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**IDENTIFIED PROBLEMS**

- Not enough lanes / road capacity
- Congested right turn
- Congested left turn
- Through traffic congestion / long queues
- Through traffic blocking entry to turn lanes
- Turning traffic blocking through traffic
- Difficulty entering major road
- Confusing road or intersection layout
- Poor road signs and road markings
- Lack of turning arrow signals
- Arrow on when opposing traffic is low
- Poor linking of traffic lights
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- Speed limit too low
- Unnecessary waiting for trains
- Unnecessary waiting for pedestrian
- Poor visibility (vegetation, parked cars, etc.)
- Other problems

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**Title:** RACQ Red Spot Congestion Survey – Road List and Additional Comments (2017)

**Issued Date:** November 2017
| Rank | Road Name                                | # Responses | Not enough lanes / road capacity | Congested congestion / long queues | Through traffic blocking entry to turn lanes | Through traffic blocking through traffic | Turning traffic blocking through traffic | Difficulty entering major road | Confusing road or intersection layout | Poor road signs and road markings | Lack of turning arrow signals | Red turning arrow on when opposing traffic is low | Poor linking of traffic lights | Blockages such as parked cars and bus stops | Speed limit too low | Unnecessary waiting for trains | Poor visibility (vegetation, parked cars, etc.) | Other problem |
|------|------------------------------------------|-------------|----------------------------------|-----------------------------------|---------------------------------------------|----------------------------------------|--------------------------------------|-----------------------------------|---------------------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------------|--------------------------------|--------------------------------|----------------|--------------------------|---------------------------------|----------------|
| 41   | Waterford Tamborine Road                 | 7           | 4                                | 2                                 | 1                                           | 4                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 42   | Boat Harbour Drive                       | 6           |                                  |                                   |                                             |                                        |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 43   | Brisbane Road                            | 6           | 2                                | 4                                 | 1                                           | 2                                      | 1                                   | 2                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 44   | Cunningham Highway                       | 6           | 2                                | 3                                 | 1                                           | 3                                      | 2                                   | 3                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 45   | Foswell Road                             | 6           | 5                                | 1                                 | 4                                           | 4                                      | 1                                   | 2                                | 3                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 46   | Osborne Road                             | 6           | 3                                | 2                                 | 1                                           | 2                                      |                                     |                                   | 1                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 47   | Pechey Road                              | 6           | 4                                | 2                                 | 1                                           | 4                                      |                                     |                                   | 1                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 48   | Acre Street                              | 5           | 2                                | 2                                 | 1                                           | 3                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 49   | Dalrymple Road                           | 5           | 2                                | 1                                 |                                             |                                        |                                     |                                   | 1                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 50   | Dawson Parade                            | 5           | 1                                | 1                                 | 1                                           | 2                                      | 1                                   | 3                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 51   | Hope Island Road                         | 5           | 2                                | 2                                 | 1                                           | 4                                      | 3                                   | 1                                | 1                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 52   | James Street                             | 5           | 2                                | 2                                 | 2                                           | 1                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 53   | Milton Road                              | 5           | 1                                | 1                                 | 2                                           | 4                                      | 3                                   | 2                                | 3                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 54   | Old Coach Road                           | 5           | 4                                | 3                                 | 1                                           | 4                                      | 2                                   | 3                                | 4                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 55   | Pine Ridge Road                          | 5           | 2                                | 2                                 | 1                                           | 5                                      | 1                                   | 2                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 56   | Tamborine Cenfords Road                  | 5           | 3                                | 1                                 | 5                                           | 1                                      | 1                                   | 1                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 57   | Underwood Road                           | 5           | 4                                | 4                                 | 1                                           | 3                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 58   | Wacol Station Road                       | 5           | 4                                | 3                                 | 1                                           | 2                                      | 1                                   | 1                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 59   | Dalit Low Way                            | 4           | 3                                | 1                                 | 1                                           | 1                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 60   | Gold Coast Highway                       | 4           | 2                                | 4                                 | 1                                           | 4                                      | 2                                   | 1                                | 2                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 61   | Green Camp Road                          | 4           | 2                                | 4                                 | 1                                           | 4                                      | 2                                   | 1                                | 2                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 62   | Kessels Road                             | 4           | 4                                | 2                                 | 2                                           | 1                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 63   | Loganlea Road                            | 4           | 2                                | 1                                 | 3                                           | 1                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 64   | Main Street                              | 4           | 3                                | 1                                 | 1                                           | 3                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 65   | Marly Road                               | 4           | 1                                | 1                                 | 2                                           | 3                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 66   | Narocoondore Road                        | 4           | 1                                | 2                                 | 3                                           | 2                                      | 2                                   | 2                                | 2                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 67   | Middle Road                              | 4           | 3                                | 1                                 | 1                                           | 4                                      | 1                                   | 1                                |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 68   | M Grevat Capalaba Road                   | 4           | 1                                | 1                                 | 3                                           | 1                                      | 1                                   |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 69   | Old Northern Road                        | 4           | 2                                | 1                                 |                                             |                                        |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 70   | Ray Jones Drive                          | 4           | 1                                | 1                                 | 2                                           | 1                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 71   | Robina Parkway                           | 4           | 3                                | 3                                 | 3                                           | 4                                      | 3                                   | 1                                | 2                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 72   | Robina Town Centre Drive                 | 4           | 3                                | 2                                 | 2                                           | 1                                      | 1                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 73   | Ruthven Street                           | 4           | 2                                | 2                                 | 1                                           | 2                                      | 1                                   | 2                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 74   | Springfield Greenbank Arteral            | 4           | 2                                | 2                                 | 1                                           | 2                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 75   | St Vincent Road                          | 4           | 3                                | 2                                 | 2                                           | 1                                      | 3                                   | 2                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 76   | Sugar Road                               | 4           | 2                                | 1                                 | 2                                           | 3                                      | 1                                   |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 77   | Warrego Highway                          | 4           | 4                                | 3                                 | 1                                           | 1                                      | 2                                   | 1                                | 1                                           |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 78   | Wembley Road                             | 4           | 3                                | 3                                 | 1                                           | 1                                      |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 79   | Beenleigh Road                           | 3           | 2                                | 1                                 |                                             |                                        |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |
| 80   | Cavendish Road                           | 3           |                                  |                                   |                                             |                                        |                                     |                                   |                                              |                                |                                |                                |                                        |                                |                                |                |                         |                                  |                 |

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<td>Poor linking of traffic lights</td>
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<td>Blockages such as parked cars and bus stops</td>
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<td>Poor visibility (vegetation, parked cars, etc.)</td>
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### Road List and Additional Comments (2017)

- **Issued Date:** November 2017
- **Pages:** 6 out of 144
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<td>Poor visibility (vegetation, parked cars, etc.)</td>
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<td>Other problem</td>
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</table>

**IDENTIFIED PROBLEMS**
<p>| Rank | Road Name                        | # Responses | Not enough lanes / road capacity | Congested right turn | Congested left turn | Through traffic congestion / long queues | Through traffic blocking entry to turn lanes | Turning traffic blocking through traffic | Difficulty entering major road | Confusing road or intersection layout | Poor road signs and road markings | Lack of turning arrow signs | Red turning arrow on when opposing traffic is low | Poor linking of traffic lights | Blockages such as parked cars and bus stops | Speed limit too low | Unnecessary waiting for trains | Unnecessary waiting for pedestrians | Poor visibility (vegetation, parked cars, etc.) | Other problem |
|------|---------------------------------|-------------|----------------------------------|----------------------|-------------------|------------------------------------------|---------------------------------------------|----------------------------------------|---------------------------------|---------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|---------------------|
| 321  | Mount Crosby Road              | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 322  | Murphy st                      | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 323  | Mt Crosby Road                 | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 324  | Muala Drive                    | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 325  | Muriel Avenue                  | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 326  | Murphy Road                    | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 327  | Musgrave Road                  | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 328  | Napper Road                    | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 329  | New Cleveland Road             | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 330  | Newnham Road                   | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 331  | Nick                            | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 332  | Nineteenth Avenue              | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 333  | Norris Road                    | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 334  | North Road                     | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 335  | Northey Street                 | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 336  | Nottingham Road                | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 337  | Nudgee Road                    | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 338  | Oakey Flat Road                | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 339  | Old Cleveland Rd East          | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 340  | Old Maroochydore Road          | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 341  | Olwray Crescent                | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 342  | Olsen Avenue                   | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 343  | Orchard Street                 | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 344  | Ormeau Ridge Road              | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 345  | Paddy Road                     | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 346  | Pallas Street                  | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 347  | Palmer Street                  | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 348  | Pease Street                   | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 349  | Peninsula Developmental Road   | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 350  | Penny Street                   | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 351  | Peterson Street                | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 352  | Pialba Burrum Heads Road       | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 353  | Pine Mountain Road             | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 354  | Point Cartwright               | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 355  | Postmans Ridge Road            | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 356  | Prissdale Road                 | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 357  | Primoys Street                 | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 358  | Pullen Road                    | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 359  | Quay Street                    | 1           | 1                                |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |
| 360  | Queen Street                   | 1           |                                  |                      |                   |                                          |                                             |                                        |                                 |                                 |                                   |                                 |                                  |                                 |                                 |                                 |                                 |                                  |                     |</p>
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<td>Other problem</td>
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| 361  | Railway Avenue                          | 1           |
| 362  | Redland Bay Cleveland Road              | 1           |
| 363  | Redland Bay Road                        | 1           |
| 364  | Reedy Creek Road                        | 1           |
| 365  | Riawena Rd                              | 1           |
| 366  | Richmond Road                           | 1           |
| 367  | Rifle Range Road                        | 1           |
| 368  | Rio Vista Boulevard                     | 1           |
| 369  | River Hills Road                        | 1           |
| 370  | River Way Drive                         | 1           |
| 371  | Riverway Drive                          | 1           |
| 372  | Rockhampton - Emu Park Road             | 1           |
| 373  | Rockhampton Yeppoon Road                | 1           |
| 374  | Sainso Street                           | 1           |
| 375  | Sains Road                              | 1           |
| 376  | Sarawank Avenue                         | 1           |
| 377  | School Road                             | 1           |
| 378  | Settlement Road                         | 1           |
| 379  | Billey Road                             | 1           |
| 380  | Signatory Drive                         | 1           |
| 381  | Slade Point Road                        | 1           |
| 382  | Smith Street                            | 1           |
| 383  | Southport Nerang Road                   | 1           |
| 384  | Spence Street                           | 1           |
| 385  | Stanley Road East                       | 1           |
| 386  | Stanley Street East                     | 1           |
| 387  | Stanley Road                            | 1           |
| 388  | Stephen Street                          | 1           |
| 389  | Story Bridge                            | 1           |
| 390  | Sunner Road                             | 1           |
| 391  | Sihan Rd                                | 1           |
| 392  | Tallbudgerra Connection Road            | 1           |
| 393  | Taylor Street                           | 1           |
| 394  | Telegraph Road                          | 1           |
| 395  | Textor Road                             | 1           |
| 396  | Third Avenue                            | 1           |
| 397  | Thomas Drive                            | 1           |
| 398  | Tillyeroan Road                         | 1           |
| 399  | Timari Street                           | 1           |
| 400  | Tolf Street                             | 1           |
### IDENTIFIED PROBLEMS

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|------|--------------------------|-------------|----------------------------------|----------------------|--------------------|----------------------------------------|--------------------------------------------|--------------------------------------|-------------------------------|----------------------------------|----------------------------------|----------------------------------|--------------------------------------|---------------------------------|--------------------------|------------------------|--------------------------|--------------------------|------------------------|
| 401  | Toohey Road              | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 402  | Toombul Road             | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 403  | Too Street               | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 404  | Tor Street               | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 405  | Tspura Drive             | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 406  | Turpin Road              | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 407  | Upton Street             | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 408  | Unaween Road             | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 409  | Valley Way               | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 410  | W View Road              | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 411  | Watcombe Street          | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 412  | Webster Road             | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 413  | Wellington Road          | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 414  | Weyba Road               | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 415  | Wharf Street             | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 416  | Whites Road              | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 417  | William Jolly Bridge     | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 418  | Woodcock Street          | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 419  | Woodlands Drive          | 1           |                                  |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 420  | Woodlands Road           | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 421  | Wuraga Road              | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 422  | Yolanda Drive            | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 423  | Young Road               | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
| 424  | Youngs Crossing Road     | 1           | 1                                |                      |                    |                                        |                                            |                                      |                               |                                 |                                 |                                 |                                      |                                 |                          |                         |                         |                          |                         |
### Complete list of nominated roads showing additional comments from respondents by Suburb

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<tr>
<th>Suburb</th>
<th>Additional Comments</th>
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<tbody>
<tr>
<td>3rd Avenue</td>
<td>Marsden</td>
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<tr>
<td></td>
<td>During peak hours. The intersection is flooded with traffic coming from 3 different roads all intersecting into one road</td>
</tr>
<tr>
<td>Abbey Street</td>
<td>Wavell Heights</td>
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<tr>
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<td>To turn into Abbey Street from Bilsen Road there are always cars parked on both sides and very close to the corner - only enough room for one car to travel in between parked cars and can be very busy intersection</td>
</tr>
<tr>
<td>Abbotsford Road</td>
<td>Bowen Hills</td>
</tr>
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<td>3 Sets of lights leading into the on ramp of the Inner City Bypass from Abbotsford Road. This is also compounded by Albion 5 ways congestion Most Mornings traffic is backed up to Breakfast Creek Bridge. The lights are on a short turn around I suspect to help with traffic coming off the inner city bypass.</td>
</tr>
<tr>
<td>Ada Bell Way</td>
<td>Southport</td>
</tr>
<tr>
<td></td>
<td>When turning right onto Ada bell way on weekends the lights don't match up and you get stuck over the tram line</td>
</tr>
<tr>
<td>Airport Link Tunnel (southbound)</td>
<td>Windsor</td>
</tr>
<tr>
<td></td>
<td>Mornings in the tunnel the traffic banks back from the inner city bypass causing speed restrictions and delays in the tunnel</td>
</tr>
<tr>
<td>Algester Road</td>
<td>Drewvale</td>
</tr>
<tr>
<td></td>
<td>Not enough time to allow traffic to flow through south-to-north along the Beaudesert Road. As a result traffic backs up south at the overpass over the Logan motorway and further south through Browns Plains. On weekends the traffic light for vehicles exiting Algester Rd at Beaudesert Rd has a cycle of 15 seconds or less. This causes many vehicles to run the red light as it can take three traffic lights cycles to get out of this intersection.</td>
</tr>
<tr>
<td>Alice Street</td>
<td>Brisbane City</td>
</tr>
<tr>
<td></td>
<td>Choking point for getting out of the city in the afternoon, especially with Queens Wharf works impacting on city access and bus routes.</td>
</tr>
<tr>
<td>Duckinwillia</td>
<td>Maryborough</td>
</tr>
<tr>
<td></td>
<td>Turn right lanes are not long enough so once a few vehicles in the the straight ahead lane the turn right lane is blocked causing motorists to have to wait for two rotations of lights. (blank)</td>
</tr>
<tr>
<td>Anderson Street</td>
<td>Manoora</td>
</tr>
</tbody>
</table>

*Title:* RACQ Red Spot Congestion Survey – Road List and Additional Comments (2017)
*Issued Date:* November 2017
At rush hour each week day around 5.15pm, motorists are banked up in the right hand lane trying to turn right at the roundabout. There are many motorists who drive in this direction to get home. At times this lane is congested as far back as two blocks and cars can be waiting across the next intersection behind which has traffic signals. Very dangerous.

<table>
<thead>
<tr>
<th>Angus Smith Drive</th>
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Congestion entering the Townsville hospital and James Cook University brings traffic to a standstill every morning.

<table>
<thead>
<tr>
<th>Anne Street</th>
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<tr>
<td>Urangan</td>
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</table>

I tend to go out of my way to clear this T intersection, traffic would move much quicker with a roundabout.

<table>
<thead>
<tr>
<th>Annerley Road</th>
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<tr>
<td>Annerley</td>
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<table>
<thead>
<tr>
<th>Dutton Park</th>
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<table>
<thead>
<tr>
<th>Anzac Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harristown</td>
</tr>
</tbody>
</table>

Anzac Avenue is the main road into Toowoomba from the Gore Highway, there are many trucks and cars that use this road. There is no turning arrow either direction to allow for a smooth traffic flow into Alderley St. Traffic backs up behind turning traffic.

There are no right turn arrows along the Anzac Avenue between James and Ball streets.
The road goes from two lanes to one lane at Alderley Street then back to two lanes after 100 metres then back to one lane after another 200 metres just before Ball Street.

Traffic coming either north or south on Anzac Avenue need turning arrows (and if possible a “turn only lane” currently there is no turning provisions for Anzac Avenue.

<table>
<thead>
<tr>
<th>Kippa-Ring</th>
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</table>

Long lines due to three lanes merging into two.

When turning onto Anzac, the lights at Hercules go to red so you can end up sitting on a green light because you can’t fit on Anzac.

<table>
<thead>
<tr>
<th>Logan Village</th>
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<table>
<thead>
<tr>
<th>Petrie</th>
</tr>
</thead>
</table>

With the increased population in the area this road has become a major link to the M1. During peak hours it can become dangerous to turn right from Anzac Avenue into Waterford Tamborine Road due to the congested traffic. Whilst the speed limit is low, it is important to increase speed limits to the maximum that is safe to keep the traffic moving and improve efficient use of road networks.

<table>
<thead>
<tr>
<th>Petrie</th>
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</thead>
</table>

Every morning and afternoon I get held up at petrie roundabout. It can be backed up and crawling for several kgs. it should take me 10mins to get you work but more often than not takes 45mins. Roundabout cannot handle the volume of traffic. The pedestrian lights closest to the roundabout hold traffic heading on to Anzac Avenue up every afternoon, frequently you don’t see that cars have only stop therefore queuing across the roundabout occurs.

The whole of Anzac Avenue does get a traffic build up and should have an added extra lane, but my main issue is near the Petrie roundabout near the train station heading towards Kallangur during peak periods.
Traffic light change to red for no apparent reason and stay that way for at least 1 minute. Maybe a traffic management issue implemented to reduce congestion at Petrie Roundabout. But is not necessary at 6:00am.

Rothwell
1 lane turning to Redcliffe
Ridiculous- needs to overpass
VERY BAD ROAD DESIGN FOR HEAVY TRAFFIC AREA

Toowoomba
Need turning lanes all the way along intersections on Anzac Ave Toowoomba

(Blank)
Anzac Avenue allows traffic to right turn at all intersections at all times. During busy times the right lane becomes blocked and then ALL traffic has to try to get along only in the left lane.
Drivers become angry and it takes a lot longer than necessary to travel this road.

Congested right turn when traffic turn right into Stephen Street

Congestion with traffic turning right

Only 2 lines - when someone wants to turn right it blocks up the traffic. There needs to be a turning lane at lights at all intersections and a long Anzac Ave Toowoomba

Appleby Road

Stafford Heights
It is a roundabout that cannot cope with increased traffic. Long queues from north in the morning and queues all the way to Stafford Rd in the afternoon

Arbor Road

Ferny Grove
To be able to go from Conavalla Street to Samford Road, especially at school drop off/pick up times, you have to go over the railway line. So you have cars coming down Arbor Street and you are trying to turn left to merge with them. You then frequently have to stop to allow trains to go through. Sometimes you have to wait for more than one train as one will be heading towards the city and another could be coming in from the city

Arundell Avenue

(Blank)

Avocado Street

Elanora
TURNING RIGHT FROM IRONBARK ST INTO AVOCADO ST IS VERY DANGEROUS AS PARKED CARS ON THE EASTERN SIDE OF THE STREET BLOCK THE VIEW OF ONCOMING TRAFFIC

Ballinger Road

Buderim
Traffic trying to turn into school block through traffic for up to 1 km in each direction from the roundabout, causing gridlock. Need left turning lanes into school, and long drop off zones.

Barolin Street

Bundaberg South
Green light lasts long enough for roughly 5 cars to get through (per lane). I have waited 4 sets of light changes to get through while the intersecting street gets twice the time

Baroona Road
Paddington

Congestion at an intersection that has been worsened after changes to traffic lights syncing - previously Haig Rd and Heussler Tce had green lights at the same time with only traffic turning right from Heussler Tce impacted. Instead now both sets of traffic receive green lights for a significantly less period at times only allowing through a small number of cars - this is however inconsistent and unpredictable. Cyclists hogging the lanes and moving at a slower pace than traffic don't help the situation with drivers paying more attention to whether the light is about to change. The pedestrian crossings on Baroona Road in particular causing red arrows also often result in only a few cars proceeding with turns from or onto Baroona Road.

Beams Road

Fitzgibbon

When the boom gates go down it is to let 3-4 trains through.

Beatty Road

Archerfield

Major congestion every week day.. the whole of Beatty road is always congested very painful.. can't get out of my drive way I live on Beatty road.

Beaudesert Beenleigh Road

It become quite difficult to enter/exit the roundabout onto Lehmans Road as cars just fly through the roundabout off beaudesert Beenleigh road. There has already been a few accidents because of this.

Beaudesert Road

Acacia Ridge

Elizabeth St shops and service station exit onto Elizabeth, and only a single lane right turn onto Beaudesert Road. Chaos with drivers trying to exit and enter shops and servo. Not enough capacity for right turn lane.

Archerfield

Through traffic on Beaudesert Road does not have enough time go through intersection which causes long backlog of cars

Browns Plains

Cars stopping in the northbound direction to let vehicles at a stop sign cross the road to enter the westbound Logan Motorway. They impede traffic when there is no reason for them to stop as the road ahead is clear. I know there is a lot of work happening and will be for the next couple of years to fix this interchange, but in the meantime, the crossover NEEDS TO BE CLOSED for the safety of ALL

Calamvale

Inbound (from South to North) at the intersection there are long queue to turn into Compton Rd. Outbound there's only only lane to turn left from Compton Rd to Mt Lindesay Hwy. Northbound traffic queue down Beaudesert as right turning traffic at intersection only use centre right turn lane only. Right turning lane is empty The problem is because Illaweena St. at the Gowan red intersection is now closed this is only option to get to the school if coming from Drewvale. The additional traffic and the light configuration (currently only allows 2 cars through) is adding to the already congested Beaudesert Road The straight green light on beaudesert road is too long making me wait up to 10 minutes to turn right even when there is no traffic There is two right hand lanes to turn from Beaudesert Road onto Compton Road, but because you have to take the next left on Compton Road for the city, everyone waits in the outer lane, making the traffic congested

Drewvale
A lot of money is being spent on the Logan toll road interface with Mount Lindesat Highway (Beaudesert Road) but the congestion banks back kilometers in a northbound direction of a morning and southbound of an afternoon from the Illawena Street intersection as quite frequently of a morning so much traffic is traveling to the student colleges in Illawena street that it blocks the right hand through lane.

Parkinson

On-ramp to the Logan Motorway from Beaudesert Road (on the side travelling south travelling towards Browns Plains/Beaudesert, NOT the city-bound travelling north) should have its own lights OR have a ramp built over the Beaudesert Road, over the traffic. I have been travelling to Ipswich via this way for 5 years and it is still impossible to get onto the motorway via this ramp because of all the Beaudesert Road traffic. Yes, you have to wait until some cars give way to you so you get actually get onto the motorway (which by the way, we all pay tolls for). Impossible on weekdays, especially peak hour times. It has forced everyone to take a long detour via Johnson Road which is now also getting congested since it’s only one lane! On some days, this congestion is so bad it pushes the traffic all the way back to Browns Plains and even to Drewvale. It does help when trucks can’t get onto the highway and makes the traffic even worse.

What needs to be done:
Put lights there on the on ramp entry and that part of Beaudesert Road so cars will be able to access the ramp easily OR have a ramp built going over Beaudesert Road. Both these solutions will ease the traffic overall, not only on Beaudesert Road but also Johnson Road and the surrounding areas. This will also help with public transport as Brisbane City Council buses are often caught up in the crawl/gridlock and has obviously contributed to delays on the route 140 and 150 lines, which are VERY popular southside lines.

Rocklea

Turning lane to right from Beaudesert Rd to Riawena Rd often fills up, blocks through traffic. Right arrow on traffic signal stays green for less times often. Leaving vehicles at same signal for few mins which can be avoided with more seconds added to right turn.

Sunnybank Hills

Always congested trying to turn onto Hellawell Rd

Too much traffic trying to get through to link with Mains Rd sunnybank. Roads haven’t kept up with the amount of people moving into Parkinson down to Jimboomba

Not enough lanes, no alternative routes

Side roads given too much green time. Pedestrians given too much time.

The closing of Illawena at due to Gateway motorway upgrade. Forces traffic to take Beaudesert Rd.

The timing of the right turn lights from Beaudesert road to Nottingham road is too short and only 2-3 cars can pass through leading to back up of traffic along Beaudesert road. There are 2 right turning lanes onto Compton Road from Beaudesert Road. However most people want to turn right and then left immediately onto Mains Road thus people use only the left of the 2 turning right lanes. This leads to a long queue to turn right and then backs up whilst the right turning lane is predominately clear.

Beckett Road

McDowall

Always uses red arrow for turning, can be 10pm with zero traffic and still has red arrow with no oncoming traffic flow. ARGGHH! Can say this for probably 20 + intersections around Brisbane!!!

Beckmans Road

Kia Ora

Extra lanes needed in both directions or duplication of this road.
**Noosaville**

Beckmans Road started out as a minor arterial road but in the last 20 years two schools have been built adjoining the road and 4 housing estates. Also it has become a major link from Noosa to Tewantin and Cooroy and the traffic is now ridiculous. Myself and my family live in a street running off Beckmans road and we use it several times a day. It is bad all the time but at School starting and ending times it is impossible. It was close to being fixed years ago we thought but with several changes of government the funding has disappeared, the estimate to fix the problem has quadrupled and there is no end in sight. The Council or whoever is responsible should never have approved the schools or housing estates until the road was sorted out.

It is a black spot and becomes very congested due to the only direct way into Noosa's schools (with many in the area) and also into work in and around Eumundi Noosa rd. Then getting caught at the Eumundi and Beckman's roundabout as well only a few kms down the road makes it very congested and dangerous with time very lengthy delays. No crossings for children riding to schools or even walking so parents are forced to drive adding unnecessary stress to the morning and afternoon pick up and drop off. There needs to be more access for children to be able to safely cross these main roads as well if they are riding to and from school. There is no safe way to cross the roads with the huge amount of traffic always heading up and down the roads on Beckmans and Eumundi Roads in Noosaville.

Only one lane each way, line cues up the length of the road most days and nowhere else to go.

Road does not have the capacity for the traffic. Plans 12 years ago showed the need to use the existing road for local traffic and build a separate dual carriageway road for through traffic. This road is well overdue for duplication with both state and local government agreeing to the need for duplication but neither one wanting to fund it.

**Tewantin**

Beckmans Rd is single lane and at peak times it serves as only access to 2 schools, only access from new estates residents, through work traffic between Tewantin and Noosaville industrial estates and dozens of other businesses. It's disappointing how developers have done nothing to alleviate the congestion and more new houses are being built. This road had a Govt promise to duplicate years ago. Its way over due and the road can't handle the amount of traffic currently using it.

Through traffic congestion in Beckmans Road while we wait to enter, school times morning & afternoon, so many cars use this road. Plenty of land on side, built a service road, like it has been promised years ago.

**Beenleigh Road**

**Kuraby**

Traffic in bumper to bumper from Beenleigh to Springwood (where I turn off) Especially bad between Logan Hyperdome and Springfield

**Runcorn**

The gate comes down far too early when the 'all stations' trains and those being shunted are due. I've waited up to 7 minutes for one train. Quite often there are up to 12 to 17 minutes waiting time during peak hour when the gates do not lift for 5 to 7 trains.

Also school children wander across the road preventing left hand turns and therefore backing up all traffic as there is only one lane over the tracks

**Underwood**

Cars turning right at second set of traffic lights into woolworths bank up and block the through traffic.

**Bellvista Blvd**

(blank)

**Belmont Road**

(blank)

**Belmont**

Cars come from two exit lanes and one merging lane (from Belmont road) at high speed which means it is VERY hard to find a big enough gap to turn left from London Road.
LEADING OFF BELMONT ROAD TO M1 CONGESTS AFTER CLEVELAND ROAD LIGHTS MAKING IT DIFFICULT TO GET ONTO M1 - ONCE MERGING ONTO M1 TRAFFIC IS SO CONGESTED AND NO ONE LETTING YOU IN OR TRUCKS HOLDING UP INSIDE LANES, TRUCKS SHOULD SIT ON THE OUTER LANES UNLESS TURNING OFF MOTORWAY, THIS WOULD FREE UP A LOT OF CONGESTION AS QUITE OFTEN YOU HAVE TRUCKS IN 3 LANES

<table>
<thead>
<tr>
<th>Bennetts Road</th>
<th>Morningside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout intersection - which is busy all day light hours especially peak hour - taking more than 30 minutes to get through the intersection</td>
<td></td>
</tr>
</tbody>
</table>

| Benson Street |
| Toowong |
| heavy vehicular traffic to/from the city given priority over cars from the st lucia/taringa area. this area includes Qld university traffic and therefore the increasing high density unit development. The st lucia area is a pocket in the river, and has very limited roads to exit |

| (blank) |
| Birdwood Road |
| Holland Park West |
| Multiple intersections - poorly linked. Marshall Road right turn onto Birdwood Road in the morning can be much better managed with a fresh look at the signal cycle |

| Blackall Range Road |
| (blank) |
| Sharp corner with recommended speed of 40 but motorists rarely follow speed limit, driving above recommended speed. |

| Blunder Road |
| Oxley |
| Too many busy roads converging on one roundabout, it needs to change. |

| Boat Harbour Drive |
| Dundowran |
| This roundabout, people come through at 30kph+. People turn right from the inside lane & others continue around from the left lane. Old & Tourists have no idea of roundabout rules. |

| Takura |
| Boat Harbour drive / Main street roundabout is a very dangerous intersection, poor visibility. It needs lights traffic lights |

| Urangan |
| Bad design and dangerous intersection as well as another road Torquay Terrace intersecting Ann St in close proximity |

| Urraween |
| The “Main Street roundabout” is the most notorious intersection in Hervey Bay. The large flow of traffic through Boat Harbour Drive often blocks cars entering from Main Street, particularly those heading south. Cars use excessive speed and this also stops cars finding clean breaks. This roundabout usually has multiple minor crashes or near misses each week from cars who don’t know how to use a roundabout properly or are impatient |

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| (blank) |
### Boundary Road

**Archerfield**

If you want to go straight ahead in Boundary Rd towards the Archerfield Aerodrome, you get stuck behind trucks turning right into Beaudesert Rd from the left lane.

**Bardon**

Roundabout with some limited visibility, and just before it on Boundary Road the overtaking lane merges into one lane. Frequent congestion from slow movement onto roundabout.

**Branch Creek**

No only do you have railway signals you also have traffic lights which unduly hold up traffic.

**Camp Hill**

Not given enough time on green light to allow enough cars to cross. Priority is given to Old Cleveland Rd. This is for north bound traffic mostly in the afternoon.

Travelling west on Boundary St at Old Cleveland Rd the right turn arrow is sequenced with the green light - Boundary Rd is a signal lane throw fair with two lane at lights - through traffic does not know that when the lights change to green the right turn is green - through traffic tend to pass on the left and then block traffic on the other side - causing traffic to be unable to proceed across intersection.

**Coopers Plains**

Did previously in other.

Due to frequent trains, this crossing forces traffic to back up and waiting for up to four trains can take ten minutes or more.

The railway line at Boundary Rd near Orange Grove Rd at Coopers Plains has been a bottleneck for over 40 years.

As a driver you avoid this area as sometimes it can take 25 minutes to turn right from Orange Grove Rd into Boundary Rd. Many drivers get frustrated and drive through the red light to continue their journey.

The traffic light will give priority to other roads that enter the intersection. Turning right into Boundary Road from Orange Grove Road (South-bound) is always the last one to get a green light after a train pass. The worst case I have had was there were 3 trains. Between each train, there was green lights to other roads that enter the intersection, and before the traffic light turn green, another train came! The longest I have ever waited in that intersection is ~ 20 minutes! It is better off go straight in that intersection from Orange Grove Road (south bound) then make a U-turn and turn left into Boundary Road from Orange Grove Road (North-bound).

Too much going on traffic and railway.

Waiting for up to 4 trains at a time. Signal is triggered too early.

Whole intersection need’s an overpass.

(Blank)

**Dundowran**

We cannot get through the traffic on Boundary St to access Elizabeth St, especially around school hrs, nobody will let you through, we need a clear way or keep clear sign on the road so at least we could go through.

**Sheldon**

Vehicles and Karreman Quarry trucks (with dogs) enter Boundary Road from Mt Cotton Road without care and attention for traffic coming from Cleveland/Victoria Point/Redland Bay.

These truck are heavily laden and cannot keep with the speed limit in peak hour due to the weight of gravel etc on these trucks and they have difficulty getting up the hills, which slows the traffic right back to Redland Bay Road/Taylor Road intersection every morning. There should be a turning arrow for vehicles coming from Mt Cotton Road, not just allowing them to push there way out into oncoming traffic.
Sunnybank
needs to be a grade separated intersection

Thornlands
Choke point occurs because not enough volume can proceed from Panorama Dr out and onto Panorama Dr, as there is not enough capacity, or lanes, or both.
Sitting waiting at a red light when no traffic is oncoming (which you can clearly see)

(Blank)
Poor design of the BRAND NEW Boundary Road Bridge, WITH TRAFFIC LIGHTS!, and no changes to the roundabout approaching the new bridge have only eased the traffic problems ever so slightly.

Boundary Street
Redland Bay
Boundary St and Cleveland Redland Bay road get a lot of traffic. Boundary St banks back for miles due to increasing population from new housing and so does Cleveland Redland Bay Rd.
Absolute Shocker keeps going from one lane to two then back to one and this makes for a merging race track.

(Brand new Boundary Road Bridge, WITH TRAFFIC LIGHTS!)

Bourbon Street
Bundaberg Central
Because the next intersection connects with a bridge and congested cbd traffic most drivers growing west elect to turn on Mclean street. This blocks the right hand lane significantly.
Worse when there has been a train.

(Brand new Boundary Road Bridge, WITH TRAFFIC LIGHTS!)

Bourton Rd
(Brand new Boundary Road Bridge, WITH TRAFFIC LIGHTS!)
Turning right from the lights onto Bourton is impossible when there are cars opposite waiting to turn left. There is no visibility of incoming through traffic so it is not safe to make the turn. This creates congestion and road rage.

Bowman Road
Caloundra
All the way from Bulcock Street through Bowman road and into Caloundra Road and beyond is a carpark. There is no other entry into Caloundra and yet there are more housing developments being built. The infrastructure cannot cope with the amount of traffic that has to use the Roads. Put school finishing and start times into that and there are many times when it takes much longer to get from Caloundra CBD. Weekends are just as bad as tourists arrive for a weekend away and that is what they are greeted with. We run a holiday complex in Caloundra and that road gets just as many complaints as the congested Bruce Highway.
There is one access to the Caloundra cbd if coming from Bellvista Blvd. Traffic and long queues build up quickly when Caloundra residents are returning home to the cbd along with holiday makers coming into town. Lack of town planning.

Bradman Avenue
Maroochydore
Heading east and turning right into Fishermans Rd the red arrow does not turn off when opposing traffic has gone. The only way to turn right there is to wait for the lights to stop all the opposing traffic. This also slows westward traffic immensely when not always necessary. I have never seen an accident at that intersection in 30 years.
<table>
<thead>
<tr>
<th>Road</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bribie Island Road</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Sandstone Point</strong></td>
<td>If there's an accident before or on you can't get across. So many people have moved into Bribie and Sandstone Point and Bribie Island Road can't handle the extra congestion.</td>
</tr>
<tr>
<td><strong>Bridge Street</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Toowoomba City</strong></td>
<td>Train line on the left turn arrow right stays red because of changes to signals due to road works.</td>
</tr>
<tr>
<td><strong>Brimsmead Kamerrunga Road</strong></td>
<td>(blank) need a 4 lane bridge over the barron river and the road from Caravonica to Redlynch needs to be 4 lanes not 2.</td>
</tr>
<tr>
<td><strong>Brisbane Road</strong></td>
<td></td>
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<tr>
<td><strong>Booval</strong></td>
<td>Right turn arrow stays on does not turn off. Right turning could be safely done as it is easy to see oncoming traffic.</td>
</tr>
<tr>
<td><strong>Labrador</strong></td>
<td>Harbortown intersection coming out of Caltex onto Brisbane Road. Needs to be keep clear so you can get to the turning lane! It's nearly impossible.</td>
</tr>
<tr>
<td><strong>Mooloolaba</strong></td>
<td>Large round about and difficult to enter from Foote Street onto Brisbane Road. Major congestion in the afternoon when people finish work and with people leaving Sea Life. Some people also do not know how to use a roundabout. Traffic coming from Mooloolaba Spit trying to exit via Foote Street and Brisbane Road clashing with traffic on roundabout causing traffic to back up along all approach roads.</td>
</tr>
<tr>
<td><strong>Toowong</strong></td>
<td>The section from the lights at Sir Fred Schonell Dr to the lights at Toowong Shopping Centre cannot handle the volume of uni traffic. This causes a backlog of traffic into the city every day from 8-9am and 4-6pm.</td>
</tr>
<tr>
<td><strong>West Ipswich</strong></td>
<td>Two lanes merge in to 1 lane Then 1 k later back to 2 lanes</td>
</tr>
<tr>
<td><strong>Broadwater Road</strong></td>
<td></td>
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<tr>
<td><strong>MacKenzie</strong></td>
<td>Post this intersection the traffic is backed up and the cars wanting to turn left onto the gateway have to wait behind the through traffic before they get to a left turning lane onto the gateway.</td>
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<tr>
<td><strong>Browns Plains Road</strong></td>
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<tr>
<td><strong>Browns Plains</strong></td>
<td>Turning right onto Waller Road in the afternoon - Turning lane gets full which leaves turning traffic waiting in through traffic lane. This blocks through traffic and the turning lane also has two waits before you get through the lights.</td>
</tr>
</tbody>
</table>

**Title:** RACQ Red Spot Congestion Survey – Road List and Additional Comments (2017)

**Issued Date:** November 2017
A problem before Illaweena Rd closure as well. Congestion of traffic trying to turn at lights then once on Beaudesert Rd cars merging then merging right to get out of left turn only lane onto Ipswich turn off. Now that Illaweena has been closed, cars using Trinity Way adding to the congestion, blocking cars veering off Browns Plains Turn off on Beaudesert Rd all becomes blockes. Took 45 minutes to reach lights at intersection from Trinity Way.

**Bruce Highway**

**Bald Hills**
again the bridge could be wider.
From the point I marked and continuing further north the road goes from 3 lanes then to 2 lanes at carseldine, 4 lanes just b efore murrumba Downs and then back to 3 lanes near caboolture WHY??! It is such a congested area that if I'm shopping at Chermside I either leave at 2pm or 6pm. Anytime in between the traffic is horrific.
There also needs more then 20 metres to merge there at carseldine especially when lots of trucks enter the highway there also.
There are no emergency lanes therefore when there is a crash the whole highway comes to a complete stand still.
Motorists aren't educated enough to ensure they're in the correct lane for either the gateway or to head straight onto gympie road
Not enough lanes
The Bruce Hwy need to be looked at, with more and more traffic coming down the highway from the north.
Two lanes is insufficient for volume of traffic.
What would normally take 40 mins takes somedays up to 4hrs to get through due to not enough lines

**Banyo**
Left lanes swapping to right lanes, thru to gympie rd. Right lanes swapping to left lanes for gateway entrance.

**Bells Bridge**
This road from Kileevan is a link between the Burnett Highway and Bruce Highway. People can wait for 30 minutes or more just to get a break to come onto the Bruce Highway. I believe that it is due for a by pass when the new Highway is built, in 4 years time, but how many people have to sit there or run the gauntlet before then?

**Bracken Ridge**
Just not enough lanes to carry peak capacity

**Burpengary**
overpass bridge has insufficient lanes on it; overpass bridge was "temporarily" repaired in 1990s
traffic banks up in both directions (west to east, east to west)
this is an important overpass long overdue for a new high capacity overpass bridge

**Caboolture**
As above
Due too people entering this street from bribie island and then from Bryce highway everyday there is a thesit a 15 minute congestion due too merging
Its a joke

**Colosseum**
The road needs to be wider to allow trucks, cars and any other vehicles to travel safely. When there is a truck or caravan travelling along the road, it makes traffic slow down to about 80/90 km/h as all vehicles need to veer to the left to allow oncoming traffic to pass through safely. More overtaking lanes or another lane needs to be incorporated either side to allow adequate room for large vehicles to pass by safely and at the speed limit. Thank you.

**Coochin Creek**
I think we all know the problems with the Bruce from Sunshine Coast to Caboolture. During weekends and holiday periods it is a nightmare. Too many cars. Not enough roads

**Cosgrove**
Major residential area (Burdell aka North Shore) with a left turn slip lane that merges into the main road into Townsville. All other legs of the intersection/s are controlled by traffic signals. At morning peaks the traffic turning right from Shaw Road - who have the right of way - are stopped because traffic from the North Shore left turn slip lane have entered the main road and blocked the lane. The majority of traffic turning from Shaw Rd need to move into the outside lane because they need to turn left at the next intersection (Ingham Rd). All directions of traffic stops until the traffic has cleared at the Ingham Road signalised intersection.

**Croftby**
(blank)

**Deception Bay**
Overpass needs additional lanes to handle the traffic
Weekends heading up to the nambour is a nightmare and coming home from the coast.
Weekday traffic is increasing due to the number of new developments
Accident - highway is stuffed
Need more lanes - same as going down to the gold coast
(blank)

**Gootchie**
Busy and high speed intersection. Vehicles coming from the South come down a hill at speed through the intersection.

**Gordonvale**
Heavy congestion daily between Gordonvale and Edmonton. Intersection contributes to congestion.

**Griffin**
(blank)

**Kallangur**
daily congestion due to insufficient infrastructure to support the population growth north of Brisbane and now there is just too many cars on the road at that time and not enough lanes to cope with the capacity. Everyday there is new houses being built but the road isn’t being widened and lanes added. Too many cars, public transport not available to all commuters so not an option to take people off the road.
Due to peak hour traffic levels and merging, changing roads, congestion is high in this area.
Traffic always slow

**Kuttabul**
Single lane turn off Bruce Highway becomes 2 lanes turning at lights. Traffic has to squeeze into the right hand lane to get into the turning lanes. Vehicles coming up in the left lane, which is moving faster, try to push into gaps in traffic in the right lane, causing congestion. Traffic is thus forced to slow speed suddenly and dangerously, especially in wet weather.

