



## Minister for Transport and Main Roads Minister for Digital Services

Our ref: PET53391  
Your ref: A1275226

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Mr Neil Laurie  
The Clerk of the Parliament  
Parliament House  
George Street  
BRISBANE QLD 4000

Dear Mr Laurie

I refer to petition 3972-23, lodged with the Legislative Assembly on 30 April 2024 about excessively long low-speed zones.

Motorists are required under the Transport Operations (Road Use Management – Road Rules) Regulation 2009 to not exceed the speed limit. All speed limit setting in Queensland is required to be undertaken by a Registered Professional Engineer of Queensland (RPEQ) who is obligated to consider many factors in deciding an appropriate speed limit on any given section of road.

It is well researched and documented that speed-related factors are significant contributors to serious road crashes, thus speed limits play an important role in managing road safety. Speed limits on Queensland roads are determined by RPEQs in accordance with the Department of Transport and Main Roads' (TMR) *Queensland Road Safety Technical User Volumes Guide to Speed Management* (QRSTUV GSM), published on TMR's website at <https://www.tmr.qld.gov.au/business-industry/technical-standards-publications/queensland-road-safety-technical-user-volumes/qrstuv-guide-to-speed-management>.

The QRSTUV GSM details the Speed Limit Review process which assesses the consistency of a road segment and makes an assessment of the speed environment, including density of accesses and intersections, horizontal and vertical alignment, general speed environment, land use, traffic volume and any other local factors relevant to safety of the road. Speed limit setting (that is, speed zoning) is a professional engineering service pursuant to the *Professional Engineers Act 2002*. As such, RPEQ engineers are obligated by a code of practice to be competent in their area of practice and to apply due diligence to the task.

The QRSTUV GSM provides recommended minimum lengths of speed zones, for example, a 60 km/h speed zone should be at least 900 metres in length and very short speed zones and frequent changes in speed limit should be avoided. TMR's guidance in the QRSTUV GSM is comparable with national and international practice for speed zoning, and TMR does not consider change to guidance as necessary.

The QRSTUV GSM is applied in conjunction with TMR's *Manual of Uniform Traffic Control Devices* (MUTCD) *Part 4: Speed controls*. The MUTCD Part 4 provides guidance for the installation of repeater speed limit signs. For example, where the zoned speed may be different from that which drivers might expect, consideration is given to more frequent installation of repeater speed limit signs, to reinforce the speed environment.

TMR's engineers have reviewed the example provided by petitioners against the requirements of the QRSTUV GSM and MUTCD Part 4 Speed controls. This assessment has considered the factors involved in the speed zoning and signing of the speed limit for the Bruce Highway at Bororen. I can confirm that all regulatory speed signage at Bororen has been installed in accordance with the MUTCD, including:

- Speed Limit AHEAD (60 km/h ahead) signage is installed on the approaches to Bororen
- the 60 km/h regulatory speed limit on the approaches to Bororen are installed as part of a Township Entry Treatment (TET)
- northbound repeater 60 km/h signs are located approximately 600 metres north of the southern entrance TET
- southbound repeater 60 km/h signs are located approximately 900 metres south of the northern entrance TET.

Additionally, Vehicle Activated Signs displaying the speed limit of 60 km/h and 'SLOW DOWN' are also located on the northern and southern entrances to Bororen. These signs illuminate when a vehicle entering Bororen is travelling faster than the 60 km/h posted speed limit.


While not a requirement of MUTCD Part 4, TMR has installed two additional 60 km/h speed signs at Bororen on the Bruce Highway—one on the southern side of Mary Street and one on the northern side of Wadeleigh Street. The two new speed signs provide additional awareness of the speed limit for road users.

The issuing of infringements is undertaken by the Queensland Revenue Office (QRO) and as such, QRO will need to respond to the timeframe in which infringement notices are issued.

The Miles Government is delivering its eighth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2023–24 to 2026–27*, which outlines \$32.1 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, \$2.605 billion is committed across TMR's Central Queensland Region, estimated to support an average of 2320 direct jobs over the life of the program.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bart Mellish', with a long horizontal line extending to the right.

**BART MELLISH MP**  
**Minister for Transport and Main Roads**  
**Minister for Digital Services**