

Safer Roads NSW

Top 100 roads for speed zone review



Transport
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Summary of speed zone review findings

The NSW Government committed to completing speed zone reviews for the top 100 roads identified through submissions to the Safer Roads NSW website, by March 2012. The speed zone reviews for the top 100 roads are now complete.

The list below outlines the technical recommendations from the speed zone reviews for the top 100 roads, including proposed changes to speed limits and proposed retention of current speed limits.

Any recommended changes will be implemented progressively. [Click here to sign up to receive email updates](#) about changes to permanent speed limits in NSW regions of your choice.

Speed limits are set for all roads in NSW in accordance with the [NSW Speed Zoning Guidelines](#). Speed zone reviews are conducted by authorised speed zone officers from Roads and Maritime Services.

Review #	Road name	Summary of speed zone review findings
1	Princes Highway - Heathcote	<p>Proposed changes for the Princes Highway at Heathcote:</p> <ul style="list-style-type: none">The 50km/h speed limit through Heathcote town centre be increased to 60km/h. This is in response to a significant number of community requests to review and increase the speed limit. A pedestrian footbridge is being investigated at this location and if built, or if road conditions change, the 60km/h speed limit will again be reviewed.The 50km/h speed limit on the Princes Highway northbound between south of Short Street and south of Jennings Road be increased to 60km/h. Combined with the proposed 60km/h through the Heathcote town centre this will create a consistent 1.2 kilometre length of 60km/h.The 100km/h speed limit on the Princes Highway southbound between south of Short Street and south of Jennings Road be decreased to 60km/h; and the northbound 70km/h speed limit between south of Burns Road and south of Jennings Road be replaced with 100km/h. This change will extend the existing 100km/h speed limit about one kilometre on the northbound carriageway to create a 4.4 kilometre length of 100km/h between Waterfall and south of Jennings Road. <p>It is proposed the following existing speed limit be retained:</p> <ul style="list-style-type: none">The 100km/h speed limit on the Princes Highway southbound carriageway between south of Jennings Road and south of Burns Road. <p>The proposed speed limits are considered suitable for the road environment, adjacent land use with residential and commercial accesses, side road intersections, pedestrian activity through the town centre, the arterial nature of the highway, and will provide a more consistent speed limits through Heathcote.</p> <p>These proposed changes will reduce the number of speed zones from four to three.</p>

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2	Great Western Highway - Blue Mountains	<p>Proposed changes for the Great Western Highway between Emu Plains and Mount Victoria:</p> <ul style="list-style-type: none">• A 60km/h truck and bus speed limit be installed on the Great Western Highway for a length of 2.9 kilometres in an eastbound direction between Mount Street, Glenbrook and Russell Street (overpass), Emu Plains.• The current 60km/h speed limit on the Great Western Highway between Mitchell Street and West Street, Wentworth Falls be increased to 80km/h for a length of 400 metres. This will extend the existing 80km/h speed limit east to create a consistent 3.9 kilometre length of 80km/h between Wentworth Falls and Katoomba.• The current 60km/h speed limit on the Great Western Highway at Bellevue Crescent, Medlow Bath be increased to 70km/h for a length of 270 metres. This will extend the existing 70km/h speed limit to create a consistent seven kilometre length of 70km/h between Leura and Medlow Bath. <p>It is proposed all other existing speed limits on the Great Western Highway between Russell Street, Emu Plains and Mount Victoria be retained.</p> <p>The overall speed limit strategy through the Blue Mountains is 60km/h through townships and 80km/h through upgraded and higher quality sections once constructed. Sections of 70km/h will remain at Lapstone and Katoomba due to the nature of the road environment, crash history and adjacent development.</p>
3	Anzac Bridge & Western Distributor	<p>It is proposed the speed limit on the route of Victoria Road, ANZAC Bridge and the Western Distributor, between The Crescent, Rozelle and King Street off-ramp, Sydney, be retained at the current 60km/h speed limit.</p> <p>This recommendation is based on the narrow lane width, the number of closely spaced merges and diverges, lane changes and heavy traffic volumes along this road. Since the speed limit was reduced from 70km/h to 60km/h in January 2005 there has been a 40 per cent reduction in crashes on Anzac Bridge.</p>
4	Bells Line of Road	<p>It is proposed the current 19 speed limits on Bells Line of Road between Windsor and Lithgow be retained. The existing speed limits provide consistent 60km/h speed limits through residential/commercial areas and 80km/h on rural stretches. A 100km/h speed limit is retained on the higher quality length of rural road.</p> <p>This recommendation is based on Bells Line of Road being predominantly a two lane, undivided rural road with occasional townships along its length.</p>

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5	M7	<p>It is proposed the current 100km/h speed limit on the M7 Motorway, between the M2 Motorway and the M5 Motorway be retained.</p> <p>This recommendation is based on the high number of interchanges, significant crash history, high proportion of heavy vehicles and heavy vehicle crashes, and the design speed of the road.</p> <p>In accordance with the revised NSW Speed Zoning Guidelines, 100km/h speed limits are considered appropriate for urban motorways.</p>
6	Narellan Road	<p>It is proposed that the existing 5.1 kilometre length of 80km/h on Narellan Road between 810 metres west of Hartley Road and 160 metres west of Blaxland Road be extended 760 metres further west.</p> <p>Narellan Road is a four lane, divided road with limited access, good sight distance, wide shoulders and clear zones, and minimal roadside development. The traffic lights at Exchange Parade are suitable for an 80km/h speed limit.</p> <p>It is further proposed the school zone on Narellan Road for Mount Annan Christian College be shortened from 580 metres to 370 metres in length between 70 metres east of Tramway Drive and 100 metres east of Mount Annan Church Road. Consultation about this school zone will be carried out with Mount Annan Christian College to determine an appropriate long term solution.</p> <p>This recommendation reduces the length of the school zone to cover only the pedestrian access point on Narellan Road. There is good sight distance along this length of Narellan Road and no pedestrian crashes have occurred in this area in the last five years. This school zone has been reviewed in accordance with the NSW School Zoning Guidelines. RMS has carried out initial consultation with the school principal, after concerns about the need for the school zone on Narellan Road, due to its distance from the school buildings.</p>
7	F3 - Hunter region	<p>It is proposed the existing speed limits on the F3 Freeway between the Hawkesbury River and Mount White be retained at 90km/h and 100km/h.</p> <p>This recommendation is based on the high crash rate for this section of the freeway. Since the implementation of the 90km/h speed limit there has been a reduction in crashes. The crash rate remains high compared with the average rate for this standard of highway and speed limit.</p>
8	Pacific Highway - Port Stephens & Great Lakes	<p>It is proposed the existing 70km/h and 80km/h speed limits on the Pacific Highway between Hexham and Heatherbrae be retained, with the exception of a minor relocation of the start of the northbound 110km/h zone 100 metres to the south. These speed limits are considered suitable for the road environment considering roadside development, intersections, property accesses and crash history.</p>

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9	Pacific Highway - Gosford to Newcastle	<p>It is proposed the following changes be made to speed limits on the Pacific Highway between Gosford and Newcastle:</p> <ul style="list-style-type: none">• The existing speed limit from 220 metres north of Railway Crescent, Lisarow through to the bridge over Cut Rock Creek, Ourimbah be reduced from 70km/h to 60km/h. Changing this speed zone would ensure a consistent speed zone of 60km/h on the Pacific Highway from the Freeway at Ourimbah through to Gosford.• The existing speed limit from 350 metres north of Johnson Road, Tuggerah to 150 metres south of Cutler Drive, Wyong, be reduced from 60km/h to 50km/h. Within this section, there is a high number of pedestrians, due to the shopping centre and railway station. Vehicle speeds also tend to be lower than the 60km/h speed limit due to pedestrian traffic, adjacent development, traffic lights at Church Street and Alison Road. This section has a higher crash rate than the current 60km/h speed limit to the south.• The existing speed limit from 700 metres north of Wyee Road/Central Coast Drive, Doyalson to 500 metres south of Tall Timbers Road, Lake Munmorah be reduced from 90km/h to 80km/h. The <i>RMS Traffic Signal Design Guide Manual</i> and <i>NSW Speed Zoning Guidelines</i> stipulate traffic lights should not be located where the speed limit is greater than 80km/h. Traffic lights are in place at the Rutleys Road intersection.• The existing speed limit from 315 metres north of Elizabeth Bay Drive/Carters Road, Lake Munmorah to about 250 metres north of Kanangra Drive, Lake Munmorah be reduced from 90km/h to 80km/h. The existing lights signals at Kanangra Drive within the 90km/h speed zone. This zone would start at a point 250 metres west of the Motorway Link/Pacific Highway intersection at Blue Haven and finish at a about 250 metres north of Kanangra Drive. It is proposed the remaining 90km/h speed zone from 250 metres north of Kanangra Drive to 950 metres north of Cams Wharf Road/Flowers Drive, Cams Wharf be retained.• The existing speed limit from 460 metres north of Gommera Street/Turea Street, Blacksmiths to Naru Street, Marks Point be reduced from 80km/h to 70km/h. This would provide a consistent 2.7 kilometre 70km/h speed limit northbound and consistent 3.15 kilometre 70km/h speed limit southbound. <p>The proposed changes will reduce the number of speed zones from 19 to 14.</p>

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10A	Great Western Highway Lithgow to Bathurst	<p>It is proposed the existing speed limits on the Great Western Highway between Main Street, Lithgow and Eugenie Street/Airport Road, Bathurst (Raglan) be retained as follows:</p> <ul style="list-style-type: none">• The 100km/h speed limit from 12.5 kilometres west of Main Street, Lithgow to 300 metres east of Eugenie Street/Airport Road, Raglan.• The 80km/h speed limit from 300 metres east of Eugenie Street/Airport Road to 1.07 kilometres east of Littlebourne Street (MR253), Bathurst. <p>This recommendation is based on the level of development, number of clear zones and appropriate sight distances in both speed zones.</p>
10B	Great Western Highway - Lithgow urban area	<p>It is proposed the existing speed limit on the Great Western Highway from 340 metres north of Mudgee Street to 760 metres north of Main Street, Lithgow be retained at 70km/h.</p> <p>This recommendation is based on the high number of accesses and pedestrian/traffic movements on both sides of the highway and appropriate sight distances for a 70km/h zone.</p>
10C	Great Western Highway - northwest of Lithgow	<p>It is proposed the following existing speed limits on the Great Western Highway from 750 metres west of Main Street to 12.5 kilometres west of Main Street Lithgow be retained:</p> <ul style="list-style-type: none">• The 100km/h speed limit from 750 metres west to 7.5 kilometres west of Main Street, Lithgow. This recommendation is based on the crash rate, alignment and sight distance (at the majority of intersections) being appropriate.• The 100km/h speed limit from 7.5 kilometres to 12.5 kilometres west of Main Street, Lithgow. This recommendation is based on the crash rate, alignment and sight distances being appropriate.