**Landsborough**
always congestion at this area. Merging traffic from the sunshine coast down - cars in left lane do not allow cars to merge causing traffic banked back for kilometres.
Blockages every weekend
Bruce Highway between Brisbane and Sunshine Coast
Mackay
Needs long merging lanes...not traffic lights
Traffic lights on timer sequence which don’t properly use the sensor pads in non-peak times. The right hand turn arrows onto Shakespeare Street remain on even when traffic us light and a right turn could be done.

Mango Hill
Introduction of traffic lights move congestion from one spot to another slightly up ahead; the introduction of 2 extra lanes which end shortly after create a race environment (blank)

Meridan Plains
The congestion on this road is well known and no government wants to put the money into fixing the problem. 1 accident or mishap and the delays are enormous. It affects Tourism as well as workers travelling to and from Brisbane. Every day of the week and all hours.

Morayfield
OMG! This intersection on the M1 is a DISASTER!!! Going from 2-3-2-3-2 lanes where people turn off onto Bribie/Caboolture road is a guaranteed 20 minute wait every day more than 6 cars are on the road. I have spent up to 40 mins to get through this area. No accidents, its just ridiculous Brisbane drivers unable to merge and manage their speed. Need to change the traffic flow somehow here. I don’t want to swear about this intersection or the people that drive on it but WOW!
The road is bad and been made worse with development everywhere and not upgrading more lanes if there is an accident it stops for hours its bad.

Mount Peter
Lack of lanes. Should be dual carriage way

Mungabunda
There is no right turn lane from the Bruce Highway to go through the round-about to Nambour Connection Road. It is very dangerous to make the right turn due to oncoming traffic from Nambour to Maroochydore.

Murrumba Downs
Cars moving over to late on the merge due to back up traffic heading Southbound on Gateway
Major congestion north and south bound. Main roads only added one lane when they last widened the road, should always have been two more lanes between Anzac ave and Dholes Rocks Rd. Fight between vehicles north bound wanting Dholes Rocks Rd and Gateway merge with the Bruce Hwy.
On ramp as well as two highway diverting through to the city or through onto the gateway, too many vehicles changing lanes due to on ramp and lane dividing being so close
This problem starts just after north lakes and goes pretty much all the till after the Pine River Bridge, not only is there not enough lanes for the amount of cars these days but also people entering the highway at Murrumba downs and needing to cross over to the 2 right lanes so they can continue on to the Gympie Arterial road.
Traffic coming onto Bruce from Anzac - bottleneck - insufficient lanes
(Blank)

Narangba
To much traffic not enough lanes

Ogmore
I would like to see all 'A' roads (eg A1 A4 A39 etc) made into a minimum of 3 lanes, with the centre lane changing direction every 5 or so kilometres.
There is a severe lack of passing lanes and opportunities along most of these roads outside the southeast corner of the state.

Pink Lily
North of Nambour, 2 lanes is not enough to cope with the volume of traffic.
**Rockhampton City**

(Blank)

**Shoal Point**

The 3 lanes before this intersection merge into 1 to turn right. Very dangerous as people attempt to move lanes in a short length of road.

**Sippy Downs**

Cars stopping to let cars cross the intersection. People in left land on Bruce highway do not allow traffic to merge from Sunshine Coast Motorway. People speed down the on ramp to Bruce highway and cause significant traffic risk as everyone has to brake to allow them in - or causes traffic congestion for kilometers back on the highway as there is not enough lanes - they need their own lane to merge with Bruce highway.

**Slade Point**

Lights change too quick heading north. Nebo rd is THE BRUCE HWY it is congested with bdoubles heading north and bdouble petrol tankers heading out to the harbour. Lights change 1 ior 2 trucks through taking time to get through their gears and the lights have changed again and only about 8 cars through as you have 2 lanes before the lights spilling into 4 lanes after the lights.

**Tanawha**

Excessive amount of traffic for size and type of intersection. Long queues of congestion when exiting the Bruce highway at the Sunshine Motorway exit.

NORTH BOUND EXITING VEHICLES SLOW DOWN UNNECESSARILY GIVING WAY TO TRAFFIC FROM SUNSHINE MOTORWAY. (THAT HAVE A STOP SIGN)

Poorly designed intersection with major cross road exit. Drivers unfamiliar with area exiting Bruce Highway stop or slow for traffic leaving Sunshine Motorway causing traffic congestion on Bruce for several kms.

When merging off highway to take Mooloolaba exit, traffic backs up extremely quickly when people are slowing down to let others cross the exit road through.

(Blank)

**Townsville**

Too many people not enough space.

**Wavell Heights**

(Blank)

**West Mackay**

Unnecessary holdup.

(Blank)

**Woombye**

A lot of people are trying to leave Nambour/Woombye in the morning. Traffic stops to give way to minimal traffic at intersection causing a build up of traffic. This reduces the flow of traffic.

Between 7am and 9am traffic is backed up to keils mountain road overpass from the roundabout at the Bruce highway. Traffic coming off the highway turning right heading to Maroochydore delays the roundabout working sufficiently at this time. Also traffic heading from Maroochydore to Nambour/north on the highway creates this bottleneck. You are lucky to get out of 1st gear for up to 20 minutes.

(Blank)

Always a lot of traffic, extremely dangerous when cars pull into fourways right after the lights or into motels, trucks use the road frequently and is quite dangerous in peak traffic.
At the Mooloolaba exit it is only 1 lane turning and it comes straight off a four lane high way to a two lane road
Cars turning right block lanes on the highway and turning lane not long enough people turning right also cause accidents trying to cross lanes of highway and block it
Centre lane should peel into both directions to avoid multiple lane changes
Local traffic merging onto Bruce Hwy (nth bound) to exit 200-300 metres to Nambour Connection Rd
People slow down once taking the exit to let people heading to Nambour cross, even though they have a stop sign. People slowing down/stopping for no reason causes the Bruce highway to back up for ages.
red lights. train line on ingham. just a bad time really.
Roadworks do not appear to have any impact on the Bruce Highway at this location but the speed limit is reduced to 80 for a number of kilometres.
Additionally the number of lanes on this section of the Bruce Highway to Caboolture/Bribie Island Road is insufficient for the volume of traffic and any roadworks delay or traffic incident causes massive delays.
The Bruce highway is and has been clearly insufficient for many years and nothing is being done!
The hwy is not big enough. The Sunshine Coast is constantly and rapidly growing this should have been upgraded at least 10 years ago. There is no shoulder or breakdown lane, when an accident does occur or a breakdown there is no where for people to go to get out of the way. Traffic is often at a crawl without any kind of incident.
This exit is always congested and cars are slowing down to exit which means blocking and piling up the highway which is very dangerous. It also seems to be a problem when cars coming off the highway stop to give way to cars at the intersection heading to Nambour even though cars at that intersection have a stop sign. Cars at that intersection also have to wait a long time to get across as they have to give way to cars coming off at high speed from the highway, and so there's always a huge line of cars here too.
Too many cars, not enough roads.
Traffic heading east toward maroochydore, on Nambour connection toad, gets backed up nearly 2kms every morning between 7.30-9am and every afternoon between 3-4.30pm. It is horrendous.
traffic will back up to palmwoods turnoff
You have two major roads converging onto a large roundabout. The ones on Bruce Highway heading into the city are held up by the ones coming down from Kuranda to the City. You also have MacDonalds off this roundabout. So if the Bruce Highway traffic to town are NOT being held up by the Kuranda Traffic - then you have the other traffic heading around the roundabout to MacDonalds which also stops them.

Buchan Street, Cairns, Q, 4870
The road surface needs to be fixed, soon!

Buderim Mooloolaba exit

(Blank)
In the mornings you have school traffic plus peak hour traffic. Buderim/Mooloolaba Road banks up from the multiple set of traffic lights that when side streets get a green light you can’t go as there is no space to enter the traffic without blocking intersections. Sugar Road intersection is a major intersection. It leads down to Wises road and the Sugar Road roundabout, which gets congested. Cars coming off the motorway want to get across the lights so will block the intersection. When the lights turn green, only one lane is moving instead of two because of the cars blocking the left lane so a lot miss getting through that time. Once you get through the Sugar Road intersection, there’s still another 3 sets of lights to get through. A lot of cars want to turn left into Sugar Road so if the turning lane (turn left anytime with care) was extended it may help a little. Traffic is just as bad around Sugar Road, going the other way on the drive home during peak hour. If I took the Motorway at the Mountain Creek on ramp, I get the same congestion as the first off ramp is the Sugar Road lights. This lane will build up back to Kawana on the motorway or back to Sippy Downs on the on ramp as there’s a crazy changing of lanes section that rejoin the motorway or leads down to Mooloolaba. This alone causes accidents at times.

<table>
<thead>
<tr>
<th>Buderim-Mooloolaba Road onto Sunshine Motorway</th>
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<tbody>
<tr>
<td>Alexandra Headland</td>
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</tbody>
</table>

Moving from Sugar Road into Buderim-Mooloolaba Road to turn right into the Sunshine Motorway is one of the worst intersections on the Sunshine Coast. Two lanes move into one straight ahead lane and one straight ahead/right turn lane and another short right turn lane. There is never enough room for the traffic to move into these lanes. It could be helped by the lights changing earlier so that the right turn lanes could commence clearing prior to the left hand turn lights changing from Sugar Road.

<table>
<thead>
<tr>
<th>Bullcock Street</th>
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<tbody>
<tr>
<td>Caloundra</td>
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Pedestrian crossing dangerously close to round about. Traffic stopping for pedestrians causes blocking roundabout on very busy street. Pedestrian crossings in Bullcock Street start in council planted trees and marked car parking bays. This causes pedestrians to suddenly appear from between cars or through the tree growth.

<table>
<thead>
<tr>
<th>Bundaberg Gin Gin Rd</th>
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<tr>
<td>South Kolan</td>
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From Sharon school through to Mystery craters every rail crossing is a major concern through being too low and creating serious problems for motorists and there vehicles, have reported this problem to Bundaberg Sugar and Dept of Main roads who have done nothing

<table>
<thead>
<tr>
<th>Burma Street</th>
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<tbody>
<tr>
<td>Isis River</td>
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Can’t turn right onto Christine ave from mattock road as queue is backed up. Can’t proceed through Bermuda st intersection (on Christine ave) even on green light as just past the intersection Christine ave merges from two lanes to one. Often cars are stuck on the intersection waiting to get through where the lanes merge blocking burmuda st through traffic. As Caningeraba state school is off Christine Ave a little further up on whistler drive the traffic through here awful during peak pick up times and drop off times for school. This really needs to be fixed. Some mornings driving from babust varsity lakes to Caningeraba state school in whistler drive it would take 30-45 minutes. This section of road is a disaster!

<table>
<thead>
<tr>
<th>Burnett and Main Sts</th>
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<tbody>
<tr>
<td>Buderim</td>
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Only one way through Buderim central area. So during peak school, lunch and shopping periods there are long queues and delays from 5 -20mins.

<table>
<thead>
<tr>
<th>Burns Road</th>
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<tr>
<td>Toowong</td>
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Narrow bridge and too many residents with more high rise planned so long cues waiting to cross this goat track
This is a goat track expected to cope with the growing number of hapless people being pushed into high rise apartments by idiot town planners

<table>
<thead>
<tr>
<th>Burpengary Road</th>
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</table>
Narangba
Traffic coming from over train line gets 5 minutes of uninterrupted green light when I’ve never seen it need that much time, and it goes green every second cycle meaning if there's traffic coming from other directions you could be spending 15 minutes at a time at that intersection

Burrum Heads Road
Dundowran
Road is unsafe placing drivers at risk. Narrow road with poor dangerous edges. Traffic has increased with increase in visitors and holiday makers who do not know the area or road AT RISK

Burrum Heads Rd
(blank)
The speed limit was reduced to 80 before this intersection and the major one nearby (Pialba Burrum Heads) but returned to 100, 200 MTS before this intersection very scary. Would like to see the speed reduced to extend further towards Burrum Heads
Vision is very limited and what makes it worse are the speedsters.

Buses in ave
Alexandra Headland
Bad layout for a major junction. Virtually needs an overpass built

Cairns Western Arterial Road
Caravonica
Congestion due to multiple sets of lights and one lane each way, does not deal with volume of peak hour traffic
Not enough lanes at a school traffic lights. More and more traffic is trying to get through this way and roadworks further along make it even worse
(blank)

Machans Beach
(blank)

Redlynch
for years the government has sat on its hands while council continually approves new sub divisions on the Norther Beaches of Cairns with tourist numbers increasing the Captain Cook Highway is a shambles [just hope it doesn't rain because this highway floods.
The capacity in the morning & evening is at a peak four schools are along the 2 lane highway plus people trying to get to work. NO public transport so we have to use a car.

(blank)

Busy - need lights
Congested traffic because of caravonica and Peace Lutheran schools. Road is single lane and Cannot handle the amount of traffic.
Dangerous and wait times. Vehicles doing UTurns on Lake Morris Road. Used by cyclists and pedestrians
Not enough lanes and now they are doing road works to put in more lanes but it won't help as only 20meters later the 4 lanes will turn into 2 again
This road is just too narrow!
It is only 1 lane each direction when it needs to be at least 2 lanes each direction.
There has been a significant increase in the amount of house built on the Northern Beaches in Cairns with no upgrade in the road infrastructure. Traffic is very backed up at morning peak hour due to traffic lights
(blank)
Calam Road

Calamvale

This red spot is from the view of bus passenger. Through traffic on Calam Road in the right hand turning lanes onto Compton Road, blocks access for a bus to enter the inner right turning lane. Bus has to wait in the inner straight through lane for an opportunity to enter the inner right turn lane. Bus priority lanes should be added at the intersection and buses be given priority to turn right onto Compton on a green light.

Sunnybank Hills

Congestion on all approaches. Shopping center is a problem.

Caloundra Mooloolaba Road

Meridan Plains

Traffic on Creekside Boulevarde is unable to clear before the lights change. In the early morning rush hour the traffic can be banked up more than 500 metres across two roundabouts and the bridge. At around midday, the traffic can only get four cars through from Creekside Boulevarde. It needs the lights to be adjusted.

Caloundra Road

Caloundra

Caloundra Road/Bowman Road needs a MAJOR UPGRADE to cope with the increase in vehicle movement. The signals on the traffic lights at West Terrace need to increased to allow more vehicles to enter the Caloundra Road intersection. Huge congestions all along Caloundra Road - inbound and outbound.

The roundabout at Nicklin Way becomes totally congested at most times, there is just too much traffic for this type of intersections. Traffic lights will NOT help.

Too much traffic. Blocked up from roundabout back to lights.

traffic is often backed up about 2km back to subway caloundra. once you get past the roundabout the flow of traffic is better.

Caloundra West

Increase of population has created queuing of traffic on all roads that lead onto this roundabout. Drivers not indicating correctly and just too much traffic for this outdated piece of infrastructure that should have been fixed 20 years ago.

Road and lane structure cannot handle the volume of traffic at this intersection as it's one of only two ways in and out of Caloundra city.

Roundabout should have sliplanes to allow traffic to enter or turn off to allow through traffic to proceed.

Roundabout that needs sliplanes or flyovers

(blank)

Gheerulla

too much traffic entering or exiting Caloundra Road, Nicklin Way and Pelican Waters Blvd depending on time of day and weekends not good.

Golden Beach

Congestion

Too much traffic for the current design of the intersection

Heavy traffic coming from three sides into a roundabout. The two lanes entering the roundabout from those three sides backs up particularly along Caloundra Road east and west of the roundabout causing great problems for motorists not even travelling through the roundabout. The problem is reaching critical proportions with heavy delays more the norm at most times weekdays and even weekends.
Pure volume of traffic that has to get through the roundabout causes massive delays every day. Afternoons are the worst. Drivers need alternative routes to get in and out of Caloundra.

**Little Mountain**
Intersection was never designed to deal with the amount of traffic it now has. The population of the whole of Caloundra has increased enormously over the past 20 years and transport infrastructure has not kept up with the growth. We are car dependent in Caloundra because we have insufficient public transport options available.

Round about is hard to enter
Too many cars trying to enter Caloundra. Either we need more lanes on Caloundra Rd or a second entrance into town

**Maroochydore**
There is a large round about that used to have 2 lanes turning right and it ran smoothly as of April it was changed to right lane only can turn right. When there is 2 hospitals having finishing times at the same time it is not uncommon to have a about 5km of backed up traffic all waiting to turn right.

Traffic does not flow through the roundabout

**Wrattens Forest**
A large roundabout that can not handle large volumes of traffic

(Blank)
Congestion at school peak hour 3pm and work finishing peak hour 4.30-5pm

Qued traffic not enough lanes
Multiple entries to 2 lanes
Too many cars not enough roads
Too many cars not enough road!

Traffic heading into and out of Caloundra at peak times or on weekends can be backed up and very slow on a regular basis. Increase in population of the area in Caloundra South/Aura is a major concern.

**Capricorn Highway**

**Emerald**
The lights are not coordinated so that the people going straight have to wait a long time for everyone else to go.

Lots of road trains and two intersections in a row so not enough room to do anything.

A bypass would solve that problem greatly as the trucks do not go to Emerald in itself but go further.

**Captain Cook highway**

**Aeroglen**
Bottle neck of traffic coming from the North (Beaches area) heading into town in Peak Hours. Traffic Lights and School Zones are a domino effect of the queued traffic

High traffic flow on main highway, takes far to long to enter from aeroglen road.

I avoid peak time but peak time sees traffic backed up from town to machan beach roundabout. School hols is less ppl and no 40 zone so straight through. But other times peak morning time can add 20 mins to 45 mins to your trip!!
Only two roads into Cairns from the northern beaches. The highway route bottlenecks at the city and causes queues all the way back to Holloways Beach. Immediately after reaching the city is a school zone which exasperates the issue. There is a traffic light crossing for school kids run by lollipop ladies, I have sighted very few to no children when driving past. The zone should be reassessed to determine if it should be a 40 or 60 zone.

Traffic from Northern beaches trying to get through this roundabout is hell. We don’t need a stupid 2 lane bypass, single lane each way (as discussed) we need all fly over, to keep the north south traffic flowing.

Traffic light on the main highway
Traffic on the captain Cook highway and Stratford connection road backs up a very long way as a result of traffic lights. Needs more lanes, a roundabout and/or southbound lanes to bypass the traffic lights.

Barron
Cairns North
Couple traffic lights along the airport slow the traffic on highway right down and causing connection.

School zone in place with no children as they use other entry. 40 is too slow and causes congestion which backs up to Holloway’s Beach some mornings and return journey is the same school zone on a main highway which slows traffic to 40 km/h even though the school drop off zone is on another road. There is also a traffic light controlled and manned crossing for anyone wishing to cross the highway so the 40 km/h school is of no use.

Should not be a school zone, kids should only access from the side road, not the highway

Too much traffic for the roundabout, long delays at many times of the day
Traffic from the Northern Beaches of Cairns during peak hour is held up at both Smithfield Roundabout, and then at the identified Red Spot near Cairns airport. The traffic does ease after this intersection where vehicles disperse into town via alternate routes. On a regular morning it can take half an hour from Machans Beach to the airport turn off.

Cardstone
No signals. Only road from the North into Cairns and it’s very congested.

Killaloe
Need more 100km signs along the road

Mona Mona
Every day from the McGregor road roundabout it takes over 15 minutes to get past the Smithfield roundabout which should only be a 3 minutes drive

Oak Beach
The Stacking Stones of South Wangetti/Redcliffe point are man made not an act of nature and drivers are distracted by them, crossing double lines to either enter or leave area to view the stones. Lives have been lost already as well as accidents.

Palm Cove
Congestion

Smithfield
2 main highways connecting resulting in long traffic queuing that slow moving
An overpass at both roundabouts would fix the problem instead of wasting 150 million on a road through a flood plain.
Cairns Smithfield Roundabout where two main highways intersect via a roundabout and are made worse by a secondary Redlynch roundabout 100 metres on

Congestion at roundabout

Congestion at the roundabout and south of this roundabout into the city during peak hour.

I avoid peak times but at peak times Smithfield roundabout can back up to Trinity Beach and further and take half an hour to get through

In peak hours traffic is congested and drivers get frustrated.

Also, a lot of drivers don’t follow roundabout rules and try to turn right from the left lane, cutting other traffic.

It is very dangerous and you need eyes in the back of your head.

In the afternoon traffic coming off the Kennedy Hwy cannot access the roundabout because of north bound peak hour traffic.

In the morning this is reversed.

Insufficient traffic lanes.

Large roundabout but there is so much traffic travelling through and turning to Kuranda range. It is also dangerous coming on to the roundabout that is not coming from a through land

Only option when travelling through here and large amount of traffic from all directions

Queue permanently at peak hours not enough lanes, congestion

Road is at capacity

Roundabout. Too busy

That entire section of the Captain Cook Highway is a nightmare from Clifton Beach to Cairns during peak periods. The School zone at the Airport turn off needs to be changed giving access to the school from surrounding roads, not the highway!

The height difference between the road and bridge is ridiculous, many people have had trailers unhitch while traveling at 80k m/h. The Turing lane is always backed up, and blocking the through traffic.

The roundabout receives about 90,000 motorists a day, according to Department of Transport and Main Roads figures, including up to 9,000 crossings an hour during peak periods. A bypass could save motorists as much as 20 minutes on a trip between Palm Cove and the city centre, this bypass is apparently not going to happen in the near future though.

If travelling through this area between 7:20am- 8:00am chances are you will get stuck for 20-30 minutes as vehicles from all northern beaches of Cairns, Port Douglas and the Tablelands get together on this roundabout without any alternatives.

The volume of traffic coming from the Northern Beaches in the morning peak hour run, and then returning of an afternoon (which is then coupled with the Caravonica school and tourist (Skyrail and Tjapukai) traffic) is ridiculous. Traffic entering (going north) from the arterial road cause merging issues and thus huge delays down the Highway.

There has been a massive increase in the population north of the Smithfield roundabout with multiple developments, i.e. Bluewater, Smithfield Village, Canopy’s edge, Kewarra Beach etc to name a few with absolutely no improvement in the road infrastructure! There will also be the Kurworld development in Kuranda adding more load to this junction. Stop approving building if you don’t build the infrastructure. Build the infrastructure first to suit the number of houses you plan to build and charge rates for!

More lanes are required AND the Smithfield bypass. But the Smithfield bypass will be of limited benefit if there is no upgrade to Capt Cook Highway.

You need to do both!

To busy for a roundabout. Through traffic has to give away

Too many cars and not enough road, congested every morning and afternoon

Too many cars are going through the roundabout with not enough lanes

Traffic from the right is heavy from the kuranda range.
**Speewah**
There are not enough lanes for the amount of traffic coming in from the beaches

**Stratford**
Close to schools and the city. only two lanes. commuting between 7-9 and 2-5

**Thornborough**
(blank)

**Wangetti**
As per last question
The road between Port Douglas and Cairns is used by a mixture of locals who commute and tourists with caravans, camper vans, trailers, boats who are unfamiliar with the winding road. There are few overtaking lanes on the 50km stretch of road and people unfamiliar with the road do not know how to use the pull-out lanes. There are many accidents, deaths every year and a lot of road rage.
Too much build up at the roundabout

**Yorkeys Knob**
This is one road out of yorkeys to the highway, recently the yorkeys road was linked to a new residential development and traffic has increased. People also try and use the road to bypass smithfield congestion.

(blank)
1. There is only one main road with two lanes going from Cairns to Smithfield. There is only one other back road.
2. There is only one main road into Cairns when coming of the Kuranda range and from anywhere north of Cairns.
3. There is a major shopping centre right near the round about.
4. The round about has unusual exits and it is confusing to drivers.
5. Only traffic from Cairns to Smithfield ever gets through. Therefore if you are coming from the Kuranda range you have to wait for a very long time to get a gap in traffic.
Build of traffic in the mornings and it can back up to trinity beach

**Captain Cook Highway:**
Not enough lanes for the beaches traffic to get into town. There is only one way in and way out of the Nthn Beaches.

**Kamerunga Rd:**
Needs to be made into a multilane rd due to the Primary School in the area. To much congestion with all the school traffic
Cars blocking the roundabouts so you cannot go around...not keeping entry and exits open on the roundabouts
Congestion every morning. speed limit of local school is too low
every morning and afternoon traffic backed up 2 to 3 kilometers
High use road for Trucks and tourists with caravans on single lanes, also commute for increased subdivision from tablelands travelling to Cairns for work.
In the morning peak hour traffic, southbound traffic on both roads is backed up as a result of the traffic lights and 40km/h zone at Mother of Good Counsel School
Not enough lanes for amount of traffic
road is to small .roundabout cant handle all the cars at smithfield then the caravonica roundabout is blocked as well then when almost into cairns after being held up at smithfield it takes 20 minutes to travel 5 kms because of stupid 40 km speed limit at sheridan st or traffic lights at arnold st and whitfeld st and airport turnoff turn red to let 1 or 2 cars through and hold up hundreds and i mean HUNDREDS of cars .The cook highway from smithfield to sheridan st is the most pathetic and badly designed road in queensland
The whole Caravonica roundabout is overly congested, traffic cannot travel through at a good enough pace.

This section of road is frequently congested due to the amount of cars that use this roundabout on a daily basis. This road is a viable route to Kuranda to the West, Cairns city and some 'Northern' beaches to the South, and the only most direct route to Port Douglas in the North.

Too many cars not enough lanes

Traffic entering the roundabout from the Kuranda Range road (Kennedy Highway) blocks southbound traffic on the Captain Cook Highway from entering the roundabout causing significant delays at peak times.

Two main roads heading north intersecting before the roundabout, causing major blockage for vehicles entering from Kennedy Highway. Stop light installed at Kennedy Highway entrance, allowing south bound traffic to enter, but no coordinating lights to stop traffic heading North, allowing for free flowing of all traffic.

<table>
<thead>
<tr>
<th>Captain Cook Highway</th>
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</thead>
<tbody>
<tr>
<td>Collins Street</td>
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<table>
<thead>
<tr>
<th>Cairns North</th>
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<table>
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<tr>
<th>Caravonica bridge</th>
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<tr>
<th>Fishery Falls</th>
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<table>
<thead>
<tr>
<th>Carlyle Road</th>
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<thead>
<tr>
<th>Boondall</th>
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</table>

When the Gateway & Sandgate Roads become blocked in the mornings, there is a large number of rat running through the Boondall streets, east of Sandgate Road & also a large number of vehicles using Roghan Road to cut across traffic. The traffic lights do not cope with the large number of vehicles going in each direction from Roghan Road & Carlyle Road. It can take 3 to 4 changes of lights at times to turn right out of Carlyle Road onto Sandgate Road to head north for work.

<table>
<thead>
<tr>
<th>Cavendish Road</th>
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</table>

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<tr>
<th>Coorparoo</th>
</tr>
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</table>

| During peak hour it can take anything up to 10-15 mins to turn right from Jellicoe st into Cavendish rd. Rail crossing on busy road. Peak hour trains cause increased traffic congestion during busy periods. |

<table>
<thead>
<tr>
<th>Centenary Mwy/Hwy</th>
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<tr>
<th>Annerley</th>
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The blockage of the roundabout off the Riverhills Exit on Centenary Highway (inbound) causes blockages of the left lanes of the Centenary Highway.

<table>
<thead>
<tr>
<th>Camira</th>
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| 2 lane motorway goes into 1 lane |

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<tr>
<th>Carole Park</th>
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</table>

| 2 lanes into 1 coming out of a 100 km/h zone into a 60 km/h zone, then back to 2 lanes at Logan Mway |

| Heading towards the city, there are two lanes of traffic, speed limit 100km which then have to merge into one lane and the speed limit drops to 60 km an hour. Traffic can be backed up for 2-3kms just because of this one merge |
two lanes merge into one then back into two lanes
traffic backs up for over a kilometer.
traffic is too heavy in peak hour for road to allow free flow of traffic also speed limit is dramatically reduced through this section as its an interchange
Where the Centenary Highway crosses over the Logan Motorway, the speed limit drops from 100kph to 60kph and changes from two lanes to one, inbound, which causes traffic congestion, sometimes as far back as the Springfield entry onto the Centenary Highway. At the same intersection going outbound, the speed limit is 80kph, there are two lanes and there is rarely traffic congestion.

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Chandler
Whenever there is an incident anywhere on the Centenary Highway, traffic is at a standstill, especially on both sides of the Jindalee Bridge and on an connecting roads, even back roads through the suburbs. There is no room on the bridge for emergency vehicles.

Chapel Hill
Poor road planning to take into consideration congestion caused by new housing developments on previously rural land

Darra
4 lanes merge into 2 lanes. 2 lanes of 2 highways merge into two lanes of 1 highway.
Extreme congestion during peak hour due to lack of lanes
Not enough lanes to accommodate all the people on the road also bad when merging onto the highway nearly causes accidents
Too much traffic using the western corridor to get into the city

England Creek
merging lanes.
Too few lanes.
Congestion.

Fig Tree Pocket
Qld government for the past 25 years has failed to plan for the future and failed to build any proper infrastructure but its ok as we all love paying a large amount for a tunnel that spits out directly into a traffic jam.....but I guess it was the other parties fault right?
Vehicles travelling south on the Western Freeway in the afternoon & evening on weekdays are slowed by the oncoming traffic from the Figtree Pocket onramp and the Indooroopilly onramp as the freeway traffic slows to let the vehicles at slow crawl speed onto the freeway one by one. As soon as the Figtree Pocket onramp is passed, vehicle speeds increase dramatically.

Forest Lake
The Centenary Motorway @ Carol Park (heading towards Richlands) has been "upgraded" in the last few years but all they've done is create a bottleneck of traffic where the centenary motorway crosses over the logan motorway. This is because from Augustine Heights through to Carol Park, there are two lanes travelling at 100kms an hour which merge into one lane and the speed limit drops to 60kms an hour. The traffic can be backed up for 2-3kms just due to this one merge and speed drop.

Indooroopilly
Freeway is a car park at peak times
Legacy Tunnel merges with 2 lanes on right all left lanes end and must merge to right but left lanes have the majority of traffic. The legacy way right of way is not proportional to the traffic demands.
Western Freeway congestion at Moggill Rd is caused by entry lane congestion, and narrow winding section at Fig Tree Pocket section before Centenary Bridge.
Onramp to the Centenary Motorway from Mogill Rd  outbound need an extra lane right through to Jindalee

Peak hour congestion horrendous. This Road was originally a feeder to moderately populated areas but now not only feeds those suburbs which have burgeoned in population but also feeds the Springfield-Ipswich Region like never before AND has had its status as a by-pass dramatically changed by the feed from the airport and Legacy tunnels.

Rated the slowest road in Brisbane with an average peak hour speed at 20km per hour (4 hours per day) with an actual speed limit of 80-100 km per hour. Western Freeway in both directions is terrible from 6am -9am & 3pm - 6pm

Road changes from 3 lanes to 2 and then has new traffic entering afterwards from Moggill Rd. Cars in right hand lane could potentially have a smooth flow however those with lack of awareness allow queue jumpers from the left hand lane to change lanes at the last minute before they are forced to make space for merging traffic.

The congestion in this outbound section of the freeway did not exist prior to the Legacy tunnel. The Legacy tunnel improved inbound traffic at the end of the freeway at the Mt Coot-tha roundabout, but completely annihilated the outbound traffic. Outbound traffic never previously had any congestion points unless there was an accident. Ever since they did the Legacy tunnel upgrade and at the same time changed the traffic exiting and merging onto the Western freeway at Indooroopilly, there has been this absolute roadblock, which can add anywhere between 20 - 40 mins to my trip home every day. It frees up around Fig Tree Pocket.

One big issue that drives me insane is the number of drivers that fly up the far left lane, waiting til the very last minute where you should only be if you are going to exit to Indooroopilly or Kenmore etc and then they cut over, usually completely cutting off drivers who have been patiently doing the right thing by being in the correct lane i.e. one of the two right hand lanes that go straight. No one seems to police this.

The entry and exit ramps and Fig Tree Pocket delay the motorway traffic every day at peak hour heading out bound, traffic backs up back to the Mt Cootha Roundabout. It is the same going inbound in the mornings - traffic builds up from the Jindalee bridge to Darra. The whole highway needs to be rethought as more and more people move to Springfield and beyond.

The merging lane on the Centenary Highway from Fig Tree Pocket Road and Moggill Road needs to be long and 3 line on the highway all the way.

Western Freeway narrows to two lanes at this point and a heavy traffic merge from Moggill Road causes long tailbacks on both these roads. The merge ahead at Fig Tree Pocket also compounds the problem.

Western Freeway
am - congestion / tailback for vehicles existing to Milton Rd
pm - congestion southbound as a result of insufficient lanes - western freeway 3 lanes then 2 from Moggil rd. Moggil rd ADDS added vehicles to the already overloaded / narrowed freeway

Jamboree Heights
Not enough space and people dont merge like a zip the issue continues for a long time along the road

Jindalee
Convergence of centenary highway to two lanes
Improvements were made many years ago which increased lanes in the area around Darra, traffic flow going in and out of Richlands, Forest Lake, Springfield etc and also traffic meeting up from Ipswich Motorway. Unfortunately, the mess created once you hit Sumner Park (the Sumner Park turnoff and merges every which way are a complete joke i.e. the far left lane from Ipswich motorway should continue all the way to the Sumner park turnoff, rather than merging in then off again. We essentially go from 4 lanes down to two lanes continuing down the western freeway. The point at the Jindalee Bridge bottlenecks, creating a flow of banked up traffic all the way back to Sumner Park most days. As far as I can determine, the reasons are a combination of the merging traffic from Jindalee, along with the seemingly psychological effect to drivers of the fact that there is a bridge and the speed limit drops to 80, then throw in immediately after the bridge is a hill AND a slight curve in the road after the crest of the hill. It is unfathomable as to why these factors all seem to create the degree of congestion, as when I use the same stretch of road out of peak time, it is a simple road to drive along, maintaining the speed limit. I have traveled this route to work for over 20 years and it is getting progressively worse.

It's a merge onto the centerway highway at the Jindalee bridge. No one knows how to merge properly.

Merge with an already heavily congested freeway. Frequent accidents (almost daily) causing long delays in both the am and pm peaks

Not enough lanes for smooth exit & entering

Not enough lanes for the traffic

Road cannot handle traffic and the reduction in speed limit from 100 to 80 bottle necks traffic

Road has insufficient capacity to carry traffic volume...

The combination of trying to shove more traffic into an already congested highway, a relatively short merge and a steep ups-hills section makes this section a nightmare in the mornings and afternoons. It's just a magical combination that manages to screw people both coming and going.

Traffic backs up from the on ramp at the Jindalee bridge right back to the Ipswich Motorway most week mornings

Traffic delays leaving Jindalee due to volume of traffic attempting to enter M5 from Seventeen Mile Rocks Road.

We've got a fabulous highway in the Ipswich Motorway which delivers thousands of vehicles quickly onto the Centenary Highway. From the Ipswich Motorway merge to the Centenary Bridge at Jindalee, the lanes go from four lanes down to two with three more merging on-ramps (traffic from Centenary suburbs, Sinnamon Park, Edenbrooke, 17 Mile Rocks) added to the Ipswich traffic, the Forest Lake/Springfield traffic already on the road. It's crazy to expect this type of bottleneck not to occur!

Kenmore

Congestion over a 2 lane bridge for the major highway from north to south side of the western suburbs. Both north and south bound directions.

Qld government failing to build proper infrastructure for the last 25 years. I guess it was the other parties fault right? And maybe the fact people are becoming increasingly retarded when it comes to driving

The hill after the bridge slows traffic, which doesn't help the entering traffic to merge

The western "freeway" Centenary "Highway" is only 2 lanes each way at the Bridge. We need another bridge or tunnel at this location due to peak hour congestion.

Mount Coot-Tha

After approx 14:30 to outbound lanes of the western freeway become congested due to joining traffic from Fig Tree Pocket road and Moggill road intersections. This congestion often remains until well after 18:00.

Congestion on the Western Freeway from Jindalee to the City has traffic at a standstill in peak hour every day. It can take an hour to get from the city to Indooroopilly in afternoon peak hour because the traffic is backed up off the Western freeway.
Firstly coming from Milton rd towards Indooroopilly, the M5 bottle necks from 4 to 2 lanes. This then causes issues as people struggle/cannot merge onto the M5 from Indooroopilly and fig tree pocket merge lanes. This then causes congestion and extremely slow traffic. This issue needs to be resolved somehow ASAP as I waste loads of time everyday in these cues. This goes for the same in the mornings coming from Ipswich and attempting to drive through Jindalee.

In the afternoon peak from where the Legacy Way tunnel rejoins the Western Freeway (westbound) to the Centenary Bridge the traffic is heavily congested. The speed is reduced to walking pace.

Leaving the Western Freeway inbound at the Mt Coot-tha Roundabout (the first roundabout), cars merge from the left and try to move across two lanes - stopping traffic. At the same time, cars who have been in the right lane to try and get a few spaces ahead start merging into the centre lane. This creates chaos, and continues to and beyond the second roundabout. Throw in bus stops that block the left lane of Milton Rd in peak hour, and it is hopeless and dangerous.

The Motorway is bumper to bumper morning and evening on most days
Traffic regularly backs up from Centenary Bridge to Mt Cootha due to merging traffic at Fig Tree Pocket and Moggill Rds

Paddington
Too many merging vehicles with not enough lanes to merge in.

Pine Mountain

Sinnamon Park
bridge over the Centenary Why is only one lane each way causing peak hour congestion.

I "assume" that the Jindalee Bridge narrows on the Western Freeway. Add this to morning congestion and onramps. If there is the added problem of a minor accident ALL the feeder roads to the Western Freeway around the Centenary suburbs become blocked. It has taken 65 minutes to complete a 15 minute journey on this stretch of road and I am very careful as to what time I make appointments on the other side of the bridge. Problem just as bad on the return journey in the afternoon.

Not enough merging lanes! Poor merging driving skills.
Poor engineering
Too much traffic from south (Springfield) and not enough infrastructure.

Springfield Lakes
A main highway reduces from 2 northbound lanes to 1 lane and the speed limit reduces from 100km/h to 60km/h.
Centenary highway heading southbound from Springfield filters to one lane. "Bottle Neck" effect.
Dual lane northbound M5 reduces to single lane prior to M2 East & West exits. With significant housing development in SFL, Augustine Heights, Ripley etc this congestion will only worsen. Trackstar Alliance should have been instructed to continue the dual lane up to exits (would likely require a bridge).
During afternoon peak times, cars exiting the centenary hwy back up causing complete stop in a 100 zone. Traffic will back up 2-3kms. Very dangerous
Merging lane feeding 2 major motorways tapering down to 1 lane. Not enough lanes

On the centenary Highway heading from Springfield Lakes, Two lanes merge into one just before the Logan motorway turn off. It causes huge congestion now and considering the area is growing rapidly this will get considerably worse moving forward.
PEAK HOUR TRAFFIC IN THE MORNINGS TRAFFIC IS BANKED UP ALONG CENTENARY HIGHWAY TOWARDS BRISBANE FROM SPRINGFIELD. TWO LANES MERGE INTO ONE AND WITH THE LARGE AMOUNT OF TRAFFIC AND INCREASE IN POPULATION IN THIS AREA CAUSES CONGESTION ON THIS SECTION OF THE HIGHWAY EVERY MORNING...OFTEN BACK TO SPRINGFIELD LAKES...CAUSING MASSIVE DELAYS REGULARLY. I NEED TO ALLOW AN EXTRA HALF HOUR TRAVEL IF TRAVELLING THIS WAY IN THE MORNINGS...STARTS BUILDING UP FROM 7.00 AM THROUGH TO ABOUT 9.00 AM. I TRY TO CHOOSE AN ALTERNATE ROUTE INSTEAD WHICH MAKES MY TRIP LONGER BUT PREFERABLE TO SITTING IN A LINE OF TRAFFIC. NEEDS TO BE FIXED ESPECIALLY WITH FUTURE DEVELOPMENT IN THIS AREA AND MORE PEOPLE USING THIS HIGHWAY

Section of motorway drops to one lane upon approach to major exits... During peak hours large amount of congestion due to having to merge to one lane...
The off ramp from Centenary highway to get on to Greenbank arterial also is the entry to Orion Shopping centre and there is traffic coming from five different directions on one roundabout then they merge into one lane before it becomes two lanes before going back to one lane.

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Sumner

Centenary highway (at logan motorway) - not enough lanes as it drops to one lane to go under the train lane to cross the logan motorway - should be 2-3 lanes.
Traffic exiting to go to sumner rd backs up and causes traffic from the ipswich motorway heading into city/northern suburbs delays as they can't merge across the left lane. Not enough of an onramp for cinnamon park residents - they merge slowly and causes delays back up the city bound run... Western freeway needs to be 3 lanes in each direction from ipswich motorway until legacy way.
Congestion inbound during BOTH morning AND afternoon peak hours. Very dangerous conditions with traffic entering from the Ipswich Motorway trying to merge onto the Centenary Highway in the same location as heavy traffic trying to exit the Centenary Highway onto Summers Rd. Cars need to criss-cross with each other. Merging is a nightmare. With large industrial estates in Sumner Park and Darra, traffic exiting onto Sumners Rd is constantly increasing, making merging more challenging all the time.
Traffic backs up from roundabout for traffic heading across the Centenary Highway

Wellington Point

Going from 100km/hr down to 60km/hr plus going from 2 lanes to 1 lane. And then having 3 exits that are bunched together and people get confused which way to go for each exit

Windsor

2 lanes of throughfare traffic with merging traffic constantly slows down the flow of traffic. The trip used to Brisbane used to take 1.5 to 2 hours which now takes 3 hours

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2 lanes on the centenary highway from Springfield to the city, become 1 lane at the logan motorway intersection. The area is becoming more populated so it's going to get worse.
2 two lanes merge into one and then splits into 3 lanes. Which is meaningless
3 lanes on the Centenary Highway and the merging lane longer from Moggill Road all the way up until the cars yards at Indooroopilly
Capacity on both inbound and outbound exceeds the roads carrying capacity. On and off ramps are too close together for this excessive capacity and constant shuffling btw lanes causes mass congestion.

