RACQ
Unroadworthy Roads Technical Appendix

Author: Public Policy
Date: March 2016
### List of roads with number of responses to identified problems cont'd

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**List of roads with number of responses to identified problems cont’d**

**Title:** RACQ Unroadworthy Roads Technical Appendix  
**Issued Date:** March 2016  
**Page:** 4 of 104
### List of roads with number of responses to identified problems cont’d

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<th>Narrow road / Lanes</th>
<th>Narrow bridge / Culvert</th>
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<th>Poor signage</th>
<th>Poor shoulders</th>
<th>Hazardous roadside objects</th>
<th>Poor or no guard rails</th>
<th>Vegetation or objects block visibility</th>
<th>Lack of overtaking opportunities</th>
<th>Flood prone</th>
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### List of roads with number of responses to identified problems cont’d

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<th>Slippery / Loose surface</th>
<th>Tight curves / blind crests</th>
<th>Narrow road / lanes</th>
<th>Narrow bridge / culvert</th>
<th>Poor road markings</th>
<th>Poor shoulders</th>
<th>Hazardous roadside objects</th>
<th>Poor or no guard rails</th>
<th>Vegetation or objects block visibility</th>
<th>Lack of overtaking opportunities</th>
<th>Flood prone</th>
<th>Poor drainage</th>
<th>Poor or inadequate road lighting</th>
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<th>Narrow bridge / culvert</th>
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<th>Poor shoulders</th>
<th>Hazardous roadside objects</th>
<th>Poor or no guard rails</th>
<th>Lack of overtaking opportunities</th>
<th>Flood prone</th>
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## List of roads with number of responses to identified problems cont’d

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Complete list of nominated roads showing additional comments from respondents by Suburb

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<tr>
<td>Aeroglen Drive</td>
<td>Aeroglen</td>
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<tr>
<td>Aeroglen Drive (a main arterial road) has multiple holes and patches which become much worse every wet season. The number of repairs/patches makes the road very bumpy and dangerous.</td>
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<tr>
<td>Albert Street</td>
<td>Bethania</td>
</tr>
<tr>
<td>Poorly designed intersection/s. Needs roundabout or signals.</td>
<td></td>
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<tr>
<td>Two intersections of Albert Street in Bethania with both Montrose Avenue and Station Road respectively are dangerous. Both have intersections have traffic coming along off ramps from a major road at speed and on significant slopes then intersect with Albert Street. Visibility on both intersections are not very good, plus the Stop and Give Way signs are sometimes confusing for motorists. The Albert Street and Montrose Avenue intersection also has concrete pilons which obstruct visibility. Both intersections also seem to get a significant number of crashes at them.</td>
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<tr>
<td>Waterford West</td>
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<tr>
<td>There is a lot of traffic through this intersection. Because of the timing of the lights and inadequate turning lanes, drivers are consistently turning right through a red light. During peak hour traffic, When crossing this intersection on my bicycle, 3-5 cars enter the intersection after the light has turned red. I have not even tried to count how many enter the intersection on a yellow light. Many school children use this crossing to access Waterford State School. Some days I have had to wait for the next change of lights as I am caught between 2 streams of traffic. When I drive my car through this intersection I am often forced to enter the intersection on a yellow light as the car behind me is speeding up to go through the intersection and will be unable to stop in time if I stop as i should do.</td>
<td></td>
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<tr>
<td>Alfred Martin Way</td>
<td>North Stradbroke Island</td>
</tr>
<tr>
<td>This road provides important tourist access on North Stradbroke Island to Brown Lake, Blue Lake, the golf club and access to Main Beach for 4WD. The road was built on sand some years ago and the surface is disintegrating badly with numerous attempts to fill pot-holes and edges. The road also runs into the western sun when travelling west to east making it difficult to see oncoming vehicles and bad surfaces on what is generally a narrow strip</td>
<td></td>
</tr>
<tr>
<td>Allambi Tce</td>
<td>Noosa Heads</td>
</tr>
<tr>
<td>This is a very short section of Allambi Tce, on the crest of a small hill, and is in very poor condition with multiple pot holes and loose metal.</td>
<td></td>
</tr>
<tr>
<td>Alpha Avenue</td>
<td></td>
</tr>
<tr>
<td>Currumbin</td>
<td></td>
</tr>
<tr>
<td>Cars parking both sides on a steep street restrict safe thoroughfare and the risk of collision when speeding vehicles particularly descending hill do not give way or take care when 2 vehicles need to pass</td>
<td></td>
</tr>
<tr>
<td>Annie Street</td>
<td></td>
</tr>
<tr>
<td>Auchenflower</td>
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</tr>
</tbody>
</table>
It is a narrow road with a poor road surface and cars park too close to safely pass. Sometimes, cars cannot pass. It should be one side parking.
There has been a pothole outside number 77 for years, which is filled in about twice a year. Fix the problem once and for all.

**Anzac Avenue**
Kallangur
The main problem is that rain creates major potholes which lead to aqua-planing. The potholes are often only filled in and it is a very busy road, so then the road becomes hazardous due to the potholes.

**Kippa-Ring**
On turning left into Anzac AV from Elizabeth AV there is a give way sign, that's fine but right on the intersection is a street Grimley street, cars turning right from Boardman Road who want to enter that street do so at some speed, thinking they are staying in the right hand lane they suddenly cross over to turn left into Grimley st. We recently had an accident there, and luckily we had stopped at the give way, started to take off all of a sudden this car was right in front of us. Luckily no one was hurt but a lot of damage to the cars. We feel turning lights should be installed before someone is hurt. I hope I have made my self clear on this I don’t do surveys but this one is timely.

**Rothwell**
Due to volume of traffic using this roundabout in peak times it can take up to 20 minutes to negotiate. The road surface itself is fine, however can be slippery in the wet (all roads are slippery when wet though).
The Traffic Light Signals are poorly timed this causes traffic to cue and slow unnecessarily and the travel time is extended to an extra 5 mins.

**Ashmore Road**
Surfers Paradise
The Intersection of Bundall, Ashmore and Salerno Streets is one of the busiest intersection on the Gold Coast. As you turn into Ashmore Rd from Bundall Rd the lighting at night almost disappears. This is just before a large roundabout at Ashmore and Upton Streets.

**Ashton Road**
Camp Hill
This road desperately needs resurfacing.

**Bailey Street**
Collingwood Park
It has been a problem for the past 5-8 years, council have tried to fix it but nothing has been done to fix it properly.

**Bald Hills Road**
Bald Hills
Bad road

**Ball Bay Road**
Ball Bay
Bitumen is too narrow and very patched

**Bannerman**
Oxley
Inadequate parking available. Inadequate drop off zone. Lack of line marking for surrounding street parking, causing driveways of local residents to be blocked. Inability for traffic to flow due to traffic on Oxley Rd, and no other means of escape.

**Bauple Woolooga Road**

**Miva**

The road is a secondary Hwy over 900 vehicles a day (2012 figures) bridges are too narrow the major crossing over the mary river has no rails and should only be one lane regularly goes under in flood. we have had a couple of deaths and accidents from overtaking with trailers the road is way too narrow as semis and caraveners use this road quite often as a gateway to the west from the coast. and when two meet in opposite directions one or both have to get off the road

**Beachmere Road**

**Beachmere**

Not suitable for 100 kmh

Road needs rebuilding

Rough surface badly maintained blind bends with to high speed limit ie. 100kph & narrow bridge on bend - no verges only broken up bitumen deep holes in wet - nowhere to pull over if emergency - road used by Ambulance school buses / buses delivery trucks b double tip trucks [ speeding ! ] over 3000 residential homes vehicles etc. Has 5 white crosses on side where fatal accidents have happened ! Grass rarely cut obstructing view - snakes seen in grass - uneven surface

The majority of the road is in bad condition without any major repairs undertaken in the past twenty years. please drive and inspect the road.

The road has now had the speed limit reduced due to the condition of the road.

Where the river meets the road near riversleigh St there has been significant erosion of the river banks subsequently getting the river very near the road side.

The road surface is rough and undulating with broken edges

This road has received minimal attention over the past 32 years, and actually has not changed much in that time.

King John Creek Bridge was replaced years ago because someone was killed there. The lead up to and following this bridge experiences flooding on an almost annual basis. The sand mining project also influenced the work on the King John Bridge.

Hickey Road was updated several years ago and that intersection has improved greatly, however the money allocated to the repair the rest of Beachmere Road went 'missing' according to newspaper reports and articles.

The speed limit in the middle sections reaches 100kmh and this really isn’t safe for the quality of this road.

The speed would be desirable but not in this condition.

(Blank)

**Beaudesert Beenleigh Road**

**Luscombe**

Several deaths along this road. Bad drivers disobey speed limits, slightest bit of rain and there are accidents especially on bend before Shaws Pocket Rd(almost everytime it rains there is at least 1 accident) and around 765 Beaudesert Beenleigh Rd(at least 11 cars through fences around here). Gold Coast City Council and Logan City Council refuse to pick up rubbish at some spots along this road due to near accidents. My driveway has limited vision which got worse since vegetation has been allowed to grow. Main Rds guy recommended several things but as Newman was in next to none of it was done!!! Newman preferred to save money rather than lives!!! Colwill Crescent has next to no visibility and only a silly mirror to help. The corners of the properties need to be cut back.
Beaudesert Road
Parkinson
Heading northbound on Beaudesert Rd, the left turn lane into Algester Rd is too short.

Becketts Road
Bridgeman Downs
Have a Hyundai Veloster brand new and have already had to change the Tyers 3 times because of accidentally driving in potholes.

Beckmans Road
Tewantin
The road is quite inadequate for the usage. Plans to upgrade were presented over 10 years ago. Increased traffic and new housing estates add to the problem. This road carries major traffic to the Bruce Highway. It services two schools and hundreds of residential homes. Maintenance is nigh on impossible. The plans to duplicate the road and provide a service road for the schools and houses on the side roads need to happen now. There are no pedestrian or cycle ways making it a no go area for many.

Beechmont Road
Advancetown
A very narrow winding steep road with double lines all the way....cyclists and motor bikes use road daily as a training raceway ...not enough vision to overtake (over double lines safely) heaps of accidents and fatalities.... pot holes and road surface only ever patched (trucks are breaking up the surface of the road) Guard rails would definitely help to save people from going over the cliff edge. Cyclists should be banned and guard rails to the top are desperately needed.... promises are only ever made but nothing gets done therefore many more people will be killed

Beechmont
Narrow 60kph limit, unbroken double centre line, poor edges and lack of guard rails. Road is used by cyclists and motor cyclists, the latter having little or no regard for speed limits. The road is controlled by the State government, with the lower (Nerang) end adjoining Gold Coast City Council roads, and the upper (Beechmont) end controlled by the Scenic Rim Council - hence no one does anything. There have been several fatalities - car and motor cycle over the recent years.

This has got to be one of the most dangerous roads in Queensland. We live up here and I won't drive it at night. At the weekend it is full of either motor bikes speeding, cyclists making it even more dangerous as you try to get past them and tourists who start driving up it and then freak out and drop to 30kms braking at every corner driving UP the hill which encourages regular users to behave dangerously and overtake (there is NO overtaking anywhere on that stretch of road). Just recently they put a solar powered "smiley face" to encourage people to keep their speed down but where they have put it is also confusingly incorrect as the speed at that point is still 80kms an hour even though the sign warns you not to go above 60.

Lower Beechmont
Accidents, deaths, bad surface, speed, pot holes, you name it.

Beenleigh Road
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underwood</td>
<td>Two lanes reduced to one for a short distance and then back to two lanes. The sides are very badly potholed.</td>
</tr>
<tr>
<td>Beerburrum Woodford Road</td>
<td>100KMH stretch when I think it is dangerous over 80KMH speed. Bitumen break up, shoulders scratchy and fairly narrow. Well utilized road and part of the tourist trip to see the lookout within Glass House Mountains.</td>
</tr>
<tr>
<td>Beerburrum</td>
<td></td>
</tr>
<tr>
<td>Bella Creek Road</td>
<td>This road is graded only about 2 to maybe 3 times a year it is highly dangerous for the residents who live out their and any visitors to the area.</td>
</tr>
<tr>
<td>Bella Creek</td>
<td></td>
</tr>
<tr>
<td>Benaraby Road</td>
<td></td>
</tr>
<tr>
<td>Wurdong Heights</td>
<td>Poor sight lines in many places, hidden entries to private property, road has long depressed sections (where the tyre run) which have caused multiple hydroplaning crashes and multiple fatalities during wet weather. It is a high traffic road. Passing lanes have been built where practical to do so, but there is often conflict at the ends of the passing lanes. I suspect that wide loads are not allowed to use the road, but not sure (they should be). There are multiple changes in speed limit which adds to the confusion and frustration of some drivers. The speed limit heading towards Gladstone starts at 60 at the roundabout, then 90 for the passing lanes which include a blind crest, then 70 for a very short distance at the boat ramp entrance, then 80 for the next passing lanes which are not really passing lanes because the RH lane is the only through lane at the Kirkwood Rd intersection and the LH lane is the only lane for turning into Kirkwood Road. The cutting at the top of the hill before the gun club turnoff was the subject of a new guardrail and roadworks to reduce deep water during rain, but the end of the guard rail is a crash hazard. It is right where a car would hit the rail ie the rail is too short as installed. That same cutting is narrow, has a sharp bent at the crest and the crest is blind (80 km/h). The worst section for aquaplaning is near the prawn farm and was worked on a few years ago, but it didn't stop the long pools of water forming in the wheel ruts, and people have continued to run off the road at the bend during rain events (80 km/h)</td>
</tr>
<tr>
<td>Bermuda Street</td>
<td></td>
</tr>
<tr>
<td>Burleigh Heads</td>
<td>Concrete bumpy&lt;br&gt;The road feels like driving on corregated iron. A number of cars stop to check their cars and tires (due to the bumpy road) which makes it dangerous.&lt;br&gt;Very rough surface&lt;br&gt;Very very bumpy road, feels like you have a flat tyre driving on it, many cars stop to check their tyres.&lt;br&gt;When you drive on it, the grooves in the cement blocks makes it sound like you have a flat tyre. Terrible visibility when it rains also.</td>
</tr>
<tr>
<td>Beryl Parade</td>
<td></td>
</tr>
<tr>
<td>North Maclean</td>
<td>Comments from people using the road are that this is the worst road they have ever driven on. You will need to drive on it to get the full experience. If you can try and do the speed limit while 2 opposing vehicles are driving on the road.</td>
</tr>
<tr>
<td>Birdsville Developmental Road</td>
<td></td>
</tr>
<tr>
<td>Birdsville</td>
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</tbody>
</table>
Black Duck Creek Road

Black Duck Creek

Very poor visibility at narrow creek crossings. It is only a matter of time before someone is injured.

Blackheath Road

Oxley

The section between the Howard St entry and Cliveden is narrow and steep. Cars parked on one side take it down to one lane. Drivers are frequently unable to see other cars coming up or downhill due to curve in road. Drivers are confused as to whether uphill or downhill bound drivers have right of way. At the Howard St entry point the camber is steep and runs in various directions causing visibility and handling difficulties. Road surface is also poor here. This road gets a large volume of traffic at peak hours due to a child care centre on Cliveden and drivers avoiding Seventeen Mile Rocks rd. The other end of Blackheath toward Seventeen Mile Rocks Rd is also problematic as cars parked on both sides of road narrow road and cause visibility problems on bends.

Bli Bli - Nambour Road

Bli Bli

I drive a disabled school bus along this road and it is very rough, especially around the bends.

Bloomfield track

Cape Tribulation

The road needs to be upgraded due to the number of vehicles using the road for sight seeing

Boogan Road

Boogan

B Double Route which is extremely dangerous as the road is narrow, full of potholes, shoulders crumbling and local farmers using it to transport fruit from farm to packing sheds leaving mud, banana leaves etc on road.

Booral Road

Urangan

Rebuild the road

Boundary Road

Camp Hill

There are around six to eight pot holes not repaired after heavy rain last year.
They are either previously repaired holes and new ones. The road also has a number of broken patches of bitumen ready and waiting to cause more tire damage.

Dakabin

A narrow bridge over the freeway, and an excess of traffic since the building of Costco and Bunnings, and the extensions of North Lakes Estate.

North Lakes

Dual lane back to single lane, then opens again near the Bruce Hwy entry ramp. Shoulder drop offs from cars using shoulder of road. Dangerous.
Bowenville Norwin Road
West Prairie
The entire Rd is very dangerous and a nightmare. Huge potholes, Dips and bumps that can ruin shocks and suspension.

This road has been in bad need of repair for several years, so much so that the Council recently reduced the speed limit from 100 to 80, which is still faster than any vehicle (but especially trucks) can safely travel without people being thrown across the interior of their cars. This might seem like an exaggeration, but it is really this bad! Cracking black soil clay is notoriously difficult to build lasting roads on, but Main Roads has put no effort into maintenance for quite a number of years. The surface is extremely uneven and dangerous to drive on. This road may not get many votes on this survey due to the low population area, but I am sure there are very few main roads as bad as this in Queensland.

Bowhill Road
Willawong
This particular dip with the severe edge is located along side the 7th power pole counting from Sherbrooke Rd and heading towards Blunder Rd. There has been recent work done on a small section of this road just near Sherbrooke road but this severe dip with the edge is just up from this work and was not done.

Bowne Developmental Road
Bogie
A road that defies belief in how narrow it is when a truck is coming down the road from the other direction with the edges in parts crumbling away from main road. Their are also no real overtaking opportunities without gunning the accelerator. General road conditions have gotten better on the section that they upgraded but pot holes are getting a bit ridiculous.

Bracken Ridge Road
Bracken Ridge
The speed zone on that stretch of road is marked as 60. It should be a 70 zone. Speed traps are often set up there.
The road has a nature strip separating both directions and there are no houses in most of the area.

Breton Street
Coopers Plains
This is one of the worst rail crossing intersections in Brisbane. There are also an increasing number of vehicles turning East towards Boundary Rd from Orange Grove Rd that are driving forwards on Breton St and U-turning in Breton St as it is quicker to turn left from Breton St into Boundary Rd.

Bribie Beach access track
Woorim
I pay $135 for an annual beach permit to drive on the beach, in 6 years I have paid $810
My parents wont join me on a trip to the beach because they have to endure 6 minutes of hell on their backs and necks to get to the beach along a track that pointless runs parallel to the beach in stead of just going on to it. I don't enjoy the some times 2m drop off from the hard track to the soft beach, you should see the carnage done to vehicles and caravans trying to get back off the beach. There are vehicles undercarriage parts littering the area and nobody cares these damaged vehicles then join us in traffic, over 2000 per weekend !

Bribie Island
Ningi
This stretch of road is about 25km of which perhaps half is non divided ie one lane each way. It carries a very high traffic volume especially in holiday periods and at the weekends. There are very limited overtaking opportunities. The shoulders are very narrow. The road floods after heavy rain. The divided sections are much better for safety.

**Bride Street**

Wynnum

Whole road has been patched down the centre. You have to straddle these when driving down or up.

**Brisbane Road**

Coombabah

Congestion is an issue. If I have the opportunity to use Hope Island Road instead, I do.

**Brisbane Road/Gold Coast highway**

Helensvale

Water over road every time it rains. And almost impossible to see the water.

**Brisbane Valley Highway**

Fernvale

Narrow with no shoulders. Overtaking is difficult and dangerous. This road carries a huge volume of heavy vehicles. Passing lanes are totally insufficient.

**Gregors Creek**

(blank)

Pine Mountain

The highway (of you could call it that) is inadequate for the volume and type of traffic that it is expected to carry. There is insufficient reflective markers to identify lanes. The surface is very rough in many parts and has not been significantly refurbished since the 2011 flood event that seriously damaged the road surface.

**Wanora**

Deterioration of surface has caused authorities to decrease speed limits but no work being done to actually rectify road.

**Wivenhoe Hill**

The whole road is poorly maintained

There are no passing lanes from fernvale to esk causing motorists to overtake - particaulry slow horse floats and caravans.

There are many trucks bring produce to market

**Britannia Avenue**

Morningside

Road surface is very poor with many potholes.

**Broowenna-Woolooga Road**
Woolooga
Rough corrugated surface and bridge needs replacing have been numerous accidents along this road.
Rough surface and bridge needs fixing. have been numerous accidents on this road and the bridge.

Bruce Highway

Aitkevale
The Bruce Highway between Townsville and Tully has poor quality bitumen, floods with an inch of rain, no signs alerting traffic to the train line that runs parallel to it for most of the way. Locals know about the train line, but visitors to the area have been freaked out by on coming trains at night.

Aldershot
(blank)

Bajool
Very strong crosswinds exist on this road at all times of year making high vehicles unstable on narrow roads

Bald Hills
Peak hour traffic from the Gateway Motorway is in permanent twice daily peak congestion getting onto or entering from the bruce hwy. The Gateway and the Bruce can become gridlocked from accidents, breakdowns and incidents such as flash floods. There needs to be an alternative highway built west of strathpine from Ipswich, brendale to wamuran to ease current peak congestion and as forward planning for a needed national hwy bypass as the Gateway and Bruce are placed under more pressure as new suburbs expand west and north to the sunshine coast.

Balnagowan
Very poor maintenance along a majority of the road.

Bauple
Road now inadequate for volume of traffic.

Beerburrum
The road is completely inadequate for towing a Caravan, consequently for safety reasons we never go north for a caravan holiday, we spend about 3 months of the away and go to NSW. Maybe a survey should be done on Caravan owners, most I talk to do the same as I. Cross over the border into NSW and the difference is remarable, wider lanes, more overtaking lanes,a wider shoulder and see, Shame Shame Qld, We must be the laughing stock of all other States. Minister drive in NSW. and see
This is a major highway and should therefore have sufficient lanes to handle the amount of traffic that uses this highway daily in both directions
(blank)

Bemerside
This part of road drops from 100km/h to 60km/h for what seems to be no reason on the bruce highway. There are sharper corners and bends in this road but no speed drop. I think it cause the bridge needs upgrading but it has been like this for about 4 years now.

Benaraby
The bridge near the greenacres Caravan park is narrow and Very rough been like this for ten years. Between Benaraby dump and old Tannum rd is very rough. The Bruce High way north of Miriam Vale has been repaired four time in two years. This pattern of road building is becoming a major problem. Who pay’s for this work? Are they making biodegradable roads to ensure they have plenty of work? What about our safety?
Blue Mountain
This is a major alternative Route for Trucks who are heading south and want to bypass Mackay due to the volume of Heavy Traffic the Road is always rutted - And it dose'nt matter how many times it is resurfaced a week later the ruts appear AGAIN!!!!!
Bowen
It is a complete mess
Shoulder drop offs. Undulating road surface.
Bracken Ridge
Always a problem around peck hour etc as there is not enough to get off once you are pass Anzac Ave. Bad design
Brisbane Airport
Increase lane size.
Too many size with different speed limits.
Continual work on road.
Peak Hour Traffic should not extend for 40kms or for 4-5 hours in a Modern City.
(Blank)
Caboolture
Road full of patches that don't match existing road gradient, potholes, no shoulders, steep edges
Travelling north on the Bruce Highway past Caboolture, the speed limit changes from 100 to 110 km per hour for the first time. At this very point, the condition of the road surface deteriorates quite suddenly. Really needs fixing!
Calen
The Bruce Highway from Mackay to Townsville requires lots and lots of TLC. Lots of traffic etc..
The road does not meet requirements of 2016 motoring.
Canoona

When you have spent $millions on this road, it will still be a 2 lane road. It’s a disgrace and an embarrassment and about 3rd world standard.
How come Canada with a slightly larger population but appalling weather and road building soils can have such wonderful roads while we have such crap.
We must be the laughing stock of the world.

Cape Cleveland
There are maybe five sections of within ten kilometers of the position marked which have overtaking lanes. Danger is the opposing traffic guided by road markings indicate they may also overtake thus the middle lane is effectively what is known as a suicide lane.
Third lanes were common in Yugoslavia during the best part of last century where statistics indicated they had the highest road death toll in Europe.
Carmila
Its poor all the way home

Cluden
(blank)

Coochin Creek
Surface is too rough for a main highway - embarrassing
The highway is not designed for the amount of traffic it is currently carrying and will not be able to handle any increase from near future developments.
This road is hazardous and particularly bad if vehicles are broken down. Key problems are width of lanes and lack of shoulders which drop off to major ditches.
You have only approx. 0.90 metres of road edge to pull over. On each side of the road and including the median area you drop into ditches from 2 metres to 4 metres plus deep, for a National Highway it is totally unsafe work place for all commuters and Transport Operators. If you have a flat tyre or a mechanical problem, there is nowhere to SAFELY pull over and fix the problem.

