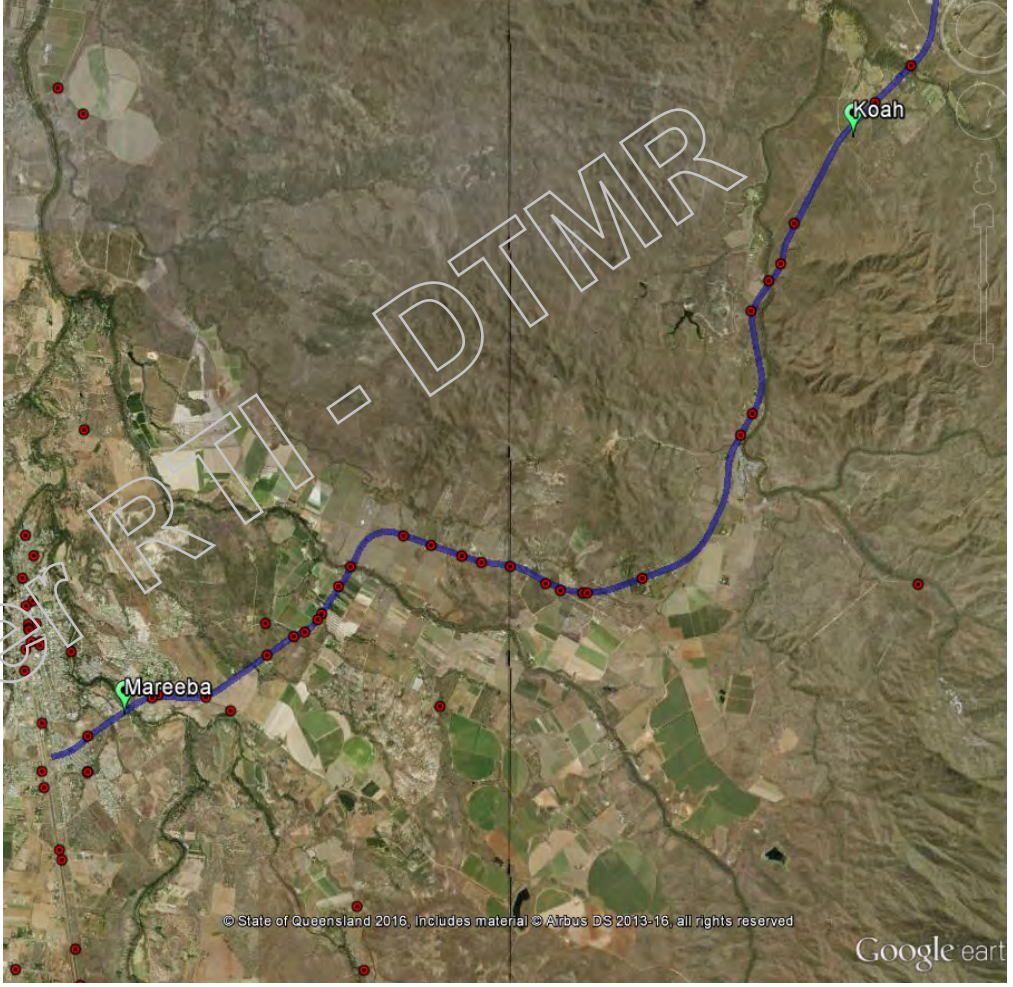
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Group 20 – Kennedy Highway

Group 20		Road section 32A							
Rank	Road Name	Road Section	Start Road Intersection	End Road Intersection	Fatal	Hosp	Med	Minor	Total
Rank 98	Kennedy Highway	Cairns - Mareeba	Kennedy Highway and Bailey Street	Prior Gilmore Road and Kennedy Highway	0	7	1	1	9
Rank 121	Kennedy Highway	Cairns - Mareeba	Prior Gilmore Road and Kennedy Highway	Myola Road and Kennedy Highway	5	19	3	2	29
Rank 39	Kennedy Highway	Cairns - Mareeba	Myola Road and Kennedy Highway	Kennedy Highway and Captain Cook Highway	0	10	2	4	16

Released under RTI

Group 20 – Kennedy Highway



Released under RTI - DTMR

Attachment 2 – Candidate sites for combined red light/speed cameras¹

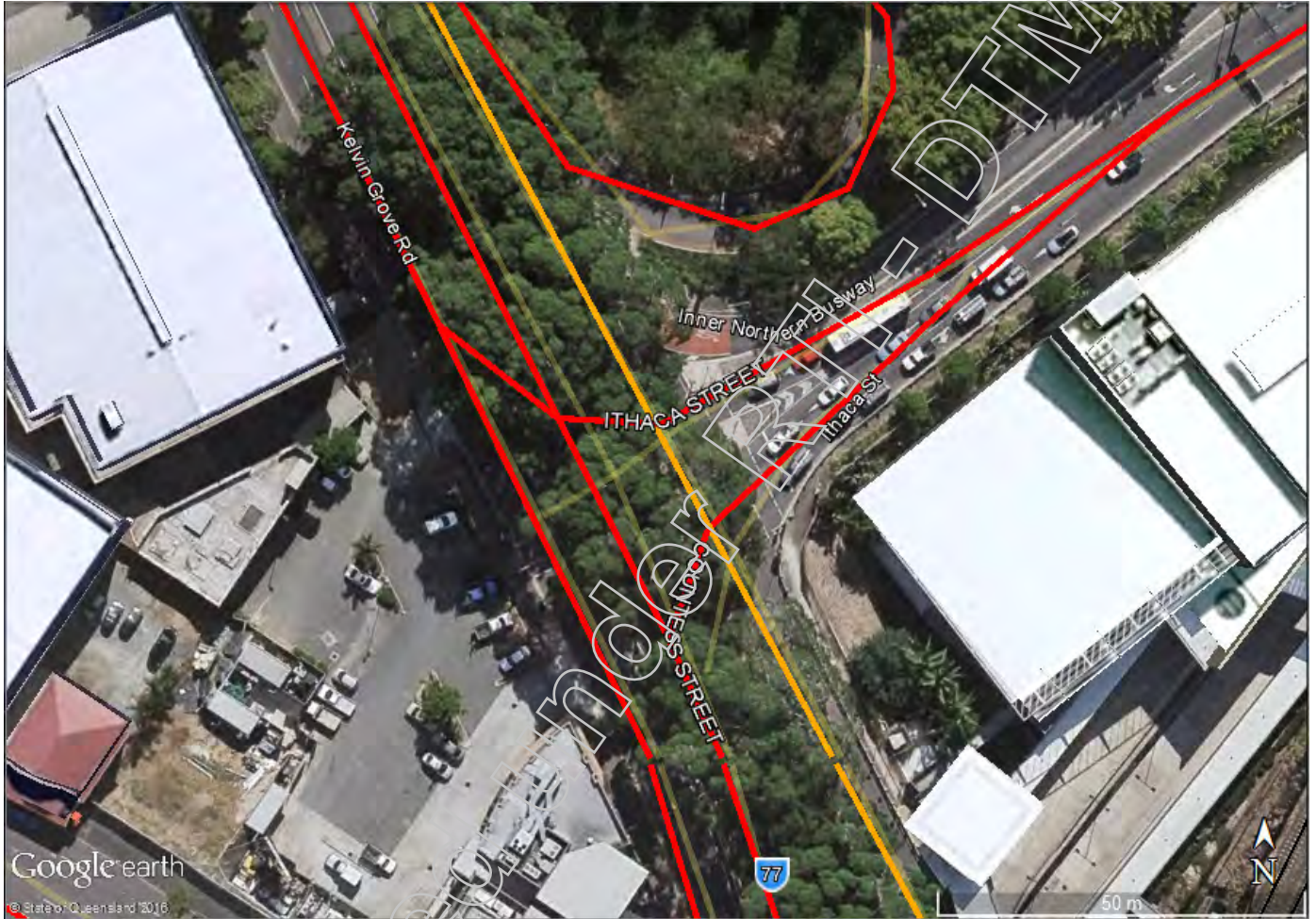
QPS Brisbane Region

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytton Rd)	Murarrie	South Brisbane	Brisbane	104		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	6	11	6	23	2	0	19	2	23



¹ *Red light camera criteria crash data period: July 2009 - June 2014

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Brisbane	60		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	5	5	0	10	0	7	3	0	10



Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
9	7	Marshall Road	Cannes Street	Holland Park West	South Brisbane	Brisbane	50		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	4	4	1	9	0	1	3	5	9



QPS Central Region

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Central	36		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	3	3	0	6	1	4	0	1	6



Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Central	30		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	2	3	1	6	1	0	1	4	6

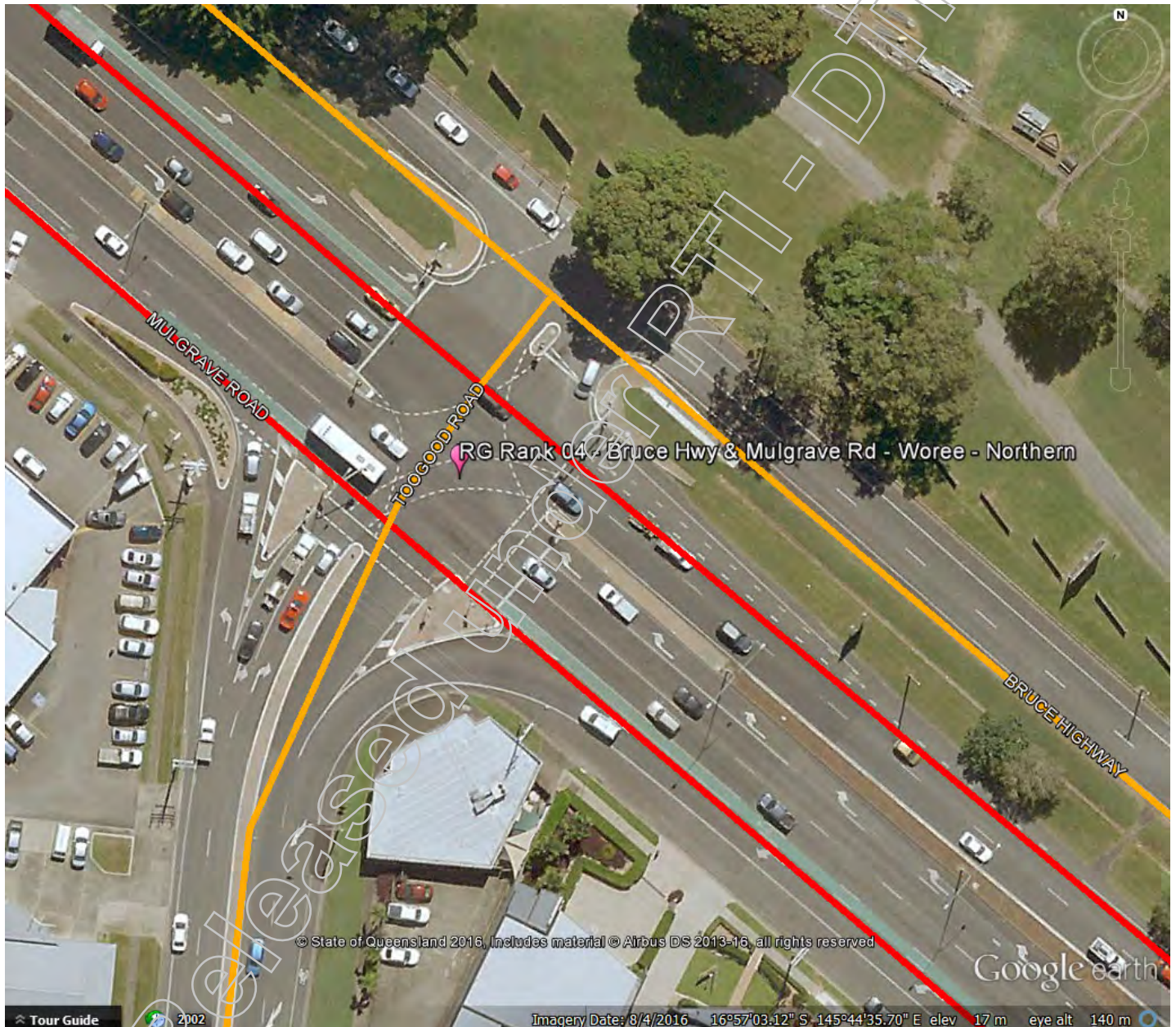


Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
83	4	High St	Rockhampton - Yeppoon Rd (Musgrave Street)	Berserker	Capricornia	Central	26		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	2	2	1	5	1	3	1	0	5



QPS Northern Region

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northern	32		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	4	0	0	4	3	1	0	0	4



Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
89	7	Sturt St	Ingham Rd	West End	Townsville	Northern	24		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
1	1	0	0	2	0	0	1	1	2



QPS South Eastern Region

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
14	4	Brisbane - Beenleigh Rd	Castile Crescent	Edens Landing	Logan	South Eastern	44		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
1	3	1	0	5	0	4	1	0	5

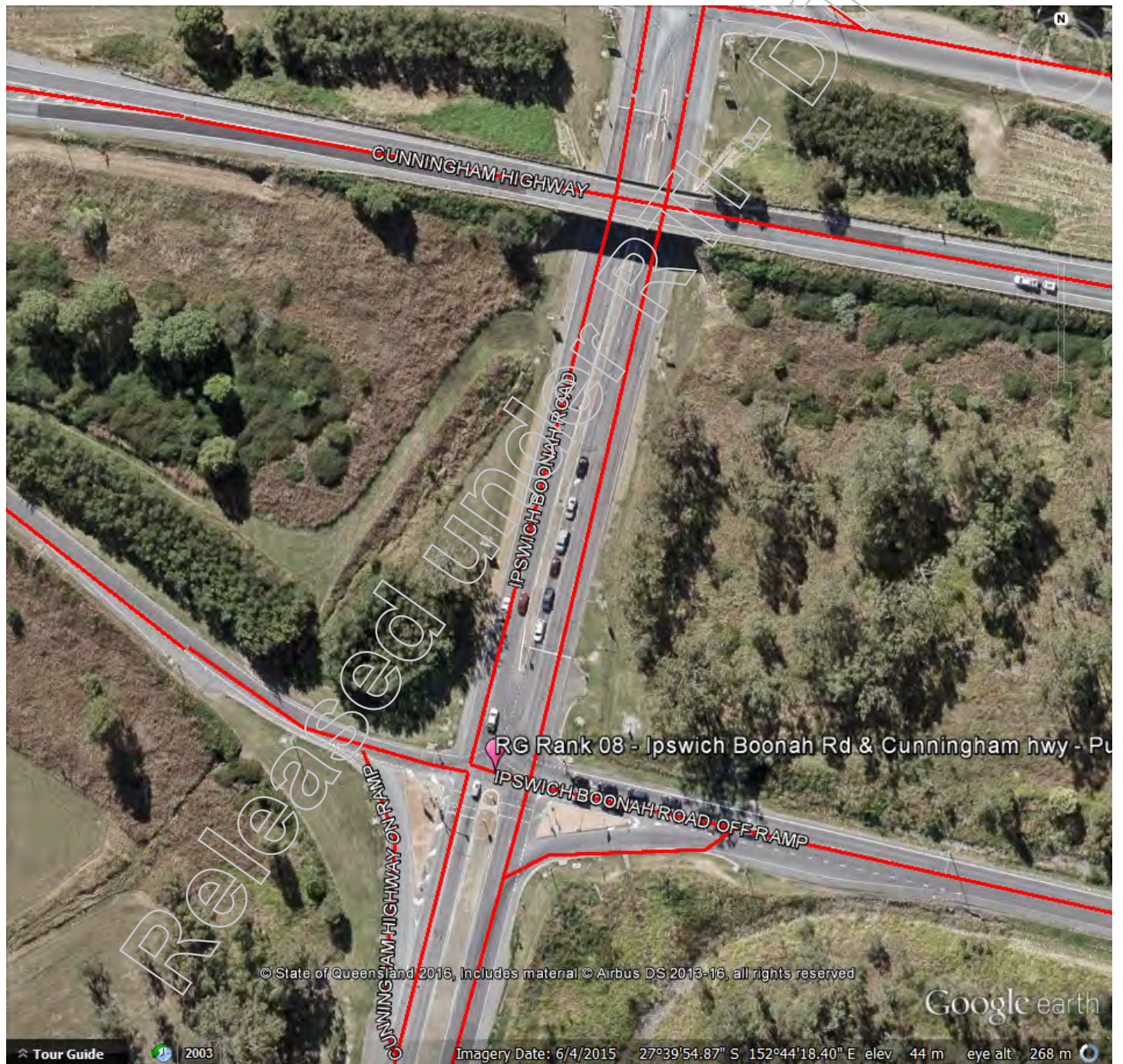


Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
32	7	Smith St Connection Rd	Scarborough St	Southport	Gold Coast	South Eastern	36		
Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	4	1	0	5	1	0	2	2	5



QPS Southern Region

Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp	Purga	Ipswich	Southern	32		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	3	2	0	5	3	2	0	0	5



Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Southern	24		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	2	2	0	4	2	0	0	2	4



Qld Rank	Region Rank	Street	Street Also On	Suburb	Police District	Police Region	EPDO		
108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Southern	24		
Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
0	2	2	0	4	3	0	1	0	4



Department of Transport and Main Roads
Noting Brief
MBN21200

To: Minister for Transport and Main Roads

SUBJECT: Camera Detected Offence Program – installation of 10 combined red-light/speed cameras	Non-Urgent
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Summary

- That you note the list of sites for installation of combined red light/speed cameras (CRLS) across Queensland.
- That you note a joint media statement will be submitted through the Department of Transport and Main Roads (TMR) Media Unit for approval.

Background

- The Camera Detected Offence Program (CDOP) is a key road safety program jointly managed by TMR and the Queensland Police Service (QPS).
- CDOP forms a major part of Queensland's speed management approach which aims to reduce road trauma through camera detection of speed and red light offences.
- Enforcement activities are being increased to target speed and red-light offences, as speeding continues to be one of the highest contributing factors in road crashes and the resulting injuries.
- As part of a Cabinet Budget Review Committee submission, funding was approved for 2016–17 to 2017–18 to expand CDOP and install an additional ten CRLS cameras with an indicative cost of approximately \$2.4 million.
- The cameras detect motorists who disobey the red traffic signal as well as those who exceed the speed limit while travelling through the intersection. The cameras will detect speeding, irrespective of whether the traffic signal is green, yellow or red.
- TMR and QPS collaborated to identify, assess and nominate new camera sites based on crash history, crash risk, road design limitations, health and safety and strategic priority.
- The selection guidelines for CRLS sites allows for regional prioritisation based on crash history and risk.

Issues and Suggested Approach

- In October 2017, the TMR and QPS Executive Management Committee (EMC) approved a list of ten proposed sites for technical assessment.
- CRLS cameras will be installed at the locations shown below, with each site having an advisory sign installed prior to the intersection.
- It is anticipated all of these sites will be operational by the end of July 2018.

Action Officer:

Peter Kolesnik
Director (Road Safety
Programs)
Tel: 3066 3741
Date: 24 May 2018

Endorsed by:

Dennis Walsh
General Manager (Land
Transport Safety)
Tel: 3066 3017
Date: 24 May 2018

Endorsed by: DDG

Amanda Yeates
A/Deputy Director-General
(CSSR)
Tel: 3066 7222
Date: 29 May 2018

Endorsed by: DG

Neil Scales
Director-General
Tel: 3066 7316
Date: 29/5/18

Electorate	Site Location
Rockhampton	Bruce Highway (Rockhampton–St Lawrence), Rockhampton at intersection with High Street
Gladstone	Glenlyon Street, Gladstone Central at intersection with Tank Street.
Gympie	Bruce Highway (Brisbane–Gympie), Gympie at intersection with Monkland Street
Ipswich Scenic Rim	Ipswich–Cunningham Highway Connection Road, Yamanto at intersection with Cunningham Highway
Jordan	Old Logan Road, Camira at intersection with Alice Street
Waterford Macalister	Brisbane–Beenleigh Road, Edens Landing at intersection with Castile Crescent
Mansfield	Redland Sub Arterial Road, Mackenzie at intersection with Gateway Motorway (Eight Mile Plains–Nudgee)
Mulgrave	Bruce Highway (Innisfail–Cairns), Mt Sheridan at intersection with Coombs Street
Redcliffe	Clontarf–Anzac Avenue Road, Kippa–Ring at intersection with Boardman Road
Southern Downs	Cunningham Highway (Ipswich–Warwick), Warwick at intersection with Fitzroy Street

Financial Implications

- The above installations have been funded from within current budget allocation.

Consultation with Stakeholders

- TMR will continue to collaborate with QPS in relation to the prioritisation of sites for CRLS cameras.
- TMR Media Unit will co-ordinate a joint media release between TMR and QPS prior to the cameras commencing operations.

Employment

- There are no employment impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

<p>Minister's comments</p> <p><i>No media necessary - M</i></p> <p style="text-align: right;">Noted / Not Noted</p> <p style="text-align: right;"><i>[Signature]</i></p> <p>Minister's signature.....</p> <p style="text-align: right;">Date <i>18/6/18</i>.....</p>
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P2P Summary	
Appropriate	Not appropriate
9	11

Group No. *	Road section name	Assessment	Rationale
Group 1	Brisbane-Gympie	Not appropriate	Concur with TMR district advice
Group 2	Pacific Motorway	Appropriate	Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.
Group 3	St. Lawrence - Mackay	Appropriate	Candidate for P2P within the 100km/h speed limit zone.
Group 4	Brisbane - Gympie	Not appropriate	Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.
Group 5	Warrego Highway	Appropriate	Candidate for P2P.
Group 6	Brisbane - Gympie	Not appropriate	Too close ot existing P2P. Also roadworks along section.
Group 7	Gympie - Maryborough	Appropriate	Candidate for P2P.
Group 8	Caboolture - Kilcoy	Appropriate	Candidate for P2P.
Group 9	Mooloolaba - Peregian	Appropriate	Candidate for P2P.
Group 10	Caboolture - Bribie Island Road	Not appropriate	Signalised intersections along road section.
Group 11	Rockhampton - Duringa	Not appropriate	Too short section and multiple speed zones.
Group 12	Brisbane - Gympie	Appropriate	Candidate for P2P.
Group 13	Gympie - Maryborough	Not appropriate	Road section too short. Could consider further north.
Group 14	Pacific Motorway	Not appropriate	Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.
Group 15	Toowoomba- Dalby	Appropriate	Candidate for P2P.
Group 16	Cairns - Mossman	Not appropriate	Concur with TMR district advice
Group 17	Ipswich Motorway	Not appropriate	Road section has variable speed limit signs not appropriate for P2P.
Group 18	Beudesert - Beenleigh Road	Appropriate	Candidate for P2P.
Group 19	Samford Road	Not appropriate	Concur with TMR district advice
Group 20	Cairns - Mareeba		?
Group 21	Gladstone - Benaraby Road	Not appropriate	Multiple speed zone - could consider another time

*link to P2P sites 2016-17 Tab

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	2	32	2	0	36
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35

Group 3		Road section 10G									
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10		
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23		

P2P Summary	
Appropriate	Not appropriate
9	11

Group No. *	Road section name	Assessment	Rationale
Group 22	Road section name	0	Concur with TMR district advice
Group 23	0	Warrego Highway	Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.
Group 24	0	0	Candidate for P2P within the 100km/h speed limit zone.
Group 25	0	Bruce Highway	Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.
Group 26	0	D'Aguilar Highway	Candidate for P2P.
Group 27	0	0	Too close ot existing P2P. Also roadworks along section.
Group 28	0	0	Candidate for P2P.
Group 29	0	Not appropriate	Candidate for P2P.
Group 30	Brisbane - Gympie	0	Candidate for P2P.
Group 31	0	0	Signalised intersections along road section.
Group 32	0	Not appropriate	Too short section and multiple speed zones.
Group 33	Toowoomba- Dalby	0	Candidate for P2P.
Group 34	0	Concur with TMR distr	Road section too short. Could consider further north.
Group 35	Cunningham Highway	0	Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.
Group 36	Beudesert - Beenleigh	0	Candidate for P2P.
Group 37	0	0	Concur with TMR district advice
Group 38	0	Gladstone - Benaraby	Road section has variable speed limit signs not appropriate for P2P
Group 39	0	Not appropriate	Candidate for P2P.
Group 40	0	0	Concur with TMR district advice
Group 41	0	?	
Group 42	0	Not appropriate	Multiple speed zone - could consider another time

*link to P2P sites 2016-17 Tab

Group 3		Road section 12A									
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0.57143	29	0.85714	0.57143	31		
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	-0.1071	27.1429	0.53571	0.53571	28.1071		
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	-0.7857	25.2857	0.21429	0.5	25.2143		
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	-1.4643	23.4286	-0.1071	0.46429	22.3214		
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	-2.1429	21.5714	-0.4286	0.42857	19.4286		

Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway	Reedy Creek road off ramp and Pacific Highway	-2.8214	19.7143	-0.75	0.39286	16.5357
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	-3.5	17.8571	-1.0714	0.35714	13.6429

Group 4		Road section 10G								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 58	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	5	28	3	0	36	
Rank 121	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	7	38	4	0	49	

Released under RTI - DTMR

P2P Summary	
Appropriate	Not appropriate
9	11

Group No. *	Road section name	Assessment	Rationale
Group 1	Brisbane-Gympie	Not appropriate	Concur with TMR district advice
Group 2	Pacific Motorway	Appropriate	Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.
Group 3	St. Lawrence - Mackay	Appropriate	Candidate for P2P within the 100km/h speed limit zone.
Group 4	Brisbane - Gympie	Not appropriate	Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.
Group 5	Warrego Highway	Appropriate	Candidate for P2P.
Group 6	Brisbane - Gympie	Not appropriate	Too close ot existing P2P. Also roadworks along section.
Group 7	Gympie - Maryborough	Appropriate	Candidate for P2P.
Group 8	Caboolture - Kilcoy	Appropriate	Candidate for P2P.
Group 9	Mooloolaba - Peregian	Appropriate	Candidate for P2P.
Group 10	Caboolture - Bribie Island Road	Not appropriate	Signalised intersections along road section.
Group 11	Rockhampton - Duringa	Not appropriate	Too short section and multiple speed zones.
Group 12	Brisbane - Gympie	Appropriate	Candidate for P2P.
Group 13	Gympie - Maryborough	Not appropriate	Road section too short. Could consider further north.
Group 14	Pacific Motorway	Not appropriate	Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.
Group 15	Toowoomba- Dalby	Appropriate	Candidate for P2P.
Group 16	Cairns - Mossman	Not appropriate	Concur with TMR district advice
Group 17	Ipswich Motorway	Not appropriate	Road section has variable speed limit signs not appropriate for P2P.
Group 18	Beudesert - Beenleigh Road	Appropriate	Candidate for P2P.
Group 19	Samford Road	Not appropriate	Concur with TMR district advice
Group 20	Cairns - Mareeba		?
Group 21	Gladstone - Benaraby Road	Not appropriate	Multiple speed zone - could consider another time

*link to P2P sites 2016-17 Tab

Group 2		Road section 12A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17	
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124	
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21	
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16	
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	2	32	2	0	36	
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49	
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35	

Group 3		Road section 10G									
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10		
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23		

P2P Summary	
Appropriate	Not appropriate
9	11

Group No. *	Road section name	Assessment	Rationale
Group 22	Road section name	0	Concur with TMR district advice
Group 23	0	Warrego Highway	Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.
Group 24	0	0	Candidate for P2P within the 100km/h speed limit zone.
Group 25	0	Bruce Highway	Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.
Group 26	0	D'Aguilar Highway	Candidate for P2P.
Group 27	0	0	Too close ot existing P2P. Also roadworks along section.
Group 28	0	0	Candidate for P2P.
Group 29	0	Not appropriate	Candidate for P2P.
Group 30	Brisbane - Gympie	0	Candidate for P2P.
Group 31	0	0	Signalised intersections along road section.
Group 32	0	Not appropriate	Too short section and multiple speed zones.
Group 33	Toowoomba- Dalby	0	Candidate for P2P.
Group 34	0	Concur with TMR distr	Road section too short. Could consider further north.
Group 35	Cunningham Highway	0	Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.
Group 36	Beudesert - Beenleigh Road	0	Candidate for P2P.
Group 37	0	0	Concur with TMR district advice
Group 38	0	Gladstone - Benaraby	Road section has variable speed limit signs not appropriate for P2P
Group 39	0	Not appropriate	Candidate for P2P.
Group 40	0	0	Concur with TMR district advice
Group 41	0	?	?
Group 42	0	Not appropriate	Multiple speed zone - could consider another time

*link to P2P sites 2016-17 Tab

Group 3		Road section 12A									
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0.57143	29	0.85714	0.57143	31		
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	-0.1071	27.1429	0.53571	0.53571	28.1071		
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	-0.7857	25.2857	0.21429	0.5	25.2143		
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	-1.4643	23.4286	-0.1071	0.46429	22.3214		
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	-2.1429	21.5714	-0.4286	0.42857	19.4286		
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	-2.8214	19.7143	-0.75	0.39286	16.5357		

Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	-3.5	17.8571	-1.0714	0.35714	13.6429
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Group 4 Road section 10G

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 58	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	5	28	3	0	36
Rank 121	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	7	38	4	0	49

Released under RTI - DTMR

Links to description table

CRLS Summary		
	Appropriate	Not appropriate
QPS Brisbane Region	4	3
	Gateway Art Rd Ramp O and Port Of Brisbane Rd (1/95 Aka Lytton Rd), Murarrie	Logan Sub-arterial Rd (u90) and Macgregor St, Upper Mount Gravatt
	Melbourne St and Cordelia St, South Brisbane	East - West Arterial Rd and Lutwyche Rd, Kedron
	Kelvin Grove Rd and Inner City Bypass Off Ramp (w), Kelvin Grove	Progress Rd and Western Art Rd Off Ramp (northbound), Richlands
	Marshall Rd and Cannes St, Holland Park West	
QPS Central Region	3	1
	Tank St and Glenlyon St (01/12), Gladstone Central	Rockhampton - Yeppoon Rd and Bolsover St, Rockhampton City
	Milton St and Mackay - Slade Point Rd, Mackay	
	High St and Rockhampton - Yeppoon Rd, Berserker	
QPS Northern Region	2	5
	Bruce Hwy and Mulgrave Rd, Woree	Upward St and Captain Cook Hwy, Cairns North
	Sturt St and Ingham Rd, West End	Garbutt - Upper Ross Rd and Bruce Hwy Off Ramp (w) 01/09, Condon
		Grafton St and Aplin St, Cairns City
		Townsville Port Rd (09) and Kings Rd, Hyde Park
		Ross River Rd and Thompson St, Mundingburra
QPS South Eastern Region	4	5
	Brisbane - Beenleigh Rd and Springwood Connection Rd, Slacks Creek	Nerang - Broadbeach Rd and Labrador - Carrara Rd, Carrara
	Brisbane - Beenleigh Rd and Castile Cres, Edens Landing	Anzac Ave and Mt Lindesay Hwy Off Ramp (n), Hillcrest
	Smith St Connection Rd and Scarborough St, Southport	Southport - Burleigh Rd and Christine Ave, Burleigh Waters
	Station Rd and Brisbane - Beenleigh Rd, Loganlea	Advancetown - Mudgeeraba Rd and Pacific Hwy Off Ramp (northbound), Mudgeeraba
		Pacific Hwy Off Ramp (northbound) and Nielsens Rd, Highland Park
QPS Southern Region	4	6
	Redcliffe Rd and Boardman Rd, Toowoomba City	West St and Alderley St, South Toowoomba
	Ipswich - Boonah Rd and Cunningham Hwy Ramp Fd, Purga	William Berry Dr and Burpengary - Caboolture Rd, Morayfield
	Ipswich - Cunningham Hwy Connection Rd and Gordon St, Ipswich	William Berry Dr and Burpengary - Caboolture Rd, Caboolture South
	Ipswich - Cunningham Hwy Connection Rd and Brisbane St, Ipswich	Herries St and Clifford St, Toowoomba City
		Neil St and Herries St, Toowoomba City
		Warrego Hwy and Neil St, Toowoomba City
Total	17	20

QPS Brisbane Region							
Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytton Rd)	Murarrie	South Brisbane	Complicated intersection with high Qld and Region ranking. For further investigation by QPS.
Not appropriate	3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Gravatt	South Brisbane	Near new camera site 2015-16
Appropriate	4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Westbound on Melbourne St.
Not appropriate	6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Upgraded section of road.
Appropriate	7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Westbound on College Rd for consideration.
Not appropriate	8	6	Progress Rd	Western Art Rd Off Ramp (northbound)	Richlands	South Brisbane	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	9	7	Marshall Rd	Cannes St	Holland Park West	South Brisbane	Westbound on Marshall Rd. Located on a downhill stretch of road. Good candidate for both red light and speed offences.

QPS Central Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Southbound on Glenlyon st. Located on a downhill stretch of road. Good candidate for both red light and speed offences.
Appropriate	63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Westbound on Gordon St. No signalised turns, so shouldn't be a problem with the right-turn and left-turn lanes.
Not appropriate	67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Existing northbound camera on Fitzroy St. Also other obstacles southbound such as awnings, not enough room on the kerb and existing traffic
Appropriate	83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Existing camera northbound on Musgrave St and High St. However, High St and Moores Creek Rd is a complicated intersection. Should be considered on southbound on Alexandra St. On a downhill stretch of road appropriate for both red light and speed offences.

QPS Northern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	New camera site 2015-16
Not appropriate	31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	New camera site 2015-16
Not appropriate	49	3	Grafton St	Aplin St	Cairns City	Far North	Factors impacting camera installation include trees, midstrip and angled parking as well as low speed zone area.
Appropriate	51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northbound on Mulgrave Rd. Although assessment of other directions could be considered.
Not appropriate	58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Concur with TMR district advice and also existing RLC nearby.
Not appropriate	59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Concur with TMR district advice and also existing RLC nearby. Could be considered for an upgrade.
Appropriate	89	7	Sturt St	Ingham Rd	West End	Townsville	Eastbound on Ingham Rd, parallel to railway tracks.

QPS South Eastern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	Roadworks related to Commonwealth Games
Appropriate	10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	Westbound on Wembley Rd.
Not appropriate	13	3	Anzac Ave	Mt Lindesay Hwy Off Ramp (n)	Hillcrest	Logan	Technically challenging particularly on a small lefthand bend.
Appropriate	14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	Southbound on Logan Rd. On a downhill stretch of road appropriate for both red light and speed offences.
Not appropriate	17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	Near existing camera.
Not appropriate	25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	Existing camera eastbound on Scarborough St. However consider westbound on Scarborough St. For further consideration by QPS.
Not appropriate	33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	34	9	Station Rd	Brisbane - Beenleigh Rd	Loganlea	Logan	Westbound on Station Rd.

QPS Southern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	19	2	West St	Alderley St	South Toowoomba	Darling Downs	Near new camera site 2015-16
Not appropriate	20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Near new camera site 2015-16
Not appropriate	21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Near new camera site 2015-16
Not appropriate	22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Was not considered due to exact location unknown.
Not appropriate	45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Not sure if Campbell St i/s Fitzroy st or Campbell St i/s Alber St. Although both intersections are considered appropriate. For further investigation by QPS.
Not appropriate	61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Northbound on Gordon St. However, exact location unknown, that is, whether it intersects with South St or Limestone St. For further investigation by QPS
Appropriate	108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Northbound. However, exact location unknown, could intersect with East St (or Gordon St or Thorn St). For further investigation by QPS.

Links to description table

CRLS Summary		
	Appropriate	Not appropriate
QPS Brisbane Region	4	3
	Gateway Art Rd Ramp O and Port Of Brisbane Rd (1/95 Aka Lytton Rd), Murarrie	Logan Sub-arterial Rd (u90) and Macgregor St, Upper Mount Gravatt
	Melbourne St and Cordelia St, South Brisbane	East - West Arterial Rd and Lutwyche Rd, Kedron
	Kelvin Grove Rd and Inner City Bypass Off Ramp (w), Kelvin Grove	Progress Rd and Western Art Rd Off Ramp (northbound), Richlands
	Marshall Rd and Cannes St, Holland Park West	
QPS Central Region	3	1
	Tank St and Glenlyon St (01/12), Gladstone Central	Rockhampton - Yeppoon Rd and Bolsover St, Rockhampton City
	Milton St and Mackay - Slade Point Rd, Mackay	
	High St and Rockhampton - Yeppoon Rd, Berserker	
QPS Northern Region	2	5
	Bruce Hwy and Mulgrave Rd, Woree	Upward St and Captain Cook Hwy, Cairns North
	Sturt St and Ingham Rd, West End	Garbutt - Upper Ross Rd and Bruce Hwy Off Ramp (w) 01/09, Condon
		Grafton St and Aplin St, Cairns City
		Townsville Port Rd (09) and Kings Rd, Hyde Park
		Ross River Rd and Thompson St, Mundingburra
QPS South Eastern Region	4	5
	Brisbane - Beenleigh Rd and Springwood Connection Rd, Slacks Creek	Nerang - Broadbeach Rd and Labrador - Carrara Rd, Carrara
	Brisbane - Beenleigh Rd and Castile Cres, Edens Landing	Anzac Ave and Mt Lindesay Hwy Off Ramp (n), Hillcrest
	Smith St Connection Rd and Scarborough St, Southport	Southport - Burleigh Rd and Christine Ave, Burleigh Waters
	Station Rd and Brisbane - Beenleigh Rd, Loganlea	Advancetown - Mudgeeraba Rd and Pacific Hwy Off Ramp (northbound), Mudgeeraba
		Pacific Hwy Off Ramp (northbound) and Nielsens Rd, Highland Park
QPS Southern Region	4	6
	Redcliffe Rd and Boardman Rd, Toowoomba City	West St and Alderley St, South Toowoomba
	Ipswich - Boonah Rd and Cunningham Hwy Ramp Fd, Purga	William Berry Dr and Burpengary - Caboolture Rd, Morayfield
	Ipswich - Cunningham Hwy Connection Rd and Gordon St, Ipswich	William Berry Dr and Burpengary - Caboolture Rd, Caboolture South
	Ipswich - Cunningham Hwy Connection Rd and Brisbane St, Ipswich	Herries St and Clifford St, Toowoomba City
		Neil St and Herries St, Toowoomba City
		Warrego Hwy and Neil St, Toowoomba City
Total	17	20

QPS Brisbane Region							
Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytton Rd)	Murarrie	South Brisbane	Complicated intersection with high Qld and Region ranking. For further investigation by QPS.
Not appropriate	3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Gravatt	South Brisbane	Near new camera site 2015-16
Appropriate	4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Westbound on Melbourne St.
Not appropriate	6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Upgraded section of road.
Appropriate	7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Westbound on College Rd for consideration.
Not appropriate	8	6	Progress Rd	Western Art Rd Off Ramp (northbound)	Richlands	South Brisbane	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	9	7	Marshall Rd	Cannes St	Holland Park West	South Brisbane	Westbound on Marshall Rd. Located on a downhill stretch of road. Good candidate for both red light and speed offences.

QPS Central Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Southbound on Glenlyon st. Located on a downhill stretch of road. Good candidate for both red light and speed offences.
Appropriate	63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Westbound on Gordon St. No signalised turns, so shouldn't be a problem with the right-turn and left-turn lanes.
Not appropriate	67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Existing northbound camera on Fitzroy St. Also other obstacles southbound such as awnings, not enough room on the kerb and existing traffic
Appropriate	83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Existing camera northbound on Musgrave St and High St. However, High St and Moores Creek Rd is a complicated intersection. Should be considered on southbound on Alexandra St. On a downhill stretch of road appropriate for both red light and speed offences.

QPS Northern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	New camera site 2015-16
Not appropriate	31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	New camera site 2015-16
Not appropriate	49	3	Grafton St	Aplin St	Cairns City	Far North	Factors impacting camera installation include trees, midstrip and angled parking as well as low speed zone area.
Appropriate	51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northbound on Mulgrave Rd. Although assessment of other directions could be considered.
Not appropriate	58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Concur with TMR district advice and also existing RLC nearby.
Not appropriate	59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Concur with TMR district advice and also existing RLC nearby. Could be considered for an upgrade.
Appropriate	89	7	Sturt St	Ingham Rd	West End	Townsville	Eastbound on Ingham Rd, parallel to railway tracks.

QPS South Eastern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	Roadworks related to Commonwealth Games
Appropriate	10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	Westbound on Wembley Rd.
Not appropriate	13	3	Anzac Ave	Mt Lindesay Hwy Off Ramp (n)	Hillcrest	Logan	Technically challenging particularly on a small lefthand bend.
Appropriate	14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	Southbound on Logan Rd. On a downhill stretch of road appropriate for both red light and speed offences.
Not appropriate	17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	Near existing camera.
Not appropriate	25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	Existing camera eastbound on Scarborough St. However consider westbound on Scarborough St. For further consideration by QPS.
Not appropriate	33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	34	9	Station Rd	Brisbane - Beenleigh Rd	Loganlea	Logan	Westbound on Station Rd.

QPS Southern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	19	2	West St	Alderley St	South Toowoomba	Darling Downs	Near new camera site 2015-16
Not appropriate	20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Near new camera site 2015-16
Not appropriate	21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Near new camera site 2015-16
Not appropriate	22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Was not considered due to exact location unknown.
Not appropriate	45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Not sure if Campbell St i/s Fitzroy st or Campbell St i/s Alber St. Although both intersections are considered appropriate. For further investigation by QPS.
Not appropriate	61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Northbound on Gordon St. However, exact location unknown, that is, whether it intersects with South St or Limestone St. For further investigation by QPS
Appropriate	108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Northbound. However, exact location unknown, could intersect with East St (or Gordon St or Thorn St). For further investigation by QPS.

Point to Point Site Selection 2016-17 sites

Rank 1 & 2 chosen for point to point camera systems for the 2015-16 new camera sites round.

Data period: July 2007 - June 2012

Assessment workshop: Friday 23 September 2016

Group 1		Road Section 10A							
Rank	Road name	Road Section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 3	Bruce Highway	Brisbane-Gympie	Brisbane Road (exit) and Bruce Highway (Geordie Road)	Old Traveston Road and Bruce Highway	7	11	6	1	25
<p><i>2015 Feedback</i> Major roadworks to address safety issues along this section. Advised against a P2P system.</p> <p><i>2016 Feedback</i> Major roadworks within the top 3/4 of the road section due for completion in mid 2018. The latter portion of works completed in March 2016. As a result of works, historical road crash data and speed compliance data will no longer be relevant Not recommended for this section</p> <p>Assessment: Not appropriate</p> <p><i>Rationale:</i> Concur with TMR district advice</p>									

Group 2		Road section 12A							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	2	32	2	0	36
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35
<p><i>2015 Feedback: Feedback is updated with 2016 as it may be prior works on roads.</i></p> <p><i>2016 Feedback</i> Power and comms info available, provided a visual report Next speed limit review expected in 2019/2020 The behaviour of divers that travel prior to the AM peak have been observed generally travelling at speeds over the posted limit. There is a large composition of tradesmen that travel at this time New barrier works within chainages programmed 11/16 - 06/17 Possible camera location northbound at Ch 10.15 (Grandis St overpass) and Ch 14.28 (Sign structure before exit 31) - 100km/hr section Possible camera location northbound and southbound between Ch14.637 and Ch44.05 - 110km/hr section. Power and comms available at Ch44.05 (pedestrian walkway). Need to confirm power and comms availability for other camera location between Ch14.637 and Ch44.05 . Possible camera location northbound and southbound at Ch 58.84 (Gooding Dr overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 66.78 (Exit 84 overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 66.78 (Exit 84 overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 76.3 (near variable speed signs) - 100km/hr section Rank 13: Tdist 14.28km – 44.05km: Exit 54 at Upper Coomera (35.1-36.6) is undergoing extensive redevelopment which is incorporating both northbound and southbound traffic flows. These upgrades are due to be completed by late 2016. Rank 80: Tdist 76.3km – 79.23km: The end segment of this section is partially included in the proposed next stage of the 6 lane expansion works. 79km – 85km</p> <p>Assessment: Appropriate</p> <p><i>Rationale:</i> Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.</p>									

Group 3		Road section 10G							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23
Rank 238	Bruce Highway	St. Lawrence - Mackay	Hay Point Road and Bruce Highway	Sarina Homebushe Road and Bruce Highway	1	4	2	0	7
<p><i>2015 Feedback</i> Roadworks & upgrades: Hay Point road Roundabout currently under construction.</p>									

Section of this road (tdist 139.3 to 142.65) opportunity for a camera with a 90km/h speed zone.
 Readily available power and comms.
 Speed factors: Although multiple speed zones. Contains a high crash zone special speed zone area
 Rank 238: adjacent zone suitable site, best overall location for district. Project For this segment proposed in Tranche 2b of the BHAP

2016 Feedback:

Roadworks: Hay Point road Roundabout currently under construction.
 Corridor mgt: Area with some strip development. Readily available power and communication available
 Road & traffic conditions: Existing overtaking lanes @ 134.591, @ 139.3, & 136.916. Existing minor road intersections are present. Road
 Speed factors: Complex Speed Zones 132.566 to 133.4 80km/hr; 133.4-139.3 100km/hr; 139.3-142.65 90km/hr; 142.65-145.9km 100km/hr.
 Overall assessment: A 90km/hr high crash speed zone has been installed segment between Ch139.3.to Ch142.65. This may be the best

Assessment: Appropriate

Rationale: Candidate for P2P within the 100km/h speed limit zone.

Group 4 Road section 10A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 6	Bruce Highway	Brisbane - Gympie	Bribie Island Road and Bruce Highway	Uhlmann Road and Bruce Highway	2	31	0	0	33

2015 Feedback: Nil

2016 Feedback
 Variable Speed Limits apply for the Southbound section of the Bruce Highway. This project is being considered for implementation on the northbound lanes.

Assessment: Not appropriate

Rationale: Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.

Released under RTI - DTMR

Group 5		Road section 18A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 14	Warrego Highway	Ipswich - Toowoomba	Gatton Esk Road and Warrego Highway	Tallegalla Two Tree Hill Road and Warrego Highway	9	42	10	8	69	
Rank 35	Warrego Highway	Ipswich - Toowoomba	Tallegalla Two Tree Hill Road and Warrego Highway	Haigslea Amberley Road and Warrego Highway	2	10	0	1	13	
Rank 304	Warrego Highway	Ipswich - Toowoomba	Haigslea Amberley Road and Warrego Highway	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	0	3	1	0	4	
Rank 10	Warrego Highway	Ipswich - Toowoomba	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	Just after Warrego Highway on ramp from Mount Crosby Rd	1	13	4	3	21	
Rank 11	Warrego Highway	Ipswich - Toowoomba	Just after Warrego Highway on ramp from Mount Crosby Rd	Adjacent to Brisbane Road and Webb Street intersection on the Warrego Highway	0	20	2	2	24	
<p>2015 Feedback: Rank 14 nil feedback. Rank 35, have priorities identified in link planning study that is nearing completion. Roadworks: A resurfacing project is planned this financial year between ch. 56.5 and 73.9km Contact service providers or Dial-before-you-dig (DBYD) on 1100 re: location of power and comms. There is only one known development application that may involve works on the highway:- a potential intersection upgrade at the heavy Road and traffic conditions: Downhill slopes:- • Ch. 39.5km; 45.2km; 46.6km; 47.8km; 58.7km; 60.5km; 69.5km westbound • Ch. 73.5km; 72.0km; 70.5km; 67.7km; 60km; 58.7km; 45.4km; 31.9km; eastbound Suggested locations for cameras: Suggested locations for cameras (in no order of preference) approximate chainage 35.6km, 40.8km, 49.1km, 54.1km, 57.8km, 61.0km, 65.8km, 73.4km westbound; and 57.8km, 54.0km, 48.7km, 36.7km, 35.5km eastbound. Solar power may be an option where mains power is cost-prohibitive.</p> <p>2016 Feedback: planning study (Janet Dobbs).Possible speed limit review 2016-17 Rank 35 roadworks: There are no funded works at this point in time, but priorities identified to date in planning include median treatments:- • Between ch 37 to 43km (Fairway Drive to west of Weier Rd) – relatively short duration median treatments • Between ch 47 to 48.5km (Glenore Grove int) • Upgrades to intersections at ch. 45.29 (Cemetery Rd & Leschke Rd) A resurfacing project is planned this financial year between ch. 56.5 and 73.9km Rank 35 corridor mgt: Contact service providers or Dial-before-you-dig (DBYD) on 1100 re: location of power and comms. There is only one known development application that may involve works on the highway:- a potential intersection upgrade at the heavy vehicle rest area on the Gatton bypass (approx. ch. 64.6km). There are several current PUP applications in these road sections. For more details, contact service providers for power, telecommunications and water (QUU). Rank 35 overall assessment and other info: Suggested locations for cameras (in no order of preference) approximate chainage 35.6km, 40.8km, 49.1km, 54.1km, 57.8km, 61.0km, 65.8km, 73.4km westbound; and 57.8km, 54.0km, 48.7km, 36.7km, 35.5km eastbound. Solar power may be an option where mains power is cost-prohibitive. Please refer queries regarding imminent local government adjacent land rezoning to Toowoomba Regional Council and Lockyer Valley regional Council.</p>										
<p>Assessment: Appropriate</p> <p>Rationale: Candidate for P2P.</p>										

Group 6		Road section 10A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 9	Bruce Highway	Brisbane - Gympie	Bli Bli Road off ramp and Bruce Highway	Nambour Connection Road and Bruce Highway	1	13	4	1	19	
Rank 12	Bruce Highway	Brisbane - Gympie	Mons Road and Bruce Highway	Bruce Highway and near Sunshine Coast on ramp	0	13	3	0	16	
Rank 19	Bruce Highway	Brisbane - Gympie	Bruce Highway and near Sunshine Coast on ramp	(near) Palmview Forest Drive and Bruce Highway	1	15	3	1	20	
<p>2015 Feedback Widening 4-6 lanes, 2 interchanges, western service road, Sunshine Mwy</p> <p>2016 Feedback Roadworks: BHUP project includes a 7km upgrade to 6 lanes from approx. CH 58 to Ch CH 67 including upgrades to Caloundra Road Speed factors: Current - 100km/h and Final - 110km/h. Roadworks: BHUP project includes a 7km upgrade to 6 lanes from approx. CH 58 to Ch CH 67 including upgrades to Caloundra Road Rank 19: Safety barrier project is proposed for delivery during 2016 - 2018 financial years. Rank 19: Bruce Highway: Maroochydore Road Interchange project also applies to this section. Nambour – Bli Bli Road planning – planning category A.</p>										
<p>Assessment: Not appropriate</p> <p>Rationale: Too close ot existing P2P. Also roadworks along section.</p>										

Group 7		Road section 10B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	

Rank 234	Bruce Highway	Gympie - Maryborough	Canterwood Rd and Bruce Highway	Mayne St (Bruce Highway) and John St	1	3	1	0	5
Rank 45	Bruce Highway	Gympie - Maryborough	Mayne St (Bruce Highway) and John St	Bauple Drive and Bruce Highway	4	10	0	0	14
Rank 15	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	Queen St and Bruce Highway	3	16	4	0	23
Rank 50	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	(Prior) Greenhalgh Road and Bruce Highway	2	9	2	0	13

2015 Feedback

- 36.8-37.6km – overlay & widening for WCLT, start February 2016
- 44.7km-45.9km northbound overtaking lane, starting February 2016
- 46.9km – 48.7km - overlay & widening for WCLT, start February 2016 (includes intersection upgrade Chapmans Rd)
- 53.5km to 54km- overlay & widening for WCLT, start February 2016 (includes intersection upgrade Beamount Rd)
- 55.6km to 56km - - overlay & widening for WCLT, start February 2016

Further to this there will be additional funding available.
Tiaro flooding projects are being planned south of Tiaro

Corridor mgt: There are two proposed quarry DA's current for Hitech and Wagners which are located south of Gunalda between 22-26km. These developments will involve the addition of deceleration & acceleration lanes for large vehicles.

Road and traffic mgt: • Significant funding has been spent in the past three years to improve road quality after the floods.

- There are over 40 intersections along this section. The major ones being Miva Road (27.43km), Bauple/Woolooga Rd (46.693km)
- The section finishes in the 50km/h urban environment of Tiaro at the intersection of Bridge Street

Speed factors: Speed limit of 100km/h is consistent with environment with no changes planned

Overall assessment: This section would appear to be appropriate for implementation of P2P cameras

2016 Feedback: Nil

Assessment: Appropriate

Rationale: Candidate for P2P.

Released under RTI - DTMR

Group 8		Road section 40A							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 16	D'Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguilar Highway	Campbells Pocket Road and D'Aguilar Highway	6	11	2	1	20
Rank 18	D'Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguilar Highway	King St and D'Aguilar Highway	1	10	0	1	12
2015 Feedback: Nil									
2016 Feedback Corridor mgt: D'Aguilar Highway planning – category A. Wamuran township bypass options – category A. Rank 18 Corridor mgt: D'Aguilar Highway planning – category A. Wamuran township bypass options – category A. No changes proposed									
Assessment: Appropriate									
Rationale: Candidate for P2P.									

Group 9		Road section 150B							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 17	Sunshine Motorway	Mooloolaba - Peregian	Yandina Coolum Road and Sunshine Motorway	(near) North Shore Connection Road and Sunshine Motorway	3	7	1	0	11
2015 Feedback: Nil									
2016 Feedback Corridor mgt: Developer works – Peregian Half Interchange to be constructed (< 1 year). Sunshine Motorway Duplication – Planning Category C.									
Assessment: Appropriate									
Rationale: Candidate for P2P.									

Group 10		Road section 126							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 20	Caboolture - Bribie Island Road	Caboolture - Bribie Island Road	Old Toorbul Point Road and Bribie Island Road	Bestmann Road and Bribie Island Road	1	10	1	1	13
Rank 25	Caboolture - Bribie Island Road	Caboolture - Bribie Island Road	Bestmann Road and Bribie Island Road	Bestmann Road East and Bribie Island Road	2	10	0	1	13
2015 Feedback: Nil									
2016 Feedback Roadworks: Traffic signals to be installed this financial year. Locations include Aylward Rd, Beames Rd and Peel Rd. Bribie Island Road Highway to Bridge – planning category A.									
Assessment: Not appropriate									
Rationale: Signalised intersections along road section.									

Group 11		Road section 16A							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 21	Capricorn Highway	Rockhampton - Duringa	McLaughlin Street and Capricorn Highway	Capricorn Highway and Bruce Highway	2	10	0	0	12
2015 Feedback: Nil									
2016 Feedback Road & traffic: This link has been identified as one of the State's high risk roads. In particular the first 20km section. However, as the duplication of this short section between Rockhampton and Gracemere is proposed, no works have been programmed for this link. While the traffic volumes have dropped over the past couple of years, due to the mining downturn, it is suspected that traffic growth will be approximately 3% linear over the coming years. The 2 Lane 2 way road still has congestion issues in the morning and afternoon peaks. 2015 AADT 16,422 vpd with 11.5% heavy. Speed factors: The link has two predominant speed zones. A 2.35km section at 100km/h and a 2.56km section at 80km/h. It is unlikely that the speed limit review will be undertaken.									
Assessment: Not appropriate									
Rationale: Too short section and multiple speed zones.									

Group 12		Road section 10A							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 28	Bruce Highway	Brisbane - Gympie	Deception Bay Road and Bruce Highway	Boundary Road and Bruce Highway	2	18	0	0	20
Rank 29	Bruce Highway	Brisbane - Gympie	Boundary Road and Bruce Highway	Anzac Avenue and Bruce Highway	0	18	1	0	19
Rank 22	Bruce Highway	Brisbane - Gympie	Anzac Avenue and Bruce Highway	Dohles Rocks Road and Bruce Highway	1	13	1	1	16

2015 Feedback: Nil

2016 Feedback

Variable Speed Limits apply for the Southbound section of the Bruce Highway. This project is being considered for implementation on the Possible upgrades through this area in the next five to ten years.
Rank 29: Upgrades underway to the Boundary Road interchange.