Heading north along the Centenary Highway 2 lanes merge into 1 regardless of whether you want to exit to the Logan Motorway or continue north. Coming in the opposite direction there are 4 lanes that merge into 2 so there should be at least 2 lanes going north as well!
Heavy traffic every morning crossing the bridge and same goes on the opposite direction after school hours
It's a car park during peak hour
It's the only river crossing for Western Suburbs and it is always congested in peak hours
Jindalee bridge
Major congestion from Goodna where the double lanes are reduced back to 1 lane. Then clears up when goes back to double lane. However, backs up again reaching Sumner where more traffic joins the highway. Continues being backed up all the way to Jindalee when traffic joining into the highway stops. This highway is the worst! Lucky to do 20kms in the morning!

Merging traffic

There are two lanes, which have to go down into one lane, before dividing again to go into two lanes, one leading to the Logan Motorway and the other onto the Centenary Highway. So two lanes have to combine into one before opening up into four.

There is always traffic just before the Jindalee bridge with causes traffic all the way back to the Legacy and Western Freeway.

Two lanes become one for 100 metres.

Two lanes from 100 merge into one lane that is 60km for 50 metres and then it’s 2 lanes at 100 again straight after that section. Makes no sense!

Where the traffic merges onto the motorway from Jindalee it becomes a problem and has the tendency to back all the way up past the Ipswich Motorway. The speed signs also change down to 60km/h which adds to the congestion.

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Chambers Flat Road
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This is a low traffic intersection, and the lights do not take this into account.

Chatsworth Road
Coorparoo
The crossroads Chatsworth, Boundary and Samuel Street has right turn signals at three of the four entrances to the intersection. The entrance in question does not and is by far the most dangerous.

Chermside Road
Chermside
This section of Gympie Road is always congested.

Childers Road
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There is one overtaking lane in approximately 45 kilometres of road, with very few and dangerous overtaking opportunities elsewhere. Frustration caused by slow traffic, sometimes for the full 45 kilometres of road. Slow vehicles include caravans, trucks and farm vehicles and implements.

Chisholm Road
Carrara
From Chisholm Road, there is only one lane onto Nerang Broadbeach Road. This causes traffic to queue up to a point where it’s at the school doors. If another lane was added at the intersection to go left (The road is almost wide enough), that would help a lot.

Church Road
Zillmere
Church Road has buses travel along it, from Beams Road to Zillmere Road, and vice versa, but it also has parked cars along both sides of the road. The road surface is not wide enough to allow parking on both sides of the road. Drivers frequently have to wait for opposing traffic to clear the road before proceeding past the parked cars, and cross onto the wrong side of the road to do so.
Goodna
at the round about the people coming around the round about or going through block the traffic and stop the entire round about flow.

City Road

Beenleigh
Beenleigh need more roads

Park Ridge
Filter lanes and through lanes are blocked by vegetation areas and excessive pedestrian access

Clarence Road

Indooroopilly
Stamford Road turns into a car park most afternoons around school pick up, and whenever there is a busy shopping day at the Indooroopilly Shopping Centre. There are delays of up to 30 minutes.

The shopping centre is in development mode again and growing further. The roads to the shopping centre are too narrow and do not cope with the traffic. And someone allowed them to close Stamford Road which was a vital thoroughfare. The roads in this area do not cope with congestion and no one in Government cares.

Cleveland Redland Bay Road

Alberton
Busy major road never been upgraded feeding in via Magnolia Parade Vic Point

Boonah
High accident zone, single lane and always congested.

Brisbane City
(blank)

Chandler
Increase in housing developments more people and roads aren’t being upgraded to support the growth in the area. Lack of lights and widening of roads where needed. Promises always made when election are upcoming

Redland Bay
Bad design and all traffic heading West to exit out of Redland Bay banks up at German Church road, School of Arts Rd and Cleveland Redland Bay Rd road section needs upgrading but local council refuses to upgrade even after recommendations for emergency services

This intersection has been forgotten about despite the number of fatalities and accidents over the past few years. Redland Bay’s population has increased rapidly over the past couple of years and the amount of new housing estates and developments happening at the moment means that it needs its roads upgraded before more loss of lives occurs. This road connects most of the local schools in the area and during peak hours is a car park.

Victoria Point
From Cleveland the road is 4 lanes up to Panorama drive at Thornalnds. Then goes back to 2 lanes for 1.5km (intersection of Ziegenfusz Rd), then to 4 lanes for 850mtrs, then 2 lanes for 400mtrs, then 4 lanes for 350mtrs, then 2 lanes for 200mtrs, then 4 lanes for 2.5kms, then 2 lanes south to Redland Bay.

These 4 lane sections are a requirement for housing developments, but they only do the section facing the development footprint... hence the yoyoing of 2 to 4 lanes and back again. Also the road infrastructure of 2 lanes throughout the redlands has not been upgraded in 20+ years while the population/development has increased exponentially.
road from Victoria point to Redland bay needs to be made 2 lanes to handle the growth in the area as other parts have been widen but this road after 30yrs hasent been widen with the growth of the area
Road needs to be widened

It now takes 30min from Victoria Point to Cleveland, from Redland Bay to Cleveland 45 min, Redland City Council has not widen the road as promised by the Mayor, thousands of new homes in area and the Redland Bay Cleveland Road has not been widen. At school times add another 15 -20 minutes.

<table>
<thead>
<tr>
<th>Location</th>
<th>Issue</th>
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<tbody>
<tr>
<td>Clewley</td>
<td>Traffic lights take too long to turn green</td>
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<td>Corinda</td>
<td>and too quick for the red turning arrow to</td>
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<td></td>
<td>appear, especially as it is a school zone</td>
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<td>and it gets congested very quickly at peak</td>
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<td></td>
<td>times. Often, there are no other cars in</td>
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<td>the intersection across the road, yet we</td>
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<td>have to sit on a red turning arrow - to</td>
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<td>wait for cars that are not there! Sometimes</td>
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<td>I’ll be waiting longer than 15 minutes to</td>
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<td>get through these lights.</td>
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<tr>
<td>Clifford</td>
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<td>Street</td>
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<td>Toowoomba</td>
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<td>City</td>
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<tr>
<td>Cochrane</td>
<td>Waiting here is time consuming, trying to</td>
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<td>St</td>
<td>leave Cochrane St can take several minutes</td>
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<td>Columbia</td>
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<td>Sippy</td>
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<td>Downs</td>
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<tr>
<td>Compton</td>
<td>Left turn lane not long enough. It blocks</td>
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<td>Road</td>
<td>through traffic, even after it was</td>
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<tr>
<td>Runcorn</td>
<td>lengthened.</td>
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<tr>
<td>Stretton</td>
<td>Travelling West turning left from Compton</td>
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<td></td>
<td>into Gowan, a left turn arrow has been</td>
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<td>put in but the lane is still available to</td>
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<td>straight through traffic, which make the</td>
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<td>arrow useless if someone is going</td>
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<td></td>
<td>straight ahead. On Compton a third lane</td>
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<td>has been extended, but when congested this</td>
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<td></td>
<td>also blocks the middle lane. When turning</td>
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<td>into Gowan the traffic is held up with</td>
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<td>traffic lights further down the road as</td>
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<td>well.</td>
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<td>Turning</td>
<td>left lane blocked by either a car going</td>
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<td>through or vehicles unable to move from</td>
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<td></td>
<td>entrance to Gowan rd! Traffic lights not</td>
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<td>insink</td>
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<tr>
<td>Computer</td>
<td></td>
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<tr>
<td>Road</td>
<td></td>
</tr>
<tr>
<td>Natural</td>
<td>Too many csrs. Not enough road</td>
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<tr>
<td>Bridge</td>
<td></td>
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<tr>
<td>Cooran St</td>
<td></td>
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<tr>
<td>Indooroopilly</td>
<td>at 5pm it is very slow getting through the</td>
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<tr>
<td></td>
<td>3 sets of light down Station Road to turn</td>
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<td></td>
<td>into Cooran st towards Walter Taylor</td>
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<td></td>
<td>Bridge. It is also very Congested coming</td>
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<td></td>
<td>off Moggill Rd to the Bridge too.</td>
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<tr>
<td>Coopers Camp</td>
<td></td>
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<tr>
<td>Road</td>
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</tbody>
</table>
Bardon
Through traffic blocking the traffic coming from Coopers Camp Road.

Cordelia Street

South Brisbane
Cars parking in Clearway.

Cornwall Street

Dutton Park
Gladstone Road has too much traffic for 1. the configuration of Gladstone Road x not enough lanes along its length thru Dutton Park 2. Not enough management for cars turning right along its length especially at Park Road West, TJDoyle Drive, Fairfield Road onto Cornwall Street.

Coronation Drive

Brisbane City
Incredibly congested morning and afternoon. To the degree that I work at Eight Mile Plains instead of the city.
One of the major on ramps to the ICB from the south to the north side, it only has one lane exiting to start Hale Street. So many people cut in front just before the exit that those already in the lane have to wait, this causes near accidents and frustrates people doing the right thing. Traffic backs up almost daily to the other side of the expressway on the South side of the river. Makes it hard for on ramps to merge across as well.

Milton
Lanes are full and is hard to get thru
Snail pace drive from Toowong to the city.

the lights change to allow traffic flow on coronation drive, the go between bridge and hale street. south bound hale street traffic turning right onto coronation drive gets a short time to proceed, sometimes 3-4 changes of lights to get across. north bound traffic crossing the bridge (a toll way)onto hale street get a longer period, and rarely do any vehicles not all get across in 1 change of lights
While Coronation Drive has always caused traffic delays during peak hour, I’ve noticed the past few weeks it has become increasingly worse, with one morning taking me over an hour to drive the length of the road. There were no traffic accidents, so I’m assuming it was simply congestion.

Toowong
Peak hour is horrific, I have walked the length of Coronation drive and beat the traffic by far

(Cotlewest)

Ashmore
Horrible traffic daily and the road has never been widened

Countess Street

Brisbane City

(Creek side Blvd)

Meridan Plains
The traffic lights coming off creek side blvd change too quickly, meaning only 6 cars can get through at a time running the risk of going through a red light. The cars then queue right back through multiple roundabouts. It’s an easy fix, make the traffic lights stay green for longer than 5 seconds.

**Cross Street**

**Belmont**

(blank)

**Cunningham Highway**

**Amberley**

During afternoons traffic attempting to leave the RAAF base banks up while it waits for traffic on the Cunningham hwy.

Traffic trying to use the highway and defence members trying to get to work cause a lot of traffic and congestion at the intersection. It can take up to 30 minutes to drive 4km.

**Willowbank**

On Weekday mornings attempting to turn right into the RAAF base entrance road, the volume of traffic will cause a stand still traffic backing up to Warwick Rd Yamanto.

This Intersection on a National Highway has claimed many lives and resulted in multiple serious injuries from crashes at or near the intersection. The congestion can bank back 4 to 5 kilometres morning and afternoon when the Amberley RAAF Super Base employees start or finish work. There is up to 80 B-Doubles fuel tankers crossing this intersection to deliver aviation fuel to RAAF Amberley a week. Accidents occur weekly in this area due to congestion and people running the gauntlet across the intersection. Oversize loads on trucks have been regularly hit by vehicles travelling along this section of highway in the opposite direction. I witnessed one of these accidents only 3 weeks ago near the bridge.

**Yamanto**

Cost cutting of initial road projects and all levels of Government failing to appropriately plan for population growth and infrastructure requirements in the region. High volumes of traffic result in increased traffic congestion exiting highway or attempting to enter highways. The Cunningham Highway is only a 2 lane Highway in this area yet Warwick road is 2 lanes each way.

(blank)

The Amberley / Cunningham Highway Intersection services the Australian Defence Forces major RAAF Base Amberley. It is also a conduit for Coal Mining Truck Transport, Extractive Industries Transport, Heavy Vehicle Conduit between Cunningham Highway & Warrego Highways through Walloon corridor, Domestic Traffic, AMB Base commerce & construction vehicle Traffic and ADF Personnel to & from base each day. Vehicle queuing for AMB Base entrance, especially in early am hours (7:00 to 7:30am) can back the highway traffic up some 2 to 4km causing substantial time delays. Accidents, including fatalities, are quite regular at this intersection Ref:  https://www.qt.com.au/news/why-cunningham-hwy-upgrade-must-be-done/3152409/ ..

**Currie Street**

**Maroochydore**

People queuing up to get into Maccas are either parked in driveway over footpath and onto the road blocking through traffic and traffic turning left from train station street.

**Nambour**
Heading north and when turning right from Currie St into Howard St, once the green arrow turns red it does not turn off to allow more traffic to turn right when safe, even when there is no traffic coming the other way. The change to this sequence has only occurred since the upgrade of the intersection to all four streets at the intersection to have signals (Mill Lane used to be left turn at any time into Currie St, and now has green left arrow). This change should not have affected the right turn process from Currie into Howard Streets. Once the right arrow turns red the traffic queue to turn right very often (especially on weekdays) banks up back through the previous traffic lights, and also blocks through traffic on Currie Street heading north even though there are two lanes each way.

At the same intersection when heading east on Howard St and wishing to turn left or right onto Currie St, on weekends it can take a long time (seems forever) for the signals to stop the Currie St traffic to allow the traffic exiting Howard St to proceed. There should be different signal timing cycles for weekdays and weekends, or just act according to the traffic present.

**Dalrymple Road**

**Garbutt**
Traffic lights with a short fuse in the afternoons

**Vincent**
Mornings and afternoon workers all using same route congests traffic..lights don't stay on long enough to let people go through.

**Blank**
Lights to right turn arent long enough

Traffic lights change too fast not allowing enough traffic along Dalrymple Road at peak times causing backlog of traffic. Same issue on Woolcock Street with intersections at Hugh and Nathan street.

**Blank**

**David Low Way**

**Bli Bli**
Bli Bli River Markets carpark had very poor layout and insufficient number of car parks.
Also if going to the shops at the right of the complex ...
1. It is extremely difficult to exit at the lights to turn right onto David Low Way as you have to cross the lane to turn left and only room for 1 car to wait at the lights
2. Impossible to return to car park on left hand side of shopping complex

**Pacific Paradise**
In the mornings if you want to turn right to travel towards Pacific Paradise, it is extremely hard and difficult to exit right. If traffic lights were put in when the Twin Waters development was first built there would be no issue.
The surface of the road as you turn from David Low Way into Ocean Drive is very bumpy and you feel as if you are being thrown around.

**Sunshine Beach**
David Low Way, the main through road receives an instant red light as soon as someone arrives on Solway Drive, which is less than 10% of the traffic but appears to receive priority signals. Through traffic is interrupted and then builds up waiting for nobody while the sole side road user drives off over the horizon.

**Blank**

**Dawson Highway**

**West Gladstone**
Dawson Parade
Keperra
Boom gates remain down while waiting long periods for 2 trains. It is extremely difficult turning from the carparks (both upper and lower) at Grovely Train Station onto Dawson parade, particularly at peak times, from either the Blaker Road exit or the train Park’n’Ride exit. It is also difficult turning from the group of shops near the train station onto Dawson parade, particularly turning right onto Dawson. The boom gates at Grovely station cause major traffic queues which affect the intersection of PatricksRd and Dawson Parade.

MacLeay Island
A combination of peak hour traffic and rail crossing at grovely station
Plus school drop off make this road a nightmare u
There is only one lane in each direction on most of Dawson Parade. Dawson Parade is only 2.2km long and yet there are 5 sets of lights and the rail crossing. I have to travel up and down at least twice a day to pick up kids at school and day care and I waste the biggest part of my day crawling along or waiting for trains to go through the rail crossing. The next train stations in each direction have a tunnel under the train line even though they are quieter areas with less traffic.

Days Road
Grange
The road is at capacity during peak times. The roundabout only allows one lane of traffic. It is also a major bicycle corridor which complicates things further

Upper Coomera
Too many cars trying to get on to the highway at the dreamworld exit. Massive congestion through 2 sets of traffic lights on days rd
Upgrades have done very little to minimise congestion, with new Westfield this is only going to continue to get worse.

Dean Street
(blank)
(blank)

Deception Bay Road
Rothwell
This intersection has always been a problem and only gets worse each time they try and fix it. They have now installed traffic lights that are more of a hindrance than help. The lights are not synchronised at all and they do not cater to the needs of traffic entering Anzac Avenue from Deception Bay road during peak times.

Deebing Creek Road
Yamanto
This roundabout is at the front of a school. It is always blocked at drop off and pick up and many people queue through the roundabout

Deeragun Road
Deeragun
This intersection which has changed road signals in the last 2 years and on average 2 accidents a week

Discovery Drive
Douglas
Heavy traffic due at 8am and 4pm
School traffic times and peak hours are a nightmare. Traffic doesn’t allow for left turn onto Brisbane Road.

**Dohles Rocks Road**

Traffic lights on an on-ramp to get onto the Bruce Highway which turns green then red almost 2 seconds later. Causes unnecessary waiting and stopping, confusion.

**Murrumba Downs**

Traffic lights on an on-ramp to get onto the Bruce Highway which turns green then red almost 2 seconds later. Causes unnecessary waiting and stopping, confusion.

**Douglas Arterial Road**

The Douglas Arterial off-ramp to the Yolanda Drive, University Road roundabout during morning rush hour is often backed up with traffic onto the highway.

**Drayton Road**

Mount Lofty

Roundabouts become congested with incoming traffic during peak times. These roads are 1 lane only and so is the roundabout. This slows & stops traffic every peak time and vehicles back up to great lengths.

**Dreamworld Parkway**

Coomera

The traffic going onto m1 congests this road every morning and afternoon due to the m1 being congested at coomera every morning and afternoon.

**Helensvale**

Lights are short, lots of congestion as a result.

Turning left off foxwell onto dream world parkway mass congestion, roundabout onto motorway blocked by cars turning right from left lanes preventing people from driving straight onto dream world parkway access road. Between this point turning right in front of school is near impossible at peak times, bridge after police station is dangerously narrow. Coming toward hope island road is another mass congestion as the turning left lane is only very short so traffic Banking up to continue straight or turning right prevents left hand turning. Intra regional transport corridor between foxwell road and hope island road would be a major improvement to this area and ease connection on to motorway as well as dreamworld parkway areas as a ridiculous amount of traffic attempts to travel this direction at peak times.

**Duncan Road**

Duporth Avenue

Maroochydore

Constant traffic that exceeds the speed limit, creating a hazard for driveways and pedestrians. Unnecessary through traffic. Should be residents/businesses only.

**Eaton’s Crossing Road**

Warner

Eaton’s Hill School Traffic, people blocking entire intersection, often not even one car can get through on green light.
<table>
<thead>
<tr>
<th>Unsafe Intersection</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elkhorn Avenue</strong></td>
<td>It takes ages to turn onto Elkhorn from the north, then to go through it to Thomas Drive.</td>
</tr>
<tr>
<td><strong>Ellison Road</strong></td>
<td>I live at 17 Aspleybank Street, Aspley &amp; turn right into Kirby Road to approach the T intersection at Ellison Road. I travel this section at the peak hour times in the morning &amp; afternoon. I experience long delays at these times due to heavy vehicle congestion both ways travelling along Ellison Road. The problem is worsened due to lack of vision both ways approaching this intersection. Also, traffic is using Ellison Road to connect from Sandgate Road &amp; Gympie Road. In particular, the traffic driving south along Gympie Road is turning left opposite Darwin Street to travel along the parallel service road to connect with Ellison Road, in order to avoid the Gympie &amp; Webster Roads intersection. This then adds to the traffic congestion with traffic driving through the Webster Road intersection.</td>
</tr>
<tr>
<td><strong>Enoggera Road</strong></td>
<td>Mostly congestion all along enoggera road starting from the Alderley train station all the way into the city/south brisbane. I realise it's a main road but it's one used by buses which causes another set of issues. A decent main road into the heart of the city should be a given. Alternatively, cheaper public transport. So many people driving to work still.</td>
</tr>
<tr>
<td><strong>Eumundi Noosa Road</strong></td>
<td>I live in Attenuatta Place in Noosaville and I drive up and down Lake Entrance Blvd to get to Eumundi Noosa Rd to turn left head into the right hand land and turn right around the roundabout to head to work and if required to drop my four boys off at school. It is so frustrating having to continually do roundabout loops to get in and out of Lake Entrance Blvd to then access my home. During morning and afternoons those of us waiting to turn left onto Eumundi Noosa rd and loop around to head back in the other direction as off course there is no right hand turn access onto Eumundi Noosa Rd. It would be nice if Lake Entrance Blvd had a clearway section so traffic heading to the roundabout turning right onto Beckman's rd doesn't queue and we could get into the right lane to perform out loop. Also my four boys ride to and from school, they attend Good Shepherd Lutheran College, the roundabouts on this road are very large to accommodate the traffic but there is no thought for pedestrians at all, I also walk up and down this road and have to run between cars to get through safely. It is really silly as the only underpass is down near the Civic shopping centre. It would be fabulous to see more consideration for children riding to and from school and having the safe pass to cross these roundabouts without having to run. Yes it will slow the traffic down but I would have thought pedestrians lives are far more important than arriving to a destination 5 mins earlier. So they can feel safe and cross very busy roundabouts, to go for a walk or head to school.</td>
</tr>
<tr>
<td><strong>Evans Street</strong></td>
<td>Four sets of traffic lights for about 400m of road</td>
</tr>
<tr>
<td>Road Name</td>
<td>Location</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------</td>
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<tr>
<td>FE Walker Street</td>
<td>(blank)</td>
</tr>
<tr>
<td>Finnegan Way</td>
<td>Coomera</td>
</tr>
<tr>
<td>Finucane Road</td>
<td>Alexandra Hills</td>
</tr>
<tr>
<td>Capalaba</td>
<td>Right turn lane on</td>
</tr>
<tr>
<td>Fitzroy Street</td>
<td>Rockhampton City</td>
</tr>
<tr>
<td>Florence St</td>
<td>Parramatta Park</td>
</tr>
<tr>
<td>Foxwell Road</td>
<td>Coomera</td>
</tr>
</tbody>
</table>

Title: RACQ Red Spot Congestion Survey – Road List and Additional Comments (2017)
Issued Date: November 2017
Very dangerous bends in such a busy road. Woolworths on Foxwell road to Amity road 100% requires 2 lanes east and 2 lanes west with adequate length turning lanes and or roundabout/traffic lights.

Exit off Foxwell onto Learning St is right at the foot of a sharp, blind corner so extremely dangerous.

This section of road desperately requires widening and straightening to remove these dangerous bends/blind spots.

At night this section of road is worsened by the fact that Foxwell road has no to very limited and poor lighting. Street lights are absolutely required on this stretch of road, as are footpaths to keep pedestrians safe as they have to currently walk by the road. Amity road is always banked up as Foxwell road to Coomera waters is so busy that Amity traffic is unable to exit. Daily I see near accidents on this stretch of road between Woolworths and Coomera waters due to very high traffic volumes.

**Fulham Road Pimlico Townsville**

**Burdell**

Diprose St is single land each way. The intersection has a hospital one side and a state high school the other side. During school days it takes up to 6 minutes to have a break in traffic going both ways to do a RH turn. Current work around is do a LH turn, travel 100 meters and do a u turn to go in the desired direction.

**Gardiner Road**

**Holmview**

Road is too narrow for the amount of traffic coming from the housing estates that have been put in.

**Garlan Road**

Not enough lanes wait for up to an hour sometimes

**Gateway Motorway**

**Bald Hills**

**Banyo**

Extensive lane closures for roadworks at night when little activity is occurring within the closed lane. The length of closure or worksite should be reduced to so that construction activity can be focused and completed before moving to another section.

Gateway Upgrade North project is progressing very slowly, enormous delays caused from Moreton Drive or Shell Nudgee upwards on most days.

It does from 3 lanes to 2 lanes plus 2 sections of merging traffic from Nudgee Road and from Southern Cross Way.

It’s a joke.

It’s a carpark every afternoon.

Northbound gateway of an afternoon. Merging traffic and people needlessly changing lanes.

Roads and traffic merging onto gateway block traffic because there is not enough lanes.

The lanes go from 4...down to 3....down to 2, then merge with another major road.

They are working on the solution, but it is moving at a snails pace...

**Belmont**

The area from Grassdale Road, through to Belmont and onto the M1 is a nightmare at rush hour.

**Bracken Ridge**

Congestion both ways at peak times.
Drewvale
Congestion of two lanes going down to one. People travelling from Brisbane along the Gateway Motorway need to merge across to Logan Motorway towards Ipswich. People travelling along the Gold Coast along the Logan Motorway need to merge across to the Mt Lindesay Highway merge. Effectively, both lanes are filled with people trying to get into each other’s lanes in order to take their route.
Gateway extension onto Logan Motorway is nearly always slow, then onto Mount Lindsay highway exit is always blocked also.
also interchange is crisscross so people in the right move to the left and people in the left jump to the right.
Travelling on this section of the road in the afternoon, from 4.15 to 5.30, can be very slow. Coming from 2 lanes into 1 lane, then merging onto the Logan Motorway, is very slow most afternoons.
Two lanes down to one to merger on the Logan Motorway and queuing in the single lane that turns off the Logan Motorway as the merge happens.

MacKenzie
(blank)

Mount Kilcoy
Road is too old

Nudgee
4 lanes down to 2 with a merge in at nudgee shell, can wait up to 3 hours just to get through
Congestion where the southern crossway joins onto the gateway at nudgee
The Speed limit is ridiculous and drops to 60 through the electronic signs even when there is no congestion, which compounds an already bad situation that the government should have fixed over 10 years ago - THANKS GOVERNMENT. The road works have been going on for so many years I can’t remember when the speed limit was last 100. Maybe if the government spent more time getting their stuff together on the federal roads and less time wasting our money on sending us humans rights issues via postal surveys we might actually get someone useful - and quicker.

Nudgee Beach
Motorway upgrades not sufficient
Too much traffic for the current capacity of the motorway. Particularly between Nudgee and the Bruce Highway.

Nundah
After 1 am this road is the worst in Australia. There are four lanes merging to one. Roadworks have been on-going here for years to add additional lanes. It is the biggest joke in road construction in Australia if not the world. I would give this section of road minus 50 out of 10 !!!

Sandgate
(blank)

Tingalpa
thru traffic to and from wynnum gets held up with traffic entering or exiting the gateway M1 freeway..major overpass needed

Upper Mount Gravatt
Too much traffic merging from gateway onto a already congested M1

(blank)
I commute on this road twice daily. Both directions it is hell. The roadworks are taking way too long and it is chaotic. I can spend up to an hour passing through this section of road.

Southern Cross road merges with the Gateway, then Nudgee road merges as well - 5 lanes becomes 2 .....urgh!

Too many cars merging into 2 lanes

Yet again there are too many vehicles on the Motorway, and not enough lanes.

Gemvale Road
Reedy Creek
The road is generally not wide enough for the amount of traffic.

From Woodland drive out to Gemvale road (turning left) is hard as there are two options after turning left. Most people turn left to the right lane of Gemvale Road and makes it impossible during high traffic.

George Street
Brisbane City
The Parliament does not represent the people.

Gladstone Road
Dutton Park
The traffic light prioritises traffic coming from State Route 10, which causes significant delays for all cars coming from Gladstone Rd (from the city). Traffic often backs up to Goceuster St in Highgate Hill, almost a km away.

Highgate Hill
Cars turning right into side streets holding up through traffic as they have to wait for opposite traffic to clear

Gladstone Road is a major thoroughfare with many intersecting streets and a school as well as heavy bicycle traffic but not enough and / or misaligned traffic lights and sudden reduction in lanes. There is no cohesive approach along Gladstone Road to accommodate thru traffic building up from the top of Highgate Hill and then creeping along all the way past Dutton Park cemetery. There is actually plenty of space geographically but badly managed by road markings and badly positioned traffic lights and road closure at the school’s street. In particular if school traffic could drive away from Gladstone Road and stay away on Waterview Terrace that would provide very considerable relief to Gladstone Road. Move the school traffic lights to accommodate the heavy traffic for both pedestrians and right turn traffic from Gladstone Road into Park Road West at the same time.

Glenella Connection Road
Erakala
The small roundabout congests weekdays. For around 2 hours. Vehicles backup for around 3 Kms.

West Mackay
(blank)
(blank)
(blank)

Gold Coast Highway
Arundel
(blank)
Burleigh Heads
4 Lights within 500m - poor synchronisation causes gridlock. By the time one goes green you stop at the next because you cannot get through the green light because cars are stopped on the next light which is red. This is typical GC problem Tate promised to fix last 2 elections - so simple to fix, yet nothing happens.

Being on the highway should be, going fairly smoothly and quickly. In broadbeach /surfers our highway is one of the slowest moving roads on the coast. Instead of incoming cars waiting to get on the highway and having smooth sailing once they’re on, they get almost immediate light changes. They can get on the highway with no time wasted but soon figure out they will be driving at 40kmph and be stopping at every single light on the way

**Golf Links Road**

There needs to be a left turning lane. Most cars on this road are turning left off Golf Links Rd and cannot due to the odd car that needs to go right or straight and cannot due to the traffic coming into Mackay on Mackay Bucasia Rd. Traffic would flow if there was a second lane to turn left to go into Mackay Golf Links Road. Some days people are unable to get out of Kerrisdale Estate (one entry, one exit) as the traffic is past the roundabout to do so - which is even more of a hold up

**Goondi Drive**

Its very hard to exit from Palm Meadows Dr left or right onto Goondi Dr as the Goondi Dr roundabout traffic backs up to Palm Meadows Dr and you can’t get out.

**Merrimac**

the flow on that road and on the round about is not there and it loses 10 minutes of my time

**Gordon Parade**

Manly

Lengthy tail-backs for traffic south-bound on Mountjoy Tce, especially wanting to turn right (west) into Gordon Pde during morning or afternoon peak hours when traffic is heavier coming up the steep hill of Gordon from the waterfront (unable to see the intersection until right at the crest) or out-bound from the city (when not apparent until coming round the last bend on Gordon before the intersection). No visibility in one direction, and little warning in another. Driver behaviour is appalling and frustrated right turns (in any direction) across traffic are commonplace.

**Gordon Road**

Ferny Hills

**Gore Highway**

Wattle Ridge

**Gowan Road**

Stretton

Since lights were introduced at the corner of Palentine Street and Gowan Road, there is often congestion along Kameruka Street for cars turning left into Gowan Road. This is prevalent during morning peak hour. It does not help that the lanes in Gowan Road drop to 1 lane for a period of time then expand to 2 lanes again.

**Green Camp Road**
Wakerley

Attempting to enter Green Camp Road (in either direction) from Tilley Road is fraught at the best of times, and frequently dangerous in peak hour or heavy traffic. Between the lights at the Manly Road intersection and those at the Rickertt Road intersection, the traffic flow on Green Camp Road travels in prolonged, heavy bursts with few gaps - even turning left (north) on GC Rd is tricky and I am aware of many minor accidents where a driver has had second thoughts about a possible gap.

From Green Camp Road south-bound, traffic trying to turn into Tilley has only a short turning lane and in peak hour can be competing for infrequent gaps with frustrated drivers trying to turn south coming out of Tilley Road.

Because there are no traffic lights or a roundabout this right turn is almost impossible. You have to pray someone flashes you to go or just 'go for it' and hope they stop!

Bottleneck coming onto Greencamp road from Manly road southbound. Northbound traffic on greencamp slows down to let cars through turning out of Tilley road. Can't turn left onto Rickertt Road from Greencamp if traffic is backed up. Nearly impossible to turn right out of Tilley road onto Greencamp at peak times unless both directions of traffic stop to let you through. Hard to keep it brief when there is just so much wrong here!

I believe the problem stems back to the Green Camp Road and Rickertt Road intersection, but it creates a significant backlog of traffic all the way through to Manly Road. If you're turning right onto Tilley Road, as I do, the only way you get through in peak hour is when an oncoming car purposefully stops to let you through. The amount of time I lose here is really subjective as to how many nice people there are on the road that day!

Griffith Street

Harlaxton

Restricted phase times for right turns means that the queue down griffith street can't clear. Can sit through 3 or 4 green signals before getting through the intersection.

Griffiths Street

Cranley

There is a railway crossing just past the intersection and sometimes the traffic queue takes 30min to clear due to waiting on train

Guineas Creek Road

Elanora

Lots of school traffic entering and exiting Guineas Creek Road - Elanora SS, Palm Beach Currumbin SHS, Currumbin SS, St Agustines SS and Elanora SHS. Then we have the Pines Shopping Centre traffic and exiting traffic Exit 93 M1. There is a large double lane roundabout near PBC SHS and pedestrian lights for the students to cross Sarawak Avenue. We have the same problem in the western direction of Guineas Creek Road in the afternoons. So this congestion occurs twice a day on every school day.

Gympie Arterial Road

Hazeldean

There is too much traffic for the lanes to go through the Gympie Arterial Road at peak hour.

The North Lakes merge on is also horribly congested due to too much traffic and not enough lanes.

Gympie Road

Aspley

Gympie Road is always a car park in peak hour, but Robinson Road, especially in the afternoon, is also backed up. Robinson Road is a two lane road (one lane in each direction). The amount of traffic either trying to cross Gympie Road onto Albany Creek Road, or trying to turn north onto Gympie Road means that it can take three to four light changes to get through the intersection.

Normal Gympie road traffic but this intersection normally is held up due to traffic backed up all the way from Hamilton road. Poor light sequences

The inherent problem here is a major motorway ending into 2 sets of traffic lights near Chermside before the inner city bypass is available. It causes absolute chaos twice a day
Bald Hills
Shocking congestion in peak times

Carseldine
A highway that ends at a set of traffic lights. Absolute nightmare on the morning commute. Crossing over Gympie Road from Beams Road is so slow and not many cars can cross. It is usually faster to travel 5-10 minutes around the block and go down Graham Road, across Gympie and enter into Zillmere and then Everton Park. Particularly of an afternoon during peak, the queue can go all the way back past the Hypermarket due to congestion with everyone heading north to the highway.

Chermside
A two lane Rd (Hamilton Rd) intersects with large 3-4 lane Rd (Gympie Rd), combined with fast changing lights (ie. 3-4 cars per lane per set of lights are able to get through), combined with parked cars and increasing traffic flow to large shopping centre and apartment developments, combined with pedestrian crossing holding up traffic with left turning by left turning vehicles makes this road and intersection backed up during the day on a week day (10-15mins wait to get through lights) and during peak times (including Xmas shopping times) it is much longer and impatient drivers make dangerous decisions.
Get stuck in four sets of traffic lights in a row, causing huge delays.
Heading down Hamilton Road to turn into/cross Gympie Road can take up to three changes of traffic lights.

Long delays of three to four changes of lights to get through from Hamilton Road across Gympie Road travelling east (towards Westfield). Travel to West towards Webster Rd is good. Sequencing of traffic lights through the 5-6 sets of lights at Chermside sucks! There is major lack of sequencing enabling good traffic flow through, especially at peak hour.

Signs on Gympie road have been out of sequence since the airport link tunnel was being built. They changed signs to allow for the trucks working on the project and have never reverted them back to give priority to the main road. Numerous opposing right hand turn arrows with no use of the run over, no cars but still have to wait for no one to go through.
Timing of intersection lights from Murphy Road through to Hamilton road. Pedestrian lights allow a pedestrian to walk across the entire 8 lanes at both Murphy road and Banfield Street.
The DTMR recently installed a red left turns arrow on every approach to the intersection to assist with safety for pedestrians on the relevant green walk signal which was a good idea for safety. However for Hamilton Road traffic this has reduced the time available to turn left as there has been no extension in green time to accommodate the 10-15 second red left arrow shown.

The lights for Hamilton Rd don’t operate long enough to clear all the traffic. Frequently backed up to Webster Rd and Newman Rd other side. I have difficulty exiting my street Zenith Av to get into Hamilton Rd.

There is also a major bus interchange which means lots of pedestrians holding up turning traffic compounding the problem as well as the slow busses having to negotiate everything.

Is a complete disaster when ambulance and fire brigade (both located on Hamilton Rd near the intersection) have to try to get through.

The extra shopping centre traffic does not help in peak hours.
Too many cars and traffic lights cause congestion.
Traffic from Bruce highway always backs up as it connects to Aspley and Chermside.
Kedron
All the traffic heading north comes to a grinding halt at Kedron, as the Clem 7 ends there as well as the bus lanes! It’s a car park at peak hour heading north!! There needs to be more lanes. The roads cannot cope with the amount of buses and cars at that intersection. Can take 30 minutes just to get to Chermside from where Kedron bowl is! So annoying!!!!!
The speed limit needs to be increased to help with traffic flow through peak hour and increased lanes considering this is a major road travelling north from the city.
Traffic passing by Chermside shopping centre and all of the traffic light intersections around 600 metres either side of that just really gums up Gympie Road. Sandgate Toombul is the same near the shopping centre. Except there you get inbound cars suddenly realising they are in a right turn only lane and about to be funnelled into the tunnel. Just makes commuting miserable. Councils allow lots of high rise development which brings many more cars onto the roads that were never designed to handle the volume of traffic. Forcing decentralisation would be good. Look at the Hendra/Hamilton area. Too many new apartments bringing too many cars onto the roads.

Moorooka

Mount Mee
You have Beams Road turning right or left into Gympie Rd. Gympie Rd. turning right into Beams Rd. Gympie Rd. travelling north bound turning right into Beams Rd. and going inbound. Beams Rd. travelling through and across Gympie Rd. down Beams Rd.
The traffic travelling inbound most days is banked back past the bend and near the road merge on to Gympie Rd.

Northgate
There are 2 lanes onto Robinson Rd which become 1 lane in only a few meters where vehicles have to merge leaving vehicles still trying to get through the intersection with Gympie Rd when the traffic lights have changed to Red.

Petrie
Lights are red for too long and not sequenced with lights at Petrie Rail entry.
Too much Traffic leading to a small and busy roundabout. Needs to be a bypass to the highway northbound heading from Strathpine.
Traffic build up during peak times coming onto Petrie roundabout from all directions. Build up of traffic that usually clears once through the roundabout. Varying lengths of wait times sometimes delays of 20 minutes

As per previous
Green light duration is too short for traffic going towards the Chermside shopping center.
Highly congested traffic due to long light signals.
It gets very congested in the section of Gympie Road around Chermside Shopping Centre. There are many traffic lights in quite a short section of road and they don’t seem to link up well and there is a lot of traffic entering Gympie Road from the many side streets, the shopping centre and the Airport Link. No matter the day or time, traffic always seems to be slow from about a kilometre before the shopping centre to several kilometres after.
It needs an under and overpass. Then problem is the traffic lights stopping traffic coming off the Bruce Highway. Serious time waste in queue for light changes.
On the M3 coming through Aspley on Gympie Rd from Chermside there are long queues until you get through Beams Road PM peak hour out bound traffic turning right into Gympie Rd = DELAYS because of limited capacity in designated lane.
Within 200m there’s 3 sets of traffic lights which aren’t linked either.
Hale Street
Bowen Hills
Just too much congestion on the road.

Hamilton Road
Chermside
There's 2 lanes to turn right. One big one, and one small one on the right. Whenever I turn right there, almost everyone fills up the bigger one, leaving the smaller lane empty, forcing other drivers blocking an intersection

Edmonton
4 lanes to 2 then back to 4 close to a roundabout and major road.

Handford Road
Highgate Hill
(Blank)

Hasting Street
(Blank)
(Blank)

Hawthorne Road
Hawthorne
Turning L or R out of Lindsay Street onto Hawthorne Road results in lengthy delays due to traffic flow on Hawthorne Road and adjacent side roads.

Norman Park
Peak hour, school days just to drive from Hawthorne Road towards East Brisbane is a nightmare. Any problem Lytton Road or Story bridge will build up to this area.

Heathwood Drive
Upper Coomera
It is one long stretch of road that has no secondary road to support large quantities of traffic flow during peak hours. Most of the traffic is trying to get to the highway but is halted due to a lack of turnoff.

Hellawell Road
Sunnybank Hills
Is only a single lane roundabout.
Long queues. Only single lane roundabout.
The round-about rules give preference to the traffic coming from Beaudesert road. At the usual trade finish time both these roads are heavily used by trade people returning home. The traffic from the industrial areas on the north side of Hellawell road is severely handicapped by a lack of traffic flow.

Henderson Road
Burpengary
"spiral roundabout" next to a rail level crossing is poorly designed. The 1.5 lane roundabout has arrows painted on the bitumen to force vehicles that want to turn right at the intersection to go into the left hand lane of the intersection (traffic coming from Rowley Rd and going to turn right into Burpengary Rd on south side of roundabout). Also roundabout lane/s get congested when the boom gates of adjacent level crossing are down - vehicles waiting to proceed westwards into Rowley Rd prevent other vehicles from entering/exiting roundabout to the other three roads. Until the level crossing is replaced, the best available solution will be an intersection controlled by traffic lights coordinated with the level crossing lights - as is the Narangba intersection. Roundabout pedestrian crossings and train line too close together. When train is in station and gates down cars block roundabout. Bushes in centre of roundabout limit visibility.

**Herries Street**

**Rangeville**

New road system takes more time to get through due to traffic lights at each intersection. 20 cars waiting stopped at lights waiting for 1 car to go through

**Herston Road**

(Blank)

(Blank)

**Heslop Road**

**Gaven**

The merging lane to turn left from Heslop Road onto Binstead Way, is too short for the traffic that comes through. However there is also limited room for a long merging lane. As the traffic will also back up into the traffic lights on the exit off the highway.

**High Street**

**Toowong**

1. (Outbound, Coronation Drive to High St): Traffic turning right towards Toowong Tower congests back to and block the intersection with Coronation Drive daily.
2. (High St. Outbound) Traffic parked in left lane obstructs traffic; insufficient room to safely merge, Traffic often has to come to a complete stop to avoid collisions.
3. (High St, both directions) Bus stops are not removed from the flow of traffic, and traffic often banks up, obstructing side streets and driveways.
4. Too many traffic signals too close together. Exit from Toowong Village traffic lights do not synchronise despite being just 50m down from another set, often traffic congests and blocks High Street Traffic.
5. (High St Inbound): Traffic signals operate as follows:
   (Red Left Turn, Red Straight)
   (Green Left Turn, Red Straight)
   (IF PEDESTRIAN CROSSING ACTIVATED: Red Left Turn, Green Straight)
   (Green Left Turn, Green Straight). Due to the proximity to the bus stop, this has a flow-on effect, and the traffic in the left-hand lane is often unable to move for two or three cycles of the lights in peak periods.

(Blank)

**Holberton Street**

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It has a roundabout that is two small and traffic is too much for it to handle.
Honour Avenue

Fig Tree Pocket
Bridge - major congestion

Honour Avenue at the Walter Taylor bridge is a massive choke point, as it is one lane each way. Traffic from Honour avenue, Oxley road and surrounding streets have to merge into single file.