Damper Creek
(a) QR rail crossing north of Cardwell range - road surface has broken up
(b) large potholes on the northern approach to the Cardwell range and bitumen has mounded up

Edmonton
Needs 4 lanes to handle traffic too many trucks and needs extra passing lanes or 4lanes
Traffic heading south on the Bruce Highway turning right in to Mill Road, is constantly congested. I have witnessed several nose to tail accidents, especially when traffic in the right hand lane is banked up from Roberts road intersection.

Elimbah
The road goes from three lanes to two causing the inevitable bottleneck. Another problem is if a vehicle breaks down in the right hand lane there is nowhere to pull off. This happened recently when returning from Caloundra. A car traveling north from Brisbane broke down in the right hand lane and caused a traffic jam for kilometres.
(blank)

Euramo
(blank)

Fishery Falls
The roads dip before the rail lines and are 4-5 inches below the actual road surface the car bounces down and bottoms out through the crossing.

Foreshores
Bad road.

Glass House Mountains
This road can no longer accommodate the volume of traffic and is regularly closed due to accidents. Cannot be relied on when travelling to the airport or medical appointments in the city.

Glenview
The road has been patched so many times it is bumpy narrow and there is grass growing in the ruts in the bitumen/concrete of the lanes

**Great Sandy Strait**

The Bruce Highway is substandard it has no camber for water drainage, lacks safety rails the shoulders are to narrow and there is nowhere to pullover for breakdowns along sections of it. The speed limit is to slow and varies to much should be 110 kph. There are schools zone along it 80kph on a major highway?. Between Ingham and Cardwell the road has no shoulder and you have a metre or more sudden drop off and no safety rails. When it rains you drive through deep water on the road because it does not run off.

**Griffin**

Inadequate road for traffic numbers.

**Gunalda**

The road is so bad that we only use our 4wd to travel on it. We won’t drive our Mazda 3 due to fears it will be damaged.

**Guthalungra**

Lots of rough surface. Ruts along road lead to poor drainage. Minimal overtaking lanes.

**Gympie**

It is National Highway Number 1, more than 120km of the road is sign posted below 100kmhr, most at 80-90, not including the towns.

If it is posted below 100kmhr, that means it is too dangerous to travel 100 because of the design or condition of the road, or the drivers have not been trained adequately to handle a car in those condition.

Not including floods or flood damage.

It should not take 7 hours to travel 520kms.

After the floods in 2011-2012 over 70% of the Highway was below 80kmhr, ok exceptional circumstances, but still.

**Hamilton Plains**

Posted speed too high.

**Hawkins Creek**

(blank)

**Horseshoe Lagoon**

Even after the road was resurfaced and widened it has deteriorated badly even without rain which is the usual culprit for the rough and broken surfaces. The Bridge over the Haughton needs upgrading, higher, wider and there are no safety barriers on it.

**Kunwarara**

We have, on our major highway, a single lane each direction. separated by a small white line. drive south of brisbane into nsw to see what a good highway looks like.

**Kybong**

North qld is always cut off in the wet season. Start spending money in North qld

**Landsborough**

Not enough lanes becomes a parking lot when accidents occur or ion heavy traffic

**Maadi**
(a) two sunken tramway crossings with large potholes just north of el Arish
(b) numerous large/deep potholes between Feluga and Tully

Maryborough West
The highway north of Maryborough is a joke. Looks like grandmas patchwork quilt. And too narrow.

Mount Peter
This road is highly congestured at regular times of the day due to a number of personnel living on the south side of cairns.

Murrumba Downs
Needs more signage for people to change lanes where road changes to M3 and gateway. Sign is near Pine Rivers bridge and needs to be another sign near Griffin on ramp

Proserpine
BP service station has recently undergone huge upgrade and is now in operation and an ever popular Pioneer Park soon to be upgraded with a water park are all located at the Blair Street Main Street junctions with Bruce Highway.
Painting of traffic islands and reduction in height of traffic island vegetation and ongoing pruning is necessary.
Lighting and cats eyes could also be considered at Blair Street Intersection.
With the establishment of Subway on Main Street customers often illegally turn across double lines on Bruce Highway to access.
At Renwick Road Junction traffic entering Bruce Highway have their vision restricted due to gardens to the south and a Motel fence to the north.

Railway Estate
NOT SUITABLE to drive on /to pass any vehicle/ DANGEROUS in wet weather

Rockyview
Travelling in the direction of Rockhampton to Mackay to turn left from the Bruce Highway onto Greenlakes Road, it is often necessary to stop in the designated area in between the oncoming traffic that is travelling 100km / 110 km an hour and very frequently include large trucks and the traffic overtaking you at 100km / 110km hour.
You are like a 'sitting duck' with your fingers crossed that traffic from both directions stay in their own narrow lanes.

Sarina
(blank)

Shirbourne

South Isis
The Bruce again fails the test of being called a highway. It is more of a secondary road one would expect to find in a third world country. In fact some third world countries have better roads than we do. The Bruce is too narrow, poor passing lanes and has trees growing nearly on the verge.

St Lawrence
If you drive this road in anything other than a sedan with soft suspension, then this road will bounce the driver out of the seat - regularly ...it will bump steer the car onto the wrong side of the road in places ... and there are so few overtaking lanes - necessary with the massive volume of grey nomads and trucks on this road.

Stockton
This 1960 size road carries 2016 traffic, bring some of the mega funding of Brisbane and spend a bit up here. There is very little areas for safe overtaking and their rubbish little overtaking three lane sections are a joke - do the job properly once and build a highway to world standard.

**Two Mile**  
Inadequate capacity

**Wrights Creek**  
The entire stretch from Edmonton to Gordonvale is only single lane. There have been about 5 fatalities in the last few years that I can remember. Its at 100% capacity and needs to be 4 lanes. But of course, SEQ gets another tunnel built so we have no money for any where else.

**Yuruga**  
The highway lacks road shoulders, no where to pull off and no guard rails or warning signs of the pending danger.

**(blank)**  
Cars coming from the Sunshine Motorway on to the on-ramp to travel north on the Bruce Highway must cross the path of cars which are exiting the highway on the Kawana exit from the south. There are no lights or other means of traffic control.

**Buccan Road**

**Buccan**  
This road was a bush track with bitumen tipped on it and has been patched up over many years. It crumbles at the shoulders into the dirt drain/culverts which have massive gum trees either side. It has a blind crest immediately before an intersection when travelling south toward Wilson Road. The problem is that this terrible road previously only serviced local traffic and now with the extensive residential developments in the local suburbs, it has become a main thoroughfare which has increased the danger.

**Buchanan road**

**Banyo**  
Pothole constantly occurring and being patched up after rains

**Bundaberg-Lowmead Rd**

**Avondale**  
Rough

**Mullet Creek**  
Rough road to drive on, dangerous on the motorbike

**Bunya Highway**

**Ficks Crossing**  
Rough uneven surface. Narrow. Bad edges. YOU NAME ITS GOT IT

**Kingaroy**

The bitumen all around the roundabout is bulging quite badly in places and getting worse - to drive you have to go slow and stick as close to the inside as possible to avoid damaging your car or an accident. It has been getting progressively worse - is used by a heap of traffic including trucks as is a main route in and out of the town of Kingaroy

**Wondai**
This road is rough just wide enough for two heavy vehicles to pass. Shoulders drop of rapidly.

**Burbong Street**

**Chapel Hill**
Narrow busy road. Bus route. cars park on road just around corner for cars driving towards moggill rd, making it a one lane road. insufficient line of sight. outstandingly dangerous. Council have placed a few "no standing" signs on road but these need to be extended to the corner.

**Burgess Road**

**Calico Creek**
There is part of Burgess Road of approximately 2.5 km unsealed with rough surface and very dusty. There are four houses fronting this section of road. This road gives access for residents of the localities of Mooloo, Langshaw, Eel Creek, Marys Creek and Pie Creek to the west travelling to the Mary Valley H'way/Bruce H'way. The alternative sealed route of Lawson Road to the North adds about 9 km to the journey.

**Burke Developmental Road**

**Almaden**
Certain parts are extremely slippery when it rains, some gullies are really rough when we have a major attraction at the end of it, the Chillagoe Caves. We have had many fatal accidents on the Dirt Sections and this must stop.

This road is a major through road for access to Cape York communities and many stations as well as the town of Chillagoe and its mine. In wet weather and at night there are many hazards and dangers.

**Chillagoe**
Road between Chillagoe and Almaden is partly gravel and partly good bitumen, alternating in 5-6km sections. Roughly 16km of gravel in total. Gravel sections of the road deteriorate rapidly and get very little maintenance, almost no maintenance. It stays in a state of disrepair for way longer than it should. There are extreme corrugations on bends, build up of gravel on outside or corners, which leads drivers to drive on wrong side of the carriageway to get a smoother track, on blind corners. Even if you drive to the very far left on the outside of the gravel pile you can't get out of the corrugations, and you are driving in very loose gravel. On many sections road has broken through "foundations" to sharp loose rocky surface below. There are many potholes and erosion in certain sections. There are sharp immovable rocks sticking up thru the road, probably top of a large boulder? 'Red Hill' at the 14-15km mark turns to slippery slush with rain, even at very slow speed. Also gets stuck to bottom of vehicles. At start/finish of bitumen sections are potholes and sharp drop-offs and turn to mud with rain. Many of the dips have extreme potholes that can't be gauged when puddled with water. There have been a number of rollovers, and there have been fatalities on the road, but I don't know the figures. Tourists are not allowed to drive hire cars on gravel roads, thus preventing a percentage of tourism. The tourists who do come to Chillagoe, often have no idea about driving on gravel roads. Government keeps saying they'll fix. They don't do anything because they can't afford to build 'to standards', so they say. Previous government promised they'd fix within four years.

**Burnett Highway**

**Abercorn**
Narrow road that needs widening, better shoulders, overtaking and dangerous roadside.

**Boobubyan**
Very rough surface and narrow in places allowing only single lane of traffic on bitumen, other traffic must exit road surface and drive on gravel with poor edges in many instances.

**Coominglah**
As mentioned above, this section of the road is appalling and about the same as most 3rd countries.

**Ginoondan**
Very bumpy Towing vehicles with trailers or caravans have to slow down or risk being thrown about a lot of trucks use this highway to access northern centers

**Lawgi Dawes**
People travelling on this road in anything other than a sedan with soft suspension should be warned - you will be bounced out of the driver seat by the massive subsidence issues and failed repeat attempts to patch this highway - trucks have been using this highway to avoid the Bruce Hwy , and have destroyed this road.

**Moonford**
(blank)

**Thangool**
This part of the highway is a disgrace, not wide enough for trucks to pass let alone cars as 90% of it has not got any fog line built on either side of the road. Very dangerous, there are three areas of concern North Caribou creek, Blackmans yard road and Poormans gully. Two of these spots are under the Federally funded black spot program and for the last four years have not been touched the latter, well that is a joke during the last flood in 2014 it was reduced to a five tonne load limit. main roads came along shoved some concrete under it and that was it. no more work done on it since, has reduced speeds signs not enforced. Two trucks cannot pass safely as is the case with North Caribou creek bridge. there are more problems with this 43kml stretch of road than you can poke a stick at something needs to be done. I cover over 150000klm on this road per year and to call it a highway is a joke.

Westwood
Whole road needs ripping up and rebuildng to get rid of soft areas causing serious bouncing and a very uncomfortable painful ride.

Burrum Heads/Toogoom Rd

Eli Waters
Traffic build up at this intersection. Dedicated left hand turning lane - but traffic coming from Maryborough TO Hervey Bay (especially tourists not familiar with the road) cross over the solid white line.

Byee Road

Wheatlands
Single lane road that trucks cars and buses have to share resulting in many smashed windscreens
Single lane road used to get to and from a country town school, buses and trucks use it also and i have had many smashed windscreens!!

Cairns Western Arterial Road

Redlynch
Four lanes into 2 lane bridge back to 4 lanes
It is at maximum traffic during pick business hours during weekdays. Even minor traffic incidents can create waiting from 45 min to 1 hours and beyond. Traffic signals at caravonica school as well contributing factors too.
The four lanes of traffic comes back to two and it needs another bridge
Two lanes in lead up and exit but bridge is single lane, ie., a bottle neck

Caloundra Road

Cambooya Wyreema Road

Cambooya
This road is a disaster with pot holes loose gravel and is a nightmare in wet weather. It is a heavy vehicle road and needs to have bitumen badly. There are always promises and they run a roller over it to stop everyone from complaining but 2 days later it is just as bad. It is a back road so I think council thinks it isn’t important.

**Camp Cable Road**

**Jimboomba**

CAMP CABLE ROAD CAN BE VERY DIFFICULT TO TURN OUT OF ONTO THE MT LINDESEY HIGHWAY WITH HEAVY TRAFFIC TRAVELLING 90KM

The corner of Mount Lindesay Highway and Camp Cable Road is extremely dangerous and needs to be fixed. The amount of traffic on Mount Lindesay Highway in the morning and at night is continuous and turning on or off Camp Cable is so bad, there is rarely anyway to safely turn and I have seen many close calls and I believe there have been many accidents and at least one fatality. Since they have put in the new estates at Yarrabilba, Flagstone and Jimboomba it has become ever more dangerous.

**Campbell Pocket Road**

**Wamuran**

At school times the traffic on the Hwy is high and therefore makes it difficult to turn onto when turning right onto the D’Aguilar, especially as you have traffic on your left turning into Campbell pocket for child collection, who have to give way to the traffic turning left into Campbell pocket. The build up at this T section, at these times, makes it a very long wait. Plus you have the traffic from Old North Road (behind the school) turning right onto Campbell Pocket Road that are unable to do so due to the line of traffic on Campbell Pocket wanting to go on the D’Aguilar Hwy. This is a twice daily issue, which I believe is unsafe for children and general public.

**Canopus Street**

**Bridgeman Downs**

Canopus Street has now been opened up and is used as a main thoroughfare. Since opening a few weeks ago, the traffic has increased dramatically. This section, between 31-43 Canopus Street at Bridgeman Downs is a VERY tight curve, basically a 45 degree angle. Cars are often parked on the side of the street, therefore, there is less space to move around the corner. Cars are often going far too fast for this tight curve and cross over the middle of the road, as there is no signage or markings on the road. An accident will indeed occur, it’s just a question of when as the cars overlap lanes, so a car coming one way, cuts the corner (especially if it’s coming DOWN the hill) and it will no doubt hit a car that wants to come around and go UP the hill. Something really needs to be done about it, especially now as the road has been opened.

**Cansdale Street**

**Yeronga**

The road has subsided in many places close to the Brisbane Corso end. Driving the car at even under the speed limit causes the car to jump up and down and I’ve seen cars lose control. The road has been getting worse every year.

There are also no shoulders, meaning some near misses with on coming cars when your car bounces all over the road.

Further down the road, there are gravel "car parks" and you cannot see the edge of the bitumen in inclement weather or at night time. I have driven off the road several times in this spot (heading south).

**Capricorn Highway**
Bluff
Just where there is a turnoff that goes across the railway line at Boonal (the overhead coal load out) there is a sudden dip in the road coming from both directions. It seems as though the road underneath has sunk.

Captain Cook Highway
Barron
Road is very rough entering and exiting Cain Train lines (tracks) and bridges, also very rough throughout the section between Yorkeys Knob and Holloways Beach in both north and south directions.
Too narrow, poorly surfaced, very narrow verges making it dangerous for cyclists, narrow lanes making it difficult for large vehicles.

Caravonica
There has been a great deal of development in the Smithfield area particularly and the volume of traffic has increased very significantly. There is a bottleneck every morning during the work week.

Eildon
This is the gateway to the Northern Beaches and Port Douglas and for a major road it is disgraceful. Very bumpy ride.

Glen Boughton
The roundabout at Smithfield is notorious for accidents. There should be a designated earlier LEFT exit lane for traffic wanting to exit Kuranda. Furthermore, a separate turn left with care lane is needed from the Kennedy Hwy to head north (instead of the new garden that has just been put in). In the mornings (7 - 8am) the traffic lights at the roundabout change too quickly so traffic is backed up right back to Dan Murphys. In the evenings cars and trucks enter the roundabout from the Kennedy Hwy and often take risks by cutting off northbound traffic. The whole roundabout is dangerous and needs to be improved - with more and more houses being built from Smithfield to Palm Cove this roundabout cannot cope with the traffic flow. In the afternoon (4pm to 5.30pm) the congestion from the Caravonica roundabout to the Smithfield roundabout is also a nightmare.

Kewarra Beach
(blank)

Machans Beach
This is the gateway to the Northern Beaches and Port Douglas. For a major road this is a disgrace. A very bumpy ride.

Mona Mona
The Roundabouts at Caravonic and Smithfield on the James Cook highway need fly overs to ease the congestion.

Smithfield
Generally during quiet times there is no real problem apart from motorists not knowing the rules of using a round about. Peak periods are totally out of hand. Cars are queued with lengthy delays causing tempers to overheat.
Highway bottle neck.
It needs an overpass to improve traffic movement.
The bank of traffic in peak hours in the morning and afternoon also the slightest bit of moisture makes it very slippery and dangerous.
Too much traffic choked at roadabouts.
Which is the correct lane to use to turn into the road that goes to the Bunnings area. When coming from Cairns both lanes on the roundabout seem unsafe, like cutting off cars behind you.

Wangetti
B-double trucks have to breakdown north of Cairns. Three more passing lane between Ellis Beach and Yule Point.

Yorkeys Knob
The overall road surface quality, both north and south bound, is very poor, rough, cracked and uneven, this stretch of road has a 100 km/h signage and is in poorer condition than most roads with 80 km/h signage.
It is also prone to flooding during Cairns wet season, at the Thomatis Creek crossing.

Unsafe concrete?

Carkeet road

Toogoom

The road is a very tight fit two lane road it’s one of two access roads to Toogoom, it’s very bumpy, it has no lighting at night so you can’t see if anyone is riding/walking or sitting near or on the road, when it rains the end at O’Reagans creek road starts flooding and takes a while to drain away and you can’t do 100km on this road at all because of the tight fit

Cavendish Road

Coorparoo
Rough to drive on given it is such a major thoroughfare in that section. Train line causes significant delays and problems around peak time.

This Level Crossing involves two sets of tracks with cars approaching from Cavendish Road, Stanley Street, Clarence street and Temple street. When trains are arriving or departing they block the intersection of a major peak hour thoroughfare. This leads to backups on Stanley street that extend all the way back to Stanley Terrace. Worse, the traffic trying to come from the west to turn right onto southbound Cavendish road has two lanes for left turns but once around the corner on Cavendish road, vehicles in the right lane often stop to turn onto Cambridge Street. This forces traffic to try and go around on the left just as they approach the level crossing.

When proceeding across Old Cleveland Road (in either direction, the lane that goes straight ahead is lined up with oncoming turning traffic by about half to 3/4 lane width. If you don’t jog over by half a car width, you’ll be in oncoming traffic. Complicating matters when headed southbound on Cavendish Road, there are two lanes merging to one with on street parking to the left. Often when the light changes for southbound traffic, they proceed across Old Cleveland Road two abreast and almost instantly have to merge into one lane to avoid parked cars or oncoming traffic. Also of note is the landmark $232 million Coorparoo Square building consisting of three fifteen story apartment blocks and a shopping center on this corner. Plus at peak hour lots of school kids crossing the intersection.

Where Cavendish Road crossed the railway line can be a hassle. The long, long coal trains can hold cars up for quite a long time. The suburban trains in peak hours also slow the traffic up, causing problems for those trying to get to work or home.

Cawdor Road

Highfields
(blank)
Centenary Motorway

Fig Tree Pocket

Fig Tree Pocket Rd entry ramp southbound is too short and dangerous. merging lane not long enough to allow traffic to safely merge with the traffic on the freeway

Indooroopilly

Since the Legacy Way opened the Western Freeway has become a bottleneck around the Moggill and Fig Tree Pocket Roads exit/entry.

Mount Ommaney

There are two lanes on the offramp from the Centenary Motorway at Mt Ommaney/Sinnamon Park- the left lane is signed left, to go to Dandenong Rd, and the right lane is signed straight ahead (back onto the Motorway), or right (into Glen Ross Rd). When turning left onto Dandenong Road, it is only a short stretch of road with a lot of traffic either turning left to go to the shopping centre, or right to go to the schools, and therefore a lot of lane changing. I think this stretch of road could be improved by signing the right lane of the offramp to turn left as well as straight through and right. This would alleviate some of the lane changes on Dandenong Road. Some drivers are already turning left from the right lane, and I have seen many near accidents because of this, as they are driving against the lane signage.

Springfield Lakes

This section of the Centenary Highway goes to single lane and is very dangerous for merging on and off. There is no reduction in speed from 100 kmh and there are no guardrails, middle island and very short merging lanes. People do not slow down and are increasingly driving over the limit. There is also a wildlife risk as there are kangaroos in the area. Lighting is poor on this highway at the Logan Mwy end as well.

Charleville Adavale Road

Charleville

Road so rough that damages vehicles

Charlton Street

Ascot

Very 'olde' street, looks & drives like it hasn't been resurfaced since the 1950's or even longer ago! Right from its start at Lancaster Road all the way to its end in the cul-de-sac near St Augustine's Anglican Church!

Chatsworth Road

Coorparoo

The crown of Boundary Road and cars which queue on the right turn lane in Samuel Street totally obstruct the view of oncoming traffic for anyone attempting to turn right from Chatsworth Road into Boundary Road heading South. There was recently an upgrade of the traffic lights at this intersection and all other turn lanes were provided with Green arrows. The most dangerous turning lane in this intersection was not provided with a green arrow as this was too difficult for the Brisbane City Council. This intersection has seen a number of serious accidents and I have nearly been run whilst using the pedestrian crossings on 3 occasions in the last 10 years due to extremely poor driver behaviour.

Very rough surface in pets. Steep crests. Very hard and unsafe in places to overtake bicycles

Cheltenham Drive

Robina
Driving up to a very steep crest with traffic lights at Robina Parkway, there is a bus stop that does not pull off the road but stops in turning lane on steepest section. Cars are forced to either stop behind causing build up in round-a-bout at Glenside and before on Cheltenham from traffic from busy Robina Town Centre drive, or make hazardous lane change twice to avoid and proceed. Also, on the downward slope driving west over crescent opposite this bus stop, the road is always full of pot holes which are always just refilled and repaired once they get so big cars are swerving to avoid. I have lived here for 15 years and this section of road has never been fully recovered.

Claredon Road
Clarendon
To my knowledge this road has been not in the greatest condition for a long while. But I was recently suprosed at just how bad it had become. It is surrounded by farms closer to Coominya edge - its main problems is that is plainly unsafe to drive two cars side by side, going in different directions, as the road is worn away at the edges.

Claymore Road
Sippy Downs
Increasing development and population has made Claymore Rd far busier than in the past few years. There is no turning lanes for vehicles turning right into Chancellor Park Estate at several intersections. There are regular near misses when drivers fail to observe the vehicle in front of them has stopped to give way to oncoming traffic before turning right. Drivers are frequently tailgated and harassed by other motorists as they slow to turn. The council has a truck rest stop/parking area that obstructs the view of drivers exiting the give way intersection at Albany St.

Clermont Moranbah connection road

Gemini Mountains

This road is used 24/7 by heavy trucks servicing the mines and agricultural areas in the Bowen Basin. The road surface product used is not suitable for our climate as it melts & the heavy vehicles just push it out to the sides as the roads are not wide enough & they have to drive close to the edge. The roads are built too low with too many floodways which should have culverts not just a concrete slab as the entry & exit from these floodways are very rough.

Cleveland Redland Bay Road
Victoria Point
Road twists and turns with inadequate warning of road width changes. Road alignment changes after coming over crest of hills. Stop lights at turn off to Redland Bay ferries too close to intersection so vehicles bank up blocking access to road to ferries.

Condamine Highway
Wieambilla
This road is extremely rough. In a truck any speed over 80 klm per hour is next to impossible.

Conners Road
Bakers Creek
Road is used a lot, and it is full of pot holes.