Assessment: Appropriate

Rationale: Candidate for P2P.

Group 13 Road section 10B

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 24	Bruce Highway	Gympie - Maryborough	Wide Bay Highway and Bruce Highway	Reynolds Road and Bruce Highway	4	12	0	0	16

2015 Feedback:

Roadworks: As part of the Bruce Highway Safety Plan there will be additional funding spent to improve safety by widening clearzone, installation of guardrail and improving signage. Planning is underway to upgrade the wide Bay Highway intersection to include a seagull (12.2km).

Road & traffic: There are seven intersections in this section, including the Wide Bay Highway at 12.2km

Speed factors: Speed limit of 100km/h is appropriate and unlikely to change unless crashes increase

Overall assessment: It's a short section north of Gympie where most vehicles appear to do the 90km/h speed limit

2016 Feedback: Nil

Assessment: Not appropriate

Rationale: Road section too short. Could consider further north.

Group 14 Road section 12A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 26	Pacific Motorway		Near Logan Road on ramp northbound Pacific Motorway	Below Loganlea Road overpass bridge and Winnetts Road	0	28	0	0	28

2015 Feedback: various locations changes to barriers 2016

2016 Feedback: same as above

Assessment: Not appropriate

Rationale: Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.

Released under RTI - DTMR

Group 15		Road section 18B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 70	Warrego Highway	Toowoomba- Dalby	Toowoomba Road and Warrego Highway	Gowrie Mountain School Road and Warrego Highway	3	7	0	0	10	
Rank 27	Warrego Highway	Toowoomba-Dalby	Gowrie Mountain School Road and Warrego Highway	Troys Road and Warrego Highway	4	6	0	0	10	

2015 Feedback
Roadworks: Duplication of highway and intersection upgrades occurring from march 2016 to 2019/20. Completion of above projects should result in a reduced need for safety and maintenance projects on these sections for at least 10 years after construction.
Corridor mgt: Sections that have current development applications that could impact on the highway.
Road & traffic conditions: The road surface quality between ch. 10.59 and 18.5km is expected to be good after completion of the highway upgrades. The road surface quality of the section between 18.5 and 27.26km was reasonably good at the time of writing.
Overall assessment: Suggested locations for cameras (in order of preference) approximate chainage 22.0km, 25.0km and 19.5km. Solar power may be an option where mains power is cost-

2016 Feedback: same as above

Assessment: Appropriate
Rationale: Candidate for P2P.

Group 16		Road section 20A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 30	Captain Cook Highway	Cairns - Mossman	Yorkey's Knob Road and Captain Cook Highway	Holloway Beach Road and Captain Cook Highway	1	10	1	0	12	
Rank 52	Captain Cook Highway	Cairns - Mossman	Holloway Beach Road and Captain Cook Highway	Aeroglen Drive and Captain Cook Highway	1	8	4	0	13	

2015 Feedback
I do not recommend installation of point to point cameras on this section. They may be useful on the Kennedy Highway (Cairns to Mareeba) between CH0.6 and CH12.435km (Kuranda Range) which has a consistent speed limit (60kmh for the most part) with limited geometry. The road is heavily congested and vehicles are frequently unable to travel at free flow speeds.
2016 Feedback: Nil

Assessment: Not appropriate
Rationale: Concur with TMR district advice

Group 17		Road section 17A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 34	Cunningham Highway	Ipswich Motorway	Near Duncan Street and Ipswich Motorway	(In line with a suburban road - Georgerant Court) and Ipswich Motorway	0	21	1	0	22	
Rank 32	Cunningham Highway	Ipswich Motorway	(In line with a suburban road - Georgerant Court) and Ipswich Motorway	after the Old Logan Road overpass and Ipswich Motorway	0	17	1	1	19	

2015 & 2016 Feedback: Nil

Assessment: Not appropriate
Rationale: Road section has variable speed limit signs not appropriate for P2P.

Group 18		Road section 203								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 36	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Stanmore Road and Beudesert Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	3	18	3	3	27	
Rank 339	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	1	3	1	0	5	
Rank 38	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	Beudesert Nerang Road and Beudesert Beenleigh Road	3	13	3	1	20	

2015 & 2016 Feedback: Nil

Assessment: Appropriate
Rationale: Candidate for P2P.

Group 19		Road section 407								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 37	Samford Road	Samford Road	Main Street and Samford Road	Prior Fern Way and Samford Road	0	15	3	2	20	

2015 Feedback: Nil

2016 Feedback:
Corridor mgt: Samford Village Bypass – Planning category B. Option analysis underway with project proposed post 2031.
Samford Road planning – planning category A. No changes proposed which would negatively impact install.
Speed factors: There is a number of loss of control type crashes, despite the 70km/h speed limit.

Assessment: Not appropriate

Rationale: Concur with TMR district advice

Group 20 Road section 32A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 98	Kennedy Highway	Cairns - Mareeba	Kennedy Highway and Bailey Street	Prior Gilmore Road and Kennedy Highway	0	7	1	1	9
Rank 121	Kennedy Highway	Cairns - Mareeba	Prior Gilmore Road and Kennedy Highway	Myola Road and Kennedy Highway	5	19	3	2	29
Rank 39	Kennedy Highway	Cairns - Mareeba	Myola Road and Kennedy Highway	Kennedy Highway and Captain Cook Highway	0	10	2	4	16

2015 & 2016 Feedback: Nil

Assessment:

Rationale:

Group 21 Road section 185

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 268	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Glenlyone Road and Philip Street	Prior Kirkwood Road and Gladstone - Benaraby Road	0	4	2	1	7
Rank 40	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Prior Kirkwood Road and Gladstone - Benaraby Road	Boyne Island Road and Gladstone - Benaraby Road	3	7	2	2	14
Rank 516	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Boyne Island Road and Gladstone - Benaraby Road	Gladstone - Benaraby Road and Bruce Highway	2	1	0	0	3

2015 Feedback: Nil

2016 Feedback:

This link has been identified as one of the State's high risk roads. In particular the first 20km section. The section proposed for the P2P cameras has a very poor alignment and cross section. A link study is currently being prepared. The 2 Lane 2 way road still has congestion issues in the morning and afternoon peaks. 2015 AADT 11,675 vpd with 8% heavy.

The link has two predominant speed zones as well as a short 70km/h section at the South Trees Boat Ramp. The two predominate sections are 80km/h and 90km/h. It is unlikely that the speed limit review will be undertaken unless the road alignment is improved as part of the high risk road project.

Assessment: Not appropriate

Rationale: Multiple speed zone - consider for down track

Released under RTI - DTMR

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytch	Murarie	South Brisbane	Brisbane	104	0	6	11	6	23	2	0	19	2	23
3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Grav	South Brisbane	Brisbane	74	0	8	2	1	11	7	3	0	1	11
4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Brisbane	72	0	7	4	0	11	2	2	2	5	11
6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Brisbane	64	0	4	7	2	13	1	11	1	0	13
7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Brisbane	60	0	5	5	0	10	0	7	3	0	10
8	6	Progress Rd	Western Art Rd Off Ramp (northbo	Richlands	South Brisbane	Brisbane	50	0	4	4	1	9	1	0	1	7	9
9	7	Marshall Rd	Cannes St	Holland Park Wes	South Brisbane	Brisbane	50	0	4	4	1	9	0	1	3	5	9
11	8	Wynnum Rd	Gateway Art Rd Ramp U	Tingalpa	South Brisbane	Brisbane	48	1	2	3	2	8	0	1	1	6	8
12	9	Moreton Dr	Dryandra Rd	Eagle Farm	North Brisbane	Brisbane	48	0	4	2	4	10	1	0	7	2	10
15	10	Redland Sub-arterial Rd	Logan Rd	Upper Mount Grav	South Brisbane	Brisbane	44	0	5	1	0	6	0	3	0	3	6
16	11	Juliette St	Ipswich Rd	Annerley	South Brisbane	Brisbane	44	0	4	3	0	7	0	6	0	1	7
18	12	Gateway Art Rd Ramp Vg	Gateway Art Rd Ramp Xc	Belmont	South Brisbane	Brisbane	42	0	5	0	1	6	0	2	0	4	6
26	13	Redland Sub-arterial Rd	Gateway Art Rd Ramp Xk	Mackenzie	South Brisbane	Brisbane	38	0	4	1	1	6	1	0	4	1	6
27	14	Wynnum Rd	Creek Rd	Cannon Hill	South Brisbane	Brisbane	38	0	4	1	1	6	4	1	1	0	6
28	15	Redland Sub-arterial Rd	Gateway Art Rd Ramp Xi	Mackenzie	South Brisbane	Brisbane	38	0	3	3	1	7	0	0	0	7	7
29	16	Quarry Rd	Thorneside Rd	Birkdale	South Brisbane	Brisbane	36	1	2	1	0	4	1	1	1	1	4
30	17	Chatsworth Rd	Cavendish Rd	Coorparoo	South Brisbane	Brisbane	36	0	4	1	0	5	0	0	1	4	5
35	18	Gateway Art Rd Ramp Xm	Cleveland Sub-arterial Rd	Belmont	South Brisbane	Brisbane	36	0	4	1	0	5	2	0	0	3	5
36	19	Ann St	Murri Wy	Fortitude Valley	North Brisbane	Brisbane	36	0	4	0	2	6	0	4	1	1	6
37	20	Northey St	Lutwyche Rd	Windsor	North Brisbane	Brisbane	36	0	3	3	0	6	6	0	0	0	6
40	21	Cornwall St	Earl St	Greenslopes	South Brisbane	Brisbane	36	0	3	3	0	6	3	0	3	0	6
41	22	Griffith Arterial Rd	Mt Lindesay Art. Rd (aka 5772 Pre	Rocklea	South Brisbane	Brisbane	36	0	3	2	2	7	0	0	6	1	7
42	23	Todds Rd	Ellis St	Lawnton	North Brisbane	Brisbane	36	0	2	4	2	8	0	0	0	8	8
43	24	Logan Sub-arterial Rd (u90)	Gateway Art Rd On Ramp (s)	Eight Mile Plains	South Brisbane	Brisbane	34	0	3	2	1	6	0	2	2	2	6
44	25	Ipswich Rd	Cornwall St	Woolloongabba	South Brisbane	Brisbane	34	0	3	2	1	6	3	1	2	0	6
46	26	Gympie Arterial Rd	Robinson Rd W	Aspley	North Brisbane	Brisbane	34	0	3	2	1	6	2	2	1	1	6
48	27	Mt Lindesay Art. Rd (aka 5772 Pre 1/95)	Bradman St	Acacia Ridge	South Brisbane	Brisbane	34	0	3	1	3	7	1	1	2	3	7
52	28	Redland Sub-arterial Rd	Gardner Rd	Mackenzie	South Brisbane	Brisbane	32	0	3	2	0	5	1	1	2	1	5
53	29	Mccullough St	Mains Rd	Sunnybank	South Brisbane	Brisbane	32	0	3	2	0	5	2	1	0	2	5
56	30	Griffith Arterial Rd	Nathan Connection Arterial Rd	Macgregor	South Brisbane	Brisbane	32	0	3	2	0	5	1	2	0	2	5
57	31	Patricks Rd	Nepean Ave	Arana Hills	North Brisbane	Brisbane	32	0	3	0	4	7	0	0	4	3	7
62	32	Margaret St	George St	Brisbane City	North Brisbane	Brisbane	30	0	3	1	1	5	0	1	1	3	5
64	33	Brunswick St	Mclachlan St	Fortitude Valley	North Brisbane	Brisbane	30	0	2	3	1	6	3	0	1	2	6
65	34	Gowan Rd	Beenleigh Rd	Sunnybank Hills	South Brisbane	Brisbane	28	0	3	1	0	4	0	0	1	3	4
66	35	Halt St	Boundary Rd	Coopers Plains	South Brisbane	Brisbane	28	0	3	1	0	4	0	0	2	2	4
70	36	Gipps St	Ann St	Fortitude Valley	North Brisbane	Brisbane	28	0	3	1	0	4	0	3	0	1	4
71	37	Boundary St	Adelaide St	Brisbane City	North Brisbane	Brisbane	28	0	2	3	0	5	0	0	0	5	5
72	38	Duke St	Cornwall St	Woolloongabba	South Brisbane	Brisbane	28	0	2	3	0	5	0	0	5	0	5
73	39	Gayford St	Albany Creek Sub-arterial Rd	Aspley	North Brisbane	Brisbane	28	0	2	3	0	5	1	1	3	0	5
76	40	Milton Rd	Hale St Off Ramp (southbound)	Petrie Terrace	North Brisbane	Brisbane	28	0	2	3	0	5	0	0	5	0	5
77	41	East - West Arterial Rd	Nudgee Rd	Hiendra	North Brisbane	Brisbane	28	0	2	2	2	6	0	0	2	4	6
79	42	Marshall Rd	Birdwood Rd	Tarragindi	South Brisbane	Brisbane	28	0	2	2	2	6	2	0	0	4	6
81	43	Butterfield St	Bowen Bridge Rd	Bowen Hills	North Brisbane	Brisbane	26	0	3	0	1	4	2	2	0	0	4
82	44	Logan Sub-arterial Rd (u90)	Padstow Rd	Eight Mile Plains	South Brisbane	Brisbane	26	0	2	2	1	5	4	1	0	0	5
86	45	Old Cleveland Rd	Nicklin St	Coorparoo	South Brisbane	Brisbane	26	0	2	2	1	5	0	2	0	3	5
87	46	Mt Lindesay Art. Rd (aka 5772 Pre 1/95)	Learoyd Rd	Acacia Ridge	South Brisbane	Brisbane	26	0	1	4	1	6	2	2	2	0	6
100	47	Vulture St East	Elfin St	East Brisbane	South Brisbane	Brisbane	24	0	2	2	0	4	0	2	2	0	4
101	48	Wickham St	Brookes St	Fortitude Valley	North Brisbane	Brisbane	24	0	2	2	0	4	4	0	0	0	4
102	49	Juliette St	Earl St	Greenslopes	South Brisbane	Brisbane	24	0	2	2	0	4	2	1	0	1	4
110	50	Webster Rd	East - West Arterial Rd	Stafford	North Brisbane	Brisbane	24	0	2	2	0	4	1	2	0	1	4
38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Central	36	0	3	3	0	6	1	4	0	1	6
63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Central	30	0	2	3	1	6	1	0	1	4	6
67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Central	28	0	3	1	0	4	0	3	1	0	4
83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Central	26	0	2	2	1	5	1	3	1	0	5
99	5	High St	Berserker St	Berserker	Capricornia	Central	24	0	3	0	0	3	1	0	2	0	3
103	6	Woodstock St	Maryborough - Hervey Bay Rd	Maryborough	Wide Bay Burn	Central	24	0	2	2	0	4	2	2	0	0	4
132	7	Goodwood Rd	Bundaberg Ring Rd	Thabeban	Wide Bay Burn	Central	20	0	2	1	0	3	1	1	1	0	3
141	8	Rockhampton - Yeppoon Rd	Campbell St	Rockhampton City	Capricornia	Central	16	0	2	0	0	2	0	0	1	1	2
142	9	Farm St	Bruce Hwy	Norman Gardens	Capricornia	Central	16	0	2	0	0	2	1	1	0	0	2
143	10	Faldt St	Bundaberg - Port Rd	Norville	Wide Bay Burn	Central	16	0	2	0	0	2	0	0	0	2	2

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

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								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total	
144	11	Point Cartwright Dr	Nicklin Wy	Buddina	Sunshine Coas	Central	16	0	2	0	0	2	2	0	0	0	0	2
145	12	Shakespeare St	Bruce Hwy	Mackay	Mackay	Central	16	0	2	0	0	2	0	0	1	1	2	
159	13	Gregory Hwy	Curt St	Emerald	Capricornia	Central	16	0	2	0	0	2	1	1	0	0	2	
166	14	Wood St	Mackay - Slade Point Rd	Mackay	Mackay	Central	14	0	1	1	1	3	1	0	0	2	3	
171	15	Derby St	Bruce Hwy	Allenstown	Capricornia	Central	14	0	1	1	1	3	0	3	0	0	3	
172	16	Wellington St	Mackay - Slade Point Rd	Mackay	Mackay	Central	12	0	1	1	0	2	0	0	1	1	2	
173	17	Gavial - Gracemere Rd	Capricorn Hwy	Gracemere	Capricornia	Central	12	0	1	1	0	2	0	2	0	0	2	
174	18	Albert St	George St	Rockhampton City	Capricornia	Central	12	0	1	1	0	2	1	1	0	0	2	
175	19	Fitzroy St	Bruce Hwy	Rockhampton City	Capricornia	Central	12	0	1	1	0	2	0	0	0	2	2	
176	20	Richardson Rd	Bruce Hwy	Norman Gardens	Capricornia	Central	12	0	1	1	0	2	1	1	0	0	2	
177	21	Main St	Haynes St	Park Avenue	Capricornia	Central	12	0	1	1	0	2	0	2	0	0	2	
178	22	Elphinstone St	Dean St	Berserker	Capricornia	Central	12	0	1	1	0	2	0	1	1	0	2	
179	23	Taylor St	Maryborough - Hervey Bay Rd	Pialba	Wide Bay Burn	Central	12	0	1	1	0	2	0	0	2	0	2	
180	24	Nicklin Wy	Regatta Blvd	Wurtulla	Sunshine Coas	Central	12	0	1	1	0	2	0	1	1	0	2	
181	25	Latcham Dr	Caloundra Rd	Little Mountain	Sunshine Coas	Central	12	0	1	1	0	2	0	0	1	1	2	
182	26	Norris Rd	Malcomson St	Mount Pleasant	Mackay	Central	12	0	1	1	0	2	0	1	1	0	2	
201	27	Mackay - Slade Point Rd	Gregory St	Mackay	Mackay	Central	12	0	1	1	0	2	0	0	0	2	2	
203	28	Richardson Rd	Haynes St	Kawana	Capricornia	Central	12	0	0	3	0	3	1	2	0	0	3	
204	29	Kerrigan St	Dean St	Frenchville	Capricornia	Central	10	0	1	0	1	2	0	1	1	0	2	
212	30	Lennox St	Kent St	Maryborough	Wide Bay Burn	Central	10	0	1	0	1	2	0	0	1	1	2	
214	31	Far St	Dawson Hwy	West Gladstone	Capricornia	Central	10	0	0	2	1	3	2	1	0	0	3	
215	32	Queen St	Maltman St N	Moffat Beach	Sunshine Coas	Central	8	0	0	2	0	2	0	0	2	0	2	
216	33	Rockhampton - Yeppoon Rd	Kent St	Rockhampton City	Capricornia	Central	8	0	0	2	0	2	0	2	0	0	2	
222	34	Maroochydore Rd	Amaroo St	Maroochydore	Sunshine Coas	Central	8	0	0	2	0	2	0	0	2	0	2	
223	35	Elphinstone St	Berserker St	Berserker	Capricornia	Central	8	0	0	1	2	3	2	1	0	0	3	
224	36	Pittards Rd	Jones Rd	Buderim	Sunshine Coas	Central	8	0	0	1	2	3	0	3	0	0	3	

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								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
225	37	Piringa St	Nicklin Wy	Wurtulla	Sunshine Coas	Central	6	0	0	1	1	2	1	1	0	0	2
226	38	Bruce Hwy	High St	Park Avenue	Capricornia	Central	6	0	0	1	1	2	1	1	0	0	2
230	39	Maroochyore Rd	Broadmeadows Rd	Maroochyore	Sunshine Coas	Central	6	0	0	1	1	2	0	0	1	1	2
231	40	Maroochyore Rd	Sunshine Mwy Ramp Ka (northbour	Kuluin	Sunshine Coas	Central	4	0	0	0	2	2	1	0	1	0	2
23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	Northern	40	0	5	0	0	5	3	0	1	1	5
31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	Northern	36	0	4	1	0	5	5	0	0	0	5
49	3	Grafton St	Aplin St	Cairns City	Far North	Northern	34	0	1	6	1	8	1	5	1	1	8
51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northern	32	0	4	0	0	4	3	1	0	0	4
58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Northern	32	0	2	4	0	6	2	1	1	2	6
59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Northern	30	0	3	1	1	5	0	0	3	2	5
89	7	Sturt St	Ingham Rd	West End	Townsville	Northern	24	1	1	0	0	2	0	0	1	1	2
90	8	Gollogly La	Garbutt - Upper Ross Rd	Condon	Townsville	Northern	24	0	3	0	0	3	1	1	1	0	3
91	9	Ross River Rd	Douglas - Garbutt Rd	Aitkenvale	Townsville	Northern	24	0	3	0	0	3	0	2	0	1	3
92	10	North Shore Blvd	Bruce Hwy	Shaw	Townsville	Northern	24	0	3	0	0	3	0	2	1	0	3
104	11	Garbutt - Upper Ross Rd	Ross River Rd	Kirwan	Townsville	Northern	24	0	2	2	0	4	2	0	1	1	4
105	12	Garbutt - Upper Ross Rd	Bruce Hwy On Ramp (e) 01/09	Condon	Townsville	Northern	24	0	2	2	0	4	2	2	0	0	4
111	13	Mulgrave Rd	Florence St	Parramatta Park	Far North	Northern	24	0	2	1	2	5	0	0	4	1	5
120	14	Robert Rd	Bruce Hwy	Bentley Park	Far North	Northern	20	0	2	1	0	3	1	1	1	0	3
139	15	Hoare St	English St	Manunda	Far North	Northern	18	0	2	0	1	3	0	0	3	0	3
146	16	Mulgrave Rd	McLeod St	Cairns City	Far North	Northern	16	0	2	0	0	2	0	0	1	1	2
147	17	North Shore Blvd	Main St	Burdell	Townsville	Northern	16	0	2	0	0	2	1	0	1	0	2
148	18	Ross River Rd	Anne St	Aitkenvale	Townsville	Northern	16	0	2	0	0	2	0	0	1	1	2
149	19	Garbutt - Upper Ross Rd	Douglas - Garbutt Rd	Garbutt	Townsville	Northern	16	0	2	0	0	2	0	0	1	1	2
150	20	Cairns Western Arterial Rd	Givens St	Mooroobool	Far North	Northern	16	0	2	0	0	2	1	1	0	0	2
164	21	Douglas - Garbutt Rd	-	Garbutt	Townsville	Northern	16	0	1	2	0	3	0	2	1	0	3
167	22	Grace St	Bruce Hwy	Innisfail	Far North	Northern	14	0	1	1	1	3	1	0	2	0	3
168	23	Mulgrave Rd	Brown St	Westcourt	Far North	Northern	14	0	1	1	1	3	0	0	1	2	3
183	24	Mulgrave Rd	Cairns Western Arterial Rd	Bungalow	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
184	25	Aumuller St	Mulgrave Rd	Westcourt	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
185	26	Lyons St	Bruce Hwy	Portsmith	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
186	27	Spence St	Sheridan St	Cairns City	Far North	Northern	12	0	1	1	0	2	1	0	0	1	2
187	28	Townsville Port Rd (09)	Ingham Rd	Cosgrove	Townsville	Northern	12	0	1	1	0	2	0	1	0	1	2
188	29	Fulham Rd	Douglas - Garbutt Rd	Vincent	Townsville	Northern	12	0	1	1	0	2	1	0	1	0	2
189	30	Townsville Port Rd (09)	Hugh St	Currajong	Townsville	Northern	12	0	1	1	0	2	0	0	2	0	2
190	31	Virgil St	Kings Rd	Hyde Park	Townsville	Northern	12	0	1	1	0	2	0	2	0	0	2
191	32	Cochrane St	Cairns Western Arterial Rd	Manunda	Far North	Northern	12	0	1	1	0	2	2	0	0	0	2
205	33	Illuka St	Bayswater Rd	Currajong	Townsville	Northern	10	0	1	0	1	2	0	0	1	1	2
206	34	Townsville Port Rd (09)	Garbutt - Upper Ross Rd	Garbutt	Townsville	Northern	10	0	1	0	1	2	0	0	0	2	2
207	35	North Ward Rd	Martinez Ave	Garbutt	Townsville	Northern	10	0	1	0	1	2	1	1	0	0	2
208	36	Cairns Western Arterial Rd	Anderson St	Manoora	Far North	Northern	10	0	1	0	1	2	1	1	0	0	2
217	37	Hervey's Range Developmental Rd	Bruce Hwy On Ramp (s) 01/09	Bohle Plains	Townsville	Northern	8	0	0	2	0	2	0	0	0	2	2
218	38	Bruce Hwy	Progress Rd	Mount Sheridan	Far North	Northern	8	0	0	2	0	2	1	1	0	0	2
227	39	Spence St	Grafton St	Cairns City	Far North	Northern	6	0	0	1	1	2	0	0	1	1	2
228	40	Garbutt - Upper Ross Rd	Allambie La	Kelso	Townsville	Northern	6	0	0	1	1	2	2	0	0	0	2
229	41	Mulgrave Rd	Ishmael Rd	Earlville	Far North	Northern	6	0	0	1	1	2	0	1	1	0	2

Nominated Red Light Camera Sites
 Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014
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								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	South Eastern	76	1	6	3	0	10	2	3	1	4	10
10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	South Eastern	48	1	3	2	0	6	1	4	1	0	6
13	3	Anzac Ave	Mt Lindesay Hwy Off Ramp (n)	Hillcrest	Logan	South Eastern	46	0	5	1	1	7	0	2	0	5	7
14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	South Eastern	44	1	3	1	0	5	0	4	1	0	5
17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	South Eastern	42	0	5	0	1	6	6	0	0	0	6
25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	South Eastern	40	0	3	4	0	7	0	0	1	6	7
32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	South Eastern	36	0	4	1	0	5	1	0	2	2	5
33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	South Eastern	36	0	4	1	0	5	0	0	2	3	5
5	1	Devereaux Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Southern	70	0	6	5	1	12	1	11	0	0	12
19	2	West St	Alderley St	South Toowoomba	Darling Downs	Southern	42	0	4	2	1	7	2	4	1	0	7

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								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Southern	42	0	4	2	1	7	3	4	0	0	7
21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Southern	40	0	5	0	0	5	0	5	0	0	5
22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Southern	40	0	5	0	0	5	1	0	3	1	5
24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Southern	40	0	4	2	0	6	0	0	4	2	6
45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Southern	34	0	3	2	1	6	0	2	4	0	6
55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Southern	32	0	3	2	0	5	3	2	0	0	5
61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Southern	30	0	3	1	1	5	0	1	1	3	5
107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Southern	24	0	2	2	0	4	2	0	0	2	4
108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Southern	24	0	2	2	0	4	3	0	1	0	4
109	12	Caboolture - Bribie Island Rd	Bruce Hwy On Ramp (do Not Use)	Caboolture	Moreton	Southern	24	0	2	2	0	4	0	0	2	2	4
116	13	Warrego Hwy	Kitchener St	East Toowoomba	Darling Downs	Southern	22	0	2	1	1	4	1	1	1	1	4
117	14	Hume St	Bridge St	North Toowoomba	Darling Downs	Southern	22	0	2	1	1	4	0	1	1	2	4
129	15	West St	Margaret St	Newtown	Darling Downs	Southern	20	0	2	1	0	3	1	2	0	0	3
130	16	Church St	Cunningham Hwy	Goodna	Ipswich	Southern	20	0	2	1	0	3	3	0	0	0	3
131	17	Gatfield St	Anzac Ave	Newtown	Darling Downs	Southern	20	0	2	1	0	3	0	3	0	0	3
134	18	Deception Bay Rd	Lipscombe Rd	Deception Bay	Moreton	Southern	20	0	1	3	0	4	0	0	1	3	4
135	19	Redcliffe Rd	Brighton - Redcliffe Rd	Redcliffe	Moreton	Southern	20	0	1	3	0	4	0	2	0	2	4
138	20	Toowoomba - Cecil Plains Rd	Greenwattle St	Glenvale	Darling Downs	Southern	18	0	2	0	1	3	1	0	2	0	3
151	21	West St	Stephen St	Harristown	Darling Downs	Southern	16	0	2	0	0	2	0	1	0	1	2
152	22	West St	Warrego Hwy	Toowoomba City	Darling Downs	Southern	16	0	2	0	0	2	2	0	0	0	2
153	23	Mort St	Bridge St	Toowoomba City	Darling Downs	Southern	16	0	2	0	0	2	1	0	1	0	2
154	24	Deception Bay Rd	Moreton Downs Dr	Deception Bay	Moreton	Southern	16	0	2	0	0	2	0	0	1	1	2
155	25	Torrens Rd	Burpengary - Caboolture Rd	Caboolture South	Moreton	Southern	16	0	2	0	0	2	2	0	0	0	2
156	26	Redbank Plains Rd (02/13)	Alice St	Goodna	Ipswich	Southern	16	0	2	0	0	2	1	1	0	0	2
157	27	Ipswich - Cunningham Hwy Connection Rd	Cunningham Hwy Ramp Fa	Yamanto	Ipswich	Southern	16	0	2	0	0	2	0	2	0	0	2
158	28	Tor St	Bridge St	Wilsonton	Darling Downs	Southern	16	0	2	0	0	2	0	1	0	1	2
161	29	South Station Rd	-	Booval	Ipswich	Southern	16	0	1	2	0	3	0	3	0	0	3
162	30	Old Logan Rd (from 2008)	Cunningham Hwy Service Rd (from	Gailes	Ipswich	Southern	16	0	1	2	0	3	0	1	2	0	3
163	31	Warrego Hwy	Hume St	South Toowoomba	Darling Downs	Southern	16	0	1	2	0	3	0	0	1	2	3
169	32	Macdonnell Rd	Brighton - Redcliffe Rd	Margate	Moreton	Southern	14	0	1	1	1	3	1	1	0	1	3
170	33	West St	Bridge St	Newtown	Darling Downs	Southern	14	0	1	1	1	3	1	0	1	1	3
192	34	Stenner St	New England Hwy	Kearneys Spring	Darling Downs	Southern	12	0	1	1	0	2	1	0	0	1	2
193	35	West St	Herries St	Newtown	Darling Downs	Southern	12	0	1	1	0	2	0	0	0	2	2
194	36	Deception Bay Rd	Morris Rd W	Rothwell	Moreton	Southern	12	0	1	1	0	2	1	1	0	0	2

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
195	37	Deception Bay Rd	Bruce Hwy On Ramp (n/bound)	Burpengary	Moreton	Southern	12	0	1	1	0	2	0	0	1	1	2
196	38	Grant Rd	Caboolture River Rd	Morayfield	Moreton	Southern	12	0	1	1	0	2	0	0	1	1	2
197	39	Bertha St	Cunningham Hwy	Goodna	Ipswich	Southern	12	0	1	1	0	2	0	0	0	2	2
198	40	Ash St	Ipswich - Cunningham Hwy Connec	Yamanto	Ipswich	Southern	12	0	1	1	0	2	1	0	0	1	2
199	41	Namatjira Dr	Collingwood Dr	Redbank	Ipswich	Southern	12	0	1	1	0	2	0	0	2	0	2
200	42	Warrego Hwy	Mcdougall St	Wilsonton	Darling Downs	Southern	12	0	1	1	0	2	1	0	0	1	2
202	43	New England Hwy	Bridge St	Toowoomba City	Darling Downs	Southern	12	0	0	3	0	3	2	1	0	0	3
209	44	New England Hwy	Alderley St	South Toowoomba	Darling Downs	Southern	10	0	1	0	1	2	1	1	0	0	2
210	45	Chermside Rd	Blackstone Rd	Newtown	Ipswich	Southern	10	0	1	0	1	2	0	2	0	0	2
211	46	Warrego Hwy	Richmond Dr	Wilsonton	Darling Downs	Southern	10	0	1	0	1	2	0	0	2	0	2
213	47	Fitzroy St	Cunningham Hwy	Warwick	Darling Downs	Southern	10	0	0	2	1	3	2	1	0	0	3
219	48	Walkers Rd	Burpengary - Caboolture Rd	Morayfield	Moreton	Southern	8	0	0	2	0	2	2	0	0	0	2
220	49	Thorn St	Ipswich - Cunningham Hwy Connec	Ipswich	Ipswich	Southern	8	0	0	2	0	2	1	0	1	0	2
221	50	Warrego Hwy	-	Newtown	Darling Downs	Southern	8	0	0	2	0	2	0	0	2	0	2

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty					Headed direction of motor vehicles				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
3	2	Orange Grove Rd	Griffith Arterial Rd	Salisbury	South Brisbane	Brisbane	76	1	7	1	0	9	6	1	1	1	9
70	41	South East Art Rd Ramp Xd	Marshall Rd	Holland Park West	South Brisbane	Brisbane	28	0	3	1	0	4	0	1	2	1	4
		Warrego Highway	Any intersection	Dalby	Darling Downs	Southern											

Released under RTI - DTMR

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment		
	<p>Port Cartwright Drive has several nearby DAs. There have been several for the north-east corner of the intersection (red rooster site), with a major multi-storey development proposed and Hungry Jacks type drive through fast food proposed. The most notable is the upgrades to Kawana Shoppingtown, addition of cinemas, major expansion and multi-storey carparking. This development triggers several stages of works at this intersection. Located in the CoastConnect Corridor that proposes dedicated bus lanes on Nicklin Way. There is no current funding for infrastructure works for this project. More detailed information can be found on TMR's project page. It is also in the Coast Connect (Nicklin Way) area – Planning Category C – contact Dan Koch.</p>					
						<p>Would like to investigate for next round (QPS - vcrkshop) (2015)</p>
	<p>There are DAs for both the North West corner of this intersection (high density residential with shops) that triggered upgrades to this intersection – additional right turn lanes, changes to signals. There is a DA for the South West corner of this intersection – shops and some residential – from memory, only triggered crossover upgrades, no changes to the intersection itself. It is also in the Coast Connect (Nicklin Way) area – Planning Category C – contact Dan Koch. Located in the CoastConnect Corridor that proposes dedicated bus lanes on Nicklin Way. There is no current funding for infrastructure works for this project. More detailed information can be found on TMR's project page - DPK.</p>					
	<p>Prelodgement discussions have been undertaken for a service station to be constructed on the north west corner of the intersection. Initial investigations showed that they would need to do works at the intersection to improve sight lines at their Latcham Dr egress (by slowing left turn movements off Caloundra Road). Works will likely be conditioned at the intersection. It is part of the Caloundra Road route strategy area – planning category A. It is part of the Caloundra Road route strategy area – planning category A.</p>					
	<p>Not a state-controlled road.</p>					
	<p>This is the main Kmart access for Sunshine Plaza. There is a DA at this location of the expansion of the shopping centre. This involved having a major multistorey carpark accessed via this intersection – and upgrades to the intersection required.</p>					
	<p>There is currently a DA in with council for a major Woolworths and fast food development on the north corner of the intersection which will require major upgrades to the intersection.</p>					

Not on the state-controlled road network.

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Upgrade to intersection proposed in the 2018-19 financial year to facilitate cycle movements. This will impact on camera functionality.	This is in the Coast Connect (Nicklin Way) area – Planning Category C. No known developer works planned.			
	Intersection currently being upgraded as part of the Evans St 4 laning works. Second stage of works being triggered by Sunshine Plaza upgrades (two right turn lanes from Maroochydore Road into Evans St).			
	No known works in this area. Note: Unitywater about to upgrade some pumping stations on the north east and south west corners of the interchange – but should not affect the interchange itself.			
<p>There are existing red light cameras on both Townsville Port Road (Woolcock Street) approaches. In 2016-2017 FY the pavement is to be milled and replaced on the Woolcock Street east approach to the intersection. It is requested that the existing red light camera be upgraded to radar at the time the asphalt works are undertaken to eliminate maintenance issues associated with camera loops interfering with signal loops when cut.</p> <p>Thompson St has a 40km/hr school speed restriction. The school would likely support a red light and speed camera. It is noted however there is currently a red light camera at the intersection of Ross River Road and Gulliver Street approximately 400m east of the Thompson Street intersection. It may be advantageous to upgrade the existing camera to radar at the Gulliver Street intersection to include both red light and speed. It was also noted that this intersection signal sequence operates as yellow trap during the OB heavy plan. As such the OB through movement signal group runs a minimum red before turning green again. It is likely that this is a contributor to red light running. The yellow trap is now being removed by removing the RT filter on Ross River Road which should improve red light running by the through movement. The RT movements are to be monitored.</p> <p>Both Sturt St and Ingham Rd are local roads under the governing authority of Townsville City Council hence the intersection belongs to Townsville City Council. Is this a typo?</p> <p>The 'yellow trap' signal phasing sequence was changed late 2016 to remove the yellow trap altogether. It is believed the yellow trap was originally introduced for signal coordination. The yellow trap signal phasing was believed to be the main contributing factor of red light running due to a minimum red time of approximately 3 seconds before turning back to green. No public complaints have been received since. Existing red light and speed camera approximately 1.5km north on Riverway Drive in the northbound direction.</p> <p>There once was a red light camera on Ross River Road on the west approach. This camera was removed during the intersection upgrade in 2013. It is alleged that the camera was no longer suitable due to the size of the intersection. The speed is 60km/hr on all approaches however there is argument that Ross River Road should be 70km/hr not 60km/hr. Approximately 300m to the north the posted speed increases to 70km/hr. Current signal coordination shows the main platoon travelling southbound on Nathan Street arriving as the through movement turns red however the RT movements run. Ideally the intersection should run lead/lag for coordination which would likely to reduce red light running.</p> <p>The way finding through the North shore / Bruce Highway / Shaw Road intersection is confusing and not intuitive. The intersection is very congested during peak hours where both the right turn lanes on the Bruce Highway and both Shaw Road and North Shore Boulevard approaches don't clear every cycle. Townsville Ring Road is scheduled for completion in January 2017 which is expected to significantly reduce volumes through this intersection. Eventually this intersection will become grade separated but not within the next 5 years.</p>				

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
	No proposed works by 3rd party Top hat installed Comms is ADSL Energex supply is pole P740290	Intersection is asphalt surfaced and in good condition. Intersection is on a flat grade but there is a blind corner and crest on approach from the north on Labrador Carrara Rd impeding Sight distance to BOQ. Southbound delays observed since the recent upgrade of the Labrador-Carrara Rd & Ashmore Rd intersection. Civil improvements to be made in near future to ease congestion. Motorists often become frustrated with this intersection due to complexity and high peak hour traffic volumes.	80km/hr in both directions on Nerang Broadbeach Rd 60km/hr Northbound on Birmingham Rd 60km/hr Southbound on Labrador Carrara Rd Next speed limit review expected 2019/2020 financial year	Possible camera location (2015) Red - Commonwealth Games upgrade. (QPS) Sthbound: i/s Ross St, bus lane +3 lanes + right turn, camera long way from i/s if on left of the road as there is also a turn left lane. Good centre median strip position. Antenna long way from stop line if on opposite site of road. slight bend in road. Wstbound: left turn lane anytime + 2 lanes + 2 right turn. Good install left side of road. Antenna long way from stop line on others ide of road +30m.
	No proposed works by 3rd party Top hat installed Comms is ADSL Energex supply is pole 1631	Signalised T-Intersection is asphalt surfaced . Condition appears to be relatively poor with evidence of rutting, bleeding and longitudinal cracking. The intersection is on a slight downhill grade running north-south and a flat grade on Springwood Connection Rd to the west. Unaware of congestion issues. Some delays may be experienced during peak hours.	70km/hr in both directions on Brisbane-Beenleigh Rd 60km/hr on Springwood Connection Rd Next speed limit review expected 2017/2018 financial year	Possible camera location
	No proposed works by 3rd party No top hat installed Comms is ADSL Energex supply is pole 62349	Unaware of congestion issues or other.	60km/hr Offramp Speed 80km/hr through speed on Mt Lindesay Hwy Next speed limit review expected 2019/2020 financial year	Possible camera location
	No proposed works by 3rd party No top hat installed Comms is 3G wireless -but Fixed line is available nearby Energex supply is pole 65696	Unaware of congestion issues but I believe there have been a number of traffic incidents at this location.	80km/hr through speed on Kingston Rd in both directions. Next speed limit review expected 2017/2018 financial year	Possible camera location
	No proposed works by 3rd party Top hat is installed Comms is ADSL Power from Rate 3 site 152 Energex supply is pillar 15849 Exisitng camera in northbound direction	Delays experienced southbound along Southport-Burleigh Rd during PM Peak. Have observed past incidents caused by vehicles proceeding through Red right turn arrows.	80km/hr through speed on Southport - Burleigh Rd in both directions. Next speed limit review expected 2017/2018 financial year	Possible camera location for southbound direction (2015) Red - Commonwealth Games upgrade. (QPS)
	No proposed works by 3rd party No Top hat installed Comms is fibre optics Power from adjacent switchboard Energex supply is pole P128706	Unaware of congestion issues but while employed in the TMC I recall having received a report from a local resident of motorists running the red light whilst making a right turn to head North on the M1.	100km/hr through speed on Pacific Motorway 60km/hr offramp speed Next speed limit review expected 2018/2019 financial year	Possible camera location
	No proposed works by 3rd party Currently has red light camera gear installed QPS site 109 No top hat installed Comms is ADSL Energex supply is pole 13919 Exisitng Camera in Eastbound direction	Pavement is asphalt surfaced in adequate condition. Grade is flat. Eastbound congestion occurs at times particularly during events and holiday periods (weather dependent)	60km/hr through traffic on Smith St Connection Rd both directions Next speed limit review expected 2018/2019 financial year	Westbound camera may be located next to windows of units and require removal of vegetation which provides screening to the road
	No proposed works by 3rd party No top hat installed Comms is optic fibre Power from Rate 3 switchboard 36 Energex supply is pillar U1083637	No congestion issues but have observed queuing through the intersection in the westbound direction.	100km/hr through traffic on Pacific Motorway. 60km/hr off ramp speed limit. Next speed limit review expected 2019/2020 financial year	Possible camera location

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Route has been identified under the Targeted Road Safety Program. Potential for future works. No known changes which would negatively impact install.	Morayfield Road Route Strategy – planning category A . No changes proposed which would negatively impact installation of a camera.			(2015) Yellow - existing site north bound. Sthbound: shared left turn straight lane + 3 straight. Issue left lane and power pole on left side of road. Good centre median area. (QPS)
NCD propose to install mast arms to improve awareness. No known changes which would negatively impact install. Route has been identified under the Targeted Road Safety Program. Potential for future works.	Morayfield Road Route Strategy – planning category A. No known changes which would negatively impact install.			
No known changes which would negatively impact install.	Anzac Avenue route strategy concept planning – planning category B. No known changes which would negatively impact install.			
				(2015) TMR has plans to upgrade this intersection, but there is no funding at this point in time. There is unlikely to be funding until completion of the TSRC in late 2018.
				TMR has plans to upgrade this intersection, but there is no funding at this point in time. There is unlikely to be funding until completion of the TSRC in late 2018. (2015) Red - existing site
No known changes which would negatively impact install.	Bribie Island Road Highway to Bridge – planning category A.			
Proposed project (SRS) to upgrade traffic signals to provide fully controlled right-turns. Delivery expected 2016-17 financial year.	Deception Bay 4 laning – planning category A.			
Traffic signals recently upgraded (<2 years) to provide fully controlled right-turns.	Anzac Avenue route strategy concept planning – planning category B. No known changes which would negatively impact installation of a camera.			
Route has been identified under the Targeted Road Safety Program. Further work to investigate proposed treatments at this site.	Morayfield Road route strategy – planning category A. No known changes which would negatively impact install.			

Released under RTI - DTIC

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Recent works (< 1 year) to upgrade traffic signals to provide fully controlled right-turns.	Bruce Highway – Pine Rivers to Caloundra Road Link Study – planning category B. 8 Lane Planning Boundary – Uhlmann – planning category A. No changes proposed which would negatively impact install. Deception Bay Road – 4 laning – category A.			
Route has been identified under the Targeted Road Safety Program. Potential for future works.	Morayfield Road route strategy – planning A. Note: nothing in the official planning, however there may be changes due to changes at the nearby rail station (new carpark being considered, with access to Burpengary Caboolture Road, & expansion of the sports club car park), and council is considering options at Oakey Flat Road intersection to the north which may have impacts on this intersection.			

This site was originally approved. However rejected due to utility
Previous crash data but not included in the above, Suitable site.
Brendan Morgan (Designer, Civil), Darling Downs District advised that
Data request sought for intersection crashes for intersections along

Released under RTI - DTMR



Road: Bribie Island Rd (Caboolture - Bribie Island Rd)

Suburb: Caboolture, Moreton Bay Region

GPS Location: (GDA94, WGS84)

Latitude (S): Longitude (E):
-27.086307 152.980961

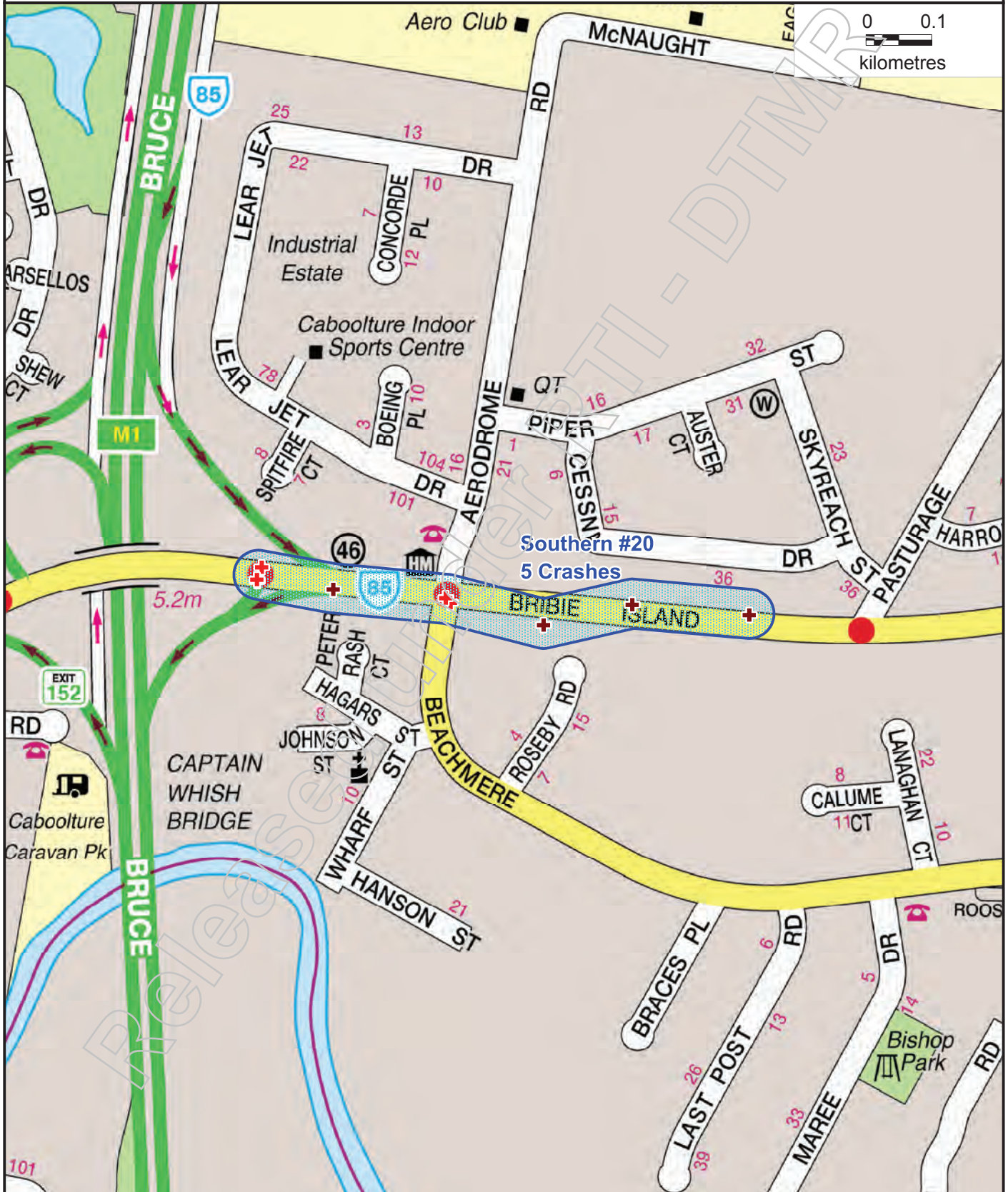
Nearest RLC: 3.4km

Recent 5 year crash history (Jan 2013 to Dec 2017)

Red light criteria crashes: 5 \$1,885,888

Speed criteria crashes: 4 \$1,905,587

1.0km road segment analysis using Crash Severity Weighting



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

IN-CONFIDENCE

This Red Light Speed Camera Crash Report contains operational information that remains the property of the Queensland Police Service. Any inquiries are to be directed to The Right to Information & Privacy Unit, Queensland Police Service or the Assistant Commissioner, Road Policing Command, GPO Box 1440, Brisbane 4001.

