The Royal Automobile Club of Queensland Limited

RED SPOT SURVEY

TRAFFIC AND SAFETY DEPARTMENT
JANUARY 2004
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EXECUTIVE SUMMARY

This report gives details of RACQ members’ responses on a survey that appeared in the October/November 2003 edition of The Road Ahead magazine. The survey asked members to supply information on locations where delays are frustrating, but could be alleviated to some extent. These locations are referred to as ‘red spots’.

This report provides information that can be used by road authorities to support improvements in the road network. It also highlights the need for regular monitoring of major traffic routes in all areas.

From just under 1200 responses received (35% higher than the previous survey in 1999), the information was sorted to establish the most common red spots on the road network.

A total of 46 local authorities were represented. Brisbane received the highest number of red spot locations (51%) with 615 responses. The local authority areas with the highest number of red spots were:

- Brisbane (51%);
- Gold Coast (10%);
- Redcliffe (6%);
- Maroochy (4%); and
- Ipswich (4%).

Regional and country areas were also represented in the survey, with 35 local authorities outside the South-East Queensland Area\(^1\). Approximately 160 responses highlighted regional and country red spots (13%), of which the following local authority areas received the highest number of responses:

- Cairns (11%);
- Rockhampton (10%);
- Toowoomba (9%);
- Townsville (9%); and
- Cooloola (7%).

The most common problems related to intersections, with 69% of all entries highlighting intersections. Twenty seven percent indicated sections of road as primary problems while seven percent concerned delays at rail crossings.

The top five intersections generating most responses were:

1. South Pine Road, Pickering Street, Raymont Road, Sicklefield Street Roundabout, Enoggera;
2. Centenary Highway, Ipswich Motorway, Kelliher Road Roundabout, Darra;
3. Ipswich Motorway and Logan Motorway merge, Gailes;

\(^1\) South-east Queensland consists of Brisbane, Logan, Redcliffe, Pine Rivers, Caboolture, Ipswich, Redland, Gold Coast, Noosa, Maroochy and Caloundra council areas.
4. Old Cleveland Road and Cavendish Road, Coorparoo; and
5. Kessels Road and Mains Road, Macgregor.

The five most reported road sections were:
1. Houghton Highway (Clontarf to Brighton);
2. Gateway Motorway (Boondall to Eight Mile Plains);
3. Gold Coast Highway (Southport to Surfers Paradise);
4. Ipswich Motorway (Riverview to Wacol); and
5. Bowen Bridge Road, Lutwyche Road, Gympie Road (Windsor to Herston and Chermside to Strathpine).

The five most reported rail crossings were:
1. Newman Road near Robinson Road East/West, Geebung;
2. Cavendish Road near Temple Street/Clarence Street, Coorparoo;
3. Beaudesert Road near Elizabeth Street, Acacia Ridge;
4. South Pine Road near Farrington Street, Alderley; and
5. Todds Road near Ebert Parade, Lawnton.

From 1191 responses, 3751 problems were identified. Turning movement congestion contributed to approximately 16.5% of the total problems. In particular, members noted that they experienced more than twice as many problems when negotiating right turns compared to left turns. Through traffic congestion and not enough road capacity received 14.0% and 10.3% of problem nominations respectively. Other noteworthy responses included poor design of road layout, with 9.7% and difficulty entering higher priority road from a lower priority road, with 9.6% of total problems identified.

In terms of remedial measures, members called for more lanes and road capacity (15.4%). Other solutions such as install roundabout or traffic lights (12.5%) and create or improve turning/merging lanes (10.3%) also received support. The Houghton Highway bridge which constituted 6% of all 1191 responses received, boosted the amount of times construct a bridge or tunnel was nominated (10.5% in 2003 compared to 6.8% in 1999). Increase speed limit was also nominated on most of the survey forms relating to the Houghton Highway. Insufficient road capacity, the trial 60km/h limit, vehicle breakdowns/accidents and problems with the tidal flow system were the primary reasons for concerns about this location.

Of particular note was the response to improve timing/co-ordination of traffic signals, the nominations for this decreased from 13.9% in 1999 to 7.0% in the current survey. This could be attributed to expansion of the Brisbane Linked Intersection Signal System (BLISS) and STREAMS (an intelligent transport system that manages freeways and signalised intersections) along with further analysis of traffic flows and phasing of specific traffic corridors.

Two Brisbane rail crossings continue to rate highly in both past and present surveys. Newman Road, Geebung, near Robinson Road East/West (first in 2003 and 1999, unnecessary waiting for trains, not enough road capacity/lanes) and Cavendish Road,
Coorparoo, near Temple and Clarence streets (in top three since 1996 - unnecessary waiting for trains, through traffic congestion/long queues due to nearby signalised intersection problems). There are plans to grade separate both these level crossings, but not in the short term.

Although this report is primarily concerned with traffic delays, a number of respondents associated this issue with the potential for crashes (black spots). It is perceived that physical problems on the road or motorist frustration stemming from delays could in turn contribute to poor driver behaviour and drivers taking unnecessary risks, increasing the potential for crashes.

Delay factors identified by respondents that may increase the potential for crash rates include:

- Congested or difficult right turns;
- Poor visibility due to obstructions such as parked cars, high fence lines and over growth on roundabouts and traffic islands;
- Merging from the left and right lane;
- Poor design of road layout;
- Green time at traffic lights being too short; and
- Inappropriate speed limits.

Each red spot location was checked against a current black spot location register nominating locations for upgrade work. Although members noted that a number of red spots had potential for crashes - in some cases they stated these were a regular occurrence, very few of the nominated locations corresponded to the list of nominations for Queensland’s 2003-04 Blackspot Program prepared by the Department of Main Roads.

Of concern to the RACQ is the issue of overgrowth on roundabouts and traffic islands. This is especially evident where ‘Local Area Traffic Management’, (LATM) or traffic calming devices have been installed. Devices such as these may decrease the average speeds associated in the areas. However poor visibility, regardless of speed, creates safety concerns and hazardous conditions for all road users. A high priority should be given to trimming and maintaining the vegetation at these locations on a regular basis.
1.0 INTRODUCTION

1.1 Background

The RACQ Traffic and Safety Department often receives correspondence from members about locations on Queensland’s road network considered dangerous or causing unnecessary delays. Therefore the RACQ provides a hazard investigation service for its members by inspecting hazardous locations and liaising with relevant road and traffic authorities.

Where appropriate, or where locations warrant further action, the RACQ provides local authorities and the Department of Main Roads with recommendations for remedial measures to the road system - in the interests of improved efficiency and road safety.

To enhance the RACQ’s active involvement in improving the road network, a “red spot” survey was conducted in the October/November 2003 edition of the Club’s magazine, The Road Ahead. The survey asked members to voice their concerns and supply details of intersections, sections of road, and railway crossings where they considered delays to be frustrating and appeared to be unnecessary (i.e. a red spot). Members were also asked to supply solutions on how the problem could be alleviated.

1.2 Aims

The aims of the survey were:

- To identify areas, primarily in Queensland where motorists were unnecessarily delayed;
- To establish the most common cause of motorist frustration stemming from these delays;
- To gauge motorists’ ideas in respect to improving traffic efficiency and preventing delays from occurring; and
- Benchmarking of previous red spot surveys to gauge the trend in motorists past and present concerns.

1.3 Methodology

Members were encouraged to fill in a survey form published in the October/November 2003 edition of The Road Ahead. Just under 1200 responses were received, approximately 35% more than the previous red spot survey published in 1999.

The survey asked members to identify aspects such as the type of red spot, the location, direction, day and time period that the delay was worst. Statements best describing the problem and most appropriate solutions were categorised on the survey form for members to choose, with space provided for other comments. A copy of the survey form is shown in Appendix B (see Figure B1).

The survey form was revised with some additions/modifications to the 1999 survey that assisted with data entry and in the specific identification of locations for the 2003 survey. This was especially useful in identifying road sections where new identifiers of between
**Intersecting road 1 and intersecting road 2** were added. The intersection category was comprised predominantly of signalised intersections, un-signalised intersections and roundabouts. A section of road implies that intersections contributing to the delay may exist on the road, however this condition may not be specified. Very few locations specified a response in the “other” category.

Problems and solutions that received a large amount of responses but were not listed in the problems and solutions in the 1999 survey form were added to the 2003 survey form.

Throughout its hazard investigations the RACQ has observed that many members had practical solutions exhibiting sound logic when recommending improvements to the problems associated with hazardous locations. To acknowledge such solutions, categories for options to reduce the delay were also included in the survey.

The internet was used for the first time in the red spot survey, enabling online users to submit their entries over the web. This joined the traditional mail and fax entries. Mail received 63%, while internet and fax received 31% and 6% respectively. The internet was successful as a means of submission and will be continued in subsequent surveys.

All entries that were received were checked for accuracy and then entered into a database via an Intranet based interface. This information was sorted and presented in a written format, automatically generated using ‘Crystal Reports’ software. Red Spot locations were sorted primarily according to their relevant local authority, then by their suburb/town and finally by street name.

Due to a large proportion of responses, the Brisbane area was subdivided into two geographical sections (Brisbane north and Brisbane south). The Brisbane River was used to separate north and south sections. **South-east Queensland** comprised of Brisbane, Logan, Redcliffe, Pine Rivers, Caboolture, Ipswich, Redland, Gold Coast, Noosa, Maroochy and Caloundra council areas, all other council areas were grouped into the **Regional, Country and Other** category as shown in Figure 2.1.

Each response was checked for correct location using:
1. UBD/Refidx (2002), Brisbane, Gold Coast and Sunshine Coast Street Directory, or;
2. Queensland State Street Directory, (1997),

to ensure accurate location information.

For reference purposes, the road that the member was travelling along was referred to as the primary road or “Road Location”, whilst the road that was turned into or the adjoining street was cited as the secondary road or “Intersecting Road”. When two or more sections of road were represented on the one response, this generally implied the name of the road changed along its length, i.e. Bowen Bridge Road, Lutwyche Road and Gympie Road.
2.0 DISCUSSION OF RESULTS

2.1 Location by Local Authority

Red spots were nominated in 46 local authorities\(^2\) throughout Queensland. Regional and country red spots were scattered throughout Queensland, comprising 13% of the total number received. Brisbane constituted 51% of the responses.

Appendix C contains a complete record of all local authorities represented. Figure 2.1 shows how red spot location responses were distributed according to local authority.

Figure 2.1 The Proportional Distribution of Red Spot Locations by Local Authority

\[\text{Figure 2.1 The Proportional Distribution of Red Spot Locations by Local Authority}\]

\[\text{Brisbane South 26}\%\]
\[\text{Brisbane North 25}\%\]
\[\text{Sunshine Coast 6}\%\]
\[\text{Gold Coast 10}\%\]
\[\text{Regional, Country and Other 13}\%\]
\[\text{Redcliffe 6}\%\]
\[\text{Pine Rivers 2}\%\]
\[\text{Caboolture 3}\%\]
\[\text{Logan 3}\%\]
\[\text{Ipswich 4}\%\]
\[\text{Redland 2}\%\]
\[\text{Logan 3}\%\]

2.2 Location by Type

The type of location that each red spot represented was divided into three categories – ‘intersection’, ‘section of road’ and ‘rail crossing’. An option for ‘other’ types was provided on the survey form. Toll booths were the only other type raised but very few toll booths were identified solely as a problem. The proportional distribution of red spot locations by type is shown in Figure 2.2.

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\(^2\) For report purposes, the term ‘local authority’ generally refers to the local council boundary or shire that operated in that area. Brisbane is divided into 2 sections, Brisbane North and Brisbane South. ‘Sunshine Coast’ combines Maroochy, Noosa and Caloundra Council areas.
2.3 Problems

As outlined in the introduction, members were asked to describe the problem at the red spot location. Most of the problems were directly related to the options provided and it should be noted that multiple problems identified by respondents may have been for a single location. Any causes not identified by check box categories, or if further clarification of causes was required, members could submit a written response in the other problem box provided on the survey form.

Figure 2.3 shows the proportional distribution of problems. The breakdown of problems in respect to the type of location is outlined in Table 3.1 (Section 3).

Appendix E outlines in detail other options that were provided for each red spot response.
Figure 2.3   Number of Responses for Each Delay Option

A significant proportion of problem responses (16.5%) highlighted problems with left and right turning movements at intersections, sections of road and rail crossings. In particular most people indicated having most problems with congested right turning movements. It should also be noted that more than twice as many responses were received for delays experienced with right turns compared with left turns. Difficulty in entering higher priority road from a lower priority road (9.6%) can also be linked to turning movement problems and merging problems.

Not enough road capacity was chosen 384 times (10.3%) while through traffic congestion/long queues received 14.0%, the single highest problem response received.

The other solution is not shown in Figure 2.3 as the majority of written responses were merely an elaboration or clarification of check box problems already listed. There was no correlation between the majority of written answers, therefore, no additional category of problem was deemed necessary for the survey.

The poor linking of traffic lights was not cited as a major problem in the 2003 survey. This could mainly be attributed to expansion of the BLISS and STREAMS systems and further analysis of traffic flows and phasing of specific transport corridors.

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3 1191 survey forms were received, with 3751 nominated problems from the pre-established categories.
4 16.5% of the total 3751 nominated problems; 419 responses for right turning movements plus 199 responses for left turn movements.
2.4 Solutions for the Problems

Where appropriate, members were asked to provide details of solutions that would reduce the delay problems associated with their red spots. The majority of solutions that members nominated were simply from the categories supplied and it should be noted that multiple entries could be received for a specific identified location. Appendix E outlines other solution options that were provided.

Figure 2.4 shows the proportional distribution of these remedial measures. The breakdown of solution option with respect to the type of location is outlined in Table 3.2 (Section 3).

![Figure 2.4 Number of Responses for Each Solution Option](image)

It is apparent that a substantial number of members would like to see *more lanes/road capacity* on Queensland roads. Out of 2295 solution responses, 352 or 15.4% requested *more lanes/road capacity*. *Change intersection layout* as well as *create or improve merging/turning lanes* was nominated 199 times (8.7%) and 236 times (10.3%) respectively. *Construct a bridge or tunnel* received 10.5%, up from 6.8% in the 1999 survey. A major portion of the increase of 3.7% from 1999 to 2003 surveys can be directly attributed to the Houghton Highway itself, which received only one nomination in the 1999 survey.

The *other* solution is not shown in Figure 2.4 as again, the majority of written responses were merely an elaboration or clarification of check box solutions already listed. There was no correlation between the majority of written answers, therefore, no additional category of solution was deemed necessary for the survey. The second highest preferred solution was *install roundabouts or traffic lights* (12.5%). This suggests that respondents have difficulty in entering a higher priority road from a lower priority road (9.6%) or feel a more efficient way of dealing with traffic would be to signalise or install a roundabout.

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5 1191 survey forms were received, with 2295 nominated solutions chosen from the pre-established options.
2.5 Top 20 Reported Intersections

Intersections accounted for 69% of all red spot responses (Figure 2.2). Traffic density at intersections in Brisbane would be considered much higher than in regional and country areas, therefore it is understandable that most of the problems reported (51%) were in the Brisbane City Council area. (Figure 2.1)

The top 20 reported intersections, receiving the highest number of responses are listed in Table 2.1. These locations comprised 15% of all responses concerning intersections.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Intersection</th>
<th>Problems &amp; Possible Solutions Identified by Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>South Pine Road, Pickering Street, Raymont Road, Sicklefield Road Roundabout, Enoggera</td>
<td>Too many streets converging into this roundabout, motorists disobeying signals, congested through movements and difficulty in entering roundabout were just some of the problems at this roundabout. The roundabout can not cope with the volume of traffic present, especially at peak times. Solution: Reduce number of major roads that intersect here or build overpass.</td>
</tr>
<tr>
<td>2</td>
<td>Centenary Highway, Ipswich Motorway, Kellinher Road, Roundabout, Darra</td>
<td>Not enough road capacity and many members dislike the use of a roundabout on a bridge. Congestion from traffic signals south of the intersection complicates the situation. Solution: More lanes and change intersection layout.</td>
</tr>
<tr>
<td>3</td>
<td>Ipswich Motorway and Logan Motorway merge, Gaius</td>
<td>Not enough road capacity and an insufficient length of merging lane combined with a right hand merge is the main cause of frustration. Solution: Longer length of merge and redesign on left side of Ipswich Motorway.</td>
</tr>
<tr>
<td>4</td>
<td>Old Cleveland Road and Cavendish Road, Coorparoo</td>
<td>Congested right and left turning manoeuvres during most hours of the day. Through traffic blocking turning traffic as well as turning traffic blocking through traffic. Lack of turning arrow signals complicates matters. Solution: Add a green right turn arrow and ban a movement.</td>
</tr>
<tr>
<td>5</td>
<td>Mains Road and Kessels Road, Macgregor</td>
<td>Through traffic congestion and insufficient green time for signals was the most cited problem here. Turning traffic sometimes blocks through traffic. Solution: Almost all respondents nominated construct a bridge or tunnel.</td>
</tr>
<tr>
<td>6</td>
<td>Gold Coast Highway and Pacific Motorway, Tugun</td>
<td>Not enough road capacity, poor linking of traffic lights and turning as well as through traffic congestion. Respondents cited 2 close sets of traffic signals as a concern and problems at holiday and school and peak times. Solution: Tugun bypass.</td>
</tr>
<tr>
<td>7</td>
<td>Gateway Motorway, Airport Drive, East West Arterial Road, Hendra</td>
<td>Congested movements here, not enough road capacity during morning and afternoon peak hours, poor design or road layout and poor road signs and markings. New roundabout markings may be causing confusion (spiral) and adding to congestion. Roadworks currently taking place to alleviate turning movement problems.</td>
</tr>
<tr>
<td>8</td>
<td>Gooding Drive, Robina Parkway Roundabout, Merrimac/Carrara</td>
<td>Heavy volumes of traffic and roundabout speeds being too high are of main concern. The roundabout is very large which induces fast circulating speeds increasing the potential for crashes and makes it difficult to enter, causing congestion. Solution: Change intersection layout or construct a bridge/tunnel.</td>
</tr>
<tr>
<td>9</td>
<td>Milton Road, Miskin Street, Frederick Street and Mt. Coot-tha Road, Toowong</td>
<td>Not enough road capacity and left and right turn congestion were the main cause of concern. Poor design of road layout was also high on the list of problems with this intersection. Solution: The majority of members considered that more road capacity and a flyover or tunnel would solve the problem.</td>
</tr>
<tr>
<td>10</td>
<td>Logan Road and Underwood Road, Underwood</td>
<td>Congested right turns, lack of turning arrow signals or both were of concern to every respondent. Solution: Unanimous - add green right turn arrow signal.</td>
</tr>
<tr>
<td>11</td>
<td>Samford Road and Wardell Street, Enoggera</td>
<td>Predominantly during peak hours, insufficient road capacity, congested right turns and congested through traffic movements. Solution: Unanimous - construction of bridge/tunnel.</td>
</tr>
<tr>
<td>12</td>
<td>Bracken Ridge Road and Barfoot Street, Bracken Ridge</td>
<td>Not enough road capacity, difficulty entering higher priority road from lower priority road. Poor design of road layout and congested through traffic movements. Busy road. Solution: More lanes/road capacity and change intersection layout.</td>
</tr>
<tr>
<td>13</td>
<td>Padstow Road and Warragal Road, Eight Mile Plains</td>
<td>Heavy volumes of traffic from the east (Pacific and Gateway Motorway) as well as the west from Padstow Rd. Warragal Rd carries heavy traffic from the south culminating in a very congested roundabout, especially at peak times. Difficulty with entering the roundabout is also of concern. Solution: Traffic signals.</td>
</tr>
<tr>
<td>14</td>
<td>Ipswich Road and Venner Road, Annerley</td>
<td>Turning traffic blocking through traffic and through congestion was cited. Solution: Improve turning lanes and add a green right turn arrow signal. One member suggested banning a right hand turn onto Ipswich Road.</td>
</tr>
<tr>
<td>15</td>
<td>Beenleigh – Redland Bay Road and Mt. Cotton Road, Cornubia</td>
<td>A variety of congestion problems were cited at this intersection. Solution: Unanimous solution was to change the intersection layout and install traffic signals. Major works at this intersection are set to commence in the near future.</td>
</tr>
</tbody>
</table>
Table 2.1 Top Twenty Reported Intersections (continued)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Intersection</th>
<th>Problems &amp; Possible Solutions Identified by Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Logan Road, Kessels Road and Mt. Gravatt – Capalaba Road, Upper Mt. Gravatt</td>
<td>Major roads crossing, with large shopping centres and car parks nearby. Heavy vehicles and through and turning traffic congestion. Solution: More road capacity or a tunnel / overpass.</td>
</tr>
<tr>
<td>17</td>
<td>Bribie Island Road and Bestmann Road East, Sandstone Point</td>
<td>Difficulty entering higher priority road from a lower priority road. Solution: Install roundabout or traffic signals.</td>
</tr>
<tr>
<td>18</td>
<td>South Pine Road and Stafford Road, Everton Park</td>
<td>Roadworks have taken place at this intersection recently, however it still received a number of complaints. Congested through movements. Solution: Change intersection layout or build overpass/tunnel.</td>
</tr>
<tr>
<td>19</td>
<td>Ann Street and Gipps Street, Fortitude Valley</td>
<td>Poor road layout leading up to Ann St from Gipps St. Difficulty in turning right onto Ann Street from Gipps Street. Congested at most times of the day as a result of traffic heading north on the Story Bridge. Solution: Add green right turn arrow signal Gipps Street into Ann Street.</td>
</tr>
<tr>
<td>20</td>
<td>Beenleigh Rd, Bonemill Road, and Datura Street, Runcorn</td>
<td>Beenleigh railway line runs alongside Beenleigh Road, congestion at this intersection from vehicles stopped to cross tracks and vehicles queuing on the side roads. Solution: Change intersection layout.</td>
</tr>
</tbody>
</table>

2.6 Top 20 Reported Sections of Road

Members were given the option of selecting a section of road as the site of their red spot. Twenty-seven percent of all red spot locations were sections of road (Figure 2.2). In general, through traffic congestion/long queues, not enough road capacity, and poor design of road layout were the major causes of delay on sections of road. Generally a section of road comprised of a series of consecutive intersections attributing to the problem.