Cooloola Coast Road
Tuan Forest
Road edges broken/breaking up on corners.
### Cooyar Street
**Noosa Heads**

There has been a double pothole on the roundabout surface when travelling from Noosa Junction to Noosaville for the past NINE YEARS. This rough surface is particularly hazardous to motor scooters as both potholes are directly in the line of travel and are very difficult to avoid. This creates serious problems as following traffic is unaware that a scooter needs to slow down to almost walking pace when travelling through the roundabout. I find that road repair departments very often forget that motor scooters have very small wheels and need a even surface to travel on safely.

### Cope Street
**Nambour**

Parked cars both sides of residential street reduce width to one lane. Steep alignment of Loparo Court and Cope Street make it difficult for vehicles to stop if faced with oncoming traffic - and nowhere to go due to parked vehicles. Problems for property owners getting into and out of their properties due to width of road.

### Cotlew Street
**Ashmore**

It's like driving over a cattle grid, it's been patched so many times but never fixed even after numerous complaints

### Counter Road
**Wolvi**

Counter Road is a tourist route and is the last section of unmaintained road between coloundra and maryborough and hervey bay is in constant use by local and tourist traffic and has had no maintenance for at least 5 years. counter road is part of a coastal road system that enables traffic to enter the coast at coloundra and travel along the coast to maryborough and hervey bay with out using the bruce highway. This coastal road network has a huge tourism potential for the sunshine coast and the gympie region and fraser coast.

This is a major link road between Tewantin and Tin Can Bay, used daily by tour buses from Noosa as well as logging trucks. Most of the time there are deep pot-holes and meeting other vehicles is always made hazardous by thick dust and flying rocks.

### Creek Road
**Carina**

The road had new pipes put under it and rather then resurface it they laid new Bitumen just where the pipe was creating an INVISIBLE SPEED BUMP so high that it threw me off my motorcycle seat at 60kph. Crazy dangerous.

### Creek Street, Turbot Street
**Spring Hill**

If you don't know the intersection, it's a nightmare. I catch a bus on Turbot Street right near this Wharf St, Turbot St, Creek St intersection and witness almost accidents every day. Those with a green light coming up from Creek Street to get onto Turbot Street don't know whether to stop before the intersection or continue through it.

### Creightons Rd
**Sunshine Coast**

Residents are fed up with councils failure to seal and surface the road since 1970.
Cunningham Drive Nth

Pimpama
Road is disintegrating. Unstable surface. Only half the road has been resurfaced. Is the council arguing over allocating funds to it??

Cunningham Highway

Glengallen
Turning onto the highway, moving across lanes even though the speed has been lowered, this area remains confusing.

Gunnedah
Groun subsidise and soft bitumen making raised areas and tyre tracks in various spots along the highway

Montrose
The highway between our turnoff at Thane, and Warwick, becoming quite dangerous with a lot more semi's on the road, limited passing lanes, pot holes on newly sealed sections, volume of traffic has increased in the last 20yrs.

Mount Edwards
Road foundation has sunk, very uneven surface.

D'Aguilar Highway

Bracalba
Heavy traffic with many trucks. Road alignment hasn't changed since the 60s for most of this road. Endless roadworks, often just patches, creates a lot of congestion. Terrible accident record with a fatality accident every six months or so. Several poor intersections with inadequate room to pass turning traffic. Cheap turning lane construction near Turnbull Road has made westbound alignment much worse. One overtaking lane under construction; an ill considered solution that will not improve the road at all, likely to make for more accidents, too many people travelling at excessive speed on this road already. The bandaid solutions over the years suggests main roads has no strategy for this road at all.

This section of road is not fit for the volume of traffic particularly the hundreds of B-double quarry trucks using it each day. The surfaces have been patched, added to, re-patched then altered again, all with little or no consideration of the overall course/alignment or foundation of this dilapidated section of State Highway.

D'Aguilar
There are a number of pot holes along the d'aguilar highway it is very rough and not a good road to drive on also there have been way too many accidents on that road as well

Kingaroy
As you can imagine this is a very busy road, the Taabinga State School zebra crossing crosses the highway just after Harris Road. The road itself if rough and pot hole damage is always apparent. The lack of overtaking shoulders is appalling. I travel the road daily and see near misses all of the time. If the Department of Transport and Main Roads (being the road owner) worked with the South Burnett Regional Council to improve overtaking opportunities then the traffic would flow better.
When you are traveling along the D'Aguilar Highway from Nanango into Kingaroy you come across a pearler of an intersection, where the highway veers off to the left and the local road then continues. Because it is the highway, the highway traffic have right of way. At present if you are traveling from nanango along the highway and don't veer right, you sit at a give way sign before you proceed into somerset street. The people to your right (on Knight street have a STOP sign. In this scenario they have to STOP, then they should treat it like a give way sign(give way to the right - somerset street, and any traffic coming along the highway from in town out to nanango), however people set at that STOP sign, thinking they can't move at all until all traffic is gone. Which for those that know their road rules is very frustrating. I travel this road daily and see near missing every single day. There was a bingle on it just before christmas.

Nukku

The D'Aguilar Hwy is still in the 1940s which I think is when it was built. I think there are only 5 overtaking lanes in over 160km of road. The road is very twisty (it was built that way so that troop convoys would be safer from attacking enemy planes) which in turn means that there's very few SAFE overtaking opportunities. The Hwy is very heavily used by B Double semis, cattle trucks (abattoir at Kilcoy), general freight trucks, caravanners and motorhomes as well as the local population. It is not uncommon to be stuck behind a vehicle travelling at 40kph uphill and 80kph downhill for a stretch of 50km. The road surface is generally poorly patched, rough and narrow for the entire length. It often traverses low lying country so is susceptible to flooding and lying water very easily.

Royston

From kilcoy to wamuran which be 30km of highway that rough with potholes road sunken in places speed limit dropped from 100 to 90, 50cm middle of highway double line marked seen dirt roads up bush in better condition

The D'Aguilar Highway is full of patches. This road is used by large semi trailers, caravans, horse floats and country farmers. There are no passing lanes, and people take their lives into their own hands trying to pass slow moving vehicles. One particular hilly section before Sandy Creek has seen a number of accidents due to slippery road conditions when wet. Main Roads has laid a layer of bitumen on top which is now being worn off due to the amount of traffic.

Too many accidents on this section especially through Green Scrub

Sandy Creek

There are several parts of the highway that are rough have pot holes narrow road in sections. Should be 4 lanes from Wamuran to at least Nanango

South Nanango

It is a main single lane truck & caravan route from Brisbane with a lot of heavy & also slower moving vehicles with only 2 overtaking lanes heading from Yarraman to Kingaroy & only 1 overtaking lane heading from Kingaroy to Yarraman & the road is having potholes occurring & the road being torn up. The foglines on the side of the road from Yarraman to Nanango need to be repainted. Hard to see the edge of the road during fog.

Stony Creek

Lacks overtaking lanes both directions.

Wamuran

At D'Aguilar \highway - County Road junction, the speed limit is 100km. This is too fast given the volume of traffic coming out of the Rangeview Estate. An 80km limit would make the junction much safer

Yarraman
Poor shoulders

<table>
<thead>
<tr>
<th>Dalby Cecil Plains Road</th>
<th>St Ruth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow road with shoulders falling apart used by many trucks. Potholing common.</td>
<td>Potholes and bumps everywhere, also rough road edges. Where re-sheeting has happened, the joins are very rough and always carve up easily.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Dalby Jandowae Road</th>
<th>Jimbour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road has cracks &amp; pot holes, it is very rough along the entire road which is unsuitable to be driving at 100ks in places, rough on &amp; off the bridge at Jimbour</td>
<td>(blank)</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Pirrinuan</th>
<th>Pirrinuan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow road with cracks &amp; potholes &amp; the sides fill with water when raining making driving conditions very dangerous. The road is used a lot by trucks &amp; passing &amp; overtaking can be dangerous.</td>
<td>Pirrinuan</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Dalrymple Rd</th>
<th>Mount Louisa</th>
</tr>
</thead>
<tbody>
<tr>
<td>This brand new road goes from one lane to two and then back to one as it crosses over the Bohle River.</td>
<td>Pirrinuan</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Dan Street</th>
<th>Capalaba</th>
</tr>
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<tbody>
<tr>
<td>'Walking Legs' regulatory signs not present at marked Pedestrian Crossing</td>
<td>Pirrinuan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Darlington Range Road</th>
<th>Canungra</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little or no response from Regional Council regarding poor road condition. Blind corners approximately 5. Very steep grade for 600m. Culverts to narrow and gutters are blocked. Loose and rough surface dangerous. Current speed is posted at 50kmh(ridiculous). Serious accident on the 20th January 2016 (Head on).</td>
<td>Pirrinuan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Davrod Street</th>
<th>Robertson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars and a large boat park on the bend on both sides Which forces you to cross the White Line LUCKY THERE HASNT BEEN A HEAD ON</td>
<td>Pirrinuan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dawson Developmental Road</th>
<th>Cona Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is in constantly dis repair, due to lack of work done by local councils. A lot of trucks use the road. Would open up a lot of opinions for transport operators. Needs a grader crew on this road most of the year To improve it whith out sealing it.</td>
<td>Pirrinuan</td>
</tr>
</tbody>
</table>

Would help operators to get cattle to feed lots from central qld if road was in good condition. Has been blamed for a cattle truck rolling due to its dis repair.
### Dawson Highway
Arcadia Valley

The roll is like a roller coaster that needs to be shut down. The rise and fall is that bad it can cause many vehicles to bottom out in sections. That along with the random pot hole or bump make the road very dangerous. It seems it is a result of the soil in the area and will change thoughout the year.

### Dayboro Road
Brisbane

No shoulder on most of the road. difficult passing cyclists along the whole road.

### Deception Bay Road
Burpengary

The deception bay bridge overpass on the Bruce Hwy is a major traffic congestion blackspot because four lanes at the lights either side merge to just two lanes. During twice daily peak hours traffic congestion is severe taking drivers extended periods to cross the highway especially when through traffic is held up by vehicles turning right to enter the Bruce. The bridge is a chokepoint for many vehicles from the Redcliffe peninsula and Narangba and adjoining suburbs.

### Deception Bay

In heavy rains, it is prone to flooding at Priests Rd intersection. Only way around is to go via North Lakes and Rothwell. With the increase in traffic from new suburbs, the congestion has become worse. As it is only two lanes, overtaking is more difficult with the increased traffic.

### Djl Drive
Kinkuna

Dirt track used multiple times daily by heavy and long heavy vehicles. Causing dust issues and damage to road surface.

### Dohles Rocks Road
Murrumba Downs

Two lanes of traffic merging into one lane. Then trying to turn on the on ramp now with those very stupid lights that timing only allows a half a car to go through causing severe congestion in both directions on Dohles Rocks Road. One lane travelling east turns into 2 lanes on the on ramp and the lane travelling west on to the on ramp is a single lane. So three lanes on the on ramp all trying to get through the timing which allows for only a half a car to move. This results in frustration as well as an unsafe entry to the highway. Three lanes into one and the motorcycles go throughout without stopping at all.

### Dolphin Avenue
Mermaid Beach

The road has not been fixed in 20 years the gutters are falling apart and with amount of cars that use the road it’s not wide enough for two cars to travel.

### Drysdale Street
Wynnum West

The edges of the road are very poor and make it hard to park etc. A street mostly full of older people these are serious trip hazards.
<table>
<thead>
<tr>
<th>Street Name</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duckworth Street</td>
<td>Garbutt</td>
<td>Australian roads are generally good, however all major towns rely entirely on antiquated traffic control at nearly all junctions. For anybody coming from the UK, its like entering traffic museum</td>
</tr>
<tr>
<td>Dunne Road</td>
<td>Smithfield</td>
<td>(blank)</td>
</tr>
<tr>
<td>Durrant Road</td>
<td>South Nanango</td>
<td>Durrant Road is only 3M wide at its widest and is blocked by overhanging trees. Delivery vehicles and emergency vehicles can not access residents on this road. The local councils response to requests for work is “council has written this road off the books”.</td>
</tr>
<tr>
<td>Dutton Street</td>
<td>Walkerston</td>
<td>A large amount of B-double trucks carrying dangerous goods pass through the centre of Walkerston metres from 2 schools &amp; numerous shops. These trucks travel at all times of the day &amp; night delivering fuel &amp; others dangerous cargo to the mines. The road is too narrow &amp; the congestion is chronic, particularly at school drop off &amp; pick up times.</td>
</tr>
<tr>
<td>East &amp; West Parkridge Drive</td>
<td>Brinsmead</td>
<td>Peak hour traffic is terrible at this intersection trying to get out of the Park Ridge Estate into the 80 km traffic coming down a hill. The traffic is always banked up in a morning.</td>
</tr>
<tr>
<td>Eastlake Street</td>
<td>Carrara</td>
<td>Constant pot holes</td>
</tr>
<tr>
<td>East-West Arterial Road</td>
<td>Hendra</td>
<td>I witness (&amp; have been involved in) frequent near misses here. The majority of the traffic on this section of road goes to the Sandgate Rd intersection. Yet only 1 of the 4 lanes is available to this traffic between the M7 Sthn Cross Drive overpass &amp; the M7 tunnel: 2 access the M7 tunnel &amp; 1 is a 250m long left-turn only lane to a suburban street (Widdop St)!</td>
</tr>
<tr>
<td>Elizabeth</td>
<td>Brisbane</td>
<td>There is a single pothole that has the ability to misalingn every wheel that happens to be on top of it and that is everyone usually as it is about 3 car lengths from the junction</td>
</tr>
<tr>
<td>Elizabeth St</td>
<td>Toowong</td>
<td>The road has been repaired so many times and where it has been repaired the bitumen has sunk down. The whole road needs to be re-surfaced.</td>
</tr>
<tr>
<td>Road Name</td>
<td>Location</td>
<td></td>
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<tr>
<td>---------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>Elliott Street Caboolture</td>
<td>Caboolture</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Very bad potholes around the road and no clear and safe area for pedestrians.</td>
<td></td>
</tr>
<tr>
<td>Elof Road</td>
<td>Caboolture</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rough, uneven and full of pot holes. Road maintenance just isn't enough.</td>
<td></td>
</tr>
<tr>
<td>Emerald Falls Rd</td>
<td>Mareeba</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dirt Road to Emerald Falls picnic grounds. Lots of recreational traffic plus heavy delivery trucks using road for farm pick up and deliveries. 4 Residents</td>
<td></td>
</tr>
<tr>
<td>Eumundi Kenilworth Rd</td>
<td>Eerwah Vale</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lots of large gravel trucks coming down a steep and windy road often on the wrong side of road and at fast speed. There is no shoulder to pull over when trucks are coming towards you on your side of road.</td>
<td></td>
</tr>
<tr>
<td>Eumundi Noosa Road</td>
<td>Doonan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Councils in their wisdom have reduced the speed limit to 80 to suite those who don't know how to drive on a single lane road any faster and most of the time, because it is a continual line of traffic, many can't even drive to 80 mph. I'm in my 70;s but so many 'older' drivers can only drive 10 klms under the speed limit - also visitors who never know how to drive on a single lane road!!</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lake Borumba</td>
<td></td>
</tr>
<tr>
<td></td>
<td>There is no safe pedestrian access for adults/children to cross this road due to the lack of vision by both State Government and the local Noosa Council. It carries large volumes of traffic daily and is just ridiculously unsafe for anyone trying to cross to the other side. It is the major thoroughfare for people driving from either the Sunshine Motor Way or the Bruce Highway from Eumundi.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fairfield Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brisbane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Uneven, potholed surface breaking away, especially on the rail overpass section near Yeerongpilly Station</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fairfield</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Every time it rains water covers entire left lane of 2 lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yeronga</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The road is very rough with potholes, thin lanes and no road shoulder. It always takes a very long time to fix massive potholes, and when they're fixed it's never smooth and just adds more bumps.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fe Walker St</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kepnock</td>
<td></td>
</tr>
</tbody>
</table>
Currently there are no turning lanes on the street even though a significant flow of traffic is on the street. Hence, when someone stops to turn the following traffic typically go over the white outer solid line to go around the stopped vehicle that is waiting to cross oncoming traffic. This becomes extremely dangerous in the situation when two cars are stopped in either lane that are both waiting to cross oncoming traffic whilst people are still going around the stopped cars. Causing frustration and no doubt an evitable accident. Furthermore, the bitumen laid is wide enough to add a centre turning lane and I am at a loss to explain why it hasn’t been done already.

**Felton Clifton Road**

- **Kings Creek**

  This road is used by lots of people and the surface is rough, it gas more hole in than a golf ball as well as the tar seems to have bumps/lumps in it where the black soil underneath has moved when heavy vehicles drive on it and if you have a car and drive over the bumps/lumps you will scrape it with the bottom of your car OR even worse for motor bikes. There are a few roads around nobly and Clifton like this 'Nobby Connection' Road is another great example

**Fernvale Road**

- **Glamorgan Vale**

  Should a car pull out of Fernvale Road in front of traffic on Glamorgan Vale road, said traffic has very little space to manoeuvre and avoid a collision. this has happened to me twice whilst I was on my motorbike even though I wear clearly visible clothing and ensure I am positioned for maximum exposure as well as stick below the speed limit (which saved me on both occasions). If I had been in a car, I would have ended up in the bush.

**Fichera road**

- **Mareeba**

  Shoulders on corners about 50 mm drop.
  Blind corner, no markings on road

**Fingerboard Road**

- **Captain Creek**

  Essendean bridge goes under during the wet season. The water backs up from Baffle Creek especially on big tides after rain has fallen in the mountain catchment area north of 1770.

**Mount Tom**

  Water backs up from Baffle Creek onto Alligator Flats and Needle Flats every time there is a big downpour during the wet season.

**Fitzroy Development Road**

- **Coorada**

  Multiple accidents have occurred on this road due to its condition!

**Flinders Highway**

- **Cloncurry**

  (blank)

**Dutton River**

  Very bad bumps over culverts. Narrow Bridger (type 2 road trains) & narrow traffic lanes. May not be 3.5 meters

**Reid River**
This is a major highway west with many road trains, long semis and caravans on a two lane highway heading west and with many uphill slopes to the Mingella Range with almost no overtaking lanes. It is so dangerous it is nearly impossible to pass a slow vehicle.

**Roseneath**

Trucks travelling out of Townsville heading for Charter Towers are causing long car pile ups behind them as there is no overtaking lane available for cars to overtake. The trucks pull out of the new truck depot built at Roseneath and find it hard to get momentum over the incline of the train track overpass. This is causing cars to become impatient and overtake in dangerous situations.

**Stamford**

Rough surface over culverts. Narrow traffic lanes (road train traffic) unsealed shoulder/road surface not at same levels.

There has been no maintenance to this section of highway(?) for many years.

**Stuart**

Lots of one car width roads, gravel sides. Roadtrains require lots of space. Road width/conditions do not adequately cater for passing vehicles and certainly not overtaking vehicles. Western Qld, Gulf, Pilbara areas a very popular tourist spots and have poor roads to enable a safe comfortable drive. Tourism is being pushed as a key point to help Australia’s poor economic environment, yet road funding seems to be directed at the cities, not just for roads but for unnecessary & duplicated buildings. All Australia should be given a fair go.

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Road Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foxwell Road</td>
<td>Bad road, lots of pot holes occur after wet weather, tight bends cause accidents, poor street lighting makes it hard to see at night</td>
</tr>
<tr>
<td>Coomera</td>
<td>Bad road</td>
</tr>
<tr>
<td>Francis Road</td>
<td>Bad road</td>
</tr>
<tr>
<td>Bray Park</td>
<td>Bad road</td>
</tr>
<tr>
<td>French &amp; Jellicoe streets</td>
<td>Poor road conditions, tight bends cause accidents, poor lighting makes it hard to see at night</td>
</tr>
<tr>
<td>East Brisbane</td>
<td>Speeding rat-run</td>
</tr>
<tr>
<td>Ganzer Road</td>
<td>Approx 700 metres rough single lane bitumen with potholes and car damaging stones</td>
</tr>
<tr>
<td>Gowrie Junction</td>
<td>Bad road</td>
</tr>
<tr>
<td>Gateway Bridge</td>
<td>Bad road</td>
</tr>
<tr>
<td>Eagle Farm</td>
<td>Bad road</td>
</tr>
<tr>
<td>Gateway Extension or Logan Extension</td>
<td>Poor road conditions, tight bends cause accidents, poor lighting makes it hard to see at night</td>
</tr>
<tr>
<td>Drewvale</td>
<td>Bad road</td>
</tr>
</tbody>
</table>
The Gateway/Logan Extension heading south goes from 2 lanes to 1 lane causing congestion every afternoon and then trying to join the Logan Motorway heading to Forest Lake is very dangerous in the afternoons as the speed is 80km on the Logan Motorway and when you are merging from the congested Gateway/Logan Extension doing 20km you are taking your life in your own hands, most of the traffic on the Logan Motorway are speeding doing at least 100km. It is only a matter of time before someone will be killed or severely injured.

**Gateway Motorway**

**Boondall**

After 20 years of asking this road is finally getting an extra lane making it 3 lanes both ways. This road should have been a 3 lane road ten years ago and should now be upgraded to at least 4 lanes both ways.

This road carries the equivalent traffic of all the cars in Canberra and Hobart (combined) daily and that's just the residents. Add to this the fact that the Gateway Motorway is the only viable road through Brisbane for traffic between NSW and Qld north, then you have hundreds of thousands of holidaymakers as well as commercial traffic, heavy vehicles, etc. Access to destinations such as the Sunshine Coast from the south (without going miles out of your way) is only available on the Gateway Motorway.

This road is a carpark most of the day and if a breakdown or accident happens, then good luck.

The gateway arterial between Nudgee and Deagon is to be upgraded - however the design makes it worse not better for motorists moving current problems not solving issues needs to be 4 to 5 lanes wide and this may allow traffic to by pass Gympie Road. Closing Sandgate road exit only increases issues moving them to Bicenntial Way. Merge of Gateway, Redcliffe and Sandgate traffic south bound moves 1 k south but still has the same issues. Traffic through deagon shopping centre will stop as it does now after 3pm. Poor design and planning.

**Bracken Ridge**

Traffic congestion.

**Drewvale**

Major congestion during afternoon/evening traffic. This interchange was 'upgraded' only 1-2 years ago and has made the traffic worse. Speed limit drops from 100 to 80. Two lanes merging into one creating a bottleneck then opens up to 3 lanes.

**Nudgee**

Continuous traffic congestion.

Gridlock every day. More lanes urgently required.

**Gaza Rd**

**Holland Park West**

Cars being tee boned when turning right from Gaza Rd onto Messines Ridge Rd to freeway on ramp.

During peak hr most traffic flow is moving towards freeway on ramp were as the intersection seems to be designed for traffic travelling along Gaza Rd.

**Gehrke Rd**

**Plainland**

Rough poorly maintained and narrow road with a large volume of traffic.

**George Fabris Road**

**Mareeba**
Bad corrugation, loose and rough surface around the corner/bend. Dust is getting into cars.
Bad corrugations, rough surface everywhere and extremely dangerous on the bend/corner even in a four wheel drive. Loose gravel and very deep corrugation.
Loose gravel and deep ruts on a blind corner. Road full of horrible corrugation.

Giffin rd

Stanwell

Road is in a very poor state, one lane bitumen, potholes, uneven surface. Dangerous for both drivers and pedestrians as there is no street lighting or footpaths.
When passing vehicles have to leave the road and ride the crest this is particularly dangerous when rain ie wet season.

Gillies Highway

Lamb Range

Extreme lack of overtaking opportunities with most of them being dangerous areas to overtake, no slow vehicle lane signage on a number of areas, excessive amount of corners. When the road was originally carved out by the hands of convicts, I am sure it was an impressive track. This "Highway" needs to be upgrade, as it is currently more of a wondering goat track than an actual Highway.

Gladstone Road

South Brisbane

The road at the intersection of Gladstone Road and Vulture Street is incredibly rough.

It’s in terrible condition and regularly after storms there are new potholes. Eventually these are patched, but there are lumps and patches everywhere. This is a busy intersection and it really needs to be in better condition. Particularly when coming uphill from Gladstone road, the angle of sight is very difficult and drivers may not be prepared for the condition of the road.

