



Minister for Transport and Main Roads Minister for Digital Services

Our ref: PET3888-23
Your ref: A1121275

11 July 2023

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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 3888-23 lodged with the Legislative Assembly on 13 June 2023 about protecting wildlife on Boundary Road, Camp Hill.

Speed limit setting on any road is the responsibility of the relevant road authority for that road, which is usually either the local government authority or the Department of Transport and Main Roads (TMR). Boundary Road, Camp Hill, is a Brisbane City Council (BCC) owned road, and only BCC can instigate a speed limit review.

In 2020, BCC undertook a speed limit review of Boundary Road, which I am advised did not consider wildlife movements. At the time, the review conducted by BCC found that no changes to the 70km/h speed limit was required.

In March 2021, I wrote to Deputy Mayor Councillor Krista Adams, outlining the process for BCC to undertake to refer the matter to the Speed Limit Review Panel for further consideration. It stated that BCC officers would need to write to TMR, requesting a further review. I am advised this has not occurred. The final decision for a speed limit ultimately remains with the relevant road authority, which in this case is BCC.

Queensland's speed limit setting principles focus on the safety of road users, given the established correlation between crash severity and speed. However, this does not prevent reduced speed limits to support wildlife. While the requirements are not quantified in the guidelines, if the issue is significant, it is the responsibility of the registered engineer undertaking the review to take it into consideration.

Engineers who conducted speed limit reviews have previously recommended and implemented reduced speed limits on state-controlled roads where there are wildlife conservation concerns, such as cassowaries around Mission Beach. Additionally, TMR is conducting trials to assess the effectiveness of various technologies or practices in reducing speeds in areas where endangered or at-risk wildlife, including koalas and cassowaries, are present.

In response to the request from petitioners to amend the technical guidance related to speed limit setting, proposed changes to specifically identify wildlife as a valid consideration will be included in Section 7.19 of the QRSTUV: GSM. These changes are proposed to occur on 31 July 2023. While there will be no change to the speed limit setting process itself, or the responsibilities of a registered engineer, the proposed wording below will highlight wildlife as a valid consideration in the relevant circumstances:

7.19 Other circumstances

It is noted that the previous sections call out other considerations that are often found on the road network. This list should not be taken as an exhaustive list of all other considerations, and the engineer should consider if there are other circumstances that exist that should be taken into consideration. Speed management activities can be employed to support or encourage lower speeds that are implemented as part of Stage 6 (Other considerations) of the Speed Limit Review process.

Some examples of other circumstances include, but are not limited to:

- *where there is wildlife activity on the road, or*
- *areas around hospitals, or*
- *public transport routes or stops.*

I trust this information is of assistance.

Yours sincerely



MARK BAILEY MP
Minister for Transport and Main Roads
Minister for Digital Services