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10D	Great Western Highway - Mt Victoria to Lithgow	<p>It is proposed the following changes be made to the speed limits on the Great Western Highway between 2.8 kilometres west of Mount York Road and 34 kilometres east of Mudgee Street, Lithgow:</p> <ul style="list-style-type: none">• The speed limit between west of Jenolan Caves Road to 140 metres east of McKanes Falls Road (a length of 4.1 kilometres) be reduced from 90km/h to 80km/h.• The speed limit on the Great Western Highway from 2.8 kilometres west of Mount York Road to 200 metres west of Jenolan Caves Road, a length of 7.3 kilometres, be reduced from 90km/h to 80km/h. <p>It is also recommended the existing 80km/h and 40km/h truck and bus speed limits on this section of the Great Western Highway be retained.</p> <p>The recommendations are based on the high crash rate, poor alignment and the lack of adequate clear zone and sight distance.</p> <p>The proposed changes will reduce the number of speed zones from four to one.</p>
10E	Great Western Highway - Mt Victoria	<p>It is proposed the speed limits on the Great Western Highway between Mount York Road and 2.8 kilometres west of Mount York Road be retained.</p> <ul style="list-style-type: none">• The 60km/h speed limit from Mount York Road to 2.8 kilometres west of Mount York Road, Mount Victoria.• The existing 40km/h truck and bus speed limit from 150 metres to 2.8 kilometres west of Mount York Road. <p>This proposal is based on the existing speed limit being appropriate for the level and type of development and alignment of this section of road.</p>
11	Hume Highway - Southern region	<p>The request to review and increase the 110km/h speed limit falls beyond the scope of the NSW Speed Zoning Guidelines as 110km/h is the maximum permissible posted speed limit. Consequently, RMS has not carried out a speed zone review of the 110km/h sections along the Hume and Federal highways.</p>

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12	M4	<p>It is proposed the following changes be made to the M4 Motorway between Emu Plains and Strathfield:</p> <ul style="list-style-type: none">• Extend the 100km/h speed limit from 450 metres west to 1.3 kilometres west of the Wallgrove Road Overpass. This will create a safer road environment at the merges and diverges to the M7 Motorway / Wallgrove Road.• Increase the existing 70km/h speed limit to 90km/h at the old toll plaza section following the completion of roadworks at Silverwater.• Remove the existing westbound 70km/h speed limit between 475 metres west of Parramatta Road and one kilometre west of Parramatta Road and extend the 90km/h speed limit 520 metres east. <p>It is further proposed all other existing speed limits on the M4 Motorway between Emu Plains and Strathfield be retained. These are considered appropriate for the road environment, crash history, traffic volume, adjacent land use and property.</p> <p>The proposed changes will reduce the number of speed zone changes from seven to four.</p>
13	Old Pacific Highway - Hunter region	<p>It is proposed the existing speed limits on the Old Pacific Highway between Somersby and Mount Colah be retained.</p> <ul style="list-style-type: none">• The 70km/h speed limit at Somersby. A reduction in the speed limit is not recommended as this road environment is of a higher standard than the 60km/h speed zones to the south.• The 60km/h speed limit at Somersby and Mooney Mooney (except Calga Village). The existing 60km/h speed zones were introduced before 2007, to reduce the crash rates, particularly those involving motorcyclists. Since 2009, crash rates have fallen in the 60km/h speed zone south of Calga.• The 50km/h speed limit at Calga Village. This recommendation is based on the village environment at Calga and the potential for pedestrian traffic.• The 80km/h speed limit at Mooney Mooney to Cowan. This recommendation is based on the road environment and crash history, particularly those involving motorcyclists.• The existing speed limits between Fraser Road, Cowan to 700m north of Parklands Road, Mt Colah be retained at 60km/h and 80km/h. This recommendation is based on the existing road environment for this area, which is considered suitable for the current speed limits.

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14A	Pacific Highway - Macksville to Nambucca	<p>It is proposed the following change be made to speed limits on the Pacific Highway from Macksville to 50 metres east of Newee Creek, Nambucca:</p> <ul style="list-style-type: none">The 70km/h speed limit be increased to 80km/h. This speed limit is considered suitable for the intersection sight distance, number of accesses and the semi rural environment. <p>It is proposed all other existing speed limits on the Pacific Highway from Macksville to Nambucca be retained. These are considered suitable for the road environment considering roadside development, intersections, property accesses and crash history.</p>
14B	Pacific Highway - Warrell Creek to Macksville	<p>It is proposed the following change be made to the Pacific Highway from Warrell Creek to Macksville:</p> <ul style="list-style-type: none">The 80km/h speed limit through Warrell Creek be reduced to 70km/h. <p>It is proposed the 100km/h speed limit from Warrell Creek to Macksville be retained.</p> <p>These speed limits are considered suitable for the road environment given the number of access points, the road alignment and recent crash history.</p> <p>A safety investigation is being carried out to improve this section of the Pacific Highway, including improved line marking and signage.</p>
14C	Pacific Highway - Gold Coast Highway	<p>It is proposed the following change be made to the southbound speed limit on the Gold Coast Highway between 700 metres north of Tugun Interchange and 200 metres north of Tugun Interchange, Tweed Heads:</p> <ul style="list-style-type: none">The speed limit be increased from 60km/h to 80km/h. <p>This speed limit is considered suitable for the rural nature of the road environment and the low crash history.</p>
14D	Pacific Highway - Woolgoolga to Newmans Road	<p>It is proposed the speed limit on the Pacific Highway through Woolgoolga be retained at the current 60km/h.</p> <p>This speed limit is considered suitable given the surrounding road environment, property accesses and crash history.</p>

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15	M2	<p>It is proposed the following changes be made to the M2 Motorway between Abbott Road, Seven Hills and Windsor Road, Baulkham Hills:</p> <ul style="list-style-type: none">• Increase the existing 90km/h speed limit to 100km/h on the M2 Motorway between 200 metres south of the Abbott Road overpass and 30 metres west of Langdon Road overpass.• Increase the existing 90km/h speed limit to 100km/h between 650 metres west of the Windsor Road overpass and 270 metres west of Windsor Road overpass. <p>This will provide an additional 530 metres of 100km/h speed limit east of the M7 Motorway and an additional 380 metres of 100km/h speed limit west of Windsor Road.</p> <p>This recommendation is based on the divided road, road environment which includes central crash barriers and road shoulders and the low number of crashes. These sections are considered appropriate for a 100km/h speed limit as the road environment is consistent with other 100km/h sections on the M2 Motorway.</p> <p>It is proposed to retain the existing 90km/h speed limit between 30 metres west of Langdon Road overpass and 650 metres west of the Windsor Road overpass at 90km/h as there are a number of unprotected bus stops along this length. This will reduce the existing length of 90km/h speed limit from 3.1 kilometres to 1.9 kilometres.</p>
16	M5 & M5 East	<p>It is proposed the following change be made to the M5 Motorway:</p> <ul style="list-style-type: none">• Remove the 550 metre length of 90km/h speed limit eastbound on approach to King Georges Road between 710 metres west of King Georges Road and 160 metres west of the King Georges Road overpass and reinstate the original speed limit. <p>RMS is currently planning to widen the M5 west between King Georges Road, Beverley Hills and Camden Valley Way, Prestons; in addition to improvements to the toll plaza. The speed limits in these sections will be reviewed when these improvements have been completed. It is expected work could start mid 2012.</p>

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17	Penrose Street & River Road	<p>It is proposed the existing 50km/h speed limit on the route of Penrose Street, Bridge Street, River Road West, Northwood Road, River Road and Shirley Road, between Burns Bay Road and the Pacific Highway, Crows Nest be retained.</p> <p>This recommendation is based on the number of residential access points to the road and the high number of curves along the route. Since the speed limit reduction from 60km/h to 50km/h was implemented there has been a 44 per cent reduction in crashes on this route.</p>
18A	Princes Highway - Gerringong to Foxground	<p>It is proposed the speed limit on the Princes Highway between Omega Lane, Rose Valley and Toolijooa Road, Toolijooa be retained at 80km/h, due to the Gerringong to Bomaderry upgrade which will commence in 2012.</p> <p>RMS will monitor traffic conditions during work and adjust speed limits accordingly. A post completion speed zone review will be carried out when the upgrade is completed.</p>
18B	Princes Highway - Kiama Bends	<p>It is proposed the speed limit on the section of the Princes Highway (locally known as Kiama Bends), from Weir Street Overbridge to Mt Pleasant Lookout, Kiama Heights be retained at 80km/h.</p> <p>This recommendation is based on the road environment, particularly the tight curves and crash history. With the recent installation of electronic speed warning signage the 80km/h speed limit is considered appropriate for the road environment.</p>