Created: 25 June 2018





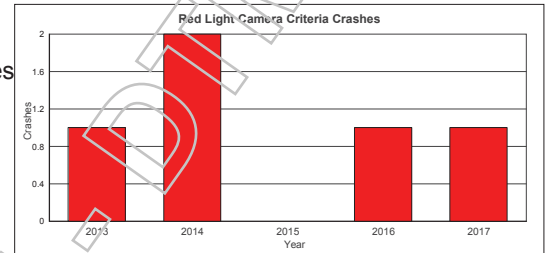
Division: Caboolture
District: Moreton
Region: Southern

Road: Bribie Island Rd (Caboolture - Bribie Island Rd)
Suburb: Caboolture
Local Gov: Moreton Bay Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	4 Afternoon	2 Tue	2 Nov-Dec	1 EB Bruce Hwy Off Ramp & Caboolture - Bribie Island Rd
2 Hospitalisation	1 Morning (late)	2 Wed	1 Jul-Aug	1 WB Bruce Hwy & Caboolture - Bribie Island Rd
3 Medical Treatment		1 Thu	1 Jan-Feb	1 WB Bruce Hwy On Ramp & Caboolture - Bribie Island Rd
0 Minor Injury			1 Sep-Oct	1 SB Caboolture - Beachmere Rd & Caboolture - Bribie Isla
				1 EB Aerodrome Rd & Caboolture - Bribie Island Rd

Characteristics: **Nature:** 5 Angle
Type (DCA Group): 3 Intersection, from adjacent approaches
2 Opposing vehicles, turning



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Medical	60	16 Sep 2014	Tue	5pm	E	Aerodrome Rd & Caboolture - Bribie Island Rd
2	Hosp	60	21 Dec 2017	Thu	10am	W	Bruce Hwy & Caboolture - Bribie Island Rd
3	Hosp	60	02 Jul 2013	Tue	1pm	E	Bruce Hwy Off Ramp & Caboolture - Bribie Island Rd
4	Medical	60	08 Jan 2014	Wed	1pm	W	Bruce Hwy On Ramp & Caboolture - Bribie Island Rd
5	Medical	60	07 Dec 2016	Wed	1pm	S	Caboolture - Beachmere Rd & Caboolture - Bribie Island Rd

Released under RTI

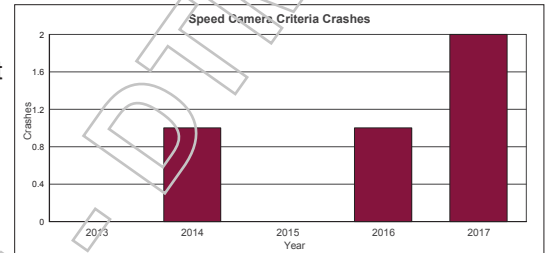


Division: Caboolture **Road:** Bribie Island Rd (Caboolture - Bribie Island Rd)
District: Moreton **Suburb:** Caboolture
Region: Southern **Local Gov:** Moreton Bay Region

Speed Crash History Summary

Severity: **Time:** **Day:** **Month:** **Direction:**
0 Fatal 2 Afternoon 2 Sat 2 May-Jun 2 EB Caboolture - Bribie Island Rd
3 Hospitalisation 1 Evening 2 Fri 1 Sep-Oct 2 WB Caboolture - Bribie Island Rd
1 Medical Treatment 1 Morning (early) 1 Nov-Dec

Characteristics: **Nature:** **Type (DCA Group):**
1 Road factors 2 Hit object 1 Off carriageway, on straight, hit object
1 Unlicensed 1 Rear-end 1 Rear-end
1 Hit pedestrian 1 Pedestrian
1 Off carriageway, on curve, hit object



Speed Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	31 May 2014	Sat	12pm	E	Caboolture - Bribie Island Rd
2	Hosp	70	17 Jun 2017	Sat	10pm	E	Caboolture - Bribie Island Rd
3	Medical	70	23 Dec 2016	Fri	2am	W	Caboolture - Bribie Island Rd
4	Hosp	60	29 Sep 2017	Fri	3pm	W	Caboolture - Bribie Island Rd

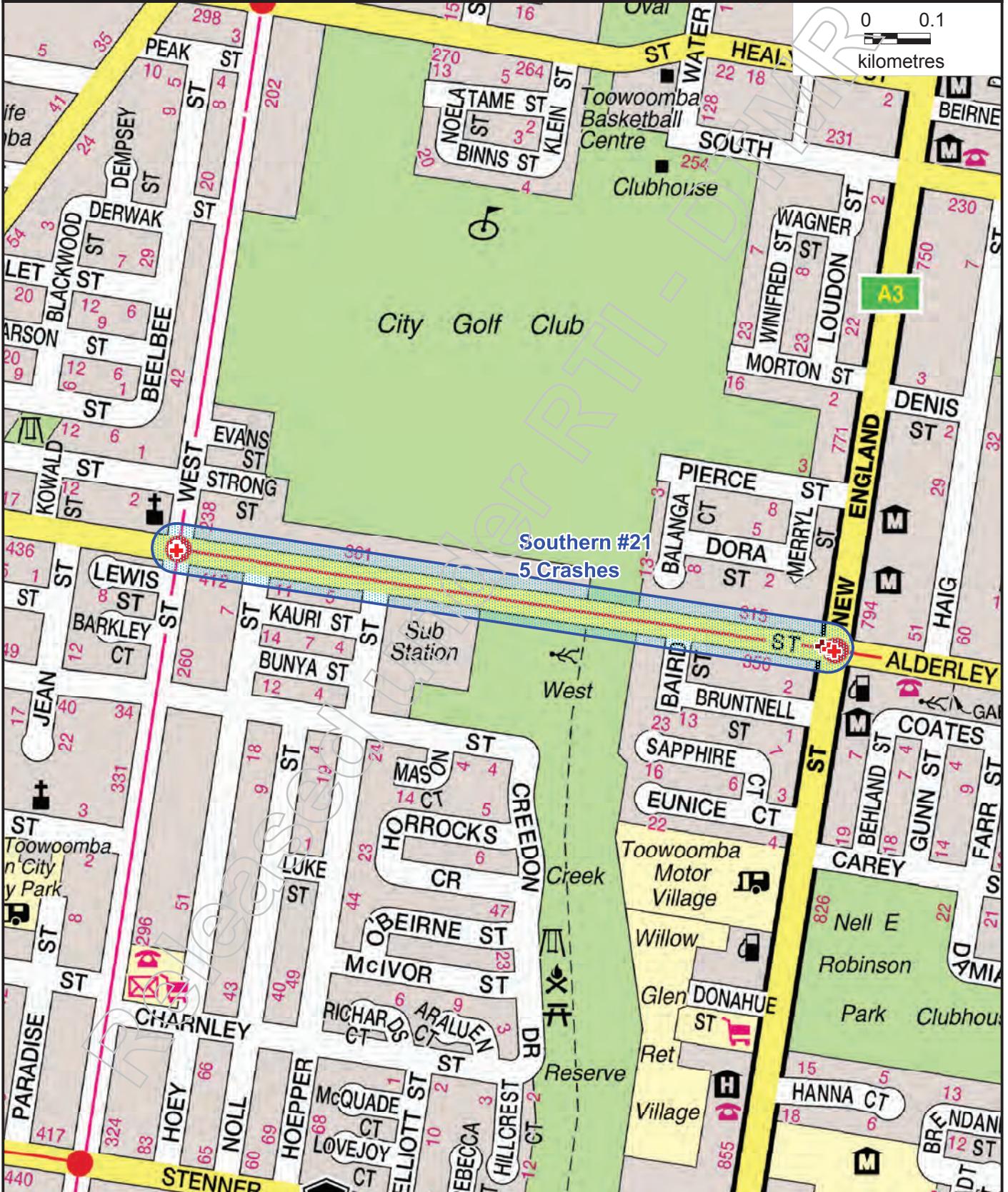
Released under RTI



Road: Alderley St
Suburb: South Toowoomba, Toowoomba Region
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.584093 151.944190

Recent 5 year crash history (Jan 2013 to Dec 2017)
Red light criteria crashes: 5 \$1,834,309
Speed criteria crashes: 1 \$226,172
1.0km road segment analysis using Crash Severity Weighting

Nearest RLC: 1.8km



- Red light criteria crash
- Speed criteria crash
- Red light crash zone
- Red light camera site

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Created: 25 June 2018



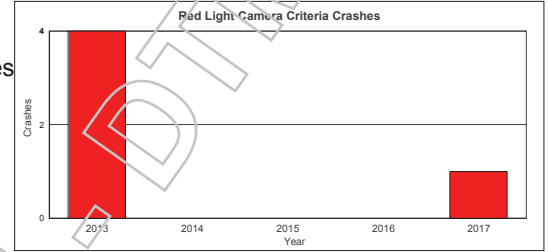


Division: Toowoomba **Road:** Alderley St
District: Darling Downs **Suburb:** South Toowoomba
Region: Southern **Local Gov:** Toowoomba Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	2 Evening	2 Thu	2 Mar-Apr	2 NB Alderley St & West St
3 Hospitalisation	2 Morning (late)	1 Sun	1 Nov-Dec	2 NB Alderley St & New England Hwy
1 Medical Treatment	1 Afternoon	1 Sat	1 Jan-Feb	1 SB Alderley St & West St
1 Minor Injury		1 Wed	1 Sep-Oct	

Characteristics: 1 Drink driving
Nature: 5 Angle
Type (DCA Group): 4 Intersection, from adjacent approaches
1 Opposing vehicles, turning



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	02 Sep 2017	Sat	7am	N	Alderley St & New England Hwy
2	Minor	60	28 Mar 2013	Thu	8pm	N	Alderley St & New England Hwy
3	Hosp	60	03 Feb 2013	Sun	6am	N	Alderley St & West St
4	Hosp	60	19 Dec 2013	Thu	7pm	N	Alderley St & West St
5	Medical	60	13 Mar 2013	Wed	4pm	S	Alderley St & West St

Released under OIA

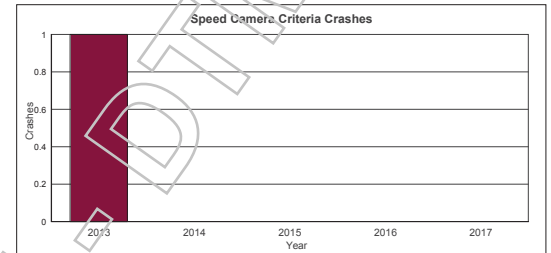


Division: Toowoomba **Road:** Alderley St
District: Darling Downs **Suburb:** South Toowoomba
Region: Southern **Local Gov:** Toowoomba Region

Speed Crash History Summary

Severity: **Time:** **Day:** **Month:** **Direction:**
0 Fatal 1 Morning (late) 1 Wed 1 Sep-Oct 1 WB Alderley St
1 Hospitalisation
0 Medical Treatment
0 Minor Injury

Characteristics: **Nature:** **Type (DCA Group):**
1 Rear-end 1 Rear-end



Speed Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	18 Sep 2013	Wed	9am	W	Alderley St

Released under RTI



Road: Maine Rd

Suburb: Clontarf, Moreton Bay Region

GPS Location: (GDA94, WGS84)

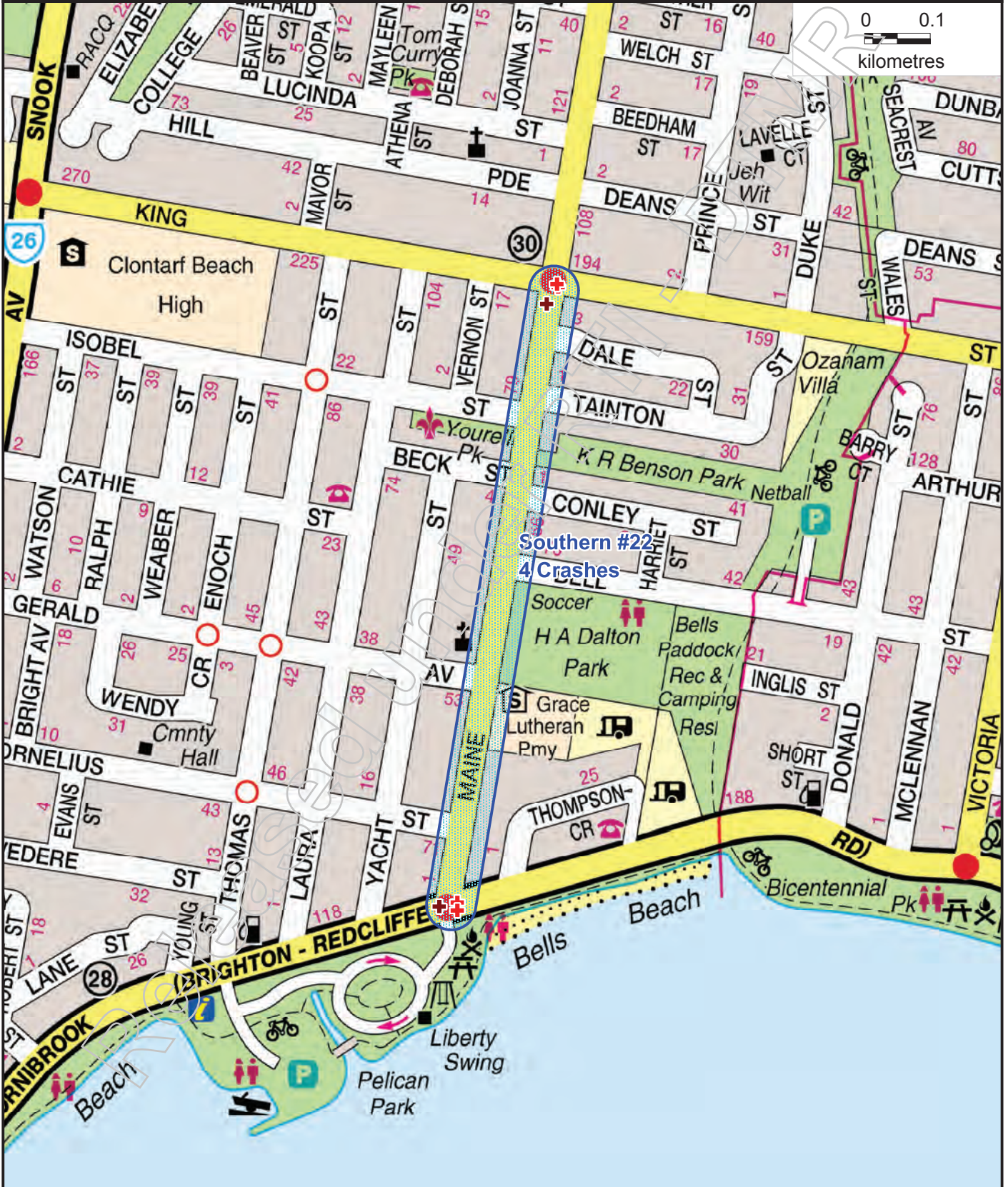
Latitude (S): Longitude (E):
-27.252707 153.089795

Nearest RLC: 2.4km

Recent 5 year crash history (Jan 2013 to Dec 2017)

Red light criteria crashes: 4 \$1,426,184

Speed criteria crashes: 2 \$452,344
1.0km road segment analysis using Crash Severity Weighting



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

IN-CONFIDENCE

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Created: 25 June 2018



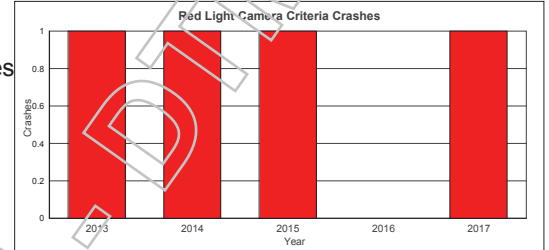


Division: Redcliffe
District: Moreton
Region: Southern
Road: Maine Rd
Suburb: Clontarf
Local Gov: Moreton Bay Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	2 Afternoon	2 Thu	2 Jan-Feb	2 WB Brighton - Redcliffe Rd & Maine Rd
3 Hospitalisation	1 Morning (late)	1 Sun	1 Mar-Apr	1 WB King St & Maine Rd
1 Medical Treatment	1 Morning (early)	1 Mon	1 Sep-Oct	1 SB King St & Maine Rd
0 Minor Injury				

Characteristics: **Nature:** 3 Angle
1 Hit object
Type (DCA Group): 4 Intersection, from adjacent approaches



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	13 Apr 2017	Thu	6am	W	Brighton - Redcliffe Rd & Maine Rd
2	Hosp	60	20 Jan 2013	Sun	3pm	W	Brighton - Redcliffe Rd & Maine Rd
3	Medical	60	17 Feb 2014	Mon	12pm	S	King St & Maine Rd
4	Hosp	60	15 Oct 2015	Thu	5am	W	King St & Maine Rd

Released under IIR

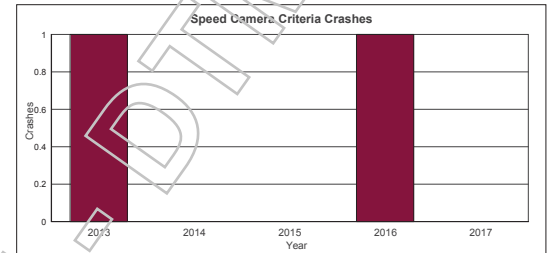


Division: Redcliffe
District: Moreton
Region: Southern
Road: Maine Rd
Suburb: Clontarf
Local Gov: Moreton Bay Region

Speed Crash History Summary

Severity: 0 Fatal
2 Hospitalisation
0 Medical Treatment
0 Minor Injury
Time: 1 Afternoon
1 Evening
Day: 1 Tue
1 Thu
Month: 2 Nov-Dec
Direction: 1 EB Brighton - Redcliffe Rd
1 NB Maine Rd

Characteristics: 2 Rear-end
Nature: 2 Rear-end
Type (DCA Group): 2 Rear-end



Speed Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	24 Dec 2013	Tue	1pm	E	Brighton - Redcliffe Rd
2	Hosp	50	22 Dec 2016	Thu	8pm	N	Maine Rd

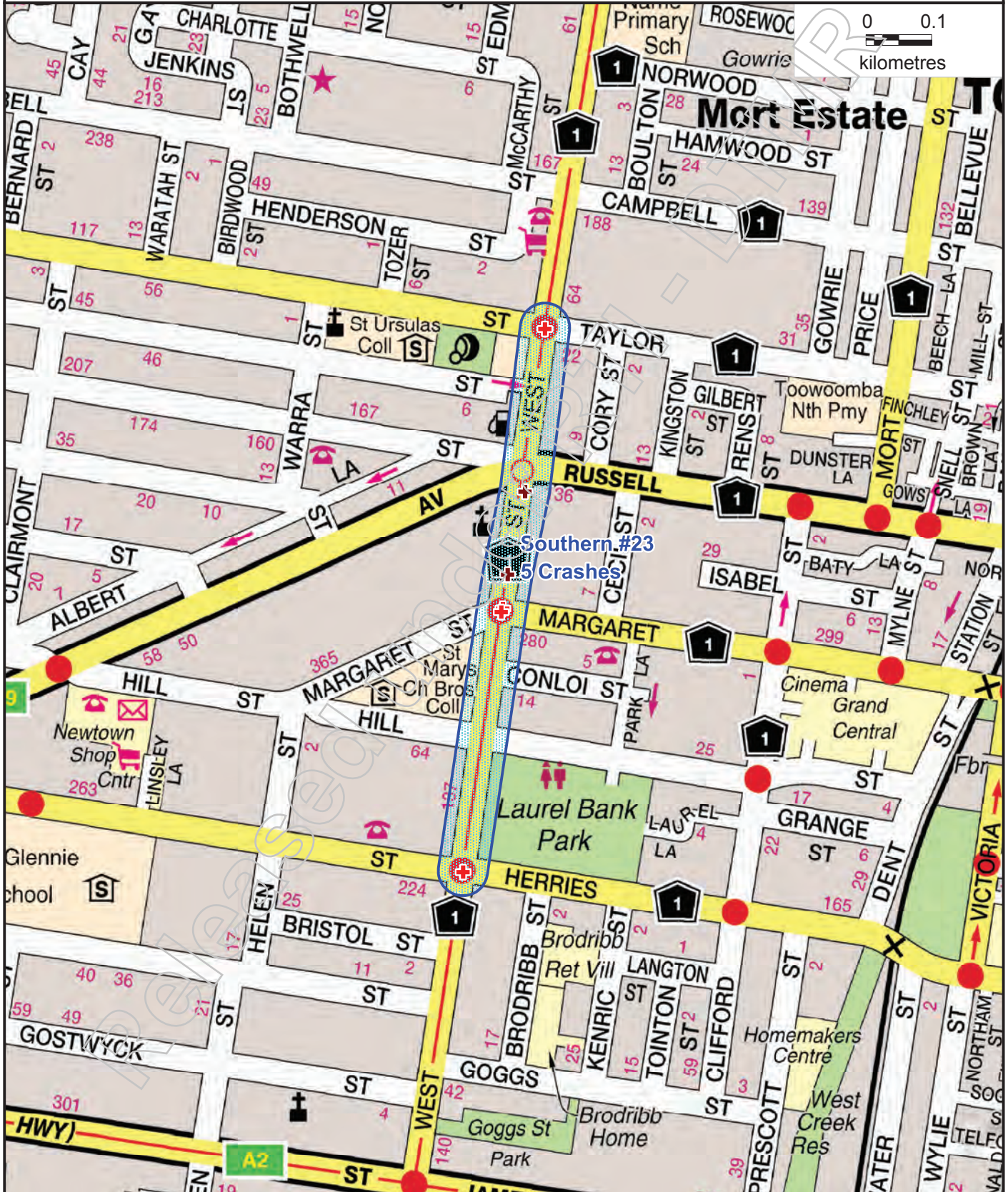
Released under RTI



Road: West St
Suburb: Toowoomba City, Toowoomba Region
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.559146 151.943498

Recent 5 year crash history (Jan 2013 to Dec 2017)
Red light criteria crashes: 5 \$1,834,309
Speed criteria crashes: 2 \$724,817
1.0km road segment analysis using Crash Severity Weighting

Nearest RLC: 0.7km



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

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Created: 25 June 2018



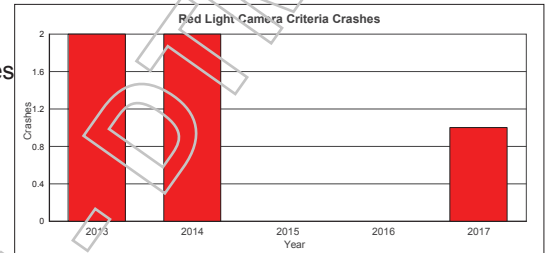


Division: Toowoomba **Road:** West St
District: Darling Downs **Suburb:** Toowoomba City
Region: Southern **Local Gov:** Toowoomba Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	2 Evening	3 Fri	3 Sep-Oct	3 SB Margaret St & West St
2 Hospitalisation	2 Afternoon	1 Sat	1 Nov-Dec	1 SB Taylor St & West St
3 Medical Treatment	1 Morning (late)	1 Sun	1 Mar-Apr	1 WB Herries St & West St
0 Minor Injury				

Characteristics: **Nature:** **Type (DCA Group):**
5 Angle 4 Intersection, from adjacent approaches
1 Opposing vehicles, turning



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Medical	60	04 Apr 2014	Fri	3pm	W	Herries St & West St
2	Medical	60	10 Sep 2017	Sun	11am	S	Margaret St & West St
3	Hosp	60	12 Oct 2013	Sat	6pm	S	Margaret St & West St
4	Medical	60	29 Nov 2013	Fri	7pm	S	Margaret St & West St
5	Hosp	60	24 Oct 2014	Fri	3pm	S	Taylor St & West St

Released under IIR Act

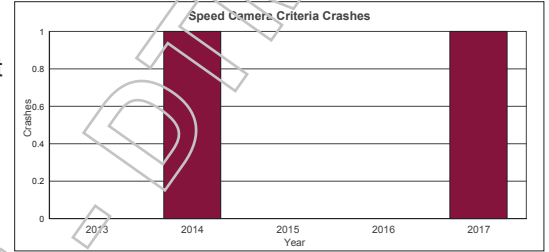


Division: Toowoomba **Road:** West St
District: Darling Downs **Suburb:** Toowoomba City
Region: Southern **Local Gov:** Toowoomba Region

Speed Crash History Summary

Severity: **Time:** **Day:** **Month:** **Direction:**
0 Fatal 1 Morning (early) 1 Sat 2 Jul-Aug 1 SB West St
2 Hospitalisation 1 Morning (late) 1 Fri 1 NB West St
0 Medical Treatment
0 Minor Injury

Characteristics: **Nature:** **Type (DCA Group):**
1 Speed 1 Hit object 1 Off carriageway, on straight, hit object
 1 Rear-end 1 Rear-end



Speed Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	29 Aug 2014	Fri	8am	N	West St
2	Hosp	60	19 Aug 2017	Sat	1am	S	West St

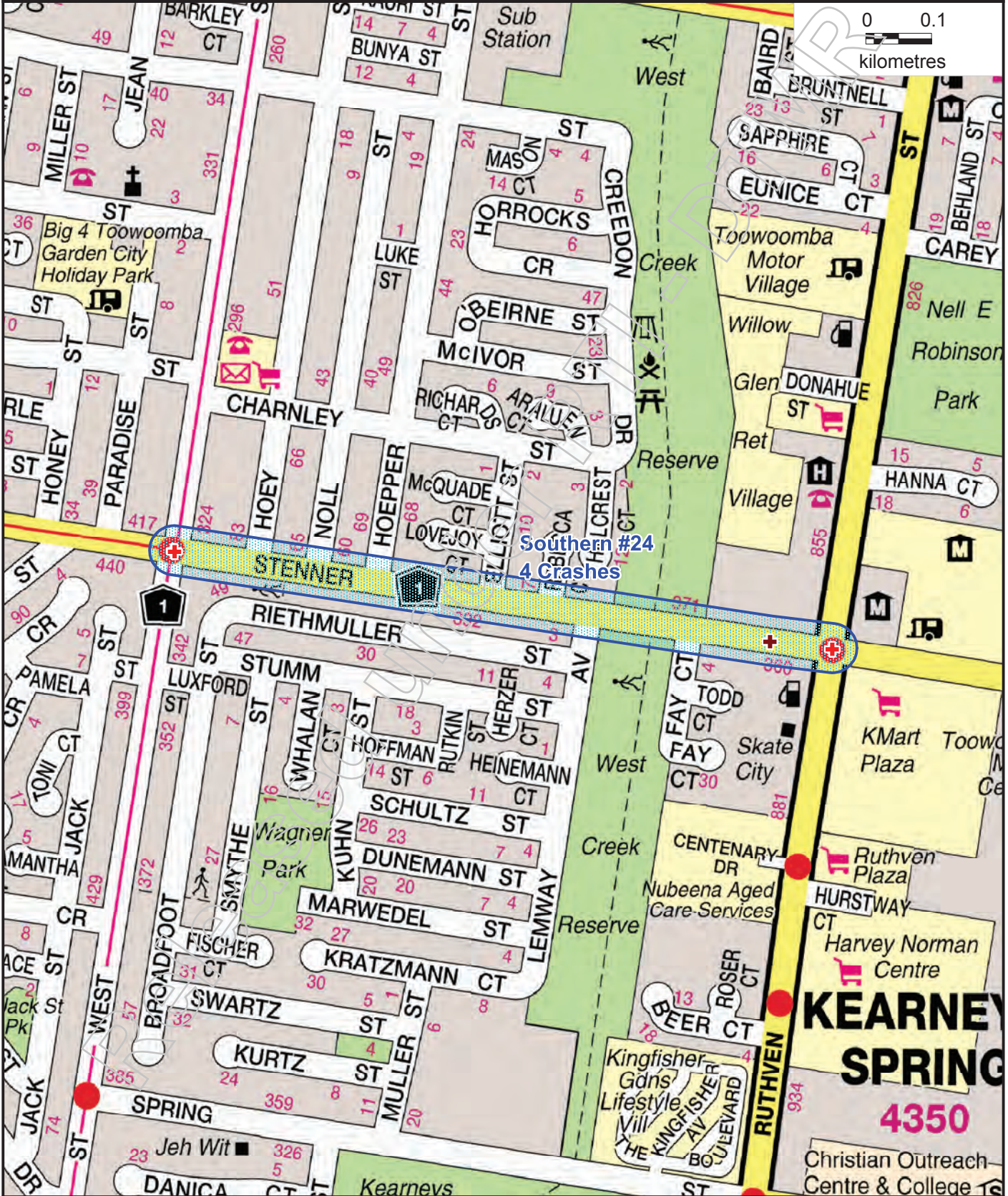
Released under RTI



Road: Stenner St
Suburb: Kearneys Spring, Toowoomba Region
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.592949 151.946853

Recent 5 year crash history (Jan 2013 to Dec 2017)
Red light criteria crashes: 4 \$1,477,763
Speed criteria crashes: 1 \$279,599
1.0km road segment analysis using Crash Severity Weighting

Nearest RLC: 2.7km



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

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Created: 25 June 2018



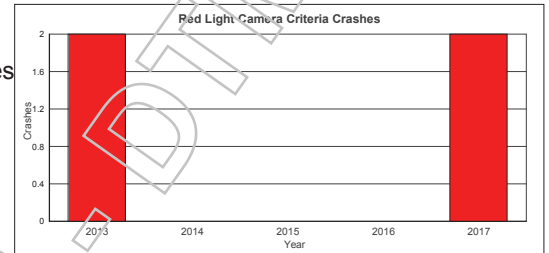


Division: Toowoomba **Road:** Stenner St
District: Darling Downs **Suburb:** Kearneys Spring
Region: Southern **Local Gov:** Toowoomba Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	2 Afternoon	2 Sat	1 Jan-Feb	1 SB Stenner St & West St
3 Hospitalisation	1 Morning (late)	1 Fri	1 Jul-Aug	1 NB Stenner St & West St
1 Medical Treatment	1 Evening	1 Sun	1 May-Jun	1 WB New England Hwy & Stenner St
0 Minor Injury			1 Sep-Oct	1 EB Stenner St & West St

Characteristics: 1 Drink driving
Nature: 4 Angle
Type (DCA Group): 3 Intersection, from adjacent approaches
1 Opposing vehicles, turning



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	07 Jun 2013	Fri	1pm	W	New England Hwy & Stenner St
2	Medical	60	15 Oct 2017	Sun	12pm	E	Stenner St & West St
3	Hosp	60	13 Jul 2013	Sat	10pm	N	Stenner St & West St
4	Hosp	60	21 Jan 2017	Sat	11am	S	Stenner St & West St

Released under IIR Act

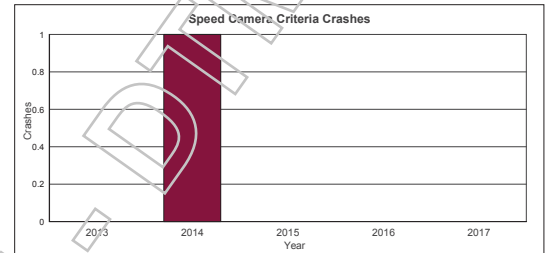


Division: Toowoomba **Road:** Stenner St
District: Darling Downs **Suburb:** Kearneys Spring
Region: Southern **Local Gov:** Toowoomba Region

Speed Crash History Summary

Severity: **Time:** **Day:** **Month:** **Direction:**
0 Fatal 1 Morning (early) 1 Wed 1 Sep-Oct 1 WB Stenner St
1 Hospitalisation
0 Medical Treatment
0 Minor Injury

Characteristics: **Nature:** **Type (DCA Group):**
 1 Angle 1 Parallel lanes, turning



Speed Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	01 Oct 2014	Wed	5am	W	Stenner St

Released under RTI



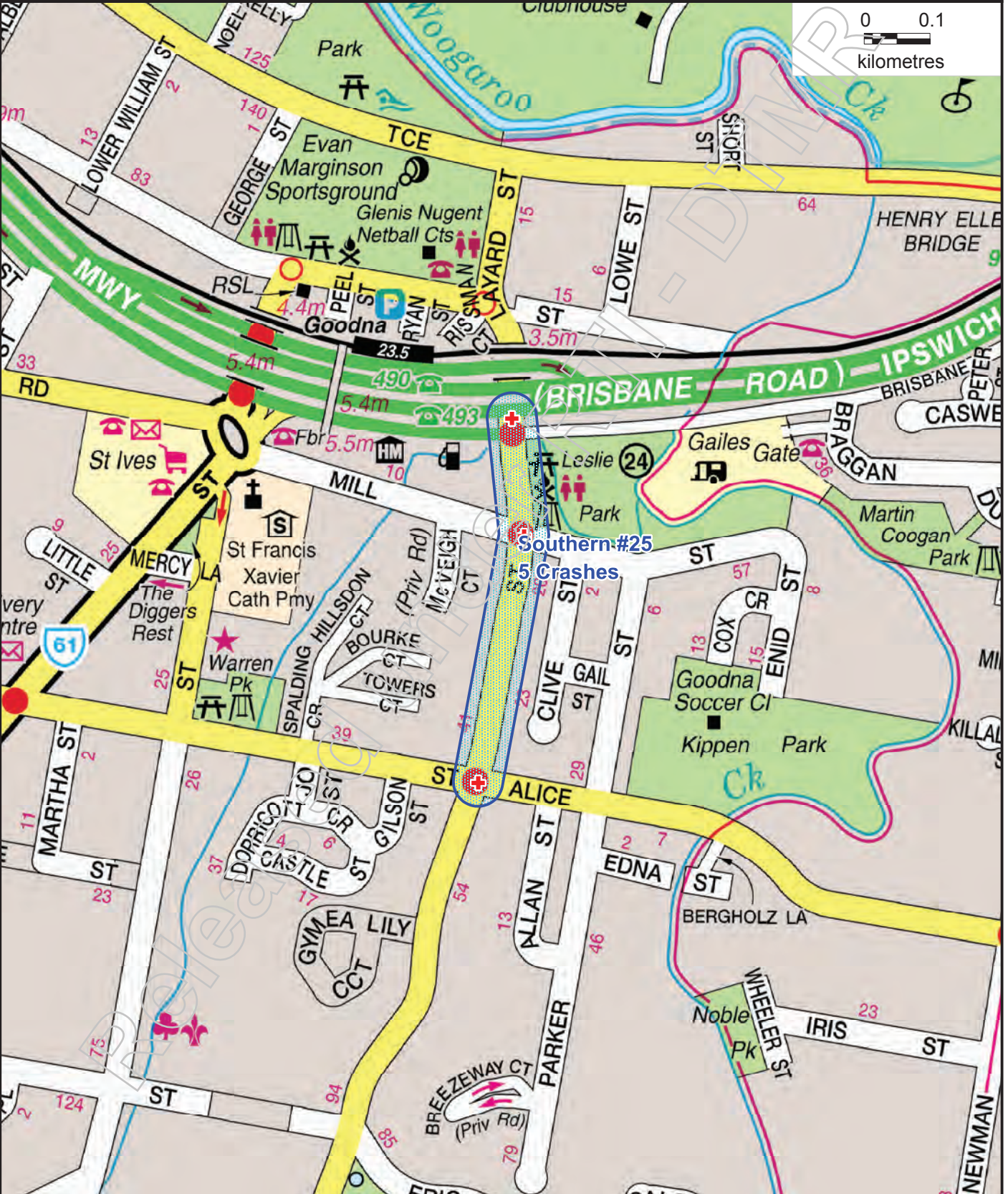
Road: Bertha St
Suburb: Goodna, Ipswich City
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.611116 152.903555

Nearest RLC: 10.1km

Recent 5 year crash history (Jan 2013 to Dec 2017)

Red light criteria crashes: 5 \$1,834,309

Speed criteria crashes: 0 \$
1.0km road segment analysis using Crash Severity Weighting



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

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Created: 25 June 2018





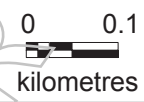
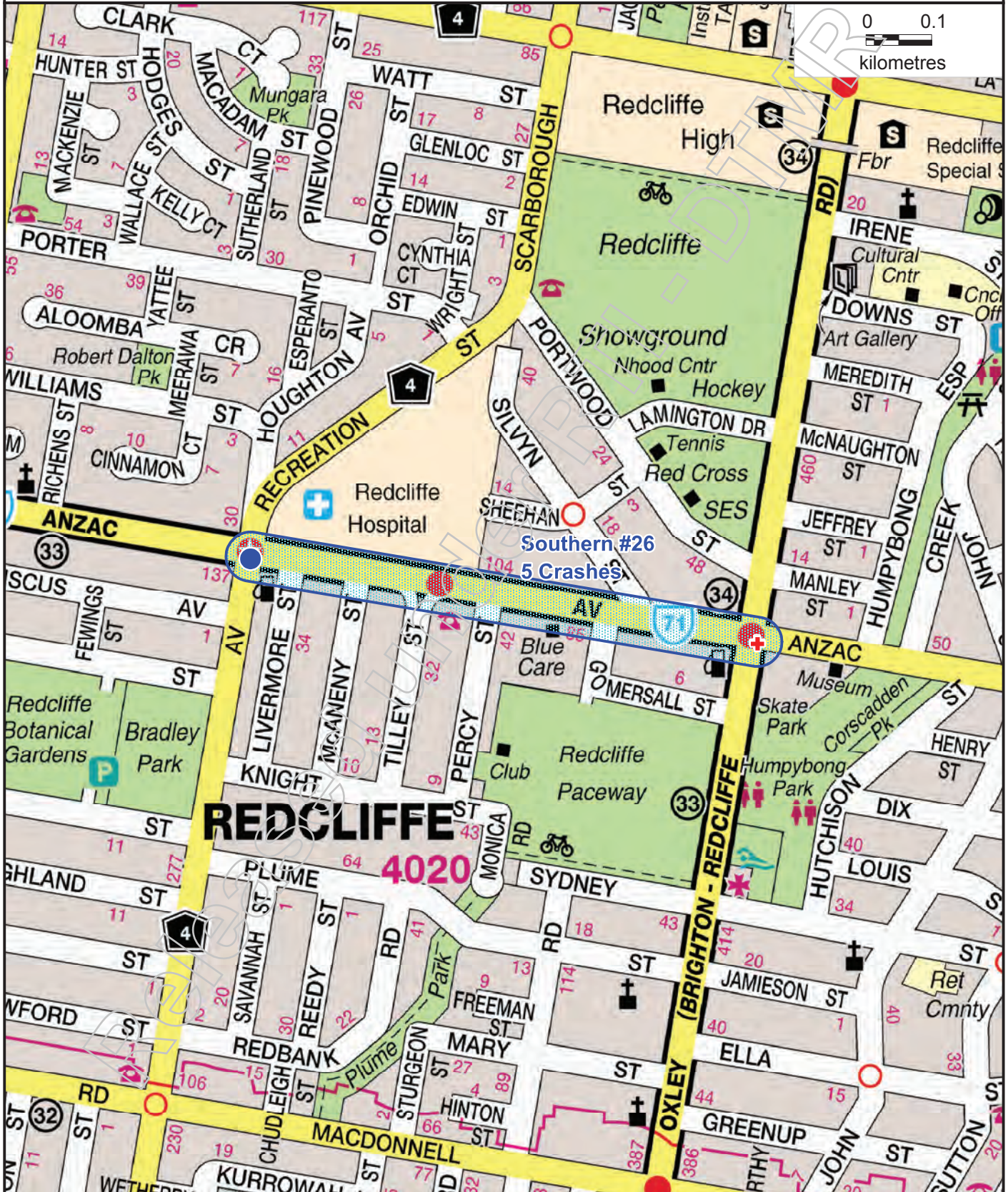
Road: Anzac Av (Redcliffe Rd)
Suburb: Redcliffe, Moreton Bay Region
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.229672 153.105801

Nearest RLC: 0.0km

Recent 5 year crash history (Jan 2013 to Dec 2017)

Red light criteria crashes: 5 \$1,834,309

Speed criteria crashes: 0 \$
1.0km road segment analysis using Crash Severity Weighting



- + Red light criteria crash
- + Speed criteria crash
- Red light crash zone
- Red light camera site

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Created: 25 June 2018

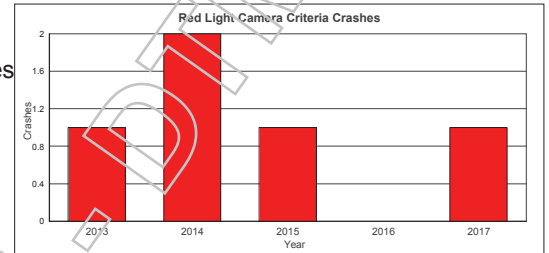


Division: Redcliffe
District: Moreton
Region: Southern
Road: Anzac Av (Redcliffe Rd)
Suburb: Redcliffe
Local Gov: Moreton Bay Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	2 Evening	2 Tue	1 Nov-Dec	1 WB Brighton - Redcliffe Rd & Redcliffe Rd
2 Hospitalisation	2 Afternoon	1 Mon	1 Mar-Apr	1 SB Brighton - Redcliffe Rd & Redcliffe Rd
3 Medical Treatment	1 Morning (late)	1 Sun	1 Sep-Oct	1 EB Redcliffe Rd & Victoria Ave
0 Minor Injury		1 Wed	1 Jul-Aug	1 NB Redcliffe Rd & Victoria Ave
				1 WB Anzac Ave & Redcliffe Rd

Characteristics: 1 Road factors
Nature: 5 Angle
Type (DCA Group): 4 Intersection, from adjacent approaches
1 Opposing vehicles, turning



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Medical	60	28 Jan 2015	Wed	3pm	W	Anzac Ave & Redcliffe Rd
2	Hosp	60	20 Apr 2014	Sun	7pm	S	Brighton - Redcliffe Rd & Redcliffe Rd
3	Hosp	60	18 Dec 2017	Mon	6pm	W	Brighton - Redcliffe Rd & Redcliffe Rd
4	Medical	60	03 Sep 2013	Tue	11am	E	Redcliffe Rd & Victoria Ave
5	Medical	60	19 Aug 2014	Tue	4pm	N	Redcliffe Rd & Victoria Ave

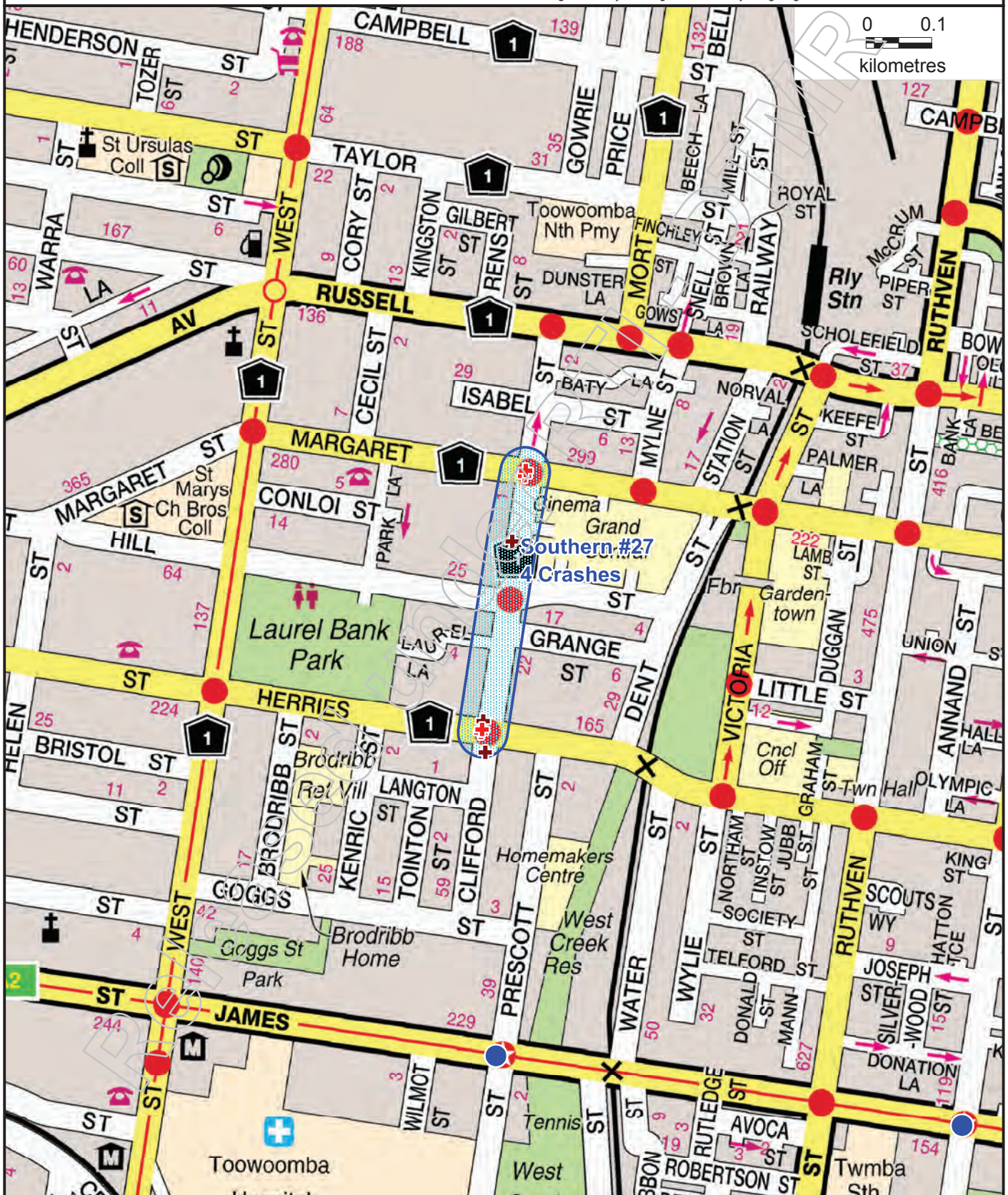
Released under



Road: Clifford St
Suburb: Toowoomba City, Toowoomba Region
GPS Location: (GDA94, WGS84)
Latitude (S): Longitude (E):
-27.561127 151.947335

Recent 5 year crash history (Jan 2013 to Dec 2017)
Red light criteria crashes: 4 \$1,426,184
Speed criteria crashes: 3 \$803,418
1.0km road segment analysis using Crash Severity Weighting

Nearest RLC: 0.4km



- + Red light criteria crash
- + Speed criteria crash
- + Red light crash zone
- Red light camera site

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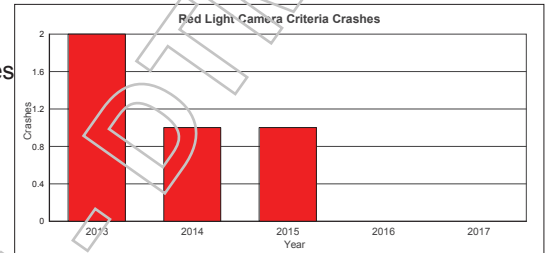


Division: Toowoomba **Road:** Clifford St
District: Darling Downs **Suburb:** Toowoomba City
Region: Southern **Local Gov:** Toowoomba Region

Red Light Crash History Summary

Severity:	Time:	Day:	Month:	Direction:
0 Fatal	3 Morning (late)	2 Sat	1 May-Jun	1 NB Clifford St & Herries St
2 Hospitalisation	1 Afternoon	1 Thu	1 Jan-Feb	1 EB Clifford St & Herries St
2 Medical Treatment		1 Sun	1 Sep-Oct	1 WB Clifford St & Margaret St
0 Minor Injury			1 Nov-Dec	1 NB Clifford St & Margaret St

Characteristics: 1 Unlicensed **Nature:** 4 Angle **Type (DCA Group):** 4 Intersection, from adjacent approaches



Red Light Crash History Detail

ID	Sev	Speed Limit	Date	Day	Time	Dir	Street
1	Hosp	60	14 Feb 2013	Thu	8am	E	Clifford St & Herries St
2	Hosp	60	14 Jun 2014	Sat	7am	N	Clifford St & Herries St
3	Medical	40	17 Nov 2013	Sun	9am	N	Clifford St & Margaret St
4	Medical	50	03 Oct 2015	Sat	2pm	W	Clifford St & Margaret St

Released under RTI

Red Light Speed Camera Site Analysis - 1km Segments

Casualty crashes and offending motor vehicles involved in red light speed camera criteria crashes, Queensland, 1 January 2013 to 31 December 2017

Data Extracted 19 June 2018

1km Segments

Queensland Ranking	Region Ranking	Existing RLC	Street	Suburb	Police District	Police Region	Total Crash Severity Weighting	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights					Speed camera criteria casualty crashes					Headed direction of Speed motor vehicles				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total	Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
262	19	N	Mcleod St	Cairns City	Far North	Northern	26	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	0	1	0	1	2
280	20	N	Toogood Rd, Mulgrave Rd	Woree	Far North	Northern	25	0	1	4	0	5	1	1	1	2	5	0	2	0	0	2	0	1	1	0	2
285	21	N	Sturt St	West End	Townsville	Northern	24	0	2	2	0	4	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0
289	22	N	Mulgrave Rd	Westcourt	Far North	Northern	24	0	2	1	1	4	0	3	0	1	4	0	2	0	0	2	0	1	0	1	2
291	23	Y	Ross River Rd	Mundingburra	Townsville	Northern	24	0	2	1	0	3	0	1	2	0	3	0	3	1	0	4	0	1	1	2	4
292	24	N	Shaw Rd, Bruce Hwy	Shaw	Townsville	Northern	24	0	2	1	0	3	1	2	0	0	3	0	4	0	0	4	2	2	0	0	4
297	25	N	Anderson St	Manunda	Far North	Northern	24	0	1	2	0	3	2	0	1	0	3	0	8	0	0	8	1	1	3	3	8
305	26	N	Charters Towers Rd (Townsville Connection Rd)	Hermit Park	Townsville	Northern	23	0	2	1	0	3	1	2	0	0	3	0	3	0	0	3	1	2	0	0	3
335	27	N	Mulgrave Rd	Earlville	Far North	Northern	22	0	1	1	0	2	0	2	0	0	2	0	10	0	0	10	3	5	0	2	10
344	28	N	Sheridan St	Cairns City	Far North	Northern	21	0	1	3	0	4	1	1	1	1	4	0	1	0	0	1	0	0	0	1	1
349	29	N	Woolcock St (Townsville Port Rd)	Garbutt	Townsville	Northern	21	0	0	3	1	4	1	1	0	2	4	0	8	0	0	8	2	0	4	2	8
355	30	N	Marian St, Grace St (Barkly Hwy)	The Gap	Mount Isa	Northern	20	0	2	1	0	3	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
4	1	N	Browns Plains Rd	Browns Plains	Logan	South Eastern	120	0	10	9	1	20	0	0	7	13	20	0	2	0	0	2	0	0	0	2	2
22	2	N	Mudgeeraba Rd (Advancetown - Mudgeeraba Rd)	Mudgeeraba	Gold Coast	South Eastern	81	0	7	5	2	14	0	1	7	6	14	1	0	0	0	1	0	1	0	0	1
23	3	N	Compton Rd	Slacks Creek	Logan	South Eastern	80	1	6	4	0	11	4	4	2	1	11	0	0	0	0	0	0	0	0	0	0
33	4	N	Loganlea Rd	Meadowbrook	Logan	South Eastern	73	0	8	1	0	9	3	5	0	1	9	0	4	0	1	5	0	5	0	0	5
34	5	Y	North St (Smith St Connection Rd)	Southport	Gold Coast	South Eastern	73	0	7	3	0	10	4	3	1	2	10	0	5	0	0	5	3	0	2	0	5
36	6	N	Mt Lindesay Hwy	Browns Plains	Logan	South Eastern	73	0	6	5	1	12	2	3	3	4	12	0	2	2	0	4	1	2	0	1	4
37	7	Y	Browns Plains Rd	Browns Plains	Logan	South Eastern	71	1	4	3	2	10	0	0	5	5	10	0	7	0	0	7	0	0	4	3	7
47	8	N	Hooker Bvd (Nerang - Broadbeach Rd)	Broadbeach Waters	Gold Coast	South Eastern	64	0	6	2	2	10	1	2	4	3	10	0	4	0	0	4	0	0	3	1	4
52	9	N	Kingston Rd (Brisbane - Beenleigh Rd)	Slacks Creek	Logan	South Eastern	62	1	4	3	0	8	3	3	0	2	8	0	2	0	0	2	0	1	0	1	2
53	10	Y	Southport Nerang Rd (Southport - Nerang Rd)	Ashmore	Gold Coast	South Eastern	62	0	6	3	1	10	4	1	3	2	10	0	0	0	0	2	0	0	0	0	0
58	11	N	Kingston Rd (Brisbane - Beenleigh Rd)	Loganlea	Logan	South Eastern	60	0	6	1	0	7	2	3	1	1	7	0	9	0	0	9	6	2	1	0	9
60	12	Y	Gold Coast Hwy	Mermaid Beach	Gold Coast	South Eastern	60	0	5	4	0	9	1	6	1	1	9	0	3	0	1	4	1	3	0	0	4
65	13	N	Mt Lindesay Hwy	Boronia Heights	Logan	South Eastern	57	0	5	1	0	7	2	2	1	2	7	0	2	3	0	5	2	1	0	2	5
69	14	N	Logan River Rd (Brisbane - Beenleigh Rd)	Waterford	Logan	South Eastern	57	0	4	5	2	11	4	3	3	1	11	0	1	0	0	1	0	0	0	1	1
70	15	N	Kingston Rd (Brisbane - Beenleigh Rd)	Logan Central	Logan	South Eastern	57	0	4	5	1	10	6	3	1	0	10	0	3	0	0	3	1	1	0	1	3
71	16	N	Bermuda St (Southport - Burleigh Rd)	Burleigh Waters	Gold Coast	South Eastern	57	0	3	7	2	12	1	9	1	1	12	0	1	0	0	1	1	0	0	0	1
72	17	N	Rochedale Rd	Rochedale South	Logan	South Eastern	56	0	5	2	2	9	5	3	0	1	9	0	4	0	0	4	1	2	0	1	4
73	18	N	Executive Dr, Classic Way	Burleigh Waters	Gold Coast	South Eastern	56	0	4	5	2	11	1	8	2	0	11	0	0	0	0	0	0	0	0	0	0
79	19	Y	Browns Plains Rd	Crestmead	Logan	South Eastern	54	0	5	3	0	8	2	0	2	4	8	1	1	0	0	2	0	0	2	0	2
82	20	Y	Cottesloe Dr	Robina	Gold Coast	South Eastern	53	0	6	1	0	7	0	5	1	1	7	0	1	0	0	1	0	1	0	0	1
85	21	Y	Bermuda St (Southport - Burleigh Rd)	Broadbeach Waters	Gold Coast	South Eastern	52	0	5	2	1	8	2	2	3	1	8	0	2	0	0	2	1	1	0	0	2
86	22	N	Logan Rd (Brisbane - Beenleigh Rd)	Underwood	Logan	South Eastern	52	0	4	4	0	8	4	1	2	1	8	0	3	0	1	4	2	1	1	0	4
88	23	N	Remembrance Dr, Ferny Av (Gold Coast Hwy)	Surfers Paradise	Gold Coast	South Eastern	52	0	4	1	1	6	2	2	0	2	6	1	12	2	0	15	5	5	1	4	15
91	24	N	Kingston Rd, Wembley Rd (Springwood Connection Rd)	Slacks Creek	Logan	South Eastern	51	0	4	4	0	8	4	2	2	0	8	0	3	0	0	3	0	1	1	1	3
103	25	N	Marine Pde (Gold Coast Hwy)	Southport	Gold Coast	South Eastern	49	0	4	1	0	5	4	0	0	1	5	1	12	0	0	13	4	4	2	3	13
110	26	Y	Hooker Bvd (Nerang - Broadbeach Rd)	Broadbeach Waters	Gold Coast	South Eastern	48	0	3	4	1	8	1	3	4	0	8	0	6	0	0	6	0	1	2	3	6
111	27	N	Johnson Rd	Hillcrest	Logan	South Eastern	48	0	3	4	0	7	0	0	5	2	7	0	8	0	0	8	0	0	5	3	8
120	28	N	Olsen Av (Labrador - Carrara Rd)	Southport	Gold Coast	South Eastern	44	0	4	2	0	6	0	4	0	2	6	0	3	1	0	4	1	1	1	1	4
121	29	N	Chambers Flat Rd	Waterford West	Logan	South Eastern	44	0	4	2	0	6	4	0	1	1	6	0	4	0	0	4	1	1	1	1	4
124	30	N	Ferry Av	Surfers Paradise	Gold Coast	South Eastern	44	0	3	2	0	5	1	2	0	2	5	1	13	1	0	15	6	4	1	4	15
2	1	Y	Morayfield Rd (Burpengary - Caboolture Rd)	Morayfield	Moreton	Southern	127	1	11	5	1	18	5	13	0	0	18	0	1	0	0	1	1	0	0	0	1
24	2	Y	Warwick Rd, Limestone St (Ipswich - Cunningham Hwy Connection Rd)	Ipswich	Ipswich	Southern	79	0	6	7	1	14	6	3	3	2	14	0	1	0	0	1	0	0	0	1	1
54	3	N	Brisbane Rd, Ipswich Mtwy On Ramp (Cunningham Hwy)	Goodna	Ipswich	Southern	62	0	4	6	1	11	6	0	0	5	11	0	5	0	0	5	0	0	1	4	5
64	4	N	Anzac Av (Redcliffe Rd)	Kippa-ring	Moreton	Southern	57	1	3	2	0	6	1	0	3	2	6	0	8	0	1	9	1	1	4	3	9
84	5	N	Collingwood Dr	Collingwood Park	Ipswich	Southern	52	1	3	2	1	7	1	4	1	1	7	0	1	1	0	2	2	0	0	0	2
90	6	N	Hume St	Toowoomba City	Darling Downs	Southern	51	0	5	2	0	7	2	2	0	3	7	1	2	0	0	3	2	0	1	0	3
99	7	N	Herries St	Toowoomba City	Darling Downs	Southern	49	0	5	1	1	7	1	1	3	2	7	0	4	0	0	4	0	1	1	2	4
126	8	Y	James St (Warrego Hwy)	Toowoomba City	Darling Downs	Southern	43	1	2	2	1	6	0	1	4	1	6	0	1	0	0	1	0	0	1	0	1
131	9	N	Deception Bay Rd	Deception Bay	Moreton	Southern	43	0	3	3	1	7	1	4	1	1	7	0	5	0	0	5	1	1	1	2	5
139	10	N	West St	Kearneys Spring	Darling Downs	Southern	41	0	4	2	0	6	3	2	1	0	6	0	1	0	0	1	0	1	0	0	1
143	11	Y	Chermside Rd	Ipswich	Ipswich	Southern	40	0	4	1	0	5	0	2	2	1	5	1	3	0	0	4	3	1	0	0	4
147	12	N	Brisbane Rd (Ipswich - Cunningham Hwy Connection Rd)	Booval	Ipswich	Southern	40	0	3	2	0	5	2	0	3	0	5	1	7	0	0	8	0	1	2	5	8
148	13	N	East St, Pine St (Ipswich - Warrego Hwy Connection Rd)	North Ipswich	Ipswich	Southern	40	0	2	3	1	6	2	1	3	0	6	0	12	0	0	12	5	6	1	0	12
159	14	N	Deception Bay Rd	Deception Bay	Moreton	Southern	38	0	2	5	0	7	1	0	4	2	7	0	2	0	0	2	0	0	1	1	2
170	15	Y	Holberton St	Newtown	Darling Downs	Southern	36	0	4	1	0	5	1	1	3	0	5	0	0	0	0	0	0	0	0	0	0
179	16	N	Beerburum Rd	Caboolture	Moreton	Southern	35	0	3	1	1	5	1	1	0	3	5	0	5	0	0	5	0	0	2	1	5
183	17	N	Anzac Av (Redcliffe Rd)	Moreton	Moreton	Southern	34	0	4	0	0	4	0	1	0	3	4	0	2	0	0	2	0	0	1	1	2
184	18	Y	Neil St, Herries St	Toowoomba City	Darling Downs	Southern	34	0	3	2	1	6	0	1	3	2	6	0	0	0	0	0	0	0	0	0	0
193	19	N	Blackstone Rd	Newtown	Ipswich	Southern	33	0	4	0	0	4	0	2	0	2	4	0	2	0	0	2	1	0	1	0	2
203	20	N	Bribie Island Rd (Caboolture - Bribie Island Rd)	Caboolture	Moreton	Southern	32	0	2	3	0	5	0	1	2	2	5	0	3	1	0	4	0	0	2	2	4
207	21	N	Alderley St	South Toowoomba	Darling Downs	Southern	31	0	3	1	1	5	4	1	0	0	5	0	1	0	0	1	0	0	0	1	1
218	22	N	Maine Rd	Clontarf	Moreton	Southern	30	0	3	1	0	4	0	1	0												

Links to description table

CRLS Summary		
	Appropriate	Not appropriate
QPS Brisbane Region	4	3
	Gateway Art Rd Ramp O and Port Of Brisbane Rd (1/95 Aka Lytton Rd), Murarrie	Logan Sub-arterial Rd (u90) and Macgregor St, Upper Mount Gravatt
	Melbourne St and Cordelia St, South Brisbane	East - West Arterial Rd and Lutwyche Rd, Kedron
	Kelvin Grove Rd and Inner City Bypass Off Ramp (w), Kelvin Grove	Progress Rd and Western Art Rd Off Ramp (northbound), Richlands
	Marshall Rd and Cannes St, Holland Park West	
QPS Central Region	3	1
	Tank St and Glenlyon St (01/12), Gladstone Central	Rockhampton - Yeppoon Rd and Bolsover St, Rockhampton City
	Milton St and Mackay - Slade Point Rd, Mackay	
	High St and Rockhampton - Yeppoon Rd, Berserker	
QPS Northern Region	2	5
	Bruce Hwy and Mulgrave Rd, Woree	Upward St and Captain Cook Hwy, Cairns North
	Sturt St and Ingham Rd, West End	Garbutt - Upper Ross Rd and Bruce Hwy Off Ramp (w) 01/09, Condon
		Grafton St and Aplin St, Cairns City
		Townsville Port Rd (09) and Kings Rd, Hyde Park
		Ross River Rd and Thompson St, Mundingburra
QPS South Eastern Region	4	5
	Brisbane - Beenleigh Rd and Springwood Connection Rd, Slacks Creek	Nerang - Broadbeach Rd and Labrador - Carrara Rd, Carrara
	Brisbane - Beenleigh Rd and Castile Cres, Edens Landing	Anzac Ave and Mt Lindesay Hwy Off Ramp (n), Hillcrest
	Smith St Connection Rd and Scarborough St, Southport	Southport - Burleigh Rd and Christine Ave, Burleigh Waters
	Station Rd and Brisbane - Beenleigh Rd, Loganlea	Advancetown - Mudgeeraba Rd and Pacific Hwy Off Ramp (northbound), Mudgeeraba
		Pacific Hwy Off Ramp (northbound) and Nielsens Rd, Highland Park
QPS Southern Region	4	6
	Redcliffe Rd and Boardman Rd, Toowoomba City	West St and Alderley St, South Toowoomba
	Ipswich - Boonah Rd and Cunningham Hwy Ramp Fd, Purga	William Berry Dr and Burpengary - Caboolture Rd, Morayfield
	Ipswich - Cunningham Hwy Connection Rd and Gordon St, Ipswich	William Berry Dr and Burpengary - Caboolture Rd, Caboolture South
	Ipswich - Cunningham Hwy Connection Rd and Brisbane St, Ipswich	Herries St and Clifford St, Toowoomba City
		Neil St and Herries St, Toowoomba City
		Warrego Hwy and Neil St, Toowoomba City
Total	17	20

QPS Brisbane Region							
Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytton Rd)	Murarrie	South Brisbane	Complicated intersection with high Qld and Region ranking. For further investigation by QPS.
Not appropriate	3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Gravatt	South Brisbane	Near new camera site 2015-16
Appropriate	4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Westbound on Melbourne St.
Not appropriate	6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Upgraded section of road.
Appropriate	7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Westbound on College Rd for consideration.
Not appropriate	8	6	Progress Rd	Western Art Rd Off Ramp (northbound)	Richlands	South Brisbane	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	9	7	Marshall Rd	Cannes St	Holland Park West	South Brisbane	Westbound on Marshall Rd. Located on a downhill stretch of road. Good candidate for both red light and speed offences.