Hooker Boulevard

Broadbeach
Terribly designed

Mermaid Waters

The traffic that backs up between sunshine blvd and bermudia can take min 15min to get through in the peak

Hope Island road

Helensvale

Hope Island and surrounds has grown so much and is continuing to grow without adjusting the size of the roads. roads cannot cope with traffic, especially in peak hours, but also during the day it is a nightmare trying to get onto Hope island road from Monterey Keys drive

People changing lanes suddenly (heading from hope island to oxenford). Traffic lights don't flow (heading east towards hope island).

This intersection has become increasingly busier over the past few years, and with too many entry and exit points to various roads, and cars darting across lanes to get from one side to the other, I don't feel safe using this intersection.

This particular intersection between Oxenford and Hope Island is always very congested. This is one particular section I am personally affected by though. When I’m trying to turn into Home World from the intersection, the two lanes very quickly get banked up and will block up to halfway through the intersection that go over the bridge. When the light does give a green arrow to turn right, there isn’t much time and only a handful of cars can get through.

Some people don’t obey the rules of the intersection and run red lights, queue through the intersection, ect.

Howard Street

Nambour

1. This is a 4 way controlled intersection (all go at separate times) and it takes a long time to change from eastward traffic green light (Howard St) when there is NO traffic there for at least 30 seconds, to allow any other traffic waiting to go. This is especially so on weekends when the traffic is much less than weekdays and you seem to sit there forever waiting for the lights to change.

2. When heading west on Howard St turning right into Anne St, you get a green light and green right arrow, however once you move into the intersection it can be a little confusing (probably more elderly or non-local drivers) many cars almost stop before turning right as they think they have to give way to the opposing vehicles, because once you go forward from the stop line to enter the intersection you lose visibility of any green lights/arrows. Perhaps they need another green arrow on the northwest corner of the intersection (outside “Absolute Eyewear”) so you can see the signals more easily and for longer.

Hudson Road

Albion
In the mornings, heading to the city, the traffic backs up in the morning when people turn right onto Albion Road and there is no turn right signal. In the evenings, the queues down Hudson Road to cross over Albion Rd intersection and huge. The lights aren't green long enough and people go up the turn left only lane to then try and jump the queue back into the right straight ahead lane.

**Hugh Street**

**Currajong**

Green light to turn left doesn't last very long and there are usually many cars in peak hours.

**West End**

The light has no green arrow to turn on Martinez avenue and hugh street is so busy that turning is impossible

| blank |

There is not enough lanes. We are backed up through another three sets of lights before we even get to the main ones. The turning lanes are not enough. We need more!

**Hume Street**

**Centenary Heights**

Hume Street is only a 2 lane road and is a sub-arterial at capacity during am/pm peak periods. Roundabouts fail under high traffic volumes from cross streets. Congestion delays intersections on Hume create delays on major cross streets at Alderley, Long, South and Stenner Streets.

**Harlaxton**

In the mornings there is a lot of traffic on Hume St at the roundabout taking kids to school and you have to wait for a car coming up Stenner st to break the constant flow from the school, in the afternoons it is the same but in reverse, also there is vegetation which blocks the lower part of the car where the indicators are so you can't see if a car is going straight ahead or turning right driving through the roundabout.

**Newtown**

Due to the multiple roundabouts, traffic is coming from all directions and during peak hours, every car would like to have their way.

**Hunter Street**

**Brassall**

Those exiting the Brassall shopping centre at this section have long queues due to only allowing 3 cars at most to get thru due to lights only staying green for approximately 10 seconds even when there's vehicles queued right back into the shopping centre. It can sometimes take 3 to 4 sets of lights or more to get thru. Also there's a green arrow for vehicles turning from Hunter st into the shopping centre but no line marking so vehicles going straight in the left lane hold up others behind them turning in.

**Ibis Boulevard**

**Eli Waters**

Drivers turning into shopping centre on ibis bvd wide swing left so through traffic along road can't go around them. People coming out of centre are not patient and turn into oncoming traffic. Through traffic on Boat Harbour Drive busy. The traffic light short to turn for traffic to turn into Ibis Blvd is congested and not enough lane is short for all the cars cued to turn. This blocks the lane on Boat Harbour Drive into the roundabout entering to Old Maryborough Road.

**ICB**

**Kelvin Grove**

Traffic entering Hale Street from Waterworks Road causes congestion with Hale Street traffic from the ICB wanting to change into the left hand lane to exit at Caxton Street and Milton Road (Morning peak)

**Illawena Street**
Stretton

A section of road was closed by council while work from transurban worked on the Logan enhancement program. This company has advised that they can do the scope of work with 1 lane open during school week, and closed on weekend and school holidays.

Although transurban has stated they can carry on construction of The Logan Upgrade during non peak times and therefore not permanently closing Illaweena Street until 2019, it HAS been closed down causing major traffic issues not just in surrounding streets but all surrounding suburbs.

Ingham Road

West End

There are many cars trying to exit Ingham Road (industrial area plus route from airport) added with the busy intersection (the intersection is also the way to the city’s main attraction) plus the cars trying to enter the traffic, plus a smaller set of traffic lights all add up to congestion that then travels further down Hugh Street and can block up another one of the city’s biggest intersections. On a Friday night especially, many families are also added to the mix as it is the way to get to many of the kids’ sporting facilities and/or the beach for family time.

Ipswich Motorway

Darra

Only 2 lanes and all the traffic from Ipswich going to the city is already on the road and everyone from darts and Oxley are trying to get on the road.

The Ipswich Motorway gets heavily congested around the Centenary Highway and Harcourt Rd on-ramps.

Heading into the city this clears up around Oxley, so it seems that the on-ramps and merging traffic is the real issue.

There’s not much traffic/ 3 lanes is enough for the amount of cars on the road coming from Ipswich to wacol, then the road goes splits Jindalee and Darra and all hell breaks loose. The entering card from Springfield don’t help at all, going either way! My mum goes to Jindalee and it’s a stand still and I go to Darra station and it sucks to have to go one more exit with all that traffic because the lanes went from 3 down to 2 with on coming traffic? Seriously? And if you go into the city it’s 2 lanes all the way with margining traffic the whole way, it’s need dto be 3-4 lanes, where’s just too many commuter, too many new places to live - Springfield, fores take, brookwater - and people want to drive, not catch the train.

Oxley

Heavy traffic

It’s just a terrible intersection that can’t cope with the volume of traffic that tries to use it, especially on weekends. Traffic backs up onto the city bound lanes of the motorway.

not enough lanes as it bottleneck from 3 lanes to 2 lanes on ipswich motorway

The round-a-bout is the only route to the motorway. Lots of people going in different directions but only one lane to get onto the motorway into the city.

This intersection is a large roundabout which leads to the M7 southern suburbs such as doolandella, richlands etc... and Oxley. Lots of people use this passage to commute to work and there is always congestion from Blunder road to the M7 (Ipswich motorway). A part of this congestion is from the poor design of the roundabout which has unequal lanes on each exit and the slip lane extending from the roundabouts into the highway are too short and this slows down traffic considerably. To ensure that this intersection is safe for drivers and even pedestrians who have to take the bus which takes this road, there should be implementation of traffic lights.

Too much traffic for the road to cope.

(bank)

Rocklea

bottleneck occurring due to merging traffic onto motorway

Bottlenecks at merge points from Rocklea to Oxley

The amount of traffic and merging lanes

There are only 2 lanes each way causing peak hour congestion
<table>
<thead>
<tr>
<th>Location</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wacol</td>
<td>The exit is always overcrowded during peak times.</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Ipswich Road</td>
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</tr>
<tr>
<td>Acacia Ridge</td>
<td>The merge from the on-ramp off Blunder Road onto Ipswich Road slows traffic to such an extent that it results in the blockage of both lanes of Ipswich Road back to Richlands.</td>
</tr>
<tr>
<td>Annerley</td>
<td>Cars running red lights. Should be left turn on red lights for local traffic.</td>
</tr>
<tr>
<td>(blank)</td>
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</tr>
<tr>
<td>Beerwah</td>
<td>Always congested</td>
</tr>
<tr>
<td>(blank)</td>
<td></td>
</tr>
<tr>
<td>Bundamba</td>
<td>The right turn arrow does not turn off, so can only turn right with the arrow but this is long straight piece of Ipswich rd and you could safely see oncoming traffic to turn right.</td>
</tr>
<tr>
<td>Moorooka</td>
<td>The traffic congestion is quite very high. Vehicles move very slowly.</td>
</tr>
<tr>
<td>Oxley</td>
<td>Roundabout / overpass, basically is just volume of traffic at rush hour. Slow traffic inbound on Ipswich Rd frequently causes tailbacks on &quot;on&quot; ramp which causes congestion around the roundabout, preventing traffic from Oxley Rd accessing roundabout.</td>
</tr>
<tr>
<td>Rocklea</td>
<td>(blank)</td>
</tr>
<tr>
<td>Woolloongabba</td>
<td>On okeefe street Left turning lane is also used for though and right turnin traffic causing major congestions especially when through west bound traffic on Ipswich road blocks the intersection.</td>
</tr>
<tr>
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</tr>
<tr>
<td>Ipswich Road</td>
<td>Needs 3 lanes all the way through.</td>
</tr>
<tr>
<td>Ishamel Road</td>
<td></td>
</tr>
<tr>
<td>Holloways Beach</td>
<td>Ishmael Road/Mulgrave Road/Toogood Road is an intersection used heavily especially during busy shopping periods as it links back to Stockland Earlville our local Shopping centre a lot of people utilise this road to get back onto the main traffic flow. The intersection isn't designed to cater for a large amount of traffic and on a good day only about 5 to 8 cars can get through on a green light. People don't understand how to use the intersection and don't move up to the lines to wait to get across Mulgrave Road or to turn left to go south so they sit back behind the solid White line with cars qued behind them. People get frustrated and often overtake to go and sit up and wait at the front of the traffic signals and it creates road rage! Many people go through red lights at this intersection as they get so frustrated by waiting in a long line of cars to get across the lights! Surely something can be done to make this a much more smooth intersection and easier for motorists to use!</td>
</tr>
<tr>
<td>James St</td>
<td></td>
</tr>
</tbody>
</table>
Toowoomba City
Traffic turning right into Hume St blocks through traffic. Both directions.

James Street
Cabarlah
The turning lanes from James Street into Ruthven back up badly particularly in the east bound lanes.

Cairns North
Driving east along James Street, the roadway reduces from two lanes to one lane to cross the railway line. This cause delays and dangerous merging of traffic at peak times and backs up traffic when the train passes.

Fortitude Valley
Intersection of poorly aligned roads causes confusion about who has right of way, so the most confident or aggressive driver ‘wins’. This is incredibly frustrating for the cars lined up behind a hesitant or unsure driver who never makes a move. Luckily most drivers are aware of an issue so take the intersection relatively slowly, which reduces actual collisions, but not the myriad of near misses on a daily basis.
Robertson St (where I live) could be made one way as there are traffic lights at the Brunswick St end which would benefit from one lane turning right and the other turning left into Brunswick St. Arthur St, which runs parallel to Robertson is lovely and wide and could easily cope with increased traffic, without the James St intersection congestion.

Upper Flagstone
This main road has no right turning arrows into Hume street. At peak traffic times it causes huge delays.

Jellicoe Street

North Toowoomba
(blank)

Johnson Road
Forestdale
In the morning, the traffic gets backed up all the way from Browns Plains Rd to the Paradise rd/Johnson rd intersection. It breaks away after the traffic lights when the speed goes from 70 to 80, just after the lights.
Johnson Road needs to be upgraded to two lanes on both sides as many people use this as a bypass to the horrible traffic on Beaudesert Road to get onto the Logan Motorway. Now its putting so much pressure on this road, especially the stretch between the Mt Lindsay Highway and Stapylton Road that there is no quicker route to get onto the Logan Motorway.
Sometimes, especially on Tuesdays, it is gridlock traffic and you can lose up to 20 minutes just on this stretch.
On any weekday from 2.30pm it is always very heavy traffic as people bypass the logan toll road. A set of lights must be installed at the intersection of Johnston and Stapelton roads.
Industry is moving into this area very fast.
Single lanes between Browns Plains and Carole Park insufficient to handle traffic flow.
Very busy intersection with no traffic lights for residents leaving local st
West bound traffic banks up for kms every morning and afternoon during work and school run!
With the increase of industry into the area through traffic stops other traffic.

Hillcrest
People use Peverell street to rat run to avoid Mt Lindesay hwy, then Johnson road becomes over congested as it also avoids using Logan motorway and paying of toll. Car park every morning and over the past 2 years, has really become terrible and is getting worst every month with the new developments been constructed. Will no real infrastructure happening to handle this problem.

Too much traffic avoiding motorway, road can’t cope

**North Stradbroke Island**

Poor drainage, BCC did a cheap fix that didn't entirely solve the problem. When it floods it just adds to the Johnson Road and Mt Lindesay Highway problem and adds at least 30 minutes to the journey.

* (blank) *  

Single lane roads do not accommodate the amount of vehicles that cross it on a daily basis.  

Slip lane for turning traffic not long enough, backs up onto main road. Lots of oncoming traffic, not a lot of opportunity for cars to make right hand turn, leading to back up of traffic

<table>
<thead>
<tr>
<th>Jones Road</th>
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</thead>
<tbody>
<tr>
<td><strong>Buderim</strong></td>
<td></td>
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</tbody>
</table>
| Two lanes to start with...left lane is for traffic to turn left or to go straight...if light is red then only 3 cars wishing to go straight then block access to left turning lane...traffic builds up back and past previous set of traffic lights with another road entering from right.  
The right lane splits into 2 lanes to turn right onto Maroochydore road...which rarely needs both lanes.  
The centre lane should be changed to having 2 lanes to go straight ahead...thus clearing the left lane for traffic wanting to go left onto Maroochydore Rd. |  |

<table>
<thead>
<tr>
<th>Jubilee Drive</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Poor visibility due to low railway bridge pillons and very congested intersection with no lights or roundabout. Regular accidents caused by poor visibility and layout.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Jubilee Terrace</th>
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</thead>
<tbody>
<tr>
<td>Bardon</td>
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</tbody>
</table>

the jubilee terrace coopers camp road intersection at bardon in the morning can be a real nightmare and to be honest has been for over 12 years now each government as promised to fix it and each government has lied and misled the public and done nothing about it both Labor and Liberal parties have made promises and yet lied and failed to deliver a solution

<table>
<thead>
<tr>
<th>Juliette Street</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Greenslopes</td>
<td></td>
</tr>
<tr>
<td>Traffic moves very slowly in this spot, it is left turning lane, and the only lane you can use for the motorway entrance</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Junction Street</th>
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<tbody>
<tr>
<td>South Brisbane</td>
<td></td>
</tr>
<tr>
<td><strong>K P McGrath Drive</strong></td>
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</table>

| K P McGrath Drive |  |
| (blank) |  |

K P McGrath has congestion mainly every morning heading onto the M1, due to everyone going to school and work. Part of that is the M1 itself being too congested to flow, but, as a result, the traffic is lined up almost up to Avocado Street trying to get onto the M1, sometimes blocking Angelica’s intersection and the petrol station. Or people don’t realise it’s the line up for the M1 so they block traffic ‘til someone lets them into the line-up.

| Kamerunga Road |  |
This is a major road in and out of Cairns. There is a set of traffic lights here to allow the residents of a Redlynch Estate on one side of the lights to join the traffic and there is a school on the other side. In the mornings, this intersection can cause a traffic build up from the lights all the way back to the Smithfield Roundabout (which includes another school and another roundabout). People end up banking up on the Caravonica Roundabout due to this intersection. It is kaos morning and afternoon.

**Kawana way**

The traffic light sequence in afternoon peak hour results in inhibiting traffic turning right out of Herston Rd into Kelvin Grove Road. Traffic turning on the green has only about 100 metres before stopping for a red light at Bishop St/KGR.

**Kelvin Grove**

Light is not long enough to let more than three cars through. Long time between cycles

**Kendall's road**

Kendall's road terminates at traffic lights on Childers Road and has a turn left anytime with care lane.

Twyford street terminates at this intersection as well. When traffic reaches this intersection, if you want to use the turn left option you get prevented from doing this by cars parked waiting for the lights to change. Generally, I stick to the right side with indicator for turning left. However, because there is no line markings sometimes there is up to 3 cars lined up to go into Kendall's road at once you get cut off by someone queue jumping. As a result no one can turn left with care and there is usually a wait for up to 3 traffic light changes to get through.

**Kennedy Highway**

**Kuranda**

**Palmer**

The Pass is too small for the amount of Traffic.

**Smithfield**

When you drive from Cairns to Kuranda there are constant delays - the Smithfield roundabout is always congested and accidents are frequent. The Kuranda range also has frequent accidents and delays (especially in wet weather).

**Kenny Street**

**Portsmith**

**Kessels Road**

Kessels Road eastbound approaching the Southeast Freeway overpass reduces from 3 lanes to 2 lanes, then opens up to 3 lanes a gain from the intersection with Macgregor Street. This bottleneck is horrendous in the mornings because semi trailers back up along the middle lane (outside lane when it merges to 2 lanes). Those of us who turn right into Kessels Road from Mains Road and have to turn left into Logan Road generally need to keep to the outside lane and are forced to merge in between these semi trailers, who, more often than not will not yield to private cars.
Upper Mount Gravatt
Banked up traffic/congestion causing delays
There are too many traffic lights at this intersection. This means vehicles get stuck and the delays are terrible. There seems to be no off-peak time on this stretch.

Kianawah Road

Wynnum West
Level crossing is dangerous for all users road, rail, bikes and peds. Also a key rout for school children.
trying to turn from either side road after a train has arrived at the station can be a 10 to 15 minute wait for traffic to clear. shape of the side road leads to a lack of vision for turning traffic

unable to turn right during and after a train from Kianawah Rd due to the lack of a turning lane
when trying to turn right from Sibley Road major congestion due to parents dropping children off at school, multiple trains and inability of people able to enter the intersection as cars are traveling in multiple directions. Vehicles also not giving way as they are tired of waiting and push out in front of oncoming traffic, others not stopping at stop signs and therefore hitting vehicles in the rear.

King Street

Buderim
Heavily used arterial with a school and high density living, poor planning from council
Only one through road to Buderim town centre

Kingsford Smith Drive

Eagle Farm
Ks d gets a long green where fison gets a really short time

Kingston Road

Burbank
Trying to cross Kingston Rd to Loganlea Road or even turning left or right into Kingston Road the max is 4-5 cars.
The traffic coming out of Waterford Plaza Shops Tygum Rd waiting to turn left to proceed out to go over or left or right at Kingston Road block the flow to the residents trying to turn right to get to their homes, then when that slows the traffic coming in from that intersection blocks them again

Kingston
Mostly Morning and late Afternoon as too much traffic and speeding slow and too much queues on the road and when driving to north from Station Rd to Kingston Rd to turn right before the bridge took about 10 minutes and the late afternoon is very bad traffic when driving to south from around the road from under the bridge and turn right into Kingston Road to left on Station Rd that is worse traffic took me to get there between 15 to 20 minutes and traffic very slow and bump to bump.

Loganlea
traffic builds up going north bound through Marsden/Kingston. Right hand lane moves fast than left lane when approaching round about in Kingston.

Slacks Creek
These 3 roads all have traffic lights on them but they are very close together and the lights are poorly coordinated so traffic builds up. Between Smith rd and Park rd you can only fit maybe 5 cars between the lights so if one is red and the other is green the traffic builds up then if the the lights on Reserve rd go that just makes things worse.

Underwood
Starting from before Jacaranda Ridge estate, the lane on the left opens up which ultimately goes left up Miller Rd, and the lane on the right turns off to go onto Logan Road. Therefore every day, cars scream up the right hand lane and cut over to the left as their lane will ultimately turn right onto Logan Road, and the cars in the left try and cut over to the right so they can continue on Logan Road. It is dangerous, I brake because I am cut off by a car in front, that has no interest that another car is either cutting in from the left, or doing the same behind me. It is truly an evasive action required every day. The road layout is not safe in this regard.

Traffic to congested

**Woodridge**
Traffic on Compton Rd do not get enough time to cross Kingston Rd, especially in peak hours. I believe there is more traffic East to West than South to North. Quite often Kingston Rd lights are on much longer than needed.

**Kirby Road**
A single lane kirby rd to turn either left or right onto Ellison rd where cars fly up the hill and visibility is poor so its always a risk.

**Kitchener Street**

**South Toowoomba**
(blank)

**Klingner Road**

**Kippa-Ring**
The shape of the roundabout is wrong, it makes it look like people are leaving the roundabout but they're not, people not indicating, it would have to be one of the worst, and people going to fast through the roundabout as well.

**Kumbari Avenue**

**Southport**
Right turn signal length of time onto Smith St only allows 2 cars through. Plus through traffic blocks access to turn lane, not allowing cars wishing to turn a chance to even make it.

**Lagoon Street**
(blank)
Traffic lights are very short on time when coming from lagoon street.

**Latrobe Terrace**

**Bardon**
No north-south road in the north-west of Brisbane. Waddell, South Pine, Enoggera Roads all over capacity.

**Learoyd Road**

**Acacia Ridge**
Lights remain green for short period of time banking back traffic in afternoon on main road.

**Lennon Street**

**Palm Cove**
Coming out of Lennon is very slow, drivers can sit there for many minutes when there is NO traffic on McCormack St.

**Leopard Street**

**Kangaroo Point**
<table>
<thead>
<tr>
<th>Road</th>
<th>Location</th>
<th>Description</th>
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<tbody>
<tr>
<td>Leopard St</td>
<td></td>
<td>Heavily congested stretch of road between leopard st and the M1! 3 sets of traffic lights in a very short distance that isn't timed very well. Traffic coming from vulture st park over the traffic light intersection trying to gain access to travel throughout to the motorway. This blocks traffic coming from leopard st. When lights are green leopard st traffic often still can't move.</td>
</tr>
<tr>
<td>Lindum Road</td>
<td>Hemmant</td>
<td>School days you get heaps of cars coming from Iona school then get 2 coal trains then city train. I have sat there for 20 mins one time. It's terrible and something needs to be done.</td>
</tr>
</tbody>
</table>
| Linkfield Road    | Bald Hills     | Huge bottleneck caused by single lane bridge over the Bruce Hwy. Red arrow in turn lanes when you can see for 500m. Who does this? Inadequate width of old overpass bridge of Linkfield Rd over Gympie Arterial Motorway, with peak hour traffic in both directions being squeezed to 1 lane both ways. Just before the turn-off onto the M1, the road narrows from 2 lanes each direction to 1 lane, then widens again. Just for 20 metres of extra lane, there is major congestion while 2 lanes merge into one before many vehicles turn off to the left to the highway. There is room to make an extra lane. Linkfield Rd left turn onto north bound ramp of Gympie Arterial Rd - Linkfield Road merges from two to one lane 50m before left turn onto Gympie arterial. Have to deal with merging traffic then half turn north onto Gympie anyway - double whammy of merging traffic (Brisbane drivers suck at merging!) and then left turn slows traffic further!!!! Linkfield Roadbridge over Gympie Road (M3) does not have enough lanes which causes congestion at intersection Linkfield Road reduces from 2 lanes in each direction to one lane in each direction where it crosses the motorway at Carseldine. This causes major delays with merging traffic, especially during peak hours. Once past the intersection of Linkfield and Gympie Roads, traffic has to merge from 2 lanes to 1 barely 50 feet before a left turn onto the highway ramp (heading north). Most traffic in the left hand lane turns off to the highway. With all the road works going on in that area (Linkfield/Telegraph Roads) fixing this should have been a priority. The same problem occurs coming the other way where traffic merges from 2 lanes to 1 just prior to the highway on ramp heading south. An extra bridge over the highway at that point is also required. One lane bridge. To relieve congestion left turning lane onto Gympie road & right lane for through traffic. Same goes for both directions coming into the bridge. The double lanes narrow to one lane just after lights, there needs to be a turning lane to enter the freeway so the right lane can continue straight ahead, the time lost here is not necessarily a long time, but the near misses as cars cut in just a accident waiting to happen. The highway goes from 3 lanes, down to two, as well as having merging traffic and then 1km down the road again on the pine river bridge opens back up to 5 lanes wide. The Linkfield road bridge over Gympie arterial road needs to be widened from 2 lanes to 4 or 6 lanes. Travelling from Brendale crossing over Gympie Rd to Linkfield Rd can take 3 or 4 changes of lights to get across, because traffic backed up and can't get across through traffic lights. Linkfield Rd exit to Highway needs its own lane heading east from intersection of Gympie and Linkfield Roads. (blank) Brendale Housing developments have increased numbers of people using the road, consideration of how people travel to work has not been given. Road capacity has not been increased, one lane to two lanes back to one, this just doesn't work with the amount of users. Major highway with restricting lanes to merge. Bridgeman Downs Linkfield Rd goes from 2 lanes to 1 lane when going towards the turn off for the Gympie Rd/Bruce Highway. It is the worse bottleneck I know of and the congestion is all day long!
Linkfield Road reduces from 2 lanes in both directions to one lane in both directions between South Pine Road Intersection and Bridgeman Road Intersection over the South Pine River. Travelling east, traffic congestion caused by 2 lanes trying to merge into one in order to enter the M1 or to travel straight on to Telegraph Rd. This is a problem at all times of the day. Overpass is inadequate for volume of traffic. Also, when travelling west, volume of traffic is too great during peak hour on Linkfield Rd.

Overpass is inadequate for volume of traffic.

Congestion on Linkfield Road on overpass over Gympie Road. Two lanes each way reduce to one lane each way. Whole system jams. Even vehicles heading south of Gympie Rd trying to take Linkfield road exit bank back onto Gympie Rd clogging a lane because it takes so long to enter Linkfield Rd off the exit loop.

There needs to be a dedicated lane for people to enter the motorway - as the traffic turning on to the motorway causes all the other traffic to slow down. There are also major issues for the traffic exiting the motorway, as it often backs up down the exit ramp and there are long delays to turn both left and right from this exit. There needs to be a set of traffic lights here and the whole bridge should be widened to two lanes.

Travelling along Linkfield Rd 2/3 Lanes down to 1 lane after crossing Gympie Road Bald Hills. congestion, queues, thru traffic if wanting to turn left onto M3. Turning right to head south towards the city is hard enough but turning right when exiting the arterial is a nightmare. In my opinion that intersection should be changed into a 2 lane roundabout. There's even definitely enough room for one there as there is a lot of wasted space with an unnecessarily large traffic island. It would also help if the bridge over the arterial was 4 lanes instead of 2.

Logan Motorway

Drewvale

Logan River Road

Eagleby

Waterford

Logan Road

Eight Mile Plains

4 light changes to get through

Cars are backed up for ages, and the green light for Logan Road North Bound only lets about 5-6 cars through in each lane at a time resulting in the line moving slowly. The light cycle is also a very lengthy one, so if you're right at the back, you have to wait 6-7 rounds to get through.

Change of lights is not long enough to allow RACQ employees leaving EMP

Driving down Logan Road, there is always a long wait at these set of traffic lights during peak hours.

During peak times, southbound traffic on Logan Rd attempting to turn right onto Padstow Road gets banked up beyond the traffic lights at the South-east Freeway off ramp. There can be 4 or more light changes before being able to proceed. Through traffic can also be banked up in all directions.

Excessive through traffic
Heading north on Logan Rd into Padstow Rd / Logan Rd intersection most of the time results in a long wait for the 4 side traffic light cycle to complete. Not enough time is given to traffic heading north, which mostly heads into the M3 via the onramp beyond this intersection. This constitutes major road congestion as it is delaying traffic heading into the M3 and a delay caused by short traffic signals on the SOUTH-TO-NORTH side easily and inexpensively fixed by extending the green light by another 15 seconds.

The lights change so quickly that only a few cars get through at a time
The lights do not allow enough traffic through at peak periods

the lights do not last long enough in the city bound direction, causing larger wait times. All the other lights at the intersection get an appropriate amount of time.

The RACQ campus has in excess of 1000 staff arrive and depart daily via Levington Road.
This intersection experiences lengthy delays because there is a large volume of traffic heading in all directions.
This is a major intersection with many turn lanes and the lights do not remain green long enough to allow an adequate volume of traffic to travel through. As a result the traffic backs up and it is not uncommon to wait for the green light to appear for three to four sets of lights before getting to travel through the intersection
Traffic lights aren’t coordinated well for a high traffic area especially during peak hours
Traffic lights to go straight on Logan road are green for a short time only - results in long queues.

When heading north up Logan Road to get to Garden City or the M1 the lights don’t let enough cars through and it causes a long backup of cars down Logan Road past technology park.
Sometimes congested all the way to the lights at The Glen hotel. Also the Pacific Highway around Logan Hyperdome is far too congested too often, mornings, evenings, weekends
When lights turn green, a maximum of 10 cars make it across. This leads to huge queues back up Logan Rd.

(Blank)

Underwood
Constantly getting red lights, there is now flow to the traffic on that road because as the light you are at turns green the next goes red

Upper Mount Gravatt
Too few right turning lanes, turning right from moving eastward on Kessels Rd to heading south on Logan Rd.
Traffic queues through intersection when lights change traffic is unable to proceed due to intersection being blocked. Traffic also runs red signal causing congestion.
Traffic travelling along Logan Rd heading south is squeezed from three lanes to two lanes in front of Garden City Shopping Centre. A third lane makes a brief appearance at the Pacific Motorway but it is reduced to two lanes very quickly right through to Padstow Rd. There is two turning lanes into Padstow Rd but the congestion is at its worst before a vehicle reaches Padstow Rd.

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Congestion northbound and southbound
The traffic coming off highway takes most of the time. Then the green light was so long even no traffic coming off highway, but the cars on Logan road have kept waiting. Thanks!

Loganlea Road

Loganlea
Mostly Morning and Late afternoon as too much traffic on the road as waiting about 10 minutes and when turn left too many traffic and mostly was too speeding on the road as sometimes when the road blocked traffic to o slow.
Too much new infrastructure in area and road capacity not able to cope
With the booming construction of the Yarrabilba estate just past Logan Village, traffic congestion has been felt along Loganlea road from Meadowbrook right through to Waterford, and then onto Kingston/Logan River Road and Nerang Street. I have lived in the area for 9.5 years and have never experienced ongoing congestion like this until about 18 months ago; and it’s only getting worse.
Meadowbrook

Third lane is used by inconsiderate motorists using it to take a fast track/shortcut racing directly to the intersection, (when the traffic is heavy). Even though it ends 50 meters up the road. When the lane ends, they then need to merge back in. Which backs up traffic in the 2 lanes (running the entire length of Loganlea Road) for several light changes (in peak times).

Lower King Street
Caboolture
High volume of traffic on only 2 lane road

Lyndale Street

Daisy Hill

Very busy road - multiple schools in surrounding areas. There are multiple sets of lights that are not aligned to the backlog of traffic coming down Lyndale Street - Cars are regularly trying to take alternative side streets - that then cause issue further up or down this road. The lights at Daisy Hill road and Chatswood road & lights on Daisy Hill Road and Lyndale street needs to be better aligned.

Lyons Street
Bungalow
After going through the roundabout at Scott and Lyons Streets and going down into Lyons Street, the road surface has become very corrugated in the left section heading from Scott to Spence Street.

The problem is that to be able to go right into Lyons St means a left hand turn, which is the only selection available, then travel down Lyons St past the white lines, effect a right turn into a space into oncoming traffic. At times the right hand turn into oncoming traffic, if there is a lot, means you have to right turn to the side of the road and wait for space in the line of traffic before being able to enter the traffic flow up Lyons St toward Scott Street. This intersection either needs lights or (another) roundabout.

Portsmith

The traffic lights turn red too quick, it can take three light changes before I get through.

Mackay Eungella Road

Marian

Delays when turning right and due to level crossing. Is dangerous.

Road is absolutely appalling. I have personally seen major damage to cars due to the road condition. I along with hundreds of other people choose to drive in the parking lane to avoid out of pocket expenses to my vehicle.

Main Street

Buderim

During the 2 hourly morning and 2 hourly afternoon school "drop-off" and pick-up" times, the area becomes totally congested and it can take up to 15 minutes to travel the 400 metre distance along Main Street (between Gloucester Road and Lindsay Road) Buderim. There is no alternate route to bypass this problem strip.

Woodgate

(blank)

Wooloolongabba

Main Street southbound in afternoon is heavily congested

(blank)
Recently changed intersection blocked by lights, poor turning lanes, rail crossing, duplicate lights on each side of the railway, vehicles going straight ahead blocking vehicles turning left. Has caused more accidents than before works were completed. Serious queueing created blocked by rail, buses, traffic from shops, pedestrians and turning lanes and through traffic using same lanes.

<table>
<thead>
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<tbody>
<tr>
<td>Mains Road</td>
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<tr>
<td>MacGregor</td>
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<tr>
<td>Excessive number of vehicles (including buses and trucks) entering freeway.</td>
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<tr>
<td>Too much turning traffic into shopping centre</td>
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</tbody>
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Traffic clogs up in the mornings due to many buses passing through. The T3 lane is supposed to assist but instead reduces the lane to only 2 lanes whilst many people drive through the T3 without having 3 passengers. When the buses arrive at the intersection they get priority which results in a very short green light for traffic entering the motorway and hence the build up of traffic and congestion.

<table>
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<tr>
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<tbody>
<tr>
<td>Eton</td>
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<tr>
<td>Malcolmson Street</td>
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<tr>
<td>At 3.00-3.30 pm when two schools close to Malcolmson St are emptying, the right-turning arrow at Glenpark Rd allows a maximum of 4 vehicles to turn. Since Malcolmson St has been narrowed to a single lane (apart from a short section at the lights) this causes a backup of traffic at this time right back to the previous lights.</td>
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Traffic lights indicating right turn only stay green long enough to let 2-3 cars turn at a time. Results in built up traffic and long wait times. Quite often results in people running red lights to try to squeeze through and avoid being stuck at the lights again for another cycle.

<table>
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<tbody>
<tr>
<td>Manly Road</td>
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<tr>
<td>Manly West</td>
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<tr>
<td>4 lanes from manly road go into two lanes at Greencamp road. It's particularly bad from 3 pm weekdays when outbound city traffic and outbound Manly traffic all meet at one intersection to go to Capalaba/Birkdale/Cleveland area.</td>
</tr>
</tbody>
</table>

Traffic heading west on Whites Road, coming out of Manly/Lota, is held up at the Manly Road lights - especially weekday afternoon peak hours - because (a) traffic on Manly Road (north/south-bound) has priority, and (b) because arterial traffic outbound on Manly Road to Green Camp Road has priority. Overall, this causes lengthy bottlenecks and tail-backs, especially for any south-bound traffic on Manly Road (whether coming from Wynnum/Manly or from Whites Road) wanting to turn left into Green Camp Road. Between the two sets of lights, it frequently takes up to 20 minutes to move from the Whites Road queue through onto Green Camp Road.

<table>
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<tbody>
<tr>
<td>Tingalpa</td>
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<tr>
<td>Multiple traffic lights and not enough lanes for the volume of peak traffic</td>
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This intersection and the next one (city bound) Belmont Road/Wynnum Road/Manley Road backs up and impacts this intersection causing up to a km tailback - weight of traffic, phasing of lights and position of bus stop which can clog up one lane further along.

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<td>Maple Street</td>
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There are lots of little roads leading to the big roundabout. Due to the schools at either end of the roundabout it gets so busy that you can wait anywhere from 20 to 40 mins every time you need to get through. This is especially bad during school times with the buses and public transport buses taking up majority of the roundabout. It is extremely hard to be able to get on to the roundabout even from little roads like the road off of the post office.
Margaret Street
Toowoomba City
4 way crossing (pedestrian scramble) is unnecessary. Most pedestrians do not cross diagonally
Heavy congestion. Traffic backed up two blocks between Ruthven and Kitchener Streets during the day. Conflicts between through traffic and central road parking and lane parking. Poor phasing of traffic signals. One of the worst congested sections in Toowoomba.

Marion Street
Miles End
When the river runs and all other bridges close, this is the only place to get to other side of town, its chaos at school/work start times and ends. 7-9am especially. Police are needed to guide traffic and the lights get turned off. And all heavy vehicles have to use it too.

Maroochydore Boulevard
Maroochydore
far too long waiting for lights to turn red for maroochy boulevarde - often with no traffic
When turning left from Dalton Drive onto Maroochydore Boulevard, you cannot use one lane on Maroochy Blvd due to it being a bus lane which rarely sees any buses. At peak times the queue on Dalton drive can be up to 800m

Maroochydore Road
Kunda Park
There is only one intersection for a huge industrial area on both sides of Maroochydore Road plus all the residential area.
This intersection is a joke. The combination of heavy industrial and residential traffic trying to enter Maroochydore Rd is frustrating and time-wasting. This is the sole exit from an industrial area, and the road layout is confusing and unsafe. A major redesign of the AREA traffic is urgently required.

Maryborough Hervey Bay Road
Dundowran
Because you have to give way to all traffic, there is never any break in traffic to be able to do a right turn.

Dundowran Beach
The suburb of Eli Waters only has 1 exit. Every school day morning and afternoon the traffic is back up in all directions. This happens intermittently during the day and at the end of the day. Not only is the intersection an issue but there is an entry/exit to the shopping centre prox 50 metres past the intersection which causes delays, traffic backs up through the intersection. There are accidents here nearly every day. Also there is a roundabout prox 200m through this intersection while in the opposite direction prox 200m there is an intersection leading the the beach suburbs which it’s very busy. Traffic can back up past the roundabout several times a day. Again because most of the residents need to use this road to enter/exit Hervey Bay. This is a bottleneck every day.

Eli Waters
During peak hours the right turn lane gets full and flows over into the through lane due to the number of cars driving into town in the opposite lane.

Needs lights
Or round about
No traffic lights, build up of traffic turning right to Yarilee and through traffic to the Bay never stops
To turn right it take at least 10 minutes. Traffic backs up 200m into another intersection behind
Too many people needing to turn across traffic that get backed up to the previous traffic lights and then into the school zone.
Too much traffic for road
Traffic turning right onto Maryborough Hervey Bay Road from Pialba Burrum Heads Road, often wait up to 10 mins due to high volume of traffic turning right from Maryborough Hervey Bay Rd onto Pialba Burrum Heads Road

Susan River
Tuan Forest

Because of congestion, traffic outbound on Maryborough Road, turning right into Burrum Heads Road, become impatient with inbound traffic and frequently take risks whilst attempting to turn right.
Equally inbound traffic from Maryborough wanting to get into left hand lane for entry into Eli Waters Shopping Centre are obstructed by left turning traffic from Burrum Heads Road.
With the volume of traffic growing very quickly in this area due to rapid development of Hervey Bay this intersection needs addressing URGENTLY

Urraween
Because of the area becoming increasingly popular due to new housing estates and schools, it can be hard to turn right from Maryborough Hervey Bay Road into Pialba Burrum Heads Road. This causes traffic to back up from the turning lane to block the right hand lane of through traffic into the traffic light intersection (this has caused near misses that I’ve seen of cars entering traffic light intersection not realising 1 lane is blocked up and having to quickly duck into other lane - without checking shoulder first). This is even worse for people trying to turn right out of Pialba Burrum Heads Road as there is so much traffic backed up turning right into the road, they aren’t able to get an opportunity to exit.

Maud Street
Maroochydore
Unnecessary pre-installation and operation of traffic lights.

The right turning lane into Bungama St. takes far too long due to the lack of a right drop arrow when traffic is low. The traffic lights are not synced correctly and poor timing all the time

Maundrell Terrace
Aspley
I can’t turn right out of the local street into Maundrell Tce due to the amount of traffic queuing in Maundrell tce.
Two lanes exit Gympie Road into Gayford Street, but only one lane can access Maundrell Terrace, resulting delays and lane blockages on Gympie Road, into Gayford Street, and accessing Maundrell Terrace. Traffic in right hand lane of Gympie Road is held up as vehicles try to access the intersection at KFC. Problem is compounded at peak times, and weekends.

**McKeans Street**
Caboolture
It's shot

**Mcleod Street**
Cairns North
VERY DANGEROUS IN AFTERNOON WITH SUN IN EYES

**McLiver Street**
Nikenbah
The long time it takes with changes in traffic light sequences, causes a back log of traffic for entrance to or exit from Aldi car park. I have nearly been in an accident twice, with traffic blocking the small roundabout to allow flow through to Stocklands. There needs to be signs to alert drivers to keep the roundabout clear at all times. It has been used as a 2 lane roundabout with frustrated and impatient drivers, which nearly caused my one accident, as it is clearly not a 2 lane roundabout.

**Meadowlands Road**
Carindale
2 lanes into 1 then 2 sets of lights. Single lane bridge over gateway arterial an issue

**Meleny Street**
Landsborough
Have to wait while the train is sitting in the station

**Meridan Street**
Maroochydore
Peak hour school traffic, short timed traffic signals

**Messines Ridge Road**
Holland Park West
Signals were installed at this location in 2016. There is no justifiable need for these signals as there is clear sight distance and only 2 streams of traffic. The signals add significant delay for the traffic leaving Messines Ridge Road.

**Middle Road**
Greenbank
Road has become very busy due to development and is also about to get worse with new housing development works commenced. Intersection is poorly designed to handle increasing traffic.
Traffic volume too heavy from Goodna Rd at the roundabout and cars just keep coming through and exiting for Tevit Rd not allowing traffic to enter the roundabout from Teviot Rd and Middle Rd

Lyons
Middle Road and Teviot Road dogleg onto Arterial Road is a nightmare especially at peak times, early morning, school times, peak afternoon and is only going to get worse with all new development currently taking place in Pub Lane and about to commence on Teviot Road. The Arterial Road needs to be 4 lanes now to cope with the peak traffic flow through to Springfield and Ipswich.

**Salisbury**
There is only one lane around the round about and the queue is kilometres long for hours of an afternoon.

**Miles Platting Road**
Mistake Creek
High volume and high speed traffic on Miles Platting road preventing cars entering from school road. Congestion from new housing estate.
Cars waiting to turn right from school road (one lane) across Many les Platting road causing delays to cars turning left.

**Rochedale**
I drop my son off to Rochedale High school on Preistdale Rd & School Road most days before coming to work. When I turn onto school road if I can get onto it when you get to Miles Platting Road the traffic is banked up 1/2 way down it. Since they have put in the new suburbs in the Rochedale Estate area of Gardner Rd and Miles Platting you cannot turn off school rd onto Miles Platting. If someone is turning Right you cannot get around them and this holds up the traffic turning left. more traffic now

**Mills Avenue**
Frenchville
Dog leg in the road, followed by parked cars. This is only short wait times, but it is consistent throughout the day. There is also a crest on the Honour street side which also creates problems. Speed limit is already down to 40kph.