The resulting worst 20 sections of road as nominated by members are listed in Table 2.2.
Table 2.2 Top 20 Reported Sections of Road (continued)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Section of Road</th>
<th>Problems / Solutions identified by Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Waterworks Road (Red Hill to The Gap)</td>
<td>A number of problems at intersections along this road however major roadworks seem to have dropped the ranking from 4 in 1999, to 10 in our 2003 survey. Results may have been skewed because of roadworks. Problems were too many lights, not enough road capacity, poor linking of traffic lights. Solution: Roadworks completion will alleviate some problems.</td>
</tr>
<tr>
<td>11</td>
<td>Pacific Motorway (Eight Mile Plains to Rochedale South)</td>
<td>Problems at merges and exits, most specifically near Eight Mile Plains with Logan Rd and Gateway merges. Solution: More road capacity/lanes.</td>
</tr>
<tr>
<td>12</td>
<td>Kelliher Rd / Garden Rd / Centenary Highway, Richlands</td>
<td>Problems stem from the Centenary Highway at peak times. The roundabout is a very congested area and the traffic signals at Boundary Road cause congestion back to the roundabout. Solution: More lanes for Kelliher Road.</td>
</tr>
<tr>
<td>13</td>
<td>High Street, Toowong</td>
<td>Very congested area with the close proximity of a major shopping centre and general business areas. On street parking is prohibited at peak times, but members questioned whether this should be extended as it reduces the capacity heading west on High Street. Solution: More road capacity, ban parking and improve signal timing.</td>
</tr>
<tr>
<td>14</td>
<td>Kingsford Smith Drive (Hamilton to Eagle Farm)</td>
<td>Some problems with merge lanes and turning as well as through traffic congestion. Too many traffic signals. Solution: Create or improve turning and merging lanes.</td>
</tr>
<tr>
<td>15</td>
<td>Moggill Road (Pullenvale to Toowong)</td>
<td>Mixture of problems along this route especially at intersections. Not enough road capacity, poor linking of traffic lights and congested turns. Moggill Rd and Brookfield Rd roundabout is being upgraded early 2004 to solve congestion issues at this roundabout. Solution: Improve traffic signal co-ordination along whole road.</td>
</tr>
<tr>
<td>16</td>
<td>Ann St, (Fortitude Valley to Brisbane City)</td>
<td>Most members identified problems with the bus lane installation in Fortitude Valley. They consider it unnecessary. Solution: Change to T2 lane or remove bus lane altogether.</td>
</tr>
<tr>
<td>17</td>
<td>Dawson Hwy, (Chapman Drive to Paterson Street) Gladstone</td>
<td>Some problems with intersections and general through congestion problems. Not enough road capacity at peak times. Solution: Members felt that more road capacity was the solution.</td>
</tr>
<tr>
<td>18</td>
<td>Bruce Highway (Murrumba Downs to Dakabin)</td>
<td>Not enough road capacity. Solution: More lanes, more road capacity. Roadworks currently taking place from Dohles Rocks Road to Anzac Avenue should alleviate the problems on this section.</td>
</tr>
<tr>
<td>19</td>
<td>Brisbane Urban Corridor (Granard Road, Riawena Road, Kessels Road and Mt Gravatt – Capalaba Road) Rocklea to Wishart</td>
<td>Heavily trafficked road crossing numerous major roads from Rocklea to Wishart. Not cited many times as a road section but problems are heavy vehicles, not enough road capacity and stoppages caused by too many traffic signals and crossing too many major intersections. Solution: Remove heavy vehicles, make overpasses or tunnels at major intersections (grade separation)</td>
</tr>
<tr>
<td>20</td>
<td>Old Cleveland Road (Stones Corner to Belmont)</td>
<td>Problems with turning traffic blocking through traffic and blockages such as parked cars and bus stops. Solution: Create or extend clearways, remove illegally parked vehicles and create better turning lanes.</td>
</tr>
</tbody>
</table>

2.7 Top Five Reported Rail Crossings

Delays at rail crossings can be amongst the most frustrating with motorists often required to wait at boom gates for extended periods of time. Examples of this usually occur:–

- when a station is close to the rail crossing resulting in the boom gates being down while the train is at the station; or

- when opposing train directions pass in the vicinity of the crossing.

In extreme cases this may cause drivers to perform dangerous manoeuvres. In other instances, delays at rail crossings may also be compounded if intersections and other devices are in close proximity. Hence public perception of rail (level) crossings implies that they impede the efficient flow of traffic. Table 2.3 outlines the five most frustrating rail crossings reported by members.
Table 2.3 Top Five Reported Railway Crossings

<table>
<thead>
<tr>
<th>Rank</th>
<th>Road with Rail Crossing</th>
<th>Problems / Solutions Identified by Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Newman Road near Robinson Road East/West, Geebung</td>
<td>Unnecessary waiting for trains is the main problem. The poor linking of traffic lights is prevalent at the crossing as adjacent Robinson Road intersections exist on either side. Road capacity is also an issue. Solution: Most people would like to see a bridge or tunnel constructed.</td>
</tr>
<tr>
<td>2</td>
<td>Cavendish Road near Temple Street / Clarence Street, Coorparoo</td>
<td>Boom gate timing problems and unnecessary waiting for trains. Through traffic congestion problems associated with the signalised intersections at Clarence Street and Temple Street. The proximity of Coorparoo Station to the crossing exacerbates the situation. Solution: Again, a bridge or tunnel, grade separation.</td>
</tr>
<tr>
<td>3</td>
<td>Beaudesert Road near Elizabeth Street, Acacia Ridge</td>
<td>Problems in the morning and afternoon peak times. Unnecessary waiting for trains (freight) was cited as the main concern. Changing departure/arrival times of interstate freight trains away from peak travel times was provided as a solution.</td>
</tr>
<tr>
<td>4</td>
<td>South Pine Road near Farrington Street, Alderley</td>
<td>Prolonged waiting times for trains to pass and through traffic congestion are the main concerns. Traffic on South Pine Road can block entry at nearby intersections and congestion at the crossing can overflow onto the roundabout blocking Pickering Street, South Pine Road and Raymont Rd. Solution: Every response received for this crossing cited an overpass / bridge as the solution.</td>
</tr>
<tr>
<td>5</td>
<td>Todds Road near Ebert Parade, Lawnton</td>
<td>Unnecessary waiting for trains at peak times, through traffic congestion and not enough road capacity. All responses cited improving boom gate timing as a solution to the problem.</td>
</tr>
</tbody>
</table>

2.8 Red spots ’03 Compared to Previous Surveys

The previous RACQ red spot surveys were conducted in 1996 and then 1999, with the initial survey form appearing in the June/July 1996 edition of *The Road Ahead* magazine. Approximately 500 responses were received in 1996, with Brisbane accounting for the majority of red spot locations (63.1%).

The previous 1999 survey received 80% more responses, totalling almost 900. Although the proportion of Brisbane responses was lower at 52% compared to 63.1% in 1996, the significant increase in total respondents attributed to a larger 1999 total for Brisbane. Other regional areas and local authorities received on average twice the number of responses as the previous survey in 1996.

The current 2003 survey received 35% more responses, totalling almost 1200 entries. Brisbane responses were comparable with the 1999 survey with 51% nominating Red spots in the Brisbane area. Regional areas accounted for 13% or 160 responses of nominated red spots versus 16% in 1999. The Houghton Highway was the only red spot nomination for Redcliffe in 1999, however, 68 responses (6%) were directly attributed to the Houghton Highway in the current survey. The nominations could be as a result of a public backlash to a reduction of speed on the Houghton Highway to 60km/h and the lack of consideration for another bridge crossing.

A total of 46 local authorities were represented (48 in 1999), of which 35 were outside the South-East Queensland area (38 in 1999). In the 1996 survey, red spots were nominated in only 17 other local authorities outside of South East Queensland. This is an indication that poor and inadequate traffic conditions continue to generate interest throughout the state, especially regional and country areas.

Intersections again recorded the highest number of delay problems (69%). Sections of road and rail crossings received 27% and 4% respectively. This compares favourably with the 1999 survey results of 62%, 30% and 7% respectively as well as the 1996 results of 77%, 20% and 3% respectively.
With reference to causes of delay, a substantial number of problems were experienced with congested turning movements – right, and congested turning movements – left at intersections in all three surveys.

For the 1996 survey (in order of most responses) the next highest problems were blockages due to parked cars, poor linking of traffic lights and vehicles turning into side streets. However during the 1999 survey the next highest responses were not enough road capacity and poor linking of traffic lights.

Interestingly in the 1996 survey, not enough road capacity received the lowest number of responses.

Locations of specific red spots were not consistent between the two earlier surveys. This was especially evident in the Top 20 lists. None of the Top 20 reported intersections in the 1996 survey appeared in the 1999 Top 20. However, eight of the Top 20 in 2003 were listed in the 1999 survey. Four out of the top five 2003 listed intersections had previously been in the Top 20 list of 1999. These were, Centenary Highway, Ipswich Motorway, Kelliher Road Roundabout, Darra; Ipswich Motorway and Logan Motorway merge, Gailes; Old Cleveland Road and Cavendish Road, Coorparoo; and Kessels Road and Mains Road, Macgregor.

The number one reported intersection in 1999 was the Gateway Motorway and Gympie Arterial Road/Bruce Highway merge at Bald Hills. This intersection has dropped off the list totally as a result of major roadworks, including road widening. At the time of the previous survey, four lanes were required to merge into just two lanes. The upgrade increased the number of lanes to four, and extended the four lanes north. This particular intersection not only dropped off the 2003 Top 20 list, but also did not receive a single nomination.

Only two reported sections of road appeared in both top 20 lists in 1996 and 1999 with six similar responses for the 2003 and 1999 survey. The Ipswich Motorway was the number one section of road in both the 1996 and 1999 surveys, and number four in the 2003 survey. Sandgate Road was the other road that ranked highly, appearing in seventh position in 1996 and fifth position in 1999, but dropped off the list for 2003 most likely due to completion of the Nundah by-pass tunnel and Inner City Bypass. The Houghton Highway easily attained the number one spot for 2003. Redcliffe City residents have been disappointed by the lowering of the speed limit on the bridge, its insufficient capacity during peak hours and after traffic incidents, and the bumpy surface of the bridge.

Rail crossing red spots were more consistent, with two locations (Boundary Road and Cavendish Road – first and third respectively) from the top three in 1996, appearing in second and third position respectively in 1999. Three of the top five 1999 rail crossings appeared in the 2003 survey. Newman Road, near Robinson Road East appeared in the number one spot. Boundary Road near Orange Grove Road dropped out as a result of works at nearby intersections, which closed off one road, redirecting the flow further west on Boundary Road.
3.0 GENERAL DISCUSSION OF PROBLEMS AND SOLUTIONS

3.1 Problems at Various Location Types

Cause of delay with respect to the type of location is outlined in Table 3.1. Sections 3.3, 3.4 and 3.5 outline the main member comments concerning problems and solutions that received high response numbers in the intersection, section of road and rail crossing categories.

Table 3.1 Problems with respect to Location Type

<table>
<thead>
<tr>
<th>Cause of Problem</th>
<th>Intersection</th>
<th>Section of Road</th>
<th>Rail Crossing</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congested turning movements – right</td>
<td>359</td>
<td>53</td>
<td>7</td>
<td>419</td>
<td>11.2</td>
</tr>
<tr>
<td>Congested turning movements – left</td>
<td>166</td>
<td>29</td>
<td>4</td>
<td>199</td>
<td>5.3</td>
</tr>
<tr>
<td>Through traffic congestion / long queues</td>
<td>323</td>
<td>175</td>
<td>25</td>
<td>523</td>
<td>14.0</td>
</tr>
<tr>
<td>Turning traffic blocking entry to turn lanes</td>
<td>151</td>
<td>40</td>
<td>9</td>
<td>200</td>
<td>5.3</td>
</tr>
<tr>
<td>Turning traffic blocking through traffic</td>
<td>144</td>
<td>44</td>
<td>5</td>
<td>193</td>
<td>5.2</td>
</tr>
<tr>
<td>Difficulty entering higher priority road from lower priority road</td>
<td>284</td>
<td>70</td>
<td>4</td>
<td>358</td>
<td>9.6</td>
</tr>
<tr>
<td>Poor design of road layout</td>
<td>233</td>
<td>118</td>
<td>11</td>
<td>362</td>
<td>9.7</td>
</tr>
<tr>
<td>Poor road signs and road markings</td>
<td>62</td>
<td>33</td>
<td>0</td>
<td>95</td>
<td>2.5</td>
</tr>
<tr>
<td>Green time at traffic lights too short</td>
<td>107</td>
<td>25</td>
<td>4</td>
<td>136</td>
<td>3.6</td>
</tr>
<tr>
<td>Insufficient green time for turning arrow</td>
<td>50</td>
<td>6</td>
<td>2</td>
<td>58</td>
<td>1.5</td>
</tr>
<tr>
<td>Lack of turning arrow signals</td>
<td>90</td>
<td>4</td>
<td>3</td>
<td>97</td>
<td>2.6</td>
</tr>
<tr>
<td>Red turning arrow shown when opposing traffic is low</td>
<td>30</td>
<td>3</td>
<td>2</td>
<td>35</td>
<td>0.9</td>
</tr>
<tr>
<td>Not enough road capacity / lanes</td>
<td>176</td>
<td>202</td>
<td>6</td>
<td>384</td>
<td>10.3</td>
</tr>
<tr>
<td>Blockages such as parked cars and bus stops</td>
<td>46</td>
<td>35</td>
<td>2</td>
<td>83</td>
<td>2.2</td>
</tr>
<tr>
<td>Poor linking of traffic lights</td>
<td>41</td>
<td>28</td>
<td>5</td>
<td>74</td>
<td>2.0</td>
</tr>
<tr>
<td>Speed limit too low</td>
<td>0</td>
<td>54</td>
<td>0</td>
<td>54</td>
<td>1.4</td>
</tr>
<tr>
<td>Unnecessary waiting for trains</td>
<td>6</td>
<td>3</td>
<td>33</td>
<td>42</td>
<td>1.1</td>
</tr>
<tr>
<td>Unnecessary waiting for pedestrians</td>
<td>15</td>
<td>6</td>
<td>1</td>
<td>22</td>
<td>0.6</td>
</tr>
<tr>
<td>Poor visibility (Overgrowth etc.)</td>
<td>92</td>
<td>19</td>
<td>3</td>
<td>114</td>
<td>3.0</td>
</tr>
<tr>
<td>Other</td>
<td>185</td>
<td>105</td>
<td>6</td>
<td>296</td>
<td>7.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2560</td>
<td>1052</td>
<td>132</td>
<td>3744</td>
<td>100</td>
</tr>
</tbody>
</table>

Most of the problems and delays stemmed from *not enough road capacity/lanes*, leading to members also citing *through traffic congestion/long queues* as a major issue. *Insufficient green time for turning arrow* as well as *green time at traffic lights too short* did not factor as highly in this survey as the previous survey, but certainly green time and phasing at signalised intersections bears an impact on through congestion, and turning movement congestion.

Rail crossings, understandably, was the subject of *unnecessary waiting for trains*. In some instances the members complained about the proximity of an intersection to the rail crossing. Therefore problems, such as *congested turning movements* and *poor linking of traffic lights*, overlapped in some cases.

Specific details of the worst of these intersections, sections of road and rail crossings are given in Section 2.0, ‘Discussion of Results’.

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6 The totals in this column do not include the entries from the “Other Types” option for red spot location type as displayed in Figure 2.2.
3.2 Solutions at Various Location Types

Solution option with respect to the type of location is outlined in Table 3.2.