QPS Central Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Southbound on Glenlyon st. Located on a downhill stretch of road. Good candidate for both red light and speed offences.
Appropriate	63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Westbound on Gordon St. No signalised turns, so shouldn't be a problem with the right-turn and left-turn lanes.
Not appropriate	67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Existing northbound camera on Fitzroy St. Also other obstacles southbound such as awnings, not enough room on the kerb and existing traffic
Appropriate	83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Existing camera northbound on Musgrave St and High St. However, High St and Moores Creek Rd is a complicated intersection. Should be considered on southbound on Alexandra St. On a downhill stretch of road appropriate for both red light and speed offences.

QPS Northern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	New camera site 2015-16
Not appropriate	31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	New camera site 2015-16
Not appropriate	49	3	Grafton St	Aplin St	Cairns City	Far North	Factors impacting camera installation include trees, midstrip and angled parking as well as low speed zone area.
Appropriate	51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northbound on Mulgrave Rd. Although assessment of other directions could be considered.
Not appropriate	58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Concur with TMR district advice and also existing RLC nearby.
Not appropriate	59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Concur with TMR district advice and also existing RLC nearby. Could be considered for an upgrade.
Appropriate	89	7	Sturt St	Ingham Rd	West End	Townsville	Eastbound on Ingham Rd, parallel to railway tracks.

QPS South Eastern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	Roadworks related to Commonwealth Games
Appropriate	10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	Westbound on Wembley Rd.
Not appropriate	13	3	Anzac Ave	Mt Lindesay Hwy Off Ramp (n)	Hillcrest	Logan	Technically challenging particularly on a small lefthand bend.
Appropriate	14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	Southbound on Logan Rd. On a downhill stretch of road appropriate for both red light and speed offences.
Not appropriate	17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	Near existing camera.
Not appropriate	25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	Existing camera eastbound on Scarborough St. However consider westbound on Scarborough St. For further consideration by QPS.
Not appropriate	33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	34	9	Station Rd	Brisbane - Beenleigh Rd	Loganlea	Logan	Westbound on Station Rd.

QPS Southern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	19	2	West St	Alderley St	South Toowoomba	Darling Downs	Near new camera site 2015-16
Not appropriate	20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Near new camera site 2015-16
Not appropriate	21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Near new camera site 2015-16
Not appropriate	22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Was not considered due to exact location unknown.
Not appropriate	45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Not sure if Campbell St i/s Fitzroy st or Campbell St i/s Alber St. Although both intersections are considered appropriate. For further investigation by QPS.
Not appropriate	61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Northbound on Gordon St. However, exact location unknown, that is, whether it intersects with South St or Limestone St. For further investigation by QPS
Appropriate	108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Northbound. However, exact location unknown, could intersect with East St (or Gordon St or Thorn St). For further investigation by QPS.

Links to description table

CRLS Summary		
	Appropriate	Not appropriate
QPS Brisbane Region	4	3
	Gateway Art Rd Ramp O and Port Of Brisbane Rd (1/95 Aka Lytton Rd), Murarrie	Logan Sub-arterial Rd (u90) and Macgregor St, Upper Mount Gravatt
	Melbourne St and Cordelia St, South Brisbane	East - West Arterial Rd and Lutwyche Rd, Kedron
	Kelvin Grove Rd and Inner City Bypass Off Ramp (w), Kelvin Grove	Progress Rd and Western Art Rd Off Ramp (northbound), Richlands
	Marshall Rd and Cannes St, Holland Park West	
QPS Central Region	3	1
	Tank St and Glenlyon St (01/12), Gladstone Central	Rockhampton - Yeppoon Rd and Bolsover St, Rockhampton City
	Milton St and Mackay - Slade Point Rd, Mackay	
	High St and Rockhampton - Yeppoon Rd, Berserker	
QPS Northern Region	2	5
	Bruce Hwy and Mulgrave Rd, Woree	Upward St and Captain Cook Hwy, Cairns North
	Sturt St and Ingham Rd, West End	Garbutt - Upper Ross Rd and Bruce Hwy Off Ramp (w) 01/09, Condon
		Grafton St and Aplin St, Cairns City
		Townsville Port Rd (09) and Kings Rd, Hyde Park
		Ross River Rd and Thompson St, Mundingburra
QPS South Eastern Region	4	5
	Brisbane - Beenleigh Rd and Springwood Connection Rd, Slacks Creek	Nerang - Broadbeach Rd and Labrador - Carrara Rd, Carrara
	Brisbane - Beenleigh Rd and Castile Cres, Edens Landing	Anzac Ave and Mt Lindesay Hwy Off Ramp (n), Hillcrest
	Smith St Connection Rd and Scarborough St, Southport	Southport - Burleigh Rd and Christine Ave, Burleigh Waters
	Station Rd and Brisbane - Beenleigh Rd, Loganlea	Advancetown - Mudgeeraba Rd and Pacific Hwy Off Ramp (northbound), Mudgeeraba
		Pacific Hwy Off Ramp (northbound) and Nielsens Rd, Highland Park
QPS Southern Region	4	6
	Redcliffe Rd and Boardman Rd, Toowoomba City	West St and Alderley St, South Toowoomba
	Ipswich - Boonah Rd and Cunningham Hwy Ramp Fd, Purga	William Berry Dr and Burpengary - Caboolture Rd, Morayfield
	Ipswich - Cunningham Hwy Connection Rd and Gordon St, Ipswich	William Berry Dr and Burpengary - Caboolture Rd, Caboolture South
	Ipswich - Cunningham Hwy Connection Rd and Brisbane St, Ipswich	Herries St and Clifford St, Toowoomba City
		Neil St and Herries St, Toowoomba City
		Warrego Hwy and Neil St, Toowoomba City
Total	17	20

QPS Brisbane Region							
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Not appropriate	3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Gravatt	South Brisbane	Near new camera site 2015-16
Appropriate	4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Westbound on Melbourne St.
Not appropriate	6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Upgraded section of road.
Appropriate	7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Westbound on College Rd for consideration.
Not appropriate	8	6	Progress Rd	Western Art Rd Off Ramp (northbound)	Richlands	South Brisbane	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	9	7	Marshall Rd	Cannes St	Holland Park West	South Brisbane	Westbound on Marshall Rd. Located on a downhill stretch of road. Good candidate for both red light and speed offences.

QPS Central Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Appropriate	38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Southbound on Glenlyon st. Located on a downhill stretch of road. Good candidate for both red light and speed offences.
Appropriate	63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Westbound on Gordon St. No signalised turns, so shouldn't be a problem with the right-turn and left-turn lanes.
Not appropriate	67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Existing northbound camera on Fitzroy St. Also other obstacles southbound such as awnings, not enough room on the kerb and existing traffic
Appropriate	83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Existing camera northbound on Musgrave St and High St. However, High St and Moores Creek Rd is a complicated intersection. Should be considered on southbound on Alexandra St. On a downhill stretch of road appropriate for both red light and speed offences.

QPS Northern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	New camera site 2015-16
Not appropriate	31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	New camera site 2015-16
Not appropriate	49	3	Grafton St	Aplin St	Cairns City	Far North	Factors impacting camera installation include trees, midstrip and angled parking as well as low speed zone area.
Appropriate	51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northbound on Mulgrave Rd. Although assessment of other directions could be considered.
Not appropriate	58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Concur with TMR district advice and also existing RLC nearby.
Not appropriate	59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Concur with TMR district advice and also existing RLC nearby. Could be considered for an upgrade.
Appropriate	89	7	Sturt St	Ingham Rd	West End	Townsville	Eastbound on Ingham Rd, parallel to railway tracks.

QPS South Eastern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	Roadworks related to Commonwealth Games
Appropriate	10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	Westbound on Wembley Rd.
Not appropriate	13	3	Anzac Ave	Mt Lindesay Hwy Off Ramp (n)	Hillcrest	Logan	Technically challenging particularly on a small lefthand bend.
Appropriate	14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	Southbound on Logan Rd. On a downhill stretch of road appropriate for both red light and speed offences.
Not appropriate	17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	Near existing camera.
Not appropriate	25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	Existing camera eastbound on Scarborough St. However consider westbound on Scarborough St. For further consideration by QPS.
Not appropriate	33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	Technically challenging location on overhead bridge with limited kerbside space.
Appropriate	34	9	Station Rd	Brisbane - Beenleigh Rd	Loganlea	Logan	Westbound on Station Rd.

QPS Southern Region

Assessment	Qld	Region	Street	Street	Suburb	QPS District	Rationale
Not appropriate	19	2	West St	Alderley St	South Toowoomba	Darling Downs	Near new camera site 2015-16
Not appropriate	20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Near new camera site 2015-16
Not appropriate	21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Near new camera site 2015-16
Not appropriate	22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Was not considered due to exact location unknown.
Not appropriate	45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Not sure if Campbell St i/s Fitzroy st or Campbell St i/s Alber St. Although both intersections are considered appropriate. For further investigation by QPS.
Not appropriate	61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Near upgraded Toowoomba CRLS sites
Appropriate	107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Northbound on Gordon St. However, exact location unknown, that is, whether it intersects with South St or Limestone St. For further investigation by QPS
Appropriate	108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Northbound. However, exact location unknown, could intersect with East St (or Gordon St or Thorn St). For further investigation by QPS.

P2P Summary	
Appropriate	Not appropriate
9	11

Group No. *	Road section name	Assessment	Rationale
Group 1	Brisbane-Gympie	Not appropriate	Concur with TMR district advice
Group 2	Pacific Motorway	Appropriate	Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.
Group 3	St. Lawrence - Mackay	Appropriate	Candidate for P2P within the 100km/h speed limit zone.
Group 4	Brisbane - Gympie	Not appropriate	Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.
Group 5	Warrego Highway	Appropriate	Candidate for P2P.
Group 6	Brisbane - Gympie	Not appropriate	Too close ot existing P2P. Also roadworks along section.
Group 7	Gympie - Maryborough	Appropriate	Candidate for P2P.
Group 8	Caboolture - Kilcoy	Appropriate	Candidate for P2P.
Group 9	Mooloolaba - Peregian	Appropriate	Candidate for P2P.
Group 10	Caboolture - Bribie Island Road	Not appropriate	Signalised intersections along road section.
Group 11	Rockhampton - Duringa	Not appropriate	Too short section and multiple speed zones.
Group 12	Brisbane - Gympie	Appropriate	Candidate for P2P.
Group 13	Gympie - Maryborough	Not appropriate	Road section too short. Could consider further north.
Group 14	Pacific Motorway	Not appropriate	Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.
Group 15	Toowoomba - Dalby	Appropriate	Candidate for P2P.
Group 16	Cairns - Mossman	Not appropriate	Concur with TMR district advice
Group 17	Ipswich Motorway	Not appropriate	Road section has variable speed limit signs not appropriate for P2P.
Group 18	Beudesert - Beenleigh Road	Appropriate	Candidate for P2P.
Group 19	Samford Road	Not appropriate	Concur with TMR district advice
Group 20	Cairns - Mareeba		?
Group 21	Gladstone - Benaraby Road	Not appropriate	Multiple speed zone - could consider another time

*link to P2P sites 2016-17 Tab

Group 2 Road section 12A											
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17		
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124		
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21		
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16		
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	2	32	2	0	36		
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49		
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35		

Group 3 Road section 10G											
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10		
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23		
Rank 238	Bruce Highway	St. Lawrence - Mackay	Hay Point Road and Bruce Highway	Sarina Homebushe Road and Bruce Highway	1	4	2	0	7		

Group 5 Road section 18A											
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		
Rank 14	Warrego Highway	Ipswich - Toowoomba	Gatton Esk Road and Warrego Highway	Tallegalla Two Tree Hill Road and Warrego Highway	9	42	10	8	69		
Rank 35	Warrego Highway	Ipswich - Toowoomba	Tallegalla Two Tree Hill Road and Warrego Highway	Haigslea Amberley Road and Warrego Highway	2	10	0	1	13		
Rank 304	Warrego Highway	Ipswich - Toowoomba	Haigslea Amberley Road and Warrego Highway	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	0	3	1	0	4		
Rank 10	Warrego Highway	Ipswich - Toowoomba	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	Just after Warrego Highway on ramp from Mount Crosby Rd	1	13	4	3	21		
Rank 11	Warrego Highway	Ipswich - Toowoomba	Just after Warrego Highway on ramp from Mount Crosby Rd	Adjacent to Brisbane Road and Webb Street intersection on the Warrego Highway	0	20	2	2	24		

Group 7 Road section 10B											
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total		

Rank 234	Bruce Highway	Gympie - Maryborough	Canterwood Rd and Bruce Highway	Mayne St (Bruce Highway) and John St	1	3	1	0	5
Rank 45	Bruce Highway	Gympie - Maryborough	Mayne St (Bruce Highway) and John St	Bauple Drive and Bruce Highway	4	10	0	0	14
Rank 15	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	Queen St and Bruce Highway	3	16	4	0	23
Rank 50	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	(Prior) Greenhalgh Road and Bruce Highway	2	9	2	0	13

Group 8 Road section 40A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 16	D'Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguilar Highway	Campbells Pocket Road and D'Aguilar Highway	6	11	2	1	20
Rank 18	D'Aguilar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguilar Highway	King St and D'Aguilar Highway	1	10	0	1	12

Group 9 Road section 150B

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 17	Sunshine Motorway	Mooloolaba - Peregian	Yandina Coolum Road and Sunshine Motorway	(near) North Shore Connection Road and Sunshine Motorway	3	7	1	0	11

Group 12 Road section 10A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 28	Bruce Highway	Brisbane - Gympie	Deception Bay Road and Bruce Highway	Boundary Road and Bruce Highway	2	18	0	0	20
Rank 29	Bruce Highway	Brisbane - Gympie	Boundary Road and Bruce Highway	Anzac Avenue and Bruce Highway	0	18	1	0	19
Rank 22	Bruce Highway	Brisbane - Gympie	Anzac Avenue and Bruce Highway	Dohles Rocks Road and Bruce Highway	1	13	1	1	16

Group 15 Road section 18B

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 70	Warrego Highway	Toowoomba- Dalby	Toowoomba Road and Warrego Highway	Gowrie Mountain School Road and Warrego Highway	3	7	0	0	10
Rank 27	Warrego Highway	Toowoomba-Dalby	Gowrie Mountain School Road and Warrego Highway	Troys Road and Warrego Highway	4	6	0	0	10

Group 18 Road section 203

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 36	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Stanmore Road and Beudesert Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	3	18	3	3	27
Rank 339	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	1	3	1	0	5
Rank 38	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	Beudesert Nerang Road and Beudesert Beenleigh Road	3	13	3	1	20

Released under RTI - DMIR

*link to P2P sites 2016-17 Tab

Group 2		Road section 12A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17	
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124	
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21	
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16	
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway	2	32	2	0	36	
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49	
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35	

Group 3		Road section 10G								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10	
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23	
Rank 238	Bruce Highway	St. Lawrence - Mackay	Hay Point Road and Bruce Highway	Sarina Homebushe Road and Bruce Highway	1	4	2	0	7	

Group 5		Road section 18A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 14	Warrego Highway	Ipswich - Toowoomba	Gatton Esk Road and Warrego Highway	Tallegalla Two Tree Hill Road and Warrego Highway	9	42	10	8	69	
Rank 35	Warrego Highway	Ipswich - Toowoomba	Tallegalla Two Tree Hill Road and Warrego Highway	Haigslea Amberley Road and Warrego Highway	2	10	0	1	13	
Rank 304	Warrego Highway	Ipswich - Toowoomba	Haigslea Amberley Road and Warrego Highway	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	0	3	1	0	4	
Rank 10	Warrego Highway	Ipswich - Toowoomba	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	Just after Warrego Highway on ramp from Mount Crosby Rd	1	13	4	3	21	
Rank 11	Warrego Highway	Ipswich - Toowoomba	Just after Warrego Highway on ramp from Mount Crosby Rd	Adjacent to Brisbane Road and Webb Street intersection on the Warrego Highway	0	20	2	2	24	

Group 7		Road section 10B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 234	Bruce Highway	Gympie - Maryborough	Canterwood Rd and Bruce Highway	Mayne St (Bruce Highway) and John St	1	3	1	0	5	
Rank 45	Bruce Highway	Gympie - Maryborough	Mayne St (Bruce Highway) and John St	Bauple Drive and Bruce Highway	4	10	0	0	14	
Rank 15	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	Queen St and Bruce Highway	3	16	4	0	23	
Rank 50	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	(Prior) Greenhalgh Road and Bruce Highway	2	9	2	0	13	

Group 8		Road section 40A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 16	D'Aguiar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguiar Highway	Campbells Pocket Road and D'Aguiar Highway	6	11	2	1	20	
Rank 18	D'Aguiar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguiar Highway	King St and D'Aguiar Highway	1	10	0	1	12	

Group 9		Road section 150B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 17	Sunshine Motorway	Mooloolaba - Peregian	Yandina Coolum Road and Sunshine Motorway	(near) North Shore Connection Road and Sunshine Motorway	3	7	1	0	11	

Group 12		Road section 10A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 28	Bruce Highway	Brisbane - Gympie	Deception Bay Road and Bruce Highway	Boundary Road and Bruce Highway	2	18	0	0	20	
Rank 29	Bruce Highway	Brisbane - Gympie	Boundary Road and Bruce Highway	Anzac Avenue and Bruce Highway	0	18	1	0	19	
Rank 22	Bruce Highway	Brisbane - Gympie	Anzac Avenue and Bruce Highway	Dohles Rocks Road and Bruce Highway	1	13	1	1	16	

Group 15		Road section 18B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 70	Warrego Highway	Toowoomba- Dalby	Toowoomba Road and Warrego Highway	Gowrie Mountain School Road and Warrego Highway	3	7	0	0	10	
Rank 27	Warrego Highway	Toowoomba-Dalby	Gowrie Mountain School Road and Warrego Highway	Troys Road and Warrego Highway	4	6	0	0	10	

Group 18		Road section 203								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 36	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Stanmore Road and Beudesert Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	3	18	3	3	27	

Rank 339	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	1	3	1	0	5
Rank 38	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	Beudesert Nerang Road and Beudesert Beenleigh Road	3	13	3	1	20

Released under RTI - DTMR

Point to Point Site Selection 2016-17 sites

Rank 1 & 2 chosen for point to point camera systems for the 2015-16 new camera sites round.

Data period: July 2007 - June 2012

Assessment workshop: Friday 23 September 2016

Group 1		Road Section 10A							
Rank	Road name	Road Section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 3	Bruce Highway	Brisbane-Gympie	Brisbane Road (exit) and Bruce Highway (Geordie Road)	Old Traveston Road and Bruce Highway	7	11	6	1	25
<p><i>2015 Feedback</i> Major roadworks to address safety issues along this section. Advised against a P2P system.</p> <p><i>2016 Feedback</i> Major roadworks within the top 3/4 of the road section due for completion in mid 2018. The latter portion of works completed in March 2016. As a result of works, historical road crash data and speed compliance data will no longer be relevant Not recommended for this section</p> <p>Assessment: Not appropriate</p> <p><i>Rationale:</i> Concur with TMR district advice</p>									

Group 2		Road section 12A							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 58	Pacific Highway	Pacific Motorway	Pintu Drive on ramp to Pacific Highway	Near Omaru Street and Pacific Motorway	0	16	0	1	17
Rank 13	Pacific Highway	Pacific Motorway	Near Omaru Street and Pacific Motorway	Binstead Way and Pacific Motorway	15	99	8	2	124
Rank 33	Pacific Highway	Pacific Motorway	Binstead Way and Pacific Motorway	Near Smith Street and Pacific Motorway	2	17	2	0	21
Rank 60	Pacific Highway	Pacific Motorway	Near Smith Street and Pacific Motorway	Price Street and Pacific Motorway	0	16	0	0	16
Rank 7	Pacific Highway	Pacific Motorway	Price Street and Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	2	32	2	0	36
Rank 4	Pacific Highway	Pacific Motorway	Gooding Drive (Pacific Highway on ramp) and Pacific Highway)	Reedy Creek road off ramp and Pacific Highway	1	46	2	0	49
Rank 8	Pacific Highway	Pacific Motorway	Reedy Creek road off ramp and Pacific Highway	Prior Stewart Road (overpass) and Pacific Highway	3	29	1	2	35
<p><i>2015 Feedback: Feedback is updated with 2016 as it may be prior works on roads.</i></p> <p><i>2016 Feedback</i> Power and comms info available, provided a visual report Next speed limit review expected in 2019/2020 The behaviour of divers that travel prior to the AM peak have been observed generally travelling at speeds over the posted limit. There is a large composition of tradesmen that travel at this time New barrier works within chainages programmed 11/16 - 06/17 Possible camera location northbound at Ch 10.15 (Grandis St overpass) and Ch 14.28 (Sign structure before exit 31) - 100km/hr section Possible camera location northbound and southbound between Ch14.637 and Ch44.05 - 110km/hr section. Power and comms available at Ch44.05 (pedestrian walkway). Need to confirm power and comms availability for other camera location between Ch14.637 and Ch44.05 . Possible camera location northbound and southbound at Ch 58.84 (Gooding Dr overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 66.78 (Exit 84 overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 66.78 (Exit 84 overpass) - 100km/hr section Possible camera location northbound and southbound at Ch 76.3 (near variable speed signs) - 100km/hr section Rank 13: Tdist 14.28km – 44.05km: Exit 54 at Upper Coomera (35.1-36.6) is undergoing extensive redevelopment which is incorporating both northbound and southbound traffic flows. These upgrades are due to be completed by late 2016. Rank 80: Tdist 76.3km – 79.23km: The end segment of this section is partially included in the proposed next stage of the 6 lane expansion works. 79km – 85km</p> <p>Assessment: Appropriate</p> <p><i>Rationale:</i> Candidate for a P2P as a result of TMR district advice, QPS assessment and speed camera criteria crashes.</p>									

Group 3		Road section 10G							
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 68	Bruce Highway	St. Lawrence - Mackay	Peak Downs Highway and Broadsound Road	Homebush and Bruce Highway	1	8	1	0	10
Rank 5	Bruce Highway	St. Lawrence - Mackay	Homebush and Bruce Highway	Hay Point Road and Bruce Highway	3	18	2	0	23
Rank 238	Bruce Highway	St. Lawrence - Mackay	Hay Point Road and Bruce Highway	Sarina Homebushe Road and Bruce Highway	1	4	2	0	7
<p><i>2015 Feedback</i> Roadworks & upgrades: Hay Point road Roundabout currently under construction.</p>									

Section of this road (tdist 139.3 to 142.65) opportunity for a camera with a 90km/h speed zone.
 Readily available power and comms.
 Speed factors: Although multiple speed zones. Contains a high crash zone special speed zone area
 Rank 238: adjacent zone suitable site, best overall location for district. Project For this segment proposed in Tranche 2b of the BHAP

2016 Feedback:

Roadworks: Hay Point road Roundabout currently under construction.
 Corridor mgt: Area with some strip development. Readily available power and communication available
 Road & traffic conditions: Existing overtaking lanes @ 134.591, @ 139.3, & 136.916. Existing minor road intersections are present. Road
 Speed factors: Complex Speed Zones 132.566 to 133.4 80km/hr; 133.4-139.3 100km/hr; 139.3-142.65 90km/hr; 142.65-145.9km 100km/hr.
 Overall assessment: A 90km/hr high crash speed zone has been installed segment between Ch139.3.to Ch142.65. This may be the best

Assessment: Appropriate

Rationale: Candidate for P2P within the 100km/h speed limit zone.

Group 4 Road section 10A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 6	Bruce Highway	Brisbane - Gympie	Bribie Island Road and Bruce Highway	Uhlmann Road and Bruce Highway	2	31	0	0	33

2015 Feedback: Nil

2016 Feedback
 Variable Speed Limits apply for the Southbound section of the Bruce Highway. This project is being considered for implementation on the northbound lanes.

Assessment: Not appropriate

Rationale: Fixed speed camera present and current use of variable speed limits signs impedes the use of a P2P.

Released under RTI - DTMR

Group 5		Road section 18A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 14	Warrego Highway	Ipswich - Toowoomba	Gatton Esk Road and Warrego Highway	Tallegalla Two Tree Hill Road and Warrego Highway	9	42	10	8	69	
Rank 35	Warrego Highway	Ipswich - Toowoomba	Tallegalla Two Tree Hill Road and Warrego Highway	Haigslea Amberley Road and Warrego Highway	2	10	0	1	13	
Rank 304	Warrego Highway	Ipswich - Toowoomba	Haigslea Amberley Road and Warrego Highway	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	0	3	1	0	4	
Rank 10	Warrego Highway	Ipswich - Toowoomba	Just after Wulkuraka Connection Road on ramp to Brisbane Valley Highway and Warrego Highway	Just after Warrego Highway on ramp from Mount Crosby Rd	1	13	4	3	21	
Rank 11	Warrego Highway	Ipswich - Toowoomba	Just after Warrego Highway on ramp from Mount Crosby Rd	Adjacent to Brisbane Road and Webb Street intersection on the Warrego Highway	0	20	2	2	24	
<p>2015 Feedback: Rank 14 nil feedback. Rank 35, have priorities identified in link planning study that is nearing completion. Roadworks: A resurfacing project is planned this financial year between ch. 56.5 and 73.9km Contact service providers or Dial-before-you-dig (DBYD) on 1100 re: location of power and comms. There is only one known development application that may involve works on the highway:- a potential intersection upgrade at the heavy Road and traffic conditions: Downhill slopes:- • Ch. 39.5km; 45.2km; 46.6km; 47.8km; 58.7km; 60.5km; 69.5km westbound • Ch. 73.5km; 72.0km; 70.5km; 67.7km; 60km; 58.7km; 45.4km; 31.9km; eastbound Suggested locations for cameras: Suggested locations for cameras (in no order of preference) approximate chainage 35.6km, 40.8km, 49.1km, 54.1km, 57.8km, 61.0km, 65.8km, 73.4km westbound; and 57.8km, 54.0km, 48.7km, 36.7km, 35.5km eastbound. Solar power may be an option where mains power is cost-prohibitive.</p> <p>2016 Feedback: planning study (Janet Dobbs).Possible speed limit review 2016-17 Rank 35 roadworks: There are no funded works at this point in time, but priorities identified to date in planning include median treatments:- • Between ch 37 to 43km (Fairway Drive to west of Weier Rd) – relatively short duration median treatments • Between ch 47 to 48.5km (Glenore Grove int) • Upgrades to intersections at ch. 45.29 (Cemetery Rd & Leschke Rd) A resurfacing project is planned this financial year between ch. 56.5 and 73.9km Rank 35 corridor mgt: Contact service providers or Dial-before-you-dig (DBYD) on 1100 re: location of power and comms. There is only one known development application that may involve works on the highway:- a potential intersection upgrade at the heavy vehicle rest area on the Gatton bypass (approx. ch. 64.6km). There are several current PUP applications in these road sections. For more details, contact service providers for power, telecommunications and water (QUU). Rank 35 overall assessment and other info: Suggested locations for cameras (in no order of preference) approximate chainage 35.6km, 40.8km, 49.1km, 54.1km, 57.8km, 61.0km, 65.8km, 73.4km westbound; and 57.8km, 54.0km, 48.7km, 36.7km, 35.5km eastbound. Solar power may be an option where mains power is cost-prohibitive. Please refer queries regarding imminent local government adjacent land rezoning to Toowoomba Regional Council and Lockyer Valley regional Council.</p>										
<p>Assessment: Appropriate</p> <p>Rationale: Candidate for P2P.</p>										

Group 6		Road section 10A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 9	Bruce Highway	Brisbane - Gympie	Bli Bli Road off ramp and Bruce Highway	Nambour Connection Road and Bruce Highway	1	13	4	1	19	
Rank 12	Bruce Highway	Brisbane - Gympie	Mons Road and Bruce Highway	Bruce Highway and near Sunshine Coast on ramp	0	13	3	0	16	
Rank 19	Bruce Highway	Brisbane - Gympie	Bruce Highway and near Sunshine Coast on ramp	(near) Palmview Forest Drive and Bruce Highway	1	15	3	1	20	
<p>2015 Feedback Widening 4-6 lanes, 2 interchanges, western service road, Sunshine Mwy</p> <p>2016 Feedback Roadworks: BHUP project includes a 7km upgrade to 6 lanes from approx. CH 58 to Ch CH 67 including upgrades to Caloundra Road Speed factors: Current - 100km/h and Final - 110km/h. Roadworks: BHUP project includes a 7km upgrade to 6 lanes from approx. CH 58 to Ch CH 67 including upgrades to Caloundra Road Rank 19: Safety barrier project is proposed for delivery during 2016 - 2018 financial years. Rank 19: Bruce Highway: Maroochydore Road Interchange project also applies to this section. Nambour – Bli Bli Road planning – planning category A.</p>										
<p>Assessment: Not appropriate</p> <p>Rationale: Too close ot existing P2P. Also roadworks along section.</p>										

Group 7		Road section 10B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	

Rank 234	Bruce Highway	Gympie - Maryborough	Canterwood Rd and Bruce Highway	Mayne St (Bruce Highway) and John St	1	3	1	0	5
Rank 45	Bruce Highway	Gympie - Maryborough	Mayne St (Bruce Highway) and John St	Bauple Drive and Bruce Highway	4	10	0	0	14
Rank 15	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	Queen St and Bruce Highway	3	16	4	0	23
Rank 50	Bruce Highway	Gympie - Maryborough	Bauple Drive and Bruce Highway	(Prior) Greenhalgh Road and Bruce Highway	2	9	2	0	13

2015 Feedback

- 36.8-37.6km – overlay & widening for WCLT, start February 2016
- 44.7km-45.9km northbound overtaking lane, starting February 2016
- 46.9km – 48.7km - overlay & widening for WCLT, start February 2016 (includes intersection upgrade Chapmans Rd)
- 53.5km to 54km- overlay & widening for WCLT, start February 2016 (includes intersection upgrade Beamount Rd)
- 55.6km to 56km - - overlay & widening for WCLT, start February 2016

Further to this there will be additional funding available.
Tiaro flooding projects are being planned south of Tiaro

Corridor mgt: There are two proposed quarry DA's current for Hitech and Wagners which are located south of Gunalda between 22-26km. These developments will involve the addition of deceleration & acceleration lanes for large vehicles.

Road and traffic mgt: • Significant funding has been spent in the past three years to improve road quality after the floods.

- There are over 40 intersections along this section. The major ones being Miva Road (27.43km), Bauple/Woolooga Rd (46.693km)
- The section finishes in the 50km/h urban environment of Tiaro at the intersection of Bridge Street

Speed factors: Speed limit of 100km/h is consistent with environment with no changes planned

Overall assessment: This section would appear to be appropriate for implementation of P2P cameras

2016 Feedback: Nil

Assessment: Appropriate

Rationale: Candidate for P2P.

Released under RTI - DTMR

Group 8		Road section 40A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 16	D'Aguiar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguiar Highway	Campbells Pocket Road and D'Aguiar Highway	6	11	2	1	20	
Rank 18	D'Aguiar Highway	Caboolture - Kilcoy	Mount Mee Road and D'Aguiar Highway	King St and D'Aguiar Highway	1	10	0	1	12	
2015 Feedback: Nil										
2016 Feedback Corridor mgt: D'Aguiar Highway planning – category A. Wamuran township bypass options – category A. Rank 18 Corridor mgt: D'Aguiar Highway planning – category A. Wamuran township bypass options – category A. No changes proposed										
Assessment: Appropriate										
Rationale: Candidate for P2P.										

Group 9		Road section 150B								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 17	Sunshine Motorway	Mooloolaba - Peregian	Yandina Coolum Road and Sunshine Motorway	(near) North Shore Connection Road and Sunshine Motorway	3	7	1	0	11	
2015 Feedback: Nil										
2016 Feedback Corridor mgt: Developer works – Peregian Half Interchange to be constructed (< 1 year). Sunshine Motorway Duplication – Planning Category C.										
Assessment: Appropriate										
Rationale: Candidate for P2P.										

Group 10		Road section 126								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 20	Caboolture - Bribie Island Road	Caboolture - Bribie Island Road	Old Toorbul Point Road and Bribie Island Road	Bestmann Road and Bribie Island Road	1	10	1	1	13	
Rank 25	Caboolture - Bribie Island Road	Caboolture - Bribie Island Road	Bestmann Road and Bribie Island Road	Bestmann Road East and Bribie Island Road	2	10	0	1	13	
2015 Feedback: Nil										
2016 Feedback Roadworks: Traffic signals to be installed this financial year. Locations include Aylward Rd, Beames Rd and Peel Rd. Bribie Island Road Highway to Bridge – planning category A.										
Assessment: Not appropriate										
Rationale: Signalised intersections along road section.										

Group 11		Road section 16A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 21	Capricorn Highway	Rockhampton - Duringa	McLaughlin Street and Capricorn Highway	Capricorn Highway and Bruce Highway	2	10	0	0	12	
2015 Feedback: Nil										
2016 Feedback Road & traffic: This link has been identified as one of the State's high risk roads. In particular the first 20km section. However, as the duplication of this short section between Rockhampton and Gracemere is proposed, no works have been programmed for this link. While the traffic volumes have dropped over the past couple of years, due to the mining downturn, it is suspected that traffic growth will be approximately 3% linear over the coming years. The 2 Lane 2 way road still has congestion issues in the morning and afternoon peaks. 2015 AADT 16,422 vpd with 11.5% heavy. Speed factors: The link has two predominant speed zones. A 2.35km section at 100km/h and a 2.56km section at 80km/h. It is unlikely that the speed limit review will be undertaken.										
Assessment: Not appropriate										
Rationale: Too short section and multiple speed zones.										

Group 12		Road section 10A								
Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total	
Rank 28	Bruce Highway	Brisbane - Gympie	Deception Bay Road and Bruce Highway	Boundary Road and Bruce Highway	2	18	0	0	20	
Rank 29	Bruce Highway	Brisbane - Gympie	Boundary Road and Bruce Highway	Anzac Avenue and Bruce Highway	0	18	1	0	19	
Rank 22	Bruce Highway	Brisbane - Gympie	Anzac Avenue and Bruce Highway	Dohles Rocks Road and Bruce Highway	1	13	1	1	16	

2015 Feedback: Nil

2016 Feedback

Variable Speed Limits apply for the Southbound section of the Bruce Highway. This project is being considered for implementation on the Possible upgrades through this area in the next five to ten years.
Rank 29: Upgrades underway to the Boundary Road interchange.

Assessment: Appropriate

Rationale: Candidate for P2P.

Group 13 Road section 10B

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 24	Bruce Highway	Gympie - Maryborough	Wide Bay Highway and Bruce Highway	Reynolds Road and Bruce Highway	4	12	0	0	16

2015 Feedback:

Roadworks: As part of the Bruce Highway Safety Plan there will be additional funding spent to improve safety by widening clearzone, installation of guardrail and improving signage. Planning is underway to upgrade the wide Bay Highway intersection to include a seagull (12.2km).

Road & traffic: There are seven intersections in this section, including the Wide Bay Highway at 12.2km

Speed factors: Speed limit of 100km/h is appropriate and unlikely to change unless crashes increase

Overall assessment: It's a short section north of Gympie where most vehicles appear to do the 90km/h speed limit

2016 Feedback: Nil

Assessment: Not appropriate

Rationale: Road section too short. Could consider further north.

Group 14 Road section 12A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 26	Pacific Motorway		Near Logan Road on ramp northbound Pacific Motorway	Below Loganlea Road overpass bridge and Winnetts Road	0	28	0	0	28

2015 Feedback: various locations changes to barriers 2016

2016 Feedback: same as above

Assessment: Not appropriate

Rationale: Technical issues with this road section. Could be consider as part of an extension program after the Pacific Highway is completed.

Released under RTI - DTMR

Group 15 Road section 18B		Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 70	Warrego Highway	Toowoomba- Dalby	Toowoomba Road and Warrego Highway	Gowrie Mountain School Road and Warrego Highway	3	7	0	0	10		
Rank 27	Warrego Highway	Toowoomba-Dalby	Gowrie Mountain School Road and Warrego Highway	Troys Road and Warrego Highway	4	6	0	0	10		

2015 Feedback
Roadworks: Duplication of highway and intersection upgrades occurring from march 2016 to 2019/20. Completion of above projects should result in a reduced need for safety and maintenance projects on these sections for at least 10 years after construction.
Corridor mgt: Sections that have current development applications that could impact on the highway.
Road & traffic conditions: The road surface quality between ch. 10.59 and 18.5km is expected to be good after completion of the highway upgrades. The road surface quality of the section between 18.5 and 27.26km was reasonably good at the time of writing.
Overall assessment: Suggested locations for cameras (in order of preference) approximate chainage 22.0km, 25.0km and 19.5km. Solar power may be an option where mains power is cost-

2016 Feedback: same as above

Assessment: Appropriate
Rationale: Candidate for P2P.

Group 16 Road section 20A		Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 30	Captain Cook Highway	Cairns - Mossman	Yorkey's Knob Road and Captain Cook Highway	Holloway Beach Road and Captain Cook Highway	1	10	1	0	12		
Rank 52	Captain Cook Highway	Cairns - Mossman	Holloway Beach Road and Captain Cook Highway	Aeroglen Drive and Captain Cook Highway	1	8	4	0	13		

2015 Feedback
I do not recommend installation of point to point cameras on this section. They may be useful on the Kennedy Highway (Cairns to Mareeba) between CH0.6 and CH12.435km (Kuranda Range) which has a consistent speed limit (60kmh for the most part) with limited geometry. The road is heavily congested and vehicles are frequently unable to travel at free flow speeds.

2016 Feedback: Nil

Assessment: Not appropriate
Rationale: Concur with TMR district advice

Group 17 Road section 17A		Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 34	Cunningham Highway	Ipswich Motorway	Near Duncan Street and Ipswich Motorway	(In line with a suburban road - Georgerant Court) and Ipswich Motorway	0	21	1	0	22		
Rank 32	Cunningham Highway	Ipswich Motorway	(In line with a suburban road - Georgerant Court) and Ipswich Motorway	after the Old Logan Road overpass and Ipswich Motorway	0	17	1	1	19		

2015 & 2016 Feedback: Nil

Assessment: Not appropriate
Rationale: Road section has variable speed limit signs not appropriate for P2P.

Group 18 Road section 203		Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 36	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Stanmore Road and Beudesert Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	3	18	3	3	27		
Rank 339	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Tamborine Mountain Road and Beudesert Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	1	3	1	0	5		
Rank 38	Beudesert - Beenleigh Road	Beudesert - Beenleigh Road	Mundoolun Connection Road and Beudesert Beenleigh Road	Beudesert Nerang Road and Beudesert Beenleigh Road	3	13	3	1	20		

2015 & 2016 Feedback: Nil

Assessment: Appropriate
Rationale: Candidate for P2P.

Group 19 Road section 407		Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 37	Samford Road	Samford Road	Main Street and Samford Road	Prior Fern Way and Samford Road	0	15	3	2	20		

2015 Feedback: Nil

2016 Feedback:
Corridor mgt: Samford Village Bypass – Planning category B. Option analysis underway with project proposed post 2031.
Samford Road planning – planning category A. No changes proposed which would negatively impact install.
Speed factors: There is a number of loss of control type crashes, despite the 70km/h speed limit.

Assessment: Not appropriate

Rationale: Concur with TMR district advice

Group 20 Road section 32A

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 98	Kennedy Highway	Cairns - Mareeba	Kennedy Highway and Bailey Street	Prior Gilmore Road and Kennedy Highway	0	7	1	1	9
Rank 121	Kennedy Highway	Cairns - Mareeba	Prior Gilmore Road and Kennedy Highway	Myola Road and Kennedy Highway	5	19	3	2	29
Rank 39	Kennedy Highway	Cairns - Mareeba	Myola Road and Kennedy Highway	Kennedy Highway and Captain Cook Highway	0	10	2	4	16

2015 & 2016 Feedback: Nil

Assessment:

Rationale:

Group 21 Road section 185

Rank	Road name	Road section name	Start_Rd intersection / Lat & Long	End_Rd intersection / Lat & Long	Fatal	Hosp	Med	Minor	Total
Rank 268	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Glenlyone Road and Philip Street	Prior Kirkwood Road and Gladstone - Benaraby Road	0	4	2	1	7
Rank 40	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Prior Kirkwood Road and Gladstone - Benaraby Road	Boyne Island Road and Gladstone - Benaraby Road	3	7	2	2	14
Rank 516	Gladstone - Benaraby Road	Gladstone - Benaraby Road	Boyne Island Road and Gladstone - Benaraby Road	Gladstone - Benaraby Road and Bruce Highway	2	1	0	0	3

2015 Feedback: Nil

2016 Feedback:

This link has been identified as one of the State's high risk roads. In particular the first 20km section. The section proposed for the P2P cameras has a very poor alignment and cross section. A link study is currently being prepared. The 2 Lane 2 way road still has congestion issues in the morning and afternoon peaks. 2015 AADT 11,675 vpd with 8% heavy.

The link has two predominant speed zones as well as a short 70km/h section at the South Trees Boat Ramp. The two predominate sections are 80km/h and 90km/h. It is unlikely that the speed limit review will be undertaken unless the road alignment is improved as part of the high risk road project.

Assessment: Not appropriate

Rationale: Multiple speed zone - consider for down track

Released under RTI - DTMR

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
1	1	Gateway Art Rd Ramp O	Port Of Brisbane Rd (1/95 Aka Lytch	Murarie	South Brisbane	Brisbane	104	0	6	11	6	23	2	0	19	2	23
3	2	Logan Sub-arterial Rd (u90)	Macgregor St	Upper Mount Grav	South Brisbane	Brisbane	74	0	8	2	1	11	7	3	0	1	11
4	3	Melbourne St	Cordelia St	South Brisbane	South Brisbane	Brisbane	72	0	7	4	0	11	2	2	2	5	11
6	4	East - West Arterial Rd	Lutwyche Rd	Kedron	North Brisbane	Brisbane	64	0	4	7	2	13	1	11	1	0	13
7	5	Kelvin Grove Rd	Inner City Bypass Off Ramp (w)	Kelvin Grove	North Brisbane	Brisbane	60	0	5	5	0	10	0	7	3	0	10
8	6	Progress Rd	Western Art Rd Off Ramp (northbo	Richlands	South Brisbane	Brisbane	50	0	4	4	1	9	1	0	1	7	9
9	7	Marshall Rd	Cannes St	Holland Park Wes	South Brisbane	Brisbane	50	0	4	4	1	9	0	1	3	5	9
11	8	Wynnum Rd	Gateway Art Rd Ramp U	Tingalpa	South Brisbane	Brisbane	48	1	2	3	2	8	0	1	1	6	8
12	9	Moreton Dr	Dryandra Rd	Eagle Farm	North Brisbane	Brisbane	48	0	4	2	4	10	1	0	7	2	10
15	10	Redland Sub-arterial Rd	Logan Rd	Upper Mount Grav	South Brisbane	Brisbane	44	0	5	1	0	6	0	3	0	3	6
16	11	Juliette St	Ipswich Rd	Annerley	South Brisbane	Brisbane	44	0	4	3	0	7	0	6	0	1	7
18	12	Gateway Art Rd Ramp Vg	Gateway Art Rd Ramp Xc	Belmont	South Brisbane	Brisbane	42	0	5	0	1	6	0	2	0	4	6
26	13	Redland Sub-arterial Rd	Gateway Art Rd Ramp Xk	Mackenzie	South Brisbane	Brisbane	38	0	4	1	1	6	1	0	4	1	6
27	14	Wynnum Rd	Creek Rd	Cannon Hill	South Brisbane	Brisbane	38	0	4	1	1	6	4	1	1	0	6
28	15	Redland Sub-arterial Rd	Gateway Art Rd Ramp Xi	Mackenzie	South Brisbane	Brisbane	38	0	3	3	1	7	0	0	0	7	7
29	16	Quarry Rd	Thorneside Rd	Birkdale	South Brisbane	Brisbane	36	1	2	1	0	4	1	1	1	1	4
30	17	Chatsworth Rd	Cavendish Rd	Coorparoo	South Brisbane	Brisbane	36	0	4	1	0	5	0	0	1	4	5
35	18	Gateway Art Rd Ramp Xm	Cleveland Sub-arterial Rd	Belmont	South Brisbane	Brisbane	36	0	4	1	0	5	2	0	0	3	5
36	19	Ann St	Murri Wy	Fortitude Valley	North Brisbane	Brisbane	36	0	4	0	2	6	0	4	1	1	6
37	20	Northey St	Lutwyche Rd	Windsor	North Brisbane	Brisbane	36	0	3	3	0	6	6	0	0	0	6
40	21	Cornwall St	Earl St	Greenslopes	South Brisbane	Brisbane	36	0	3	3	0	6	3	0	3	0	6
41	22	Griffith Arterial Rd	Mt Lindesay Art. Rd (aka 5772 Pre	Rocklea	South Brisbane	Brisbane	36	0	3	2	2	7	0	0	6	1	7
42	23	Todds Rd	Ellis St	Lawnton	North Brisbane	Brisbane	36	0	2	4	2	8	0	0	0	8	8
43	24	Logan Sub-arterial Rd (u90)	Gateway Art Rd On Ramp (s)	Eight Mile Plains	South Brisbane	Brisbane	34	0	3	2	1	6	0	2	2	2	6
44	25	Ipswich Rd	Cornwall St	Woolloongabba	South Brisbane	Brisbane	34	0	3	2	1	6	3	1	2	0	6
46	26	Gympie Arterial Rd	Robinson Rd W	Aspley	North Brisbane	Brisbane	34	0	3	2	1	6	2	2	1	1	6
48	27	Mt Lindesay Art. Rd (aka 5772 Pre 1/95)	Bradman St	Acacia Ridge	South Brisbane	Brisbane	34	0	3	1	3	7	1	1	2	3	7
52	28	Redland Sub-arterial Rd	Gardner Rd	Mackenzie	South Brisbane	Brisbane	32	0	3	2	0	5	1	1	2	1	5
53	29	Mccullough St	Mains Rd	Sunnybank	South Brisbane	Brisbane	32	0	3	2	0	5	2	1	0	2	5
56	30	Griffith Arterial Rd	Nathan Connection Arterial Rd	Macgregor	South Brisbane	Brisbane	32	0	3	2	0	5	1	2	0	2	5
57	31	Patricks Rd	Nepean Ave	Arana Hills	North Brisbane	Brisbane	32	0	3	0	4	7	0	0	4	3	7
62	32	Margaret St	George St	Brisbane City	North Brisbane	Brisbane	30	0	3	1	1	5	0	1	1	3	5
64	33	Brunswick St	Mclachlan St	Fortitude Valley	North Brisbane	Brisbane	30	0	2	3	1	6	3	0	1	2	6
65	34	Gowan Rd	Beenleigh Rd	Sunnybank Hills	South Brisbane	Brisbane	28	0	3	1	0	4	0	0	1	3	4
66	35	Halt St	Boundary Rd	Coopers Plains	South Brisbane	Brisbane	28	0	3	1	0	4	0	0	2	2	4
70	36	Gipps St	Ann St	Fortitude Valley	North Brisbane	Brisbane	28	0	3	1	0	4	0	3	0	1	4
71	37	Boundary St	Adelaide St	Brisbane City	North Brisbane	Brisbane	28	0	2	3	0	5	0	0	0	5	5
72	38	Duke St	Cornwall St	Woolloongabba	South Brisbane	Brisbane	28	0	2	3	0	5	0	0	5	0	5
73	39	Gayford St	Albany Creek Sub-arterial Rd	Aspley	North Brisbane	Brisbane	28	0	2	3	0	5	1	1	3	0	5
76	40	Milton Rd	Hale St Off Ramp (southbound)	Petrie Terrace	North Brisbane	Brisbane	28	0	2	3	0	5	0	0	5	0	5
77	41	East - West Arterial Rd	Nudgee Rd	Hendra	North Brisbane	Brisbane	28	0	2	2	2	6	0	0	2	4	6
79	42	Marshall Rd	Birdwood Rd	Tarragindi	South Brisbane	Brisbane	28	0	2	2	2	6	2	0	0	4	6
81	43	Butterfield St	Bowen Bridge Rd	Bowen Hills	North Brisbane	Brisbane	26	0	3	0	1	4	2	2	0	0	4
82	44	Logan Sub-arterial Rd (u90)	Padstow Rd	Eight Mile Plains	South Brisbane	Brisbane	26	0	2	2	1	5	4	1	0	0	5
86	45	Old Cleveland Rd	Nicklin St	Coorparoo	South Brisbane	Brisbane	26	0	2	2	1	5	0	2	0	3	5
87	46	Mt Lindesay Art. Rd (aka 5772 Pre 1/95)	Learoyd Rd	Acacia Ridge	South Brisbane	Brisbane	26	0	1	4	1	6	2	2	2	0	6
100	47	Vulture St East	Elfin St	East Brisbane	South Brisbane	Brisbane	24	0	2	2	0	4	0	2	2	0	4
101	48	Wickham St	Brookes St	Fortitude Valley	North Brisbane	Brisbane	24	0	2	2	0	4	4	0	0	0	4
102	49	Juliette St	Earl St	Greenslopes	South Brisbane	Brisbane	24	0	2	2	0	4	2	1	0	1	4
110	50	Webster Rd	East - West Arterial Rd	Stafford	North Brisbane	Brisbane	24	0	2	2	0	4	1	2	0	1	4
38	1	Tank St	Glenlyon St (01/12)	Gladstone Central	Capricornia	Central	36	0	3	3	0	6	1	4	0	1	6
63	2	Milton St	Mackay - Slade Point Rd	Mackay	Mackay	Central	30	0	2	3	1	6	1	0	1	4	6
67	3	Rockhampton - Yeppoon Rd	Bolsover St	Rockhampton City	Capricornia	Central	28	0	3	1	0	4	0	3	1	0	4
83	4	High St	Rockhampton - Yeppoon Rd	Berserker	Capricornia	Central	26	0	2	2	1	5	1	3	1	0	5
99	5	High St	Berserker St	Berserker	Capricornia	Central	24	0	3	0	0	3	1	0	2	0	3
103	6	Woodstock St	Maryborough - Hervey Bay Rd	Maryborough	Wide Bay Burn	Central	24	0	2	2	0	4	2	2	0	0	4
132	7	Goodwood Rd	Bundaberg Ring Rd	Thabeban	Wide Bay Burn	Central	20	0	2	1	0	3	1	1	1	0	3
141	8	Rockhampton - Yeppoon Rd	Campbell St	Rockhampton City	Capricornia	Central	16	0	2	0	0	2	0	0	1	1	2
142	9	Farm St	Bruce Hwy	Norman Gardens	Capricornia	Central	16	0	2	0	0	2	1	1	0	0	2
143	10	Faldt St	Bundaberg - Port Rd	Norville	Wide Bay Burn	Central	16	0	2	0	0	2	0	0	0	2	2

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Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights					
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total	
144	11	Point Cartwright Dr	Nicklin Wy	Buddina	Sunshine Coas	Central	16	0	2	0	0	2	2	0	0	0	0	2
145	12	Shakespeare St	Bruce Hwy	Mackay	Mackay	Central	16	0	2	0	0	2	0	0	1	1	2	
159	13	Gregory Hwy	Curt St	Emerald	Capricornia	Central	16	0	2	0	0	2	1	1	0	0	2	
166	14	Wood St	Mackay - Slade Point Rd	Mackay	Mackay	Central	14	0	1	1	1	3	1	0	0	2	3	
171	15	Derby St	Bruce Hwy	Allenstown	Capricornia	Central	14	0	1	1	1	3	0	3	0	0	3	
172	16	Wellington St	Mackay - Slade Point Rd	Mackay	Mackay	Central	12	0	1	1	0	2	0	0	1	1	2	
173	17	Gavial - Gracemere Rd	Capricorn Hwy	Gracemere	Capricornia	Central	12	0	1	1	0	2	0	2	0	0	2	
174	18	Albert St	George St	Rockhampton City	Capricornia	Central	12	0	1	1	0	2	1	1	0	0	2	
175	19	Fitzroy St	Bruce Hwy	Rockhampton City	Capricornia	Central	12	0	1	1	0	2	0	0	0	2	2	
176	20	Richardson Rd	Bruce Hwy	Norman Gardens	Capricornia	Central	12	0	1	1	0	2	1	1	0	0	2	
177	21	Main St	Haynes St	Park Avenue	Capricornia	Central	12	0	1	1	0	2	0	2	0	0	2	
178	22	Elphinstone St	Dean St	Berserker	Capricornia	Central	12	0	1	1	0	2	0	1	1	0	2	
179	23	Taylor St	Maryborough - Hervey Bay Rd	Pialba	Wide Bay Burn	Central	12	0	1	1	0	2	0	0	2	0	2	
180	24	Nicklin Wy	Regatta Blvd	Wurtulla	Sunshine Coas	Central	12	0	1	1	0	2	0	1	1	0	2	
181	25	Latcham Dr	Caloundra Rd	Little Mountain	Sunshine Coas	Central	12	0	1	1	0	2	0	0	1	1	2	
182	26	Norris Rd	Malcomson St	Mount Pleasant	Mackay	Central	12	0	1	1	0	2	0	1	1	0	2	
201	27	Mackay - Slade Point Rd	Gregory St	Mackay	Mackay	Central	12	0	1	1	0	2	0	0	0	2	2	
203	28	Richardson Rd	Haynes St	Kawana	Capricornia	Central	12	0	0	3	0	3	1	2	0	0	3	
204	29	Kerrigan St	Dean St	Frenchville	Capricornia	Central	10	0	1	0	1	2	0	1	1	0	2	
212	30	Lennox St	Kent St	Maryborough	Wide Bay Burn	Central	10	0	1	0	1	2	0	0	1	1	2	
214	31	Far St	Dawson Hwy	West Gladstone	Capricornia	Central	10	0	0	2	1	3	2	1	0	0	3	
215	32	Queen St	Maltman St N	Moffat Beach	Sunshine Coas	Central	8	0	0	2	0	2	0	0	2	0	2	
216	33	Rockhampton - Yeppoon Rd	Kent St	Rockhampton City	Capricornia	Central	8	0	0	2	0	2	0	2	0	0	2	
222	34	Maroochydore Rd	Amaroo St	Maroochydore	Sunshine Coas	Central	8	0	0	2	0	2	0	0	2	0	2	
223	35	Elphinstone St	Berserker St	Berserker	Capricornia	Central	8	0	0	1	2	3	2	1	0	0	3	
224	36	Pittards Rd	Jones Rd	Buderim	Sunshine Coas	Central	8	0	0	1	2	3	0	3	0	0	3	