**Milton Road**
Auchenflower
Milton road does not have capacity for the volume of traffic it takes at am and pm peak resulting in long delays. Further in am a number of cars turn right and this cause near accidents and congestion as the oncoming traffic is heavy. This is compounded by the bus stops along the road. There should be only one right turn city bound - at the turn to the hospital as it has a turn lane. Legacy way does not help traffic congestion citybound as its a bypass. Poor design.

**Milton**
(blank)

**Toowong**
Legacy Way fee increase has stopped drivers from using the tunnel. When the tunnel first opened the traffic decreased quite dramatically, however with the cost now - that has all been channelled back onto Frederick Street - in peak hour and on weekends (weekends it is becoming just as bad as evening peak hour). Through traffic is using Frederick Street to get to other suburbs from Toowong, rather than using the tunnel. The fee needs to be reduced (more would use it, which means more income for tunnel).
People don't know how to Merge at a roundabout
Roundabouts have a natural upper limit on the amount of traffic they can successfully handle. This limit was reached years ago.

**Mirambeena Drive**
Pimpama
Cars can only enter creek street one at a time the visibility is poor and the speed of cars along creek street is 80 making it dangerous to enter

The cars queue through roundabout coming from over pass in both direction there is not enough lanes needs to be one for going straight on one for turning Also an extra lane to turn left onto creek street would help
Moggill Road

Chapel Hill
Can't turn right because of congested through traffic
heavy traffic times on Moggill Rd are getting longer, mornings and afternoons as residential areas west of the city grow.
Moggill rd both ways
am - citybound
pm outbound
Insufficient road capacity. Too many lights.
There are a whole lot of people travelling in from Western Suburbs to the city and home (including come in from Ipswich) ever y day and the trip that takes you 25 minutes on the weekend takes 1 hr 15 minutes.

Indooroopilly
Lights at Finney Road inbound in mornings go green after traffic has advance from previous set of lights
roundabout is confusing and feeds traffic to two further bottlenecks - moggill rd to Kenmore and the Walter Taylor bridge.
The intersection is blocked when buses stop outside the shopping centre in a live traffic lane
Through traffic fills the intersection and traffic from coonan can't travel city bound on Moggill

Ironbark

Kenmore
Congestion
Extremely poor design in excess of capacity two lanes into one
Inbound Traffic from Western Freeway clogs Moggill rd inbound every morning
Merge from two lanes to one outbound on Moggill road. Extensive delays peak hour. Outbound.
Poor design and not enough length in que lanes for traffic turning right into kenmore road from Moggill (inbound, morning pe a k.)
Location to school and a signalised crossing 100 m west and poor entrance to school configuration compounds the problem.
....just one of many inadequate parts of Moggill road.
Moggill Rd out bound of intersection becomes a single lane then reverts to 2 lanes at Kilkivan Avenue. Adding additional lane for a relatively small amount of money would increase traffic flow, reduce waiting times and frustrations. We live off Almay Street and get frustrated trying to return home in afternoon peak.
Moggill road and Marshall lane are beyond capacity.
Morning peak after 625am at least three changes of lights to clear the intersection inbound on Moggill. Around 7.30am it takes up to 5 changes to clear the intersection.
Afternoon peak at least 3 changes to clear outbound.
Moggill Road from Kenmore to Indooroopilly in peak times 7-9am and evenings 4-6pm is always congested. There aren't enough lanes to handle to volume of traffic and therefore backs up easily causing great delays
Moggill road has two lanes and many entries from surrounding suburbs around Kenmore. We need a new road to push outer suburbs off moggill before centenary highway.
Need more space for bicycles &/ pedestrians .. currently there's no space for them and therefore no way to safely pass them.
No coordination of traffic lights at Marshall Lane / Tavern/ Chapel Hill Rd. Inbound in mornings the traffic is often blocked back to Kenmore roundabout and sometimes down Moggill and Brookfield Roads.
On moggil road from both directions the roundabout is a headache. Too many cars using it.
Road has been at capacity for decades and nothing is done about it. I catch express bus now as driving takes as long and is more stressful.
Road systems poorly designed and not upgraded to provide for the numerous new housing developments in what used to be rural areas. Centenary Highway is a prime example causing the traffic problems around Kenmore.
Roundabout is beyond capacity.
Inbound lanes constantly blocked from outbound traffic travelling from Moggill rd to Brookfield Road, pedestrian xing on Brookfield road forces traffic to block roundabout.
The roundabout does not function efficiently with Brookfield road and shopping centre entrance affecting flow
too many cras, haven't built the kenmore bypass or upgraded roads to account for growth
Too much traffic for Moggill Rd, bottleneck at Kenmore to 1 lane then back to 2 lanes 1km further.
Too much traffic in peak
Traffic jam every peak
When coming to the city inbound from Moggill Rd, the roundabout between Moggill Rd and Brookfield Rd gets incredibly congested at peak times, and it can often take upwards of 15-20 minutes to drive less than 500m
Pinjarra Hills
Merge from dual (short overtaking lane) to single lane merge.
Years ago, this was an 80 zone, an overtaking lane was provided. However massive increases in population to the west and massive traffic volume increases, drop in speed limits, this is no longer an overtaking lane, more than an area for traffic to congest while attempting to merge back to single lane.
Morning peak hour after 7am, traffic will que back past Mt Crosby road.
Moggill road is a joke it needs upgrading
Moggill road is on average one long parking station from Bellbowrie to Indooroopilly. The road does not have the capacity to handle the traffic., The sets of traffic lights are not co-ordinated. Turning lanes are not long enough to cope with the traffic. School zones at Kenmore Indooroopilly have caused a slow down in the traffic flow. Buses stopping on the roadway, blocking a whole lane instead of pulling off the road add to the congestion/increased travel time.
New installation of signals needs better timing for bias to Moggill road. Morning peaks see extensive red light to inbound traffic with no turning or entering traffic from Bainbridge. Often 2 changes are needed to clear the intersection.
Plus it's a single lane with no room to absorb traffic, pushing congestion several hundred meters each side.
Taringa
Theres two sets of lights closely together, so you eait 5 minutes at one to drive 20 metres only to wait another 5 minutes at the next set.
Mons Road
Forest Glen
Heading west at bottom of Mons Rd, turning right into Mons Rd (to goto shops) at lights, red arrow doesn't turn off after traffic has gone and you have to wait a whole cycle of lights to go again, and it doesn't let enough vehicles through either.
Roadway in front of shops down to traffic lights get very congested at school hours and can be very dangerous with increased pedestrians (many students/families) present at school times as well. Speed limit has recently (last 6 months?) been reduced from 60 to 50 between Sunshine Coast Grammar School and the lights (possibly only southbound?). Perhaps since it is a school zone (although not officially signposted) it should be 40 at school hours however this could be a problem southbound since it comes directly off the Motorway. Cars still travel too fast through there.

**Mooloolaba Road**

Traffic volume has increased dramatically over recent years both mornings and arvos/early evenings. The bulk of traffic wants to turn into Sugar Road with quite impractical single lane from a round 200 metres before the free turn. Is a road controlled by Main Roads with very little maintenance, it recently took 8 months for a damaged guard rail to be replaced! Coming back later in the day is all single lane until just before the Sunshine Coast Private Hospital lights and not much better before the Golf Links Road lights.

**Moorindil Street**

Goomboorian
(Blank)

**Moreton Bay Road**
(Blank)

Too much traffic. Both intersections to small for traffic. Too many directions to travel. Perhaps traffic going to Wellington Point and Cleveland. Should be made to go Old Cleveland Rd. And traffic going to Redland Bay, Victoria point should be made to go Moreton Bay rd that would help. It would stop through traffic on Moreton Bay rd.

**Mort Street**

Cranley

The flashing lights and boom gates for the train line crossings along Mort Street activate 3 mins prior to the train appearing causing congestion as the lanes bank up due to right hand turners. This them means straight through traffic can’t continue and brings everyone to a standstill until the train has passed. The same thing happens with the Mort / Jellicoe Sts train crossing as well. the trains come through at 5pm peak traffic and have dozens of carriages.

**Mossman Mt Molloy Road**

Julatten
(Blank)

**Mount Crosby Road**

Chuwar

The roundabout is fed from the Warrego Highway and it is hard to enter from the other side

**Mppdy St**

Manunda

When turning from Moody St to Alfred street the arrow stays red until the straight light goes from green to orange, then the arrow turns from orange to red. The pedestrian crossing is green for too long

**Mt Cotton Road**

Carbrook

On School days the traffic heading East on Beenleigh-Redland Bay Road towards the many schools east of Mt Cotton Rd is congested from approx 8am to 9:30am then the reverse in the PM. The average delay is 5 mins in each direction.
Cornubia
Traffic from Wuduru Rd turning left onto Mt Cotton Rd cannot do so safely as there is no slip lane onto Mt Cotton Rd. Also, due to the high volume of north bound traffic on Mt Cotton Rd, there is not sufficient time for traffic to safely turn left from Wuduru Rd.

Eagle Farm
Due to volume of traffic travelling along MT Cotton Road in both directions its difficult entering MT Cotton Road from Double Jump Road as there is no traffic signals.

Mount Cotton
Consistently congested with slow vehicles. Not enough overtaking areas due to oncoming traffic and lack of duel lanes.

Sheldon
Duncan Road is a single carriage way. There is not enough road capacity to handle peak hour traffic flows both west and east between the intersections with Boundary Road and Mt Cotton Road. At its worst, in the morning peak (7.30am - 8.00am) west bound traffic can be banked up from the intersection with Mt. Cotton Road for 3/4 of the length of Duncan Road, towards the intersection with Boundary Road and east bound traffic can at times be banked up for about half the length of Duncan Road in the other direction.

Duncan Road is one lane road and has bottle necks around the intersection. Each weekday morning the congestion starts from the roundabout to Capalaba, on Boundary Road, to the traffic lights at the intersections on Duncan Road (driving from Victoria Point). Three to four months ago, Redland City Council reduced speed limit on this road from 80km/hr to 70km/hr.

In the evening back to Redland/Victoria Point, the congestion starts from the beginning of Mount Cotton Road to Duncan Road.

Actually the congestion has worsen in the past few years driving from Redland/Victoria Point to Brisbane. The City has grown with more residential properties built along the way and more cars on the road have been noticed. However, the road is still one lane all the way from Duncan Road, Broadwater Road and Mount Cotton Road until joining with Mt Gravatt-Capalaba Road causing the congestions during peak hours in the morning and evening (let alone some cars drive way below speed limit and hold up all cars behind them. There are no taking over lanes). Roads on both sides need to be expanded to increase capacity.

From Mt Gravatt to Redland Bay. Most of the road is one lane. Too much traffic for one lane.

Mt Crosby Road
Karalee
Traffic queued up at all three roundabout at both the morning and afternoon peaks. Traffic is just too heavy for the roundabout.

Mt Gravatt Capalaba Road
Burbank
major roads joining together - only single lanes

MacKenzie
Congestion

McDowall
Traffic congestion when travelling along road from Mackenzie to Thornlands due to one lane each way. Increased development in the bayside areas is the impacted and road infrastructure isn't sufficient for the volume of traffic.

Mt Lindesay Highway
Beaudesert
In the last three years the Mt Lindsay Highway congestion has increased dramatically between Brown Plans to Jimboomba since 2014 and each year the back up now starts from Sunnybank Hills after the traffic lights at Compton Road/Beaudesert Road. There is more work being carried out at the on/off You have double lanes from the Motorway Junction on/off ramps with a major incident happening very soon with merging traffic going and coming off the motorway in both directions. Then you have the two lanes heading south towards North McLean, then bumber to bumper through to Jimboomba with a thinning out (increasing very rapidly as more sub divisions are opening up) through to Beaudesert. Then you have the new Beaudesert bypass which is a total waste of road funds. In these congested peak hour traffic situations and the new bypass built after the Beaudesert high school (Keeping in mind traffic build up into Jimboomba and Beaudesert start between 6am - 9am and 2pm - 6pm Worst day is Friday). There is a quick temporary fix available that would reduce some congestion and that is to have Office working hours from 9am - 6pm and retail outlets from 11am - 8pm as a stop gap until we have double lanes each way and if we can change peoples mentality keep the changed hours.

The amount of traffic during School drop off and pick up times flowing to and from Beaudesert makes it very difficult to gain access to and from Beaudesert State High School.

Belmont

Boronia Heights

Hold up traveling through and turning right. A dangerous second intersection 20meters off highway both side roads Fredrick and Green road.

Shoulder could be extended from BP exit lane to run straight into to turn lane for green rd - instead it merges 100m or so before the turn forcing vehicles to either wait in backed up peak hour traffic or illegally filter in the shoulder - council/main roads solution to this was to add reflectors to the shoulder as if to deter people.

Browns Plains

As the land is getting continually sold further out there is not enough infrastructure (roads) to handle the increase in population & congestion.

Cars heading south on the Mt Lindsay Highway and wanting to go west on the Logan motorway have to rely on highway traffic coming to a complete stop to allow them to cross lanes resulting in congestion. Once the highway gets blocked, traffic on the service roads increases with cars trying to avoid the highway and jump the queue resulting in more traffic trying to merge back into the highway closer to the motorway entrances. If there is a speed camera can there it basically turns into a car park

From Browns Plains (opposite the Greenbank RSL), the traffic builds up as you have all the traffic from Middle road entering the Mount Lindsay Hwy, then as you move towards Parkinson there is traffic merging on from lane entering from Johnson Road, and then the traffic is fully congested as it slows to a halt the closer you get towards the lights at Parkinson. Too much traffic trying to come onto the one major road

Illegal stopping for traffic to turn right from Southbound direction to head along Westbound on Logan Motorway.

Major congestion due to lack of lanes.

Poor interchange design and multiple merging lanes leading up to the intersection

Takes almost an hour and half for a drive that should take 45mins.

To make that section of highway 4 to 6 lanes to take the volume of vehicles that will be needed in the coming years too many cars needing to use the same roads due to increased housing

Too many onramps at peak times through browns plains. Right hand turns southbound off Beaudesert road into westward direction Logan motorway dangerous. People stop at all speeds to let people through.

Too much traffic channeled through this area, especially with the current closure of Illaweena. When paradise road is closed due to flooding, it is diabolical. Sometimes it takes us 40 minutes to get through from green road to Logan mwy

Traffic attempting to turn across the traffic causes accidents and a build up of traffic as the vehicles force their way out.
Whilst the LEP is underway now, the traffic has gradually increased overtime and now the build up is ridiculous. Poor planning is the reason the highway is such a mess. If councils are going to continue to open up new residential estates the infrastructures should be put into place, especially when there is only one route.

**Cedar Vale**

3 school zones on highway within 12 kms

Too many different directions for cars at same time. Very dangerous especially if driver gets impatient or becomes confused of who get right of way.

**Drewvale**

not enough lanes or road capacity, through traffic to get left to Motorway.

Road can't manage the amount of cars on the road

The congestion build up of traffic trying to travel south along Mount Lindsay Highway. Mount Lindsay Highway does not support the growth of the area and the traffic which now uses this road.

**Hillcrest**

Experience significant congestion on Mt Lindsay Hwy from approx. Park Ridge to Logan Mwy entry point.

Insufficient lanes for the amount of traffic which may be a result of increased urban development in areas such as Yarabilba and Jimboomba

Road works to change the current on/off ramps to Logan Mwy may impact this further.

The traffic banks up all the way back to park ridge most mornings, i believe this is due to more an more traffic on the road, ridiculous toll prices (yes up to FOUR HUNDRED DOLLARS a month! So therefore everyone will go beadesert road and it conjests from there

**Jimboomba**

appalling intersection

Hard to cross the hwy or turn right without it being an issue, especially on school pick up times.

Heavy traffic highway, single lane most of the way.

Long lengthy delays both morning and afternoon, not to mention the lack of road infrastructure trying to meet the demand of the growing population further south towards beaudesert

Lots of school traffic entering Mt Lindesay Highway from South Street. Needs a left turning lane and fright turning lane.

Massive back log of traffic as there is only 1 lane entering intersection from South Street

Road condition is horrendous, not enough lanes to allow traffic to flow especially given the massive influx of residents to the Jimboomba area.

This highway is always travelling well below marked speed limits, no overtaking lanes provided and not enough lanes provided for the volume of traffic that flows through on a daily basis. To much traffic on an outdated road too may cars now for this intersection

Traffic overload due to explosion of population in this area and a road that is only two way. With the establishment of so many housing estates in this area over the last ten years, and no forethought into the development of the highway, this has ultimately resulted in horrendous traffic problems. If only there was a train out here it would change the situation dramatically. vehicles entering intersection from Beaudesert are turning right using wrong lane

**Title:** RACQ Red Spot Congestion Survey – Road List and Additional Comments (2017)
**Issued Date:** November 2017
Munruben

North Maclean

Congestion, only single lane each way in sections entry /exit to wearing rd and greenbank rd very dangerous in peak times due to impatience mostly. intersections need urgent upgrade (DEFINITELY NO TRAFFIC LIGHTS) with more through lanes and better entry and exit lanes. the intersection to olleys is disgraceful for such a busy place and should be a priority with the side road fronting olleys included for at least 500 metres with entry /exit lanes to the shopping centre

In the afternoon, from 4.30 to 5.30, going south, this section of road just jams up. The speed can be anywhere from 30km to a standstill. There doesn’t seem to be any reason for it. Not many turning cars. It just seems to be a bottleneck.

It’s a main road entering a highway with no merging lane or traffic lights. A bus stop is on the left hand side when exiting the road. The population in the area continues to rise, causing it to become almost impossible to exit this road.

My Lindsay Highway is so busy it is impossible to turn right out of Greenbank Rd onto the highway. Takes for ever turning right into Greenbank Road due to the large volume of traffic on Mt Lindsay Hwy. Large trucks entering and exiting Greenbank Road for Diesel service station situated on corner of Greenbank Road and Mt Lindsay Hwy as entrance and exit to service station is on Greenbank Rd. Long delays and difficulty turning left onto the highway due to traffic congestion. Deaths have occurred in the section from Greenbank Road to ST Aldwyn’s Road already and there is at least 1 traffic crash per week at this intersection of Greenbank Rd and Mt Lindsay Hwy. Not controlled by traffic lights and speed limit to high for a mount of traffic at this intersection. Needs traffic signal control at this intersection.

Not enough lanes. It’s a highway carrying many trucks & cars that is single lane with many accidents every week on this road. Single lane hwy with the growth out near and around Jimboomba it does not cope. Lots of serious crashes

The highway is dangerous if you’re turning against traffic. Multiple accidents.

Highway is not built for current levels of congestion or future estate development’s traffic.

Park Ridge

Road changes from 2 lanes to 1 and is not coping with current traffic volume. This is only getting worse as more residential development occurs in Jimboomba, Flagstone and Greenbank. Road narrows to single lane 50 metres prior to overpass causing congestion due to merging traffic & traffic slowing to turn off at overpass

Park Ridge South

Not enough capacity from Park ridge south to cedar vale

Parkinson

Extreme congestion as multiple roads pour onto the mt lindesay hwy the cars are trying to exit the Hwy when cars are also exiting the motorway and entering the hwy

The Mount Lindsay Highway has lots of problems due to the increased population in the Logan and Scenic Rim areas. The road infrastructure has not been upgraded to take this volume and frequency of traffic. There are serious accidents nearly every day on this road. The government started with a good plan of turnpikes to keep the traffic moving at speed but recent projects have installed traffic lights which stop the traffic and are not efficient. Turning lanes onto the Logan Motorway are too short and do not allow sufficient traffic to merge SAFELY into an already congested stream of traffic. This then blocks the highway back to Boronia Heights or further. I thought the goal was to keep the traffic moving at speed to be efficient .... this road is the biggest time waster of all

Regents Park

Congestion from 6AM until 9AM. 2 merges on the mt Lindsey highway section near the Grand Plaza without enough lanes.
Heavily congested traffic.
In the morning, anywhere from 6.30am to 7am, trying to travel Northbound on the Mt Lindesay Highway is so low. Can take anywhere from 15 minutes to 45 minutes. The average weekday commute on this section is 30 minutes.

Not enough lanes on h/way to take the inflow of peak traffic from side roads from park ridge to browns plains.
The timing of the traffic lights to calamvale /mt lindsay intersection should give priority to the h/way during peak times i.e. 6.30am - 9 am, 3.30 pm - 5pm in the interim.

Poor planning of a major highway. The highway works were halted at parkridge and should have continued through to beaudesert! Noone has thought about the growth out in Jimboomba and surrounding areas and whag affect this has. Putting in traffic lights wont solve issues either! When will the government preplan??
Problem is too many cars trying to get off Mt Lindsay high to get onto the motorway. This just causes a lot of congestion, However road works have started on the exit to the motorway from Mt Lindsay so hopefully this will result in less congestion.

Taking an extra 30 to my 1hr drive to the city...no cause for delays other than too many cars and road network to and from beaudesert not able to handle the growing population.

This section of road is the worst
To much traffic from greenbank jimboomba forestdale Browns Plains and from the industrial estate all converging on a 2 lane road.
Traffic backed up for kils

Travelling south on Mount Lindesay Highway towards Beaudesert, you get through Browns Plains where there is 2 lanes both ways (already congested) then it goes in to one lane.

Rothwell
The Mt Lindesay Highway is the worst problem in both directions at each end of the day, especially where it becomes a two lane goat track full of potholes on the way to Beaudesert.
However, the Johnson Road intersection on ramps are poorly designed and the traffic is unnecessarily heavy because of the amount of trucks avoiding the tolls on the Logan Motorway.
This also impacts everyone living in Forestdale.
The poor design of the on and off ramps to the Logan Motorway also cause problems for everyone in the area.

Why are the residents on the Southside of Brisbane unfairly burdened with Toll Roads when no one else in Queensland are???

South MacLean
Congestion forms at Park Ridge South once South travelling traffic is forced from two lanes into one. This continues all the way into Jimboomba and is especially bad from school pick up time onwards. There is way too much development in the Jimboomba area and a single lane highway is not sufficient to cope with it.

Deadly intersection
It’s almost impossible for people to exit St Aldwyn Road where several businesses are located. Traffic on the highway is consistent and there is no merging lanes or traffic lights. At peak hours the highway becomes a car park as of traffic lights located in jimboomba backing up traffic.
The stretch from Munruben to Beaudesert is too busy for one lane. Drivers are impatient and not courteous to others. People continually driving under the speed limit and also not letting others merge.
Traffic consistently held up by slow vehicles on single lane section from Stockleigh Road to the dual lanes at Park Ridge, just after Stoney Camp Road.

Woorim
Congestion, which is also cause by cars stopping to let cars through to get onto the Ipswich Motorway.

Deadly intersection
Congestion on roads is primary concern. Infrastructure does not keep pace with development and growth in south east. Councils and state do not put adequate forethought into these matters when approving development of new estates. It’s crippling us!
I'm sure you all know the frame with My Lindesay Highway. Not enough lanes to many house going up with no road improvements. No merging lanes.
Mt Lindesay Highway from Park Ridge South through Jimboomba and Beaudesert is 8 years behind population growth and infrastructure is over 10 years behind add Bromelton into the mix and No Plan for a solution then you have a main road with ever increasing traffic problems
People can’t merge maintaining speed
Road is single lane south of granger rd, needs to be duplicated to Jimboomba now and duplicated to Beaudesert next

This highway chokes trying to cope with continuing new developments/high density living with no realistic alternative for commuters. Infrastructure seems to be the last consideration
Too many new suburbs with increased population but no additional road capacity. New enhancements dont account for traffic on Mt Lindsay past Logan Mwy.
Too many on-ramps in a short time, back up from traffic lights and confusing off-ramps to gateway

Mualla Drive
Ashmore
The lights take longer than other sets of lights to change. The lights stay green for traffic on Currumburra Road however traffic trying to exit Mualla Drive or Tumbarumba Ave have to sit at red lights even when there is no traffic. This morning I had to wait for 5 minutes for the lights to change and for most of that time there was no traffic

Mudgeeraba Road
Bonogin
At this T intersection it is briefly multi lane to allow for turning vehicles and buses, however there is no access from one side of road to the other and crossing has been removed further down the street. The traffic is often speeding when clear flow or banked up due to morning traffic trying to access motorway.

Mudgeeraba
The traffic lights in the morning do not allow for good flow of traffic, and traffic banks up for up to 1.5-2km

Mulgrave Road
(bank)
All of the above:
Major problems from Macombe st Left on to mulgrave rd when school zone is active.

Afternoon Mulgrave right on to Macombe st bad light timing, and now we have red arrow, when no on coming traffic at night!
During peak times, lights don't stay green long enough for the traffic to cross/turn into Mulgrave road
The two sets of traffic lights on Mulgrave road at the intersections for Draper street and Martyn street are too close together and are not synced. This blocks traffic in other directions because cars are backed up across the intersection for Martyn street and Mulgrave road

Muriel Avenue
Yeerongpilly
Congestion turning left at intersection. Limited time before lights changes. Traffic unable to clear.

Murphy Road
Zillmere
Cars parked in lanes during school drop of times so the 2 lanes become only one lane for taigum state school

Musgrave Road
Brisbane Airport

In the mornings from Brisbane Grammar to Windsor Road Red Hill the traffic lights do not correspond which leads stopping at each set of traffic lights. It could easily flow the whole way.

Myall Street

Cooroy

This is just a very dangerous and incredibly confusing intersection, especially considering it leads to/from the Bruce Highway. Unless you are local to this area you would be hard pressed to fathom the rules. It is an absolute nightmare at peak times. Either lights or preferably a roundabout, could solve the congestion. There needs to be another access bridge over the railway line. This poor old bridge is so over used.

(Blank)

Kandanga Creek

Overhead bridge built back in the 1950 just too much traffic now if some things happens it blocks access to emergency services the bridge divides the town

Napper Road

Arundel

Vehicles trying to turn right from Napper Road into Smith Street are hindered by trams having ROW through intersection thus turning a green light red. Priority is given to Smith Street through-traffic meaning only a few vehicles can enter from Napper Road before the lights change, then when combined with a tram passing through, these vehicles often miss a whole traffic light rotation.

New Cleveland Road

Wakerley

Misaligned intersection with cars travelling to quickly

New England Highway

Blue Mountain Heights

Increasing congestion along the morning commute, with a very fast growing population at Highfields, so it will only get worse

There is only one highway to traffic from Highfields to Toowoomba which causes a great deal of congestion at peak times. Many workers are not wanting to head in that direction but have no other option.

Highfields

Only one way in and out of Highfields so if there is any hold up for any reason traffic comes to a stop and there is no way to exit the road - the population is constantly increasing and will only get worse, also you get boxed in by slow people in right hand lane who drive the whole distance 10kms below speed limit! this leads to tailgating and road rage and you have to put up with it as you can only go as fast as the person in front. More police need to be on the road to monitor this!

Newmarket Road

Newmarket

Volume of traffic inbound in morning peak hour way exceeds road capacity

(Blank)

(Blank)

Newnham Road

Mount Gravatt East

Cars parked on the left of the road so reducing to only 1 lane in several spots
### Nicklin Way

**Bokarina**

At all hours of the day, 95% of motorists drive 10-20km/h below the signed speed limits of 70km/h, which are also painted on the road in several locations. They do this across all 3 lanes so it becomes difficult and frustrating to overtake them, resulting in many vehicles congesting in "snail trails" between intersections with traffic lights.

(Blank)

**Buderim**

There is way too many motor vehicles using this road network and it’s only going to get worse if it is not fixed.

**Minyama**

(Blank)

**Mountain Creek**

(Blank)

(Blank)

Rapid growth and new hospital with no upgrade to surrounding roads. Poorly timed lights, constantly stopping and starting

Three lanes of heavy traffic forced to merge into two lanes.

**Nik**

**Rochedale**

Fix it

**Nineteenth Avenue**

(Blank)

(Blank)

**Norris Road**

**Tingalpa**

Workers/students cars park either side of Barbour Rd heading west to Norris Rd. Building a childcare centre, at left of intersection, that will have entry/exit into Barbour Rd. Turn left into Norris Rd and 100m down is entry/exit to present childcare centre, which may allow drivers to use either. The traffic problem is bound to get worse with new residential buildings coming onto the market in Norris Rd. Many drivers do not know the sequence for a roundabout, which exacerbates the delays. The problem primarily during the working week.

**North Road**

**Hemmant**

So much traffic in this 4 way intersection divided by rail lines servicing freight and suburban trains. Some days the queue on Kianawah Rs is newly back down to Crawford Rd. Sibley, North and Lindum Roads are all affected by motorists trying to access Lytton Rd, Iona College, Lindum Train Station and the entry to the M1 at the intersection of Ingham place and Lindum Road. It is a nightmare.

**North Street**

**North Toowoomba**

No turning lane available - both lanes generally taken up by people going straight through.

Cars turning out of North Point shopping center cutting people off and blocking the "keep clear"

No "keep clear" at service station for cars to turn in, which blocks east bound traffic while they wait for a break.
Traffic during peak times is held up by poor traffic light programing

### Upper Flagstone
- (blank)

### Northey Street
- Windsor

Newmarket road is at capacity in peak times and smaller feeder roads are also under pressure including Northey St and Kedron Brook Road

### Nottingham Road
- (blank)

The keep clear zone on Nottingham Road is very close to the intersection. Cars will queue up at intersection and behind the keep clear zone which limits traffic to turn left. Timing of pedestrian crossing and the traffic lights also mean that often to turn left you would need to wait for pedestrians to cross and then once they pass the through traffic on Beaudesert Road gets a green light and it's no longer possible to turn left.

### Nudgee Road
- (blank)
- (blank)

### Oakey Flat Road
- Morayfield

During morning school peak times you can wait up to three or four sets of lights before you get through as there is only one lane entering and exiting the intersection, Oakey Flat Road is getting busier everyday as there is a lot of land being developed in this area.

### Oceanic Drive
- Mermaid Waters

Pedestrian crossing outside Miami State School. Cars do not stop for pedestrians wanting to cross. Cars will drive over it while pedestrians are on it. So dangerous and inconsiderate. Crossing only safe when crossing lady is on duty for short time before or after school bell. Traffic lights would be so much safer here. No school child should have to die.

Terrible lay out of roundabout, signs making it more dangerous, not allocated with thought. One road sits back out of sight of driver vision, so dangerous.

### Old Cleveland Rd East
- Capalaba
From about 4pm onwards (school and tradie traffic) the roadway is stopped from the intersection with Mt Gravatt Capalaba Rd for about 2km until it reaches the large intersection with Finucane Rd/Moreton Bay Rd/Old Cleveland Rd East. There are numerous sets of traffic lights along this stretch and people race run down the strip mall and behind KFC in desperation to try to get through which causes even more congestion where they try to join in. Once you pass the large intersection traffic runs freely again! But it is getting through there that wastes 10 minutes for thousands of cars every afternoon. If the traffic lights were given priority for the through flow of traffic, rather than letting all the side streets in then it would discourage people skipping the queue as well as keep things moving instead of stop start traffic. Our only other option to avoid this stretch is to go up onto Moreton Bay Rd a little further back, which joins into the same intersection. BUT the same problem happens in that direction too where there are 4 sets of traffic lights (and two shopping complexes) which back up every day as well. It is almost like we need a Eastern Busway...... like they promised us 5 years ago in their political promises to get more cars off the road. Also, when it floods, Old Cleveland Rd in Chandler (near Capalaba Produce) goes under water, so THE ONLY road in and out of Capalaba heading towards the city in that circumstance is the Moreton Bay extension of Old Cleveland Rd. Again, very poor infrastructure for the Redlands as Brisbane City Council is only interested in serving internal roads and not any that go to or from their area even though tens of thousands of people live in the Redlands but work, play or study in Brisbane (my kids school and my hubby’s work for example).

**Old Cleveland Road**

**Belmont**

Back up at the lights to turn right onto the motorway

Congestion at Traffic lights caused by motorists queuing to get onto the Gateway Motorway (mainly North bound). The slip road to this intersection is not long enough and as a result vehicles queue along the hard shoulder of Old Cleveland road as far back as the Belmont shooting complex and in worst cases up to the Sleeman sports complex (a distance of approx. 2km). Motorists effectively create 3 lanes of traffic when there is only 2. The speed along Old Cleveland road is 80km which makes it very dangerous when motorists wanting to get onto the Gateway break heavily to suddenly get into the queue on the hard shoulder and for passing vehicles to continue along Old Cleveland Road. It is especially dangerous when larger vehicles are present (e.g. buses, trucks etc) when the hard shoulder is not wide enough to accommodate these sizes and will sit partially out into the left lane - making passing traffic temporarily merge into the right lane to pass larger vehicles. There are also some hills along this road meaning queues are often not visible until last minute, causing fast moving traffic to brake suddenly and harshly to queue onto the hard shoulder/swerve to avoid large vehicles. Where Gateway traffic miss joining the queue on the hard shoulder they often attempt to ‘cut’ into the queue nearer the intersection which is dangerous and a hazardous maneuver going from 80km to crawling/stationary traffic. Local traffic is also prevented from entering Mount Petrie Road (from west bound Old Cleveland rd slip road) due to congestion and queues.

Heading Westbound on Old Cleveland Rd in the mornings is a nightmare. We want to nip onto Mt Petrie Rd but have to join the km's long queue that are all lined up off the side of the road waiting to get onto the Gateway Motorway. This queue is up to 8km long some mornings and it is an exceedingly dangerous situation where cars pull off on the inadequate shoulder so that two other lanes can fly past at up to 80km/hr. It is like lining up for the checkout at the shops and waiting for everyone else just so you can go through because you weren’t buying anything.....

Traffic joining Old Cleveland Road from Gateway don’t have enough road length and visibility to merge safely. Intersection needs a longer slip lane so merging traffic can build adequate speed to join fast moving traffic (at the moment they only have a couple of meters to go from 60 to 80km and the merge section is set-up more like a side street that should have a give-way marker). The angle at which the roads merge means that motorists can’t use their side mirrors to check for traffic and must lean forward and then look over the shoulder to check it is safe to merge, and this must be done quickly before actually merging otherwise they will have to change speeds quickly. This has resulted in collisions and many near misses, as well as congestion when vehicles can’t merge gradually.

**Camp Hill**

Delays at this intersection for commuter inbound traffic on Old Cleveland Road, the delays can lead to traffic slowing to a crawl just past the Carindale shopping centre at Creek Rd on occasions.

Two busy roads. Too many cars both ways. Takes four sets of lights to get through.
Capalaba
Lights always appear to be red to allow traffic to enter from smaller roads. There are 2 or 3 sets of lights along the stretch of roads that should maintain a green light on Old Cleveland Road for the majority of traffic for longer.

Chandler
Because of the lights the traffic builds daily and it takes ages to get through the lights then you get stuck at the next intersections. More lanes would be appreciated or some sort of overpass.

Congestion due to traffic lights up to this point from Cleveland direction
One way out of Cleveland to city. Too many cars.

Traffic on Old Cleveland Rd both morning and afternoon banks up for kms and can take 3 light changes to get through while Tilley Road clears every light change.

Greenslopes
Congestion due to traffic being too busy for roundabout

Indooroopilly
In peak hour, from Cleveland to the City and vice versa in the afternoon, Tilly Road access to Old Cleveland Road the traffic light changes happen too often and too long in regard to the number of vehicles accessing Old Cleveland road from Tilly Road, this creates long lines of traffic both ways on Old Cleveland Road of up to 2/3 kilometers. In peak hour Old Cleveland Road traffic light changes should be bettered coordinated, with longer changes given for through traffic and shorter times for traffic accessing off minor roads. Tilly Road does not have the traffic throughput to deserve the time given to access Old Cleveland Road.

Old Coach Road

Reedy Creek
Needs to be a left hand turn signal at bottom of Bridgman drive in school times. 2 sets of lights along old coach road are NOT in sync for north bound traffic during an school/work period. Minimum of 30-45 minutes to get out of reedy Creek going north

Only one lane to turn towards varsity and only one Main Street to get out of observatory estate. Having to go through traffic to take fwy south

Tallebudgera
Everyday there is congestion because it is a stop sign not a give way sign it’s as simple as that to fix

1 exit from housing estate that is heavily congested between 7:20 - 8:45 and 3:00 and 4:30 each week day. There are several points accessing this road - particularly the north bound exit and additional Old Coach Road traffic. There is a single lane that divides into 2, however insufficient lanes to turn right at Stapley Drive. Most of the traffic is caused from school drop offs/pick ups or travelling to work during the peak period.

During School hours it takes 25+ minutes to move 700meters.

Old Greenbank Road

Bethania
When waiting to go out south onto the Mt Lindesay Hwy from Old Greenbank Road, it is almost impossible to get out because the traffic in both directions are so constant. Traffic is also queuing to turn left which makes it difficult to see the oncoming traffic whilst you are waiting.

South Ripley
Again trying to turn out onto Teviot Road from Old Greenbank Road is fast becoming a nightmare and will get worse once the development takes place on this corner. A lot of heavy transport use this road and it is very narrow and the site where the entrance to the new development is placed is in a very dangerous place being on a bend!

<table>
<thead>
<tr>
<th>Old Maroochydore Road</th>
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<tbody>
<tr>
<td>Kunda Park</td>
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<tr>
<td>A badly designed intersection no one knows how to turn</td>
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<table>
<thead>
<tr>
<th>Old Maryborough Road</th>
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<tbody>
<tr>
<td>Pialba</td>
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<tr>
<td>Traffic attempting to turn right out of Tooth Street (only option when heading to Maryborough, Eli Waters, etc) gets banked up as cars coming from right flow from traffic lights at Eli Waters shopping centre, and cars coming from left flow from Nissen St or Beach Road traffic lights, or are returning into Tooth St causing further delays. It can be hard at peak hours to get an opportunity to turn right</td>
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<table>
<thead>
<tr>
<th>The Dawn</th>
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<tbody>
<tr>
<td>Traffic on Tooth Street to turn right or left into Old Maryborough Rd must wait for all traffic. Old Maryborough Road is becoming a main thoroughfare and sometimes before school starts 8am-9.30am and after school 2.30pm -3.30pm there is a long Queue of cars which comes to a standstill because of the amount of traffic. Old Maryborough Road leads to the right to Eli Waters suburb and the shopping centre. It also connects with the main highway to Maryborough and anywhere south such as Gympie, Sunshine Coast etc. There are also several schools and childcare centres ahead at the intersection of Old Maryborough Road and Burrum Heads Rd. A new Estate in this area which is rapidly growing also is increasing the congestion.</td>
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<tr>
<th>Old North Road</th>
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<tbody>
<tr>
<td>Albany Creek</td>
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<tr>
<td>High density housing, lots of cars on the road. No supporting infrastructure</td>
</tr>
<tr>
<td>Warner</td>
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<tr>
<td>No traffic lights and increased traffic along old north road</td>
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<tr>
<td>Traffic backed up peak hrs</td>
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<table>
<thead>
<tr>
<th>Old Northern Road</th>
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</thead>
<tbody>
<tr>
<td>Albany Creek</td>
</tr>
<tr>
<td>One bridge crossing over river, all traffic funnelled to one point</td>
</tr>
<tr>
<td>Poorly timed traffic lights here and immediately surrounding traffic lights has a concertina effect on traffic backing up - often for kilometres at peak hour; the problem has become noticeable worse over the past 2 years</td>
</tr>
<tr>
<td>There is a red arrow in this light cycle when facing southbound trying to turn onto flamingo drive. Typically it is clear and the visibility is safe but there is always a red turning arrow when it would be safe to turn.</td>
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<thead>
<tr>
<th>McDowall</th>
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<tr>
<td>Too many cars travelling from cashmere/wamer/eatons hill to city</td>
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<tr>
<th>Oloway Crescent</th>
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<tr>
<td>Maroochydore</td>
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<tr>
<td>Right turning traffic often block left lane as Road is narrow. Right turning traffic are trying to turn onto a busy road which will get busier with new city centre. A no right turn should be erected then all cars can turn left, drive 300meters to the roundabout and get into the lane taking them northward. Problem solved.</td>
</tr>
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| Olsen Avenue    |
Orchard Street
Hawthorne
High volume of traffic in both directions along Hawthorne Road makes it difficult to turn right from Orchard Street into Hawthorne Road. The alternative is to turn left instead, and then turn immediately right into Malcolm Street, go round the block, and eventually turn left into Hawthorne Road. However, as there are usually other cars turning right into Malcolm Street - plus pedestrians crossing Malcolm Street at the intersection - there can sometimes also be a bit of a wait turning into Malcolm Street. This then causes the traffic in Hawthorne Street to back up, because there is insufficient room for other cars to move past on your left. Meanwhile, the queue of cars waiting to turn right into Malcolm Street - although quite short - is adding to the difficulties for others trying to turn either right or left into Hawthorne Road.

Ormeau Ridge Road
Ormeau Hills
Congestion on tillyroen Rd at m1 entrance cause road to back up
People going too fast makes hard to enter on a rise

Osbourne Road
Mitchelton
Coming down Osbourne Rd towards Samford Rd, traffic banked up from combination of train line, schools, Centrelink, pedestrians. Biggest problem being turning left onto Samford Rd at the lights. If there is one pedestrian crossing Samford Rd at the lights we get a red left arrow and by the time it disappears and the pedestrian is across, only 2 cars get through at one time.
Starts at the Obsorne rd / Pullen rd roundabout. Amount of traffic banks up especially between 7.30 and 8.30 am on school days. Needs 4 lanes crossing the Kedron brook. Buses park, with their hazard light on in the left hand lane. Traffic gets past and then the timing of the pedestrian lights at Mt Maria is such that the level crossing comes down for the trains stopping the traffic. Then the pedestrians, from the train, get to lights and then stop the traffic. This section of approx 1km can take anywhere between 15 -30 mins of a morning. Then once over the level crossing everyone wants to turn left and there is only one lane at the Samford rd intersection.
The length of Osborne Rd between Samford Rd and Pullen Rd has become increasingly dysfunctional due to higher volumes of traffic, the number of traffic signals, pedestrian crossings, railway crossing, buses awaiting to use the bus station at Brookside and parked cars.

South Brisbane
There are 5 sets of traffic lights, (one of which is for pedestrians only) along Osborne Rd from Pullen Rd round about to Samford Rd. A bus waiting zone, a train line crossing and a school entrance. So traffic can bank up as far back as the Brook Hotel for those wanting to turn left onto Samford Rd.

Train makes you wait for 2 mins before even moving. Single turning lanes both ways onto Samford Rd. Green turn signals let 4 cars through. Traffic oftentimes banked up past Brookside shops.