Table 3.2 Solution Options with Respect to Location Type

<table>
<thead>
<tr>
<th>Solution Provided</th>
<th>Intersection</th>
<th>Section of Road</th>
<th>Rail Crossing</th>
<th>Total†</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>More lanes/more road capacity</td>
<td>168</td>
<td>177</td>
<td>7</td>
<td>352</td>
<td>15.4</td>
</tr>
<tr>
<td>Construct a bridge or tunnel</td>
<td>107</td>
<td>107</td>
<td>27</td>
<td>241</td>
<td>10.5</td>
</tr>
<tr>
<td>Create/extend clearway/parking restric's</td>
<td>25</td>
<td>12</td>
<td>1</td>
<td>38</td>
<td>1.7</td>
</tr>
<tr>
<td>Better policing of regulations</td>
<td>42</td>
<td>19</td>
<td>0</td>
<td>61</td>
<td>2.7</td>
</tr>
<tr>
<td>Remove illegally parked vehicles</td>
<td>7</td>
<td>8</td>
<td>0</td>
<td>15</td>
<td>0.7</td>
</tr>
<tr>
<td>Remove / Relocate bus stop</td>
<td>17</td>
<td>9</td>
<td>0</td>
<td>26</td>
<td>1.1</td>
</tr>
<tr>
<td>Indent bus stop</td>
<td>8</td>
<td>12</td>
<td>0</td>
<td>20</td>
<td>0.9</td>
</tr>
<tr>
<td>Create or improve turning/merging lanes</td>
<td>181</td>
<td>53</td>
<td>2</td>
<td>236</td>
<td>10.3</td>
</tr>
<tr>
<td>Ban a turning movement</td>
<td>41</td>
<td>16</td>
<td>1</td>
<td>58</td>
<td>2.5</td>
</tr>
<tr>
<td>Add green right turn arrow signal</td>
<td>98</td>
<td>6</td>
<td>2</td>
<td>106</td>
<td>4.6</td>
</tr>
<tr>
<td>Remove red arrow traffic signal</td>
<td>30</td>
<td>1</td>
<td>0</td>
<td>31</td>
<td>1.4</td>
</tr>
<tr>
<td>Increase speed limit</td>
<td>1</td>
<td>46</td>
<td>0</td>
<td>47</td>
<td>2.1</td>
</tr>
<tr>
<td>Improve timing/co-ordination of signals</td>
<td>108</td>
<td>45</td>
<td>8</td>
<td>161</td>
<td>7.0</td>
</tr>
<tr>
<td>Install roundabouts or traffic lights</td>
<td>265</td>
<td>19</td>
<td>3</td>
<td>287</td>
<td>12.5</td>
</tr>
<tr>
<td>Change intersection layout</td>
<td>169</td>
<td>25</td>
<td>5</td>
<td>199</td>
<td>8.7</td>
</tr>
<tr>
<td>Improve road signs and road markings</td>
<td>54</td>
<td>30</td>
<td>1</td>
<td>85</td>
<td>3.7</td>
</tr>
<tr>
<td>Improve railway boom gate timing</td>
<td>2</td>
<td>2</td>
<td>18</td>
<td>22</td>
<td>1.0</td>
</tr>
<tr>
<td>Other</td>
<td>212</td>
<td>85</td>
<td>8</td>
<td>305</td>
<td>13.3</td>
</tr>
<tr>
<td>TOTALS</td>
<td>1535</td>
<td>672</td>
<td>83</td>
<td>2290</td>
<td>100</td>
</tr>
</tbody>
</table>

A similar situation is noticed for sections of road, however the call for more lanes and road capacity was considerably higher, exceeding slightly the number of times nominated for intersections (168 for ‘intersections’ compared with 177 for ‘section of road’, Table 3.2). Considering only 27% (just over 320 out of 1191 responses) of responses were for ‘section of road’ versus 69% (821 responses out of 1191) for ‘intersections’, this is a prominent figure.

The most commonly selected solutions in relation to rail crossings were to construct a bridge or tunnel and improve railway boom gate timing. Where intersections were located close to a rail crossing, improve timing/co-ordination of signals and change intersection layout were nominated as solutions.

3.3 Member Comments and Solutions for Intersection Red spots

3.3.1 Turning at Intersections

The majority of problems encountered at intersections were turning difficulties both right (11.2%) and left (5.3%) due to congestion. In terms of responses received, 359 out of 821† (43.7%) intersection responses nominated congested right turn movements as a problem. Other responses that could be included under the banner of congested turning movements is through traffic blocking entry to turn lanes (5.3%) and difficulty entering a higher priority road from a lower priority road (9.6%).

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7 The totals in this column do not include the entries from the “Other Types” option for red spot location type as displayed in Figure 2.2.
8 821 out of 1191 red spot responses received selected ‘Intersection’ as the type of location.
Turning movements at intersections were congested or confusing due to a number of reasons. The most common reasons were:

- High volumes of traffic on the higher priority road, making it difficult to enter from a lower priority road;
- Through traffic blocking entry into the turning lanes;
- Turning traffic blocking through traffic;
- Reduced visibility due to obstructions, over-growth on traffic islands/roundabouts and parked cars on the side of the road;
- Lack of turning arrow at intersections;
- Insufficient or poor road signs and pavement markings;
- Insufficient green time for the turning arrow phase; and
- Red turning arrow shown during periods when opposing traffic is light.

The most common solutions suggested by members, addressing these problems were:

- Provide or install a right turn green arrow signal;
- Allow more time for left and right turn phases;
- Install traffic lights;
- Install roundabouts;
- Provide better facilities for left and right turning lanes;
- Ban a turning movement; and
- Remove red arrow traffic signal.

Overall, right turning movements accounted for more than twice the reported problems, when compared to left turns.

### 3.3.2 Through Traffic Congestion

The largest singular problem identified out of the pre-established problem categories was *through traffic congestion / long queues*. This problem could not be benchmarked from past surveys, as this was a new problem option. Problems that received a high number of nominations for ‘intersections’ as well as for ‘sections of road’ were *Not enough road capacity/lanes* (10.3% in total, Table 3.1) and *poor design of road layout* (9.7% in total, Table 3.1). Other details were also provided to explain the problem:

- One road at the intersection has too much priority or too much time is allocated for the minor stream traffic flow;
- The green time is too short;
- The linking of traffic lights at subsequent intersections is not synchronised;
- Red light being shown when opposing traffic is low; and
• Heavy vehicles accelerate too slowly, especially up-hill, consequently limiting through capacity at the intersection.

The main solutions that members offered to improve congestion included:

• More lanes/more road capacity;
• Construct a bridge or tunnel;
• Improve the design layout of intersection (mainly include turn lanes to reduce instances of turning traffic blocking through traffic);
• Increasing the green time; and
• Better linking of traffic lights.

3.3.3 Road Capacity

The issue of road capacity also received particular attention, ranking as the fifth most cited problem in the ‘intersection’ category. Not enough road capacity / lanes was also prevalent in the category for ‘section of road’. However there were characteristic differences in causes of delay between ‘intersections’ and ‘sections of road’. Section 3.4.1 outlines details of insufficient road capacity on sections of road.

The most common problems that members selected for ‘intersections’ were as follows:

• Inadequate left and right turning lanes;
• Two lanes merging into one immediately after an intersection;
• Not enough road width for through traffic to pass or negotiate left and right turning vehicles;
• Right side merge onto a motorway; and
• Blockages from parked vehicles near intersections.

The solutions provided were:

• Construct turning lanes at intersections;
• Lengthen the existing turning lanes;
• Resume any vacant land on the side of the intersection or utilise the median strip for extra lanes;
• Remove the bus lane, and to a lesser extent transit lanes;
• Construct a bridge, tunnel or bypass; and
• Create/extend clearway/parking restrictions.
3.4 Member Comments and Solutions for Sections of Road Red Spots

3.4.1 Road Capacity

The discussion of road capacity for ‘section of road’ will centre mainly on the respondent comments that accompanied the nomination.

The majority of problems encountered on ‘sections of road’ centred on *not enough road capacity/lanes*. This problem was chosen 202 times (in Table 3.1) out of the 325 times participants nominated a section of road. Road capacity delays as well as through traffic congestion on sections of road were associated with the following reasons:

- Merges, right hand merges, short lengths of merge, four lanes merge into two, two lane merge into one, etc;
- Physically not enough road capacity to accommodate increased traffic flows;
- Turning vehicles blocking through traffic at intersections along the route. This is especially common on single lane roads without adequate space on the left and right for turning manoeuvres;
- Not enough overtaking lanes on country roads to pass slow traffic; and
- Parked cars and bus stops effectively reducing two lanes of traffic to a single lane.

Solutions to the problem of insufficient road capacity were more complex, often classified as major construction projects. For example, constructing or widening roads and bridges would involve considerable capital expenditure.

Some solutions addressed by members are outlined below:

- Provide more lanes and road capacity;
- Construct a bridge/tunnel or bypass;
- Construct, lengthen or provide more overtaking lanes and better designed merge lanes;
- Extend clearways to prevent parked cars reducing available road space; and
- Indent bus stops.

3.4.2 Linking of Traffic Lights

Apart from insufficient road capacity, members also reported that traffic signal timing was a problem, in particular the poor linking of traffic lights along a series of intersections on a particular road or a number of roads. *Improve timing/co-ordination of signals* rated sixth highest for solutions on ‘sections of road’. However, it did not rate very high in the problems section, showing that people still regard this as a slight problem but have other more significant problems to nominate on sections of road. Some of the responses relating to linking of traffic lights are listed below, however specific reasons for the delay

---

9 325 out of 1191 red spot nominations selected ‘Section of road’ as location type.
were not available in many instances, as the problem was simply due to coordination and synchronising reasons along a section of consecutive signalised intersections:

- Too many signalised intersections over a short length of road, especially on specific traffic corridors such as Moggill Road, Waterworks Road, etc.; and
- Traffic lights are not coordinated.

Some solutions forwarded by members are outlined below:

- Improve the timing and coordination of traffic lights;
- Remove excessive or unnecessary traffic lights from certain intersections along the route;
- Provide less green time for roads with minor traffic flows; and
- Construct more lanes or road capacity so that more traffic can negotiate the intersection/s during the limited available time.

### 3.5 Member Comments and Solutions for Rail Crossings

#### 3.5.1 Unnecessary Waiting for Trains

*Unnecessary waiting for trains* was nominated 33 times (Table 3.1) out of 46\(^\text{10}\) in total responses for ‘Rail Crossing’. *Through traffic congestion* could be grouped into the unnecessary waiting category with 25 responses. These are both significant figures and detail the problems and frustrations that face motorists. Some of the member comments are as follows:

- Boom gates go down too early;
- Boom gates remain down when the train is in the station;
- Inappropriate time for a freight train to cross a major road (Beaudesert Road, near Elizabeth St, Acacia Ridge);
- Motorists must wait for two trains going in opposite directions at close intervals; and
- Train station too close to major road crossing, as the carriages stop across the road.

Some solutions offered by members were:

- Improve the boom gate timing so as to make best use of the available time;
- Construct a bridge or tunnel for the traffic;
- Construct a tunnel for the railway line; and
- Scheduling of non-passenger and freight trains to run at night when they will cause minimal disruption to traffic.

\(^{10}\) 46 out of 1191 red spot nominations selected ‘Railway Crossing’ as location type
APPENDIX A: COMPARISON OF RESPONSES BY GENDER AND AGE

Figure A1  Number of Responses by Gender (1999 vs 2003)

Both male and female responses increased in total for the current survey compared with 1999, however a greater proportion of female responses were received in the 2003 survey.

Table A1 highlights the problems identified by both male and female respondents. The table also compares the proportion of problems reported by each gender. There were no major differences in the way that red spot locations and problems were perceived by males and females.

<table>
<thead>
<tr>
<th>Cause of Problem</th>
<th>Male</th>
<th>%</th>
<th>Female</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congested turning movements – right</td>
<td>220</td>
<td>11.2</td>
<td>194</td>
<td>11.2</td>
</tr>
<tr>
<td>Congested turning movements – left</td>
<td>100</td>
<td>5.1</td>
<td>98</td>
<td>5.7</td>
</tr>
<tr>
<td>Through traffic congestion / long queues</td>
<td>269</td>
<td>13.6</td>
<td>250</td>
<td>14.5</td>
</tr>
<tr>
<td>Through traffic blocking entry to turn lanes</td>
<td>93</td>
<td>4.7</td>
<td>105</td>
<td>6.1</td>
</tr>
<tr>
<td>Turning traffic blocking through traffic</td>
<td>96</td>
<td>4.9</td>
<td>95</td>
<td>5.5</td>
</tr>
<tr>
<td>Difficulty entering higher priority road from a lower priority road</td>
<td>207</td>
<td>10.5</td>
<td>145</td>
<td>8.4</td>
</tr>
<tr>
<td>Poor design of road layout</td>
<td>203</td>
<td>10.3</td>
<td>152</td>
<td>8.8</td>
</tr>
<tr>
<td>Poor road signs and road markings</td>
<td>59</td>
<td>3.0</td>
<td>36</td>
<td>2.1</td>
</tr>
<tr>
<td>Green time at traffic lights too short</td>
<td>65</td>
<td>3.3</td>
<td>71</td>
<td>4.1</td>
</tr>
<tr>
<td>Insufficient green time for turning arrow</td>
<td>29</td>
<td>1.5</td>
<td>26</td>
<td>1.5</td>
</tr>
<tr>
<td>Lack of turning arrow signals</td>
<td>52</td>
<td>2.6</td>
<td>44</td>
<td>2.5</td>
</tr>
<tr>
<td>Red turning arrow shown when opposing traffic is low</td>
<td>14</td>
<td>0.7</td>
<td>21</td>
<td>1.2</td>
</tr>
<tr>
<td>Not enough road capacity / lanes</td>
<td>199</td>
<td>10.1</td>
<td>179</td>
<td>10.3</td>
</tr>
<tr>
<td>Blockages such as parked cars and bus stops</td>
<td>45</td>
<td>2.3</td>
<td>37</td>
<td>2.1</td>
</tr>
<tr>
<td>Poor linking of traffic lights</td>
<td>26</td>
<td>1.3</td>
<td>46</td>
<td>2.7</td>
</tr>
<tr>
<td>Speed limit too low</td>
<td>31</td>
<td>1.6</td>
<td>23</td>
<td>1.3</td>
</tr>
<tr>
<td>Unnecessary waiting for trains</td>
<td>20</td>
<td>1.0</td>
<td>22</td>
<td>1.2</td>
</tr>
<tr>
<td>Unnecessary waiting for pedestrians</td>
<td>14</td>
<td>0.7</td>
<td>8</td>
<td>0.5</td>
</tr>
<tr>
<td>Poor visibility (Overgrowth etc.)</td>
<td>63</td>
<td>3.2</td>
<td>48</td>
<td>2.8</td>
</tr>
<tr>
<td>Other</td>
<td>166</td>
<td>8.4</td>
<td>128</td>
<td>7.4</td>
</tr>
</tbody>
</table>
Figure A2 outlines the number of responses according to age group.

**Figure A2 Number of Responses Corresponding to Age**
Table A2
The Proportion of Problems as Perceived by Age Group (%)

<table>
<thead>
<tr>
<th>Cause of Problem</th>
<th>&lt;17</th>
<th>17-25</th>
<th>26-39</th>
<th>40-59</th>
<th>60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congested turning movements – right</td>
<td>25.0</td>
<td>9.0</td>
<td>12.0</td>
<td>11.5</td>
<td>10.2</td>
</tr>
<tr>
<td>Congested turning movements – left</td>
<td>0.0</td>
<td>3.2</td>
<td>6.6</td>
<td>5.0</td>
<td>5.2</td>
</tr>
<tr>
<td>Through traffic congestion / long queues</td>
<td>25.0</td>
<td>13.5</td>
<td>14.3</td>
<td>13.8</td>
<td>14.3</td>
</tr>
<tr>
<td>Through traffic blocking entry to turn lanes</td>
<td>0.0</td>
<td>3.2</td>
<td>5.5</td>
<td>5.3</td>
<td>5.7</td>
</tr>
<tr>
<td>Turning traffic blocking through traffic</td>
<td>0.0</td>
<td>5.8</td>
<td>5.6</td>
<td>5.0</td>
<td>5.0</td>
</tr>
<tr>
<td>Difficulty entering higher priority road from a lower priority road</td>
<td>25.0</td>
<td>4.5</td>
<td>8.6</td>
<td>10.5</td>
<td>9.3</td>
</tr>
<tr>
<td>Poor design of road layout</td>
<td>25.0</td>
<td>7.7</td>
<td>9.8</td>
<td>9.9</td>
<td>9.3</td>
</tr>
<tr>
<td>Poor road signs and road markings</td>
<td>0.0</td>
<td>3.2</td>
<td>2.9</td>
<td>2.1</td>
<td>3.0</td>
</tr>
<tr>
<td>Green time at traffic lights too short</td>
<td>0.0</td>
<td>7.7</td>
<td>2.8</td>
<td>3.5</td>
<td>4.0</td>
</tr>
<tr>
<td>Insufficient green time for turning arrow</td>
<td>0.0</td>
<td>3.2</td>
<td>1.4</td>
<td>1.6</td>
<td>1.2</td>
</tr>
<tr>
<td>Lack of turning arrow signals</td>
<td>0.0</td>
<td>3.2</td>
<td>3.0</td>
<td>2.3</td>
<td>2.8</td>
</tr>
<tr>
<td>Red turning arrow shown when opposing traffic is low</td>
<td>0.0</td>
<td>2.6</td>
<td>0.9</td>
<td>0.9</td>
<td>0.8</td>
</tr>
<tr>
<td>Not enough road capacity / lanes</td>
<td>0.0</td>
<td>9.7</td>
<td>9.4</td>
<td>10.0</td>
<td>11.5</td>
</tr>
<tr>
<td>Blockages such as parked cars and bus stops</td>
<td>0.0</td>
<td>3.9</td>
<td>2.8</td>
<td>2.0</td>
<td>2.0</td>
</tr>
<tr>
<td>Poor linking of traffic lights</td>
<td>0.0</td>
<td>5.2</td>
<td>1.6</td>
<td>2.2</td>
<td>1.3</td>
</tr>
<tr>
<td>Speed limit too low</td>
<td>0.0</td>
<td>1.9</td>
<td>1.4</td>
<td>1.5</td>
<td>1.4</td>
</tr>
<tr>
<td>Unnecessary waiting for trains</td>
<td>0.0</td>
<td>0.6</td>
<td>1.3</td>
<td>1.1</td>
<td>1.2</td>
</tr>
<tr>
<td>Unnecessary waiting for pedestrians</td>
<td>0.0</td>
<td>0.6</td>
<td>0.6</td>
<td>0.7</td>
<td>0.3</td>
</tr>
<tr>
<td>Poor visibility (Overgrowth etc.)</td>
<td>0.0</td>
<td>2.6</td>
<td>2.9</td>
<td>3.3</td>
<td>2.7</td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
<td>8.4</td>
<td>6.8</td>
<td>8.0</td>
<td>8.8</td>
</tr>
</tbody>
</table>

The proportion of problems causing each delay appeared to be consistently identified across all age groups except for the <17 and 17-25 year age groups. The 17-25 age group seem to identify more problems relating to traffic lights.
APPENDIX B: THE ROAD AHEAD ARTICLES

Figure B1 Initial Article and Survey Form
(from page 26 of the October/November 2003 edition of The Road Ahead)

features

Name your red spots

In safety and efficiency terms, red spots represent congested traffic areas that make drivers red and lift the potential for crashes and motorists’ aggression. The RACQ surveys members to help identify red spots and this information is used to rectify problem locations. Input is important from people in both city and regional areas.

How to take part
Just complete the survey and return it to RACQ (see details below).

Participate and win
The RACQ is offering one major prize of two nights accommodation at a special rates property®. There are also five prizes of RACQ Ultra Care to be won, which can be added to the winners' memberships from the next renewal date. To be eligible for the prize draw, please return forms by November 15. *Conditions apply.*

Please provide details of your red spot. If you have more than one red spot, please use a separate form for each spot.