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19	King Georges Road	<p>It is proposed the existing four speed limits and school zones on King Georges Road from the M4 Motorway, Homebush West to Princes Highway, Blakehurst are retained.</p> <ul style="list-style-type: none">• The 80km/h speed limit on King Georges Road from the M4 Motorway, Homebush West to 540 metres south of Weeroona Road, Strathfield.• The 70km/h speed limit on King Georges Road from 540 metres south of Weeroona Road, Strathfield to 460 metres north of Punchbowl Road, Greenacre.• The 60km/h speed limit (including four school zones) from 460 metres north of Punchbowl Road, Greenacre to 150 metres south of Connells Point Road, Blakehurst.• The 70km/h speed limit (including one school zone) from 150 metres south of Connells Point Road, Blakehurst to Princes Highway, Blakehurst. <p>Speed limits for this route had been recently reviewed and changes implemented in October 2011. The current speed limits are considered suitable for the road environment, roadside development, property accesses, intersections and crash history.</p> <p>Prior to the October 2011 speed limit review there were six speed zones along the 19 kilometre length of King Georges Road. The speed limit review resulted in a reduction from six speed zones to four along the length (outside of school zone hours), creating more consistent speed limits for motorists.</p>
20	Pacific Highway - Greater Taree	<p>It is proposed the existing speed limit on the Pacific Highway from Cundletown to Coopernook be retained at 100km/h. This is recommended due to the number of property accesses and intersections.</p> <p>It is further proposed that the speed limit on the Pacific Highway from Coopernook to Moorland be retained at 100km/h. Although the road environment, restricted property accesses, separated interchanges and well spaced intersections may support a speed limit of 110km/h, the crash rate is high and requires further investigation before a speed limit increase can be considered.</p>

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21	F3 - Sydney region	<p>It is proposed the existing speed limits on the F3 Freeway between Pennant Hills Road, Wahroonga and the Hawkesbury River Bridge, Brooklyn be retained.</p> <ul style="list-style-type: none">• The 70km/h speed limit on the F3 Freeway between Pennant Hills Road and 500 metres north of Pennant Hills Road, Wahroonga. This recommendation is based on the significant curve within this length and this section of the F3 Freeway being a continuation of the 70km/h speed limit on Pennant Hills Road.• The 80km/h existing speed limit on the F3 Freeway between north of Pennant Hills Road and north of the Edgeworth David Avenue overpass. There is strong opposition to any changes in the road environment and resulting noise levels along the F3 Freeway corridor. It is not proposed to change the speed limit at this time, however should there be a significant upgrade to the F3 Freeway or the noise walls are rebuilt and upgraded, the speed limit along this section of the freeway will be reviewed as part of this work.• The 110km/h speed limit on the F3 Freeway between north of the Edgeworth David Avenue overpass, Wahroonga and Hawkesbury River Bridge, Brooklyn. This recommendation is based on the limited access to the Freeway, high standard of alignment, the presence of merging and diverging lanes for all on and off-ramps. In accordance with the NSW Speed Zoning Guidelines, 110km/h is the highest signposted speed limit permitted in NSW.

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22	Richardson Road	<p>It is proposed the following recommendations be implemented for speed limits on Richardson Road from Nelsons Bay Road, Salt Ash to Adelaide Street, Medowie:</p> <ul style="list-style-type: none">• The existing 80km/h speed limit be retained between Richardson Road and Nelson Bay Road roundabout. An increase in the speed limit is not recommended as it approaches the roundabout at Nelson Bay Road and there are four residential driveways and access to a busy service station within the short length of the road.• The existing 90km/h speed limit be retained between Nelson Bay Road roundabout to Medowie Road. A reduction to 80km/h is not supported due to the standard of road alignment on this section, and the lack of roadside development and access. An increase to 100km/h is not supported when considering the significant number of unprotected roadside hazards.• The existing 80km/h speed limit be retained between Medowie Road to Benjamin Lee Drive east. The clear zone requirements for 90km/h and 100km/h are not able to be achieved and an increase in the speed limit is not recommended. Due to the good alignment and low number of driveways and intersections a reduction below 80km/h is also not considered appropriate.• The start of the adjoining 60km/h section be relocated to extend to the east by 230 metres from Benjamin Lee Drive to west of Halloran Way. This recommendation is based on the location of the Halloran Way intersection and pedestrians attending the adjacent schools. It is proposed the speed limit of 70km/h be retained for the remainder of this length. <p>Removal of the 70km/h speed limit and replacement with 80km/h or 60km/h has been considered. A decrease of this section to 60km/h is not supported due to the standard of road alignment on this section, and the lack of roadside development and access. An increase in the speed zone to 80km/h is not supported due to the high amount of traffic that turning right out of the Benjamin Lee (east) intersection and the crash history at this intersection.</p> <ul style="list-style-type: none">• The existing 60km/h speed limit be retained from West of Halloran Way to Adelaide Street, Medowie. This section meets the NSW speed zoning guidelines for a 60km/h speed zone on a major arterial urban road. This 60km/h speed zone is also consistent with the adjoining speed zone on Adelaide Street. A higher speed zone is not supported due to the number of direct driveway access, pedestrian activity and number of intersections. Due to the higher standard road carriageway in this section it is not considered appropriate to install a 50km/h speed zone.

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23	The Bucketts Way	<p>It is proposed the following speed zone changes be made to the Bucketts Way as follows:</p> <ul style="list-style-type: none">• Extend the 50km/h urban speed limit from Gloucester to 750 metres west of Warkivory Road and remove existing 60km/h speed zone, as it meets the definition of a built up area.• Reduce the existing 100km/h speed limit from 750 metres west of Markivory road to 600 metres east of Merewether Lane to 90km/h due to the high crash rate, tight curves, number of property accesses and intersections with restricted sight distance.• Reduce the existing 90km/h speed limit from 600 metres east of Mereweather Lane to 1.28 km west of Avalon Road to 80km/h due to the high crash rate, tight curves and number of property accesses and intersections with restricted sight distance.• Reduce the existing 70km/h speed limit from 100 metres east of Avalon Road to 150 metres north of Tara Street, Kranbach to 60km/h due to the high crash rate. This is also 870 metres shorter than the minimum length of kilometres for a 70km/h speed limit under the guidelines. <p>The changes are appropriate for the rural road environment.</p> <p>The proposed changes will reduce the number of speed zones from 13 to 12.</p>
24	Cleveland Street	<p>It is proposed the current 50km/h speed limit on Cleveland Street between City Road, Chippendale and Anzac Parade, Moore Park be retained.</p> <p>This recommendation is based on the residential road environment, significant number of pedestrian movements and the number of pedestrian crashes, closely spaced intersections and driveways. Cleveland Street is consistent with the default urban speed limit of 50km/h.</p> <p>The crash data also indicates the speed limit reduction implemented in April 2002 has resulted in a 39 per cent reduction in crashes, significantly improving road safety along this route.</p>
25A	Mitchell Highway - Bathurst to Orange	<p>It is proposed the current 100km/h speed limit on Mitchell Highway between Bathurst and Orange be retained.</p> <p>This recommendation is based on the ongoing upgrade program, crash history, the number of access points along the route and the alignment.</p>

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25B	Mitchell Highway - Orange to Molong	<p>It is proposed the 100km/h speed limit on the Mitchell Highway between Orange and Molong be retained.</p> <p>This recommendation is based on the ongoing program of road improvements, particularly wire rope installation in the Guanna Hill area, crash history, the number of access points along the route and the alignment.</p>
25C	Mitchell Highway - Molong to Wellington	<p>It is proposed the current 100km/h speed limit on the Mitchell Highway between Molong and Wellington be retained.</p> <p>This recommendation is based on the crash history, the number of rural access points along the route and the rural road environment.</p>
25D	Mitchell Highway - Wellington to Dubbo	<p>It is proposed the current 110km/h speed limit on the Mitchell Highway between Wellington and Dubbo be retained.</p> <p>This recommendation is based on the ongoing upgrade program, crash history, number of access points along the route and the alignment.</p>
25E	Mitchell Highway - Lucknow urban area	<p>It is proposed that the speed limit on the Mitchell Highway at Lucknow be increased from 50km/h to 60km/h.</p> <p>This recommendation is based on the arterial function of the highway, low crash history and straight road alignment.</p>
26	Bangor Bypass	<p>It is proposed the current 80km/h speed limit on Bangor Bypass/River Road between 245 metres northwest of Linden Street, Sutherland and New Illawarra Road, Menai be retained.</p> <p>This recommendation is based on the current design speed of the road and crash history.</p>
27	Cargo Road	<p>It is proposed the speed limits on Cargo Road between Cargo and Orange are retained at 80km/h and 90km/h. This recommendation is based on improvements to crash rates since the 100km/h limit on this road was reduced to 80km/h and 90km/h in 2010.</p> <p>Crash data indicates since the implementation of the reduced speed limits there has been a nine per cent reduction in crashes in the 80km/h zone and a 68 per cent reduction in the 90km/h zone. While a program of safety work has been implemented and wire rope barriers are being installed, the two speed limits are to be considered appropriate for the road environment on Cargo Road.</p>

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Review #	Road name	Summary of speed zone review findings
28	Mona Vale Road	<p>It is proposed the following changes be made to the speed limit on Mona Vale Road between Pymble and Mona Vale:</p> <ul style="list-style-type: none">The 90km/h speed limit on Mona Vale Road between 215 metres west of Forest Way, and 240 metres west of Cooyong Road, Terrey Hills be reduced to 80km/h. The traffic lights at the intersection of Forest Way/Myoora Road/Mona Vale Road are not suitable for a 90km/h speed limit and the road east of Forest Way is fronted by a number of commercial properties with driveway access onto Mona Vale Road.The 70km/h speed limit on Mona Vale Road between 240 metres west of Cooyong Road and 110 metres east of Cooyong Road, Terrey Hills be increased to 80km/h. The road within this section has a four lane divided road with deceleration lanes into Cooyong Road which are suitable for an 80km/h speed limit. <p>It is proposed all other existing speed limits be retained.</p> <p>These speed limits are considered suitable for the road environment, adjacent land use, property accesses, intersections and crash history.</p>
29A	Pacific Highway - Johns River to Herons Creek	<p>It is proposed the current 100km/h speed limit on the Pacific Highway from 3 kilometres south of the Manning Valley LGA boundary to 100 metres south of Stills Road be increased to 110km/h.</p> <p>This recommendation is based on the road being a four lane divided highway with sufficient sight distance at intersections and rural environment typical of the route.</p> <p>The proposed changes will reduce the number of speed zones from two to one.</p>
29B	Pacific Highway - Frederickton	<p>It is proposed the speed limit on the Pacific Highway in Frederickton be retained at the general urban default speed limit of 50km/h.</p> <p>This recommendation is based on the road alignment and typical urban environment of the route. Other key determining factors such as the crash history and the number of access points along the route have been taken into consideration.</p> <p>The Kempsey bypass Pacific Highway upgrade project is currently underway. When completed in mid 2013 the village of Frederickton also be bypassed and a 110km/h speed limit will be installed on the upgraded section.</p>