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								Fatal	Hosp	Med	Minor		North	South	East	West	Total
225	37	Piringa St	Nicklin Wy	Wurtulla	Sunshine Coas	Central	6	0	0	1	1	2	1	1	0	0	2
226	38	Bruce Hwy	High St	Park Avenue	Capricornia	Central	6	0	0	1	1	2	1	1	0	0	2
230	39	Maroochydore Rd	Broadmeadows Rd	Maroochydore	Sunshine Coas	Central	6	0	0	1	1	2	0	0	1	1	2
231	40	Maroochydore Rd	Sunshine Mwy Ramp Ka (northbound)	Kuluin	Sunshine Coas	Central	4	0	0	0	2	2	1	0	1	0	2
23	1	Upward St	Captain Cook Hwy	Cairns North	Far North	Northern	40	0	5	0	0	5	3	0	1	1	5
31	2	Garbutt - Upper Ross Rd	Bruce Hwy Off Ramp (w) 01/09	Condon	Townsville	Northern	36	0	4	1	0	5	5	0	0	0	5
49	3	Grafton St	Aplin St	Cairns City	Far North	Northern	34	0	1	6	1	8	1	5	1	1	8
51	4	Bruce Hwy	Mulgrave Rd	Woree	Far North	Northern	32	0	4	0	0	4	3	1	0	0	4
58	5	Townsville Port Rd (09)	Kings Rd	Hyde Park	Townsville	Northern	32	0	2	4	0	6	2	1	1	2	6
59	6	Ross River Rd	Thompson St	Mundingburra	Townsville	Northern	30	0	3	1	1	5	0	0	3	2	5
89	7	Sturt St	Ingham Rd	West End	Townsville	Northern	24	1	1	0	0	2	0	0	1	1	2
90	8	Gollogly La	Garbutt - Upper Ross Rd	Condon	Townsville	Northern	24	0	3	0	0	3	1	1	1	0	3
91	9	Ross River Rd	Douglas - Garbutt Rd	Aitkenvale	Townsville	Northern	24	0	3	0	0	3	0	2	0	1	3
92	10	North Shore Blvd	Bruce Hwy	Shaw	Townsville	Northern	24	0	3	0	0	3	0	2	1	0	3
104	11	Garbutt - Upper Ross Rd	Ross River Rd	Kirwan	Townsville	Northern	24	0	2	2	0	4	2	0	1	1	4
105	12	Garbutt - Upper Ross Rd	Bruce Hwy On Ramp (e) 01/09	Condon	Townsville	Northern	24	0	2	2	0	4	2	2	0	0	4
111	13	Mulgrave Rd	Florence St	Parramatta Park	Far North	Northern	24	0	2	1	2	5	0	0	4	1	5
120	14	Bruce Hwy	Bentley Park	Far North	Northern	20	0	2	1	0	3	1	1	1	0	3	
139	15	Hoare St	English St	Manunda	Far North	Northern	18	0	2	0	1	3	0	0	3	0	3
146	16	Mulgrave Rd	Mcleod St	Cairns City	Far North	Northern	16	0	2	0	0	2	0	0	1	1	2
147	17	North Shore Blvd	Main St	Burdell	Townsville	Northern	16	0	2	0	0	2	1	0	1	0	2
148	18	Ross River Rd	Anne St	Aitkenvale	Townsville	Northern	16	0	2	0	0	2	0	0	1	1	2
149	19	Garbutt - Upper Ross Rd	Douglas - Garbutt Rd	Garbutt	Townsville	Northern	16	0	2	0	0	2	0	0	1	1	2
150	20	Cairns Western Arterial Rd	Givens St	Moorooloolool	Far North	Northern	16	0	2	0	0	2	1	1	0	0	2
164	21	Douglas - Garbutt Rd	-	Garbutt	Townsville	Northern	16	0	1	2	0	3	0	2	1	0	3
167	22	Grace St	Bruce Hwy	Innisfail	Far North	Northern	14	0	1	1	1	3	1	0	2	0	3
168	23	Mulgrave Rd	Brown St	Westcourt	Far North	Northern	14	0	1	1	1	3	0	0	1	2	3
183	24	Mulgrave Rd	Cairns Western Arterial Rd	Bungalow	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
184	25	Aumuller St	Mulgrave Rd	Westcourt	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
185	26	Lyons St	Bruce Hwy	Portsmith	Far North	Northern	12	0	1	1	0	2	0	1	1	0	2
186	27	Spence St	Sheridan St	Cairns City	Far North	Northern	12	0	1	1	0	2	1	0	0	1	2
187	28	Townsville Port Rd (09)	Ingham Rd	Cosgrove	Townsville	Northern	12	0	1	1	0	2	0	1	0	1	2
188	29	Fulham Rd	Douglas - Garbutt Rd	Vincent	Townsville	Northern	12	0	1	1	0	2	1	0	1	0	2
189	30	Townsville Port Rd (09)	Hugh St	Currajong	Townsville	Northern	12	0	1	1	0	2	0	0	2	0	2
190	31	Virgil St	Kings Rd	Hyde Park	Townsville	Northern	12	0	1	1	0	2	0	2	0	0	2
191	32	Cochrane St	Cairns Western Arterial Rd	Manunda	Far North	Northern	12	0	1	1	0	2	2	0	0	0	2
205	33	Illuka St	Bayswater Rd	Currajong	Townsville	Northern	10	0	1	0	1	2	0	0	1	1	2
206	34	Townsville Port Rd (09)	Garbutt - Upper Ross Rd	Garbutt	Townsville	Northern	10	0	1	0	1	2	0	0	0	2	2
207	35	North Ward Rd	Martinez Ave	Garbutt	Townsville	Northern	10	0	1	0	1	2	1	1	0	0	2
208	36	Cairns Western Arterial Rd	Anderson St	Manoora	Far North	Northern	10	0	1	0	1	2	1	1	0	0	2
217	37	Hervey's Range Developmental Rd	Bruce Hwy On Ramp (s) 01/09	Bohle Plains	Townsville	Northern	8	0	0	2	0	2	0	0	0	2	2
218	38	Bruce Hwy	Progress Rd	Mount Sheridan	Far North	Northern	8	0	0	2	0	2	1	1	0	0	2
227	39	Spence St	Grafton St	Cairns City	Far North	Northern	6	0	0	1	1	2	0	0	1	1	2
228	40	Garbutt - Upper Ross Rd	Allambie La	Kelso	Townsville	Northern	6	0	0	1	1	2	2	0	0	0	2
229	41	Mulgrave Rd	Ishmael Rd	Earlville	Far North	Northern	6	0	0	1	1	2	0	1	1	0	2

Nominated Red Light Camera Sites
 Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014
 Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
2	1	Nerang - Broadbeach Rd	Labrador - Carrara Rd	Carrara	Gold Coast	South Eastern	76	1	6	3	0	10	2	3	1	4	10
10	2	Brisbane - Beenleigh Rd	Springwood Connection Rd	Slacks Creek	Logan	South Eastern	48	1	3	2	0	6	1	4	1	0	6
13	3	Anzac Ave	Mt Lindsay Hwy Off Ramp (n)	Hillcrest	Logan	South Eastern	46	0	5	1	1	7	0	2	0	5	7
14	4	Brisbane - Beenleigh Rd	Castile Cres	Edens Landing	Logan	South Eastern	44	1	3	1	0	5	0	4	1	0	5
17	5	Southport - Burleigh Rd	Christine Ave	Burleigh Waters	Gold Coast	South Eastern	42	0	5	0	1	6	6	0	0	0	6
25	6	Advancetown - Mudgeeraba Rd	Pacific Hwy Off Ramp (northbound)	Mudgeeraba	Gold Coast	South Eastern	40	0	3	4	0	7	0	0	1	6	7
32	7	Smith St Connection Rd	Scarborough St (code To 66282)	Southport	Gold Coast	South Eastern	36	0	4	1	0	5	1	0	2	2	5
33	8	Pacific Hwy Off Ramp (northbound)	Nielsens Rd	Highland Park	Gold Coast	South Eastern	36	0	4	1	0	5	0	0	2	3	5
5	1	Devereaux Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Southern	70	0	6	5	1	12	1	11	0	0	12
19	2	West St	Alderley St	South Toowoomba	Darling Downs	Southern	42	0	4	2	1	7	2	4	1	0	7

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes				Headed direction of motor vehicles disobeying traffic lights					
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
20	3	William Berry Dr	Burpengary - Caboolture Rd	Morayfield	Moreton	Southern	42	0	4	2	1	7	3	4	0	0	7
21	4	William Berry Dr	Burpengary - Caboolture Rd	Caboolture South	Moreton	Southern	40	0	5	0	0	5	0	5	0	0	5
22	5	Herries St	Clifford St	Toowoomba City	Darling Downs	Southern	40	0	5	0	0	5	1	0	3	1	5
24	6	Redcliffe Rd	Boardman Rd	Kippa-ring	Moreton	Southern	40	0	4	2	0	6	0	0	4	2	6
45	7	Neil St	Herries St	Toowoomba City	Darling Downs	Southern	34	0	3	2	1	6	0	2	4	0	6
55	8	Ipswich - Boonah Rd	Cunningham Hwy Ramp Fd	Purga	Ipswich	Southern	32	0	3	2	0	5	3	2	0	0	5
61	9	Warrego Hwy	Neil St	Toowoomba City	Darling Downs	Southern	30	0	3	1	1	5	0	1	1	3	5
107	10	Ipswich - Cunningham Hwy Connection Rd	Gordon St	Ipswich	Ipswich	Southern	24	0	2	2	0	4	2	0	0	2	4
108	11	Ipswich - Cunningham Hwy Connection Rd	Brisbane St	Ipswich	Ipswich	Southern	24	0	2	2	0	4	3	0	1	0	4
109	12	Caboolture - Bribie Island Rd	Bruce Hwy On Ramp (do Not Use)	Caboolture	Moreton	Southern	24	0	2	2	0	4	0	0	2	2	4
116	13	Warrego Hwy	Kitchener St	East Toowoomba	Darling Downs	Southern	22	0	2	1	1	4	1	1	1	1	4
117	14	Hume St	Bridge St	North Toowoomba	Darling Downs	Southern	22	0	2	1	1	4	0	1	1	2	4
129	15	West St	Margaret St	Newtown	Darling Downs	Southern	20	0	2	1	0	3	1	2	0	0	3
130	16	Church St	Cunningham Hwy	Goodna	Ipswich	Southern	20	0	2	1	0	3	3	0	0	0	3
131	17	Gatfield St	Anzac Ave	Newtown	Darling Downs	Southern	20	0	2	1	0	3	0	3	0	0	3
134	18	Deception Bay Rd	Lipscombe Rd	Deception Bay	Moreton	Southern	20	0	1	3	0	4	0	0	1	3	4
135	19	Redcliffe Rd	Brighton - Redcliffe Rd	Redcliffe	Moreton	Southern	20	0	1	3	0	4	0	2	0	2	4
138	20	Toowoomba - Cecil Plains Rd	Greenwattle St	Glenvale	Darling Downs	Southern	18	0	2	0	1	3	1	0	2	0	3
151	21	West St	Stephen St	Harristown	Darling Downs	Southern	16	0	2	0	0	2	0	1	0	1	2
152	22	West St	Warrego Hwy	Toowoomba City	Darling Downs	Southern	16	0	2	0	0	2	2	0	0	0	2
153	23	Mort St	Bridge St	Toowoomba City	Darling Downs	Southern	16	0	2	0	0	2	1	0	1	0	2
154	24	Deception Bay Rd	Moreton Downs Dr	Deception Bay	Moreton	Southern	16	0	2	0	0	2	0	0	1	1	2
155	25	Torrens Rd	Burpengary - Caboolture Rd	Caboolture South	Moreton	Southern	16	0	2	0	0	2	2	0	0	0	2
156	26	Redbank Plains Rd (02/13)	Alice St	Goodna	Ipswich	Southern	16	0	2	0	0	2	1	1	0	0	2
157	27	Ipswich - Cunningham Hwy Connection Rd	Cunningham Hwy Ramp Fa	Yamanto	Ipswich	Southern	16	0	2	0	0	2	0	2	0	0	2
158	28	Tor St	Bridge St	Wilsonton	Darling Downs	Southern	16	0	2	0	0	2	0	1	0	1	2
161	29	South Station Rd	-	Booval	Ipswich	Southern	16	0	1	2	0	3	0	3	0	0	3
162	30	Old Logan Rd (from 2008)	Cunningham Hwy Service Rd (from	Gailes	Ipswich	Southern	16	0	1	2	0	3	0	1	2	0	3
163	31	Warrego Hwy	Hume St	South Toowoomba	Darling Downs	Southern	16	0	1	2	0	3	0	0	1	2	3
169	32	Macdonnell Rd	Brighton - Redcliffe Rd	Margate	Moreton	Southern	14	0	1	1	1	3	1	1	0	1	3
170	33	West St	Bridge St	Newtown	Darling Downs	Southern	14	0	1	1	1	3	1	0	1	1	3
192	34	Stenner St	New England Hwy	Kearneys Spring	Darling Downs	Southern	12	0	1	1	0	2	1	0	0	1	2
193	35	West St	Herries St	Newtown	Darling Downs	Southern	12	0	1	1	0	2	0	0	0	2	2
194	36	Deception Bay Rd	Morris Rd W	Rothwell	Moreton	Southern	12	0	1	1	0	2	1	1	0	0	2

Nominated Red Light Camera Sites

Casualty crashes and offending motor vehicles involved in red light camera casualty crashes at nominated red light camera sites, Queensland, 1 July 2009 to 31 December 2014

Data Extracted 12 May 2016

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty crashes					Headed direction of motor vehicles disobeying traffic lights				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
195	37	Deception Bay Rd	Bruce Hwy On Ramp (n/bound)	Burpengary	Moreton	Southern	12	0	1	1	0	2	0	0	1	1	2
196	38	Grant Rd	Caboottle River Rd	Morayfield	Moreton	Southern	12	0	1	1	0	2	0	0	1	1	2
197	39	Bertha St	Cunningham Hwy	Goodna	Ipswich	Southern	12	0	1	1	0	2	0	0	0	2	2
198	40	Ash St	Ipswich - Cunningham Hwy Connec	Yamanto	Ipswich	Southern	12	0	1	1	0	2	1	0	0	1	2
199	41	Namatjira Dr	Collingwood Dr	Redbank	Ipswich	Southern	12	0	1	1	0	2	0	0	2	0	2
200	42	Warrego Hwy	Mcdougall St	Wilsonton	Darling Downs	Southern	12	0	1	1	0	2	1	0	0	1	2
202	43	New England Hwy	Bridge St	Toowoomba City	Darling Downs	Southern	12	0	0	3	0	3	2	1	0	0	3
209	44	New England Hwy	Alderley St	South Toowoomba	Darling Downs	Southern	10	0	1	0	1	2	1	1	0	0	2
210	45	Chermside Rd	Blackstone Rd	Newtown	Ipswich	Southern	10	0	1	0	1	2	0	2	0	0	2
211	46	Warrego Hwy	Richmond Dr	Wilsonton	Darling Downs	Southern	10	0	1	0	1	2	0	0	2	0	2
213	47	Fitzroy St	Cunningham Hwy	Warwick	Darling Downs	Southern	10	0	0	2	1	3	2	1	0	0	3
219	48	Walkers Rd	Burpengary - Caboottle Rd	Morayfield	Moreton	Southern	8	0	0	2	0	2	2	0	0	0	2
220	49	Thorn St	Ipswich - Cunningham Hwy Connec	Ipswich	Ipswich	Southern	8	0	0	2	0	2	1	0	1	0	2
221	50	Warrego Hwy	-	Newtown	Darling Downs	Southern	8	0	0	2	0	2	0	0	2	0	2

Queensland Ranking	Region Ranking	Street	Street Also On	Suburb	Police District	Police Region	EPDO	Red light camera criteria casualty					Headed direction of motor vehicles				
								Fatal	Hosp	Med	Minor	Total	North	South	East	West	Total
3	2	Orange Grove Rd	Griffith Arterial Rd	Salisbury	South Brisbane	Brisbane	76	1	7	1	0	9	6	1	1	1	9
70	41	South East Art Rd Ramp Xd	Marshall Rd	Holland Park West	South Brisbane	Brisbane	28	0	3	1	0	4	0	1	2	1	4
		Warrego Highway	Any intersection	Dalby	Darling Downs	Southern											

Released under DTMR

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment		
	<p>Port Cartwright Drive has several nearby DAs. There have been several for the north-east corner of the intersection (red rooster site), with a major multi-storey development proposed and Hungry Jacks type drive through fast food proposed. The most notable is the upgrades to Kawana Shoppingtown, addition of cinemas, major expansion and multi-storey carparking. This development triggers several stages of works at this intersection. Located in the CoastConnect Corridor that proposes dedicated bus lanes on Nicklin Way. There is no current funding for infrastructure works for this project. More detailed information can be found on TMR's project page.</p> <p>It is also in the Coast Connect (Nicklin Way) area – Planning Category C – contact Dan Koch.</p>					
						<p>Would like to investigate for next round (QPS - vcrkshop) (2015)</p>
	<p>There are DAs for both the North West corner of this intersection (high density residential with shops) that triggered upgrades to this intersection – additional right turn lanes, changes to signals. There is a DA for the South West corner of this intersection – shops and some residential – from memory, only triggered crossover upgrades, no changes to the intersection itself.</p> <p>It is also in the Coast Connect (Nicklin Way) area – Planning Category C – contact Dan Koch. Located in the CoastConnect Corridor that proposes dedicated bus lanes on Nicklin Way. There is no current funding for infrastructure works for this project. More detailed information can be found on TMR's project page - DPK.</p>					
	<p>Prelodgement discussions have been undertaken for a service station to be constructed on the north west corner of the intersection. Initial investigations showed that they would need to do works at the intersection to improve sight lines at their Latcham Dr egress (by slowing left turn movements off Caloundra Road). Works will likely be conditioned at the intersection. It is part of the Caloundra Road route strategy area – planning category A.</p> <p>It is part of the Caloundra Road route strategy area – planning category A.</p>					
	<p>Not a state-controlled road.</p>					
	<p>This is the main Kmart access for Sunshine Plaza. There is a DA at this location of the expansion of the shopping centre. This involved having a major multistorey carpark accessed via this intersection – and upgrades to the intersection required.</p>					
	<p>There is currently a DA in with council for a major Woolworths and fast food development on the north corner of the intersection which will require major upgrades to the intersection.</p>					

Not on the state-controlled road network.

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Upgrade to intersection proposed in the 2018-19 financial year to facilitate cycle movements. This will impact on camera functionality.	This is in the Coast Connect (Nicklin Way) area – Planning Category C. No known developer works planned.			
	Intersection currently being upgraded as part of the Evans St 4 laning works. Second stage of works being triggered by Sunshine Plaza upgrades (two right turn lanes from Maroochydore Road into Evans St).			
	No known works in this area. Note: Unitywater about to upgrade some pumping stations on the north east and south west corners of the interchange – but should not affect the interchange itself.			
<p>There are existing red light cameras on both Townsville Port Road (Woolcock Street) approaches. In 2016-2017 FY the pavement is to be milled and replaced on the Woolcock Street east approach to the intersection. It is requested that the existing red light camera be upgraded to radar at the time the asphalt works are undertaken to eliminate maintenance issues associated with camera loops interfering with signal loops when cut.</p> <p>Thompson St has a 40km/hr school speed restriction. The school would likely support a red light and speed camera. It is noted however there is currently a red light camera at the intersection of Ross River Road and Gulliver Street approximately 400m east of the Thompson Street intersection. It may be advantageous to upgrade the existing camera to radar at the Gulliver Street intersection to include both red light and speed. It was also noted that this intersection signal sequence operates as yellow trap during the OB heavy plan. As such the OB through movement signal group runs a minimum red before turning green again. It is likely that this is a contributor to red light running. The yellow trap is now being removed by removing the RT filter on Ross River Road which should improve red light running by the through movement. The RT movements are to be monitored.</p> <p>Both Sturt St and Ingham Rd are local roads under the governing authority of Townsville City Council hence the intersection belongs to Townsville City Council. Is this a typo?</p> <p>The 'yellow trap' signal phasing sequence was changed late 2016 to remove the yellow trap altogether. It is believed the yellow trap was originally introduced for signal coordination. The yellow trap signal phasing was believed to be the main contributing factor of red light running due to a minimum red time of approximately 3 seconds before turning back to green. No public complaints have been received since. Existing red light and speed camera approximately 1.5km north on Riverway Drive in the northbound direction.</p> <p>There once was a red light camera on Ross River Road on the west approach. This camera was removed during the intersection upgrade in 2013. It is alleged that the camera was no longer suitable due to the size of the intersection. The speed is 60km/hr on all approaches however there is argument that Ross River Road should be 70km/hr not 60km/hr. Approximately 300m to the north the posted speed increases to 70km/hr. Current signal coordination shows the main platoon travelling southbound on Nathan Street arriving as the through movement turns red however the RT movements run. Ideally the intersection should run lead/lag for coordination which would likely to reduce red light running.</p> <p>The way finding through the North shore / Bruce Highway / Shaw Road intersection is confusing and not intuitive. The intersection is very congested during peak hours where both the right turn lanes on the Bruce Highway and both Shaw Road and North Shore Boulevard approaches don't clear every cycle. Townsville Ring Road is scheduled for completion in January 2017 which is expected to significantly reduce volumes through this intersection. Eventually this intersection will become grade separated but not within the next 5 years.</p>				

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
	No proposed works by 3rd party Top hat installed Comms is ADSL Energex supply is pole P740290	Intersection is asphalt surfaced and in good condition. Intersection is on a flat grade but there is a blind corner and crest on approach from the north on Labrador Carrara Rd impeding Sight distance to BOQ. Southbound delays observed since the recent upgrade of the Labrador-Carrara Rd & Ashmore Rd intersection. Civil improvements to be made in near future to ease congestion. Motorists often become frustrated with this intersection due to complexity and high peak hour traffic volumes.	80km/hr in both directions on Nerang Broadbeach Rd 60km/hr Northbound on Birmingham Rd 60km/hr Southbound on Labrador Carrara Rd Next speed limit review expected 2019/2020 financial year	Possible camera location (2015) Red - Commonwealth Games upgrade. (QPS) Sthbound: i/s Ross St, bus lane +3 lanes + right turn, camera long way from i/s if on left of the road as there is also a turn left lane. Good centre median strip position. Antenna long way from stop line if on opposite site of road. slight bend in road. Wstbound: left turn lane anytime + 2 lanes + 2 right turn. Good install left side of road. Antenna long way from stop line on others ide of road +30m.
	No proposed works by 3rd party Top hat installed Comms is ADSL Energex supply is pole 1631	Signalised T-Intersection is asphalt surfaced . Condition appears to be relatively poor with evidence of rutting, bleeding and longitudinal cracking. The intersection is on a slight downhill grade running north-south and a flat grade on Springwood Connection Rd to the west. Unaware of congestion issues. Some delays may be experienced during peak hours.	70km/hr in both directions on Brisbane-Beenleigh Rd 60km/hr on Springwood Connection Rd Next speed limit review expected 2017/2018 financial year	Possible camera location
	No proposed works by 3rd party No top hat installed Comms is ADSL Energex supply is pole 62349	Unaware of congestion issues or other.	60km/hr Offramp Speed 80km/hr through speed on Mt Lindesay Hwy Next speed limit review expected 2019/2020 financial year	Possible camera location
	No proposed works by 3rd party No top hat installed Comms is 3G wireless -but Fixed line is available nearby Energex supply is pole 65696	Unaware of congestion issues but I believe there have been a number of traffic incidents at this location.	80km/hr through speed on Kingston Rd in both directions. Next speed limit review expected 2017/2018 financial year	Possible camera location
	No proposed works by 3rd party Top hat is installed Comms is ADSL Power from Rate 3 site 152 Energex supply is pillar 15849 Exisitng camera in northbound direction	Delays experienced southbound along Southport-Burleigh Rd during PM Peak. Have observed past incidents caused by vehicles proceeding through Red right turn arrows.	80km/hr through speed on Southport - Burleigh Rd in both directions. Next speed limit review expected 2017/2018 financial year	Possible camera location for southbound direction (2015) Red - Commonwealth Games upgrade. (QPS)
	No proposed works by 3rd party No Top hat installed Comms is fibre optics Power from adjacent switchboard Energex supply is pole P128706	Unaware of congestion issues but while employed in the TMC I recall having received a report from a local resident of motorists running the red light whilst making a right turn to head North on the M1.	100km/hr through speed on Pacific Motorway 60km/hr offramp speed Next speed limit review expected 2018/2019 financial year	Possible camera location
	No proposed works by 3rd party Currently has red light camera gear installed QPS site 109 No top hat installed Comms is ADSL Energex supply is pole 13919 Exisitng Camera in Eastbound direction	Pavement is asphalt surfaced in adequate condition. Grade is flat. Eastbound congestion occurs at times particularly during events and holiday periods (weather dependent)	60km/hr through traffic on Smith St Connection Rd both directions Next speed limit review expected 2018/2019 financial year	Westbound camera may be located next to windows of units and require removal of vegetation which provides screening to the road
	No proposed works by 3rd party No top hat installed Comms is optic fibre Power from Rate 3 switchboard 36 Energex supply is pillar U1083637	No congestion issues but have observed queuing through the intersection in the westbound direction.	100km/hr through traffic on Pacific Motorway. 60km/hr off ramp speed limit. Next speed limit review expected 2019/2020 financial year	Possible camera location

Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Route has been identified under the Targeted Road Safety Program. Potential for future works. No known changes which would negatively impact install.	Morayfield Road Route Strategy – planning category A . No changes proposed which would negatively impact installation of a camera.			(2015) Yellow - existing site north bound. Sthbound: shared left turn straight lane + 3 straight. Issue left lane and power pole on left side of road. Good centre median area. (QPS)
NCD propose to install mast arms to improve awareness. No known changes which would negatively impact install. Route has been identified under the Targeted Road Safety Program. Potential for future works.	Morayfield Road Route Strategy – planning category A. No known changes which would negatively impact install.			
No known changes which would negatively impact install.	Anzac Avenue route strategy concept planning – planning category B. No known changes which would negatively impact install.			
				(2015) TMR has plans to upgrade this intersection, but there is no funding at this point in time. There is unlikely to be funding until completion of the TSRC in late 2018.
				TMR has plans to upgrade this intersection, but there is no funding at this point in time. There is unlikely to be funding until completion of the TSRC in late 2018. (2015) Red - existing site
No known changes which would negatively impact install.	Bribie Island Road Highway to Bridge – planning category A.			
Proposed project (SRS) to upgrade traffic signals to provide fully controlled right-turns. Delivery expected 2016-17 financial year.	Deception Bay 4 laning – planning category A.			
Traffic signals recently upgraded (<2 years) to provide fully controlled right-turns.	Anzac Avenue route strategy concept planning – planning category B. No known changes which would negatively impact installation of a camera.			
Route has been identified under the Targeted Road Safety Program. Further work to investigate proposed treatments at this site.	Morayfield Road route strategy – planning category A. No known changes which would negatively impact install.			

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Roadworks & Upgrades	Corridor Management	Road and Traffic Conditions	Speed Factors	Overall & Additional Assessment
Recent works (< 1 year) to upgrade traffic signals to provide fully controlled right-turns.	Bruce Highway – Pine Rivers to Caloundra Road Link Study – planning category B. 8 Lane Planning Boundary – Uhlmann – planning category A. No changes proposed which would negatively impact install. Deception Bay Road – 4 laning – category A.			
Route has been identified under the Targeted Road Safety Program. Potential for future works.	Morayfield Road route strategy – planning A. Note: nothing in the official planning, however there may be changes due to changes at the nearby rail station (new carpark being considered, with access to Burpengary Caboolture Road, & expansion of the sports club car park), and council is considering options at Oakey Flat Road intersection to the north which may have impacts on this intersection.			

This site was originally approved. However rejected due to utility
Previous crash data but not included in the above, Suitable site.
Brendan Morgan (Designer, Civil), Darling Downs District advised that
Data request sought for intersection crashes for intersections along

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Speed Limit Review

Sectional Review of Warrego Highway (18A)

Brisbane Valley Highway to Heise Road (Approximately 14.47 km to 30.7 km)

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Document control options

Departmental approvals

Refer to the appropriate Risk Assessment Tool for relevant reviewer and approver

Date	Name	Position	Action required (Review/endorse/approve)	Due
	Prakash Kolarkar	Principal Engineer (Technical Services)	Recommend	01/02/18
	Laith Alazawi	Principal Engineer (Operations)	Endorse	2/2/18
	Brett Thiele	District Director (Metropolitan District)	Approve	

Not Relevant

Risk level

- GACC major
 GACC minor
 High risk (but not GACC)
 Medium risk

Prepared by	Elizabeth Hall
Title	Program Support Coordinator (Technical Services)
District & Region	Metropolitan District
Branch & Division	Program Delivery and Operations, Infrastructure Management and Delivery
Project/program	
Project number	
Project location	
Status	
DMS ref. no.	

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Introduction

Operations, Metropolitan District have requested a speed limit review be undertaken in response to public enquires and safety concerns at this location. A speed limit review has been undertaken for the Warrego Highway between Brisbane Valley Highway and Heise Road (approximate chainages 14.47 km to 30.7 km), a distance of approximately 16.23 km. The road has been reviewed in accordance with Part 4 of the Manual of Uniform Traffic Control Devices (MUTCD).

Background

In June 2016 the Transport Safety, Customer Services, Safety and Regulation Division completed a report for Warrego Highway East Safety Improvement which assessed the safety performance of intersections on the Warrego Highway. This report highlighted the potentially high cost of implementing infrastructure upgrades, and recommended short term solutions including lowering the speed to mitigate the risk of high severity crashes. The Haigslea Amberley Road and Schultzs Road intersection was identified as the worst performing intersection on the Warrego highway due to its high number of serious crashes.

Members of the public have also raised concern over the intersection safety, as they witness many near misses by road users failing to give way.

Methodology

Speed Limit reviews are carried out in accordance with the most recent guidelines outlined in *Part 4 Speed Controls of the Manual of Uniform Traffic Control Devices (MUTCD)*.

The following principles were observed in the determination of speed limits within this review:

- Speed limits should be capable of being practically and equitably enforced by the use of speed zones of adequate length, by limiting speed limit changes, and by clarity and frequency of sign-posting.
- Speed limits should not be so low that a significant number of road users ignore them
- Speed limits should not be applied specifically for the purpose of compensating for isolated geometric deficiencies
- All sign posted speed limits shall be in multiples of 10 km/h

This review was conducted based on the following standard four-staged assessment:

- Stage 1 – Assessment of Road Function
- Stage 2 – Assessment of Prevailing Vehicle Speeds
- Stage 3 – Assessment of Speed Environment.
- Stage 4 – Determination of Speed Limit

Although assessment of prevailing vehicles speeds are taken into consideration, it is highly important to provide a safe speed, if other solutions are not yet feasible.

Road Details

General Information

Warrego Highway, from Ipswich to Toowoomba is approximately 96 kilometres in length. The route provides an important national and state link connecting South East to the South West of Queensland and is part of a major route from Brisbane to the West and North West. The Warrego Highway is an essential route for manufacturing, primary industries, tourism and freight. The section of the Warrego Highway from Bundamba to Marburg (Chainages 0 km to 28.9 km) is in Metropolitan District, and from Marburg to Hattonvale (Chainages 28.9 km to 36.6 km) is in North Coast District, but operated by Metropolitan District. Traffic demands vary substantially along its length, and in the area in scope the AADT (Annual Average Daily Traffic) varies from 21,880 to 29,565 vehicles per day, with heavy vehicles accounting for 15 to 18.73 percent of this total volume.

Warrego Highway is a 4 lane, median divided rural highway with some property accesses and intersections that allow vehicles to cross the median. Warrego Highway is an approved 23 & 25 metre B-Double multi-combination route.

Road Number: 18A

Road Name: Warrego Highway

Road Environment: Rural

Road Geometry: East West alignment with West bound being Gazettal

Local Government Authority: Ipswich City Council and Somerset Regional Council

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Speed Zone Review

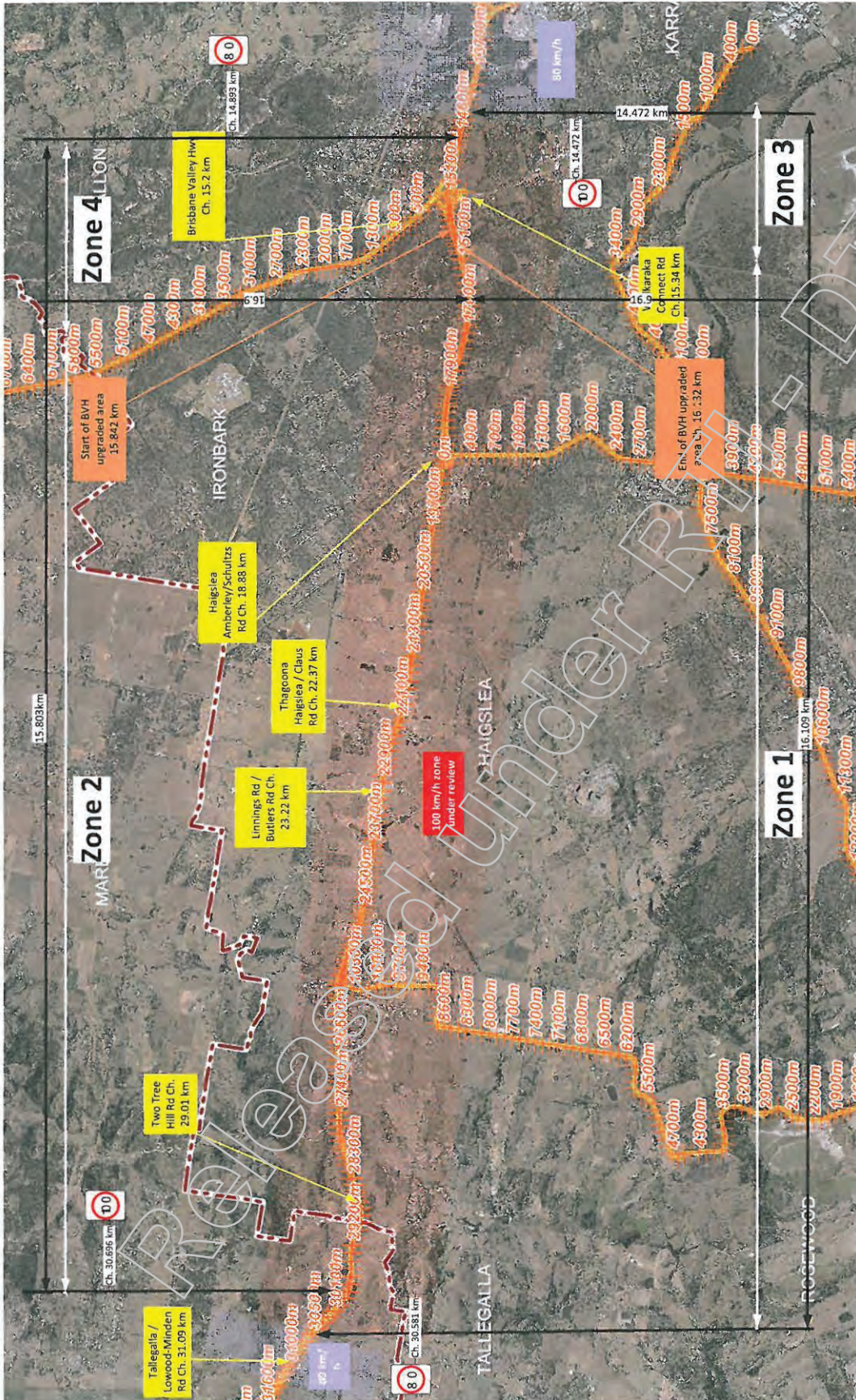


Figure 1: Scope of Review

Existing Speed Zones

The 100 km/h zone has been split into two homogenous zones, as the Brisbane Valley Highway upgraded interchange appears to be a significantly different environment. The upgrade area has been assessed separately however it should be noted that the length of zones 3 and 4 do not comply with minimum zone lengths required by the MUTCD if separated from zones 1 and 2.

Table 1: Existing Speed Zones

	Zone 1	Zone 2	Zone 3	Zone 4
Direction	Gazettal / Westbound	Against Gazettal / Eastbound	Gazettal / Westbound	Against Gazettal / Eastbound
Existing Speed Limit (km/h)	100	100	100	100
Zone Start Tdist	16.13	15.84	14.47	14.89
Zone End TDIST	30.58	30.7	16.13	15.84
Zone Length (km)	14.45	14.86	1.66	0.95

Adjacent Speed Zone

The Eastern Approach is 80 km/h at Blacksoil and is approximately 2.12 km to 2.35 km in length.

The Western Approach is 80 km/h at Minden and is 0.97 km to 1 km in length for the Tallegalla and Lowood-Minden intersection.

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Signage

Speed Restriction Signage

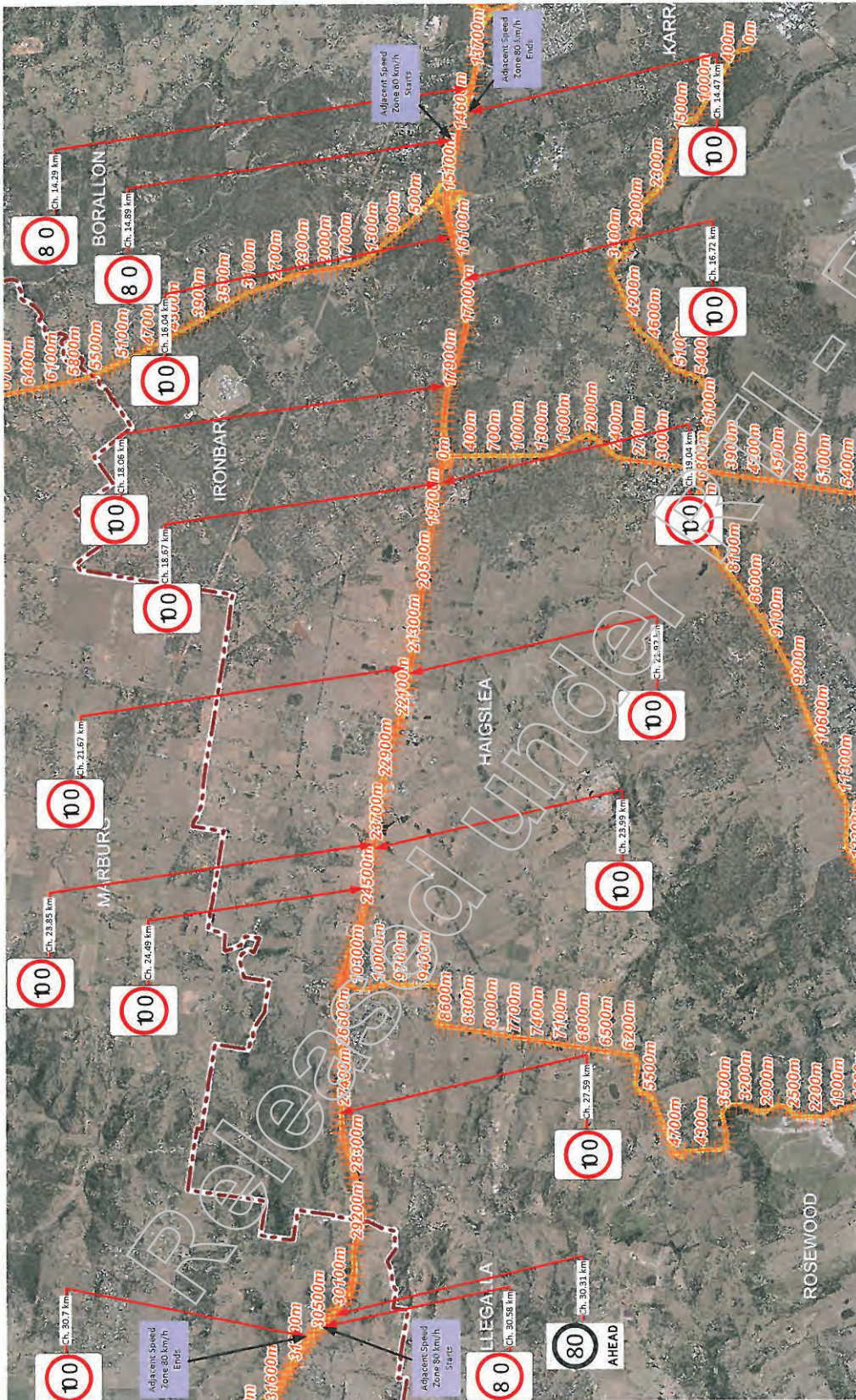


Figure 2: Existing Speed Signage

Previous Safety Studies

The Warrego Highway East Safety Improvement proposal analysed the risk at several intersections along the Warrego Highway. In this analysis, Haigslea Amberley Road and Schultzs Road intersection was identified as the worst performing intersection along this route, and the Linnings Road and Butlers Road intersection was also identified as a poor performing intersection. Treatment options that were explored have not yet been funded, and the proposal suggests that the speed limit be reduced until a viable treatment option can be applied.

Crash History

Road Crash Data Inclusion Requirements

For crashes to qualify as valid they must meet the following criteria:

- the crash occurred on a public road;
- a person was killed or injured;
- at least one vehicle was towed away

It is to be noted that as of the end of 2010, property damage crashes are not reported in the road crash data. Therefore property damage crashes are not included in this analysis.

Reported Crashes

A five year period has been considered from 1 May 2012 to the 30 April 2017 between chainages 14.47 km and 30.7 km. There were 85 crashes recorded throughout this period. Of these, there was 1 fatal, 29 hospitalisations, 38 medical treatment, 16 minor, and one property damage only. The location and DCA codes of these crashes are demonstrated in the following tables and diagrams. 5 crashes were coded as DCA 607 (Hit temporary object on carriageway), and have not been used to calculate the crash rate.

Table 2: Crash Type Summary

DCA Code Group	DCA Codes	Description	Zone 1	Zone 2	Zone 3	Zone 4
			Gaz 16.13 to 30.58 km	AGZ 15.84 to 30.7 km	Gaz 14.47 to 16.13 km	AGZ 14.89 to 15.84 km
1	100 - 109	Intersection, from adjacent approaches (N/A)	6	8	0	0
2	201, 501	Head-on	0	0	0	0
3	202 - 206	Opposing vehicles, turning (N/A)	3	3	2	0
4	301 - 303	Rear-end	7	7	0	4
5	305 - 307, 504	Lane change	4	1	1	0
6	308, 309	Parallel lanes, turning	0	0	0	0
7	207, 304	U-turn	1	0	0	0
8	401, 406 - 408	Entering roadway	1	0	0	0
9	503, 505, 506	Overtaking, same direction	0	0	0	0
10	402, 404, 601, 602, 604, 608	Hit parked vehicle	1	0	0	0
11	903	Hit railway train	0	0	0	0
12	001 - 009	Pedestrian	0	0	0	0
13	605	Permanent obstruction on carriageway	0	0	0	0
14	609, 905	Hit animal	4	0	0	0
15	502, 701, 702, 706, 707	Off carriageway, on straight	0	0	0	0
16	703, 704, 904	Off carriageway, on straight, hit object	9	5	0	0
17	705	Out of control, on straight	3	3	0	0
18	801, 802	Off carriageway on curve	0	0	0	0
19	803, 804	Off carriageway, on curve, hit object	3	0	0	0
20	805, 806, 807/TD>	Out of control, on curve	1	1	2	0
Crash Rate (* 10 ⁴ ERUs per 10 ⁸ VKT)						
Average: (* 10 ⁴ ERUs per 10 ⁸ VKT)						
Critical: (* 10 ⁴ ERUs per 10 ⁸ VKT)						

*DCA Code Groups 1 and 3 are not used to calculate the midblock crash rate, as they relate to intersection crashes only.

**DCA Code Group 607 (Hit temporary object on carriageway) has not been included in the DCA Crash Type Summary as per MUTCD Part 4 guidelines.

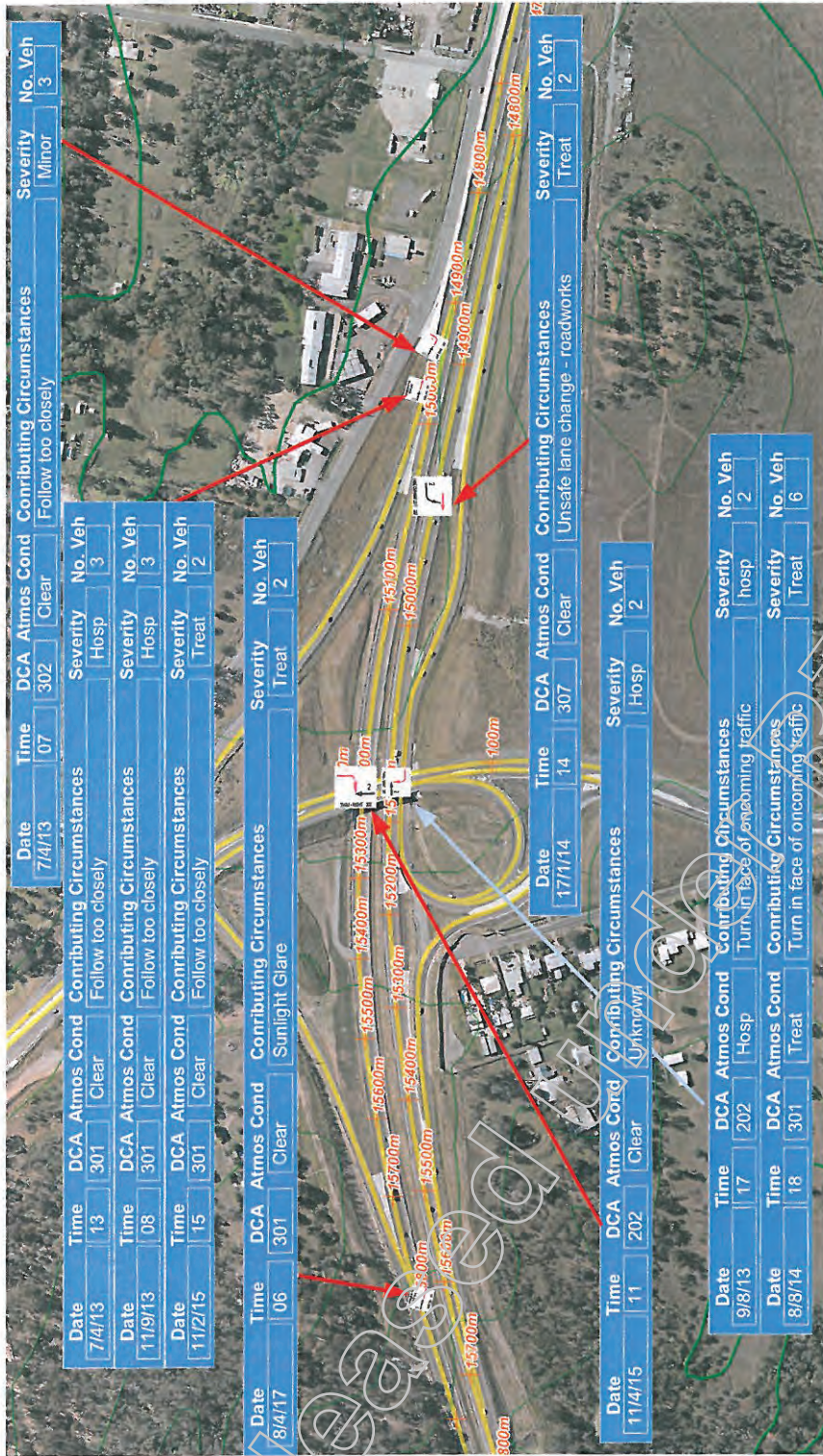


Figure 3: Brisbane Valley Highway and Wulkuraka Road Intersection Crashes

The Brisbane Valley Highway and Wulkuraka Road Interchange was upgraded in 2014 - 2015. The median was closed in October 2014, and an overpass provided, mitigating most intersection type crashes. Accesses were also restricted, and replaced with a service road for access to local businesses and Eleazar Drive Any crashes prior to October 2014, and during the construction process related to this intersection are not used in analysis, as the environment and road standard does not relate to these crashes.

Since the upgrade one DCA type 202 (thru-right) crash has been recorded at this location, but it is unclear how it occurred. All non intersection crashes have been included in the midblock analysis, used to calculate the crash rate.

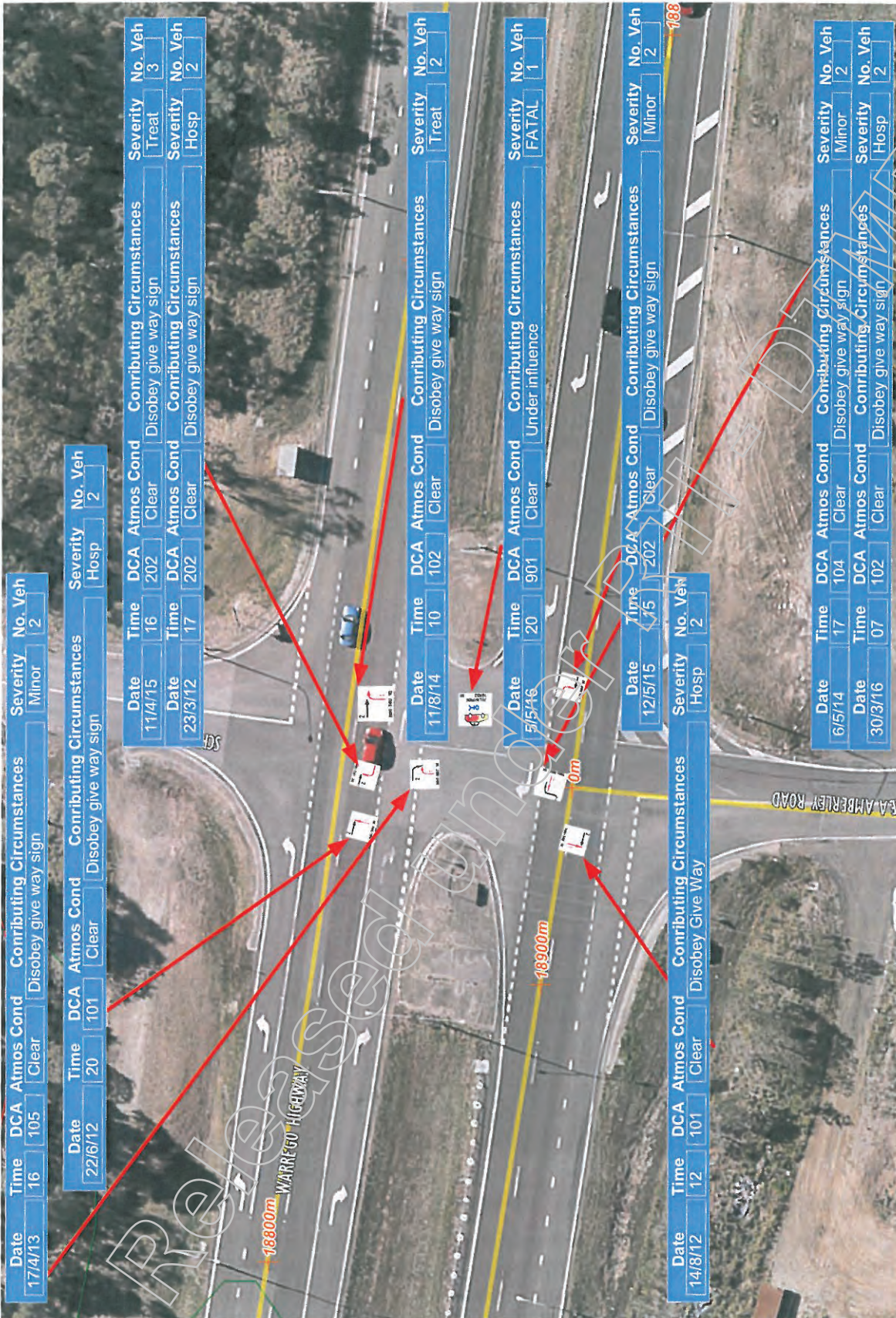


Figure 4: Hagslea Amberley Road and Schultz Road Intersection Crashes

1 fatal, 4 hospitalisation, 2 medical treatment required, and 3 minor injuries crashes have been recorded against the Hagslea Amberley Road and Schultz Road intersection in the 5 year period used. Crashes demonstrated in the crash diagram indicate vehicles moving through the median are at high risk.

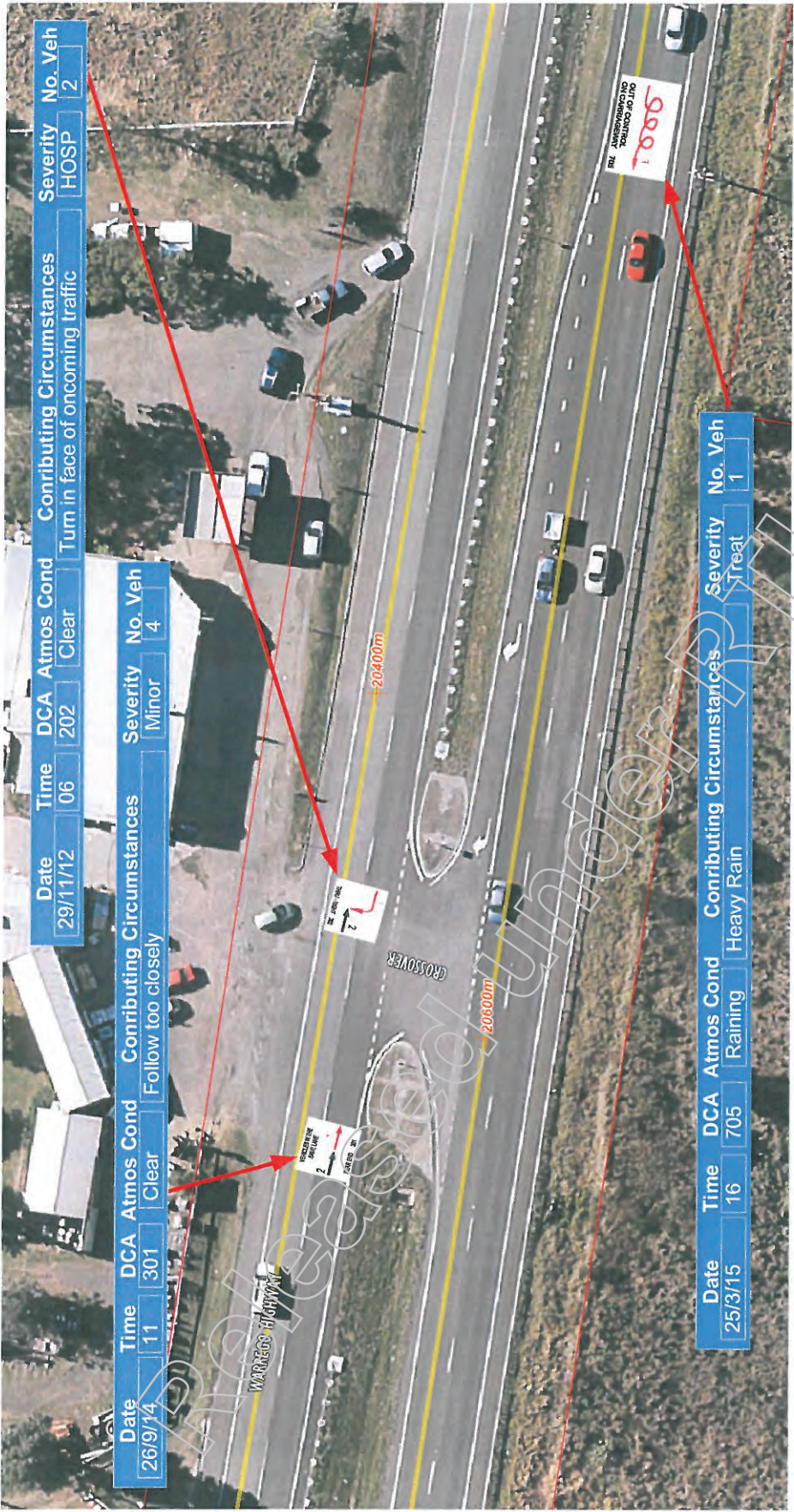


Figure 5: Spressers driveway intersection crashes

There has been one crash recorded at the Spressers driveway break in the median of DCA type 202, which resulted in hospitalisation.

