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Economists

Traffic speed trends on Queensland roads, 2020

A report for Transport and Main Roads

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Contents

Executive summary	i
1. Introduction	6
2. Road speed performance across Queensland	8
2.1 Average speed in Queensland increased between 2019 and 2020	8
2.2 Percentage of speed limit increased on arterial roads in urban areas between 2019 and 2020	11
2.3 Compliance with speed limits decreased across all speed zones, and was offset by the increase in low-level speeding	13
2.4 Average speeds when speeding increased slightly in almost all key speed zones, yet remained below the levels in 2016	15
2.5 Worst performing roads in Queensland from a road safety perspective	17
3. Road speed performance in Greater Brisbane	19
3.1 Average speed in Greater Brisbane increased at a higher rate than average speed in Queensland overall between 2019 and 2020	19
3.2 Percentage of speed limit in Greater Brisbane was lower than percentage of speed limit for the whole of Queensland	22
3.3 Compliance with speed limits decreased in Greater Brisbane, with greatest reduction occurring in the northern and southern border of metropolitan Brisbane	24
3.4 Average speeds when speeding in Greater Brisbane remained higher than those for the whole of Queensland	28
4. Road speed performance across Queensland local government areas	30
4.1 Classification of local government areas into urban and regional	30
4.2 Percentage of speed limit in urban local government areas remained unchanged between 2019 and 2020	31
4.3 Compliance with speed limits decreased in most local government areas	32
4.4 Individual local government area results	33
5. Impact of COVID-19 movement restrictions on traffic outcomes in 2020	35
5.1 Methodology	35
5.2 Average speed started increasing around two weeks before the lockdown in March, and remained higher, until November, than what average speed would have been in the absence of the lockdown	37

5.3	Compliance with speed limits decreased during the lockdown period, and remained below the expected trend for the rest of 2020	39
5.4	Compliance rate decreased significantly on the Gateway and Logan Motorway in 2020	40
6.	Road speed performance on 40km/h roads	43
6.1	The network of 40km/h roads in Queensland	43
6.2	50 per cent of daily speeds observed on 40km/h roads in Queensland ranged from 20 to 32km/h	44
6.3	Compliance with the 40km/h speed limit was particularly low in 'hospital' and 'local traffic only' zones	45
6.4	There appears to be no strong relationship between length of roads in 40km/h speed zones and compliance with the speed limit	47

Figures

Figure E.1: Average speeds across Queensland, by speed zones, 2016 to 2020	ii
Figure E.2: Compliance with speed limits in Queensland, by speed zones, 2016 to 2020	iii
Figure E.3: Compliance with speed limits in Queensland, by local government area, 2020	iv
Figure E.4: Percentage change in speeding margins in Queensland, by speed zones, 2019 to 2020	iv
Figure E.5: Impact of the lockdown on weekly average speed in Queensland, 2020	v
Figure 2.1: Average speeds across Queensland, 2016 to 2020	9
Figure 2.2: Average speeds across Queensland, by speed zones, 2016 to 2020	10
Figure 2.3: Percentage of speed limit in Queensland, urban and regional areas, arterial and local roads, 2016 to 2020	11
Figure 2.4: Percentage of speed limit in Queensland, by speed zones, 2016 to 2020	12
Figure 2.5: Compliance with speed limits in Queensland, by speed zones, 2016 to 2020	13
Figure 2.6: Compliance with speed limits in Queensland, urban and regional, arterial and local roads, 2016 to 2020	14
Figure 2.7: Compliance with speed limits in Queensland, by speed zones, urban and regional, 2016 to 2020	15
Figure 2.8: Average speeds when speeding in Queensland, by speed zones, 2016 to 2020	16
Figure 2.9: Percentage change in speeding margins in Queensland, by speed zones, 2019 to 2020	17
Figure 3.1: Average speed in Greater Brisbane and Queensland, 2016 to 2020	20
Figure 3.2: Average speed in Greater Brisbane, by speed zones, 2016 to 2020	21
Figure 3.3: Average speed and percentage change in average speed in Greater Brisbane, by SA2 areas, 2019 to 2020	21
Figure 3.4: Percentage of speed limit in Greater Brisbane, by speed zones, 2016 to 2020	22
Figure 3.5: POSL and percentage point change in POSL in Greater Brisbane, by SA2 areas, 2019 to 2020	23
Figure 3.6: Percentage point change in POSL in Greater Brisbane, by SA2 areas, 2019 to 2020	24
Figure 3.7: Compliance with speed limits in Greater Brisbane, by speed zones, 2016 to 2020	25
Figure 3.8: Compliance and change in compliance in Greater Brisbane, by SA2 areas, 2019 to 2020	25

Figure 3.9: Compliance and percentage change in compliance in Greater Brisbane, by SA2 areas, 2020	27
Figure 3.10: Comparison of average speed when speeding, Brisbane and Queensland, 2016 to 2020	28
Figure 3.11: Percentage point change in average speed when speeding in Greater Brisbane, urban and regional, 2019 to 2020	29
Figure 4.1: Classification of local government areas between regional and urban in Queensland	31
Figure 4.2: Percentage of speed limit in Queensland, by local government areas, 2020	32
Figure 4.3: Compliance with speed limits in Queensland, by local government area, 2020	33
Figure 4.4: Example local government area speed performance summary	34
Figure 5.1: Observed and counterfactual weekly average speeds in Queensland, 2020	36
Figure 5.2: Observed and counterfactual weekly compliance with speed limits in Queensland, 2020	36
Figure 5.3: Impact of the lockdown on weekly average speed in Queensland, 2020	37
Figure 5.4: Observed and counterfactual weekly average speed in Greater Brisbane and other parts of Queensland, 2020	38
Figure 5.5: Observed and counterfactual weekly compliance rate and speeding statistics in Queensland, 2020	40
Figure 5.6: Compliance with speed limits on heavy vehicle routes in Queensland, 2016 to 2020	41
Figure 5.7: Compliance with speed limits on the Logan and Gateway Motorways, 2020	42
Figure 6.1: Proportion of 40km/h roads to total road length, by LGAs, 2020	43
Figure 6.2: Distribution of average speed on 40km/h roads in Queensland, 2020	44
Figure 6.3: Daily profile of traffic speed on 40km/h roads in Greater Brisbane, 2020	45
Figure 6.4: Compliance with the 40km/h speed limit in Queensland, by types of zone, 2016 to 2020	46
Figure 6.5: Compliance with the 40km/h speed limit in hospital zones, Queensland, 2016 to 2020	47
Figure 6.6: Relationship between zone length and compliance with speed limit in 40km/h speed zones in Queensland, signed zones, 2020	48
Figure 6.7: Boxplot of compliance with speed limit by zone length in unsigned 40km/h zones, 2020	49

Tables

Table 2.1: Average speeds in Queensland, by speed zones, urban and regional areas, 2016 to 2020	10
Table 2.2: Average speeds when speeding in Queensland, by speed zones, urban and regional, 2016 to 2020	16
Table 2.3: Worst performing speed safety roads in Queensland, 2020	18
Table 6.1: Types of 40km/h speed zones included in the analysis	44
Table 6.2: Average speed, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020	58
Table 6.3: Percentage of speed limit, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020	59
Table 6.4: Compliance with speed limits, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020	61
Table 6.5: Average speed when speeding, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020	66
Table 6.6: Average speed, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020	71
Table 6.7: Percentage of speed limit, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020	72
Table 6.8: Compliance with speed limits, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020	74
Table 6.9: Average speed when speeding, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020	80
Table 6.10: Top 100 worst roads or road segments in Queensland, based on speeding metrics for 2020	85

Executive summary

The COVID-19 pandemic has undoubtedly impacted the way we live our lives. This update of the Department of Transport and Main Roads' annual traffic speed trends on Queensland roads in 2020 highlights the changes in patterns of movement by road users across the Queensland road network as a result of the disruption caused by various measures of movement restriction introduced in an attempt to curb the transmission of the virus in the Queensland community.

We have used GPS probe data provided by HERE Technologies, augmented with public data on speed limit information, to analyse trends in average speeds and compliance with speed limits in 2020, across urban and regional roads, and for each local government area across Queensland. Box E.1 provides a summary of the four key metrics that we report on in this assessment of road speed performance in Queensland in 2020.

Box E.1: Speed metrics for the Queensland road network

Average speed – average hourly speed across each road segment within a geographic area and for arterial and local roads.

Percentage of speed limit (POSL) – average speed divided by the posted speed limit, which allows speed performance comparisons to be made between areas with different speed zone configurations. The higher the POSL, the closer to the speed limit drivers are travelling on a road segment.

Speed compliance – measure of the extent of compliance with posted speed limits, which is calculated as the proportion of roads by length in an area where there were no incidences of speeding.

Margin in excess of speed limit – the severity of speeding in an area or for arterial and local roads, which provides insights on how the severity of speeding has been changing.

Average speed across the Queensland road network increased between 2019 and 2020

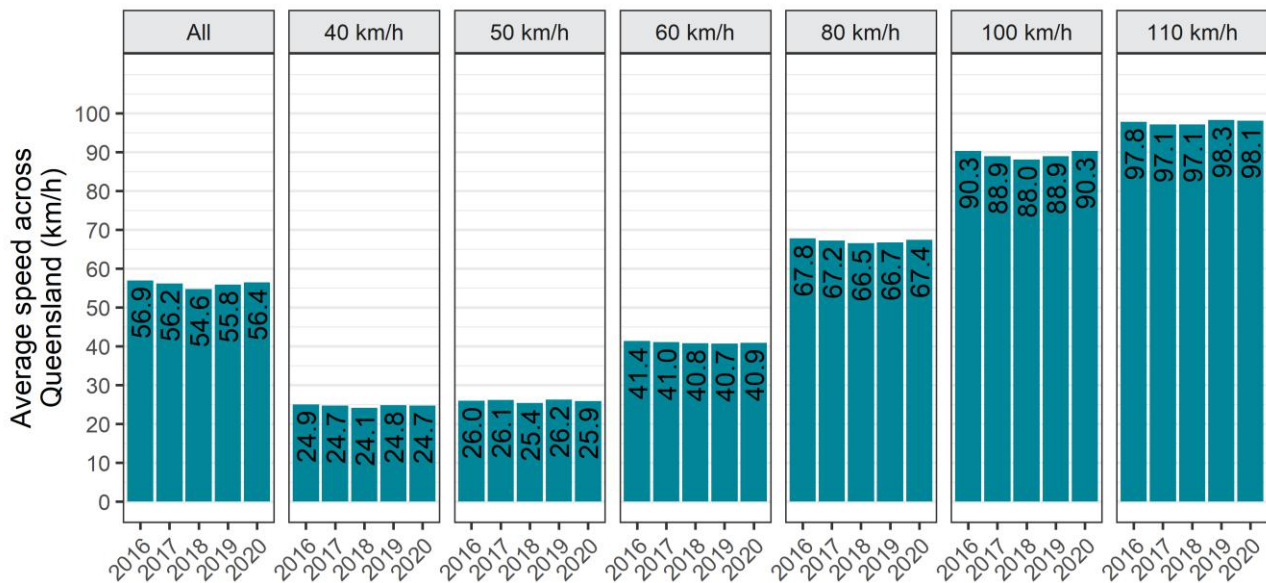
In 2020, the average speed in Queensland was 56.4km/h – an increase of 1.1 per cent from 55.8km/h in 2019 (Figure E.1). The increase in average speed in Queensland was primarily driven by the increase in average speed in urban areas. The average speed in urban areas increased by 1.5 per cent – higher than the 1.1 per cent increase in average speed in Queensland overall. In comparison, average speed in regional areas remained unchanged between 2019 to 2020 – at 77.5km/h in 2020.

A closer examination of average speeds in Queensland by key speed zones¹ reveals the increase in average speed occurred predominantly on 80km/h and 100km/h roads. The average speed in the lower speed zones (e.g., 40km/h, 50km/h and 60km/h) remained unchanged or slightly decreased between 2019 and 2020 (Figure E.1).

Consistent with the trend in average speed, POSL in Queensland increased between 2019 and 2020 – at 74.2 per cent in 2020, compared to 73.7 per cent in 2019. Notwithstanding, there remains a clear discrepancy in POSL between lower and higher speed zones. In particular, POSL remained above 80 per cent in higher speed zones (80km/h and above), whereas POSL in the lower speed zones (60km/h and below) remained below 70 per cent.

¹ The key speed zones are defined as those with speed limits of 40, 50, 60, 80, 100, and 110km/h in the analysis for the whole of Queensland. The 110km/h speed zone is not included in the analysis for Greater Brisbane.

Figure E.1: Average speeds across Queensland, by speed zones, 2016 to 2020

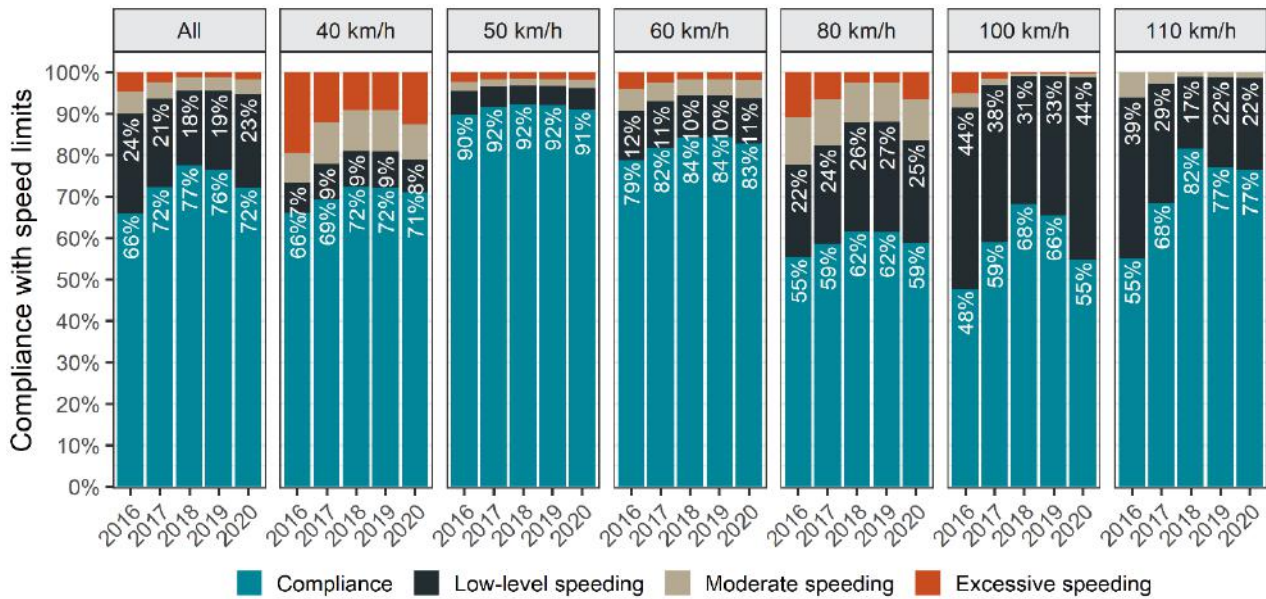


Compliance with speed limits decreased across all speed zones, and was offset by the increase in low-level speeding

For the whole of Queensland, compliance with speed limits fell from 76 per cent in 2019 to 72 per cent in 2020, but still remained above the level observed in 2016. The reduction in compliance with speed limits was observed in all speed zones (Figure E.2).

The decrease in compliance was offset by the increase in low-level speeding. Across all speed zones, the combined proportion of compliance and low-level speeding either remained unchanged (or decreased in the case of the 40km/h and 80km/h speed zone) between 2019 and 2020. The frequency of excessive speeding increased in 40km/h and 80km/h speed zones, with other speed zones remaining unchanged between 2019 and 2020. However, these frequencies remained below the levels observed in 2016 and occurred mostly in urban areas.

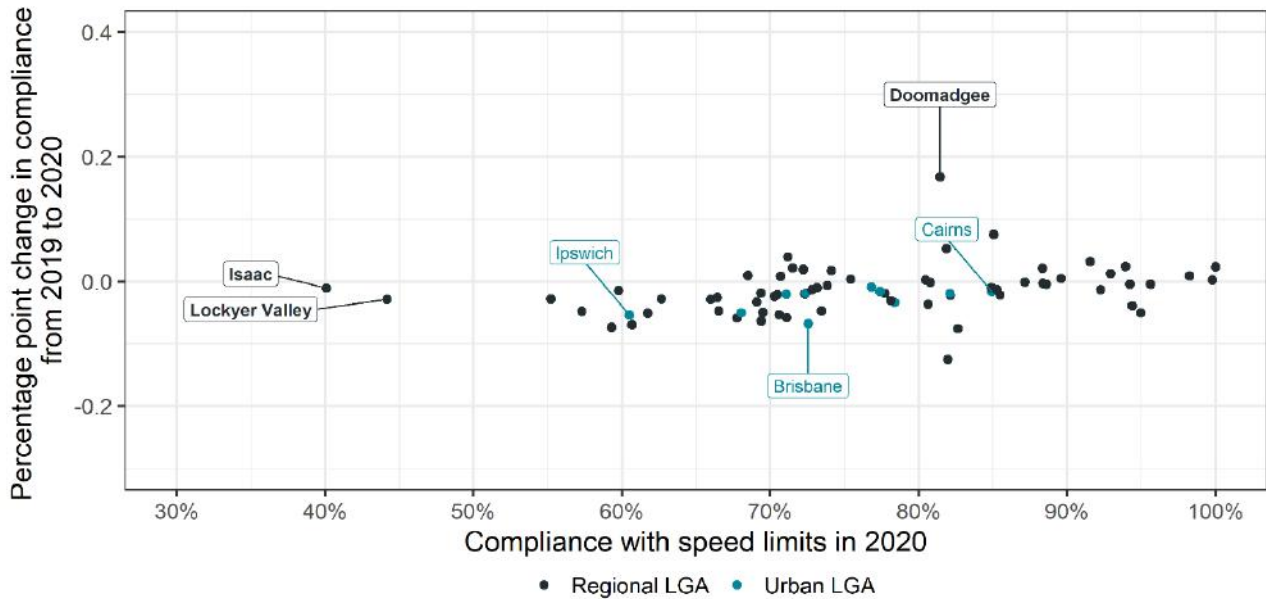
Figure E.2: Compliance with speed limits in Queensland, by speed zones, 2016 to 2020



Local roads in urban areas remained the road segment with the highest rates of speed compliance in 2020 at 85.4 per cent. Arterial roads in regional areas remained the worst performing segments, remained arterial roads in regional areas with compliance at only 60.7 per cent in 2020. Despite decreases in compliance across all road segments in 2020, compliance remained higher than the levels observed in 2016. This indicates an improvement in overall compliance in Queensland over the last five-year period.

All the 10 urban local government areas (LGAs) recorded decrease in compliance in 2020, with compliance among urban LGAs averaging at 75 per cent (Figure E.3). Ipswich – which had the greatest POSL among urban LGAs – had the lowest compliance, at approximately 60 per cent. On the contrary, Cairns recorded the highest compliance at 85 per cent. Brisbane had the greatest reduction in compliance (7 percentage points) among the 10 urban LGAs.

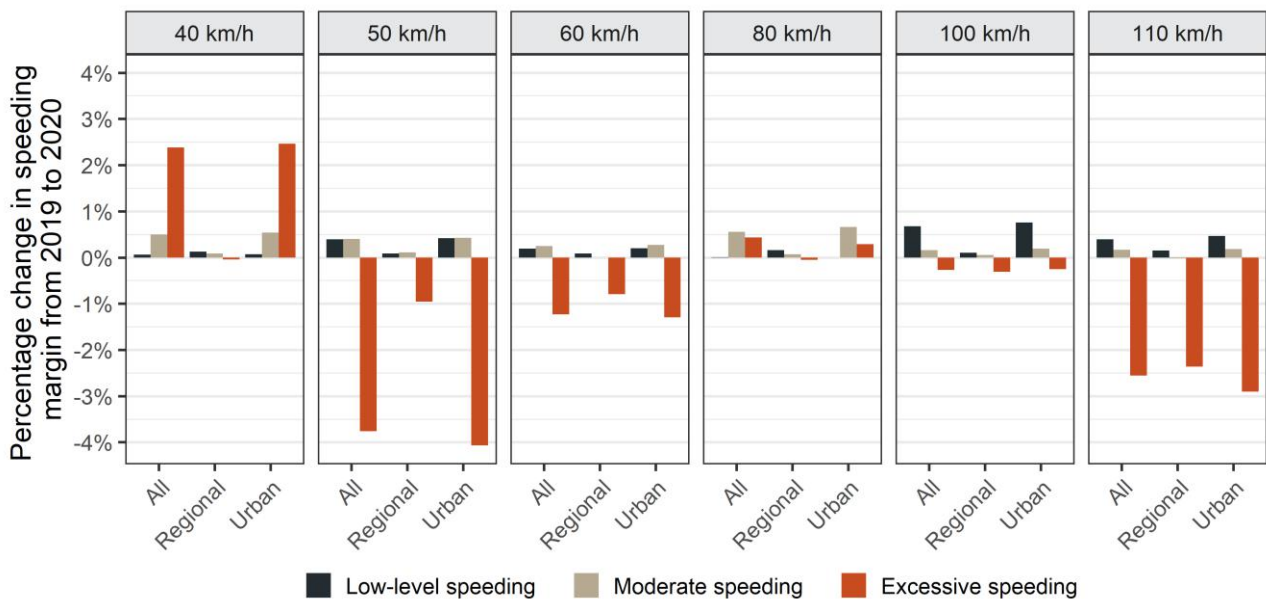
Figure E.3: Compliance with speed limits in Queensland, by local government area, 2020



Average speeds when speeding slightly increased in 2020, yet remained below the levels observed in 2016

The slight increase in average speeds when speeding across most of the key speed zones is consistent with the increase in the proportion of low-level speeding. Conversely, the proportion of moderate and excessive speeding remained largely unchanged, with the exception of the 40km/h and 80km/h speed zones. Despite increases in average speeds when speeding in 2020, average speeds when speeding remained below their 2016 levels across all key speed zones. This means that the excess of speed with which people were travelling has generally reduced since 2016.

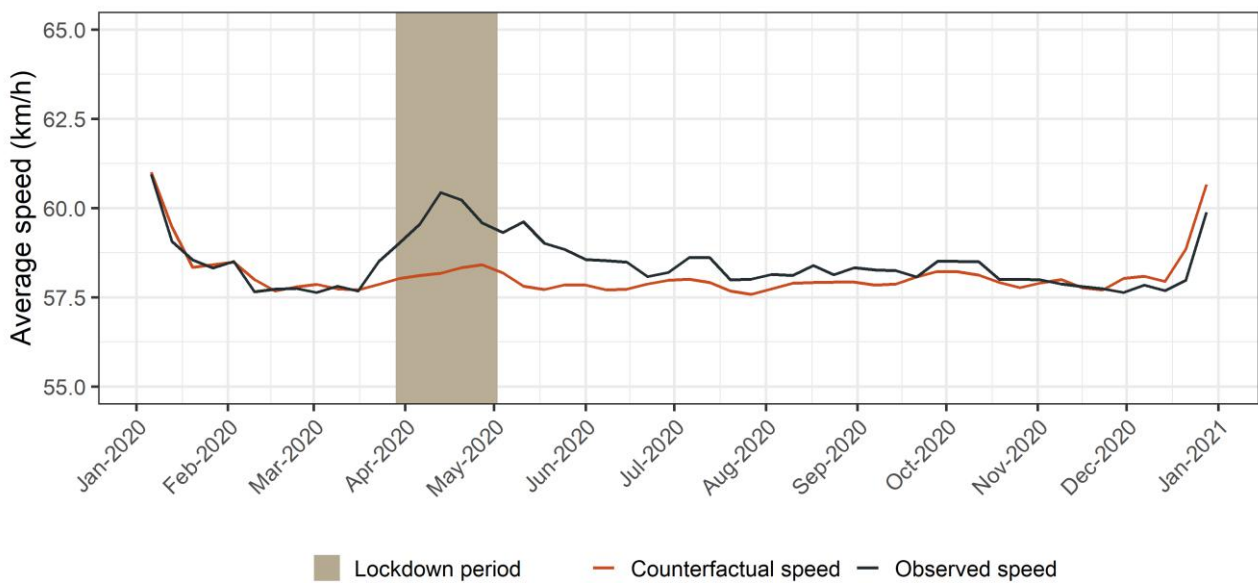
Figure E.4: Percentage change in speeding margins in Queensland, by speed zones, 2019 to 2020



Average speed started increasing around two weeks before the lockdown in March, and remained higher, until November, than what average speed would have been in the absence of the lockdown

The impact of the lockdown on road speed performance in 2020 is assessed by examining the difference between the observed and counterfactual average speeds. The counterfactual is an estimate of what road speed performance would have looked like had the lockdown not occurred in 2020 and is established by taking into account the observed trend in traffic performance between 2016 and 2019. The counterfactual is based on an assumption that road speed performance in 2020 would have followed the prevailing trend since 2016 in the absence of the lockdown.

Figure E.5: Impact of the lockdown on weekly average speed in Queensland, 2020



Weekly average speeds started increasing around two weeks before the official commencement of the lockdown period on 29 March 2020 (Figure E.5). In seven days, average speed increased from 57.7km/h to 58.5km/h. At its peak during mid-April, average speed across Queensland was recorded at 60.4km/h. At the end of the lockdown period on 2 May 2020, average speed stood at 59.3km/h, which was still higher than the average speed observed when Queensland entered lockdown. The ongoing effect of the pandemic can be seen beyond the official end of the lockdown.

The lockdown had a slightly greater impact in respect of increasing average speed in Greater Brisbane than in the other parts of Queensland.

1. Introduction

The first COVID-19 case occurred in Queensland on 29 January 2020, which was the commencement of a year of disruption, with international and interstate border closures and periods when Public Health Directions limited the scope for residents to move around the state. It follows that road users across the Queensland road network had very different patterns of movement and speed behaviour when compared to previous years.

This year's *Traffic Speed Trends Report* provides an opportunity to investigate how road speeds and speed compliance was affected, compared to previous years, particularly during periods when residents were required to work or stay at home.

The *Traffic Speed Trends Report 2020* is the fourth² speed trends report compiled for the Department of Transport and Main Roads (TMR) using GPS speed probe data provided on licence by HERE Technologies (HERE).³ It follows the same methodology used in previous reports, with the GPS speed probe data providing comprehensive insights on road speed performance and speed compliance trends for all roads and geographic areas across Queensland.

Each year we investigate several matters of particular interest to TMR. This year, in addition to setting out speed trends for 2020, by providing a breakdown of speed and speed compliance across Queensland, Brisbane and every local government area, we also:

- incorporate 40km/h roads into the analysis of speed trends by speed zone, supplemented with a dedicated analysis that provides insights into the characteristics of driving propensity on 40km/h roads;⁴ and
- conduct a detailed analysis of the impact of the COVID-19 pandemic-induced movement restrictions on traffic outcomes in 2020.

The speed analysis in this report, has used a traffic count weighting methodology, as compared to the road length weighting methodology used in previous years.⁵ This approach places a higher weight on speeds for road segments that have higher road use (ie, higher traffic volumes), compared to those that have comparably lower road use. This allows the examined metrics to reflect the speed experienced by users of roads across the network more accurately. Box 1, on the following page, provides a brief description of the coverage of this report and the metrics that we report.

Despite HERE data having hundreds of millions of observations across the road network, there are areas, particularly in regional Queensland, where coverage might not be adequate to provide a complete representation of the traffic speeds or trends on the roads. We have included information on network coverage and data adequacy as part of our reporting of the road speed results at a local government area (LGA) level.

² See HoustonKemp, *Traffic speed trends on Queensland roads, 2015 to 2018*, Queensland Transport and Main Roads, 2019, and HoustonKemp, *Traffic speed trends on Queensland roads, 2019*, Queensland Transport and Main Roads, 2020 for our analyses of speed trends in earlier years.

³ Detailed description of HERE data is provided in appendix A1.1.

⁴ This analysis does not include 40km/h roads in school zones and temporary areas with road work activities.

⁵ Detailed description of the methodology used in this analysis is provided in appendix A1.2 and A1.3.

Box 1: Speed metrics and definitions

We present speed metrics for urban and regional areas across Queensland based on the Significant Urban Area definitions provided by the Australian Bureau of Statistics.⁶

In addition, we provide results for arterial and local roads, based on road classes provided by HERE. Arterial roads are typically designed for high volume, high speed travel through and between major metropolitan areas, cities and towns, whereas local roads tend to be designed for a lower volume of traffic, travelling inside and between neighbourhoods.⁷ Specifically, we have defined for this report arterial roads as HERE road functional classes 1, 2 and 3 (where the speed limit exceeds 50 km/h).⁸

The key speed metrics that we report are:

Average speed – average hourly speed across each road segment within the area and road classification. Differences in average speed between areas can be a result of different speed zone configurations and so this metric is best used to understand changes in speed performance for a given area or road over time.

Percentage of Speed Limit (POSL) is calculated by dividing the observed average speed for each road segment within the area and road classification by the posted speed limit. This measure normalises between areas for differences in speed zones and so is best used to measure differences in speed performance between areas and roads. The higher the POSL, the closer to the speed limit drivers are travelling on a road segment.

Speed compliance measures the proportion of roads by length in an area where there were no incidences of speeding. Changes in the percentage of speed compliance provides an indication of changes in the incidence of speeding over time.

Margin in excess of speed limit measures the severity of speeding in an area or road classification. Changes in the speeding margin provides insights on how the severity of speeding has been changing.

This report is structured as follows:

- section 2 presents results of speed performance for Queensland as a whole;
- section 3 presents results of speed performance for Greater Brisbane;
- section 4 presents results of speed performance for local government areas across Queensland;
- section 5 presents results of a detailed analysis of the impact of movement restrictions in 2020 on speed performance across Queensland; and
- section 6 presents results of a supplementary analysis of speed performance on 40km/h roads.

In addition, appendix A1 describes the traffic count weighting methodology that is used in this year's analysis. Appendix A2 contains the count-weighted summary speed data tables.

⁶ See ABS, *Australian statistical geography standard (ASGS) volume 4*, cat. no. 1270.0.55.004, available at <http://www.abs.gov.au/ausstats/abs@.nsf/mf/1270.0.55.004>. See appendix A1.2 for a complete description of urban and regional areas.

⁷ See appendix A1.2 for a more detailed definition of arterial and local roads.

⁸ This definition differs from the definition of arterial roads that we have used in other reports. Specifically, we sometimes define arterial roads with reference to HERE road functional classes 1 and 2 only. It follows that the results in this report may differ from other published results reflecting differences in the road definitions used.

2. Road speed performance across Queensland

Average speed and POSL

- Average speed in Queensland increased by 1.1 per cent – from 55.8km/h in 2019 to 56.4km/h in 2020. Correspondingly, POSL increased from 73.7 in 2019 to 74.2 per cent in 2020.
- The increase in average speed in Queensland was primarily driven by the increase in average speed in urban areas, which increased by 1.5 per cent between 2019 and 2020. Average speed in regional areas remained largely unchanged.
- The increase in average speed occurred predominantly on 80km/h and 100km/h roads. Average speed in the lower speed zones remained unchanged or slightly decreased between 2019 and 2020.
- Despite an increase in POSL in urban areas and a slight decrease in POSL in regional areas between 2019 and 2020, POSL in urban areas remained lower than that recorded on the regional road network, reflecting higher congestion and differences in the design of the road network in urban areas compared to regional areas.
- In high-speed zones, drivers tend to travel at speeds closer to the speed limit than in low-speed zones. In general, the higher the speed limit, the closer to the speed limit drivers tend to travel.

Compliance and speeding statistics

- Compliance with speed limits fell from 76 per cent in 2019 to 72 per cent in 2020, but remained above the compliance level in 2016. The reduction in compliance with speed limits was observed in all speed zones.
- In general, the decrease in compliance was offset by the increase in low-level speeding. Across all speed zones, there were insignificant changes in the frequency of moderate and excessive speeding, with the exception of the 40km/h and 80km/h speed zones where the frequency of excessive speeding increased in 2020.
- Despite decreases in compliance across all road segments in 2020, compliance remained higher than that observed in 2016. This indicates an improvement in compliance in Queensland over the last five-year period.

Average speed when speeding

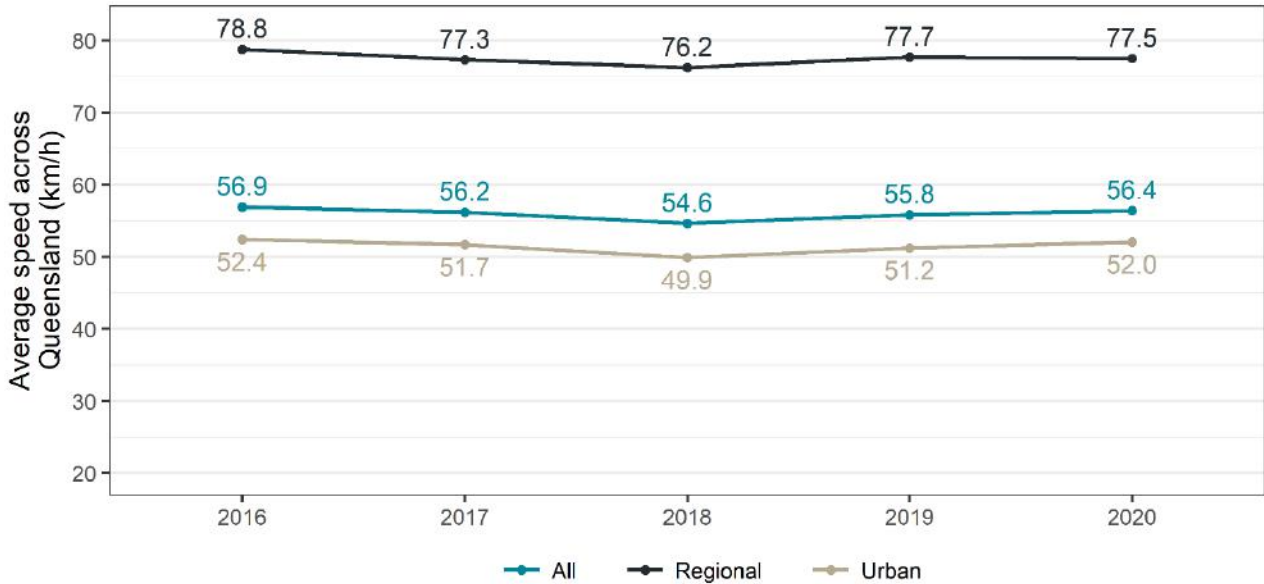
- Across the key speed zones, average speeds when speeding increased slightly in 2020, yet remained below the levels observed in 2016.

2.1 Average speed in Queensland increased between 2019 and 2020

In 2020, average speed in Queensland was 56.4km/h – an increase of 1.1 per cent from 55.8km/h in 2019 (Figure 2.1). This is a continuation of the increasing trend in average speed since 2018, noting that the rate of increase in average speed was greater in 2020 than in 2019. This is most likely due to periods of time with

less vehicles on roads, and particularly on normally busy arterial roads, as a consequence of stay-at-home orders and movement restrictions in 2020.⁹

Figure 2.1: Average speeds across Queensland, 2016 to 2020

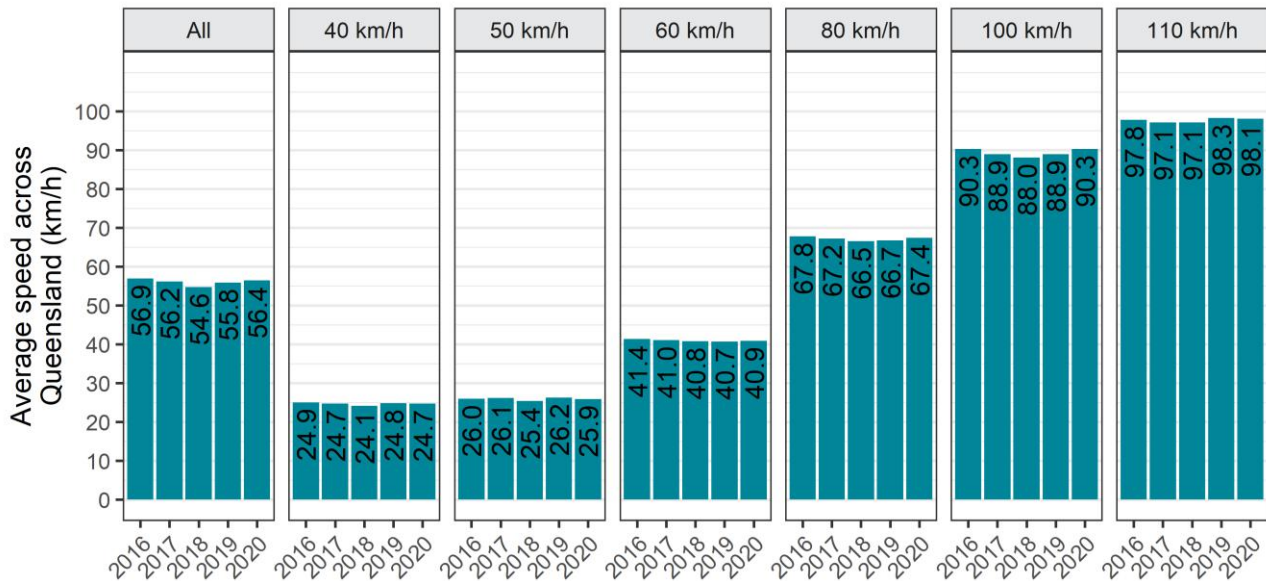


The increase in average speed in Queensland was primarily driven by the increase in average speed in urban areas. Average speed in urban areas increased by 1.5 per cent – higher than the 1.1 per cent increase in average speed in Queensland overall. In 2020, average speed in urban areas, where 50 km/h and 60 km/h speed zones dominate, was 52km/h.

Average speed in regional areas remained unchanged between 2019 to 2020 – at 77.5km/h in 2020. Average speed in regional areas remained approximately 50 per cent higher than the average speed in urban areas. This is consistent with the fact that regional areas in Queensland have a higher proportion of roads with higher speed limits, with 100 km/h roads being most common.

⁹ Section 5 provides a detailed analysis of the extent to which movement restrictions contributed to the observed increase in average speed.

Figure 2.2: Average speeds across Queensland, by speed zones, 2016 to 2020



A closer examination of average speed in Queensland by key speed zones reveals the increase in average speed occurred predominantly on 80km/h and 100km/h roads (Figure 2.2). In particular, average speeds on 80km/h and 100km/h roads increased by 0.7km/h and 1.4km/h, respectively. On the contrary, average speed in another high-speed zone – the 110km/h zone – remained unchanged between 2019 and 2020.

Average speeds in the lower speed zones (e.g., 40km/h, 50km/h and 60km/h) remained unchanged or slightly decreased between 2019 and 2020. Average speeds on 40km/h and 50km/h roads were relatively similar, with Queenslanders travelling at average speeds of 24.7km/h and 25.9km/h on 40km/h and 50km/h roads, respectively. While this means that the lower speed limit had a relatively small impact on driver speeds, on average, this is in part due to averaging. For example, we find that the average speed on designated 40km/h shared zone/slow down zone was 19.5km/h in 2020 – a substantial decrease in speed. This implies that well targeted 40km/h speed limit zones likely contribute to the improvement of road safety and reduction of crash impact on Queensland roads.