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Review #	Road name	Summary of speed zone review findings
30	Pacific Highway - Sydney region	<p>It is proposed the existing 60km/h speed limit on the Pacific Highway between the F3 Freeway, Wahroonga and Miller Street, North Sydney be retained.</p> <p>This recommendation is considered appropriate for roads in built up areas. These 60km/h roads are generally major arterial roads which are designed for travel between localities, have closely spaced accesses to adjacent development and, in larger areas, such as Wahroonga to North Sydney, are usually multi-lane roads. There is also currently a high proportion of rear-end crashes and any increase in the speed limit could have an adverse impact on crash statistics.</p>
31	Picton Road	<p>It is proposed the current 90km/h speed limit on Picton Road between the Hume Highway and Mt Ousley Road is retained until a program of road safety upgrade work is completed in 2013 on the highway in this area. The speed limit will be reviewed again after the completion of these important safety upgrades.</p>
32	Victoria Road	<p>It is proposed the existing speed limits on Victoria Road from O'Connell Street, Parramatta to City West Link, Rozelle be retained.</p> <ul style="list-style-type: none">The speed limits between O'Connell Street, Parramatta and the City West Link, Rozelle be retained at 60km/h and 70km/h. This recommendation is based on the road environment, crash history and adjacent land use which varies along the route with a mix of industrial and commercial, pedestrian activity through shopping areas, property accesses and intersections.
33	Captain Cook Drive	<p>It is proposed the speed limits on Captain Cook Drive from Taren Point Road, Caringbah to Torres Street, Kurnell be retained at the existing 50km/h, 60km/h, 70km/h, 80km/h.</p> <p>These speed limits were implemented in January 2011 due to the adjacent road environment, the crash history, adjacent land use, driveway accesses and kerbside parking.</p>
34	Henry Parry Drive	<p>It is proposed the speed limit on Henry Parry Drive from 630 metres from the intersection of the Central Coast Highway for a distance of 1.36 kilometres be increased from 40km/h to 50km/h. This recommendation would provide a more consistent speed zone environment and will result in the route having only two speed zones consisting of a 60km/h for 1.9 kilometres and 50km/h zone for the remaining 1.9 kilometres.</p> <p>The proposed changes will reduce the number of speeds zones from four to two.</p>

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Review #	Road name	Summary of speed zone review findings
35	Lismore-Dunoon Road	<p>It is proposed the existing speed limit on Dunoon Road through the village of Modanville from 960 metres south of Craiglea Court to 200 metres north of Beddoes Road be reduced from 60km/h to 50km/h. This will provide a standardised speed limit of 50km/h for all the villages on this route.</p> <p>It is proposed the existing 80km/h speed limit south of Modanville be extended 1.3 kilometres north to 960 metres south of Craiglea Court. The increase is proposed due to the rural environment and lack of driveway accesses and is supported by the Modanville Public School. The 40km/h school speed zone through Modanville Public School will remain and existing School Zone signs and advance warning signs will be upgraded for the proposed 80km/h speed limit.</p>
36	New England Highway - Hunter region	<p>It is proposed the following changes be made to the New England Highway.</p> <ul style="list-style-type: none">• Extend the existing 80km/h speed zone between Hexham to Branxton and removing a section of the 90km/h speed zone about 1.4 kilometres west. This will cover Tarro rail overbridge which has restricted sight distance at the intersection of Woodlands Close. The community has previously asked safety at this location to be investigated.• Reduce the existing 70km/h speed zone to 60km/h at East Maitland due to extensive roadside development, pedestrian activity and high crash rate.• Change the existing short length of 60km/h at the Maitland roundabout to an at risk location a 60km/h speed zone with a 60 metre extension to the western end westbound to improve safety.• Reduce the existing 90km/h speed zone to 80km/h between Rutherford to Lochinvar for the entire 3.2 kilometre length. This has a high crash rate. There are also regularly used driveways and intersections with no restricted turn movements. <p>It is proposed all other existing speed limits on the New England Highway be retained. The proposed changes will result in an increase in travel time of only 37 seconds for the 42 kilometre length.</p> <p>The proposed changes will reduce the number of speed zones from 15 to 14.</p>

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Review #	Road name	Summary of speed zone review findings
37	Princes Highway - Albion Park Rail to Kiama	<p>It is proposed the speed limits on the section of the Princes Highway from Macquarie Rivulet Bridge, Albion Park Rail to Weir Street Overbridge, Kiama Heights are retained at the existing 60km/h, 70km/h, 80km/h and 100km/h.</p> <p>The 60km/h, 70km/h and 80km/h speed limits are considered suitable to the road environment through Albion Park Rail where there is a higher crash history, adjacent commercial, retail and residential land use, property accesses and intersections. The 100km/h speed limit along the freeway standard section between Oak Flats and Kiama is considered suitable due to the lower crash history, controlled access and more rural road environment.</p>
38A	Sturt Highway - Narrandera to Darlington Point	<p>It is proposed changes be made to the speed limits on the Sturt Highway, from Gillenbah to Waddi as follows:</p> <ul style="list-style-type: none">• Increase the existing 100km/h speed limit to 110km/h from 31 kilometres west of Gillenbah to Waddi.• Install an 80km/h speed zone 500 metres east of the eastern Kidman Way intersection to 500 metres west of the western Kidman Way intersection at Waddi.• Extend the existing 110km/h speed limit by increasing the 100km/h speed limit from 500 metres west of the Western Kidman Way intersection to 110km/h at Waddi West.• It is proposed the 100km/h speed limit from Gillenbah to 31 kilometres west of Gillenbah is retained. <p>It is also proposed the speed limit on the Kidman Way is changed as follows:</p> <ul style="list-style-type: none">• Decrease the 100km/h speed limit from 300 metres south of the Sturt Highway to 2 kilometres north of the Sturt Highway to 80km/h. <p>These speed limits are suitable for the rural road environment with low crash history, straight alignment, wide clear zones and low traffic volumes. The 80km/h speed limit at the Kidman Way is proposed to improve safety at this intersection, particularly for heavy vehicle turning movements.</p>

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Review #	Road name	Summary of speed zone review findings
38B	Sturt Highway - Gol Gol to Buronga	<p>It is proposed the speed limits in urban and urban fringe sections along the Sturt Highway, from Gol Gol to the Victorian border at Buronga, are changed as follows:</p> <p>Gol Gol</p> <ul style="list-style-type: none">• Remove the existing 80km/h speed limit buffer zone east of Gol Gol and extend the 100km/h speed limit to the existing 50km/h speed limit.• Remove the existing 50km/h speed limit and replace with 60km/h. <p>Buronga</p> <ul style="list-style-type: none">• Remove the existing 50km/h speed limit and replace with 60km/h.• Remove the existing 80km/h speed limit on George Chaffey Bridge and replace with a 60km/h. <p>These changes are considered suitable to the road environment, and provide a safer speed limit on George Chaffey Bridge.</p> <p>The proposed changes will reduce the number of speed zones from five to three.</p>
38C	Silver City Highway	<p>It is proposed the speed limits in urban and urban fringe sections along the Silver City Highway, from Buronga to Wentworth are changed.</p> <ul style="list-style-type: none">• Remove the existing 50km/h and 80km/h speed limits at Buronga and install a 60km/h from the Sturt Highway to the 100km/h speed limit.• Remove the existing 50km/h and 80km/h speed limits at Dareton and install a 60km/h.• Remove the existing 80km/h speed limit to the west of Curlwaa and extend the 60km/h speed limit by 1 kilometre to the west, and the 100km/h speed limit to the east by 200 metres.• Remove the existing 50km/h speed limit at Westworth and replace it with a 60km/h. <p>These changes are considered suitable to the low crash history road and the environment.</p> <p>The proposed changes will reduce the number of speed zones from ten to four.</p>

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Review #	Road name	Summary of speed zone review findings
39	Tathra Bermagui Road	<p>It is proposed the existing speed limits for the Tathra Bermagui Road between Nelson and Bermagui be retained at 80km/h and 100km/h.</p> <p>These speed limits are considered appropriate for the rural road environment, road alignment, adjacent clear zones, adjacent development and low crash history.</p>
40	New Illawarra Road	<p>It is proposed the speed limit on New Illawarra Road between Heathcote Road, Lucas Heights and Recreation Drive, Barden Ridge be increased from 70km/h to 80km/h.</p> <p>This recommendation is based on New Illawarra Road travelling through a rural environment with limited direct access, intersections having design speeds of at least 80km/h with associated deceleration and acceleration lanes, and the low number of crashes after recent upgrade work.</p> <p>This will create a consistent speed limit on the Alford's Point Road/New Illawarra Road corridor and provide motorists with a 12.3 kilometre length of 80km/h when travelling from Padstow to Lucas Heights.</p>
41	Brisbane Water Drive	<p>It is proposed the existing speed limits on Brisbane Water Drive between Woy Woy and West Gosford are retained at 60km/h and 70km/h.</p> <p>The recommendation to retain the 60km/h speed limit between Woy Woy and Koolewong is based on the large number of direct driveway access points, a railway level crossing with sight distance limitations and another intersection with limited sight distance.</p> <p>The recommendation to retain the 70km/h speed limit at Tascott is based on a low crash rate and very few direct access points which do not support a speed reduction at this location.</p> <p>The recommendation to retain the 60km/h speed limit between at Point Clare and West Gosford is based on the large number of intersections along its length.</p>
42	Hastings River Drive	<p>It is proposed the speed limit on Hastings River Drive between Port Macquarie and the Pacific Highway is retained at 80km/h.</p> <p>This section of road has a curved alignment, narrow road shoulders, steep embankments, clear zone hazards and restricted sight at the Fernbank Creek Road intersection. The existing 80km/h is considered suitable for this road environment.</p>