Red Spot SURVEY FORM

Membership No. (Required for prize draw)
Postcode: □ □ □ □ □ □ □ □ Gender: Male □ Female □
Age: □ <20 □ 20-29 □ 30-39 □ 40-49 □ 50-59 □ 60+ □

1. Is your Red Spot? (Tick one box)
  □ Intersection no traffic signals
  □ Intersection with traffic signals
  □ Section of road
  □ Rail crossing
  □ Other (please specify)

2. Where is the Red Spot? (Complete only one section)
  If it is an intersection or roundabout:
    Through road name:
    Intersecting road name:
    Suburb:
    Map Reference (if possible):
  If it is a section of road, street or highway:
    Road Name:
    Between intersecting road 1:
    And intersecting road 2:
    Suburb:
    Map Reference (if possible):
  If it is a railway crossing:
    Through road name:
    Nearest intersecting road:
    Suburb:
    Map Reference (if possible):

3. What is the direction of the traffic most affected by the delay?
   (Tick combination if required, e.g. NE)
   □ Northbound □ Southbound
   □ Eastbound □ Westbound

4. What day is the delay the worst? (Tick combination if required)
   □ Monday to Friday □ Saturday
   □ Sunday □ Special events (please specify)

5. During which time period(s) is the problem worst?
   □ 7:00am-9:00am, early morning
   □ 9:00am-12:00pm, late morning
   □ 12:00pm-2:30pm, midday
   □ 2:30pm-4:00pm, school pickup

Return survey forms to RACQ by: Mail (RACQ Red Spot Survey, Traffic and Safety, PO Box 4, Springfield, QLD 4127, Fax (3302 2343), or drop it into any RACQ branch office. You can also access the form at www.racq.com.au.

Red Spot Survey – January 2004
Traffic and Safety Department
Figure B2  Follow Up Article Presenting Preliminary Results
(from pages 6 & 7 of the February/March 2004 edition of *The Road Ahead*)

Rotten roads rile

RACQ's Red Spots Survey has identified the state's most frustrating roads.

Story Jim Mathers

ACQ members have identified the Houghton Highway, from Brighton to Clontarf, as Queensland’s number one ‘pain in the neck’, as far as traffic problems are concerned.

The Houghton Highway received by far the most nominations (68) in RACQ's latest Red Spots Survey, conducted in the final months of 2003. In the previous survey, completed in 1999, the highway was nominated just once.

According to the Club's Traffic and Safety Department, the rush of members seeing red over the Houghton Highway was mainly due to the trial speed reduction to 60 km/h, road capacity limitations and the lack of consideration by authorities of another bridge crossing.

This is the third time since 1996 that RACQ has conducted a Red Spots Survey.

The survey aims to identify sections of road, intersections or railway crossings in Queensland where motorists are unnecessarily delayed and which cause frustration amongst road users.

In the 2003 survey, some 1200 responses identified problem roads and intersections in 46 local authorities. Brisbane (91 percent) received the highest number of red spot nominations.

Red spots were identified in most cities or shires in the south-east, including the Gold Coast (10 percent of nominations), Redcliffe (6 percent), Maroochy and Ipswich (4 percent each), Caboolture and Logan (3 percent each), and Pine Rivers and Redland (2 percent each).

Regional and country red spot locations accounted for 13 percent of nominations, the most prolific being complaints highlighted problems with intersections, while more than a quarter cited problems with particular roads. Some 7 percent had concerns about road crossing delays.

The number one nominated problem intersection in Queensland was Brisbane's junction of South Pine, Raymont and Sicklefield roads and Pickering Street, Enoggera. RACQ members said there were too many roads converging into this roundabout and it could not meet traffic demands at peak times.

Also, two Brisbane rail crossings continue to cause despair among motorists: Newman Road, Geebung, near Robison Road East/West (first in 2003 and 1999 — poor linking of traffic lights, unnecessary waiting for trains, insufficient road capacity) and Cavendish Road, Coorparoo, near Temple and Clarence streets (in top

Top 20 Reported Sections of Road

<table>
<thead>
<tr>
<th>Rank</th>
<th>Section of Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Houghton Hwy (Clontarf to Brighton)</td>
</tr>
<tr>
<td>2</td>
<td>Gateway Motorway (Boosdale to Eight Mile Plains)</td>
</tr>
<tr>
<td>3</td>
<td>Gold Coast Hwy (Southport to Surfers Paradise)</td>
</tr>
<tr>
<td>4</td>
<td>Ipswich Motorway (Riverview to Wacol)</td>
</tr>
<tr>
<td>5</td>
<td>Bowen Bridge Rd/Lubwache Rd/Gympie Rd (Windsor to Herston and Chermside to Strathpine)</td>
</tr>
<tr>
<td>6</td>
<td>South Pine Rd (Everton Park, Eton Park)</td>
</tr>
<tr>
<td>7</td>
<td>Sunshine Motorway (Minyama to Pacific Paradise)</td>
</tr>
<tr>
<td>8</td>
<td>Logan Rd (Mt Gravatt to Underwood)</td>
</tr>
<tr>
<td>9</td>
<td>Nicklin Way (Caloundra to Minyama)</td>
</tr>
<tr>
<td>10</td>
<td>Waterworks Rd (Red Hill to The Gap)</td>
</tr>
<tr>
<td>11</td>
<td>Pacific Motorway (Eight Mile Plains to Rochdale St)</td>
</tr>
<tr>
<td>12</td>
<td>Kellher Rd/Garden Rd/Centenary Hwy, Richlands</td>
</tr>
<tr>
<td>13</td>
<td>High St, Toowong</td>
</tr>
<tr>
<td>14</td>
<td>Kingsford Smith Ave (Hamilton to Eagle Farm)</td>
</tr>
<tr>
<td>15</td>
<td>Moggill Rd (Pullenvale to Toowong)</td>
</tr>
<tr>
<td>16</td>
<td>Ann St (Fortitude Valley to Brisbane City)</td>
</tr>
<tr>
<td>17</td>
<td>Dawson Hwy (Chapman Drive to Paterson Street), Gladstone</td>
</tr>
<tr>
<td>18</td>
<td>Bruce Hwy (Murumba Downs to Dakabin)</td>
</tr>
<tr>
<td>19</td>
<td>Brisbane Urban Corridor (Green Rd, Rhiwena Rd, Kessels Rd and Mt Gravatt-Capalaba Rd), Rocklea to Wishart</td>
</tr>
<tr>
<td>20</td>
<td>Old Cleveland Rd (Stones Corner to Belmont)</td>
</tr>
</tbody>
</table>

Queensland's most frustrating intersection is located at Enoggera, Brisbane.
three since 1996 – boom gate timing, unnecessary waiting, through traffic congestion due to nearby signalised intersection problems).

In total, motorists identified more than 3750 significant traffic delay problems across Queensland.

'Turning movement congestion' contributed to 16.3 percent of total traffic problems, with members experiencing twice as many problems negotiating right turns compared with left turns.

Other popular motoring grievances included ‘through traffic congestion’ (14 percent), ‘insufficient road capacity’ (10.3 percent), ‘poor road design’ (9.7 percent) and ‘difficulty entering higher priority road’ (9.6 percent).

Key complaints about the top five reported sections of road included:

1. Houghton Highway, Brighton to Clifton (insufficient capacity, 60 km/h speed limit inappropriate, accidents and tidal flow system problems cause major congestion).

2. Gateway Motorway, Boondall to Eight Mile Plains (insufficient capacity, position of toll gates, merging of exit lanes from toll gates, entry ramps congested at peak times).

3. Gold Coast Highway, Southport to Surfers Paradise (insufficient capacity, congested movements for turning and through traffic, poor road design).

4. Ipswich Motorway, Riverview to Wacol (insufficient capacity, right hand merge lane at Gailes a major hazard).

5. Bowen Bridge/Lutwyche.

Traffic and Safety Department
Bowen Bridge Rd, Herston, irks drivers.

Red Spot Survey – January 2004
Traffic and Safety Department
APPENDIX C: LOCAL AUTHORITIES WITH REPORTED RED SPOTS

Table C1  List of Local Authorities

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Local Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atherton Shire Council</td>
<td>Ipswich City Council</td>
</tr>
<tr>
<td>Banana Shire Council</td>
<td>Johnstone Shire Council</td>
</tr>
<tr>
<td>Beaudesert Shire Council</td>
<td>Kilkivan Shire Council</td>
</tr>
<tr>
<td>Bowen Shire Council</td>
<td>Kingaroy Shire Council</td>
</tr>
<tr>
<td>Brisbane City Council</td>
<td>Livingstone Shire Council</td>
</tr>
<tr>
<td>Bundaberg City Council</td>
<td>Logan City Council</td>
</tr>
<tr>
<td>Burdekin Shire Council</td>
<td>Mackay City Council</td>
</tr>
<tr>
<td>Caboolture Shire Council</td>
<td>Mareeba Shire Council</td>
</tr>
<tr>
<td>Cairns City Council</td>
<td>Maroochy Shire Council</td>
</tr>
<tr>
<td>Calliope Shire Council</td>
<td>Maryborough City Council</td>
</tr>
<tr>
<td>Caloundra City Council</td>
<td>Millmerran Shire Council</td>
</tr>
<tr>
<td>Cardwell Shire Council</td>
<td>Monto Shire Council</td>
</tr>
<tr>
<td>Charters Towers City Council</td>
<td>Noosa Shire Council</td>
</tr>
<tr>
<td>Cook Shire Council</td>
<td>Pine Rivers Shire Council</td>
</tr>
<tr>
<td>Cooloola Shire Council</td>
<td>Redcliffe City Council</td>
</tr>
<tr>
<td>Crows Nest Shire Council</td>
<td>Redland Shire Council</td>
</tr>
<tr>
<td>Dalby Town Council</td>
<td>Rockhampton City Council</td>
</tr>
<tr>
<td>Douglas Shire Council</td>
<td>Roma Town Council</td>
</tr>
<tr>
<td>Emerald Shire Council</td>
<td>Thuringowa City Council</td>
</tr>
<tr>
<td>Gayndah Shire Council</td>
<td>Toowoomba City Council</td>
</tr>
<tr>
<td>Gladstone City Council</td>
<td>Townsville City Council</td>
</tr>
<tr>
<td>Gold Coast City Council</td>
<td>Warwick Shire Council</td>
</tr>
<tr>
<td>Hervey Bay City Council</td>
<td>Whitsunday Shire Council</td>
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</table>
APPENDIX D: FULL LIST OF CODED OPTIONS FOR RED SPOTS INCLUDING TIMES, PROBLEMS AND SOLUTIONS

Table D1 Coded Time of Day Options

<table>
<thead>
<tr>
<th>Code #</th>
<th>Time Of Day</th>
<th>Period</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>7.00am – 9.30am</td>
<td>Early morning</td>
</tr>
<tr>
<td>2</td>
<td>9.30am – 12.00pm</td>
<td>Late morning</td>
</tr>
<tr>
<td>3</td>
<td>12.00pm – 2.30pm</td>
<td>Midday</td>
</tr>
<tr>
<td>4</td>
<td>2.30pm – 4.00pm</td>
<td>School pick-up</td>
</tr>
<tr>
<td>5</td>
<td>4.00pm – 6.30pm</td>
<td>Late afternoon</td>
</tr>
<tr>
<td>6</td>
<td>6.30pm – 9.00pm</td>
<td>Evening</td>
</tr>
<tr>
<td>7</td>
<td>9.00pm – 7.00am</td>
<td>Night</td>
</tr>
<tr>
<td>Code #</td>
<td>Problem/Supplementary Problem</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Congested turning movements – right turn</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Congested turning movements - left turn</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Through traffic congestion / long queues</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Through traffic blocking entry to turn lanes</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Turning traffic blocking through traffic</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Difficulty entering higher priority road from a lower priority road</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Poor design of road layout</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Poor road signs and road markings</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Green time at traffic lights too short</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Insufficient green time for turning arrow</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Lack of turning arrow signals</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Red turning arrow shown when opposing traffic is low</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Not enough road capacity/lanes</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Blockages such as parked cars and bus stops</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Poor linking of traffic lights</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Speed limit too low</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Unnecessary waiting for trains</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Unnecessary waiting for pedestrians</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Poor visibility (Overgrowth, parked cars, etc.)</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
### Table D3  Coded Solutions and Supplementary Solutions

<table>
<thead>
<tr>
<th>Code #</th>
<th>Solution/Supplementary Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>More lanes/more road capacity</td>
</tr>
<tr>
<td>2</td>
<td>Construct a bridge or tunnel</td>
</tr>
<tr>
<td>3</td>
<td>Create or extend clearways and parking restrictions</td>
</tr>
<tr>
<td>4</td>
<td>Better policing of regulations</td>
</tr>
<tr>
<td>5</td>
<td>Remove illegally parked vehicles</td>
</tr>
<tr>
<td>6</td>
<td>Remove / Relocate Bus Stop</td>
</tr>
<tr>
<td>7</td>
<td>Indent Bus Stop</td>
</tr>
<tr>
<td>8</td>
<td>Create or improve turning / merging lanes</td>
</tr>
<tr>
<td>9</td>
<td>Ban a turning movement</td>
</tr>
<tr>
<td>10</td>
<td>Add green right turn arrow signal</td>
</tr>
<tr>
<td>11</td>
<td>Remove red arrow traffic signal</td>
</tr>
<tr>
<td>12</td>
<td>Increase speed limit</td>
</tr>
<tr>
<td>13</td>
<td>Improve timing/coordination of traffic lights</td>
</tr>
<tr>
<td>14</td>
<td>Install roundabout or traffic lights</td>
</tr>
<tr>
<td>15</td>
<td>Change intersection layout</td>
</tr>
<tr>
<td>16</td>
<td>Improve road signs and road markings</td>
</tr>
<tr>
<td>17</td>
<td>Improve railway boom gate timing</td>
</tr>
<tr>
<td>18</td>
<td>Other</td>
</tr>
</tbody>
</table>

Red Spot Survey – January 2004

Traffic and Safety Department
APPENDIX E: LIST OF RED SPOTS
<table>
<thead>
<tr>
<th>Suburb/Town</th>
<th>Road Location</th>
<th>Intersecting Road</th>
<th>Type</th>
<th>Direction</th>
<th>Day</th>
<th>Time Periods</th>
<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
<th>Other Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMP</td>
<td>Logan Rd</td>
<td>Miles Platting Rd</td>
<td>ITS</td>
<td>S</td>
<td>Wd</td>
<td>4,5</td>
<td>4</td>
<td></td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Meadowbrook</td>
<td>Loganlea Road</td>
<td>Queens Road</td>
<td>ITS</td>
<td>W</td>
<td>Wd/We</td>
<td>2,3,6,7</td>
<td>10,12,20</td>
<td>no traffic on right to wait for</td>
<td>13,18</td>
<td>Use a disappearing red arrow and sensors on Qu Rd</td>
</tr>
<tr>
<td>Morayfield/Caboolture</td>
<td>Morayfield Rd</td>
<td>Morayfield</td>
<td>S</td>
<td>E,W</td>
<td>Wd/Sa</td>
<td>1,4,5</td>
<td>3,20</td>
<td>19 traffic lights</td>
<td>14,18</td>
<td>Replace some lights with roundabouts</td>
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<tr>
<td>Morningside</td>
<td>Riding Rd</td>
<td>Pashen St</td>
<td>I</td>
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## ATHERTON SHIRE COUNCIL

05/12/2003

<table>
<thead>
<tr>
<th>Suburb/Town</th>
<th>Road Location</th>
<th>Intersecting Road</th>
<th>Type</th>
<th>Direction</th>
<th>Day</th>
<th>Time Periods</th>
<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
<th>Other Solutions</th>
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<tr>
<td>Atherton</td>
<td>Kennedy Hwy</td>
<td>Main St</td>
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**Type**
- I - Intersection no traffic signals
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

**Direction**
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions

**Day**
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
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<tr>
<td>Biloela</td>
<td>Dawson Hwy</td>
<td>Callide St &amp; Burnett Hwy</td>
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## Suburb/Town