Table 2.1: Average speeds in Queensland, by speed zones, urban and regional areas, 2016 to 2020

Area	Speed zone	2016	2017	2018	2019	2020
Regional	40 km/h	27.1	26.5	26.6	27.3	27.3
	50 km/h	30.5	30.1	29.2	30.2	30.1
	60 km/h	48.0	47.3	46.9	47.6	47.4
	80 km/h	70.7	70.3	69.8	70.6	70.2
	100 km/h	91.2	89.9	89.7	90.7	90.3
	110 km/h	98.2	94.8	95.7	96.3	97.1
Urban	40 km/h	24.8	24.5	23.9	24.6	24.5
	50 km/h	25.6	25.8	25	25.9	25.5
	60 km/h	40.9	40.6	40.3	40.2	40.4
	80 km/h	67.0	66.3	65.5	65.6	66.6
	100 km/h	89.5	88.2	86.6	87.5	90.3
	110 km/h	97.6	97.8	97.6	98.9	98.4

A closer examination of average speeds across speed zones by urban and regional areas reveals that average speeds in regional areas remained unchanged, or slightly decreased, across all key speed zones, with the exception of the 110km/h speed zone (Table 2.1). Average speed on regional 110km/h roads increased by 0.8km/h – from 96.3km/h in 2019 to 97.1km/h in 2020.

Comparatively, average speed on urban 110km/h roads decreased by 0.5km/h. Increases in average speed in urban areas mostly occurred on 60km/h, 80km/h and 100km/h roads. The greatest increase occurred in the urban 100km/h speed zone, where there was a significant increase of 3km/h in average speed.

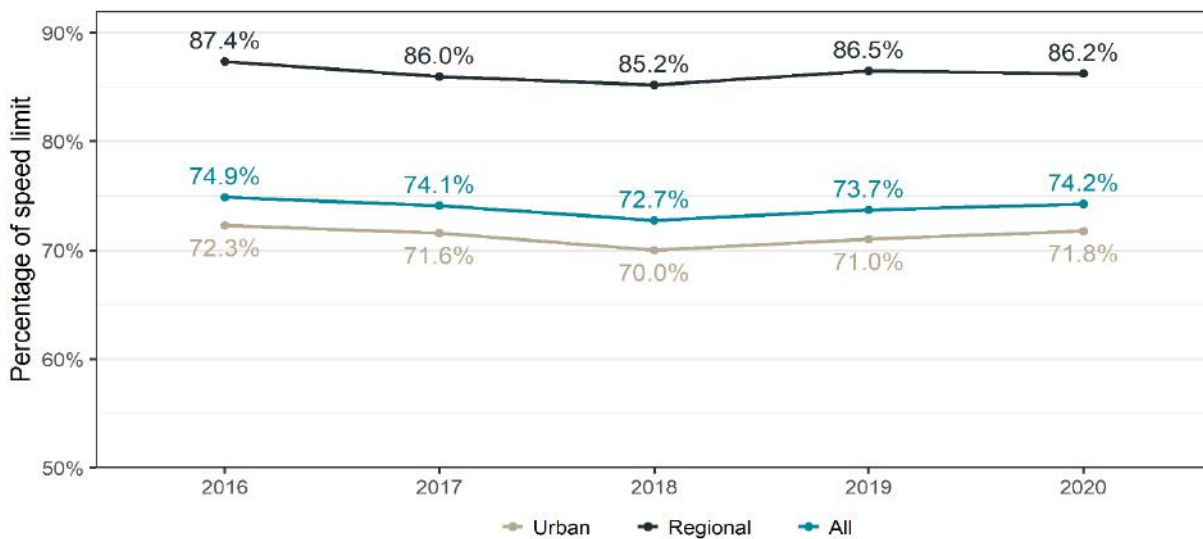
The differences in average speed, for each key speed zone, between urban and regional areas have been mostly unchanged from 2019 to 2020. Average speeds in regional areas tend to be higher than those observed in urban areas, with the exception of 100km/h and 110km/h speed zones. The significant increase in average speed in the 100km/h speed zone in urban areas has bridged the gap with its counterpart in regional areas. That is, in 2020, average speeds in the 100km/h speed zone were 90.3km/h in both urban and regional areas.

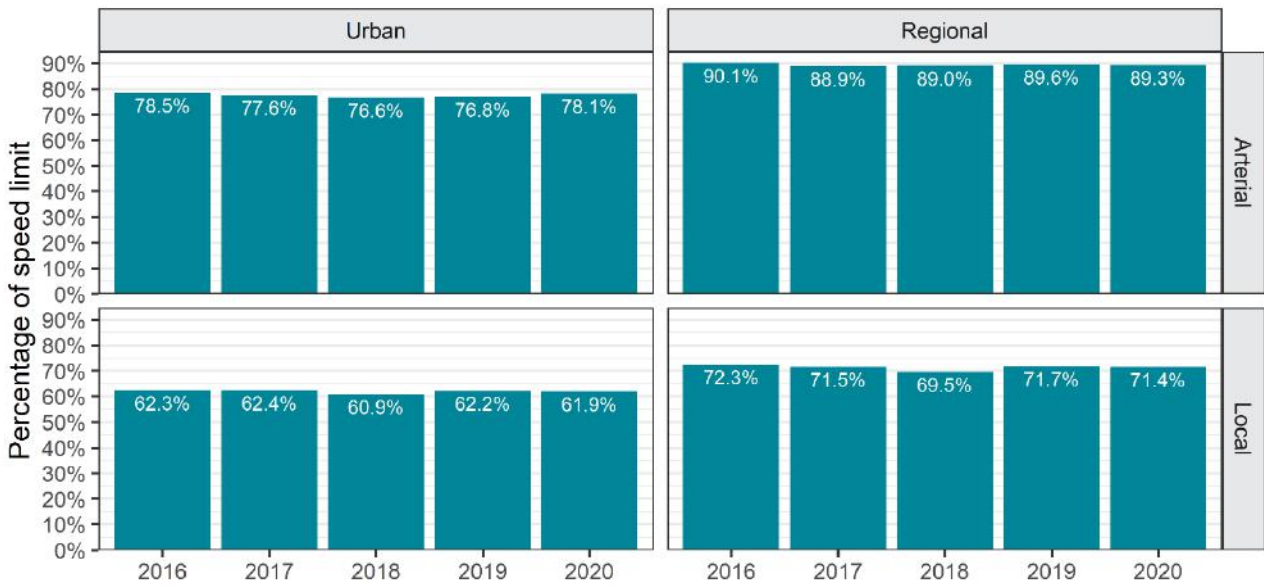
2.2 Percentage of speed limit increased on arterial roads in urban areas between 2019 and 2020

Consistent with the trend in average speed, POSL in Queensland increased between 2019 and 2020 – at 74.2 per cent in 2020, compared to 73.7 per cent in 2019 (Figure 2.3). This increase was primarily driven by the increase in POSL in urban areas, whereas POSL in regional areas decreased slightly. In particular, POSL on arterial roads in urban areas increased mostly significantly – from 76.8 per cent in 2019 to 78.1 per cent in 2020.

POSL in urban areas remained lower than that recorded on the regional road network, reflecting characteristics in the urban road network that prevent drivers from driving as close to the speed limit as compared to when they drive in the regional road network. Some of these characteristics include greater likelihood of congestion and greater presence of intersections or traffic lights in the urban road network.

Figure 2.3: Percentage of speed limit in Queensland, urban and regional areas, arterial and local roads, 2016 to 2020

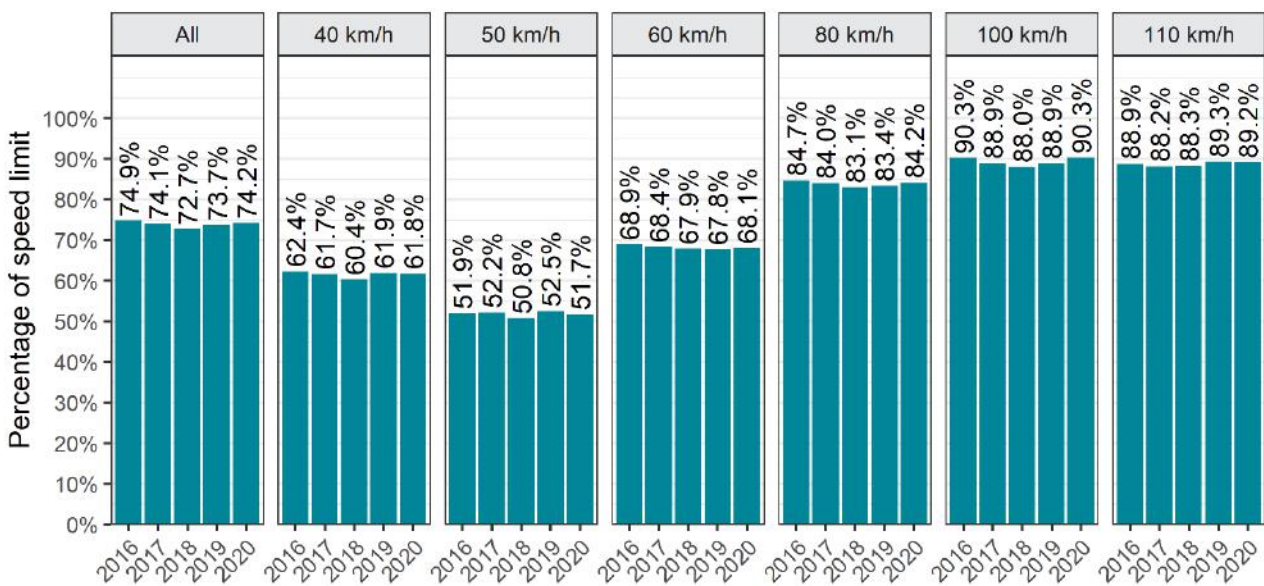




Between 2019 and 2020, POSL increased most significantly on 80km/h and 100km/h roads – by 0.8 and 1.4 percentage points, respectively (Figure 2.4). This occurred mostly on 80km/h and 100km/h roads in urban areas. On the other hand, POSL decreased most significantly on 50km/h roads – by 0.8 percentage points. This also occurred mostly on 50km/h roads in urban areas. In the other speed zones, POSL changed by less than 0.3 of a percentage point between 2019 and 2020.

Notwithstanding, there remains a clear discrepancy in POSL between lower and higher speed zones. In particular, POSL remained above 80 per cent in higher speed zones (above 80km/h), whereas POSL in the lower speed zones (below 60km/h) remained below 70 per cent. This means that in higher speed zones, drivers tend to travel at speeds closer to the speed limit than in lower speed zones – with the exception of the 110km/h speed zone – where the POSL was lower than that of the 100km/h speed zone – and the 40km/h speed zone – where the POSL was higher than that of the 50km/h speed zone.

Figure 2.4: Percentage of speed limit in Queensland, by speed zones, 2016 to 2020



2.3 Compliance with speed limits decreased across all speed zones, and was offset by the increase in low-level speeding

For the whole of Queensland, compliance with speed limits fell from 76 per cent in 2019 to 72 per cent in 2020, but still remained above the level observed in 2016 (Figure 2.5). The reduction in compliance with speed limits was observed in all speed zones, with the greatest reduction on 100km/h roads. In 2020, 55 per cent of drivers on 100km/h roads were compliant with the speed limit – the lowest compliance rate across all speed zones. The 50km/h speed zone recorded the highest compliance rate, where 91 per cent of drivers were compliant with the speed limit.

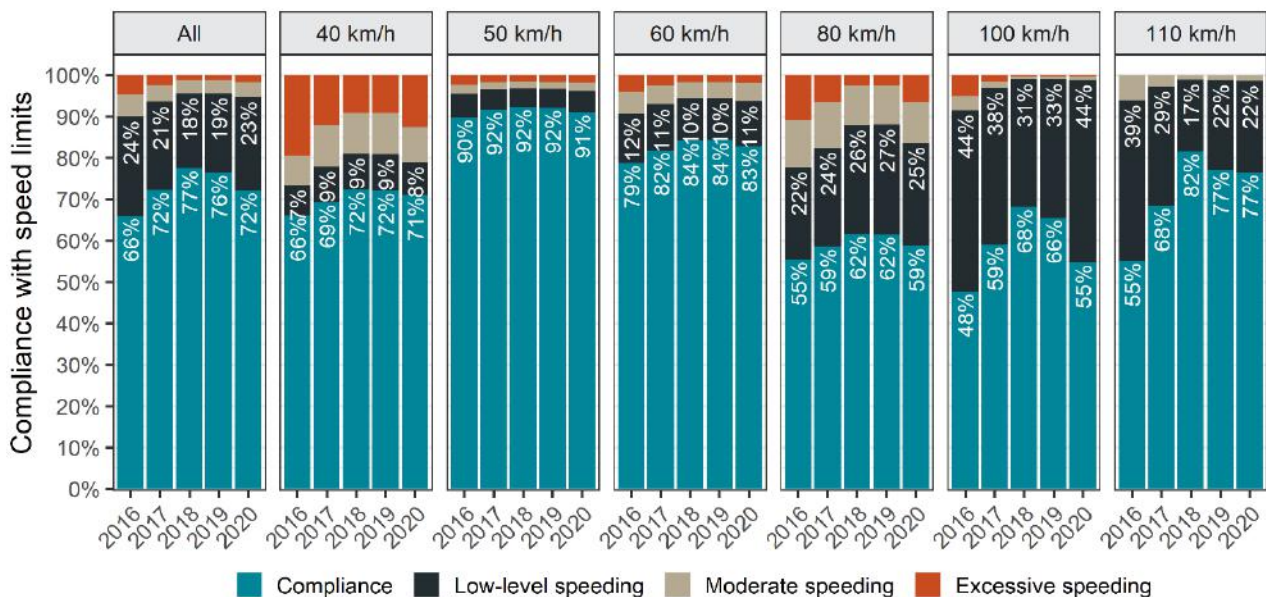
To determine what is driving the overall reduction in speed limit compliance, we analysed speeds above the speed limit and categorised it into ranges based on the margin by which the speed limit was exceeded. The ranges we have considered are:

- up to ten per cent over the limit (low-level speeding);
- between ten per cent and 20 per cent over the limit (moderate speeding); and
- more than 20 per cent over the limit (excessive speeding).

The decrease in compliance was offset by the increase in low-level speeding. For example, the 11 percentage point reduction in compliance in the 100km/h speed zone was offset by an 11 percentage point increase in the proportion of low-level speeding (Figure 2.5). Across all speed zones, the combined proportion of compliance and low-level speeding either remained unchanged or decreased – in the case of the 40km/h and 80km/h speed zones – between 2019 and 2020.

The frequency of excessive speeding increased on 40km/h and 80km/h roads, with other speed zones remaining unchanged between 2019 and 2020. Specifically, the frequency of excessive speeding on 40km/h roads increased from 9 per cent in 2019 to almost 13 per cent in 2020, while the frequency of excessive speeding on 80km/h roads increased from 2.5 per cent to 6.5 per cent. However, these frequencies remained below levels observed in 2016 and occurred mostly in urban areas. It is noteworthy that the frequency of excessive speeding in these two speed zones were on a declining trend between 2016 and 2019, before having increased for the first time during the last five-year period in 2020.

Figure 2.5: Compliance with speed limits in Queensland, by speed zones, 2016 to 2020



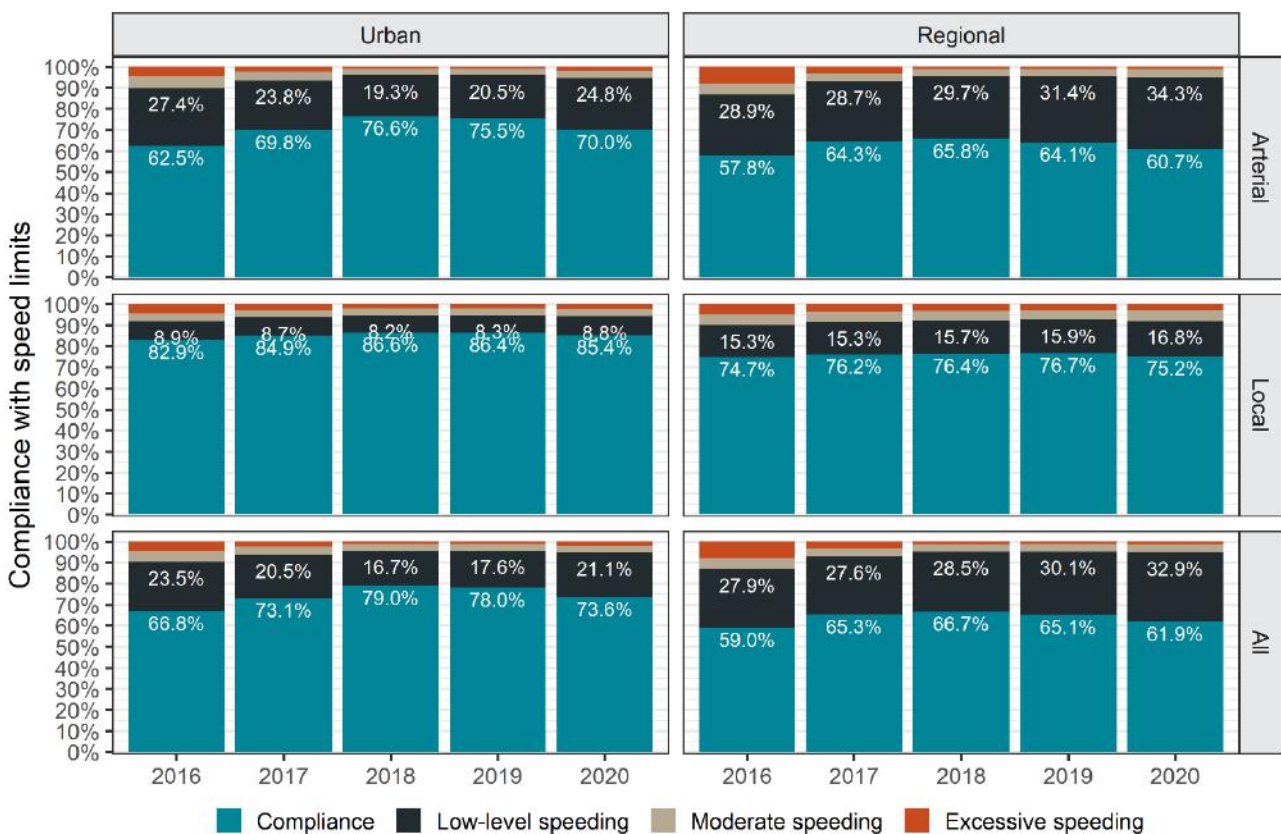
Speed compliance decreased in both urban and regional areas in 2020, by 4.4 per cent and 3.3 per cent, respectively (Figure 2.6). However, compliance in urban areas remained higher than in regional areas, which is consistent with historical trends over the past five years. This can be explained by higher congestion and differing network designs in urban areas.

Consistent with the observation made for Queensland overall, the decrease in compliance in 2020 was offset by an increase in low-level speeding. At an aggregate level, the proportion of moderate and excessive speeding remained largely unchanged in 2020.

Local roads in urban areas remained the road segment with the highest rates of speed compliance in 2020 at 85.4 per cent. The worst performing segment remained arterial roads in regional areas with compliance of only 60.7 per cent in 2020.

Despite decreases in compliance across all road segments in 2020, compliance remained higher than the levels observed in 2016. This indicates a general improvement in compliance in Queensland over the last five-year period.

Figure 2.6: Compliance with speed limits in Queensland, urban and regional, arterial and local roads, 2016 to 2020

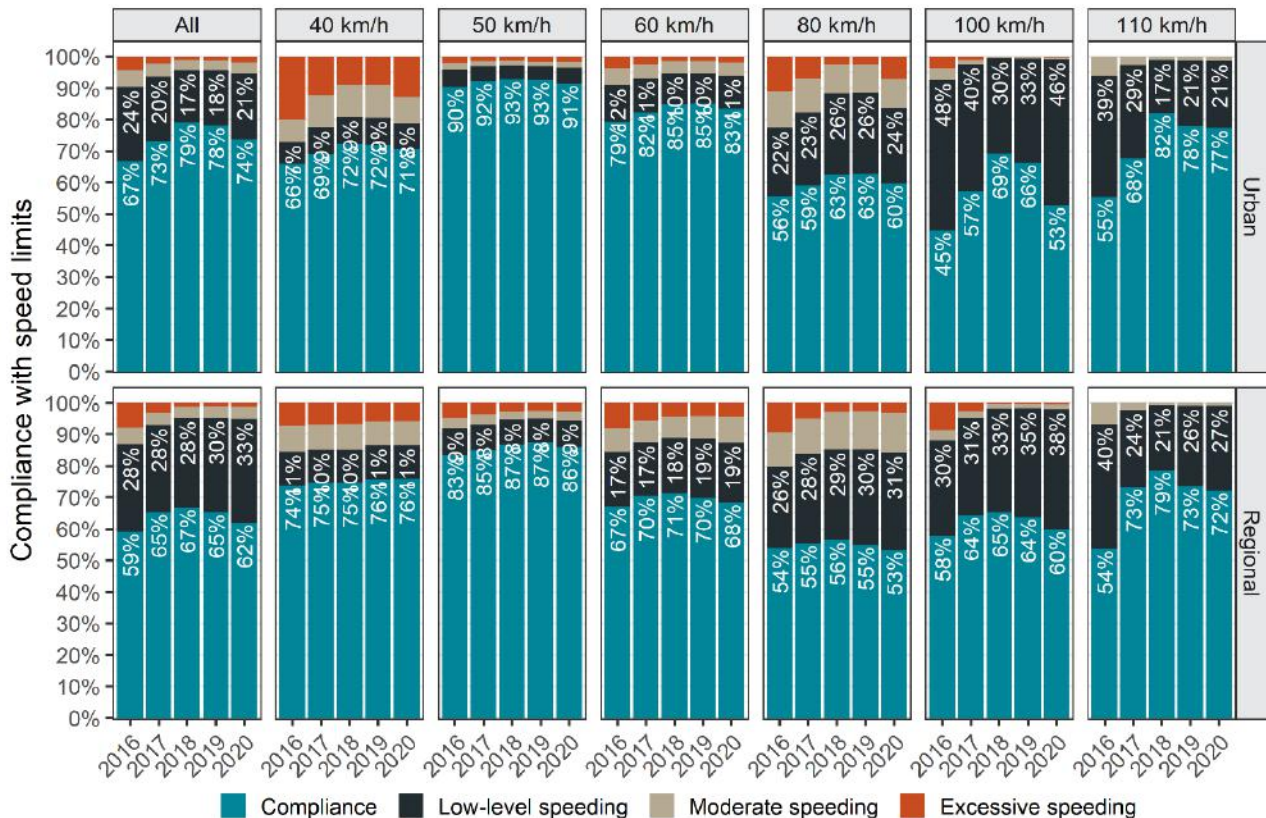


Source: Local and arterial roads make up 87.3 and 12.7 per cent of all roads in urban areas in Queensland, whereas local and arterial roads make up 48 and 52 per cent of all roads in regional areas in Queensland.

In general, compliance with speed limits across all speed zones in urban areas was higher than that recorded on the regional network, with the exception of 40km/h and 100km/h speed zones (Figure 2.7). Compliance on 40km/h roads has been historically lower in urban areas than regional areas. However, the rate of increase in compliance on 40km/h roads in urban areas was greater than that in regional areas. Specifically, between 2016 and 2020, compliance on 40km/h roads in urban and regional areas increased by 5 and 2 percentage points, respectively.

Compliance on 100km/h roads in urban areas decreased significantly in 2020 – from 66 to 53 per cent. This led to compliance on 100km/h roads in urban areas returning to below that on 100km/h roads in regional areas for the first time since 2017, after two years of significant improvement in compliance in urban areas in 2018 and 2019. At 53 per cent, compliance on 100km/h roads in urban areas was the lowest among all speed zones in both urban and regional networks.

Figure 2.7: Compliance with speed limits in Queensland, by speed zones, urban and regional, 2016 to 2020

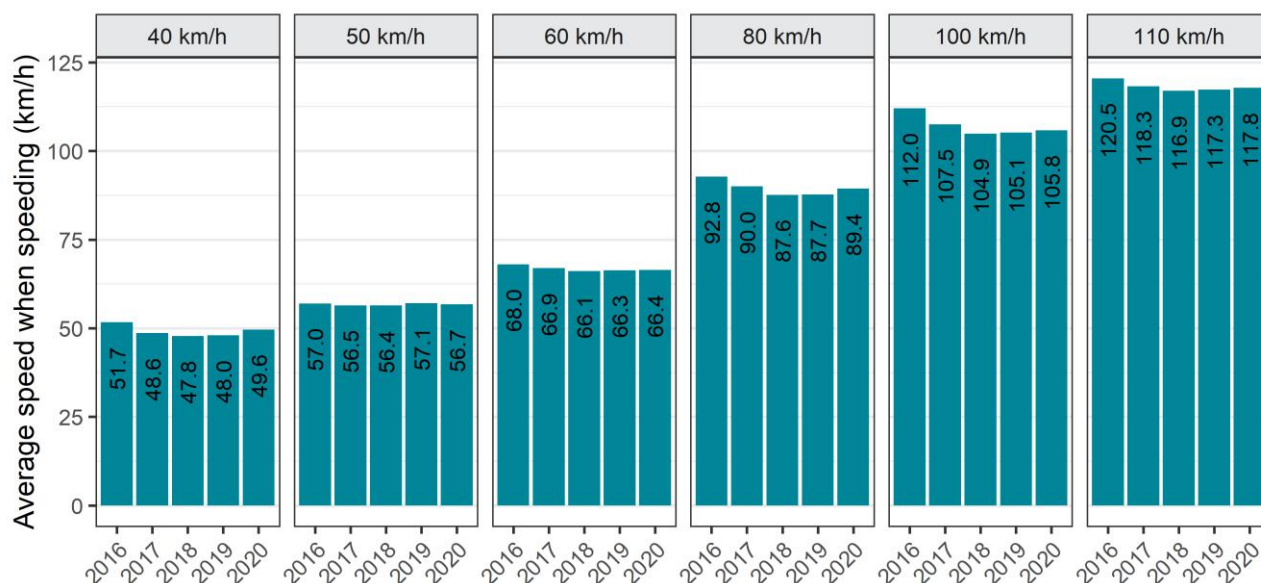


2.4 Average speeds when speeding increased slightly in almost all key speed zones, yet remained below the levels in 2016

Across the key speed zones, average speeds when speeding slightly increased in 2020, with the exception of the 50km/h speed zone (Figure 2.8). The slight increase in average speeds when speeding across most of the key speed zones is consistent with the fact there was an increase in the proportion of low-level speeding, whereas the proportion of moderate and excessive speeding remained largely unchanged – with the exception of the 40km/h and 80km/h speed zones. In fact, the average speed when speeding on 40km/h and 80km/h roads increased by more than 1km/h between 2019 and 2020, which was primarily driven by an increase in the proportion of excessive speeding on these roads.

Despite increases in average speeds when speeding in 2020, average speeds when speeding remained below their 2016 levels across all key speed zones. This means that the degree to which motorists have exceeded the speed limit has generally reduced since 2016.

Figure 2.8: Average speeds when speeding in Queensland, by speed zones, 2016 to 2020



A closer examination of the average speed when speeding in urban and regional areas reveals that increases in average speed when speeding on 40km/h and 80km/h roads were mostly driven by speeding behaviour in urban areas (Table 2.2). In fact, average speed when speeding on 40km/h and 80km/h roads in regional areas remained largely unchanged in 2020.

Table 2.2: Average speeds when speeding in Queensland, by speed zones, urban and regional, 2016 to 2020

Area	Speed zone	2016	2017	2018	2019	2020
Urban	40 km/h	51.8	48.7	47.9	48.0	49.8
	50 km/h	56.9	56.4	56.4	57.1	56.8
	60 km/h	68.0	66.9	66.1	66.3	66.4
	80 km/h	93.1	90.4	87.8	87.9	89.9
	100 km/h	112.5	107.9	105.2	105.6	106.4
	110 km/h	120.7	118.5	117.3	117.6	118.2
Regional	40 km/h	46.6	46.4	46.4	46.2	46.1
	50 km/h	57.8	57.1	56.3	56.4	56.2
	60 km/h	68.8	67.4	66.7	66.4	66.4
	80 km/h	90.4	87.9	86.8	86.7	86.9
	100 km/h	110.3	106.2	104.2	104.0	104.2
	110 km/h	119.0	116.7	114.8	115.7	115.8

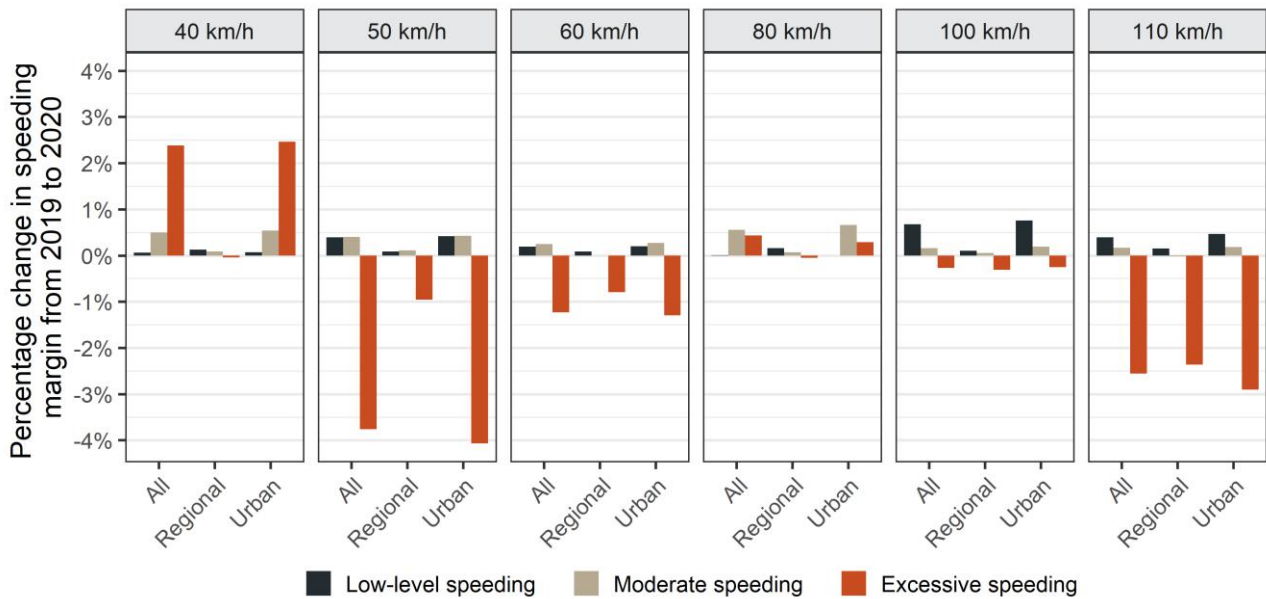
Categorising average speed when speeding into levels based on the margin by which the speed limit was exceeded¹⁰ reveals that the increases in average speed when speeding in the 50, 60, 100 and 110km/h speed zones were driven by the increases in average speed when speeding at low and moderate levels. In

¹⁰ Similar to the categories in the 'compliance with speed limit' metric. See section 2.3 for details of the categories.

fact, the extent to which drivers sped excessively in these speed zones decreased in 2020, with the most significant decrease taking place on 50km/h roads (Figure 2.9).

Conversely, increases in average speed when speeding in 40km/h and 80km/h speed zones were driven by the increases in the extent to which drivers sped excessively, and, as set out in section 2.3, by the increases in the frequency at which drivers sped excessively. This behaviour was particularly observed in urban areas.

Figure 2.9: Percentage change in speeding margins in Queensland, by speed zones, 2019 to 2020



2.5 Worst performing roads in Queensland from a road safety perspective

Finally, we have investigated the ‘worst’ performing roads in Queensland in terms of two metrics, namely:¹¹

- the frequency of non-compliance with speed limits when speeding was in excess of 10 per cent above the speed limit;¹² and
- the margin by which the speed limits were exceeded.¹³

Table 2.3, on the following page, ranks the top ten worst performing roads from a speed safety perspective in 2020.

Applying the above ranking, we have identified a list of the 100 ‘worst’ roads in Queensland from a speeding perspective (see appendix A2.3).

¹¹ We also disregarded road segments where the number of non-compliant hours was less than 365, ie, equivalent to one hour of data for each day, and the speed limit is less than 40km/h.

¹² These are the moderate and excessive non-compliance metrics defined in section 2.3 above.

¹³ For example, the speeding margin of a driver travelling at the speed of 55km/h on a 50km/h road is 5km/h.

Table 2.3: Worst performing speed safety roads in Queensland, 2020

Rank	Road name	Statistical area level 2	Local government area	Speed limits	Urban/regional
1	Omara Road	Toowoomba - West	Toowoomba	60km/h	Urban
2	Frizzo Road	Buderim - South	Sunshine Coast	60km/h	Urban
3	Peter Crosby Way	Sippy Downs	Sunshine Coast	50km/h	Urban
4	Sandy Creek Road	Beaudesert	Scenic Rim	60km/h and 80km/h	Regional
5	Aura Boulevard	Caloundra – West	Sunshine Coast	50km/h	Urban
6	Crinum Road	Central Highlands - West	Central Highlands	80km/h	Regional
7	Thornbill Road	Greenbank	Logan	40km/h	Urban
8	Wyreema Cambooya Road	Cambooya – Wyreema	Toowoomba	60km/h and 80km/h	Urban
9	Dances Road	Caboolture	Moreton Bay	50km/h	Urban
10	Pacific Highway	Loganholme - Tanah Merah	Logan	50km/h and 60km/h	Urban

Note: To calculate the rankings of the worst performing speed safety roads in Queensland, we first grouped the data by road name and SA2. We then calculated the number of instances where drivers exceeded the speed limit by more than ten per cent and the average speeding margin by which the speed limits were exceeded in these instances. To calculate the final rankings, we placed a greater weight on the number of instances of speeding to identify those roads where speeding is most common.

3. Road speed performance in Greater Brisbane

Average speed and POSL

- Average speed in Greater Brisbane was 53.4km/h in 2020, increasing at a higher rate than that of Queensland overall between 2019 and 2020.
- The increase in average speed in Greater Brisbane was driven by increases in average speed in the higher speed zones.
- Motorists in Greater Brisbane travelled at similar speeds as motorists in other parts of Queensland in the higher speed zones, and at lower speeds in the lower speed zones.
- Areas with the lowest average speeds in 2020 were situated in the Brisbane Inner City region, namely New Farm, West End, South Brisbane, Spring Hill, Bulimba, Fortitude Valley, and Brisbane City.
- POSL in Greater Brisbane was lower than POSL for the whole of Queensland.
- Approximately 60 per cent of all SA2 areas in Greater Brisbane recorded increases in POSL in 2020. The areas adjoining Logan and Redland LGAs, on the southern border of the Brisbane metropolitan region, recorded the highest rate of change in POSL in 2020.

Compliance and speeding statistics

- Compliance with speed limits in Greater Brisbane was 71 per cent in 2020 – a five percentage point fall from 76 per cent in 2019. The fall in compliance occurred mostly on roads in the higher speed zones.
- Consistent with the overall trend in Queensland, decreases in compliance across the key speed zones were offset by the increases in low-level speeding.
- Motorists in Greater Brisbane complying with speed limits generally travelled at a lower speed than motorists complying with the speed limits outside the Greater Brisbane area.

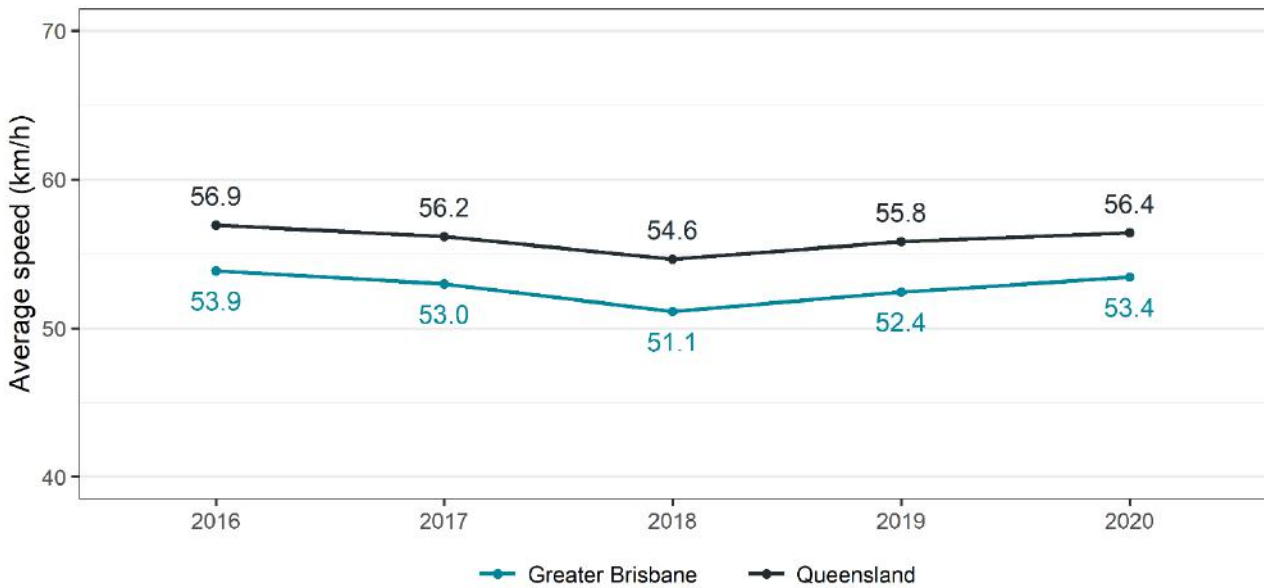
Average speed when speeding

- Average speeds when speeding increased across all key speed zones in Greater Brisbane in 2020, yet remained below levels in 2016.
- Average speeds when speeding in Greater Brisbane were higher than those for the whole of Queensland in almost all key speed zones.

3.1 Average speed in Greater Brisbane increased at a higher rate than average speed in Queensland overall between 2019 and 2020

In 2020, the average speed in Greater Brisbane was 53.4km/h – a 1.9 per cent increase from 52.4km/h in 2019 (Figure 3.1). This rate of increase was greater than the 1.1 per cent increase between 2019 and 2020 observed for all of Queensland. However, the average speed in Greater Brisbane was lower than that in Queensland due to the dominance of roads with lower speed limits.