Oxley Drive
Needs traffic lights. Too many accidents and near misses. Drivers don't understand round about rules and don't give way.
Very small roundabout for such a busy intersection. Very poor visibility makes it difficult to enter the round about. Poor road markings, poor visibility and the size of the road about cause long delays resulting in people taking risks when entering, often leading to accidents. Intersection would be better suited to traffic lights.

**Oxley Road**

**Chelmer**

More units and houses being built means more people using a one lane road to get across the Walter Taylor Bridge.

Traffic from Oxley Rd, Honour Ave and Riverview Tce, plus all the side streets that people use at rat runs try to condense in to one to go over the Walter Taylor Indooroopilly Bridge. If you do not pass Milpera School by 7:30 you can be stuck in traffic for up to 45 mins to cover the length of a park. Once you hit the 2nd set of lights on Coonan st the traffic seems to reduce a little until you hit Moggill Rd.

**Corinda**

Majority of oxley road is two lanes both in-bound and out-bound, this section narrows to one lane in both directions as limited space under rail overpass. Road needs to be widened and lowered to accommodate two lanes both ways.

Recently traffic signals have been upgrade to include turning arrows, however not always given green arrow turning into or out of Clewley Street, often missing several cycles before green turn arrow is displayed.

the rail bridge at corinda forces traffic to merge to a single lane, rat-runners use Jerrold St to skip the lights at Oxley Rd and the section of two-lane traffic past the the intersection with Sherwood rd causes impatient people to push into through traffic. This section blocks traffic up at afternoon peak hour and on saturday and sunday, sometime back up towards Graceville.

The extra development along this section of Oxley Rd has increased the number of cars and utes parked on the road edge where it’s back to a single marked lane, which further constricts traffic flow

**Newmarket**

Council gone crazy approving units sherwood & Corinda without any planning for increased road congestion. Horse before the cart planning

**Sherwood**

Increasing traffic flow on already congested roads. Council approval of multiple inappropriate multi unit developments bringing increased population and traffic with no associated infrastructure upgrades. Parking allowed in the vicinity of traffic lights means that there is effectively only one lane available for use. And the Corinda single lane each direction rail bridge only 500m along Oxley Road exacerbates the problem.

Oxley Rd especially before the railway bridge at Corinda has nowhere near the capacity needed to move the volume of traffic. The BCC has allowed developers to build unit blocks between Sherwood and Corinda which will make the congestion much worse.

Oxley road narrows to single lanes because of the railway bridge which is also a low hazard for trucks. It blocks traffic in each direction for kilometres. With many new units in Corinda & Sherwood there are even more cars.

The road narrows from 4 lanes to 2 lanes, back to 4 lanes to go under a rail bridge. The council have approved multiple unit developments on this road, most within a few hundred meters of this spot of road. The congestion on this spot of road is almost growing daily due to the rapid increase in residents in this area

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The change from two lanes to a single lane causes a bottleneck. At the Oxley Rd and Sherwood Rd intersection and for cars driving from the north, cars queued up on the right lane are forced to make way for cars queued up on the left lane because the lane merges into a single lane soon after passing the traffic light.

**Pacific Motorway**

**Advancetown**
The roundabout lanes are not right people cross from the middle to go left when your in outside lane to take the next left. It does not work

**Albany Creek**
Large volume of traffic between Beenleigh and Eight Mile Plains on the freeway both north and south. Far too much traffic for a 3 lane freeway

**Arundel**
Congestion
Daily car park.
Every day including weekends when the traffic has to merge from 4 lanes to 3 lanes and you also have to contend with traffic attempting to merge onto the M1 from the Smith Street motorway southbound. And it is like that from all merging lanes from Dreamworld to Palm Beach with traffic attempting to merge onto the M1.
Smith Street south bound to M1 needs an additional lane for merging traffic. This lane can double up as the exit lane for Southport Nerang Rd reducing issues.
Too much congestion in the left lanes due to people merging onto M1 from Nerang and people needing to move into left lanes to exit at Smith St. Trucks now using left lanes making it worse.
Traffic always same time from Sea World exit on M1
Traffic entering from Smith Street does not have enough lane length to enter efficiently onto the M1
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**Ashmore**
Congestion when merging onto the M1 from too many cars/trucks in left lane and because of 2 major entries to M1 so close together

**Banyo**
The motorway is years behind. It needs many more lanes each way

**Beenleigh**
(blank)

**Bellmere**
Getaway motorway gets affected by heavy traffic on Pacific Motorway, which why heavy traffic on Gateway Motorway back up past the weigh bridge at Mackenzie. Worse day is Friday.

**Bilinga**
Overhead advertising causes a dangerous distraction, slowing traffic for a very long way from Elanorato Robina

**Bracken Ridge**
The highway from North Lakes to Brisbane and back is absolutely atrocious. They are building more housing estates and the infrastructure is not sufficient now and in the future it will be even worse.

**Brighton**
(blank)

**Brisbane City**
You enter on one side and exit on other too many people trying to cross lanes

**Broadbeach Waters**
The M1 is a car park

**Bundall**
From Robina to Tugan on the M1 is congested every day. There is no longer a peak hour because it's congested all day everyday including weekends. Too much traffic not enough lanes

Burbank
Congestion from Springwood to the Gold Coast

Burleigh Heads
Constant traffic delays with no real apparent reason
Continual accidents on the M1 due to not enough lanes to accommodate the growing population. People can't merge correctly because of this. Government incompetence and lack of foresight, planning for the future. Still no plans to add extra lane and by the time they do it will only just cope and will need another lane each way. Just too much traffic for the Pacific Hwy to handle with current 4 lanes. The 100 km/h road is permanently reduce to a 15 km/h road. Problem is both directions, it can easily take over 30 minutes to go 4km.

Increased traffic flow. Lanes down from 3 lanes to 2 lanes. Pushed the traffic situation from Mudgeeraba to Reedy Ck to Elanora
Large quantity of popular exits/entries onto M1 and not enough lanes to cope
Only 2 lanes on the Pacific Mwy on southern Gold Coast

Pacific Highway between Tallebudgera Creek and Robina is appalling in both directions. Traffic heading south is banked up at Tallebudgera Creek I believe because of the following 3 reasons. 1 - There is a short hill and a traffic merge at the bridge. Trucks and buses are slow to get moving again. 2 - the road surface between Tallebudgera creek bridge and the 19th Ave overpass is very bumpy causing large vehicles to slow down. 3 - Traffic started slowing down the very day they installed the very distracting "TV screen" advertising display on the 19th Ave overpass. Traffic heading north goes slow for no apparent reason - just "too much traffic"

Road merges into two lanes and too much traffic congestion
The M1 is the problem full stop. More people = more lanes needed! Population growth was meant to be predicted!!!
The traffic going northbound from Robina onwards and/or Southbound from Robina to Palm beach gets very congested, traffic is often at a standstill and many accidents. There is not enough lanes for all the traffic. People don't know how to merge.
Traffic backs up for km's due to merging traffic
Two lanes both directions cannot cope with number of vehicles

Coochin Creek
Congestion builds up so that there is not enough room on the skip road and cars que down the hard shoulder, it very dangerous

Coomera
Lane needs to continue to Oxenford off ramp not merge
Not enough road space for the upcoming shopping centre. Traffic is already congested and if an accident occurs on the m1 - there is NO alternate route to Hope Island or south
The motorway every morning and afternoon has got way to much traffic and there's always crashes on there

Too much traffic not enough planning for the growth of the northern Gold Coast

Currumbin Waters
Too many cars on the road that the M1 cannot handle it.

Daisy Hill
High volume cars peak hour traffic people travelling to work creates congestion with lanes merging in from Shailer park and not enough lanes on highway. This has been a long time issue. On the Pacific Mwy from Tanah Merah to Underwood it is a stretch of around 8km with 5 points of entry from a large number of suburbs. It is only 25-30km from Brisbane CBD and has a large number of new housing estates and expanding suburbs. The road is not sufficient and only getting worse by the year.

**Eight Mile Plains**
- 2 busiest highways being merged into 3 lanes
- 4 into 2 lanes then back into 4 lanes. This road needs min 4 lanes entire way both north and south bound
- 4 lanes into 2, also a merging Bus Lane then 400 meters further on 2 lanes merge from the Gateway Motorway
- 4 lanes turns into 3, then into 2 then merges with a bus lane. Then merges with the gateway motorway
- 4 lanes with a busy on ramp of an extra 2 bottlenecks into 2 lanes which then merges into the gateway mwy into a total of 3 lanes for the only major route south in that area.

Bad merging design of two major motorways. M3 southbound goes from 4 lanes, to 3 lanes, then to 2 lanes, before merge. Traffic becomes bottlenecked and accidents frequently occur. Every day from 2.30pm till 5pm you cannot use the gateway merge Southbound. Poor planning with the road going from 4,3,2 lanes the 2,3,4 lanes twice is a disaster.

EVERY SINGLE MORNING the M1 is a crawl northbound from Beenleigh to the Gateway exit. It is a nightmare. I usually judge my drive on the time indicating sign just before the Logan Mwy exit. If it is <23mins to the Gateway exit it is quicker for me to go the Logan Mwy, take the Loganlea Rd exit, travel on Loganlea Rd and turn left at Queens Rd and merge onto the M1 at Ikea. This usually saves about 10mins. Ridiculous that I have to do this.

Everyone knows the problem at that merge. Both northbound and southbound have bottle necks, due to the lack of lane capacity. eg 4 lanes down to 2 back up to 6.

Create more lanes asap. One accident can blow out my travel time by another 45 mins (not 20 mins).

From EMP to Springwood southbound, 5 lanes merging to 3.

**General traffic congestion that happens daily on the southbound lanes of the Pacific Motorway south of Garden City where the lanes decrease from 4 to 2.**

Going from 4 lanes down to 2 lanes plus on ramp from Gateway causes congestion to back up southbound every workday from 2pm onwards to 7pm.

I believe the issue arises due to having 4 lanes (more if you include the merging lanes) after the Logan rd exit before, which then condense suddenly into 2. Not long after, more lanes merge and condense into the 2, and then not long after, more lanes (from gateway) merge with a large volume of traffic. This creates such a horrible bottleneck.

Lanes merging from Mt Gravatt to Eight Mile Plains on the M1 causing long congestion, then also the merge from Eight Mile Plains to Springwood causing more congestion. Need more lanes for peak hour traffic.

Location: Southbound Pacific Motorway and Gateway Motorway merge at Eight Mile Plains. Always a HUGE bottleneck. Reason is because Pacific Motorway is 5 lanes which then bottlenecks into 2 lanes, plus you have the Gateway Motorway merging traffic and it just backs up for kilometers.

M1 has 4 lanes southbound which merge into 2 lanes in-between Mt Gravatt exist & before springwood exit, at this point gateway motorway merge 2 lanes into 1 and these lanes becomes part of the 3 lanes for M1 southbound to the Gold Coast. Too much traffic into 6 lanes being filtered into 3 lanes, this is the main highway for all traffic, local and interstate.

M1 joining Gateway at Springwood
- merging 4 lanes to 2 on the M and then merging Gateway traffic with M1 traffic
- On the M3, 4 lanes are reduced to 2 lanes just before 2 lanes of traffic merge on from the M1, then these 4 lanes are reduced to 3
- Pacific Motorway becomes very congested every afternoon 2-6pm due to the ending of 2 lanes causing 4 lanes to become 2, then right after it is merged with the gateway motorway exit which also merges from 2 lanes into 1.
somewhere between 5 & 8 motorway lanes merging in to 2
Southbound on M3 joining M1 is always congested often for km's - moving from 4 lanes to 2 & then into merging M1 lanes
The highway goes from 4 lanes to 2 and then joins with the gateway merge that goes from 2 lanes to one after merging, so 6 lanes total go to 3 on an already congested highway
The lanes that all merge between the M1 to the Gateway southbound are too close to each other. Spreading out the distance between each lane having to merge, should help. Although for some reason, QLD drivers simply can't merge properly.
The M3 goes from 4 lanes down to 2 in a very short space, right after the Logan Rd exit, which causes long delays from about 3pm-6pm during the week. It can take up to 30 mins between the Logan Rd and Rochedale Rd exits.
The M3 is 4 lanes and then becomes 5 lanes at the Logan Road onramp which then merges down to 4, then to 3, then to 2 in short length of road and then you have the 3 lanes from the Gateway coming into merge to end up with 3 in total. Ridiculous. It's like pushing mince through a sausage maker.
The M3 where it goes from 4 lanes down to 2 lanes before the gateway merge

The merge needs to be bigger. Dropping 7 lanes (including on ramps) down to three is a disaster not even waiting to happen. Every day, heading south, from 2.15 PM it starts. Please fix
The northbound Gateway Mwy exit and southbound Gateway Mwy, (where it connects with the Pacific Mwy) is a massive problem. Northbound, the Gateway exit has a speed limit of 70km/h and a sharp corner immediately exiting the Pacific Mwy. This, coupled with large volumes of traffic, means it dramatically slows down through traffic trying to get to Brisbane. Equally, the southbound section of the Pacific Mwy (just before the Gateway merge) goes from 4 lanes, to 3 lanes, to 2 lanes, and back to 4 lanes in the space of a kilometre. This pushes all cars through a 2 lane funnel. The Pacific Motorway can only be as fast as it's slowest point.
The pacific motorway going down to two lanes created a massive bottle neck.
The Pacific Motorway going down to two lanes created a massive bottle neck.

Too many lanes having to merge into other lanes
Too much traffic with people trying to merge onto motorway.
Traffic congestion from Brisbane. Lanes merging down to 2 lanes before Sunshine Coast road joining.
Traffic goes from 4 to 3 to 2 lanes at mt gravatt and then gateway merge adds extra traffic to the already busy lanes

Elanora
Traffic from east and west merge together before merging onto the M1 northbound at Palm Beach/Elanora. Very short on ramp. Traffic backs up considerably. No feasible alternative route.
Vehicles from Palm Beach Ave, KP McGrath drive all coming together along with local traffic trying to filter onto the M1 heading north

Gaven
Coming from south to north the pimpama on ramp is DANGEROUS at peak hr times the off ramp builds up so much that ppl have to wait on the m1 to approach the on ramp this is really dangerous and can one day cause death this needs to be fixed ASAP
Too many vehicles travelling on the M1 and 1 breakdown or accident causes long delays. There's not any other option but to use the M1 when travelling between Brisbane and the Gold Coast.

Greenslopes
Choke points created by main arterial roads merging into freeway
Many times I am doing the correct thing and waiting at the light that spaces out the cars that can merge onto the M1 and then others cars just drive straight through it, thus creating a back up of merging cars and defeats the purpose of the light of the inter spacing of the cars.
People can't merge / the merge lane is too short
too many merges occurring in a short space of time and lanes are not long enough/capacity exceeded. (outbound)

(blank)

*Griffin*

Traffic approaching the Springwood/Eight Mile Plains section of the M1 is slowed to stopping especially at peak times in the morning and afternoon. Leaving Brisbane on the afternoon can take 30 minutes to 45 minutes longer if departure is after 3pm or before 630 - 7pm.

*Helensvale*

**CONGESTION!** Even access roads of late have become congested and cause even worse delays

**Congestion, poor merging, incorrect speed, rubber necking.**

Look at it during peak times

M1 doesn't have the capacity for the traffic it is carrying.

People don't know how to merge properly.

Drivers not knowing how to drive!!!!!!

Major congestion EVERY day Southbound on the M1 between Coomera and Helensvale

On the entire section of Concrete panels are out of shape as appears laid in 1/2M increments the vibration causes the vehicle to bounce up and down from Pimpama to Smith street on GC pacific highway. Causes vehicle damage and vibration that you need to slow and especially in rain the visibility is blocked by mist as the rain bounces of the concrete and if you go over a bitumen section it's clear and vibration free. Outrageously poor surface and causes accidents and vehicle damage to commuters that use it everyday it would be doing untold damage, I am a mechanic and I see worn out tyres out of round like 50cent peace's and suspension damage everyday. Could not a class action by all motorists that use that section be taken against main roads?? I have a Brocken neck and the vibration of my head bouncing up and down causes me severe discomfort and headaches due to that surface and vision impairment, and have had to replace all for shock absorbers and 4 tyres as my wife's car is being damaged as she uses it every day twice and sometimes four. I have a vehicle with firm suspension and I have to slow to a crawl or the vehicle feels like it will shake itself to bits, the section at ready creek I have to slow to 40 kms hour in 100 zone or the car dash and electronics look like they will fly apart and the discomfort is horrendous. The Toyota SUV of my wife bounces even with new shocks and tyres. The roads minister says there is NO problem its fine, he does not drive on it. Even at a crawl in peak hour you see the car and trucks bounce up and down like its on a corrugation, I witnessed a truck with a load at slow speed and his load was bouncing with such force I thought it was going to come off, not his fault it was secure and he was crawling along but the bounce effect was scary, at higher speeds its a vibration going threw the hole vehicle and older cars with poor suspension is an accident waiting to happen if they have to brake hard, That's why you see grid lock ever yday due to accidents. PLEASE HELP.

Too many cars coming from freeway as well as secondary roads make this a nightmare intersection. If you are not from around here, signs are also confusing leading to people turning from wrong lanes

Very poor traffic flow at any part of the day....lengthy delays

When vehicles are traveling hope island drive and going right only M1 there is congestion and then drivers try to skip ahead and jump the queue which block drivers going straight therefore traffic banks back.

There isn't enough signage to advice what lane is what. M1 or Tamborine or left M1 to Nerang.

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*Holland Park West*

Cars entering the motorway further slow traffic which has already slowed from the river expressway
In morning peak traffic it takes time to turn right off Sterculia Ave via lights due to congestion on Bapaume and Birdwood Rd (Holland Park West). Then major traffic delays getting through two sets of lights on bapaume/birdwood onto SE freeway onramp heading North to Brisbane city. I have sat there in that small section of road for up to 30-40 min on really bad days.

Too much traffic, too few lanes

**Hope Island**
volume of traffic, we need another hiway

**Isis River**
Having had the fortune over the past two weeks-end’s of helping one of my children drive from Rockhampton to Brisbane and then the other one from Sydney to Brisbane the following weekend, the disparity between the highway in Queensland to the one in NSW is light years apart. The RACQ need’s to throw it’s political weight around and gain a 4 lane highway from Rockhampton to Noosa NOW. This problem needs attention now.

**Loganholme**
Congestion on the M1 from Beenleigh through to Underwood.

Every day the M1 is congested and there are significant delays getting to and from work

Its a choke point after the Pacific Hwy goes from 4 lanes to 3 lanes at Tanah Merah.

Traffic constantly at a stand still

**MacGregor**
Multiple lanes merging into two from a feed motorway speed of 100 km/hr - massive congestion at peak times often as early as 2:PM

**Merrimac**
The M1 from Nerang to Coolangatta is an absolute disaster in both directions during peak hours and weekends. It is called the parking lot by locals

**Mudgeeraba**
Congestion entering the M1

M1 from mudgeeraba to palm beach everyday blocked not enough lanes and people do not know how to merge

**Nerang**
M1 there are too many road users and no updated infrastructure to hold growth in population.

Too much traffic merging on at once

**Ormeau**
Backlog of cars through roundabouts and overpass backing onto the highway. This occurs at peak travel times

Banking of traffic exiting motorway due to congestion at roundabout Lahrs Rd and Eggersdorf Rd. Causes traffic to bank up along M1. Traffic pulls into emergency stopping lane for some sort of safety.

There is also a knock on effect along both Peachey and Eggersdorf Roads.

Build up in estates in the area has increased traffic. Infrastructure for exits 41, 45 & 49 are not able to handle the volume of traffic

Choked piece of road, dangerous for school children having to cross, extremely poor and dangerous traffic flow during peak hour when people are coming home, the lights allowing people entering the ormeau exit 45 southbound turns on. This causes a blockage over the bridge onto the next roundabout. then the blockage leads onto peachey road for at least 1-2 km. no traffic can get through when the traffic light is red on the previous roundabout.
Genera[lly] bad infrastructure and road network given the amount of new houses being built.
Long line ups leaving ormeau every morning and coming home. Seems area is over populated now for what the roads can handle
M1 interchange at Exit 45 is hopelessly congested. Traffic queuing back onto M1, kilometres of traffic queued up Peachey Road and Eggersdorf Road. Roundabout often blocked by nearby traffic light holding traffic.

Need another road apart from the M1. For example the arterial road that is sitting alongside it ready to be developed
Not enough Road infrastructure to handle the amount of traffic in the area. The area is growing at a huge rate but roads haven't changed to accommodate. Traffics continually que through roundabouts. Need entry and exit to highway at both exit 45 (eggersdorff Rs and mirambeena Ed)
One lane across a bridge. An off ramp on one side an on ramp on the other side and a crazy amount of work cars near industrial areas with no avail to an answer or an escape

Ormeau's road network has not kept pace with the very rapid development in the area. School traffic, plus two industrial estates (one at the end of Peachey Rd and one on and around Lahrs Road), plus a supermarket, plus the on ramp to the M1 all have to go through Peachey Road. this means that at certain times per day, it can take me half an hour to get from the Vaughn Drive roundabout to the new traffic light outside Woolworths - a stretch of not much more than 100 metres....

Poorly designed infrastructure to cope with increasing population. Lack of on/off ramps to the area and ALL suburban traffic needing to use the one roundabout at peak times.
Population growth has made the roundabouts in Ormeau congested. Usually in the afternoons but some are of a morning as well.
Road backs with traffic Timed lights where put in to help which it doesn't then back up local traffic from all direction exit 45 ormeau to peachey road is no good now
Same reason for the previous intersection I nominated, poor planning for increased population. On/off ramps should be relocated so this is JUST an overpass for local traffic

The area has been developed for residential areas but the entry/exits to the M1 and across the bridge haven’t been upgraded to cope with the rapid growth of population in the area.
The area has exploded with population but the infrastructure hasn’t been upgraded to keep up

The back up of traffic on ALL entry points to the Roundabout is all banked back, the road is not adequate to the amount of traffic that needs to access the area.
The roundabout at this intersection becomes heavily congested in the morning peak with a long queue down Cuthberts Rd attempting to enter the roundabout to access Computer Road & the M1 on ramp. There are some traffic lights on part of the intersection which appears to be an attempt to reduce queuing onto the M1 as traffic attempts to exit.
Ther e are too many roundabouts and not enough lanes for people to turn down. One exit and entry to ormeau from the highway doesn’t work.
Traffic lights cause congestion and traffic to back up peach ey road for 2 kms every morning, afternoon & evening

Too high a volume of exiting traffic onto a single lane off ramp, which leads to a roundabout with high volumes of traffic from right. Someone will be KILLED...

Too much congestion on roundabouts to growing area, new estates being built with little infrastructure put in to cope, long wait times, dangerous exiting from highway at peak times, dangerous entering roundabout as people are speeding because they’ve been waiting so long! Flow to all 6 roundabouts in the Yatala/Ormeau area, it is also a major industrial area which has a high percentage of trucks coming through now given that they are to use the left lanes on the highway it is a big concern that the queues waiting to exit the highway are being passed by trucks doing 110 narrowly missing traffic and trucks having to stop suddenly to exit in the queue! Not only this trucks that don’t give way and come out right in front of you on the roundabouts. There are so many accidents everyday that are also affecting the congestion issues, the residents are sick to death of it, we have gone to community forums, sent letters to members of parliament, still nothing, what is it going to take? My family to die before someone notices? Well if that’s the case I’ve already let them know those who do nothing will be liable for my families death that’s for sure! That is how bad this situation is and then you add the commonwealth games to the area and I’ve decided to take a holiday at that time far far away!
Traffic backs up onto freeway - always a slow down and always accidents.

Traffic blocking up down Peachey Rd at peak hour due to traffic lights on East side of overbridge causing traffic to bank up through the West side roundabout and blocking traffic from turning right into Tillyroen Rd to head south. There also needs to be another lane in Peachey Rd leading up to the West side roundabout so Northbound traffic can get through to head north.
Traffic lights have been put in to allow flow from the motor way. But it stops traffic in all other directions and congests for a few kms
You cannot cross from one side of the suburb to the other at Ormeau. There is a single lane overpass over the M1 and roundabouts at each side. Traffic queues on the slip road onto the M1 left shoulder. They is a traffic light on the round about to try to stop this from happening. But this means you can't go over the overpass at peak times.

**Ormeau Hills**
Road blocked for around 30 mins am and pm. Not enough lanes, red signal light further up makes it worse. Queuing traffic in all directions.

**Oxenford**
Major congestion
Once exiting the highway, it has two lanes which move towards Hope Island. There is a right lane to merge into to head towards Oxenford. This particular part get congested quickly as a lot of people take this exit to go to Oxenford and Coomera. It banks up into the main lane and sometimes onto the highway in peak traffic hours.
Population growth has exceeded the capacity of this highway. Under normal conditions, this road suffers daily congestion. Accidents turn an already congested road into an 4 lane car park that can stretch for kms!
Too many cars

**Palm Beach**
Anywhere from Robina to Currumbin either going north or south is now so congested it affects our life daily. We have lived in Currumbin for nearly 20 years and the congestion has significantly impacted us in the last 3 years. Friends are now moving out of the area to avoid this section of the road altogether. Congestion holdups used to impact us only in peak hour times and in predictable directions but now it is virtually anytime any direction. Accidents are common and rubber necking makes it worse. It is so so so frustrating seeing the money being spent on the northern end of the Gold Coast and the southern end forgotten. The highway is in poor condition as small patch jobs are poorly fixing potholes. It is now common to look for work outside our state - travelling south into NSW from Currumbin to avoid this section of road means QLD is falling behind.
Consistent traffic jams north and southbound on the M1 mostly around the bottle neck areas of Mudgeeraba and Palm Beach. School holiday traffic also jams up the M1 around peak hour. Car accidents in the M1 block off lanes especially when only 2 lanes.
Merge on to the M1 northbound in the mornings has extreme congestion, sometimes traffic is backed up 5km as there are issues merging. Sometimes further south on the M1 at Currumbin Stewart Road is a nightmare as well
No one knows how to merge properly so it comes to a complete stop for 3 exits
Only 2 lanes for each of North bound and Southbound traffic from NSW to Mudgeeraba. Is absolutely pathetic trying to drive along there at any time of the day, let alone peak hour. It is like driving in a car park. The Heavy rail needs to be extended to Coolangatta and rail transport made cheaper as in other countries and the Motorway needs to be widened all the way down to the NSW border.
The congestion on the M1 usually starts Northbound from Palm Beach Ave, clears after that, starts again at next off/on ramp etc and continues until you reach the 3 lanes north of Mudgeeraba. The same happens Southbound only worse from around Robina south to Currimbina once past there it flows well.
The **M1 MOTORWAY SOUTH OF MUDGEERABA CAN NOT HANDLE THE AMOUNT OF CARS USING IT. EVERY DAY IS CONGESTED AND THE INSTALLATION OF THE HUGE DIGITAL SIGN ON THE 19TH AVE OVERPASS (SOUTHBOUND), HAS MADE THE PROBLEM WORSE AS MOTORISTS SLOW DOWN TO READ THE SIGN**
There is not enough lanes to deal with the daily commute of people the M1 needs an update from Robina all the way down to Elanora.
Traffic build up in both directions between Currumbin Bridge and Reedy Creek Road exit on the M1.

**Pimpama**
Cars are constantly ramped on this exit waiting to enter the roundabout and turn right over the bridge into Pimpama. Cars are often banked up so far back they are stopped in the emergency stopping lane of the M1
Cars queue onto the motorway!
Coming off M1 onto roundabout people not obeying lane rules cutting people off and not obeying arrows on road, especially peak hour been a lot of prangs and near misses which could cause death very soon
Due to growing area... at the intersection are round about still, should have to changing to traffic lights to making the traffic more flow....
 in addition... seem like M1.’s capacity full, Especially Saturday from 10am - 1pm.
Exit lanes not big enough for for the large numbers of cars using it which causes car to buck up on the side of the M1 for close to a kilometer
Northbound traffic backs up on Exit 49 to verge of M1 at peak times morning and afternoon due to traffic on roundabout from Yawalpa Road Pimpama and Rifle Range Road Willowvale and Rifle Range Road Upper Coomera.
Off ramp too short and very confusing roundabouts
One long lane, diverting to 2 lanes near round about, lot of traffic wanting to turn right, blocking road who want to turn left or go through roundabout
Problem coming off the highway heading northbound at exit 49

The exit ramp can go several kms onto the highway which is extremely dangerous. I have nearly been hit a number of times from trucks as i am in the shoulder waiting to be able to exit.
Traffic is backed up when exiting Pimpama around 5-6.30pm everyday. Cars waiting pull into the side lane on the motorway which also causes a hazard. And will inevitably cause a major accident one day.

When exiting Pacific motorway northbound at Pimpama - very dangerous. Vehicles taking too long to get through roundabout at top of exit. Vehicles often parked alongside motorway trying to get onto exit. You often have to miss the exit and keep going if you weren't already in the left lane as you are not expecting the traffic to be backed up so far on the motorway and can't make it onto exit. Have seen near misses with trucks in left lane nearly hitting cars waiting on side of road trying to get onto exit lane.

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**Reedy Creek**

As cars exit the M1 at Reedy Creek there is too much traffic coming from Old Coach Road as people are trying to avoid the congestion on the M1. This creates a line of traffic sitting on the M1 trying to exit and creates congestion on the M1.

Build up of peak hour traffic
Concrete surface not out of alignment it dangerous and damages vehicles. See previous notes on entire M1 from Pimpama to smith street and beyond, Needs to be replaced away from concrete and back to bitumen.
Congestion every day not enough lanes
Constantly congested
Daily car park. Usual queues extend 10km from Mudgeeraba (exit79) to Palm Beach (exit92)
Daily delays, but for no apparent reason
Exit 85 in both directions very congested, particularly northbound where merge of cars onto the M1 causes traffic chaos for 3-4 hours every afternoon as well as appearing blocked in the mornings. Can take 10-30 minutes to go <5km.
Long delays on the Pacific Highway South and North between Robina and Palm Beach Currumbin.

The Northbound exit to Reedy Creek after 5pm has cars lined up past the short exit lane on the side on the Highway waiting to exit into Old Coach Road Reedy Creek.
not enough capacity for the amount of cars

Pacific Motorway from Robina and heading south due to being only 2 lanes while the rest of the north roads are 4 & 3 lanes going to a bottle neck of 2 lanes, ridiculous. Increase the lanes to 4 now.

the government promised additional lanes 20 years ago connecting the border to robina to handle the traffic in years to come. now the commonwealth games are here and im going to lose more time and money to the worst stretch of road on the m1.

The M1 is obviously inadequate, it has been for a while, expansion to three lanes is fine, but it should be 4…. and planned expansions will just move the bottleneck south…. for some reason the reedy creek merge is troubling to some motorists and they slow right down causing chaos for other motorists behind and on the M1 trying to let them in…. it gets to the point the merging traffic stops and so does the M1… the problem is exacerbated by similar circumstances by the next merge north a round Robina and Mudgeeraba where the M1 North is still only two lanes…. a 20 minute trip… is taking on average 1 hour for me…. and it’s nasty to say, but I believe it’s because people do not know they should be trying to ready around the 100 Mark to merge so traffic on M1 doesn’t have to slow down to accommodate them

There is not enough lanes and it is constantly a stop start

Too much traffic with only 2 lanes.

Traffic banks back on to Reedy Creek Road as the M1 is congested and uneducated drivers making 1 lane into 2 -3 lanes

Robina
3 lanes merging into 2 in addition to a busy onramp
4 lanes into 3 into 2
M1 needs upgradings south of Robina and north of tweed
A bottle neck is created by reducing the lanes from 3 to 2. Traffic slows significantly to the point of a total standstill.
Always congested at rush hour times makes it take much longer
Congested due to the M1 switching from 3 lanes to 2.

Everyday the M1 slows to a stop from Robina to palm beach. It goes from 3 lanes to 2, and there’s a few merges. People don’t know how to merge properly and it creates a stop-start issue

Far too many cars travel on the road for it to be only two lanes each way. No matter what time of day it is there is nearly always congestion, god forbid there’s an accident or breakdown..

Heavy congestion in both directions.
Highway changes to two lanes from 3 lanes, with many vehicles and trucks forcing their way in from the left merge lane as well.
M1 between mudgeeraba and tugun. Not just mudgeeraba to varsity….the problem lies all the way down to the tugun bypass.
M1 both directions between Robina to Elanora has congestion everyday, 4 lanes into 2 with multiple on ramps makes for a frustrating journey.
M1 from Mudgeeraba to Tugun Bypass needs upgrading to 4 lanes sth and North and a whole new Motorway needs to be built parallel to the M1 asap.
M1 merges into two lanes At Robina. Lanes need to be a minimum of three.
Not enough lanes.
the 3 lanes become two and this causes extreme bottleneck southbound in the afternoons

The m1 at Robina has an entrance to the highway at 3 lanes which makes everyone move over as they should, then 300m further south the highway goes from 3-2 lanes and has a merging lane onto highway 50m further down the road causing a massive bottle neck from 6am-930am and again from 2pm-7pm.
Three lanes merge to two, people slowing down to get in
Rochdale
Always long delays in the afternoon southbound on Gateway, with traffic queueing back from Pacific Motorway merge.
Congestion due to other drivers merging onto the Pacific motorway
Freeway changes down from 4 lanes to 2 lanes
M1 Gateway merge lanes on M1 go from 4 to 2.
M1 southbound 5 lanes to 2. Gateway merge 2 lanes. 7 lanes of traffic forced into 3.
The Pacific motorway goes from 4 lanes (plus another lane of traffic joining from near Garden City) to 2 just before the merge with the Gateway motorway. It is ALWAYS congested - pretty much anytime between about 2pm and 6pm weekdays and often at weekends too. Can't imagine the problems this will cause when the Commonwealth games are on!
This is a well known morning congestion spot.

Too many lanes merge into one.
3 lanes on the gateway down to two, then another merge rape into the two lanes before all three turn into one.
This traffic then over flows into the other two lanes on the Pacific and then the whole motorway backs up. Sometimes traffic is 30km down the road just because of this one intersection

Rochdale South
Highway inbound to the city is backed up Morning and night. My 1hr 5 min trip now takes 2 hours most days because of congestion
The bottle neck. 4 lanes to 3 then down to 2 just before Springwood
Too much traffic, too few lanes
Traffic on highway

Shailer Park
Peak times is a standstill and can take half hour to go 10 kms
Too much traffic commuting from the Gold Coast to Brisbane for work. Road infrastructure can't cope
Too much traffic. At a standstill on a daily basis.

Slacks Creek
Congestion from around Loganlea Road exit of Pacific Motorway through Springwood and sometimes as far as Gateway Motorway exit. So many people enter and exit around this area which slows things as people slow down to exit and those merging on don't get up to speed. Plus you basically have 2 motorways worth of cars - those wanting to go to Gateway and those continuing on M3 to city
Congestion from Tanah Merah to Underwood due to congestion
Heavy congestion from Loganlea Rd to Gateway exit
M1 at Springwood banks up ridiculously every day, going north in the mornings or south in the afternoons. Something needs to be fixed!!
M1 not coping with amount of traffic
M1 stopped for no apparent reason even in non-peak periods. For example heading South on Thursday 5 at 11.40am the traffic stopped then moved on very slowly - all lanes.
Not enough lanes further up the highway. Goes from 4 to 3 to 2
On nth and sth bound it's merging traffic and people not allowing people to merge. An forget trying to get anywhere when someone brakes down or an accident.

On the M1 at Springwood the road becomes 4 lanes, then at the Chatswood Rd exit the left lane exits (road becomes 3 lanes). Then the Chatswood Rd onramp adds a lane to the M1 - now 4 lanes - and then after the Loganlead Rd exit the road becomes 3 lanes again (merging nightmare) and not long after that the Loganlea Rd onramp traffic has to merge as well. WTF! The government spent a long time upgrading this bridge and it made NO DIFFERENCE. In fact it made it worse. This congestion program at Loganlea Rd did not happen before the new bridge. Once again poor planning. Going north I don't think the M1 even has the capacity to be widened. Why would they spend all of that money to build a new bridge and be so narrow-sighted. On the M1 north and south at Springwood traffic is always at a standstill during peak times.

Reoccurring congestion for no reason at all.
Too many cars not enough roads! Need another hwy
Too much congestion leading up to offramp onto Gateway Motorway from Pacific Motorway northbound. Southbound same area, congestion as 4 lanes become 2 lanes, with 2 additional lanes merging into decreased 2 lanes and then only becoming 3 lanes.
Too much traffic, too few lanes

South Stradbroke
Long waits occur as entering pacific motorway from gateway motorway, bank up of traffic at helensvale/nerang as lanes drop from 4 to 3 with on ramp traffic, and long delays at Robina as lanes drop from 3 to 2 with merging traffic at onramp.

Springwood
Major congestion daily
The M1 from Loganholme to Eight Mile Plains is a complete nightmare and is consistently congested.

The Pacific Highway service road has congestion issues at peak times with traffic coming off the M1 at Springwood. The south bound traffic has only one lane filtering through to a roundabout which is heavily congested. This also causes issues for people exiting driveways of the businesses along this stretch, particularly those south of the Denis Road roundabout.

Stapylton
M1 Gold Coast to Brisbane
Merging traffic causes delays
Brisbane to Gold Coast
Gateway merge through to logan hyperdome merging traffic causes delay
Also poor emergency service systems when there are accidents highway shutdown should not happen police should have to use old traffic control methods keep traffic moving
The Gold Coast Hwy/Gateway Mtwy is a single road that caters for all traffic to/from and through Brisbane. Over the years, developers have purchased land either side, thrown up multiple housing developments with predictable traffic outcomes.

The northside part of the Gateway, where it becomes the Bruce Hwy, is now about to have another 30,000 homes built beside it (in addition to the Northlakes over development), which will make congestion on this stretch of the road even worse.

Brisbane needs a bypass NOW. Procrastination by successive State Governments has resulted in a laughable level of road infrastructure planning and a situation where adhoc upgrades hinder almost as much as they help. Continuing to allow unrestricted housing development along Brisbane's key arterial road has clogged it to the extent that if it was a person with acute Cholesterol, a bypass operation would be critical for survival (or they would be dead).

Can you imagine what the state of traffic will be during the Commonwealth Games with up to an additional 100,000 trips per day? QLD will be a laughing stock because the congestion will prevent attendance at events and the increase in demand is so predictable and preventable. We've had a passing parade of Pollies raving on about how the Commonwealth Games will be such a boon, jobs, money, blah, blah, blah. But not one word has been raised about building road infrastructure to meet demand - pathetic.

**Tallebudgera**

Constant congestion 30 minutes from robina exit to reedy creek exit

**Tanah Merah**

Brisbane has grown up... and the road network/infrastructure has not kept pace with the number of vehicles which use it every day.

Also, there is little patience/driver courtesy shown by some drivers. People are in too much of a hurry to get to where they want to be...

Lack of indication/use of indicators and a 4 second gap between vehicles to allow for a safe braking period...

This is for the whole of the M1 road network - north and then south to the NSW border...

**Underwood**

People come off the gateway merge onto M1 and people on the M1 try to cross over the merge to exit at Springwood. In the other direction, I don’t think driver’s cope with the bend in the highway. Not enough lanes. Need an eight mile plains/Logan bypass road

**Upper Coomera**

Congestion daily!! Long delays and worsening every month

Congestion due to traffic coming into the M1

Congestion from coomera to helensvale southbound on pacific motorway every morning. Too many cars. When it's school holidays it's not as bad.

Congestion mornings and late afternoon service roads are blocked by ppl trying to get to and on tge m1

Every morning the whole area is a complete carpark,, cars merging onto M1 at several spots back up, the M1 slows and no-one gets anywhere.

Everyday accidents are on the M1. I moved to Brisbane from the Gold Coast to avoid driving on the M1 because I feared for my life.
Extreme congestion everyday with too many accidents. Drivers need to merge at the speed of the highway and keep left if they are driving slow.

In general the M1 in this area is shocking, the amount of accidents that cause delays of between 1/2 an hour to 3 hours is unacceptable. The amount of on and off ramps that backup also is a big problem let alone the delays on slip roads.

M1 goes down to from 4 to 3-2 lanes heading up to Brisbane, add a car accident and its chaos! So many car accidents too!

M1 is a nightmare, 10 years out of date.

My daily commute from Pimpama southbound is delayed DAILY with crashes occurring on the M1, most commonly at this point between Coomera and Oxenford. I can be delayed up to 40 minutes at a time, with no alternate routes something needs to be done.

Pacific Motorway southbound comes to a halt on a peak hour-weekday basis, where traffic is merging onto motorway from Dreamworld. Traffic congestion doesn't usually appear to be caused by a crash or breakdown. It appears to be caused by too much traffic merging onto motorway at the same time - possibly due to congestion caused further back on minor roads near Dreamworld.

People do not get to the signed speed before merging and cause traffic to slow unnecessarily.

Practically everyday there is congestion on the motorway; whether that be caused by an accident or backed up traffic (high volume). Even weekends now have massive amounts of congestion.

Service roads and roundabouts are inadequate for traffic exiting M1 in various locations. Oxenford overpass. Exit ramps and on ramps and flow through inadequate. Mainly because of traffic light sequences I think.

The M1 from Coomera southbound is a nightmare. Actually, the entire M1 is a nightmare.

The M1 southbound from Pimpama south is consistently congested at any time of the day. There isn't enough infrastructure for the amount of cars/traffic that travels this route everyday.

The off ramps are not long enough which means the cars slow down or stop on the M1 which causes a jam, and fatalities over the years. It's very dangerous.

The worst part is southbound starting from Ormeau then every off ramp to Smith Street which is the worst.

The on ramps cause the same issue because they aren't long enough to get enough speed up (the old ones).

Thanks for doing this survey!

There are not enough lanes, causing bottlenecks at a few different points on the M1. When someone crashes their car (almost daily), the entire highway has to be slowed right down further causing flow problems.

People are unable to merge properly, and many sit in the right lane when not overtaking. I've frequently seen people overtake in the left lane.

Too many cars and not enough lanes!

There is too much congestion everyday during peak hour traffic.

To many vehicles not enough road. Lack of drivers ability to maintain speed, merge and select the correct lane.

Traffic slowed every afternoon, stop start going southbound from Dreamworld. I think it may be due to merging traffic from the side road which is also always backed up with traffic.

(blank)

Upper Mount Gravatt

Can't merge onto Motorway just too busy
Through traffic from Mains road blocks lanes when turning right onto motorway from klumpp road

**West Burleigh**
The M1 hwy West Burleigh is always congested meeting other arterial roads.
Also if there is an accident there are no extra lanes to make bypass.