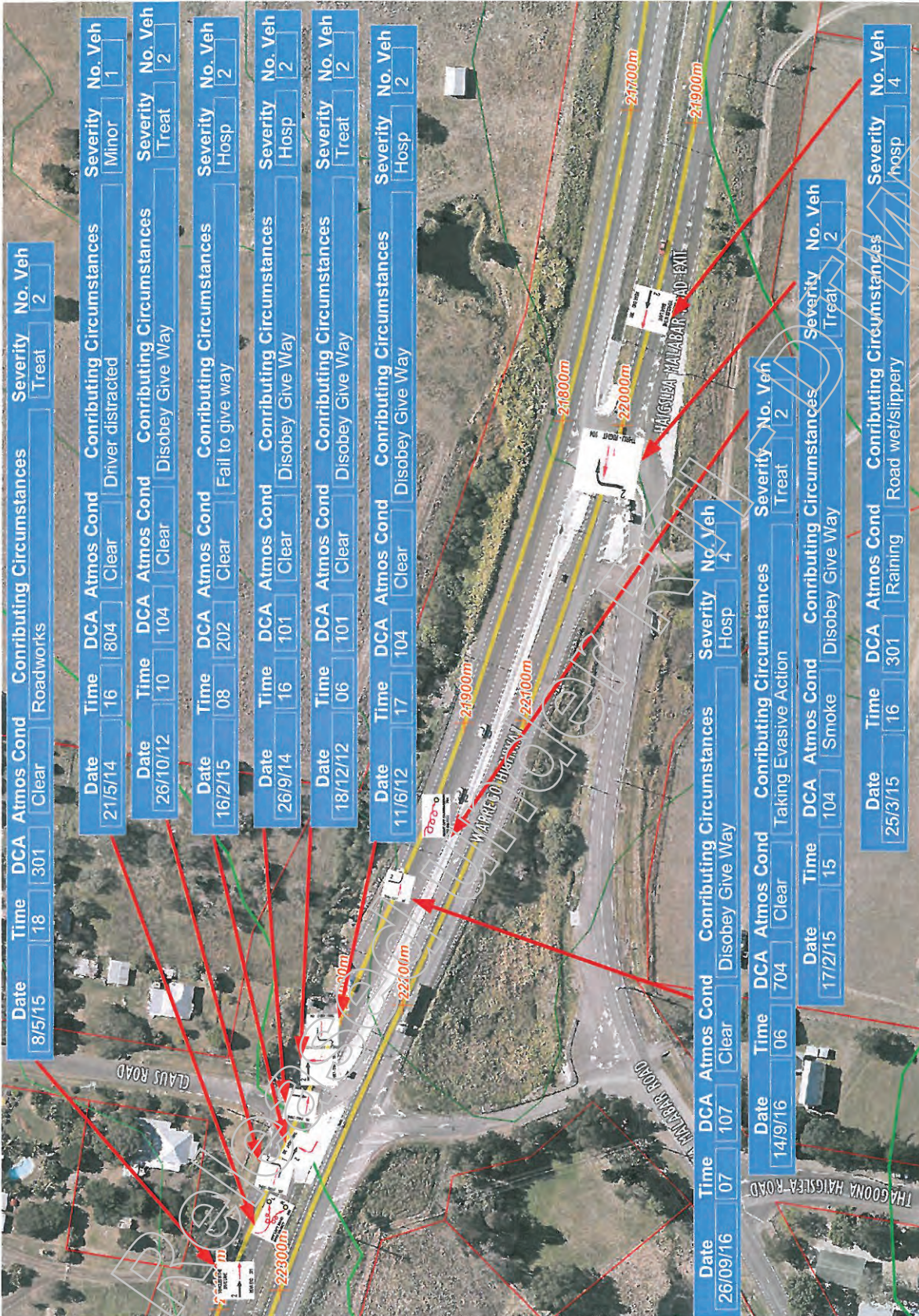


Figure 6: Hagslea Malabar Road, Thagoona Hagslea Road, Claus Road Intersection Crashes

The Hagslea Malabar Road, Thagoona Hagslea Road, and Claus Road interchange was upgraded in August 2015. Since then there has only been one intersection crash (DCA type 107, thru, left), which was hospitalisation in severity.

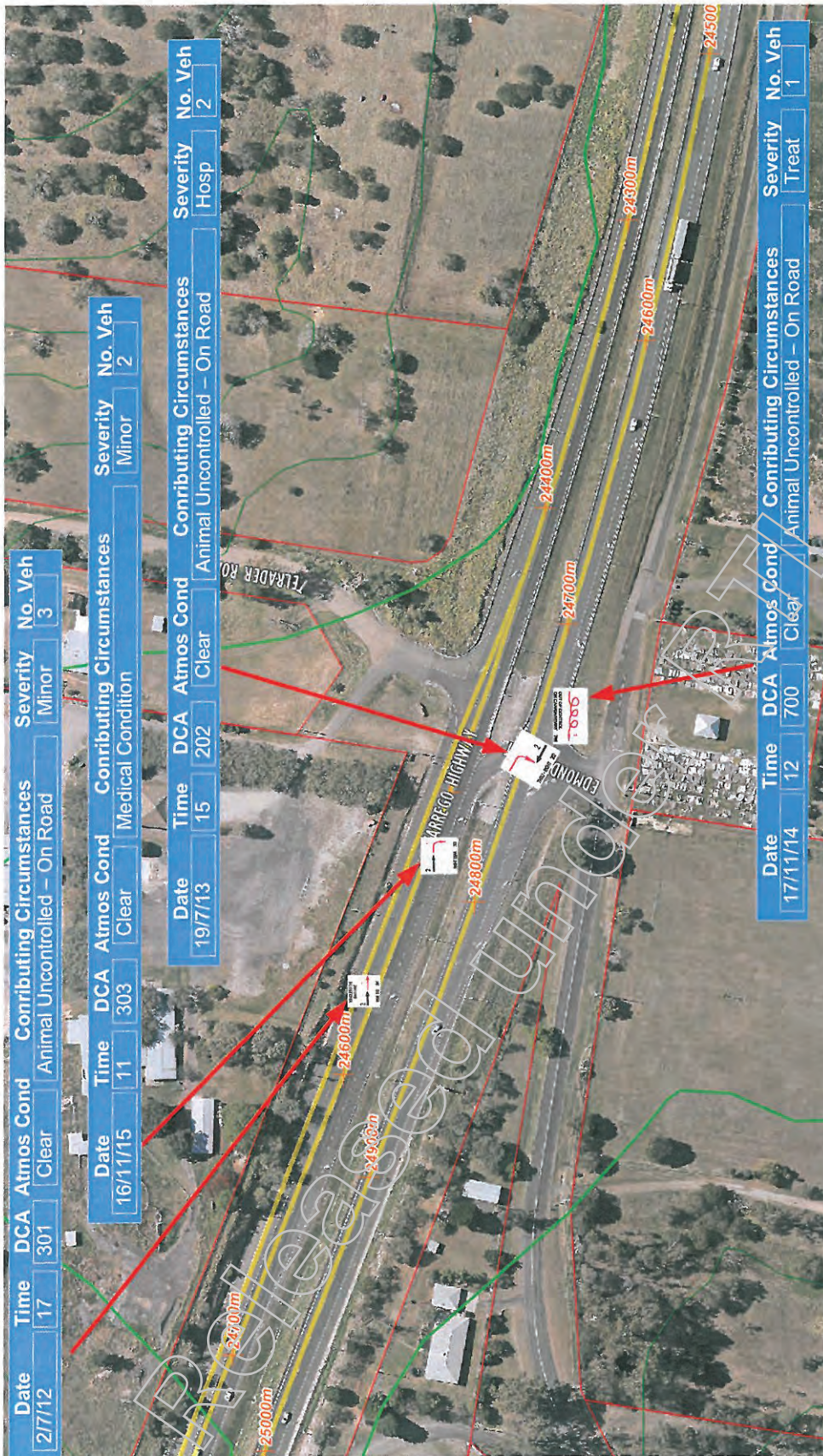


Figure 7: Edmond St and Telrader Road Intersection Crashes

Uncontrolled animals have caused collisions at the Edmond St and Telrader Road Intersection on three separate occasions, although only one of these involved an intersection type crash. This was DCA type 202, and hospitalisation in severity.

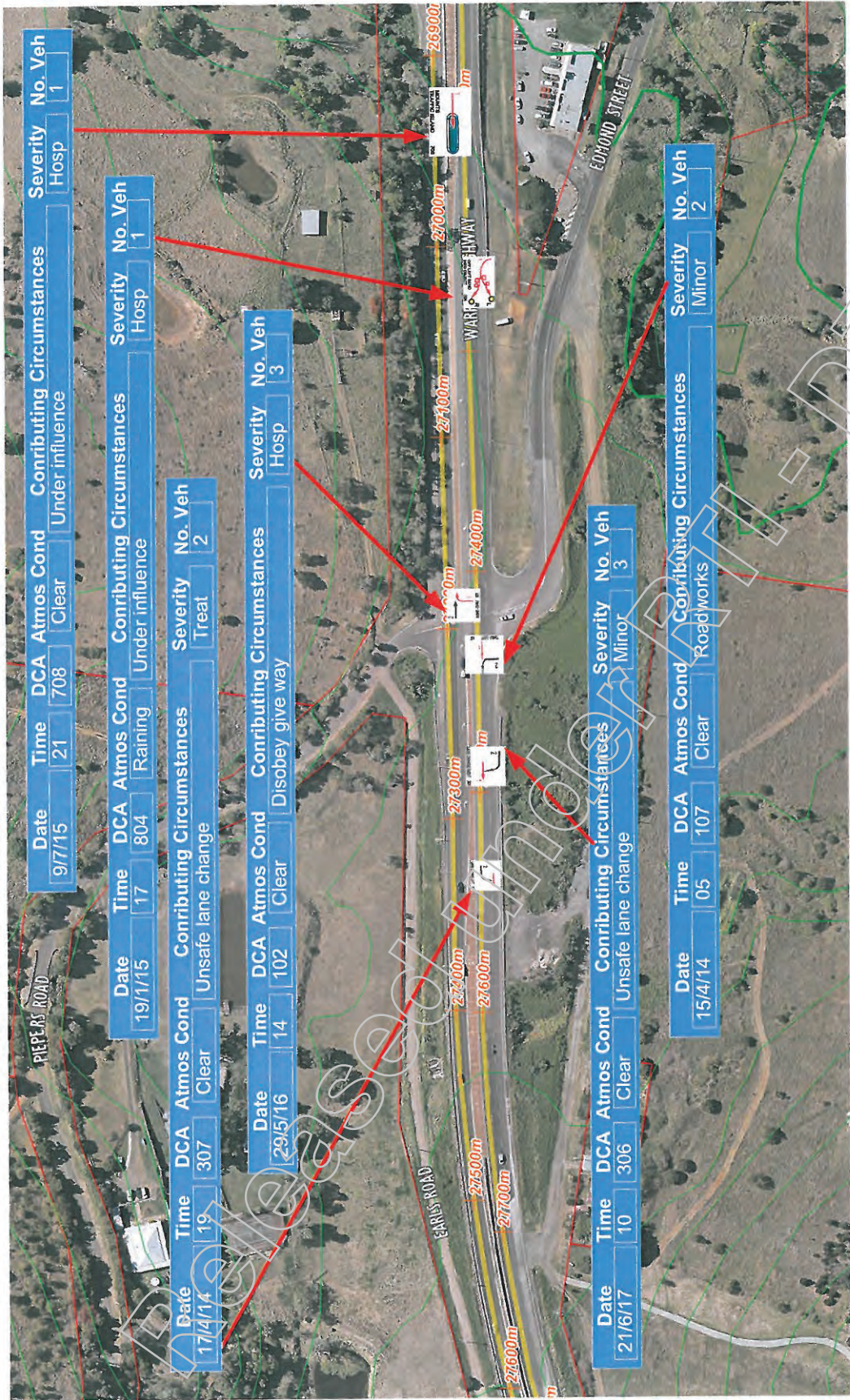


Figure 8: Edmond Street & Piepers Road Intersection Crashes

Two intersection type crashes have occurred at the Edmond Street and Piepers Road intersection, one of these occurred during roadworks where road conditions were temporarily changed. The other was a DCA type 102 (right-thru), and was hospitalisation in severity.

Data Analysis



Figure 9: Speed Survey Sites

Speed surveys were undertaken using pneumatic tubes, and analysed using Metrocount software in accordance with the guidelines of the MUTCD. Annual Average Daily Traffic (AADT) data is collected annually along this corridor, 1 km West of Brisbane Valley Highway at chainage 16.12 km, and West of Seminary Road at chainage 23.91 km. Further speed survey data was collected at other points within the speed zone, and was consistent with the data used for the QLIMITS analysis.

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Table 3: Data Summary

Data	Zone 1	Zone 2	Zone 3	Zone 4
Direction	Gazettal / Westbound	Against Gazettal / Eastbound	Gazettal / Westbound	Against Gazettal / Eastbound
Existing Speed Limit (km/h)	100	100	100	100
Zone Start Tdist	16.13	15.84	14.47	14.89
Zone End TDIST	30.58	30.7	16.13	15.84
Zone Length (km)	14.45	14.86	1.66	0.95
AADT	27505	27505	29565	29565
Speed Survey Site Location	1 km West of Haigslea Amberley Road (W/B)	1 km West of Haigslea Amberley Road (E/B)	1 km West of Brisbane Valley Highway (W/B)	1 km West of Brisbane Valley Highway (E/B)
Sample Size	9000	9242	20977	20346
Upper Limit of 15 km/h Pace (km/h)	106	108	105	106
% vehicles in 15 km/h pace	79.29	82.64	81.64	82.97
Mean Speed (km/h)	98.5	100.3	98	98.6
85th Percentile Speed (km/h)	104.58	105.66	103.41	103.86
Accesses – Residential	4	12	0	1
Accesses – Average commercial	0	1	0	0
Accesses – Heavy industry	0	0	0	0
Accesses – Unsignalised intersection	15	13	0	0

QLIMITS Assessment

A QLimits assessment was undertaken for zones 1 and 2. As zones 3 and 4 are within newly upgraded infrastructure a Qlimits assessment was not undertaken.

Detailed reports for these assessments are located in Appendix A. The QLimits process recommended the existing 100 km/h speed limit be retained.

Assessment of Speed Limit

Prevailing speeds suggest that a reduction in speed could promote poor compliance, as due to the rural nature of this route a default speed limit of 100 km/h is the natural operating speed of vehicles.

Midblock crash rates appear low, and intersection crashes indicate a high risk to vehicles negotiating the median.

Austrroads guides indicate that "Research shows that inappropriate higher speeds will result in an increasing number and severity of crashes. Similarly, it is likely that inappropriately high or low speed limits will result in greater variation in speed

between vehicles and this could also result in an increased crash rate. Therefore, it is important that speed limits are applied in accordance with guidelines that take safety into account.”

“Speed limits should not be considered as the primary means to address problems at specific locations along the road which may contribute to crash occurrence or severity. It is always preferable to address such issues through remedial engineering action as indicated in Appendix A of AS 1742.4. In cases where it may not be possible to undertake remedial work due to cost or time constraints, a reduction in the speed limit at high-risk intersections and/or link locations may be considered (as determined by a risk assessment which would take into consideration aspects such as crash history, road use patterns, road features and vehicle speeds).” (Guide to Traffic Management Part 5, Austroads 2017).

Austroads give the following guidelines when considering reduced speed limits at high risk locations:

“Localised Speed Limit Reductions at Higher-risk Intersections could be considered as a temporary treatment as the following criteria are met:

- located on outer-metropolitan, semi-rural and rural arterials
- have high volumes of traffic
- have high speed limits (> 80 km/h)
- are at-grade, sign or signal controlled
- experienced at least one of the following – significant increase in crashes due to growth in traffic volumes
 - permanent increase in complexity of traffic movements
 - permanent change in the surrounding road environment over a period of time (e.g. increased direct access)
 - current function of the intersection exceeds its original rural function, but an upgrade would not be cost-effective in the short- to medium-term.

Any reduced speed limit should be treated as temporary until funds can be made available to upgrade the intersection.

Generally, it is expected that the speed limit at intersection approaches would be returned to the higher limit some distance past the intersection. If a lower speed limit already applies past the intersection, an effort should be made to create a continuous speed zone. This approach will lessen the impact of localised speed limit reductions or the frequency of changes.” (Guide to Traffic Management Part 5, Austroads 2017).

Options

Retaining the existing speed limit of 100 km/h promotes the best consistency across the network, however additional signage, safety treatments and road infrastructure upgrades should be investigated.

Reducing the speed limit to 80 km/h provides a safe system approach in reducing the likelihood and severity of crashes across all the intersections, however is unlikely to be perceived by the public as reasonable, and data indicates it would receive poor compliance.

Reducing the speed limit for the Haigslea Amberley Road and Schultz Road intersection to 80 km/h as per sections 3.6 and 4.5.2 of MUTCD Part 4, offers a balance of the road user's reasonable perception and mitigating the risk of high severity crashes. Signage requirements should adhere to the minimum standards outlined in MUTCD (Part 4 Speed Controls), as well as additional signage to promote awareness to the road user.

Recommended Treatments

- A speed limit reduction for the Warrego Highway, Haigslea Amberley Road and Schultzs Road between approximate chainages 18.7 km and 19 km in the westbound / gazetted direction, and between approximate chainages 18.6 km and 18.9 km in the eastbound / against gazetted direction from 100 km/h to 80 km/h in accordance with "Speed limits on approaches to rural intersections" (sections 3.6 and 4.5.2 of the MUTCD Part 4).
- Installation of additional signage such as TC1558-2 "TAKE CARE HIGH CRASH SITE" as well as the high visibility "Speed limit AHEAD". Advice from Transport Safety, Customer Services, Safety and Regulation Division indicates that the minimum distance between these signs should be 0.6V (where V is 85th percentile speed in km/h).
- Retention of the existing 100 km/h speed limit for the remainder of the speed zone.
- The recommended speed limit changes are summarised in the below table.
- Operating speeds and crash data should be monitored to ensure safety benefits are being achieved, and increased enforcement should be considered to improve compliance of the existing speed zones.

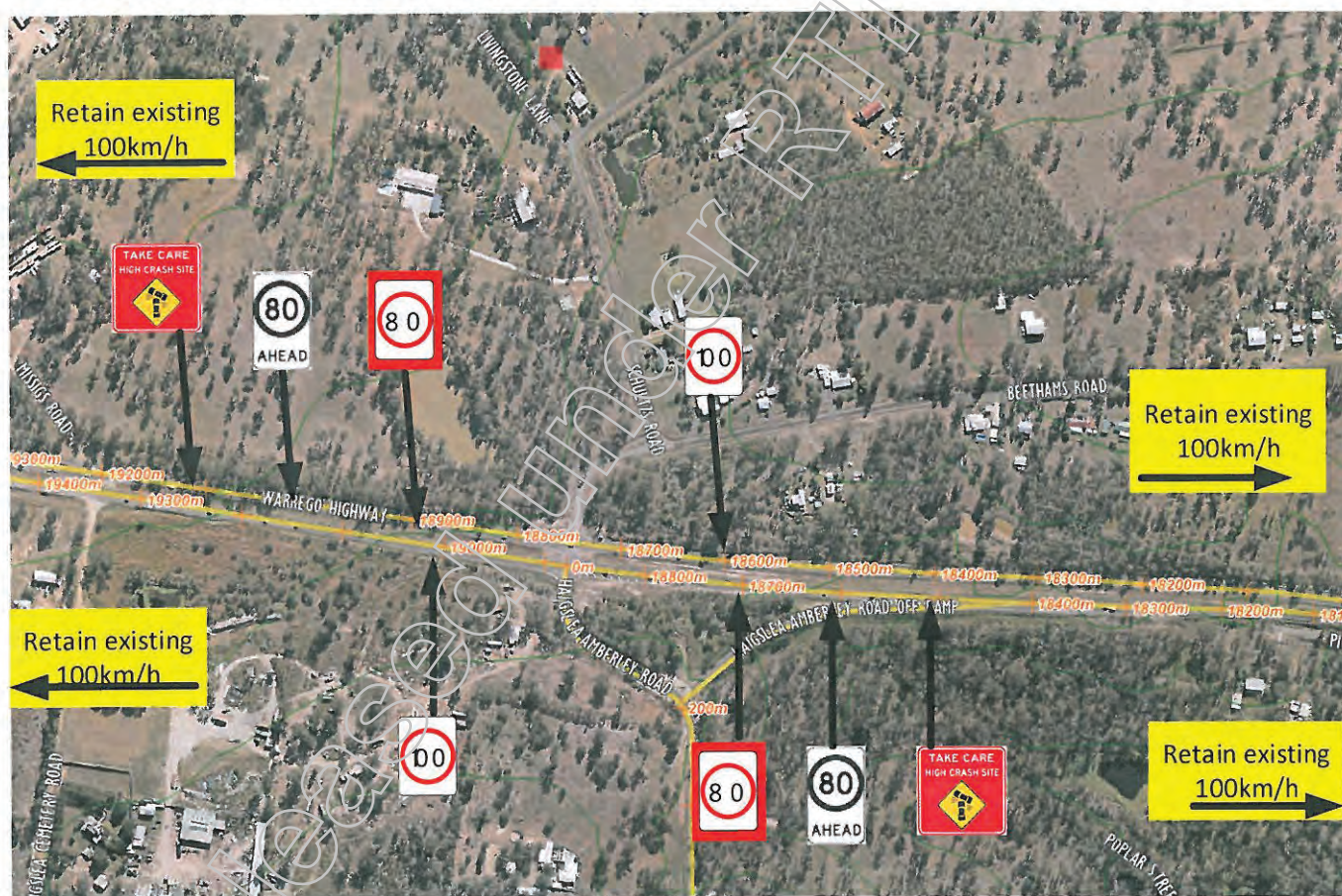


Figure 10: Recommended speed limit changes

Table 4: Recommended Speed Zones

Section	Direction	Existing			Recommended			Changes
		Chainage (km)	Speed (km/h)	Zone Length (km)	Chainage (km)	Speed (km/h)	Zone Length (km)	
1	Gazettal / Westbound	16.13 - 30.58	100	14.45	16.13 – 18.7	100	2.57	Zone length reduced. Meets normal minimum length requirements when combined with adjacent zone.
					18.7 - 19	80	0.3	Speed limit reduced
					19 – 30.58	100	11.58	Zone length reduced. Meets normal minimum length requirements.
2	Against Gazettal / Eastbound	15.84 - 30.7	100	14.86	15.84 – 18.6	100	2.76	Zone length reduced. Meets normal minimum length requirements when combined with adjacent zone.
					18.6 – 18.9	80	0.3	Speed limit reduced
					18.9 – 30.7	100	11.8	Zone length reduced. Meets normal minimum length requirements.
3	Gazettal / Westbound	14.47 - 16.13	100	1.66	14.47 – 16.13	100	1.66	No changes
4	Against Gazettal / Eastbound	14.89 - 15.84	100	0.95	14.89 – 15.84	100	0.95	No changes

Appendix A: QLIMITS Detailed Assessment Reports

Speed Limit Review – Queensland (SLR-QLD) Detailed Assessment Report

Background Information

Analysed By: Elizabeth Peterson.
User Reference: 18A 16.13 to 30.58 GAZ, Rev. 1
Road Name: Warrego Highway.
Road Location: 16.13 to 30.58 GAZ.
Suburb: West of Brisbane Valley Highwa.
GPS Start Point : .
GPS Finish Point: .
TMR Road Number: 18A.
Local Government: 235, Ipswich City Council
Main Roads District: 13, Metropolitan
The need to review the speed limit on this road has occurred due to community request.
The length of the road section being assessed is 14.45 km
AADT on this road section is 29565 vpd
The existing speed limit is 100 km/h.

Recommended Speed Limit:

100

Adjacent Speed Zones

Approach 1: 100 km/h - Eastern Approach
Approach 2: 80 km/h - Western Departure

Stage 1: Road function

This section of Warrego Highway being assessed is located in a rural area.
The road type is: Highways.
The Typical Speed Limit is: 100 km/h.
The Existing Speed Limit **does** equal the Typical Speed Limit

Stage 2: Prevailing Traffic speed

Sample data on 9000 vehicles was analysed using ''
The upper limit of 15 km/h pace is 106
The mean speed is 99 km/h
The 85th percentile speed is 105 km/h
Hence, the prevailing traffic speed data **does not** correlate with the existing Speed Limit

Stage 3: QLIMITS

The suggested speed limit based on the speed environment analysis was **100 km/h** after allowing for site specific issues.

Additional issues considered:

- A lower speed limit may be appropriate due to the presence of special roadside activities in the area. These include:
 - Substantial crossing and turning traffic

- Many cross median intersections

Note: A Road safety audit has NOT been conducted to assess roadside activities or hazards

- Speed environment was assessed (Stage 3 was completed). Answers to the Speed Environment questions were as follows:
 - N/A (no questions were answered).

Frequency of Roadside Accesses

Type of access	Number
A Residences, small commercial establishments, small public buildings and other units which generate light and/or occasional activity. (The weighting for this type of access is 1).	4
B Average commercial establishment, local schools, caravan parks, light industries, public buildings and units generating activity which is either: 2. Continuous light. 3. Moderate at certain times, such as commuting hours. 4. Substantial at infrequent intervals. (The weighting for this type of access is 2).	0
C Heavy industry, schools, shopping centres and other units generating continuous moderate activity or substantial activity at certain regular times. (The weighting for this type of access is 3).	0
D Large shopping centres and other units generating substantial and continuous activity. Some large industries which are tourist attractions or for some other reason generate substantial traffic volumes would be included in this activity. (The weighting for this type of access is 4).	0
E Unsignalised intersecting roads of substantially lesser importance than the road being assessed, or intersecting roads where side traffic and turning movements have little effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 1).	0
F Unsignalised intersecting roads of lesser importance than the road being assessed but where the side road traffic and turning movements are such that the intersection has appreciable effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 2).	15
G Unsignalised intersecting roads of comparable or greater significance than the road being assessed. Intersections which have pronounced effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 3).	0
H Roundabouts and signalised intersecting roads. (The weighting for this type of access is 3).	0
Average number of accesses per 100 m	0.23

Freeway

This road is not a freeway

Special Roadside Activities

A lower speed limit may be appropriate due to the presence of special roadside activities in the area. These include:

- Substantial crossing and turning traffic
- Many cross median intersections

Note: A Road safety audit has NOT been conducted to assess roadside activities or hazards

Number of crashes in the past 5 years:

Description	No. of crashes
Head-on	0
Rear-end	7
Lane change	4
Parallel lanes, turning	0
U-turn	1
Entering roadway	1
Overtaking, same direction	0
Hit parked vehicle	1
Hit railway train	0
Pedestrian	0
Permanent obstruction on carriageway	0
Hit animal	4
Off carriageway, on straight	0
Off carriageway, on straight, hit object	9
Out of control, on straight	3
Off carriageway on curve	0
Off carriageway, on curve, hit object	3
Out of control, on curve	1

The average annual equivalent crash risk is 296.00 (10^4)

Crash Rate

The crash rate is 190 (10^4 ERUs per 10^8 VKT)

Stage 4: Speed correlation check & recommendations

The speed limit based on road function is **100 km/h**.

The speed limit suggested by the speed environment (QLIMITS) is **100 km/h**.

Recommendations and authorisation

THE RECOMMENDED SPEED LIMIT IS 100 km/h

Speed Limit Review – Queensland (SLR-QLD) Detailed Assessment Report

Background Information

Analysed By: Elizabeth Peterson.
User Reference: 18A 15.84 to 30.7 AGZ, Rev. 1
Road Name: Warrego Highway.
Road Location: 15.84 to 30.7 AGZ.
Suburb: Haigslea.
GPS Start Point : .
GPS Finish Point: .
TMR Road Number: 18A.
Local Government: 235, Ipswich City Council
Main Roads District: 13, Metropolitan
The need to review the speed limit on this road has occurred due to community request.
The length of the road section being assessed is 14.86 km
AADT on this road section is 29565 vpd
The existing speed limit is 100 km/h.

Recommended Speed Limit:

100

Adjacent Speed Zones

Approach 1: 80 km/h - Western Approach
Approach 2: 100 km/h - Eastern Departure

Stage 1: Road function

This section of Warrego Highway being assessed is located in a rural area.
The road type is: Highways.
The Typical Speed Limit is: 100 km/h.
The Existing Speed Limit **does** equal the Typical Speed Limit

Stage 2: Prevailing Traffic speed

Sample data on 9242 vehicles was analysed using ''
The upper limit of 15 km/h pace is 108
The mean speed is 100 km/h
The 85th percentile speed is 106 km/h
Hence, the prevailing traffic speed data **does not** correlate with the existing Speed Limit

Stage 3: QLIMITS

The suggested speed limit based on the speed environment analysis was **100 km/h** after allowing for site specific issues.

Additional issues considered:

- A lower speed limit may be appropriate due to the presence of special roadside activities in the area. These include:
 - Substantial crossing and turning traffic

Note: A Road safety audit has NOT been conducted to assess roadside activities or hazards

- Speed environment was assessed (Stage 3 was completed). Answers to the Speed Environment questions were as follows:
 - N/A (no questions were answered).

Frequency of Roadside Accesses

Type of access	Number
A Residences, small commercial establishments, small public buildings and other units which generate light and/or occasional activity. (The weighting for this type of access is 1).	12
B Average commercial establishment, local schools, caravan parks, light industries, public buildings and units generating activity which is either: <ul style="list-style-type: none"> 2. Continuous light. 3. Moderate at certain times, such as commuting hours. 4. Substantial at infrequent intervals. (The weighting for this type of access is 2).	1
C Heavy industry, schools, shopping centres and other units generating continuous moderate activity or substantial activity at certain regular times. (The weighting for this type of access is 3).	0
D Large shopping centres and other units generating substantial and continuous activity. Some large industries which are tourist attractions or for some other reason generate substantial traffic volumes would be included in this activity. (The weighting for this type of access is 4).	0
E Unsignalised intersecting roads of substantially lesser importance than the road being assessed, or intersecting roads where side traffic and turning movements have little effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 1).	0
F Unsignalised intersecting roads of lesser importance than the road being assessed but where the side road traffic and turning movements are such that the intersection has appreciable effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 2).	13
G Unsignalised intersecting roads of comparable or greater significance than the road being assessed. Intersections which have pronounced effect on the traffic flow pattern of the road being considered. (The weighting for this type of access is 3).	0
H Roundabouts and signalised intersecting roads. (The weighting for this type of access is 3).	0
Average number of accesses per 100 m	0.26

Freeway

This road is not a freeway

Special Roadside Activities

A lower speed limit may be appropriate due to the presence of special roadside activities in the area. These include:

- Substantial crossing and turning traffic

Note: A Road safety audit has NOT been conducted to assess roadside activities or hazards

Number of crashes in the past 5 years:

Description	No. of crashes
Head-on	0
Rear-end	7
Lane change	1
Parallel lanes, turning	0
U-turn	0
Entering roadway	0
Overtaking, same direction	0
Hit parked vehicle	0
Hit railway train	0
Pedestrian	0
Permanent obstruction on carriageway	0
Hit animal	0
Off carriageway, on straight	0
Off carriageway, on straight, hit object	5
Out of control, on straight	3
Off carriageway on curve	0
Off carriageway, on curve, hit object	0
Out of control, on curve	1

The average annual equivalent crash risk is 135.00 (10^4)

Crash Rate

The crash rate is 84 (10^4 ERUs per 10^8 VKT)

Stage 4: Speed correlation check & recommendations

The speed limit based on road function is **100 km/h**.

The speed limit suggested by the speed environment (QLIMITS) is **100 km/h**.

Recommendations and authorisation

THE RECOMMENDED SPEED LIMIT IS 100 km/h

Appendix B: Crash Data Reports

Released under RTI - DTMR

Road Crash 2 CRASH LISTING REPORT

Crash Types		Crash Dates <input type="text" value="01-MAY-2012"/> - <input type="text" value="31-OCT-2017"/>		Alignment: Vertical <input type="text"/>	
Owner <input type="text" value="MR DEPARTMENT OF MAIN ROADS"/>		Horizontal <input type="text"/>		Feature <input type="text"/>	
DCA Code <input type="text"/>		Traffic Ctrl <input type="text"/>		Speed Limit <input type="text"/>	
Group <input type="text"/>		Contrib Circ. <input type="text"/>		Unit Type <input type="text"/>	
Fatalities <input type="text" value="0"/>		Risk Factor <input type="text"/>			
Severity <input type="text"/>					
Nature <input type="text"/>					

Area LGA <input type="text"/>	SLA <input type="text"/>	Police Division <input type="text"/>
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Road Sections														
All Road Sections <input checked="" type="checkbox"/>		Include Crashes on <input checked="" type="checkbox"/>		Thru road Mid-block <input checked="" type="checkbox"/>		Thru roads at Intersections <input checked="" type="checkbox"/>		Intersecting roads at Intersections <input checked="" type="checkbox"/>						
Road Section	Cway	RPC	Start Dist	End Dist	Tdist	Start	End	Fatal	Hosp.	Medical	Minor	PDO	Total	
18A IPSWICH - TOOWOOMBA	<input type="checkbox"/>	6A	1.650	0.000		14.470	28.900	1	29	35	16	1	82	

Intersections														
All Intersections <input checked="" type="checkbox"/>														

Road Crash 2 CRASH LISTING REPORT

Road Section Cway Tdist -

Road Section

Crash No.	Date	Day	Hour	Dca	Key	Seve	Fatal	Feature	Vehicle 1	Vehicle 2	Inter	Cway	RPC	Dist	Tdist	Street 1	Street 2
20130947738	09-AUG-2013	Fri	17	203	W	Hosp	0	10	Car, Station	Car, Station		2	BA	1.870	14.890	Eleazar Dr	Warrego Hwy
20140080724	17-JAN-2014	Fri	14	307	W	Treat	0	99	Car, Station	Road Train/B		2	BA	2.199	15.019	Warrego Hwy	
20170818118	08-APR-2017	Sat	08	301	E	Treat	0	99	Car, Station	Car, Station		3	BA	2.216	15.036	Warrego Hwy	
20130393331	03-APR-2013	Wed	07	302	E	Inj	0	11	Car, Station	Car, Station		3	F	0.040	15.100	Brisbane Valley Hwy	Warrego Hwy
20150283338	11-FEB-2015	Wed	15	301	E	Treat	0	14	Car, Station	Car, Station		Q	F	0.061	15.121	Brisbane Valley Hwy	
20141061017	09-AUG-2014	Fri	18	301	E	Treat	0	14	Car, Station	Car, Station		Q	F	0.097	15.157	Bnsbane Valley Hwy	
20150507695	11-APR-2015	Sat	11	202	S	Hosp	0	14	Motor Cycle	Car, Station	****	2	F	0.280	15.340	Warrego Hwy	Wulkuraka Connectio
20151258381	05-SEP-2015	Sat	03	705	N	Treat	0	99	Utility, Panel			3	F	0.853	15.913	Warrego Hwy	
20121066673	22-OCT-2012	Mon	23	505	N	Treat	0	99	Car, Station			C	F	0.923	15.953	Wulkuraka Connectio	
2012021	14-SEP-2012	Fri	06	607	E	Prop	0	99	Utility, Panel			3	F	1.170	16.230	Warrego Hwy	
20120913993	14-SEP-2012	Fri	06	607	E	Hosp	0	99	Utility, Panel	Truck		3	F	1.170	16.230	Warrego Hwy	
20150481972	08-APR-2015	Mon	13	301	E	Treat	0	99	Car, Station	Utility, Panel		3	F	1.186	16.248	Warrego Hwy	
20121299738	16-DEC-2012	Sun	04	704	W	Hosp	0	99	Car, Station		****	2	F	1.385	16.445	Warrego Hwy	
20162130870	14-NOV-2016	Mon	08	408	W	Hosp	0	11	Utility, Panel	Articulated V		2	F	1.406	16.468	Sprester Rd	Warrego Hwy
20161947286	17-OCT-2016	Mon	11	800	W	Hosp	0	99	Motor Cycle			2	F	1.819	16.879	Warrego Hwy	
20170743127	29-APR-2017	Sat	10	304	W	Treat	0	10	Utility, Panel	Car, Station		2	F	1.868	16.928	Pioneer Rd	Warrego Hwy
20131279838	15-OCT-2013	Fri	13	705	E	Treat	0	99	Car, Station			3	F	2.348	17.408	Warrego Hwy	
20160791089	07-MAY-2016	Sat	10	705	E	Treat	0	99	Car, Station			3	F	2.569	17.629	Warrego Hwy	
20141738631	12-DEC-2014	Fri	15	301	W	Hosp	0	99	Car, Station	Car, Station		2	F	2.596	17.656	Warrego Hwy	
20141095253	15-AUG-2014	Fri	11	703	W	Treat	0	99	Car, Station	Car, Station	****	2	F	2.800	17.660	Leschke Rd	Warrego Hwy
20130365549	04-MAR-2013	Mon	14	308	E	Treat	0	99	Road Train/B	Utility, Panel		3	F	3.279	18.339	Warrego Hwy	
20120598203	22-JUN-2012	Fri	20	101	N	Hosp	0	10	Car, Station	Car, Station	****	3	F	3.513	18.573	Schultzs Rd	Warrego Hwy
20160554767	30-MAR-2016	Wed	07	102	N	Hosp	0	10	Motor Cycle	Road Train/B	****	3	F	3.513	18.573	Schultzs Rd	Warrego Hwy

Road Crash 2 CRASH LISTING REPORT

Road Section Cway Tdist -

Road Section

Crash No.	Date	Day	Hour	Dca	Key	Seve	Fatal	Feature	Vehicle 1	Vehicle 2	Inter	Cway	RPC	Dist	Tdist	Street 1	Street 2
20160781491	05-MAY-2016	Thu	20	001	S	Fatal	1	10	Utility, Panel		****	3	7	3.513	18.573	Schultzs Rd	Warrego Hwy
20161046632	08-JUN-2016	Wed	17	301	W	Inj	0	00	Car, Station	Car, Station		2	7	3.648	18.705	Warrego Hwy	
20150508668	11-APR-2015	Sat	16	202	W	Treat	0	10	Car, Station	Car, Station	****	3	7	3.672	18.732	Hagslea - Amberley	Warrego Hwy
20141073745	11-AUG-2014	Mon	10	102	N	Treat	0	10	Utility, Panel	Car, Station	****	3	7	3.673	18.733	Schultzs Rd	Warrego Hwy
20130457458	17-APR-2013	Wed	16	105	E	Inj	0	10	Car, Station	Car, Station	****	3	7	3.689	18.740	Warrego Hwy	
20120793924	14-AUG-2012	Tue	12	101	W	Hosp	0	10	Car, Station	Car, Station	****	2	9	0.000	18.890	Schultzs Rd	Warrego Hwy
20140607495	06-MAY-2014	Tue	17	104	N	Inj	0	10	Car, Station	Car, Station	****	2	9	0.000	18.890	Hagslea - Amberley	Warrego Hwy
20150658496	12-MAY-2015	Tue	15	202	E	Inj	0	10	Articulated V	Car, Station	****	2	9	0.000	18.890	Hagslea - Amberley	Warrego Hwy
20151940229	30-DEC-2015	Wed	02	609	W	Treat	0	00	Car, Station			2	9	0.873	19.753	Warrego Hwy	
20180522993	25-MAR-2016	Fri	10	704	W	Treat	0	00	Car, Station			2	9	1.160	20.040	Warrego Hwy	
20120927187	17-SEP-2012	Mon	09	705	W	Treat	0	00	Articulated V			2	9	1.398	20.278	Warrego Hwy	
20130603181	22-MAY-2013	Wed	13	703	W	Inj	0	00	Car, Station	Utility, Panel		2	9	1.453	20.333	Warrego Hwy	
20141322693	26-SEP-2014	Fri	11	301	E	Inj	0	00	Car, Station	Utility, Panel		3	9	1.548	20.428	Warrego Hwy	
20121226876	29-NOV-2012	Thu	06	202	W	Hosp	0	10	Car, Station	Car, Station		3	9	1.565	20.445	Warrego Hwy	
20150422464	25-MAR-2015	Wed	16	705	W	Treat	0	00	Motor Cycle			2	9	1.682	20.562	Warrego Hwy	
20162190552	22-NOV-2016	Tue	10	703	E	Treat	0	00	Car, Station			2	9	2.027	20.907	Warrego Hwy	
20141280415	19-SEP-2014	Fri	11	704	W	Hosp	0	00	Car, Station			3	9	2.406	21.288	Warrego Hwy	
20170439382	10-MAR-2017	Fri	06	301	E	Treat	0	00	Car, Station	Utility, Panel		3	9	2.484	21.364	Warrego Hwy	
20120825885	22-AUG-2012	Wed	23	703	E	Hosp	0	00	Car, Station			3	9	2.580	21.460	Warrego Hwy	
20121243112	02-OCT-2012	Tue	17	303	W	Treat	0	00	Car, Station	Utility, Panel		2	9	2.992	21.872	Warrego Hwy	
20140677443	21-MAY-2014	Wed	16	804	E	Inj	0	11	Car, Station		****	2	9	3.127	22.007	Hagslea - Malabar R	Warrego Hwy
20161911259	14-SEP-2016	Wed	06	704	S	Treat	0	10	Car, Station	Utility, Panel	****	3	9	3.150	22.030	Claus Rd	Hagslea - Malabar R
20150422508	25-MAR-2015	Wed	16	301	W	Hosp	0	00	Truck	Car, Station		2	9	3.163	22.043	Warrego Hwy	

Road Crash 2 CRASH LISTING REPORT

Road Section		Cway		Tdist													
18A Ipswich - Toowoomba				14.470 - 28.900													
Crash No	Date	Day	Hour	Dca	Key	Seve	Fatal	Feature	Vehicle 1	Vehicle 2	Inter	Cway	RPC	Dist	Tdist	Street 1	Street 2
20121082327	26-OCT-2012	Fri	10	104	S	Treat	0	10	Car, Station	Car, Station	****	3	9	3.183	22.063	Claus Rd	Warrego Hwy
20141333441	26-SEP-2014	Fri	16	101	E	Hosp	0	10	Utility, Panel	Car, Station	****	3	9	3.183	22.063	Claus Rd	Haigslea - Malabar R
20150233264	16-FEB-2015	Mon	08	202	E	Hosp	0	10	Car, Station	Car, Station	****	3	9	3.183	22.063	Claus Rd	Haigslea - Malabar R
20161811056	26-SEP-2016	Mon	07	107	S	Hosp	0	10	Car, Station	Car, Station	****	3	9	3.183	22.063	Claus Rd	Haigslea - Malabar R
20150639132	08-MAY-2015	Fri	18	301	E	Treat	0	99	Utility, Panel	Car, Station		3	9	3.205	22.085	Warrego Hwy	
20120558935	11-JUN-2012	Mon	17	104	N	Hosp	0	10	Car, Station	Motor Cycle	****	2	9	3.240	22.120	Haigslea - Malabar R	Warrego Hwy
20150240054	17-FEB-2015	Tue	15	104	N	Treat	0	10	Car, Station	Truck	****	3	9	3.358	22.238	Claus Rd	Haigslea - Malabar R
20170351813	24-FEB-2017	Fri	20	301	E	Hosp	0	99	Car, Station	Car, Station		3	9	3.408	22.288	Warrego Hwy	
20121308614	18-DEC-2012	Tue	08	101	N	Treat	0	10	Truck	Car, Station	****	2	9	3.490	22.370	Haigslea - Malabar R	Warrego Hwy
20140474449	06-APR-2014	Tue	17	301	W	Inj	0	99	Truck	Car, Station		2	9	3.809	22.689	Warrego Hwy	
20140525996	19-APR-2014	Sat	05	608	W	Inj	0	99	Utility, Panel			2	9	3.894	22.774	Warrego Hwy	
20150295495	28-FEB-2015	Sat	14	608	E	Treat	0	10	Unknown/No	Car, Station		2	9	4.152	23.032	Linnings Rd	Warrego Hwy
20170106069	17-JAN-2017	Tue	23	703	W	Treat	0	99	Car, Station			2	9	4.565	23.445	Warrego Hwy	
20150114149	23-JAN-2015	Fri	09	607	E	Inj	0	99	Car, Station			3	9	5.001	23.881	Warrego Hwy	
20151258032	05-SEP-2015	Sat	01	705	W	Treat	0	99	Car, Station			2	9	5.056	23.936	Warrego Hwy	
20140213256	14-FEB-2014	Fri	17	703	W	Treat	0	99	Car, Station	Car, Station		2	9	5.434	24.314	Warrego Hwy	
20141607760	17-NOV-2014	Mon	12	700	W	Treat	0	11	Car, Station		****	3	9	5.653	24.533	Edmond St	Warrego Hwy
20120635769	02-JUL-2012	Mon	17	301	E	Inj	0	99	Utility, Panel	Articulated V		2	9	5.668	24.548	Warrego Hwy	
20130850273	19-JUL-2013	Fri	12	202	E	Hosp	0	10	Utility, Panel	Motor Cycle	****	2	9	5.818	24.689	Edmond St	Warrego Hwy
20151677304	16-NOV-2015	Mon	11	202	E	Inj	0	10	Utility, Panel	Utility, Panel	****	2	9	5.868	24.749	Edmond St	Warrego Hwy
20161196483	25-JUN-2016	Sat	18	805	E	Hosp	0	99	Car, Station			3	9	6.019	24.899	Warrego Hwy	
20120694309	19-JUL-2012	Thu	18	306	E	Treat	0	99	Car, Station	Car, Station		2	9	6.062	24.942	Warrego Hwy	
20130822828	13-JUL-2013	Sat	16	703	W	Treat	0	99	Car, Station			2	10	0.399	26.129	Warrego Hwy	

Road Crash 2 CRASH LISTING REPORT

Road Section		18A Ipswich - Toowoomba										Cway	<input type="checkbox"/>		Tdist	14.470 - 28.900	
Road Section		18A Ipswich - Toowoomba															
Crash No.	Date	Day	Hour	Dca	Key	Seve	Fatal	Feature	Vehicle 1	Vehicle 2	Inter	Cway	RPC	Dist	Tdist	Street 1	Street 2
20160960791	29-MAY-2016	Sun	14	102	N	Hosp	0	10	Car, Station	Car, Station	****	2	10	1.688	27.418	Piepers Rd	Warrego Hwy
20140504378	15-APR-2014	Tue	05	107	N	Inj	0	10	Car, Station	Road Train/B	****	2	10	1.700	27.430	Edmond St	Warrego Hwy
20150853868	09-JUL-2015	Thu	21	708	W	Hosp	0	99	Utility, Panel			2	10	1.728	27.459	Warrego Hwy	
20171076184	21-JUN-2017	Wed	10	308	W	Inj	0	99	Car, Station	Car, Station		2	10	1.758	27.488	Warrego Hwy	
20140521031	17-APR-2014	Thu	19	307	W	Treat	0	99	Towed Devic	Car, Station		2	10	1.791	27.521	Warrego Hwy	
20130114952	27-JAN-2013	Sun	10	807	E	Inj	0	99	Car, Station			3	10	1.850	27.580	Warrego Hwy	
20150095637	19-JAN-2015	Mon	17	804	W	Hosp	0	99	Utility, Panel			2	10	1.930	27.660	Warrego Hwy	
20140459538	05-APR-2014	Sat	15	703	E	Hosp	0	99	Car, Station			3	10	2.568	28.298	Warrego Hwy	
20161583771	07-OCT-2016	Fri	17	808	W	Hosp	0	99	Utility, Panel	Car, Station		2	10	2.664	28.394	Warrego Hwy	
20150401748	20-MAR-2015	Fri	05	807	E	Treat	0	99	Car, Station	Car, Station		3	10	2.937	28.667	Warrego Hwy	
20170315604	19-FEB-2017	Sun	07	808	W	Hosp	0	40	Utility, Panel			2	10	3.005	28.735	Warrego Hwy	
Road Section		42A Ipswich-Harlin															
Crash No.	Date	Day	Hour	Dca	Key	Seve	Fatal	Feature	Vehicle 1	Vehicle 2	Inter	Cway	RPC	Dist	Tdist	Street 1	Street 2
20130412814	07-APR-2013	Sun	13	301	E	Hosp	0	99	Car, Station	Car, Station	****	3	1A	0.330	0.330	Brisbane Valley Hwy	
20131101954	11-SEP-2013	Wed	08	301	S	Hosp	0	99	Car, Station	Utility, Panel	****	3	1A	0.330	0.330	Brisbane Valley Hwy	

Released under the Queensland Information Act 2009

Appendix C: Speed Statistics

MetroCount Traffic Executive
Speed Statistics

SpeedStat-19 -- English (ENA)

Datasets:

Site: [13945-13ELL] Warrego Hwy Haigslea 1km East of Haigslea Amberley Road EB LL
<100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 1

Survey Duration: 23:28 Monday, 30 October 2017 => 2:18 Friday, 3 November 2017,

Zone:

File: 13945-13 Eastbound Left Lane Warrego Hwy Haigslea 1km East of Haigslea Amberley
Road EB LL (100kmh).EC1 (Plus)

Identifier: NE28AKGN MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [13945-13ERL] Warrego Hwy Haigslea 1km East of Haigslea Amberley Road EB RL
<100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 2

Survey Duration: 23:29 Monday, 30 October 2017 => 2:19 Friday, 3 November 2017,

Zone:

File: 13945-13 Eastbound Right Lane Warrego Hwy Haigslea 1km East of Haigslea
Amberley Road EB RL (100kmh).EC2 (Plus)

Identifier: ND885S4Z MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 23:29 Monday, 30 October 2017 => 2:19 Friday, 3 November 2017
(3.11846) (With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,

Tuesday: 00:00-09:00, 15:00-00:00,

Wednesday: 00:00-09:00, 15:00-00:00,

Thursday: 00:00-09:00, 15:00-00:00,

Friday: 00:00-00:00,

Saturday: 00:00-00:00,

Sunday: 00:00-00:00,

The following entire days are excluded:

None

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = East, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

In profile: Vehicles = 9116 / 48216 (18.91%)

Speed Statistics

SpeedStat-19

Site: 13945-13ELL.1.2EW 13945-13ERL.2.3EW

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 23:29 Monday, 30 October 2017 => 2:19 Friday, 3 November 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 9116

Posted speed limit = 100 km/h, Exceeding = 3155 (34.61%), Mean Exceeding = 104.68 km/h

Maximum = 141.5 km/h, Minimum = 38.2 km/h, Mean = 98.4 km/h

85% Speed = 103.95 km/h, 95% Speed = 109.17 km/h, Median = 98.10 km/h

15 km/h Pace = 91 - 106, Number in Pace = 7479 (82.04%)

Variance = 39.67, Standard Deviation = 6.30 km/h

Speed Bins (Partial days)

Speed vMult	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	9116 100.00%	0.00	0.00	
10 - 20	0 0.000%	0 0.000%	9116 100.00%	0.00	0.00	
20 - 30	0 0.000%	0 0.000%	9116 100.00%	0.00	0.00	
30 - 40	1 0.011%	1 0.011%	9115 99.99%	0.00	0.00	
40 - 50	1 0.011%	2 0.022%	9114 99.98%	0.00	0.00	
50 - 60	2 0.022%	4 0.044%	9112 99.96%	0.00	0.00	
60 - 70	6 0.066%	10 0.110%	9106 99.89%	0.00	0.00	
70 - 80	41 0.450%	51 0.559%	9065 99.44%	0.00	0.00	
80 - 90	542 5.946%	593 6.505%	8523 93.49%	0.00	0.00	
90 - 100	5368 58.89%	5961 65.39%	3155 34.61%	0.00	0.00	
100 - 110	2776 30.45%	8737 95.84%	379 4.158%	0.00	0.00	
110 - 120	342 3.752%	9079 99.59%	37 0.406%	0.00	0.00	
120 - 130	31 0.340%	9110 99.93%	6 0.066%	0.00	0.00	
130 - 140	5 0.055%	9115 99.99%	1 0.011%	0.00	0.00	
140 - 150	1 0.011%	9116 100.00%	0 0.000%	0.00	0.00	
150 - 160	0 0.000%	9116 100.00%	0 0.000%	0.00	0.00	
160 - 170	0 0.000%	9116 100.00%	0 0.000%	0.00	0.00	
170 - 180	0 0.000%	9116 100.00%	0 0.000%	0.00	0.00	
180 - 190	0 0.000%	9116 100.00%	0 0.000%	0.00	0.00	
0.00						

190 - 200 | 0 0.000% | 9116 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit		Below		Above
0	100 (PSL)		5961 65.4%		3155 34.6%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-17 -- English (ENA)

Datasets:

Site: [13945-13WRL] Warrego Hwy Haigslea 1km East of Haigslea Amberley Road WB RL
<100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 2

Survey Duration: 22:03 Monday, 30 October 2017 => 1:51 Friday, 3 November 2017,

Zone:

File: 13945-13 Westbound Right Lane Warrego Hwy Haigslea 1km East of Haigslea
Amberley Road WB RL (100kmh).EC2 (Plus)

Identifier: NB65J3Y2 MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [13945-13WLL] Warrego Hwy Haigslea 1km East of Haigslea Amberley Road WB LL
<100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 1

Survey Duration: 22:02 Monday, 30 October 2017 => 1:52 Friday, 3 November 2017,

Zone:

File: 13945-13 Westbound Left Lane Warrego Hwy Haigslea 1km East of Haigslea Amberley
Road WB LL (100kmh).EC1 (Plus)

Identifier: ND95J1PZ MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 22:03 Monday, 30 October 2017 => 1:52 Friday, 3 November 2017
(3.15917) (With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,

Tuesday: 00:00-09:00, 15:00-00:00,

Wednesday: 00:00-09:00, 15:00-00:00,

Thursday: 00:00-09:00, 15:00-00:00,

Friday: 00:00-00:00,

Saturday: 00:00-00:00,

Sunday: 00:00-00:00,

The following entire days are excluded:

None

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = East, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 8885 / 50209 (17.70%)

Released under RTI - DTMR

Speed Statistics

SpeedStat-17

Site: 13945-13WRL.2.3EW 13945-13WLL.1.2EW

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 22:03 Monday, 30 October 2017 => 1:52 Friday, 3 November 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 8885

Posted speed limit = 100 km/h, Exceeding = 3013 (33.91%), Mean Exceeding = 104.25 km/h