Figure 3.1: Average speed in Greater Brisbane and Queensland, 2016 to 2020

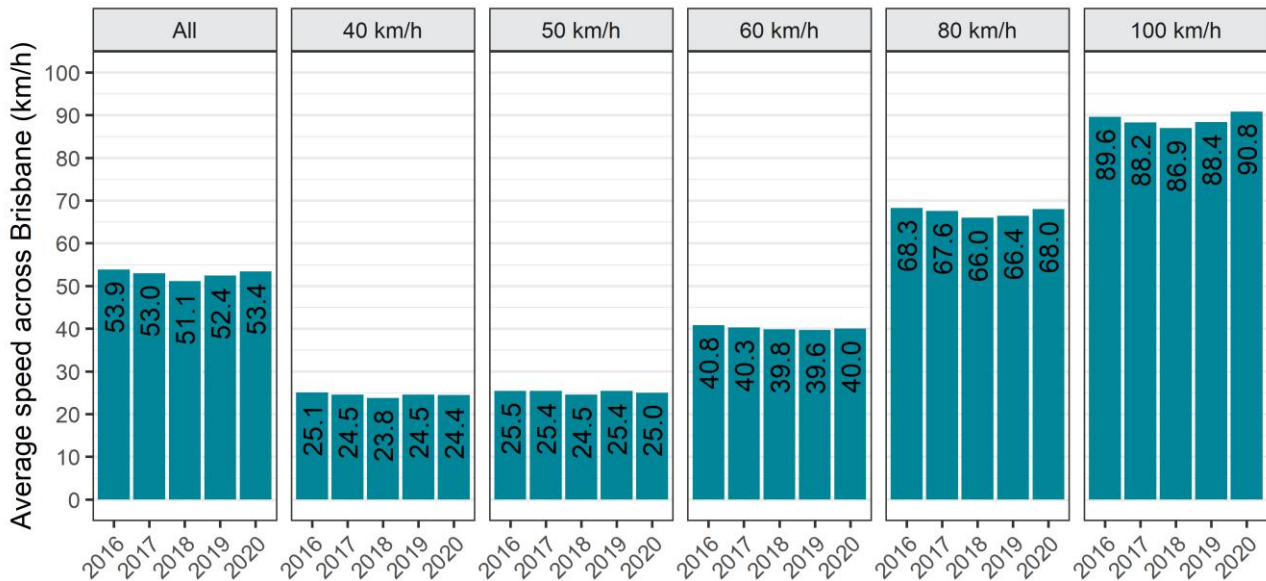


The increase in average speed in Greater Brisbane was driven by increases in average speed in the higher speed zones (Figure 3.2). In particular, average speeds on 80km/h and 100km/h roads increased by 1.6km/h and 2.4km/h, respectively. By way of comparison, average speeds on 60km/h roads increased by less than 1km/h, whereas average speeds on 40km/h and 50km/h roads decreased between 2019 and 2020. These characteristics are consistent with those observed in Queensland overall.

Drivers in Greater Brisbane travelled at similar speeds as drivers in other parts of Queensland in the higher speed zones, and at lower speeds in lower speed zones. On 80km/h and 100km/h roads, average speeds in Greater Brisbane were 68km/h and 90.8km/h, respectively, compared to 67.4km/h and 90.3km/h in Queensland. In the lower speed zones of 40, 50, and 60km/h, average speeds in Greater Brisbane were approximately 1km/h lower than the respective average speeds for the whole of Queensland.

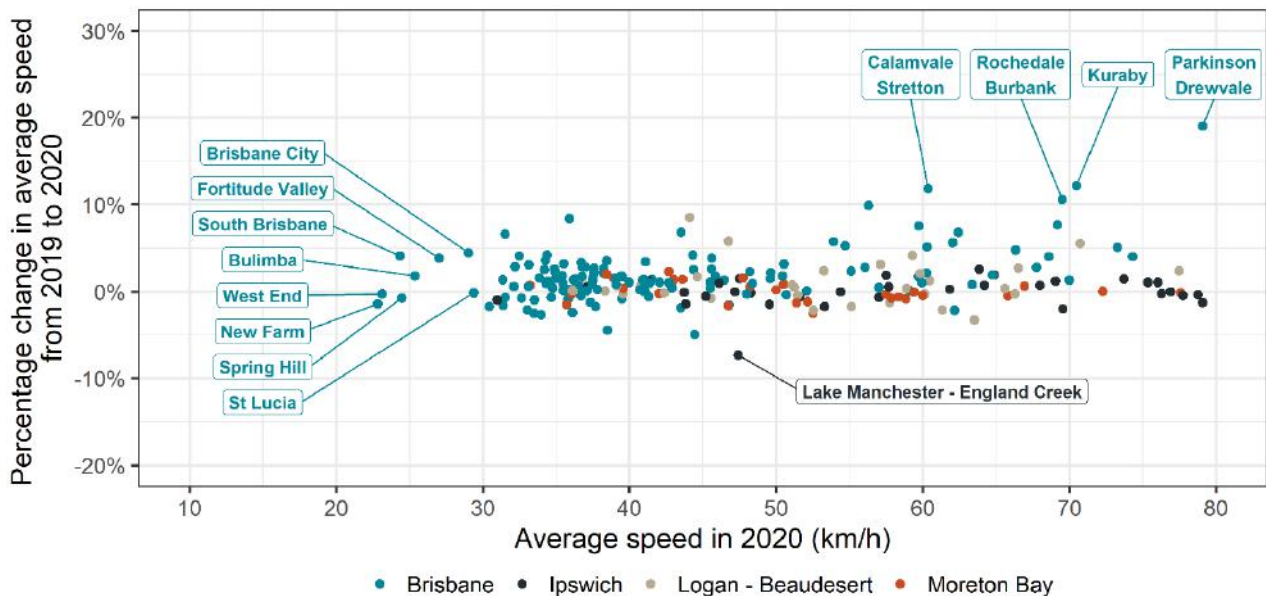
Looking at the long-term trend, the average speed in Greater Brisbane remained below its 2016 level, with the exception of the 100km/h speed zone where the average speed increased by 1.3 per cent between 2016 and 2020.

Figure 3.2: Average speed in Greater Brisbane, by speed zones, 2016 to 2020



Approximately 70 per cent of all SA2 areas in Greater Brisbane recorded increases in average speed in 2020. The greatest increases occurred in Calamvale – Stretton, Rochedale – Burbank, Kuraby and Parkinson – Drewvale¹⁴, all of which are in Brisbane. Specifically, average speeds in these areas increased by more than 10 per cent (Figure 3.3).

Figure 3.3: Average speed and percentage change in average speed in Greater Brisbane, by SA2 areas, 2019 to 2020



¹⁴ In general, where an SA2 name comprises a concatenation of the suburb names, the SA2 is made up from those suburbs. For example, the SA2 region of Parkinson – Drewvale contains the suburbs of Parkinson and Drewvale. See: ABS, *Australian Statistical Geography Standard (ASGS): Volume 1 - Main Structure and Greater Capital City Statistical Areas - Statistical Area Level 2*, July 2016.

Approximately 75 per cent of all SA2 areas in Brisbane recorded average speeds in 2020 that were lower than 50km/h. The areas with the lowest average speeds in 2020 were in the Brisbane Inner City region, namely New Farm (23km/h), West End (23km/h), South Brisbane (24km/h), Spring Hill (24km/h), Bulimba (25km/h), Fortitude Valley (27km/h), and Brisbane City (29km/h). St Lucia –which includes the main campus of the University of Queensland – also had a low average speed of approximately 30km/h in 2020.

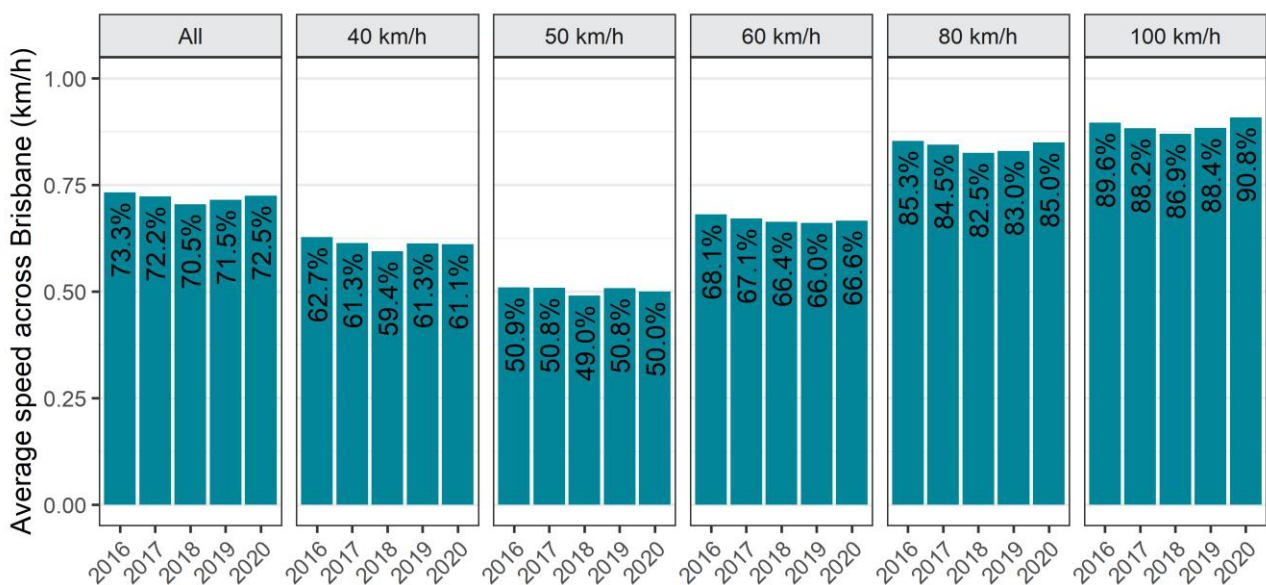
Average speeds in the SA2 areas in the Ipswich, Logan – Beaudesert and Moreton Bay regions spanned across a wide range from 30km/h to 80km/h. The rates of change in average speed between 2019 and 2020 fluctuated within 10 per cent.

3.2 Percentage of speed limit in Greater Brisbane was lower than percentage of speed limit for the whole of Queensland

POSL in Greater Brisbane was 72.5 per cent in 2020, which represented a one percentage point increase from 2019 (Figure 3.4). Nonetheless, it remained lower than the POSL for the whole of Queensland in 2020.

POSL on arterial roads in Greater Brisbane increased significantly – from 77.2 to 78.8 per cent, whereas POSL on local roads decreased slightly – from 61.6 to 61.4 per cent. POSL on local roads in higher speed zones ranged from 70 per cent (in the 60 and 100km/h speed zones) to 77 per cent (in the 80km/h speed zone), whereas POSL on arterial roads in higher speed zones was as high as 91 per cent in the 100km/h speed zone. This implies that even when travelling with the same speed limit, drivers tend to travel more slowly on local roads than on arterial roads.

Figure 3.4: Percentage of speed limit in Greater Brisbane, by speed zones, 2016 to 2020



Approximately 60 per cent of all SA2 areas in Greater Brisbane recorded increases in POSL in 2020. The greatest increase occurred in Parkinson – Drewvale, where POSL increased by more than 10 percentage points (Figure 3.5).

Approximately 80 per cent of all SA2 areas in Brisbane recorded a POSL value between 55 and 75 per cent in 2020. The areas with the lowest POSL in 2020 were located in the Brisbane Inner City region, namely Spring Hill (42 per cent), South Brisbane (44 per cent), West End (45 per cent), Fortitude Valley (46 per cent), and New Farm (48 per cent).

POSL in the Ipswich, Logan – Beaudesert and Moreton Bay regions spanned across a wide range from 55 to 90 per cent. The rates of change in POSL between 2019 and 2020 fluctuated within 5 percentage points for these regions.

Figure 3.5: POSL and percentage point change in POSL in Greater Brisbane, by SA2 areas, 2019 to 2020

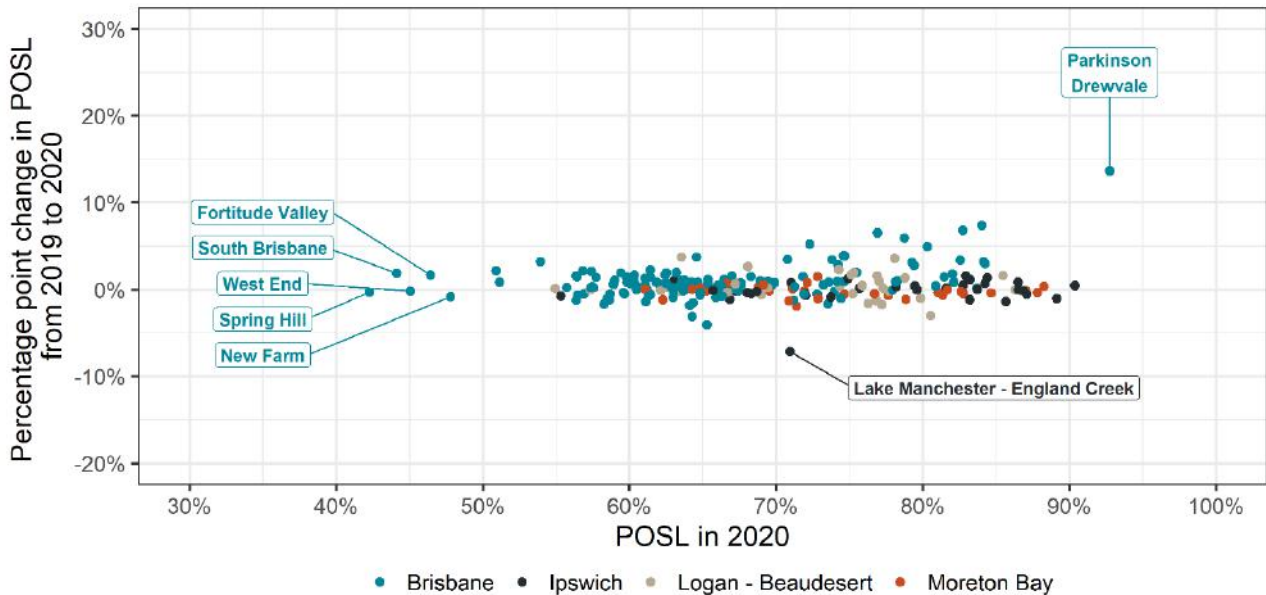
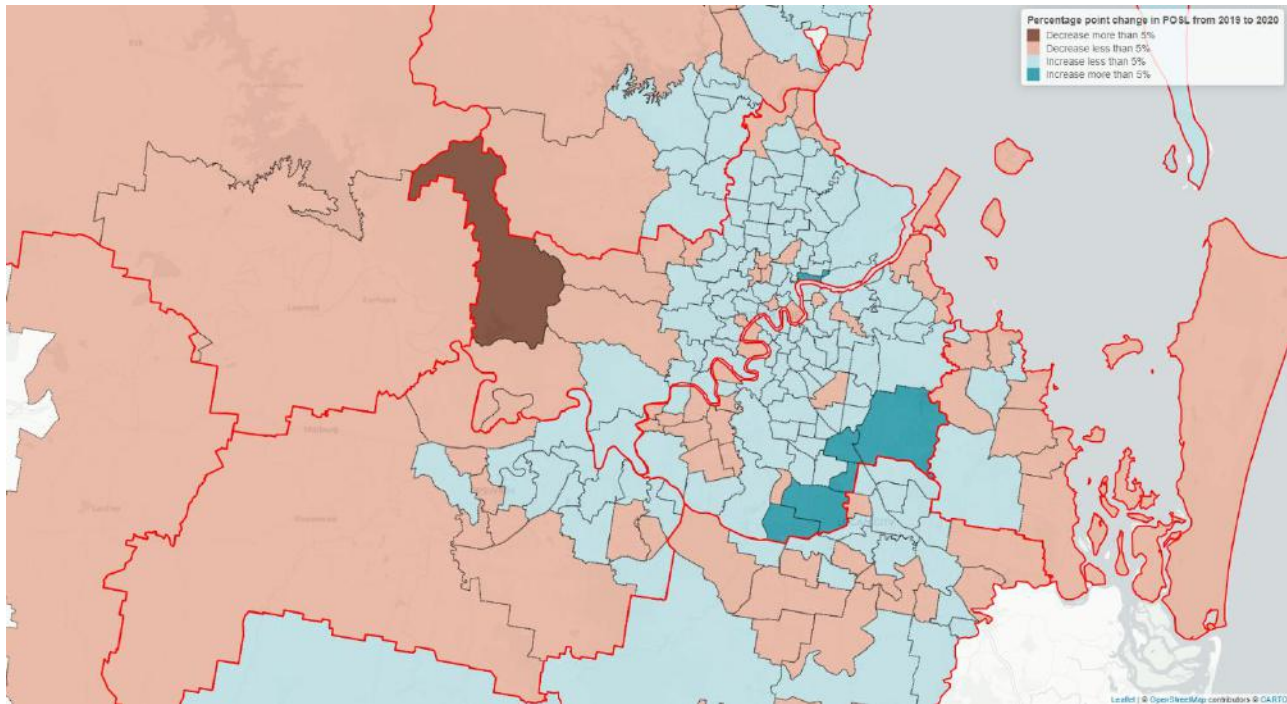


Figure 3.6 provides a geospatial distribution of the rate of change in POSL in Greater Brisbane in 2020. The areas adjoining Logan and Redland LGAs, on the southern border of the Brisbane metropolitan area, recorded the highest rate of change in POSL in 2020. These areas were Rochedale – Burbank, Eight Mile Plains, Kuraby, Calamvale – Stretton, and Parkinson – Drewvale.

Figure 3.6: Percentage point change in POSL in Greater Brisbane, by SA2 areas, 2019 to 2020



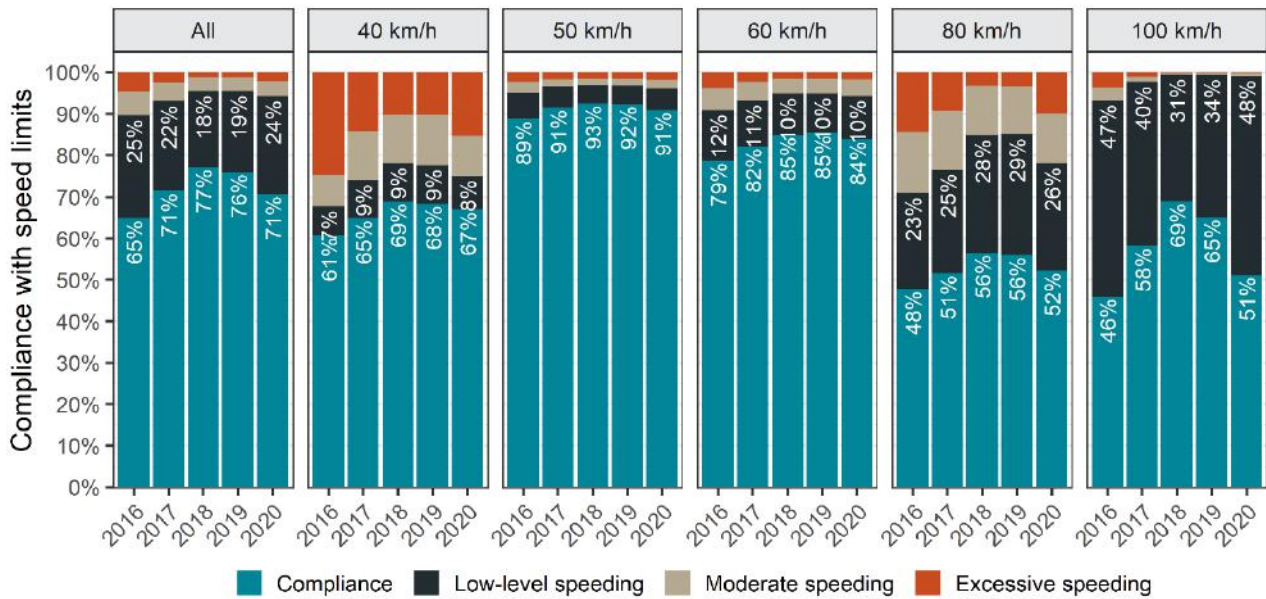
3.3 Compliance with speed limits decreased in Greater Brisbane, with greatest reduction occurring in the northern and southern border of metropolitan Brisbane

Compliance with speed limits in Greater Brisbane was 71 per cent in 2020 – a five percentage point fall from 76 per cent in 2019 (Figure 3.7). This level of compliance in Greater Brisbane was slightly lower than the compliance rate of 72 per cent for the whole of Queensland. Despite the fall in compliance, it remained higher than its 2016 level of 65 per cent.

Compliance in Greater Brisbane remained largely unchanged in the lower speed zones of 40, 50, and 60km/h. However, compliance fell significantly in the higher speed zones. In particular, compliance fell by 4 and 14 percentage points on 80km/h and 100km/h roads, respectively. In 2020, compliance on 80km/h and 100km/h roads were slightly above 50 per cent. Drivers were most compliant with the speed limit on 50km/h roads with the compliance rate being above 90 per cent.

Consistent with the overall trend in Queensland, decreases in compliance across the key speed zones were offset by increases in low-level speeding, with the exception of the 40km/h and 80km/h speed zones. Specifically, excessive speeding increased in these speed zones between 2019 and 2020, from 10 to 15 per cent on 40km/h roads, and from 3 to 10 per cent on 80km/h roads.

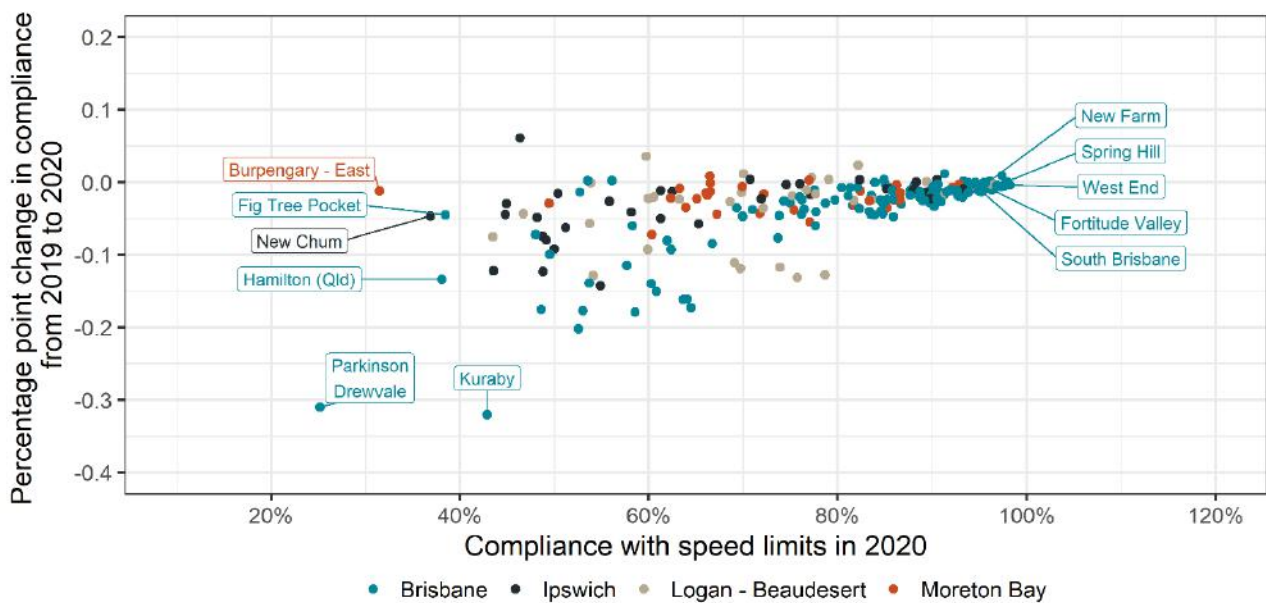
Figure 3.7: Compliance with speed limits in Greater Brisbane, by speed zones, 2016 to 2020



Drivers in Greater Brisbane complying with speed limits generally travelled at a lower speed than their fellow Queenslanders outside the Greater Brisbane area. This is implied by the observation that:

- on 80km/h and 100km/h roads, average speeds in Greater Brisbane were similar to those in Queensland overall – however, compliance on these roads in Greater Brisbane were materially lower than those in Queensland; and
- on 50km/h and 60km/h roads, average speeds in Greater Brisbane were slightly lower than those in Queensland – however, compliance on these roads in Greater Brisbane were similar to those in Queensland.

Figure 3.8: Compliance and change in compliance in Greater Brisbane, by SA2 areas, 2019 to 2020



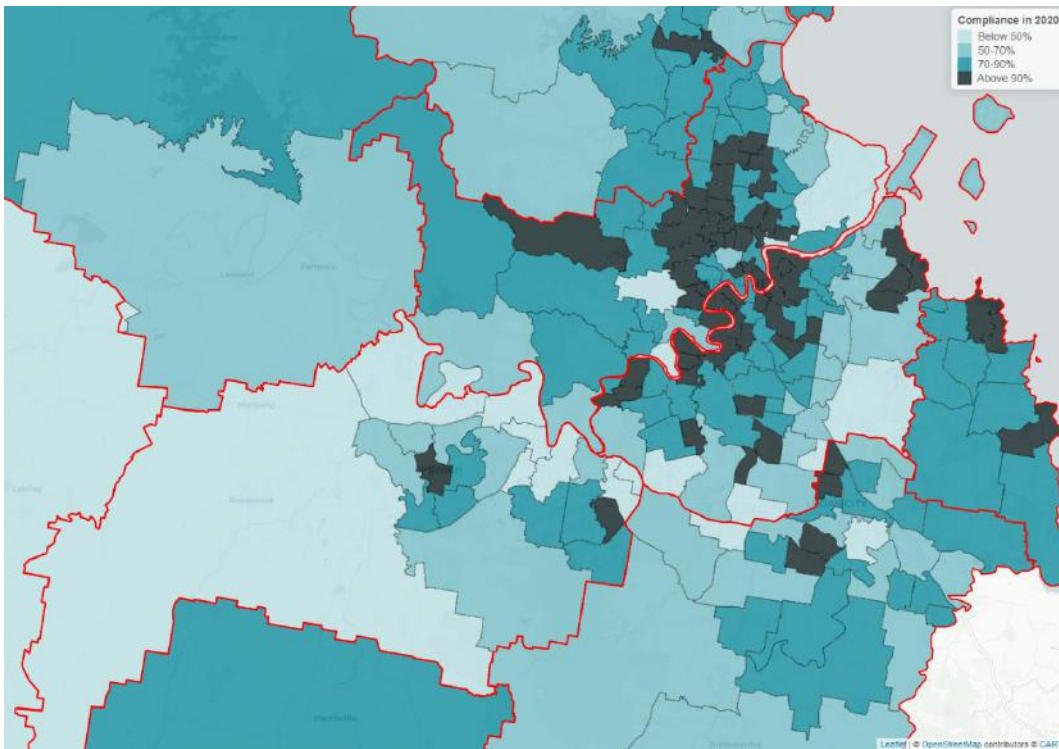
Compliance decreased in approximately 90 per cent of all SA2 areas in Greater Brisbane in 2020 (Figure 3.8). Areas with the greatest decrease in compliance were Parkinson – Drewvale and Kuraby, both of which are in Brisbane. Overall, compliance rates in areas in the Ipswich, Logan – Beaudesert and Moreton Bay regions fluctuated by less than 0.15 of a percentage point in 2020.

The SA2 areas with the lowest average speeds, namely Spring Hill, South Brisbane, West End, Fortitude Valley, and New Farm, were also the SA2 areas with the highest compliance rates in 2020. In fact, 70 per cent of all SA2 areas in Brisbane recorded compliance rates of more than 80 per cent. Areas in Brisbane with the lowest compliance rates were Parkinson – Drewvale (25 per cent), Hamilton (38 per cent) and Fig Tree Pocket (38.5 per cent).

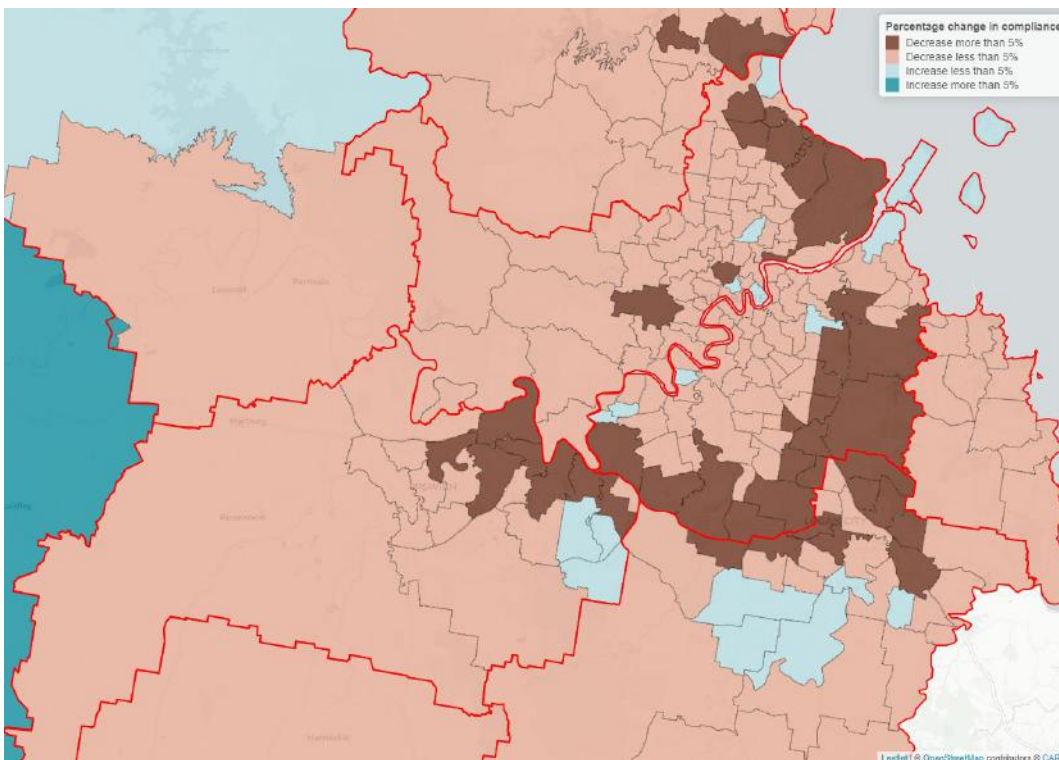
Figure 3.9 presents the geospatial distribution of compliance rates. We note that:

- areas with high compliance rates were concentrated around the Brisbane Inner City region, with compliance generally decreasing in areas further out from the inner city region; and
- areas with the greatest reductions in compliance were concentrated around the southern region of Brisbane (i.e., in areas adjoining Logan, Ipswich and Redland), as well as coastal areas in the northern part of Brisbane.

Figure 3.9: Compliance and percentage change in compliance in Greater Brisbane, by SA2 areas, 2020



Note: Areas with high compliance rates (above 90 per cent in 2020) were concentrated around the Brisbane Inner City region.



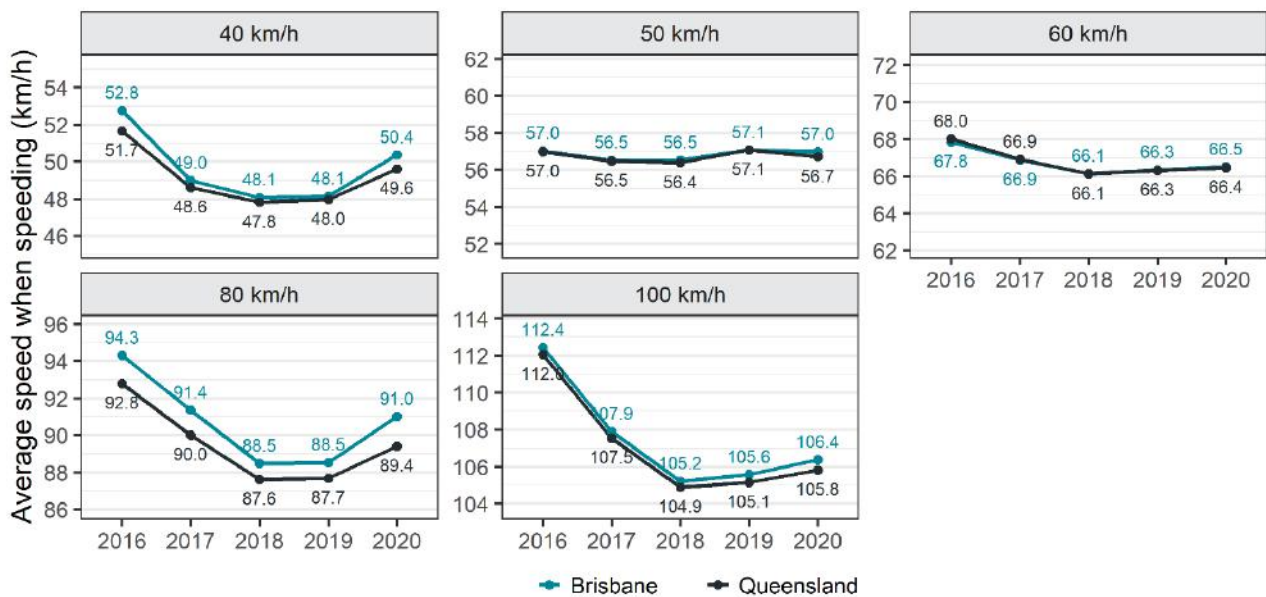
Note: Areas with the greatest reductions in compliance were concentrated around the southern region of Brisbane as well as coastal areas in the northern part of Brisbane.

3.4 Average speeds when speeding in Greater Brisbane remained higher than those for the whole of Queensland

Average speeds when speeding increased across all key speed zones in Greater Brisbane in 2020, with the greatest increase occurring on 40km/h and 80km/h roads (Figure 3.10). Specifically, average speeds when speeding on 40km/h roads increased from 48.1km/h to 50.4km/h between 2019 and 2020, while on 80km/h roads they increased from 88.5km/h to 91km/h. Average speeds when speeding in the other key speed zones increased by less than 1km/h, or decreased slightly as in the case of 50km/h roads, and were in line with those for the whole of Queensland. In particular, average speeds when speeding on 50, 60 and 100km/h roads were 57km/h, 66.5km/h, and 106.4km/h, respectively.

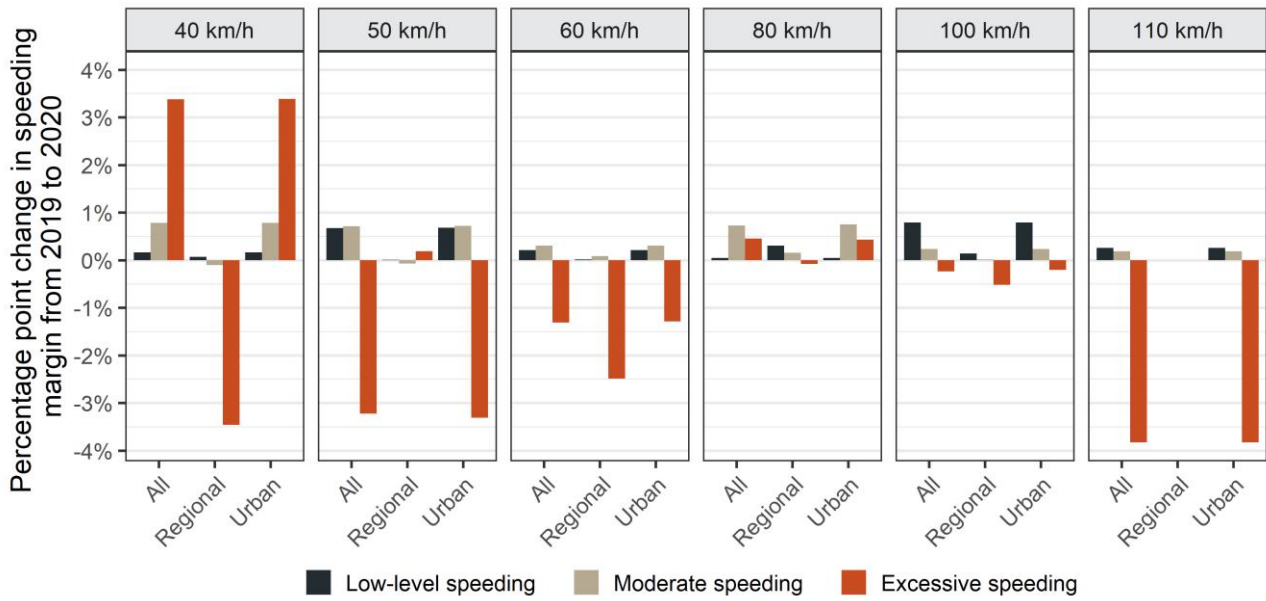
Average speeds when speeding remained below the levels observed in 2016 across all key speed zones, with the exception of the 50km/h speed zone where average speed when speeding was on par with the 2016 level.

Figure 3.10: Comparison of average speed when speeding, Brisbane and Queensland, 2016 to 2020



The increases in average speed when speeding in Greater Brisbane were primarily driven by increases in the extent to which drivers sped at low and moderate levels, with the exception of the 40km/h and 80km/h speed zones, where the extent to which drivers sped excessively was also a contributor to increases in average speeds when speeding on these roads (Figure 3.11). On the contrary, the extent to which drivers sped excessively in other speed zones decreased in 2020. These observations are in line with the patterns observed for the whole of Queensland.

Figure 3.11: Percentage point change in average speed when speeding in Greater Brisbane, urban and regional, 2019 to 2020



4. Road speed performance across Queensland local government areas

- None of the ten urban LGAs recorded substantial changes in POSL between 2019 and 2020. POSL among urban LGAs spanned over a narrow range from 70 per cent (Redlands) to 77 per cent (Ipswich).
- Approximately 65 per cent of all regional LGAs recorded POSL greater than 80 per cent in 2020. Regional LGAs displayed a wide range in POSL from 19 per cent (Aurukun) to 94 per cent (Isaac).
- Compliance with speed limits decreased in approximately 75 per cent of all LGAs, with the greatest decreases occurring in Brisbane (7 percentage points) for urban LGAs and Bulloo (13 percentage points) for regional LGAs.
- All ten urban LGAs recorded decreases in compliance in 2020, with compliance among urban LGAs averaging at 75 per cent.

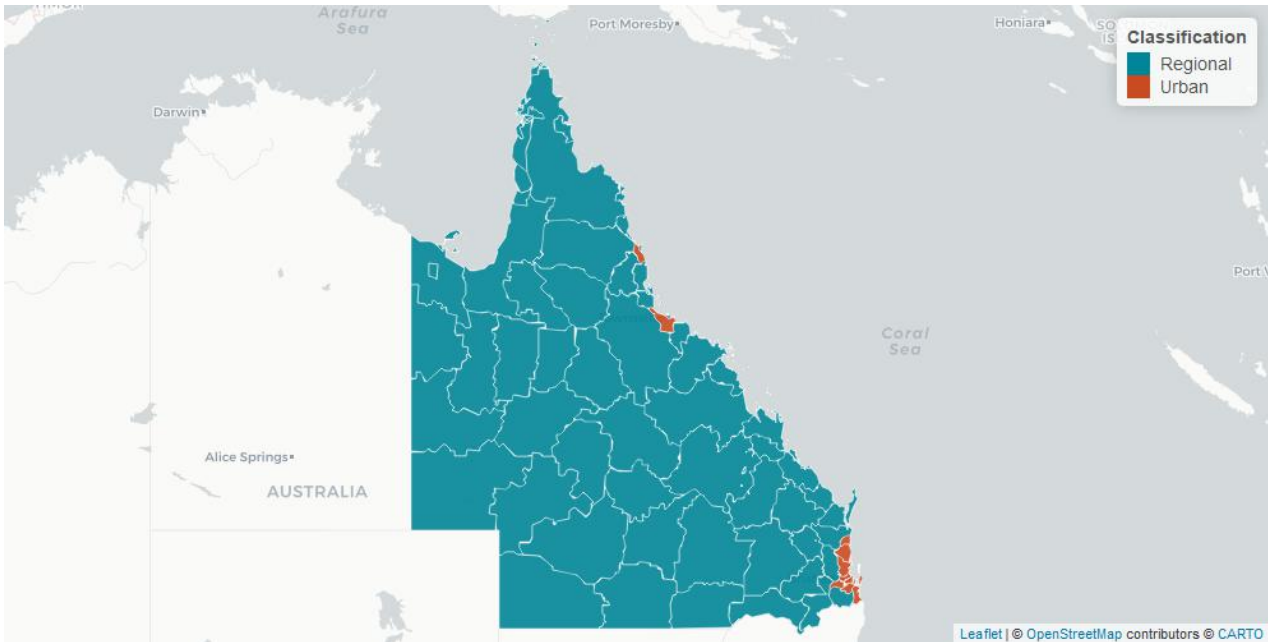
To help identify differences in road speed performance across Queensland, all the speed metrics across each LGA in Queensland were investigated. This section sets out the results of the speed analysis across the Queensland LGAs in detail.