Glamorgan Vale Road

Glamorgan Vale

The road is a back road/country 2 way road, however it carries a large volume of commuter and recreational road users. The road is steep over the Glamorganvale Range and the road is narrow with a very rough surface with a large amount of ruts and bumps. There is next to no delineators and/or reflectors along the road surface to identify the road alignment and in darkened moon-less nights the road alignment is almost impossible to determine. In wet weather it is an extremely dangerous road with very tight undulating curves and terrain. The Glamorgan Vale range section is extremely steep with at least 10 totally blind tight curves. The speed limit has been reduced to 60kph however this does little to slow motorists down and due to the terrain is unenforceable (I now, I am a police officer stationed at Lowood)

Gold Coast Highway

Labrador

Horrible road constantly congested as well road has been a problem for many many years

Golden Four Drive

Bilinga
Some years ago they laid pipes under the road, ever since then the road is continually breaking up, with potholes appearing, part having sunk and the council is continually patching and laying small new sections. This has left the road very rough and uneven for its entire length. This road carries heavy traffic loads including Translink public buses and is used as a short cut to avoid congestion on the Gold Coast Hwy, which it runs parallel too. Also, this road floods in heavy rain and can be dangerous. This is also a main bike path for large numbers of cyclist in groups, which contributes to congestion and dangerous situations.

### Goldsborough Road

**Little Mulgrave**

This bridge is at the entrance to the ONLY way in and out for the many people who live in the suburb of the Goldsborough Valley just off the Gillies Highway in Gordonvale/Little Mulgrave south of Cairns. At the first sign of heavy rain each season it floods and the road is closed sometimes for several days at a time. I don’t even live there and it impacts on me when friends, family and fellow employees cannot get to work because of being flooded in.

### Golf Links Rd

**Beaconsfield**

Rough surface for all of the time and flooding occurs with small amount of rain as the stream under the road is tidal one side and fresh ponded water (run-off) the other. A very busy narrow road with tight overgrown with grass/trees bends and during wet season is closed.

### Goodchap Street

**Tewantin**

Cars turning right from Goodchap St into Hilton Terrace have to wait long periods for a break in the traffic in Hilton Tce, especially during tourist periods. Sometimes traffic is backed up to the bend in the road in Goodchap St, and even the roundabout. Because it is a single lane, cars turning left can’t pass cars waiting to turn right.

### Gore Highway

**Bulli Creek**

This is probably one of the worse so called highways in Queensland, it is rough, narrow and a lot of the traffic is ab triple trucks that weigh 100+ tonne, the road is often closed due to either trucks tipping over from it being so narrow and rough or from flooding in 3 or 3 places...the road would probably be a reasonable highway in a 3rd world country, but in a supposed developed country such as ours it should not have the very much exaggerated name of national highway...maybe the only problem with the road is that none of our members of parliament use it themselves, and if they ever do it is probably in the back of a limousine.

### Captains Mountain

The road is very narrow and a main thoroughfare for Semis/ AB Triples going to Melbourne. Truckies hate the road, very bumpy, shoulders can be right close to the on side wheels. Drop off could be 75 to 100mm in places.

### Goondiwindi

Very rough road surface, trucks & cars can veer off in any direction from rough surface, lots of caravan & trailer damage to a frames, axles, springs, truck & trailer parts breaking off from poor road cond & laying on rd surface.

### Kindon

The road is exceptionally dangerous as it is a highway used by thousands of transports. The width and surface is totally inadequate.
Pittsworth
Road is falling apart and extremely rough has road trains at 36m and 113 tonne which are very hard and dangerous to control on this road as it tappers to the fog line and continually tries to drag back trailer off the road which would resukt in a severe accident possibly causing death

Wyaga
Most of the road is very rough which makes it dangerous to travel and very dangerous to pass oncoming or other vehicles. This is a major highway from southern states into Queensland through to Brisbane and therefore is used by a lot of heavy vehicles ie. B doubles, Semis.

Grandchester Mount Mort Road
Grandchester
Needs widening, better markings and a mirror.

Mount Mort
Narrow blind bends and crest at a tourism driveway. The road is 100kmh and needs to be 60kmh or upgraded which the council claims isn’t their job, saying it’s the job of the resort to fund a public road.

Green Camp Road
Wakerley
Three busy lanes of traffic get funnelled in to this horrible stretch of road causing major delays at peak times. Rickertt Road and the rest of Green Camp road are freaking goat trails as well. The Politicians know all about it but because it’s a road linking Brisbane City Counsel and Redland City Counsel they just argue over who’s paying for it while sitting in their tax payer funded offices.

Greenbank Road
North Maclean
The road has been patched up time and time again by council but the entire road/intersection of adjoining roads badly needs to be stripped back and re sealed altogether. The lines are faded, there is a tight corner about 1km back with no street lights or guard rails on either side and there are pot holes due to rain and frequent use by both heavy vehicles and cars.

Greenlakes Road
Rockyview
The road is bitumen but it is double lines all the way with sharp blind corners, undulating in several places, a low narrow floodway, bends with 20cm drop off on outside shoulders, a school bus that travels the route as well as a garbage truck collecting wheelie bins, kangaroos either jumping on the road or dead on the road ...

**Sandringham**

The bitumen section of Greenlakes Road referred to is bitumen, but is a TOTAL hazard that could be very quickly improved by reducing the speed limit from 100km an hour to 80 km an hour. The road is double lined the whole way, with sharp blind corners, sudden rises, kangaroos either hopping onto the road or dead on the road, there is a deep floodway that is narrow, there are sharp drop off edges to name some of the hazards!

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<table>
<thead>
<tr>
<th>Greenmount -Hirstvale Connection Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woolloongabba</td>
</tr>
<tr>
<td>(blank)</td>
</tr>
<tr>
<td>Gregors Creek Rd</td>
</tr>
<tr>
<td>Gregors Creek</td>
</tr>
<tr>
<td>(blank)</td>
</tr>
<tr>
<td>Gregory Developmental Road</td>
</tr>
<tr>
<td>Frankfield</td>
</tr>
<tr>
<td>No maintenance.</td>
</tr>
<tr>
<td>Rough surfaces are mostly found on the flat straight stretches where melon holes have sunken under the road and made a wave effect when driving across it. The speed limit is also 110km/hr (from memory) and has a lot of trucks and caravans using the road which would easily make someone come unstuck.</td>
</tr>
</tbody>
</table>

**Greenvale**

Narrow single lane seal.

<table>
<thead>
<tr>
<th>Greenvale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow single lane seal.</td>
</tr>
</tbody>
</table>

| Grey St / Roadvale Rd                 |
| Roadvale                              |
| Severely uneven and dangerous. Will toss a light car into the air at 60km/h. |

| Grey Street                           |
| South Brisbane                        |
| There is a pothole located at the traffic light (painted stop line) on the right side of the right turning lane when driving from the William Jolly bridge and turning right into Peel Street. It has been therefore several years. |

| Groth Road                            |
| Boondall                              |
Very dangerous intersection. 4 way intersection with no traffic control. Plus a pedestrian safety section so the hotel patrons can walk across Zillmere Rd. With 200 meters of this dangerous intersection (Bilsen Rd & Zillmere Rd) they put a set of traffic lights in. I have tried numerous emails and personal contact with local members with no success. Each blaming each other "that's main roads that's council roads". Please I invite someone to come with me to intersection to discuss and see the dangerous intersection.

**Gulf Developmental Road**

**Georgetown**

70km of single lane road.

Sections of single lane with poor shoulders in in places curves and slopes with poor visibility. It's difficult to get off the road safely with oncoming road trains.

The highway needs to be sealed for 2 lanes. A one lane highway with heaps of trucks and traffic is not acceptable.

**Gumtree Street**

**Runcorn**

Road is full of pot holes constantly and the edge is crumbling / washed away as only one side of the road is curbed and guttered. Also due to infrastructure in the area cars are constantly parked along both edges restricting the width of the road to barely one lane at times.

**Gympie - Woolooga Rd**

**Nahrunda**

This bridge is used daily for two way traffic. It is no wider than others that have been made single lane due to the high risk of collision. There is obvious and singed damage to the approach and departure guardrails. There are no guard rails across the bridge, only vertical timber posts about 600mm high.

**Gympie Road**

**Aspley**

This is a major arterial road but is hamstrung by too many badly designed intersection and not being wide enough to cope with demand.

**Bald Hills**

Add extra lane

**Carseldine**

No matter what time of day or what day of the week (including weekends), Gympie Road between Aspley and Carseldine, north bound, is constantly congested.

**Chermside**

The road just before Murphy Rd is very rough and hard on my car.

**Kedron**

Frequent near misses created by clueless motorists who disobey road markings because they panic and don't realise that the left lane separated by the solid lines and painted island (at the merge) continues straight ahead toward Gympie Road.

Lan allocation signage and advance warning that the left lane of Gympie Road merges back in after the split at the ALM7 tunnel exit would be nice. Lots of poor drivers and idiots cut across solid lines and painted islands in a panic because they clearly don't know where they're going.
Water wells up from gutter and covers left hand side of road

**Hale St Exit Lane**

**Brisbane**

This dangerous situation occurs at all times of the day, but especially at peak hour. Selfish drivers in the outer lanes leading to Coronation drive merge suddenly and at speed into the usually slow moving exit lane for the Hale St and Milton Road Ramp. This frequently causes sudden barking and minor nose-to-tail accidents as people stop suddenly to let them in. I have been the victim of several near misses and one impact because of this. Innocent drivers who are doing the right thing and entering this lane much earlier become at fault because they cannot stop in time. It has become a nerve-wracking game of dodgem cars for drivers doing the right thing.

**Hamilton Road**

**Wavell Heights**

Busy road with intersection on curve.

**Hampden**

**Ascot**

Road is used for heavy trucks daily the road takes a battering consequently the road is uneven. Trucks also speed down the road no line markings and no speed indicator one side is racecourse other is all residential trucks speed to end of street from industry housed at end of street. Very Very dangerous. Cutter and at times street floods during down pours at the M1 end of street.

**Handford Road**

**Taigum**

Car tyres have made a track near Handford Road and Beams Road crossing. There are holes in road near Handford Road and Roghan Road.

**Hawthorne Road**

**Hawthorne**

(blank)

**Hemmant/tingalpa rd**

**Wynnum**

Bitumen is rough and pot holes road is very narrow bit dangerous for trucks to travel on.

**Herveys Range Road**

**Rangewood**

Dangerous when army is using road also numerous double B trucks from the mine and quarry

Narrow road that is frequently used by heavy vehicles and cyclists. Road narrows heading west past Rangewood to a point where it is unsafe for tucks and cyclists to pass. It should not be a cyclist training route until the road has been widened. Many parts of the road also run directly east/west which has glare at sunrise and sunset.

Road has significant traffic and includes trucks and very narrow at places and is also a cyclist training route with no chance of passing safely.

Road is too narrow for the increased traffic in the area of Alice River due to the development of the Mount Margaret Estate, and the larger construction truck traffic makes driving on this narrow road with poor shoulders hazardous.

Hervey Range road is also utilized regularly by the Aust Army based in the Townsville area as Hervey Range is a training area.
The road has many problems as listed above. There have been numerous deadly accidents. The road is used by bike riders, cars and trucks and has no adequate shoulders and is very narrow. The road is also frequently used by slow moving army vehicles.

The road is too narrow and as such cannot have fog lines, but the Main Roads Dept as signed it as a bicycle training road. Also the intersection with Granitvale Rd, must be re done again so vehicle can turn off without impeding other vehicles. It is a road used by tank transporters and cattle trucks, as well as mothers with kids.

<table>
<thead>
<tr>
<th>Hobler Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bungalow</td>
</tr>
<tr>
<td>Narrow street - Vehicles parked on roadside - Need to pass these vehicles on wrong side of road and then come head-on with vehicles turning into Hobler Street from Mulgrave Road Cairns North Queensland</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Newtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>I’m also a cyclist. Holberton, Russell, Taylor and Campbell Streets all have patch work where pipes have been laid. This makes it difficult to ride on. So a lot of the time you have to ride further out on the road which obviously motorists don’t understand why.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hope island road</th>
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</thead>
<tbody>
<tr>
<td>Oxenford</td>
</tr>
<tr>
<td>There are 6 sets of traffic lights on one bridge. It gets very confusing to see and understand the road markings and where to go with so many crossing over one another. It’s also quite busy morning, afternoon, evening, night time, literally all the time. Another big problem which I’m surprised hasn’t caused an accident yet is, they have recently made a second lane for left turn only into the home world centre. There are no signs to let you know and by the time you see the road markings it’s very hard to merge into another lane. Thus making it obvious that there will be an accident soon.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Howards Road</th>
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</thead>
<tbody>
<tr>
<td>Swan Creek</td>
</tr>
<tr>
<td>The crossing over Jack Smiths Gully is rough, flood prone, un-maintained, and deteriorating. Only that part of the road for which I paid has ever been gravelled, the balance being un-made black soil, yet mine is only one property of ten whose owners regularly use the road for access to their land. The crossing needs pipes, or at least raising to a reasonable level, because it is under water except in droughts.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hughes Road</th>
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</thead>
<tbody>
<tr>
<td>Mundingburra</td>
</tr>
<tr>
<td>Just before the lights on cnr of Hugh St and Fulham Road, the road surface is rough until just past the lights. When there is heavy downfall there is flooding across the road - poor drainage. Risky during school hours when parents park on that side of the road to drop off kids; left-hand side of the two-way can be a bit narrow.</td>
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<table>
<thead>
<tr>
<th>Hughes Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bargara</td>
</tr>
<tr>
<td>Floods every time there is heavy rain - road becomes impassable.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hume Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Toowoomba</td>
</tr>
<tr>
<td>Before the Warrego Hwy intersection sign to Warwick, etc. to close to the intersection and covered by tree branches.</td>
</tr>
<tr>
<td>Toowoomba</td>
</tr>
<tr>
<td>--------------------</td>
</tr>
<tr>
<td>Huntly Road</td>
</tr>
<tr>
<td>Hibernia</td>
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<tr>
<td></td>
</tr>
<tr>
<td>Ian Drive and Rodney Rd</td>
</tr>
<tr>
<td>Curra</td>
</tr>
<tr>
<td>Illaweena Street</td>
</tr>
<tr>
<td>Berrinba</td>
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</tbody>
</table>

Very bad road. Needs upgrading. Federal member Mr Duncan Pegg campaigned last election saying he would fix it (I have the photo), nothing has been done. Now opposition mayor is saying if he is elected, he will fix it. This road is a known problem that in all probability will result fatality unless upgraded. It requires a complete upgrade to provide motorists/cycle/pedestrian safe access.

<table>
<thead>
<tr>
<th>Inner City Bypass</th>
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</thead>
<tbody>
<tr>
<td>Bowen Hills</td>
<td>Difficult to merge coming from Bowen Bridge Road into ICB inside the tunnel.</td>
</tr>
<tr>
<td>Ipswich Motorway</td>
<td></td>
</tr>
<tr>
<td>Oxley</td>
<td>A 6-8 lane motorway feeding into a 4 lane motorway which has been poorly maintained, has a poor road surface, massive traffic flow at peak hours is a dangerous situation. In wet weather the poorly maintained surface can become slippery, the Oxley exit can see the left lane choked with cars even on a Sunday (causing a traffic hazard and often accidents), merges have limited visibility, lighting is inadequate, many potholes and pavement separations are evident, road surface and shoulders are poorly maintained</td>
</tr>
</tbody>
</table>
There are way too many cars trying to exit and there’s only one lane, so the cars end up backing up, lined up on the side of the motorway & partly in the left lane which is extremely dangerous when everyone is doing 90km past you & you’re not even in a lane. There’s nowhere to go, it’s not just peak hour it’s all the time & can be backed up a kilometre on the highway. Very scary when you’re sitting there waiting for the cars in front to move & get to the roundabout that goes to Oxley Rd & Blunder Rd.

This is an exit road from Ipswich Motorway. There is always a lot of traffic using this 1 lane service road and it comes to a halt at the 2 lane roundabout at Oxley and Blunder Roads. At times (not always peak hour) traffic is backed up to Darra and / or Centenary Highway. Some cars use the hotel carpark as a rat run to Oxley Road despite the signage forbidding this practice.

- Very congested road.
- Undulating roads have partially blind crests which is compounded by the sun setting on the horizon making visibility difficult during the afternoon rush.
- Some sections have poor draining and the bridge over Blunder Creek should be improved.

Ipswich Rosewood Road
Rosewood
The Road has sunk in numerous places and it throws the vehicle all over the road.

Ishedale Street
Clayfield
There is always construction and the road is horrible from so many trucks and traffic.

James Street
Bundamba
Very poor bitumen surface, shoulders dangerous and exceptional bad drainage on road sides. Prone to flooding and damage during wet weather.

Johanna Street
Jimboomba
So many pot holes.

Jubilee Tce-Mt Coottha
Bardon
There is no freeway/highway connection from the north west suburbs to the Western Freeway, just a goat track

Junction Road
Morningside
(Blank)

Kamala Street
Redlynch
Suburban street caring to much traffic for its size and speeding is a major concern.

Karrabin Rosewood Road
Rosewood
This road is 100 kph rated but is very bumpy with narrow lanes and is used by trucks. A lot of cars travel at 80kph for safety.

Keidges Road

Bellbird Park
The road is very busy as it runs past a school and also is a 'shortcut' road to the new suburbs of Brookwater and Fernbrooke Ridge. It is very dark, loose gravel, big ditches on either side and needs to be made level. At school time people park all over the road and the shoulders

Kenilworth Eumundi Road

Belli Park
Road is subject to massive heavy vehicle movements during day from local quarry (one per minute). Tar has been squeezed to surface during hot days leaving very slippery road surface in wet weather. Road also holds water due to road subsidence along heavy vehicle wheel-tracks. Road has not been constructed to withstand this level of heavy vehicle usage - it might be a secondary road but it is carrying a highway load of heavy vehicles. Aquaplaning is common during wet weather.

Kenilworth-Skyring Creek Road

Brisbane
The edge of the road has collapsed within 300mms of the bitumen and it is approximately 1.8mts deep, three school buses travel on this section twice every school day also heavy transport plus tourist buses there is just no room for two large vehicles to pass let along a car and a bus, council has known about this problem for a number of year and has informed main roads but still nothing gets done. is it going to take a school bus going over the edge to have something done.

Carters Ridge
Road to narrow (can't have midline line marking) big truck driving middle road poor visibility around corner. Dangerous.
Two years ago the road edge collapsed into the adjacent gulley. The opposite side of the road to the collapse has featured a large puddle many years (20+). This standing water has worked its way through the road and weakened the road edge.

Kennedy Developmental Road

Porcupine
Needs to be upgraded to bitumen the whole way.
A lot of trucks use this road and it can be dangerous when passing them with narrow bitumen sections or when behind them on dirt as can't see around them. terrible road.

Kennedy Highway

Aeroglen
The bitumen on this road becomes slippery in dry weather from diesel on road, and in wet weather the road is slippery. Many, many people experience problems on this road, and many, many cars go over the side of the road.

Brisbane
In winter when driving east between 6.30am and 7.30am the sun is just above the crest of Red Hill. At this point traffic is driving up the hill directly into the sun. To compound this problem, cars move through the dew point resulting in the outside of the windscreen misting over. For a distance of up to 200 metres visibility is gone. I have seen drivers stop sudnly which has resulted in vehicle collisions. Drivers who have experienced this are prepared for the condition but others are not and are caught completely unaware.
Evelyn
Bullock track, about 1 out of 10 rating.

Koah
There is a lack of overtaking opportunities

Kuranda
This road has increased in traffic and cannot cope and it has got VERY DANGEROUS. There are so many accidents on it now sometimes up to three a day during the wet. My car which is only 3 years old and I drive too conditions and in the last year I have fishtailed through no fault of mine (This is VERY frightening) especially when there is oncoming traffic.

Very narrow windy road used by nearly all large vehicles to get to the Atherton Tablelands. Frequent accidents many near misses due to trucks rear wheels crossing over onto your side on tight bends.

Macalister Range
Requires guard rails on are where Police always park booking cars. One corner has cars over the bank every week. Why not put barriers across the area. Currently two cars over the bank today.

Road surface extremely slippery in wet weather; very narrow; inadequate for volume of traffic.

Road too narrow and winding to allow safe travel as B doubles are allowed. There are too few opportunities to overtake slow moving heavy vehicles.

Very regular closures due to accidents/landslides, at least weekly, at times daily. Closed anywhere from a few hours to 8 or 10 hours. Makes the journey from the Atherton Tablelands top Cairns very unpredictable. Many, many, appointments, flights, surgery etc are missed or cancelled due to road closure. Evacuation of Cairns during cyclones etc is nigh impossible as has been experienced in the past. Large increase in heavy vehicles and vehicular traffic in general has exacerbated this problem. Although some widening and safety measures have taken place this is only a very poor band aid solution at best.

Tolga

The surface of this part of the road is very poor, and has a mix-mash of very poorly fixed potholes. Obviously the people responsible for repairs have not had proper training. Sections along this road have been resurfaced a couple of years back, but the quality of workmanship is poor. Don't know how final approval was given by Main Roads Dept.

Walkamin

The Kennedy Highway between Atherton and Mareeba is a very busy single lane road that carries a lot of commuter traffic between the two towns, as well as large agricultural vehicles, B-double trucks, cane haulage trucks, as well as tourist traffic. The problem is the absence of overtaking lanes which means that slow-moving agricultural vehicles and grey nomads towing caravans at 80km /hr can seriously slow traffic. I have witnessed drivers overtaking in dangerous conditions, risking a head-on collision.

This road should be provided with at least two overtaking lane sections between Atherton (probably not necessary until the Tolga to Mareeba section) and Mareeba. There is also only one overtaking lane section on the Kennedy Highway for traffic travelling from Mareeba to Atherton - this should also be increased to at least one more overtaking section.
Kiel Mountain Rd
Kiels Mountain

There are regular accidents on this short stretch of road; the last was a fatal truck accident on 16/02/2016. The road is extremely steep, 22% at its steepest point, but this is not stated on the steep decline/incline signs. Trucks going uphill often stall and reverse back before they can engage low gear. The speed limit is 70km/h (far too high) with a 40km/h advisory sign that is usually ignored. One change of direction sign is dirty and partially obscured by vegetation, two others have disappeared during collisions. The start of the guardrail was clipped during the truck accident. The road appears to be designed for local traffic but is now used as a connection between the hinterland and the coast.

Kilkivan Tansey Road
Cinnabar
Sections of this road are still gravel and poorly maintained whilst other sections are single lane bitumen. Overall this road is poorly built and not maintained for the traffic that it takes daily. The road has had some improvements but the single lane bitumen is quite dangerous particularly on the blind curves, most of this surface is rough and breaking up on the edges. A lot of traffic uses this road and most seem to travel to fast for the conditions I have seen semitrailers on this road and they just should not be using this road.

Kilkivan
Narrow bridges with one in particular that is around a curve both sides and when driving frequently on this road it is always hoped that a semi trailer is not coming around the opposite bend to enter the bridge. Both bridges are low and are subject to flooding. There is a one lane bitumen road between these two horrible bridges.

Killick Street
Brisbane
This intersection is dangerous. Drivers entering from Killick Street have to give way to drivers entering from Maroochydore Road (70 KPH) and Old Maroochydore Road and Pike Street. This intersection is often blocked by stationary motorists exiting Old Maroochydore Road making it dangerous for motorists wishing to access Pike Street or travel west along Maroochydore Road.

Kingaroy-Barkers Creek Road
Kingaroy
Non asphalt road type only built with two part road mix. Surface breaks up after rains, with side drainage insufficient to cope with runoff from surrounding farming properties.

Kingsford Smith Drive
Hamilton
Poor road.
Pot holes and uneven surfaces.
Pot wholes uneven surface. There is even grass growing up through the road.
Road is in shocking condition, very rough and full of pot holes
The surface is "rough" to drive on because it is so uneven.
This road has a million pot holes in it!
This survey is about road surface and maintenance but traffic flow on on high volume roads need to be address as well and Kingsford-smith drive is one.

So my comments are about this main thoroughfare -

High volume of traffic all the time creating tarmac damage and accidents due to driver frustration because of the slow traffic flow stop/start.

This high traffic flow - was due to construction of high rise accommodation in the area - this has change the traffic flow and Brisbane city council has contributed to this by changing traffic lights sequencing to accommodate local residence (from high rises around) with long/quicker traffic light sequencing allowing them to enter and leave via the main road (kingsford-smith drive) at Harbour Road Hamilton.

This in turn has caused excessive traffic build-up particularly during am/pm peck periods - thus turning this thoroughfare into a continuous traffic jam.

Now with the purposed council upgrade to Kingsford-smith drive adding an additional entry (traffic lights)between Harbour and Remora roads will only increase the congestion in the area.