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Review #	Road name	Summary of speed zone review findings
43	Henry Lawson Drive	<p>It is proposed the current speed limits of 60km/h and 70km/h on Henry Lawson Drive, Lansdowne and Milperra Road, Milperra be retained at 60km/h and 70km/h.</p> <p>The crash data for this route indicate that the speed limits implemented in June 2010 have significantly improved road safety along this route. There has been a 40 per cent reduction in crashes in the 70km/h section and a 33 per cent reduction in crashes in the 60km/h section.</p> <p>These speed limits are considered suitable for the road environment.</p>
44	Lake Albert Road & Plumpton Road	<p>It is proposed the following changes be made to the speed limits on Lake Albert Road from the Sturt Highway to Main Street, and Plumpton Road from Lake Albert Road to Stirling Boulevard.</p> <ul style="list-style-type: none">• Increase the existing 50km/h speed limit on Lake Albert Road between John Street and Plumpton Road to 60km/h.• Increase the existing 50km/h speed limit on Plumpton Road between Lake Albert Road and Koorinal Road to 60km/h. <p>This recommendation is based on the important arterial function of the road, low crash rate, separation of pedestrian activity and provision of pedestrian facilities.</p> <p>It is further proposed the existing speed limit on Lake Albert Road from the Sturt Highway to John Street remains at 60km/h due to the arterial function of this section of the road and from Plumpton Road to Main Street remains at 50km/h based on the residential nature of the road, pedestrian activity from the local shopping development and to provide consistency along the route.</p> <p>The proposed changes will reduce the number of speed zones from five to three.</p>
45	Moore Park Road	<p>It is proposed the existing speed limit on Moore Park Road between Anzac Parade and Oxford Street, Moore Park be retained at 50km/h.</p> <p>This recommendation is based on the residential and commercial road environment and significant pedestrian activity, particularly during special events. The crash data also indicates the speed limit reduction implemented in April 2002 has resulted in a 38 per cent reduction in crashes, improving road safety along this length.</p>

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Review #	Road name	Summary of speed zone review findings
46	Nelson Bay Road - Fern Bay	<p>It is proposed the following changes be made to Nelson Bay Road.</p> <p>Extend the 80km/h speed limit from south of Cabbage Tree Road, Williamtown to west of Marsh Road, Salt Ash east to the start of the divided road by 800 metres for eastbound and 650 metres westbound. This change will create a consistent 80km/h speed limit 11.05 kilometres eastbound and 10.9 kilometres westbound. The 100km/h speed limit in this section was on divided road and the section has the most trees in the clear zones, and therefore recommended more appropriately zoned at 80km/h.</p> <p>Extend the existing 50km/h urban speed limit from west of Lilly Hill Road, Nelson Bay to east of Talleen Road, Nelson Bay by 240 metres to cover the length of Nelson Bay Road which has residential properties on both sides.</p>
47A	Newell Highway - northern approach to Coonabarabran	<p>It is proposed the speed limit on the 1.4 kilometre length of the Newell Highway from north of Queenie Street to north of Dandry Road be retained at 70km/h.</p> <p>This proposal is based on the number of property accesses, side road intersections and the urban fringe environment appropriate for the speed limit.</p>
47B	Newell Highway - southern approach to Coonabarabran	<p>It is proposed the following change be made to the speed limit on the Newell Highway, south of Bandulla Road at Coonabarabran:</p> <ul style="list-style-type: none">The existing 50km/h speed limit be extended by 60 metres south of Bandulla Road. <p>The proposal to extend the 50km/h zone by 60 metres is in response to requests to include the childcare centre in the 50km/h zone.</p> <p>It is proposed to retain the existing 70km/h speed limit for the rest of the length.</p>

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Review #	Road name	Summary of speed zone review findings
48	Pennant Hills Road	<p>It is proposed the following speed limits on Pennant Hill Road are retained:</p> <ul style="list-style-type: none">The current 60km/h speed limit on Pennant Hills Road between Church Street, North Parramatta and Murray Farm Road, Carlingford. This speed limit is considered to be appropriate due to the extensive number of driveways, the kerbside parking, residential and commercial frontage and the pedestrian demand generated by shops, schools and Carlingford railway station. There are a significant number of crashes including a high number involving pedestrians along this length of Pennant Hills Road.The current 70km/h speed limit on Pennant Hills Road between Murray Farm Road, Carlingford and the F3 Freeway, Wahroonga. This speed limit is considered appropriate due to the good road alignment, regular signalised intersections and limited direct driveway access.
49	Windsor Road	<p>It is proposed that the following changes be made to the speed limits on Windsor Road between Old Windsor Road, Kellyville and North Rocks Road, North Parramatta be changed.</p> <ul style="list-style-type: none">The current 60km/h speed limit through Kellyville be increased to 80km/h for 480 metres. This will extend the existing speed limit east to create a consistent 2.2 kilometre length of 80km/h between Old Windsor Road and west of Acres Road. This recommendation is based on the upgraded road environment with limited access, the design speed of the road and the low crash history.The current 60km/h speed limit through Baulkham Hills be increased to 70km/h for a length of 790 metres. This will extend the existing 70km/h speed limit south to create a consistent 3.2 kilometre speed limit between east of Fairway Drive and Parsonage Road, Baulkham Hills. This recommendation is based on the upgraded road environment with limited access to residential properties, the design speed of the road and the low crash history.

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50 Epping Road

It is proposed that the following changes be made to the speed limits on Epping Road:

- Reduce the existing 80km/h speed limit between east of Pembroke Street and southeast of Pittwater Road to 70km/h for 5.4 kilometres. This recommendation is based on the high number of crashes along the route, the numerous inclines, the lack of a central barrier and significant pedestrian traffic due to bus stops servicing adjacent residential areas, Epping Boys High School, Macquarie University and Macquarie Shopping Centre. This section of the road also provides direct driveway access to residential properties at numerous locations.
- Increase the existing 60km/h speed limit on Epping Road between northwest of Mowbray Road West and northwest of Johnston Crescent West to 70km/h for 1.3 kilometres. This recommendation is based on the divided road, lack of access points, the separation of cyclists and pedestrians from traffic and the design speed of the road.

It is proposed the existing 60km/h speed limit on Epping Road between Beecroft Road and east of Pembroke Street be retained. This recommendation is based on it being an undivided road with closely spaced residential access points and closely spaced intersections.

It is proposed the existing 60km/h speed limit on Epping Road and Longueville Road between northwest of Johnston Crescent and the Pacific Highway be retained. This recommendation is based on the high number of residential driveways, lane merges and the increased pedestrian traffic between the residential developments and the Lane Cove shops.

51 F6
- Albion Park to Mt Ousley

It is proposed the existing speed limits on the Southern Freeway (F6) from Masters Road, Figtree to Memorial Drive, Wollongong be retained at 80km/h and 90km/h.

This recommendation is based on the queuing impacts at the exit ramps for University and Irvine streets and increased vehicle activity on Memorial Drive, from the North Wollongong Interchange. The existing speed limits are considered safe and suitable for the existing road environment.

52 Hume Highway
- South West region

It is proposed the existing 110km/h speed limit on the Hume Highway from the Davey Road, Victorian border to Yass be retained.

It is recommended the existing 110km/h speed limit on the Hume Highway at Albury between the Victorian border and Davey Road also be retained.

The maximum permissible speed limit in NSW is 110km/h.

53 Koala Street

It is proposed the existing 60km/h urban default speed limit on Koala Street be retained.

This recommendation is based on the road alignment, residential and urban fringe environment of the road, crash history and limited sight distance at intersections.

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54 Lyons Road

It is proposed the existing 50km/h speed limit on Lyons Road West and Lyons Road between Crane Street, Concord and Victoria Road, Drummoyne be retained.

This recommendation is based on Lyons Road West and Lyons Road having numerous direct property accesses along the length of the urban route and a significant number of intersections and roundabouts.

Since the implementation of the 50km/h speed limit on Lyons Road in 2007 there has been a 28 per cent reduction in the number of crashes and a 55 per cent reduction in the number of crashes involving pedestrians.

55 Princes Highway
- Loftus

It is proposed the existing 80km/h speed limit on the Princes Highway between 310 metres east of Old Bush Road, Yarrawarra and 390 metres south of President Avenue, Sutherland be retained.

This recommendation is based on the Princes Highway having a divided carriageway with limited access.

The Princes Highway has a number of signalised intersections and traffic signals are not suitable for speed limits above 80km/h.

The speed limit reduction implemented in November 2008 has improved road safety along this length of road and resulted in a 30 per cent reduction in crashes.

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56 Great Western Highway
- Penrith

It is proposed the following changes be made to the Great Western Highway between Church Street, Parramatta and Parker Street, Penrith:

- Reduce the existing 80km/h speed limit between west of Melbourne Street, Oxley Park and west of Fleming Street, St Marys to 60km/h for 1.82 kilometres. This will create a consistent three kilometres of 60km/h speed limit. This recommendation is based on the high number of residential properties with driveway access, the built up roadside environment and the significant crash history along this length.
- Remove the 40km/h school zone on the Great Western Highway provided for Colyton High School between west of Melbourne Street and west of Craig Avenue, Oxley Park, in conjunction with the above recommendation. This is based on the permanent closure of the student access on the Great Western Highway in October 2011. School zones have been provided for Colyton High School on the surrounding roads of Carpenter, Dalton and Francis streets, which cover the direct accesses to the school.
- Increase the existing 70km/h speed limit between east of O'Connell Street, Werrington to 80km/h for 180 metres. This will create a consistent 2.7 kilometres of 80km/h between Neale Street, St Marys and O'Connell Street, Werrington. This recommendation is based on the minimal roadside development with no driveway access and low crash history.
- Reduce the existing 70km/h speed limit between east of O'Connell Street, Werrington and west of Santley Crescent, Kingswood to 60km/h for 1.25 kilometres. This will create a consistent 2.3 kilometres of 60km/h between O'Connell Street, Werrington and Parker Street, Penrith. This recommendation is based on the high number of residential properties with driveway access, the built up roadside environment, availability of kerbside parking, crash history and the number of intersections.

It is proposed all other existing speed limits on the Great Western Highway between Church Street, Parramatta and Parker Street, Penrith be retained. These are considered suitable for the road environment and adjacent land use.

The recommendations will reduce the number of speed zone changes from six to five.