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<tbody>
<tr>
<td>Jimboomba</td>
<td>Mt Lindsay Hwy</td>
<td>I</td>
<td>N,S</td>
<td>Wd</td>
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<tr>
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<td>Mt Lindsey Hwy</td>
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<td>S.E,W</td>
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<td>Jimboomba</td>
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**Type**
- I - Intersection no traffic signals
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<td>Remove ped. Xing on corners</td>
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<td>Powell St</td>
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<td>Samford Rd</td>
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<td>Musgrave Rd / Waterworks Rd</td>
<td>Petrie Tce to Stewart Rd</td>
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<td>E.W</td>
<td>Wd</td>
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<td>Webster Rd</td>
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<td>Increase green turn time</td>
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<td>Tufnell Rd</td>
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<td>1,2,3,4,5,6</td>
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<td>Confusion over road rules</td>
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<td>E</td>
<td>Wd</td>
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<td>8,15,18</td>
<td>Merge 2 sets of lights at 4 roads into 1 intersect</td>
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<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>9,13</td>
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<td>Longer merge allow 2 turning lanes, longer green time</td>
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<td>Sandgate Rd</td>
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<td>I</td>
<td>N</td>
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<td>1.4</td>
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<td>Remove all roundabout vegetation</td>
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<td>Remove vegetation &amp; sign</td>
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<td>Road camber wrong</td>
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<td>Bronson St</td>
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<td>WD/WE</td>
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<td>16</td>
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<td>WD/SE</td>
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<td>WD</td>
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<td>Brisbane City</td>
<td>Pacific Mwy (Captain Cook Bridge)</td>
<td>Coronation Dr</td>
<td>S</td>
<td>N,W</td>
<td>WD</td>
<td>5</td>
<td>3,20</td>
<td>New tidal flow on Coronation Dr.</td>
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<td>George St</td>
<td>Adelaide St</td>
<td>ITS</td>
<td>W</td>
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<td>5</td>
<td>2,5,20</td>
<td>Suncorp stadium events</td>
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<td>Pacific Mwy</td>
<td>Turbot St to Hale St</td>
<td>S</td>
<td>N,W</td>
<td>WD</td>
<td>1</td>
<td>3,7,13</td>
<td>Suncorp stadium events</td>
<td>1,18</td>
<td>Open existing 2nd entry lane to ICB</td>
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<td>Coronation Dr</td>
<td>Boomerang St / Hale St</td>
<td>I</td>
<td>N,S,W</td>
<td>WD</td>
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<td>3,7,13,20</td>
<td>Suncorp stadium events</td>
<td>1,8,13,15</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Brisbane City</td>
<td>Ann Street</td>
<td>Gipps Street</td>
<td>ITS</td>
<td>S</td>
<td>Wd</td>
<td>1,2,3,4,5</td>
<td>6,9,11</td>
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<td>8,10,13</td>
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<td>George St.</td>
<td>Anne St.</td>
<td>ITS</td>
<td>N</td>
<td>Wd</td>
<td>3</td>
<td>2,9,18</td>
<td></td>
<td>13,18</td>
<td>Pedestrian only cycle at lights</td>
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<td>Queen St</td>
<td>Edward St to Creek St</td>
<td>O</td>
<td>E,W</td>
<td>Wd</td>
<td>3.5</td>
<td>3,13,14,18</td>
<td></td>
<td>2,6,18</td>
<td>Remove/Relocate Taxi's</td>
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<td>Eagle St</td>
<td>Creek St to Wharf St</td>
<td>S</td>
<td>S</td>
<td>Wd</td>
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<td>3,4,5,6,7,13,14</td>
<td>4,8,13,14,15</td>
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<td>Hale St</td>
<td>ITS</td>
<td>A</td>
<td>Wd/Sa</td>
<td>1,4,5,6</td>
<td>3,9,15,20</td>
<td>Suncorp stadium events</td>
<td>2,8,13,15</td>
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<td>Brisbane City</td>
<td>Riverside Expressway</td>
<td>North Quay &amp; Ann St</td>
<td>I</td>
<td>S,E</td>
<td>Wd</td>
<td>1,4,5,6</td>
<td>1,2,7,8,13,20</td>
<td>Very bad arrangement of merges</td>
<td>1,8,15,16,18</td>
<td>Nth Quay have their own lane and not merge w/ Coro</td>
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<td>Brisbane City</td>
<td>Margaret St</td>
<td>William St to QUT entry ramp</td>
<td>S</td>
<td>N</td>
<td>Wd</td>
<td>1.5</td>
<td>6.20</td>
<td>Cars entering from QUT at high speed - no courtesy</td>
<td>4.8</td>
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<td>Brisbane City</td>
<td>Wickham St</td>
<td>Turbot St</td>
<td>ITS</td>
<td>N</td>
<td>Wd</td>
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<td>4,7,11,14</td>
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<td>6,8,10,13,15</td>
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<td>Roma St</td>
<td>Countess St</td>
<td>ITS</td>
<td>S</td>
<td>Wd</td>
<td>1</td>
<td>3</td>
<td></td>
<td>2.13</td>
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<td>William St</td>
<td>Victoria Bridge</td>
<td>ITS</td>
<td>W</td>
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<td>5</td>
<td>3.9,20</td>
<td>3 minute light cycle</td>
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<td>Brookfield</td>
<td>Moggill Rd</td>
<td>Rafting Ground Rd</td>
<td>I</td>
<td>S,E</td>
<td>Wd</td>
<td>1,4,5,6</td>
<td>6</td>
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<td>14</td>
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<td>Brookfield</td>
<td>Moggill Rd</td>
<td>Rafting Ground Rd</td>
<td>I</td>
<td>W</td>
<td>Wd</td>
<td>1.2</td>
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<td>Moggill Rd</td>
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<td>6.19</td>
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<td>Beams Rd</td>
<td>Lacey Rd</td>
<td>I</td>
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<td>Gympie Road</td>
<td>Beams Road</td>
<td>ITS</td>
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<td>Graham Rd to Beams Rd</td>
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<td>1,2,3,4,5,6,7</td>
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<td>Chapel Hill</td>
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<td>Taringa Pde to Marshall La</td>
<td>S</td>
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<td>Wd</td>
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<td>1,2,3,4,5,6,7</td>
<td>7.9,18</td>
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<td>14,18</td>
<td>Replace traffic lights with roundabout</td>
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<td>Webster/Ellison Rd</td>
<td>Gympie Rd</td>
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<td>Wd/Sa</td>
<td>1,4,5</td>
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<td>Murphy Rd to Hamilton Rd</td>
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<td>S</td>
<td>Wd</td>
<td>1</td>
<td>3.9</td>
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<td>Gympie Rd</td>
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<td>Rode Rd</td>
<td>Webstner Rd</td>
<td>ITS</td>
<td>W</td>
<td>Wd</td>
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<td>4.20</td>
<td>Space for a dedicated left turn lane here</td>
<td>1.8</td>
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<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<td>Other Solutions</td>
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<td>Hamilton Rd</td>
<td>ITS</td>
<td>E</td>
<td>Sa</td>
<td>2</td>
<td>1,3,9,10,12</td>
<td>More time for turning arrow</td>
<td>18</td>
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<td>Hamilton Rd</td>
<td>ITS</td>
<td>E</td>
<td>Wd/Sa</td>
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<td>2,3,18</td>
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<td>Hamilton Rd</td>
<td>Gympie Rd to Kitty Hawk Dr</td>
<td>S</td>
<td>E,W</td>
<td>Wd/Sa</td>
<td>1,2,4,5</td>
<td>1,2,3,5,7,9,13,15,20</td>
<td>3 sets of unco-ordinated lights, Easter + Xmas too</td>
<td>1,2,13,18</td>
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<td>Rode Rd</td>
<td>Rode Rd</td>
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<td>N,S</td>
<td>Wd</td>
<td>1,4,5,6</td>
<td>1,2,3,4,5,7,20</td>
<td>Cars exiting shopping centre causing accidents</td>
<td>9,18</td>
<td>Change Entry/Exit point to Appleby Rd only</td>
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<td>Maundrell Tce</td>
<td>Hamilton Rd</td>
<td>ITS</td>
<td>S</td>
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<td>1,5</td>
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<tr>
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<td>Sandgate Rd</td>
<td>Junction Rd</td>
<td>ITS</td>
<td>E</td>
<td>Wd</td>
<td>1,2,3,4,5</td>
<td>1,2,4,5,7,19</td>
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<td>Sandgate Rd</td>
<td>Bayview Tce &amp; Wagner Rd</td>
<td>ITS</td>
<td>A</td>
<td>Wd</td>
<td>1,2,3,4,5,6</td>
<td>1,2,3,4,5,11</td>
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<td>Sandgate Rd</td>
<td>Junction Rd</td>
<td>ITS</td>
<td>N</td>
<td>Wd</td>
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<td>1,3,7,11</td>
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<td>Clayfield</td>
<td>Junction Rd</td>
<td>Sandgate Rd</td>
<td>ITS</td>
<td>N</td>
<td>Wd/We</td>
<td>2,3,4,5,6</td>
<td>1,3,4,9,11,13,15,20</td>
<td>Very busy due to markets on right</td>
<td>8,10,13</td>
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<td>Deagon</td>
<td>Board St / Depot Rd</td>
<td>Braun St</td>
<td>ITS</td>
<td>S,W</td>
<td>Wd</td>
<td>4</td>
<td>6,9,14,20</td>
<td>Bus Stop near Traffic Lights</td>
<td>6,7,13</td>
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<td>Deagon</td>
<td>Gateway Mwy</td>
<td>Depot Rd to Nudgee Rd</td>
<td>S</td>
<td>S</td>
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<td>1</td>
<td>3,13</td>
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<td>Traffic from railway congests traffic</td>
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<td>1,2,6,7,8</td>
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**Type:**
- I - Intersection no traffic signals
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

**Direction:**
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
<thead>
<tr>
<th>Suburb/Town</th>
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<th>Direction</th>
<th>Day</th>
<th>Time Periods</th>
<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
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<td>Wd</td>
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<td>Pedestrian Red Spot, takes 3 manoeuvres to cross</td>
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<td>Type</td>
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<td>Train pedestrians also cross here</td>
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<td>Day</td>
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<tr>
<td>McDowall</td>
<td>Rode Rd</td>
<td>Metro St</td>
<td>I</td>
<td>W</td>
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<td>4</td>
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<td>McDowall</td>
<td>Rode Rd</td>
<td>Ilfield St to Landis St</td>
<td>S</td>
<td>W</td>
<td>WD</td>
<td>4</td>
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<td>Cut Hamilton Rd thru</td>
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<td>Beckett Rd</td>
<td>I</td>
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<td>2,3,4,5,13,14,20</td>
<td>McDowall School parking problems</td>
<td>1,2,5,8,18</td>
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<td>McDowall</td>
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<td>I</td>
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<tr>
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<td>Ilfield St</td>
<td>I</td>
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<td>1,4,5</td>
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<tr>
<td>Milton</td>
<td>Cribb St</td>
<td>Cribb St to Upper Roma St</td>
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<td>Castlemaine St to Roma St</td>
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<td>Osborne Rd</td>
<td>ITS</td>
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<td>8,13 Remove Traffic Lights</td>
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<td>Brunswick St</td>
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<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<td>Toombul Rd</td>
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<td>2</td>
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<td>Nundah</td>
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<td>Grace St to East-West Arterial Rd</td>
<td>S</td>
<td>S</td>
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<td>S</td>
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<td>Merging and crossing over</td>
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<td>Regent St to Cricket St</td>
<td>S</td>
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<td>Thru traffic uses serv. road to get to Caxton St</td>
<td>4,16,18</td>
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<td>Pullenvale</td>
<td>Moggill Rd</td>
<td>Pullenvale Rd to Western Fwy</td>
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<td>Red Hill</td>
<td>Musgrave Rd</td>
<td>Hale St</td>
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<td>Wed</td>
<td>2</td>
<td>1,3,9,10,12</td>
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<td>Balmain Tce</td>
<td>I</td>
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<td>Sandgate</td>
<td>Gateway Motorway</td>
<td>Deagon Deviation to Airport Dr</td>
<td>S</td>
<td>S</td>
<td>Wed</td>
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<td>13</td>
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<td>Gateway Mwy</td>
<td>Deagon Deviation to Kingsford Smith Dr</td>
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<td>St Pauls Toe</td>
<td>Grenier St</td>
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<td>Wed</td>
<td>5</td>
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<td>Rogers St</td>
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<td>Red light too long when opposing traffic flow LOW</td>
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<td>Appelby Rd</td>
<td>ITS</td>
<td>S,W</td>
<td>Wed/We</td>
<td>1,2,3,4,5,6,7</td>
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<td>Only 1 or 2 cars fit in turn lane</td>
<td>8,15,18</td>
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<td>Webster Rd</td>
<td>Stafford Rd</td>
<td>ITS</td>
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<td>Wed</td>
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<td>10</td>
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<td>Taringa</td>
<td>Swann Rd</td>
<td>Clarence Rd</td>
<td>I</td>
<td>N</td>
<td>Wed</td>
<td>1.5,6,7</td>
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<td>Intersection just below crest of hill</td>
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<td>Whitmore St</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
</tr>
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<td>Macquarie St / Vernon Tce</td>
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<tr>
<td>The Gap</td>
<td>Waterworks Rd</td>
<td>The Gap to Red Hill</td>
<td>S</td>
<td>E,W</td>
<td>Wd</td>
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<td>7,16</td>
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<td>Settlement Rd</td>
<td>Chaprowe Rd</td>
<td>I</td>
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<td>1,4,5</td>
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<td>Waterworks Rd</td>
<td>Glenaffric St to Windsor Rd</td>
<td>S</td>
<td>E,W</td>
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<td>Poorly planned roadworks</td>
<td>18</td>
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<td>Glenaffric St to The Gap Village</td>
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<td>Sherwood Rd</td>
<td>ITS</td>
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<td>Milton Rd</td>
<td>I</td>
<td>E,W</td>
<td>Wd</td>
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<td>S</td>
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<td>Benson St to Jephson St</td>
<td>S</td>
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<td>1,2,4,5</td>
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<td>Cars parked High St make 2 lane turn vehs into 1</td>
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<td>Sherwood Rd</td>
<td>ITS</td>
<td>W</td>
<td>Wd</td>
<td>2,3,4,5</td>
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<td>High St to Cribb St</td>
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<td>4,5</td>
<td>3,7,20</td>
<td>Too much capacity for underused turning lanes</td>
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<td>Wd</td>
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<td>Moggill Rd to Benson St</td>
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<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<td>Miskin St</td>
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<td>Mount Coottha Rd</td>
<td>Miskin St to Mt Coot-tha Rd</td>
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<td>5</td>
<td>1,4,7,20</td>
<td>Traffic from ramp prevents right turns</td>
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<td>Sylvan Rd</td>
<td>Coronation Dr</td>
<td>ITS</td>
<td>W</td>
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<td>Toowoong</td>
<td>Miskin St</td>
<td>Milton Rd</td>
<td>I</td>
<td>N</td>
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<td>5</td>
<td>3,8,20</td>
<td>Turning from wrong lane</td>
<td>4,9,16</td>
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<td>Burns Rd to Benson</td>
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BRISBANE NORTH

05/12/2003

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<td>I</td>
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<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<td>Wynnum Rd</td>
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<td>ITS</td>
<td>S</td>
<td>Wd</td>
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<td>Wynnum road is curved and in heavy traffic the wyn</td>
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<td>Pashen St</td>
<td>I</td>
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<td>Wd/Sa</td>
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<td>1,2,4,5</td>
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<td>Lanes go from 2 to 1 then back</td>
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<td>Main St</td>
<td>Shalton Av</td>
<td>I</td>
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<td>Wd</td>
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<td>Approach to Story Bridge</td>
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<td>N,S</td>
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<td>Congestion in all directions</td>
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<td>Direction</td>
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<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<td>Make an overpass</td>
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<td>E,W</td>
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<td>Ud/Se</td>
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<td>Mackenzie</td>
<td>Mt Gravatt-Capalaba</td>
<td>Grieve Rd</td>
<td>I</td>
<td>E</td>
<td>Ud</td>
<td>5</td>
<td>20</td>
<td>Not giving way to traffic on roundabout</td>
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<td>Ernest St</td>
<td>Arnold St</td>
<td>I</td>
<td>S</td>
<td>Ud</td>
<td>1</td>
<td>1,2,6,14,19,20</td>
<td>Queue from school pickup zone</td>
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<td>Manly Rd</td>
<td>Caloundra St</td>
<td>ITS</td>
<td>W</td>
<td>Ud</td>
<td>1,2,3,4,5</td>
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<td>Right lane should be for turning only-confusing</td>
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<td>Manly Rd</td>
<td>Stannard Rd</td>
<td>I</td>
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<td>1,5,6</td>
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<td>Redirect non-local HV's to bypass Mwy</td>
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<td>S</td>
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<td>Ud</td>
<td>1,2,3,4,5</td>
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<td>Bohain St</td>
<td>Beaudesert Rd</td>
<td>I</td>
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<td>Ud</td>
<td>1,2,3,4</td>
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<td>Beaudesert Rd</td>
<td>Evans Rd/Muriel Av</td>
<td>ITS</td>
<td>E</td>
<td>We</td>
<td>1,2,3,5,6,7</td>
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<td>Not figured to operate on demand</td>
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<td>Logan Rd</td>
<td>Mountain St</td>
<td>I</td>
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<td>Ud</td>
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<td>Logan Rd</td>
<td>Creek Rd to Shire Rd</td>
<td>S</td>
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<td>Ud</td>
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<td>U-turns allowed</td>
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<td>Mt Gravatt East</td>
<td>Creek Rd</td>
<td>Pine Mountain Rd</td>
<td>ITS</td>
<td>N,S</td>
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<td>1,20</td>
<td>Right turning lanes too short causing blockage of</td>
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<td>Extend length of turning lanes in Creek Rd.</td>
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<td>Longer green arrow time</td>
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<td>Ud/We</td>
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<td>A</td>
<td>Ud/We</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
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<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<td>Murarrie</td>
<td>Gateway Mwy</td>
<td>Bridge (South)</td>
<td>O</td>
<td>S</td>
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<td>4,5</td>
<td>3,7,13,20</td>
<td>Merging - new layout very dangerous</td>
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<td>Gateway Mwy</td>
<td>Tolls to Airport Dr</td>
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<td>Murarrie</td>
<td>Gateway Arterial</td>
<td>Toll Booths</td>
<td>O</td>
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<td>Wd</td>
<td>1,4,5</td>
<td>3,13,20</td>
<td>9 lanes merging into 2 both ways, a big fight!</td>
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<td>Wd/Se</td>
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<td>On ramp congestion</td>
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<td>Wd</td>
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<td>3,7,13,20</td>
<td>6-7 lanes converging to just 2 lanes</td>
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<td>Northcliff St</td>
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<td>Link Rd</td>
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<td>Canara St to Bennets Rd</td>
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<td>I</td>
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<td>Parkinson</td>
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<td>I</td>
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<td>No lights to allow traffic to cross city traffic</td>
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<td>Day</td>
<td>Time Periods</td>
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<td>Fairfield Rd to</td>
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<td>Beenleigh Rd</td>
<td>R</td>
<td>S</td>
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<td>St Laurence's sports days/practice etc</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
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<td>Other Problems</td>
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<td>Ud</td>
<td>1.2,3,4,5,6,7</td>
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<td>Railway Pde</td>
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<td>Stanley St</td>
<td>Allen St</td>
<td>ITS</td>
<td>N,W</td>
<td>Ud/We</td>
<td>1.2,3,4,5,6,7</td>
<td>20</td>
<td>Dangerous entry to mater car park if in R lane</td>
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<td>Allen St</td>
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<td>1.2,3,4,5,6,7</td>
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<td>traffic with green arrow don't get right of way</td>
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<td>Edith St to Laura St</td>
<td>S</td>
<td>E</td>
<td>Ud</td>
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<td>Lister St / Selvage St</td>
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<td>Ud/We</td>
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<td>11,18</td>
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## BRISBANE SOUTH

05/12/2003

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<tr>
<th>Suburb/Town</th>
<th>Road Location</th>
<th>Intersecting Road</th>
<th>Type</th>
<th>Direction</th>
<th>Day</th>
<th>Time Periods</th>
<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
<th>Other Solutions</th>
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<td>Gowan Rd</td>
<td>Hellawell Rd</td>
<td>ITS</td>
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<td>Marshall Rd</td>
<td>Birdwood St + Cannes St</td>
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<td>Left turn arrow - Wynnum to Gateway North longer</td>
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<tr>
<td>Upper Mt Gravatt</td>
<td>Logan Rd</td>
<td>Kessels Rd</td>
<td>ITS</td>
<td>W</td>
<td>Wd</td>
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<td>8,13,18</td>
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<td>Wd</td>
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<td>Time Periods</td>
<td>Problem</td>
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<td>Wd</td>
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<td>Industrial Av</td>
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<td>Damaged shoulder/stones/trucks</td>
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<td>Glenfield St</td>
<td>Ryan Rd to Boundary Rd</td>
<td>S</td>
<td>E,W</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>7,8,13,14,19,20</td>
<td>narrow road, bus route</td>
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<td>Sherbrooke Rd</td>
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<td>lower speed limit</td>
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<td>Broadwater Rd</td>
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<td>Leopard St</td>
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<td>Wd</td>
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<td>4,10</td>
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<td>13</td>
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</table>

Type:
- I - Intersection no traffic signals
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