Very poor road surface, rough, and lanes that run out without warning. This is one of the main routes from Airport to City and in my opinion is very embarrassing and unsafe. Always heavily used and delays occur.

Very rough surface in many places.
Bitumen is cracked and distorted.
Grass is growing in some of the cracks in the bitumen.
Rail crossing is very rough.
Potentially causing damage to suspension of vehicles traveling on this road.

Kingsmill Street
Chermside
There are several dips but one in particular is deep like driving over a pothole

Kingston Road
Woodridge
The concrete median strip on Compton extends too far into intersection making it difficult for vehicles turning right from Kingston road onto Compton too keep within their lane, therefore creating a hazard for the outside turning lane. The turning arc for traffic is poorly designed.

Kirby Road
Aspley
Hilly. Not enough capacity for amount of traffic. Roundabout on Robinson Road is a bottleneck.

Palmwoods
Heavy vehicles use this road many times daily as access to the SEQ Water Treat Plant at the end of Kirby Road. The road surface is not adequate to cater for the weight and volume of heavy vehicles.

Various roadworks over the last 6 or 7 years have repaired large sections however it is a continual "work in progress". Pavement depth is very thin in places and breaks up easily.

Kirby Road is very narrow in places making passing between cars and heavy vehicles very difficult. Sharp curves on steep gradients make the road even more difficult for large trucks to stay on their side of the road. There are no lane markings nor centre lines.

Some edges are very minimal and lead straight to earthen drains that clog up regularly.

Heavy vehicle speed along the road is also an issue.

As Kirby Road is a dead-end road there is no alternative route for the heavy vehicles.

Kogan Condamine Road

Crossroads

2 Years ago PROBUILD spent over 12 months repairing the road which potholed first rains. PROBUILD spent another 6 months repairing soft spots which continue to fall apart. Storm drains where so deep it has left no safe area to park off the road in an EMERGENCY...These storm drains are so deep in some places the water cannot flow away. All culverts drains where replaced now leaving huge bumps in the road also.

Kopps Road

Wongawallan

Lots of pot holes all along between these rds. Never fixed properly and with rain......each pothole thats been fixed breaks open again. I've lived in the area for 3 yrs and the same all the time.

Koumala-Bolingbroke Road

Koumala

Koumala-Bolingbroke Road is use for a primary School Bus run, regular used by heavy traffic by the Aurizon Railway and local miners going to and from work out to the coal hinterlands. Loose Gravel, corrugations and potholes on a gravel range with blind corners and vegetation growing beside the road.

KP McGrath Drive

Elanora

KP McGrath Drive IS CONGESTED EVERY DAY LEADING UP TO THE ON RAMP HEADING NORTH AT PALM BEACH TO THE M1 JUST NEXT TO THE CALTEX. THERE IS ONLY ONE LANE HEADING EAST DOWN THE HILL AND PARKED CARS AND TRUCKS CREATE MAJOR DELAYS AS TWO LANES ARE FORMED TO ENABLE THE TRAFFIC TO PALM BEACH TO DRIVE THROUGH. EVERY DAY IT IS A NIGHTMARE TO CRAWL DOWN AND ALSO THE INTERSECTION ON THE LEFT FROM ANGELINCA STREET HOLDS UP THE FLOW. THERE IS ALWAYS ACCIDENTS WITH THE MERGE AND TRAFFIC IS AT A CRAWL HEADINF NORTH.
### Kratzke Road
**Highfields**
The intersection of four roads, but improperly aligned. A real death trap.

### Kuhls Road
**Highfields**
A thin layer of bitumen laid straight over red soil nearly 40 years ago. Very narrow, broken shoulders, lack of footpath for 800 metres means that pedestrians and cyclists have to compete with cars by walking / riding on the edge of the bitumen. Lack of street lights make this particularly dangerous at dusk, night and dawn.

### Kurrajong Road
**Jimboomba**
The entire length of the road is very uneven with dips in the level of the road causing drivers to slow down to below the speed limit indicated. This is due to repeated patching of the bitumen and I believe water damage for years. The shoulders are very poor and are narrow in sections especially when there is oncoming traffic.

### Lagura Street
**Noosa Heads**
There is a very poorly laid patch approx 5 metres long on a curve in front of the Police Station. This patch is particularly dangerous for motor scooters and motorcycles to negotiate as it is on a curve in the road directly in the line of travel and is quite long and bumpy. This patch has been neglected for the past 5 Years.

### Lake Mary Road
**Lake Mary**
Lake Mary Road had loose gravel, many deep potholes, sharp corners, corrugations several dangerous narrow culverts, but one particular dangerous a build-up of loose gravel, driving directly into the rising and setting sun.

### Landsborough Highway
**Macfarlane**
The road is very corrugated, we had to go from Tambo to Blackall by Ambulance and the road is bloody awful, for both patient and drivers.

### Landsborough Maleny Road
**Bald Knob**
The drive to & from Landsborough/Maleny is hazardous. So many potholes. Although the road maintenance crew do repairs. It’s usually a quick-fix fill to the holes. Before very long they open up again. Lots of cracks & seepage add to the problem.

### Lawnton Pocket Road
**Lawnton**
Potholes and bumps along the road.

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**Title: RACQ Unroadworthy Roads Technical Appendix**

**Issued Date: March 2016**
Goondiwindi
Rough & undulating surface, might as well be on Moreton Bay in boat when se wind is blowing, truck & cars can veer off in any direction because off rough surface and trying to dodge wildlife. Lots of caravan, trailer breakdowns because of broken axles, springs, a frames etc, broken truck & trailer parts strewn over highway from road condition.

Levington Road
Eight Mile Plains
Poorly designed intersection, dangerous. Needs signals or a roundabout.

Linkfield Road
Bald Hills
Congestion two lanes going into one lane from both sides, trying to get off the freeway turning right into Linkfield Road - accident waiting to happen
Congestion, inadequate bridge.

Linkfield Rd is a relatively new road linking Bald Hills to Brendale. The amount of traffic on this road was very much under estimated when it was constructed. The road varies from 2 and 4 lanes in various sections. The congestion starts around 7am and hardly varies all day until 5 pm. The main congestion is near the Bunnings store approaching the bridge east bound. 50% of the traffic is commercial and I am sure the frustration levels are high with those drivers. Traffic often backs up and blocks the traffic light intersection at Gympie Rd.

Linkfield Road bottlenecks east of the intersection @ Gympie Road into the Bridge over the Gympie Arterial Road
Road is at capacity and dangerous due to the volume of heavy vehicles using the corridor.
There are lots of accidents at the lane merge and entrance to the Motorway.
Linkfield Road Bruce Highway overpass narrows to two lanes creating a serious bottleneck in both directions at most times, but it is extremely bad during peak hours.
Two lanes merge into one in a short space.

Lipscombe-Boundary Road
North Lakes
Plenty of potholes but are filled and reappear not long after.

Lloyd Road
Barrine
Dangerous when pulling out of Lloyd road. Needs a pull over lane as cars coming along are most times travelling over the 100 klm per hour

Lockhart River Road
Stratheden
(blank)

Lockrose Road
Lockrose
It's a major road connecting forest hill Fernavle Road with Brightview Road. Still one lane with dirt either side which becomes mud in the rain. They've attempted to pour mix on either side multiple times, which just mixes with dirt after a while.
### Logan Motorway

**Drewvale**

Continual vehicle back up on the Logan Motorway exit to Mt Lindsay Highway. Dangerous lane changing from Gateway Interchange merging onto Logan Motorway with Mt Lindsay Hwy exit too close for cars to make safe merges into different lanes heading towards Ipswich.

### Logan Road

**Brisbane**

The road is rough as hell, quite a few tight corners/bends, the lanes are awfully narrow in some parts, little signing, does not cope well with water coverage at all (quick downpour/s flood the road in a few places) has very little drainage (they need to be bigger and better maintained).

### Eight Mile Plains

This section of road requires channelling/barriers to prevent rising flood waters from blocking all directions of travel. Water pools at the lowest point and prevents M1 access at both the on/off ramps, and directional travel under the M1.

When travelling south along Logan Road crossing the corner of Mile Platting Road / Padstow Road there are large undulations in the road surface that make small cars bounce a great deal. It is very difficult to maintain smooth pressure on the accelerator as you move away from the traffic lights going up hill during busy rush hour traffic. The damage to the road surface is from heavy trucks accelerating away from the traffic lights travelling along Miles Platting Road / Padstow Road towards Sunnybank. This has been a problem for many years now. I'm surprised that no one has attempted to upgrade the road surface / road base to something that can carry heavy trucks.

### Greenslopes

There has been work performed on this road (roadworks) and the surface has been poor ever since. They have covered it with another layer of bitumen, but it's bumpy, poorly applied and needs resurfacing.

### Lomead Road

**Watagan**

Poor bitumen surface, rough, narrow bridges, narrow sections, annual flood closures, accidents & fatalities.

### Longreach Silsoe Rd

**Vergemont**

(blank)

### Loparo Court

**Nambour**

Too many hospital staff cars blocking driveways, visibility and making road too narrow.

### Louiss Bazzo Drive

**Cootharaba**

Louis Bazzo Drive is like a patchwork quilt. It has vegetation growing through it. When council does patch the holes they leave it higher than the original surface. It has a narrow bridge. It floods every year in the rainy season blocking access to homes. It is a 100km/hr road in need of a major upgrade. This is a link road from Gympie, through Pomona, to Noosa. The trucks that frequent this road also push the patches out making large mounds. The council should be ashamed of this road but instead have just listed it as one of their new tourist routes through the hinterland.
<table>
<thead>
<tr>
<th>Lucinda Point Road</th>
<th>Halifax</th>
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<tbody>
<tr>
<td>Lytton Road</td>
<td>Morningside</td>
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<tr>
<td>The road is in shocking repair assuming from amount of</td>
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<td>trucks using it in this industrial area.</td>
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<td>Murarrie</td>
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<tr>
<td>This road is a shocker.</td>
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<td>Macadamia Drive</td>
<td>Maleny</td>
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<tr>
<td>This road is frequently used by push bike riders which</td>
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<tr>
<td>increases the danger to both the riders and drivers.</td>
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<tr>
<td>It is extremely dangerous to give them a clear metre</td>
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<tr>
<td>when you are going up a rise and around a bend on this</td>
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<tr>
<td>road.</td>
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<td>Macalister Bell Road</td>
<td>Macalister</td>
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<tr>
<td>Very uneven surface. Dangerous with heavy vehicles as</td>
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<td>the road surfaces throws the vehicle around.</td>
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<td>Macrossan Avenue</td>
<td>Marian</td>
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<tr>
<td>Patches on patches on patches rough.</td>
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<tr>
<td>Macrossan Avenue</td>
<td>Norman Park</td>
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<tr>
<td>Rough surface, often large potholes at the intersection.</td>
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<td>Buses use the road to drive to and from the carina</td>
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<td>depot causing non stop damage to a local one lane each</td>
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<tr>
<td>way road. Tight, busy, no damage.</td>
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<tr>
<td>Main Myrtletown Road</td>
<td>Pinkenba</td>
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<tr>
<td>Road shoulders have massive ruts. Some are 150mm deep.</td>
<td></td>
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<tr>
<td>There are huge trucks and cranes using this road and</td>
<td></td>
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<tr>
<td>often use the shoulder due to lack of width in the road.</td>
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<tr>
<td>The road is a time bond for a major accident.</td>
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</tr>
<tr>
<td>Main Street</td>
<td>Nikenbah</td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Very rough surface, steep incline.</td>
<td></td>
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<tr>
<td>Springfield Lakes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The roundabout is poorly marked. It goes from 2 lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>into 1 lane. I have seen many accidents and more than</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a few near misses coming in and out of this roundabout.</td>
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</tr>
</tbody>
</table>
### Main Street / Boat Harbour Drive

**Urraween**

There is a roundabout at the intersection - traffic has doubled in the last few years and I don't think the roundabout can cope. There is also a lot of elderly drivers and foreign drivers on the roads in Hervey bay that are unsure of how to use the roundabout properly.

### Maine Rd

**Clontarf**

The road has so many patches.

### Mains Road

**South Brisbane**

Always potential danger to cars leaving the side street as mostly young drivers ignore the current sign: U turns not permitted unless signed otherwise. Most appropriate would be the attaching of one of the red signs of upside down U with a slash through it. That type of sign would be clear even to those with poor English.

### Mains Road, Robertson

**Robertson**

Pot holes usually arise due to high volume of traffic especially trucks.

### Maleny Stanley River Road

**Booroobin**

Numerous accidents/crashes causing injury and death both motorbikes and cars. Wet debris on the road causes loss of traction causing vehicle to lose control, the inevitable outcome is to go off the road down the embankment and into a tree. To enter and exit property driveways is dangerous. Driving this road is just dangerous.

### Wootha

Dangerous curve on crest of a hill. Curve speed sign speed too high. Motorcycle crashes.

The roads have extremely tight bends the whole way. It has minimal to no safety rales resulting in a lot of crashes and deaths ... the road needs fixing! There's also nowhere to pull off to the side of the road.

### Maleny-Kenilworth Road

**Cambroon**

Constant traffic on a road barely wide enough for one car with acute drops from bitumen to gravel damaging to tyres. Used by trucks, school buses and popular with motorcyclists travelling at speed. Campers and caravans that occupy full width of the road are continually encountered increasing the risk.

Road has been widened & resurfaced in various sections however what is left is very narrow with dirt/gravel edges that become potholed very quickly after rain, vehicles need to pull off the road to allow oncoming traffic to pass. It is a popular & well-travelled main tourist route but very dangerous.

Rough, narrow, broken surface.

Straight and flat stretch where people speed up but road is too poor to go at signed speed limit, passing oncoming traffic requires going of bitumen onto very poor gravel edges with nasty holes at regular intervals.

**Kenilworth**
One section of this road is yet to be upgraded and this section is narrow bitumen, forcing both drivers off the road when passing. The shoulders are deep and the verge is now a gutter after recent rain. A school bus brings high school students from the Kenilworth area travels to Maleny and back each day. The road is dangerous for regular vehicles and more so for buses.

**Maleny**

Has become a series of repair patches that will no doubt soon join to be the road.

For a major road linking towns this one is terrible. One km. out of Maleny it becomes a goat tract. It has been patched up countless times but the only new construction has been at the Reesville intersection. Trucks have a hard time passing oncoming traffic because of trees on some sections which don't allow them to safely pass on this narrow road. This road is bad right through to Kenilworth but between Maleny and the top of the Conondale Range it needs to be reconstructed now.

My concern is the whole length of the above road. Coming out of my cul-de-sac is my main concern as it near impossible to see oncoming traffic, invariably travelling more than 80km limit. We were led to believe that this was going to be fixed years ago. i.e. taking out some of the humps restricting visibility. Not to mention the threat of wandering cattle, rough surface, dangerous shoulders and corners and traffic exceeding speed limit

**Witta**

Narrow and rough road that has been patched up over many years. There are cyclists that use the road and given the 1 meter rule makes it unsafe for cyclists and motorists. The road also has wildlife including cattle as hazards.

Road is narrow, constantly need to dodge potholes and bad surface problems.

**Manly Road**

**Brisbane**

I drive on this road every day and not only is there miles of traffic holdups because there needs to be two lanes, but the road is cracked with grass growing through it and pot holes all along Manly Road heading towards Green Camp Lights. You can be stationary on that road for anything up to 10 mins and that's a lot in peak hours and school times.

Also Green Camp Road is a nightmare from Old Cleveland Road/Rickets Road to Manly Road. Each morning there is hundreds of cars trying to get from 2 lanes to one lane is a matter of 20 metres. Getting to work from Capalaba to Port of Brisbane takes me 20 mins longer than on weekends. And 9 times out of 10 when I use the motorway there is an accident. Going Green Camp road is much better for me and I do business in Wynnum

**Manly West**

(blank)

**Manning Street**

**Milton**

Large amounts of local construction have seen the road deteriorate to a level where damage will occur to vehicles if they take an incorrect line. Night or wet driving hides the hazards increasing risk

**Marlborough-Sarina Rd**

**Clarke Creek**

Cattle are out on the roadside and are a Major risk of a car accident with possibly fatality. Road is so rough in some sections that you have a drive under 60km/h just to keep the vehicle on the road. This road is 100km/h zone and should be in some highway condition but has been completely forgotten about.
Lotus Creek
The Marlborough - Sarina Rd was the old highway and hasn't had any magger road works done on the road in years.

Sarina
The road is deteriorating due to the high traffic volume.

<table>
<thead>
<tr>
<th>Maroochydore Road</th>
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<tbody>
<tr>
<td>Forest Glen</td>
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<table>
<thead>
<tr>
<th>Mary Valley Road</th>
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</thead>
<tbody>
<tr>
<td>Imbil</td>
</tr>
<tr>
<td>Continuous pot holes, narrow and uneven road services. Used my heaps of trucks and so narrow it is dangerous. The road is totally is out of shape and dangerous at 100 km /h, about 1km of it.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Kandanga</th>
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<tbody>
<tr>
<td>Nowhere to pass, narrow for trucks, no verge, rough, floods.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Maryborough Biggenden Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aramara</td>
</tr>
<tr>
<td>There are so many problems it would take a long time to write them all down. but one of them it's very rough all the time and the repairs are very rough.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maryborough By-Pass</th>
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</thead>
<tbody>
<tr>
<td>Teddington</td>
</tr>
<tr>
<td>Very tight bend when entering Maryborough from Brisbane but also very dangerous when exiting Maryborough to Brisbane has blind spot.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maryborough Hervey Bay Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point Vernon</td>
</tr>
<tr>
<td>Can be dangerous quite a few accidents</td>
</tr>
<tr>
<td>Urraween</td>
</tr>
<tr>
<td>Dangerous intersection.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Maudsland Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maudsland</td>
</tr>
<tr>
<td>This road earmarked for dual lanes years ago has had speed limits reduced 3 times</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>McCullough St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunnybank</td>
</tr>
<tr>
<td>A real traffic hazard with many near misses daily. Primarily it's with cars coming out of Market Square turning left, and cars coming out of SunnyPark turning right.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>McLean Street</th>
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<tbody>
<tr>
<td>Cairns North</td>
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</tbody>
</table>
This street is quite busy and is not wide enough for two cars or maintained. When two cars are on the street you have to go off the edge of the bitumen into the dirt and potholes.

**McNamara Road**

Nanango

McNamara Rd is a dirt/clay road which is used by B-Double milk tankers. Even the slightest rain causes the clay to become slippery and boggy and the milk tankers have no option other than to slide and tear up the road. After a period of a few days the road is impassable by all but 4WD vehicles. Water does not drain off the road but collects along the side eventually flooding across the road. There have been a number of accidents attributed to the state of the road.

**Miles Platting Road**

Rochedale

Large deep holes on roadside many filled with water

**Millers Road**

Cedar Creek

This is the direct route to the Gold Coast from Jimboomba and Yarrabilba and Logan village.

**Kuraby**

(blank)

**Milton Road**

Auchenflower

(blank)

**Moggill Road**

Chapel Hill

(blank)

**Kenmore**

Exit from roundabout into the shopping centre creates dangerous situations for other drivers both on the roundabout and entering the roundabout from Brookfield Rd (plus traffic delays due to the poor road design in the shopping centre).

This road is well over capacity and suffers significant congestion. Despite "talk" nothing happens. We do not need another study to recognise that a bridge from Bellbowrie to Sumners Rd Riverhills is what is needed. There is no way existing Moggil Rd can be widened. It’s one way in and out. The bridge allows traffic bi directional access and access to railway and the Ipswich motorway.

**Montague Road**

West End

There have been numerous trenches dug and filled in in recent years with all the construction that is going on. While these are level for the first day, they inevitably sink level "ditches" along the way. This road is subject to bus, gravel trucks, cement trucks plus a heavy volume of cars.
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mooloolah Connection Road</td>
<td>Mooloolah Valley</td>
<td>The undulating road throws my 4wd around so much that I have to stay well under the speed limit and this leads to tailgating by more modern vehicles that have state of the art suspension systems, I hit a piece if raised bitumen squashed up by a truck perhaps which shattered my lpg gas reg coolant fittings and caused a coolant leak. I also have my car booked in for all new steering bushes and shock absorbers this week. Unroadworthy cars lead to steering component damage that leads to crashes. I lost all steering recently and found all three 10mm bolts on my steering box sheared off. I replaced then for the 2nd time now.</td>
</tr>
<tr>
<td>Moonie Highway</td>
<td>Dalby</td>
<td>Moonie Highway to Tara turnoff then including Surat Development Road to Tara. Appalling rough poor maintenance. Sees high use by heavy vehicles including road trains and b triples.</td>
</tr>
<tr>
<td>Morayfield Road</td>
<td>Caboolture</td>
<td>Centenary lakes bridge southbound outer lane sudden step in Road where bridge starts causing major boom to undercarriage of vehicle, I have been changing lanes to avoid damaging my 4wd for 12 months. I pity small hatch backs. It should be a 30 klm zone. But its 60.</td>
</tr>
<tr>
<td>Moreton Bay Rd</td>
<td>Capalaba</td>
<td>Poor and incorrect signage for bicycle and bus lane traveling in easterly direction past bus interchange/park and ride. One sign says; &quot;Buses only - Buses excepted&quot;. Surely this is incorrect. The bike lane is unsigned and without road markings at its start but is declared by a sign to end at the park and ride intersection despite the lane physically continuing further. This whole section is a poor example of best practice in road signage and requires an audit to rectify multiple problems!</td>
</tr>
<tr>
<td>Mort Street</td>
<td>Toowoomba</td>
<td>Trees block visibility exiting side streets, and block road signs.</td>
</tr>
<tr>
<td>Mount Cotton Road</td>
<td>Mount Cotton</td>
<td>Busy Road with too many vehicles. Needs duplication. Children attempt to cross the road in busy traffic, there is inadequate parking for people trying to attend the school and because the intersection is uncontrolled people take extraordinary risk to turn right from Sanctuary Drive onto Mount Cotton road frequently causing near miss incidents</td>
</tr>
<tr>
<td>Mount Flinders Place</td>
<td>Algester</td>
<td>The road has some holes in the middle.</td>
</tr>
<tr>
<td>Mount Lindesay Highway</td>
<td></td>
<td></td>
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</tbody>
</table>
Beaudesert
Totally inadequate for the volume of traffic

Drewvale
Motorists coming from Brisbane heading onto the motorway heading for Ipswich, have to cross this double lane road. Worst during peak hours, when impatient drivers wanting to cross, will attempt to force their way across, or well-meaning drivers heading along Beaudesert Road, from Browns Plains, will suddenly stop to let them cross. This goes against the flow of the traffic and causes numerous accidents each week. This crossing needs to be permanently CLOSED.
Southbound traffic wanting to turn into the Logan Motorway on ramp is left waiting ages to cross the busy road. Many accidents have resulted in vehicle attempts to cross the road. The whole interchange really needs to be remodelled to avoid continual accidents as when they happen it causes havoc.

Jimboomba
This stretch of road is virtually unchanged over the last 30 years despite it being a growth corridor. Many drivers cannot seem to cope with light variations through vegetated sections, suggesting a need for polarised or perhaps prescription eyewear as they slow down to more than 20 km under the speed limit. There is a large percentage of heavy vehicles that use this highway and together with commuters this all adds up to avoidable fatalities and lesser accidents for which the government should take more responsibility for.

Josephville
This whole highway is now seriously congested with very poor road surfaces, multiple speed zones, just 2 passing lanes in the whole distance. with a growing population and major Tourism for recreation unless something is done quickly, fatalities will happen.
There is an absolute need for at least Dual lanes in Both directions between Beaudesert and Browns Plains.

Munruben
This road carries a lot of traffic and is only one lane each way with a speed limit of 80 klm per hour to 90 klm per hour which causes a lot of frustration causing drivers to do stupid things to try to get to their destination which has resulted in many accidents some of which were fatal. This road is supposed to be a highway. I have seen farm tracks better than this.