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57	Hume Highway - Parramatta Road to M5	<p>It is proposed the following changes be made to the Hume Highway between the M5 Motorway, Casula and Parramatta Road, Haberfield:</p> <ul style="list-style-type: none">• Reduce the existing 70km/h speed limit on the Hume Highway at the M5 Motorway interchange at Casula to 60km/h. This change is proposed due to the increased traffic at the M5 Motorway interchange.• Reduce the existing 70km/h speed limit east of Orange Grove Road (Cumberland Highway), Liverpool to 60km/h. This recommendation is based on the road alignment and the increased traffic at the intersection at Orange Grove Road (Cumberland Highway). <p>These changes will create a consistent 3.1 kilometres of 60km/h between south of the M5 Motorway, Casula and east of Orange Grove Road (Cumberland Highway), Liverpool.</p> <ul style="list-style-type: none">• It is proposed the existing 60km/h speed limit on the Hume Highway through Ashfield town centre be reduced to 50km/h between west of Thomas Street, Ashfield and west of Pembroke Street, Summer Hill to create 1.3 kilometres of 50km/h. <p>This recommendation is based on the presence of a large shopping district, high pedestrian activity and a high number of crashes involving pedestrians. There are multiple closely spaced intersections and on street parking resulting in a high number of vehicle movements. Speed surveys have shown most vehicles are travelling at or below the proposed 50km/h speed limit through Ashfield.</p>
58	Kingsgrove Road	<p>It is proposed the existing 50km/h speed limit on Kingsgrove Road between Canterbury Road, Belmore and Stoney Creek Road, Kingsgrove be retained.</p> <p>This recommendation is based on the roadside development, the number pedestrians near the Kingsgrove railway station and the road alignment. Kingsgrove Road is considered consistent with a default urban speed limit of 50km/h.</p>
59A	Princes Highway - Foxground to Berry	<p>It is proposed the existing 90km/h speed limit on the Princes Highway from 250 metres north of Tannery Road intersection, Berry to 200 metres south of Foxground Road intersection, Foxground be retained.</p> <p>This recommendation is based on the road alignment, the low density land use and rural road environment. The highway has minimal roadside access which supports the arterial function of the Princes Highway. There are four intersections along this section of highway, and minimal cyclist and pedestrian activity.</p>
59B	Princes Highway - Berry	<p>It is proposed the existing 50km/h speed limit on the Princes Highway, through the township of Berry be retained. This proposal is based on crash history and traffic volumes and a high number of pedestrians at times. This section of the Princes Highway is a typical urban environment with high numbers of driveways and passes through the Berry CBD.</p>

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59C	Princes Highway - South Nowra	<p>It is proposed the existing 40km/h school zone speed limit on the Princes Highway at South Nowra is removed once work for the South Nowra upgrade is completed. This recommendation is based on:</p> <ul style="list-style-type: none">• The infrequent use of the pedestrian refuge at Park Road with a maximum of 15 students using the crossing during each school zone period. No primary students use the facility.• The principals of both adjacent high schools support the removal of the school zone.• The existing pedestrian refuge will be replaced with a pedestrian crossing at the traffic lights and other measures will be installed.
59D	Princes Highway - Bomaderry	<p>It is proposed the existing 40km/h school zone on the Princes Highway at Bomaderry be retained. The review determined the 40km/h school zone speed limit is in accordance with the School Zone Guidelines.</p>
59E	Princes Highway - Bendalong	<p>It is proposed the existing 80km/h speed limit on the Princes Highway between 3.7 kilometres south of Sussex Inlet Road to 6.3 kilometres south of Sussex Inlet Road, Jerrawangala be retained.</p> <p>This recommendation is based on the road alignment and the road environment being appropriate for a 80km/h speed limit.</p>
60	Castlereagh Road	<p>It is proposed the existing 80km/h speed limit on Castlereagh Road between Smith Road, Castlereagh and Cranebrook Road South, Cranebrook be retained.</p> <p>This recommendation is based on the design speed, sight distance and the number of intersections being appropriate for a 80km/h speed limit.</p>

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61 Menangle Road

It is proposed the following speed limits are retained on Menangle Road:

- The existing 80km/h speed limit between south of Finns Road and south of Woodbridge Road.
- The existing 60km/h speed limit on Menangle Road between south of Glen Alpine Drive and Tindall Street.
- The existing 60km/h speed limit between south of Woodbridge Road and 500 metres north of Woodbridge Road.

These speed limits are considered suitable for the road environment, adjacent land use and the number of intersections.

It is proposed the following speed limit changes are implemented on Menangle Road:

- Reduce the existing 100km/h speed limit between 460 metres south of Racecourse Avenue and 630 metres south of Glenlee Road to 80km/h. This recommendation is based on access to rural residential properties, including some with concealed driveways, access to a large housing estate from Racecourse Avenue and adjacent educational and commercial developments. This will create a consistent 6.9 kilometre length of 80km/h speed limit between Woodbridge Road and Glen Alpine Drive.
- Shorten the length of 40km/h school zone speed limit by 100 metres at the southern end of the Broughton Anglican College.

The recommendations will reduce the number of speed zone changes from six to four.

62 Milperra Road and
Newbridge Road

It is proposed the existing 60km/h speed limit on Newbridge Road/Milperra Road between 590 metres west of Henry Lawson Drive and 145 metres east of Henry Lawson Drive be increased to 70km/h. This will create a consistent 8.2 kilometres of 70km/h speed limit between Liverpool and Bankstown.

This recommendation is based on limited access along this length, the road alignment, the presence of a safety camera and will maintain consistency with the surrounding 70km/h speed limits.

The recommendations will reduce the number of speed zone changes from three to one.

63 Olympic Highway

It is proposed the following changes be made to speed limit on the Olympic Highway between the Hume and the Sturt highways:

- Increase the existing 50km/h speed limit at Gerogery to 60km/h.
- Reduce the existing 80km/h speed limit at The Rock to 70km/h.

It is proposed all other existing speed limits including 50km/h speed limit at Culcain, Henty, Uranquinty and the general default 100km/h speed limit be retained.

These speed limits are considered suitable for the road environment and approaches to townships along the highway.

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64A	Princes Highway - North of Batemans Bay	<p>It is proposed the existing 100km/h speed limit on the Princes Highway from Bermagui Road to south of Bermagui Road, Tilba is retained.</p> <p>This speed limit is considered suitable for the rural road environment, low number of access points and adjacent developments.</p>
64B	Princes Highway - Narooma	<p>It is proposed the existing 80km/h speed limit on the Princes Highway, Narooma be retained.</p> <p>This speed zone is considered suitable for the road environment, crash history, traffic volume, adjacent land use, and property and side road accesses from the highway.</p>
64C	Princes Highway - Corunna	<p>It is proposed the existing speed limits on the Princes Highway between Mystery Bay Road, Corunna and Tilba be retained while roadwork is taking place at Victoria Creek.</p> <p>The speed limit at this location is generally 80km/h with a short section of 100km/h, however a temporary 60km/h speed limit applies during road work. When the upgrade is complete in 2013 the speed limit on this section of highway will be increased to 100km/h.</p>
64D	Princes Highway - Batemans Bay & Mogo	<p>It is proposed the existing 60km/h speed limit through the industrial area at the southern end of Batemans Bay be increased to 70km/h.</p> <p>This will provide one kilometre of consistent 70km/h speed limit.</p> <p>It is proposed the remaining speed limits on the Princes Highway between Batemans Bay and Mogo be retained as the speed limits are considered most appropriate for the road environment.</p> <p>The recommendations will reduce the number of speed zone changes from four to three.</p>
64E	Princes Highway - Bermagui turn off to grassy hill	<p>It is proposed the existing 100km/h speed limit on the Princes Highway from Bermagui Road to south of Bermagui Road, Tilba is retained.</p> <p>This speed limit is considered suitable for the rural road environment, low number of access points and adjacent development.</p>

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65	Taren Point Road	<p>It is proposed the existing 80km/h speed limit on Taren Point Road between 610 metres south of Fontainbleau Street, Sans Souci and 260 metres north of Holt Road, Taren Point be retained.</p> <p>This recommendation is considered suitable due to this section of Taren Point Road being a divided road having no direct access or intersections, and a low number of crashes along this length.</p> <p>The crash data indicates the speed limit reduction implemented in February 2006 has significantly improved road safety along this length, with a 28 per cent reduction in crashes and a 70 per cent reduction in injuries.</p> <p>It is further proposed the existing 70km/h speed limit on Taren Point Road between 260 metres north of Holt Road, Taren Point and Kingsway, Caringbah be retained.</p> <p>This recommendation is considered suitable due to this section of Taren Point Road being a divided road with three lanes in each direction, the high standard of road alignment, regularly spaced traffic lights and limited access.</p>
66	Fullers Road and Millwood Avenue	<p>It is proposed the existing 50km/h speed limit for Millwood Avenue and Fullers Road, between Lady Game Drive, Chatswood West and the Pacific Highway, Chatswood be retained.</p> <p>This recommendation is based on the residential nature of the road, with numerous driveways, road alignment, the number of intersections, mostly without traffic lights, and the crash history. There has been a 35 per cent reduction in the number of crashes since the speed limit was reduced from 60km/h in 2008.</p>
67A	Golden Highway - Uarbry to Dunedoo	<p>It is proposed the existing 100km/h speed limit on the Golden Highway between Uarbry and Dunedoo be retained. It is considered the existing speed limit appropriately reflects the road environment, crash history, the number of intersections, accesses and the safe intersection sight distances.</p>
67B	Golden Highway - Dunedoo to Dubbo	<p>It is proposed the existing 100km/h speed limit on the Golden Highway between Dunedoo and Dubbo be retained. It is considered the existing speed limit appropriately reflects the road environment, crash history, the number of intersections, accesses and the safe intersection sight distances.</p>
68	Newcastle Inner City Bypass	<p>It is proposed the existing 90km/h speed limit on the Newcastle Inner City Bypass be retained.</p> <p>This speed limit is considered appropriate for the road environment. There are sections with unprotected roadside hazards and narrow road shoulders in some locations. The road alignment is also appropriate for a 90km/h speed limit.</p>