Direction:
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions

Day:
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
<thead>
<tr>
<th>Suburb/Town</th>
<th>Road Location</th>
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<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
<th>Other Solutions</th>
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<td>Woolloongabba</td>
<td>Stanley St</td>
<td>Leopard St</td>
<td>ITS</td>
<td>W</td>
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<td>O'keefe St to Ipswich Rd</td>
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<td>WD</td>
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<td>Hawthorne St</td>
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<td>W</td>
<td>WD</td>
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<td>Stanley St to Rochedale Rd</td>
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<td>S</td>
<td>WD</td>
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<td>Stanley St</td>
<td>Allen St</td>
<td>I</td>
<td>N</td>
<td>ED</td>
<td>1,2,3,4,5,6,7</td>
<td>1,2,6,7,8,15,19,20</td>
<td>Trying to get into carpark from far right lane</td>
<td>8,13,15,16,18</td>
<td>Turning left people should give way</td>
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<td>Main St / Ipswich Rd</td>
<td>Stanley St</td>
<td>ITS</td>
<td>E</td>
<td>WD</td>
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<tr>
<td>Woolloongabba</td>
<td>Hawthorne St</td>
<td>Ipswich Rd</td>
<td>I</td>
<td>N,S,W</td>
<td>WD</td>
<td>1,5</td>
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<td>Woolloongabba</td>
<td>Stanley St (Onramp)</td>
<td>Pacific Mwy</td>
<td>S</td>
<td>W</td>
<td>WD</td>
<td>1,5</td>
<td>7,9,13,15,20</td>
<td>Too many lanes merging</td>
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<td>Woolloongabba</td>
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<td>Wynnum</td>
<td>Sibley Rd</td>
<td>Wynnum Rd</td>
<td>I</td>
<td>N</td>
<td>WD/Sa</td>
<td>1,4,5</td>
<td>7,19,20</td>
<td>Drivers not knowing who gives way first</td>
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<td>Wynnum</td>
<td>Berrima St</td>
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<td>Pine Rd</td>
<td>ITS</td>
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<td>2,3,6,7</td>
<td>11,15,20</td>
<td>Lights take too long to change</td>
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<td>Wynnum West</td>
<td>Wondall Rd</td>
<td>Stannard Rd</td>
<td>I</td>
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<td>OOTBALL GAMES - WYNNUM MNALY LEAGUES CLUB</td>
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<td>N</td>
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<td>Type</td>
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<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<td>Bundaberg</td>
<td>Walker St</td>
<td>Takalvan St</td>
<td>ITS</td>
<td>W</td>
<td>Wd/We</td>
<td>1,2,3,4,5</td>
<td>1.3,5,7,13</td>
<td>No thought on access to/from new school St Lukes</td>
<td>1,15</td>
<td>Install roundabout</td>
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<td>Bundaberg</td>
<td>Bargara Rd</td>
<td>Gahans Rd</td>
<td>ITS</td>
<td>W</td>
<td>Wd</td>
<td>1,2,3,4,5</td>
<td>1.6,20</td>
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<td>Bundaberg</td>
<td>Bundaberg - Childers Rd</td>
<td>Kendall Rd to Enterprise St</td>
<td>S</td>
<td>N,S</td>
<td>Wd/We</td>
<td>1,2,3,4</td>
<td>15</td>
<td></td>
<td>13,14,18</td>
<td>Install roundabout</td>
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<td>Kepnock</td>
<td>F.E. Walker St</td>
<td>Innes Park Rd</td>
<td>I</td>
<td>W</td>
<td>Wd</td>
<td>1</td>
<td>1.2,6</td>
<td></td>
<td>14</td>
<td>Replace trees with low ground cover</td>
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<td>South Bundaberg</td>
<td>Walker St</td>
<td>Boundary St</td>
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<td>E,W</td>
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<td>14,18</td>
<td>Longer right turn lane into Enterprise St</td>
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<td>Svensson Heights</td>
<td>Takalvan St</td>
<td>Bolewski/Hampson St</td>
<td>ITS</td>
<td>E</td>
<td>Wd</td>
<td>1,4,5</td>
<td>1.3,5,13</td>
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<td>1,8,18</td>
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<td>Suburb/Town</td>
<td>Road Location</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Ayr</td>
<td>Edwards St</td>
<td>Macmillan St</td>
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<td>A</td>
<td>Wd/Sa</td>
<td>1,4</td>
<td>1,2,19</td>
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<td>Ayr to Townsville</td>
<td>S</td>
<td>N</td>
<td>Wd/We</td>
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<td>13</td>
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<td>Day</td>
<td>Time Periods</td>
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<tr>
<td>Bongaree</td>
<td>Bribie Island Rd</td>
<td>Sylvan Beach Esp</td>
<td>I</td>
<td>E</td>
<td>We</td>
<td>1,2</td>
<td>3,8,13</td>
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<td>Bongaree</td>
<td>Goodwin Dr</td>
<td>Coolgarra Ave</td>
<td>I</td>
<td>S, W</td>
<td>Wd/We</td>
<td>1,2,4,5</td>
<td>6,20</td>
<td>School times, Holiday times</td>
<td>14</td>
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<tr>
<td>Burpengary</td>
<td>Station Rd</td>
<td>North Shore Dr</td>
<td>I</td>
<td>N</td>
<td>Wd</td>
<td>1.4</td>
<td>1.3,6,19</td>
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<td>O'Brien Rd</td>
<td>I</td>
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<td>Old Gympie Rd</td>
<td>Deception Bay Rd</td>
<td>I</td>
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<td>Wd/We</td>
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<td>Deception Bay Rd</td>
<td>I</td>
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<td>Deception Bay Rd</td>
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<td>Caboolture</td>
<td>McKean St</td>
<td>Beerburrum Rd</td>
<td>R</td>
<td>S</td>
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<td>1.4</td>
<td>1,13,14</td>
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<td>Lower King St</td>
<td>Burnett Rd</td>
<td>I</td>
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<td>1.4,5</td>
<td>6,7,8</td>
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<td>Caboolture</td>
<td>Morayfield Rd</td>
<td>King St to Caboolture River Rd</td>
<td>S</td>
<td>N,S</td>
<td>Wd/Sa</td>
<td>1.5</td>
<td>9,10,12,15</td>
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<td>Bruce Hwy</td>
<td>Bribie Island Rd</td>
<td>I</td>
<td>S</td>
<td>Wd/Su</td>
<td>1</td>
<td>6,7,20</td>
<td>Southbound merge on to Bruce Highway too short</td>
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<td>Caboolture</td>
<td>Bribie Island Rd</td>
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<td>Wd/Su</td>
<td>1,2,4,5</td>
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<td>Morayfield Road</td>
<td>King St to Graham Rd</td>
<td>S</td>
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<td>Wd/We</td>
<td>1,2,3,4,5,6</td>
<td>9,10,12,15</td>
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<td>13,14,18</td>
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<td>Bruce Highway</td>
<td>Bribie Island Road</td>
<td>S</td>
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<td>Wd/We</td>
<td>1.5</td>
<td>6,13,20</td>
<td>Insufficient merge lane</td>
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<td>Caboolture</td>
<td>Beerburrum Road</td>
<td>Henzell Road</td>
<td>I</td>
<td>E</td>
<td>Wd/We</td>
<td>1.2,5</td>
<td>1,2,3,4</td>
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<td>Bribie Island Rd</td>
<td>I</td>
<td>S</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
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<td>D'aguilar Hwy</td>
<td>Beerburrum Rd to Bilkurra Rd</td>
<td>S</td>
<td>S,W</td>
<td>Wd</td>
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<td>7</td>
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<td>D'aguilar Hwy</td>
<td>Beerburrum Rd to Bilkurra Rd</td>
<td>I</td>
<td>S,W</td>
<td>Wd/Su/Se</td>
<td>1.5</td>
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<td>Henzell Rd</td>
<td>Beerburrum Rd</td>
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<td>S, W</td>
<td>Wd/We</td>
<td>1,2,3,4,5,7</td>
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<td>Aerodrome Rd</td>
<td>S</td>
<td>E, W</td>
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<td>1,5</td>
<td>13,20</td>
<td>From Aerodrom Rd to Shell garage</td>
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<td>Bellmere Rd</td>
<td>Bellview St</td>
<td>I</td>
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<td>Wd/Sa</td>
<td>1.4,5</td>
<td>3,6,7,19,20</td>
<td>Through traffic speeding</td>
<td>15,18</td>
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<td>Caboolture</td>
<td>McKean St</td>
<td>Manley St</td>
<td>ITS</td>
<td>E, W</td>
<td>Wd</td>
<td>1.5</td>
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<td>Suburb/Town</td>
<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Morayfield</td>
<td>Morayfield Rd</td>
<td>Caboolture River Rd</td>
<td>ITS</td>
<td>E,W</td>
<td>Wd</td>
<td>1.5</td>
<td>1,2,3,5,7,9,13,18</td>
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<td>1,11,13</td>
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<td>Mackie Rd</td>
<td>Burpengary Rd</td>
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<td>S,E,W</td>
<td>Wd/We</td>
<td>1,4,5</td>
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<td>8,14,15</td>
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<td>Sandstone Point</td>
<td>Bribie Island Rd</td>
<td>Bestmann Rd East</td>
<td>I</td>
<td>N,S,W</td>
<td>Wd/We</td>
<td>1,2,3,4,5</td>
<td>1,4,6,20</td>
<td>Festivals @ Bribie</td>
<td>14</td>
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<td>Bribie Island Rd</td>
<td>Bestmann Rd East</td>
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<td>Wd/We</td>
<td>1,2,4,5</td>
<td>1,3,6</td>
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<td>Sandstone Point</td>
<td>Bribie Island Road</td>
<td>Bestmann Rd East</td>
<td>I</td>
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<td>Ed</td>
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<td>Bestmann Rd East</td>
<td>I</td>
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<td>Wamuran</td>
<td>Station Rd</td>
<td>Newlands Rd</td>
<td>I</td>
<td>N</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>6,7,13,20</td>
<td>Hard for HV's to turn in area</td>
<td>15,18</td>
<td>Remove or reduce islands</td>
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<td>Suburb/Town</td>
<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<td>Other Solutions</td>
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<tr>
<td>Cairns</td>
<td>Bruce Hwy</td>
<td>Warner Rd</td>
<td>I</td>
<td>W</td>
<td>Wd/We</td>
<td>1.5</td>
<td>6.20</td>
<td>Hard to enter</td>
<td>14,18</td>
<td>Traffic Lights</td>
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<tr>
<td>Cairns</td>
<td>Sheridan St</td>
<td>Upward St</td>
<td>ITS</td>
<td>N</td>
<td>Wd</td>
<td>1.4</td>
<td>8.11.20</td>
<td>3 lanes, 2 thru, 1 left, traffic illegal merging</td>
<td>4,16</td>
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<td>Cairns</td>
<td>Captain Cook Hwy</td>
<td>Cairns to Port Douglas</td>
<td>S</td>
<td>N,S</td>
<td>Wd/We</td>
<td>2.4,5</td>
<td>8.13.20</td>
<td>Slow drivers, mainly tourists</td>
<td>1,4,16,18</td>
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<tr>
<td>Caravonica</td>
<td>Captain Cook Hwy</td>
<td>Kanungra Rd</td>
<td>I</td>
<td>N</td>
<td>Wd</td>
<td>1.4</td>
<td>2.6,7,13</td>
<td></td>
<td>8</td>
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<tr>
<td>Edge Hill</td>
<td>Sheridan St (Cook Hwy)</td>
<td>Aeroglen Dr to Upward St</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1.5</td>
<td>3.8,13,16</td>
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<td>1,4,12,16,18</td>
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<td>Edmonton</td>
<td>Hambledon Dr</td>
<td>Isabella Rd</td>
<td>I</td>
<td>A</td>
<td>Wd/We</td>
<td>1.4,5,6</td>
<td>20</td>
<td>Traffic lights present but not working</td>
<td>18</td>
<td>Turn traffic lights on.</td>
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<td>Kanimbla</td>
<td>Reservoir Rd</td>
<td>Ramsey Dr</td>
<td>I</td>
<td>N,S</td>
<td>Wd</td>
<td>1.5</td>
<td>1.3,7,8,13</td>
<td></td>
<td>8,18</td>
<td>Fly-over</td>
</tr>
<tr>
<td>Kanimbla</td>
<td>Reservoir Rd</td>
<td>Ramsey Dr</td>
<td>I</td>
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<td>1.5</td>
<td>1.2,3,4,5,6</td>
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<tr>
<td>Kewarra Beach</td>
<td>Poolwood Rd</td>
<td>Cottlesloe Dr</td>
<td>I</td>
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<td>Martyn St</td>
<td>Charles St</td>
<td>I</td>
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<td>Manunda</td>
<td>Anderson St</td>
<td>Severin St</td>
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<td>1.5,6,7,8,13,19</td>
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<td>Anderson St</td>
<td>Macnamara St</td>
<td>I</td>
<td>E</td>
<td>Wd</td>
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<td>1.6</td>
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<td>Mulgrave Rd</td>
<td>Severin St</td>
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<td>S</td>
<td>Wd</td>
<td>4.5</td>
<td>1.3,4,9,10,11</td>
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<td>10,14,18</td>
<td>Traffic lights with arrows, more advanced lights</td>
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<td>Parramatta Park</td>
<td>Newtong St</td>
<td>Newton St</td>
<td>I</td>
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<td>Wd/Sa</td>
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<td>Smithfield</td>
<td>Captain Cook Hwy</td>
<td>Cheviot St / Trinity Park Rd</td>
<td>I</td>
<td>A</td>
<td>Wd</td>
<td>1.4</td>
<td>3.7,20</td>
<td>Dangerous, changing lanes to go to the high school</td>
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<td>Reservoir Rd</td>
<td>Ramsey Dr</td>
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<td>Woree</td>
<td>Mulgrave Rd / Bruce Hwy</td>
<td>Portsmouth Rd to Bunda St</td>
<td>S</td>
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<td>Wd</td>
<td>1.5</td>
<td>1.3,10,11</td>
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<td>8,10,14</td>
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<td>Suburb/Town</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<tr>
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<td>Handley Dr</td>
<td>Katandra St to</td>
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<td>Wd</td>
<td>1,5</td>
<td>13,16</td>
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<td>Centenary Dr</td>
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<td>Boyne Island</td>
<td>Benarby Rd</td>
<td>Boyne Island Rd</td>
<td>I</td>
<td>N</td>
<td>Wd</td>
<td>1</td>
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<td>Busy road</td>
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<td>Boyne Island</td>
<td>Benaraby Rd</td>
<td>Boyne Rd / Tannum Rd</td>
<td>I</td>
<td>N,W</td>
<td>Wd</td>
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<td>Boyne Island / Tannum Sands turnoff road</td>
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<td>Wd</td>
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<td>Road Location</td>
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<td>Type</td>
<td>Direction</td>
<td>Time Periods</td>
<td>Day/Week</td>
<td>Problem</td>
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<td>Solution</td>
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<tr>
<td>Arana</td>
<td>Nicklin Wy</td>
<td>Beerburrum St to</td>
<td>S</td>
<td>N,S</td>
<td>1,2,3,4,5,6,7</td>
<td>Wd/We</td>
<td>15,20</td>
<td>Christmas Easter Holidays</td>
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<td>Arana</td>
<td>Sugarbag Rd</td>
<td>Seagull Ave</td>
<td>I</td>
<td>W</td>
<td>1,4</td>
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<td>6</td>
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<td>Beerwah</td>
<td>Simpson Street</td>
<td>Peachester Rd</td>
<td>ITS</td>
<td>E</td>
<td>1,2,3,4,5</td>
<td></td>
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<td>Caloundra</td>
<td>Nicklin Wy</td>
<td>Beerburrum St to</td>
<td>S</td>
<td>N,S</td>
<td>5</td>
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<td>Caloundra</td>
<td>Bowman Rd</td>
<td>Omrah Ave</td>
<td>I</td>
<td>S</td>
<td>1,2,3,4,5</td>
<td></td>
<td>1,6,7,20</td>
<td>Poor placement of Ped. Crossing</td>
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<td>Caloundra</td>
<td>Nicklin Wy</td>
<td>Beerburrum St to</td>
<td>S</td>
<td>N,S</td>
<td>1,4</td>
<td></td>
<td>1,3,4,13</td>
<td></td>
<td>1,18</td>
<td>Build alternative motorway</td>
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<td>Caloundra</td>
<td>Bowman / Regent St</td>
<td>Arthur St</td>
<td>I</td>
<td>S,E</td>
<td>1,2,3,4</td>
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<td>1,2,3,4,5,6,7</td>
<td>Trees obstruct visibility of vehicles</td>
<td>14,15</td>
<td>Remove trees</td>
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<td>Caloundra</td>
<td>Bruce Hwy</td>
<td>Caloundra Rd</td>
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<td>S</td>
<td>1,2,3,4,5,6,7</td>
<td>Wd/We</td>
<td>6,7,19,20</td>
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<td>8,15,18</td>
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<tr>
<td>Glasshouse</td>
<td>Mountains Rd</td>
<td>Reed St</td>
<td>I</td>
<td>N,S</td>
<td>1,4</td>
<td></td>
<td>1,2,3,6,7,8,20</td>
<td>large trucks high speed</td>
<td>1,4,8,14,15,18</td>
<td>ban large trucks</td>
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<td>Glenview</td>
<td>Glass House Rd</td>
<td>Mooloolah Connection Rd</td>
<td>I</td>
<td>N,S</td>
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<td>1,2,3,4,5,6,7</td>
<td>Trees obstruct visibility of vehicles</td>
<td>14,15</td>
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<td>Little Mountain</td>
<td>Caloundra Rd</td>
<td>Parklands Bvd</td>
<td>ITS</td>
<td>W</td>
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<td>12,20</td>
<td>corbould park race days</td>
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<td>Meridian Plains</td>
<td>Glass House Mountains Rd</td>
<td>Caloundra Rd</td>
<td>I</td>
<td>E</td>
<td>1,2,4,5,6</td>
<td>Wd/We</td>
<td>6,7</td>
<td></td>
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<tr>
<td>Meridian Plains</td>
<td>Caloundra Rd</td>
<td>Parklands Bvd to Bruce Hwy</td>
<td>S</td>
<td>E,W</td>
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<td>Meridian Plains</td>
<td>Caloundra Rd</td>
<td>Sugarbag Rd</td>
<td>S</td>
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<td>1,2,3,5</td>
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<td>Minyama</td>
<td>Nicklin Wy</td>
<td>Point Cartwright Dr to Jessica Bvd</td>
<td>S</td>
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<td>1,2,3,4,5</td>
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<td>7</td>
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<td>Minyama</td>
<td>Nicklin Way</td>
<td>Jessica Bvd</td>
<td>ITS</td>
<td>N,W</td>
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<td>Minyama</td>
<td>Nicklin Wy</td>
<td>Jessica Bvd</td>
<td>ITS</td>
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<td>Minyama</td>
<td>Nicklin Way</td>
<td>Kensington Dr to Eden St</td>
<td>S</td>
<td>N</td>
<td>4,5</td>
<td></td>
<td>7,20</td>
<td>3 lanes merge into 2</td>
<td>1,16</td>
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<td>Minyama</td>
<td>Nicklin Way</td>
<td>Sunshine Mwy to Koorin Dr</td>
<td>S</td>
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<td>3,9</td>
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<td>Palmview</td>
<td>Bruce Hwy</td>
<td>Frizzo Rd</td>
<td>I</td>
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<td>1,2,3,4,5</td>
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<td>6,7,20</td>
<td>Merge lane to Highway - Ettamogah Pub</td>
<td>8</td>
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<td>Suburb/Town</td>
<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Tanawha</td>
<td>Bruce Highway</td>
<td>Caloundra Rd to Sunshine Mwy</td>
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<td>Wd/We</td>
<td>4,5,6</td>
<td>6,20</td>
<td>Ettamogah Pub on ramp too short</td>
<td>18</td>
<td>Extend on ramp from Ettamogah to Mooloolaba Exit</td>
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<td>Wurtulla</td>
<td>Nicklin Wy</td>
<td>Moondara Dr</td>
<td>ITS</td>
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<td>11</td>
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<td>Suburb/Town</td>
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<td>Type</td>
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<td>Time Periods</td>
<td>Problem</td>
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<tr>
<td>Silky Oak</td>
<td>Bruce Hwy</td>
<td>Tully Heads Rd</td>
<td>I</td>
<td>N</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
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<td>Lower Tully Rd</td>
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<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<td>Gill St</td>
<td>Deane St</td>
<td>I</td>
<td>N,S</td>
<td>Wd</td>
<td>2,3,4</td>
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<td>No traffic lights</td>
<td>3,4,8,14</td>
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<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Cook Shire</td>
<td>Cooktown Development Rd</td>
<td>Bloomfield Turnoff to Peninsula Development Rd</td>
<td>S</td>
<td>E,W</td>
<td>1,2,3,4,5,6,7</td>
<td>7,8,13,19,20</td>
<td>B Doubles &amp; Dirt Road</td>
<td>1,18</td>
<td>Water trucks to stop dust</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<tr>
<td>Brooloo</td>
<td>May Pocket Rd</td>
<td>Kenilworth - Gympie Rd to Mary River Bridge</td>
<td>S</td>
<td>E,W</td>
<td>WD</td>
<td>1,2,3,4,5</td>
<td>7,8,13,19,20</td>
<td>Road too narrow for heavy vehicle traffic</td>
<td>1,16,18</td>
<td>Eliminate curves &amp; crests</td>
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<td>Gympie</td>
<td>Bruce Hwy</td>
<td>Inglewood Rd to Shields St</td>
<td>S</td>
<td>N,S</td>
<td>WD/Sa</td>
<td>1,2,3,4,5,6</td>
<td>5,6,7,8,11,13,19,20</td>
<td>No emergency stopping areas</td>
<td>1,8,9,10,15,16,18</td>
<td>Divert Truck traffic</td>
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<td>Bruce Hwy</td>
<td>Monkland St &amp; Exhibition Rd</td>
<td>ITS</td>
<td>A</td>
<td>WD/Sa</td>
<td>1,2,3,4,5,6</td>
<td>1,5,6,11,13,15</td>
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<td>1,8,9,10</td>
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<td>Gympie</td>
<td>Bruce Hwy</td>
<td>Gympie (through)</td>
<td>S</td>
<td>N,S</td>
<td>WD/We</td>
<td>1,2,3,4,5,6,7</td>
<td>3,7,13,20</td>
<td>All through Gympie</td>
<td>1,2,18</td>
<td>Bypass Gympie</td>
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<td>Bruce Hwy</td>
<td>Wide Bay Hwy</td>
<td>ITS</td>
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<td>WD</td>
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<td>2,8</td>
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<td>Bruce Hwy</td>
<td>Channon St</td>
<td>I</td>
<td>S</td>
<td>WD</td>
<td>1,4</td>
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<td>Bruce Hwy</td>
<td>Pine St</td>
<td>I</td>
<td>E,W</td>
<td>WD</td>
<td>1,2,3,4,5</td>
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<td>ITS</td>
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<td>WD</td>
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<td>Bruce Hwy</td>
<td>I</td>
<td>N</td>
<td>Sa</td>
<td>2</td>
<td>6</td>
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<td>ITS</td>
<td>A</td>
<td>WD</td>
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<td>1,3,4,6,7,13,19 Only access to city Airport</td>
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Type:
- I - Intersection no traffic signals
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