4.1 Classification of local government areas into urban and regional

There are 78 LGAs in Queensland, with the breakdown between regional and urban set out in figure 4.1. An LGA is defined as urban if 50 per cent of the road network (measured in kilometres) within the LGA is designated as urban.¹⁵

¹⁵ See ABS, *Australian statistical geography standard (ASGS) volume 4*, cat. no. 1270.0.55.004, available at <http://www.abs.gov.au/ausstats/abs@.nsf/mf/1270.0.55.004>. See appendix A1.2 for a complete description of urban area.

Figure 4.1: Classification of local government areas between regional and urban in Queensland



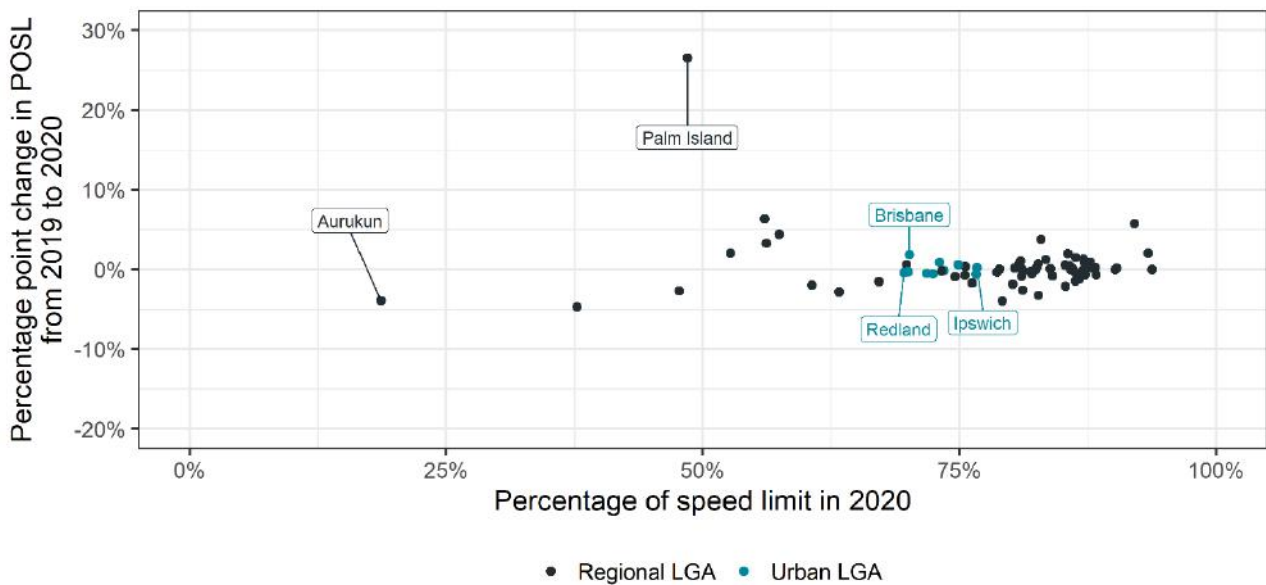
According to this definition, ten LGAs are considered urban – Brisbane, Moreton Bay, Gold Coast, Sunshine Coast, Logan, Townsville, Ipswich, Cairns, Redlands and Noosa. The remainder of the LGAs are defined as regional.

4.2 Percentage of speed limit in urban local government areas remained unchanged between 2019 and 2020

Relative to the changes in POSL among regional LGAs, none of the ten urban LGAs recorded substantial changes in POSL between 2019 and 2020. In addition, POSL among urban LGAs averaged 73 per cent, with a narrow range from 70 per cent (Redlands) to 77 per cent (Ipswich). Brisbane, with a POSL of 70.1 per cent, was one of the LGAs with the lowest POSL in 2020 (Figure 4.2).

In contrast, the POSL among regional LGAs ranged between 19 per cent (Aurukun) to 94 per cent (Isaac) and averaged 78 per cent higher than among urban LGAs. In fact, approximately 65 per cent of all regional LGAs recorded POSL greater than 80 per cent in 2020. This highlights that the range in POSL among regional LGAs was slightly skewed towards the higher end of the POSL spectrum.

Figure 4.2: Percentage of speed limit in Queensland, by local government areas, 2020



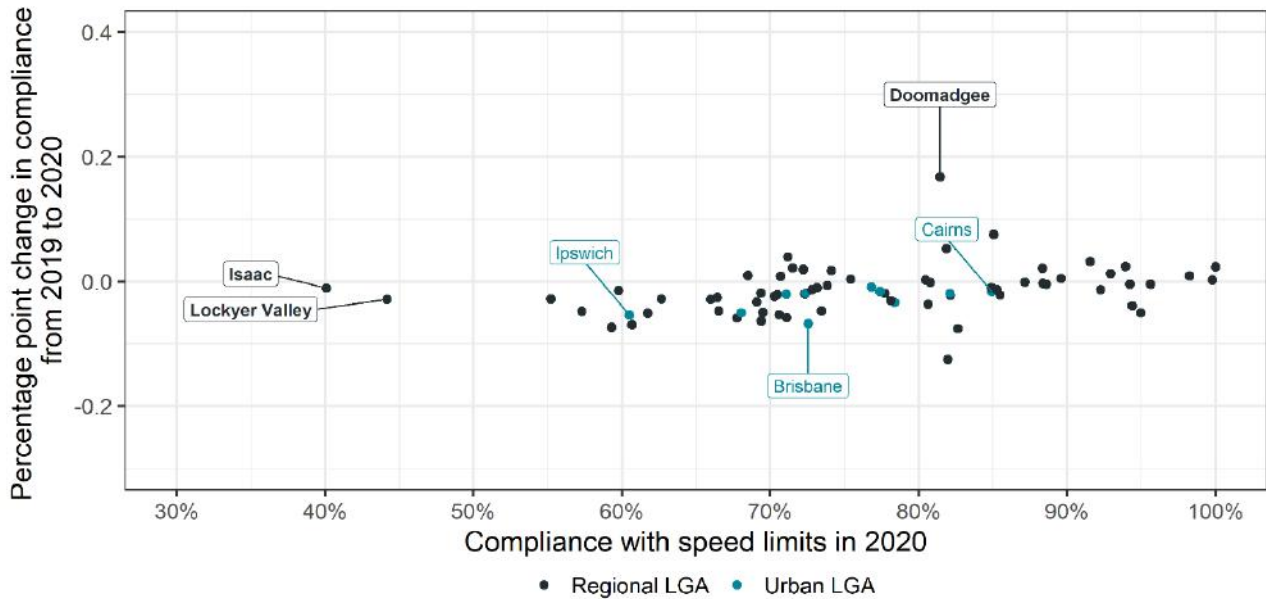
4.3 Compliance with speed limits decreased in most local government areas

Compliance with speed limits decreased in approximately 75 per cent of all LGAs, with the greatest decreases occurring in Brisbane (7 percentage points) for urban LGAs and Bullo (13 percentage points) for regional LGAs.

All ten urban LGAs recorded decreases in compliance in 2020, with compliance among urban LGAs averaging at 75 per cent. Ipswich had the greatest POSL among urban LGAs (77 per cent), as well as the lowest compliance, at approximately 60 per cent. On the contrary, Cairns recorded the highest compliance at 85 per cent (Figure 4.3).

The extent of change in compliance across the regional LGAs between 2019 and 2020 was greater than that across the urban LGAs. In particular, the extent of change in compliance ranged from 13 percentage points (Bulloo) to 17 percentage points (Doomadgee). Isaac and Lockyer Valley had the lowest rates of compliance in 2020, at less than 45 per cent.

Figure 4.3: Compliance with speed limits in Queensland, by local government area, 2020



4.4 Individual local government area results

For each LGA, an information page summarising road performance over time was prepared. The page included:

- four charts, comprising of:
 - > compliance with speed limit;
 - > average speed;
 - > average speed when speeding; and
 - > percentage of speed limit ranking, which ranks each LGA by percentage of speed limit in 2020;
- four data tables, which show:
 - > average speed;
 - > percentage of speed limit;
 - > compliance with speed limits; and
 - > average speed when speeding;
- key stats for the LGA, including the length of the road network and what proportion of the network is comprised of arterial roads; and
- a map of the LGA.

Figure 4.4 below shows an example information page for Moreton Bay. One-page summaries have been separately provided to TMR for each LGA.

Figure 4.4: Example local government area speed performance summary



5. Impact of COVID-19 movement restrictions on traffic outcomes in 2020

The COVID-19 pandemic has undoubtedly impacted the way we live our lives. In Queensland, a state-wide lockdown was imposed between 29 March 2020 and 2 May 2020 to curb the transmission of the virus. The various movement restrictions, imposed as part of the lockdown, were anticipated to lead to changes in road speed performance and speeding patterns on Queensland's road network as the frequency at which economic activities were allowed to take place was capped.

This section highlights the results of an analysis of the impact of the lockdown in Queensland in 2020 on road speed performance. In particular, the impact on traffic speeds and compliance rates. As part of this analysis, road speed performance on eight heavy vehicle routes around Queensland was also examined.

5.1 Methodology

Central to the methodology applied to an analysis of the impact of a disruption, in general, is the establishment of a counterfactual that represents what would have resulted had the disruption not occurred. The impact of the disruption is then defined as the difference between the observed and counterfactual. The metrics examined in this analysis include weekly speeds and speeding statistics.

To establish the counterfactuals for these metrics, it was assumed that in the absence of the COVID-19 pandemic, road speed performance in 2020 would have followed the prevailing trend in traffic performance since 2016. That is, weekly speeds and speeding statistics in 2020 were projected based on the observed data from 2016 to 2019. The resultant projected weekly speeds and speeding statistics represent the counterfactual metrics (i.e., what these metrics would have looked like in 2020 in the absence of the COVID-19 pandemic).

The robustness of this 'forecast for counterfactual' approach was assessed by evaluating the extent to which the counterfactual series for 2020 reflected prevailing trends in road speed performance between 2016 and 2019.

Figure 5.1 presents a comparison of the observed and counterfactual weekly average speeds in Queensland in 2020. The counterfactual average speeds are argued to be sensible, in that they:

- capture the increasing trend in average speeds since 2018; and
- reflect the seasonality as well as the typical peaks in any given year.

More importantly, the realised average speeds during January and February 2020 appear to be tracking closely with the counterfactual series. This is consistent with the fact that the perception of the potential impact of COVID-19 in Australia, from a health perspective, was not firmly established until early March 2020.

Figure 5.1: Observed and counterfactual weekly average speeds in Queensland, 2020

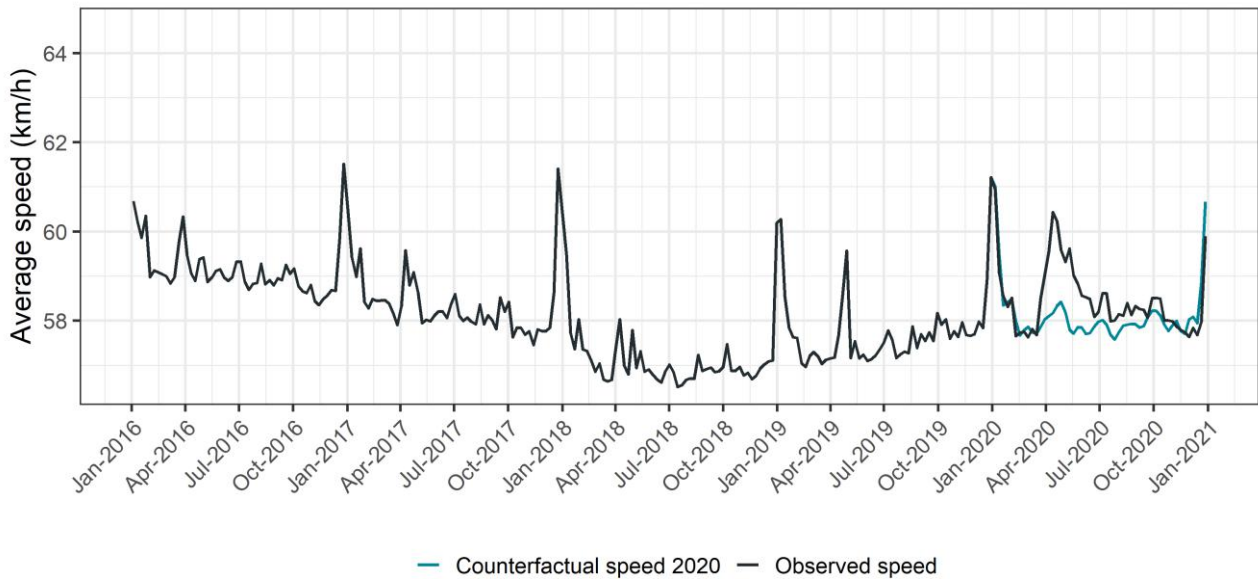
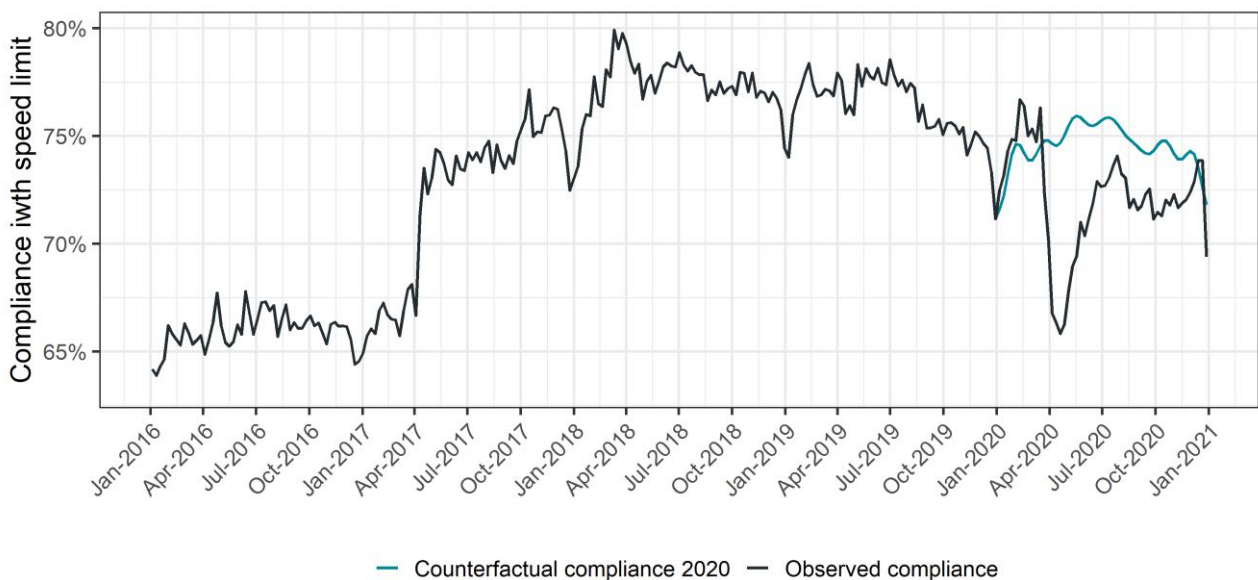


Figure 5.2 presents a comparison of the observed and counterfactual weekly compliance with speed limits in Queensland in 2020. The counterfactual compliance series reflects the fact that compliance rates have been decreasing since 2018. However, it is noteworthy that the observed compliance rates during January and February 2020 were higher than the ‘projected’ series, which means that Queensland kicked off 2020 with compliance rates above the expected trend, and only recorded below-trend compliance for the rest of 2020 as a consequence of the immediate and sustained effects of the lockdown.

Figure 5.2: Observed and counterfactual weekly compliance with speed limits in Queensland, 2020



The following sections present the results of some detailed analyses of the impact of the lockdown in 2020 on road speed performance, using the ‘forecast for counterfactual’ approach described above.

5.2 Average speed started increasing around two weeks before the lockdown in March, and remained higher, until November, than what average speed would have been in the absence of the lockdown

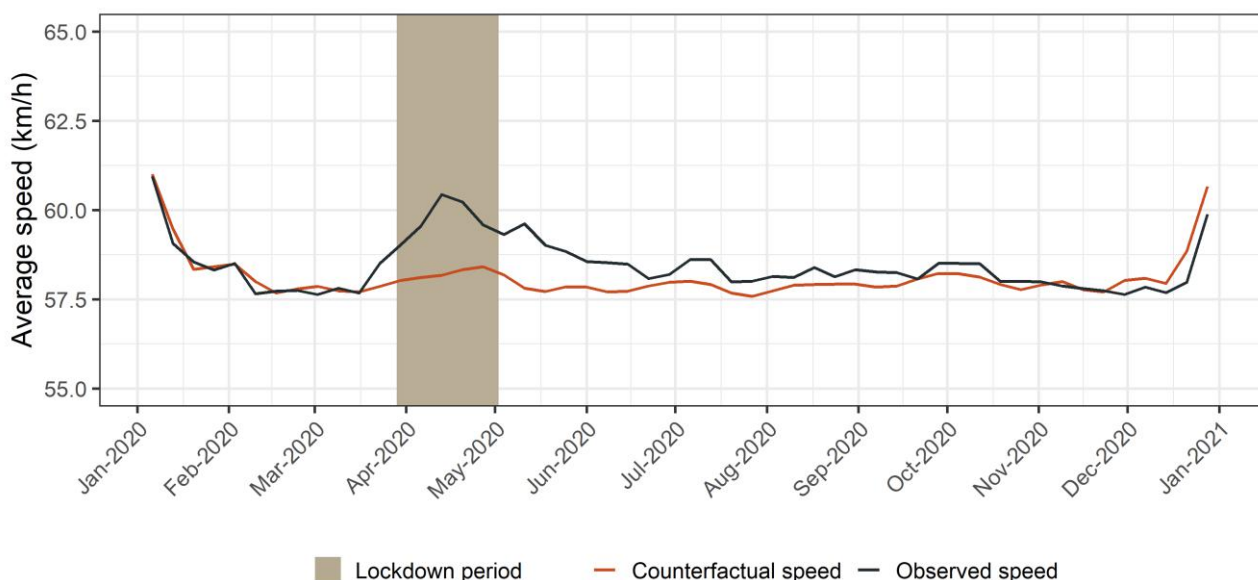
Weekly average speeds from the beginning to mid-March 2020 tracked closely with the expected trend, as reflected by the similarity between the observed and counterfactual weekly average speeds (Figure 5.3). This is the period when news of COVID-19 outbreaks were reported primarily from overseas and the perception of potential outbreaks in Australia was still in its infancy.

However, as news of locally acquired cases were more strongly perceived by the domestic community and measures of movement restriction were contemplated by Australian governments, it appears that average speeds in Queensland started increasing around two weeks before the official commencement of the state-wide lockdown period on 29 March 2020. Within seven days, average speed increased from 57.7km/h to 58.5km/h. This was primarily driven by increased average speed on arterial roads.¹⁶

At its peak, around mid-April, average speeds across Queensland were recorded at 60.4km/h – the highest weekly average speed in Queensland since 2016 outside of the typical peak periods during the holidays in December and January. In fact, it was the second highest weekly average speed in 2020 – after the highest weekly average speed of approximately 61km/h during the week commencing on 6 January. It is noteworthy that the peak average speed during the lockdown at mid-April is likely to have also captured the effects of the school and Easter holidays.

At the end of the lockdown period, average speeds were at 59.3km/h, which was still higher than the recorded average speeds when Queensland entered into the lockdown. However, the ongoing effect of the pandemic can be seen beyond the official end of the lockdown on 2 May 2020. Indeed, average speed remained higher than what it would have been without the lockdown until around late-October, when average speed returned to its expected trend. This implies that the pandemic has broadly reduced movements, with the resultant decrease in road congestion increasing average speeds.

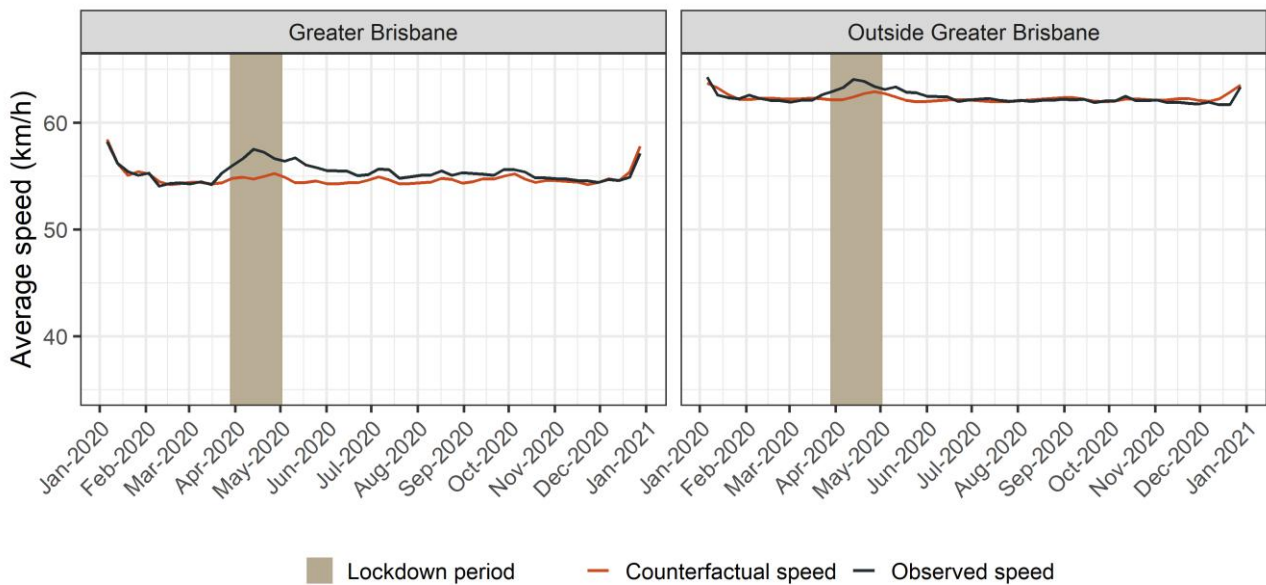
Figure 5.3: Impact of the lockdown on weekly average speed in Queensland, 2020



¹⁶ Average speed on local roads during January and February 2020 was relatively similar to that over the same period in 2019.

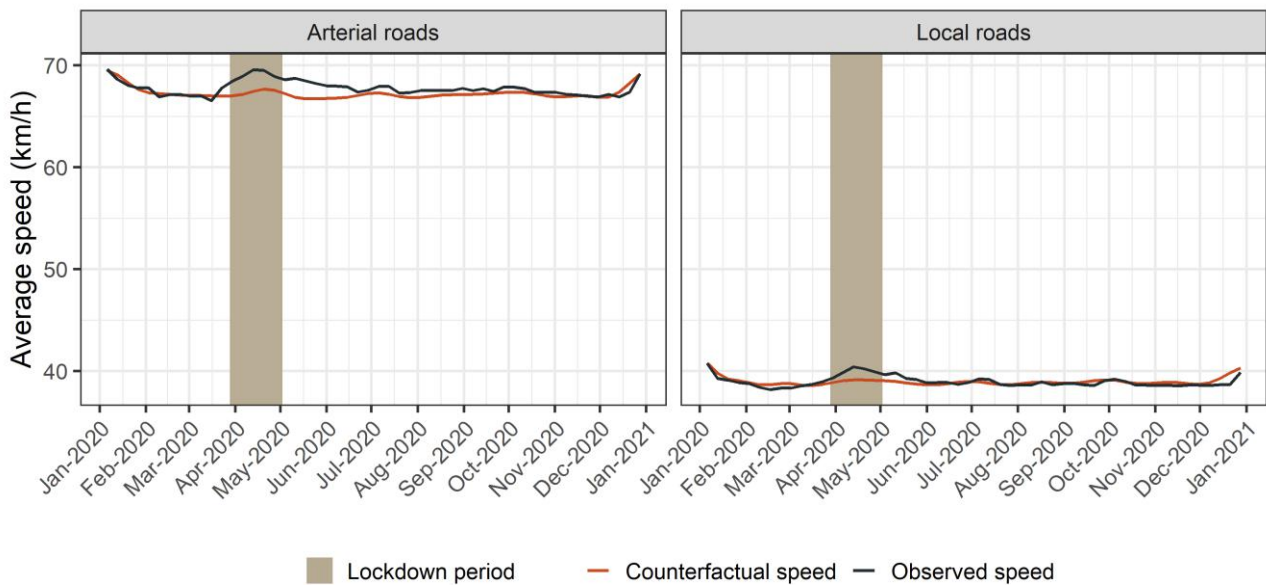
It appears that the lockdown had a slightly greater impact in terms of increasing average speeds in Greater Brisbane than in the other parts of Queensland (Figure 5.4). This could be explained by the fact that roads are, generally speaking, more congested in Greater Brisbane. Therefore, as the volume of road users decreased due to movement restrictions, roads were ‘freed up’, which led to material changes in average speeds travelled by many road users. On the other hand, a decrease in the volume of road users on less congested roads (e.g., those in other parts of Queensland), would not produce as material a change in average speeds, as drivers continued to travel at free-flow speeds.

Figure 5.4: Observed and counterfactual weekly average speed in Greater Brisbane and other parts of Queensland, 2020



The lockdown also had a slightly greater impact on increasing average speeds on arterial roads, compared to local roads (Figure 5.5). Specifically, while the increased average speeds on arterial roads remained until November, average speeds on local roads returned to expected trends by around July.

Figure 5.5: Observed and counterfactual weekly average speed on arterial and local roads, 2020



5.3 Compliance with speed limits decreased during the lockdown period, and remained below the expected trend for the rest of 2020

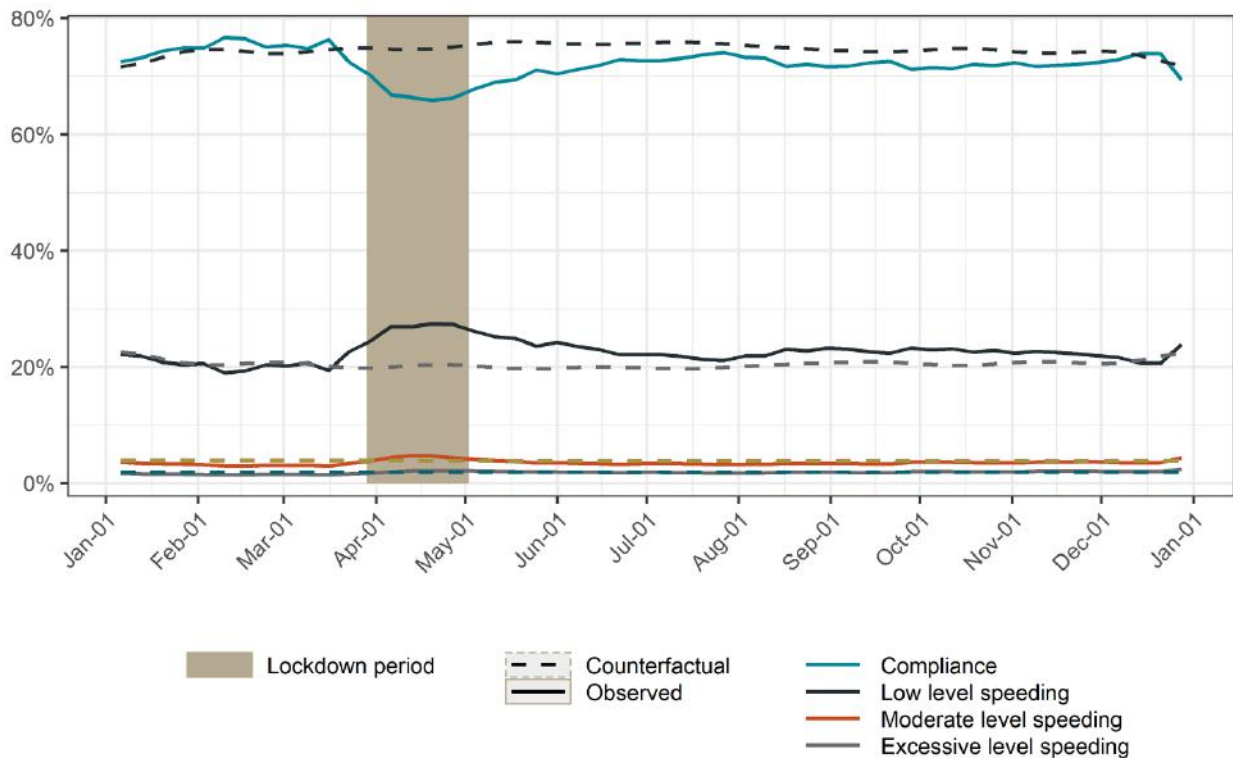
Accompanying the increase in average speeds since mid-March was the decrease in compliance rate, as compared to the expected trend established by taking into account compliance patterns from 2016 to 2019.

Two weeks before the lockdown took effect, the compliance rate was recorded at approximately 76 per cent (Figure 5.6). However, as Queensland entered into lockdown (29 March 2020), compliance decreased to around 70 per cent, before hitting a trough at 65 per cent around mid-April.

That said, the compliance rate quickly picked up as Queensland exited lockdown, however remained consistently two to three per cent below what compliance would have been without the lockdown (based on the counterfactual). This pattern was sustained for most of the rest of 2020 – in fact, it was only during the two-week holiday period in December that the compliance rate was observed to be slightly above the expected trend.

Consistent with the observation made previously on the annual level, the decrease in compliance was offset by an increase in the frequency of low-level speeding on a weekly basis as well.

Figure 5.6: Observed and counterfactual weekly compliance rate and speeding statistics in Queensland, 2020



5.4 Compliance rate decreased significantly on the Gateway and Logan Motorway in 2020

Compliance rates on eight heavy vehicle routes in Queensland were examined to provide insights into the specific impact of the lockdown on the heavily congested and frequently used highways and motorways in Queensland. These eight heavy vehicle routes were:

- Gateway Motorway, from Mount Gravatt-Capalaba Road to Logan Motorway;
- Logan Motorway, from the Gateway Motorway to the Ipswich Motorway;
- Cunningham Highway, the Ipswich Motorway to Warwick;
- Warrego Highway, from the Ipswich Motorway to Gatton;
- Bruce Highway, from Brisbane to Gympie;
- Bruce Highway, from Rockhampton to Mackay;
- Bruce Highway, from Townsville to Cairns; and
- Peaks Downs Highway, from Mackay to Gregory Developmental Road.

Figure 5.7: Compliance with speed limits on heavy vehicle routes in Queensland, 2016 to 2020

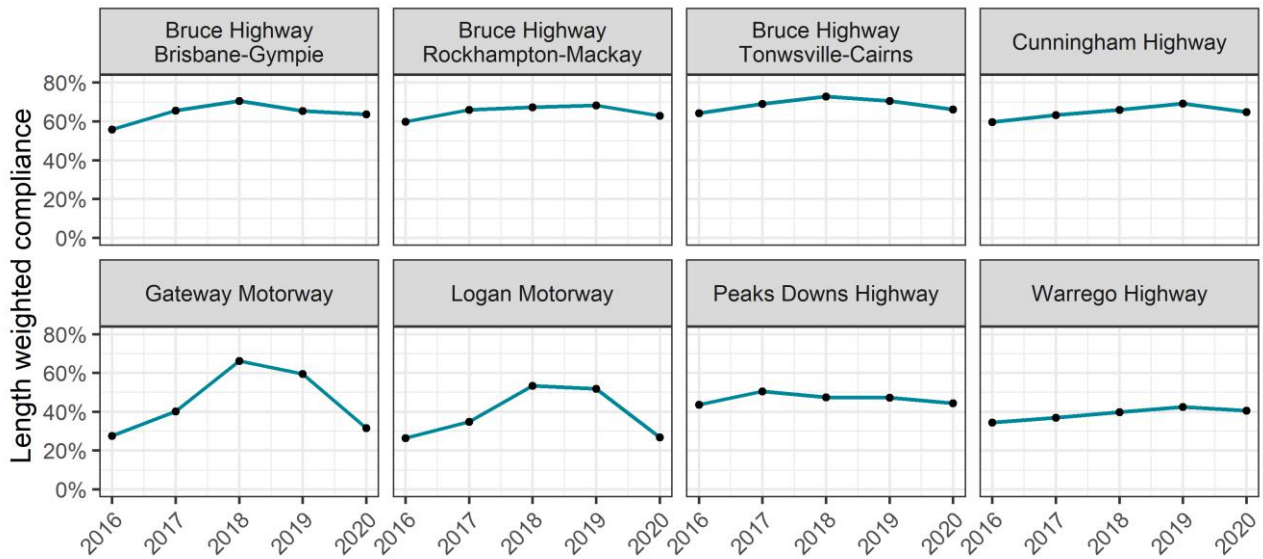


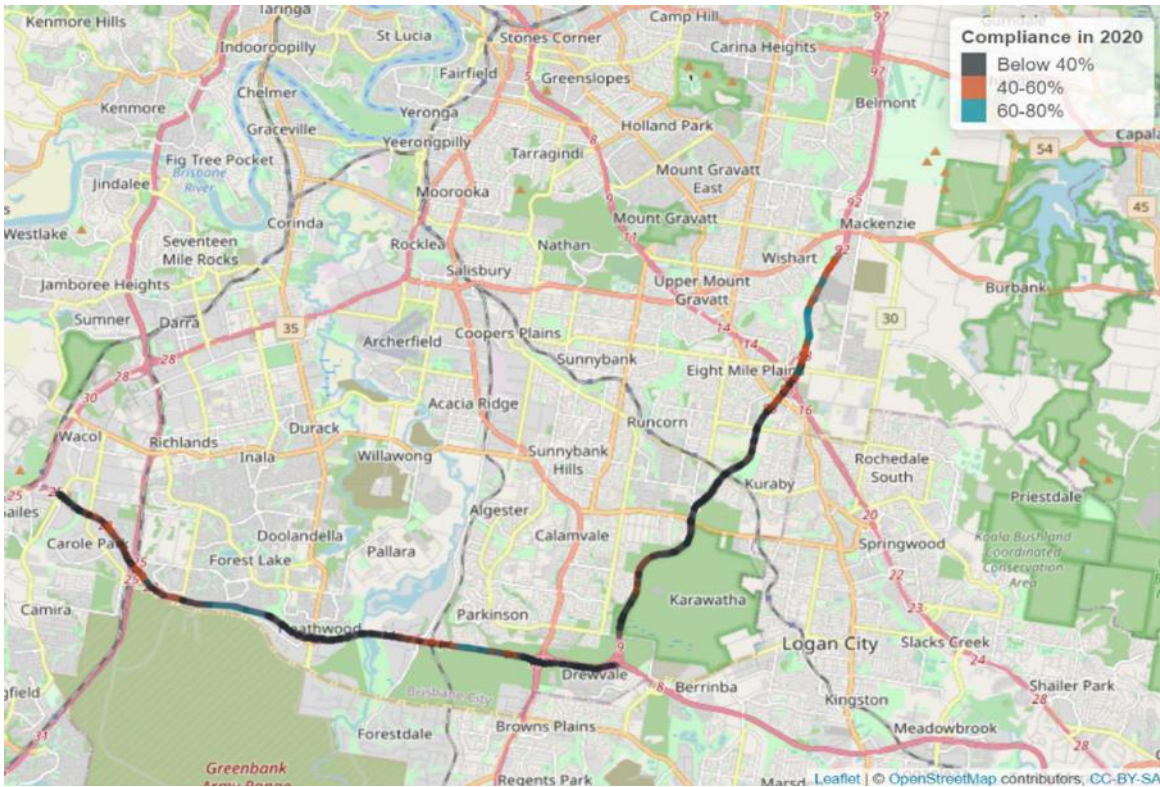
Figure 5.7 shows the trends in compliance rate on the eight heavy vehicle routes between 2016 and 2020. Overall, compliance rates decreased across all heavy vehicle routes in 2020.

Compliance on the Bruce Highway and Cunningham Highway remained consistently above 60 per cent in the last four to five years. On the other hand, compliance on the Gateway Motorway and Logan Motorway decreased sharply between 2019 and 2020. In fact, compliance on these two routes returned to the low levels observed in 2016.

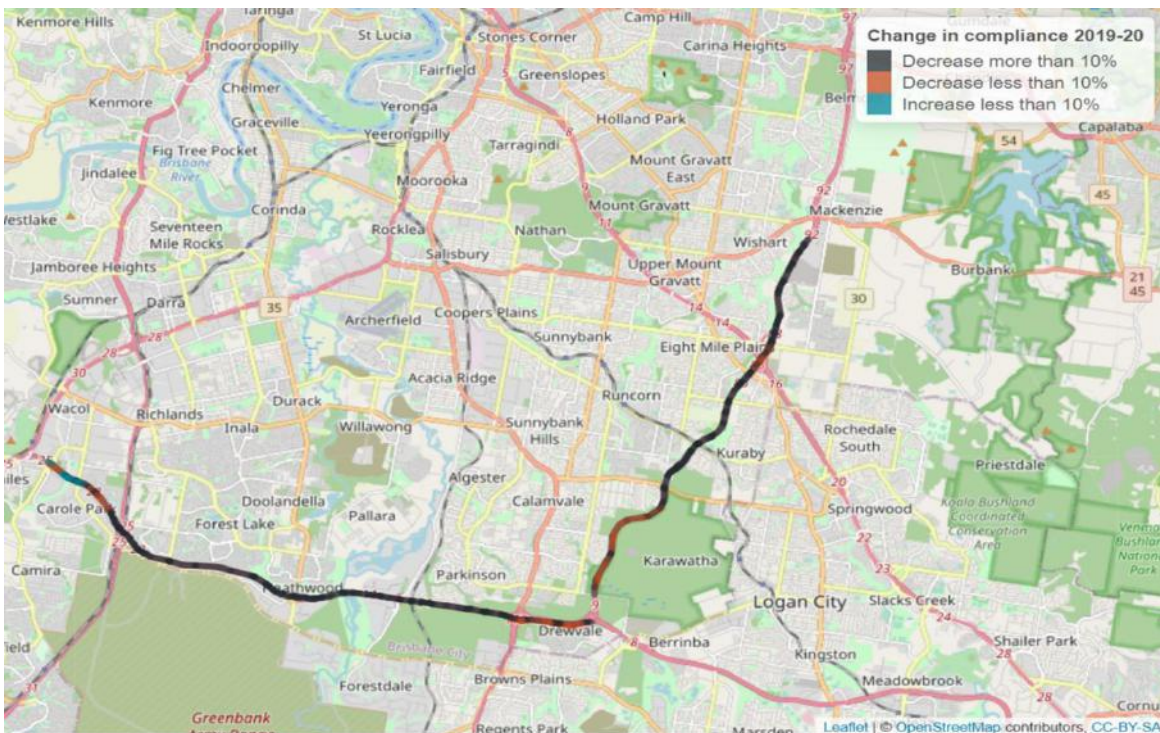
The reduction in compliance appears to be a continuation of the decreasing trends since 2018. However, the extent of the decreases in compliance exceeded the expected decreasing trends – all else being equal, this could be explained as a consequence of the lockdown in 2020.