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69	Old Windsor Road	<p>It is proposed the existing 80km/h speed limit on Old Windsor Road between Windsor Road, Kellyville and Hart Drive (Cumberland Highway), Northmead be retained. This recommendation is based on it being a divided arterial road with a number of grade separated interchanges and service roads along the 11 kilometre length.</p> <p>It is further proposed the existing 70km/h speed limit on Old Windsor Road, between Hart Drive (Cumberland Highway), and James Ruse Drive, Northmead be retained. This recommendation is based on the residential nature of the road, with access points for residential and commercial properties. The speed limit reduction implemented in 2007 has improved safety along this length with a 35 per cent reduction in crashes.</p>
70	Pittwater Road	<p>It is proposed that the speed limit on Pittwater Road between Dee Why Parade and 140 metres south of Wakehurst Parkway be retained at 60km/h.</p> <p>This recommendation is considered suitable based on the residential and commercial frontage with closely spaced driveways, kerbside parking and the number of crashes along the length, particularly crashes involving pedestrians and right turning vehicles.</p> <p>It is proposed to reduce a 200 metre length of 70km/h speed limit on Pittwater Road between 140 metres south of Wakehurst Parkway and 60 metres north of Wakehurst Parkway to 60km/h. This will extend the 60km/h speed limit through the complex Wakehurst Parkway intersection.</p> <p>It is further proposed that the remaining length on Pittwater Road, between 60 metres north of Wakehurst Parkway and 140 metres south of Mona Vale Road be retained at a speed limit of 70km/h. The 70km/h speed limit is considered to be appropriate due to the surrounding parklands and reserves with limited driveways and a wide median.</p>
71	Springwood Road	<p>It is proposed the existing 60km/h and 80km/h speed limits on Springwood Road between Castlereagh Road, Agnes Banks and 2.8 kilometres east of Roberts Parade, Yarramundi be retained.</p> <p>This recommendation is based on the limited sight distance at intersections, vegetation and trees in the clear zone and the need to provide consistent speed limits for motorists along this length. The crash data indicates the speed limit reductions implemented in 2009 and June 2010 have improved road safety along this length.</p>
72	Syd Einfeld Drive	<p>It is proposed the existing 80km/h speed limit on Syd Einfeld Drive between 70 metres east of York Road and 150 metres west of Old South Head Road, Bondi Junction be retained.</p> <p>This recommendation is based on Syd Einfeld Drive being a high standard divided road with no access or intersections and a low crash history.</p>

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73 The Northern Road

It is proposed the existing 60km/h, 70km/h and 80km/h speed limits on The Northern Road between the M4 Motorway, Orchard Hills and Narellan Road, Harrington Park be retained.

The current speed limits are considered appropriate for the mix of urban and rural road environments along the route. This recommendation is also based on crash history, traffic volumes and adjacent development with property accesses and intersections.

74 Barrenjoey Road

The following changes are proposed for Barrenjoey Road:

- Retain the existing 60km/h speed limit on Barrenjoey Road between Pittwater Road, Mona Vale and Bardo Road, Newport. The recommendation is based on the arterial function of the road.
- Retain the existing 50km/h speed limit through Newport, between south of Bardo Road and north of Neptune Road . The recommendation is based on the pedestrian traffic generated by the adjacent Newport shops and Newport Beach. Since the implementation of traffic calming measures and the 50km/h speed limit there has been a reduction in the number of crashes at this location.
- Retain the existing 60km/h speed limit for the eight kilometre section of Barrenjoey Road between 65 metres north of Neptune Road, Newport and 35 metres north of Nabilla Road, Palm Beach. This recommendation is based on the arterial function of the road, the number of residential driveways, the sections of bushland and the road alignment.
- Reduce a 1.1 kilometre length of 60km/h speed limit to 50km/h between 35 metres north of Nabilla Road and 40 metres south of Beach Road, Palm Beach. This recommendation is based on the number of closely spaced driveways, the narrow winding road alignment and increased pedestrian traffic within the shopping strip and ferry wharf at Palm Beach.

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75 Botany Road

It is proposed the existing 50km/h speed limit on Botany Road between Henderson Road, Alexandria and 30 metres south of Hayes Road, Rosebery be retained. Additionally, it is proposed that this 50km/h speed limit be extended south by 1.9 kilometres to General Holmes Drive, Mascot. This area currently has a 60km/h speed limit.

This recommendation is based on the adjacent residential and commercial properties, high volume of pedestrian traffic and associated crashes involving pedestrians, multiple closely spaced intersections and driveways. This section of Botany Road is considered consistent with the default urban speed limit of 50km/h.

It is further proposed the existing 60km/h speed limit of Botany Road between General Holmes Drive, Mascot and 70 metres north of Lord Street, Botany be retained. This recommendation is based on this section of Botany Road being an arterial route at this location linking to General Holmes Drive, Wentworth Avenue, Mill Pond Road and Southern Cross Drive, and the low number of direct accesses to Botany Road.

It is proposed the existing 50km/h speed limit on Botany Road between 70 metres north of Lord Street, Botany and Foreshore Road, Banksmeadow be retained. This recommendation is based on the adjacent residential, commercial and industrial properties, and closely spaced intersections and driveways. This section of Botany Road is consistent with the default urban speed limit of 50km/h.

76 Boundary Road

It is proposed the existing 50km/h speed limit on Boundary Road between Forest Road, Peakhurst and Oatley Parade, Oatley be retained.

This recommendation is based on the residential and industrial road environment, closely spaced intersections and driveways and associated crash history. The road is consistent with the default general urban speed limit of 50km/h.

77 Burnett Street

It is proposed the following changes be made on Burnett Street between Guildford West and Mays Hill:

- Increase the existing 50km/h speed limit to 60km/h on Burnett Street between the Great Western Highway and the M4 Motorway. This recommendation is based on proposed changes to the phasing of the traffic lights at the intersection of the M4 Motorway on ramp and Burnett Street, the road environment and the arterial nature of this section of Burnett Street which connects the Great Western Highway and the M4 Motorway.

It is proposed parking lanes be installed along Burnett Street between the Great Western Highway and the M4 Motorway to clearly define travel lanes.

- Retain the existing 50km/h speed limit on Burnett Street between the M4 Motorway, Mays Hill and Lucas Street, Guildford West. This recommendation is based on the residential road environment, commercial development, and closely spaced intersections and driveways.

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78	Fourth Avenue	<p>It is proposed the existing 60km/h speed limit on Fourth Avenue between Bringelly Road, Leppington and Gurner Avenue, Austral be retained.</p> <p>This recommendation is based on the presence of residential properties and the crash history for the intersection with Tenth Avenue. As Fourth Avenue is a local road, the issue of the intersection crashes at Tenth Avenue has been referred to Liverpool Council for investigation.</p> <p>If Liverpool Council elects to carry out safety work at the intersection of Fourth and Tenth Avenues, RMS will review the speed limit on Fourth Avenue between Seventh and Thirteenth Avenues.</p>
79	Kennedy Drive	<p>It is proposed the existing 50km/h general urban speed limit on Kennedy Drive from Lord Street to Pacific Drive, Port Macquarie be retained. This recommendation is based on the road alignment, the typical urban environment of the route, crash history and the high number of access points along the route.</p>
80	Moorebank Avenue	<p>It is proposed the existing 60km/h speed limit on Moorebank Avenue between Heathcote Road and Cambridge Avenue, Moorebank be retained.</p> <p>This recommendation is based on the residential nature of the road at the northern end, access points for residential and commercial properties and crash history particularly those involving pedestrians. The southern end of this length has a largely commercial nature, with access points for pedestrians crossing to and from the army barracks.</p>
81A	New England Highway - Moonbi village	<p>It is proposed the existing 50km/h speed limit on the New England Highway in the village of Moonbi be retained.</p> <p>The recommendation is based on the roadside development, consisting of 39 residential and commercial access points fronting the highway on a length of 1.4 kilometres, which is consistent with the definition of a built up area.</p> <p>This speed limit is considered suitable for the urban nature of the village, adjacent residential and commercial land use, school zone, pedestrian activity and intersections.</p>
81B	New England Highway - Willow Tree village	<p>It is proposed the existing 50km/h speed limit on the New England Highway in the village of Willow Tree be retained. This speed limit is considered suitable for the urban nature of the village, adjacent residential land use and side road intersections.</p>

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81C	New England Highway - Brisbane Street to Murray Street	<p>It is recommended the existing 60km/h speed limit on the New England Highway and Oxley Highway, 400 metres north of Murray Street to Brisbane Street is retained.</p> <p>This speed limit is considered suitable for the road environment, adjacent residential and commercial land use, property accesses and side road intersections.</p>
82	Newell Highway - South West region	<p>It is proposed the following changes be made to the Newell Highway between Jerilderie and Tocumwal:</p> <ul style="list-style-type: none">• Remove the 80km/h buffer zone by extending the 50km/h speed limit 470 metres north of Billabong Creek bridge and extending the 110km/h speed limit south to 470 metres north of Billabong Creek bridge.• Remove the 70km/h buffer zone and replace with 50km/h speed limit to join to the existing 110km/h speed limit between 615 metres south of the southern side of Coonong Street, Jerilderie.• Remove three 100km/h speed limit lengths to create a consistent 110km/h speed limit between Jerilderie and Finley.• Remove the 70km/h buffer zone and replace with a 50km/h speed limit at Finley.• Remove the 80km/h buffer zone and extend the 100km/h speed limit to the existing 50km/h speed limit south of Finley.• Retain the existing 100km/h speed limit from Finley to Tocumwal.• Relocate the northern end of the existing 80km/h speed limit in Tocumwal to 50 metres north of Old Adcocks Road to create a consistent two kilometre 80km/h speed limit. <p>These recommendations are based on the environment of the Newell Highway between Jerilderie and Tocumwal which is largely rural with short lengths of urban environment through towns. The speed limits on the Newell Highway are considered to reflect the rural road and urban environment along the highway and provide a consistent approach to speed limits on approach to and through the towns along the highway.</p> <p>The recommendations will reduce the number of speed zone changes from 16 to six.</p>