Direction:
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions

Day:
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
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<th>Solution</th>
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<td>Taree St</td>
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<td>N</td>
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<td>Beaudesert - Beenleigh Rd</td>
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<td>Main St / Kent St / James St</td>
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<td>Too many access points</td>
<td>15,18</td>
<td>Reduce No. of roads entering roundabout</td>
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<td>Hollywell Rd</td>
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<td>7,20</td>
<td>Overtaking on crest</td>
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<td>Hooker Bvd to Ashmore Rd</td>
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<td>Cassowary Dr</td>
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<td>3,7,20</td>
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<td>1,4,5</td>
<td>3.7,20</td>
<td>R/about too large, people in wrong lanes</td>
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<td>Carrara</td>
<td>Nielsons Rd</td>
<td>Spencer Rd</td>
<td>I</td>
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<td>WD/Sa</td>
<td>1,4,5</td>
<td>1,2,3,6,7,8,13</td>
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<td>Clear Island Waters</td>
<td>Gooding Dr</td>
<td>Robina Pky</td>
<td>I</td>
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<td>WD/WE</td>
<td>1,2,3,5,6</td>
<td>1,2,3,5,7,8,20</td>
<td>Confusing road rules &amp; many accidents</td>
<td>14,15,16,18</td>
<td>Revert through traffic to bypass roundabout</td>
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<td>I</td>
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<td>WD/WE</td>
<td>1,2,3,4,5,6,7,8,7</td>
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<td>Pine Ridge Rd</td>
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<td>Stewart Rd</td>
<td>ITS</td>
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<td>1.5</td>
<td>1,2,3,4,5,6,7,9,10,13,20</td>
<td>Holiday time bad also</td>
<td>1,2,8,13,15</td>
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<td>Eagleby</td>
<td>Fryar Rd</td>
<td>Distillery Rd</td>
<td>I</td>
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<td>6,19</td>
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<td>K. P. McGrath Dr</td>
<td>Kalamunda Cl</td>
<td>I</td>
<td>S,E</td>
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<td>Lack of traffic control</td>
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<td>Helensvale Rd</td>
<td>Siganto Dr</td>
<td>I</td>
<td>S</td>
<td>WD</td>
<td>1.5</td>
<td>1.6</td>
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<td>7.19</td>
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<td>I</td>
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<td>Columbus St to Lae Dr</td>
<td>S</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Caseys Rd</td>
<td>Barbara Rd to The</td>
<td>S</td>
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<td>1.5</td>
<td>1,2</td>
<td>Roundabouts @</td>
<td>18</td>
<td>Speed Bumps</td>
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<td>Merrimac</td>
<td>Mudgeeraba Rd</td>
<td>Pacific Mwy</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1</td>
<td>3,6,13,20</td>
<td>Install on southern side Mudgeeraba onto Pac Mwy</td>
<td>1,14,18</td>
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<td>Gooding Dr</td>
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<td>I</td>
<td>N,S,E</td>
<td>Wd</td>
<td>1,4,5</td>
<td>3,7,20</td>
<td>Roundabout too</td>
<td>4,15</td>
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<td>Wd/We</td>
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<td>20</td>
<td>Slow circulating traffic, too fast</td>
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<td>Bourton Rd</td>
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<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
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<td>Heavy volume of traffic</td>
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<td>A</td>
<td>Wd</td>
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<td>I</td>
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<td>Wd</td>
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<td>3,20</td>
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<tr>
<td>Molendinar</td>
<td>Olsen Ave</td>
<td>Southport - Nerang Rd</td>
<td>ITS</td>
<td>S,E</td>
<td>Wd</td>
<td>1</td>
<td>2,4,13,14</td>
<td>Make parking lane Clearway M-F 7-9:30am</td>
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<td>Southport - Nerang Rd</td>
<td>Cotlew St</td>
<td>ITS</td>
<td>E</td>
<td>Wd/Sa</td>
<td>1,2,4,5,6</td>
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<td>keep clear signs</td>
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<td>Mt Warren Park</td>
<td>Beaudesert - Beeralgh Rd</td>
<td>Mt Warren Bvd</td>
<td>I</td>
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<td>1,2,3,4,5</td>
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<td>Mudgeeraba</td>
<td>Somerset Dr</td>
<td>Swanton Dr / Leviathan Dr</td>
<td>I</td>
<td>E,W</td>
<td>Wd</td>
<td>1,4</td>
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<td>queuing on roundabout</td>
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<td>Mudgeeraba</td>
<td>Mudgeeraba Rd</td>
<td>Worongary Rd</td>
<td>I</td>
<td>E</td>
<td>Wd</td>
<td>1,4</td>
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<td>Mudgeeraba</td>
<td>Railway St / Mudgeeraba Rd</td>
<td>Robina Town Centre Dr</td>
<td>O</td>
<td>N,S</td>
<td>Wd</td>
<td>1,2,5</td>
<td>1,2,3</td>
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<td>I</td>
<td>E,W</td>
<td>Wd</td>
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<td>N</td>
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<td>the through traffic is heavy</td>
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<td>Gold Coast - Springbrook Rd</td>
<td>Hardys Rd</td>
<td>ITS</td>
<td>E,W</td>
<td>Wd</td>
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<td>Replace lights with roundabout</td>
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<td>I</td>
<td>N,S,W</td>
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<td>1,6,20</td>
<td>Exit congested as right turn 1 lane only</td>
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<td>1,4,5</td>
<td>1,2,3,4,5</td>
<td>2 turning lanes instead of one</td>
<td>14</td>
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<td>Pacific Mwy</td>
<td>Somerset Dr</td>
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<td>Gold Coast Mwy</td>
<td>Worongary (Exit 77) to Nerang (Exit 71)</td>
<td>S</td>
<td>N</td>
<td>Wd</td>
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<td>6</td>
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<tr>
<td>Suburb/Town</td>
<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Nerang</td>
<td>Alexander Dr / Nielsens Rd</td>
<td>Hinkler Dr</td>
<td>I</td>
<td>A</td>
<td>Wd</td>
<td>1,4,5</td>
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<td>Bellview Cr to North St</td>
<td>S</td>
<td>E,W</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>16</td>
<td>12</td>
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<td>I</td>
<td>N</td>
<td>Wd</td>
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<td>Off Ramp M1</td>
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<td>North St</td>
<td>I</td>
<td>N,S</td>
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<td>1.7</td>
<td>9,15,18</td>
<td>Ban right turn into North St, Needs longer slip Rd</td>
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<td>Pappas Way West &amp; Pappas Way</td>
<td>S</td>
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<td>Wd</td>
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<td>13,20</td>
<td>Indy, schoolies, sports at stadium</td>
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<td>Wd</td>
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<td>Nerang / Mudgeeraba</td>
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<td>S</td>
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<td>Peachy Rd</td>
<td>S</td>
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<td>Wd/We</td>
<td>1.2,3,4,5,6,7</td>
<td>7,8,13,20</td>
<td>SPEEDING, BUSY S STOP ANYWHERE</td>
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<td>Oxenford to</td>
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<td>Siganto Dr to Matthew Flinders Dr</td>
<td>S</td>
<td>E,W</td>
<td>Wd</td>
<td>1.5</td>
<td>3.7,13,20</td>
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<td>1,2,18</td>
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<td>single lane</td>
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<td>Palm Beach Ave</td>
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<td>Tahiti Av</td>
<td>I</td>
<td>A</td>
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<td>Exit 82 to Exit 73</td>
<td>S</td>
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<td>Oxley Dr</td>
<td>Pine Ridge Rd / Lae Dv</td>
<td>I</td>
<td>A</td>
<td>Wd/Sa</td>
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<td>3</td>
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<td>Lae Dr</td>
<td>ITS</td>
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<td>Matthew Flinders Dr to Lae Dr</td>
<td>S</td>
<td>E,W</td>
<td>Wd</td>
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<td>3.7,13,20</td>
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<td>1,2,18</td>
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<td>North St</td>
<td>ITS</td>
<td>N,S</td>
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<td>Queen St</td>
<td>Waverley St &amp; Garden St</td>
<td>I</td>
<td>A</td>
<td>Wd/Sa</td>
<td>1.2,3,4,5</td>
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<td>Gold Coast Hwy</td>
<td>Gold Coast Bridge</td>
<td>S</td>
<td>S</td>
<td>We</td>
<td>2.3</td>
<td>3.8,13,20</td>
<td>Speed limit too high</td>
<td>2,16,18</td>
<td>Reduce speed &amp; add warning signs on N. side bridge</td>
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<td>Gold Coast Hwy</td>
<td>Nind St to Marine Pde</td>
<td>S</td>
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<td>Wd</td>
<td>1.2</td>
<td>4,7,13</td>
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<td>Scarborough St</td>
<td>Smith St</td>
<td>S</td>
<td>N,S</td>
<td>Wd/Sa</td>
<td>1.2</td>
<td>3.4,13,20</td>
<td>Indy, Schoolies</td>
<td>1</td>
<td>Extra exit to Surfers</td>
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<td>Smith St</td>
<td>High St</td>
<td>I</td>
<td>N,S</td>
<td>Sa/Se</td>
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<td>2,18</td>
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<td>Suburb/Town</td>
<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<tr>
<td>Southport</td>
<td>High St</td>
<td>Nerang St</td>
<td>ITS</td>
<td>A</td>
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<td>1,4</td>
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<td>Remove centre parking at hospital</td>
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<td>ITS</td>
<td>S</td>
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<td>Keep roadway clear</td>
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<td>Totally ineffectual design for traffic needs</td>
<td>1,9,13,18</td>
<td>3 lanes each way, better co-ordination of lights</td>
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<td>Beaudesert-Beenleigh Rd</td>
<td>Karen Court &amp; Chardon Bridge Rd</td>
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<td>20</td>
<td>Unnecessary wait &amp; give way to oncoming traffic</td>
<td>18</td>
<td>replace with at least 2 lane bridges</td>
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<td>Build Tugan bypass</td>
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<td>Holiday times</td>
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<td>I</td>
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<td>ITS</td>
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<td>4,18</td>
<td>Reduce speed limit</td>
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<td>Poor planning by various Qld Governments</td>
<td>1,2,8,15,18</td>
<td>Fix it</td>
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<td>Build tugan bypass to link with Pacific Hwy</td>
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<td>Problems at Wintersun Festival too</td>
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<td>Type</td>
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<td>Day</td>
<td>Time Periods</td>
<td>Problem Description</td>
<td>Other Problems</td>
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<td>3,9,13,15,20</td>
<td>2 close sets lights, Holiday periods</td>
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<td>Large numbers of vehicles school holidays also</td>
<td>1,2,8,13,15,18</td>
<td>Major roadworks or Bypass</td>
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<td>Stanmore Rd</td>
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<td>I</td>
<td>N</td>
<td>Wo</td>
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<td>4</td>
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<td>Many Accidents</td>
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<td>Wo</td>
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<td>2,3,4,5,6</td>
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<td>Merging lane of poor design</td>
<td>15,18</td>
<td>Increase merging lane length</td>
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<td>Logan Mwy</td>
<td>I</td>
<td>S</td>
<td>Wo/We</td>
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<td>W</td>
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<td>1,2,3,4,5,6,7</td>
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<td>Dangerous merging due to high speeds</td>
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<td>6,7,20</td>
<td>Afternoon sun exits from right lane</td>
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<td>Logan Mwy</td>
<td>I</td>
<td>E</td>
<td>Wo/So</td>
<td>1,2,3,4,5,6</td>
<td>6,13,19,20</td>
<td>Problems also at School hols, long w/e, car racing</td>
<td>8,15,18</td>
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<td>W</td>
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<td>I</td>
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<td>Wo</td>
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<td>Smiths Rd to Alice St</td>
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<td>W</td>
<td>Wo</td>
<td>4.5</td>
<td>5</td>
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<td>Queen St</td>
<td>Alice St</td>
<td>ITS</td>
<td>W</td>
<td>Wo</td>
<td>1,2,3,4,5,6,7</td>
<td>20</td>
<td>Side road traffic instantly changes lights</td>
<td>13</td>
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<td>Redbank Plains Rd</td>
<td>Brennan St</td>
<td>ITS</td>
<td>W</td>
<td>Wo/We</td>
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<td>Side road traffic instantly changes lights</td>
<td>13</td>
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<td>Churchill St</td>
<td>I</td>
<td>S</td>
<td>Wo/We</td>
<td>1,2,3,4,5,6,7</td>
<td>6,7,19,20</td>
<td>Its dangerous</td>
<td>14,15,18</td>
<td>Give priority to Churchill St traffic</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
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<td>Dangerous Pedestrian Crossing</td>
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<td>Remove Pedestrian Crossing</td>
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05/12/2003
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<th>Direction</th>
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<td>Edith St</td>
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<td>Kilkivan</td>
<td>Wide Bay Hwy</td>
<td>Fat Hen Ck Bridge</td>
<td>S</td>
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<td>Wd/We</td>
<td>6,7</td>
<td>7,8,13,19</td>
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<td>Reduce speed and narrow bridge signs</td>
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5/12/2003
<table>
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<td>Haly St</td>
<td>Glendon St</td>
<td>I</td>
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<td>Cooee Bay / Yeppoon</td>
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Type:
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

Direction:
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions

Day:
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
<thead>
<tr>
<th>Suburb/Town</th>
<th>Road Location</th>
<th>Intersecting Road</th>
<th>Type</th>
<th>Direction</th>
<th>Day</th>
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<td>Eaglemount St</td>
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<td>Krambruk Dr</td>
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<td>8,18</td>
<td>Install Slip Lane/Turning Lane</td>
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<td>Gordon St to Alfred St</td>
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<td>Dangerous entry by drivers entering bridge lanes</td>
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<td>Gardens blocking visibility</td>
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<td>Time Periods</td>
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<td>Re-design Buderim Rd hump*</td>
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<td>Menzies &amp; Mud. Beach Rd are not aligned</td>
<td>1, 10, 15, 18</td>
<td>Link from David Low Way to Sunshine Mwy</td>
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<td>Will get worse as new road in is added 50 M North.</td>
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## NOOSA SHIRE COUNCIL

05/12/2003

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**Legend:**
- **Type**
  - I - Intersection
  - ITS - Intersection with traffic signals
  - S - Section of Road
  - R - Rail Crossing
  - O - Other
- **Direction**
  - N - Northbound
  - S - Southbound
  - E - Eastbound
  - W - Westbound
  - A - All directions
- **Day**
  - Wd - Weekday
  - We - Weekend
  - Sa - Saturday
  - Su - Sunday
  - Ed - Everyday
  - Se - Special events

---

**Notes:**
- Problem numbers correspond to the Table of Road Hazards.
- Other Problems and Solutions are noted where applicable.
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<th>Type</th>
<th>Direction</th>
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<td>1,4,5</td>
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<td>9,18</td>
<td>Have sign for people to use roundabout</td>
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<td>E,W</td>
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<td>Events at church</td>
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<td>Parkd traffic on Main Rd blocks vision from side St</td>
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<td>Put up 'no parking signs'</td>
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<td>Gympie Rd</td>
<td>Dixon St to Bells Pocket Rd</td>
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<td>S</td>
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<td>Frustration caused by other drivers rough road surface,</td>
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<td>Speed &amp; tail-gate policing smooth road surface</td>
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<td>Wd/Se</td>
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<td>1,2,12</td>
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Type: 
- I - Intersection no traffic signals
- ITS - Intersection with traffic signals
- S - Section of Road
- R - Rail Crossing
- O - Other

Direction: 
- N - Northbound
- S - Southbound
- E - Eastbound
- W - Westbound
- A - All directions