Maximum = 146.6 km/h, Minimum = 31.9 km/h, Mean = 97.3 km/h

85% Speed = 103.59 km/h, 95% Speed = 107.82 km/h, Median = 97.83 km/h

15 km/h Pace = 90 - 105, Number in Pace = 6891 (77.56%)

Variance = 52.64, Standard Deviation = 7.26 km/h

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	8885 100.0%	0.00	0.00	
10 - 20	0 0.000%	0 0.000%	8885 100.0%	0.00	0.00	
20 - 30	0 0.000%	0 0.000%	8885 100.0%	0.00	0.00	
30 - 40	7 0.079%	7 0.079%	8878 99.92%	0.00	0.00	
40 - 50	8 0.090%	15 0.169%	8870 99.83%	0.00	0.00	
50 - 60	3 0.034%	18 0.203%	8867 99.80%	0.00	0.00	
60 - 70	12 0.135%	30 0.338%	8855 99.66%	0.00	0.00	
70 - 80	117 1.317%	147 1.654%	8738 98.35%	0.00	0.00	
80 - 90	919 10.34%	1066 12.00%	7819 88.00%	0.00	0.00	
90 - 100	4806 54.09%	5872 66.09%	3013 33.91%	0.00	0.00	
100 - 110	2755 31.01%	8627 97.10%	258 2.904%	0.00	0.00	
110 - 120	234 2.634%	8861 99.73%	24 0.270%	0.00	0.00	
120 - 130	18 0.203%	8879 99.93%	6 0.068%	0.00	0.00	
130 - 140	5 0.056%	8884 99.99%	1 0.011%	0.00	0.00	
140 - 150	1 0.011%	8885 100.0%	0 0.000%	0.00	0.00	
150 - 160	0 0.000%	8885 100.0%	0 0.000%	0.00	0.00	
160 - 170	0 0.000%	8885 100.0%	0 0.000%	0.00	0.00	
170 - 180	0 0.000%	8885 100.0%	0 0.000%	0.00	0.00	
180 - 190	0 0.000%	8885 100.0%	0 0.000%	0.00	0.00	

190 - 200 | 0 0.000% | 8885 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 100 (PSL)	5872 66.1%	3013 33.9%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-21 -- English (ENA)

Datasets:

Site: [135964] 1K1m West of Brisbane Valley Hwy EB Right Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 2 - East bound, A trigger first. Lane: 4
Survey Duration: 23:00 Tuesday, 23 May 2017 => 1:05 Thursday, 8 June 2017,
Zone:
File: 135964.EC4 (Plus)
Identifier: HJ35C4C5 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1K1m West of Brisbane Valley Hwy EB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 2 - East bound, A trigger first. Lane: 2
Survey Duration: 23:00 Tuesday, 23 May 2017 => 21:55 Sunday, 28 May 2017,
Zone:
File: 135964_File 1 of 3.EC2 (Plus)
Identifier: EF44H0FN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1K1m West of Brisbane Valley Hwy EB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 2 - East bound, A trigger first. Lane: 2
Survey Duration: 21:56 Sunday, 28 May 2017 => 20:55 Sunday, 4 June 2017,
Zone:
File: 135964_File 2 of 3.EC2 (Plus)
Identifier: EF44H0FN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1K1m West of Brisbane Valley Hwy EB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 2 - East bound, A trigger first. Lane: 2
Survey Duration: 20:58 Sunday, 4 June 2017 => 1:14 Thursday, 8 June 2017,
Zone:
File: 135964_File 3 of 3.EC2 (Plus)
Identifier: EF44H0FN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 23:00 Tuesday, 23 May 2017 => 1:14 Thursday, 8 June 2017 (15.0933)
(With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,
Tuesday: 00:00-09:00, 15:00-00:00,
Wednesday: 00:00-09:00, 15:00-00:00,
Thursday: 00:00-09:00, 15:00-00:00,
Friday: 00:00-00:00,
Saturday: 00:00-00:00,
Sunday: 00:00-00:00,

The following entire days are excluded:
None

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = East, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

In profile: Vehicles = 20346 / 238903 (8.52%)

Released under RTI - DTMR

Speed Statistics

SpeedStat-21

Site: 135964.4.0E 135964.2.0E 135964.2.0E 135964.2.0E

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 23:00 Tuesday, 23 May 2017 => 1:14 Thursday, 8 June 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 20346

Posted speed limit = 100 km/h, Exceeding = 7547 (37.09%), Mean Exceeding = 104.27 km/h

Maximum = 140.0 km/h, Minimum = 44.7 km/h, Mean = 98.6 km/h

85% Speed = 103.86 km/h, 95% Speed = 108.45 km/h, Median = 98.37 km/h

15 km/h Pace = 91 - 106, Number in Pace = 16881 (82.97%)

Variance = 36.60, Standard Deviation = 6.05 km/h

Speed Bins (Partial days)

Speed vMult	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	20346 100.00%	0.00	0.00	
10 - 20	0 0.000%	0 0.000%	20346 100.00%	0.00	0.00	
20 - 30	0 0.000%	0 0.000%	20346 100.00%	0.00	0.00	
30 - 40	0 0.000%	0 0.000%	20346 100.00%	0.00	0.00	
40 - 50	3 0.015%	3 0.015%	20343 99.99%	0.00	0.00	
50 - 60	3 0.015%	6 0.029%	20340 99.97%	0.00	0.00	
60 - 70	5 0.025%	11 0.054%	20335 99.95%	0.00	0.00	
70 - 80	70 0.344%	81 0.398%	20265 99.60%	0.00	0.00	
80 - 90	1195 5.873%	1276 6.272%	19070 93.73%	0.00	0.00	
90 - 100	11523 56.64%	12799 62.91%	7547 37.09%	0.00	0.00	
100 - 110	6834 33.59%	19633 96.50%	713 3.504%	0.00	0.00	
110 - 120	635 3.121%	20268 99.62%	78 0.383%	0.00	0.00	
120 - 130	70 0.344%	20338 99.96%	8 0.039%	0.00	0.00	
130 - 140	7 0.034%	20345 100.00%	1 0.005%	0.00	0.00	
140 - 150	1 0.005%	20346 100.00%	0 0.000%	0.00	0.00	
150 - 160	0 0.000%	20346 100.00%	0 0.000%	0.00	0.00	
160 - 170	0 0.000%	20346 100.00%	0 0.000%	0.00	0.00	
170 - 180	0 0.000%	20346 100.00%	0 0.000%	0.00	0.00	
180 - 190	0 0.000%	20346 100.00%	0 0.000%	0.00	0.00	
0.00						

190 - 200 | 0 0.000% | 20346 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 100 (PSL)	12799 62.9%	7547 37.1%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-22 -- English (ENA)

Datasets:

Site: [135964] 1Klm West of Brisbane Valley Hwy WB Right Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 4 - West bound, A trigger first. Lane: 3
Survey Duration: 23:00 Tuesday, 23 May 2017 => 11:50 Thursday, 8 June 2017,
Zone:

File: 135964.EC3 (Plus)
Identifier: 2331G2B3 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1Klm West of Brisbane Valley Hwy WB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 4 - West bound, A trigger first. Lane: 1
Survey Duration: 23:00 Tuesday, 23 May 2017 => 21:59 Sunday, 28 May 2017,
Zone:

File: 135964_File 1 of 3.EC1 (Plus)
Identifier: U232ZWQ6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1Klm West of Brisbane Valley Hwy WB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 4 - West bound, A trigger first. Lane: 1
Survey Duration: 21:59 Sunday, 28 May 2017 => 20:57 Sunday, 4 June 2017,
Zone:

File: 135964_File 2 of 3.EC1 (Plus)
Identifier: U232ZWQ6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [135964] 1Klm West of Brisbane Valley Hwy WB Left Lane <100>
Attribute: 152.6929899, -27.57736982
Direction: 4 - West bound, A trigger first. Lane: 1
Survey Duration: 20:59 Sunday, 4 June 2017 => 11:45 Thursday, 8 June 2017,
Zone:

File: 135964_File 3 of 3.EC1 (Plus)
Identifier: U232ZWQ6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 23:00 Tuesday, 23 May 2017 => 11:50 Thursday, 8 June 2017 (15.5352)
(With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,
Tuesday: 00:00-09:00, 15:00-00:00,
Wednesday: 00:00-09:00, 15:00-00:00,
Thursday: 00:00-09:00, 15:00-00:00,
Friday: 00:00-00:00,
Saturday: 00:00-00:00,
Sunday: 00:00-00:00,

The following entire days are excluded:

None

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = West, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

In profile: Vehicles = 20977 / 256414 (8.18%)

Released under RTI - DTMR

Speed Statistics

SpeedStat-22

Site: 135964.3.0W 135964.1.0W 135964.1.0W 135964.1.0W

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 23:00 Tuesday, 23 May 2017 => 11:50 Thursday, 8 June 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 20977

Posted speed limit = 100 km/h, Exceeding = 7228 (34.46%), Mean Exceeding = 104.16 km/h

Maximum = 152.5 km/h, Minimum = 28.2 km/h, Mean = 98.0 km/h

85% Speed = 103.41 km/h, 95% Speed = 107.56 km/h, Median = 98.10 km/h

15 km/h Pace = 90 - 105, Number in Pace = 17126 (81.64%)

Variance = 41.88, Standard Deviation = 6.47 km/h

Speed Bins (Partial days)

Speed vMult	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	20977 100.00%	0.00	0.00	
10 - 20	0 0.000%	0 0.000%	20977 100.00%	0.00	0.00	
20 - 30	5 0.024%	5 0.024%	20972 99.98%	0.00	0.00	
30 - 40	4 0.019%	9 0.043%	20968 99.96%	0.00	0.00	
40 - 50	0 0.000%	9 0.043%	20968 99.96%	0.00	0.00	
50 - 60	1 0.005%	10 0.048%	20967 99.95%	0.00	0.00	
60 - 70	4 0.019%	14 0.067%	20963 99.93%	0.00	0.00	
70 - 80	164 0.782%	178 0.849%	20799 99.15%	0.00	0.00	
80 - 90	1659 7.909%	1837 8.757%	19140 91.24%	0.00	0.00	
90 - 100	11912 56.79%	13749 65.54%	7228 34.46%	0.00	0.00	
100 - 110	6637 31.64%	20386 97.18%	591 2.817%	0.00	0.00	
110 - 120	492 2.345%	20878 99.53%	99 0.472%	0.00	0.00	
120 - 130	74 0.353%	20952 99.88%	25 0.119%	0.00	0.00	
130 - 140	20 0.095%	20972 99.98%	5 0.024%	0.00	0.00	
140 - 150	3 0.014%	20975 99.99%	2 0.010%	0.00	0.00	
150 - 160	2 0.010%	20977 100.00%	0 0.000%	0.00	0.00	
160 - 170	0 0.000%	20977 100.00%	0 0.000%	0.00	0.00	
170 - 180	0 0.000%	20977 100.00%	0 0.000%	0.00	0.00	
180 - 190	0 0.000%	20977 100.00%	0 0.000%	0.00	0.00	

190 - 200 | 0 0.000% | 20977 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 100 (PSL)	13749 65.5%	7228 34.5%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-16 -- English (ENA)

Datasets:

Site: [13945-12ELL] Warrego Hwy Haigslea 1km West of Schulzs Road EB LL <100>
Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 1

Survey Duration: 23:01 Monday, 30 October 2017 => 2:11 Friday, 3 November 2017,

Zone:

File: 13945-12 Eastbound Left Lane Warrego Hwy Haigslea 1km West of Schulzs Road EB LL (100kmh).EC1 (Plus)

Identifier: NC35VFP1 MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [13945-12ERL] Warrego Hwy Haigslea 1km West of Schulzs Road EB RL <100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 2

Survey Duration: 23:02 Monday, 30 October 2017 => 2:12 Friday, 3 November 2017,

Zone:

File: 13945-12 Eastbound Right Lane Warrego Hwy Haigslea 1km West of Schulzs Road EB RL (100kmh).EC2 (Plus)

Identifier: NC28J1NS MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 23:02 Monday, 30 October 2017 => 2:12 Friday, 3 November 2017
(3.13253) (With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,

Tuesday: 00:00-09:00, 15:00-00:00,

Wednesday: 00:00-09:00, 15:00-00:00,

Thursday: 00:00-09:00, 15:00-00:00,

Friday: 00:00-00:00,

Saturday: 00:00-00:00,

Sunday: 00:00-00:00,

The following entire days are excluded:

None

Included classes:1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = East, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 9242 / 47844 (19.32%)

Released under RTI - DTMR

Speed Statistics

SpeedStat-16

Site: 13945-12ELL.1.2EW 13945-12ERL.2.3EW

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 23:02 Monday, 30 October 2017 => 2:12 Friday, 3 November 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 9242

Posted speed limit = 100 km/h, Exceeding = 4829 (52.25%), Mean Exceeding = 104.53 km/h

Maximum = 150.3 km/h, Minimum = 63.4 km/h, Mean = 100.3 km/h

85% Speed = 105.66 km/h, 95% Speed = 110.34 km/h, Median = 100.26 km/h

15 km/h Pace = 93 - 108, Number in Pace = 7638 (82.64%)

Variance = 37.54, Standard Deviation = 6.13 km/h

Speed Bins (Partial days)

Speed vMult	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
10 - 20	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
20 - 30	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
30 - 40	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
40 - 50	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
50 - 60	0 0.000%	0 0.000%	9242 100.0%	0.00	0.00	
60 - 70	4 0.043%	4 0.043%	9238 99.96%	0.00	0.00	
70 - 80	38 0.411%	42 0.454%	9200 99.55%	0.00	0.00	
80 - 90	370 4.003%	412 4.458%	8830 95.54%	0.00	0.00	
90 - 100	4001 43.29%	4413 47.75%	4829 52.25%	0.00	0.00	
100 - 110	4329 46.84%	8742 94.59%	500 5.410%	0.00	0.00	
110 - 120	454 4.912%	9196 99.50%	46 0.498%	0.00	0.00	
120 - 130	37 0.400%	9233 99.90%	9 0.097%	0.00	0.00	
130 - 140	6 0.065%	9239 99.97%	3 0.032%	0.00	0.00	
140 - 150	2 0.022%	9241 99.99%	1 0.011%	0.00	0.00	
150 - 160	1 0.011%	9242 100.0%	0 0.000%	0.00	0.00	
160 - 170	0 0.000%	9242 100.0%	0 0.000%	0.00	0.00	
170 - 180	0 0.000%	9242 100.0%	0 0.000%	0.00	0.00	
180 - 190	0 0.000%	9242 100.0%	0 0.000%	0.00	0.00	
0.00						

190 - 200 | 0 0.000% | 9242 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 100 (PSL)	4413 47.7%	4829 52.3%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-18 -- English (ENA)

Datasets:

Site: [13945-12WLL] Warrego Hwy Haigslea 1km West of Schulzs Road WB LL <100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 1

Survey Duration: 22:31 Monday, 30 October 2017 => 2:10 Friday, 3 November 2017,

Zone:

File: 13945-12 Westbound Left Lane Warrego Hwy Haigslea 1km West of Schulzs Road WB LL (100kmh).EC1 (Plus)

Identifier: NE29K8CY MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [13945-12WRL] Warrego Hwy Haigslea 1km West of Schulzs Road WB RL <100>

Attribute: Haigslea

Direction: 8 - East bound A>B, West bound B>A. Lane: 2

Survey Duration: 22:32 Monday, 30 October 2017 => 2:10 Friday, 3 November 2017,

Zone:

File: 13945-12 Westbound Right Lane Warrego Hwy Haigslea 1km West of Schulzs Road WB RL (100kmh).EC2 (Plus)

Identifier: ND928RFP MC5900-X11 (c)MetroCount 15Aug16

Algorithm: Factory default axle (v5.02)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 22:32 Monday, 30 October 2017 => 2:10 Friday, 3 November 2017
(3.15163) (With Exclusions)

Exclusion: Vehicles are excluded at the following times:

Monday: 00:00-00:00,

Tuesday: 00:00-09:00, 15:00-00:00,

Wednesday: 00:00-09:00, 15:00-00:00,

Thursday: 00:00-09:00, 15:00-00:00,

Friday: 00:00-00:00,

Saturday: 00:00-00:00,

Sunday: 00:00-00:00,

The following entire days are excluded:

None

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = East, Lane = 0-16

Separation: Headway > 4 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 9000 / 48202 (18.67%)

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Speed Statistics

SpeedStat-18

Site: 13945-12WLL.1.2EW 13945-12WRL.2.3EW

Description: Multiple sites - See Header sheet for site descriptions.

Filter time: 22:32 Monday, 30 October 2017 => 2:10 Friday, 3 November 2017 (With Exclusions)

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>4) Span(0 - 100) Lane(0-16)

Vehicles = 9000

Posted speed limit = 100 km/h, Exceeding = 3453 (38.37%), Mean Exceeding = 104.73 km/h

Maximum = 146.5 km/h, Minimum = 68.3 km/h, Mean = 98.5 km/h

85% Speed = 104.58 km/h, 95% Speed = 109.44 km/h, Median = 98.28 km/h

15 km/h Pace = 91 - 106, Number in Pace = 7136 (79.29%)

Variance = 42.44, Standard Deviation = 6.51 km/h

Speed Bins (Partial days)

Speed vMult	Bin	Below	Above	Energy	vMult	n *
0 - 10	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
10 - 20	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
20 - 30	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
30 - 40	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
40 - 50	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
50 - 60	0 0.000%	0 0.000%	9000 100.0%	0.00	0.00	
0.00						
60 - 70	2 0.022%	2 0.022%	8998 99.98%	0.00	0.00	
0.00						
70 - 80	42 0.467%	44 0.489%	8956 99.51%	0.00	0.00	
0.00						
80 - 90	653 7.256%	697 7.744%	8303 92.26%	0.00	0.00	
0.00						
90 - 100	4850 53.89%	5547 61.63%	3453 38.37%	0.00	0.00	
0.00						
100 - 110	3066 34.07%	8613 95.70%	387 4.300%	0.00	0.00	
0.00						
110 - 120	355 3.944%	8968 99.64%	32 0.356%	0.00	0.00	
0.00						
120 - 130	25 0.278%	8993 99.92%	7 0.078%	0.00	0.00	
0.00						
130 - 140	4 0.044%	8997 99.97%	3 0.033%	0.00	0.00	
0.00						
140 - 150	3 0.033%	9000 100.0%	0 0.000%	0.00	0.00	
0.00						
150 - 160	0 0.000%	9000 100.0%	0 0.000%	0.00	0.00	
0.00						
160 - 170	0 0.000%	9000 100.0%	0 0.000%	0.00	0.00	
0.00						
170 - 180	0 0.000%	9000 100.0%	0 0.000%	0.00	0.00	
0.00						
180 - 190	0 0.000%	9000 100.0%	0 0.000%	0.00	0.00	
0.00						

190 - 200 | 0 0.000% | 9000 100.0% | 0 0.000% | 0.00 | 0.00 |
0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit		Below		Above
0	100 (PSL)		5547 61.6%		3453 38.4%

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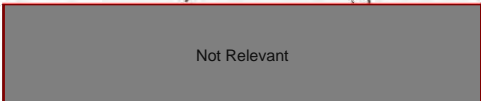
Speed Limit Review

**Cunningham Highway
(17B)
Ipswich to Mutdapilly**

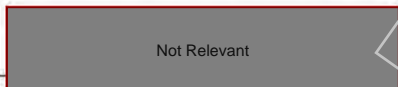
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1 Background

1.1 Introduction

A speed limit review has been undertaken of the Cunningham Highway from Chainage 0.00 to 29.20 km, a distance of 29.20 km. The road had been reviewed in accordance with Part 4 of the Manual of Uniform Traffic Control Devices (MUTCD) and using first principles approach considering any road safety implications for a modified speed zone. A number of different variables have been taken onto account while undertaking the review which included:

- Environment in which the road is located;
- Pavement
- Cross Section, shoulder and lane width;
- Horizontal and vertical road alignment;
- Traffic volume, activity and prevailing speeds;
- Frequency of intersections and property accesses;
- On-road parking activity;
- Type of roadside activities;
- Presence of unsignalised at-grade pedestrian crossings;
- Presence of traffic signals;
- Magnitude of property set back;
- Presence of line marking, channelisation and medians; and
- Proximity of roadside hazards and standard of protection.

The extent of the study area for which the speed limit review was undertaken is shown in Figure 1.1 below.

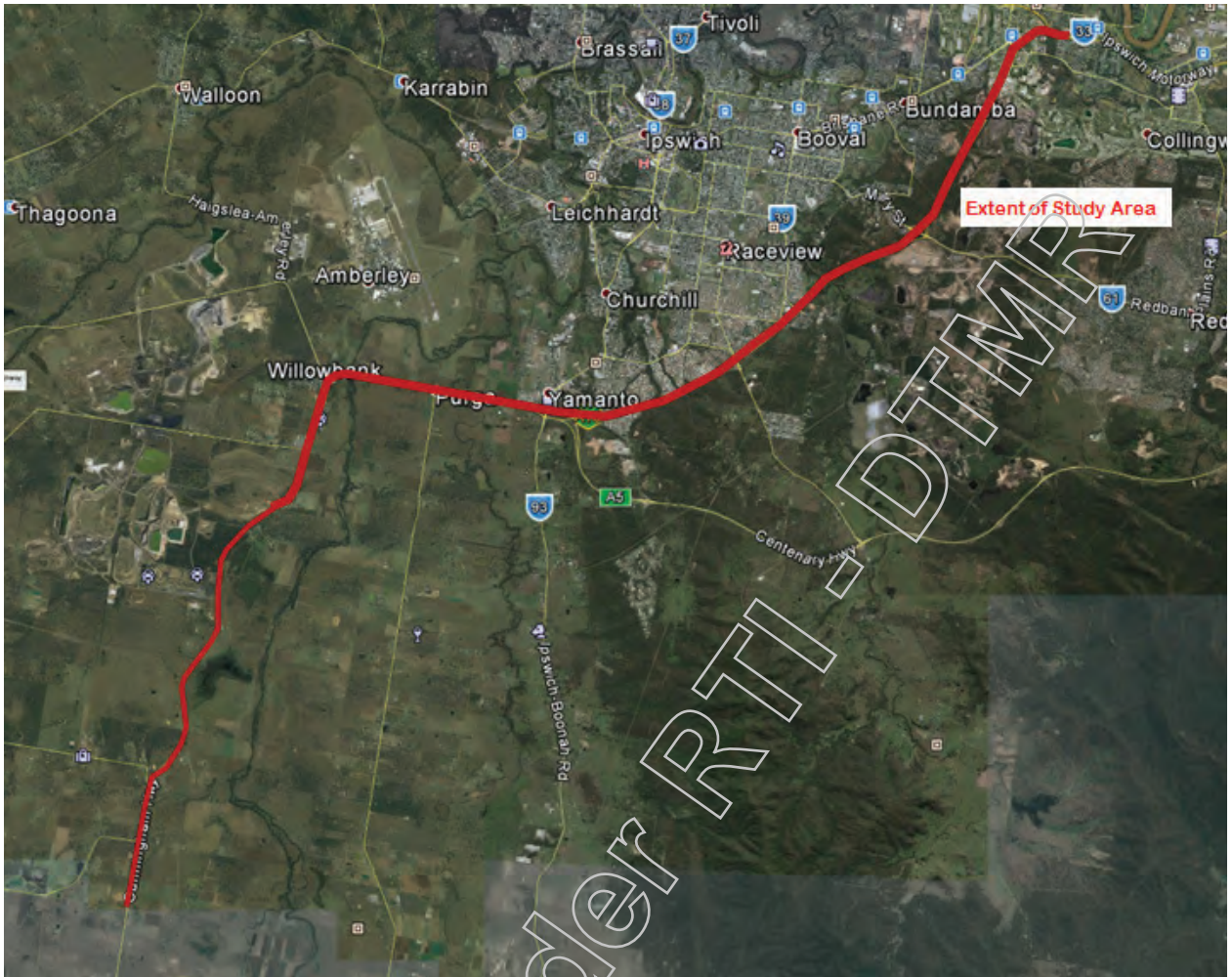


Figure 1.1 Extent of Study Corridor

1.2 Methodology

The review was developed in accordance with the guidelines and requirements as listed in Part 4 of the MUTCD.

The main principles in a speed review are that:

- Speed limits should be capable of being practically and equitably enforced by use of speed zones of adequate length, by limiting speed limit changes, and by clarity and frequency of speed signposting;
- Speed limits should not be so low that a significant number of road users ignore them;
- Speed limits should be set to maintain a balance between a road user's reasonable perception of the speed environment and an acceptable level of environmental amenity for all road users and abutting land users; and
- Speed limits should be set to encourage, as far as practical, a uniform speed of travel that will reduce the potential for conflicts due to speed differentials between vehicles.

The methodology was structured around the standard procedure for reviewing existing speed limits as follows:

- Stage 1 – Assessment of Road Function
- Stage 2 – Assessment of Prevailing Vehicle Speeds
- Stage 3 – Assessment of Speed Environment
- Stage 4 – Determination of Speed Limit

2 Road Details

2.1 General Information

Road Number:	17B
Road Name:	Cunningham Highway (Ipswich – Warwick)
Road Environment:	Rural
Road Function	Highway
Road Geometry: Direction	East-West alignment with westbound being Gazettal
Local Government Authority:	Ipswich City Council

2.2 Classification

The Cunningham Highway (17B) is a state controlled road that provides the main access from the City of Ipswich to the township of Warwick.

The section of the Cunningham Highway within the study area consists of changing types of road function. The road changes from a divided rural Highway with interchanges to an undivided rural Highway with intersections and property accesses. The road functional sections for the study corridor are best described as follows:

- Ch. 0.00 to 14.70 km – Highway – Rural;
- Ch. 14.70 to 29.20 km – Highway – Rural residential.

The Cunningham Highway is an approved route for the operation of B-Doubles as shown in Figure 2.1 overleaf.

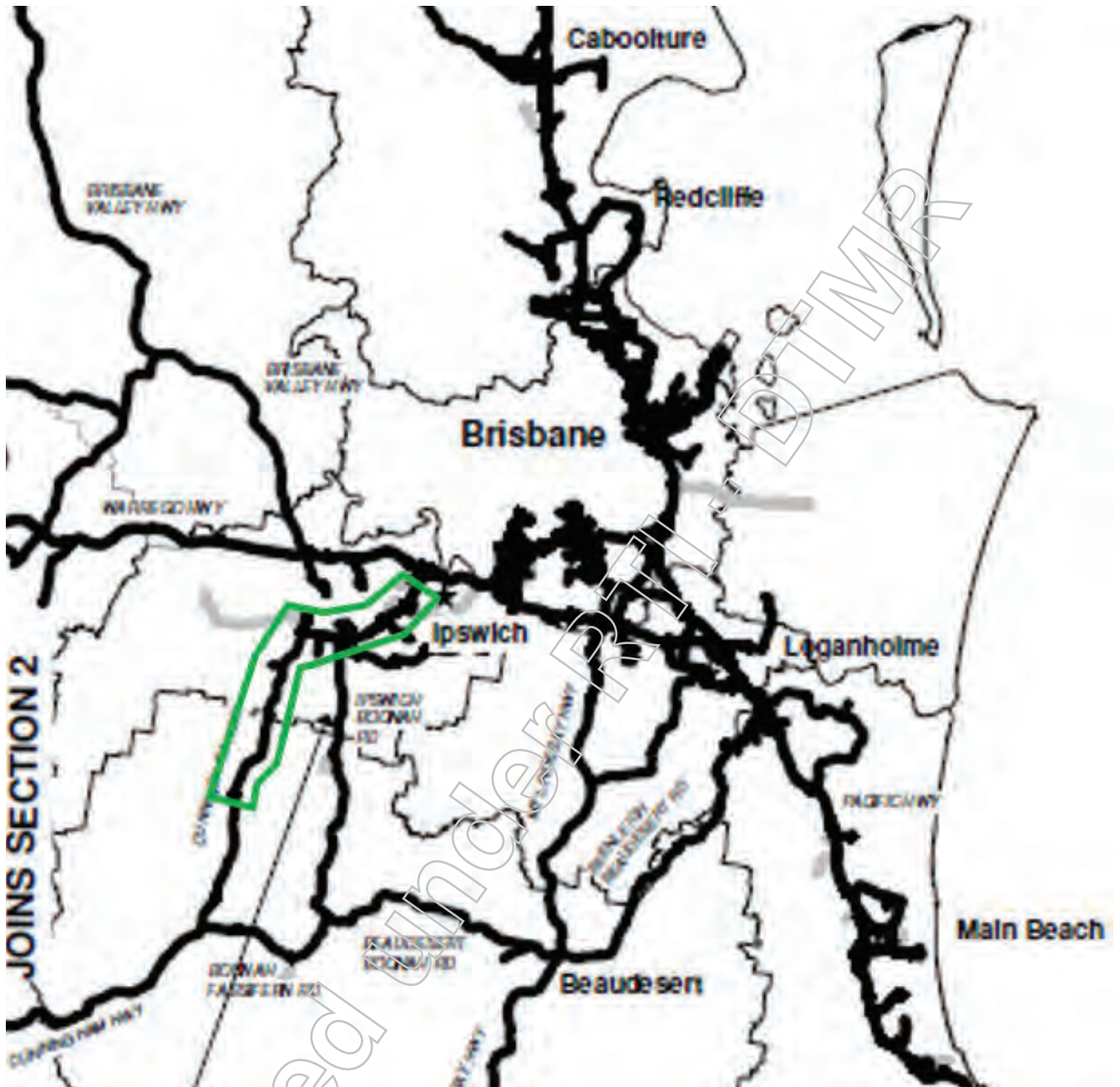


Figure 2.1 Multi-Combination Routes in Queensland (extract from TMR)

2.3 Speed Zone Overview

2.3.1 Existing speed zones (in section of road under review)

MUTCD – Part 4 Speed Controls outlines the following criteria to be used when defining a roads speed zone/s; road function, prevailing traffic speeds, and speed environment. In applying these criteria the defined speed zones tend to be homogenous in nature and are not necessarily related to the posted speed limit.

The speed zones that exist along the Cunningham Highway corridor and their location are illustrated in Figure 2.1 below and general corridor notes have been provided for each speed zone section in Table 2.1 below.

Table 2.1 Speed Zone Section – General Corridor Notes

Speed Zone Section	Start Ch. (km)	End Ch. (km)	Speed (km/h)	General Corridor Notes
1	0.00	1.40	Variable (100km/h)	Urban Motorway to Rural Highway. Recent upgrade under the Origin Alliance. Area not included as there is one relevant crash, property damage crash.
A	1.40	10.00	100	Rural Highway, four-lane two-way median divided carriageways, large horizontal curves, undulating vertical geometry, accesses by interchange ramps.
B	10.00	17.80	100	Rural Highway, four-lane two-way undivided carriageway, large horizontal curves, flat vertical geometry, accesses by interchange ramps and give way control intersections.
C	17.80	18.30	80	Rural residential, major give way controlled intersection with Ipswich Rosewood Road on a tight horizontal curve.
D	18.30	19.80	80	Rural residential, major intersection with Ipswich Rosewood Road, give way controlled intersection access to Caravan Park, rest area, service station.
E	19.80	29.20	100	Rural Highway, large horizontal curves, relatively flat with some vertical curves, two-way undivided carriageway, 25% heavy vehicles, give way controlled intersection access.

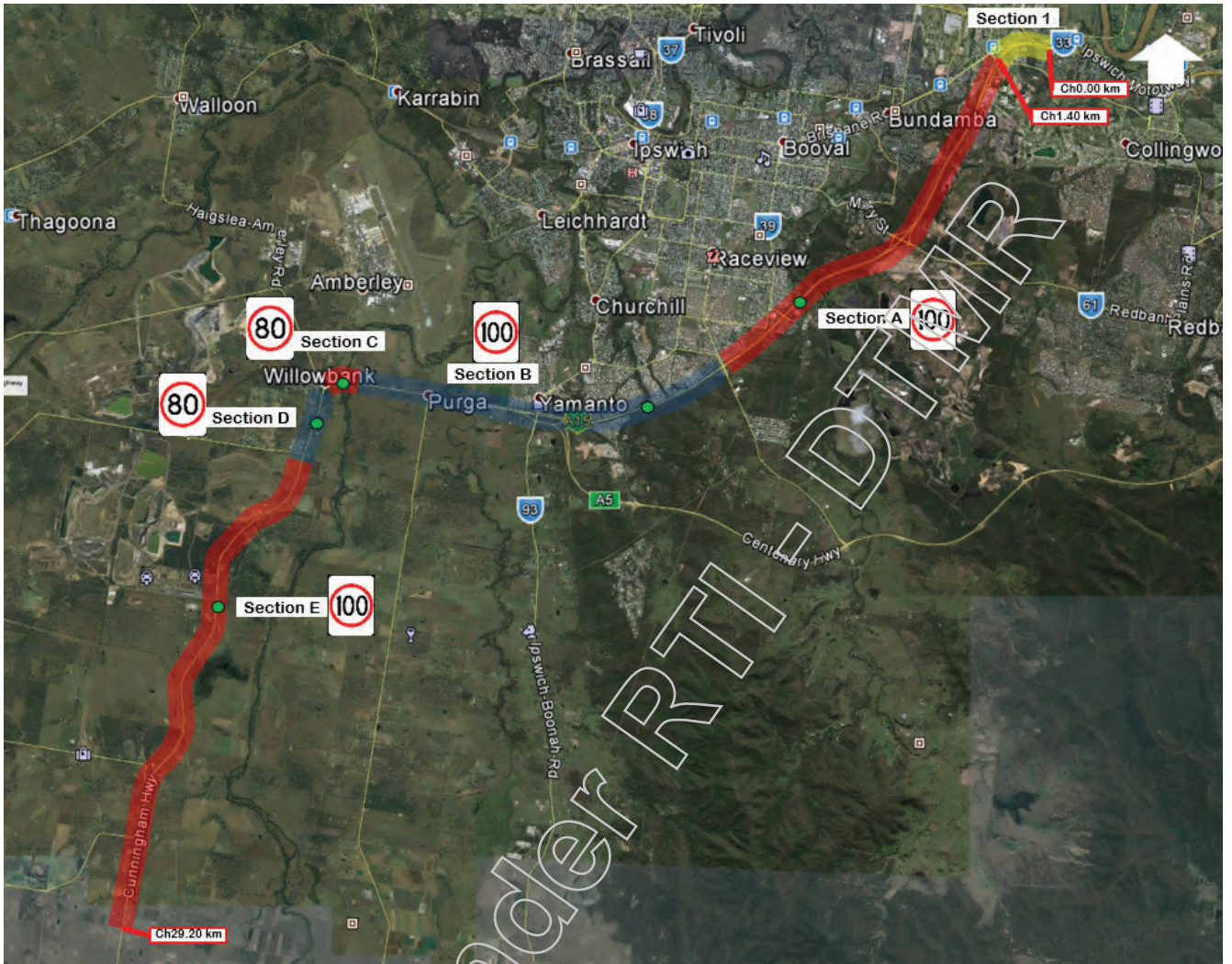


Figure 2.2 Speed Zone Overview

The desirable minimum length of a speed zone depends upon the speed limit as specified in Table 2.2 below.

Table 2.2 Minimum Lengths of Speed Zones

Speed Limit (km/h)	Normal Minimum Length (km)	Absolute Minimum Length (km)
80	2.0	0.8
90	2.0	0.9
100	3.0	2.0
110	Not applicable	20.0 ¹

¹ Refer to TMR MUTCD Part 4 Section 3.3 for normal minimum length requirements.

The length of each speed zone along the Cunningham Highway (17B) has been compared to the minimum required length for its respective speed limit as outlined in Table 2.2. The compliance of the speed zone lengths are outlined in Table 2.3 and Table 2.4 overleaf.

Table 2.3 Existing Speed Zone Sections – Westbound (Gazettal)

Section/s	Start (km)	Finish (km)	Existing Speed (km/h)	Zone Length (km)	Zone Length Compliance
1	0.000 (Ipswich Motorway)	0.600 (Cunningham Highway westbound exit ramp)	Variable Speed Zone (100km/h when blank)	0.600	Yes (see note)
1, A & B	0.600 (Cunningham Highway westbound exit ramp)	17.720 (660m east of Ipswich Rosewood Road 304)	100	17.120	Yes
C	17.720 (660m east of Ipswich Rosewood Road 304)	20.100 (200m west of Coopers Road)	80	2.380	Yes
D & E	20.100 (200m west of Coopers Road)	29.200 (300m west of Sugarloaf Road)	100	9.100	Yes

Note: Speed Zone Section 1 is considered to be a transitional speed zone for the adjacent 100km/h speed zone on the Ipswich Motorway and therefore complies with the minimum zone length.

Table 2.4 Existing Speed Zone Sections – Eastbound (Against Gazettal)

Section/s	Start (km)	Finish (km)	Existing Speed (km/h)	Zone Length (km)	Zone Length Compliance
1	0.000 (Ipswich Motorway)	1.230 (At the twin bridges over Aberdare Street)	Variable Speed Zone (100km/h when blank)	1.230	Yes (see note in Table 2.3)
1, A & B	1.230 (At the twin bridges over Aberdare Street)	17.720 (660m east of Ipswich Rosewood Road 304)	100	16.490	Yes

C	17.720 (660m east of Ipswich Rosewood Road 304)	20.300 (400m west of Coopers Road)	80	2.580	Yes
D & E	20.300 (400m west of Coopers Road)	29.200 (300m west of Sugarloaf Road)	100	8.900	Yes



Photograph 2.1 Westbound Section B 100km/h to Section C 80km/h



Photograph 2.2 Eastbound Section C 80km/h to Section B 100km/h



Photograph 2.3 Westbound Section C 80km/h to Section D 100km/h



Photograph 2.4 Eastbound Section D 100km/h to Section C 80km/h

2.3.2 Adjacent speed zones

The Ipswich Motorway (17A) continues east from Ch. 0.00 km. The adjacent speed limit is a variable speed limit zone with a 100 km/h default signage for when the variable speed limit is blank.

The Cunningham Highway continues west beyond Ch. 29.20 km. The adjacent speed limit is 100 km/h.

2.4 Signage

2.4.1 Speed Restriction Signage

The location of speed limit signage along the Cunningham Highway is shown in Figure 2.3 and Figure 2.4 below.

For the undivided road sections, the speed limit signage has been erected on the left side of the roadway where suitable along the corridor. Divided road sections were noted to have speed limit signage on both sides of the roadway throughout the corridor. The speed zone signs were noted to be appropriately sized and were observed to be clearly visible in both day and night time and are in good condition.

At interchanges, where possible, speed restriction signs should only be placed on the left hand side of ramps to alleviate confusion between the ramp speed limits and the through road speed limit. Where there is a need to duplicate the speed restriction sign, such as a multi-lane ramp, signs the supplementary TC1331 'ramp speed' plate should be provided on both signs on the ramp.

Repeater signs are provided to reinforce speed limits. Repeater signs should be placed on both sides of the roadway on divided and one way roads. While they are usually located in pairs, the repeater signs may be separated longitudinally by up to 0.5 km.

The Cunningham Highway corridor (17B) was assessed and does not comply with these requirements. The road safety audit has identified the existing signage that should be replaced or removed. For new signage purchase requirements refer to Table 6.3.

There are no advisory speed signs along the corridor.

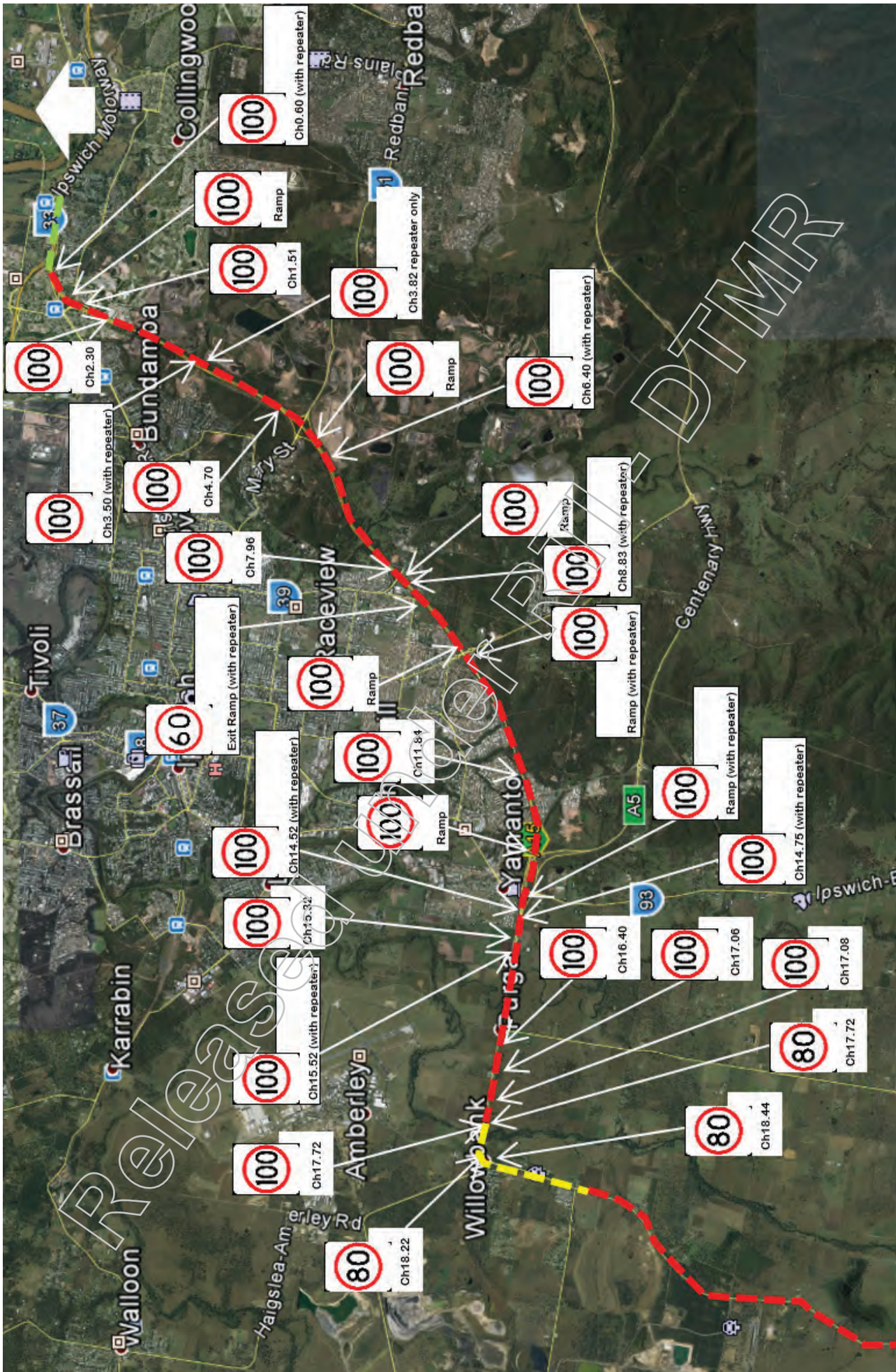


Figure 2.3 Existing Speed Limit Signs – Ipswich to Willowbank

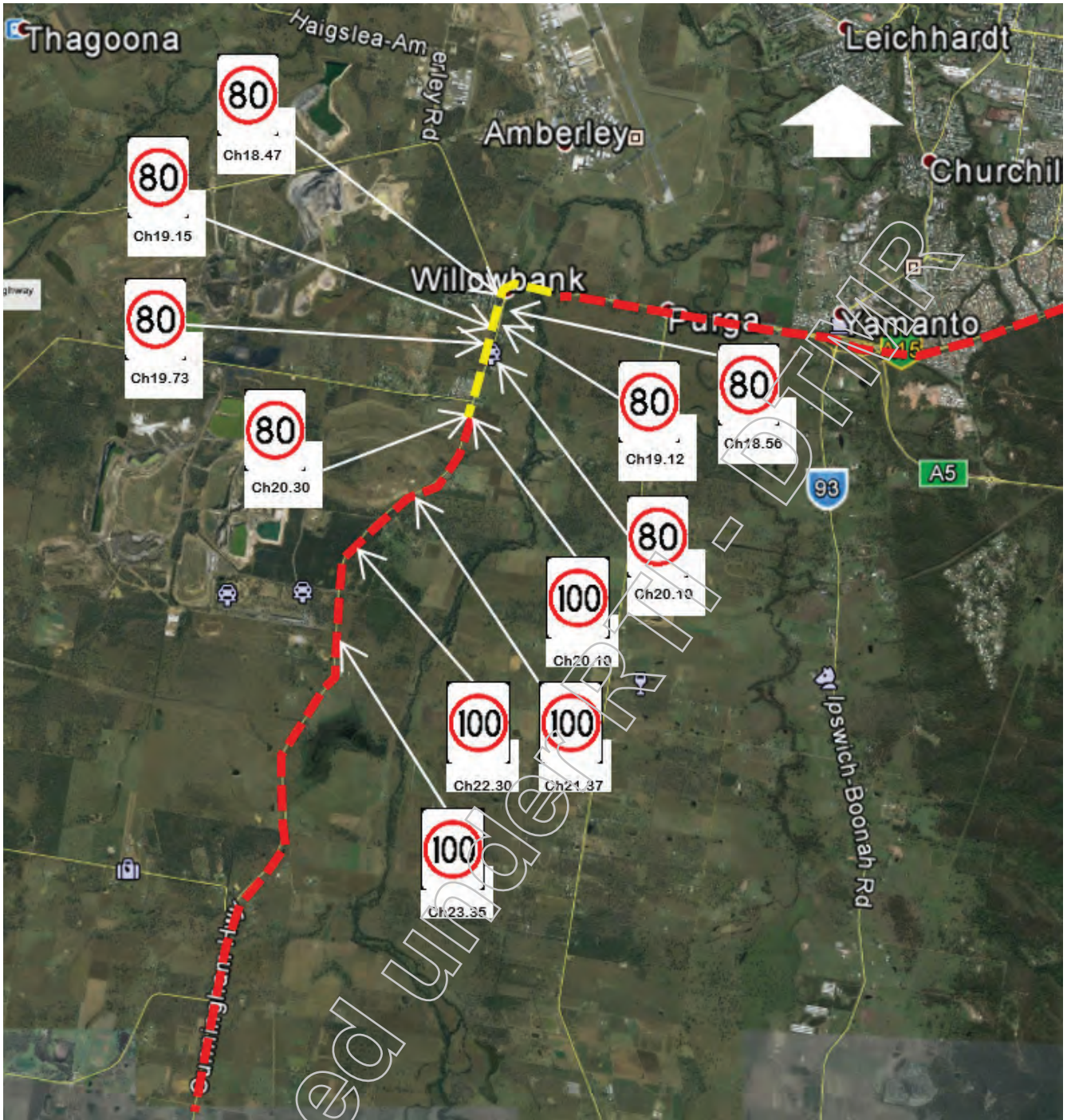


Figure 2.4 Existing Speed Limit Signs – Willowbank to 300m south of Sugarloaf Road

2.5 Road Geometry

2.5.1 Horizontal Geometry

The horizontal curve geometry through the corridor is a series of straights and curves intersected by interchanges and at-grade unsignalised intersections. Most curves are comfortably negotiated at the posted speed as shown in the ball bank tests.

2.5.2 Vertical Geometry

The corridor is considered a combination of rolling terrain at the start of the Highway and generally flat from the midway to the end of the section of Highway.

2.5.3 Cross Section

Highway – Rural – Ipswich Motorway to the Ripley Road Interchange (Ch. 0.0 to 10.0 km)

The rural section of the Cunningham Highway between the Ipswich Motorway and the Yamanto Interchange is a two-way, four-lane median divided Highway. The traffic lane widths appear to be 3.5m, with the sealed shoulder width between 0.5m and 2.5m.

Highway – Rural – Ripley Road Interchange to the Yamanto Interchange (Ch. 10.0 to 14.7 km)

The rural section of the Cunningham Highway between the Ipswich Motorway and the Yamanto Interchange is a two-way, two-lane undivided Highway. The traffic lane widths appear to be 3.5m, with the sealed shoulder width between 0.5m and 2.5m.

Highway – Rural – Yamanto Interchange to Warrill Creek (Ch. 14.7 to 18.0 km)

The rural section of the Cunningham Highway between the Yamanto Interchange and Warrill Creek is predominantly an undivided carriageway with two lanes in each direction after a transition from a median divided Highway at the Yamanto Interchange. In the transition section there are small rest areas and a U-turn facility. It includes an unsignalised channelised intersection with Middle Road, a westbound rest area and property accesses. The traffic lanes appear to be 3.5m, with the sealed shoulder width between 0.5m and 2.5m.

Highway – Rural Residential – Warrill Creek to Coopers Road (Ch. 18.0 to 19.9 km)

The rural residential section of the Cunningham Highway between Warrill Creek and Coopers Road is predominantly an undivided carriageway with two lanes. It includes an unsignalised channelised intersection with Ipswich Rosewood Road with a median and kerb and channel, an unsignalised channelised intersection with Coopers Road and property accesses. The traffic lanes appear to be 3.5m, with the sealed shoulder width between 0.5m and 2.5m.

Highway – Rural Residential – Coopers Road to 500m south of Sugarloaf Road (Ch. 19.9 to 29.2 km)

The rural section of the Coopers Road and south of Sugarloaf Road is predominantly an undivided carriageway with two lanes in each direction. It includes an unsignalised channelised intersection with Clarrie Halls Road, an unsignalised channelised intersection with Champions Way with an eastbound acceleration lane approximately 1.45km in length, an unsignalised intersection with Stephens Road, an unsignalised channelised intersection with Goebels Road and an unsignalised intersection with Sugarloaf Road and Mutdapilly Dip Road. The traffic lanes appear to be 3.5m, with the sealed shoulder width between 0.5m and 2.5m.

2.6 Sub-standard Curves

The results from a ball bank test have been used to review the current advisory speed signs for horizontal curves along the Cleveland-Redland Bay Road corridor. The current and required advisory speeds for the curves have been summarised in Table 2.5.

Table 2.5 Ball Bank Test Results

Curve	Chainage	Posted Speed Limit (km/h)	Against Gazettal (EB)		Gazettal (WB)	
			Current Advisory Speed (km/h)	Advisory Speed from Ball Bank (km/h)	Current Advisory Speed (km/h)	Advisory Speed from Ball Bank (km/h)
1	1.00	Variable Speed Limit	Nil	Nil	Nil	Nil
2	18.40	80	Nil	Nil	Nil	Nil
3	22.80	100	Nil	Nil	Nil	Nil
4	24.20	100	Nil	Nil	Nil	Nil
5	25.35	100	Nil	Nil	Nil	Nil
6	26.25	100	Nil	Nil	Nil	Nil
7	26.80	100	Nil	Nil	Nil	Nil
8	27.60	100	Nil	Nil	Nil	Nil

As shown in Table 2.5, the ball bank tests show that advisory speed signage is not required.

No advisory speed signage is suggested in this instance due to the operating conditions of the road.

2.7 Previous Cunningham Highway (17B) Road Safety Audit

2.7.1 Road Safety Audit Findings

A safety audit has been undertaken along the corridor and reported on in April 2014.

Following are a few of the key issues and recommendations identified within priorities (A, B, C and D).

- Throughout the project there is signage that is damaged and/or no longer reflective. This may lead to poor driver perception – Consider amendments to the existing signage (Priority B).
- The two-lane, two-way section centre line treatment allows overtaking for approximately 590m. Whilst sight distance appears sufficient the shoulder widths narrow at the bridge over Deebing Creek. This may lead to head-on crashes (Priority B).
- The pavement markings for the speed zone changes are worn (Priority B).
- The intersection of The Cunningham Highway and Ipswich Rosewood Road is located in a high speed environment, 80km/h, on a tight horizontal curve with crossfall exceeding 3%, has a high historical crash rate and provides access to the RAAF base. Consider future upgrade to the Cunningham Highway (Priority D).
- The corridor is prone to flooding through Purga and Willowbank. Consider installation of glass beaded linemarking and a review of the hydrology at Champions Way intersection (Priority D planning).

2.7.2 Public Correspondence

TMR have identified, through the Queensland speed limit review public consultation, 100 priority roads across Queensland. The Cunningham Highway is one of these roads. A high proportion of the general public perceive that the speed limit is too low. The survey results are given in Table 2.6 below.

Table 2.6 2014 Public Perception of Existing Speed

Location	Speed Limit too Low	Speed Limit too High	Too many Speed Limit Changes
Between Ipswich Motorway and Willowbank	87.5%	0.0%	7.5%

3 Data Analysis

3.1 Traffic Volumes

Traffic volume data for the corridor was sourced from the TMR Traffic Analysis and Reporting System. Midblock traffic volumes for the year 2012 were available at various locations along the corridor and are summarised in Tables 3.1 and 3.2 below.

The data indicates that 25% of the vehicles travelling between the suburbs of Willowbank and Muddapilly are heavy vehicles. Road Trains make up 9.8% of traffic in the gazetted and make up 8.73% of the traffic in the antigazetted.

Table 3.1 2012 Traffic volumes for all vehicles

Chainage	Site Location	AADT		
		Gazetted (WB)	Against Gazetted (EB)	Total
1.570	South of Chum Street overpass (Aberdare Street)	7,073	12,136	19,209
7.800	100m North of Swanbank Road	12,063	12,705	24,768
10.800	0.8km west of Ripley Road	8,349	7,781	16,130
18.000	At Warrill Creek	8,051	8,045	16,096
24.200	West of Champion Way - Willowbank	2,766	2,727	5,492

Table 3.2 2012 Traffic volumes for heavy vehicles

Chainage	Site Location	AADT		
		Gazetted (WB)	Against Gazetted (EB)	Total
1.570	South of Chum Street overpass (Aberdare Street)	-	-	-
7.800	100m North of Swanbank Road	1,765 14.63%	1,870 14.72%	3,635 14.68%
10.800	0.8km west of Ripley Road	1,268 15.19%	1,178 15.14%	2,446 15.16%
18.000	At Warrill Creek	1,296 16.10%	1,156 14.37%	2,452 15.23%
23.400	West of Champion Way - Willowbank	710 25.67%	1,339 23.07%	1,339 24.38%

3.2 Speeds

Multiple speed surveys were conducted, they were; 23rd April 2013, 20th May 2013, 6th June 2013 and the 25th June 2013. The locations of all of the sites adopted for this speed review are shown in Figure 3.3 below with the exception that the exact location of site 4 and site 5 which were not provided, it has been assumed that the locations below best represent the respective reference numbers.

The locations of the survey sites for each speed section were selected on the basis of the constantly changing environment of the road corridor. The corridor was divided into sections based on the homogeneity of the road with the survey sites located to best represent the general road environment and operations of each respective section.

A vehicle considered to be operating under "free flowing" conditions is when the preceding vehicle has at least four (4) seconds headway and there is no apparent attempt to overtake the vehicle ahead. Of the vehicles surveyed, only those observed to be travelling under free flow conditions (minimum four (4) seconds headway) were considered in the survey results.

The results obtained from the analysis of the speed surveys for each of the sites are detailed from Table 3.4 to Table 3.8 below.

The following locations were determined as homogenous sections appropriate for speed limit reviews as it generally did not include signalised intersection or roundabouts. The Cunningham Highway Ch. 0.00 to 1.40 km. has been recently upgraded as part of the Origin Alliance in 2012, since the upgrade there have been one property damage crash. As such the crash data is not considered representative of the current operating conditions.