Figure 5.8 provides a detailed perspective into the status of compliance along the Gateway and Logan Motorways between 2019 and 2020.

Figure 5.8: Compliance with speed limits on the Logan and Gateway Motorways, 2020



Note: The section of Gateway Motorway within the scope of analysis runs in the north-south and south-north direction from Mackenzie to Drewvale. The section of Logan Motorway within the scope of analysis runs in the west-east and east-west direction from Drewvale to Carole Park. The level of compliance was below 40 per cent for most parts of these two motorways.



Note: Most parts of these two motorways recorded significant decrease in compliance between 2019 and 2020, which causes compliance levels of 40 per cent or below in these parts of the motorways.

6. Road speed performance on 40km/h roads

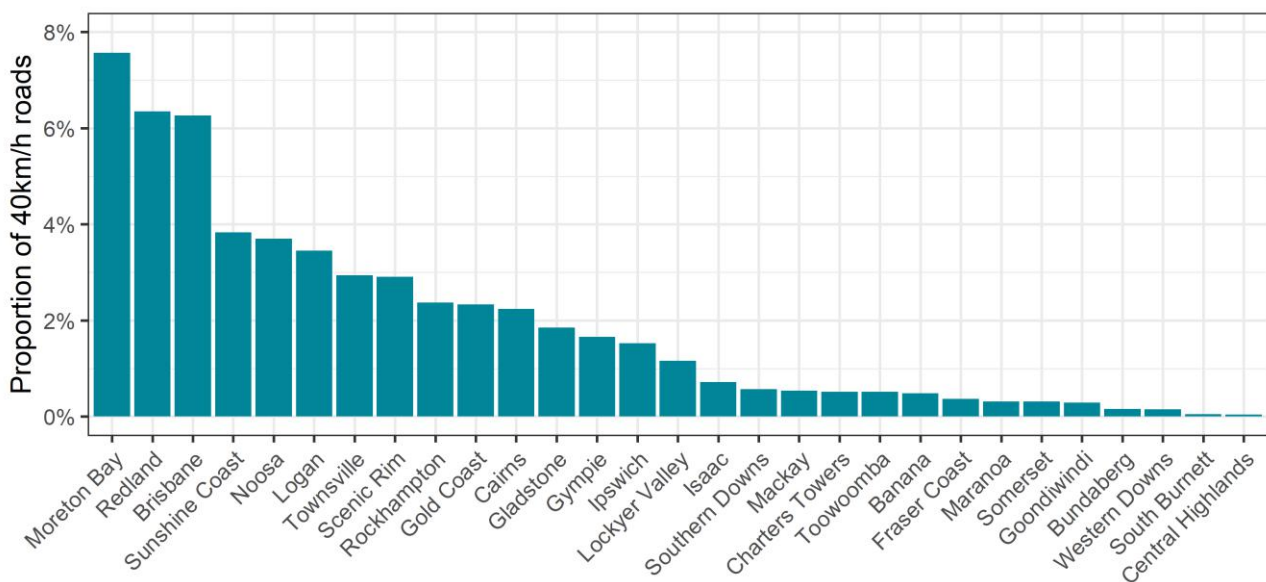
One new dimension of this years' traffic speed analysis was the targeted examination of road speed performance for roads with a speed limit of 40km/h in Queensland. This aligns with policy directions to encourage lower speed limits in areas with high pedestrian and bicycle rider activity to reduce the incidence and severity of crashes. The analysis focused on 'permanent' 40km/h roads. That is, 40km/h roads that are within school zones or set up due to road works were not taken into account in this analysis.

With 40km/h roads spanning across approximately 3,000 kilometres of the Queensland road network and accounting for 2 per cent of the total road length in the state, 40km/h speed zones plays an important role in ensuring road safety in built-up areas that are shared by vulnerable road users, such as pedestrians and cyclists. The nature of these activities forms the purpose of the 40km/h zones. Primarily, the 40km/h zones that are examined in this analysis include high activity zones, local traffic areas, hospital zones, shared zones and slow down zones.

6.1 The network of 40km/h roads in Queensland

Spatially, the network of 40km/h roads is not equally distributed across Queensland. However, more than 50 per cent of 40km/h roads are distributed in the Greater Brisbane and Gold Coast areas (Figure 6.1). In regional areas, 40km/h roads are primarily present in the central areas of main cities where economic activity frequently takes place, such as shopping centres, workplaces, and hospitality outlets.

Figure 6.1: Proportion of 40km/h roads to total road length, by LGAs, 2020



To examine whether different types of 40km/h speed zones give rise to different road speed performance, HERE speed data was augmented with speed limit data for all of Queensland¹⁷. A matching algorithm was used to spatially match the locations of 40km/h roads from the former data to the locations of 40km/h speed

¹⁷ Queensland Government, Open data portal – Speed limits for state and local roads, available at <https://www.data.qld.gov.au/dataset/speed-limits-for-state-and-local-roads>. Most of the entries relating to the 40km/h speed zones do not have information on sign text. These are included in this analysis and referred to as 'no sign text' zones. The 40km/h speed zones with sign texts that are included in this analysis are signed 'End', 'High activity zone', 'Hospital zone', 'Local traffic area', 'Local traffic only', 'On bridge', 'Reduce speed', 'Shared zone', 'Shared zone slow down', and 'Slow down'.

limit signs in the latter data. As a result of the matching algorithm, approximately 7,300 speed zones with a 40km/h speed limit were identified in Queensland in 2020. Table 6.1 provides a summary of the number of zones, as well the number of roads in each zone, by different types of zone examined in this analysis.

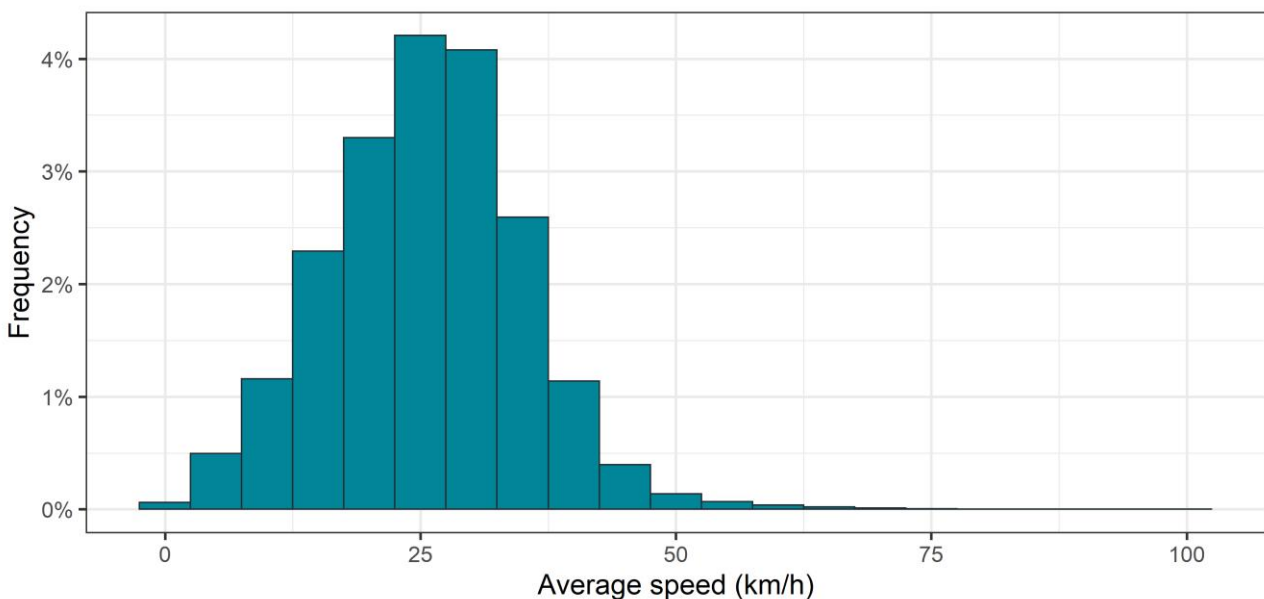
Table 6.1: Types of 40km/h speed zones included in the analysis

Sign text	Number of zones	Number of roads
High activity zone	10	45
Hospital zone	13	68
Local traffic area / Local traffic only	4	29
No sign text	7,264	34,638
On bridge	3	16
Reduce speed / Shared zone / Shared zone slow down / Slow down	5	26

6.2 50 per cent of daily speeds observed on 40km/h roads in Queensland ranged from 20 to 32km/h

Average speed across 40km/h roads in Queensland in 2020 was 25.6km/h. 50 per cent of daily speeds observed were within a relatively narrow range of between 20 to 32km/h in 2020 (Figure 6.2).

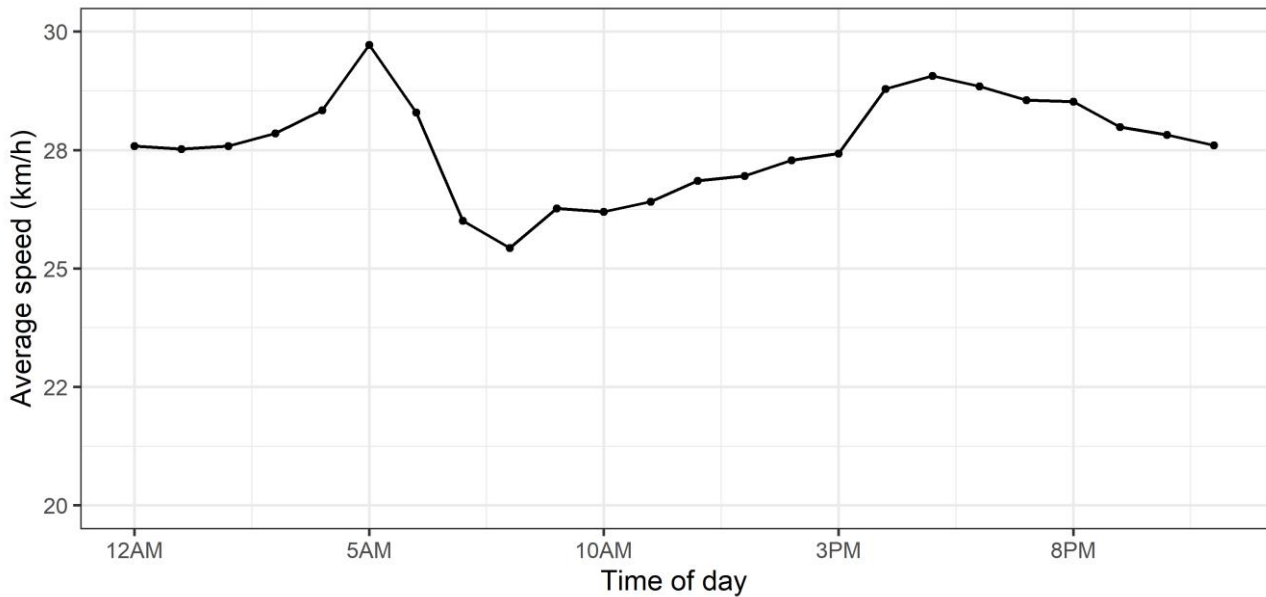
Figure 6.2: Distribution of average speed on 40km/h roads in Queensland, 2020



Note: Speed observations above 100km/h were eliminated from the analysis due to reliability concern.

Figure 6.3 presents a daily profile of traffic speeds on 40km/h roads in Greater Brisbane in 2020. Average speed peaked at 30km/h around 5am before starting to decline to as low as 25km/h during the morning peak. Average speed during the afternoon peak (from 3pm to 7pm) fluctuated around 28.5km/h, and stabilised at around 28km/h during the evening and early morning.

Figure 6.3: Daily profile of traffic speed on 40km/h roads in Greater Brisbane, 2020

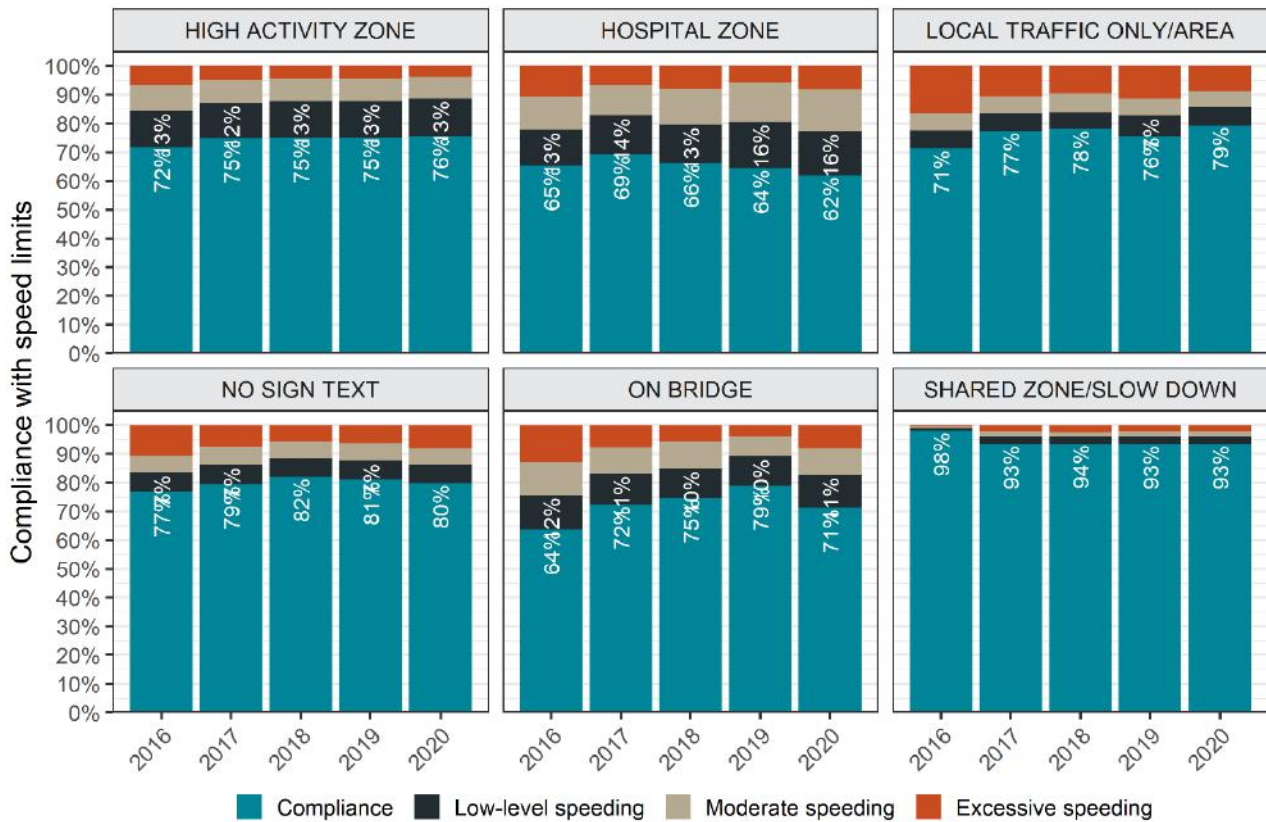


6.3 Compliance with the 40km/h speed limit was particularly low in 'hospital' and 'local traffic only' zones

Overall, compliance with the 40km/h speed limit in Queensland fluctuated from 66 to 70 per cent in the past five years. A further examination of the speeding statistics in the 40km/h speed zone by types of zone reveals that compliance rates remained above 90 per cent in zones designated as a shared or slowing down zone (Figure 6.4).¹⁸

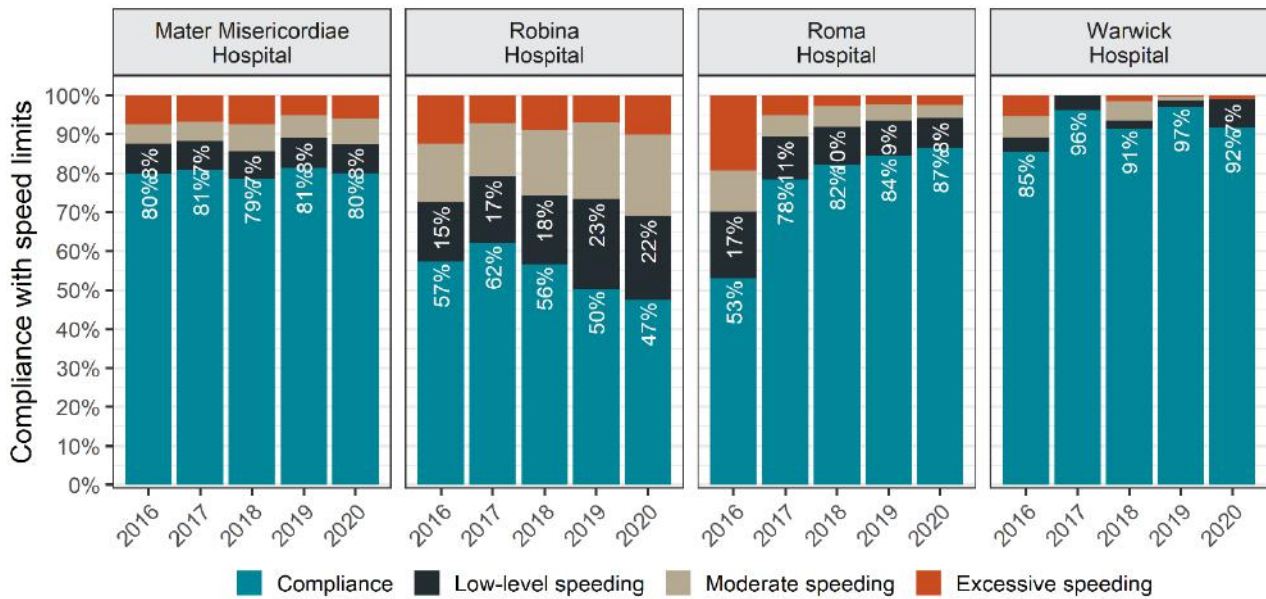
¹⁸ These consist of the 40km/h zones that are signed as 'Reduce speed', 'Shared zone slow down', 'Shared zone' or 'Slow down'.

Figure 6.4: Compliance with the 40km/h speed limit in Queensland, by types of zone, 2016 to 2020



Compliance in hospital zones has consistently been below the average compliance rate across all 40km/h roads from 2016 to 2020. The 13 hospital zones in Queensland that have a speed limit of 40km/h are situated in the vicinity of Robina Hospital (Gold Coast), Mater Misericordiae Hospital (Bundaberg), Warwick Hospital (Southern Downs) and Roma Hospital (Maranoa). Compliance with the speed limit in the vicinity of Robina Hospital has been declining since 2017, standing at around 47 per cent in 2020 (Figure 6.5). On the contrary, compliance with speed limit in the other hospital zones remained above 80 per cent in 2020, suggested that poorer compliance in the vicinity of Robina Hospital had a strong influence on the overall poor compliance in hospital zones.

Figure 6.5: Compliance with the 40km/h speed limit in hospital zones, Queensland, 2016 to 2020



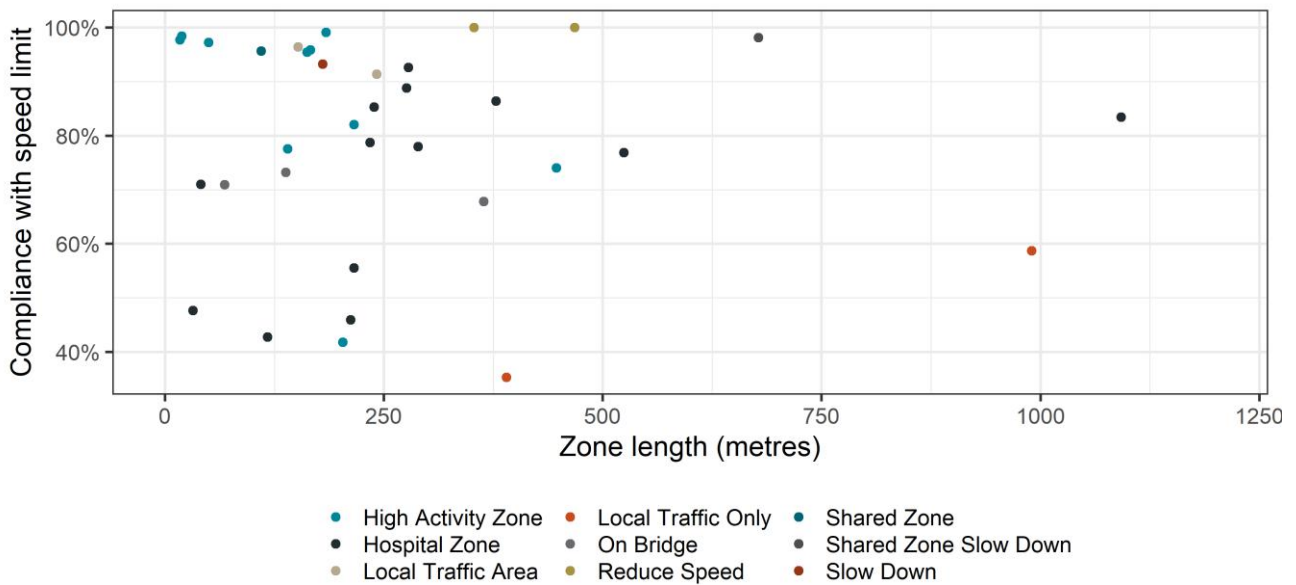
6.4 There appears to be no strong relationship between length of roads in 40km/h speed zones and compliance with the speed limit

Each of the approximately 35 signed 40km/h speed zones¹⁹ in Queensland spans less than 1.1 kilometres of roads. Figure 6.6 presents a plot of zone lengths and compliance rates in these specially signed 40km/h zones in 2020.

As can be seen, when zone length was below 500 metres, the compliance rate ranged from 40 to 100 per cent. Conversely, when zone length was above 500 metres, the compliance rate was generally above 80 per cent, although there were a couple of instances where compliance rates were below. Overall, when zone length is classified into discrete categories (i.e., below and above 500 metres), the compliance rate could be regarded as being positively related to zone length. However, this positive relationship is weak, due to the existence of outliers and the small sample size. It should be noted that the positive relationship does not hold when zone length is classified continuously. That is, it is not necessarily true that the longer the zone length, the greater the compliance rate.

¹⁹ These are the 40km/h speed zones with sign texts. For examples of these sign texts, see footnote 17.

Figure 6.6: Relationship between zone length and compliance with speed limit in 40km/h speed zones in Queensland, signed zones, 2020

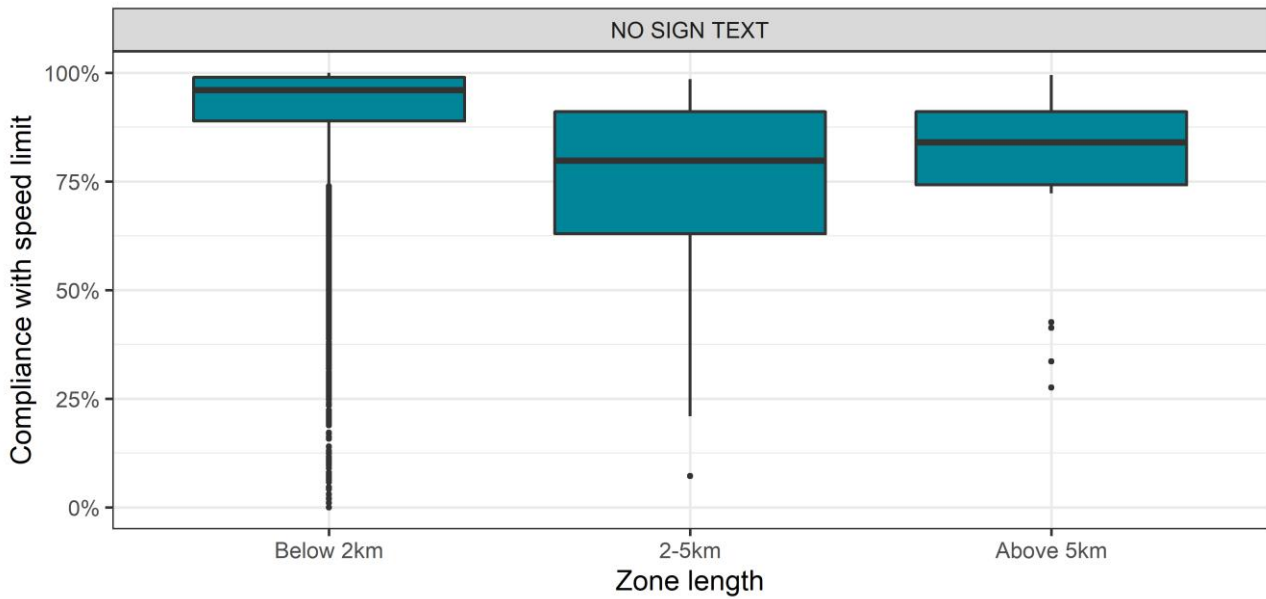


There was a wide range with respect to zone length among the ‘no sign text’ 40km/h speed zones. Of the approximately 7,250 unsigned zones, zone length was as high as 20 kilometres. Figure 6.7 presents a summary of the variation in compliance rate by three categories of zone length (below 2kms, 2-5kms, above 5kms).

When zone length was below two kilometres, the compliance rate was above 75 per cent in 75 per cent of the zones, and above 90 per cent in 50 per cent of the zones. However, there were a large number of outliers, where the compliance rate could be as low as zero. When zone length was above two kilometres, the median compliance rate was around 80 per cent and the number of outliers was limited. However, these results are subject to relatively small sample sizes, such that there were only approximately 60 zones with a length ranging from two to five kilometres, and only 20 zones with a length above five kilometres.

In summary, there appears to be no strong relationship between zone length and compliance rate. High compliance rates occurred in large and small zones, and there was a large variation across compliance rates in small zones.

Figure 6.7: Boxplot of compliance with speed limit by zone length in unsigned 40km/h zones, 2020



Note: The lower and upper hinges correspond to the first and third quartiles (the 25th and 75th percentiles). The upper whisker extends from the hinge to the largest value no further than 1.5 * IQR from the hinge (where IQR is the inter-quartile range, or distance between the first and third quartiles). The lower whisker extends from the hinge to the smallest value at most 1.5 * IQR of the hinge. Data beyond the end of the whiskers are called "outlying" points and are plotted individually.

A1. Speed survey methodology

A1.1 Description of the HERE speed probe data

HERE Technologies is a leading global navigation system mapping company, developing open location platform technologies that enable people, enterprises, and cities to harness the power of locational information and create innovative solutions.

Originally founded as NAVTEQ more than 30 years ago, the company transforms information from devices, vehicles, infrastructure and other sources into real-time location information. Currently majority owned by a consortium of German automotive companies, the company provides mapping and location services to some of the largest automotive companies in the world (such as BMW, Mercedes, Hyundai, Volkswagen and Toyota).

HERE traffic speed data is built on a database of over one trillion GPS data points, and is available across all roads in 57 countries, including the entirety of Australia. TMR has a licence to use HERE's traffic speed data for the Queensland road network for the period 2014 to the present.

The HERE speed data is provided at a road link level across the entire road network, inclusive of highways, arterial roads, and local roads. A road link is defined as the length of road between any two intersections, and so the link length depends on the specific topography of the road network.

For each road link, speed data is available on five, 15 and 60-minute intervals, and for each direction of traffic flow, as appropriate. The specific data fields contained within the HERE traffic speed dataset include:

- average speed;
- confidence indicator;
- minimum and maximum speeds;
- standard deviation of speeds;
- length of the link;
- speed limit;
- vehicle type, i.e., passenger vehicle (car) or truck;²⁰
- sample count; and
- speed percentiles, in five per cent bands.

HERE data currently has more than one million road links defined across the Queensland road network. Road links are categorised into functional classes ranging from Class 1 (high volume, maximum speed traffic) to Class 5 (very low volume of traffic). Full descriptions are available in Table A1.1 below.

²⁰ We understand that vehicles are classified based on the supplier of the GPS probe data. For example, all of supplier A's GPS probes would be classified as the same type of vehicle (eg, trucks), regardless of the actual vehicle type.

Table A1.1: Definition of all road functional classes

Functional road class	Functional road class description
1	These roads are meant for high volume, maximum speed traffic between and through major metropolitan areas. There are very few, if any, speed changes. Access to this road is usually controlled.
2	These roads are used to channel traffic to Main Roads (FRC1) for travel between and through cities in the shortest amount of time. There are very few, if any speed changes.
3	These roads interconnect First Class Roads (FRC2) and provide a high volume of traffic movement at a lower level of mobility than First Class Roads (FRC2).
4	These roads provide for a high volume of traffic movement at moderate speeds between neighbourhoods. These roads connect with higher Functional Class roads to collect and distribute traffic between neighbourhoods.
5	These roads' volume and traffic movements are below the level of any other road.

Source: HERE Technologies

A1.2 Geospatial and time dimensions for the speed survey

The availability of traffic speed data at a road link and five-minute time period, gives us flexibility to choose the geospatial and time aggregation dimensions for reporting within the speed survey. Given the objectives for the survey and its current format, we aggregate the data for:

- Greater Brisbane;
- urban and regional areas;
- local government areas (LGA);
- roads with the same speed limits; and
- calendar year.

In our opinion, this approach strikes the best balance of reporting detail to provide wide coverage of traffic speed trends across the Queensland network. That said, the speed survey results provide insights to inform subsequent, more detailed investigations of speed on point-to-point routes or other geospatial areas, as required.

HERE speed data is available for five-minute, 15-minute and 60-minute periods. We have used the 60-minute aggregated data provided by HERE to generate the proposed yearly metrics for the speed survey. This approach decreases the volume of data that needs to be managed, while also minimising the number of missing observations on less busy roads. In our opinion, 60-minute intervals are more than appropriate for the purposes of the annual speed survey.

For the purposes of classifying geographical areas as urban or regional, we use the Significant Urban Area (SUA) structure of the Australian Statistical Geography Standard (ASGS).²¹ Significant Urban Areas are defined as significant towns and cities of 10,000 people or more. They are based on the Urban Centres and

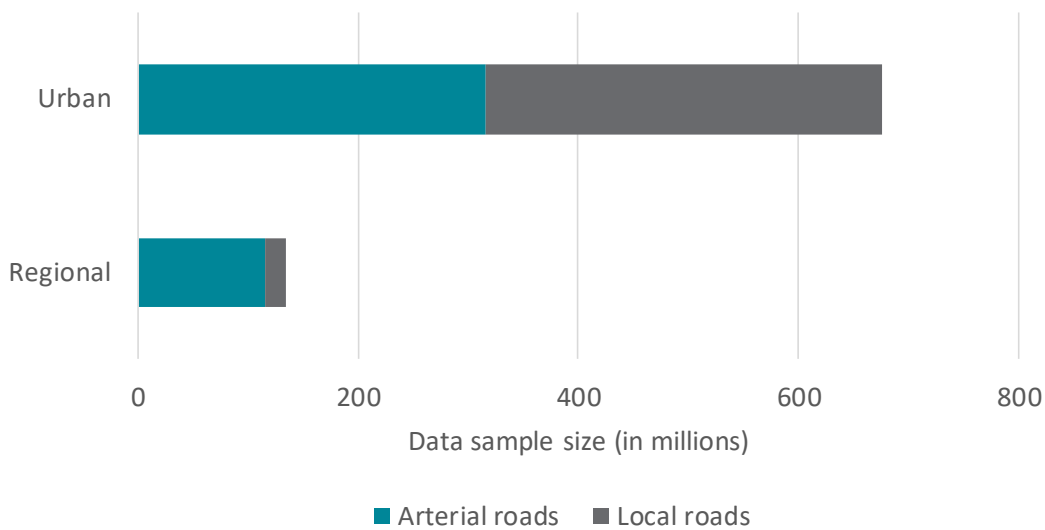
²¹ See ABS, *Australian statistical geography standard (ASGS) volume 4*, cat. no. 1270.0.55.004, available at <http://www.abs.gov.au/ausstats/abs@.nsf/mf/1270.0.55.004>.

Localities (UCL), but are defined by the larger Statistical Areas Level 2 (SA2s). A single SUA can represent either a single Urban Centre or a cluster of related Urban Centres.

Based on this definition, urban areas include Brisbane, Bundaberg, Cairns, Emerald, Gladstone – Tannum Sands, Gold Coast – Tweed Heads, Gympie, Hervey Bay, Highfields, Mackay, Maryborough, Mount Isa, Rockhampton, Sunshine Coast, Toowoomba, Townsville, Warwick and Yeppoon.

Over the analysis period, on average, urban areas represent 83 per cent of the observations. Figure A1.2 illustrates the average size of the dataset for each road classification within the geographical area groupings and road type (arterial or local).

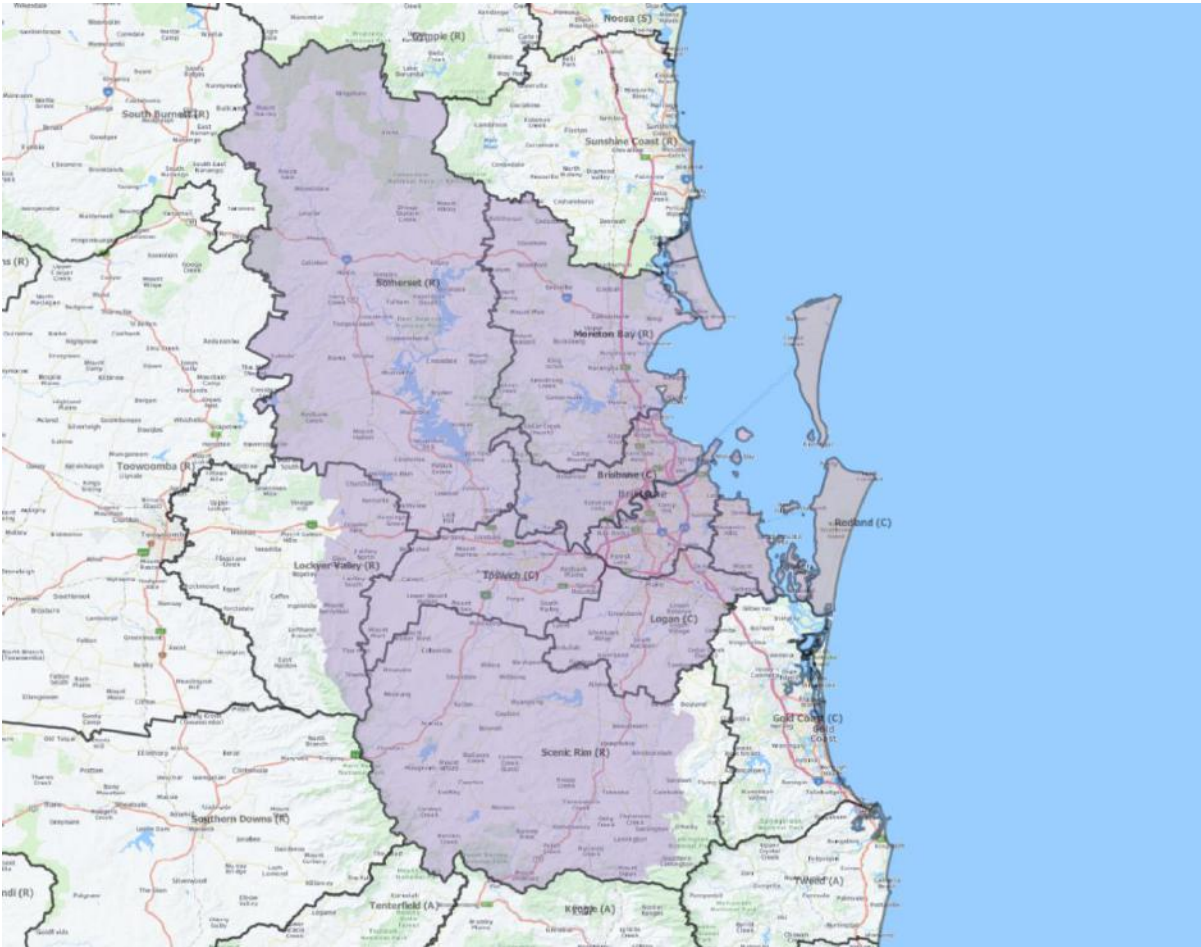
Figure A1.1: Data sample sizes across urban and regional areas, 2017



In addition to the aggregations described above, for the completeness of the report, we have provided summarised metrics for Greater Brisbane using the Australian Statistical Geography Standard (ASGS). Specifically, the Greater Capital City Statistical Area (GCCSA) captures a much wider area than the LGA definition and provides a more accurate picture of the road network for the capital city.²² We have used the GCCSA definition for Greater Brisbane as it is consistent with how other agencies report speed performance results for capital cities.

²² See ABS, *Australian statistical geography standard (ASGS) volume 1*, cat. no. 1270.0.55.001, available at <http://www.abs.gov.au/AUSSTATS/abs@.nsf/mf/1270.0.55.001>.

Figure A1.2: Greater Brisbane compared to local government area definitions



A1.3 Traffic speed survey metrics

We report four key speed metrics for the survey, namely:

- average speed;
- percentage of speed limit;
- compliance with speed limit; and
- average speed when speeding

When aggregating road performance (other than vehicle count) over more than one link, individual link values should be weighted. We have previously developed a weighting methodology for BITRE whereby individual links are weighted according to the average number of vehicles travelling on the link.²³

Our previous analysis identified that volumes exhibit strong daily and hourly trends and are influenced by holiday periods.²⁴ It follows that any traffic volume weighting approach should take these trends into consideration.

²³ HoustonKemp, *Road speed weighting methodology report*, November 2019.

²⁴ HoustonKemp, *Road speed weighting methodology report*, November 2019, p 8.

The formula used to weight one link is set out in equation 1 below. The weights applied to each link for the remaining metrics are based on data for the period 1 January 2018 to 31 December 2018.²⁵

Equation 1: Weighting function for a link for a given hour / day of week / holiday status combination

$$f(l, h, d, H) = \frac{\sum_{t \in T_{hdH}} \text{vehicle_count}_{l,t}}{\text{weekdays}(d, H)}$$

where:

- l is a road link;
- h is an hour of the day, eg, 7am;
- d is a day of the week, eg, Wednesday;
- H indicates whether the day represents a public or school holiday, eg, 'not a public or school holiday';
- T_{hdH} is the set of all one hour periods of time in the 2018 calendar year that have hour h , day of the week d and holiday status H ;
- $\text{vehicle_count}_{l,t}$ is the count of vehicles reported by HERE on link l during period t ; and
- $\text{weekdays}(d, H)$ is the number of occurrences of weekday d in the 2018 calendar year, with respect to holiday status H .

Average speed

HERE data provides an average speed of all vehicles for a road link. To calculate an average speed across a geographic area and a period of time, eg, for one of the cities for one week, we aggregate average speeds, weighting by an estimate of the total amount of time motorists spend on each link. The aggregation is a two step process, ie:

1. we first calculate an average speed for a link for each hour (0 to 23), day of the week and holiday status across the period of interest, weighting by the travel time on the link; and then
2. we aggregate these average speeds across the road network of interest, weighting the average speeds calculated in step one by the relative number of vehicles observed, on average, on each link.