Day: 
- Wd - Weekday
- We - Weekend
- Sa - Saturday
- Su - Sunday
- Ed - Everyday
- Se - Special events
<table>
<thead>
<tr>
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<th>Problem</th>
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<td>3,13,16</td>
<td>Very rough surface</td>
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<td>New Bridge &amp; Rail transport</td>
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<td>Long weekends, tidal lanes, dangerous access points</td>
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<tr>
<td>Clontarf</td>
<td>Houghton Hwy</td>
<td>Hornibrook Esp to Deagon Deviation</td>
<td>S</td>
<td>N,S</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7,8,13</td>
<td>3,8,13,20</td>
<td>Anytime there is a breakdown / light failure</td>
<td>1,2,13,16</td>
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<tr>
<td>Clontarf</td>
<td>Houghton Hwy</td>
<td>Elizabeth Ave to Deagon Deviation</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1,5</td>
<td>6,7,13</td>
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<td>Elizabeth Ave to Deagon Deviation</td>
<td>S</td>
<td>N,S</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7,8,13</td>
<td>3,13,16,20</td>
<td>Uneven surface, no breakdown area</td>
<td>1,2,12</td>
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<td>Houghton Hwy</td>
<td>Elizabeth Ave to Deagon Deviation</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1,4,5</td>
<td>13,16</td>
<td></td>
<td>2,12,18</td>
<td>Rail link too, need new bridge</td>
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<td>Houghton Hwy</td>
<td>Deagon Deviation to Hornibrook Hwy</td>
<td>S</td>
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<td>Wd</td>
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<td>Houghton Hwy</td>
<td>Elizabeth Ave to Deagon Deviation</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1,4,5</td>
<td>13,16,20</td>
<td>Bridge capacity exceeded regularly</td>
<td>2,12,18</td>
<td>New Bridge &amp; Rail transport</td>
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<td>Road Location</td>
<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
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<td>Other Problems</td>
<td>Solution</td>
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<td>Clontarf</td>
<td>Houghton Hwy</td>
<td>Deagon Deviation to Hornibrook Esp</td>
<td>S</td>
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<td>WD</td>
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<td>Kippa-Ring</td>
<td>Anzac Av / Klinger Rd West</td>
<td>Hercules St to Brunel St</td>
<td>S</td>
<td>E</td>
<td>WD/WE</td>
<td>1,5,6</td>
<td>1,2,7</td>
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<td>Boardman Rd</td>
<td>Anzac Ave to Klingner Rd</td>
<td>S</td>
<td>N</td>
<td>WD/WE</td>
<td>1,2,3,4,5,6</td>
<td>5,20</td>
<td>Right turn traffic into Kippa Ring Village</td>
<td>16</td>
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<td>Kippa-Ring</td>
<td>Elizabeth Ave</td>
<td>Miller St / George St</td>
<td>I</td>
<td>N,E</td>
<td>WD/Sa</td>
<td>1,2,3,4,5</td>
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<td>Miller St</td>
<td>I</td>
<td>E</td>
<td>WD/WE</td>
<td>1,5</td>
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<td>Kippa-Ring</td>
<td>Boardman Rd - Elizabeth Ave</td>
<td>Anzac Av</td>
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<td>WD/WE</td>
<td>1,2,5,6</td>
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<td>Rothwell</td>
<td>Anzac Ave</td>
<td>Deception Bay Rd</td>
<td>I</td>
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<td>WD</td>
<td>1</td>
<td>1,3,4,5,6,7,9,13,1,4,15</td>
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<td>Anzac Av</td>
<td>Wattle Rd</td>
<td>I</td>
<td>E,W</td>
<td>WD/WE</td>
<td>1,2,3,5,6</td>
<td>1,2,3,4,20</td>
<td>Difficulty crossing road to bus</td>
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<td>Rothwell</td>
<td>Anzac Av</td>
<td>Nathan Rd to Mewes Rd</td>
<td>S</td>
<td>E,W</td>
<td>WD/WE</td>
<td>1,2,3,4,5,6</td>
<td>1,2,3,4,20</td>
<td>Hard to cross road to bus</td>
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<td>Suburb/Town</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<tr>
<td>Alexandra Hills</td>
<td>Vienna Rd</td>
<td>Finucane Rd</td>
<td>ITS A</td>
<td>S</td>
<td>Wd</td>
<td>1.4,11</td>
<td></td>
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<td>Alexandra Hills</td>
<td>Vienna Rd</td>
<td>Finucane Rd</td>
<td>ITS S</td>
<td>S/Wd/Sa</td>
<td>Wd</td>
<td>1.2,1.3,6,7</td>
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<td>10,15</td>
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<td>Heffernan Rd</td>
<td>I N,W</td>
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<td>Redland Bay Rd</td>
<td>Windemere Rd to</td>
<td>S S,E</td>
<td>S</td>
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<td>1.5,3.13</td>
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<td>Finucane Rd</td>
<td>Vienna Rd / Allenby Rd</td>
<td>ITS A</td>
<td>Wd</td>
<td>1.4</td>
<td>11</td>
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<td>Birkdale</td>
<td>Birkdale Rd</td>
<td>Quarry Rd</td>
<td>I S/E</td>
<td>Wd</td>
<td>5</td>
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<td>Quarry Rd</td>
<td>I E</td>
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<td></td>
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<td>Capalaba</td>
<td>Old Cleveland Rd</td>
<td>Finucane Rd</td>
<td>ITS S</td>
<td>Wd/Sa</td>
<td>1.2,3,4,5,6,9</td>
<td>3,6,9</td>
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<td>Capalaba</td>
<td>Mt Cotton Rd</td>
<td>Wentworth Dv</td>
<td>I N,S</td>
<td>Wd</td>
<td>1.4,5</td>
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<td>Old Cleveland Rd</td>
<td>Daveson Rd</td>
<td>I N,S,E</td>
<td>Wd/Sa</td>
<td>1.5</td>
<td>1.7,19</td>
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<td>18</td>
<td>Level unnecessary crest</td>
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<td>1.4,5</td>
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<td>Cleveland</td>
<td>Wellington St</td>
<td>Shore St West</td>
<td>I N,E,W</td>
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<td>1.3,5</td>
<td>20</td>
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<td>Dangerous roundabout</td>
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<td>Mt Cotton</td>
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<td>Valley Wy</td>
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<td>4.5</td>
<td>1.5,6,7,13,20</td>
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<td>Unever road surface</td>
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<tr>
<td>Ormiston</td>
<td>Shore St West</td>
<td>Gordon St</td>
<td>I W</td>
<td>Wd</td>
<td>1.5</td>
<td>1.6</td>
<td></td>
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<tr>
<td>Sheldon</td>
<td>Mt Cotton Rd</td>
<td>Lyndon Rd &amp; Duncan Rd</td>
<td>ITS E</td>
<td>Wd/We</td>
<td>1.2,3,4,5,6,7,12</td>
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<td>Duncan Rd</td>
<td>Mount Cotton Rd</td>
<td>I W</td>
<td>Wd</td>
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<td>20</td>
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<td>Traffic merging not giving way force entry</td>
<td>1,4,14,15</td>
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<td>Thornlands</td>
<td>Cleveland-Redland Bay Rd</td>
<td>Thornlands Rd</td>
<td>I N,S</td>
<td>Wd/We</td>
<td>1.4,5,6</td>
<td>1.2,6</td>
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<td>8,10,14,18</td>
<td>Left turn green arrow</td>
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<td>Wellington St</td>
<td>Panorama Dr</td>
<td>I N,S,E</td>
<td>Wd</td>
<td>1.4</td>
<td>1</td>
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<td>Thornlands</td>
<td>Cleveland-Redland Bay Rd</td>
<td>Island Outlook Ave</td>
<td>I S</td>
<td>Wd</td>
<td>1.4,5</td>
<td>1.2,4,6,7,13,19,2</td>
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<td>Slope of road</td>
<td>8,14</td>
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<td>Victoria Point</td>
<td>Colburn Ave</td>
<td>Redland Bay Rd</td>
<td>ITS W</td>
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<td>3</td>
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<td>Suburb/Town</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<tr>
<td>Frenchville</td>
<td>Moores Creek Rd</td>
<td>Yaamba Rd to Kerrigan St</td>
<td>S</td>
<td>E,W</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6</td>
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<tr>
<td>Frenchville</td>
<td>Moores Creek Rd</td>
<td>Kerrigan St</td>
<td>I</td>
<td>W</td>
<td>Wd</td>
<td>1,2,4</td>
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<td>14,18</td>
<td>Traffic Lights</td>
</tr>
<tr>
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<td>Kerrigan St</td>
<td>Dean St</td>
<td>I</td>
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<td>1</td>
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<td></td>
<td>14</td>
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<tr>
<td>Frenchville</td>
<td>Feez St / Kerrigan St</td>
<td>Moores Creek Rd</td>
<td>I</td>
<td>A</td>
<td>Wd</td>
<td>1,4,5</td>
<td>20</td>
<td>Drivers not using blinkers correctly causing delay</td>
<td>14,18</td>
<td>Traffic Lights</td>
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<td>North Rockhampton</td>
<td>Musgrave St</td>
<td>Moores Creek Rd</td>
<td>ITS</td>
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<td>Wd/Sa</td>
<td>2,3,4,5,6</td>
<td>5,9,13</td>
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<tr>
<td>North Rockhampton</td>
<td>Dean St</td>
<td>Lakes Creek Rd</td>
<td>I</td>
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<td>Wd</td>
<td>1,4,5</td>
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<td>Duthie Ave</td>
<td>Honour St to Halford St</td>
<td>S</td>
<td>N,S</td>
<td>Wd</td>
<td>1,4,5</td>
<td>13,14,20</td>
<td>Speed limit not adhered to</td>
<td>4,18</td>
<td>Create no parking area &amp; install calming</td>
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<td>North Rockhampton</td>
<td>Queen Elizabeth Dr</td>
<td>Lakes Creek Rd</td>
<td>ITS</td>
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<td>Wd</td>
<td>5</td>
<td>1,3,5,7,13</td>
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<td>1,8,15</td>
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<td>Ford St</td>
<td>I</td>
<td>E,W</td>
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<td>North Rockhampton</td>
<td>Lakes Creek Rd</td>
<td>Dean St</td>
<td>I</td>
<td>S</td>
<td>Wd</td>
<td>1,5</td>
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<td>Park Avenue</td>
<td>Alexandra St</td>
<td>Main St</td>
<td>I</td>
<td>E,W</td>
<td>Wd</td>
<td>1,4,5</td>
<td>6</td>
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<td>14,18</td>
<td>Traffic Lights</td>
</tr>
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<td>Gladstone Rd</td>
<td>Stanley St</td>
<td>I</td>
<td>N,S</td>
<td>Wd</td>
<td>1,2,3,4,5,6,7</td>
<td>1,2,4,5,6</td>
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<td>4,8,9,15,18</td>
<td>Ban a movement certain hours, especially for truck Remove Railway</td>
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<tr>
<td>Rockhampton</td>
<td>Stanley St</td>
<td>Denison St</td>
<td>R</td>
<td>N,S</td>
<td>Wd</td>
<td>1,2,3,4,5</td>
<td>1,3,5,6,7,13,14,11,19</td>
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<td>3,9,17,18</td>
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<td>Bolsover St</td>
<td>North St</td>
<td>ITS</td>
<td>N</td>
<td>Wd</td>
<td>1,4,5</td>
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<td>Fitzroy St</td>
<td>Denison St</td>
<td>R</td>
<td>N,S</td>
<td>Wd</td>
<td>4,5</td>
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<td>Lower Dawson Rd</td>
<td>Jellicoe St</td>
<td>I</td>
<td>N</td>
<td>Wd</td>
<td>1,2,3,4,5</td>
<td>1,4,6,7,13</td>
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<td>Suburb/Town</td>
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<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
<td>Other Solutions</td>
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<td>Roma</td>
<td>Quintin St</td>
<td>Bowen St</td>
<td>I</td>
<td>N,S,E</td>
<td>Wd</td>
<td>1,4</td>
<td>1,3,7,20</td>
<td>Give Way priority wrong</td>
<td>14,18</td>
<td>Remove lollypop ladies near corner</td>
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<td>Suburb/Town</td>
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<td>Intersecting Road</td>
<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
<td>Solution</td>
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<tr>
<td>Deeragun</td>
<td>Bruce Hwy</td>
<td>Veale Rd</td>
<td>I</td>
<td>E</td>
<td>Wd</td>
<td>1</td>
<td>1,2,6,13</td>
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<td>Bruce Hwy</td>
<td>Mt. Low Pky</td>
<td>I</td>
<td>N,E,W</td>
<td>Wd</td>
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<td>Thuringowa Dr</td>
<td>Birralee Cres</td>
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<td>Herveys Range Development Rd to Dalrymple Rd</td>
<td>S</td>
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<td>Wd/Sa</td>
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<td>Type</td>
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<td>Time Periods</td>
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<td>Ruthven St</td>
<td>ITS</td>
<td>E</td>
<td>Wd</td>
<td>4,5</td>
<td>1,3,4,5,10,13</td>
<td>Poor Planning</td>
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<td>Ruthven St (All)</td>
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<td>N,S,E</td>
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<td>Toowoomba</td>
<td>West St</td>
<td>Russell St &amp; Anzac Ave</td>
<td>I</td>
<td>A</td>
<td>Wd</td>
<td>1,5</td>
<td>8,20</td>
<td>Incosiderate Drivers, impatient drivers</td>
<td>4,18</td>
<td>Educate motorists on correct roundabout usage</td>
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<td>Toowoomba</td>
<td>Mackenzie St</td>
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<td>S</td>
<td>Wd</td>
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<tr>
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<td>Herries St</td>
<td>West St to Ruthven St</td>
<td>S</td>
<td>N,E,W</td>
<td>Wd/Sa</td>
<td>1,5</td>
<td>1,5,7,8,13,20</td>
<td>Road surface bad</td>
<td>1,8,9,15</td>
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<td>Little St</td>
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<td>Wd</td>
<td>3,4</td>
<td>1,3,6,14</td>
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<td>18</td>
<td>Need to improve red spot at Ruthven &amp; Herries St</td>
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<td>4</td>
<td>1,4,13,14</td>
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<td>Bridge St</td>
<td>McDougall St</td>
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<td>Greenwattle St</td>
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<td>14,18</td>
<td>Install Roundabout</td>
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<td>Type</td>
<td>Direction</td>
<td>Day</td>
<td>Time Periods</td>
<td>Problem</td>
<td>Other Problems</td>
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<tr>
<td>Aitkenvale</td>
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<td>Charles St</td>
<td>ITS</td>
<td>E,W</td>
<td>WD</td>
<td>1,4,5</td>
<td>1,2,4,6,7,11</td>
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<td>Ross River Rd to</td>
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<td>S</td>
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<td>1</td>
<td>3</td>
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<td>Discovery Dr</td>
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<td>Angus Smith Drive</td>
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<td>Nathan St</td>
<td>Bergin Rd</td>
<td>ITS</td>
<td>S</td>
<td>WD</td>
<td>5</td>
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<td>18</td>
<td>Remove overgrowth</td>
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<td>Hermit Park</td>
<td>Charters Towers Rd</td>
<td>Bowen Rd</td>
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<td>N</td>
<td>WD</td>
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<td>8,13,15</td>
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<td>Hyde Park</td>
<td>Bayswater Rd</td>
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<td>WD/Sa</td>
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<td>Traffic Lights</td>
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<td>Mt. Loisa</td>
<td>Angus Ave</td>
<td>Main Dalrymple Rd</td>
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<td>N</td>
<td>WD/Sa</td>
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<td>Pimlico</td>
<td>Kings Rd</td>
<td>Palmerston St</td>
<td>I</td>
<td>E</td>
<td>WD</td>
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<td>1,6</td>
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<td>Railway Estate</td>
<td>Boundary St</td>
<td>Railway Ave</td>
<td>R</td>
<td>E,W</td>
<td>WD</td>
<td>1,3,4,5</td>
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<td>Railway Estate</td>
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<td>Railway Ave</td>
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<td>Townsville</td>
<td>Sir Leslie Theiss Dr</td>
<td>The Strand</td>
<td>S</td>
<td>W</td>
<td>SE</td>
<td>5,6,7</td>
<td>3,4,20</td>
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<td>2,18</td>
<td>Bridge to South Townsville</td>
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<td>Percy St</td>
<td>Harold St</td>
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<td>Suburb/Town</td>
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<td>Problem</td>
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<tr>
<td>Braeside</td>
<td>New England Hwy</td>
<td>Braeside Hill (No complete location given)</td>
<td>S</td>
<td>S</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>7,13,20</td>
<td>Was 2 lanes, now only 1 southbound before hill top</td>
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<tr>
<td>Fisher Park</td>
<td>Cunningham Hwy</td>
<td>Cunninghams Gap (west approach)</td>
<td>S</td>
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<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>7,13,20</td>
<td>Was 2 lanes, row 1 up to Cun. Gap. Slow trucks</td>
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<tr>
<td>Warwick</td>
<td>Wood St</td>
<td>Palmerin St</td>
<td>I</td>
<td>A</td>
<td>Wd/We</td>
<td>1,2,3,4,5,6,7</td>
<td>20</td>
<td>Only left turn allowed, no thru traffic allowed</td>
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<tr>
<td>Warwick</td>
<td>Wood St</td>
<td>Palmerin St</td>
<td>I</td>
<td>N,S</td>
<td>Wd/We</td>
<td>1,4</td>
<td>6,20</td>
<td>Left turn only is allowed</td>
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## WHITSUNDAY SHIRE COUNCIL

05/12/2003

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<th>Road Location</th>
<th>Intersecting Road</th>
<th>Type</th>
<th>Direction</th>
<th>Day</th>
<th>Time Periods</th>
<th>Problem</th>
<th>Other Problems</th>
<th>Solution</th>
<th>Other Solutions</th>
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<tbody>
<tr>
<td>Airlie Beach</td>
<td>Shute Harbour Rd</td>
<td>The Esplanade (west)</td>
<td>I</td>
<td>E</td>
<td>Wd/We</td>
<td>5</td>
<td>1,4,6</td>
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<td>Cannonvale</td>
<td>Shute Harbour Rd</td>
<td>Palumard Rd to Jubilee Pocket Rd</td>
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<td>Wd/We</td>
<td>1,2,3,4,5</td>
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<tr>
<td>1</td>
<td>7:00am-9:30am</td>
<td>Early Morning</td>
<td>1.</td>
<td>Congested turning movements - right turn</td>
<td>1.</td>
<td>More lanes / more road capacity</td>
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<tr>
<td>2</td>
<td>9:30am-12:00pm</td>
<td>Late Morning</td>
<td>2.</td>
<td>Congested turning movements - left turn</td>
<td>2.</td>
<td>Construct a bridge or tunnel</td>
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<td>3</td>
<td>12:00pm-2:30pm</td>
<td>Midday</td>
<td>3.</td>
<td>Through traffic congestion/long queues</td>
<td>3.</td>
<td>Create or extend clearways and parking restrictions</td>
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<td>4</td>
<td>2:30pm-4:00pm</td>
<td>School pick-up</td>
<td>4.</td>
<td>Through traffic blocking entry to turn lanes</td>
<td>4.</td>
<td>Better policing of regulations</td>
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<tr>
<td>5</td>
<td>4:00pm-6:30pm</td>
<td>Late Afternoon</td>
<td>5.</td>
<td>Turning traffic blocking through traffic</td>
<td>5.</td>
<td>Remove illegally parked vehicles</td>
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<td>6</td>
<td>6:30pm-9:00pm</td>
<td>Evening</td>
<td>6.</td>
<td>Difficulty entering higher priority road from a lower priority road</td>
<td>6.</td>
<td>Remove / Relocate bus stop</td>
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<td>7</td>
<td>9:00pm-7:00am</td>
<td>Night</td>
<td>7.</td>
<td>Poor design of road layout</td>
<td>7.</td>
<td>Indent Bus Stop</td>
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<td>8</td>
<td>All times</td>
<td>All day and night</td>
<td>8.</td>
<td>Poor road signs and road markings</td>
<td>8.</td>
<td>Create or improve turning / merging lanes</td>
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<td>9</td>
<td></td>
<td></td>
<td>9.</td>
<td>Green time at traffic lights too short</td>
<td>9.</td>
<td>Ban a turning movement</td>
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<td>10</td>
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<td></td>
<td>10.</td>
<td>Insufficient green time for turning arrow</td>
<td>10.</td>
<td>Add green right turn arrow signal</td>
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<td>11</td>
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<td></td>
<td>11.</td>
<td>Lack of turning arrow signals</td>
<td>11.</td>
<td>Remove red arrow traffic signal</td>
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<td>12</td>
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<td>12.</td>
<td>Red turning arrow shown when opposing traffic is low</td>
<td>12.</td>
<td>Increase speed limit</td>
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<td>13</td>
<td></td>
<td></td>
<td>13.</td>
<td>Not enough road capacity/lanes</td>
<td>13.</td>
<td>Improve timing / coordination of traffic signals</td>
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<td>14</td>
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<td>14.</td>
<td>Blockages such as parked cars and bus stops</td>
<td>14.</td>
<td>Install roundabout or traffic lights</td>
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<td>15</td>
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<td>15.</td>
<td>Poor linking of traffic lights</td>
<td>15.</td>
<td>Change intersection layout</td>
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<td>16</td>
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<td>16.</td>
<td>Speed limit too low</td>
<td>16.</td>
<td>Improve road signs and road markings</td>
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<td>17</td>
<td></td>
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<td>17.</td>
<td>Unnecessary waiting for trains</td>
<td>17.</td>
<td>Improve railway boom gate timing</td>
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<td>18.</td>
<td>Unnecessary waiting for pedestrians</td>
<td>18.</td>
<td>Other</td>
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<tr>
<td>19</td>
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<td>19.</td>
<td>Poor visibility (Roundabout/median overgrowth, Parked cars, etc.</td>
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<td>20</td>
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<td>20.</td>
<td>Other</td>
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</tbody>
</table>