**Woolloongabba**
More lanes on the M3.
Multiple major roads into the CBD.
More efficient, more regular, more affordable public transport.

*(blank)*

**Yatala**
Everyday the M1 has a crash. It is ridiculous.

Poor designed, not catered for growing communities, industrial side of the community, large trucks moving through, road is uneven and not marked properly, needs a major overhaul!
The lights on both sides of the m1 cause gridlocked congestion there is no entering and exiting the roundabouts.

*(blank)*

**Bottle neck, gateway exit blocks ongoing m1 traffic**

Congestion !

Congestion on m1 on the southern gold coast

During peak hour the traffic from the highway coming into Brisbane banks up as it goes into the city and on to Coronation Drive/Milton Road. It is particularly bad for the turning lane onto Milton Road/inner city bypass.

Gateway merges with m1. Not enough lanes. Too much traffic

Insufficient capacity on m1 north & southbound, worst at 2 to 3 lane merge, southbound at Robina, especially 5-9 am and 2-7 pm. long delays turning onto m1 especially exit 92 northbound, also causing delays on m1

It is bad waiting at this road for 40minutes when I could drive all the way to the city instead.

**FIX IT!**

Loganholme to Springwood section congested Northbound every day........The highway cannot handle the traffic its just pure congestion....Try using north or south when there's been an accident it can take hours. The productivity and revenue losses in Queensland must be massive

M1 between Mudgeeraba & Currumbin is hopelessly congested.

M1 reduces from 4 to 2 lanes then merges with the Gateway Exit which has also reduced lanes. Shortly after, the left lane ends and people aren’t merging efficiently.

Morning and evening peak hour on the Pacific Motorway between Oxenford and Nerang is a car park. A combination of not enough capacity on the road and people not merging at speed.

Consistently adds 50 minutes to my day compared to driving outside of peak and if there is a crash which there frequently is the delays could be in the hours as no alternative route that could handle even a fraction of the traffic.

Not enough lanes!!!

Not enough lanes. Crash n the M1 holds up traffic for ages. Not cleverly thought through

The area gets congested very easily due to the traffic getting on to the M1. There are also 4 other sets of traffic light intersections connected to the same road close together and none of them aren’t synced.
The intersection has insufficient capacity to handle the amount of traffic during morning and afternoon peak hours, due to continued development of houses and no redevelopment of the road system. The M1 is getting worse and worse in the 2 lane areas. At 6:30pm tonight it was still at 60kms/hr. It doesn’t help that this particular area has a massive TV like screen with ads constantly changing. Ever since that was put in, people have gone slower through there, a few near misses & more accidents. The roads can not handle the amount of vehicles coming up to the roundabouts from service roads and traffic coming off the M1. Council and state governments are not doing anything to fix the problems yet are still allowing new housing developments be approved.

The section heading northbound on the M1 between Loganholme and the Gateway is a appalling. The motorway narrows down from four lanes down to three then down to two. Then as soon as it opens up to four lanes again the traffic runs freely.

The two roundabouts on the overpass are always extremely congested. The traffic flow from Woolworths etc also exits on to this road with no alternative causing havoc at peak hour. The new traffic lights at Woolworths on Peachy road have actually not helped the situation at all. Too many cars entering the M1 can’t handle it.

Too much traffic for the roads to handle.

<table>
<thead>
<tr>
<th>Paddy Road</th>
<th>Warner</th>
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<tbody>
<tr>
<td>Trying to turn right onto Eatons Crossing Rd when the sun is setting and the heavy outbound commuter traffic is coming over the hill is terrifying.</td>
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<table>
<thead>
<tr>
<th>Pallas Street</th>
<th>Maryborough</th>
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<tbody>
<tr>
<td>No traffic lights at this intersection makes it near impossible to enter Alice street some days, especially if there is a road closure elsewhere (Bruce Highway, Ferry Street). Traffic backs up back to Kent street when this happens.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Palmer Street</th>
<th>St Helens Beach</th>
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</thead>
<tbody>
<tr>
<td>Traffic turning out of Grendon St during peak times, especially school drop off and pickup times, has to wait for extended periods, there being only a stop sign. Visibility isn’t particularly good.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Parklands Boulevard</th>
<th>Little Mountain</th>
</tr>
</thead>
<tbody>
<tr>
<td>At school times traffic is at a standstill. It also does not help that a servo has been built next to the school with entry and exit points right at the traffic lights. Heavy usage. Meridan School only accessible from one side of the road. Lack of car parking. Only one road to access a school with 2800 students.</td>
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<thead>
<tr>
<th>(blank)</th>
<th>Meridan Plains</th>
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<tbody>
<tr>
<td>Bottleneck</td>
<td>Pacific Paradise</td>
</tr>
<tr>
<td>Parklands Boulevard is an small, two-lane road and has a great deal of difficulty dealing with the huge amount of traffic that flows through it. This is a particular problem during school time and rush hour in the afternoons. As they are building new shopping centres and housing estates, it seems ludicrous that more isn’t being done to either widen the road or perhaps ease congestion via an alternative route construction. It is rather frustrating travelling along this road and at this particular intersection it seems as if we wait forever!</td>
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Rosemount
Volume of traffic using suberbna road as a through road between Caloundra road and Nicklin Way.

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When the school traffic is around 0700-0900 and 1430-1600 it can be hard to exit Springs drive in either direction. This is hard for me most days as I work with the bush fire brigade and increases response time to any calls I may get in this time.

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Peachey Road
Ormeau
Can't get through the lights to get onto the roundabouts near highway. Due to shopping centre being built but no roads infrastructure. New shopping centres have had new lights put in. Too many people not, enough lanes

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Exit routes from this area is insufficient for the amount of through traffic. New traffic lights have made it worse. Either extra lanes to be added for motorway and other roads exits or a different exit via the shops should be located.

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The main problem seems to be congestion. There are simply too many cars on this stretch of road. The area has seen the installation of a new roundabout and traffic lights into the Woolworths shopping centre in the last year, however the problem seems to be increasing. Today I drove from Oppermann Drive to the roundabout at the end of Peachey Road and that took 27 minutes. This should be a 4-5 minute stretch of road.

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Pease Street
Manoora
In the afternoon there are many people trying to get from Anderson st into Pease, then up Reservoir road, as well as people trying to go thru the roundabout up Pease st

Peninsula Developmental Road
Laura
The road to the Cape is absolute terrible. It should be sealed all the way. It gets graded 2 twice a year if lucky. The greatest tourist place for Qld to make money & we have to put up with rubbish.

Penny Street
Algester
Learoyd Road has too much traffic, it doesn't allow drivers to exit Penny Street.

Perwillowen Road
Burnside
Perwillowen Road is the only northbound exit from a vast area to the southwest of Nambour. 3 major intersections occur along Perwillowen Road within 200m of each other. Traffic backs up (sometimes over a hundred metres in both directions) due to congestion at the roundabouts. The Windsor road roundabout often can't clear because of congestion at the Perwillowen/Carter’s road/Arundle Avenue roundabout. Traffic trying to enter Perwillowen Road from Coes Creek road often backs up at the STOP sign. At peak times these can only enter 1 or 2 per minute due to the good will of the heavy traffic on Perwillowen Road as they have no right of way! Perwillowen Road services a Catholic High School, Windsor Road services a large State High School AND a TAFE AND a Special School AND a Primary School, so school traffic makes the situation even worse. In addition, extensive population growth in new building estates along Perwillowen road and Coes Creek road has rapidly increased the demand on traffic flow.
Maroochydore
After school pick up. Only one way out of perwillowin road back to Nambour. Also have Burnside school parents trying to get out as well.

Petersen Street

Trinity Beach
Unable to see what is coming from the left on Trinity Beach Road when trying to turn Right. Garden growth and small hill in road make it very difficult to see if cars are coming.

Pialba Burring Heads Road

Point Vernon
High congestion of cars difficulty++ turning right into Wide Bay Drive to access school. Dangerous when exiting Wide Bay Drive after dropping off children and attempting to turn right. In general poor area all around these intersections with two schools very poor.

Pine Mountain Road

North Ipswich

Regardless of vehicles waiting and travelling north, lights facing South always have the arrow turn to green, into a small private, primary school, even when there's no one turning. This happens all hours of the day and night and it's only to turn to a small private primary school. Because of the congestion, it holds up vehicles travelling north so vehicles use the side street next to the school to beat other vehicles stopped at the lights. It also backs up traffic travelling from the north at the intersection of Pine mountain road and waterworks road so it can generally take up to 12 mins to get thru both intersections during school zones, morning and afternoons. This has been going on for years and is only getting worse.

Pine Ridge Road

Biggera Waters
Main road gets priority so signals are short. Only one lane each way but school traffic contributes to significant amounts of traffic with tailback of nearly 1km. Very congested and not enough lanes and long wait for light changes.

(Blank)
during rush hours 8-9am and 4-5pm and 3pm on school days coming fron from pine ridge road from coombabah high school, to turn right onto Oxley drive is terrible. most cars want to turn left but are unable to as the through traffic and parked cars block the left turning lane, then the remaining cars who wish to go right can't do so because the traffic builds up so bad up along Oxley drive until helensvale, hours are lost here.
North south bound lights not long enough on interchange creating people to run red and cause accidents
Single lane Rd only, needs to be dual lane for at least 1km prior to major intersection as not enough cars are able to turn right through the intersection causing major traffic congestion every morning.

Pine Street

Ipswich
Traffic infrastructure planning, funding and building has not been balanced equally with the growth of population and other development approvals in the Ipswich area which has caused rapid traffic congestion right across the Ipswich area. The South East Queensland regional plans developed by all levels of Government has not been followed wasting millions of tax payers money.

North Ipswich
When travelling fast and turning from Delacy St South into pine street, often the arrow is red with green lights despite no one coming from the opposite direction. With pine street being a major source for traffic to get to the town centre, I then have to wait for all the light directions to change before getting a green arrow.

Plaza Parade
(blank)
Major shopping centre with only one lane road leading from Maroochy Boulevard. Road too narrow for traffic from either end.

When turning left onto plaza parade from Evans street the merge lane ends to quickly so traffic turning left and cars coming from maroochy blvd turning right bank up. Cars then block the intersection for other cars going straight across from Evans street to maroochy blvd

Point Cartwright

Buddina
(blank)

Postmans Ridge Road
(blank)

Priestdale Road

Rochdale
(blank)

Princess Street
(blank)
Traffic congestion—single lanes despite high volumes of traffic. Lots of accidents.

Pullen Road

Everton Park
Traffic is backed up from the Stafford road intersection and there is no space to enter onto the road from Pullen. Most times I turn left and then right and try to enter the traffic further down.

Quay Street
(blank)
There is so much traffic going either direction in the mornings and afternoons along Quay Street. That people can’t even cross the road by foot unless vehicles actually stop as when there is a break in traffic all the cars in the side streets are trying to get in. Many people in my office don’t bother leaving work on time as there is no point as you can’t get out anyway.

Queen Street

Southport
Long unnecessary wait times on lights with no cars on intersection.

Railway Avenue
(blank)
Peak times this intersection becomes congested and the trains slow everything down as well. There are only three ways into the city and they are all congested at peak times.

Ray Jones Drive

Woree
The inbound traffic goes from 3 lanes to 2 lanes before a bridge directly after traffic lights at Ruth/Kate Street. This is the main inbound road from the southern suburbs into Cairns City and it is very congested in the morning traffic. Three lanes split to four however, 2 go one way and 2 the other. Traffic is backed up from traffic lights on both lanes and sometimes traffic stops suddenly at 80km

the intersection is to allow traffic from Kate St onto Ray Jones Dr and just after the lights the lanes go from 3 to 2. It seems the poor timing of lights and the reduction of lanes is causing major congestion in the morning

Redland Bay Cleveland Road

Victoria Point
Traffic gridlocked from inside Redland bay, all intersections are blocked, then when you get onto Redland Bay Cleveland road, if it’s moving it’s at a snail pace! All intersections are blocked along this main road!

Redland Bay Road

Victoria Point
Only single lane travelling north. Goes from dual h/way to single lane travelling south. Inadequate planning and upgrading of road system for population in surrounding areas over past 5 years. Planners must have heads in sand not to provide continued double highway system for established and ongoing development taking place in this part of Redland Bay. In general very poor long term planning and action is taking place in the Redlands for current and planned population increase!

Reedy Creek Road

Varsity Lakes
From the moment you get off the highway at Burleigh Heads you enter reedy creek road and coming up the hill doing 80kph you start to see a dramatic scene of brake lights and skid marks due to the crest. This section of road suits 60-70kph rather than 80kph. The the amount of traffic lights with minimal time allocation for east west travel is the problem. People jam up the intersection due to time constraints

Riawena Rd

Rocklea
Traffic backing up severely at lights, badly timed with next set of lights, often many trucks and cars run red light in opposite direction and blocking the intersection further adding to problems.

Richmond Road

Morningside
Single lane roundabout

Rickertt Road

Cashmere
Long queues on Richetts Road one lane to turn right into Greencamp Road also one lane.

Clemson
I travel from Birkdale to Manly West, normally taking 10 minutes depending what time I leave. If I leave 5 minutes later than 7.30am it can take anything up to 30 minutes. The speed limit is 80kph but most days you are travelling at 15 or 20kph.
You have 2 lanes trying to turn right onto Greencamp Rd and the inside lane cars then force their way into the traffic. It can then take 10 minutes to go 1 kilometre.

Ransome
Dangerous intersection where it is near impossible to access Rickertt Road without blocking oncoming traffic

Massive congestion during peak times. Entry roads need traffic lights or roundabouts to ensure safe turning. Exiting into these roads needs its own lane.

Needs urgent upgrade. More lanes needed in every direction.

Traffic backs up all along Manly Rd turning into Greencamp Rd and that whole section of Rd is a bottle neck. There is so much traffic and not enough lanes. Two lanes merging into one to cross bridge across creek (Redlands Council), road enter Brisbane Council but only one lane all the way to Manly West. Increased gentrification over past 14 years with no planning for upgrade to handle the traffic congestion. Bridge requires replacing to allow for 4 lane traffic (2 lanes in opposite direction, or alternatively 3 lanes allowing for lane swap closure to allow for morning peak hour traffic (direction Brisbane) and opposite peak hour traffic towards Thomsid e / Birkdale (Redlands) (blank)

Wakerley

2 lanes going into 1 lane for around 1.5 km going into 2 lanes. restricted because of single lane bridge over "Tingalpa Creek" (?), During peak times the volume comes to a slow crawl from around 7 am onwards. Basically road capacity cannot handle the traffic volumes during peak hours. These single lanes just bottleneck every morning until the lights at Manly Road where it becomes 2 lanes each way. This occurs during afternoon peak hour (heading out of the city) with 2 lanes from Manly Road feeding to single lanes on Greencamp Rd.

Road simply unable to handle traffic flows too much traffic trying to use a small intersection.

(Blank)

Double lanes required from Manly Rd to Quarry Rd to relieve peak hour congestion. Traffic lights needed at Chelsea Rd intersection for safety of local residents.

Riding Road

Hawthorne

Cars backed up, lights don’t stay green long enough. Lights turn green but cars are backed up from the next set of lights and so no one can move anyway.

Turning right from Pashen Street onto Riding Road is extremely difficult most times due to traffic & pedestrian x-ing. Can be quite risky.

Vehicles that are passing through this intersection for the purpose of accessing Bennetts Road (from Riding Road) are caught up in the long queue of traffic trying to get into Wynnum Road and head towards the city. The problem is compounded by the fact that cars moving through the intersection along Wynnum Road often block entry to the third, left-hand lane that provides access to Bennetts Road, but also by the fact that city-bound buses trying to move out of that third lane (into the middle lane) can't do so because of the congestion in the middle and right lanes.

Rifle Range Road

Pimpama

Too many people coming from the primary school up to the roundabout, then people turning off Waverley drive trying to get onto the main road when it's backed up. Traffic can be backed up for up to 3+ ks just to get to the roundabout

Rio Vista Boulevard

Broadbeach Waters

Ped crossing is way to close to round about that it is causing car crashes and people nearly getting hit by cars coz no one stops at the crossing and if they do it backs up the round about

River Hills Road

(Blank)
The top of River Hills Rd Eagleby there are many blocks of Apartments and it is really hard to get out of our apartment and turn right into River Hills rd, because of all the car parked on the street. Its really dangerous.

River Way Drive
(blank)
Bad congestion from slow crawling traffic caused by not enough lanes. More lanes are being put in but the congestion starts before they road work area, four lanes needs to be extended beyond Allambie Lane.

Riverway Drive
Cape Cleveland
Two lanes go into one cannot handle the peak hours traffic. There are roadworks being done now.

Robina Parkway
Robina
2 lanes merging into roundabout. Hard to enter
Poorly designed oval-shaped roundabout with congestion, poor visibility and drivers queuing through roundabout causing many near accidents daily to many roundabouts and lights in a short area in peak hour, bad planning especially due to how close to major shopping center.

(blank)
The set of roundabouts cannot withhold the amount of traffic

Robina Town Centre Drive
Robina
(blank)
(blank)
Huge cues of traffic heading to the motorway. Waiting for ages to enter the roundabout! Should be traffic lights. Traffic builds from 3:05pm until after 4pm
The traffic is really heavy and drivers do NOT leave the roundabout open for through traffic. This roundabout desperately needs a DO NOT QUEUE THROUGH INTERSECTION sign.
There are 2 spots that are entrances to the & Eleven and the area where KFC and McDonalds are. Traffic moving west doesn’t leave those entrances free to access and there should be yellow lines painted on the road to stop the traffic blocking those entrances.

Rockhampton - Emu Park Road
Berserker
Bridge is backed up because turning lane only allows one lane to allow the straight through traffic through and this backs the traffic up right back to the Gladstone road turn lane as well

Rockhampton Yeppoon Road
Bondoola
Needs 2 lanes all the way. It only has 2 lanes partially but due to Heavy traffic during peak hours it makes it congested daily. Many accidents too. Becomes dangerous. As a nurse on shift work, coming home on night shift is scary some days.

Rode Road
McDowall
Rode road goes from one to two to one lane about 6 times over its length. In most spots, there is the ability to make two lanes its entire length!!! there is enough traffic movement during peak hour to make two lanes its entire length.
Stafford Heights

Needs traffic lights at this intersection. There has been a move to block people trying to right turn from Trouts to Rode Rd, as it is acknowledged to be a busy, unbalanced intersection with little traffic spacing from surrounding flow measures, and no dedicated right hand turn lane. This means traffic backs up for several streets in the mornings. Trouts Rd is a 'busy' side street which people use to get to local facilities like shops, schools, and access main Rd (Rode Rd) but without lights it will still be difficult for people to get to the main areas. The current council plans will force drivers to rat-run to the next closest lights, through suburban streets, or undertake dangerous U-turns in order to get back in the direction on the main Rd (Rode Rd) they wish to travel. This intersection clearly needs traffic lights, and a dedicated turning lane. The lights could and should be synced with those upstream so as to not cause delays in peak hour, then staggered more outside those times. There is adjacent land both side of Trouts Rd which could be resumed in order to create the extra lane width, and a safety island for pedestrians.

Upper Kedron

Very dangerous entering across traffic lanes to leave Prince Charles Hospital, especially trying to turn right.

Ruthven Street

North Toowoomba

Major congestion on North Road due to capacity constraints on North Road and conflicts from side access into Northpoint shopping centre too close to intersection. Insufficient intersection capacity. Lack of right turn lanes on North St.

Toowoomba City

Too many traffic light phases. Poorly designed phases. Insufficient approach and departure lanes and length. Dangerous unsigned merge points. Traffic lights sequence only lets one side of intersection go at a time instead of the standard two opposing sides.

Salerno Street

Surfers Paradise

Light doesn’t stay green very long, only 4 cars get through each time.

Samford Road

Alderley

THE TRAFFIC BUILD UP FROM SAMFORD ROAD TURNING RIGHT INTO ENOGGERA ROAD AND THEN THE TRAFFIC LIGHTS ALONG ENOGGERA ROAD LEADING INTO THE CITY. ONCE AGAIN DEPENDING ON WHAT TIME I GO THROUGH THE TRAFFIC DIFFERS AND I TAKE THE TUNNELL TO AVOID BEING LATE FOR WORK WHICH ADD AN EXTRA $5 A DAY.

Enoggera

Poor linking of traffic signals esp at new entrance to army barracks.
The intersection just can’t handle the volume of traffic during peak times which are getting longer
Traffic light sequence is biased in favour of traffic leaving the Army base at the expense of much greater traffic volume commuting Samford Rd.

Ferny Grove

The section of Samford Rd from Patricks Rd to just past the railway crossing. The lights rarely seem to be in sync & it causes traffic chaos. You can get stopped at 5 sets of lights in the morning...within the space of 500m.

Gaythorne

Congestion at this point during peak periods impacts traffic further along Samford Rd. Mostly traffic from the west but links into issues in Pickering Rd and Osbourne and Wardell Sts. This change was suppost to ease congestion but has increased it.

Keperra
DEPENDING ON WHAT TIME OF THE MORNING YOU TRAVEL ON THIS ROAD DEPENDS ON WHAT THE TRAFFIC IS LIKE. IF I'M ON IT AT 6.40AM, THE RUN IS USUALLY QUITE SMOOTH, AN HOUR LATER THOUGH AND IT CAN TAKE 30MINS TO GET FROM THIS PIN POINT SPOT TO THE END OF SAMFORD ROAD.

Mitchelton
Blackwood St given green light for too long - causes long delays on Samford Rd. Traffic flows once past this intersection.
Right turn onto Taylors Rd is hazardous due to oncoming traffic coming over crest of hill & then racing through stale Yellow light.
Samford Rd from Dawson Parade through to Kelvin Grove Road is congested. Traffic turning right and blocking a lane is a problem.

Samford Rd from Gaythorne back to Keperra is often a carpark in the morning. The barracks traffic is a problem around 7am. They need to limit the inbound right turns between 7-9 am.
The section of Samford Road between Dawson Parade (Keperra) to Pickering Street Gaythorne is a congested 'car park' with each peak hour. The problem exists just as badly on Saturday mornings.
There are too many sets of traffic lights and they are badly coordinated. It's very common to be caught in a 'red light run' where the same group of cars start at Dawson Pde/Samford Rd and get every red light phase until after Pickering St where there is finally some reprieve.
This same problem exists outside of Westfield Chermside in a very similar manner. To a lesser extent, Patricks Rd/Dawson Pde Arana Hills.

Mount Cotton
Too much traffic and too many sets of traffic lights in close proximity

Sams Road

Rural View
Poor traffic light management

Sandgate Road

Albion
Heading south bound towards the city on Sandgate road the traffic gets very congested during peak times because the traffic from people turning onto the Albion overpass road backs up a long way

Clayfield
Very narrow roadway for traffic. Having to constantly stop for buses cyclists.

Nundah
Joining the Nundah bypass road inbound from the on-ramp from Nundah Village can be dangerous when a large block of cars is coming from the tunnel.
The subsequent section of Sandgate Rd past Toombul Shopping Centre to the junction with the East-West Arterial Rd can be very slow, especially in the middle of a weekday. There are three sets of traffic lights which do not appear to be co-ordinated for the through traffic.

Virginia
3 lanes of traffic not moving
Afternoon traffic along Toombul Road becomes very congested as it merges onto Sandgate Road... it's a joke.
At peak times a large number of vehicles are converging onto Sandgate Rd and the following traffic lights result in a large a mount of congestion.
The majority of traffic entering from Toombul road north onto Sandgate road want the left lanes and have to cross the 2 lanes already on Sandgate road, causing long queues blocking vehicle on Sandgate road wanting to turn right onto Toombul road via the roundabout.

Merging traffic from two busy major roads. This traffic then wants to change lanes (sometimes across 3 lanes in total). Very hard at peak times.

People coming in from the gateway off Toombul road trying to merge into a main road being Sandgate road.

Sandgate Road is poorly designed and has too many restrictions to pass its traffic load. The blocked lanes should be used to feed over passes to eliminate traffic lights.

The majority of traffic entering Sandgate road northbound from Toombul road immediately merge across from the right lane to the left lane to turn onto Pritchard road impeding the flow of traffic continuing along Sandgate road.

*blank*

Some days you just can’t get onto Sandgate Road because, the traffic coming down Sandgate and the traffic coming from Toombul Road are at a standstill. Traffic lights don’t align to allow traffic to flow freely.

*blank*

**Sarawark Avenue**

Mainly during school hours and going to work hours. A high level of congestion all along this section of road from the Coles Express Petrol station to down past where the main road goes from Sarawark Road to Thrower Road and meets up with Gold Coast Highway. It can block traffic through the lights.

**School Road**

This intersection is the main entry thoroughfare to Coolum Beach from the Sunshine Coast Motorway and at school drop off and pick up times it is nearly impassable. Coolum desperately needs another entry and exit point in a position that is away from any educational facility. Coolum also needs an exit and entry point in both directions for emergency vehicles to access the motorway without having to traverse the congested intersection indicated in response to this survey. This situation has been ongoing for at least 20 years with many requests from the residents, parents, school representatives and affected parties - asking to address the situation and ongoing traffic problems. The issues are never addressed despite 2 deaths occurring in the surrounding streets. The issues should be addressed as a matter of urgency.

**Settlement Road**

**Keperra**

*blank*

**Shand Street**

*blank*

**Enoggera**

The lights are not timed correctly for afternoon peak hour traffic. Seeming to give preference to inbound traffic. Move from one set of lights and across train lines. One light goes green, next is red, no traffic flows through green light.

**Stafford**

It is a feeder road from the north and it converges into a single lane between Stafford and Raymond Rds.

**Sheridan Street**

*blank*

**Aeroglen**

The school zone speed limits significantly affect everyone travelling from the northern beaches via that route (for Holloways and Machans Beach this is the only route). There is no school drop off zone on this street so why is it a 40k zone?

**Cairns North**
DIRVERT TRAFFIC ALONG LAKE ST (CURREN'TLY CAN'T TURN RIGHT AT LAKE ST) FROM AIRPORT DRIVE

Heavy congestion in AM due to school zone where there is no direct entry to the school and no children pass or cross. In PM in reverse lack of capacity

There are 3 sets of traffic lights on Sheridan Street: Cnr of James Street, Lily Street and Arthur Street. When coming from South of Sheridan St heading North in peak hr traffic, the traffic lights are not synced for the amount of cars that are coming from the side streets. Once light is green there is not many cars that can go forward as the road is full of cars coming from side street when lights have been red. Back up continues all down Sheridan street

Traffic backed up some 5-10km during peak hours

Turning right from Sheridan onto Grove not long enough with turning arrow and traffic backs up

(blank)

Not enough lanes.

School zone on wrong side of school.

Over congested

School zone at mother of good counsel school is unnecessarily on sheridan street. School had drop off area behind it. And in side streets.

School zone causes upto 10km on congestion

Travel out of peak hour traffic mostly in the evenings and can sit at lights waiting to turn right for ages when traffic is very light on sheridan street.

| Sibley Road |
| Wynnum West |

| Signatory Drive |

| Sippy Downs Drive |

| Sippy Downs |

Major infrastructure on Sippy Downs Rd, feeder roads 3 schools and a University, now a Coles, soon to be a Woolworths, major Unit Developments in the area and major Medical Centre. This intersection is the main feed into Suburb of Sippy Downs, and exit for all of the above business.

Should have been a factor before Sunshine Coast Council approved Sooo much development in the area, it is insane.

The volume of traffic is too great. So what are they doing? Approving new shops (Coles), unit blocks, major employers (YOU!) with thousands of employees and an entire suburb of people - all of whom will most likely have to use this bottleneck. This should have been upgraded years ago.

Too much traffic for the road and only more buildings being built, which is just going to compound the problem. Also people can't use roundabouts - this makes the problem so much worse. Traffic lights might help.

| Slade Point Road |
| Slade Point |

It is near impossible to turn onto Slade Point Road from Keeleys Road, mainly right, due to the high traffic on Slade Point Road. It also causes long queues and on a bad day can block Janz Street preventing turning onto Keeleys Road. Turning right from Slade Point Road onto Keeleys Road suffers the same problem. Both are major roads.
Smith Street
Mermaid Waters
Heading west along Smith Street between 4pm - 5.30pm is virtually a parking area

Smith Street Motorway
Arundel
Congestion caused by too high capacity and long merging queues
Merging onto the highway when no one will merge for you.

Parkwood
Every morning and afternoon the traffic just builds and builds on the Smith Street motorway. It's beyond stupid
four lanes of traffic merging into two lanes in a matter of 100 meters.
Smith Street in peak hour has long queues of traffic with merging cars coming on the motorway from major roads
Too many cars, merging traffic
Two lanes of northbound traffic have to converge into one lane and pass by a school
Westbound needs three lanes to fix congestion. When there is no congestion 80 kmh speed limit is too slow compared to old 100 kmh

Southport
Smith Street motorway heading westbound on afternoons is a car park. There are 2 lanes heading west with room for at least 3 which would easily solve the problem. The issue arises when Olsen Ave traffic from both directions merge onto Smith Street.

Snook Street
Kippa-Ring
North bound traffic on Snook Street, Kippa Ring queues as it tries to merge with Anzac Avenue which is also congested due to too many traffic lights e.g. Pippa Ring train station and Klinger Road
The long line of people turning left and right make it difficult for those going straight
Traffic causes congestion, which in turn forces drivers to drive through the parking lane and bus stops towards Anzac Ave.

South Pine Road
Alderley
Railway crossing over busy road

Brisbane City
Un-coordinated lights cause major traffic backlogs

Camp Mountain
Too much traffic

**Deception Bay**
5 different changes of lights at intersection

**Eatons Hill**
Lights at Eatons Hill hotel stay red when lights at Eatons Crossing Rd for motorists traveling from Warner turn green. Sometimes traffic is backed up to Wanta Golf club at before 7 a.m.
Traffic from Eatons Hill seems to move well. Problem is for traffic coming from Warner
Road can’t compete with population
Traffic density at peak and sub-peak times caused by significant development in the area has limited access to arterial roads from limited area exits.

**Enoggera**
From waterworks road to Stafford road along South pine road, make no right turn across traffic path during peak hours unless there is a dedicated turn lane!!! ie, no right turn for south bound traffic of a morning and no right turn for north bound traffic in afternoon.
Heavy traffic not enough lanes
Lights take a long time to go green and not enough time to get cars through. It also holds up traffic at the previous set of lights
Long queues to waiting to get through the lights

**Everton Park**
3 sets of light changes to get through even on Sundays. The minor cross roads need to either have a flyover under or not. Too many right and left turns.
A combination of too many traffic lights on both sides of this intersection that aren’t timed well leads to congestion that backs up kilometres - to the north on the morning and to the south in the afternoon

Heading south on south pine road the cars turning left to Stafford road block through traffic. As do buses stopping just before the intersection.
There only 2 lanes and turning traffic / busses block the left lane always.
This leaves only 1 lane for southbound traffic and the queues are always massive
Heavy traffic at all times.
Heavy traffic not enough lanes & too many lights. Needs to be bypassed somehow.
High volume intersection of main road and two side streets that require separate turn of traffic lights as side roads offset by 25 m. Even at 11am on a saturday, traffic is backed up causing up to 10 min delay. Heading south through intersection is worst, bus stop within 50 m of intersection blocking one of two lanes, that doubles for left turn that is then held up by red left turn for pedestrian crossing. Need to put in left turn lane heading south, bus stop needs relocation or space to pull off road. Ideally, Stafford road and Griffith St need re-alignment (at a large cost though as land locked between shops).
In morning peak, traffic to city along South pine Rd can often take 2+ cycles to get through. If you are in Griffith St, waiting to turn right into south pine Rd, it is often 3+ cycles.
Intersection currently has 3 lanes. Left lane is left turn only, middle lane is straight through or left turn, & right lane is right turn only. In afternoon peak, there are not enough lanes & the cycle is not long enough to accommodate the volume of right turning traffic. It usually takes 3+ cycles to get through.

**Intersection hell**
Long delays
Long wait to get through intersection during peak traffic times. Saturday mornings are also particularly bad.
Needs a fly over
Since the tunnel has arrived the traffic on Stafford Road has increased beyond capacity. The road all the way from Gympie road is slow. The intersection is congested at South pine road with the majority of people turning right blocking the through traffic. If two lanes could turn right it would help the flow. To get into the center lane you have to drive in the left turn and then cross over.

The intersection needs realigning to over come the problem of the misalignment of Griffith St and Stafford Rd which currently requires an additional cycle in the lights controlling the intersection. An alternative, which wouldn't go down all that well would be to close off Griffith St at this intersection.

The issue lies in the various turning opportunities at the Stafford Road/South Pine Road Intersection. It is not only a peak hour issue but can occur anytime.

The traffic banks up during peak hour and even on weekends right up to the intersection of Felstead st.

There is a large volume along South pine rd and also Stafford rd. Large volume of traffic heading to/from ambany CD. Limited reds heading north south.

This intersection actually involves South Pine Rd, Stafford Rd and Griffith St. The existing traffic signals operate as a five way intersection because Griffith St does not align with Stafford Rd. There are no nearby alternate routes to avoid this intersection. (Only Trouts Rd to the east, or Dawson Pd to the west - even so, these are not possible for the buses e.g. 359, 357). On the bus, about 30min is wasted daily in the afternoon peak just traveling along South Pine Rd from Samford Rd to Pullen Rd primarily due to this one intersection. There are no bus lanes, or T2, T3 lanes. Two possible solutions are:

1. Increase the green signal time for South Pine Rd traffic (in both directions). This would require some coordination with the next set of traffic signals.
2. Re-align the intersection so that it becomes a normal four-way intersection (instead of an effective five-way). E.g. Traffic could be discouraged from Griffith St via limited lanes for that direction of travel.

Too many cars at peak hours
Too much traffic along old northern rd and eventually you crawl all the way through Everton park as too many sets of lights stopping traffic
Too much traffic trying to travel through the lights
Traffic constantly back up along Soth Pine Road.

TRAFFIC LIGHTS ALLOW MINIMAL TRAFFIC TO FLOW THROUGH CAUSING BACKED UP TRAFFIC
Traffic starts banking up around pullen road intersection and continues through to pickering street turn off.
Usually caused by to much traffic, no left turn lane, busses taking up a lane at the south pine and stafford rd intersection
Travelling down Griffith Street to turn left or right or to continue to Stafford Road is a nightmare. Can take two to three sets of traffic light changes to get through, and the time allowed to travel through is minimal
When crossing from the east side of South Pine Rd, pedestrians have to wait on the median strip for almost a whole cycle before they can complete their crossing.

Geebung
Congestion on south pine road from Everton park to Mitchelton at peak times

Kelvin Grove
General congestion - the impact of the congested intersection is well over 2 kms into McDowall

McDowall
It’s a congestion Point where 4 major and 1 minor Road all converge at a 2 lane roundabout and it’s a nightmare. Making it worse is queen’s road is very steep downhill into the roundabout causing regular accidents. Also the lines showing the two lanes on the roundabout have faded away completely so as you exit north west to south pine road the centre lane is supposed to cross left to exit, without the lines there anymore cars often enter the roundabout into that left lane as you go around. The overpass was an effort to improve things but it hasn’t been enough.

This causes long delays in all peak traffic times

Warner
2 many people living in eatons hill with 1 road (queen Elizabeth drive) the only way to get out. Lots of traffic coming down eatons crossing rd adds to congestion Delays back over a km on Southpine Rd due to huge amount of traffic from Eatons Hill and Warner and poor Syncing of 2 sets of lights on South Pine Rd. Priority given to cars turning into Eatons Hill Hotel/Woolworths.

Eatons crossing road
Coorparoo rd

Extreme delays. Can wait upto 10 to 15 light changes to get through. Everyday the same
Huge increase in traffic using both roads over past couple of years.
Mornings are the worst it’s a crawl from the old north rd intersection to the eatons crossing rd intersection, I turn off here, but the traffic continuing ahead has further delays
New housing developments and increasing traffic with traffic/road infrastructure not increasing at a sane rate. Sometimes 20 min to travel 2k in peak/school hours
On a heavy traffic day or if there is an accident on or around the bridge at cash’s crossing it can be so slow you may be overtaken by a pedestrian!
Simply too much traffic in peak hours. Road was designed before developments. And MBRC are wanting to put another 4000+ homes in to add to it.

The traffic lights go red as you approach the Eatons Crossing Road From Brendale causes a stoppage in peak hours and other times. Many vehicles come out from the two lanes in Eaton Crossing Road. These then fill up the lanes leading up to lights at the intersection of Bunya Park Drive. With lanes filled, it means traffic on South Pine Road has to wait for space to move.
There are three lanes in this small section of road and of course drivers enter that inside lane. But just after the lights at Bunya Park Drive this traffic has to merge which causes issues with that now inside lane. During morning peak hour, South Pine Road traffic can bank up past the Wantima Golf Course. I have seen quite regular traffic b asked back to the bottom of the hill near the 10th hole. It causes issues for traffic coming from Brendale in an 80 KMH stretch and vehicles having to brake suddenly. This seems to have occurred from when the shopping centre was built opposite the Eatons Hill Hotel as the traffic lights were reprogrammed. Thanks.
There is only one way road in and out of this area and during peak times and it becomes a car park. Southpine Road services several different suburbs and cannot cope with the ever increasing population of the area. And if there is an accident on this road or any of the main roads that lead to it, you might as well get out and walk!
This is a real problem especially when there are more new housing estates going in and no plans to upgrade the roads.
To many cars. Road capacity exceeded. Too many traffic lights causing poor traffic flow. Unsafe for cyclists during peak times. Merging lanes and slip roads are too short. The coles/shell service station is badly placed after traffic lights again inhibiting flow. Too many cars trying to use this intersection - not enough lanes
Traffic is banked from old north Rd through south pine right through into Albany creek and Eatons crossing in peak
Traffic lights on Old North Rd don’t seem to be in sync. 2 sets of lights close together and one always red when the other is green so you can’t go anywhere and traffic banks up
Traffic cues firstly at the intersection of queen Elizabeth drive and eatons crossing. Then you have to wait for the old northern and eatons crossing lights. Its a joke
Traveling north along South Pine Rd and turning left into Eatons Crossing Rd there are long delays as cars trickle into Eatons Crossing Rd one at a time. These cars often stop unnecessarily to give way to traffic entering Eatons Crossing Rd from southbound along South Pine Rd. (There is no need to give way since there are separated westbound lanes in Eatons Crossing Rd). In the afternoon peak, the queue in South Pine Rd can be all the way back to Flamingo Dr.

Traveling south along South Pine Rd and turning right into Eatons Crossing Rd there are long delays as cars turn into Eatons Crossing Rd. There is one right turning pocket lane and a turning traffic signal, but the green signal time is brief. This flow could be improved by revising the turning pocket into dual right turn lanes.

Traveling from Eatons Crossing Rd into South Pine Rd there are significant delays since only a few vehicles are able to join South Pine Rd on a green traffic signal since South Pine Rd itself is often blocked with traffic.

Two lanes continue through the intersection at Eatons Crossing Road onto South Pine Road (to go straight or right). There's also a third turning lane going left, but it is blocked by the traffic in the first two lanes so you can't access the left turn until the very end. Congestion entering South Pine Road is so bad it blocks all of Eatons Crossing Road, then backs up every morning to Queen Elizabeth Drive which then causes delays getting out of this estate (as this is one of the only exit points for the entire large estate) onto Eatons Crossing Road.

As there are currently plans in motion to further expand the Warner estate in Warner Road/Cooparoo Road, this will only further add to the serious congestion in the area due to there not being enough lanes on Eatons Crossing Road and very few exit/entry points to each of the estates, so everyone has no choice but to use the same roads.

Because of the bus pulling up at the junction of Stafford Rd and South Pine Road there is a flow on effect for at least 1 km along South Pine Road. Traffic is almost at a standstill from 5.30 am to 6 pm most days. A section needs to be provided so the bus can pull up and not restrict the traffic flow. The school zone also adds to the congestion.

Because of the high volume of traffic on Old Northern rd running into South Pine Road it is impossible to turn right into South Pine rd. The traffic is then rat running down our street Barton Street with up to 200 cars on any given morning coming from Queens rd Everton Hills. Barton street has been given a traffic hump but this just serves as a heavy braking and then high exceleration compound the issue of extra noise as well as heavy traffic flow in a suburban street.

Cars turning left from sickle field onto shand should be able to at any time when clear
You should be able to turn right from sicklefield into sicklefield from both lanes.
Turning right from shand into sicklefield has an arrow during non peak times when it is clear for some time to turn and clear visibility.
Even outside peak hour there is congestion at this intersection.
Roading in this area unable to cope with peak hour capacity causing delays and frustration all the way from Old Northern Road through to motorway to Ipswich via Bardon. This is a heavily populated area and there is only one road into the suburb and one road out. What should take 15mins to get from Warner to Everton Park takes at least half an hour.....there needs to be a road opened up at the end of Albany Forest Drive to the back of Eatons Hill.

Southport - Burleigh Road
Widebeach Waters

Road turns into 2 lanes from 3. People are using the lane that is ending to overtake traffic, making the problem worse. The road has been upgraded from 2 lanes to 3, but speed limit dropped from 70km/h to 60km/h. Also road work in the area is taking too long. There has been absolutely no progress in the past few months. The traffic lights down the road (in the area where road work is) are making congestion worse because the lights are stopping traffic when there are no cars or pedestrians waiting to cross.
Burleigh Waters
There is a lot of traffic coming from the M1 along Reedy Creek Road into Burleigh Head areas. This is not just peak hours but any time of the day including weekends. There needs to be either another lane both ways or the lights need to be more insink as not enough traffic is allowed through before the lights change. Sometimes you can wait two sets of lights before getting through Bermuda Street intersection.

Clear Island Waters
i have been driving down this road for 9 months every morning and i haven’t made it the 8km with out getting at least 2 red lights FOR 9 MONTHS i would be ok with this if there was lots of traffic but i drive to work at 5.30am when there is no traffic i travel from q super centre to burleigh heads its only 8 km and it can take me 20mins and the worst part is you get to watch the lights change when your about 200m away from them.

Merrimac
Congestion, poor signal time, not enough merging space coming form markeri street onto southport Burleigh Rd

Mudgeeraba
Poor Phasing of Traffic Lights
Insufficient Lanes

Southport
So many traffic lights and traffic build up through the lights, cars merging for far left lane slows middle and right lane

Surfers Paradise
Lights too short & not coordinated
Turning left to leave Chevron Island is thwarted by people going straight in your lane, then by pedestrians. Entering the island from Slatyer or Bundall takes SO many light turns due to congestion

Varsity Lakes
Not enough lanes. This is mostly a problem in peak hour traffic.