Equation 2 sets out the formula to estimate average speed for a given link for a given hour / day of week / holiday status combination, ie, step one above.

Equation 2: Average speed of a link over a period and for a given hour / day of week / holiday status combination

$$\text{Speed}(l, T, h, d, H) = \frac{\sum_{t \in T_{hdH}} (\text{speed}_{l,t} \times \text{travel_time}_{l,t})}{\sum_{t \in T_{hdH}} (\text{travel_time}_{l,t})}$$

where:

²⁵ See HoustonKemp, *Road speed weighting methodology report*, November 2019.

- l is a road link;
- T is a period of time over which to calculate average speed, eg, the two week period from 2 March 2020 to 15 March 2020;
- h is an hour of the day, eg, 7am;
- d is a day of the week, eg, Wednesday;
- H indicates whether the day represents a public or school holiday, eg, 'not a public or school holiday';
- T_{hdH} is the set of all one hour periods in T that have hour h , day of the week d and holiday status H , ie, based on the examples above, this would be the set containing the periods from 7am to 8am on Wednesday 4 March 2020 and Wednesday 11 March 2020;²⁶
- t is a one hour period of time from the set T_{hdH} , eg, the period from 7am to 8am on Wednesday 4 March 2020;
- $speed_{l,t}$ is the observed average speed recorded by HERE on link l during the one hour period t ;
- $travel_time_{l,t}$ is the implied travel time along link l during the one hour period t , calculated as the length of the link divided by the observed average speed recorded by HERE; and
- $Speed(l, T, h, d, H)$ is the average speed for the link, for a given hour / day of week / holiday status combination, weighted by travel time.

In the case where the period of time T is a single week (or shorter), this step is redundant as there is at most one record for each hour / day of week / holiday status combination. However, this step allows for aggregation over multiple weeks, when required.

Equation 3 sets out the formula to estimate average speed for a geographic area across a time period, ie, step two above.

Equation 3: Average speed for a geographic area over a time period

$$Area_Speed(A, T) = \frac{\sum_{l \in A} \sum_{h \in hours} \sum_{d \in days} \sum_{H \in holiday_status} Speed(l, T, h, d, H) \times f(l, h, d, H)}{\sum_{l \in A} \sum_{h \in hours} \sum_{d \in days} \sum_{H \in holiday_status} f(l, h, d, H)}$$

where:

- A is a geographic area, eg, Greater Brisbane;
- T is a period of time over which to calculate average speed, eg, the two week period from 2 March 2020 to 15 March 2020;
- l is a road link in the geographic area A ;
- $hours$ is the set of all hours of the day, ie, hour 0 to hour 23, and h is an hour of the day;
- $days$ is the set of all days of the week, and d is a day of the week;
- $holiday_status$ is a two-element set indicating whether a day is a public or school holiday, or not, and H indicates whether the day represents a public or school holiday, or not;

²⁶ In mathematical terms, $T_{hdH} = \{t \in T \mid hour(t) = h, day_of_week(t) = d, holiday_status(t) = H\}$.

- $Speed(l, T, h, d, H)$ is the average speed for the link, for a given hour / day of week / holiday status combination, weighted by travel time, ie, that which is calculated in step one;
- $f(l, h, d, H)$ is the vehicle count weight for link l for a given hour / day of week / holiday status combination, set out above; and
- $Area_Speed(A, T)$ is the average speed for the geographic area and period, weighted by travel time and vehicle count.

Percentage of speed limit

The methodology for the POSL metric is the same as the average speed metric, with speed replaced by POSL, ie, average speed divided by the speed limit, at each step of the calculation. The formulae for calculating average POSL are set out at equation 4 below.

Equation 4: POSL for a link and for a geographic area

$$POSL(l, T, h, d, H) = \frac{\sum_{t \in T_{hdH}} \left(\frac{speed_{l,t}}{speed_limit_l} \times travel_time_{l,t} \right)}{\sum_{t \in T_{hdH}} (travel_time_{l,t})}$$

$$Area_POSL(A, T) = \frac{\sum_{l \in A} \sum_{h \in hours} \sum_{d \in days} \sum_{H \in holiday_status} POSL(l, T, h, d, H) \times f(l, h, d, H)}{\sum_{l \in A} \sum_{h \in hours} \sum_{d \in days} \sum_{H \in holiday_status} f(l, h, d, H)}$$

where:

- $speed_limit_l$ is the speed limit for a link l ;
- $POSL(l, T, h, d, H)$ is the POSL for the link, for a given hour / day of week / holiday status combination, weighted by travel time;
- $Area_POSL(A, T)$ is the average speed for the geographic area and period, weighted by travel time and vehicle count; and
- all other variables and functions have the same interpretation as for equation 2 and equation 3.

Compliance with speed limits

The HERE probe data provides data on the speed distribution for each road link, for the given time period, ie, hour. From this data, we can estimate the proportion of hours where part of the distribution exceeds the speed limit. This would be a measure of the frequency of time periods whereby a portion of traffic is speeding.

We are proposing to calculate an incidence of speeding by using the 85th percentile of speed distribution compared against the speed limit for each link within a defined area, as using the length of those links, calculate the proportion of speeding roads. Our methodology for estimating the proportion of speeding roads is set out below.

We then calculate the proportion of speeding roads as set out in equation 5.

Equation 5: Proportion of speeding roads

$$Proportion\ of\ speeding\ roads_{time\ period(t)}^{area(link)} = \sum_{link=1}^n \frac{C(hours) \times f(l, h, d, H)}{m \times \sum_{link=1}^n f(l, h, d, H)}$$

Where:

- $C(\text{hours})$ is the number of hours t across the *time period* where the *average speed (85th percentile)* for a *link* is greater than the speed limit for that *link*;
- m is the total number of hours within the *time period*; and
- length is the length of each *link* within the *area*.

Compliance with speed limits is the proportion of roads, by length, where there were no incidences of speeding. Compliance with speed limits is simply calculated as set out in equation 6.

Equation 6: Compliance with speed limits

$$\text{Compliance with speed limits}_{\text{time period}(t)}^{\text{area}(\text{link})} = 1 - \text{Proportion of speeding roads}_{\text{time period}(t)}^{\text{area}(\text{link})}$$

Compliance with speed limits allows comparisons to be made between areas taking into account the relative length of roads between the areas.

Finally, we are also proposing to decompose this metric into proportions based on the observed number of hours where the 85th percentile speed is:

- up to ten per cent over the link speed limit;
- ten to 20 per cent over the link speed limit; and
- more than 20 per cent over the link speed limit.

Average speed when speeding

The methodology for the average speed when speeding metric is the same as for average speed, with average speed replaced by the average of 85th percentile speed and maximum speed (and may be segmented into excess speeding categories).

$$\text{average speed when speeding}(l, T, h, d, H) = \frac{\sum_{t \in T_{hdH}} (0.5 * (\text{speed}(85\text{th}) + \text{max speed}) \times \text{travel_time}_{l,t})}{\sum_{t \in T_{hdH}} (\text{travel_time}_{l,t})}$$

$$\begin{aligned} & \text{Area_average_speed_when_speeding}(A, T) \\ &= \frac{\sum_{l \in A} \sum_{h \in \text{hours}} \sum_{d \in \text{days}} \sum_{H \in \text{holiday_status}} \text{average speed when speeding}(l, T, h, d, H) \times f(l, h, d, H)}{\sum_{l \in A} \sum_{h \in \text{hours}} \sum_{d \in \text{days}} \sum_{H \in \text{holiday_status}} f(l, h, d, H)} \end{aligned}$$

where:

- max speed is the maximum speed on the link;
- $\text{speed}(85^{\text{th}})$ is the average speed of the 85th percentile;
- t is an hour within the *time period*; and
- all other variables and functions have the same interpretation as for equation 2 and equation 3.

A2. Summary speed tables

A2.1 Queensland summary speed tables

Table 6.2: Average speed, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020

Speed limit	Area	Road type	2016	2017	2018	2019	2020
All	All	All	56.9	56.2	54.6	55.8	56.4
All	All	Arterial	67.7	67.0	66.6	66.7	67.5
All	All	Local	36.6	36.5	35.3	36.3	36.2
All	Regional	All	78.8	77.3	76.2	77.7	77.5
All	Regional	Arterial	84.2	83.0	83.2	83.6	83.3
All	Regional	Local	49.5	48.9	47.6	49.0	48.7
All	Urban	All	52.4	51.7	49.9	51.2	52.0
All	Urban	Arterial	63.0	62.3	61.5	61.8	63.0
All	Urban	Local	35.5	35.4	34.0	35.1	35.1
40 km/h	All	All	24.9	24.7	24.1	24.8	24.7
40 km/h	All	Local	24.9	24.7	24.1	24.8	24.7
40 km/h	Regional	All	27.1	26.5	26.6	27.3	27.3
40 km/h	Regional	Local	27.1	26.5	26.6	27.3	27.3
40 km/h	Urban	All	24.8	24.5	23.9	24.6	24.5
40 km/h	Urban	Local	24.8	24.5	23.9	24.6	24.5
50 km/h	All	All	26.0	26.1	25.4	26.2	25.9
50 km/h	All	Local	26.0	26.1	25.4	26.2	25.9
50 km/h	Regional	All	30.5	30.1	29.2	30.2	30.1
50 km/h	Regional	Local	30.5	30.1	29.2	30.2	30.1
50 km/h	Urban	All	25.6	25.8	25.0	25.9	25.5
50 km/h	Urban	Local	25.6	25.8	25.0	25.9	25.5
60 km/h	All	All	41.4	41.0	40.8	40.7	40.9
60 km/h	All	Arterial	42.1	41.5	41.1	41.0	41.4
60 km/h	All	Local	40.4	40.4	40.3	40.2	40.2
60 km/h	Regional	All	48.0	47.3	46.9	47.6	47.4
60 km/h	Regional	Arterial	48.8	47.9	47.6	48.2	48.1
60 km/h	Regional	Local	45.9	45.8	45.4	46.1	45.9
60 km/h	Urban	All	40.9	40.6	40.3	40.2	40.4
60 km/h	Urban	Arterial	41.5	40.9	40.5	40.4	40.8
60 km/h	Urban	Local	40.1	40.2	40.0	40.0	40.0
80 km/h	All	All	67.8	67.2	66.5	66.7	67.4
80 km/h	All	Arterial	68.5	67.9	67.2	67.3	68.1
80 km/h	All	Local	63.8	63.4	62.7	63.5	63.2
80 km/h	Regional	All	70.7	70.3	69.8	70.6	70.2
80 km/h	Regional	Arterial	71.5	71.2	70.8	71.4	70.9
80 km/h	Regional	Local	65.5	65.0	63.9	65.8	65.6

80 km/h	Urban	All	67.0	66.3	65.5	65.6	66.6
80 km/h	Urban	Arterial	67.6	67.0	66.1	66.1	67.3
80 km/h	Urban	Local	63.4	63.0	62.3	62.9	62.6
100 km/h	All	All	90.3	88.9	88.0	88.9	90.3
100 km/h	All	Arterial	90.7	89.4	88.8	89.4	90.9
100 km/h	All	Local	77.6	76.9	73.9	76.6	75.8
100 km/h	Regional	All	91.2	89.9	89.7	90.7	90.3
100 km/h	Regional	Arterial	92.0	90.8	91.1	91.7	91.3
100 km/h	Regional	Local	78.9	78.0	74.7	77.6	76.9
100 km/h	Urban	All	89.5	88.2	86.6	87.5	90.3
100 km/h	Urban	Arterial	89.8	88.4	86.9	87.7	90.6
100 km/h	Urban	Local	73.8	73.3	70.6	73.3	72.5
110 km/h	All	All	97.8	97.1	97.1	98.3	98.1
110 km/h	All	Arterial	97.8	97.1	97.2	98.3	98.1
110 km/h	All	Local	60.0	62.1	61.4	62.5	61.4
110 km/h	Regional	All	98.2	94.8	95.7	96.3	97.1
110 km/h	Regional	Arterial	98.2	94.8	95.7	96.3	97.1
110 km/h	Regional	Local	67.3	65.9	64.7	66.9	64.4
110 km/h	Urban	All	97.6	97.8	97.6	98.9	98.4
110 km/h	Urban	Arterial	97.7	97.8	97.6	98.9	98.4
110 km/h	Urban	Local	59.3	61.7	61.0	62.1	61.1

Table 6.3: Percentage of speed limit, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020

Speed limit	Area	Road type	2016	2017	2018	2019	2020
All	All	All	74.9%	74.1%	72.7%	73.7%	74.2%
All	All	Arterial	81.1%	80.1%	79.5%	79.7%	80.6%
All	All	Local	63.1%	63.1%	61.7%	63.0%	62.7%
All	Regional	All	87.4%	86.0%	85.2%	86.5%	86.2%
All	Regional	Arterial	90.1%	88.9%	89.0%	89.6%	89.3%
All	Regional	Local	72.3%	71.5%	69.5%	71.7%	71.4%
All	Urban	All	72.3%	71.6%	70.0%	71.0%	71.8%
All	Urban	Arterial	78.5%	77.6%	76.6%	76.8%	78.1%
All	Urban	Local	62.3%	62.4%	60.9%	62.2%	61.9%
40 km/h	All	All	62.4%	61.7%	60.4%	61.9%	61.8%
40 km/h	All	Local	62.4%	61.7%	60.4%	61.9%	61.8%
40 km/h	Regional	All	67.8%	66.3%	66.5%	68.2%	68.3%
40 km/h	Regional	Local	67.8%	66.3%	66.5%	68.2%	68.3%
40 km/h	Urban	All	61.9%	61.3%	59.8%	61.4%	61.2%
40 km/h	Urban	Local	61.9%	61.3%	59.8%	61.4%	61.2%
50 km/h	All	All	51.9%	52.2%	50.8%	52.5%	51.7%
50 km/h	All	Local	51.9%	52.2%	50.8%	52.5%	51.7%
50 km/h	Regional	All	61.0%	60.1%	58.3%	60.5%	60.2%

50 km/h	Regional	Local	61.0%	60.1%	58.3%	60.5%	60.2%
50 km/h	Urban	All	51.2%	51.6%	50.1%	51.8%	51.0%
50 km/h	Urban	Local	51.2%	51.6%	50.1%	51.8%	51.0%
60 km/h	All	All	68.9%	68.4%	67.9%	67.8%	68.1%
60 km/h	All	Arterial	70.2%	69.1%	68.5%	68.3%	68.9%
60 km/h	All	Local	67.3%	67.4%	67.2%	67.1%	67.0%
60 km/h	Regional	All	79.9%	78.8%	78.2%	79.3%	79.0%
60 km/h	Regional	Arterial	81.3%	79.9%	79.3%	80.3%	80.1%
60 km/h	Regional	Local	76.5%	76.3%	75.7%	76.9%	76.5%
60 km/h	Urban	All	68.2%	67.6%	67.2%	67.0%	67.4%
60 km/h	Urban	Arterial	69.2%	68.2%	67.5%	67.3%	68.0%
60 km/h	Urban	Local	66.9%	66.9%	66.7%	66.6%	66.6%
80 km/h	All	All	84.7%	84.0%	83.1%	83.4%	84.2%
80 km/h	All	Arterial	85.6%	84.9%	84.0%	84.1%	85.2%
80 km/h	All	Local	79.8%	79.3%	78.4%	79.4%	78.9%
80 km/h	Regional	All	88.4%	87.9%	87.2%	88.3%	87.7%
80 km/h	Regional	Arterial	89.4%	89.0%	88.5%	89.3%	88.6%
80 km/h	Regional	Local	81.9%	81.2%	79.9%	82.3%	82.0%
80 km/h	Urban	All	83.7%	82.9%	81.9%	82.0%	83.2%
80 km/h	Urban	Arterial	84.6%	83.7%	82.6%	82.7%	84.2%
80 km/h	Urban	Local	79.3%	78.8%	77.9%	78.7%	78.2%
100 km/h	All	All	90.3%	88.9%	88.0%	88.9%	90.3%
100 km/h	All	Arterial	90.7%	89.4%	88.8%	89.4%	90.9%
100 km/h	All	Local	77.6%	76.9%	73.9%	76.6%	75.8%
100 km/h	Regional	All	91.2%	89.9%	89.7%	90.7%	90.3%
100 km/h	Regional	Arterial	92.0%	90.8%	91.1%	91.7%	91.3%
100 km/h	Regional	Local	78.9%	78.0%	74.7%	77.6%	76.9%
100 km/h	Urban	All	89.5%	88.2%	86.6%	87.5%	90.3%
100 km/h	Urban	Arterial	89.8%	88.4%	86.9%	87.7%	90.6%
100 km/h	Urban	Local	73.8%	73.3%	70.6%	73.3%	72.5%
110 km/h	All	All	88.9%	88.2%	88.3%	89.3%	89.2%
110 km/h	All	Arterial	88.9%	88.3%	88.3%	89.4%	89.2%
110 km/h	All	Local	54.6%	56.5%	55.8%	56.8%	55.8%
110 km/h	Regional	All	89.3%	86.2%	87.0%	87.6%	88.3%
110 km/h	Regional	Arterial	89.3%	86.2%	87.0%	87.6%	88.3%
110 km/h	Regional	Local	61.2%	59.9%	58.8%	60.9%	58.6%
110 km/h	Urban	All	88.8%	88.9%	88.7%	89.9%	89.4%
110 km/h	Urban	Arterial	88.8%	88.9%	88.8%	89.9%	89.5%
110 km/h	Urban	Local	53.9%	56.1%	55.5%	56.5%	55.5%

Table 6.4: Compliance with speed limits, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020

Speed limit	Area	Road type	Type	2016	2017	2018	2019	2020
All	All	All	Compliance	65.98%	72.23%	77.47%	76.42%	72.10%
All	All	Arterial	Compliance	61.93%	69.05%	75.07%	73.81%	68.59%
All	All	Local	Compliance	82.59%	84.54%	86.05%	85.89%	84.88%
All	Regional	All	Compliance	59.01%	65.25%	66.71%	65.13%	61.85%
All	Regional	Arterial	Compliance	57.77%	64.34%	65.77%	64.06%	60.71%
All	Regional	Local	Compliance	74.71%	76.16%	76.42%	76.69%	75.23%
All	Urban	All	Compliance	66.80%	73.14%	79.00%	78.03%	73.60%
All	Urban	Arterial	Compliance	62.51%	69.77%	76.65%	75.48%	69.97%
All	Urban	Local	Compliance	82.92%	84.92%	86.57%	86.36%	85.35%
40 km/h	All	All	Compliance	66.10%	69.24%	72.34%	72.03%	70.95%
40 km/h	All	Local	Compliance	66.10%	69.24%	72.34%	72.03%	70.95%
40 km/h	Regional	All	Compliance	73.67%	74.69%	74.70%	75.65%	75.71%
40 km/h	Regional	Local	Compliance	73.67%	74.69%	74.70%	75.65%	75.71%
40 km/h	Urban	All	Compliance	65.77%	68.97%	72.20%	71.84%	70.70%
40 km/h	Urban	Local	Compliance	65.77%	68.97%	72.20%	71.84%	70.70%
50 km/h	All	All	Compliance	89.80%	91.72%	92.36%	92.17%	91.02%
50 km/h	All	Local	Compliance	89.80%	91.72%	92.36%	92.17%	91.02%
50 km/h	Regional	All	Compliance	83.31%	84.81%	86.76%	87.40%	85.86%
50 km/h	Regional	Local	Compliance	83.31%	84.81%	86.76%	87.40%	85.86%
50 km/h	Urban	All	Compliance	90.18%	92.15%	92.75%	92.50%	91.36%
50 km/h	Urban	Local	Compliance	90.18%	92.15%	92.75%	92.50%	91.36%
60 km/h	All	All	Compliance	78.85%	81.83%	84.16%	84.35%	82.78%
60 km/h	All	Arterial	Compliance	77.06%	80.49%	83.31%	83.54%	81.64%
60 km/h	All	Local	Compliance	82.50%	84.44%	85.74%	85.85%	84.86%
60 km/h	Regional	All	Compliance	67.12%	70.34%	71.21%	69.85%	68.31%
60 km/h	Regional	Arterial	Compliance	67.35%	71.32%	73.11%	70.68%	69.11%
60 km/h	Regional	Local	Compliance	66.41%	67.18%	65.35%	67.22%	65.65%
60 km/h	Urban	All	Compliance	79.26%	82.27%	84.70%	84.95%	83.37%
60 km/h	Urban	Arterial	Compliance	77.44%	80.90%	83.81%	84.17%	82.26%
60 km/h	Urban	Local	Compliance	82.91%	84.89%	86.33%	86.38%	85.37%
80 km/h	All	All	Compliance	55.33%	58.53%	61.71%	61.54%	58.72%
80 km/h	All	Arterial	Compliance	53.71%	56.78%	60.00%	59.99%	56.88%
80 km/h	All	Local	Compliance	72.11%	75.16%	76.68%	75.25%	74.77%
80 km/h	Regional	All	Compliance	53.86%	55.38%	56.31%	54.83%	53.27%
80 km/h	Regional	Arterial	Compliance	53.38%	54.94%	55.81%	54.48%	52.92%
80 km/h	Regional	Local	Compliance	64.41%	63.22%	63.15%	60.04%	58.31%
80 km/h	Urban	All	Compliance	55.56%	59.04%	62.66%	62.72%	59.69%
80 km/h	Urban	Arterial	Compliance	53.76%	57.10%	60.77%	61.01%	57.62%
80 km/h	Urban	Local	Compliance	72.65%	76.17%	78.16%	76.85%	76.49%
100 km/h	All	All	Compliance	47.69%	59.00%	68.12%	65.52%	54.66%
100 km/h	All	Arterial	Compliance	47.38%	58.68%	67.86%	65.26%	54.28%

100 km/h	All	Local	Compliance	82.28%	87.45%	87.35%	85.89%	85.68%
100 km/h	Regional	All	Compliance	57.67%	64.23%	65.34%	63.66%	59.70%
100 km/h	Regional	Arterial	Compliance	57.19%	63.77%	64.79%	63.14%	59.13%
100 km/h	Regional	Local	Compliance	80.27%	82.99%	83.36%	82.02%	81.62%
100 km/h	Urban	All	Compliance	44.72%	57.24%	69.17%	66.22%	52.67%
100 km/h	Urban	Arterial	Compliance	44.51%	57.00%	69.00%	66.05%	52.41%
100 km/h	Urban	Local	Compliance	84.64%	93.11%	93.79%	92.20%	91.91%
110 km/h	All	All	Compliance	55.13%	68.43%	81.55%	77.15%	76.51%
110 km/h	All	Arterial	Compliance	55.12%	68.42%	81.54%	77.14%	76.50%
110 km/h	All	Local	Compliance	99.56%	99.62%	99.68%	99.51%	99.36%
110 km/h	Regional	All	Compliance	53.54%	73.34%	78.57%	73.48%	72.03%
110 km/h	Regional	Arterial	Compliance	53.53%	73.34%	78.56%	73.48%	72.02%
110 km/h	Regional	Local	Compliance	98.43%	98.86%	98.91%	98.54%	98.27%
110 km/h	Urban	All	Compliance	55.33%	67.74%	82.01%	77.70%	77.22%
110 km/h	Urban	Arterial	Compliance	55.32%	67.73%	82.00%	77.69%	77.21%
110 km/h	Urban	Local	Compliance	99.61%	99.64%	99.71%	99.56%	99.42%
All	All	All	<10% above speed limit	23.98%	21.28%	18.13%	19.17%	22.57%
All	All	Arterial	<10% above speed limit	27.59%	24.45%	20.81%	22.05%	26.24%
All	All	Local	<10% above speed limit	9.12%	9.01%	8.55%	8.67%	9.21%
All	Regional	All	<10% above speed limit	27.90%	27.62%	28.46%	30.13%	32.95%
All	Regional	Arterial	<10% above speed limit	28.90%	28.65%	29.71%	31.44%	34.33%
All	Regional	Local	<10% above speed limit	15.26%	15.29%	15.70%	15.88%	16.76%
All	Urban	All	<10% above speed limit	23.51%	20.45%	16.67%	17.61%	21.05%
All	Urban	Arterial	<10% above speed limit	27.41%	23.81%	19.31%	20.45%	24.82%
All	Urban	Local	<10% above speed limit	8.87%	8.73%	8.17%	8.30%	8.84%
40 km/h	All	All	<10% above speed limit	7.24%	8.63%	8.67%	8.76%	8.04%
40 km/h	All	Local	<10% above speed limit	7.24%	8.63%	8.67%	8.76%	8.04%
40 km/h	Regional	All	<10% above speed limit	10.82%	10.38%	10.40%	10.86%	10.79%
40 km/h	Regional	Local	<10% above speed limit	10.82%	10.38%	10.40%	10.86%	10.79%
40 km/h	Urban	All	<10% above speed limit	7.08%	8.54%	8.57%	8.65%	7.89%
40 km/h	Urban	Local	<10% above speed limit	7.08%	8.54%	8.57%	8.65%	7.89%
50 km/h	All	All	<10% above speed limit	5.68%	4.87%	4.53%	4.54%	5.20%
50 km/h	All	Local	<10% above speed limit	5.68%	4.87%	4.53%	4.54%	5.20%
50 km/h	Regional	All	<10% above speed limit	8.51%	8.30%	7.79%	7.58%	8.58%
50 km/h	Regional	Local	<10% above speed limit	8.51%	8.30%	7.79%	7.58%	8.58%
50 km/h	Urban	All	<10% above speed limit	5.52%	4.65%	4.30%	4.33%	4.98%
50 km/h	Urban	Local	<10% above speed limit	5.52%	4.65%	4.30%	4.33%	4.98%
60 km/h	All	All	<10% above speed limit	11.80%	11.12%	10.31%	10.09%	10.92%
60 km/h	All	Arterial	<10% above speed limit	12.83%	11.93%	10.90%	10.63%	11.63%
60 km/h	All	Local	<10% above speed limit	9.70%	9.53%	9.21%	9.10%	9.63%
60 km/h	Regional	All	<10% above speed limit	17.20%	17.14%	17.54%	18.69%	19.04%
60 km/h	Regional	Arterial	<10% above speed limit	15.65%	15.67%	15.48%	17.32%	17.66%
60 km/h	Regional	Local	<10% above speed limit	21.99%	21.87%	23.85%	23.00%	23.62%
60 km/h	Urban	All	<10% above speed limit	11.62%	10.89%	10.00%	9.73%	10.59%
60 km/h	Urban	Arterial	<10% above speed limit	12.72%	11.77%	10.67%	10.30%	11.33%

60 km/h	Urban	Local	<10% above speed limit	9.39%	9.21%	8.79%	8.71%	9.26%
80 km/h	All	All	<10% above speed limit	22.35%	23.96%	26.14%	26.51%	25.03%
80 km/h	All	Arterial	<10% above speed limit	22.94%	24.64%	27.19%	27.44%	25.80%
80 km/h	All	Local	<10% above speed limit	16.23%	17.51%	16.97%	18.22%	18.31%
80 km/h	Regional	All	<10% above speed limit	25.80%	28.38%	28.91%	30.38%	30.87%
80 km/h	Regional	Arterial	<10% above speed limit	26.12%	28.83%	29.60%	30.99%	31.40%
80 km/h	Regional	Local	<10% above speed limit	18.74%	20.33%	19.44%	21.52%	23.31%
80 km/h	Urban	All	<10% above speed limit	21.82%	23.24%	25.65%	25.83%	23.99%
80 km/h	Urban	Arterial	<10% above speed limit	22.43%	23.92%	26.75%	26.79%	24.76%
80 km/h	Urban	Local	<10% above speed limit	16.05%	17.27%	16.70%	17.88%	17.79%
100 km/h	All	All	<10% above speed limit	43.83%	37.95%	30.91%	33.50%	44.08%
100 km/h	All	Arterial	<10% above speed limit	44.10%	38.25%	31.16%	33.74%	44.45%
100 km/h	All	Local	<10% above speed limit	12.36%	10.83%	11.94%	13.40%	13.52%
100 km/h	Regional	All	<10% above speed limit	30.26%	30.99%	32.71%	34.50%	38.15%
100 km/h	Regional	Arterial	<10% above speed limit	30.60%	31.39%	33.23%	34.99%	38.69%
100 km/h	Regional	Local	<10% above speed limit	13.93%	14.92%	15.72%	17.14%	17.41%
100 km/h	Urban	All	<10% above speed limit	47.86%	40.30%	30.23%	33.11%	46.42%
100 km/h	Urban	Arterial	<10% above speed limit	48.06%	40.52%	30.40%	33.28%	46.68%
100 km/h	Urban	Local	<10% above speed limit	10.53%	5.63%	5.83%	7.33%	7.56%
110 km/h	All	All	<10% above speed limit	38.78%	28.83%	17.43%	21.60%	22.11%
110 km/h	All	Arterial	<10% above speed limit	38.79%	28.84%	17.43%	21.61%	22.12%
110 km/h	All	Local	<10% above speed limit	0.35%	0.29%	0.21%	0.34%	0.46%
110 km/h	Regional	All	<10% above speed limit	39.70%	24.29%	20.72%	25.56%	27.04%
110 km/h	Regional	Arterial	<10% above speed limit	39.70%	24.29%	20.72%	25.56%	27.05%
110 km/h	Regional	Local	<10% above speed limit	1.35%	0.92%	0.83%	1.24%	1.45%
110 km/h	Urban	All	<10% above speed limit	38.66%	29.47%	16.91%	21.00%	21.33%
110 km/h	Urban	Arterial	<10% above speed limit	38.67%	29.48%	16.92%	21.01%	21.34%
110 km/h	Urban	Local	<10% above speed limit	0.31%	0.27%	0.19%	0.30%	0.41%
All	All	All	10-20% above speed limit	5.28%	3.99%	3.17%	3.18%	3.52%
All	All	Arterial	10-20% above speed limit	5.59%	4.06%	3.11%	3.11%	3.49%
All	All	Local	10-20% above speed limit	4.01%	3.75%	3.39%	3.43%	3.63%
All	Regional	All	10-20% above speed limit	5.15%	3.90%	3.52%	3.53%	3.88%
All	Regional	Arterial	10-20% above speed limit	5.16%	3.81%	3.39%	3.42%	3.76%
All	Regional	Local	10-20% above speed limit	5.08%	4.96%	4.92%	4.67%	5.27%
All	Urban	All	10-20% above speed limit	5.30%	4.00%	3.12%	3.13%	3.47%
All	Urban	Arterial	10-20% above speed limit	5.65%	4.09%	3.07%	3.06%	3.44%
All	Urban	Local	10-20% above speed limit	3.97%	3.69%	3.31%	3.36%	3.55%
40 km/h	All	All	10-20% above speed limit	7.19%	10.06%	9.93%	10.16%	8.46%
40 km/h	All	Local	10-20% above speed limit	7.19%	10.06%	9.93%	10.16%	8.46%
40 km/h	Regional	All	10-20% above speed limit	8.13%	8.06%	8.29%	7.47%	7.61%
40 km/h	Regional	Local	10-20% above speed limit	8.13%	8.06%	8.29%	7.47%	7.61%
40 km/h	Urban	All	10-20% above speed limit	7.15%	10.16%	10.03%	10.31%	8.50%
40 km/h	Urban	Local	10-20% above speed limit	7.15%	10.16%	10.03%	10.31%	8.50%
50 km/h	All	All	10-20% above speed limit	2.21%	1.71%	1.56%	1.62%	1.92%
50 km/h	All	Local	10-20% above speed limit	2.21%	1.71%	1.56%	1.62%	1.92%

50 km/h	Regional	All	10-20% above speed limit	3.36%	3.06%	2.61%	2.38%	2.71%
50 km/h	Regional	Local	10-20% above speed limit	3.36%	3.06%	2.61%	2.38%	2.71%
50 km/h	Urban	All	10-20% above speed limit	2.15%	1.62%	1.49%	1.56%	1.86%
50 km/h	Urban	Local	10-20% above speed limit	2.15%	1.62%	1.49%	1.56%	1.86%
60 km/h	All	All	10-20% above speed limit	5.32%	4.51%	3.86%	3.87%	4.35%
60 km/h	All	Arterial	10-20% above speed limit	5.84%	4.85%	4.04%	4.06%	4.66%
60 km/h	All	Local	10-20% above speed limit	4.25%	3.84%	3.54%	3.51%	3.80%
60 km/h	Regional	All	10-20% above speed limit	7.51%	6.95%	6.74%	7.19%	8.13%
60 km/h	Regional	Arterial	10-20% above speed limit	7.69%	6.88%	6.51%	7.36%	8.22%
60 km/h	Regional	Local	10-20% above speed limit	6.99%	7.16%	7.44%	6.65%	7.84%
60 km/h	Urban	All	10-20% above speed limit	5.24%	4.42%	3.74%	3.73%	4.20%
60 km/h	Urban	Arterial	10-20% above speed limit	5.77%	4.76%	3.91%	3.90%	4.48%
60 km/h	Urban	Local	10-20% above speed limit	4.18%	3.76%	3.43%	3.42%	3.69%
80 km/h	All	All	10-20% above speed limit	11.46%	10.84%	9.62%	9.36%	9.73%
80 km/h	All	Arterial	10-20% above speed limit	11.94%	11.42%	10.13%	9.82%	10.21%
80 km/h	All	Local	10-20% above speed limit	6.48%	5.33%	5.13%	5.28%	5.55%
80 km/h	Regional	All	10-20% above speed limit	10.95%	11.27%	11.78%	12.00%	12.68%
80 km/h	Regional	Arterial	10-20% above speed limit	11.00%	11.27%	11.76%	11.92%	12.65%
80 km/h	Regional	Local	10-20% above speed limit	9.80%	11.21%	12.11%	13.20%	13.17%
80 km/h	Urban	All	10-20% above speed limit	11.53%	10.77%	9.24%	8.89%	9.21%
80 km/h	Urban	Arterial	10-20% above speed limit	12.09%	11.44%	9.83%	9.43%	9.75%
80 km/h	Urban	Local	10-20% above speed limit	6.25%	4.84%	4.37%	4.44%	4.76%
100 km/h	All	All	10-20% above speed limit	3.46%	1.51%	0.77%	0.78%	1.00%
100 km/h	All	Arterial	10-20% above speed limit	3.48%	1.51%	0.77%	0.78%	1.00%
100 km/h	All	Local	10-20% above speed limit	1.80%	0.78%	0.55%	0.55%	0.63%
100 km/h	Regional	All	10-20% above speed limit	3.39%	2.01%	1.56%	1.45%	1.71%
100 km/h	Regional	Arterial	10-20% above speed limit	3.43%	2.03%	1.58%	1.47%	1.73%
100 km/h	Regional	Local	10-20% above speed limit	1.50%	0.91%	0.73%	0.68%	0.79%
100 km/h	Urban	All	10-20% above speed limit	3.48%	1.34%	0.48%	0.52%	0.72%
100 km/h	Urban	Arterial	10-20% above speed limit	3.49%	1.34%	0.48%	0.52%	0.72%
100 km/h	Urban	Local	10-20% above speed limit	2.16%	0.61%	0.27%	0.34%	0.39%
110 km/h	All	All	10-20% above speed limit	6.08%	2.73%	1.02%	1.25%	1.37%
110 km/h	All	Arterial	10-20% above speed limit	6.08%	2.73%	1.02%	1.25%	1.37%
110 km/h	All	Local	10-20% above speed limit	0.08%	0.09%	0.11%	0.13%	0.17%
110 km/h	Regional	All	10-20% above speed limit	6.74%	2.36%	0.70%	0.94%	0.91%
110 km/h	Regional	Arterial	10-20% above speed limit	6.74%	2.36%	0.70%	0.94%	0.91%
110 km/h	Regional	Local	10-20% above speed limit	0.22%	0.21%	0.24%	0.21%	0.25%
110 km/h	Urban	All	10-20% above speed limit	6.00%	2.78%	1.07%	1.29%	1.44%
110 km/h	Urban	Arterial	10-20% above speed limit	6.00%	2.78%	1.07%	1.29%	1.44%
110 km/h	Urban	Local	10-20% above speed limit	0.07%	0.08%	0.10%	0.13%	0.17%
All	All	All	>20% above speed limit	4.76%	2.50%	1.22%	1.23%	1.81%
All	All	Arterial	>20% above speed limit	4.88%	2.44%	1.00%	1.02%	1.68%
All	All	Local	>20% above speed limit	4.27%	2.71%	2.01%	2.01%	2.28%
All	Regional	All	>20% above speed limit	7.93%	3.23%	1.30%	1.22%	1.32%
All	Regional	Arterial	>20% above speed limit	8.17%	3.20%	1.14%	1.08%	1.20%

All	Regional	Local	>20% above speed limit	4.95%	3.59%	2.96%	2.76%	2.75%
All	Urban	All	>20% above speed limit	4.39%	2.40%	1.21%	1.24%	1.88%
All	Urban	Arterial	>20% above speed limit	4.43%	2.33%	0.98%	1.01%	1.77%
All	Urban	Local	>20% above speed limit	4.24%	2.67%	1.96%	1.98%	2.26%
40 km/h	All	All	>20% above speed limit	19.46%	12.07%	9.05%	9.04%	12.56%
40 km/h	All	Local	>20% above speed limit	19.46%	12.07%	9.05%	9.04%	12.56%
40 km/h	Regional	All	>20% above speed limit	7.38%	6.87%	6.61%	6.02%	5.88%
40 km/h	Regional	Local	>20% above speed limit	7.38%	6.87%	6.61%	6.02%	5.88%
40 km/h	Urban	All	>20% above speed limit	20.00%	12.33%	9.20%	9.21%	12.91%
40 km/h	Urban	Local	>20% above speed limit	20.00%	12.33%	9.20%	9.21%	12.91%
50 km/h	All	All	>20% above speed limit	2.30%	1.71%	1.55%	1.68%	1.86%
50 km/h	All	Local	>20% above speed limit	2.30%	1.71%	1.55%	1.68%	1.86%
50 km/h	Regional	All	>20% above speed limit	4.82%	3.83%	2.84%	2.64%	2.84%
50 km/h	Regional	Local	>20% above speed limit	4.82%	3.83%	2.84%	2.64%	2.84%
50 km/h	Urban	All	>20% above speed limit	2.15%	1.58%	1.46%	1.61%	1.80%
50 km/h	Urban	Local	>20% above speed limit	2.15%	1.58%	1.46%	1.61%	1.80%
60 km/h	All	All	>20% above speed limit	4.03%	2.54%	1.67%	1.69%	1.95%
60 km/h	All	Arterial	>20% above speed limit	4.26%	2.72%	1.76%	1.77%	2.07%
60 km/h	All	Local	>20% above speed limit	3.55%	2.19%	1.51%	1.54%	1.71%
60 km/h	Regional	All	>20% above speed limit	8.17%	5.57%	4.52%	4.27%	4.53%
60 km/h	Regional	Arterial	>20% above speed limit	9.32%	6.12%	4.89%	4.64%	5.02%
60 km/h	Regional	Local	>20% above speed limit	4.62%	3.79%	3.36%	3.13%	2.89%
60 km/h	Urban	All	>20% above speed limit	3.89%	2.43%	1.55%	1.58%	1.84%
60 km/h	Urban	Arterial	>20% above speed limit	4.07%	2.57%	1.61%	1.63%	1.93%
60 km/h	Urban	Local	>20% above speed limit	3.52%	2.15%	1.45%	1.49%	1.68%
80 km/h	All	All	>20% above speed limit	10.87%	6.67%	2.54%	2.60%	6.52%
80 km/h	All	Arterial	>20% above speed limit	11.42%	7.16%	2.69%	2.75%	7.11%
80 km/h	All	Local	>20% above speed limit	5.18%	2.00%	1.21%	1.25%	1.36%
80 km/h	Regional	All	>20% above speed limit	9.39%	4.97%	3.00%	2.78%	3.17%
80 km/h	Regional	Arterial	>20% above speed limit	9.50%	4.96%	2.84%	2.61%	3.03%
80 km/h	Regional	Local	>20% above speed limit	7.05%	5.24%	5.31%	5.24%	5.21%
80 km/h	Urban	All	>20% above speed limit	11.09%	6.95%	2.45%	2.56%	7.11%
80 km/h	Urban	Arterial	>20% above speed limit	11.73%	7.54%	2.66%	2.77%	7.87%
80 km/h	Urban	Local	>20% above speed limit	5.05%	1.73%	0.77%	0.83%	0.96%
100 km/h	All	All	>20% above speed limit	5.02%	1.54%	0.20%	0.21%	0.26%
100 km/h	All	Arterial	>20% above speed limit	5.04%	1.55%	0.20%	0.21%	0.26%
100 km/h	All	Local	>20% above speed limit	3.56%	0.94%	0.16%	0.15%	0.16%
100 km/h	Regional	All	>20% above speed limit	8.69%	2.77%	0.39%	0.39%	0.44%
100 km/h	Regional	Arterial	>20% above speed limit	8.78%	2.81%	0.40%	0.40%	0.45%
100 km/h	Regional	Local	>20% above speed limit	4.31%	1.17%	0.19%	0.16%	0.17%
100 km/h	Urban	All	>20% above speed limit	3.93%	1.13%	0.12%	0.14%	0.19%
100 km/h	Urban	Arterial	>20% above speed limit	3.94%	1.13%	0.12%	0.14%	0.19%
100 km/h	Urban	Local	>20% above speed limit	2.67%	0.65%	0.11%	0.13%	0.14%
110 km/h	All	All	>20% above speed limit	0.01%	0.01%	0.00%	0.00%	0.01%
110 km/h	All	Arterial	>20% above speed limit	0.01%	0.01%	0.00%	0.00%	0.01%