Table 3.3 Homogenous sections for Speed Limit Review

Speed Survey Zone	Start Chainage (km)	End Chainage (km)	Posted Speed
A	1.40	10.00	100 km/h
B	10.00	17.80	100 km/h
C	17.80	18.30	80 km/h
D	18.40	20.20	80 km/h
E	20.30	29.20	100 km/h



Figure 3.1 Speed Survey Site Locations

The speed distributions obtained from the speed survey were tested against the criteria in Appendix C – Part 4 Speed Controls of MUTCD to determine whether it conformed to an acceptable speed distribution for the existing speed limit. If the speed distribution conformed to an acceptable distribution for the existing speed limit then the existing speed limit was considered acceptable subject to a review of the crash data. If the speed limit did not conform to the acceptable distribution for the existing speed limit then a suggested speed limit was determined from Table C2.

The results obtained from the analysis of the speed surveys for each of the sites are detailed from Table 3.4 to Table 3.8 below.

Table 3.4 Speed Survey Results at Site 1 – 0.63km East of Swanbank Road at Bundamba Creek

Data	Against Gazettal (EB)	Gazettal (WB)
Total Vehicles (sampled):	35,409	34,669
Posted Speed (km/h):	100	100
Mean Speed (km/h):	99.3	100.4
Upper Limit of 15km/h Pace (km/h):	107	108
Percent in Pace (%):	74.3	78.3
85th % Speed (km/h):	105.8	106.2

As shown in Table 3.4, the upper limit of pace in the westbound (gazettal) direction was identified to be above the threshold (100 km/h) and does not conform to the sign-posted speed of 100 km/h for Section A.

As shown in Table 3.4, the upper limit of pace in the eastbound (against gazettal) direction was identified to be above the threshold (100 km/h) and the mean speed was identified to be above the threshold (100 km/h) which does not conform to the sign-posted speed of 100 km/h for Section A.

Table 3.5 Speed Survey Results at Site 2 – 1.90km West of Ripley Road

Data	Against Gazettal (EB)	Gazettal (WB)
Total Vehicles (sampled):	17,907	21,989
Posted Speed (km/h):	100	100
Mean Speed (km/h):	90.9	96.1
Upper Limit of 15km/h Pace (km/h):	102	105
Percent in Pace (%):	65.3	76.5
85th % Speed (km/h):	99.7	102.6

As shown in Table 3.5, the westbound (gazettal) direction was determined to conform to the sign-posted speed of 100 km/h for Section B.

As shown in Table 3.5, the eastbound (against gazettal) direction was determined to conform to the sign-posted speed of 100 km/h for Section B.

Table 3.6 Speed Survey Results at Site 3 – 0.63km East of Ipswich Rosewood Road (304) at Warrill Creek

Data	Against Gazettal (EB)	Gazettal (WB)
Total Vehicles (sampled):	29,478	27,029
Posted Speed (km/h):	80	80
Mean Speed (km/h):	81.2	77.5
Upper Limit of 15km/h Pace (km/h):	89	87
Percent in Pace (%):	66.7	65.5
85th % Speed (km/h):	89.3	87.1

As shown in Table 3.6, the westbound (gazettal) direction was determined to conform to the sign-posted speed of 100 km/h for Section C.

As shown in Table 3.6, the upper limit of pace in the eastbound (against gazettal) direction was identified to be above the threshold (89 km/h) and the mean speed was identified to be above the threshold (80 km/h) which does not conform to the sign-posted speed of 80 km/h for Section C.

Table 3.7 Speed Survey Results at Site 4 – 100m north of Matilda Service Station

Data	Against Gazettal (EB)	Gazettal (WB)
Total Vehicles (sampled):	7,422	7,514
Posted Speed (km/h):	80	80
Mean Speed (km/h):	74.3	74.7
Upper Limit of 15km/h Pace (km/h):	83	84
Percent in Pace (%):	75.6	71.0
85th % Speed (km/h):	80.6	82.1

As shown in Table 3.7, the westbound (gazettal) direction was determined to conform to the sign-posted speed of 80 km/h for Section D.

As shown in Table 3.7, the eastbound (against gazettal) direction was determined to conform to the sign-posted speed of 80 km/h for Section D.

Table 3.8 Speed Survey Results at Site 5 – West of Champion Way - Willowbank

Data	Against Gazettal (EB)	Gazettal (WB)
Total Vehicles (sampled):	10,280	12,944
Posted Speed (km/h):	100	100
Mean Speed (km/h):	98.4	99.0
Upper Limit of 15km/h Pace (km/h):	106	107
Percent in Pace (%):	82.8	84.1
85th % Speed (km/h):	103.3	103.7

As shown in Table 3.8, the upper limit of pace in the westbound (gazettal) direction was identified to be above the threshold (106 km/h) and the mean speed was identified to be above the threshold (97 km/h) which does not conform to the sign-posted speed of 100 km/h for Section E.

As shown in Table 3.8, the upper limit of pace in the eastbound (against gazettal) direction was identified to be above the threshold (106 km/h) and the mean speed was identified to be above the threshold (97 km/h) which does not conform to the sign-posted speed of 100 km/h for Section E.

3.3 Crash History

3.3.1 Road Crash Data Inclusion Requirements

For crashes to qualify as valid they must meet the following criteria:

- the crash occurred on a public road;
- a person was killed or injured;
- at least one vehicle was towed away; and
- the value of the property damage was:
 - \$2,500 damage to property other than vehicles (after 1 December 1999);
 - \$2,500 damage to vehicle and property (after 1 December 1991 and prior to 1 December 1999); and
 - \$1,000 damage to property (prior to 1 December 1991).

In addition, crashes resulting from medical conditions or deliberate acts are excluded. The crashes detailed in the following section meet the above criteria.

3.3.2 Reported Midblock Crashes

The crash history was based on data from reported midblock crashes that have occurred along the corridor from the 1st January 2006 to 31st December 2010 over a 5 year period. During this period a total of 144 midblock crashes were reported along the corridor. The Cunningham Highway (17B) midblock accident type summary has been provided in Table 3.9 below.

There have been a total of three (3) fatalities within the study section. One is considered to be a suicide, one was a pedestrian struck by vehicle crash near the Caravan Park and Service Station and, one was a head-on crash involving a car and an articulated vehicle at a high speed, undivided section where there is a combination of a merge treatment, horizontal curve, steep crossfall and a crest curve.

In 2012 the Origin Alliance Ipswich Motorway – Dinmore to Goodna Upgrade was completed. The reported crash history is incomplete, however, the incomplete crash history reported from 15th May 2012 to 21st January 2014 indicates that crash rates have decreased along the corridor between Ch0.00 and Ch1.40 where the works have been performed.

Table 3.9 Cunningham Highway (17B) – Midblock Crash Type Summary

DCA Code	Crash Type	No. Crashes
000 – 009	Pedestrian	0
100 – 109	Intersection	0
200 – 209	Vehicles from opposing directions	9
300 – 309	Vehicles from one direction	42
400 – 409	Manoeuvring	5
500 – 509	Overtaking	2
600 – 609	On-path (hit object or parked vehicle)	14
700 – 709	Off-path on straight	57
800 – 809	Off-path on curve	14
900 – 909	Passengers and miscellaneous	1
Total Crashes		144

Table 3.9 includes crashes in Section 1, and crashes unlikely to be attributable to any road environment factors that are not included in the calculation of crash rates.

It is noted that there were no pedestrian type (000 – 009) or intersection type (100 – 109) crashes recorded within the dates stated above for the midblock crash data provided. The Road Safety Audit has highlighted the locations of crash clusters at intersections / interchanges and has recommended measures to further improve safety.

Speed Zone Section 1 (Ch. 0.00 to 1.40km)

A total of 20 crashes (14%) have occurred at the upgraded section between Ch. 0.00 and 1.40 km. as part of the Origin Alliance in 2012. As such the crash data is not considered representative of the current operating conditions. This section is a variable speed limit zone.

Speed Zone Section A (Ch. 1.40 to 10.00km)

A total of 48 crashes (33%) have occurred within speed zone Section A. Of the total crashes, 27 crashes (56%) involved vehicles leaving the carriageway on straight (DCA 700-709) which can be attributed to fatigue. Another 12 crashes (25%) involved vehicles from one direction (DCA 300 – 309), resulting in rear-end type crashes which can be attributed to peak time congestion and lane change type crashes, 5 crashes (10%) involved vehicles leaving the carriageway on a curve (DCA 800-809) and 5 crashes (10%) have been recorded as unlikely to be attributable to any road environment factor and will not be used in the QLIMITS assessment, casualty crash rates or BCR calculations. The crash rate in this section is highlighted by the occurrence of thirteen (13) KSI crashes, one (1) fatal crash and twelve (12) hospitalisation crashes which supports the consideration of treatments such as audio tactile linemarking and installation of safety barrier. At some of the locations of significant concern, remedial treatments appear to be installed recently.

Speed Zone Section B (Ch. 10.00 to 17.80km)

A total of 51 crashes (35%) have occurred within speed zone Section B. Of the total crashes, 22 crashes (43%) involved vehicles leaving the carriageway on straight (DCA 700-709) which can be attributed to fatigue. Another 5 crashes (10%) were head on (DCA 201) crashes, 12 crashes (24%) involved vehicles from one direction (DCA 300 – 309), resulting in rear-end type crashes which can be attributed to peak time congestion and lane change type crashes, 3 crashes (6%) were entering roadway (DCA 406, DCA 408), 1 crash (2%) was an animal struck by motorist (DCA 609), 1 crash (2%) involved a vehicle leaving the carriageway on a curve (DCA 800-809) and 7 crashes (14%) have been recorded as unlikely to be attributable to any road environment factor and will not be used in the QLIMITS assessment, casualty crash rates or BCR calculations. The crash rate along this midblock is highlighted by the occurrence of eighteen (18) KSI hospitalisation crashes which supports the consideration of treatments such as audio tactile linemarking and installation of safety barrier in the interim and the need of a future upgrade to provide a desirable cross section and desirable merge treatments.

Speed Zone Section C (Ch. 17.80 to 18.30km)

A total of 8 crashes (6%) have occurred within speed zone Section C. Of the total crashes, 4 crashes (50%) involved vehicles from one direction (DCA 300 – 309), resulting in rear-end type crashes which can be attributed to peak time congestion and lane change type crashes. Another 1 crash (13%) was a head on (DCA 201) KSI hospitalisation type crash which supports the consideration of a future intersection upgrade. 1 crash (13%) was entering roadway (DCA 408), 1 crash (13%) was an animal struck by motorist (DCA 609) and 1 crash (13%) involved a vehicle leaving the carriageway on a straight (DCA 700-709).

Speed Zone Section D (Ch. 18.30 to 20.20km)

A total of 7 crashes (5%) have occurred within speed zone Section D. Of the total crashes, 2 crashes (29%) were head on (DCA 201), 1 crash (14%) was a vehicle from one direction (DCA 300 – 309), resulting in rear-end type crash which support the consideration of a future intersection upgrade. 1 crash (14%) was an animal struck by motorist (DCA 609), 1 crash (14%) involved a vehicle leaving the carriageway on a curve (DCA 800-809) and 2 crashes (29%) have been recorded as unlikely to be attributable to any road environment factor and will not be used in the QLIMITS assessment, casualty crash rates or BCR calculations.

Speed Zone Section E (Ch. 20.30 to 29.20km)

A total of 10 crashes (7%) have occurred within speed zone Section E. Of the total crashes, 4 crashes (40%) involved vehicles leaving the carriageway on a curve (DCA 800-809), 2 crashes (20%) involved vehicles leaving the carriageway on a straight (DCA 800-709), 1 crash (10%) involved vehicles from one direction (DCA 300 – 309) and 3 crashes (30%) have been recorded as unlikely to be attributable to any road environment factor and will not be used in the QLIMITS assessment, casualty crash rates or BCR calculations. The crash rate along this midblock is highlighted by the occurrence of two (2) KSI hospitalisation crashes which supports the consideration of treatments such as audio tactile linemarking and installation of safety barrier in the interim and a future upgrade to widen the carriageway to provide median separation.

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4 Q-Limits Assessment

The assessment of the speed environment for the Cunningham Highway (17B) was conducted using the QLimits speed environment analysis software. It was used to determine the suitability of the speed limit based on the speed environment and the recorded midblock crash history of each speed section. Refer to Table 4.1 to Table 4.5 below.

4.1 Summary

Table 4.1 Speed Zone A

Road Name:	Cunningham Highway	
Road Number:	17B	
Zone Length Description:	Aberdare Street to Ripley Road	
Zone Length Through Distance:	1.40 km to 10.00 km	
Data	Against Gazettal	Gazettal
Equivalent direction:	Eastbound	Westbound
Existing speed limit:	100km/h	
Number of vehicles counted:	35,409	34,669
Upper limit of pace (km/h):	107	108
Mean speed (km/h):	99.3	100.4
85th Percentile speed (km/h):	105.8	106.2
Percentage of vehicles in pace (%):	74.3	78.3
AADT	24,768	
Length of zone	8.60 km	
Number of midblock accidents in zone	43	
Casualty Crash Rate ERU per 10 ⁸ VKT	511.1	
Average crash rate for similar roads	601.2	
Critical crash rate for similar roads	631.3	
Accesses - Residential	0	0
Accesses – Average commercial	0	0
Accesses – Heavy industry	0	0
Accesses – Large Shopping Centre	0	0
Intersection – Unsignalised of substantially lesser importance	0	0
Intersection – Unsignalised of lesser importance	3	3
Intersection – Unsignalised of comparable or greater significance	0	0
Intersection – Roundabout or Signalised	0	0
QLimits Recommended Speed Limit	100km/h	100km/h

As shown in Table 3.4 the speed data does not correlate with the existing speed limit. QLimits is suggesting a speed correlation check. Speed Zone Section 1 Ipswich Motorway (Ch. 0.00 km) to 100m west of twin bridges over Aberdare Street (Ch. 1.40 km) has not been considered. It has been recently upgraded as part of the Origin Alliance, the crash data through this section is not representative of the current operating conditions. 5 crashes have been recorded as unlikely to be attributable to any road environment factor and were not be used in the QLimits assessment or crash rates.

Table 4.2 Speed Zone B

Road Name:	Cunningham Highway	
Road Number:	17B	
Zone Length Description:	Ripley Road to 580m east of Ipswich Rosewood Road	
Zone Length Through Distance:	10.00 km to 17.80 km	
Data	Against Gazettal	Gazettal
Equivalent direction:	Eastbound	Westbound
Existing speed limit:	100km/h	
Number of vehicles counted:	17,907	21,989
Upper limit of pace (km/h):	102	105
Mean speed (km/h):	90.9	96.1
85th Percentile speed (km/h):	99.7	102.6
Percentage of vehicles in pace (%):	65.3	76.5
AADT	16,130	
Length of zone	7.80 km	
Number of accidents in zone	44	
Casualty Crash Rate ERU per 10 ⁸ VKT	1182.0	
Average crash rate for similar roads	501.2	
Critical crash rate for similar roads	631.3	
Accesses - Residential	2	
Accesses – Average commercial	2	
Accesses – Heavy industry	0	
Accesses – Large Shopping Centre	0	
Intersection – Unsignalised of substantially lesser importance	1	
Intersection – Unsignalised of lesser importance	4	
Intersection – Unsignalised of comparable or greater significance	0	
Intersection – Roundabout or Signalised	0	
QLimits Recommended Speed Limit	100km/h	100km/h

The typical speed limit for the road function is 100km/h. As shown in Table 3.5 the speed data correlates with the existing speed limit. 7 crashes have been recorded as unlikely to be attributable to any road environment factor and were not be used in the QLimits assessment or crash rates. The crash rate is greater than the critical crash rate. QLimits is suggesting a crash investigation be undertaken.

Table 4.3 Speed Zone C

Road Name:	Cunningham Highway	
Road Number:	17B	
Zone Length Description:	580m east of Ipswich Rosewood Road to Ipswich Rosewood Road	
Zone Length Through Distance:	17.80 km to 18.30 km	
Data	Against Gazettal	Gazettal
Equivalent direction:	Eastbound	Westbound
Existing speed limit:	80km/h	
Number of vehicles counted:	29,478	27,029
Upper limit of pace (km/h):	89	87
Mean speed (km/h):	81.2	77.5
85th Percentile speed (km/h):	89.3	87.1
Percentage of vehicles in pace (%):	66.7	65.5
AADT	16,096	
Length of zone	0.5 km	
Number of accidents in zone	8	
Casualty Crash Rate ERU per 10 ⁸ VKT	3022.9	
Average crash rate for similar roads	383.8	
Critical crash rate for similar roads	399.8	
Accesses - Residential	0	
Accesses – Average commercial	0	1
Accesses – Heavy industry	0	
Accesses – Large Shopping Centre	0	
Intersection – Unsignalised of substantially lesser importance	0	
Intersection – Unsignalised of lesser importance	0	
Intersection – Unsignalised of comparable or greater significance	0	
Intersection – Roundabout or Signalised	0	
QLimits Recommended Speed Limit	100km/h	100km/h

The typical speed limit for the road function is 90km/h. As shown in Table 3.6 the speed data does not correlate with the existing speed limit in the against gazettal direction. QLimits is suggesting a speed correlation check. The crash rate is significantly greater than the critical crash rate. QLimits is suggesting a crash investigation be undertaken.

Table 4.4 Speed Zone D

Road Name:	Cunningham Highway	
Road Number:	17B	
Zone Length Description:	Ipswich Rosewood Road to 300m west of Coopers Road	
Zone Length Through Distance:	18.30 km to 20.20 km	
Data	Against Gazettal	Gazettal
Equivalent direction:	Eastbound	Westbound
Existing speed limit:	80km/h	
Number of vehicles counted:	7,422	7,514
Upper limit of pace (km/h):	83	84
Mean speed (km/h):	74.3	74.7
85th Percentile speed (km/h):	80.6	82.1
Percentage of vehicles in pace (%):	75.6	71.0
AADT	7,152	
Length of zone	1.90 km	
Number of accidents in zone	5	
Casualty Crash Rate ERU per 10 ⁸ VKT	2,080.70	
Average crash rate for similar roads	525.80	
Critical crash rate for similar roads	547.20	
Accesses - Residential	5	
Accesses – Average commercial	3	
Accesses – Heavy industry	0	
Accesses – Large Shopping Centre	0	
Intersection – Unsignalised of substantially lesser importance	0	
Intersection – Unsignalised of lesser importance	1	
Intersection – Unsignalised of comparable or greater significance	0	
Intersection – Roundabout or Signalised	0	
QLimits Recommended Speed Limit	100km/h	100km/h

The typical speed limit for the road function is 90km/h. As shown in Table 3.7 the speed data correlates with the existing speed limit. QLimits is suggesting a speed correlation check. 2 crashes have been recorded as unlikely to be attributable to any road environment factor and were not be used in the QLimits assessment or crash rates. The crash rate is significantly greater than the critical crash rate. QLimits is suggesting a crash investigation be undertaken.

Table 4.5 Speed Zone E

Road Name:	Cunningham Highway	
Road Number:	17B	
Zone Length Description:	300m west of Coopers Road to 200m of Sugarloaf Road	
Zone Length Through Distance:	20.30 km to 29.20 km	
Data	Against Gazettal	Gazettal
Equivalent direction:	Eastbound	Westbound
Existing speed limit:	100km/h	
Number of vehicles counted:	10,280	12,944
Upper limit of pace (km/h):	106	107
Mean speed (km/h):	98.4	99.0
85th Percentile speed (km/h):	103.3	103.7
Percentage of vehicles in pace (%):	82.8	84.1
AADT	5,493	
Length of zone	8.90 km	
Number of accidents in zone	7	
Casualty Crash Rate ERU per 10 ⁸ VKT	416.9	
Average crash rate for similar roads	509.7	
Critical crash rate for similar roads	542.6	
Accesses - Residential	13	
Accesses – Average commercial	1	
Accesses – Heavy industry	0	
Accesses – Large Shopping Centre	0	
Intersection – Unsignalised of substantially lesser importance	4	
Intersection – Unsignalised of lesser importance	1	
Intersection – Unsignalised of comparable or greater significance	0	
Intersection – Roundabout or Signalised	0	
QLimits Recommended Speed Limit	100km/h	100km/h

As shown in Table 3.8 the speed data does not correlate with the existing speed limit. QLimits is suggesting a speed correlation check. 3 crashes have been recorded as unlikely to be attributable to any road environment factor and were not be used in the QLimits assessment or crash rates.

5 Assessment of Speed Limit

5.1 Background

As a measure to improve road safety in Queensland, TMR has introduced a 'safe systems' approach. The approach involves a methodology based on best international practice, and consists of four key aspects as outlined below.

Safe Roads and Roadsides

Roads and roadsides should be designed and maintained to reduce the risk of crashes occurring and to lessen the severity of injury if a crash does occur. Safe roads prevent unintended use through design and encourage safe behaviour by users.

Safe Speeds

Speed not only determines the likely risk of a crash but also the outcome of the crash or severity. Lower speeds result in fewer crashes as road users have more time for decision making, are less likely to lose control and can stop within a shorter distance. Speed limits complementing the road environment should be implemented to manage crash impact forces to within human tolerance; and all road users complying with the speed limits.

Safe Vehicles

The introduction of vehicles which not only lessen the likelihood of a crash and protect occupants, but also simplify the driving task and protect vulnerable users. Increasingly this will involve vehicles that communicate with roads and other vehicles, while automating protective systems when crash risk is elevated.

Safe Behaviours

Encouragement should be given to safe, consistent and compliant behaviour through well-informed and educated road users. Licensing, education, road rules, enforcement and sanctions are all part of the Safe System.

This review has considered two of the key aspects; safe roads and roadsides and safe speeds. To take into consideration the 'safe system' approach we have adopted a risk-based system to determine the appropriate speed limit. The assessment of speed limit included the identification of the relative risk of each distinct road section reviewed.

5.2 Principles

The safe system approach as conceptually referred to in Austroads is shown in Figure 5.1 overleaf.

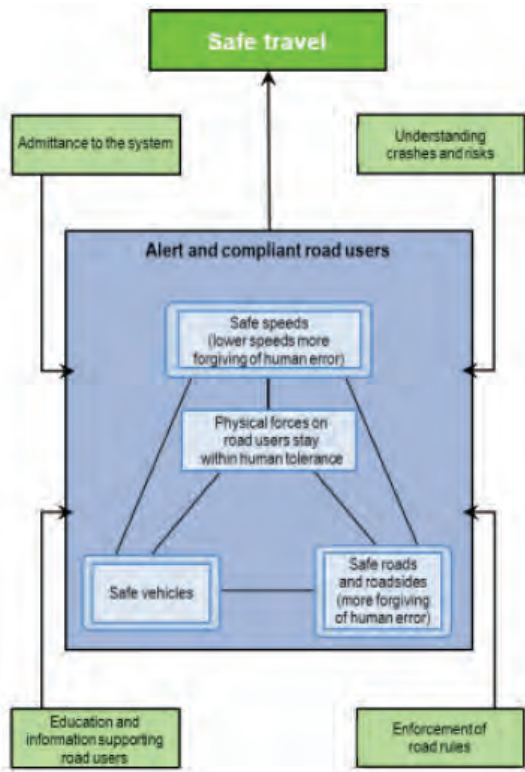


Figure 5.1 Safe Systems Approach

TMR (Metropolitan Region) have extended this framework to provide more detailed processes in the sub-area of “Understanding Crashes and Risks”. The process is currently under development and is generically shown in Figure 5.2. The intent of the process is to enable a pro-active approach to responding to a network of Road Safety Audit/s, Speed Limit Review/s and Crash Investigation/s findings.

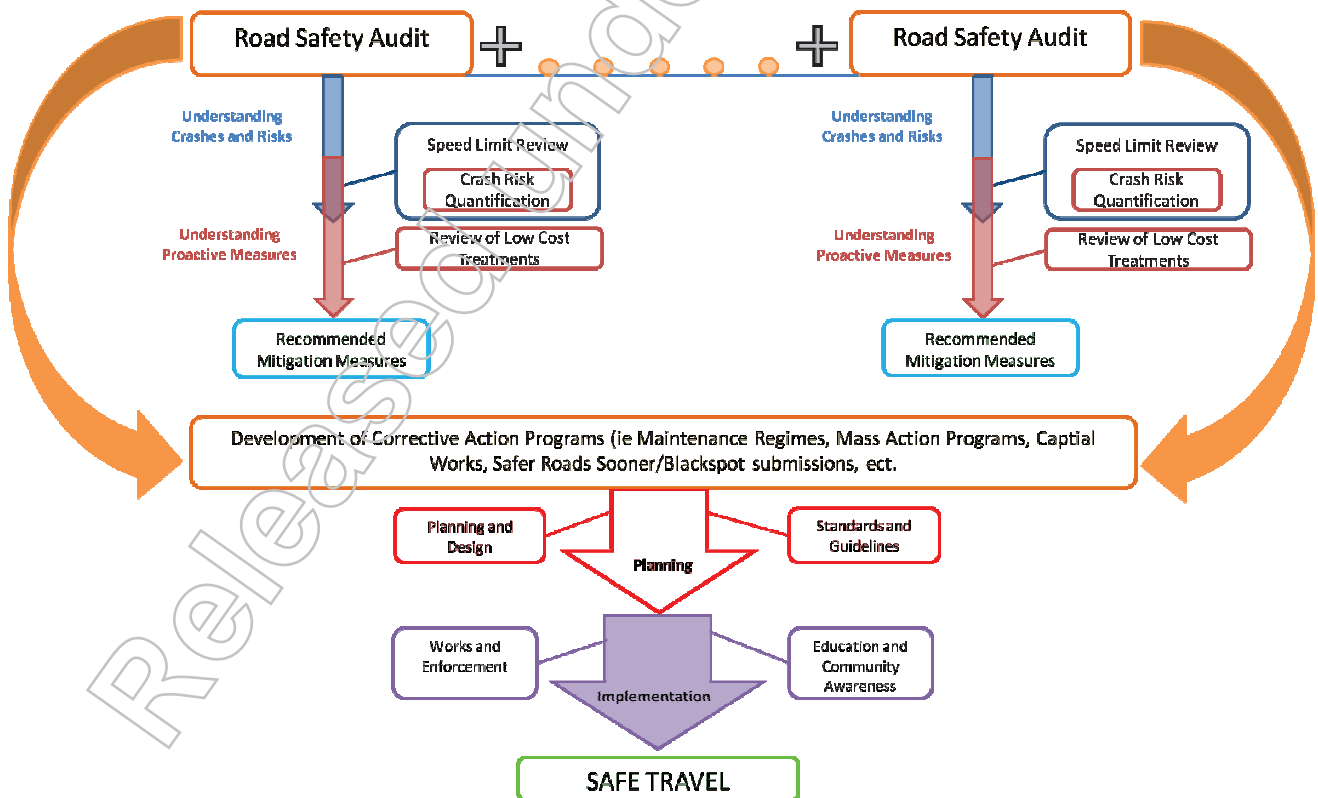


Figure 5.2 Pro-Active Approach to Road Safety

5.3 Crash Risk Quantification – Methodology

5.3.1 Overview

The two components of risk used in the assessment were frequency and severity. The frequency of the crashes relates to traffic volumes, speed, road width and cross section which included clear zone hazards, road curvature, intersection frequency, and roadside activity. Severity is related to the type of crash that is likely to occur such as the angle and speed of collision and type of hazard struck.

The severity of a crash increases distinctly above certain speed thresholds depending on the type of crash. The speed thresholds for surviving the different types of crashes that can occur are provided by the following:

- pedestrian struck by vehicle – 20 – 30 km/h;
- motorcyclist struck by vehicle (or falling off) – 20 – 30 km/h;
- side-impact vehicle striking a pole or tree – 30 – 40 km/h;
- side-impact vehicle to vehicle crash – 50 km/h; and
- head-on vehicle to vehicle (equal mass) crash – 70 km/h.

In order to pro-actively rank the crash risk associated with each road section a quantitative assessment methodology has been developed. The process quantifies the crash frequency and crash risk to develop a “Crash Risk Score (CRS)”. The final crash scores obtained were categorised into Low/Medium/High/Extreme crash risks following the risk matrix described in Table 5.1.

Table 5.1 Risk Assessment Matrix

		CRASH FREQUENCY (Crash Rate per VKT ⁸)			
		Improbable (I) [1]	Occasional (O) [4]	Probable (P) [9]	Frequent (F) [16]
S E V E R I T Y	Limited (PD) [1]	Low [1]	Low [4]	Medium [9]	High [16]
	Minor (MI / MT) [4]	Low [4]	Medium [16]	High [36]	Extreme [64]
	Serious (H) [9]	Medium [9]	High [36]	Extreme [81]	Extreme [144]
	Catastrophic (F) [16]	High [16]	Extreme [64]	Extreme [144]	Extreme [256]

5.3.2 Crash Frequency

The quantitative measures adopted for the crash frequency is the ‘crash rate’ (ie crashes per VKT x 108). A minimum 1km road section length is desirable for this calculation to reduce distance effects on the crash rate.

5.3.3 Crash Severity

The severities of the crashes in each DCA group were quantitatively assessed in order to assign a ‘severity’ rating. Adopting the ‘crash cost’ to determine a quantitative measure for ‘crash severity’ was given consideration, however, the relative difference between a ‘fatality’ and all other crashes, presented an unrealistic relationship between the comparative value of ‘severity’ placed between these crash types.

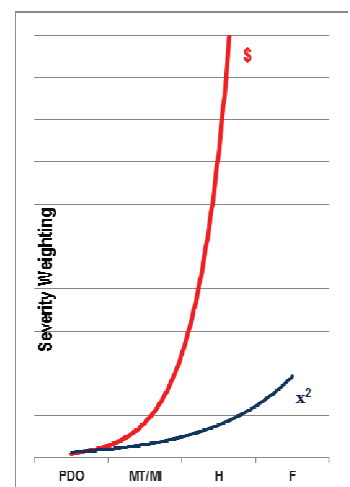


Figure 5.3 Severity Weighting

A “squared” growth function was considered to present a more realistic relationship to quantify ‘severity’, particularly from an agency ‘need to respond’ perspective.

The subsequent crash score adopted for ‘severity’ was as follows:

- **Property Damage Only** – **Score = 1 (Limited Severity)**
- **Minor Injury / Medical Treatment** – **Score = 4 (Minor Severity)**
- **Hospitalisation** – **Score = 9 (Serious Severity)**
- **Fatality** – **Score = 16 (Catastrophic Severity)**

5.3.4 Total Crash Risk Score

The total crash risk score (CRS) (displayed as a Quantitative Rating in Table 5.2) was attained from multiplying the Crash Rate per VKT⁸ for each crash severity by the relevant crash severity rating. For instance, the ‘Crash Rate per VKT⁸’ for type 200-209 (DCA Code) crashes that resulted in a ‘Minor Injury’ in a particular section is “3.1”. This value is multiplied by the respective ‘Minor Injury’ score of “4”, giving a total CRS of “12.4”. When more than one severity type (ie Minor Injury and Hospitalisation) occur for a particular set of crashes (ie 300-309 DCA) the multiplication process is done for each severity separately, each with their own ‘Crash Rate per VKT⁸’ and ‘Severity Score’, then added together to get the total CRS.

For example:

Crash Risk Score

$$\begin{aligned}
 & \text{Property Damage : Crash Rate per VKT}^8 * \text{Severity Score} \\
 & \qquad \qquad \qquad + \\
 & \text{Minor Injury / Medical Treatment: Crash Rate per VKT}^8 * \text{Severity Score} \\
 & \qquad \qquad \qquad + \\
 & \text{Hospitalisation : Crash Rate per VKT}^8 * \text{Severity Score} \\
 & \qquad \qquad \qquad + \\
 & \text{Fatalities: Crash Rate per VKT}^8 * \text{Severity Score} \\
 & \qquad \qquad \qquad = \\
 & \text{Total Crash Risk Score [ie (4.6 * 1) + (3.2 * 4) + (4.4 * 9) + (2.2 * 16)]}
 \end{aligned}$$

The subsequent final CRS thresholds are as follows:

- **Low** – **0 ≤ CRS < 7**
- **Medium** – **7 ≤ CRS < 16**
- **High** – **16 ≤ CRS < 50**
- **Extreme** – **CRS ≥ 50**

Table 5.2 shows the crash risk scores including the proposed risk assessment of speed zone sections. It is noted that DCA code group 300-309 has been split into DCA code 300-303 for rear-end type crashes and 305-307 for lane change type crashes. On Motorways these types of crashes are considered different due to the through carriageway lane gain and lane drop treatments as well as interchange merge and diverge treatments.

Table 5.2 Risk Assessment of Speed Zone Sections

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th%ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit				
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating			
A (Ch. 1.40 to 10.00 km)	301 to 303	0.8	100	106	Rear end crashes due to heavy flow traffic resulting in one hospitalisation crash, two minor crashes, three property damage crashes.	I	PD	L	0.8	100	Risk remains unchanged.	I	PD	L	Recently installed variable message sign to be used at peak times to advise when there is 'congestion ahead'.	Risk remains unchanged	I	PD	L	100			
		0.5				I	MI / MT	L	2.1			I	MI / MT	L			I	PD	L				
		0.3				I	MI / MT	L	2.3			I	MI / MT	L			I	PD	L				
	305 to 307	0.5				I	PD	L	0.5			Risk remains unchanged.	I	PD			L	Nil.	Risk remains unchanged		I	PD	L
		0.5				I	PD	L	2.1				I	PD			L				I	PD	L
		0.5				I	MI / MT	L	4.6				I	MI / MT			L				I	PD	L

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit			
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating		
A (Ch. 1.40 to 10.00 km)	700 to 709	3.1	100	106	Off carriageway on straight, off carriageway on straight, hit object and out of control on straight type crashes. Resulting in one fatal crash, five hospitalisation crashes, nine minor crashes, twelve property damage crashes.	I	PD	L	3.1	100	Risk remains unchanged.	I	PD	L	Remove hazards from clear zone, install audio tactile linemarking / safety barrier.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes.	I	PD	L	100		
		2.3				I	H	M	9.3			I	H	M			I	MI / MT	L			
		1.3				I	H	M	11.6			I	H	M			I	MI / MT	L			
		0.3				I	MI / MT	L	4.1			I	MI / MT	L			I	PD	L			
	800 to 809	0.8			Off carriageway on curve, off carriageway on curve and out of control on curve type crashes. Resulting in two hospitalisation crashes, three minor crashes.	I	MI / MT	L	3.1		Risk remains unchanged.	I	MI / MT	L			Remove hazards from clear zone, install safety barrier with rub rail.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes.	I		PD	L
		0.5				I	MI / MT	L	4.6			I	MI / MT	L					I		PD	L

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action			Preferred Speed Limit		
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency		Severity	Overall Rating
B (Ch. 10.00 to 17.80 km)	201, 501	0.9	100	103	The occurrences of head-on crashes, resulting in one hospitalisation, two medical, two property damage crashes.	I	PD	L	0.9	100	Risk remains unchanged.	I	PD	L	Upgrade from undivided Highway to median divided highway.	Increased separation between opposing traffic will reduce head-on crash.	I	PD	L	100
		0.9				I	MI / MT	L	3.5			I	MI / MT	L			I	PD	L	
		0.4				I	H	M	3.9			I	H	M			I	PD	L	
	301 to 303	1.3			The occurrences of westbound rear end type crashes due to heavy flow traffic to RAAF at peak times resulting in two hospitalisation crashes.	I	H	M	7.8		Risk remains unchanged.	I	H	M	Upgrade corridor and remove at grade intersection.	Upgrade of corridor to remove peak demand from Highway.	I	PD	L	
	305 to 307	0.4			The occurrence of one lane change type crash occurring at the Cunningham Highway westbound overtaking lane and the Yamanto Interchange westbound entry ramp resulting in one hospitalisation crash.	I	MI / MT	L	3.9		Risk remains unchanged.	I	MI / MT	L	Upgrade to provide increased distance between the overtaking lane diverge and entry ramp merge. Provide run out area to entry ramp merge.	Increased spacing between merges will reduce lane change conflicts.	I	PD	L	
	700 to 709	4.8			Off carriageway on straight, off carriageway on straight, hit object and out of control on straight type crashes. Resulting in fourteen hospitalisation crashes, four minor crashes, eleven property damage crashes.	I	MI / MT	L	4.8		Risk remains unchanged.	I	MI / MT	L	Remove hazards from clear zone, install audio tactile linemarking / safety barrier.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes.	I	PD	L	
		1.7				I	H	M	7.0			I	H	M			I	PD	L	
		6.1				O	F	E	54.9			O	F	E			I	H	M	

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit	
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating
C (Ch. 17.80 to 18.20 km)	201, 501	6.8	80	88	The occurrence of one head on crash at Ch. 18.23 km resulting in one hospitalisation type crash.	O	F	E	61.3	100	Risk increased due to higher speed.	P	F	E	Upgrade corridor to provide separation between carriageways and remove at grade intersection.	Upgrade of corridor to provide separation and to remove peak demand from Highway.	I	H	M	80
	301 to 303	13.6			The occurrence of two rear end crashes due to heavy flow traffic to RAAF at peak times resulting in medical type crashes.	O	F	E	54.5		Risk increased due to higher speed.	P	F	E	Upgrade corridor and remove at grade intersection.	Upgrade of corridor to remove peak demand from Highway.	I	PD	L	
	401, 406 to 408	6.8			The occurrences of one enter roadway type crashes from Ipswich Rosewood Road to the Cunningham Highway eastbound resulting in one medical type crash.	O	H	H	27.2		Risk increased due to higher speed.	O	F	E	Upgrade corridor to provide acceleration and deceleration lanes.	Upgrade of corridor to remove potential speed differentials.	I	MI / MT	L	
	609, 905	6.8			The occurrence of one hit animal crash resulting in one medical type crash.	O	H	H	27.2		Risk remains unchanged.	O	H	H	Install fauna fencing and fauna underpasses	Provision of fauna fencing and underpass will reduce the likelihood of animals entering the corridor.	I	MI / MT	L	

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit	
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating
D (Ch. 18.50 to 20.20 km)	001 to 009	4.0	80	81	The occurrence of one pedestrian struck by vehicle crash at the Service Station / Caravan Park resulting in one fatal crash in May 2012.	O	F	E	64.0	100	Risk increased due to higher speed.	P	F	E	Installation of street lighting and formalisation of the intersection.	Upgrade of intersection to formalise turn movements and installation of street lighting to improve visibility and road furniture to prevent pedestrian access.	I	F	H	80
	201, 501	8.1			The occurrence of two head on crashes resulting in two hospitalisation crashes.	O	F	E	72.6		Risk increased due to higher speed.	P	F	E	Upgrade corridor to provide separation between carriageways and remove at grade intersection.	Upgrade of corridor to provide separation and to remove peak demand from Highway.	I	H	M	
	800 to 809	4.0			The occurrence of one off carriageway on curve and hit object resulting in one hospitalisation crash.	O	H	H	36.3		Risk increased due to higher speed.	O	F	E	Remove hazards from clear zone, install safety barrier with rub-rail on the outside of curve.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes. Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes	I	H	M	

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit	
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating
E (Ch. 20.30 to 29.20 km)	800 to 809	1.1	100	103	Off carriageway on curve, hit object. Cunningham Highway eastbound Ch21.60 resulting in one hospitalisation crash.	I	H	M	10.1	100	Risk remains unchanged.	I	H	M	Remove hazards from clear zone, install safety barrier with rub-rail on the outside of curve.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes. Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes	I	MI / MT	L	100
	201	1.1			Head-on crash. The Cunningham Highway westbound two-lane to one-lane merge occurs on a curve with steep crossfall after a crest curve resulting in one fatal crash.	I	F	H	17.9	100	Risk remains unchanged.	I	F	H	Following recent works consider monitoring this location. Consider installation of central audio tactile linemarking. Install wide centre linemarking treatment.	Following recent works consider monitoring this location. Median separation and audio cues may reduce the likelihood of head-on crashes.	I	MI / MT	L	100
	800 to 809	1.1			Off carriageway on curve, hit object. Cunningham Highway westbound Ch24.33 resulting in one hospitalisation crash.	I	H	M	10.1	100	Risk remains unchanged.	I	H	M	Remove hazards from clear zone, install safety barrier with rub-rail on the outside of curve.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes. Improved delineation and installation of safety barriers will potentially reduce the risk of off carriageway type crashes	I	MI / MT	L	100

Section	DCA Code	Crash Rate per VKT (10 ⁸ km)	Existing Speed Limit	Measured 85th %ile Speed	Existing Condition Risk Assessment				QLimits Speed Limit	Based on QLIMITS Recommended Speed Limit				Action	Based on Recommended Action				Preferred Speed Limit			
					Comment	Frequency	Severity	Overall Rating		Quantitative Rating	Risk Comment	Frequency	Severity		Overall Rating	Risk Comment	Frequency	Severity		Overall Rating		
E (Ch. 20.30 to 29.20 km)	700 to 709	1.1	100	103	Off carriageway on straight, hit object. Cunningham Highway eastbound Ch25.18 resulting in one hospitalisation crash.	I	H	M	10.1	100	Risk remains unchanged	I	H	M	Remove hazards from clear zone and install audio tactile linemarking.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes. Improved delineation with installation of audio tactile linemarking will potentially reduce the risk of off carriageway type crashes.	I	MI / MT	L	100		
	800 to 809	3.4			The occurrences of four off carriageway on curve type crashes. Resulting in 1 hospital crash, 3 medical treatment crashes.	I	H	M	13.5		100	Risk remains unchanged.	I	H		M	Remove hazards from clear zone, install safety barrier with rub-rail on the outside of curve.	Removal of hazards in clear zone will reduce the risk of off carriageway hit object crashes. Improved delineation with installation of safety barrier will potentially reduce the risk of off carriageway type crashes.	I		MI / MT	L
		1.1				I	H	M	10.1					I		H		M				I

6 Conclusion

6.1 Recommended Treatments

A speed limit review has been undertaken on the Cunningham Highway Ch. 0.00 - 29.20 km with the recommendations and changes summarised below.

The existing and recommended speed zone sections are summarised below and shown in Figure 6.1, Figure 6.2, Table 6.1 and Table 6.2 overleaf.

Section 1 was upgraded in 2012. There has been one property damage crash since the upgrade, as such it has not been considered in this speed limit review.

Section C and Section D. Within the 100km/h speed zone there have been two rear-end crashes with a hospitalisation severity due to peak time queuing from the Ipswich Rosewood Road intersection. It is recommended that the speed zone change from 100km/h to 80km/h be relocated to Ch. 17.50 km from Ch. 17.72.

At the interface of Section D and Section E, the 100km/h / 80km/h speed zone change occurs at a different location for each direction of travel. As it is an undivided rural highway it is recommended that the speed zone change for each direction be relocated to Ch. 20.20 km.

The 80km/h section in the westbound, gazettal, direction is to be increased by 0.1km and the 80km/h section in the eastbound, anti-gazettal, direction is to be decreased by 0.1km.

The 100km/h section in the westbound, gazettal, direction is to be decreased by 0.1km and the 100km/h section in the eastbound, anti-gazettal, direction is to be increased by 0.1km

Section E. It is recommended that Ch. 24.00 – 27.50 km be considered and reviewed for the application of widened painted median treatments to mitigate high speed crashes along the corridor by widening the eastbound verge.

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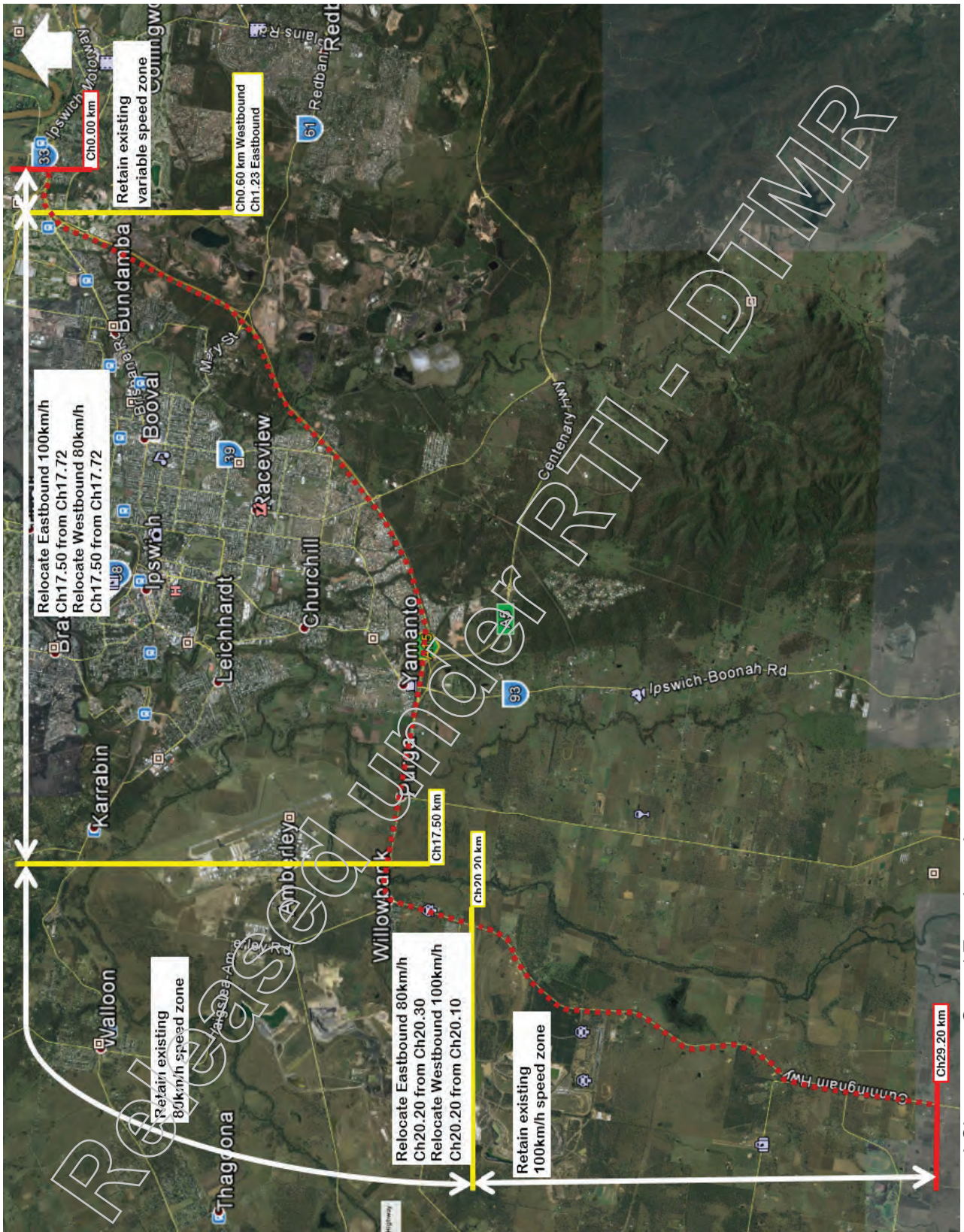


Figure 6.1 Proposed Changes to Speed Zone Lengths



Figure 6.2 Proposed Changes at Section B and Section C



Figure 6.3 Proposed Changes at Section C and Section D

6.1.1 Existing and Recommended Speed Zone Sections

The existing and recommended speed zone sections shown in Table 6.1 below and Table 6.2 overleaf.

Table 6.1 Recommended Speed Zone Sections – Gazetted (Westbound)

Section/s	Existing				Recommended				Changes
	Chainage (km)	Speed (km/h)	Zone Length (km)	Length Complies	New Chainage (km)	Speed (km/h)	Zone Length (km)	Length Complies	
1	0.00 – 0.60 (Ipswich Motorway to Cunningham Highway westbound exit ramp)	Variable (100)	0.60	Yes	0.00 – 0.60 (Ipswich Motorway to Cunningham Highway westbound exit ramp)	Variable (100)	0.60	Yes	Nil.
1, A, B	0.60 – 17.50 (Cunningham Highway westbound exit ramp to 0.88 km east of Ipswich Rosewood Road 304)	100	16.90	Yes	0.60 – 17.22 (Cunningham Highway westbound exit ramp to 1.16 km east of Ipswich Rosewood Road 304)	100	16.62	Yes	100km/h zone length decreased by 0.28 km.
B, C, D	17.50 – 20.10 (0.88 km east of Ipswich Rosewood Road 304 to 0.20 km west of Coopers Road)	80	2.60	Yes	17.22 – 20.20 (1.16 km east of Ipswich Rosewood Road 304 to 0.30 km west of Coopers Road)	80	2.98	Yes	80km/h zone length increased by 0.38 km.
E	20.10 – 29.20 (0.20 km west of Coopers Road to 0.30 km west of Sugarloaf Road)	100	9.10	Yes	20.20 – 29.20 (0.30 km west of Coopers Road to 0.30 km west of Sugarloaf Road)	100	9.00	Yes	100km/h zone length decreased by 0.10 km.

Table 6.2 Recommended Speed Zone Sections – Against Gazettal (Eastbound)

Section/s	Existing				Recommended				Changes
	Chainage (km)	Speed (km/h)	Zone Length (km)	Length Complies	New Chainage (km)	Speed (km)	Zone Length (km)	Length Complies	
1	0.00 – 1.23 (Ipswich Motorway to the twin bridges over Aberdare Street)	Variable (100)	1.40	Yes	0.00 – 1.23 (Ipswich Motorway to the twin bridges over Aberdare Street)	Variable (100)	1.40	Yes	Nil.
1, A, B	1.23 – 17.50 (The twin bridges over Aberdare Street to 0.88 km east of Ipswich Rosewood Road 304)	100	16.10	Yes	1.23 – 17.22 (The twin bridges over Aberdare Street to 1.16 km east of Ipswich Rosewood Road 304)	100	15.82	Yes	100km/h zone length decreased by 0.28 km.
C, D	17.50 – 20.30 (0.88 km east of Ipswich Rosewood Road 304 to 0.40 km west of Coopers Road)	80	2.60	Yes	17.22 – 20.20 (1.16 km east of Ipswich Rosewood Road 304 to 0.30 km west of Coopers Road)	80	2.98	Yes	80km/h zone length increased by 0.38 km.
E	20.30 – 29.20 (0.40 km west of Coopers Road to 0.30 km west of Sugarloaf Road)	100	9.10	Yes	20.20 – 29.20 (0.30 km west of Coopers Road to 0.30 km west of Sugarloaf Road)	100	9.00	Yes	100km/h zone length decreased by 0.10 km.

6.2 Existing Risk Rating of the Road Segments

The road segments shown in Figure 6.4 overleaf are based on the existing risk ratings of issues identified in each speed zone. The existing risk rating of each segment should be considered when prioritising the schedule of works for the corridor.

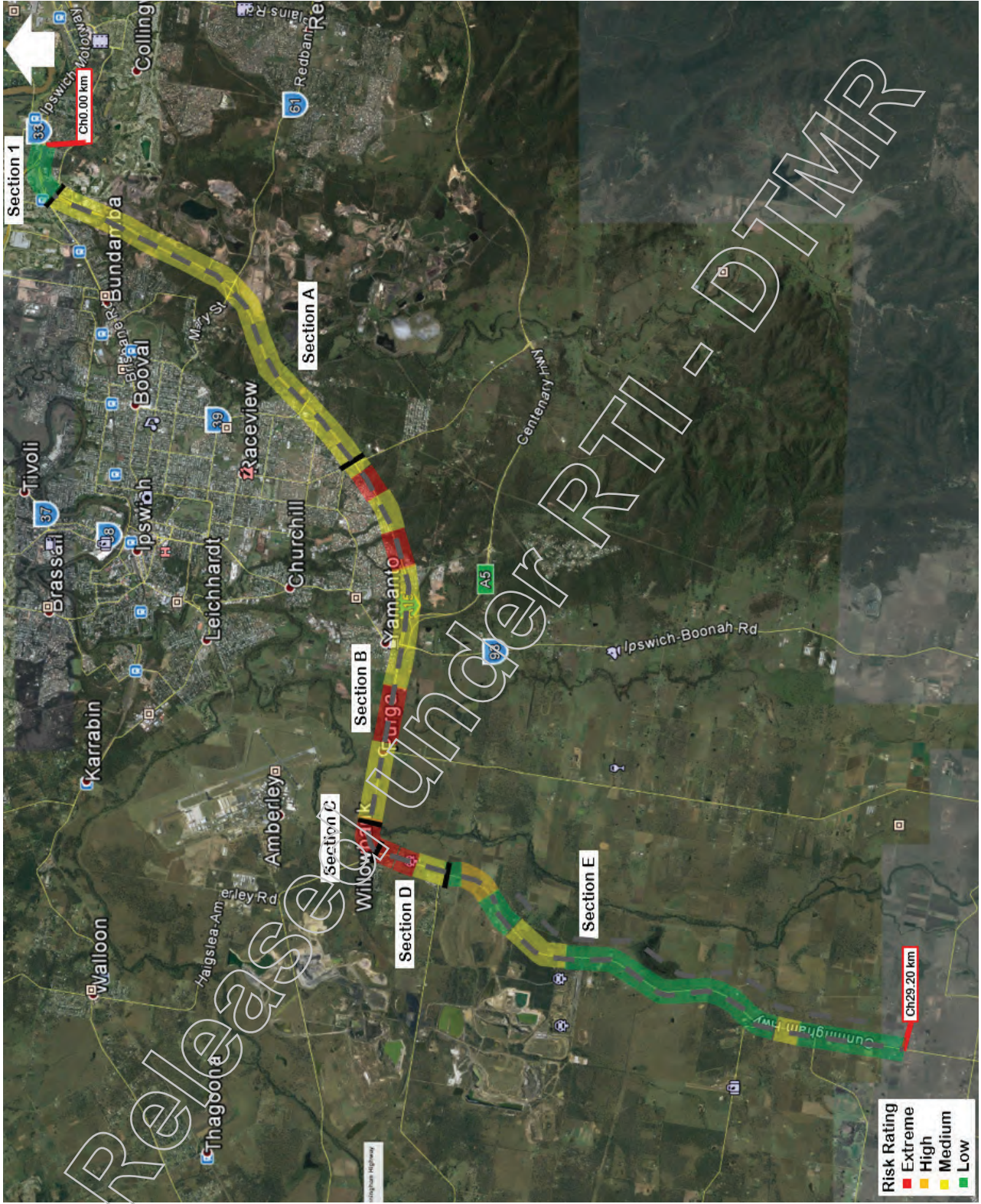


Figure 6.4 Existing Risk Rating of Road Segments

6.3 Sign Purchase Requirements

The purchase list for the required signs based on the recommendation of the speed limit review are summarised in Table 6.3 below.

Table 6.3 Sign Purchase Requirements

Item No.	MUTCD No.	Description	Direction	Ch. (km)	No. of Sign
1	R4-1B	100km/h Speed restriction	G	16.400	1
2	Fluorescent target board	Add fluorescent target board to existing R4-1 sign	G	17.500	2
3	Fluorescent target board	Add fluorescent target board to existing R1-2 sign	AG	18.350	1
4	R4-1B	100km/h Speed restriction	G	20.300	2
5	R4-1B	80km/h Speed restriction with fluorescent target board	AG	20.300	2
6	R4-1B	100km/h Speed restriction	AG	21.100	1
7	R4-1B	100km/h Speed restriction	AG	22.900	1
8	R4-1B	100km/h Speed restriction	G	26.700	1
9	R4-1B	100km/h Speed restriction	AG	27.600	1
10	R4-1B	100km/h Speed restriction	G	27.900	1
11	R4-1B	100km/h Speed restriction	AG	28.800	1
12	R4-1B	100km/h Speed restriction	G	29.000	1

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6.4 Reviewing Officers Statement

This Speed Limit Review Report was prepared by the Metropolitan Region (PD&O) and Hyder Consulting, using available information and observations. Every effort was made to ensure that all information included within this report and during the review process was correct and relevant. The review was completed using the methodology and templates supplied by the Department of Transport and Main Roads.

Name: Andrew A S Sandhu

Position: Senior Road Safety Auditor

Signature:

Not Relevant

Date:

29/07/2014

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