Southport Nerang Road
The M1 needs to be widened with more lanes added so that traffic can flow better off Bermuda st

Ashmore
Needs to be synchronised with other lights. Will sit for 2 minutes with no traffic from the other direction

Spence Street
Parramatta Park
There’s a railway at the intersection with traffic lights just before the drive way of the major shopping centre. There's no turning lanes so when the trains pass through it stops all of spence street and you can't even turn off on to bunda street. Obviously trains go through there a lot and it's also the main train station for the pickup/drop off for Kuranda train. Very tourist orientated train station and major road for people getting to work.

Springfield Greenbank Arterial
Brookwater
Forcing two lanes into one before the traffic lights at the intersection between Eden Station Drive and Springfield Greenbank Arterial causes the inbound traffic to back up to the roundabout at the Main Street/Springfield Greenbank Arterial. Meanwhile, the roundabout at the intersection between Springfield Greenbank Arterial and Springfield Parkway causes the traffic to back up to the traffic lights.

The right turn signal stays red when there is no traffic at all in any direction. Every morning, the right turn signal only allows 2/3 cars through. It has sometimes taken me 3 or 4 turns of the light to get through.

There are a few problems with this intersection. The main ones are: The right turning lane onto Eden Station Drive constantly blocks the through traffic on Springfield - Greenbank Arterial Rd. The traffic coming out of The Springfield Anglican College constantly backs up and takes forever to exit the College

**Springfield Lakes**

Springfield Greenbank Arterial between the roundabout at the end of the off ramp for the Beaudesert exit off the Centenary Highway and the traffic lights (when turning left at the roundabout) is congested in the afternoon so much that it’s not unusual for traffic to be backed up from the Centenary Highway to the traffic lights. There are eight lanes of traffic attempting to enter the roundabout and there isn’t enough distance between the roundabout and the traffic lights at the top of the hill.

**St Vincents Road**

**Banyo**

Congestion 3 ways when train stopped for approximately 5min each time and longer if the trains crossover each way

Congested rail crossing due to an increase of population in Banyo & Nudgee. There is much confusion regarding giving way as it is a T intersection once you have crossed the rail lines from the Nudgee direction. Turning right into Royal Pde/Tufnell Rd is risky as many people coming from the Virginia end and turning right to cross the rail lines do not give way even though they have a Give Ways sign. Traffic banks back down St Vincent's Rd to Blinzinger Rd at busy times when a train has gone through.

No restrictions in place regarding turning, curved approaches to intersection from feeder roads, essentially a T intersection however it is complicated by feeder roads in close proximity making it seem like a five way intersection with an S bend, two approaches have give way signs resulting in confusion about who has right of way, long wait times for city bound trains whilst they are picking up passengers, when a Shorncliffe bound train leaves, pedestrians crossing St Vincents Road cause further back up of motor vehicles, Tufnell road feed doesn’t help things.

This Banyo train crossing intersection is terribly outdated for the traffic that now passes through daily. When the gates go down cars back up approx 1km. Up Tufnell road back to Earnshaw rd, up St Vincent's Rd to Redhill road. Frustrated drivers then dart across the tracks once the gates go up, not giving way to ones coming across the tracks. No one knows who should give way to who. Horns are regularly being honked and numerous accidents have occurred at this intersection.

**Stanley Road East**

**Coorparoo**

The intersection is very busy and the added complication of the railway crossing impacts traffic flow

**Stanley Street**

**South Brisbane**

The pedestrians cross large rd and this only allows for a couple of cars1 to turn left at a time. If there was a turn left anytime with care this would free up traffic that’s caused by schools and hospitals.

**Woolloongabba**

2 blocks from the M3 onramp, the blockage on the highway extends all the way back. Sometimes back to the 3rd set of lights (heading east), meaning 3 blocks of straight traffic aren’t moving at all with each change of lights. However, with QLD laws, turning traffic are allowed to move into the intersection, which they do without room to complete their turn. SO many roads coming into 2 lanes then merge onto one, and then trying to get across is a nightmare with everyone speeding and the short distance to be able to merge efficiently.
The lights aren't in sync with the following intersection at the freeway on ramp which doesn't favour those go onto the freeway. As a result the traffic backs up onnerley road causing traffic jams.

The two right lanes turn onto the M1 north bound, which is already congested at this time of morning. The lanes are backed up sometimes all the way to the Ipswich Road intersection. There are two sets of lights, and they're often not in sync which makes matters worse. I drive straight through, but there are generally cars blocking the 3rd right lane who are trying to sneak in and merge later on.

There are a lot of roads connecting onto Stanley Street at Woolangabba everyone is going towards the Mater hospital and to Ipswich Rd or trying to get onto the express way into the city, people clock the lanes after the lights change to means you can't get onto Stanley street from Express way turn off when the lights change.

There is a bus stop just before this intersection. The busses hold up traffic in the far left lane, then just at the intersection, they have to jump THREE lanes to get to the farthest right lane so they can enter the Gabba busway. This means sometimes if they can't get over they hold up the intersection, or if they squeeze their way in ahead of cars then cars are left sticking out at the intersection blocking traffic.

Traffic from Stanley St after Ipswich Road crawls through to the Expressway and into the city.

(Blank)

(Blank)

Traffic turning onto capt cook bridge backs up all the way up stanley street

(Blank)

Stanley Street East
Woolloongabba
It's always frickin' congested, all lanes trying to turn into this one so cars block the intersection. Just up ahead is an exit from the motorway so everyone is trying to get off onto Stanley Street East.

People from the far left lanes trying to merge into the right to get onto the Riverside Expressway, no one wants to let them in so they sit there blocking the other lanes. It's a bloody nightmare!!

Stanton Road
Smithfield
coming from Stanton rd heading towards Captain cook hwy there is 2x stop signs, very confusing intersection as there are 2x 4 way intersections very close to each other. Needs to be relooked at.

Steggman Road
Buccan
Massive increase in traffic flow on Waterford Tamborine Rd. Main route from Yarrabilba new town to Beenleigh and Brisbane. In afternoons traffic can be queued all the way to Logan Village from this point. (Over 1 km). Several major collisions at this intersection with cars attempting to turn across traffic. Yarrabilba was approved by State Govt without adequate planning/funding for traffic growth.

Traffic coming at you doing 100, has increase significantly since Yarrabilba came along, I've personally witnessed an accident at this intersection recently, it's dangerous!

Stephen Street
Harristown
Driving along Stephen St in either direction is the issue mainly as there isn’t enough width for two proper lanes. If there is a truck or large vehicle turning right there is often not enough room the pass them and continue through. It often just takes a regular size car to not hug the centre of the road and turn right to clog it up. West street can also be bottle necked towards the north to prevent cars from turning left also clogging up flow through.
**Story Bridge**
Brisbane City
Driving towards fortitude valley. Snail pace between 430-6pm

**Strathpine Road**
Bald Hills
From St Pauls primary school to the overpass on the highway there is congestion 24/7. This is not just peak hour but weekends and weekdays too. I leave to go to North lakes shopping centre from my home in Brendale but once I get to corner Kremzow Road and gympie road the traffic often starts to build up but the worst part is up near Saint Pauls school it takes forever to get to the turn off to go north or straight through to Braken Ridge, which is one lane for both turn offs. I also notice that the same lanes are the same of an afternoon when I am coming home from Nth Lakes. If I go to nth Lakes in middle of day it only takes me about 15 mins but at these times it takes round 25 to 35 mins

Strathpine Road presents the northern-most north-bound entry to the M3 and ultimately Bruce highway from areas west of the highway before Anzac Avenue at Kallangur (about 8km away). Additional left slip lanes are required for east and northbound traffic on Strathpine Road. Alternatively the signals at the M3 overpass and Bald Hills Road require synchronization. Additional improvements need to be made by enabling the eastbound median lane to be both straight through and right-turning. This would provide two eastbound lanes to Hoyland Street and clear much of the congestion lane changing that occurs at the signals near Bald Hills Road. At present the M3 southbound exit ramp to Hoyland Street commands a dedicated lane when it is often blocked by traffic on the exit ramp. This lane could easily be controlled by signals with the traffic turning west onto Strathpine Road.

The left lane only goes straight ahead, the road after the second set at gympie arterial is only 1 lane and lots of people drive straight ahead from turning lane or cut in at last second causing dangerous situations and large delays because everyone has to slow dramatically to let people in, intersection could be 2 lanes onto hoyland st with a give way from gympie arterial instead would alleviate traffic as most cars from gympie arterial turn right and left lane often is blocked

The majority of traffic in peak hours either wants to go straight or turn left to merge onto the highway. A change to the lanes made a number of years ago requires all vehicles wanting to go straight or turn left to go into the left lane. The intersection is wide enough to allow two lanes to go straight ahead (as it did a number of years ago) instead of providing a dedicated lane from traffic coming off the highway.

There are two lanes on Strathpine Road eastbound however only the left hand lane is able to be used to access both Gympie Arterial Road northbound and to go straight across the intersection to Hoyland St. As the vast majority of traffic heading east on Strathpine Road in the morning is required to use the left hand lane, this creates long delays up Strathpine Road. These delays are compounded by sets of lights very close together (Bald Hills Road) and school traffic from St Paul's School during morning peak hour. The lights themselves are fairly well timed (although there is a long wait to go straight ahead at Gympie Arterial Road), but the poor lane arrangements encourage drivers to use the right hand lane and then cut back into the traffic in the left hand lane.
Traffic banks up on Hoyland street because the lights are green for a very short time compared to the amount of traffic.

Traffic going through this intersection to enter Hoyland Road is delayed by two sets of traffic lights controlling access to the Arterial Road. The problem is exacerbated by drivers approaching in the right hand lane, which turns right onto the Arterial to go South, then "pushing in" to the left lane to go straight across into Hoyland street. There is also only a very short turning lane to turn left and go North on the arterial road, leading to an unnecessary bank up of drivers wishing to turn left. The traffic lights are also not coping well with the volume of traffic from all entry/exit points. Two lanes to exit into Hoyland Street would help.

When trying to get onto M3 there are long queues in the left hand lane along Strathpine/Gympie road.

**Stuart Drive**
<table>
<thead>
<tr>
<th>Location</th>
<th>Issue Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annandale</td>
<td>The turning lane on Stuart Drive turning right into University Road heading towards the Army base, has insufficient capacity during the morning rush hour.</td>
</tr>
<tr>
<td>Sugar Road</td>
<td>Sugar Rd, Maroochydore has many businesses on it, and is a way to access the Sunshine Plaza. Therefore, many vehicles use it to access the businesses on the road, or to get to the Sunshine Plaza. The road is also rocky/in need of repairs, and vehicles are always parked on the curb of both sides of the road, narrowing the road space.</td>
</tr>
<tr>
<td>Buderim</td>
<td>People in the wrong lane when turning. People not indicating. When turning left at the intersection people use the left lane and then merge right after to turn onto the motor way. The two lanes when moving onto the motor way and traffic backs up as both lanes coming off sugar road try and get into the right hand turning lanes.</td>
</tr>
<tr>
<td>Sumner Road</td>
<td>There is always a bank up of traffic trying to turn onto Sumner Road and the 2 lanes are supposed to merge into 1.</td>
</tr>
<tr>
<td>Wellington Point</td>
<td>Congestion at almost all times throughout the daytime on the Sumners Rd overpass, particularly heading eastbound, toward Darra.</td>
</tr>
<tr>
<td>Jamboree Heights</td>
<td>Small stretch of road with not enough capacity for the number of cars using it. Traffic lights are horrendous - they didn't work the first time, can't imagine why anyone would think they'd work the second time years later with more traffic. Roundabouts were okay but not ideal in the peak hour/high flow of traffic. Proposed solution by our local member is absurd!!!!</td>
</tr>
<tr>
<td>Sunset Drive</td>
<td>No left hand turn lane.</td>
</tr>
<tr>
<td>Birtinya</td>
<td>Cars turning right onto major road block cars needing to turn left and there become a major bank up of cars. Traffic banks up on sunset drive entering onto sugar bag road during school times in the afternoon.</td>
</tr>
<tr>
<td>Little Mountain</td>
<td>Always congestion every afternoon and morning. Morning from Maroochydore merge lane till university exit (second Sippy Downs exit heading into maroochydore. Of an afternoon from mountain creck exit backed up to Kawana link road, not as bad in the afternoon but lose at least 10mins a day each way.</td>
</tr>
<tr>
<td>Sunshine Motorway</td>
<td>It needs another lane near the school. 2lanes go into one.</td>
</tr>
</tbody>
</table>
Peak times the 2 lane roundabout merges to a single lane of the motorway straight after the roundabout heading south. The motorway does not allow overtaking until the road widens at the next suburb due to an added lane from that on ramp.

Sunshine Motorway does not have the capacity to carry increasing traffic. Duplication and fly-overs required for this section.

The road need to be doubled as cars and some heavy vehicles travel up to 30km/h below the posted limit of 100km/h. This causes traffic to bank and unable to pass for the whole stretch particularly from Caloundra roundabout till Pacific Pines where the road is dual lanes both ways.

There is a school on the other side of this major roundabout. Due to the build-up of traffic trying to access the school, especially with 40km/h zone being enforced, it builds traffic back past the roundabout, meaning all vehicles on the 100km/h motorway get held up, trying to get onto and through the roundabout towards Peregian and Noosa... or heading south, traffic is blocked trying to get through the roundabout towards Maroochydore.

**Eumundi**

Out of Noosa .... no passing lanes - none on Tewantin - Cooroy; Noosa Vale - Eumundi; Noosa Heads to Maroochydore Bridge.

Was a perfect chance with the new road out of Peregian Springs which was no doubt paid for by developers - a long wide straight stretch that could have easily had a passing lane......also......on Noosa - Eumundi Road, road realigned along the flat from the service station to the Beddington Road turn-off = once again, a long wide straight stretch that could have easily had a passing lane.

Councils in this Sunshine Coast Area don’t seem to have the mentality to know what passing lanes are......

**Mountain Creek**

For a 2-3km stretch of the Sunshine Motorway around Mountain Creek it goes from two lanes down to 1.

And between Brisbane Rd and Karawatha Drv on the same Motorway (just before the bottle neck mentioned above) there's three lanes and people trying to cross from left or right and right to left. Such a horrible road design.

So, within 800m it goes from one lane to two to three to one, with lots of traffic merging from the left. Surprisingly there's not many accidents. Inadequate infrastructure for housing estates built! more lanes, roads needed

It is the poorest road design on the coast

The on ramp to Brisbane on the Sunshine Motorway. Multiple lane cross overs during peak hour can cause long delays. Then from the on ramp to the Kawana Way turn off, it is only one lane. If entering from Bundilla Boulevard, to get onto the motorway, it's hard to get into the crawling traffic unless someone lets you in. Most afternoons, this traffic is at a stand still.

The sections of the Sunshine Motorway where the road converts from 2 lanes down to 1 lane near the Mountain Creek exit, and again in the opposite direction from Mooloolaba up to just before the Sippy Downs exit: too much traffic uses that road every day, and again, motorists fail to observe speed limits, travelling 20km below the signed speed limits causing congestion before the road splits into 2 lanes and vehicles can overtake. Coming from Sippy Downs to Mooloolaba direction, merging traffic near Mountain Creek forces the road to come to a complete standstill as traffic just prior merged back into 1 lane, and traffic just after this is merging from the Mountain Creek exit back onto the highway. Motorists do not observe efficient/flowing merging tactics referred to as the 'zipper' effect, and as a result, merging traffic comes to a complete stop so they may find a space between cars to merge, meaning highway traffic slows also as these slow merging cars move across in front of them.

Traffic from Sunshine Motorway that wishes to continue on sunshine Motorway must change lanes into merging traffic.
You have to exit to stay on the motorway

**Sippy Downs**

2 lanes go into 1, this is the main access to the sunshine coast from The Bruce highway and all the new estates being built at Sippy Downs and Palmview, it is only going to get worse with the building of more houses at Harmony.

2 lanes into one then a merge lane ahead slightly further

All traffic from at least 4 schools and the University all merge onto this road, plus it's very close to a major medical center, a housing estate, Coles and Youi insurance headquarters nearby.

Congestion when 2 lanes decrease to 1

Additionally, very small space for vehicles to change lanes between the mountain creek onramp and the motorway/kawana off ramps - too many people stop instead of merge and others merge to the motorway offram lane when cars are still entering from mountain creek.

Opposite direction on motorway - westward/southbound is also only a small merging/crossover area from Kawana to either motorway or Mountain Creek offramp - very dangerous

In peak times when two lanes have to merge into one heading North, everything comes to a screaming halt.

Queued traffic often blocks the Sunshine Coast Motorway during peak hour at the entrance (on-ramp) from Kawana Way because two lanes merge to one just before the entrance and the speed limit drops from 100 km/h to 90 km/h just after the entrance. Queued traffic often prevents drivers entering from Kawana Way from reaching the motorway speed so the entrance is congested.

Travelling eastbound, 2 lanes become one and then we have the Kawana Way on-ramp also feeding into it a few hundred metres further up. So 3 lanes become 1.

Two to one lane transition, people also use the round about on the overpass to skip ahead on traffic queuing

**Tanawha**

Motorists are slowing down, even stopping, to let through cars waiting at the Stop sign. This is dangerous being the zone is (before roadworks) an 80km zone. This is inturn is causing major congestion onto the Bruce highway for km. Not to mention how dangerous it is for motorists to be coming to a sudden stop in an area that should be flowing. I've personally witnessed many near miss read end accidents on my daily commute.

On ramp for the Northbound Bruce Highway has to cross the highway exit. This results in people on the highway slowing down and congesting traffic on the highway and also backs up through the Sunshine Motorway. Every afternoon at 3pm and 5pm this happens.

Road is meant for far less traffic than it now holds

Through traffic exiting the Bruce highway has right of way which causes delays as only one car can cross the intersection at a time during gaps. However gaps may only happen once every 3-4 minutes

Congestion with traffic flooding into the mountain creek area in the afternoons & congestion into Mooloolaba off the motorway in the mornings

The lane is too short. It is the only lane to enter north bound motorway.

Traffic entering and leaving Sunshine Motorway at Mountain Creek interchange blocks other traffic entering / leaving / continuing through, and backs up along the motorway.

Traffic runs from two lanes to one and so it get easily congested especially in the mornings in peak hour
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sylvan Rd</td>
<td>Toowong</td>
<td>High cyclist usage area, road is not suited to mixed use. Many conflict points due to narrow lanes. Parked cars even though no standing signs, block cycle lanes forcing cycles into main traffic lane. Cyclist must cross road at busy intersection, priority is given to cars turning right from Milton Rd.</td>
</tr>
<tr>
<td>Tallebudgera Connection Road</td>
<td>Currumbin Valley</td>
<td>Should be give way sign not stop sign</td>
</tr>
<tr>
<td>Tallebudgera Creek Road</td>
<td>(blank)</td>
<td></td>
</tr>
<tr>
<td>Tallebudgera Connection Road</td>
<td>Currumbin Valley</td>
<td>This area is a staggered intersection. Tallebudgera Connection Road connects to Tallebudgera Creek Road and a bit further up, there's Old Coach Road connecting to Tallebudgera Creek Road. The installation of traffic lights at the Connection Road intersection helped to move the traffic along during busy times but it is still clogged at Old Coach Road and can take forever to get out onto Tallebudgera Creek Road. Both Connection and Old Coach Road intersections are around corners, and, as a result, many accidents occur there on both of them. This section of road is mainly a problem due to the school and, therefore, during school time. The school offers an exit where people can leave to the left, right or straight ahead, but it takes too long for people to leave that way. So, people leaving the school take the other exit and end up doing a U-turn on Tallebudgera Creek Road, which can be quite dangerous. Also, there is so much traffic that comes out of that school - once it took me 1 hour to get past the school onto the M1 and some other times being 45 mins. As a result of all the delays and traffic, people end up driving a bit recklessly.</td>
</tr>
<tr>
<td>Tamborine Oxenford Road</td>
<td>Oxenford</td>
<td>Because there are two sets of traffic lights in very close proximity, that do not seem to be linked in any way, there is very poor traffic flow causing Heathwood Dr to back up uncontrollably during peak times. Because of the lack of sinc between intersections and control for traffic it often backs into the intersection blocking other peoples right of way when recieving their green lights; which futher causes people to run red lights because they are 'tired of waiting'. Continuous Queues all the time morning and afternoon along Heathwood Dr, Problem is slow Turning left at Tamborine Oxenford Rd traffic lights for people wanting to go on to the M1 heading to Brisbane needs extra turning lane plus 4 lanes on Heathwood Drive. Interesting during busy periods has alot of traffic congestion with everyone trying to turn on and off the M1. There needs to be a different bridge so vehicles can merge onto the M1 and merge off to the M1 without affection everyone who needs to go straight or into residential areas. A lot of the traffic is due to the vehicles coming and going onto the M1. Left-hand Lane backs up, preventing drivers from getting through the intersection and backing up traffic onto the M1 Northbound.</td>
</tr>
<tr>
<td>Upper Coomera</td>
<td></td>
<td>This road congests every day from school zones and also from when the M1 banks up there is a lack of lighting on the road and one section is quiet dark near a caravan park very hard to see.</td>
</tr>
<tr>
<td>Taylor Street</td>
<td>(blank)</td>
<td>The light are only giving a enough time for two cars to turn right</td>
</tr>
<tr>
<td>Telegraph Road</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Acacia Ridge
Happily as a retiree, I rarely need to be on this section during the work week. Has to be seen at peak time!!

Teviot Road
Jimboomba

Given the massive influx of residents to this area, there is insufficient roads to cater for us all. Teviot Road is prone to flooding cutting off access to food and sufficient medical attention.

Third Avenue
Marsden
This round-a-bout intersection only has single lanes leading up to and including at the round-a-bout causing long delays at this intersection during peak hours. This seems to have resulted through population increase from the multiple new housing estates being created in this area.

Thomas Drive
Surfers Paradise
single lane on island, and one bridge on and one off. bridges need widening with better signage and dedicated lanes.

Tillyroen Road
Kingsholme
This intersection is incredibly dangerous. The speed limit is 70 however this is generally not adhered to. Due to the continued development of the area, there are many people who utilise this intersection particularly large trucks. The inconsistent speeds combined with the heavy amount of traffic will have fatal consequences.

Timari Street
Pacific Paradise
A very dangerous intersection for turning right from Timari Rd onto David Low Way...not necessarily congestion. From the left 2 lanes are merging into one., Traffic from diagonally opposite is difficult to keep an eye on where they intend to go, traffic approaching at speed from right difficult to see, A roundabout would be much safer

Toft Street
Berserker
There is not enough lanes on the bridge to carry that much traffic at peak times.

Toohey Road
Salisbury
It is the only access into that segment of homes and now a Uturn has been added which slows down access. There is also no filter lights so people must wait long periods of time. The area is soon to be redeveloped with student accommodation and an old folks home so traffic will become a nightmare with one way in and out.

Toombul Road
Northgate
Gateway Upgrade North congestion is clogging surrounding roads, many people are overflowing into Toombul/Sandgate Rd etc. and pushing them well beyond capacity

Tooth Street
Walliebum
It is a T junction and it is very difficult to turn left or right onto the main road (Old Maryborough Road). This becomes much worse at school drop off and pick up times.

Tor Street
**Newtown**

No right turn arrow from tor into hursley, no right turn lanes at all on this intersection.

**Tsipura Drive**

(blank)

This intersection is a nightmare, especially during peak periods.

Tispura Drive carries both southbound and northbound traffic from entries and exits off the M1 next to Tallebudgera Creek. Sometimes it is very dangerous when agitated motorists take risks every day to dart across the intersection to turn right from Township Drive onto Tispura Drive to enter either on ramp to north or southbound lanes of the M1. Township Drive has a hotel on the corner of this intersection and numerous commercial businesses in the street whose employees have to run the gauntlet to cross this intersection every day. As well as that there is a large Over 50’s village (Burleigh Town Village with 202 dwellings) and a housing unit complex (Oyster Cove) whose residents have to risk their lives every day to cross the intersection. It’s about time the government did something with this busy intersection, by either installing traffic lights or a roundabout in an effort to avoid nasty accidents in the future.

**Turpin Road**

Labrador

Lack of turning arrow makes cars assuming from both sides of Turpin Rd as they cross musgrave she, that they have right of way to do right hand turns. The amount of times I have had a car drive at me while I’m crossing over musgrave as a pedestrian is ridiculous, because they assume they have right of way to turn.

**Underwood Road**

Eight Mile Plains

Cars on the left block visibility when turning right from Levington Road.

**Rochdale**

The size of the road does not support the infrastructure and vehicle volumes around it. Traffic use this section of road to access religious places, the business park, schools, shops and the Gateway motorway entry, however a section of the road is only single lanes each way and only expands to two lanes for a short length when entering Logan road. This causes journey delays and is dangerous for parents entering and exiting sides streets and the school. The problem will be made worse when the bus way extension starts construction and a bus depot is stationed on the east side of the bridge. It is not clear if bridge improvement and lane widening has been also been included as part of the upgrades, but housing developments have also been planned east along Underwood road making more people will be using this small road to access places of interest/work/motorway/schools/shops etc.

**Underwood**

Traffic builds back from school on Underwood Road through intersection and up Underwood Road. Right turning traffic can’t get into right turn lane due to backed up traffic.

**University Way**

Sippy Downs

Round about either needs more lanes, designated turning lanes, or lights need to be put in place.
There are 3 schools plus a University & 2 shopping centres in a tiny area which doesn't have road capacity for all of the above. The roads are too narrow, there is no parking & way too many cars. They need to double the road lanes, get rid of the lights & have roundabouts, turn off lanes as well. They also need to manage the school traffic better with co-ordinated traffic controllers to allow flow of traffic rather than sitting in traffic in one small street - scholars lane for over 35 minutes each afternoon. Getting to after school activities is impossible with the delays & terrible congestion. Very poor planning & the entire community is annoyed at it. Free school buses in the Sippy Downs precinct would also be a quick & easy way to alienate some of it & provide a short term solution before the scheduled 50,000 homes are built in the same area which have already commenced fit offs.

**Upton Street**
**Bundall**

To enter the roundabout from Upton Street after work everyday is a nightmare.

The roundabout at least needs a ‘Keep Clear’ painted on the roundabout from the Upton Street entry.

This would save many locals the frustration of being stuck in a jam on their commute home every afternoon.

**Light would be better but a keep clear sign would make a difference**

**Urraween Road**
**Dundowran**

This intersection is being upgraded at present! Not clear directions as too many hat, poles no clear markings and traffic too fast!

**Valley Way**
**Mount Cotton**

Whole section from capalaba via mt cotton (Mt Cotton Rd) to Redland Bay is single lane from 1980's....Overdue infrastructure upgrade required (lane duplication) for the population growth in the last 35 years

**Victoria Street**
**Mackay Harbour**

The lights at the crossing of Gordon Street and Milton Street block up the traffic all the way up to the round about in front of Caneland Central, round about of Victoria street & Milton Street

**Toowoomba City**
**Bottle Neck** -

Most frustrating set of lights to sit at. Can only turn right when there is a green arrow. There is only a green arrow after sitting through multiple changes and everyone else has passed, despite ample opportunity to turn when nothing else is coming!

**Vulture Street**
**South Brisbane**
this is mainly an evening outbound problem
takes forever to get onto vulture st from grey st/merivale st
lady cilento lights have created more congestion (need a pedestrian overpass/underpass - would relieve congestion around the hospital/sommerville house)
its only 2 lanes from about 50m down the road, otherwise there are cars parked in the way (would be better to have no cars parked between vulture st and tribune st, so 2 lanes can be extended

**Woolloongabba**
Freeway entrance causes congestion. As well as traffic turning onto leopard st from vulture as the road is very short and narrow.

(Blank)

**W View Road**

**Currumbin**

(Blank)

**Wacol Station Road**

Wacol

Often difficult to turn right from Wilruna Street into Wacol Station Road because of proximity to traffic lights and level crossing

The intersection needs a roundabout I believe instead of a t intersection. The traffic queues up at the intersection, the level crossing at the end of the St then holds cars for trains to cross and then releases the cars into the long queue waiting adding to the congestion

Through traffic headed west on Wacol Station Road has to stop at Cromarty/Grindle intersection. Traffic coming along either of those two roads is unsure whether to stop, give way or just keep going.

Traffic crossing Ipswich Motorway heading west across Progress Road overpass often waits a long time to enter Wacol Station Road at traffic lights adjacent to level crossing. Seems like traffic light timing gives too much preference to traffic heading east across the level crossing.

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Mass of people leave/arrive to work at the same time from different centres there. The trains block the traffic and people are unsure of the road rules.

**Walter Taylor Bridge**

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Too many cars travelling from/to Brisbane Southside, Oxley, Rocklea, Sherwood, Chelmer, Graceville, Fig Tree Pocket and Kenmore passes through Indooroopilly via the Walter Taylor Bridge which has one lane only on either direction of the traffic. There are long queues of cars at the south side of the bridge (Honour Ave, Wharf St, Longman Terrace and Regatta St) and north side of the bridge (Riverview Terrace and Coonan St).

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**Wardoo Street**

**Bundall**

It is too slow and changes from 60 to 70 too often

**Southport**

Traffic is one lane either way and then southbound road converts to 4 lanes with only 50m of space.

(Blank)

Lights don’t stay green long enough because of tram. The traffic is also banked up because of tram. Can’t get into street in afternoon banked up traffic. Parked cars in way of turning in and out of street can’t see traffic going in and out of street as cars are parked there for tram. Terrible, and before the tram came none of this never happen.
<table>
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<th>Road</th>
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| **Warrego Highway** | Bowenville  
Highway has heavy traffic, especially trucks and does not have appropriate capacity or quality of road surface to be safe. |
| **East Toowoomba** | On the top of the range, high volume of traffic turning right into Tourist Road from Warrego Hwy, turning lane isn’t long enough so most cars are blocking the right lane when driving around a blind corner, slow trucks in left lane also causing congestion. |
| **Hatton Vale** | Slip lanes are not long enough to cope with on and off traffic to Fairway Drive |
| **Minden** | This is the most dangerous intersection in South East Qld - every week there are accidents. In 1990 at a public meeting were told within 4 years would have an overpass. Approximately 2 years ago they wasted an enormous amount of money and caused major delays only to make the intersection worse. They have started again but the changes will only make 2 black spots instead of one. You need to talk to Marburg Police. This week I do believe that a police car was involved in an accident there. The amount of money that the government has wasted on studies since before 1990 they could have build a proper overpass. |
| **Warrigal Road** | Eight Mile Plains  
Insufficient opportunities for traffic to cross railway. This leads to heavy congestion on both Warrigal and Beenleigh Roads, the latter of which can also block vehicles attempting to exit nearby Persse Road. |
| **Runcorn** | Boom gates operate before train arrives at station (stopping trains), so wait time very long, whilst train slows, stops, lets passengers off/on & then slowly accelerates. There are stations reasonably close, on both sides of the crossing. This can lead to very long delays, if there is more than one train. Due to volume of vehicles there is lots of congestion backing up on Beenleigh Rd which impacts the intersection of Persse Rd also. Many minutes are lost while you wait on Persse Rd for railway crossing to allow the turning traffic to clear and allow cars to turn from Persse Rd onto Beenleigh Rd. Quite often the railway crossing is down to let 2 trains through. Then when it comes up the light may turn green to enable cars to move out of Warrigal Road into Beenleigh Road. However it then may come back down without the light turning green. Traffic then banks up. A similar issue happens in the morning when turning left from Beenleigh Road into Warrigal Road. In this case cars can move through as soon as the railway crossing has risen. However the traffic may be banked down Persse Road or Beenleigh Road as the lights may be green but traffic is congested so no-one can get through. You could get hit by 3 trains at one time, once I had 4 before going through. During peak hours, trains frequently cross and often the boom gates come down for a long period of time. This leads to a buildup of traffic along Beenleigh road and Warrigal road. The stop signal sits for ages when there are no trains. Clearly waiting on future trains. |
| **Watcombe Street** | Wavell Heights |
Afternoon 'rat runners' use Watcombe Street Wavell Heights to avoid lights on Hamilton Road/Newman Road. It congests Watcombe Street as it takes sometime to turn right onto Newman Road.

**Waterford Tamborine Road**

**Buccan**  
Traffic traveling inbound of a morning is so heavy that you can only enter the intersection by risking a collision. It needs a roundabout or lights.

**Logan Village**  
every afternoon from 3pm to at least 6pm it is a bottleneck through here. There is a roundabout there with 4 cross roads entering and exiting that point. With all the new estates popping up further down the road the road cannot handle the increase in the traffic flow through this intersection. The same can be said in the mornings heading from Logan Village shopping precinct to Waterford  
The road is old and needs to be widened, as the population grows it will only get worst. Not enough infrastructure  
there is too long a wait for traffic light changes especially when sitting in camp cable or yarrabilba drive. This is more prominent at nights when there is no traffic on Waterford tamborine road and the lights are not changing to reflect waiting traffic on side roads  
Too congested not enough lanes  
Too much traffic exiting and entering Logan Village at peak times (including school peak times). Long ques on all feeder roads to the roundabout

**Waterford**  
(blank)

**Waterworks Road**

**Ashgrove**  
Parked cars creating a choke point  
The T2 lane from The Gap through to Red Hill is a problem as a lot of cars travelling in peak hour are forced into one lane. The cars bank up particularly at the intersection I have nominated and you have to wait for a number of light changes to get through.

**Pinkenba**  
The road is two lanes but cars are always parked on the road near the Jubilee Tce entrance to the church.

**Red Hill**

**INBOUND**

T2 lane created as 3rd lane on approach to Enoggera Tce. This causes lane changes prior to intersection. Immediate merge back onto 2 lanes beyond intersection. Enoggera Tce phase too long.

Left turn to Windsor Rd too tight.

**OUTBOUND**

Lack of right turn capacity to Windsor Rd.

No bicycle lanes means people have to drive, which further blocks the existing lanes. A two way bicycle lane would increase bicycle traffic, lessen the car traffic and speed up the traffic flow.
To much time spent here.
Seen over 5 almost accidents happen
Traffic turning left towards the grammar school backs up the through traffic which in turn backs up through the Normanby 5 ways and down Waterworks Road. Only happens during school days.

**The Gap**
Waterworks Road becomes highly congested - especially in morning peak hour - caused by poorly time lights along the route and the volume of cars pushed into the centre lane by the T2 transit lane

Bottleneck for 2 major roads with significant traffic flows from each. Lanes blocked by parked cars and buses, often gets down to one lane.
Made worse by close intersections with Ashgrove Avenue and Harry Street.
Waterworks Road is a car park in peak hour from The Gap right through to Red Hill.

### Webster Road
Stafford

The lights do not allow enough cars through, during morning peak hour traffic can bank up 500m to 1 km north along Webster Road. On weekends traffic also banks up similarly west along Stafford Road.

### Wellington Road
Kangaroo Point

Cars parked in right lane stopping 2 lanes from turning right into Shafston Ave. cars then queue back to Mowbray Tce

### Wellington Street
Cleveland

Very busy roundabout at this location during peak times where there are often accidents. Traffic lights may be better suited to managing traffic at this location.

### Ormiston

Traffic backs up from round about. People speed through round about. Very dangerous.

### Wembley Road
Karawatha

There is one main lane leading up to the round about which has slow traffic control signals, most people try to skip the main lane by driving down the merging lane and squeezing in, making main lane of traffic longer

Too many cars / trucks bottle necking at poorly designed merge which links major motorway with only 2 lane bridge. Too many roundabouts and signals.

### Logan Central

Congestion in the afternoon heading west. The whole of Wembley Road has too many traffic lights which causes backup congestion where you may wait two or three goes before you get through the lights.

### Pine Mountain

Too many cars trying to get onto Wembley rd at once from the Logan motorway

### West Street
South Toowoomba

Terrible traffic light sequencing means traffic will only flow through the intersection in one direction at a time, causing massive congestion
Upper Flagstone
A five-way roundabout with one streets access having clear visibility not slowing [in fact in some instances speeding up when nearing the roundabout.]

Weyba Road
Noosaville
During peak traffic times, several times each day and especially during holiday season, this intersection backs up past ALDI on Weyba rd and past Bay st on reef st. It’s not unusual in holiday season for this backup to be a good km long. This blocks access from minor roads and causes long delays. I believe this could be alleviated by the addition of another lane to the roundabout as on other busy intersections in Noosa.

Wharf Street
(blank)
Both Wharf Street and Honour Avenue become completely congested in the morning when trying to cross the Walter Taylor bridge. A single lane crossing here is not sufficient for the amount of traffic.

Whites Road
Horton
dirt road cant pass another car as no room

William Jolly Bridge
(blank)
The bridge is too narrow to allow cars and bicycles to use the road safely and there are many near misses - also bicycle riders block cars on the bridge for their safety but slowing traffic in the process. All bikes should only use the footpaths during work hours.

Wises Road
Alexandra Headland
too many cars not enough road - it's a roundabout and through traffic prevents one from entering

Buderim
People merging at the wrong time and not indicating

Woodcock Street
Burdell
(blank)

Woodlands Drive
Thornlands
Lights give boundary rd priority but only give woodland dr time for 2-3 cars to get through so you are usually waiting for a number of cycles. Meanwhile the congestion also builds up.

Woodlands Road
Cleveland
The volume of traffic travelling along Woodlands Road has gradually increased over the past decade especially in the afternoon heading towards Mount Cotton Road. The traffic is backing up at traffic lights and causing delays. This problem would be eased if at least some of Woodlands Drive was made into a double lane road.

Wuraga Road
Beenleigh
Right turn onto Tallagandra is blocked by queued traffic at lights on Tallagandra/Beenleigh-Tamborine Rd intersection. When it moves off, traffic is coming in from the right through the lights. Visibility is also poor to the left when attempting the right turn.

**Wynnum Road**

*Cannon Hill*

from Cannon hill all the way to Wynnum rd, Manly rd and Belmont rd intersection was very slow outbound in the afternoon during peak hour. too many cars feed in to get on to M1 and lot of cars get off M1 then from M1 outbound on Wynnum Road there were too many set of traffic light on a short distance of 200 meters.

**East Brisbane**

During peak times, the traffic becomes a parking lot along this stretch of road.

(Blank)

**Hawthorne**

During peak hour all traffic is trying to get onto Wynnum Road. There is a traffic light only a few metres ahead that does not stay green for long so traffic is backed up. On Riding Road (which turns into Wynnum Road), cars are often unable to even move through the lights as cars are backed up ahead blocking the intersection. Motorists often sit at the lights through three or four light changes without having moved at all.

many cars feed in and not enough road capacity for them during peak hours

There are limited ways to get into the city from the East side of Brisbane. Wynnum Road is a major congestion road for all East-siders. Peak hour into the city from Cannon Hill takes an hour, and during non-peak hour it is 15 minutes. A huge difference.

**Morningside**

Multiple traffic lights which are poorly timed lead to this set of light that prioritises the right turn into Junction Rd, (in bound) over the straight flow of traffic along Wynnum/Lytton Rd

(Blank)

**Norman Park**

Congestion, too many cars, too few lanes.

Cars turning right from the main thoroughfare cause traffic to bank up behind. Bus stops cause traffic to bank up in the left lane.

Heavy traffic during peak periods.

It is one of two major roads out of a highly populated section of Brisbane. Ultimately there needs to be a bridge somewhere between the Story Bridge and Gateway Bridge

(Blank)

**North Lakes**

Sometimes I think if the timing of traffic lights could change to let traffic through so that there is less of a bottleneck situation especially from Balmoral to City Story Bridge way and separate bus lanes too.

**Tingalpa**

major feeds from wynnum road and manly road with lights that are too short to allow the cars to flow.

The red right turn light stays on even there is no traffic in the opposite direction.

too many cars feed in to inbound direction

When turning right from Wynnum Rd onto M1 in the right turning lanes the light sequence is very protracted and this also happens on weekends when traffic not busy
Wynnum road traffic lights have 2 sets which motorists must travel through in order to turn right and enter the Gateway Motorway, Southbound. The poor syncing of these 2 sets, and the short distance allowed for cars at the second set, causes cars to be sitting at the first light when it is green, with nowhere to go. Traffic is then backed up, and it is quicker to go past this intersection, and U-turn and backtrack. This causes unsafe driving behaviour.

Yawalpah Road
Ashmore
Coming to the top of yal wapha
Right lane is to go either on to the m1 across the bridge or turn left

The left lane is for ONLY turning onto the the m1 but u have ppl who go straight across to the bridge n nearly having too many near misses

The arrows on the road may defiantly confuse ppl there should be. Left lane only go left onto m1 sign or something
Way to many ppl nearly ended up getting t boned

Pimpama
Coming from the roundabout, yawalpa road is just a joke. From the first right hand turn right the way down to the Dixon drive intersection. It's awful.
It takes forever to get on the highway
It's a long stretch of road now used by a lot more people as our area continues to grow with no road upgrades..
Round a bout with single lanes leading up to it in growing heavily populated area

This old road has been trying to cope with the massive development surges in pimpama and has now reached its capacity. There are areas where the road has been split into dual carriage way at the centre of this road, but desperately needs the same done at the approach to the m1 entry. More and more estates are being built... Coomera and pimpama are merging in to one, so you also have Coomera traffic taking this road to avoid going past the fox well road works on the new Westfield centre. There has been multiple accidents, it’s painfully slow and causes massive congestion... Usually westbound in the mornings. The exit 49 ramp in to pimpama northbound in the afternoon is extremely dangerous also, with cars queuing on to the m1 left lane. The road is now more often needing to be maintained due to increased traffic causing major potholes and road debris. The road has been cleared on the side for the dual carriage way to some degree.... Some slacker just needs to get on with it and finish it. We've paid enough stamp duties, levies and rates for something to be done now.
Traffic builds up at roundabout on yawalpa Rd due to cars coming onto roundabout from Attenborough blvd from Jacobs Well end as well as from other side of motorway... plus if M1 is backed up heading south no traffic can cross over to M1 heading north!!
Yawalpah road and the roundabouts leading onto the highway are constantly congested with long waits to get through the roundabouts and to get through yawalpah road

Yolanda Drive
(Blank)
(Blank)

Young Road
Vernor
School traffic congestion between 8am-9.15am and 2.30pm-3.10pm from Harris Road & Young Road roundabout to Young Road & New Settlement Road roundabout all the way down New Settlement Road through to the Burpengary Road roundabout, both directions.

Youngs Crossing Road
Bray Park

The road is old and one lane. The road is dreadfully congested am and pm as it is a major thoroughfare but the road is single lane and lights at the end (Dayboro Road) intersection does not stay on green long enough causing major bank ups.