North Maclean
80 kph speed sign heading south entering Stoney Camp Rd overpass, with 90 kph sign along merging lane.
No room to overtake slow drivers.
Fast growing area of the Brisbane metropolitan region. Population expanding with new residential developments as well as new commercial and industrial area with both commuter and commercial vehicles having to use a 1980s metropolitan highway in the 21st century.
No overtaking opportunities.
Turning Northbound onto Mt Lindesay Highway, also highway is only single lanes
Volume of traffic has increased markedly and highway is aged
With increased development the road is about 5 years behind what is required to take the volumes of traffic

Park Ridge
HIGHWAY NOT CAPABLE OF HANDLING THE VOLUME OF TRAFFIC
**Parkinson**

No overpass for turning traffic from Mt Lindsay Highway to enter the Logan Motor Way Westbound. Vehicles travelling along the Mt Lindsay Highway stop causing obstructions to allow turning traffic to cross. Creates gridlock back to Park Ridge in some instances and high probability of rear end collisions as traffic stops suddenly. Traffic merging from Browns Plains onto the Highway gets stuck in the congestions and can take up to 10 minutes just to get onto the road.

Poor, unsafe design of intersection for right turning vehicles onto the Logan Mwy westbound.

Right turn onto Logan Mwy is dangerous.

Turning right Beaudesert Rd south bound to Logan Motorway west bound.

(blank)

**South Maclean**

This road is totally inadequate for the volume and sizes of vehicles using it.

**Woodhill**

Congestion issues and lack of overtaking

**Mount Mee Road**

**Dayboro**

There are a lot of potholes, poor road repairs and very bumpy and rippled sections of road, particularly between Dayboro and the lookout before the descent toward D'Aguilar highway. A lot of motorcycles use this road and it is frankly dangerous in most conditions, even when ridden at the speed limit. The road desperately needs fully resurfacing. There are also extremely limited overtaking opportunities which can cause frustration in riders and therefore contribute to unsafe riding practices / illegal overtaking.

**King Scrub**

Mt Mee Rd is a farce. It is a major tourist road that carries a lot of traffic - particularly on weekends, as well as commuter traffic during the week. It is also a regular route for cyclists and motorcyclists due to its curves and bends. The road’s surface is rough, broken up, uneven and simply dangerous. Motorcyclists are regularly killed on this road. This is in my view partly due to the inherently dangerous riding habits of many motorcyclists ‘having fun’ and taking stupid risks beyond their riding skills and capacity, but also the dangerous and damaged condition of the road surface itself. I have lived here for more than 20 years and have seen nothing more than the odd ‘patch-up’ job. It is appalling for a main road.

**Ocean View**

North end of Mt Mee Road has been rebuilt, but the southern side is in very poor condition. This road is popular with two wheeled road users and the surface causes accidents (rarely reported as they are single vehicle accidents) due to the poor surface and gravel washing on to the road. Narrow lanes and few overtaking opportunities combine to form a hazardous environment for motorcyclists from frustrated drivers. It is only a matter of time before another death occurs.

**Mount Nebo Road**

**Enoggera Reservoir**
Mount Nebo Road is the sole arterial that connects the residents to their homes, schools, workplaces and shops. It is also a tourist destination and a de-facto training track for cyclists. The roadway is narrow and the new cycling laws makes it physically impossible to pass two-abreast cyclists because you must remain 1.5m away, which would put the driver-side wheels off the right hand edge of the bitumen.

The authority's response to this and the nightly hooning problem has been to lower the speed limit. The same speed limit that the hoons ignore anyway, and that won't change the cyclist situation. This obsession with speed as the fix when it's not the problem is absurd.

Jollys Lookout
Narrow winding road with no shoulders and poor signage. Many accidents on this road which is a favourite to drive for motorcyclists, car clubs and cyclists.

Mount Petrie Road
Belmont
(Blank)

Moy Pocket Road
Gheerulla
Narrow, 1 mile section of pot holes, drop offs to shoulder, trucks, dangerous.

Mt Flora/Beef Road
Dingo
(Blank)

Mundoolun Road
Jimboomba
In parts the road is so narrow that passing cars/trucks have to move onto the shoulder when passing. As a result the shoulder is broken, cracked and leaves gravel etc on the roadway. There are no roadside markings. During heavy rain the roads frequently floods.

This is a busy road serving as the only access to 2 major developments, the Mundoolun Estate and Jimboomba Woods Estate, and will become busier in the future.

Poorly surfaced and narrow road inadequately caters for high volume traffic with a large number of heavy large vehicles. There have been a number of vehicle rollovers. Bicycles also use this road regularly.

Mundubbera Durong Road
Boondooma
Single lane with very rough and sharp edges shared with heavy transport

Myall St intersection
Cooroy
The intersection requires vehicles to give way to traffic crossing over the Railway bridge on Elm St, when turning into Myall St. Unfortunately, vehicles crossing over that bridge turning left into Myall St also have to give way. Therefore, many drivers get confused about who is supposed to be giving way and pull out in oncoming traffic. Even writing about this intersection is incredibly confusing. You have to see it to believe it. Either that, or Cooroy has a large concentration of idiotic drivers.

Nambour-Mapleton Rd, Nambour
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Nambour</td>
<td>Extremely busy section of road near hospital with cars entering/exiting carparks, side roads, hospital entrance, while people try to cross road in area without lights, crossing, or roundabout.</td>
</tr>
<tr>
<td>Nanango Neumgna Road</td>
<td>Since amalgamation of shires road is no longer maintained even though rates increased from $800 pa to $2600 per annum plus a road levy introduced school bus has been cancelled due to dangerous condition of road</td>
</tr>
<tr>
<td>South Nanango</td>
<td></td>
</tr>
<tr>
<td>Tarong</td>
<td>Road part of south Burnett council responsibility. Since amalgamation rates have tripled and road maintenance has reduced from 6 monthly to every two to three years. A road levy introduced but no change. Local school bus will not use road to pick up children as they consider road dangerous.</td>
</tr>
<tr>
<td>Narangba Road</td>
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<tr>
<td>Kurwongbah</td>
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<tr>
<td>Nathan Road Runcorn</td>
<td>The road has potholes, which are filled in when a call is logged with BCC. Road has no curbing, there are holes in the gravelled shoulders of the road. During school events (for St Laurence's college) numerous cars park on the shoulders of the road, making visibility for traffic very poor - possibility of pedestrians being hit crossing the road; and this creates holes in the shoulders of the road, especially during wet weather.</td>
</tr>
<tr>
<td>Runcorn</td>
<td></td>
</tr>
<tr>
<td>National Park Road</td>
<td>Nambour</td>
</tr>
<tr>
<td>Nebo Road</td>
<td>Traffic turning right from National Park Road into Zealey Road give way to oncoming traffic. There’s inadequate wide and poor surface conditions for ongoing traffic to overtake waiting vehicles on the left hand side.</td>
</tr>
<tr>
<td>Neerdie Road</td>
<td>The bitumen seal has failed. Poor quality sealing around fire hydrant accesses leading to sinkholes in the road surface. Patch attempts by filling cracks when the surface is in dire need of a reseal before serious damage occurs to the road substrate.</td>
</tr>
<tr>
<td>Nerang-Broadbeach Road</td>
<td>Garuda</td>
</tr>
<tr>
<td>Broadbeach</td>
<td></td>
</tr>
</tbody>
</table>
Pacific Fair intersection (Hooker Blvd & GC Highway)... cars, buses, trams, pedestrians, just too much in one same area: safety concerns and poor signage!

Nerang
Uneven road surface and overgrown

New Beith Road

New Beith
Brief patches of this road have been rebitumened and have kerbside edge markings, however, where the old road exists which is most of it, it is very narrow and it has no kerbside markings which just makes it more confusing in poor light and rain. The speed on this stretch of road is 80 kmh which seems inappropriate for its poor condition and the amount of traffic that uses it.

New Cleveland Road

Gumdale
The angle Ermelo Rd meets New Cleveland Rd causes drivers to think that they are only crossing one lane to get onto New Cleveland Rd. In fact at that angle cars are still on the wrong side of New Cleveland Rd 50 metres along New Cleveland Rd,

Ransome
Road is at the edge of Brisbane Council area and a major upgrade is continually put off for political reasons. The road cannot safely be travelled, particularly during peak hours.

New England Highway

Allora
Is this the bumpiest road in Queensland?

Ballandean
Not enough road maintenance

Cambooya
When traveling south on this highway there is a turnoff to Greenmount. Motorist turning are required to stop in the turn lane, which is quite narrow, to wait for oncoming traffic to clear. The oncoming traffic approaches from over a crest and around a bend making it difficult for this traffic to be seen - especially at night and in wet weather.

Dalveen
Very dangerous at most speeds. Find the Ranger ute bouncing side ways lots. Road repairs seem to only consist of spraying with tar and putting gravel on top of all the broken-pot holes and just bad surfaces. Find myself using the passing lanes to avoid the inside lane full of potholes and repairs. This is over 50km of road.

(blank)

Glen Aplin
Narrow with a lot of trucks, poor overtaking and trees close to roadside on curves.

Merritts Creek
Extensive use of "cheesecutter" wire as guard rails which are place too close to the edge of the bitumen and do not allow a car to pull off to the side of the road if a problem arises. As an RACQ member who also rides a motorcycle on this road, I don't relish the thought of losing a leg or worse as a consequence of what may otherwise be a minor traffic incident.

Pechey
The road is very narrow in places, also road surface is rough, very bad roadside rails from Geham to Hampton.

**St Aubyn**
The Hwy lanes are so narrow the outer "Fog Line" markings are painted on the dirt shoulder in many places.

**The Summit**
Pot holes all the time in both lanes.
Too many years of patching over patches - areas with no shoulders, rough surface where all the patches are which, when repaired, do not last long.

**Nielsens Road**

**Carrara**
There are cracks in the road, some have been line sealed but still causes steering issues when turning the corners. I have to drive in the bike lane to avoid the cracks.

**No bad roads**

**Brisbane**
A road can lie there forever and will do no harm until the loose nut behind the wheel gets on it

**North Shore Bvd**

**Mount Low**
Why is a road with no intersections for six k restricted to 90KPH, except for revenue raising.

**Northern Artierial Road**

**Ormiston**
This road is very rough to drive on. The white lines on the side of the road have been cut off as the road is gravel/dust on the side. there are big trees that grow on the side of the road along the train line. There are no lights on this road, making it very dark at night. There are different bitumen surfaces on this road and a few pot holes towards towards the roundabout at the intersection with Shore Street.

**Oakey Cooyar Rd**

**Highgrove**
Road is past its use by date

**Obi Obi Road**

**Obi Obi**
Obi Obi down road is a death trap

**Ocean Parade**

**Burleigh Heads**
The road is residential but is used by through traffic using it as a cut off for traffic travelling from Reedy Creek Road to Gold Coast Highway travelling south over Tallebudgeraba Bridge.
Reverse traffic can also occur. It is used by bike trainers and joggers which makes it all the more dangerous with dangerous light conditions and 2 way traffic on a road width that can only safely carry one way traffic.

**O'Keefe Street**
Woolloongabba
Traffic doesn't know which lane to go around the round-about. Many people unintentionally drive into the wrong lane going around.

Old Cleveland Road
Belmont
This road is an issue during morning peak hour. The on ramp at Capalaba is congested and stopped almost every day. The congestion is worsened by the intersection at Chandler (Tilley Rd) which has traffic lights. The on-ramp to the Gateway Motorway westbound is the worst problem as it is stopped on the shoulder almost every single day at morning peak times, sometimes back almost to Chandler. People crawling on the shoulder is extremely dangerous and I witnessed a very close near miss where a P plater almost ran up the back of another car stopped in the left lane trying to get off onto the off ramp. The lights at this large intersection are an issue and the pathway needs to be clearer for people trying to get onto the motorway in peak times. The lights need to be taken away and a better flowing system implemented at the Old Cleveland Road-Gateway Motorway interchange. The entire interchange needs to be redesigned.

Camp Hill
Rough and potholes through Camp Hill and then Coorparoo.

Coorparoo
Way too much traffic and ignorant council bus drivers who clog up the lanes and pull out on cyclists and motorists with reckless abandon!

It shouldn't take up to 40 minutes to get from Carindale shopping centre to Stones Corner.

Wilston
Old Cleveland road at Belmont just after motorway there are real dark spots where wildlife comes out. You go from real lit up to real dark then as you get to Stanborough Street its light again. I travel this road 5-7 nights a week also there is a bend and I have seen a couple of close calls there and I have known there has been incidents there.

Old Gayndah Road
Dunmora
Traffic has increased on the road with school buses etc to housing estate however road is narrow in parts that both vehicles have to pull off the road sharply onto dirt shoulders. old Gayndah Rd has several blind corners and crests which prevents the drivers from seeing oncoming vehicles until the last moment then having to quickly avoid a collision.

Old Gympie Road
Dakabin
WHEN ROAD WAS WIDENED SEVERAL YEARS AGO IT LEFT UNEVEN ROAD SURFACES WHICH PULL THE STEERING FROM SIDE TO SIDE DRASTICLY

Kallangur
(blank)

Old Northern Road
Bridgeman Downs
The road was supposedly resurfaced between Hamilton Road and the Jinker Track. One part was not even touched and is now starting to break up and form pot holes. The road has not been improved and is not designed for heavy vehicles, hence the problems of the road breaking up. The resurfacing at Hamilton Road is substandard as the road now appears to have corrugations and the car bounces around as you travel through the intersection. More emphasis has been placed on noise reduction along this length of road than improving the surface for the motorist.

**Bunya**

Way too many pot holes and need to be resurfaced

**Old Pacific highway**

**Oxenford**

(blank)

**Old Toorbul Point Road**

**Caboolture**

Road is rough and curve for an 80km/h zone frequently has potholes that takes a month or so to fill in.

The intersection of Old Toorbul Point Rd and Bribie Island Road is dangerous because it is so busy and a straight T intersection. Cars wait over 5 minutes to turn left from Old Toorbul Point Rd towards Caboolture. South bound traffic heading to Bribie use this road as a shortcut adding to the congestion. Parents from a nearby school are daily met with a frightening intersection.

**Old Warrego Hwy**

**Dalby**

Bitumen has subsided leaving the surface uneven, driving on it is like being on a cruise ship in very rough seas. Kumbarilla Lane (not provided on your map) has been down for 2 - 3 years, since been made road trail & B double rated, the bitumen has melted in areas (near crossovers) and sunk, if hit at the speed limit, your vehicle becomes air borne.

**Old Wondai Road**

**Charlestown**

Over the years we have had way too much under damage to our vehicles
Numerous flat tyres
Tyres costing and wearing too soon
Just to name a few problems

**O’Mara Road**

**Brisbane**

**Charlton**

Visual pollution, with very confusing array of temporary guideposts, buntings etc. most roadwork safey signposting, eg bunting, signposts etc are overkill and completely confusing. A proper re-think needs to occur, the fluro reflectors at night are a nightmare, way too many only adding to confusion!

**Orange Grove Road**

**Coopers Plains**
Motorists coming out of the 7-11/Mobil service station very often U-turns into this Dartmouth St intersection. It is a safety hazard for other motorists coming out of Dartmouth St and also those turning right from the Orange Grove Plaza carpark.

**Osborne Road**

**Mitchelton**

Southbound turning right from Osborne to Northmore: Council created a pedestrian refuge (good), but has located "keep left" signs on north and south sides of the island. This has created a visual barrier that obstructs vision completely of on-coming traffic completely in a standard sedan (not high set 4WD).

**Oxenford Overpass**

**Oxenford**

The overpass is unable to handle the congestion going over the M1, on to or off the M1.

**Pacific Motorway**

**Brisbane**

Daily congestion has traffic crawling on a supposed MOTORWAY.

**Burleigh Heads**

Inadequate on ramp run causing traffic delays every single day between 3pm and 6pm.

**Currumbin Waters**

Every day it is congested thins out after Robina. Worse in Peak hours and tourist time.

**Eagleby**

(blank)

**Eight Mile Plains**

This stretch of road is constantly congested and any type of incident e.g. flat tyre, breakdown, small accident, storm or road works creates extended delays and frustration for drivers. This leads to dangerous and foolish driving by the road users. Tailgating, lane switching when it is not safe to do so etc.

**Gaven**

Does not flow

**Greenslopes**

For a long time there has been a large dip in the road between the Juliet street exit and the Juliet Street over bridge most noticeable in the inbound lane closest to median strip. This never seems to be leveled when resurfacing occurs. Resurfacing was done in the last few weeks and the problem is still there. What happens is that trucks utes and trailers lose items when they bounce through this dip and some vehicles lose control momentarily. Substandard entry ramps create congestion, not enough lanes.

**Loganholme**

Both directions get very busy between the areas mentioned even after all the money spent to improve it. Whoever design's these road upgrades needs to go back to college.

Number of issues contributing to congestion. Far lane with heavy vehicles usage, caravans, tradies towing trailers etc. Slow drivers.

Roadwork signs remaining all hours 7 days a week even after work completed.
The road appears to be under designed for the volume of traffic using M1. Large numbers of vehicles continually use this road. There does not appear to be many (if any) periods of light traffic.

Merrimac

3 LANES SOUTH REDUCING INTO 2 AT SOMERSET/ROBINA EXIT, CAUSES MASSIVE TRAFFIC JAMS, ESPECIALLY FROM MERGING ON-RAMP VEHICLES. CONSTANT TAIL END CRASHES (NOT 'ACCIDENTS') MAKE IT ALMOST IMPOSSIBLE FOR FIRST RESPONDERS TO ARRIVE QUICKLY & SAFELY AT CRASH SITES. ALSO EXTREMELY POOR ROAD SURFACE WITH BROKEN CONCRETE SLAB CONSTRUCTION IN MANY PARTS. TOTAL EMBARRASSMENT, ESPECIALLY WITH COMMONWEALTH GAMES TRAFFIC TO BE SOON TO AND FROM AIRPORT. GOLD COAST COMPLETELY NEGLECTED COMPARED TO BRISBANE ROADWORK IMPROVEMENTS.

Mudgeeraba

Road width is inadequate for normal traffic, unusable during peak times due to M1 traffic squeezing into two lanes. With no alternatives due congestion from white elephant tram system rendering Gold Coast highway useless, one flat tyre and the traffic stops completely. ie recent semi trailer fire on Nerang bridge blocked both north and south lanes for several hours with no other options.

too many cars

Oxenford

Concrete road surface and lack of sound barriers allows high noise transmission from highway traffic to neighbouring homes (including ours) & businesses.

The barriers are non-continuous in area of theme parks as believe was strong objection from those businesses (Movie World, Wet & Wild etc) for them not to be erected - so they have high public visibility from passing traffic.

The sound barriers are present both North & South of the theme parks on Western side of M1.

Palm Beach

Needs to be widened to 3 lanes in both directions due to traffic congestion at all hours of the day/night.

The surface on the road is dangerous. It is slippery and uneven and a recipe for a major accident. It also needs another lane. It is a bottle neck from both ends mornings and evenings.

too much traffic

Reedy Creek

Standstill congestion EVERY day. Regardless of time or day heavily congested and just a crawl in the mornings between 6am - 10am and afternoons from 3pm - 6pm minimum. Worse on Friday evenings, long weekends, or if any accident and no way around.

The concrete slabs and joins are very uneven causing the cars' shocks to work overtime. I used to own a HiLux 4x4 and had to replace the shocks after driving on this section of road repeatedly (twice a day) for a few years.

It has also caused things on my cars to fall off because of the excessive vibrations.

Cannot be good for safety if the road surface is causing shock to bubble and fail.

Rochedale South
The pacific motorway constantly banks up at the eightmile plains bus interchange/ gateway motorway southbound on ramp to pacific motorway. This creates absolutely unnessecery traffic congestion due to the lanes going from 3 to 2 under the bridge whilst a large amount of traffic enters the m1 from the gateway, slowing traffic all the way coomera.

**Slacks Creek**
No alternate route highway between Bne Goldcoast. Merging bad. Too many trucks.
People don’t know how to merge. During peak times on the weekday work commute to and from work between the hours of 6am to 9am & 3pm to 6pm we should have a keep right rule. This would enable the merging traffic to enter hwy to gain speed to join traffic and the merge right. All other times keep left!

**Springwood**
Travelling from my home near Beenleigh to Brisbane between 07:00 and 09:30 and coming home 14:00 and 18:00 the trafic is absolutely horrific

**Tallebudgera**
Congestion along this stretch due to inadequate number of lanes and on/of ramp lengths and merging opportunities.

The M1 narrows to 2 lanes going south at Robina creating traffic snarls in peak hour times. Needs to be widened to accomodate the increasing amount of traffic using this major highway.

**Tarragindi**
The entry ramp short creating problems for merging vehicles and the speed camera makes this more difficult merge and control speeds at same time.

**Underwood**
For a National Highway I have driven on smoother dirt roads
The motorway is in extremely poor condition in this section and 3 lanes in each direction are insufficient for the volume of traffic causing constant traffic jams.

**Woolloongabba**

<table>
<thead>
<tr>
<th>Pacific Motorway Exit 57</th>
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<tr>
<th>Helensvale</th>
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<tbody>
<tr>
<td>Vehicles can wait for numerous changes of traffic lights to proceed and if a vehicle is not in the correct lane, they are forced to change lanes and cause disruption to the flow of traffic. The line marking for lanes are inconsistent to drive across from one section to another and I have witness many near accidents. If the traffic on the highway is at a standstill than traffic bottlenecks up and the junction becomes chaotic and very dangerous. I allow at least 10 minutes extra time to cross this junction during the 7-9 am period.</td>
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<table>
<thead>
<tr>
<th>Pacific Motorway Service Road, Springwood</th>
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<table>
<thead>
<tr>
<th>Slacks Creek</th>
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<tbody>
<tr>
<td>Deteriorating road surface with many pot holes and work surfaces.</td>
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<table>
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<tr>
<th>Palmerston Highway</th>
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<tr>
<th>East Palmerston</th>
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<tbody>
<tr>
<td>Numerous large and deep potholes, particularly on downhill section at Henrietta Creek near Nerada. This section has been repaired several times but continues to break up during wet weather.</td>
</tr>
</tbody>
</table>
Wooroonooran

Road at Nandroya Walking Track Picnic area on both sides of the creeks/bridge has been replaced 3 times since Cyclone Larry and only last for a short time. The last time repaired in 2014/2015 the road was falling apart before the contractor left site.

Roadworks in the Wet Tropics never last long. Contractors get the job, do it then after a wet season the jobs start to deteriorate. Proper research into the best way to lay bitumen in the Wet Tropics area needs to be fully funded for research, with lots of trials.

Or, each contractor must be obliged to repair any road they worked on for the next five years, then perhaps they will lift their game.

Not enough expertise and/or comeback for contractors in the north, so we spend twice as much money on roads that last one-fifth of the normal road-life.

Paradise Road

Larapinta

As stated above, whenever it rains paradise road at larapinta closes due to flooding where it is not accessible. When coming from the logan motorway, this means that you have to pay an additional toll just to reenter the motorway to take the next exit. This can sometimes be closed for weeks at a time.

Paradise Rd floods after moderate rainfall and is often closed for more than a week. After a rain event, the surface often has large potholes and loose gravel. The road is frequently used by heavy vehicles and has dangerous, blind bends and large trees close to the road. There are plans to resurface and realign part of the road but this will not solve the flooding issue.

The road is closed anytime it rains heavily due to flooding and pot holes. Usually closed for a few days to a week.

This is a road that heavy trucks use as it is close to the transport warehouse area B M P. The council is continually patching the bitumen however the potholes return every time it rains. It feels like the council is waiting for a developer to relate a new suburb in the area so they can make upgrading the road part of the approval process.

Parklands Boulevard

Little Mountain

At the top of Parklands Blvd where the road meets Caloundra road, the surface is very rough and bumpy / potholes. I have driven this road for two years driving to Landsborough train station and it has not ever been repaired as the road surface is bumpy with old repairs and has potholes.

Pattison Street

Emu Park

Narrow, trees too close to road, sharp curves needs realignment.

Peak Downs Highway

Moranbah

Extremely uneven narrow surface

(blank)

Strathfield

A lot of traffic uses this road to get too the mines lack of over tacking lanes from Moranbah to Nebo, stock on roads.

Wide loads that you have to get off the road and at times there is nowhere to go.

Peel Road

Beachmere
Peel Rd is a main thoroughfare from Beachmere to Bribie Island Road, which takes the school buses, delivery trucks for grocery produce, semi-trailers to and from Beachmere Sands Resort, and of course, other general traffic including my own to reach the Ningi Medical Centre.

The quality and condition of the road has not altered for at least 10 years - it has received absolute minimal repair, and residents views have not been considered. The corner bend is considerably unsafe.

**Peeramon Road**

**Malanda**

Very sharp blind corner, have seen many accidents here, including an ambulance roll over.