110 km/h	All	Local	>20% above speed limit	0.01%	0.00%	0.00%	0.01%	0.01%
110 km/h	Regional	All	>20% above speed limit	0.02%	0.01%	0.01%	0.02%	0.02%
110 km/h	Regional	Arterial	>20% above speed limit	0.02%	0.01%	0.01%	0.02%	0.02%
110 km/h	Regional	Local	>20% above speed limit	0.00%	0.01%	0.03%	0.01%	0.02%
110 km/h	Urban	All	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	Urban	Arterial	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	Urban	Local	>20% above speed limit	0.01%	0.00%	0.00%	0.01%	0.01%

Table 6.5: Average speed when speeding, urban, regional and all areas, local, arterial and all roads, Queensland, 2016 to 2020

Speed limit	Area	Road type	Type	2016	2017	2018	2019	2020
40 km/h	All	All	All speeding	51.7	48.6	47.8	48.0	49.6
40 km/h	All	Local	All speeding	51.7	48.6	47.8	48.0	49.6
40 km/h	Regional	All	All speeding	46.6	46.4	46.4	46.2	46.1
40 km/h	Regional	Local	All speeding	46.6	46.4	46.4	46.2	46.1
40 km/h	Urban	All	All speeding	51.8	48.7	47.9	48.0	49.8
40 km/h	Urban	Local	All speeding	51.8	48.7	47.9	48.0	49.8
50 km/h	All	All	All speeding	57.0	56.5	56.4	57.1	56.7
50 km/h	All	Local	All speeding	57.0	56.5	56.4	57.1	56.7
50 km/h	Regional	All	All speeding	57.8	57.1	56.3	56.4	56.2
50 km/h	Regional	Local	All speeding	57.8	57.1	56.3	56.4	56.2
50 km/h	Urban	All	All speeding	56.9	56.4	56.4	57.1	56.8
50 km/h	Urban	Local	All speeding	56.9	56.4	56.4	57.1	56.8
60 km/h	All	All	All speeding	68.0	66.9	66.1	66.3	66.4
60 km/h	All	Arterial	All speeding	68.0	67.0	66.2	66.4	66.5
60 km/h	All	Local	All speeding	68.1	66.8	66.0	66.2	66.2
60 km/h	Regional	All	All speeding	68.8	67.4	66.7	66.4	66.4
60 km/h	Regional	Arterial	All speeding	69.6	67.9	67.1	66.7	66.8
60 km/h	Regional	Local	All speeding	66.3	66.0	65.6	65.5	65.3
60 km/h	Urban	All	All speeding	68.0	66.9	66.1	66.3	66.4
60 km/h	Urban	Arterial	All speeding	67.9	66.9	66.1	66.3	66.5
60 km/h	Urban	Local	All speeding	68.2	66.8	66.1	66.3	66.3
80 km/h	All	All	All speeding	92.8	90.0	87.6	87.7	89.4
80 km/h	All	Arterial	All speeding	92.9	90.2	87.7	87.8	89.6
80 km/h	All	Local	All speeding	89.8	86.9	86.2	86.2	86.4
80 km/h	Regional	All	All speeding	90.4	87.9	86.8	86.7	86.9
80 km/h	Regional	Arterial	All speeding	90.4	87.9	86.7	86.6	86.8
80 km/h	Regional	Local	All speeding	90.2	88.6	88.7	88.4	88.4
80 km/h	Urban	All	All speeding	93.1	90.4	87.8	87.9	89.9
80 km/h	Urban	Arterial	All speeding	93.4	90.6	87.9	88.0	90.2
80 km/h	Urban	Local	All speeding	89.8	86.7	85.7	85.8	86.0
100 km/h	All	All	All speeding	112.0	107.5	104.9	105.1	105.8
100 km/h	All	Arterial	All speeding	112.1	107.5	104.9	105.1	105.8

100 km/h	All	Local	All speeding	110.1	106.0	104.1	104.1	104.2
100 km/h	Regional	All	All speeding	110.3	106.2	104.2	104.0	104.2
100 km/h	Regional	Arterial	All speeding	110.3	106.2	104.2	104.0	104.2
100 km/h	Regional	Local	All speeding	109.9	105.6	104.0	103.9	104.1
100 km/h	Urban	All	All speeding	112.5	107.9	105.2	105.6	106.4
100 km/h	Urban	Arterial	All speeding	112.5	107.9	105.2	105.6	106.4
100 km/h	Urban	Local	All speeding	110.4	107.1	104.4	104.5	104.6
110 km/h	All	All	All speeding	120.5	118.3	116.9	117.3	117.8
110 km/h	All	Arterial	All speeding	120.5	118.3	116.9	117.3	117.8
110 km/h	All	Local	All speeding	117.1	117.3	118.9	118.5	118.3
110 km/h	Regional	All	All speeding	119.0	116.7	114.8	115.7	115.8
110 km/h	Regional	Arterial	All speeding	119.0	116.7	114.8	115.7	115.8
110 km/h	Regional	Local	All speeding	115.4	116.8	117.2	116.2	116.2
110 km/h	Urban	All	All speeding	120.7	118.5	117.3	117.6	118.2
110 km/h	Urban	Arterial	All speeding	120.7	118.5	117.3	117.6	118.2
110 km/h	Urban	Local	All speeding	117.4	117.4	119.2	118.9	118.7
40 km/h	All	All	<10% above speed limit	42.9	43.4	43.5	43.5	43.5
40 km/h	All	Local	<10% above speed limit	42.9	43.4	43.5	43.5	43.5
40 km/h	Regional	All	<10% above speed limit	42.4	42.4	42.4	42.4	42.4
40 km/h	Regional	Local	<10% above speed limit	42.4	42.4	42.4	42.4	42.4
40 km/h	Urban	All	<10% above speed limit	42.9	43.5	43.5	43.5	43.6
40 km/h	Urban	Local	<10% above speed limit	42.9	43.5	43.5	43.5	43.6
50 km/h	All	All	<10% above speed limit	53.2	52.9	52.9	53.0	53.2
50 km/h	All	Local	<10% above speed limit	53.2	52.9	52.9	53.0	53.2
50 km/h	Regional	All	<10% above speed limit	52.7	52.7	52.6	52.6	52.7
50 km/h	Regional	Local	<10% above speed limit	52.7	52.7	52.6	52.6	52.7
50 km/h	Urban	All	<10% above speed limit	53.2	52.9	52.9	53.0	53.2
50 km/h	Urban	Local	<10% above speed limit	53.2	52.9	52.9	53.0	53.2
60 km/h	All	All	<10% above speed limit	63.6	63.5	63.5	63.5	63.6
60 km/h	All	Arterial	<10% above speed limit	63.7	63.6	63.5	63.6	63.7
60 km/h	All	Local	<10% above speed limit	63.4	63.4	63.3	63.4	63.4
60 km/h	Regional	All	<10% above speed limit	63.1	63.1	63.1	63.1	63.2
60 km/h	Regional	Arterial	<10% above speed limit	63.1	63.1	63.1	63.1	63.2
60 km/h	Regional	Local	<10% above speed limit	63.0	63.0	63.1	63.0	63.1
60 km/h	Urban	All	<10% above speed limit	63.7	63.5	63.5	63.5	63.7
60 km/h	Urban	Arterial	<10% above speed limit	63.7	63.6	63.5	63.6	63.8
60 km/h	Urban	Local	<10% above speed limit	63.5	63.4	63.4	63.4	63.4
80 km/h	All	All	<10% above speed limit	85.5	85.1	85.0	85.1	85.1
80 km/h	All	Arterial	<10% above speed limit	85.5	85.2	85.1	85.2	85.2
80 km/h	All	Local	<10% above speed limit	84.3	84.0	84.0	84.0	84.2
80 km/h	Regional	All	<10% above speed limit	84.1	84.1	84.1	84.1	84.3
80 km/h	Regional	Arterial	<10% above speed limit	84.1	84.1	84.1	84.1	84.3
80 km/h	Regional	Local	<10% above speed limit	84.0	84.0	84.2	84.2	84.5
80 km/h	Urban	All	<10% above speed limit	85.7	85.3	85.2	85.3	85.3
80 km/h	Urban	Arterial	<10% above speed limit	85.8	85.4	85.3	85.4	85.4

80 km/h	Urban	Local	<10% above speed limit	84.3	84.0	84.0	84.0	84.1
100 km/h	All	All	<10% above speed limit	109.7	106.3	104.5	104.8	105.5
100 km/h	All	Arterial	<10% above speed limit	109.7	106.3	104.5	104.8	105.5
100 km/h	All	Local	<10% above speed limit	104.1	103.5	103.4	103.4	103.5
100 km/h	Regional	All	<10% above speed limit	104.4	103.7	103.4	103.4	103.5
100 km/h	Regional	Arterial	<10% above speed limit	104.4	103.7	103.4	103.4	103.5
100 km/h	Regional	Local	<10% above speed limit	103.6	103.4	103.3	103.3	103.4
100 km/h	Urban	All	<10% above speed limit	110.6	107.0	105.0	105.4	106.2
100 km/h	Urban	Arterial	<10% above speed limit	110.7	107.0	105.0	105.4	106.2
100 km/h	Urban	Local	<10% above speed limit	105.0	103.8	103.5	103.6	103.7
110 km/h	All	All	<10% above speed limit	119.3	117.4	116.4	116.8	117.2
110 km/h	All	Arterial	<10% above speed limit	119.3	117.4	116.4	116.8	117.2
110 km/h	All	Local	<10% above speed limit	114.0	113.7	114.3	114.5	114.6
110 km/h	Regional	All	<10% above speed limit	117.4	115.5	114.4	115.3	115.4
110 km/h	Regional	Arterial	<10% above speed limit	117.4	115.5	114.4	115.3	115.4
110 km/h	Regional	Local	<10% above speed limit	113.5	113.7	113.5	114.1	114.1
110 km/h	Urban	All	<10% above speed limit	119.5	117.6	116.7	117.0	117.6
110 km/h	Urban	Arterial	<10% above speed limit	119.5	117.6	116.7	117.1	117.6
110 km/h	Urban	Local	<10% above speed limit	114.0	113.7	114.4	114.6	114.7
40 km/h	All	All	10-20% above speed limit	47.4	47.9	47.8	47.8	48.0
40 km/h	All	Local	10-20% above speed limit	47.4	47.9	47.8	47.8	48.0
40 km/h	Regional	All	10-20% above speed limit	46.2	46.2	46.2	46.3	46.3
40 km/h	Regional	Local	10-20% above speed limit	46.2	46.2	46.2	46.3	46.3
40 km/h	Urban	All	10-20% above speed limit	47.5	48.0	47.8	47.8	48.1
40 km/h	Urban	Local	10-20% above speed limit	47.5	48.0	47.8	47.8	48.1
50 km/h	All	All	10-20% above speed limit	58.1	57.9	57.9	58.0	58.2
50 km/h	All	Local	10-20% above speed limit	58.1	57.9	57.9	58.0	58.2
50 km/h	Regional	All	10-20% above speed limit	57.7	57.7	57.7	57.8	57.8
50 km/h	Regional	Local	10-20% above speed limit	57.7	57.7	57.7	57.8	57.8
50 km/h	Urban	All	10-20% above speed limit	58.1	57.9	57.9	58.0	58.2
50 km/h	Urban	Local	10-20% above speed limit	58.1	57.9	57.9	58.0	58.2
60 km/h	All	All	10-20% above speed limit	69.8	69.6	69.4	69.4	69.6
60 km/h	All	Arterial	10-20% above speed limit	69.9	69.7	69.4	69.5	69.7
60 km/h	All	Local	10-20% above speed limit	69.6	69.4	69.3	69.3	69.4
60 km/h	Regional	All	10-20% above speed limit	69.1	69.1	69.1	69.1	69.1
60 km/h	Regional	Arterial	10-20% above speed limit	69.2	69.1	69.1	69.1	69.1
60 km/h	Regional	Local	10-20% above speed limit	68.9	68.9	68.9	69.0	68.9
60 km/h	Urban	All	10-20% above speed limit	69.8	69.6	69.4	69.5	69.7
60 km/h	Urban	Arterial	10-20% above speed limit	69.9	69.7	69.5	69.5	69.8
60 km/h	Urban	Local	10-20% above speed limit	69.6	69.4	69.3	69.3	69.4
80 km/h	All	All	10-20% above speed limit	95.3	94.2	93.1	92.9	93.4
80 km/h	All	Arterial	10-20% above speed limit	95.4	94.3	93.2	93.0	93.5
80 km/h	All	Local	10-20% above speed limit	92.6	92.0	91.8	91.8	91.9
80 km/h	Regional	All	10-20% above speed limit	92.2	92.0	91.8	91.7	91.8
80 km/h	Regional	Arterial	10-20% above speed limit	92.2	92.0	91.8	91.7	91.8

80 km/h	Regional	Local	10-20% above speed limit	91.9	91.9	92.1	92.1	92.3
80 km/h	Urban	All	10-20% above speed limit	95.7	94.5	93.4	93.2	93.8
80 km/h	Urban	Arterial	10-20% above speed limit	95.9	94.6	93.5	93.2	93.9
80 km/h	Urban	Local	10-20% above speed limit	92.7	92.0	91.6	91.7	91.8
100 km/h	All	All	10-20% above speed limit	119.1	117.4	114.5	114.6	114.8
100 km/h	All	Arterial	10-20% above speed limit	119.1	117.4	114.5	114.6	114.8
100 km/h	All	Local	10-20% above speed limit	116.4	115.1	114.0	114.0	114.0
100 km/h	Regional	All	10-20% above speed limit	116.5	115.5	114.1	114.0	114.1
100 km/h	Regional	Arterial	10-20% above speed limit	116.6	115.5	114.1	114.0	114.1
100 km/h	Regional	Local	10-20% above speed limit	115.3	114.3	113.8	113.8	113.9
100 km/h	Urban	All	10-20% above speed limit	119.9	118.3	115.1	115.2	115.4
100 km/h	Urban	Arterial	10-20% above speed limit	119.9	118.3	115.1	115.2	115.4
100 km/h	Urban	Local	10-20% above speed limit	117.3	116.6	114.8	114.6	114.6
110 km/h	All	All	10-20% above speed limit	128.1	127.5	126.2	126.2	126.4
110 km/h	All	Arterial	10-20% above speed limit	128.1	127.5	126.2	126.2	126.4
110 km/h	All	Local	10-20% above speed limit	128.3	128.5	127.7	127.2	127.6
110 km/h	Regional	All	10-20% above speed limit	128.4	128.0	126.2	126.1	126.1
110 km/h	Regional	Arterial	10-20% above speed limit	128.4	128.0	126.2	126.1	126.1
110 km/h	Regional	Local	10-20% above speed limit	127.1	128.7	128.6	127.4	126.0
110 km/h	Urban	All	10-20% above speed limit	128.1	127.5	126.2	126.2	126.4
110 km/h	Urban	Arterial	10-20% above speed limit	128.1	127.5	126.2	126.2	126.4
110 km/h	Urban	Local	10-20% above speed limit	128.5	128.5	127.6	127.1	127.7
40 km/h	All	All	>20% above speed limit	57.7	55.1	54.7	55.3	56.6
40 km/h	All	Local	>20% above speed limit	57.7	55.1	54.7	55.3	56.6
40 km/h	Regional	All	>20% above speed limit	56.2	55.7	55.9	56.1	56.1
40 km/h	Regional	Local	>20% above speed limit	56.2	55.7	55.9	56.1	56.1
40 km/h	Urban	All	>20% above speed limit	57.8	55.1	54.6	55.2	56.6
40 km/h	Urban	Local	>20% above speed limit	57.8	55.1	54.6	55.2	56.6
50 km/h	All	All	>20% above speed limit	66.6	66.4	66.4	68.9	66.4
50 km/h	All	Local	>20% above speed limit	66.6	66.4	66.4	68.9	66.4
50 km/h	Regional	All	>20% above speed limit	68.0	67.5	66.6	67.4	66.8
50 km/h	Regional	Local	>20% above speed limit	68.0	67.5	66.6	67.4	66.8
50 km/h	Urban	All	>20% above speed limit	66.4	66.3	66.3	69.1	66.3
50 km/h	Urban	Local	>20% above speed limit	66.4	66.3	66.3	69.1	66.3
60 km/h	All	All	>20% above speed limit	81.9	81.4	80.5	81.5	80.5
60 km/h	All	Arterial	>20% above speed limit	81.7	81.4	80.6	81.4	80.5
60 km/h	All	Local	>20% above speed limit	82.3	81.5	80.4	81.7	80.5
60 km/h	Regional	All	>20% above speed limit	83.1	81.7	80.6	80.3	79.7
60 km/h	Regional	Arterial	>20% above speed limit	83.2	81.6	80.3	80.0	79.6
60 km/h	Regional	Local	>20% above speed limit	82.6	82.5	81.8	82.1	80.0
60 km/h	Urban	All	>20% above speed limit	81.8	81.4	80.5	81.6	80.6
60 km/h	Urban	Arterial	>20% above speed limit	81.5	81.4	80.7	81.6	80.6
60 km/h	Urban	Local	>20% above speed limit	82.3	81.4	80.3	81.7	80.5
80 km/h	All	All	>20% above speed limit	108.2	105.3	102.0	103.2	103.6
80 km/h	All	Arterial	>20% above speed limit	108.3	105.3	102.0	103.2	103.6

80 km/h	All	Local	>20% above speed limit	106.9	105.6	102.3	103.4	102.6
80 km/h	Regional	All	>20% above speed limit	109.0	105.8	101.3	101.5	101.5
80 km/h	Regional	Arterial	>20% above speed limit	109.0	106.0	101.3	101.6	101.5
80 km/h	Regional	Local	>20% above speed limit	108.1	103.7	101.5	101.2	101.3
80 km/h	Urban	All	>20% above speed limit	108.1	105.2	102.2	103.5	103.8
80 km/h	Urban	Arterial	>20% above speed limit	108.2	105.2	102.1	103.4	103.8
80 km/h	Urban	Local	>20% above speed limit	106.8	106.1	102.9	104.8	103.3
100 km/h	All	All	>20% above speed limit	128.6	128.4	126.3	126.5	126.2
100 km/h	All	Arterial	>20% above speed limit	128.6	128.4	126.3	126.5	126.2
100 km/h	All	Local	>20% above speed limit	128.2	128.1	126.3	128.3	126.2
100 km/h	Regional	All	>20% above speed limit	128.8	128.6	126.1	126.4	126.0
100 km/h	Regional	Arterial	>20% above speed limit	128.8	128.6	126.1	126.4	126.0
100 km/h	Regional	Local	>20% above speed limit	128.7	128.5	126.0	127.8	125.9
100 km/h	Urban	All	>20% above speed limit	128.4	128.2	126.5	126.7	126.4
100 km/h	Urban	Arterial	>20% above speed limit	128.4	128.2	126.5	126.7	126.4
100 km/h	Urban	Local	>20% above speed limit	127.1	127.1	127.0	129.3	126.8
110 km/h	All	All	>20% above speed limit	139.7	138.5	140.6	142.9	139.3
110 km/h	All	Arterial	>20% above speed limit	139.7	138.5	140.6	142.9	139.3
110 km/h	All	Local	>20% above speed limit	140.0	143.5	148.0	140.1	141.2
110 km/h	Regional	All	>20% above speed limit	140.1	137.8	140.8	141.5	138.2
110 km/h	Regional	Arterial	>20% above speed limit	140.1	137.8	140.8	141.5	138.2
110 km/h	Regional	Local	>20% above speed limit	NA	141.0	148.0	140.7	139.0
110 km/h	Urban	All	>20% above speed limit	139.6	138.8	140.4	144.2	140.0
110 km/h	Urban	Arterial	>20% above speed limit	139.6	138.8	140.4	144.2	140.0
110 km/h	Urban	Local	>20% above speed limit	140.0	143.7	NA	140.0	141.8

A2.2 Brisbane summary speed tables

Table 6.6: Average speed, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020

Speed limit	Area	Road type	2016	2017	2018	2019	2020
All	All	All	53.9	53.0	51.1	52.4	53.4
All	All	Arterial	63.9	63.1	62.0	62.5	63.8
All	All	Local	35.9	35.5	34.1	35.2	35.2
All	Regional	All	73.9	73.0	71.1	73.1	72.4
All	Regional	Arterial	78.2	77.5	76.8	77.7	76.9
All	Regional	Local	46.2	46.5	44.6	46.9	46.3
All	Urban	All	53.1	52.2	50.3	51.6	52.7
All	Urban	Arterial	63.2	62.3	61.2	61.7	63.2
All	Urban	Local	35.7	35.3	33.9	35.0	35.0
40 km/h	All	All	25.1	24.5	23.8	24.5	24.4
40 km/h	All	Local	25.1	24.5	23.8	24.5	24.4
40 km/h	Regional	All	29.3	27.2	26.5	30.1	29.4
40 km/h	Regional	Local	29.3	27.2	26.5	30.1	29.4
40 km/h	Urban	All	25.0	24.5	23.7	24.5	24.4
40 km/h	Urban	Local	25.0	24.5	23.7	24.5	24.4
50 km/h	All	All	25.5	25.4	24.5	25.4	25.0
50 km/h	All	Local	25.5	25.4	24.5	25.4	25.0
50 km/h	Regional	All	31.1	31.3	29.9	31.5	31.1
50 km/h	Regional	Local	31.1	31.3	29.9	31.5	31.1
50 km/h	Urban	All	25.4	25.3	24.4	25.3	24.9
50 km/h	Urban	Local	25.4	25.3	24.4	25.3	24.9
60 km/h	All	All	40.8	40.3	39.8	39.6	40.0
60 km/h	All	Arterial	41.4	40.6	40.0	39.8	40.3
60 km/h	All	Local	40.0	39.9	39.6	39.4	39.5
60 km/h	Regional	All	48.1	46.7	46.7	47.0	46.2
60 km/h	Regional	Arterial	48.5	47.0	47.2	47.4	46.6
60 km/h	Regional	Local	45.5	45.0	44.4	45.2	43.9
60 km/h	Urban	All	40.7	40.2	39.7	39.5	39.9
60 km/h	Urban	Arterial	41.3	40.4	39.8	39.6	40.2
60 km/h	Urban	Local	40.0	39.8	39.5	39.4	39.5
80 km/h	All	All	68.3	67.6	66.0	66.4	68.0
80 km/h	All	Arterial	69.1	68.4	66.8	67.1	69.0
80 km/h	All	Local	63.0	62.4	61.5	62.2	61.7
80 km/h	Regional	All	71.7	71.2	69.3	71.0	70.7
80 km/h	Regional	Arterial	72.7	72.5	70.5	72.0	71.7
80 km/h	Regional	Local	58.6	56.8	57.8	59.9	60.5
80 km/h	Urban	All	68.0	67.3	65.7	66.0	67.7
80 km/h	Urban	Arterial	68.8	68.1	66.4	66.6	68.8
80 km/h	Urban	Local	63.1	62.6	61.7	62.3	61.8

100 km/h	All	All	89.6	88.2	86.9	88.4	90.8
100 km/h	All	Arterial	89.8	88.5	87.3	88.6	91.1
100 km/h	All	Local	72.6	71.6	68.1	71.5	70.1
100 km/h	Regional	All	88.5	87.7	86.2	87.9	86.9
100 km/h	Regional	Arterial	90.1	89.3	88.5	89.6	88.6
100 km/h	Regional	Local	66.3	67.4	63.9	67.4	66.5
100 km/h	Urban	All	89.7	88.3	87.0	88.4	91.3
100 km/h	Urban	Arterial	89.8	88.4	87.1	88.5	91.4
100 km/h	Urban	Local	78.9	76.4	74.1	76.3	74.2
110 km/h	All	All	101.1	100.4	99.7	101.0	100.6
110 km/h	All	Arterial	101.1	100.4	99.7	101.0	100.6
110 km/h	All	Local	NA	NA	49.0	NA	NA
110 km/h	Urban	All	101.1	100.4	99.7	101.0	100.6
110 km/h	Urban	Arterial	101.1	100.4	99.7	101.0	100.6
110 km/h	Urban	Local	NA	NA	49.0	NA	NA

Table 6.7: Percentage of speed limit, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020

Speed limit	Area	Road type	2016	2017	2018	2019	2020
All	All	All	73.3%	72.2%	70.5%	71.5%	72.5%
All	All	Arterial	79.3%	78.1%	76.9%	77.2%	78.8%
All	All	Local	62.4%	62.1%	60.4%	61.6%	61.4%
All	Regional	All	85.3%	84.3%	82.5%	84.5%	83.7%
All	Regional	Arterial	88.0%	87.1%	86.3%	87.3%	86.4%
All	Regional	Local	68.0%	67.8%	65.3%	68.6%	67.7%
All	Urban	All	72.8%	71.8%	70.0%	71.0%	72.0%
All	Urban	Arterial	78.8%	77.6%	76.4%	76.7%	78.4%
All	Urban	Local	62.4%	62.0%	60.3%	61.5%	61.3%
40 km/h	All	All	62.7%	61.3%	59.4%	61.3%	61.1%
40 km/h	All	Local	62.7%	61.3%	59.4%	61.3%	61.1%
40 km/h	Regional	All	73.2%	68.0%	66.4%	75.2%	73.6%
40 km/h	Regional	Local	73.2%	68.0%	66.4%	75.2%	73.6%
40 km/h	Urban	All	62.6%	61.2%	59.3%	61.1%	60.9%
40 km/h	Urban	Local	62.6%	61.2%	59.3%	61.1%	60.9%
50 km/h	All	All	50.9%	50.8%	49.0%	50.8%	50.0%
50 km/h	All	Local	50.9%	50.8%	49.0%	50.8%	50.0%
50 km/h	Regional	All	62.1%	62.7%	59.7%	62.9%	62.1%
50 km/h	Regional	Local	62.1%	62.7%	59.7%	62.9%	62.1%
50 km/h	Urban	All	50.7%	50.7%	48.8%	50.6%	49.8%

50 km/h	Urban	Local	50.7%	50.7%	48.8%	50.6%	49.8%
60 km/h	All	All	68.1%	67.1%	66.4%	66.0%	66.6%
60 km/h	All	Arterial	69.1%	67.6%	66.7%	66.3%	67.2%
60 km/h	All	Local	66.7%	66.4%	66.0%	65.7%	65.9%
60 km/h	Regional	All	80.1%	77.8%	77.8%	78.4%	77.0%
60 km/h	Regional	Arterial	80.9%	78.3%	78.6%	78.9%	77.7%
60 km/h	Regional	Local	75.9%	75.0%	74.0%	75.3%	73.2%
60 km/h	Urban	All	67.9%	66.9%	66.2%	65.8%	66.5%
60 km/h	Urban	Arterial	68.8%	67.4%	66.4%	66.0%	66.9%
60 km/h	Urban	Local	66.7%	66.4%	65.9%	65.7%	65.8%
80 km/h	All	All	85.3%	84.5%	82.5%	83.0%	85.0%
80 km/h	All	Arterial	86.4%	85.5%	83.5%	83.9%	86.3%
80 km/h	All	Local	78.7%	78.0%	76.8%	77.7%	77.1%
80 km/h	Regional	All	89.6%	89.0%	86.6%	88.8%	88.4%
80 km/h	Regional	Arterial	90.9%	90.6%	88.2%	90.0%	89.6%
80 km/h	Regional	Local	73.2%	70.9%	72.3%	74.9%	75.7%
80 km/h	Urban	All	85.0%	84.1%	82.1%	82.5%	84.7%
80 km/h	Urban	Arterial	86.0%	85.1%	83.0%	83.3%	86.0%
80 km/h	Urban	Local	78.9%	78.3%	77.1%	77.9%	77.2%
100 km/h	All	All	89.6%	88.2%	86.9%	88.4%	90.8%
100 km/h	All	Arterial	89.8%	88.5%	87.3%	88.6%	91.1%
100 km/h	All	Local	72.6%	71.6%	68.1%	71.5%	70.1%
100 km/h	Regional	All	88.5%	87.7%	86.2%	87.9%	86.9%
100 km/h	Regional	Arterial	90.1%	89.3%	88.5%	89.6%	88.6%
100 km/h	Regional	Local	66.3%	67.4%	63.9%	67.4%	66.5%
100 km/h	Urban	All	89.7%	88.3%	87.0%	88.4%	91.3%
100 km/h	Urban	Arterial	89.8%	88.4%	87.1%	88.5%	91.4%
100 km/h	Urban	Local	78.9%	76.4%	74.1%	76.3%	74.2%
110 km/h	All	All	91.9%	91.3%	90.7%	91.9%	91.5%
110 km/h	All	Arterial	91.9%	91.3%	90.7%	91.9%	91.5%
110 km/h	All	Local	NA	NA	44.6%	NA	NA
110 km/h	Urban	All	91.9%	91.3%	90.7%	91.9%	91.5%
110 km/h	Urban	Arterial	91.9%	91.3%	90.7%	91.9%	91.5%
110 km/h	Urban	Local	NA	NA	44.6%	NA	NA

Table 6.8: Compliance with speed limits, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020

Speed limit	Area	Road type	Type	2016	2017	2018	2019	2020
All	All	All	Compliance	64.83%	71.36%	77.13%	75.94%	70.62%
All	All	Arterial	Compliance	60.69%	68.04%	74.68%	73.19%	66.62%
All	All	Local	Compliance	81.51%	83.95%	85.72%	85.77%	84.86%
All	Regional	All	Compliance	55.55%	60.93%	64.24%	62.94%	63.35%
All	Regional	Arterial	Compliance	55.09%	60.38%	63.61%	62.31%	62.82%
All	Regional	Local	Compliance	73.36%	77.99%	79.22%	79.24%	78.99%
All	Urban	All	Compliance	65.05%	71.63%	77.47%	76.29%	70.82%
All	Urban	Arterial	Compliance	60.85%	68.29%	75.05%	73.54%	66.74%
All	Urban	Local	Compliance	81.53%	83.98%	85.75%	85.80%	84.88%
40 km/h	All	All	Compliance	60.61%	64.81%	68.79%	68.26%	66.85%
40 km/h	All	Local	Compliance	60.61%	64.81%	68.79%	68.26%	66.85%
40 km/h	Regional	All	Compliance	87.56%	91.98%	92.19%	90.57%	92.99%
40 km/h	Regional	Local	Compliance	87.56%	91.98%	92.19%	90.57%	92.99%
40 km/h	Urban	All	Compliance	60.50%	64.67%	68.65%	68.15%	66.74%
40 km/h	Urban	Local	Compliance	60.50%	64.67%	68.65%	68.15%	66.74%
50 km/h	All	All	Compliance	88.74%	91.44%	92.51%	92.37%	90.91%
50 km/h	All	Local	Compliance	88.74%	91.44%	92.51%	92.37%	90.91%
50 km/h	Regional	All	Compliance	78.47%	80.31%	81.20%	82.39%	80.43%
50 km/h	Regional	Local	Compliance	78.47%	80.31%	81.20%	82.39%	80.43%
50 km/h	Urban	All	Compliance	88.81%	91.52%	92.60%	92.45%	91.00%
50 km/h	Urban	Local	Compliance	88.81%	91.52%	92.60%	92.45%	91.00%
60 km/h	All	All	Compliance	78.66%	82.06%	84.84%	85.34%	83.83%
60 km/h	All	Arterial	Compliance	77.16%	80.92%	84.33%	84.94%	83.05%
60 km/h	All	Local	Compliance	81.75%	84.31%	85.80%	86.08%	85.27%
60 km/h	Regional	All	Compliance	69.49%	76.45%	76.84%	74.80%	76.13%
60 km/h	Regional	Arterial	Compliance	70.36%	77.62%	78.14%	75.83%	76.71%
60 km/h	Regional	Local	Compliance	50.80%	53.89%	56.10%	57.41%	64.86%
60 km/h	Urban	All	Compliance	78.74%	82.12%	84.92%	85.44%	83.91%
60 km/h	Urban	Arterial	Compliance	77.24%	80.97%	84.42%	85.07%	83.15%
60 km/h	Urban	Local	Compliance	81.78%	84.36%	85.84%	86.12%	85.30%
80 km/h	All	All	Compliance	47.76%	51.45%	56.47%	55.91%	52.14%
80 km/h	All	Arterial	Compliance	45.95%	49.35%	54.51%	53.95%	49.64%
80 km/h	All	Local	Compliance	67.90%	73.20%	75.11%	74.49%	75.38%
80 km/h	Regional	All	Compliance	40.57%	46.22%	52.61%	46.02%	44.95%

80 km/h	Regional	Arterial	Compliance	40.30%	45.77%	51.90%	45.16%	44.26%
80 km/h	Regional	Local	Compliance	64.07%	74.29%	76.79%	76.07%	70.79%
80 km/h	Urban	All	Compliance	48.10%	51.72%	56.67%	56.43%	52.52%
80 km/h	Urban	Arterial	Compliance	46.24%	49.55%	54.66%	54.45%	49.95%
80 km/h	Urban	Local	Compliance	67.92%	73.19%	75.08%	74.47%	75.44%
100 km/h	All	All	Compliance	45.86%	58.08%	68.86%	65.01%	51.05%
100 km/h	All	Arterial	Compliance	45.72%	57.93%	68.74%	64.88%	50.87%
100 km/h	All	Local	Compliance	83.21%	93.44%	95.41%	95.45%	95.45%
100 km/h	Regional	All	Compliance	53.55%	58.92%	62.26%	62.80%	63.83%
100 km/h	Regional	Arterial	Compliance	53.29%	58.44%	61.71%	62.33%	63.49%
100 km/h	Regional	Local	Compliance	95.07%	95.36%	95.64%	96.62%	96.80%
100 km/h	Urban	All	Compliance	45.50%	58.03%	69.22%	65.13%	50.34%
100 km/h	Urban	Arterial	Compliance	45.37%	57.90%	69.12%	65.01%	50.17%
100 km/h	Urban	Local	Compliance	82.24%	93.09%	95.35%	95.22%	95.25%
110 km/h	All	All	Compliance	37.26%	53.32%	63.01%	57.66%	57.44%
110 km/h	All	Arterial	Compliance	37.26%	53.32%	63.01%	57.66%	57.44%
110 km/h	All	Local	Compliance	NA	NA	100.00%	NA	NA
110 km/h	Urban	All	Compliance	37.26%	53.32%	63.01%	57.66%	57.44%
110 km/h	Urban	Arterial	Compliance	37.26%	53.32%	63.01%	57.66%	57.44%
110 km/h	Urban	Local	Compliance	NA	NA	100.00%	NA	NA
All	All	All	<10% above speed limit	24.82%	21.70%	18.29%	19.49%	23.60%
All	All	Arterial	<10% above speed limit	28.60%	24.95%	21.02%	22.51%	27.66%
All	All	Local	<10% above speed limit	9.59%	9.33%	8.75%	8.74%	9.18%
All	Regional	All	<10% above speed limit	26.96%	29.86%	29.07%	30.38%	30.16%
All	Regional	Arterial	<10% above speed limit	27.42%	30.56%	29.95%	31.24%	30.88%
All	Regional	Local	<10% above speed limit	9.14%	8.38%	8.07%	8.01%	9.15%
All	Urban	All	<10% above speed limit	24.77%	21.49%	18.00%	19.20%	23.43%
All	Urban	Arterial	<10% above speed limit	28.63%	24.77%	20.72%	22.22%	27.55%
All	Urban	Local	<10% above speed limit	9.59%	9.33%	8.75%	8.74%	9.18%
40 km/h	All	All	<10% above speed limit	7.06%	9.12%	9.24%	9.34%	8.19%
40 km/h	All	Local	<10% above speed limit	7.06%	9.12%	9.24%	9.34%	8.19%
40 km/h	Regional	All	<10% above speed limit	5.99%	4.42%	4.56%	5.42%	3.95%
40 km/h	Regional	Local	<10% above speed limit	5.99%	4.42%	4.56%	5.42%	3.95%
40 km/h	Urban	All	<10% above speed limit	7.06%	9.14%	9.27%	9.36%	8.21%
40 km/h	Urban	Local	<10% above speed limit	7.06%	9.14%	9.27%	9.36%	8.21%
50 km/h	All	All	<10% above speed limit	6.36%	5.08%	4.49%	4.50%	5.27%
50 km/h	All	Local	<10% above speed limit	6.36%	5.08%	4.49%	4.50%	5.27%