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83	Ocean Drive	<p>It is proposed the existing speed limits on Ocean Drive between North Haven and Port Macquarie be retained at 50km/h and 90km/h. The existing 90km/h speed limit between North Haven and Bonny Hills is considered suitable due to the road alignment and lane widths.</p> <p>The existing 50km/h speed limit through Bonny Hills is considered appropriate for a two lane, two way urban road which travels through a coastal town area with dense urban development.</p> <p>The existing 90km/h speed limit between Bonny Hills and Lake Cathie is considered appropriate due to roadside development, access and crash history.</p> <p>The existing 50km/h speed limit between Hindman Street and the Oxley Highway, Port Macquarie is considered appropriate due to the road alignment, lane widths, on-road cycleway, and crash history particularly involving pedestrians and cyclists.</p>
84	Old South Head Road	<p>It is proposed the existing 50km/h speed limit on Old South Head Road from New South Head Road, Vaucluse to Syd Einfeld Drive, Bondi Junction be retained.</p> <p>Since the implementation of the 50km/h speed limit in October 2010 road safety has been improved and resulted in a 27 per cent reduction in the number of crashes. The speed limit is considered suitable for the urban road environment.</p>
85	Princes Highway - Waterfall	<p>It is proposed the existing northbound 110km/h speed limit on the F6 Southern Freeway at Waterfall be extended by 600 metres to the north, linking to the Princes Highway at Waterfall.</p> <p>This will create a consistent 22.2 kilometre length of 110km/h speed limit from the start of the F6 Southern Freeway, Bulli Tops to 300 metres north of the Old Princes Highway northbound on ramp, Waterfall. This increase is supported by the road environment, rural setting and lack of adjacent development.</p>
86	Richmond Road	<p>It is proposed the existing 60km/h speed limit on Richmond Road between north of Garfield Road (West) and south of South Street, Marsden Park be retained.</p> <p>This recommendation is based on the built up road environment with direct commercial, industrial and residential access and regular intersections.</p> <p>Since the implementation of the 60km/h speed limit in June 2008 road safety has been improved and there has been a 23 per cent reduction in crashes and no further fatalities.</p>

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87A	Snowy Mountains Highway - Adaminaby	It is proposed the existing 80km/h speed limit on the Snowy Mountains Highway, Adaminaby be retained. This recommendation is based on crash history, the low number of access points along the route, the road alignment and sight distances. The recommendation is in accordance with the NSW Speed Zoning Guidelines.
87B	Snowy Mountains Highway - Bemboka	It is proposed the existing 60km/h speed limit on the Snowy Mountains Highway, through Bemboka is retained. This speed limit is considered suitable for the rural nature of this undivided highway, adjacent land use and activity, and property access and side road intersections through the town.

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88 Southern Cross Drive

It is proposed the following changes be made on General Holmes Drive / Southern Cross Drive between The Grand Parade, Brighton le Sands and 140 metres south of Todman Avenue, Kensington:

- Extend the northbound 60km/h speed limit on General Holmes Drive by 590 metres from south of Bestic Street to north of Tancred Avenue, Kyeemagh. This location currently has a 70km/h speed limit.

This recommendation is based on the adjacent residential development on the western side of the road with associated driveways and the crash history at the Bestic Street intersection. This will position the 60km/h speed limit at the start of the variable speed limit which will display a 60km/h during the morning weekday peak and 70km/h outside of this peak period.

- Extend the southbound 60km/h speed limit on General Holmes Drive by 270 metres between south of Bestic Street and north of Bestic Street, Kyeemagh.

This recommendation is based on the residential development on the western side of the road with associated driveways south of Bestic Street and the crash history at the Bestic Street intersection.

It is proposed the existing speed limits be retained as follows:

- The northbound 70km/h speed limit on General Holmes Drive and Southern Cross Drive between north of Tancred Avenue, Kyeemagh and east of Botany Road, Mascot.
- The southbound 70km/h speed limit on General Holmes Drive and Southern Cross Drive between north of Bestic Street, Kyeemagh and east of Botany Road, Mascot.

These recommendations are based on a number of motorist decision making points, limited direct access, changes in the road alignment.

- The existing 80km/h speed limit on Southern Cross Drive and Dowling Street between east of Botany Road, Mascot and south of Todman Avenue, Kensington is to be retained. This recommendation is based on no direct access along the route and the high standard of the road alignment.

89 Stanhope Parkway

It is proposed the existing 60km/h speed limit on Stanhope Parkway, Quakers Hill be retained.

This recommendation is based on the built up road environment, pedestrian traffic from the adjacent Stanhope Village Shopping Centre and Stanhope Gardens Softball Reserve sporting fields, regular intersections and is in accordance with the revised NSW Speed Zoning Guidelines.

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90	The Coast Road	<p>The speed limit on The Coast Road was reduced from 100km/h to 80km/h between Ballina and Lennox Head on 21 December 2011 as part of the speed zone review and in response to concerns from the community and road safety issues.</p> <p>The reduction in speed limit is based on increased residential development over recent years, high traffic volumes at intersections and beach access points and recommended minimum lengths of speed zones.</p> <p>This reduced the number of speed zone changes from five to three.</p>
91	Sparks Road	<p>It is proposed the following changes be made to Sparks Road, Wallarah Road and Main Road from Jilliby to Toukley:</p> <ul style="list-style-type: none">• Reduce the existing 70km/h speed limit on Sparkes Road from Hue Hue Road to 300 metres east of Burnett Road to 60km/h. This recommendation is based on crash data and heavy vehicle turning movements at the F3 ramp.• Reduce the existing 60km/h speed limit on Wallarah Road 100 metres west of the Pacific Highway to 30 metres west of Hay Street, Gorokan to 50km/h. This recommendation is based on significant pedestrian traffic, high number of driveways and local streets, traffic volumes, crash data and road environment. <p>The recommendations will reduce the number of speed zone changes from five to four.</p>
92	Adelaide Street	<p>It is proposed to increase the existing 50km/h speed limit on Adelaide Street, Raymond Terrace from 90 metres north of William Street to 530 metres north of William Street to 60km/h, joining with the existing 60km/h speed limit.</p> <p>This speed limit is considered suitable for the urban road environment, adjacent land use and will create a consistent 2.9 kilometre length of 60km/h on Adelaide Street at its northern end.</p>
93	Central Coast Highway	<p>It is proposed to reduce the existing 70km/h speed limit to 60km/h on the Central Coast Highway between 250 metres south of Passage Road and 300 metres north of Passage Road, Bateau Bay.</p> <p>This recommendation is based on the large number of pedestrians, particularly children, crossing the highway at Passage Road to access residential areas, Bateau Bay Primary School and parklands as a result of recent development west of the highway.</p> <p>It is proposed all other speed limits be retained. The existing speed limits are considered to be appropriate for the road environment and the adjacent development.</p>

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94A Cobb Highway
- Victorian border to
Moama

It is proposed the following change be made to the Cobb Highway, from the Victorian Border to Kiely Rd, Moama:

- Remove the existing 80km/h speed limit from north of Pericoota Road to north of Nicholas Drive and install a 50km/h speed limit.

It is proposed to retain the existing 60km/h speed limit on the Murray River Bridge and 50km/h speed limits through Meninya Street, Moama.

These speed limits are considered suitable for the urban road environment, adjacent residential and commercial land use, crash history and property and side road accesses.

The recommendations will reduce the number of speed zone changes from three to two.

94B Cobb Highway
- Hay to Deniliquin

It is proposed the following changes be made to the Cobb Highway between from Deniliquin to Hay:

- Remove the existing 60km/h speed limit north of Deniliquin and extend the existing 50km/h speed limit.
- Increase the existing speed limit from 100km/h to 110km/h between Pretty Pine to Wanganella.
- Decrease the existing speed limit from 90km/h to 80km/h at Wanganella.
- Extend the existing 50km/h speed limit at the Murrumbidgee River Bridge to the south by 70 metres, replacing the existing 60km/h speed limit.

It is proposed to retain the existing 100km/h speed limit between Deniliquin and Pretty Pine, the existing 80km/h speed limit at Pretty Pine and the existing 110km/h speed limit between Wanganella to Hay.

These speed limits are considered suitable for the road environments, adjacent land use, crash history and will increase the consistency of speed limits on approach to towns.

The recommendations will reduce the number of speed zone changes from nine to eight.

94C Cobb Highway
- Booligal to Western
Region

It is proposed to increase the 100km/h speed limit on the Cobb Highway between Booligal and Mossiel to 110km/h.

This will provide a consistent 110km/h speed limit and is based on the road environment, road alignment with wide clear zones adjacent to the highway, low traffic volumes and crash rate.

The recommendation will reduce the number of speed zone changes from three to two.

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95A	George Bass Drive - Carrol College school zone	<p>It is proposed the existing 40km/h school zone speed limit at Carroll College on George Bass Drive be retained.</p> <p>The review determined the 40km/h school zone speed limit on George Bass Drive is appropriate under the School Zone Guidelines.</p>
95B	George Bass Drive	<p>It is proposed the existing 70km/h speed limit on George Bass Drive from 10 metres south of Waroo Crescent to 300 metres south of Rosedale Parade, Rosedale be retained.</p> <p>The existing speed limit is appropriate considering the crash history and the roadside environment at this location.</p>
96	Illawarra Highway - Albion Park	<p>It is proposed all existing 50km/h and 60km/h speed limits on the Illawarra Highway through Albion Park are retained.</p> <p>The road environment varies between the eastern and western ends of the route and the existing speed limits are considered suitable.</p>
97	Jenolan Caves Road	<p>It is proposed the existing 50km/h speed limit in the Hampton village on Jenolan Caves Road be retained.</p> <p>This recommendation is considered suitable based on frequent foggy and wet weather conditions, the road alignment, the lack of clear zones, sight distances at access points and the high volume of tourist buses and tourist traffic unfamiliar with the road.</p>
98	Lake Road	<p>It is proposed the existing 50km/h urban default speed limit on Lake Road, Port Macquarie be retained.</p> <p>This recommendation is based on the road alignment, typical urban and industrial/business environment of the route. Other key determining factors such as the crash history and the high number of access points along the route have been taken into consideration.</p>
99	Moss Vale Road - Bowral to Mittagong	<p>It is proposed the existing speed limits on all four sections of Moss Vale Road are retained at 60km/h, 70km/h and 90km/h.</p> <p>This recommendation is considered appropriate for the arterial function of the road, the mix of urban and rural road environments, the road alignment, crash rates and limited accesses.</p>
100	Penrose Road	<p>It is proposed the existing speed limits on Penrose Road, Penrose are retained at 50km/h, 80km/h and 100km/h.</p> <p>These speed limits are considered suitable for the urban and rural sections and crash history.</p>