**Peninsula Developmental Road**

**Laura**

Unsealed road.

**Yarraden**

In 2016 can we please finally make it a road....the north is sparsely populated because it’s so dangerous to get there unless you have the key land bros 4x4

**Perrins Road**

**Lake Borumba**

Perrins Road has sections that are sealed, but every vehicle that enters or exits it must use the unsealed part (approximately 300 metres) where it connects to Logwoods Road. It is maintained only around rates time each year (twice) and the surface they use creates severe dust problems (a health issue for those who have respiratory conditions) for all who live in this section in the dry weather, and it quickly becomes potholed, rutted and corrugated after maintenance or with the onset of any wet weather. Some overhanging vegetation makes it difficult and dangerous to exit driveways due to lack of vision in both directions. The corner of Perrins Road and Logwoods Road has loose material at the intersection which is hazardous when trying to stop/turn and it floods due to drainage issues. Also halfway along the unsealed section the drains are blocked where they cross the road so flooding across this section road is also a problem in wet weather.

**Pilbeam Drive**

**Frenchville**

(blank)

**Pine Mountain Road**

**Carindale**

There are approximately half a dozen excavations cutting half way across the road that have been poorly back filled and compacted causing cars travelling west from scrub road to have their suspensions crash and boom on encountering each of these ditches.

**Mount Gravatt East**

Narrow road with tight bends, blind crests and little lighting that has a childcare facility over one of the crests and a church on it. No footpath but have seen pedestrians attempt to use it and it is dangerous for cyclists given how narrow it is.

**Pinnacle road Glenlyon**

**Glenlyon**
It is a poorly maintained gravel/rock road with tight blind corners with no signage, this road is used by holiday makers and grey nomads often towing caravans/boats. It is also used by trucks carting livestock from properties along the road.

Pioneer Road
Bellbowrie
(blank)

Plantation Road
Glass House Mountains

Increasing traffic flows over 3 years of our residence, including heavy vehicles, as this provides a through road to Bruce Hgy via Link, Spanner, Johnson roads. Entering Plantation Road from King Street (dog leg corner) there is a crest approx. opposite Property No 11 which obscures oncoming traffic - no signage and road edges sharp in places. DUST is thrown up when vehicles move to gravel to pass safely.

Pomona-Kin Kin Road
Como

This road is the ONLY alternative connection between Gympie and the Bruce Highway at Cooroy and is always used by delivery trucks when the highway is flooded. It is used daily by tour buses from Noosa and milk-tankers as well. During wet weather it becomes slippery and prone to deep pot-holes. Four blind corners make it an accident waiting to happen -with no mobile phone coverage to ask for help!

Kin Kin

The road is narrow and windings, visibility and safety is poor. It is a major intra-regional and tourist road. It is a school bus route and is also used by trucks serving the agricultural industry, and quarry trucks. The road is no longer suitable for the volume and type of traffic using it.

Pomona

This one lane bridge at crossing no.7 of the six mile creek is on a blind corner and people either ignore the give way signs or don't see them. Also people that don't know the road wouldn't be expecting a one lane bridge to appear around the corner and barely have enough time to stop depending on their speed. The bridge is also prone to flooding and we only have two exits to use, this one and the Victor Giles bridge in Cooran that also floods. The no. 7 crossing is on the main road out of Pomona to Kin Kin and receives a lot of traffic.

Priestdale Road
Rochedale

Rochedale State High School on the road, 1400 students and low density residential, poor shoulders yet traffic moving the students park along the roadside. Dangerous for students crossing the road as little visibility. Traffic jams everyday between 8am-9am and again at 2.30pm - 3.30pm.

Pumicestone Road
Caboolture

In wet weather cars keep coming around the corner and skidding off the road. In wet weather water is over the road due to poor drainage and cars that are hitting the water are also coming off the road. In dry weather there has also been a couple of accidents within 100m of here including fatalities. A real concern.

Small percentage of drivers not slowing down for tight curves and water retained on roadway during and after rain. When this group of drivers lose control from these road conditions, there is the risk of a very serious accident with the high vehicle speed and often cars coming the opposite direction are thrown into the mix.
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Location</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Radical Bay Road</td>
<td>Magnetic Island</td>
<td>The road has multiple potholes. Many potholes have been backfilled with concrete rubble or bricks to avoid bottoming out in them. The bridge at Arthur Bay has collapsed and been replaced with a single lane, narrow gravel culvert. The potholes are so deep and wide it is impassable by sedan north of Florence Bay.</td>
</tr>
<tr>
<td>Rainbow Beach Road</td>
<td>Rainbow Beach</td>
<td>Should be 50km/h, not 60km/h, approaching Rainbow Beach town.</td>
</tr>
<tr>
<td>Rasmussen Road</td>
<td>Neurum</td>
<td>This is the main northern entrance to the D'aguilar National park and to a large Caravan Park (Neurum Creek Retreat). The main traffic on this road is Caravans and 4x4's travelling to the Retreat or through traffic to Brisbane. The Caravans are all over road and the 4x4s think they are in bush so to speak. The two Local Government Councils that have this five km's of road in there shire don't care because the road leaves their shire into the National park. The National park encourage people to use this road and the park but accept no responsibility for the upkeep road.</td>
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<tr>
<td>Raymond Road</td>
<td>Grange</td>
<td>(blank)</td>
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<tr>
<td>Redbank Plains Road</td>
<td>Redbank Plains</td>
<td>The road concertinas between single and dual lanes, which is exacerbated by the current road widening works.</td>
</tr>
<tr>
<td>Reef Street</td>
<td>Noosaville</td>
<td>Large pot holes being repeatably repaired with mixture but this comes out as soon as rain comes.</td>
</tr>
<tr>
<td>Reservoir Road</td>
<td>Manoora</td>
<td>At this intersection of the key western arterial road there are three lanes for turning right and only one lane for turning left. There appears to be equal traffic turning in each direction. This creates a lengthy back up of traffic in the left turning lane during morning peak hours. This blocks vehicle ingress from side streets, private properties, dangerous merging behaviour both into the turning lane and into the traffic after the turn, queuing across pedestrian crossing and impinges on the designated cycle lane. This is also a busy intersection for school children either walking or cycling with a history of incidents and near misses.</td>
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<tr>
<td>Richmond Winton Road</td>
<td>Kynuna</td>
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<tr>
<td>Rickertt Road</td>
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</table>
Birkdale
Badly in need of resurfacing and possibly drainage work

Ransome
All year this road is a danger to users. Floods in rains and Chelsea Rd intersection is often a scene of an accident blocking the road

There are always Cyclists riders on this road with no lane to ride in it's very dangerous to all users.

bad surface, grass growing in middle, blocked traffic at peak hours, floods in rain, no overtaking & used by multiple bike clubs, dangerous intersection at Chelsea Rd

Brisbane city council spends no money on maintaining this goat track. It won't be long at the grass in the cracks will need mowing!

Go for a drive, you will work it out.

It's a nightmare road at the best of times!

Road needs to be improved

Road needs to be two lanes each direction, once past the creek, it's another council's road, and it's been completed on that side for years, the traffic gets heavy and slow, the road itself is in poor condition with grass growing in it, Chelsea rd intersection is a hazard. Accidents happen all the time.

So many pot holes have complained and had a few of them filled in - one of the main roads in to the Redland Shire Council so large volume of traffic rough ride and continually breaking up. We were suppose to get an upgrade to two lanes back in 2009 but keep getting delays probably due to the fact they will need to widen the bridge.

Surface broken grass growing in cracks too low when wet floods quickly

The road has been 'fixed' many many times. Due to traffic congestion, Chelsea Road and Rickett Road intersection is very dangerous.

The road has more grass growing in the potholes than on the road side. The filling of little holes is pointless as every time it rains they come loose and more holes are created. Every time there is a lot of rain the road will flood. The Redlands CC did an amazing job of fixing their side but Brisbane CC Neglect the repair of this busy Rd.

The road is in a very poor condition, it is starting to crumble, there are large cracks in the bitumen, grass growing in the middle of the road, rough shoulders. Needs to be widened to two lanes because of heavy traffic and poor markings.

The road is narrow has no shoulder and is popular with cyclists. In the 12 maths I have seen at least 5 accidents. It's only a matter of time before there is serious injury (if there has not been already).

The whole section of road is in very poor condition for a main road. The Brisbane city council refuse to do anything about it as it leads to the Redlands. It has large pot holes regularly the road has no edging and it is very narrow if you leave the tarred surface it is a 4 to 6 inch drop onto gravel or lose stones which is very dangerous. If there is heavy rain it always floods making it very difficult for Redlands and some Brisbane city residents to go home. The last section needs to be made a dual section.

This section of the road is a mess, including the Chelsea Road intersection. The road is rough, bitumen ends at the white line, shoulders are gravel if at all. It's one of the first roads to flood after heavy rain. Very dangerous for cyclists as there is no pathway between Chelsea Road and Green Camp Road. A right turn from Chelsea Road onto Rickett Road during rush hour is next to impossible.

This is one of 3 access roads into the Redlands - it needs to be fixed and upgraded to 21st century standards.

Very poor surface that is breaking up. Heavy traffic from Redland City goes from 4 lanes to 2 lanes resulting in congestion at peak hours due to lights at Green Camp Road and volume of traffic
Riding Road

Balmoral

Riding Rd is ironically named in that it is terrible for riding your bike. The bitumen is rough and littered with patched and uneven roadworks. There is little room to move when there are cyclist on the road, and more infuriatingly most drivers seem to take it upon themselves to drive at 40-50Km even though it is clearly listed as 60Km/h.

Riverway Drive

Rasmussen

Single lane and very busy road, also has potholes.

Robertson Road

Fortitude Valley

Tight road which basically causes games of chicken with rich car owners driving down to james street
Cars don’t move over and there are no lane markings.

Needs to have maybe only one side of parked cars at the valley end.

Robina Parkway

Robina

Many accidents have occurred on this oval-shaped roundabout as it is hard to see cars that are approaching and on the roundabout when entering the roundabout from Robina Town Centre Drive. Many cars pull out in front of cars already on the roundabout as they assume there's none coming, but all of a sudden cars appear and this is the cause of many collisions on this roundabout.

Robinson Rd. East

Virginia

Cracks and joints plus repaired areas make for a bumpy and noisy not to mention non smooth ride all the way from Sandgate Rd to where the new overpass surface begins, at Geebung railway station. Weeds are growing up through the gaps!!

Robedale Road

Robedale

School collection times are heavily congested with traffic from 4 schools. Roundabout is inadequate to handle the volume and puts children in danger as there is no crossing lights.

Rode Road

Chermside

Too many changes from 1 lane to 2 lanes

Very busy section of road with traffic increasing with the increasing size of the hospital precinct. Frequent accidents & near misses at hospital entrance. Traffic hold ups at many cross streets as no right turn lanes & inadequate no standing zones opposite T-junctions. Access to Rt turn lane to Gympie Rd often blocked by through traffic. Road floods near Hilltop Ave.

Wavell Heights
Although this survey is aimed at road users, one aspect seems to have been missed: road noise. Noise is created not only by the road surface itself, but by large vehicles, trailers and other commercial traffic when moving over rapid surface level changes. The section noted above regularly results in very loud crashing noises as the vehicles move over dips, rises and rapid camber changes that easily disturb the sleep of neighbouring residents. In addition, the road island is placed in a position where it is rarely used, and constricts traffic.

**Wellington Point**

Potholes between Tyrone St & Appleby Rd, West Chermside. Need new road all along as all is cracks forming making worse potholes.

**Rosedale Road**

**Yandaran**

This road is used more than the highway between Bundaberg and Miriam Vale, mainly because it is a quicker travel time and the amount of accidents that occur north of Gin Gin. The trucks, buses and vehicles towing caravans make daily travel a nightmare.

**Rosedale Road**

**Watalgan**

This road is a highly used road, particularly by tourists going slow or pulling vans, trucks and buses. It’s condition is no way is suitable to the amount of use it gets and is by far one of the worst roads we’ve travelled on in Qld, including our trips Outback.

**Rosemount Drive**

**Willow Vale**

This road has a high curving gradient (about 10%?) and is an unsealed road with many concealed driveways. Our driveway is set right on the top of a blind hill and have less than 5 metres of road before vehicles come into line with our driveway. 98% of cars travel this road at approx 80km/hr and when we pull out of the driveway we would not stand a chance if a car happened to reach that crest at the same time. We or the driver of the other car cannot see each other until we become one twisted pile of metal and bodies. This needs to change before someone gets killed.

The other issue is at the T intersection of Rosemount and Waverley. The road markings are about 9 billion years old and can’t be seen. Cars travelling east along Rosemount cut the corner significantly turning into Waverley. The problem with this is vehicles travelling along Waverley to turn right into Rosemount cannot see to our left until we are right onto the intersection and find we must completely stop several metres before risking continuing into our turn. It is a give way intersection. Traffic island/splinter island or other infrastructure needs to be put into place so cars must complete a 90Â° turn into Waverley and be prevented from cutting the corner. I don’t mean a little bit, but the entire vehicle comes into the opposite lane before moving over to their lane of travel. Failure to fix this intersection will eventually result in death.

**Rosewood Road**

**Rosewood**

Quite a lot of traffic uses this road as it is near Amberley Air base and it is a narrow road in parts, sharp corners approaching railway crossings i.e. Grandchester and Karrabin. The shoulders are very rough.

**Rowley Road**

**Burpengary**

Railway level crossing causes major congestion between Station Road Roundabout and Bantry Ave. Traffic turning into Kilkenny Dr also causes congestion at peak time as there is no slip lane. The entrance to Burpengary Station Western carpark is also located here. Fast becoming like what was at Geebung station prior to the bridge being built.

**Saltwater Creek Road**
Palm Grove
The road is narrow and very poorly surfaced. The bitumen is only one lane wide in many parts. This road leads to Cedar Creek Falls which is a tourist attraction so many drivers are not used to the conditions and stay in the centre of the road on the bitumen rather than move left onto the dirt when vehicles approach.

Samford Road

Alderley
Constantly in poor state of repair. Large potholes in kerbside outbound lane which can go unattended for weeks.
The lanes are narrow and there is little way to avoid the many bumpy/rough edges while staying in your own lane. Looks like it has been dug up along the edges many times and is quite uneven now.
This section of Samford Rd is disgraceful. The road surface is extremely bumpy, the road seems narrow, especially on the bends (watch out for buses and trucks drifting across lanes). The road is close to the power poles and the camber of the road makes it difficult for large vehicles. Large bumps from riveways and side streets make the left hand outbound lane particularly hazardous.
The parking out the front of the BWS is dangerous to vehicles coming around the corner from Enoggera Rd.
This supposedly 4 lane road has rough & grooved bitumen, half filled pot holes and ex-roadwork trenches, narrow lanes, large jump ups at some outbound intersections and is used constantly by buses and large gravel trucks. It should be only designated 2 lanes for this section which would create traffic gridlock in peak hours. The local BCC never visits his ward office on this section of road.

Armstrong Creek
This road is in unfurl condition and desperately needs resurfacing however the council continually just poorly patches up the potholes only for them to tear up with the next downfall of rain

Camp Mountain
The road has three sections where the bitumen is very slippery mainly when wet this is evident because of the amount of accidents that have happened in this area. This was fixed by reducing the speed limit down to 70 is but the problem is still there and whoever is responsible for the road knows of the problem because they reduced the speed limit

Enoggera
The inside (kerb side) lanes in either direction are bumpy with an uneven surface and are narrow. This typically forces traffic to use the centre lane resulting in congestion and delays.
This section of road has natural and "man-made" pot holes. The "man-made" pothole at sites of pipeline and other outlets in the road. There are also humps at sites where excavation across the lanes of the road has occurred to place under road. In these areas where the excavation has been "repaired" there is either humps or ditches running across the road.

Samsonvale Road

Strathpine
Outside lane heading westbound. it is narrow causing many vehicles cut the corner or hit the gutter. Also there is a bus stop just after the Beitz Street intersection which is on a blind corner and many people speed around it resulting in many near misses.

Sandgate Road
Nundah

Often left lane is severely congested back into Nundah tunnel or Sandgate Road on ramp at tunnel exit all the way South past Toombul Shopping Centre to East-West Arterial intersection.

Virginia

Lane marking on road during wet weather especially at night.
Tendency for traffic coming off Toombul Rd onto Sandgate Rd needing to go across 3 lanes to get to the LHS of Sandgate rd. most likely so they can turn left at Robinson Rd.

There are numerous minor crashes, need for sharp breaking as people make sudden lane changes to cross four lanes to turning lane. The traffic enters from the right and what is needed is a flyover to deliver the traffic to the left hand lanes. Often traffic on Toombul Rd will be backed up a kilometer to Melton Rd in peak hour from 3 pm, causing dangerous manoeuvres by frustrated drivers. On bad days traffic will be backed up to the Gateway. Many use this as a transit from Southside to North-Western suburbs.

Savannah Way

Einasleigh

This road is a single lane potholed rough track with dangerous crests, curves, live stock. It is a nightmare to drive in the dry season as every caravanner in Australia travels it to get to Karumba.

Scotts Lane

North Maclean

pots holes on top of pot holes very rough cant see road at sunset. and road gets flooded when heavy rain comes

(blank)

Sellin Road

Mount Mee

This is a narrow road that was traditionally used by local farmers. With the promotion of visiting the state forest the road has become extremely busy to traffic, attracting many young people in 4WD. The road is not being maintained with several large pot holes, blind crests and corners. There is no traffic calming or speed limit on the road except for 100kph. The speed limit need to be adjusted to road condition, local amenity and safety for road users and residents. Suggest that a 60kph limit is introduced for the entirety of the road to the state forest and regular maintenance occurs.

Shelley street

Scarness

Shelley street is dangerous at any time . The bend is very sharp and people aren't aware how sharp until they come around it .... We have seen people lose it and spin out onto the footpath and even hit our fence on a number of occasions. Sometimes it's speed but not always I have seen young and old people spin out on the curve . The curve does have a 40km sign but even doing 40 km it's not slow enough.

When it rains it's worse and there is a causeway which flows over the road during a lot of rain and flows over the road.

Shute Harbour Rd Cannonvalley

Cannon Valley
Cars turning into and out of Gregory-Cannonvalley Rd do not take enough care. The lanes are narrow and being a 100 kmh zone traffic is moving fast through this intersection. Many accidents, some very serious have occurred at this intersection over the years. There needs to be a roundabout or traffic lights. The roads need to be widened to allow through traffic on Shute Harbour Rd to pass turning vehicles safely.

Silverleaf Road

Barlil
This road is rough full of sinkholes poor drainage. I have been driving on this road since I was 17 and nothing has been done to it since they widened it to 2 lane bitumen when I first started driving (apart from a 500 mt section of flood repair)

Marshlands
Rough narrow potholes worn out drainage problems.

Simba Road

Hunchy
This road has no curb. When it rains the road washes out and into a creek goes the surface of the road. Leaving ruts. At the top end two cars could not pass each other. Trucks use this road to collect from farm at end of road. The afternoon sun leaves you blinded on the crest unable to see other traffic at a steep narrow gravel bend. The top end also has steep gravel blind crest with no verge to escape. The culvert which has been raised about 1.5 to 2 meters still floods and is not passable.

Sippy Creek Rd

Tanawha
This road damages cars every time you drive on it

Slatyer Street

Bundall
Slatyer Street is one of the worst designed Streets I have ever seen. With accidents and multiple near misses occurring. From Bundall Rd 4 lanes quickly become two narrow lanes because of a long concrete barrier which makes a separate lane for the houses on the left side of the street to park in (on the right is the Surfers Paradise golf Club course). It is a busy thoroughfare directly opposite Chevron Bridge (which is totally inadequate as well having only one lane for straight ahead to Slatyer or left turn
One day there will be a fatality there.

Smith Street

Gaven
2 lanes from on ramp south merge to one lane and then have to merge on to motorway from that one lane. Traffic is a night mare here and people always slow down to watch what is going on, causing more traffic!

South Coolum Road

Coolum Beach
Rips up cars tyres.
Very poor quality Rd. Lots of potholes.

South Pine Road

Alderley
Bumps all the way through corrugations.
Multiple potholes and an uneven surface.
There are many uneven incursions (like potholes) in this stretch of road especially in the kerbside lane.
This road has had previous work but the whole thing needs to be resurfaced instead of patched over and over again.

**Everton Park**
Intersection requires an upgrade. Too much traffic trying to pass through the intersection.
Traffic congestion

**Highgate Hill**
Driving on the left hand side of the road travelling towards the city from Enoggera is a nightmare with its uneven road surface and gutters/ditches.

**Southport-Nerang Road**

**Ashmore**
It appears that the bitumen has degraded and there are several areas along about 100m that are full of holes and its very bumpy to drive over.

**Broadbeach Waters**
Badly designed road.

**Spence Street**

**Brisbane**
With little Spence street running along side of main Spence street between Aumuller street and Lyons Street. We have witnessed many vehicles driving in the right lane heading into town assuming its double lane road. It is only a single lane 2-way road but we see near misses every week. We are on the corner of Hannam and Spence streets.

**Springbrook Road**

**Springbrook**
Many pot holes and broken surface
Tight bends, one lane section, bad bridge alignments.

**Worongary**
(We've complained MANY times to our MP, Ros Bates.)
- Road needs resurfacing NOW, and annually.
- In many spots it needs a bicycle lane, as it's simply too narrow to accommodate the many bikes and cars.

**Springfield Greenbank Arterial**

**Springfield Lakes**
Potholes often, not enough lighting at night, especially with all kangaroos.

**Stafford Road**

**Everton Park**
The road surface has been breaking up for years and has part concrete/bitumen
I am writing to you to raise a concern about dangerous traffic behaviour at a busy intersection near my house in Smithfield — specifically the left-hand turn off lane into Stanton Rd heading north on the the Cook Highway where the traffic lights are.

I see the problem happening more and more regularly lately when busy northbound through-traffic on the Cook Highway gets stopped at a red light (PM peak hour in particular). To ‘side-step’ the red-light, local drivers have learnt to take advantage of the western exit lane into Stanton Rd and then shoot straight across Stanton Rd at speed and join back onto Stanton Rd on the other side of the traffic lights (some also go further nth along the side road to the BP Service Station then rejoin the Capt Cook Hwy). This practice is exceptionally dangerous as these ‘red light rat-runners’ are rushing out across the traffic on Stanton Rd when the Stanton Rd traffic has the green light. The intersection road markings and signage are totally confusing as well - and surely must be becoming a high-risk traffic hot spot for accidents.

The practice of using the side service road northbound up to the BP as a rat run is also commonly used by cars coming from the other (eastern) side of the highway along Stanton Rd - when trying to turn right to go north on the Cook Highway. When traffic backs up on Stanton Rd westbound at the lights, the lights don’t stay green long enough for all cars to get their turn going right on to the Highway so people have worked out to go straight ahead across the Highway and turn right up the service road to rejoin the highway up at the BP. When they do this they once again turn blindly across the path of traffic coming the opposite direction down Stanton Rd towards the Cook Highway.

Left lane can only go straight, but with very long lineup, some cars turn right onto Cook Highway (to go north) anyway. With some alteration of median strip, both lanes could easily turn right without the current danger involved.

**Steve Irwin Way**

**Glass House Mountains**

Increased congestion because of increased population in the area, and road users avoiding the Bruce Highway whenever there's a prang, means 25% increase in travel time over the last 10 years. There are no overtaking opportunities because of congestion. Dawdling sight see-ers, tourists and day trippers often drive 20-30 kph below the speed limit. An elderly demographic also drive well below the speed limit.

Turning RIGHT from Kings Road onto Steve Irwin Road toward Beerwah: fast traffic from Reed Street direction approaches from the left. It seems if traffic is held up at Reed Street, drivers accelerate rapidly. PROBLEM: the blind curve of cutting obscures turn into/out of Kings Road from that traffic; FIX: A sign indicating concealed turn and/or install a roundabout at Steve Irwin/Kings Road junction - esp. once the new traffic lights are installed at Reed Street. Steve Irwin carries almost constant traffic.

**Stratford Connection Road**

**Aeroglen**

The road is a mass of potholes, poorly repaired potholes and subsidence. Attempts to repair existing damage is very infrequent and poorly done compared to other roads in the area.
This section of road carries an enormous amount of traffic to the city. It needs to be completely relaid. It has patches all over and has been in this condition for as long as I can remember. I have lived in this suburb for 62 years and know what I am talking about.