50 km/h	Regional	All	<10% above speed limit	10.97%	10.99%	9.42%	9.19%	10.50%
50 km/h	Regional	Local	<10% above speed limit	10.97%	10.99%	9.42%	9.19%	10.50%
50 km/h	Urban	All	<10% above speed limit	6.33%	5.04%	4.45%	4.46%	5.23%
50 km/h	Urban	Local	<10% above speed limit	6.33%	5.04%	4.45%	4.46%	5.23%
60 km/h	All	All	<10% above speed limit	12.21%	11.16%	10.01%	9.60%	10.40%
60 km/h	All	Arterial	<10% above speed limit	13.26%	11.93%	10.44%	9.91%	10.90%
60 km/h	All	Local	<10% above speed limit	10.06%	9.66%	9.22%	9.02%	9.49%
60 km/h	Regional	All	<10% above speed limit	15.05%	13.34%	13.65%	15.40%	14.25%
60 km/h	Regional	Arterial	<10% above speed limit	15.36%	13.65%	13.99%	15.82%	14.50%
60 km/h	Regional	Local	<10% above speed limit	8.35%	7.42%	8.20%	8.28%	9.40%
60 km/h	Urban	All	<10% above speed limit	12.19%	11.14%	9.98%	9.54%	10.36%
60 km/h	Urban	Arterial	<10% above speed limit	13.23%	11.91%	10.39%	9.82%	10.84%
60 km/h	Urban	Local	<10% above speed limit	10.06%	9.66%	9.22%	9.02%	9.49%
80 km/h	All	All	<10% above speed limit	23.12%	25.09%	28.34%	29.16%	25.90%
80 km/h	All	Arterial	<10% above speed limit	23.55%	25.64%	29.33%	30.16%	26.68%
80 km/h	All	Local	<10% above speed limit	18.32%	19.41%	18.87%	19.69%	18.59%
80 km/h	Regional	All	<10% above speed limit	29.13%	31.10%	27.50%	33.40%	34.80%
80 km/h	Regional	Arterial	<10% above speed limit	29.29%	31.38%	27.93%	33.99%	35.34%
80 km/h	Regional	Local	<10% above speed limit	15.44%	13.98%	12.80%	12.77%	14.99%
80 km/h	Urban	All	<10% above speed limit	22.84%	24.78%	28.38%	28.93%	25.42%
80 km/h	Urban	Arterial	<10% above speed limit	23.26%	25.32%	29.41%	29.94%	26.18%
80 km/h	Urban	Local	<10% above speed limit	18.34%	19.46%	18.97%	19.79%	18.64%
100 km/h	All	All	<10% above speed limit	47.36%	39.60%	30.54%	34.34%	48.04%
100 km/h	All	Arterial	<10% above speed limit	47.49%	39.74%	30.66%	34.47%	48.22%
100 km/h	All	Local	<10% above speed limit	11.16%	5.28%	4.33%	4.29%	4.29%
100 km/h	Regional	All	<10% above speed limit	31.25%	36.02%	35.85%	35.68%	34.79%
100 km/h	Regional	Arterial	<10% above speed limit	31.42%	36.43%	36.37%	36.13%	35.11%
100 km/h	Regional	Local	<10% above speed limit	3.85%	4.36%	4.11%	3.16%	2.84%
100 km/h	Urban	All	<10% above speed limit	48.11%	39.78%	30.25%	34.27%	48.78%
100 km/h	Urban	Arterial	<10% above speed limit	48.24%	39.91%	30.35%	34.38%	48.95%
100 km/h	Urban	Local	<10% above speed limit	11.76%	5.45%	4.38%	4.52%	4.50%
110 km/h	All	All	<10% above speed limit	51.54%	40.37%	33.66%	38.44%	38.08%
110 km/h	All	Arterial	<10% above speed limit	51.54%	40.37%	33.66%	38.44%	38.08%
110 km/h	All	Local	<10% above speed limit	NA	NA	0.00%	NA	NA
110 km/h	Urban	All	<10% above speed limit	51.54%	40.37%	33.66%	38.44%	38.08%
110 km/h	Urban	Arterial	<10% above speed limit	51.54%	40.37%	33.66%	38.44%	38.08%
110 km/h	Urban	Local	<10% above speed limit	NA	NA	0.00%	NA	NA

All	All	All	10-20% above speed limit	5.61%	4.34%	3.36%	3.34%	3.68%
All	All	Arterial	10-20% above speed limit	5.94%	4.44%	3.30%	3.27%	3.67%
All	All	Local	10-20% above speed limit	4.29%	3.96%	3.57%	3.57%	3.68%
All	Regional	All	10-20% above speed limit	7.76%	5.83%	5.23%	5.38%	5.29%
All	Regional	Arterial	10-20% above speed limit	7.83%	5.90%	5.29%	5.44%	5.31%
All	Regional	Local	10-20% above speed limit	4.94%	3.67%	3.80%	3.85%	4.65%
All	Urban	All	10-20% above speed limit	5.56%	4.30%	3.31%	3.28%	3.63%
All	Urban	Arterial	10-20% above speed limit	5.88%	4.39%	3.23%	3.20%	3.62%
All	Urban	Local	10-20% above speed limit	4.29%	3.96%	3.57%	3.57%	3.68%
40 km/h	All	All	10-20% above speed limit	7.50%	11.85%	11.80%	12.30%	9.58%
40 km/h	All	Local	10-20% above speed limit	7.50%	11.85%	11.80%	12.30%	9.58%
40 km/h	Regional	All	10-20% above speed limit	3.55%	2.12%	1.89%	2.45%	1.80%
40 km/h	Regional	Local	10-20% above speed limit	3.55%	2.12%	1.89%	2.45%	1.80%
40 km/h	Urban	All	10-20% above speed limit	7.52%	11.90%	11.86%	12.35%	9.62%
40 km/h	Urban	Local	10-20% above speed limit	7.52%	11.90%	11.86%	12.35%	9.62%
50 km/h	All	All	10-20% above speed limit	2.47%	1.73%	1.48%	1.53%	1.92%
50 km/h	All	Local	10-20% above speed limit	2.47%	1.73%	1.48%	1.53%	1.92%
50 km/h	Regional	All	10-20% above speed limit	4.39%	3.81%	3.66%	3.29%	3.81%
50 km/h	Regional	Local	10-20% above speed limit	4.39%	3.81%	3.66%	3.29%	3.81%
50 km/h	Urban	All	10-20% above speed limit	2.46%	1.72%	1.46%	1.51%	1.91%
50 km/h	Urban	Local	10-20% above speed limit	2.46%	1.72%	1.46%	1.51%	1.91%
60 km/h	All	All	10-20% above speed limit	5.40%	4.43%	3.65%	3.59%	4.04%
60 km/h	All	Arterial	10-20% above speed limit	5.87%	4.73%	3.72%	3.66%	4.24%
60 km/h	All	Local	10-20% above speed limit	4.44%	3.84%	3.53%	3.46%	3.67%
60 km/h	Regional	All	10-20% above speed limit	7.77%	5.87%	5.51%	6.05%	6.28%
60 km/h	Regional	Arterial	10-20% above speed limit	7.81%	5.88%	5.47%	6.04%	6.24%
60 km/h	Regional	Local	10-20% above speed limit	6.83%	5.56%	6.23%	6.07%	7.01%
60 km/h	Urban	All	10-20% above speed limit	5.38%	4.42%	3.63%	3.56%	4.02%
60 km/h	Urban	Arterial	10-20% above speed limit	5.85%	4.72%	3.69%	3.62%	4.21%
60 km/h	Urban	Local	10-20% above speed limit	4.44%	3.84%	3.52%	3.46%	3.66%
80 km/h	All	All	10-20% above speed limit	14.74%	14.12%	11.98%	11.59%	11.90%
80 km/h	All	Arterial	10-20% above speed limit	15.37%	14.94%	12.70%	12.28%	12.63%
80 km/h	All	Local	10-20% above speed limit	7.82%	5.59%	5.15%	5.00%	5.10%
80 km/h	Regional	All	10-20% above speed limit	17.68%	17.48%	17.03%	18.29%	17.99%
80 km/h	Regional	Arterial	10-20% above speed limit	17.76%	17.64%	17.33%	18.60%	18.22%
80 km/h	Regional	Local	10-20% above speed limit	10.86%	7.91%	7.04%	7.37%	9.33%
80 km/h	Urban	All	10-20% above speed limit	14.61%	13.94%	11.71%	11.23%	11.57%

80 km/h	Urban	Arterial	10-20% above speed limit	15.25%	14.79%	12.43%	11.92%	12.31%
80 km/h	Urban	Local	10-20% above speed limit	7.80%	5.57%	5.12%	4.97%	5.04%
100 km/h	All	All	10-20% above speed limit	3.21%	1.28%	0.49%	0.52%	0.72%
100 km/h	All	Arterial	10-20% above speed limit	3.21%	1.28%	0.49%	0.52%	0.73%
100 km/h	All	Local	10-20% above speed limit	2.89%	0.68%	0.18%	0.19%	0.19%
100 km/h	Regional	All	10-20% above speed limit	5.03%	2.33%	1.54%	1.20%	1.11%
100 km/h	Regional	Arterial	10-20% above speed limit	5.06%	2.36%	1.56%	1.21%	1.12%
100 km/h	Regional	Local	10-20% above speed limit	0.53%	0.20%	0.20%	0.16%	0.27%
100 km/h	Urban	All	10-20% above speed limit	3.13%	1.22%	0.43%	0.48%	0.70%
100 km/h	Urban	Arterial	10-20% above speed limit	3.13%	1.22%	0.43%	0.48%	0.70%
100 km/h	Urban	Local	10-20% above speed limit	3.09%	0.77%	0.18%	0.19%	0.18%
110 km/h	All	All	10-20% above speed limit	11.19%	6.30%	3.33%	3.90%	4.48%
110 km/h	All	Arterial	10-20% above speed limit	11.19%	6.30%	3.33%	3.90%	4.48%
110 km/h	All	Local	10-20% above speed limit	NA	NA	0.00%	NA	NA
110 km/h	Urban	All	10-20% above speed limit	11.19%	6.30%	3.33%	3.90%	4.48%
110 km/h	Urban	Arterial	10-20% above speed limit	11.19%	6.30%	3.33%	3.90%	4.48%
110 km/h	Urban	Local	10-20% above speed limit	NA	NA	0.00%	NA	NA
All	All	All	>20% above speed limit	4.75%	2.61%	1.22%	1.23%	2.10%
All	All	Arterial	>20% above speed limit	4.78%	2.56%	1.01%	1.04%	2.05%
All	All	Local	>20% above speed limit	4.61%	2.76%	1.96%	1.92%	2.28%
All	Regional	All	>20% above speed limit	9.73%	3.38%	1.47%	1.30%	1.21%
All	Regional	Arterial	>20% above speed limit	9.66%	3.16%	1.16%	1.01%	1.00%
All	Regional	Local	>20% above speed limit	12.56%	9.96%	8.91%	8.90%	7.21%
All	Urban	All	>20% above speed limit	4.63%	2.59%	1.21%	1.23%	2.12%
All	Urban	Arterial	>20% above speed limit	4.64%	2.55%	1.00%	1.04%	2.08%
All	Urban	Local	>20% above speed limit	4.59%	2.73%	1.93%	1.89%	2.26%
40 km/h	All	All	>20% above speed limit	24.83%	14.23%	10.17%	10.10%	15.38%
40 km/h	All	Local	>20% above speed limit	24.83%	14.23%	10.17%	10.10%	15.38%
40 km/h	Regional	All	>20% above speed limit	2.91%	1.49%	1.36%	1.56%	1.26%
40 km/h	Regional	Local	>20% above speed limit	2.91%	1.49%	1.36%	1.56%	1.26%
40 km/h	Urban	All	>20% above speed limit	24.92%	14.30%	10.23%	10.14%	15.44%
40 km/h	Urban	Local	>20% above speed limit	24.92%	14.30%	10.23%	10.14%	15.44%
50 km/h	All	All	>20% above speed limit	2.43%	1.75%	1.53%	1.60%	1.89%
50 km/h	All	Local	>20% above speed limit	2.43%	1.75%	1.53%	1.60%	1.89%
50 km/h	Regional	All	>20% above speed limit	6.17%	4.89%	5.72%	5.13%	5.27%
50 km/h	Regional	Local	>20% above speed limit	6.17%	4.89%	5.72%	5.13%	5.27%
50 km/h	Urban	All	>20% above speed limit	2.41%	1.73%	1.49%	1.57%	1.86%

50 km/h	Urban	Local	>20% above speed limit	2.41%	1.73%	1.49%	1.57%	1.86%
60 km/h	All	All	>20% above speed limit	3.73%	2.34%	1.49%	1.48%	1.73%
60 km/h	All	Arterial	>20% above speed limit	3.71%	2.41%	1.51%	1.50%	1.81%
60 km/h	All	Local	>20% above speed limit	3.75%	2.19%	1.45%	1.44%	1.57%
60 km/h	Regional	All	>20% above speed limit	7.68%	4.34%	3.99%	3.76%	3.35%
60 km/h	Regional	Arterial	>20% above speed limit	6.47%	2.85%	2.40%	2.31%	2.55%
60 km/h	Regional	Local	>20% above speed limit	34.02%	33.13%	29.47%	28.23%	18.73%
60 km/h	Urban	All	>20% above speed limit	3.69%	2.32%	1.46%	1.46%	1.71%
60 km/h	Urban	Arterial	>20% above speed limit	3.68%	2.41%	1.49%	1.49%	1.80%
60 km/h	Urban	Local	>20% above speed limit	3.72%	2.15%	1.41%	1.40%	1.55%
80 km/h	All	All	>20% above speed limit	14.37%	9.34%	3.21%	3.35%	10.07%
80 km/h	All	Arterial	>20% above speed limit	15.13%	10.07%	3.46%	3.61%	11.05%
80 km/h	All	Local	>20% above speed limit	5.96%	1.80%	0.87%	0.82%	0.94%
80 km/h	Regional	All	>20% above speed limit	12.62%	5.19%	2.86%	2.29%	2.26%
80 km/h	Regional	Arterial	>20% above speed limit	12.65%	5.21%	2.84%	2.24%	2.19%
80 km/h	Regional	Local	>20% above speed limit	9.62%	3.82%	3.37%	3.79%	4.90%
80 km/h	Urban	All	>20% above speed limit	14.45%	9.56%	3.23%	3.40%	10.49%
80 km/h	Urban	Arterial	>20% above speed limit	15.25%	10.35%	3.49%	3.69%	11.56%
80 km/h	Urban	Local	>20% above speed limit	5.94%	1.78%	0.83%	0.78%	0.88%
100 km/h	All	All	>20% above speed limit	3.57%	1.05%	0.12%	0.14%	0.18%
100 km/h	All	Arterial	>20% above speed limit	3.58%	1.05%	0.12%	0.14%	0.18%
100 km/h	All	Local	>20% above speed limit	2.74%	0.60%	0.08%	0.07%	0.07%
100 km/h	Regional	All	>20% above speed limit	10.17%	2.73%	0.35%	0.32%	0.28%
100 km/h	Regional	Arterial	>20% above speed limit	10.23%	2.76%	0.36%	0.33%	0.28%
100 km/h	Regional	Local	>20% above speed limit	0.55%	0.08%	0.05%	0.06%	0.09%
100 km/h	Urban	All	>20% above speed limit	3.27%	0.96%	0.10%	0.13%	0.18%
100 km/h	Urban	Arterial	>20% above speed limit	3.27%	0.96%	0.10%	0.13%	0.18%
100 km/h	Urban	Local	>20% above speed limit	2.92%	0.70%	0.09%	0.07%	0.07%
110 km/h	All	All	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	All	Arterial	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	All	Local	>20% above speed limit	NA	NA	0.00%	NA	NA
110 km/h	Urban	All	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	Urban	Arterial	>20% above speed limit	0.01%	0.00%	0.00%	0.00%	0.00%
110 km/h	Urban	Local	>20% above speed limit	NA	NA	0.00%	NA	NA

Table 6.9: Average speed when speeding, urban, regional and all areas, local, arterial and all roads, Brisbane, 2016 to 2020

Speed limit	Area	Road type	Type	2016	2017	2018	2019	2020
40 km/h	All	All	All speeding	52.76	48.98	48.07	48.14	50.37
40 km/h	All	Local	All speeding	52.76	48.98	48.07	48.14	50.37
40 km/h	Regional	All	All speeding	45.70	45.04	44.91	44.99	44.93
40 km/h	Regional	Local	All speeding	45.70	45.04	44.91	44.99	44.93
40 km/h	Urban	All	All speeding	52.77	48.98	48.07	48.14	50.38
40 km/h	Urban	Local	All speeding	52.77	48.98	48.07	48.14	50.38
50 km/h	All	All	All speeding	57.02	56.51	56.52	57.06	56.97
50 km/h	All	Local	All speeding	57.02	56.51	56.52	57.06	56.97
50 km/h	Regional	All	All speeding	57.45	56.86	57.76	57.66	57.39
50 km/h	Regional	Local	All speeding	57.45	56.86	57.76	57.66	57.39
50 km/h	Urban	All	All speeding	57.01	56.51	56.50	57.05	56.96
50 km/h	Urban	Local	All speeding	57.01	56.51	56.50	57.05	56.96
60 km/h	All	All	All speeding	67.85	66.87	66.14	66.34	66.50
60 km/h	All	Arterial	All speeding	67.66	66.86	66.15	66.39	66.65
60 km/h	All	Local	All speeding	68.33	66.90	66.10	66.24	66.21
60 km/h	Regional	All	All speeding	68.57	67.54	67.24	66.80	66.47
60 km/h	Regional	Arterial	All speeding	67.71	66.10	65.68	65.47	65.77
60 km/h	Regional	Local	All speeding	79.74	81.08	79.76	79.45	75.43
60 km/h	Urban	All	All speeding	67.84	66.86	66.12	66.33	66.51
60 km/h	Urban	Arterial	All speeding	67.66	66.88	66.16	66.41	66.66
60 km/h	Urban	Local	All speeding	68.30	66.84	66.03	66.17	66.18
80 km/h	All	All	All speeding	94.30	91.35	88.48	88.52	91.01
80 km/h	All	Arterial	All speeding	94.53	91.59	88.63	88.68	91.27
80 km/h	All	Local	All speeding	90.01	86.80	85.93	85.85	86.08
80 km/h	Regional	All	All speeding	91.64	88.53	87.73	87.24	87.33
80 km/h	Regional	Arterial	All speeding	91.64	88.53	87.72	87.22	87.30
80 km/h	Regional	Local	All speeding	92.59	89.03	88.54	88.69	88.92
80 km/h	Urban	All	All speeding	94.45	91.51	88.52	88.61	91.24
80 km/h	Urban	Arterial	All speeding	94.70	91.77	88.68	88.78	91.52
80 km/h	Urban	Local	All speeding	90.00	86.78	85.89	85.81	86.03
100 km/h	All	All	All speeding	112.42	107.91	105.22	105.56	106.38
100 km/h	All	Arterial	All speeding	112.42	107.91	105.22	105.56	106.38
100 km/h	All	Local	All speeding	111.15	107.61	104.44	104.35	104.59
100 km/h	Regional	All	All speeding	111.48	106.47	104.57	104.31	104.41

100 km/h	Regional	Arterial	All speeding	111.49	106.47	104.57	104.31	104.41
100 km/h	Regional	Local	All speeding	107.29	103.47	103.55	104.11	105.16
100 km/h	Urban	All	All speeding	112.46	107.98	105.26	105.63	106.46
100 km/h	Urban	Arterial	All speeding	112.46	107.98	105.26	105.63	106.46
100 km/h	Urban	Local	All speeding	111.24	108.12	104.64	104.38	104.54
110 km/h	All	All	All speeding	121.62	120.10	119.40	119.74	120.13
110 km/h	All	Arterial	All speeding	121.62	120.10	119.40	119.74	120.13
110 km/h	Urban	All	All speeding	121.62	120.10	119.40	119.74	120.13
110 km/h	Urban	Arterial	All speeding	121.62	120.10	119.40	119.74	120.13
40 km/h	All	All	<10% above speed limit	43.13	43.77	43.85	43.85	43.93
40 km/h	All	Local	<10% above speed limit	43.13	43.77	43.85	43.85	43.93
40 km/h	Regional	All	<10% above speed limit	42.30	42.19	42.14	42.12	42.15
40 km/h	Regional	Local	<10% above speed limit	42.30	42.19	42.14	42.12	42.15
40 km/h	Urban	All	<10% above speed limit	43.13	43.78	43.85	43.86	43.93
40 km/h	Urban	Local	<10% above speed limit	43.13	43.78	43.85	43.86	43.93
50 km/h	All	All	<10% above speed limit	53.35	53.00	52.98	53.07	53.43
50 km/h	All	Local	<10% above speed limit	53.35	53.00	52.98	53.07	53.43
50 km/h	Regional	All	<10% above speed limit	52.71	52.66	52.69	52.66	52.67
50 km/h	Regional	Local	<10% above speed limit	52.71	52.66	52.69	52.66	52.67
50 km/h	Urban	All	<10% above speed limit	53.36	53.01	52.99	53.08	53.44
50 km/h	Urban	Local	<10% above speed limit	53.36	53.01	52.99	53.08	53.44
60 km/h	All	All	<10% above speed limit	63.79	63.64	63.59	63.64	63.78
60 km/h	All	Arterial	<10% above speed limit	63.86	63.72	63.66	63.72	63.91
60 km/h	All	Local	<10% above speed limit	63.60	63.46	63.45	63.49	63.49
60 km/h	Regional	All	<10% above speed limit	63.17	63.11	63.11	63.14	63.15
60 km/h	Regional	Arterial	<10% above speed limit	63.16	63.11	63.11	63.14	63.15
60 km/h	Regional	Local	<10% above speed limit	63.28	63.20	63.21	63.22	63.26
60 km/h	Urban	All	<10% above speed limit	63.80	63.65	63.60	63.65	63.78
60 km/h	Urban	Arterial	<10% above speed limit	63.88	63.73	63.67	63.73	63.93
60 km/h	Urban	Local	<10% above speed limit	63.60	63.46	63.45	63.49	63.49
80 km/h	All	All	<10% above speed limit	86.30	85.75	85.68	85.78	85.81
80 km/h	All	Arterial	<10% above speed limit	86.42	85.86	85.78	85.88	85.93
80 km/h	All	Local	<10% above speed limit	84.57	84.20	84.20	84.19	84.26
80 km/h	Regional	All	<10% above speed limit	84.55	84.49	84.59	84.64	84.90
80 km/h	Regional	Arterial	<10% above speed limit	84.56	84.50	84.59	84.64	84.91
80 km/h	Regional	Local	<10% above speed limit	84.29	84.12	84.11	84.10	84.09
80 km/h	Urban	All	<10% above speed limit	86.40	85.83	85.74	85.85	85.88

80 km/h	Urban	Arterial	<10% above speed limit	86.54	85.96	85.85	85.96	86.01
80 km/h	Urban	Local	<10% above speed limit	84.57	84.20	84.20	84.20	84.27
100 km/h	All	All	<10% above speed limit	110.76	107.05	104.99	105.34	106.17
100 km/h	All	Arterial	<10% above speed limit	110.77	107.05	104.99	105.34	106.17
100 km/h	All	Local	<10% above speed limit	105.96	104.29	103.58	103.51	103.79
100 km/h	Regional	All	<10% above speed limit	104.99	104.17	103.94	103.78	103.93
100 km/h	Regional	Arterial	<10% above speed limit	105.00	104.17	103.94	103.78	103.93
100 km/h	Regional	Local	<10% above speed limit	103.63	102.57	102.79	103.09	103.69
100 km/h	Urban	All	<10% above speed limit	110.94	107.19	105.05	105.43	106.26
100 km/h	Urban	Arterial	<10% above speed limit	110.94	107.19	105.06	105.43	106.26
100 km/h	Urban	Local	<10% above speed limit	106.02	104.54	103.76	103.57	103.80
110 km/h	All	All	<10% above speed limit	120.30	119.03	118.73	119.09	119.39
110 km/h	All	Arterial	<10% above speed limit	120.30	119.03	118.73	119.09	119.39
110 km/h	Urban	All	<10% above speed limit	120.30	119.03	118.73	119.09	119.39
110 km/h	Urban	Arterial	<10% above speed limit	120.30	119.03	118.73	119.09	119.39
40 km/h	All	All	10-20% above speed limit	47.84	48.29	48.10	48.09	48.47
40 km/h	All	Local	10-20% above speed limit	47.84	48.29	48.10	48.09	48.47
40 km/h	Regional	All	10-20% above speed limit	46.18	46.19	46.18	46.25	46.20
40 km/h	Regional	Local	10-20% above speed limit	46.18	46.19	46.18	46.25	46.20
40 km/h	Urban	All	10-20% above speed limit	47.84	48.29	48.10	48.09	48.47
40 km/h	Urban	Local	10-20% above speed limit	47.84	48.29	48.10	48.09	48.47
50 km/h	All	All	10-20% above speed limit	58.20	57.97	58.00	58.03	58.44
50 km/h	All	Local	10-20% above speed limit	58.20	57.97	58.00	58.03	58.44
50 km/h	Regional	All	10-20% above speed limit	57.76	57.68	57.74	57.75	57.71
50 km/h	Regional	Local	10-20% above speed limit	57.76	57.68	57.74	57.75	57.71
50 km/h	Urban	All	10-20% above speed limit	58.21	57.97	58.01	58.03	58.45
50 km/h	Urban	Local	10-20% above speed limit	58.21	57.97	58.01	58.03	58.45
60 km/h	All	All	10-20% above speed limit	70.00	69.73	69.49	69.56	69.77
60 km/h	All	Arterial	10-20% above speed limit	70.08	69.82	69.55	69.65	69.93
60 km/h	All	Local	10-20% above speed limit	69.77	69.51	69.37	69.39	69.43
60 km/h	Regional	All	10-20% above speed limit	69.14	69.01	69.00	68.97	69.03
60 km/h	Regional	Arterial	10-20% above speed limit	69.13	69.00	68.98	68.95	69.01
60 km/h	Regional	Local	10-20% above speed limit	69.28	69.25	69.25	69.25	69.26
60 km/h	Urban	All	10-20% above speed limit	70.01	69.74	69.50	69.57	69.78
60 km/h	Urban	Arterial	10-20% above speed limit	70.10	69.83	69.57	69.66	69.95
60 km/h	Urban	Local	10-20% above speed limit	69.77	69.51	69.37	69.39	69.43
80 km/h	All	All	10-20% above speed limit	96.11	94.77	93.61	93.34	94.02

80 km/h	All	Arterial	10-20% above speed limit	96.25	94.85	93.69	93.40	94.10
80 km/h	All	Local	10-20% above speed limit	92.93	92.07	91.72	91.68	91.82
80 km/h	Regional	All	10-20% above speed limit	92.82	92.45	92.32	92.07	92.21
80 km/h	Regional	Arterial	10-20% above speed limit	92.83	92.45	92.33	92.07	92.22
80 km/h	Regional	Local	10-20% above speed limit	92.11	91.83	91.97	92.00	92.00
80 km/h	Urban	All	10-20% above speed limit	96.29	94.91	93.71	93.44	94.15
80 km/h	Urban	Arterial	10-20% above speed limit	96.44	95.00	93.79	93.52	94.24
80 km/h	Urban	Local	10-20% above speed limit	92.94	92.08	91.71	91.67	91.81
100 km/h	All	All	10-20% above speed limit	119.73	118.25	115.06	115.12	115.39
100 km/h	All	Arterial	10-20% above speed limit	119.74	118.25	115.06	115.12	115.39
100 km/h	All	Local	10-20% above speed limit	117.55	117.05	114.85	114.73	114.84
100 km/h	Regional	All	10-20% above speed limit	118.25	117.09	114.72	114.56	114.57
100 km/h	Regional	Arterial	10-20% above speed limit	118.25	117.10	114.72	114.56	114.57
100 km/h	Regional	Local	10-20% above speed limit	114.12	113.89	113.69	113.70	113.76
100 km/h	Urban	All	10-20% above speed limit	119.85	118.36	115.13	115.19	115.46
100 km/h	Urban	Arterial	10-20% above speed limit	119.86	118.36	115.13	115.19	115.46
100 km/h	Urban	Local	10-20% above speed limit	117.60	117.19	115.17	114.90	115.08
110 km/h	All	All	10-20% above speed limit	127.71	126.92	126.11	126.15	126.39
110 km/h	All	Arterial	10-20% above speed limit	127.71	126.92	126.11	126.15	126.39
110 km/h	Urban	All	10-20% above speed limit	127.71	126.92	126.11	126.15	126.39
110 km/h	Urban	Arterial	10-20% above speed limit	127.71	126.92	126.11	126.15	126.39
40 km/h	All	All	>20% above speed limit	58.06	55.01	54.54	54.98	56.84
40 km/h	All	Local	>20% above speed limit	58.06	55.01	54.54	54.98	56.84
40 km/h	Regional	All	>20% above speed limit	55.45	55.77	56.22	57.85	55.85
40 km/h	Regional	Local	>20% above speed limit	55.45	55.77	56.22	57.85	55.85
40 km/h	Urban	All	>20% above speed limit	58.06	55.01	54.54	54.98	56.84
40 km/h	Urban	Local	>20% above speed limit	58.06	55.01	54.54	54.98	56.84
50 km/h	All	All	>20% above speed limit	66.69	66.53	66.80	68.95	66.72
50 km/h	All	Local	>20% above speed limit	66.69	66.53	66.80	68.95	66.72
50 km/h	Regional	All	>20% above speed limit	66.83	66.88	67.21	67.69	67.82
50 km/h	Regional	Local	>20% above speed limit	66.83	66.88	67.21	67.69	67.82
50 km/h	Urban	All	>20% above speed limit	66.69	66.52	66.78	68.98	66.70
50 km/h	Urban	Local	>20% above speed limit	66.69	66.52	66.78	68.98	66.70
60 km/h	All	All	>20% above speed limit	81.69	81.57	80.86	81.94	80.86
60 km/h	All	Arterial	>20% above speed limit	81.31	81.44	80.94	82.01	80.97
60 km/h	All	Local	>20% above speed limit	82.44	81.84	80.69	81.79	80.63
60 km/h	Regional	All	>20% above speed limit	81.21	82.61	82.48	82.38	80.33

60 km/h	Regional	Arterial	>20% above speed limit	79.79	79.13	78.23	78.32	78.26
60 km/h	Regional	Local	>20% above speed limit	86.50	87.64	87.29	87.13	85.03
60 km/h	Urban	All	>20% above speed limit	81.70	81.55	80.81	81.93	80.87
60 km/h	Urban	Arterial	>20% above speed limit	81.34	81.48	81.00	82.09	81.02
60 km/h	Urban	Local	>20% above speed limit	82.39	81.70	80.43	81.59	80.55
80 km/h	All	All	>20% above speed limit	108.17	105.11	101.98	103.30	103.76
80 km/h	All	Arterial	>20% above speed limit	108.23	105.09	101.96	103.29	103.77
80 km/h	All	Local	>20% above speed limit	106.37	106.14	102.67	103.70	102.85
80 km/h	Regional	All	>20% above speed limit	110.01	106.99	101.73	102.12	102.04
80 km/h	Regional	Arterial	>20% above speed limit	110.01	107.01	101.70	102.15	102.05
80 km/h	Regional	Local	>20% above speed limit	109.73	105.57	102.65	101.66	101.82
80 km/h	Urban	All	>20% above speed limit	108.09	105.06	101.99	103.34	103.78
80 km/h	Urban	Arterial	>20% above speed limit	108.16	105.04	101.97	103.33	103.79
80 km/h	Urban	Local	>20% above speed limit	106.33	106.15	102.67	103.86	102.94
100 km/h	All	All	>20% above speed limit	128.35	128.19	126.47	126.68	126.37
100 km/h	All	Arterial	>20% above speed limit	128.35	128.19	126.46	126.67	126.37
100 km/h	All	Local	>20% above speed limit	126.50	126.88	127.66	129.15	127.10
100 km/h	Regional	All	>20% above speed limit	128.57	128.38	126.10	126.90	126.24
100 km/h	Regional	Arterial	>20% above speed limit	128.57	128.38	126.09	126.88	126.24
100 km/h	Regional	Local	>20% above speed limit	127.09	127.46	126.47	132.34	126.67
100 km/h	Urban	All	>20% above speed limit	128.31	128.16	126.53	126.64	126.38
100 km/h	Urban	Arterial	>20% above speed limit	128.32	128.16	126.53	126.64	126.38
100 km/h	Urban	Local	>20% above speed limit	126.49	126.87	127.81	128.58	127.19
110 km/h	All	All	>20% above speed limit	141.08	138.37	139.60	144.53	138.99
110 km/h	All	Arterial	>20% above speed limit	141.08	138.37	139.60	144.53	138.99
110 km/h	Urban	All	>20% above speed limit	141.08	138.37	139.60	144.53	138.99
110 km/h	Urban	Arterial	>20% above speed limit	141.08	138.37	139.60	144.53	138.99

A2.3 Worst roads in Queensland, 2020

Table 6.10: Top 100 worst roads or road segments in Queensland, based on speeding metrics for 2020

Rank	Street name	SA2 area	LGA	Urban/regional
1	Omara Road	Toowoomba - West	Toowoomba	Urban
2	Frizzo Road	Buderim - South	Sunshine Coast	Urban
3	Peter Crosby Way	Sippy Downs	Sunshine Coast	Urban
4	Sandy Creek Road	Beaudesert	Scenic Rim	Regional
5	Aura Boulevard	Caloundra - West	Sunshine Coast	Urban
6	Crinum Road	Central Highlands - West	Central Highlands	Regional
7	Thornbill Drive	Greenbank	Logan	Urban
8	Wyreema Cambooya Road	Cambooya - Wyreema	Toowoomba	Urban
9	Dances Road	Caboolture	Moreton Bay	Urban
10	Pacific Highway	Loganholme - Tanah Merah	Logan	Urban
11	Connors Road	Ooralea - Bakers Creek	Mackay	Urban
12	University Way	Sippy Downs	Sunshine Coast	Urban
13	Central Avenue	Weipa	Weipa	Regional
14	Verrierdale Road	Eumundi - Yandina	Sunshine Coast	Urban
15	Riverway Drive	Condon - Rasmussen	Townsville	Urban
16	New Beith Road	Greenbank	Logan	Urban
17	Airport Link Tunnel	Windsor	Brisbane	Urban
18	Goodna Road	Greenbank Military Camp	Logan	Urban
19	Rifle Range Road	Emerald	Central Highlands	Urban
20	Donnybrook Road	Beachmere - Sandstone Point	Moreton Bay	Urban
21	Roma Street	Brisbane City	Brisbane	Urban
22	Kingsford Smith Drive	Hamilton (Qld)	Brisbane	Urban
23	Stinson Avenue	Garbutt - West End	Townsville	Urban
24	Sandalwood Lane	Buderim - North	Sunshine Coast	Urban
25	Burnside Road	Ormeau - Yatala	Gold Coast	Urban
26	Brisbane Road	Riverview	Ipswich	Urban
27	Adelaide Park Road	Yeppoon	Livingstone	Urban
28	Ipswich Road	Oxley (Qld)	Brisbane	Urban
29	Pacific Mtwy	Loganholme - Tanah Merah	Logan	Urban
30	Brisbane Road	Goodna	Ipswich	Urban
31	Peppertree Drive	Jimboomba	Logan	Urban
32	Basin Road	Dayboro	Moreton Bay	Urban

33	Robina Town Centre Drive	Robina	Gold Coast	Urban
34	Lutwyche Road	Windsor	Brisbane	Urban
35	Southeast Busway	Holland Park West	Brisbane	Urban
36	Pimpama Jacobs Well Road	Pimpama	Gold Coast	Urban
37	Mayne Street	Maryborough Region - South	Fraser Coast	Regional
38	Riverway Drive	Kelso	Townsville	Urban
39	Main Street	Palmwoods	Sunshine Coast	Urban
40	Ross River Road	Aitkenvale	Townsville	Urban
41	Grey Street	South Brisbane	Brisbane	Urban
42	Adelaide Street	Brisbane City	Brisbane	Urban
43	Boorah Road	Jimboomba	Logan	Urban
44	Queen Street	Brisbane City	Brisbane	Urban
45	Waterford Tamborine Road	Tamborine - Canungra	Scenic Rim	Regional
46	Boundary Street	Wilsonton	Toowoomba	Urban
47	Mount Juillerat Drive	Redbank Plains	Ipswich	Urban
48	Redland Bay Road	Capalaba	Redland	Urban
49	Bushman Drive	Jimboomba	Logan	Urban
50	Middle Road	Gracemere	Rockhampton	Urban
51	Bowen Road	Hermit Park - Rosslea	Townsville	Urban
52	Doonan Bridge Road	Noosa Hinterland	Sunshine Coast	Urban
53	Swanbank Road	Ripley	Ipswich	Urban
54	Goodwin Road	Dakabin - Kallangur	Moreton Bay	Urban
55	Sippy Downs Drive	Sippy Downs	Sunshine Coast	Urban
56	Opal Street	Emerald	Central Highlands	Urban
57	Beaudesert Beenleigh Road	Upper Coomera - Willow Vale	Gold Coast	Urban
58	Australia li Drive	Lockyer Valley - East	Lockyer Valley	Regional
59	Smiths Road	Caboolture	Moreton Bay	Urban
60	Old Pacific Highway	Oxenford - Maudsland	Gold Coast	Urban
61	Rocky Passage Road	Redland Bay	Redland	Urban
62	Chisholm Road	Carrara	Gold Coast	Urban
63	Schneider Road	Brisbane Airport	Brisbane	Urban
64	Ross River Road	Kirwan - East	Townsville	Urban
65	Pacific Highway	Shailer Park	Logan	Urban
66	George Street	Brisbane City	Brisbane	Urban
67	Claymore Road	Sippy Downs	Sunshine Coast	Urban
68	Pacific Highway	Slacks Creek	Logan	Urban
69	Theodore Moura Road	Banana	Banana	Regional

70	Mains Road	Sunnybank	Brisbane	Urban
71	Spring Mountain Boulevard	Springfield Lakes	Ipswich	Urban
72	Santa Isobel Boulevard	Pacific Pines - Gaven	Gold Coast	Urban
73	Flaxton Drive	Palmwoods	Sunshine Coast	Urban
74	Garnet Street	Noosa Hinterland	Noosa	Urban
75	Ipswich Road	Rocklea - Acacia Ridge	Brisbane	Urban
76	Greggs Road	Samford Valley	Moreton Bay	Urban
77	Albert Street	Bethania - Waterford	Logan	Urban
78	Mulgrave Street	Gin Gin	Bundaberg	Regional
79	Cheltenham Drive	Robina	Gold Coast	Urban
80	Elizabeth Street	Brisbane City	Brisbane	Urban
81	Sunshine Beach Road	Noosa Heads	Noosa	Urban
82	Mckenzie Street	Dayboro	Moreton Bay	Urban
83	Kholo Road	Ipswich - North	Brisbane and Ipswich	Urban
84	Allan Street	Gatton	Lockyer Valley	Regional
85	Alice Street	Brisbane City	Brisbane	Urban
86	Pacific Mtwy	Eagleby	Logan	Urban
87	Wises Road	Buderim - North	Sunshine Coast	Urban
88	Hugh Street	Gulliver - Currajong - Vincent	Townsville	Urban
89	Andrew Daniels Drive	Mount Isa Region	Cloncurry	Regional
90	Farrellys Road	Ooralea - Bakers Creek	Mackay	Urban
91	Logan Street	Eagleby	Logan	Urban
92	Cromarty Drive	Wacol	Brisbane	Urban
93	Ross River Road	Cranbrook	Townsville	Urban
94	Gibbons Road	Samford Valley	Moreton Bay	Urban
95	Ashburn Road	Bundamba	Ipswich	Urban
96	Creek Street	Brisbane City	Brisbane	Urban
97	Panorama Drive	Yeppoon	Livingstone	Urban
98	Bells Creek Road	Beerwah	Sunshine Coast	Regional
99	Mount Lindesay Highway	Boronia Heights - Park Ridge	Logan	Urban
100	Lyndhurst Lane	Warwick	Southern Downs	Urban



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