**Strathpine Rd / Hoyland St**

**Bald Hills**

Congestion heading eastbound over narrow bridge.

strathpine rd goes from two lanes into one lane heading to bracken ridge on the overpass.
right lane turns right towards the city

The lane markings at the Strathpine Rd Bridge over the Bruce Highway.

When this bridge was opened in the late 1970's, there were 2 lanes available from Bald Hills over the bridge to Bracken Ridge. The off ramp from the Southbound lanes had a stop sign at the bridge ramp intersection.

Now the centre lane is forced to do a right turn to towards Brisbane, not on to Bracken Ridge or to Brisbane. While this made some sense in 1975, increased traffic volumes have resulted in a number of issues.

Firstly, Traffic is ignoring the right turn arrow and from the centre lane going onward towards Bracken Ridge and forcing an illegal merge with traffic using the bridge footpath lane in the Bracken Ridge direction over painted closed lane stripped markings.

Secondly, the traffic is building up from the Adair St Intersection to the Northwards on ramp on the Strathpine Rd Bridge trying to get to the Bruce HWY Northwards. So traffic from Bald Hills to Bracken Ridge has only 1 legal choice to get over this Bridge - that is to join the long queue with the North Coast traffic.

What happens in reality is that people gamble and get into the centre of the road lane from Adair St Intersection and hope that when they reach the North Coast On Ramp that traffic will be turning there, thereby creating an empty lane for them. So if this does not occur as people who are in the one and only straight through lane are there, they continue as said and carry on illegally from the Bridge centre turning lane. They do not want to go southwards to Brisbane.

Two lanes heading to bracken ridge become one lane on overpass.right lane turns onto bruce highway heading towards the city
left lane banks right up to strathpine at any time of the day

Two lanes into one left lane on overpass.
right lane is right turn only towards the city
traffic in left lane banks upto strathpine park at any time of day
Two lanes into one left lane to hoyland st
right line is right turn only
left lane traffic can bank up to Strathpine park any time of the day
Two lanes on Strathpine Rd goes into one over bridge onto Hoyland St. Congested.

<table>
<thead>
<tr>
<th>Sunshine Motorway</th>
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<tbody>
<tr>
<td>Marcoola</td>
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<tr>
<td>This road has huge 'dips' in the surface, which are not only unpleasant to drive over, but increase crash risk by unsettling the car's suspension and in particular in wet weather. Given this is a high-speed undivided road, this is not desirable.</td>
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<table>
<thead>
<tr>
<th>Tanawha</th>
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<tbody>
<tr>
<td>At the position where the Sunshine Motor way crosses the Buderim Rd to join Bruce Highway</td>
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<tr>
<td>When heading from Sippy Downs on the Sunshine Motorway towards Nambour, you are required to stop (stop sign) and cross over heavy traffic heading north on the Bruce Hwy that exists the Bruce Hwy towards Mooloolaba. Sometimes you can sit there for ages, but most of all the oncoming traffic is generally travelling at least 80kph. You then need to absolutely plant your foot on the accelerator to get across the road. It's very dangerous and particularly if your vehicle is slow off the mark or if you are in a truck.</td>
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<tr>
<th>T E Peters Drive</th>
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<tbody>
<tr>
<td>Broadbeach Waters</td>
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<tr>
<td>High usage into Broadbeach has mad the road surface terrible needs a re-surface</td>
</tr>
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<thead>
<tr>
<th>Tambo - Alpha - Clermont Roads</th>
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<tbody>
<tr>
<td>Drummondslope</td>
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<tr>
<td>The road from Tambo to Clermont via Alpha provides a significant short cut when travelling from SA, WA and Western NSW to North Qld. It is a clear 'missing link' in providing an efficient road network. The alternative routes add 100+ kms to the journey. However, the road is in such poor condition it basically has to be avoided at all costs to save your vehicle.</td>
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<tr>
<th>Tamborine Oxenford Rd</th>
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<tbody>
<tr>
<td>Wongawallan</td>
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<tr>
<td>Poor camber, rough surfaces, multiple repairs, surface corrugations on bends,</td>
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<table>
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<tr>
<th>Taunton Street</th>
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<tr>
<td>Annerley</td>
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<tr>
<td>Numerous utilities works have required the road to be cut and repaired and extensive building works on the street have brought heavy use to the road and parking and overtaking issues. The road surface is a patchwork of poorly integrated repairs.</td>
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</table>

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<tr>
<th>Taylors Rd</th>
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<tr>
<td>Buderim</td>
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</tbody>
</table>
Poorly graded road with potholes. Narrow so only one vehicle can use at a time. Multiple blind spots with massive trees right on curves so if a car slides it will hit trees. Telstra phone cables hang low enough over some sections they can be touched from the ground.
NO give way signs so no indication who has to stop.
Speed on road is 80 km/h !

**Telegraph Road**

**Bracken Ridge**
Bumps all way down road deep enough to cause scraping
It’s like being on a rollercoaster
Road has subsided along its length and presents a hazard when driving over the bumps. Tendency for vehicle to be move towards the centre of the road.
road uneven and throws vehicle all over the place particually when heading west not far from bracken ridge shopping centre
Suggest there may be a problem with the road foundations that have been affected by many years of seasonal flooding. Road is uneven - lots of sharp lumps & bumps.
The road is so undulating it is difficult to control your vehicle at the designated speeds posted. Many trucks, light & heavy use this road & it is very clear that the drivers are not impressed with the surface.
Whilst there are turning lanes provided when entering from Telegraph Road (both directions) and Lemke Road - some of these lanes are very short and appear narrow resulting in drivers being confused as they enter the roundabout.

(Blank)

**Brisbane**
Undulating road surface - dangerous for all road users. Markings from roundabout are terrible - Brisbane city council have no idea.

**Fitzgibbon**
Telegraph Road Bracken Ridge is a major road and for months the bitumen surface particularly on the southern carriageay has developed into dangerous undulations from approximately 200 mtrs east of the intersection with Mustang Street and to approximately 400 mtrs east of the intersection with Norris Road. This section of road can be described, unemotionally, as similar to a very small roller coaster. The speed limit is 60kph and even at that speed is dangerous to a driver who does not know the area.

**Tennyson Memorial Avenue**

**Yeerongpilly**
Pot holes often occur on this road- due to wet weather and frequent traffic by trucks/large vehicles.

**Teviot Road**

**North Maclean**
The road is extremely bumpy, full of potholes and hard to see road lines. When it is raining & at night it is impossible to drive at the speed limit as visibility of the road and lanes are extremely low. Lighting is poor. It is an extremely busy road and need to be majorly upgraded to suit the traffic.

**The Bluff Road**

**Eskdale**
The road is narrow, windy, loose gravel in places, corrugation up and down hills, wildlife on roads, cattle on roads, when wet very slippery, cars can slide in muddy slippery roads at an instant and end in culvert like my daughter with 5 children in the car
The Gateway
Brinsmead
Pulling out onto a road where traffic is doing 80km/h up a hill. Peak traffic times can make it very hard to get out onto the highway.

The Promenade
Surfers Paradise
There are two obstructions as you enter the Promenade. One in the centre of the road and one on the southern corner with Gibraltar Drive. These two combined hinder safe passage of larger vehicles, particularly garbage trucks and fire engines etc as well as being a nuisance for all road users. Despite numerous complaints the council keeps blocking any attempts to have these dangerous nuisances removed.

Tin Can Bay Road
Tin Can Bay
Road edging as triangle instead of roundabout confuses drivers

Tinaburra Drive
Brisbane
The road is the Only access to the Afghanistan Avenue Of Honour, the Tinaburra Caravan Park, and also the Tinaburra Boat Ramp. It receives tourist traffic, caravan & motorhome traffic, as well a recreational boaters with ski and fishing boats.
The road also has dirt shoulders that cause dust for all the residents at the Yungaburra end because traffic goes off road to pass.
The road needs to be widened.

Tinaburra Drive [ -17.2608252, 145.5868546 ] (the road from Yungaburra to Tinaburra) - needs widening, sealing on the edges. Especially since the Avenue of Honour has been there.
The Park Avenue section feeds traffic to and from the residential Lakeside suburb and is particularly dangerous and narrow.
"The road is the Only access to the Afghanistan Avenue Of Honour, the Tinaburra Caravan Park, the Tinaburra Boat Ramp and also the suburb of Lakeside. It receives tourist traffic, caravan & motorhome traffic, as well as recreational boaters and campers, with ski and fishing boats. The road also has dirt shoulders that cause dust for all the residents at the Yungaburra end because traffic goes off road to pass."

Minnamoolka
Traffic has increased 100% since Afganistan Avenue of Honour has been placed at the entrance to the Caravan Park. The road infront of the houses on Tinaburra Drive is too narrow for two cars to pass each other let alone huge Motor homes, caravans and Boat trailers. The dust in my house is enough to cause me to commit suicide from this road. The shoulders are very rough, also they keep having triathlons on this unsuitable road and surface. There is a crest in the road half way to van park and sharp bend we are waiting for a major accident to happen, it will as road too narrow.
Yungaburra
High traffic unsealed one lane road frequented by boat trailers

The road is in need of an upgrade. It is the only road to get to the boat ramps, accommodation, boat club, and the Avenue of Honour. There is plenty of room on either side of the road to widen it. With caravans going to and from the caravan park, boats going to and from the boat ramp and boat club, kids playing near the road and cars and buses driving to and from the Avenue of Honour, it is imperative this road gets upgraded. There are also potholes that need fixing. The lighting is also non-existent, which only intensifies the problems aforementioned. The road needs to be widened due to the recent development in the area & the increased use of the roadway

Too much traffic to Afghanistan war heroes cemetery on small dangerous road

Tobin Road

Breadalbane
(blank)

Todd's Road

Lawnton

All year round the road surface is extremely rough. The council just puts stones in the pot holes. During wet weather the road floods easily as the is next to none draining compatible to all the rain. The lighting is also extremely poor, people should not have to put on their high beams in an urban area.

Toowoomba Cecil Plains Road

Linthorpe

After rain water pools on road and in wheel ruts making driving hazardous.

Wellcamp

Quarry trucks destroyed road

This is currently the main road from Toowoomba to the new airport. The speed limit is 100kph. The road is too narrow and only has 2 lanes. The grade coming towards Toowoomba from the airport is so steep that loaded trucks can only do 40kph in a 100kph zone on an uphill stretch with zero visibility and a quarry entrance at the top of the hill- trucks from the quarry enter the 100kph zone at 5kph. There is a second grade from Hanrahans to O'Maras Rd which also slows trucks to 40kph. There are lots accidents when a car breaks out of a slow line right into incoming traffic or has to avoid a truck turning or a car turning into a driveway. In addition to quarry trucks, there are a LOT of trucks carrying cattle and grain on this road. When the airport goes freight it will be more.

Toowoomba Range

Redwood

Very steep grade with ridiculous incline and visibility difficulty.

Toowoomba/wellcamp Road

Wellcamp

Trucks from wellcamp airport have destroyed the road and has just been badly repaired. Not a good look for visitors

Trinity Beach Road
Trinity Beach
(blank)

Trouts Road
McDowall

This section of Trouts Road is ridiculously wide in one part, but dangerously narrow in several stretches. No bicycle lane, but is frequently used by cyclists. The 50kph sign is too close to the intersection of Trouts and Rode Road and is often not noticed by drivers as they are usually still negotiating the turn into Trouts Road. Annoyingly then this leads to drivers speeding. Cars are parked on the unlined shoulders of the road along the Nature Reserve side.

Tully Mission Beach Road
Carmoo

TOO NARROW

Upper Brookfield Road
Brookfield

Narrow winding road with rough edges, used constantly bike groups of push bike riders and there is no where to pass. No lighting or footpaths, rough surface especially after flooding. Since farms have been subdivided lots of vehicles on road especially trucks.

Upper East Street
Burleigh Heads

The road is in terrible condition and needs to be resurfaced to fix the pot hole problems and make the road safer

Urraween Road
Urraween

It is a crossroad with cars trying to come out of lane to turn left, right or go straight ahead. It is a very busy intersection and has had lots of accidents there.

Varley Street
Yeerongpilly

Varley St has a dip in the right-hand lane (heading-north) and I've seen many a motorist dodge and swerve to miss it. It doesn't seem like much, but my opinion is that it is quite dangerous, particularly to south-heading vehicles and north-heading vehicles that are abreast of the swerving ones. There are also some 4cm deep ruts/warping of the road closer to Ethel St which makes the lanes dangerous to traverse at the posted 60km limit. Many large trucks use this road which I suspect would be the main cause of the warped surface. I've worked at an office in Ethel St Yeerongpilly for 5 years and the road has never been properly cared for by BCC despite its constant use by heavy vehicles. Thanks for this opportunity to feed-back about it anonymously :D PS "wouldn't be without" my RACQ roadside membership!

Varsity Lakes
Mudgeeraba

On many occasions i have stopped due to believing i have a flat tyre
The noise is dreadful

Venner Road
Annerley
There are deep ruts caused by numerous truck usage that make the road dangerous. This is especially bad on the downhill lane. Somervell to Clara direction.

Vulture st East
East Brisbane

Wacol Station Road
Sumner
Bridge is too narrow particularly when you are crossing over and big 4WD is coming over as well from the opposite direction

Wakefield Street
Sandgate
The road surface is uneven, dips and bumps all through the road especially from the base of the hill to Brighton Terrace.

Ward Street
The Range
Poor visibility crossing Ward Street from Jessie Street from the northern side. Cars can park to close to the corner and impossible to see traffic on ward street without committing to the crossing.

Warra Canaga Creek Road
Brisbane
I travel on the Warra Canaga Creek Road to go from Lower Jinghi Road, Jandowae to farming properties near Warra. I never take my sedan car; always my very older Landcruiser Wagon because 90% of the time the road is full of potholes with many hazardous inverts, etc. The crossing over the Jinghi Jinghi Creek at "Greens" - it is safer to drive outside the road on the grass but you cannot do this in wet weather. In wet weather you have to drive through deep sloppy water which takes a long time to dry up. This road is a disgrace and needs a lot of attention to be classed as "adequate"

Warra
Warra- Canaga Creek Road is a Main Road (ie owned by the State Government) and as a result there is no maintenance performed the local council and very little money for maintenance provided by the State Government. The bitumen is always in need of repair- plenty of roller coaster rides guaranteed here. The gravel section is rough and corrugated. Only a few millilitres of rain is needed to make this road impassable for normal cars- 4-wheel drives only for this baby!! The section close to the Jinghi Creek needs to be seen to be believed. Main Roads solution for all weather access is a strip of broken cement.

Warrego Highway
Adare
Bitumen is almost down to roadbed and loose surface is peeling off.

Brigalow
Major highway with lots of heavy truck etc badly needs repair the whole distance. very rough with many pot holes, dangerous shoulders that are deadly to go off.

ROUGH RIDING ESPECIALLY IN TRUCKS
The whole road needs upgrading. So dangerous.

**East Toowoomba**
Surface is almost down to the road base.

**Haigslea**

Car moves about on uneven road surface at 100 k/ph, needing more concentration & uncomfortable in traffic.

**Hatton Vale**
LOCATION: IN TRAVELLING WEST ON THE WARREGO HIGHWAY THEN TURNING LEFT INTO SUMMERHOLM RD AT HATTON VALE, IN THE SAFETY UPGRADE RECENTLY, ALTHOUGH THE PAVEMENT WAS WIDENED FOR A SHORT DISTANCE A CONTINUOUS WHITE LINE WAS PUT IN REQUIRING NO CROSSING BEFORE THE CORNER TURN. TO BE SAFE IN A 80 KM ZONE IT IS NECESSARY TURN OFF ONTO THE SHOULDER INITIALLY GRAVEL THEN BITUMEN WITH TRUCKS & OTHER VEHICLES COMING BEHIND AT SPEEDS FAR IN EXCESS OF THE ALLOWED LIMIT EVEN WITH INDICATORS ON. When driving from Plainland side (western side) and Turning Right into Summerholm Road there is no Running Lane for these Vehicle to move over to the right this is very Dangerous when five or six cars are back up in a 100km. Zone lane. There was a lot of work done on this section some time back but no thought for Safety --- there plenty of room to make a extra lane. ---Also from Minden to Withcott there is not One Decent Run on Lane

**Jimbour**
The road has been repatched but since the record flood of 2013 the whole road surface needs completely rebuilt it is very rough to drive on up and down and large dangerous pot-holes or washouts off the shoulders of the road there are also large cracks in the road surface which is very dangerous if you ride a motorbike on as your wheels follow these cracks!!!!!

**Minden**
No run off lane from highway heading eastbound. Unsafe.

**Oakey**
Very rough in places- cars bounce around on road when driving.

**Redwood**
Toowoomba Range - down section - left hand lane - adjacent Redwood Park - very rough surface likely result of heavy trucks braking which has scarified large areas bitumen surface. Also Toowoomba Range - down section - left hand lane below "saddle" - same problem as above and very rough.
Toowoomba Range - down section below Redwood Park down to first emergency escape ramp stopping area - drainage is poor in heavy rain with water running across the carriage way from left hand lane to right hand lane in several places and particularly on the bends - very real issue re aquaplaning.
Riversleigh
Very rough due to the excess vehicles using it ... Shoulders pushed out

Western Creek
The road is very rough the whole road surface has moved since the recent record floods in 2013 and the sides of the roads have big pot holes or drop-offs which are very dangerous if you happen to encounter a road train or b-double which frequently use this highway especially during the cotton season from April to October!!!!!!

Warril View-Peak Crossing Road

Harrisville
The main problem is the surface it is horrible they keep doing patch up jobs which makes it worse the water also goes over it even without much rain

The road is always just patched up and never resurfaced as a whole, it has pot holes that keep opening up and in waves like being at the beach there has been sings put up to reduce the speed from 100 km/h to 50km/h as it is that bad

Waterford Tamborine Road

Harrisville
The main problem is the surface it is horrible they keep doing patch up jobs which makes it worse the water also goes over it even without much rain

The road is always just patched up and never resurfaced as a whole, it has pot holes that keep opening up and in waves like being at the beach there has been sings put up to reduce the speed from 100 km/h to 50km/h as it is that bad

Waterworks Road

Ashgrove
Couple of pot-holes

Webster Road

Nambour
This is a bus route (Buses turn right from Blackall Tce onto Webster Rd - to go downhill). Parked vehicles make this road only one lane wide and if there's a bus turning onto Webster Rd there is nowhere for a car on that street to go, and no way the bus can stop. Make this a no standing zone.

Wellington Road

East Brisbane
Manhole Lids directly in wheel track of northbound lane. MH Lids are flat, do not match level and crossfall of road. MH Lids are steel, not equal to the flexible pavement. MH Lids are lower than surrounding road surface, potentially causing damage to suspension of vehicles passing over.

Wembley Road

Browns Plains
Lights on roundabouts. Sever traffic congestion. Trucks use to enter & exit motorway.

(blank)

West Terrace

Caloundra
West Terrace is an extremely busy road at peak hour. Cars are backed up at the lights trying to turn out of West Terrace on to Caloundra Road, however cars are permitted to turn across the busy traffic and into Mayes Ave, causing near-misses especially when the lights turn green.
<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
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<tbody>
<tr>
<td><strong>Whitsunday Way</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Cannon Valley</strong></td>
<td>Four way intersection with heavy traffic on three of the roads and sugar cane rail crossing at intersection. Road drop off to enter Gregory Cannonvale Road from Whitsunday Way creates obstacle to traffic flow increasing possibility of crashes.</td>
</tr>
<tr>
<td><strong>Cannonvale</strong></td>
<td>Dangerous intersection.</td>
</tr>
<tr>
<td><strong>Hamilton Plains</strong></td>
<td>Build a Roundabout and problem should be solved.</td>
</tr>
<tr>
<td><strong>Willow Road</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Redbank Plains</strong></td>
<td>During school times in the morning it is a very rough and dangerous surface to walk and drive on. It has numerous pot holes and has been attempted to be fixed numerous times, it continues to be a failure with this suburb. Also during nights it has absolutely no lights down the whole road, it very bad as a driver not to long ago has an accident because of the poor visibility and lighting. It has been attempted to be fixed numerous times but it continues to get worst as time go's on, its terrible as it has numerous pot holes and its lumpy and bumpy and is awful when you have a young child or cousin in the car or bus.</td>
</tr>
<tr>
<td><strong>Windemere Road</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Brisbane</strong></td>
<td>Road was used by quarry trucks. there is bare tar here the tar has worn leaving different heights in road surface. Road goes past an old volcanic hill and open cane plantations. When windy conditions prevail vehicle are hit with side winds blowing vehicles all over the road plus the corrugations.</td>
</tr>
<tr>
<td><strong>Windsor Street</strong></td>
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<tr>
<td><strong>Gracemere</strong></td>
<td>The culvert is lower than the ground either side so always has 100mm of water over it during rain. during rain quickly floods and stays flooded for longer than any other roads aroung local area</td>
</tr>
<tr>
<td><strong>Wondai Chinchilla Road</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Ballogie</strong></td>
<td>Very poor surfaces exist in parts. Very narrow and terrible shoulders with sharps edges off bitumen.</td>
</tr>
<tr>
<td><strong>Darr Creek</strong></td>
<td>Very bad sections exist through the above mentioned . The worst being From darr creek roadhouse 5km to the north. the subbase of road has completely failed leaving terible humps and bumps and requires complete reconstruction.</td>
</tr>
<tr>
<td><strong>Wondall Road</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Manly West</strong></td>
<td>Cracked split surface with grass growing throughout</td>
</tr>
<tr>
<td><strong>Woogaroo Street</strong></td>
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</tr>
</tbody>
</table>
Ellen Grove

In the past few years council have allowed large numbers of townhouses to be built on Woogaroo St. It is clear there is intention to widen the road due to how far these are set back. BCC have said it's set down for 2017 if they have funding. This road has massively increased traffic volumes over the past 14 years I've lived in the area and with the building of all the industrial estates in Heathwood and Johnson Road this road is used by large trucks to get quickly from Ipswich Road/Centenary Highway, Richlands through to these or onto Browns Plains. The road is dangerous and an accident waiting to happen. Also because it is on the "to widen list" whenever potholes etc open up they do poor temporary patches so as soon as it rains it is like driving on a dirt trail!

**Woolooga-Brooweena Rd, Woolooga.Qld.4570.**

A

Dangerous bridge, numerous accidents, blind corrugated corners.

**Wooloora Road**

A

Very rough road. Only listed for grading every 4 years

Used frequently by large trucks as well as school buses family cars etc

Remained open route to Gladstone during the last Rockhampton flood.

**Worongary Road**

**Worongary**

Extremely bad lighting and line marking for such a busy road. The corner just west of Creekside Ct is very narrow and vehicles often take this corner crossing over the middle line. A very uncomfortable corner to meet trucks on.

(blank)

**Wreck Rock Road**

**Deepwater**

Wreck Rock Road will be our only way out in times of a disaster. If the bridge over the creek at Euilah was damaged due to earthquake of flooding this is the way to get medical attention or supplies into Deepwater, Rules Beach, Oyster Creek and Baffle Creek. At this point the only way to use the road is with a four wheel drive and even that is very bad at times.

**Yandina Bli Bli Road**

**Yandina**

Narrow bridge on apex of bend and single lane alternating direction controlled by give way sign

Narrow one lane bridge at Caboolture Creek with poor visibility due to hill on one side and the curve of the road at other end. Cars at Yandina end must slow and give way to Bli Bli side traffic but often are on bridge when another vehicle comes over hill which must brake at last minute to avoid crashing. There regular accidents and near misses. problem will get worse as new house estates open soon.

Single Lane Bridge. Extreme poor vision, vehicles coming over hill unaware of single lane Bridge. Very flood Prone. Many accidents. Locals have been trying for 20 years to get two lane bridge. impossible for for pedestrians and cyclists.
There is currently signage giving east-bound drivers warning that they are approaching a Give Way sign at the bridge, and there is a conspicuous ONE LANE bridge sign for west-bound drivers, placed just before a crest from which the road descends steeply to the bridge.

The local speed limit is 80 km/h, but a west-bound driver travelling at that speed when the bridge is first sighted from the crest would have difficulty reducing speed sufficiently to allow east-bound traffic already on the bridge to clear it.

<table>
<thead>
<tr>
<th>Youngs Crossing Road</th>
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<tbody>
<tr>
<td>Joyner</td>
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<tr>
<td>Its dangerous</td>
</tr>
<tr>
<td>Lawnton</td>
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